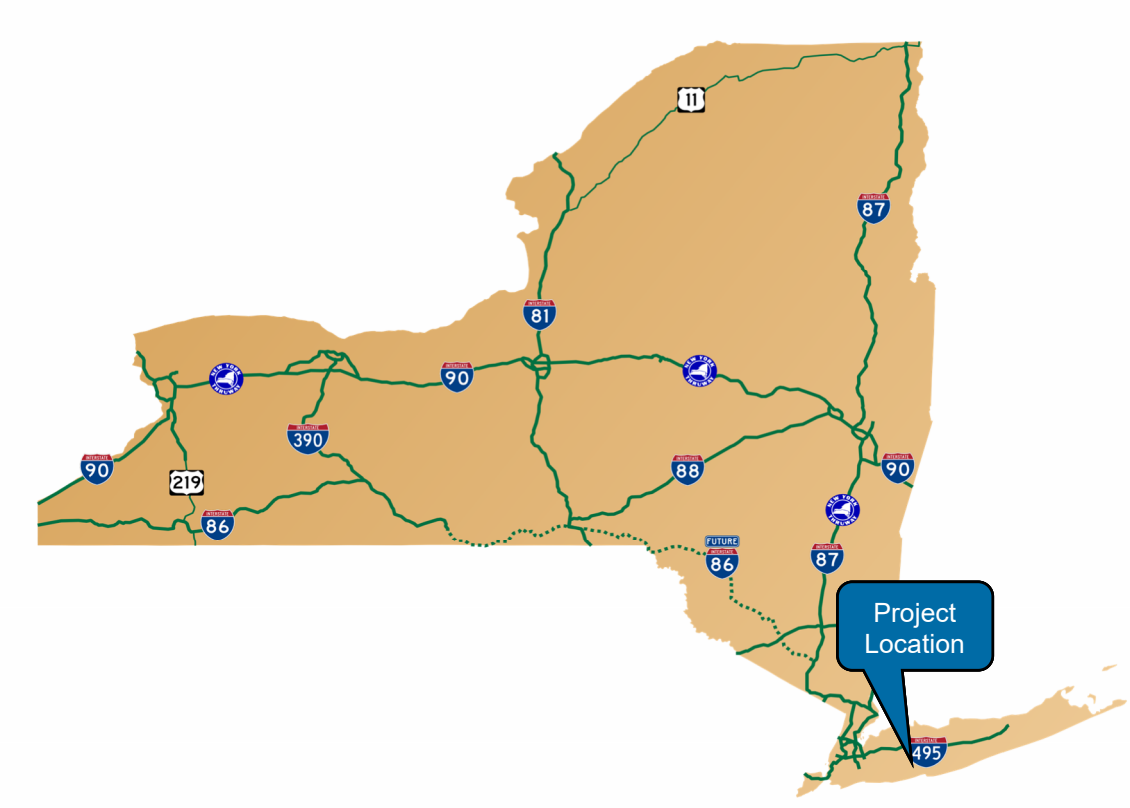
Transportation Project Report

Final Design Report

August 2025

Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13) Reconstruction
Project Identification Number (PIN): 0534.87
Town of Hempstead
Nassau County



NEW YORK STATE Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

Project Approval Sheet

Milestones	Signatures	Date
A. IPP Approval:	The project is ready to be added to the Regional Capital Program and project scoping can begin. The IPP was approved by: Richard Causin, PE, Regional Director	2/27/2023
B. Scope Approval:	The project cost and schedule are consistent with the Regional Capital Program. The scope was approved by: Richard Causin, PE, Regional Director	12/3/2024
C. Public Hearing Certification (Pursuant to 23 USC 128 and 23 CFR 771.111):	A public hearing was not required, however a public information meeting was held on 5/8/2025. Alvin Feng, PE, Project Manager	9/15/2025 Date
D. Categorical Exclusion Determination on Behalf of FHWA	This project qualifies as a Categorical Exclusion under the National Environmental Policy Act per the NYSDOT/FHWA Programmatic Agreement Regarding Categorical Exclusions. Richard Causin, PE, Regional Director	9/16/2025 Date
E. Recommendation for Design, Access Modification, and Nonstandard Feature Approval:	All requirements requisite to these actions and approvals have been met, the required independent quality control reviews separate from the functional group reviews have been accomplished, and the work is consistent with established standards, policies, regulations and procedures, except as otherwise noted and explained. The nonstandard features have been adequately justified and it is not prudent to eliminate them as part of this project. Jules Manfred Augustin Jules Augustin, PE, Acting Regional Design Engineer	09/15/2025 Date
F. Design, and Nonstandard Feature Approval:	The required environmental determinations have been made, and the preferred alternative for this project is ready for final design. Nonstandard features have been appropriately justified. Richard D. Wilder, PE, Deputy Chief Engineer , Design	9/17/2025 Date
G. Access Modification Approval:	Based on the documentation provided in this Access Modification Report, the requested access modification on Southern State Parkway Eastbound Ramp at Exit 13 is granted. Richard D. Wilder, PE, Deputy Chief Engineer , Design	9/17/2025 Date

List of Preparers

Group Director Responsible for Production of this Final Design Report (FDR):



Juno Garcia, PE, Principal, Stantec Consulting Services, Inc.
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New York, NY 10017
Tel: (212) 366-5600

Description of Work Performed: Directed the preparation of the FDR in accordance with established standards, policies, regulations and procedures, except as otherwise explained in this document.

Note: *It is a violation of law for any person, unless they are acting under the direction of a licensed professional engineer, architect, landscape architect, or land surveyor, to alter an item in any way. If an item bearing the stamp of a licensed professional is altered, the altering engineer, architect, landscape architect, or land surveyor shall stamp the document and include the notation "altered by" followed by their signature, the date of such alteration, and a specific description of the alteration.*

This report was prepared by the following NYSDOT staff:

Vinicio Lora, PE, Design Group Program Delivery Supervisor, Design
Garole Valbrun, PE, Project Manager, Design
Alvin Feng, PE, In House Design Supervisor, Design

Description of Work Performed: Supervised the preparation of the FDR and directed the preparation of the hazardous material, noise analysis, cultural resources and visual impact assessment sections in the FDR in accordance with established standards, policies, regulations and procedures, except as otherwise explained in this document. I visited the project site on 3/21/23.



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CHAPTER 1 – PROJECT DEVELOPMENT

1.1. Introduction

This report was prepared in accordance with the NYSDOT Project Development Manual, 17 NYCRR (New York Codes, Rules and Regulations) Part 15, and 23 CFR (Code of Federal Regulations) 771. Transportation needs have been identified (section 1.2), objectives established (1.2.3) to address the needs, and cost-effective alternatives developed (1.3). This project is federally funded.

1.1.1. Project Description / Public Friendly Description

This project proposes to reconstruct the Southern State Parkway Exit 13 (Central Avenue/Linden Boulevard) interchange in the Town of Hempstead, Nassau County to enhance the safety of the travelling public.

1.1.2. Project Location

The project is located at Exit 13 along the Southern State Parkway in the Town of Hempstead, Nassau County. The Southern State Parkway (908M) is an 8 to 10-lane controlled-access highway and major thoroughfare connecting communities in Nassau and Suffolk counties to New York City. The parkway is utilized by commuters traveling between home and work and for recreation travel to and from New York City and the south shores of Long Island. Commercial Vehicles are prohibited from using the parkway. The parkway is an east-west emergency storm evacuation route for Nassau and Suffolk Counties. Exit 13 is situated in the hamlet of North Valley Stream, within the Town of Hempstead in Nassau County, New York (See Figure 1.1.2.1 below) and is the westernmost access point along the Southern State Parkway (908M). Within the project location are several local streets that provide access to the Southern State Parkway. Central Avenue is a two-lane roadway with limited pedestrian access that traverses under the Southern State Parkway, and merges with westbound Exit 13, north of the Southern State Parkway to become Linden Boulevard.

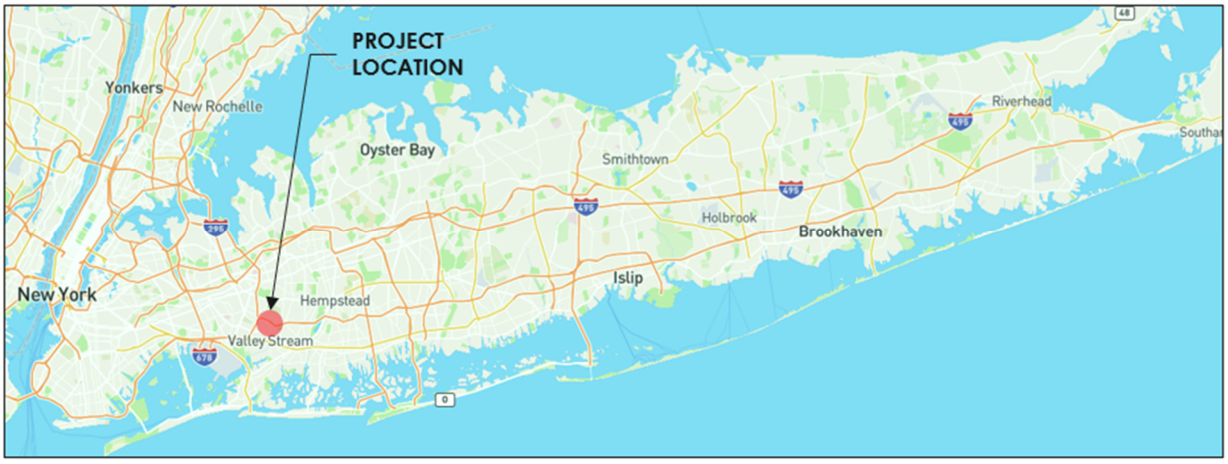


FIGURE 1.1.2.1: PROJECT LOCATION

(1) Route number: 908M
(2) Route name: Southern State Parkway
(3) SH (state highway) number and official highway description: LP 34-3, 9506
(4) BIN (Bridge Identification Number) and feature crossed: 1059331, 1059332 Crossing Central Avenue
(5) City/Village/Township: Town of Hempstead
(6) County: Nassau
(7) Length: 2200 LF
(8) From: RM 908M-0301-1004 to RM 908M-0301-1010
(9) Milepoints 1005 57 011 from 0.510 to 0.760
(10) Eastbound Southern State Parkway Exits 13S & 13N. Eastbound entrance ramp at Central Avenue.

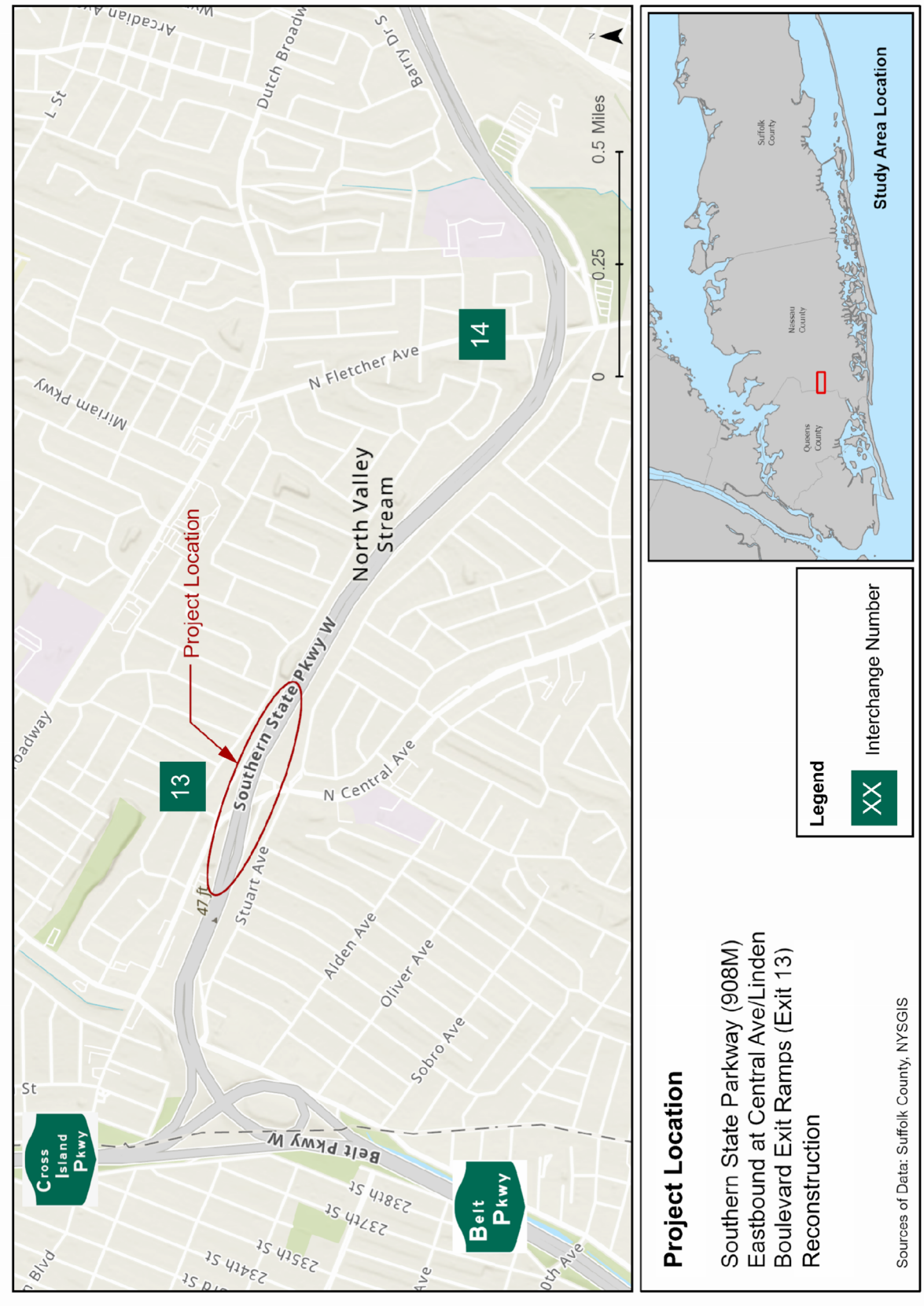


FIGURE 1.1.2.2: PROJECT LOCATION MAP

1.2. Purpose and Need and Objectives

1.2.1. Project Need

The Southern State Parkway (SSP) is a fully controlled-access State parkway that serves the southern portion of Long Island in the east-west direction, accommodating up to 200,000 vehicles per day. The SSP is one of three continuous east-west fully controlled-access roadways in Long Island. The SSP is used by commuters and for recreational travel to and from the New York City area and the south shores of Long Island. Commercial vehicles are prohibited from using the parkway. The parkway is an east-west emergency storm evacuation route for Nassau and Suffolk Counties.

The SSP was constructed in sections, with the first section completed in 1927 and the final section completed in 1962. Maintenance of the SSP was transferred from the Long Island State Park Commission to NYSDOT in 1977. At the time of its construction and any subsequent reconstruction, the SSP was built in accordance with the standards then in effect. The mainline roadway and Exit 13 were not built to accommodate today's travel speeds nor to support the growing Long Island population and resulting increases in vehicular travel demand.

Eastbound Exit 13 presently features a crash rate higher than the statewide average. The primary contributing factors to the high crash rate at Exit 13 include but are not limited to:

1) Short deceleration lane for eastbound exit ramp to northbound Central Avenue
2) Non-standard ramp geometry
3) No barrier separating traffic between eastbound exit ramp to northbound Central Avenue and eastbound entrance ramp from Central Avenue
4) 5-legged intersection with pedestrian crossings: Stuart Avenue (west), Arkansas Drive (east), Central Avenue (north-south), and the SSP eastbound ramps (north)
5) Non-conforming acceleration lane and short taper for traffic entering eastbound SSP from Central Avenue

1.2.2. Project Purpose

The purpose of this project is to provide safety and operational enhancements at the eastbound Southern State Parkway Exit 13 to reduce the potential for crashes.

1.2.3. Project Objectives

1. Develop project enhancements incorporating effective crash reduction measures to enhance operational conditions and reduce vehicle conflicts.

2. Address geometric deficiencies to enhance traffic flow and facilitate traffic operations.

3. Enhance intersection geometric deficiencies at Central Ave and Stuart Ave intersection.

4. Incorporate appropriate design features to safely accommodate pedestrian access / reduce the occurrence of pedestrian and vehicle conflicts.

1.3. Project Alternatives

Several alternatives were considered to address the needs of the study area.

No-Build – The No-Build Alternative maintains the existing roadway geometry. The existing non-standard features would remain. The no-build alternative would not meet the project objectives and would not assist in lowering the crash rate to a level that is comparable or below the statewide average. The no-build alternative is being retained for comparison with the other reasonable alternative being evaluated. Refer to figure 1.3.1.

Alternative No. 1 – Alternative No. 1 involves reconfiguring the existing eastbound ramps to and from Central Avenue to resemble a diamond style ramp configuration on the southern portion of the interchange. The ramp intersection with Central Avenue is to be controlled by traffic signal. The reconfiguration shall include the following:

a) Realign the eastbound Exit 13S ramp to cross Central Avenue at a skewed angle rather than turning and tying in with southbound Central Avenue. The realignment allows the northbound and southbound movement off the exit-ramp. The intersection will be controlled by traffic signal approximately 85 feet south of existing SSP mainline over Central Avenue bridge.
b) Eliminate the existing eastbound Exit 13N loop ramp as the reconfigured eastbound Exit 13S accounts for the northbound and southbound movements exiting the Southern State Parkway.
c) Redesign the eastbound Southern State Parkway entry ramp to be in-line with the reconfigured eastbound Exit 13S ramp, creating a skewed four (4) legged intersection with Central Avenue.

All impacted ramps under Alternative No. 1 will be upgraded to conform with current NYSDOT and American Association of State Highway and Transportation Officials (AASHTO) design standards. The newly formed standard four (4) legged intersection will be situated in a manner that maximizes the spacing between it and the existing Central Avenue & Stuart Avenue intersection. This alternative will also require an Access Modification Report to be completed during the development of this project's Design Report phase (Design Phases I-IV). Refer to figure 1.3.2.

Alternative 1 addresses the existing geometric deficiencies by removing the nonstandard ramp geometry and extending the non-conforming acceleration lane. Realigning the eastbound Southern State Parkway entry and exit ramps is anticipated to have a reduction in crashes and reduce vehicle conflicts. In addition, proposed sidewalk will be installed on both sides of Central Avenue to provide a continuous pedestrian access route below the Southern State Parkway.

For a more in-depth discussion of the design criteria and nonstandard features, see Section 3.2.3 Design Criteria for Reasonable Alternative(s).

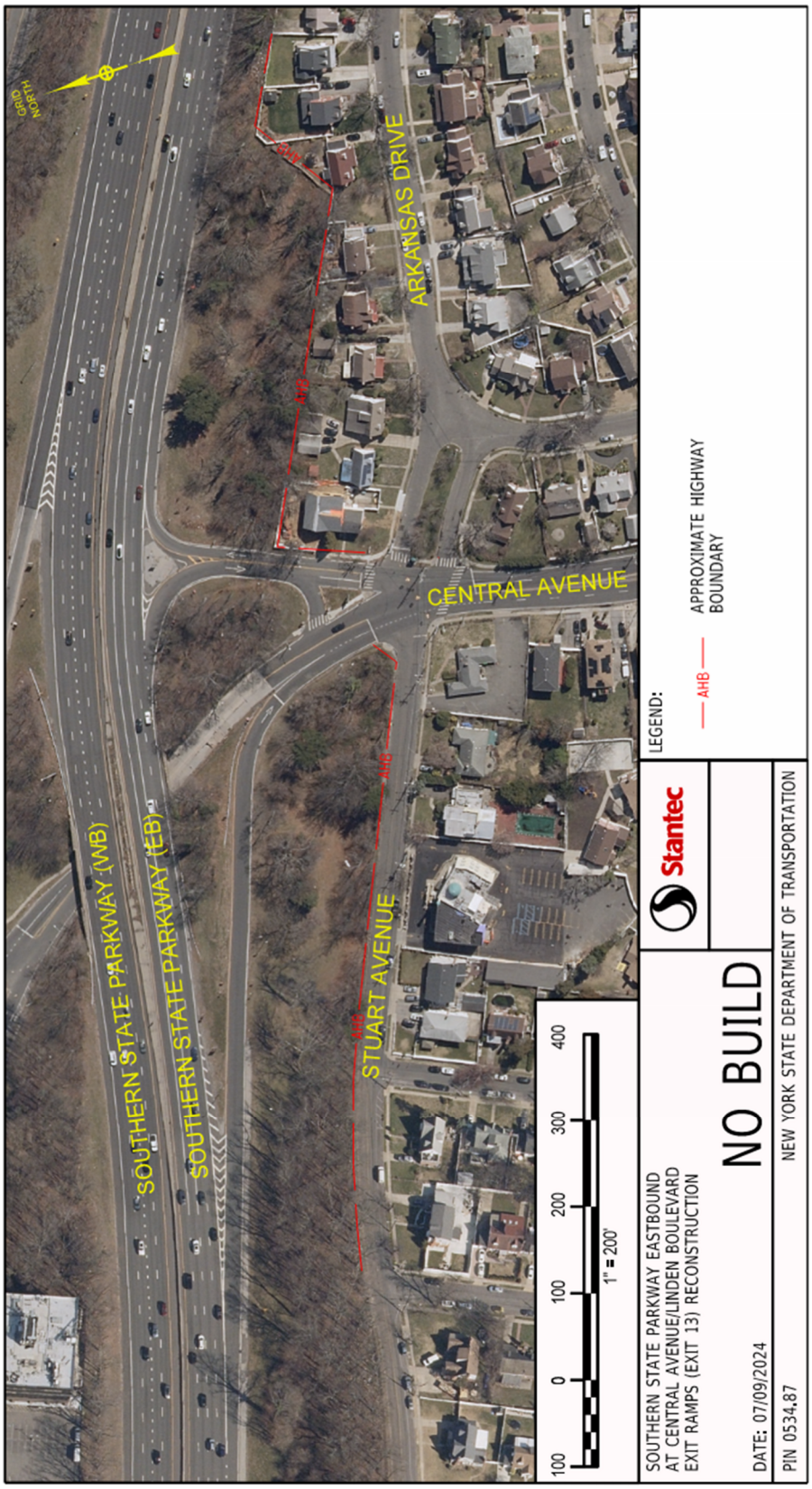


FIGURE 1.3.1: NO BUILD

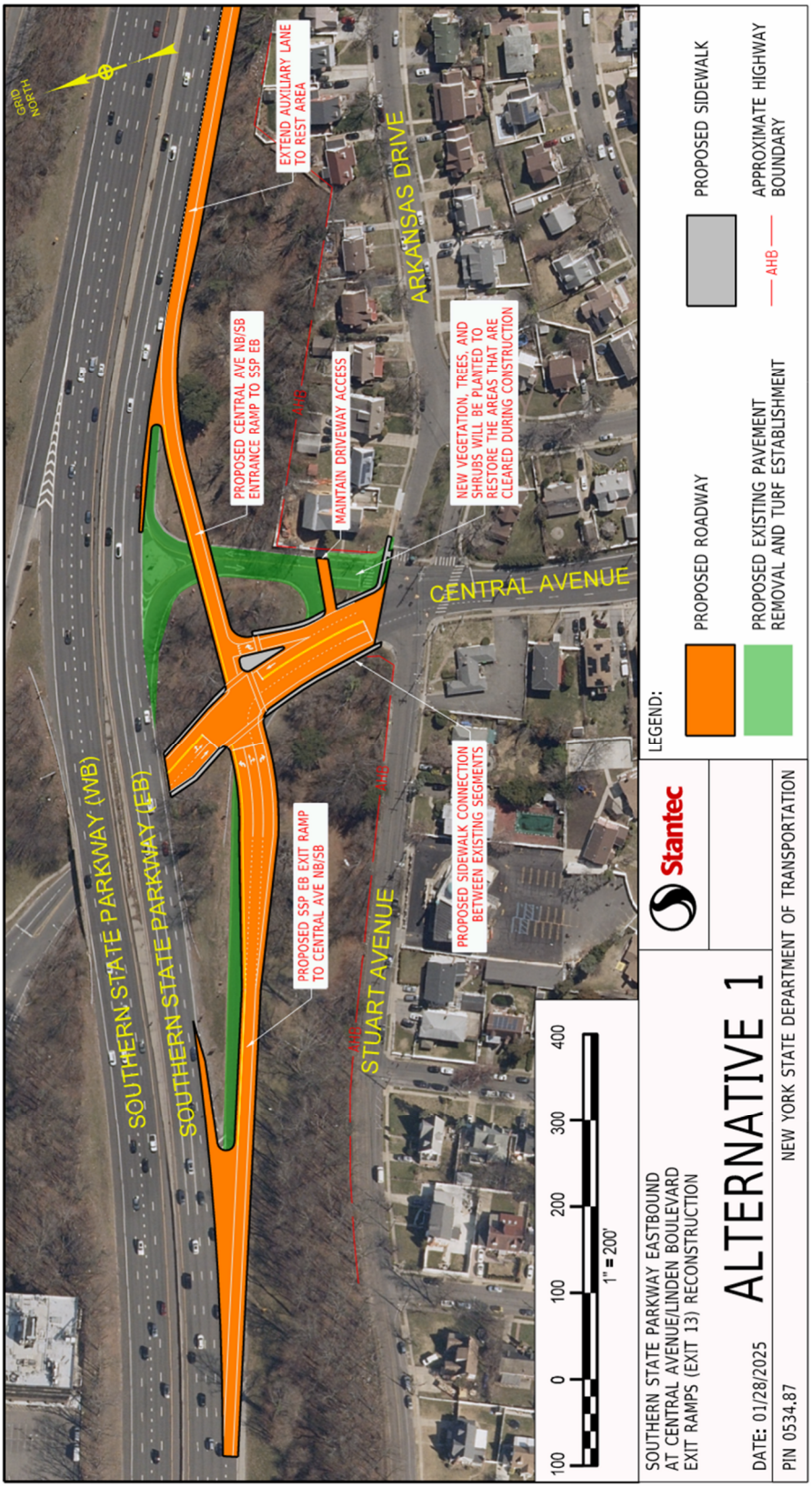


FIGURE 1.3.2: ALTERNATIVE 1

1.3.1 Alternatives / Concepts Considered and Dismissed

Alternative No. 2 – Alternative No. 2 involves the reconfiguration of the existing eastbound ramps to and from Central Avenue to resemble a diamond style configuration on the southwestern quadrant of the interchange. The ramp intersection with Central Avenue is to be controlled by traffic signal. The reconfiguration shall include the following:

a) Realign the eastbound Exit 13S ramp to meet Central Avenue perpendicularly to form a T-intersection. The redesign allows the northbound and southbound movement off the exit-ramp.
b) Eliminate the existing eastbound Exit 13N loop ramp as the reconfigured eastbound Exit 13S accounts for the northbound and southbound movements exiting the Southern State Parkway.
c) Realign the eastbound Southern State Parkway entry ramp as a single lane, rather than the existing 2-lane bi-directional road off the five (5) legged intersection at Central Avenue, Stuart Avenue, and Arkansas Drive. Similar to the existing condition, the proposed entry ramp shall not be accessible to southbound Central Avenue traffic. southbound Central Avenue traffic looking to access eastbound Southern State Parkway shall maintain the existing movement of entering the fully controlled-access facility via the entrance ramp off Stuart Avenue, approximately 1900’ west of the intersection of Central Avenue and Stuart Avenue.

This alternative would not meet the project objectives as it does not enhance the existing 5-legged intersection at Central Ave and Stuart Ave. Vehicles accessing the eastbound Southern State Parkway from southbound Central Ave would still need to perform a u-turn to be able to access the entry ramp. While the alternative is anticipated to reduce crashes and vehicle conflicts, it does not reduce as much as the preferred alternative. In addition, there are non-standard curvature features of the eastbound entry ramp that would need to be maintained in order to not impact the existing right of way.

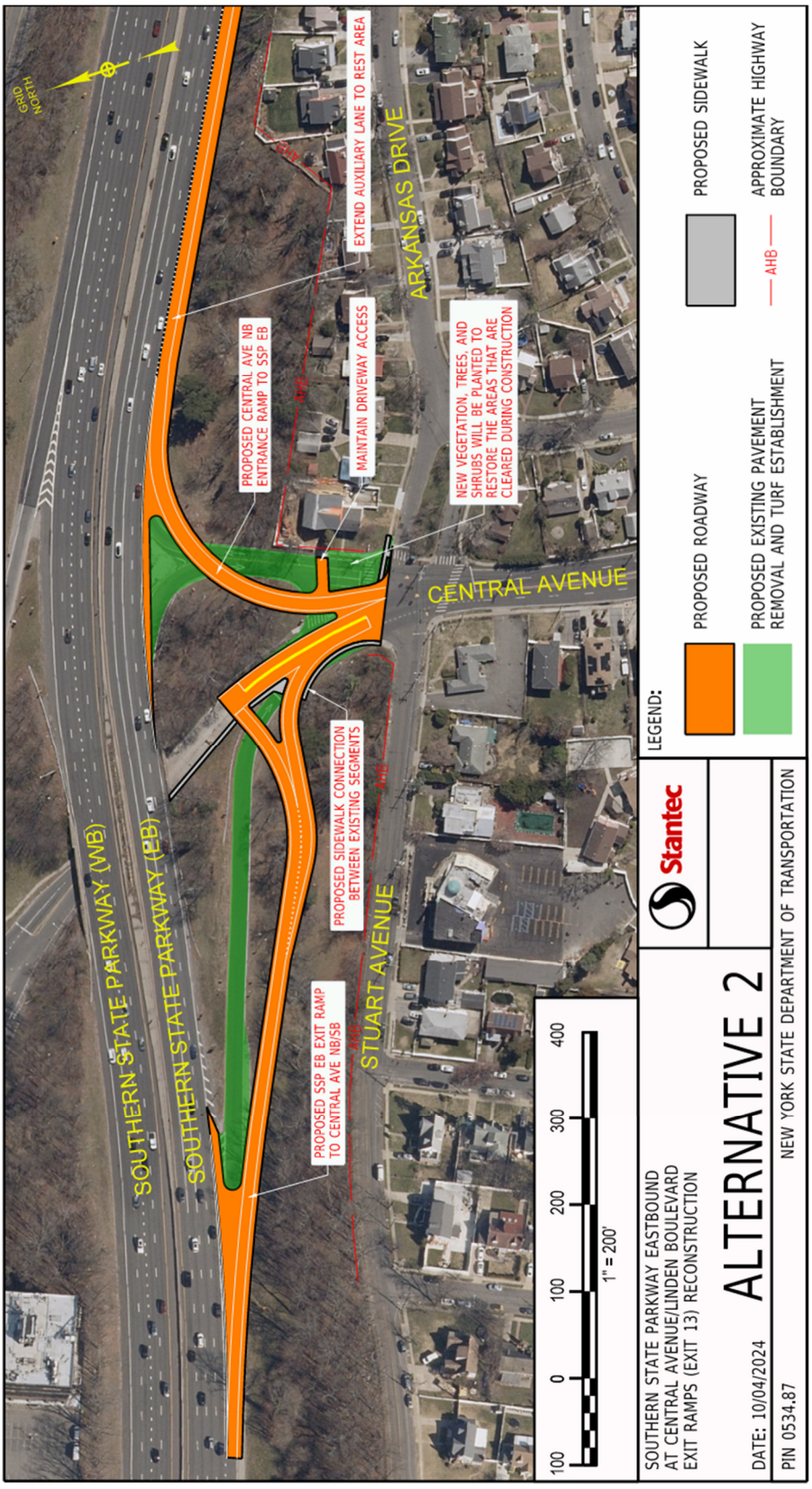
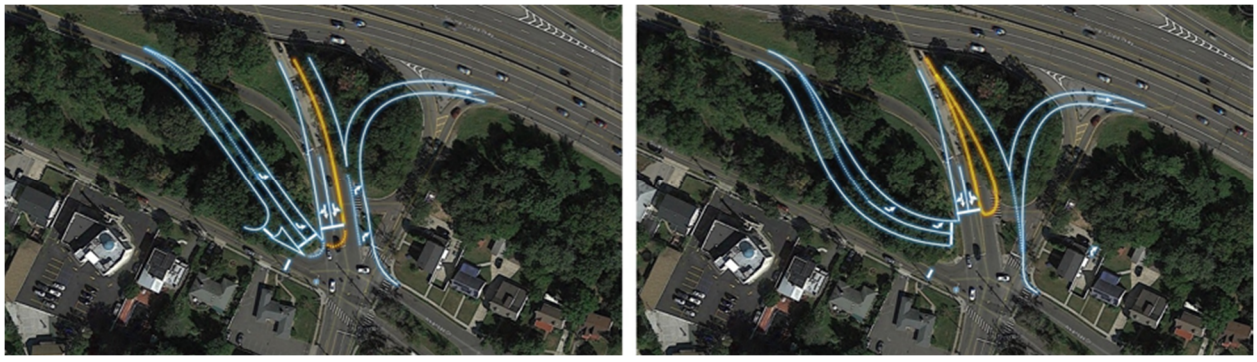


FIGURE 1.3.3: ALTERNATIVE 2

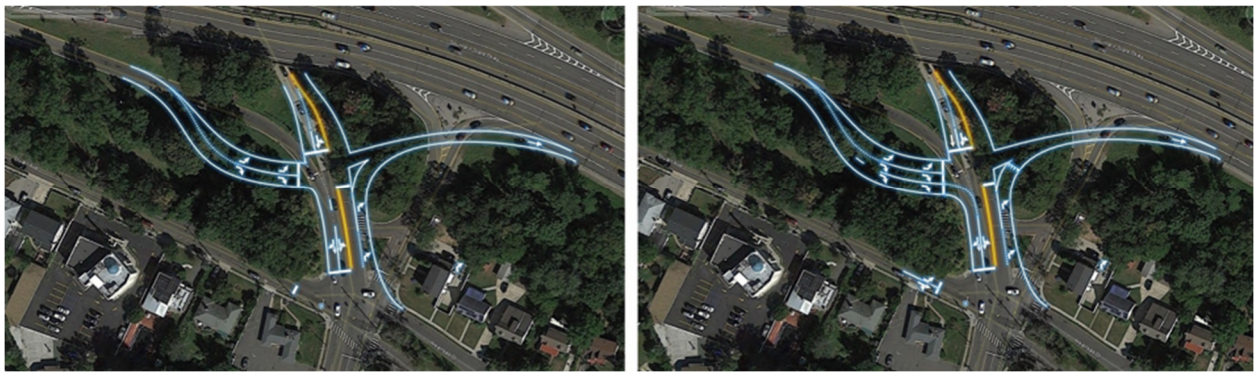
Roundabout Concept – The roundabout concept involves reconfiguring the existing intersection of the eastbound ramps and Central Avenue to a roundabout. Both modifying the intersection at Stuart Avenue/Arkansas Drive to a roundabout and adding a new two-lane roundabout at the intersection of realigned eastbound ramps and Central Avenue were evaluated. In the first case, right-of-way constraints would require the roundabout be of a small size that cannot accommodate the necessary approaches to meet NYSDOT standards. In the second case, physical constraints including steep existing grades and the short distance between the Southern State Parkway bridge and the Stuart Avenue/Arkansas Drive intersection render this option not feasible. This concept would not meet the project objective of addressing non-standard features.



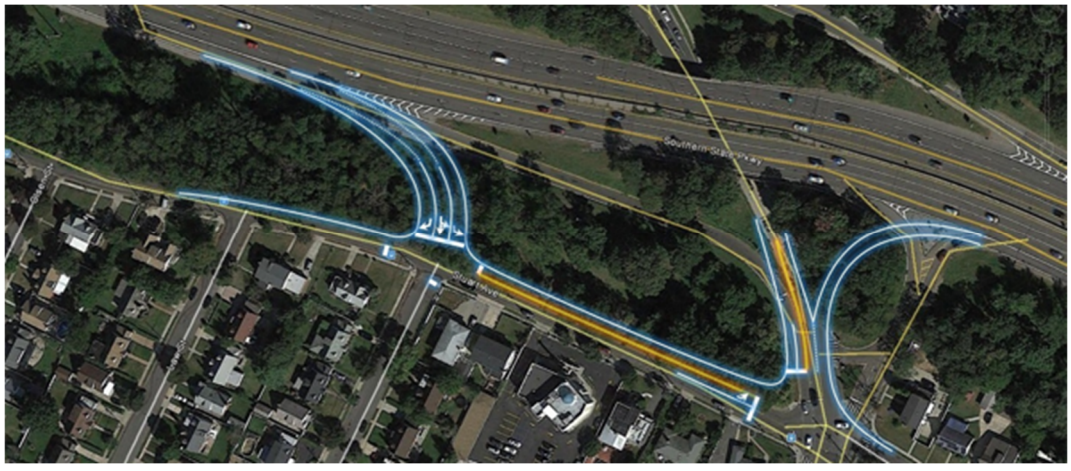
5-Legged Intersection Concept – The 5-legged intersection concept involves reconfiguring the existing eastbound ramps to meet Central Avenue at the intersection with Stuart Avenue and Arkansas Drive. This concept does not simplify the intersection geometry and introduces greater potential for wrong-way driving onto the exit ramp. This exit ramp also cuts through dense vegetation and would require significant grading and tree removals. The entrance ramp alignment incorporates a non-standard curve radius to connect Central Avenue with the eastbound Southern State Parkway. Turning onto the entrance ramp from southbound Central Avenue would also necessitate a nearly 180 degree turn. Additionally, this concept requires widening of Central Avenue to the east, which cuts into a steep roadside grade as Central Avenue approaches the Southern State Parkway bridge. Widening would also require the relocation of two utility poles. This concept would not meet the project objective of addressing non-standard features.



Variations to the Half Diamond Concept – The half diamond concept, as seen in proposed Alternative No. 1, involves reconfiguring the existing eastbound ramps to and from Central Avenue to resemble a diamond style ramp configuration on the southern portion of the interchange. While the following variations of this concept aim to minimize the length of ramp realignment, the exit ramp geometry includes reverse curves and decreased sight distance as compared with Alternative No. 1. This exit ramp also cuts through dense vegetation and would require significant grading and tree removals. Additionally, this concept requires widening of Central Avenue to the east, which cuts into a steep roadside grade as Central Avenue approaches the Southern State Parkway bridge. Widening would also require the relocation of two utility poles. This concept would not meet the project objective of addressing non-standard features.



Stuart Avenue Ramp Terminal Concept – The Stuart Avenue ramp terminal concept involves realigning the existing eastbound exit ramp from the Southern State Parkway to meet Stuart Avenue at its intersection with Bank Street. Though this concept simplifies movements at Central Avenue, it increases the risk of wrong way driving by terminating the exit ramp directly across from residential Bank Street. The location of the ramp terminal may also create opposition from adjacent neighboring residents. A new traffic signal would be required at the ramp terminal. Further, the short ramp length would not provide adequate distance to decelerate from mainline speeds and could result in rear-end collisions. The exit ramp alignment cuts through dense vegetation and would require significant grading and tree removals. This concept requires widening Stuart Avenue for approximately 750 feet, resulting in a significant increase in impervious area as well as utility pole relocations. This concept would not meet the project objective of addressing non-standard features.



1.4 Project Effects

1.4.1 Environmental Classification

Exhibit 1.4.1 Environmental Classification Summary				
Alternative 1 (preferred)				
NEPA Classification	Class II	BY	NYSDOT	
SEQR Type:	Type II	BY	NYSDOT	
Alternative 2				
NEPA Classification	Class II	BY	NYSDOT	
SEQR Type:	Type II	BY	NYSDOT	

This project is assumed to be a NEPA Class II Action under FHWA Regulations, 23 CFR 771.

Classification under the New York State Environmental Quality Review Act (SEQR) Part 15, Title 17 of the Official Compilation of Codes, Rules, and Regulations of New York State (17NYCRR Part 15) is assumed to be Type II.

1.4.2 Comparison of Considered Alternatives

Exhibit 1.4.2 Comparison of Alternatives		
Category	**Alternatives Evaluated**	
	No-Build	**Alternative 1 (Preferred)**
Environmental Impacts		
Wetlands	None	None
Cultural Resources (Section 106)	None	None anticipated
Section 4(f)	None	None anticipated
Endangered/ Threatened Species	None	May affect, Not Likely to Adversely Affect (MANLAA) Northern Long-Eared Bat and Tri-colored Bat
Air	None	Minimal anticipated
Noise	None	Minimal anticipated

Exhibit 1.4.2 Comparison of Alternatives		
Category	**Alternatives Evaluated**	
	No-Build	**Alternative 1 (Preferred)**
Social Impacts		
Property/Relocations	None	Driveway relocation anticipated
Mobility (Pedestrian, bicycle, transit, etc.)	No Effect	Enhanced pedestrian accommodations by proposing new sidewalk to provide continuous pedestrian access route along Central Avenue below the SSP
General Social Groups	No Effect	Beneficial impacts for disabled (new accessible sidewalks and crossings)
Crash Costs	High	Reduction in crash costs anticipated
Economic and/or Operational Impacts		
Economic Impacts	No Effect	Modification to vehicular access to businesses
Temporary Detours	No Effect	Minor impact anticipated during construction phases
Reduction of Parking	No Effect	No Effect
Utilities	None	Potential gas and water line relocation required, potential utility pole relocations required
Drainage	None	Minor Anticipated
Construction Cost	None	$14.65 M

1.4.3 Environmental Commitments and Coordination

The following environmental commitments (including permits, certifications, approvals, etc.) as well as coordination and consultation have either been begun or are anticipated for this project. Additional information is included in Chapter 4.

Exhibit 1.4.3 Environmental Commitments and Coordination
Permits and Related Items
NYS Department of Environmental Conservation (NYSDEC)
• Water Quality Certification
• Stormwater Pollution Prevention Plan (SWPPP)
United States Army Corps of Engineers (USACOE)
NYC Department of Transportation
• Construction Work Permit
Others (To Be Determined)
• Construction Staging Permit
• Construction Solid Waste Disposal Permit
Coordination
Federal Highway Administration
New York State Historic Preservation Officer (SHPO)
New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP)
US Fish and Wildlife Service
New York Natural Heritage Program
New York City
Town of Hempstead
Nassau County
New York Metropolitan Transportation Council (NYMTC) Conformity
Utilities
Certifications
NYS Department of Labor: Asbestos Variances

1.5. Preferred Alternative

The reasonable alternative that best meets the project objectives is Alternative 1. See Section 3.2.2 for a discussion of this alternative.

Design approval is schedule for July of 2025 with construction scheduled to last 12 months beginning in spring of 2027.

1.6. Project Schedule and Cost

FUNDING SOURCE: ☐ 100% State ☒ Federal

MPO INVOLVEMENT: ☐ No ☒ Yes
TIP Name: Nassau/Suffolk FFY23-27 TIP No.: NSNC5842C

TIP AMENDMENT REQUIRED: ☐ No ☒ Yes; Needed by: ASAP

STIP STATUS: ☒ On STIP ☐ Not on STIP

DESIRED LETTING: 11/12/2026

COST AND SCHEDULE:

☒ Public Meeting ☒ 4(f)/106 FHWA sign-off
☒ Permits ☐ Consultant(s) for: Phase 5-6
☒ Other – Identify e.g., utilities, endangered species (ESA)

Exhibit 1.6.1
Project Funding

Project Phase	Activity Duration	Year of Expenditure Cost	Fund Source	Obligation Date
Preliminary Design	16 months	$250,000 $512,000 $128,000	SDF NHPP SDF	9/19/2023 12/1/2023 12/1/2023
Detailed Design	12 months	$500,000 $125,000	NHPP SDF	8/15/2025 8/15/2025
Construction	12 months	$6,948,000 $1,737,000 $5,683,500 $631,500	NHPP SDF HSIP SDF	8/27/2026 8/27/2026 8/27/2026 8/27/2026
Construction Inspection	12 months	$1,737,000 $434,250 $1,420,875 $157,875	NHPP SDF HSIP SDF	8/27/2026 8/27/2026 8/27/2026 8/27/2026
TOTAL ESTIMATED COST		**$20,260,000**		

BASIS OF ESTIMATE: Preliminary estimate is provided by the Design Unit. The costs for Construction and Construction Inspection are inflated 2%/year (a total of 6% from SFY 24/25 to SFY 26/27)

PROGRAM DISPOSITION/LETTING: Scheduled for Letting in SFY 2026/27

STATEWIDE SIGNIFICANCE: ☒ No Remarks:

ASSET MANAGEMENT (OPTIONAL): ☐ Applies ☒ Not Applicable

ROW: No ROW acquisition is anticipated

Exhibit 1.6.2
Project Schedule

Activity	Date Occurred/Tentative
Scoping Approval	Fall 2024
Design Approval	Summer 2025
ROW Acquisition	N/A
Construction Start	Spring 2027
Construction Complete	Spring 2028

Exhibit 1.6b Project Costs - Design Bid Build		
Potential Alternatives		**Alt 1**
Earthwork		$1,250,000
Pavement and Subbase		$2,000,000
Drainage		$1,500,000
Large Culvert		
Guide Rail and Median Barrier		$500,000
Sidewalks and Curb Ramps		$300,000
Signs & Pavement Markers		$600,000
Retaining Walls and Noise Barriers		$150,000
Traffic Signals		$400,000
Lighting		$500,000
Misc. Utilities (Water/Sewer)		$400,000
WZTC		$1,150,000
Landscaping		$150,000
Bridge		
Structures Demolition		
Wetland Mitigation		
Stormwater/SPDES		
Miscellaneous/Incidentals	10%	$890,000
Field Change	10%	$979,000
Mobilization	4%	$430,760
Subtotal in Base Year Dollars		**$11,199,760**
Contingency/Risk	20%	$2,239,952
Subtotal in Base Year Dollars		**$13,439,712**
Cost Data Year and Midpoint of Construction Year	*2024*	*2027*
Inflation/Escalation to Midpoint of Construction	3%	$1,209,574
Award/Construction Cost		**$14,649,286**
Preliminary Design (Cost to Date)		$890,000
Final Design (Resource Cost Estimate)		$625,000
QC & Administration of Final Design and Contract	3%	$439,479
Construction Inspection		$3,650,000
ROW		
Total Project Cost		**$20,253,765**
Rounded to nearest $10K		**$20,260,000**

This project is estimated to require 2,000 design hours to complete with an estimated resource cost of $625,000. For a more detailed estimate of how the design hours are broken down, see the Design Resource Estimate in Appendix I.

1.7. Public Involvement

Exhibit 1.7.1 Public Involvement Plan Schedule of Milestone Dates	
Activity	**Date Occurred/Tentative**
Field Pre-Scoping Meeting	March 2023
Stakeholder Meeting	April 2025
Public Informational Meeting	May 2025
Current Project Letting date	November 2026

A Public Involvement Plan (PIP) has been prepared in accordance with the NYSDOT Project Development Manual (PDM). Refer to Appendix G for the PIP.

A Public Information Meeting was held on May 8th, 2025 at Elmont Memorial High School, 555 Ridge Rd, Elmont, NY from 5 P.M. to 8 P.M. where participants could review project display boards, talk to Department representatives, and leave written comment sheets. The purpose of the Public Information Meeting was to review the Preferred Alternative and obtain feedback from stakeholders on the project.

Additional project information, including a copy of the presentation boards displayed at the on May 8th, 2025 Public Information Meeting can be found at the Department's website:
https://projectdocs.dot.ny.gov/

A total of thirteen participants provided comments, either at the Public Information Meeting, or during the 10-day comment period open until May 19, 2025 which were entered into a Comment Log prepared for the meeting. Of the thirteen comments received, twelve comments were provided via comment sheets, and one comment was provided via mail.

Generally, the comments were in favor of constructing this project. Most of the comments received focused on enhancing the safety at the interchange, followed by concerns regarding synchronizing traffic signals.

For additional information or to provide comments, please contact:

Mailing Address: Regional Public Information Coordinator
New York State Department of Transportation
250 Veterans Memorial Highway
Hauppauge, New York 117885
Email Address: r10-rpic@dot.ny.gov
Telephone: (631) 952-6929

Please include the six-digit NYSDOT Project Identification Number (PIN) "0534.87" in any correspondence.

CHAPTER 2 - PROJECT CONTEXT: HISTORY, TRANSPORTATION PLANS, CONDITIONS AND NEEDS

This chapter addresses the history and existing context of the project site, including the existing conditions, deficiencies, and needs for this part of the interchange.

2.1. Project History

The Southern State Parkway was constructed in segments by the Long Island State Park Commission (LISPC), the sections encompassing the limits of this project opened in 1927 and 1940. SSP Exit 13 was reconfigured to a grade-separated cloverleaf interchange. The interchange was further modified, with the removal of the southbound Central Avenue to eastbound SSP movement, thus removing the southeastern quadrant of the cloverleaf and replacing it with a longer eastbound SSP Exit 13 exit ramp. At the time of its construction and the subsequent reconstruction, the SSP was built in accordance with the standards then in effect. The mainline roadway and Exit 13 were not built to accommodate today's travel speeds nor to support the growing Long Island population and resulting increases in vehicular travel demand.

Legislation contained in the December 2018 New York State Bill A6761A called for an evaluation of ramps along the Southern State Parkway (SSP) in Nassau and Suffolk Counties, for safety related to collisions and wrong-way driving. In December 2020, NYSDOT, under PIN 0534.79 published the Southern State Parkway Ramp Safety Study which assessed the SSP interchange ramps for safety and wrong-way driving (WWD) potential and evaluated possible ramp enhancements to mitigate potentially hazardous conditions. SSP eastbound Exit 13 Central Avenue was highlighted as an access point exhibiting high crash rates with potential for enhancements.

In 2023 NYSDOT retained Stantec to provide engineering services to further investigate and progress the potential enhancements at SSP eastbound Exit 13 to a preliminary level of design and prepare the appropriate design approval documents to advance enhancements to final design. This report describes the alternatives that were considered, along with their associated impacts and costs.

2.2. Transportation Plans and Land Use

2.2.1. Local Plans for the Project Area

2.2.1.1. Local Comprehensive Plans ("Master Plan")

The Regional Planning Group has reviewed the local comprehensive plan prepared for Nassau County, including the 2008 Master Plan Update. This project is consistent with the Nassau County local comprehensive plan. The town of Hempstead does not have a current comprehensive plan.

2.2.1.2. Local Private Development Plans

There are no approved developments planned within the project area that will impact traffic operations.

2.2.2. Transportation Corridor

2.2.2.1. Importance of the Project Route Segment

The existing issues at Exit 13N & 13S are also present in neighboring interchanges along the Southern State Parkway. The Central Avenue interchange was constructed and modified under contracts that also included preceding and succeeding access points, for instance Stuart Avenue, Fletcher Avenue, and Corona Avenue. Similarly to the Central Avenue interchange, these access points were built based on the design standards then in effect. All access points along this segment of the SSP corridor were not built to accommodate today's travel speeds nor support the growing Long Island population and resulting in vehicular travel demand. As noted in the Southern State Parkway Ramp Safety Study, published under PIN 0534.79, ramps along this vital corridor exhibit crash rates above the state average. As with Central Avenue, many crashes at neighboring access points are linked to the non-standard ramp geometry.

Mitigating the existing non-standard conditions at the Central Avenue interchange and lowering the crash rate at this access point is a vital step in improving the overall safety of the Southern State Parkway corridor. The proposed enhancements under this report are intended to address the localized problems that were defined in the Southern State Parkway Ramp Safety Study (PIN 0534.79) dated 2020.

2.2.2.2. Alternate Routes –

There is no alternative route that would be suitable as a permanent detour.

2.2.2.3. Corridor Deficiencies and Needs -

There are no identified corridor deficiencies from a mobility standpoint within the project area.

2.2.2.4. Transportation Plans -

This project is on the approved New York Metropolitan Transportation Council (2023 – 2027) Transportation Improvement Program (TIP) as TIP Number 053487 (formerly 0T2607). Project funding has been fully allocated on the TIP.

2.2.2.5. Abutting Highway Segments and Future Plans for Abutting Highway Segments -

NY 907A Cross Island Parkway is an abutting highway to the project location. The 6-lane divided highway is situated west of Southern State Parkway eastbound Exit 13S & 13N and is classified as a principal arterial parkway set to a 50-mph posted speed limit.

The Regional Planning Group has confirmed that there are no plans to reconstruct or widen this highway segment, or the adjoining segments, within the next 20 years.

2.3. Transportation Conditions, Deficiencies and Engineering Considerations

2.3.1. Operations (Traffic and Safety) & Maintenance

2.3.1.1. Functional Classification and National Highway System (NHS) –

Exhibit - 2.3.1.1 Classification Data		
Route(s)	Southern State Parkway (NYS Route 908M)	Central Avenue/Linden Boulevard
Functional Classification	(12) Urban Principal Arterial Expressway	(16) Urban Minor Arterial
National Highway System (NHS)	Yes	No
Designated Truck Access Route	No	No
Qualifying Highway	No	No
Within 1 mile of a Qualifying Highway	No	No
Within the 16 ft vertical clearance network	No	No

2.3.1.2. Access Control –

The Southern State Parkway is a fully controlled-access highway. Access is unrestricted along Central Avenue. One driveway, at 2 Arkansas Drive, Valley Stream, NY 11580 is situated within the project limits.

2.3.1.3. Traffic Control Devices –

EASTBOUND SSP Exit 13 to SOUTHBOUND Central Avenue

The eastbound Southern State Parkway Exit 13 to southbound Central Avenue is signed as “Exit 13S– N. Central Avenue” and features 40mph advisory speed signage (W13-1aP and W13-2) at and upstream from the ramp’s physical gore. The exit ramp travel lane prior to the physical and painted gore functions as an auxiliary lane and is distinguished as such using dotted white lines on the left hand side of the lane. The exit ramp is laid out as a single travel lane using a solid yellow line on the left-hand side, whereas a solid white line is utilized on the right-hand side. Beyond the horizontal curve traffic is controlled via a stop bar and stop (R1-1) sign to create a stop condition prior to merging with southbound Central Avenue traffic. A “no left turn” (3-2) sign shares a sign assembly with the R1-1 Stop Sign to restrict the left turn movement from the exit ramp to northbound Central Avenue. Do Not Enter (R5-1) and Wrong Way (R5-1a) signage are provided along the ramp to prevent northbound wrong-way driving. The exit ramp ties into southbound Central Avenue as an additional outer travel lane and leads to the signalized intersection at Stuart Avenue and Central Avenue.

NORTHBOUND Central Avenue to EASTBOUND SSP Entry-Ramp

Access to eastbound Southern State Parkway from northbound Central Avenue begins immediately North of the Central Avenue & Stuart Avenue 5-legged signalized intersection. The Northeastern Leg of the intersection is a two-way road, separated by a double solid yellow line, supplemented by centerline audible roadway delineators (CARDs). The road connects Central Avenue traffic to and from eastbound Southern State Parkway as noted by present guide signs. The northbound Central Avenue to eastbound Southern State Parkway single lane ramp features multiple R5-2 and R5-4 signs to highlight commercial vehicle restrictions. The northbound Central Avenue to eastbound SSP travel lane is the directed to SSP at a traffic island where multiple Do Not Enter (R5-1), and Wrong Way (R5-1a) signage are provided along the ramp to prevent wrong-way driving onto the adjacent SSB Exit 13N. In addition, there is a traffic signal North of the SSP at the intersection of Central Avenue and Linden Boulevard.

EASTBOUND SSP Exit 13 to NORTHBOUND Central Avenue

The eastbound Southern State Parkway Exit 13 To northbound Central Avenue is signed as “Exit 13N Linden Boulevard North”. The taper style ramp begins beyond the bridge over Central Avenue, with dashed white lines along the entrance to the exit ramp. Several chevron alignment (W1-8) signs are present to advise motorists of the right hand-turn. The exit features 15 MPH advisory speed signage. The exist ramp ties into the road on the NE leg of the signalized intersection of Central Avenue & Stuart Avenue. Advisory signage regarding the two-way traffic configuration and traffic signal are provided.

SOUTHBOUND Central Avenue to EASTBOUND SSP

The southbound Central Ave to eastbound SSP is signed for motorists to take a right turn onto Stuart Avenue and continue approximately .3 miles to use the eastbound SSP ramp from Steward Avenue. The geometry of the 5-legged intersection at Stuart Avenue and Central Avenue makes it difficult for motorists to access the eastbound SSP ramp from northbound Central Avenue, however there are no existing signs preventing this movement.

EASTBOUND SSP Through Lanes

The eastbound Southern State Parkway mainline after exit ramp 13N is currently signed with “Right Curve Warning” and features a 50-mph advisory speed. Due to the horizontal curve, solid white striping was laid down between the two left lanes instead of broken white striping starting at the gore to Exit 13N ramp to approximately 400 feet past the existing 13S Entrance Ramp. Chevron curve warning signs are also in place starting in line with the existing exit 13S exit ramp.

2.3.1.4. Intelligent Transportation Systems (ITS) –

ITS exists along the Southern State Parkway. NYSDOT Region 10 operates and maintains a state-of-the-art Traffic Information System called **INFORM** (**IN**formation **FOR M**otorists) to help enhance the mobility and safety of Long Island motorists. This ITS system utilizes road-embedded vehicle sensors as well as Radar, Acoustic, and Video Sensors, over 200 CCTV cameras, traffic signal systems, ramp meters, and other related technologies to provide real-time travel information to motorists via electronic Variable Message Signs (VMS) along the road and various other communication medias.

There is a CCTV camera located on the Southern State Parkway north of the Central Avenue bridge. Conduit runs underneath the bridge on Central Avenue and connects with the utility poles in the vicinity of the Central Avenue and Stuart Avenue intersection.

Refer to appendix C for the systems engineering review form (SERF).

2.3.1.5. Speeds and Delay -

Existing speed and travel time data was summarized for the following three ramps of focus in the study area:

- Eastbound SSP Exit 13N to Northbound Central Avenue
- Eastbound SSP Exit 13S to Southbound Central Avenue
- Northbound Central Avenue On-Ramp to Eastbound SSP.

The posted speed limits and the 15th and 85th percentile speeds - determined based on NYSDOT Highway Design Manual Chapter 5, Section 5.2 - are shown in the following Exhibit for each of the three ramps. The 15th percentile and 85th percentile operating speeds for the ramps are based on continuous weekday speed data collected between 10 May 2024 and 17 May 2024, with sample sizes ranging from 5,000 observations at Exit 13N to 37,000 observations a t Exit 13S. Spot speeds were also collected with a radar gun for the mainline Eastbound SSP 13 between Exit 13N and 13S on 15th of October 2024 and covered a sample size of 120 observations. Refer to Appendix C for the spot-speed data, summaries and associated graphs.

Exhibit 2.3.1.5.1
Speed Data

Location	Advisory Speed	Actual Operating Speed	
		15th percentile	85th percentile
Eastbound SSP Exit 13N to Northbound Central Avenue	15 mph	18 mph	23 mph
Eastbound SSP Exit 13S to Southbound Central Avenue	40 mph	43 mph	48 mph
Northbound Central Avenue On-Ramp to Eastbound SSP.	25 mph	23 mph	28 mph
Eastbound SSP 13 between Exit 13N and 13S	55 mph	50 mph	60 mph
Central Avenue between Linden Boulevard and Fenwood Drive	30 mph	30 mph	35 mph

In lieu of collecting travel time and delay runs in the field, existing speed and travel time data were also extracted from Google API for June 24th through June 28th and October 14th through 17th, 2024. For reference, Google Maps API is a set of application programming interfaces (APIs) provided by Google that allows developers to integrate Google Maps functionality into their own applications. On this Project, Google Maps API was used to collect the time and speed data of roadway users within the Study Area.

For the SSP mainline, the Google API data we collected for the EB SSP mainline had an average speed of 53-58 mph (for individual segments between CIP and Fletcher Ave) at 5am (off peak free flow conditions). A previous SSP mainline study further downstream of our project area (Eagle Ave Exit 18 to Wantagh State Parkway Exit 27) completed in 2021 established operating speed of 56 MPH for the SSP mainline in that segment. A speed check with radar was completed in October 2024 to confirm the 85th percentile speed of 60 mph was accurate.

As for Central Avenue, the Google API data we collected between Linden Boulevard and Fenwood Drive had an average speed of 12-16 mph at 5am (off peak free flow conditions). The high density of intersections slows travel times, and those travel times reflects some vehicles being stopped at traffic lights. Thus, the average travel speeds are lower than what spot speed study at a segment between the intersections indicate. Previous traffic count data collected on Central Avenue between the SSP Mainline and the Exit 13S exit ramp in both 2021 and 2022 indicated an 85th percentile speed of 35 mph.

Google API data was aggregated by Stantec staff into the desired defined segments for analysis. These defined segments used in the Google API analysis are intended to reflect travel times for the eastbound Southern State Parkway users that either leave the Mainline at Exit 13 South or Exit 13 North or continue further east along the eastbound Southern State Parkway Mainline, as shown in the list and Figure below.

- Segment A: Eastbound Southern State Parkway from the Belt Parkway On-Ramp via the Exit 13S Off-Ramp to the intersection of Central Avenue and Stuart Avenue.
- Segment B: Eastbound Southern State Parkway from the Belt Parkway On-Ramp via the Exit 13N Off-Ramp to the intersection of Linden Boulevard and Central Avenue
- Segment C: Eastbound Southern State Parkway from the Belt Parkway On-Ramp to Exit 14 Off-Ramp at Fletcher Avenue.

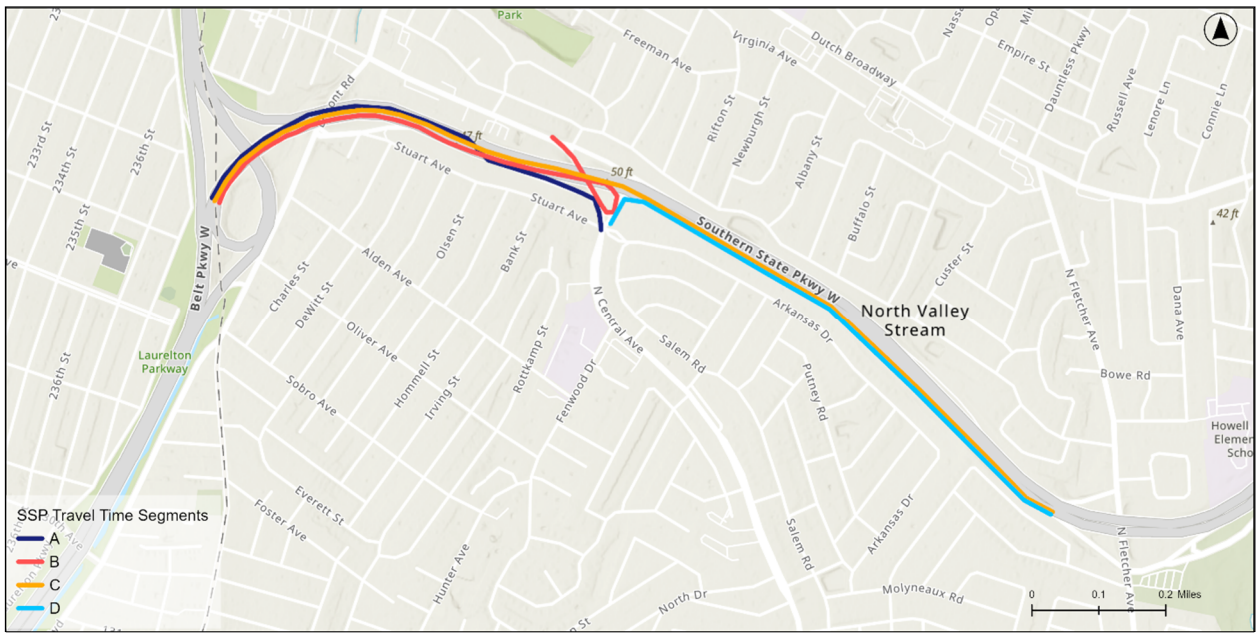


FIGURE 2.3.1.5.1: GOOGLE API ANALYSIS SEGMENTS

Travel time data was extracted for the segments along the eastbound Southern State Parkway mainline between the Belt Parkway and Fletcher Avenue, and the Google API travel time results are shown in Exhibit 2.3.1.5.2 for the AM (8:00am – 9:00am) and PM (5:00pm – 6:00pm) peak periods.

Exhibit 2.3.1.5.2
Google API Travel Time Data – Peak Periods

Segment	From	Via / To		AM Travel Time (min)	PM Travel Time (min)
Segment A	Eastbound Southern State Parkway (from the Belt Parkway On-Ramp)	Exit 13S Off-Ramp	Intersection of Central Avenue and Stuart Avenue	1.1	1.1
Segment B		Exit 13N Off-Ramp	Intersection of Linden Avenue and Central Avenue	1.3	1.4
Segment C		Exit 14 Off-Ramp		1.8	2.3
Segment D	Intersection of Central Avenue and Stuart Avenue	Exit 14 Off-Ramp		1.1	1.6

The summarized travel times for Segments A and B include delays at the signalized and unsignalized intersections along both segments, as well as the run time delays encountered while traversing the study segments during peak hours.

The summarized travel times for Segment C were 1.8 and 2.3 minutes in the AM and PM peaks respectively, which reflects an average speed of 53 mph in the AM and 43 mph in the PM. Although this is lower than the posted speed limit of 55 mph on the eastbound Southern State Parkway mainline, those observed speeds do not indicate major queuing and throughput issues within the Study Area. Furthermore, some roadway users reaching the Study Area have already experienced heavy congestion upstream on either the southbound Cross Island Parkway mainline or the eastbound Belt Parkway mainline, as both of these roadways feed the eastbound Southern State Parkway mainline. Thus, demand for the eastbound Southern State Parkway Study Area during peak periods is likely constrained by those upstream bottle necks.

2.3.1.6. Traffic Volumes -

To establish base line traffic conditions within the Study Area, a traffic data collection program was carried out in May 2024, during the school year which included both Automated Traffic Recorders (ATR) and Turning Movement Counts (TMC).

The continuous, twenty-four-hour ATR counts were installed on May 10, 2024, and removed on May 17, 2024. The existing annual daily traffic (ADT) and average annual daily traffic (AADT) were then estimated using the gathered ATR traffic volume data and supplemented with counts from the NYSDOT's Traffic Data Viewer.

The methodology used to calculate AADT, as per NYSDOT, is the sum of the average weekday counts during the "NYSDOT workweek" – defined as beginning Monday at 6AM and ending Friday at 12PM - divided by the NYSDOT seasonal adjustment factor of 1.091 for the month of May. The resulting AADT for each of the four (4) locations can be found in Exhibit 2.3.1.6.1. Refer to Appendix C for the detailed calculations.

Exhibit 2.3.1.6.1
Traffic Count Data - AADT (2024)

Segment	*AADT*	*DHV*
Eastbound Southern State Parkway between On-Ramp from Cross Island Expressway and On-Ramp from Elmont Road	86,758	5,205
Eastbound Southern State Parkway Exit 13 Off-Ramp to Southbound Central Avenue	6,731	500
Eastbound Southern State Parkway Exit 13 Off-Ramp to Northbound Central Avenue	909	66
Eastbound Southern State Parkway On-Ramp from Central Avenue	3,434	321

The Turning Movement Counts (TMC) were collected for the peak periods on two weekdays; May 14, 2024 and May 16, 2024. The TMC's included vehicle classification, and pedestrian and bicyclist counts. The detailed 15-minute counts for the Stuart Avenue at Elmont Road, Stuart Avenue at Central Avenue, and Central Avenue at Linden Boulevard intersections can be found in Appendix C.

Heavy vehicle percentages for each of the arterials were calculated from the TMC counts data. Note that the Southern State Parkway was omitted from these calculations, as commercial vehicles are prohibited

from this roadway per New York State Law. The heavy vehicle percentages are shown in Exhibit 2.3.1.6.2 below.

Exhibit 2.3.1.6.2
Heavy Vehicle %

Roadway	*AM Peak*	*PM Peak*
Stuart Avenue EB Stuart Ave WB (west of Central Avenue)	7.5% 3.7%	4.5% 1.1%
Central Avenue NB Central Ave SB (north of Stuart Avenue)	5.8% 3.6%	1.8% 1.2%
Elmont Road NB Elmont Road SB (north of Stuart Avenue)	4.5% 4.4%	1.5% 1.7%

The ATR and TMC counts were used to develop an existing peak hour traffic volume network for the AM and PM Peak Periods, which was then balanced. Refer to Appendix C for the Traffic Volume Stick Diagrams that illustrate the balanced flow through the network.

2.3.1.7. Level of Service and Mobility -

To determine the existing and future design year No-Build and Build traffic operating conditions, the segment travel times for the users of the Eastbound Exit 13S & Exit 13N off-ramps and users of the eastbound Southern State Parkway mainline through movement (see Exhibit 2.3.1.5.2) were selected as the most appropriate measures of effectiveness for the proposed interchange reconfiguration at Eastbound Southern State Parkway at Central Avenue. The tool best suited for reporting travel times for trips travelling through a complex study area that includes freeway segments, signalized intersections and arterial segments is a microsimulation model.

The VISSIM results for travel times as a measure of effectiveness were supplemented with HCS 2024 analysis for the highway segments and SYNCHRO 11 analysis for the signalized intersections in the study area. The HCS and SYNCHRO software packages utilize the highway capacity analysis techniques from the latest Highway Capacity Manual (HCM).

2.3.1.7.(1) VISSIM Analysis

The VISSIM 2023 software package was selected to model the existing travel times and assess the future travel times. VISSIM provides traffic operational outputs such as travel time, roadway capacity, delay, queuing and other metrics. It uses information from simulated vehicles to generate those metrics rather than formulas used by empirical software like Synchro or the Highway Capacity Software (HCS). Therefore, when calibrated, the VISSIM model can be an effective tool to represent traffic conditions as they exist in the study area and thus serving as tool to compare alternatives in the design year 2048.

There are no days with overlapping mainline and ramp counts, since the mainline counts are mostly from August 2023 and were carried out by NYSDOT, and the ramp counts are from May 2024 from the project specific count program. This data limitation influences the selection of calibration criteria for the VISSIM model. The calibration criteria proposed follows the FHWA guidelines as provided in the Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software 2004 Version [1] and shown below in Exhibit 2.3.1.7. New guidance was published by FHWA in 2019 [2] but the data available for this project aligns better with the guidance listed in Exhibit 2.3.1.7.(1).1

Exhibit 2.3.1.7.(1).1 VISSIM Calibration Criteria		
Model Versus Observed	**Measure**	**Acceptance Criteria**
Hourly Flows Individual Link Flows For Flow > 700 veh/h and Flow < 2700 veh/h For Flow < 700 veh/h For Flow > 2700 veh/h Sum of All Link Flows	 Within 15% Within 100 veh/h Within 400 veh/h	 >85% of cases >85% of cases >85% of cases Within 5% of sum of all link counts
Travel Times	Within 15% (or 1 min, if higher)	> 85% of cases
Visually Acceptable Queueing		To analyst's satisfaction

The VISSIM model for existing conditions was calibrated to meet the established calibration criteria for travel times see Exhibit 2.3.1.7.(1).2 and volumes see Exhibit 2.3.1.7.(1).3.

The travel times for the segments shown earlier in Figure 2.3.1.5.1 are summarized from the Existing Conditions 2024 VISSIM model outputs for AM and PM peak hours and compared to the observed travel times below. Travel times for Segments A and D in the model were calibrated to be within 0.3min of observed. Travel times for Segment B in the model are somewhat faster than observed travel times and for Segment C the modelled travel times were somewhat faster than observed travel times.

Exhibit 2.3.1.7.(1).2
Existing Conditions VISSIM Model Travel Times Output vs Observed

Segment	Observed Travel Time (min)		Vissim Model Output Travel Time (min)		Difference	
	AM	PM	AM	PM	AM	PM
Segment A	1.1	1.1	1.3	1.5	0.2	0.4
Segment B	1.3	1.4	2.0	2.0	0.7	0.6
Segment C	1.8	2.3	1.7	1.7	-0.1	-0.6
Segment D	1.1	1.6	1.4	1.4	0.3	-0.2

As shown in Exhibit 2.3.1.7.(1).3 in the calibration effort traffic volumes from the model were tracked at nineteen key locations that represent the origins, destinations and focus segments for the study area. All locations are within the established criteria by volume bracket.

Exhibit 2.3.1.7.(1).3
Existing Conditions VISSIM Model Traffic Volume Output vs Counts

	Location	2024 AM						2024 PM					
		Vissim Model Output	Count	Abs. Difference	% Abs. Difference	Criteria	Meets Criteria	Vissim Model Output	Count	Abs. Difference	% Abs. Difference	Criteria	Meets Criteria
1	NB Elmont Rd. at the int. with Stuart Ave.	1,071	1,070	1	0%	1	yes	837	835	2	0%	1	yes
2	SB Elmont Rd. at the int. with Stuart Ave.	751	773	22	3%	1	yes	892	915	23	3%	1	yes
3	WB Arkansas Dr. at the int. with Central Ave. and Stuart Ave.	68	69	1	1%	2	yes	68	68	0	0%	2	yes
4	EB Stuart Ave at the int. with Central Ave. and Arkansas Dr.	57	120	63	53%	2	yes	78	89	11	12%	2	yes
5	NB Central Ave. at the int. with Arkansas Dr. and	701	699	2	0%	2	yes	674	673	1	0%	2	yes
6	SB Central Ave. at SSP underpass	573	577	4	1%	2	yes	642	708	66	9%	1	yes
7	NB Central Ave. at SSP underpass	600	555	45	8%	2	yes	543	572	29	5%	2	yes
8	Exit 13 from WB SSP to Linden Blvd.	1,008	979	29	3%	1	yes	855	853	2	0%	1	yes
9	SB Greenway Blvd. at int. with Linden Blvd. and Central Ave.	137	141	4	3%	2	yes	142	143	1	1%	2	yes
10	EB Linden Boulevard at the int. with Greenway Blvd. and Central Ave.	279	270	9	3%	2	yes	288	303	15	5%	2	yes
11	SB Cross Island Expwy	2,261	2,038	223	11%	1	yes	2,959	2,905	54	2%	3	yes
12	EB SSP on ramp from Elmont Rd.	531	572	41	7%	2	yes	470	540	70	13%	2	yes
13	WB Stuart Ave. west of the int. with Central Ave.	133	147	14	10%	2	yes	155	175	20	11%	2	yes
14	EB Stuart Ave. west of the int. with Central Ave.	57	120	63	53%	2	yes	78	89	11	12%	2	yes
15	Exit 13S from EB SSP	400	392	8	2%	2	yes	533	488	45	9%	2	yes
16	Exit 13N from EB SSP	107	48	59	123%	2	yes	91	57	34	60%	2	yes
17	EB SSP on ramp from Central Ave.	244	314	70	22%	2	yes	270	246	24	10%	2	yes
18	Exit 14 from EB SSP	186	186	0	0%	2	yes	297	293	4	1%	2	yes
19	EB SSP on ramp from Fletcher Ave.	441	443	2	0%	2	yes	240	243	3	1%	2	yes
	Total	9,605	9,513	92	1%			10,112	10,195	83	1%		

2.3.1.7.(2) HCS Analysis

The capacity analyses were based on the geometry of existing freeway segments, observed traffic volumes, peak hour factors, signage, posted and observed speed and the traffic volume mix (vehicle classifications). The analyses were conducted for the weekday AM and PM peak travel periods, as determined by the traffic data and discussed in Section 2.3.1.6.

The HCM methodology for freeway capacity analysis calls for segmenting the study corridor into basic, merge, diverge and weave segments. The LOS criteria by segment type, defined in the HCM 7th Edition, are used in the HCS software to determine segment LOS.

The details of the HCS 2024 analysis for the Southern State Parkway freeway segments are available upon request. A total of 11 segments were analyzed for existing conditions. The segments are shown in Figure 2.3.1.7.(2) below, along with their type, length and segment ID.

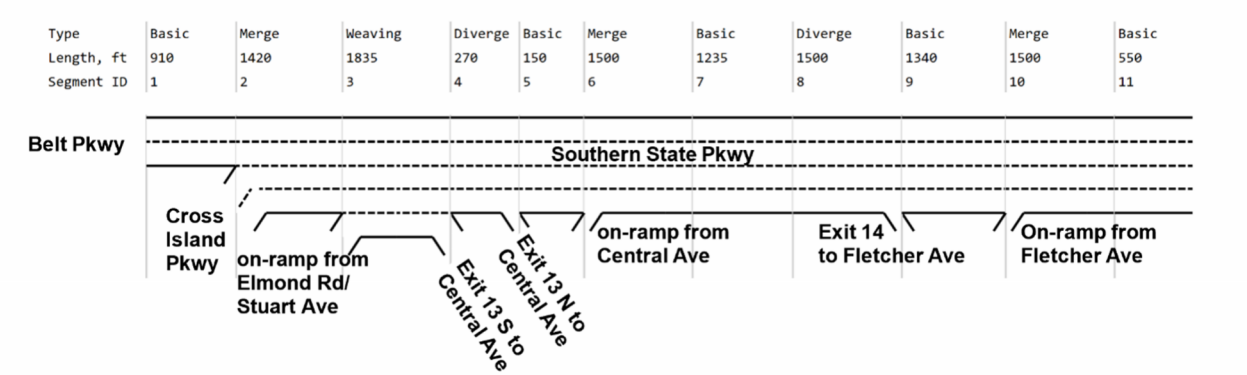


FIGURE 2.3.1.7.(2): HCS ANALYSIS SEGMENTS FOR EXISTING CONDITIONS

The LOS results for the existing conditions are shown in Exhibit 2.3.1.7.(2).2 and indicate that the majority of the segments operate at LOS D and better. The merge of the Belt Parkway and the Cross Island Expressway at the western end of the study area is the only segment with LOS of E (in the PM peak hour) indicating unstable conditions and operations at capacity.

Exhibit 2.3.1.7.(2).2
2024 Existing Conditions Freeway Segments LOS

Seg ID	Segment Type and Location/Period		AM	PM
1	Basic	Belt Pkwy west of Cross Island Pkwy	D	D
2	Merge	Cross Island Pkwy Merge	D	E
3	Weaving	Between Stuart On-Ramp and Exit 13S to	D	D
4	Diverge	Exit 13N to Central Ave	C	C
5	Basic	Between Exit 13N and Central On-Ramp	C	C
6	Merge	Central Ave On-Ramp	C	B
7	Basic	Between Central Ave On-Ramp and Exit 14	D	D
8	Diverge	Exit 14 to Fletcher Ave	C	C
9	Basic	Between Exit 14 and Fletcher Ave On-	D	C
10	Merge	Fletcher On-Ramp	C	B
11	Basic	Between Fletcher Ave On-Ramp and Exit 15	D	D

2.3.1.7.(3) Synchro Analysis

The capacity analyses for the three signalized intersections in the study area at Elmont Road and Stuart Avenue, Central Avenue and Stuart Ave and Linden Boulevard and Central Avenue was carried out in Synchro 11. The analysis inputs include the geometry of the existing intersections, observed volumes, peak hour factors, existing traffic volume controls and traffic signal timing, signage, posted and observed speeds and the traffic volume mix (vehicle classifications). The determination of existing 2024 Levels of Service (LOS) within the study area is built upon traffic volumes discussed in Section 2.3.1.6. The analyses were conducted for the weekday AM peak and PM peak.

The details of the Synchro analysis are available upon request. For the analysis results were documented via the Synchro report option since the HCM report does not capture non-standard five-legged intersections.

The Synchro software package utilizes the highway capacity analysis techniques from the Highway Capacity Manual. Under this methodology, the analysis determines the traffic operations in terms of flow rates, volume to capacity (v/c) ratios, traffic delays, and LOS. LOS is a letter designation that describes a range of traffic operating conditions on a particular roadway facility. A LOS 'A' typically represents the best traffic operating condition, while LOS 'E/F' represents constrained traffic operations, with traffic flow at or near the capacity of the facility. The six (6) levels of service, and the corresponding delay criteria from the HCM 7th Edition, are shown in the Exhibit below.

Exhibit 2.3.1.7.(3).1
LOS Criteria for Signalized Intersection

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio (v/c)
≤10	A
>10-20	B
>20-35	C
>35-55	D
>55-80	E
>80	F

From HCM 7th Edition, Exhibit 19-8

Levels of service and capacity for signalized intersections are calculated for each lane group (a lane group may be one or more movements), each intersection approach, and the intersection as a whole. The intersection level of service is the weighted average of the individual approaches and may not be considered a valid measure of the quality or acceptability of an intersection design since it can conceal poor operating conditions on individual approaches.

The existing condition analysis results for the AM and PM peak periods are shown in Exhibit 2.3.1.7.(3).2 below. Under existing conditions, all intersections in the study area are performing at an acceptable LOS at LOS C or above, during both peak periods. During the AM and PM peak periods, the major movements at the Elmont Road and Stuart Avenue, the combined NBTR and SBLT movements, are operating at LOS A. At the North Central Avenue and Linden Boulevard intersection, the major combined WBTR movement traveling from the freeway off-ramp is operating at LOS C during both peak periods. At the North Central Avenue and Stuart Avenue intersection, the major combined SBLTR movement, traveling from the North Central Avenue and Linden Boulevard intersection and the freeway off-ramp, is operating at LOS B and LOS A during the AM and PM peaks respectively. All individual lane groups are operating at LOS D or better.

Exhibit 2.3.1.7.(3).2
Existing Conditions Synchro Results

Intersection	AM 2024							
	Movement	Lanes	Volume (vph)	LOS	Delay (s)	V/C	Queue (m) 50th	Queue (m) 95th
Elmont Road and Stuart Avenue	WBL	1	21	D	45	0.2	11	38
	WBR	1	72	B	12	0.3	0	37
	NBTR	2	1070	A	5	0.4	65	193
	SBLT	2	773	A	3	0.99dl	0	72
	Overall	Intersection LOS: A		Intersection Signal Delay: 4.7				
Central Avenue and Linden Boulevard	EBR	1	270	D	37	0.7	139	239
	WBL	1	199	C	25	0.4	84	187
	WBTR	2	780	C	30	0.7	196	#380
	NBL	1	451	C	34	0.7	143	243
	NBT	1	104	D	38	0.7	157	267
	SBTR	1	141	D	39	0.6	70	145
	Overall	Intersection LOS: C		Intersection Signal Delay: 32.6				
Central Avenue and Stuart Avenue	EBLTR	1	120	D	44	0.6	62	135
	WBLTR	1	69	C	34	0.3	34	83
	NBTL	1	513	B	11	0.5	107	365
	NBR	1	186	A	7	0.2	28	105
	SBLTR	2	974	B	10	0.6	113	338
	SWLTR	2	5	D	38	0.0	1	7
	Overall	Intersection LOS: B		Intersection Signal Delay: 13.3				
Intersection	**PM 2024**							
	Movement	**Lanes**	**Volume (vph)**	**LOS**	**Delay (s)**	**V/C**	**Queue (m) 50th**	**Queue (m) 95th**
Elmont Road and Stuart Avenue	WBL	1	21	D	43	0.2	11	37
	WBR	1	54	B	12	0.3	0	32
	NBTR	2	835	A	4	0.3	44	134
	SBLT	2	915	A	3	0.5	0	90
	Overall	Intersection LOS: A		Intersection Signal Delay: 4.3				
Central Avenue and Linden Boulevard	EBR	1	303	C	32	0.7	118	242
	WBL	1	298	C	29	0.6	112	241
	WBTR	2	555	C	24	0.6	103	196
	NBL	1	428	C	29	0.6	108	225
	NBT	1	144	C	30	0.6	120	246
	SBTR	1	143	C	33	0.5	52	130
	Overall	Intersection LOS: C		Intersection Signal Delay: 28.4				
Central Avenue and Stuart Avenue	EBLTR	1	89	D	41	0.5	40	97
	WBLTR	1	68	D	36	0.3	30	77
	NBTL	1	514	A	7	0.4	75	269
	NBR	1	159	A	5	0.1	18	73
	SBLTR	2	1206	A	8	0.6	107	338
	SWLTR	2	10	D	36	0.0	2	11
	Overall	Intersection LOS: B		Intersection Signal Delay: 10.0				

2.3.1.8. Safety Considerations, Crash History and Analysis –

The analysis of safety considerations and crash history followed the NYSDOT's Safety Investigation Procedures Manual, also known as the "Yellow Book", 2023 edition, and specifically the guidance on spot safety investigation. It was determined that advanced safety analysis needs to be carried out and it should include countermeasure selection, alternatives analysis and recommendations.

The objective of the spot safety investigations was to identify and diagnose crash contributing factors and to develop targeted mitigation measures. The analysis followed the CLEAR Safety workflow.

A. Specify Study Period, Focus, and Study Area -The study period selected for the crash analysis is January 2021 through December 2023. Total crashes were evaluated, and no focus crash type was selected. The focus study area for the crash analysis was defined to extend to the next major/signalized intersection along the major arterial corridor (Linden Boulevard to the North and Stuart Avenue to the South) in addition the Southern State Parkway entry and exit ramps at Interchange 13. No mainline segments on the Southern State Parkway past the Interchange 13 ramp's influence areas were analyzed.

B. Review Crash Data – Each crash in the focus study area was reviewed and its attributes (crash location, crash severity, crash type, collision type) were confirmed against the MV104A forms where available.

C. Review Crash Summary Data – Generated CLEAR Safety crash summaries in tabular format. Carried out statistical test to identify crash types and severities that are over-represented at the location of interest compared to "average" conditions. Summarized the study area common crash patterns and contributing factors. Developed Collision Diagrams in CLEAR Safety.

D. Assess Supporting Documentation and Assess Field Conditions – Included review of site information, traffic data and operational analysis.

E. Selected Countermeasures – In CLEAR custom countermeasures based on crash patterns and facility type were applied. The associated countermeasures costs, Crash Modification Factor (CMF), and service life values were reviewed. Annual expected crashes with and without the countermeasure were calculated and the expected annual benefits were calculated.

A Highway Safety Screening (HSS) was completed for the project location in accordance with the Highway Design Manual Chapter 5. Crash data from the period 01/01/2021 to 12/31/2023 was used for the screening. The focus study area is pictured below in Figure 2.3.1.8(1).

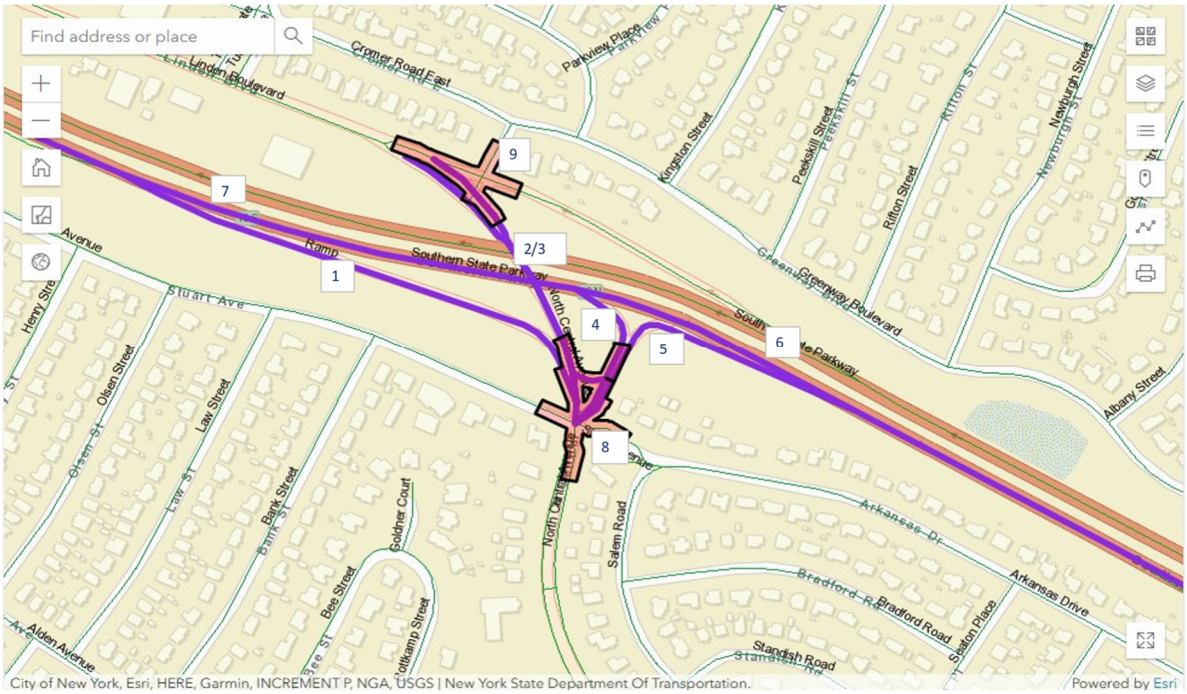


FIGURE 2.3.1.8(1): CRASH ANALYSIS STUDY AREA, SEGMENTATION AS PER CLEAR PLATFORM

The study area includes the following sites:

- Eastbound Southern State Parkway 13N and 13S off-ramps, including their respective influence areas along Southern State Parkway;
- Eastbound Southern State Parkway on-ramp from Central Avenue, including its respective influence area along Southern State Parkway;
- Central Avenue between Linden Boulevard and Stuart Avenue;
- The intersection of Stuart Ave and Central Ave; and
- The intersection of Linden Blvd and Central Ave.

To analyze crash patterns within the study area, the New York Department of Transportation's CLEAR Safety[1] platform was utilized. Specifically, investigation number 1835 was initiated to analyze the number of crashes that occurred within the above defined study area. The road network was segmented according to the CLEAR platform's established segments. For each segment, relevant data such as the Annual Average Daily Traffic (AADT) and facility type were sourced from the CLEAR platform, where available.

For this study the PSI and Level of Service Safety (LOSS) value for each road segment and intersection within the study area was directly determined in CLEAR. PSI is the difference between the expected crash frequency and the predicted crash frequency. The Highway Safety Manual (HSM) refers to the PSI as the Excess Expected Average Crash Frequency. When the PSI for a segment or intersection is greater than zero, a site experiences more crashes than expected. When the PSI is less than zero, a site experiences fewer crashes than expected. LOSS is the measure of the standard deviations above a PSI of 0.

For the PSI estimation CLEAR uses inputs such as the the site type, AADT data, number of crashes and the number of fatal/injury crashes by site, and lastly roadway segment length. When available AADT data was utilized from the CLEAR platform and when missing it was supplemented with AADT from the NYSDOT Data Viewer[2]. CLEAR tabulations are provided in Appendix C.

[1] CLEAR Safety Platform: https://clear.dot.ny.gov/CLEAR/CS/home

[2] NYSDOT Data Viewer: https://nysdottrafficdata.drakewell.com/publicmultinodemap.asp

Of the 186 unique crashes that occurred within the study area between 1/1/2021 and 12/31/2023, 54 were recorded as resulting in injury.

The calculated PSI and LOSS values for the sites within the study area are presented in Exhibit 2.3.1.8(1) below. This table summarizes the crashes by site from the Site Data tab in the CLEAR platform. Some sites overlap and crashes can be associated with more than one site in CLEAR. The PSI values above 0 and AADT values sourced from NYSDOT Data Viewer are shaded in the table.

Exhibit 2.3.1.8(1)
List of Roadway Facilities from Highway Safety Screening

Map ID	Site	Begin MP	End MP	Observed Crashes	PSI (Total)	PSI (KA)	LOSS (Total)	LOSS(KA)	AADT	Facility Type
1	Eastbound SSP Exit 13S	0.0	0.25	9	1.1	0.0	4	2	7,084	Urban Diamond/Slip Exit Ramp
2	Central Avenue between Linden Boulevard and Stuart Avenue	1.75 (NB)	1.86 (NB)	7	0.9	0.0	3	0	18,177	Urban Two-Lane Undivided Free Access
3		1.75 (SB)	1.86 (SB)	4	0.1	0.0	3	0		
4	Eastbound SSP Exit 13N	0	0.08	29	6.7	0.1	4	3	936	Urban Parclo Exit Ramp
5	Eastbound SSP Central Avenue On-Ramp	0	0.17	35	6.9	0.0	4	2	4,117	Urban Diamond/Slip Entrance Ramp
6	Eastbound Southern State Parkway east of Central Avenue	0.64	1.04	64	-19.1	-0.1	2	2	102,348	Urban Multi-Lane Divided Free Access Three or More Directional Lanes Two-Way
7	Eastbound Southern State Parkway west of Central Avenue	-1.3	-1.9	46	-5.5	0.1	2	3	89,020	

The PSI and LOSS results for the two intersections in the study area are outlined in Exhibit 2.3.1.8(2) below. The PSI values above 0 and AADT values sourced from NYSDOT data viewer are shaded.

Exhibit 2.3.1.8(2) List of Intersections from Highway Safety Screening								
Map ID	**Site**	**Major/ Minor**	**PSI (Total)**	**PSI (KA)**	**LOSS (Total)**	**LOSS (KA)**	**AADT**	**Facility Type**
8	Stuart Avenue and Central Avenue	Major	5.7	1.5	3	3	22,461	Urban 5-Leg Signalized Two-Way
		Minor	7.3	2.0	4	3	5,939	
9	Linden Boulevard and Central Avenue	Major	3.3	-0.1	4	2	11,322	Urban 4-Leg Signalized Two-Way
		Minor	3.4	-0.1	3	2	2,894	

Some of the study segments have a PSI over 0 which requires an Advanced Highway Safety Investigation, as per the Highway Safety Investigation Procedures manual ("Yellow Book").

Exhibit 2.3.1.8(3) outlines the crash summary for the injury crashes from the CLEAR platform, by type for the sites they occurred at. For each site in the study area CLEAR provided a comparison of the observed crash proportions and the statewide proportion. For the purposes of this table, crash types are reclassified based on multiple fields of the crash data in CLEAR. In addition, the total in this table represents overlap of sites and double counts some crashes. This table is derived from the Statistical Tests tab in the CLEAR platform.

The statistical Test of Proportions indicated the following overrepresented crash types:

- Overtaking;
- Left Turn (Against Other Car);
- Right Angle;
- Sideswipe;

Exhibit 2.3.1.8(3) Segment and Intersection Crash Summary					
Site 1 Eastbound SSP Exit 13S, From 0.0 to 0.25					
Crash Type	**Observed target crashes**	**Observed proportion (%)**	**Statewide proportion**	**Chance of Observing**	**Overrepresented**
Overtaking	5	56%	17.76	1.18	Y
Rear End	2	22%	47.22	97.12	N
Other	2	22%	0	N/A	N/A
Site 2/3 Central Avenue between Linden Boulevard and Stuart Avenue, From 1.75 to 1.86					
No Crashes					
Site 4 Eastbound SSP Exit 13N, From 0.0 to 0.08					
Crash Type	**Observed target crashes**	**Observed proportion (%)**	**Statewide proportion**	**Chance of Observing**	**Overrepresented**
Overtaking	8	26%	10.6	1.34	Y
Rear End	4	13%	33.01	99.73	N
Right Angle	4	13%	2.41	0.63	Y
Left Turn (Against Other Car)	3	10%	1.2	0.6	Y
Sideswipe	3	10%	0.48	0.04	Y
Unknown	4	13%	0	N/A	N/A
Collision with Bicyclist	1	3%	0	N/A	N/A

Collision with Pedestrian	1	3%	0	N/A	N/A
Head On	1	3%	0.72	20.07	N
Right Turn (With Other Car)	1	3%	0.72	20.07	N
Other	1	3%	0	N/A	N/A
Site 5 Eastbound SSP Central Avenue On-Ramp, From 0.0 to 0.17					
Crash Type	**Observed target crashes**	**Observed proportion (%)**	**Statewide proportion**	**Chance of Observing**	**Overrepresented**
Overtaking	10	27%	23.85	38.53	N
Right Angle	4	11%	2.95	2.31	Y
Left Turn (Against Other Car)	3	8%	1.53	1.89	Y
Rear End	3	8%	38.96	100	N
Sideswipe	3	8%	0.83	0.36	Y
Barrier	2	5%	13.58	96.92	N
Other	2	5%	0	N/A	N/A
Right Turn (With Other Car)	1	3%	0.83	26.54	N
Collision with Bicyclist	1	3%	0.24	8.51	N
Collision with Pedestrian	1	3%	0.35	12.17	N
Head On	1	3%	0.59	19.66	N
Unknown	6	16%	0	N/A	N/A
Site 6 Eastbound Southern State Parkway east of Central Avenue, From 0.64 to 1.04					
Crash Type	**Observed target crashes**	**Observed proportion (%)**	**Statewide proportion**	**Chance of Observing**	**Overrepresented**
Overtaking	24	38%	28.57	7.7	N
Rear End	15	23%	48.21	100	N
Other	12	19%	0	N/A	N/A
Barrier	7	11%	9.82	44.16	N
Fixed Object	4	6%	3.57	19.49	N
Right Angle	1	2%	3.57	90.24	N
Sideswipe	1	2%	0	N/A	N/A
Site 7 Eastbound Southern State Parkway west of Central Avenue, From 0.40 to 0.64					
Crash Type	**Observed target crashes**	**Observed proportion (%)**	**Statewide proportion**	**Chance of Observing**	**Overrepresented**
Overtaking	24	52%	28.57	0.06	Y
Rear End	9	20%	48.21	100	N
Barrier	5	11%	9.82	47.62	N
Other	5	11%	0	N/A	N/A
Left Turn (Against Other Car)	2	4%	1.79	19.91	N
Fixed Object	1	2%	3.57	81.22	N

Site 8 Stuart Avenue and Central Avenue					
Crash Type	**Observed target crashes**	**Observed proportion (%)**	**Statewide proportion**	**Chance of Observing**	**Overrepresented**
Overtaking	13	33%	18.71	2.64	Y
Right Angle	6	15%	18.35	76.78	N
Rear End	5	13%	27.17	99.25	N
Left Turn (Against Other Car)	4	10%	6.8	28.8	N
Sideswipe	3	8%	2.63	8.76	N
Collision with Bicyclist	1	3%	2.76	67.36	N
Collision with Pedestrian	1	3%	4.23	82.25	N
Right Turn (With Other Car)	1	3%	2.2	58.93	N
Other	1	3%	0	N/A	N/A
Unknown	5	13%	0	N/A	N/A
Site 9 Linden Boulevard and Central Avenue					
Crash Type	**Observed target crashes**	**Observed proportion (%)**	**Statewide proportion**	**Chance of Observing**	**Overrepresented**
Overtaking	8	40%	18.71	2.21	Y
Rear End	5	25%	27.17	66.87	N
Right Angle	3	15%	18.35	73.83	N
Fixed Object	2	10%	7.27	43.25	N
Right Turn (With Other Car)	1	5%	2.2	35.91	N
Other	1	5%	0	N/A	N/A

A crash analysis summary, along with crash diagrams, is provided in Appendix C. The site analysis identified the crash types that were observed to be over the statewide proportion for the two intersections in the study area and they are shown below in Exhibit 2.3.1.8(4).

Exhibit 2.3.1.8(4) Patterns and Trends			
Site	**Location**	**Crash Type**	**Pattern/Trend**
1	Eastbound SSP Exit 13S, From 0.0 to 0.25	Overtaking	Three overtaking crashes occurred near the gore of the off ramp; of those police report indicate that two were related to unsafe lane changes when attempting to exit via Ramp 13S. The third one was between vehicles travelling EB on SSP. Another overtaking crash falls past the stop line at the end of the ramp. And the last overtaking crash falls within the intersection of Central Avenue and Stuart Avenue, while also within the extents of site 1 in CLEAR this crash is likely attributed to intersection operations.
4	Eastbound SSP Exit 13N, From 0.0 to 0.08	Overtaking	Three crashes occurred near the ramp diverge, attributed to lane changes on EB SSP. Seven occurred within the intersection of Central Avenue and Stuart Avenue, while also within the extents of site 4 in CLEAR these crashes are mostly attributed to intersection operations.
		Right Angle	Three right-angle crashes occurred within the intersection of Central Avenue and Stuart Avenue, while also within the extents of site 4 in CLEAR these crashes are mostly attributed to intersection operations.
		Left Turn	Three left-turn crashes occurred within the intersection of Central Avenue and Stuart Avenue, while also within the extents of site 4 in CLEAR these crashes are mostly attributed to intersection operations.
		Sideswipe	Three sideswipes (opposite direction) crashes occurred within the intersection of Central Avenue and Stuart Avenue, while also within the extents of site 4 in CLEAR these crashes are mostly attributed to intersection operations.
5	Eastbound SSP Central Avenue On-Ramp, From 0.0 to 0.17	Right Angle	Of the four crashes listed for this site one was attributed to unsafe speed of vehicle maneuvering at the on-ramp on wet pavement. The other three right angle crashes occurred within the intersection of Central Avenue and Stuart Avenue, while also within the extents of site 5 in CLEAR these crashes are mostly attributed to intersection operations.
		Left Turn	All three left turn crashes occurred within the intersection of Central Avenue and Stuart Avenue, while also within the extents of site 5 in CLEAR these crashes are mostly attributed to intersection operations.
		Sideswipe	All sideswipe crashes occurred at within the intersection of Central Avenue and Stuart Avenue, while also within the extents of site 5 in CLEAR these crashes are mostly attributed to intersection operations.
8	Stuart Avenue and Central Avenue	Rear End	Police reports indicate the rear-end crashes occurred on the Central Avenue leg of the intersection. Drivers failed to stop at the red light and were following too closely.
		Overtaking	For the overtaking crashes the police reports indicate involvement of a vehicle getting side-swiped on the Central Avenue leg of the intersection due to vehicles exiting Southern State Parkway.
		Right Angle	One of the right-angle crashes occurred due to a vehicle turning left onto Arkansas Drive, crashing with a vehicle traveling north on Central Avenue. The other right-angle crashes reported did not provide details.

9	Linden Boulevard and Central Avenue	Right Angle	Police reports indicate that the right-angle crashes occurred on the Linden Boulevard leg of the intersection. During one crash, both parties expressed that they thought they had the green light. The crash occurred westbound on Linden Boulevard, with one vehicle turning left from the southern leg, and one vehicle traveling through from the Southern State Parkway exit.
		Overtaking	Police reports indicate that the overtaking crashes occurred on the Linden Boulevard leg of the intersection involving two parties. No other details were provided.

2.3.1.9. Existing Police, Fire Protection and Ambulance Access -

The Nassau County Police Department's 5th Precinct is located on 1655 Dutch Broadway, Elmont, NY 11003, approximately 1 mile north of the project limits. The Elmont Fire Department's Engine Company No. 4 is located on 2019 Linden Boulevard, Elmont, NY 11003 approximately 0.3 miles west of the project limits. Elmont's Engine Company no. 4 provides the nearest ambulance service to the project limits. Aside from local police enforcement, New York State's HELP (Highway Emergency Local Patrol) also operates along Southern State Parkway within the project limits. Licensed ambulances routinely operate over the Southern State Parkway when on emergency service as the Southern State Parkway is a snow emergency route.

2.3.1.10. Parking Regulations and Parking Related Conditions –

Parking on the Southern State Parkway and associated ramps is restricted by law within project limits. There is no on-street parking along Central Avenue between the Linden Boulevard & Greenway Boulevard intersection and the Central Avenue & Stuart Avenue intersection, which is controlled by "No Stopping Any Time" signs along the project limits.

2.3.1.11. Lighting –

The SSP currently uses a Continuous Freeway Lighting (CFL) system throughout the mainline of the corridor. A CFL system is warranted having met all warranting conditions shown in Table 3-2 of the AASHTO Roadway Lighting Design Guide, 2018. Given that there is continuous lighting on the roadway, all associated interchanges warrant complete interchange lighting (CIL) with similar criteria. The lighting criteria for principal arterials, such as the SSP, recommend an average maintained illuminance value of 0.6 foot-candles (fc) minimum, an absolute maintained minimum of 0.2 fc, a 4:1 average to minimum uniformity ratio, and a veiling luminance ratio of 0.3:1.

The existing lighting along the Southern State Parkway corridor includes multiple different luminaires and light pole assemblies. Near the project limits, a high-pressure sodium (HPS) expressway type luminaire, tilted upward between 45 degrees and 50 degrees, with a mounting height of 33 feet, a setback of approximately 20 feet, and spacing of about 250 feet apart is utilized. Eastbound exit ramp west of Central Avenue is partially lit with lighting extending only approximately 600 feet into the ramp while eastbound ramps to the east of Central Avenue have no dedicated interchange lighting. Given the mainline utilizes Continuous Freeway Lighting these should also be continuous lit to the nearby intersection. The nearby signalized intersection, Stuart Avenue and Central Avenue, and its local approaches are lit utilizing cobra head LED-style luminaires of varying wattages mounted to utility poles.

Based on the existing spacings, along with the roadway geometry, average lifespan of an HPS type luminaire, and likely accumulation of dirt within the lamp, the luminaires are no longer emitting enough lumens to meet the criteria. Additionally, the existing HPS lights are producing a noticeable glare which does not adhere to the dark sky initiative. The lighting shall be updated to meet current standards.

2.3.1.12. Ownership and Maintenance Jurisdiction –

Exhibit - 2.3.1.12
Existing Maintenance Jurisdiction

Part No.	Highway	Limits	Feature(s) being Maintained	Center (mile)	Lane (mile)	Agency	Authority
1	Southern State Parkway	800 ft West of Central Ave crossing TO 2000 ft East of Central Ave crossing	Pavement, curbs, shoulders, drainage systems, landscaping, signing, guide rail, highway lighting, Inform, Bridges	0.60	4.80	NYSDOT	Section 12 Highway Law
2	Ramps	Entire Length	Pavement, curbs, shoulders, drainage systems, landscaping, signing	0.32	0.32	NYSDOT	Public Authority Law Section 153
3	Central Avenue / Linden Boulevard	Southern edge of SSP TO Stuart Ave / Arkansas Dr intersection	Pavement, curbs, sidewalk, drainage system, traffic signals, traffic signs, pavement striping, lighting, pavement cleaning, snow removal, landscaping	0.09	0.18	Nassau County	Section 10, Subdivision 25 Highway Law

2.3.2. Multimodal

2.3.2.1. Pedestrians –

Pedestrians are legally prohibited from using the fully controlled-access Southern State Parkway per NYS Vehicle and Traffic Law Section 1621(a)(2). However, there are sidewalks that vary from poor to good condition along the eastern side of Central Avenue from the intersection with Stuart Avenue, under the Southern State Parkway, and to the intersection with Greenway Boulevard. ADA pedestrian curb ramps are present on all quadrants of the signalized intersections at Stuart Avenue and Greenway Boulevard. Crosswalk markings are located on all quadrants of the Stuart Avenue intersection minus the North-South movement on the western side of the intersection. Pedestrian push buttons are provided for all movements at the Stuart Avenue intersection minus the North-South movements. Sidewalk on the western side of Central Avenue from Greenway Boulevard to Stuart Avenue is non-continuous as there is no sidewalk south of the Southern State Parkway overpass to the Northwestern quadrant of the Central Avenue & Stuart Avenue intersection. There are existing generators of pedestrian traffic within the project area. The area surrounding the project location primarily features low-density residential land use. Pedestrian travel within the project limits primarily consists of parishioners traveling to and from the Masjid Hamza Islamic Center located approximately 300 feet west of the intersection of Central Avenue & Stuart Avenue. Pedestrian volumes peak during hours of worship, who utilize the sidewalk on the southern side of Stuart Avenue to travel from Central Avenue to their destination. Pedestrian trips are also generated by Alden Terrace School and the Valley Stream Baptist Church, located approximately 600 & 700 feet south of project limits, respectively.

2.3.2.2. Bicyclists –

Bicycles are legally prohibited from using the fully controlled-access Southern State Parkway per NYS Vehicle and Traffic Law Section 1621(a)(2). The existing level of and potential for bicycling along Central Avenue is characterized as low due to the residential land use within the vicinity of the project limits. The Masjid Hamza Islamic Center, Valley Stream Baptist Church, and Alden Terrance School are generators of infrequent bicycle traffic within and near the project limits. Central Avenue is not a designated bicycle route; however, bicyclists may legally use the paved shoulder and roadway consistent with the NYS Vehicle and Traffic Law Section 1234.

2.3.2.3. Transit –

The Nassau Inter-County Express' (NICE) N1 bus line operates between the towns of Hewlett and Elmont with headways of approximately thirty minutes during peak hours. Extended weekday rush hour service to Jamaica, Queens County is also provided. NICE Bus stop no. 499 providing N1 Hewlett-bound service is situated by the intersection of Stuart Avenue & Central Avenue, the approximate limit of this project.

2.3.2.4. Airports, Railroad Stations, and Ports –

John F. Kennedy International Airport is approximately 4.4 miles southwest of the project limits. The Long Island Railroad (LIRR) Valley Stream and Rosedale Stations are approximately 2.0 and 2.2 miles south of the project limits, respectively. No construction that would interfere with flight paths or train operations is scheduled for this project.

2.3.2.5. Access to Recreation Areas (Parks, Trails, Waterways, State Lands) –

There are no entrances to recreation areas within the project limits.

2.3.3. Infrastructure

2.3.3.1. Existing Highway Section –

Refer to appendix A for conceptual drawings.

NY 908M – Southern State Parkway

Southern State Parkway features four eleven-foot travel lanes in each direction, with a fifth twelve-foot auxiliary lane in the eastbound direction. West of Central Avenue, the auxiliary lane from Stewart Avenue transitions into Exit 13S. East of Central Avenue the northbound Central Avenue to eastbound Southern State Parkway entry ramp transitions into an auxiliary lane. Exit 13S consists of a single fourteen-foot travel lane with 1' shoulders. There is no curbing adjacent to the left-hand shoulder, limited traversable curbing is present behind the right-hand shoulder. Beyond bridge limits, the eastbound direction features a constant 1' wide outside shoulder with traversable curbing. The inside shoulder's width ranges from 2' to 6'. The eastbound and westbound sections are separated by concrete median barrier. Beyond bridge limits, the westbound direction features a constant 11' wide outside shoulder with traversable curbing. The inside shoulder's width ranges from 2' to 4'.

Exit 13N

Exit 13N features a single twelve-foot northbound travel lane with a one-foot outer shoulder and traversable curbing. Exit 13N also features a single eighteen-foot southbound travel lane with a one-foot shoulder and traversable curbing. Exit 13N then forms the roadway providing access to and from the Southern State Parkway from the Central Avenue & Stuart Avenue intersection. The roadway then becomes a three-lane bi-directional roadway with two southbound travel lanes, and one northbound travel lane.

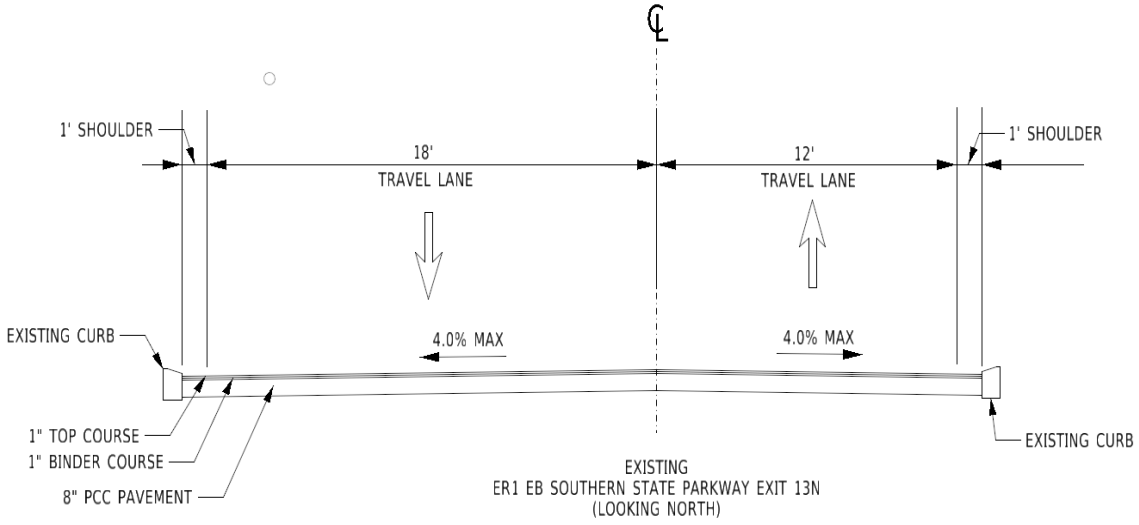


FIGURE 2.3.3.1.1: Existing Exit 13N Ramp Section

Exit 13S

Exit 13S features a single 20’ eastbound travel lane with a one-foot outer shoulder and traversable curbing. Exit 13S then turns to form the roadway providing access to southbound Central Avenue. The roadway then becomes a three-lane bi-directional roadway with two southbound travel lanes, and one northbound travel lane.

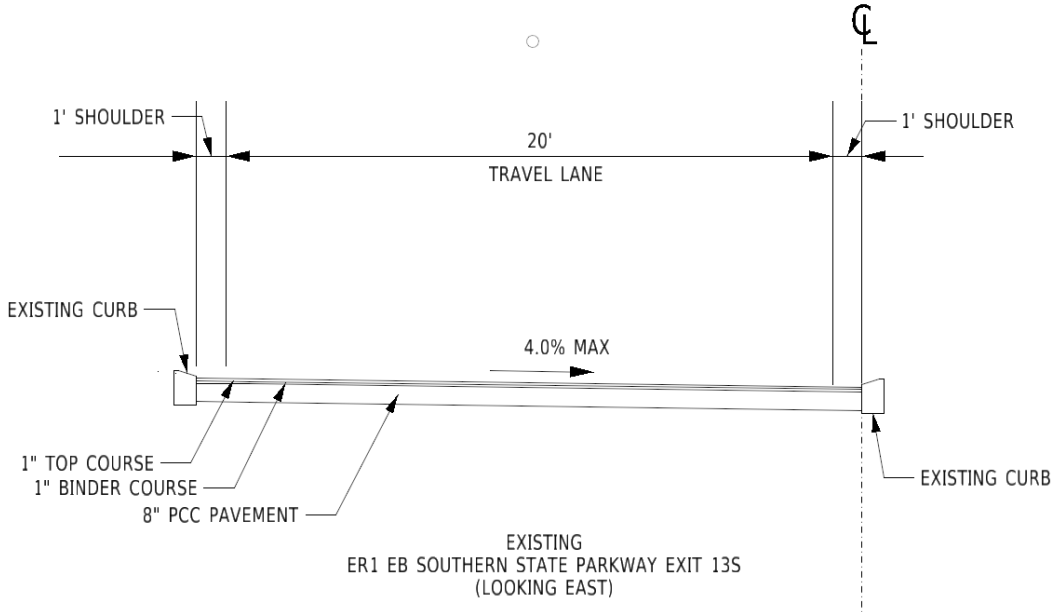


FIGURE 2.3.3.1.2: Existing Exit 13S Ramp Section

Central Avenue

Central Avenue is a two-lane bi-directional urban minor arterial roadway between Stuart Avenue and Linden Boulevard. Within Project Limits, Central Avenue features eleven-foot travel lanes, one-foot shoulders, and vertical face concrete curbing. Sidewalk is present along both sides of the roadway ranging from 4' to 5' in width. Beyond the existing southern state parkway bridge abutments, varying-width grass utility strips between the curb and sidewalk are present. The existing sidewalk on the western side of Central Avenue, south of Southern State Parkway is non-continuous.

2.3.3.2. Geometric Design Elements Not Meeting Minimum Standards –

The following existing conditions concur with the values provided in PIN 0534.79 Southern State Parkway (NY 980M) Ramp Safety Study.

Exhibit 2.3.3.2
Existing Nonstandard Features

Critical Design Element	Operating Speed	Standard (from HDM Chapter 7, urban, non-freeway 3R standards)	Existing Condition	Adverse Accident History? (Yes/No)	Remarks
Horizontal Curvature Exit Ramp 13S	30 mph design speed, 40 mph advisory speed	45 ft min. at e=8% superelevation (from HDM Exhibit 7-6)	155 ft at e=3.9% superelevation	No	
Stopping Sight Distance (SSD) Exit Ramp 13S	30 mph design speed, 40 mph advisory speed	200 ft min. horizontal SSD; no min. value for vertical SSD (from HDM Exhibit 7-7)	170 ft	No	
Horizontal Curvature Exit Ramp 13N	25 mph design speed, 15 mph advisory speed	45 ft min. at e=8% superelevation (from HDM Exhibit 7-6)	65 ft at e=2.0% superelevation	Yes	Lack of deceleration lane
Stopping Sight Distance (SSD) Exit Ramp 13N	25 mph design speed, 15 mph advisory speed	155 ft min. horizontal SSD; no min. value for vertical SSD (from HDM Exhibit 7-7)	100 ft	Yes	Sharp curvature of ramp
Horizontal Curvature Entrance Ramp	30 mph design speed	45 ft min. at e=8% superelevation (from HDM Exhibit 7-6)	50 ft at e=2.0% superelevation	Yes	Sharp curvature of ramp

2.3.3.2.(1) Other Design Parameters -

The following existing conditions concur with the values provided in PIN 0534.79 Southern State Parkway (NY 980M) Ramp Safety Study.

Exhibit 2.3.3.2.1
Other Nonconforming Features

Design Element	Location	Operating Speed	Standard	Source	Existing Condition
Deceleration lane length	EB SSP Exit Ramp 13N	55mph posted speed to 15mph advisory speed	455 ft	AASHTO Policy on Geometric Design of Highways & Streets 2018 Table 10-6	35 ft
Ramp Terminal Spacing	EB SSP Entrance Ramp from Stuart Ave TO Exit Ramp 13S	55mph	1600 ft	AASHTO Policy on Geometric Design of Highways & Streets 2018 Figure 10-70	1140 ft

2.3.3.3. Pavement and Shoulder –

The Southern State Parkway mainline and ramps within our project limits were recently resurfaced under contract D264285 in 2021.

Central Avenue from Stuart Avenue to the existing SSP eastbound exit ramp 13S is currently asphalt pavement. PCC pavement begins approximately 100’ south of the existing SSP mainline bridge over Central Avenue and continues north underneath the bridge.

A detailed evaluation of the existing pavement within contract limits was conducted in accordance with the Comprehensive Pavement Design Manual and the pavement condition rating was fair (6). See appendix D for the pavement evaluation report.

2.3.3.4. Drainage Systems –

The Southern State Parkway features both open and closed drainage systems, including catch basins along its shoulders, designed to manage stormwater and mitigate flooding. Currently, there are twelve catch basins positioned within the project limits along the Parkway. Some may need to be relocated from their original design to avoid utility lines. The Parkway typically utilizes three types of catch basins: Type A, Type B, and Type B48, each available in various sizes. The catch basins are networked together with other neighboring catch basins and are drained into different locations outside of the area of interest. The catch basins within the project limits are generally in good condition and provide sufficient drainage for the project area.

The umbrella-section type roadway geometry vegetation exists on both sides of the east and westbound lanes. This setup facilitates the diversion of water from the roadway towards the vegetation, enabling gradual infiltration of water into the ground and lessening puddle widths on the lanes. As the roadway approaches the exit at Central Avenue, shoulders get wider on the right side to help redirect water away from traffic. Based on record plans (D500691) for the reconstruction of Southern State Parkway, weep holes have been constructed in existing barriers by Central Avenue to aid with drainage on the bridge.

Central avenue features a closed drainage system with a low point underneath the existing Southern State Parkway Bridge. The drainage system is in poor condition and has reported ponding at the low point

underneath the bridge. Currently there is one catch basin on Southbound Central Ave underneath the SSP bridge and additional drainage structures are anticipated to be required to alleviate the flooding in this area.

A SPDES General Permit GP-0-20-001 may not be required since the project will likely not exceed one acre of soil disturbance. A Stormwater Pollution Prevention Plan (SWPPP) with the appropriate sediment and erosion control measures will be developed. Based on the SWPPP, permanent stormwater management practices may be required depending on the total amount of disturbance and changes in total impervious area.

2.3.3.5. Geotechnical –

There are no special geotechnical concerns with the soils or rock slopes within the project area.

2.3.3.6. Structure –

There are two existing bridges within the project limits that are to remain in place as part of all proposed design alternatives. The two bridges carry eastbound & westbound Southern State Parkway traffic over Central Avenue. See Appendix E – Structures Information for bridge inspection reports.

2.3.3.6. (1) Description:

Exhibit 2.3.3.6
Structure Data

Data	Existing Structure	Issues/Comments
BIN	1059331	
Feature Carried/Crossed	SSP WB / Central Avenue	WB 908M Traffic
Type of Bridge	01 - Concrete, 07 - Frame	
Number and Length of Spans	1	
Lane Width(s)	4 Lanes (11')	
Shoulder Width(s)	1' to 4'	
Sidewalk(s)	N/A	
Utilities Carried	N/A	
Horizontal Clearance(s)	2'	
Vertical Clearance(s)	14'-0" Min.	Point of lowest vertical clearance occurs at northern bridge fascia under outer edge of travel lane along SB Central Ave. There are no vertical clearance constraints above the bridge.
State Condition Rating	6	Condition rating is a scale of 1 to 7 for bridges, with 7 being new condition and ratings of 5 or greater considered good, while ratings of 4 or below are considered deficient
Year Built	1956	

Exhibit 2.3.3.6 (continued) Structure Data		
Data	**Existing Structure**	**Issues/Comments**
BIN	1059332	
Feature Carried/Crossed	SSP EB / Central Avenue	EB 908M Traffic
Type of Bridge	01 - Concrete, 07 - Frame	
Number and Length of Spans	1	
Lane Width(s)	4 Lanes (11')	
Shoulder Width(s)	1' to 6'	
Sidewalk(s)	N/A	
Utilities Carried	N/A	
Horizontal Clearance(s)	1’	
Vertical Clearance(s)	12'-10"	Point of lowest vertical clearance situated at southern bridge fascia under outer edge of travel lane along NB Central Ave
State Condition Rating	5	Condition rating is a scale of 1 to 7 for bridges, with 7 being new condition and ratings of 5 or greater considered good, while ratings of 4 or below are considered deficient
Year Built	1934	

2.3.3.6.(2) History & Deficiencies –

BIN 1059332 was constructed in 1934 under NY State Dept of Public Works contract no. NRH LP33-2: Laurelton Parkway Section 2-B. The bridge originally consisted of two travel lanes, accounting for eastbound and westbound traffic. The bridge was modified in 1956 under Jones Beach State Parkway Authority Contract No. 01: Southern State Parkway Improvement. Under Contract No. 1 the bridge’s northern stone parapet and sidewalk was removed in order to accommodate the construction of BIN 1059331. A dividing wall was constructed between the two bridges and the new bridge was to accommodate westbound SSP traffic while BIN 1059332 was to accommodate the eastbound movement.

The two bridges do not meet the current standards for vertical clearance above Central Avenue.

2.3.3.6.(3) Inspection –

BIN1059331 and BIN 1059332 were last inspected on November 8th, 2022. Neither inspection yielded any red or yellow flags issued or any further investigation requests.

2.3.3.6.(4) Restrictions –

The bridges are currently open to traffic with no restrictions.

2.3.3.6.(5) Future Conditions –

No work on the existing bridges is anticipated in this project.

2.3.3.6.(6) Waterway –

N/A. A Coast Guard Checklist is not required.

2.3.3.7. Hydraulics of Bridges and Culverts –

There are no bridges or culverts over waterways within the project limits. There are no dams in the vicinity of the project that would be adversely affected.

2.3.3.8. Guide Railing, Median Barriers and Impact Attenuators –

The existing guiderail in the area is generally of the Heavy Post Blocked-Out (HPBO) W-beam corrugated type, with posts spaced every 4 feet and lengths of 6 feet. Within the project limits, there are three guiderails: one along the left side of the Exit 13S ramp as it merges onto Central Avenue, another HPBO W-beam guiderail on the main road just after passing the Exit 13S ramp and approaching the bridge over Central Avenue, and a third guiderail on the right side as it exits onto ramp 13N. A New Jersey (Type A and Type E) concrete median barrier extends along the Southern State Parkway at the Exit 13 area. A varying-width Type A and E concrete barrier is installed along the bridge to accommodate the widening gap between the eastbound and westbound lanes.

A concrete median barrier is located along the bridge carrying the Parkway as well as along the east and west approaches. A parapet wall is placed between two type A and type E half section concrete barriers from STA. 58+00 to STA 61+00. A varying-width Type A and E concrete barrier are installed along the bridge to compensate for the widening gap between the east and westbound lanes. There is also vegetation present between the half section concrete barriers along the bridge. No existing impact attenuators can be found throughout the limits of this project.

Travel lanes are 11 feet wide, and shoulders are variable width on the right and from 3 to 10 feet wide on the left throughout the project limits. The right shoulders are wider as the alignment approaches the exit ramps.

Exhibit 2.3.3.8.1
Existing Guiderail and Median Barriers

Type	Location / Side	Length	Condition
Guide Rail	East Bound Southern State Parkway Ramp 13S (Left Side) *Section 5*	170 feet	Fair. Visible Vegetation
Guide Rail	Eastbound Southern State Parkway *Section 1*	100 feet	Fair. Visible Vegetation
Guide Rail	East Bound Southern State Parkway Ramp 13N (Right Side) *Section 7*	100 feet	Fair. Visible Vegetation
Median Barrier	Eastbound Southern State Parkway *Section 1*	2000 feet	One barrier showing signs of deterioration due to extensive cracking located at approximately 350 feet from the start of project limit going eastbound.
Median Barrier	Westbound Southern State Parkway *Section 9*	2000 feet	About 250 feet in length of cracking visible located at approximately 1400 feet from the start of project limits going westbound.

2.3.3.9. Utilities –

Exhibit - 2.3.3.9.1 Existing Utilities				
Owner	**Type**	**Location/Side**	**Length**	**Condition/Conflict**
Altice	Electrical Line	Central Ave	950’	Unknown condition: Proposed EB SSP Entrance Ramp
National Grid	Gas Line	Central Ave	469’	Unknown condition: Proposed EB SSP Entrance Ramp
			406’	Unknown condition: Proposed EB SSP Entrance Ramp
Water Authority of Western Nassau	Water Line	Central Ave	1872’	Unknown condition: Proposed EB SSP Entrance Ramp
		Eastbound Southern State Parkway	1569’	Unknown condition: Proposed EB SSP Entrance Ramp
		Westbound Southern State Parkway	1131’	Unknown condition: no obvious conflicts

Altice: There are utility poles on both sides of Central Avenue south of the Stuart Ave intersection with overhead power lines. Utility poles are also on the south side of Stuart Avenue and the north side of Arkansas Dr.

National Grid: A 2psi gas main runs North to South along Central Ave before breaking off into two separate directions at the intersection of Exit 13. The 2psi gas main stretches from West to East along Arkansas Drive and North to South continuing Central Ave. There is also a 2psi gas main that stretches from Stuart Ave to the middle of the intersection, connecting with the 2psi gas main that runs through Central Ave.
A 60psi gas main also runs North to South along Central Ave. Along Stuart Ave, there is also a 60psi gas main that runs along the West to East. At the intersection of Arkansas Drive and Central Ave, the two 60psi gas mains both diverge towards Arkansas Drive.

Water Authority of Western Nassau: An 8-inch water main runs across the Southern State Parkway at Exit 13 and extends east of Central Avenue. At the intersection of Arkansas Drive and Central Ave, there is an 8” water main that diverges out of the water main on Central Ave and runs through towards Arkansas Drive. Additionally, a 12-inch water main runs along Stuart Ave from West to East, connecting to the pipeline that passes through Central Avenue. There is also a 6-inch water main located East of Exit 13.

2.3.3.10. Railroad Facilities –

There are no Railroads or Railroad-owned properties above, below or within fifty (50) feet of the project limits. Additionally, there are no at-grade Railroad crossings within 1 mile of the project that could impact, or be impacted by, traffic conditions associated with the project during or after construction

2.3.4. Potential Enhancement Opportunities

This section focuses on the existing areas to identify potential enhancement opportunities related to the project and to help avoid and minimize impacts. Chapter 4 focuses on the impacts, enhancements, and mitigation.

2.3.4.1. Landscape -

2.3.4.1. (1) Terrain -

The landscape along NY 908M Southern State Parkway consists of level terrain, where highway sight distances are controlled by horizontal curvature and restrictions. The landscape includes shrubbery, grass areas between on and exit ramps, and a view of Central Avenue. The landscape at the intersection of Central Avenue & Stuart Avenue features low density residential and commercial buildings. Along Central Avenue the terrain may be deemed as level, with shrubbery, trees, and grassed areas both north and south of the Southern State Parkway bridge structure. The project will save as much existing vegetation as possible and replace where necessary to restore the street and parkway aesthetic.

2.3.4.1. (2) Unusual Weather Conditions-

There are no unusual weather conditions within the project area.

2.3.4.1. (3) Visual Resources -

The proposed project consists of a 4 or 5-way intersection with an additional traffic signal, sidewalk, as well as turf establishment and planting to fill the removed wooded sections. Lighting will be relocated and adhere to current lighting standards. Minor signage additions and relocations are possible. There are few to no environmental policies that will create visual impacts.

The project is situated in a suburban area. The project will have minimal visual impacts to the area except for tree removal where the ramp is to be relocated and turf establishment in place of removed pavement. In the area where pavement is to be removed, an opening in the visual vegetative buffer to the parkway would remain if there were no mitigation.

Suggested mitigation includes reinforcing the visual vegetative buffer for adjacent residences/businesses by planting native trees and shrubs along with turf establishment where the pavement is to be removed. Mitigation may also include planting shade trees along sidewalks with consideration for sight distances to address road clarity and lower traffic incidents. All overhead sign structures, traffic signal poles, light poles, equipment cabinets, and backs of signs shall be colored “Parkway Brown” as per regional standards.

The project scores a 15 on the Federal Highway Administration’s Visual Impact Assessment Scoping Questionnaire, therefore the proposed project will have low visual impacts and can be mitigated as suggested above. An Abbreviated Visual Impact Assessment (VIA) is required in place of a full visual analysis. For more information see the Abbreviated VIA and the FHWA Visual Impact Assessment Scoping Questionnaire in Appendix B.

2.3.4.2. Opportunities for Environmental Enhancements –

There are no practical opportunities for environmental enhancements in the project limits.

CHAPTER 3 – ALTERNATIVES

This chapter discusses the alternatives considered and examines the engineering aspects for all reasonable alternatives to address project objectives in Chapter 1 of this report.

3.1. Alternatives Considered and Eliminated from Further Study

The no-build/maintenance alternative will result in the continued deterioration of operations at this interchange, resulting in potential increased crash rates as population and vehicular travel demand increase. Since this alternative will not satisfy the project objectives, it is not considered a reasonable alternative but will be used for comparison with the reasonable alternatives for the purpose of evaluating impacts.

Alternative 2 - This alternative modifies the existing exit ramp 13S from the eastbound Southern State Parkway to southbound Central Avenue, eliminates the existing exit ramp 13N from eastbound Southern State Parkway to northbound Central Avenue, and realigns the entrance ramp from Central Avenue to eastbound Southern State Parkway. The proposed exit ramp meets Central Avenue with provisions for left and right turns; right turn to southbound Central Avenue is a yield condition. The proposed entry ramp will not be accessible to southbound Central Avenue traffic without requiring a U-turn. Southbound Central Avenue traffic looking to access eastbound Southern State Parkway must maintain the existing movement of entering the SSP via the entrance ramp off Stuart Avenue.

This alternative would not meet the project objectives as it does not enhance the existing 5-legged intersection at Central Ave and Stuart Ave. Vehicles accessing the eastbound Southern State Parkway from southbound Central Ave would still need to perform a u-turn to be able to access the entry ramp. While the alternative is anticipated to reduce crashes and vehicle conflicts, it does not reduce as much as the preferred alternative. In addition, there are non-standard curvature features of the eastbound entry ramp that would need to be maintained in order to not impact the existing right of way.

3.2. Reasonable Build Alternatives

3.2.1. Description of Reasonable Alternatives

Alternative 1 - This alternative modifies the existing exit ramp 13S from the eastbound Southern State Parkway to southbound Central Avenue, eliminates the existing exit ramp 13N from eastbound Southern State Parkway to northbound Central Avenue, and realigns the entrance ramp from Central Avenue to eastbound Southern State Parkway. The proposed ramps accommodate traffic traveling to and from both directions along Central Avenue and are aligned to create a more traditional four-legged intersection with Central Avenue to be controlled by a new traffic signal operation. Key elements of this alternative include:

Geometry	• This alternative includes correcting non-standard curvature. • This alternative includes simplifying the terminal intersection of the eastbound Southern State Parkway ramps with Central Avenue.
Operational	• This alternative may affect operations. • This alternative enhances pedestrian operations through proposed sidewalk connectivity along Central Avenue between the Southern State Parkway and Stuart Avenue.
Control of Access	• This alternative eliminates a driveway along the entrance ramp.

Right of Way	• This alternative will not require ROW acquisition. All work will be performed within existing highway boundaries.
Environmental	• There are no wetland impacts associated with this alternative • There are no significant noise or visual impacts associated with this alternative.
Cost	• Total estimated construction cost of this alternative is $14.65M.
Project Goals	• These enhancements meet the overall objective to: o Develop project enhancements incorporating effective crash reduction measures to enhance operational conditions and reduce vehicle conflicts. o Address geometric deficiencies to enhance traffic flow and facilitate traffic operations. o Enhance intersection geometric deficiencies at Central Ave and Stuart Ave intersection. o Incorporate appropriate design features to safely accommodate pedestrian access / reduce the occurrence of pedestrian and vehicle conflicts.

3.2.2 Preferred Alternative

The most reasonable and prudent alternative that best meets the project objectives and goals is Alternative 1. This alternative would eliminate the 5th leg of the intersection at Central Avenue and Stuart Avenue by reconfiguring the eastbound interchange ramps to a diamond configuration. The alternative enhances the geometry of the interchange by providing standard horizontal curve radii, lane and shoulder width, and stopping sight distance. The proposed configuration also mitigates the risk of wrong way driving or head-on collisions by eliminating the undivided entry and exit ramp at Exit 13N. Furthermore, the preferred alternative provides accommodations for pedestrians on southbound Central Avenue with simplified pedestrian crossings at the proposed ramps. In addition, the southbound Central Avenue to eastbound Southern State Parkway movement would be provided at the new proposed traffic signal rather than require a U-turn at the existing intersection, reducing potential conflicts.

This Alternative addresses the existing geometric deficiencies by removing the nonstandard ramp geometry and extending the non-conforming acceleration lane. Realigning the eastbound Southern State Parkway entry and exit ramps is anticipated to have a reduction in crashes and reduce vehicle conflicts. In addition, proposed sidewalk will be installed on both sides of Central Avenue to provide a continuous pedestrian access route below the Southern State Parkway.

3.2.3. Design Criteria for Reasonable Alternative(s)

3.2.3.1. Design Standards

3.2.3.2. Critical Design Elements -

Exhibit 3.2.3.2-1 Critical Design Elements for Southern State Parkway – Exit Ramp (13S)					
PIN	0534.87	**BIN** (if applicable)		N/A	
Functional Class:	(12) Urban Principal Arterial - Other Fwy/Expwy	**NHS**	☑	**Non-NHS**	☐
Design Class:	Ramp	**Context Class:**		Suburban	
Project Type:	Major Intersection Reconstruction	**Terrain:**		Level	
Design Year AADT:	8,500 (ETC+20)	**Percentage of Trucks:**		0%	
Truck Access or Qualifying Highway (QH)?	Neither	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	No	**Anticipated level of bicycle activity**		NA	

	Element	Standard	Existing Condition	Proposed Condition
1	Design Speed	40 mph HDM Section 2.7.5.3	Posted: 40 mph	40 mph[1]
2	Lane Width	13 ft (R>400 ft, Case II, Design Traffic Condition A, diagonal type ramp) HDM Section 2.7.5.3, With Modifications Per Exhibit 2-9	Varies 16 to 20 ft	13 ft
3	Shoulder Width	4 ft left, 6 ft right HDM Section 2.7.5.3, Exhibit 2-10a	Varies 0 to 1 ft**	4ft Left/6ft Right
4	Horizontal Curve Radius	444 ft Min (at e_{max}= **8%**) HDM Section 2.7.5.3, Exhibit 2-10a	50 ft Min**	3380 ft
5	Superelevation	e_{max} = **8%** HDM Section 2.6.5	4% maximum	2.5% @ e_{max} = 8%
6	Stopping Sight Distance (Horizontal and Vertical)	305 ft Min. HDM Section 2.7.5.3, Exhibit 2-10a	Varies 100 to 230 ft**	Vertical = 331 ft Horizontal = 451 ft
7	Maximum Grade	6% HDM Section 2.7.5.3, Exhibit 2-10	4.5%	5%
8	Cross Slope	1.5% Min., 2.5% Max. HDM Section 2.7.5.3	1.5% to 2.0%	2.0%
9	Vertical Clearance	14 ft Min. (14ft 6in desirable) BM Section 2.3.1, Table 2-2 (Note 1)	No Overhead Obstructions	14ft 6in
10	Design Loading Structural Capacity	NYSDOT LRFD Specification AASHTO HL-93 Live Load and HDM Section 19.5.3	N/A	N/A
11	Americans with Disabilities Act Compliance[3]	HDM Chapter 18	Pedestrians prohibited from ramps	Pedestrians prohibited from ramps

Notes for Exhibits 3.2.3.2-1:

1. The Regional Traffic Engineer has concurred that the proposed Design Speed of 40 mph for Exit 13S is consistent with the anticipated off-peak 85th percentile speed and is within the design classification's range of design speeds for terrain and volume.
2. ** Denotes non-standard feature
3. Refer to Section 2.3.5 for detailed pedestrian facility information.

Exhibit 3.2.3.2-2
Critical Design Elements for Southern State Parkway – Entrance Ramp

PIN	0534.87	**BIN** (if applicable)		N/A	
Functional Class:	(12) Urban Principal Arterial - Other Fwy/Expwy	**NHS**	☑	**Non-NHS**	☐
Design Class:	Ramp	**Context Class:**		Suburban	
Project Type:	Major Intersection Reconstruction	**Terrain:**		Level	
Design Year AADT:	3,800 (ETC+20)	**Percentage of Trucks:**		0%	
Truck Access or Qualifying Highway (QH)?	Neither	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	No	**Anticipated level of bicycle activity**		NA	

	Element	Standard	Existing Condition	Proposed Condition[2]
1	Design Speed	Minimum 35 mph[1] HDM Section 2.7.5.3	15 mph	35 mph[1]
2	Lane Width	13 ft (R>200 ft, Case II, Design Traffic Condition A, diagonal type ramp) HDM Section 2.7.5.3, With Modifications Per Exhibit 2-9	Varies 12 ft to 15 ft	13 ft
3	Shoulder Width	4 ft left, 6 ft right HDM Section 2.7.5.3, Exhibit 2-10a	Varies 0 to 1 ft**	4ft Left/6ft Right
4	Horizontal Curve Radius	314 ft Min (at e_{max}= **8%**) HDM Section 2.7.5.3, Exhibit 2-10a	50 ft Min**	462 ft
5	Superelevation	e_{max} = **8%** HDM Section 2.6.5	4% maximum	7.5% @ e_{max} = 8%
6	Stopping Sight Distance (Horizontal and Vertical)	250 ft Min. HDM Section 2.7.5.3, Exhibit 2-10a	Varies 100 to 230 ft**	Vertical = 367 ft Horizontal = 342 ft
7	Maximum Grade	6% HDM Section 2.7.5.3 Exhibit 2-10a	4.5%	6%
8	Cross Slope	1.5% Min., 2.5% Max. HDM Section 2.7.5.3	1.5% to 2.0%	2.0%
9	Vertical Clearance	14 ft Min. (14ft 6in desirable) BM Section 2.3.1, Table 2-2 (Note 1)	No Overhead Obstructions	14 ft 6 in
10	Design Loading Structural Capacity	NYSDOT LRFD Specification AASHTO HL-93 Live Load and HDM Section 19.5.3	N/A	N/A
11	Americans with Disabilities Act Compliance[3]	HDM Chapter 18	Pedestrians prohibited from ramps	Pedestrians prohibited from ramps

Notes for Exhibits 3.2.3.2-2

1. The Regional Traffic Engineer has concurred that the proposed Design Speed of 35mph for the SSP Entrance Ramp is consistent with the anticipated off-peak 85th percentile speed and is within the design classification's range of design speeds for terrain and volume.
2. ** Denotes non-standard feature
3. Refer to Section 2.3.5 for detailed pedestrian facility information.

Exhibit 3.2.3.2-3
Critical Design Elements for Southern State Parkway – Mainline and Speed Change Lanes

PIN	0534.87	**BIN** (if applicable)		N/A	
Functional Class:	(12) Urban Principal Arterial - Other Fwy/Expwy	**NHS**	☑	**Non-NHS**	☐
Design Class:	Freeway	**Context Class:**		Suburban	
Project Type:	Major Intersection Reconstruction	**Terrain:**		Level	
Design Year AADT:	93,000 (EB) (ETC+20)	**Percentage of Trucks:**		0%	
Truck Access or Qualifying Highway (QH)?	Neither	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	No	**Anticipated level of bicycle activity**		NA	

	Element	Standard	Existing Condition	Proposed Condition
1	Design Speed	70 mph HDM Section 2.7.1.1. A	Posted: 55mph	70 mph[1]
2	Lane Width	12 ft min. HDM Section 2.7.1.1 B	11ft**	Mainline Lane: 11'** Speed Change Lane: 12 ft
3	Shoulder Width	Mainline: 8 ft Left, 8 ft Right HDM Section 2.7.1, Exhibit 2-2 Speed Change Lane: 6 ft Right HDM Section 2.7.5.4	Mainline: 6 ft Left** 1 ft Right** Speed Change Lane: 1ft Right**	Mainline: 6 ft Left** 1 ft Right** Speed Change Lane: 6ft Right
4	Horizontal Curve Radius	1815 ft Min (at e_{max}= **8%**) HDM Section 2.7.1, Exhibit 2-2	Tangent	Tangent
5	Superelevation	e_{max} = **8%** HDM Section 2.6.5, Exhibit 2-1b	Tangent	Tangent
6	Stopping Sight Distance (Horizontal and Vertical)	730 ft Min. HDM Section 2.7.1, Exhibit 2-2	625 ft**	Vertical = 1619 ft Horizontal = 1750 ft
7	Maximum Grade	3% HDM Section 2.7.1, Exhibit 2-2	0.50%	0.50%
8	Cross Slope	1.5% Min., 2.5% Max. HDM Section 2.7.1.1 I	2.0%	2.0%
9	Vertical Clearance	14 ft Min. (14ft 6in desirable) BM Section 2.3.1, Table 2-2 (Note 1)	Overhead Sign Structure 19.75'	Match Existing 19.75'
10	Design Loading Structural Capacity	NYSDOT LRFD Specification AASHTO HL-93 Live Load and HDM Section 19.5.3	N/A	N/A
11	Americans with Disabilities Act Compliance[3]	HDM Chapter 18	Pedestrians prohibited on SSP mainline	No new proposed pedestrian facilities

Notes for Exhibits 3.2.3.2-3:

1. The Regional Traffic Engineer has concurred that the proposed Design Speed of 70mph for the SSP Mainline is consistent with the anticipated off-peak 85th percentile speed and is within the design classification's range of design speeds for terrain and volume.
2. ** Denotes non-standard feature
3. Refer to Section 2.3.5 for detailed pedestrian facility information.

Exhibit 3.2.3.2-4
Critical Design Elements for Central Avenue

PIN	0534.87	**BIN** (if applicable)	N/A
Functional Class:	(16) Urban Minor Arterial	**NHS** ☐	**Non-NHS** ☑
Design Class:	Arterial	**Context Class:**	Suburban
Project Type:	Major Intersection Reconstruction	**Terrain:**	Level
Design Year AADT:	19,000 (ETC+20)	**Percentage of Trucks:**	3%
Truck Access or Qualifying Highway (QH)?	Neither	**If not a QH, is project within 1 mi of a QH?**	No
Existing or Proposed Bicycle Route?	No	**Anticipated level of bicycle activity**	Low

	Element	Standard	Existing Condition	Proposed Condition
1	Design Speed	35 mph HDM Section 2.7.2.3 A	Posted: 30 mph	35 mph[1]
2	Lane Width	13 ft min. HDM Section 2.7.2.3, Exhibit 2-4 (Note 4)	14 ft	14 ft
3	Shoulder Width	Curbed: 0 ft Right (4ft desirable) Uncurbed: 6 ft HDM Section 2.7.2.3, Exhibit 2-4	1ft Right (curbed)	1ft Right (curbed)
4	Horizontal Curve Radius	248 ft Min (at e_{max}= **6%**) HDM Section 2.7.2.3, Exhibit 2-4	680 ft	680 ft
5	Superelevation	e_{max} = **6%** HDM Section 2.6.5, Exhibit 2-1b	2%	2%
6	Stopping Sight Distance (Horizontal and Vertical)	205 ft Min. HDM Section 2.7.2.3, Exhibit 2-4	625 ft	Vertical = 625 ft Horizontal = 320 ft
7	Maximum Grade	7.0% HDM Section 2.7.2.3, Exhibit 2-4	4.0%	4.0%
8	Cross Slope	1.5% Min., 3.0% Max. HDM Section 2.7.2.3 H	2.0%	2.0%
9	Vertical Clearance	14 ft Min. (14'-6" desirable) BM Section 2.3.1, Table 2-2	12'-10"**	12'-10"**
10	Design Loading Structural Capacity	NYSDOT LRFD Specification AASHTO HL-93 Live Load and HDM Section 19.5.3	N/A	N/A
11	Americans with Disabilities Act Compliance[3]	HDM Chapter 18	Facilities will be evaluated in final design	Pedestrian facilities will be designed in accordance with HDM Chapter 18

Notes for Exhibit 3.2.3.2-4:

1. The Regional Traffic Engineer has concurred that the proposed Design Speed of 35 mph for Central Avenue is consistent with the anticipated off-peak 85th percentile speed and is within the design classification's range of design speeds for terrain and volume.
2. ** Denotes non-standard feature
3. Refer to Section 2.3.5 for detailed pedestrian facility information.

3.2.3.3. Other Design Parameters

Refer to Section 3.3.3.2 (2) for further detail on any Non-Conforming Features that are being proposed in the Preferred Alternative.

Exhibit 3.2.3.3.1
Other Design Parameter: Design Vehicle

Location	Design Vehicle	Vehicle Accommodated
Southern State Parkway and Ramps	SU (HDM 5.7.1)	SU
Central Avenue	SU (HDM 5.7.1)	SU

Exhibit 3.2.3.3.2
Other Design Parameter: Drainage

Location	Criteria	Proposed Condition (Full Build)
Project Limits	10 Year Storm (HDM 8-2)	Catch Basins 25 Year Storm

Other design parameters would be identified as the selected concepts are progressed through the design development process.

3.3. Engineering Considerations

3.3.1. Operations (Traffic and Safety) & Maintenance

3.3.1.1. Functional Classification and National Highway System -

This project will not change the functional classification of the highway.

3.3.1.2. Control of Access -

Access to the Southern State Parkway will remain fully controlled. Access along Central Avenue will remain uncontrolled. Since the purposed of this project is to reconstruction the SSP ramps with Central Ave, an Access Modification Report has been prepared (refer to Appendix J).

3.3.1.3. Traffic Control Devices -

3.3.1.3. (1) Traffic Signals – A new traffic signal is proposed at the intersection of Exit 13 and Central Avenue. In addition, the existing traffic signal at Stuart Avenue will need to be modified due to roadway configuration change. Due to the close spacing between this new signal and the existing signals for Central Avenue at Linden Boulevard and Stuart Avenue signal coordination would be required to optimize operations.

Southbound travelers along Central Avenue will encounter the new signal at Exit 13 immediately after the underpass for SSP. Visibility of the signal heads for southbound users is to be evaluated in the context of the vertical and horizontal obstructions present, advanced warning signs are to be installed.

Since there will be proposed sidewalks along Central Avenue pedestrian crosswalks and ADA ramps will be provided as well.

Exhibit - 3.3.1.3.1
Design Year Preferred Alternative Signalized Intersections

Intersection	Type of Signal	Direction of Travel	Lane Use [1]	# of Phases
EB SSP Exit 13, Central Avenue and the EB SSP on ramp form Central Avenue	Semi-Actuated Coordinated	EB NB SB	1L, 1T+R, 1R 1T, 1R 1T+L	3
Central Avenue, Stuart Avenue and Arkansas Drive	Semi-Actuated Coordinated	EB WB NB SB	1 T+R 1 L+T+R 1 L+T, 1 R 1 L+T, 1 T+R	4

Note:
[1] The lane use detailed above is the expected lane use for each intersection approach by the 2048 design year.

3.3.1.3. (2) Signs - Existing signs will be evaluated and replaced, as necessary. New signs will be added where required. Curve warning and speed advisory signs will be added for any non-standard curvature. Guide signs shall be modified on the SSP mainline for wayfinding at the new proposed ramp locations. Refer to Appendix A for Signage and Pavement Marking Plans.

3.3.1.4. Intelligent Transportation Systems (ITS) –

All ITS equipment and traffic signal interconnections are to be field verified as per the as built plans, any connections are to be impacted by the roadway construction will be relocated and/or restored. The associated CCTV surveillance area(s) should be adjusted to include the roadway geometry changes. The new signalized intersection will be added in the existing interconnection system

A final determination of the proposed ITS impacts will be made during Final Design. Refer to Appendix B for the systems engineering review form (SERF).

3.3.1.5. Speeds and Delay -

With the proposed alternatives, the Eastbound SSP Exit 13N Off-Ramp will be closed, and traffic traveling to Linden Boulevard will divert to the Eastbound SSP Exit 13S Off-Ramp. The “combined” Exit 13 “Off-Ramp” will have an advisory speed of 25 mph, which is slightly less than the currently observed operating speeds on the Eastbound SSP Exit 13S Off-Ramp.

3.3.1.6. Traffic Volumes –

Traffic analysis years were determined in accordance with Chapter 5 of NYSDOT's *Highway Design Manual* and per NYSDOT Region 10's Traffic Safety & Mobility Group. An estimated time of completion (ETC) year of 2028 and a design year of 2048 (ETC + 20 years) were established.

Annual growth rates of 0.29% and 0.49% were used for this project for the Southern State Parkway and the arterial roads, respectively. These rates were determined from the New York Metropolitan Transportation Council's (NYMTC) Average Annual Growth Rate for Vehicle-Miles Travel (VMT) table (2020-2045), for Functional Classifications (FC) 12 and 16 in Nassau County and are presented in Exhibit 3.3.1.6.

Exhibit 3.3.1.6
Compounded Growth Factors

Location	Functional Classification	Annual Growth Rate	Proposed Analysis Year	Compounded Growth Factor
Southern State Parkway	12	0.29%	2028	1.01
			2048	1.07
Linden Avenue/ Central Avenue/ Elmont Road	16	0.49%	2028	1.02
			2048	1.12

The growth rates in Exhibit 3.3.1.6 were used to grow the traffic throughout the network for the forecast years ETC (2028) and ETC+20 (2048). The peak period Traffic Volume Stick Diagrams for those future years are shown in Appendix C.

In addition to volume growth the Traffic Stick Diagrams for Alternative 1 and Alternative 2 also reflect changes in traffic patterns. The traffic pattern changes are in response to the alternative specific proposed modifications to the access ramps from and to Central Avenue and the eastbound Southern State Parkway. The following figures illustrate the anticipated diversions. Figure 3.3.1.6.1 shows the anticipated path for travelers who currently utilize SSP Exit 13N, all of those trips will divert onto the new SSP Exit 13 off ramp under both Alternative 1 and Alternative 2, as SSP Exit 13N is eliminated.



FIGURE 3.3.1.6.1: Diversion Path for the Eliminated Exit 13N Ramp

Figure 3.3.1.6.2 below shows the anticipated path for a subset of travelers who in existing conditions start their trips in the capture area of interest and could enter EB SSP via the Central on-ramp or the Fletcher on-ramp. Under Alternative 1 a portion of those trips will divert from the Fletcher on-ramp to use the improved on-ramp access at Central Avenue. Trips will travel along Central Avenue Southbound and via a left turn at the new signalized intersection at Central Avenue with the SSP on-ramp and onto the EB SSP.

Streetlight analysis was carried out to access the volume of daily and peak period users that start their trips in the capture area of interest and utilize the on-ramps at Central Ave and Fletcher Ave. Streetlight utilizes Location Based Services Data (LBS) and is a third-party data aggregator that summarizes anonymous location-based data and derives transportation metrics and insights. The Streetlight user interface allows queries to be carried out for historic LBS data and produces summaries of travel statistics such as origin-destination matrices, and link volumes. The Streetlight analysis provided an estimated split for existing trips from the capture area to the two on-ramps of interest EB SSP on-ramp at Central Avenue and EB SSP on-ramp at Fletcher Avenue. It was also assumed that under Alternative 1 up to half of the trips that currently travel from the capture area to EB SSP via the Fletcher Ave on-ramp will utilize the improved access from Central Ave on-ramp.



FIGURE 3.3.1.6.2: Diversion Path for Improved Access from Central Ave Southbound via the SSP on-ramp at Central Ave

3.3.1.7. Level of Service and Mobility –

3.3.1.7.(1) –VISSIM Analysis

The proposed travel time measures of effectiveness from the VISSIM analysis for the No Build Alternative and the preferred Build Alternative 1 were reviewed for future years 2028 and 2048 for both the AM and PM peak hours. The results of that comparison are shown in Exhibit 3.3.1.7.(1).1 below and correspond to the four focus segments as shown in figure 2.3.1.5.1. The general expectation is that travel times for segments C and D will be unchanged or slightly better as the exit ramps 13S and 13N are consolidated and an auxiliary lane is added for EB SSP east of the on ramp from Central Avenue. The travel times for segment B that follows travelers from EB SSP that onto exit 13N in No Build and via the consolidated exit 13 in the Build are expected to be the same or somewhat longer in the Build as new signal is added at the terminus of exit 13. Lastly travel times for Segment A are expected to be the same or slightly better under the Build. The overall travel times by segment are short in duration and below 3 minutes in the No Build Alternative for both 2028 and 2048. Differences within half a minute between the No Build and the Build were considered to be modelling noise, thus the only segment with increased travel times is Segment B under the Build for future year 2048 under both the AM and PM peak hour. Some increase in travel times is estimated for users that currently utilize exit 13N expected at up to 42 seconds in the AM period. The volume of trips impacted in 2048 is 54 users for the AM peak. For comparison users travelling along Segments A, C and D are in the range of 400-6,200 travelers and they are anticipated to experience increase in travel times in 2048 typically less than 30s for all peak periods.

Exhibit 3.3.1.7.(1).1
2028 Travel Times by Segment for No Build and Alternative 1

Segment	No Build		Alternative 1		Difference Alternative 1 - No Build	
	AM	PM	AM	PM	AM	PM
Segment A	1.5	2.0	2.1	1.9	0.6	-0.1
Segment B	2.0	2.0	2.3	2.1	0.3	0.1
Segment C	1.5	1.5	1.7	1.7	0.2	0.2
Segment D	1.5	1.5	1.5	1.5	0.0	0.0

Exhibit 3.3.1.7.(1).2
2048 Travel Times by Segment for No Build and Alternative 1

Segment	No Build		Alternative 1		Difference Alternative 1 - No Build	
	AM	PM	AM	PM	AM	PM
Segment A	2.5	3.0	2.9	3.1	0.4	0.1
Segment B	2.0	2.0	2.7	2.3	0.7	0.3
Segment C	1.5	1.5	1.7	1.7	0.2	0.2
Segment D	1.5	1.5	1.5	1.5	0.0	0.0

3.3.1.7.(2) –HCS Analysis

The freeway segment LOS analysis was carried out in HCS for the No Build Alternative for future year 2028 and future year 2048 to establish a baseline for future operations that reflects the expected growth in traffic volumes. The results of that analysis are shown in Exhibit 3.3.1.7.(2).1 below. As traffic volumes increase in 2028 and 2048 the segments in the vicinity of Central Avenue continue to operate at LOS D or better. The two westmost segments the basic segment along the Belt Parkway and the merge of Cross Island Parkway and the Belt Parkway experience LOS E.

Exhibit 3.3.1.7.(2).1 No Build Alternative Freeway Segments LOS						
Seg ID	Type	Segment\Period	2028		2048	
			AM	PM	AM	PM
1	Basic	Belt Pkwy west of Cross Island Pkwy Merge	D	D	E	D
2	Merge	Cross Island Pkwy Merge	D	E	D	E
3	Weaving	Between Stuart On-Ramp and Exit 13S to Central Ave	D	D	D	D
4	Diverge	Exit 13N to Central Ave	C	C	C	C
5	Basic	Between Exit 13N and Central On-Ramp	C	D	D	D
6	Merge	Central Ave On-Ramp	C	C	C	C
7	Basic	Between Central Ave On-Ramp and Exit 14 to Fletcher Ave	D	D	D	D
8	Diverge	Exit 14 to Fletcher Ave	C	C	C	D
9	Basic	Between Exit 14 and Fletcher Ave On-Ramp	D	C	D	D
10	Merge	Fletcher On-Ramp	C	B	C	C
11	Basic	Between Fletcher Ave On-Ramp and Exit 15	D	D	D	D

The HCS LOS analysis for the Alternative 1 Build reflects the impacts from the proposed changes to the eastbound Southern State Parkway access ramps at Central Ave, the changes at the junction of the access ramps with Central Avenue and changes at the intersection at Central Avenue and Stuart Avenue as detailed in Section 1.3 earlier in the report.

The HCS analysis for the Alternative 1 Build reflect the removal of Exit 13N and the diversion of those users to the reconfigured Exit 13. It also captures the slight increase of volumes for the on-ramp from Central Avenue due to the improved access for travelers starting their trips north of Southern State Parkway. Allowing for those travelers to access the on-ramp via left turn at a signalized intersection is anticipated to increase the on-ramp volumes. The corresponding decrease in volumes for the Fletcher on-ramp is also captured. The results from the HCS analysis for Alternative 1 are shown in Exhibit 3.3.1.7.(2).2. For Alternative 1 all the segments in the vicinity of Central Avenue continue to operate at LOS D or better. The only segments with changes in LOS compared to No-Build are the on-ramp segment at Central Ave, and the basic segment between Central Avenue and Fletcher Avenue. The on-ramp segment at Central Avenue

improves from LOS C to LOS B for both periods and both years. The improvement is a result from the proposed lengthening of the acceleration lane for the on-ramp. The second change in LOS results between the Build and the No Build Alternative is for the basic segment between the Central Avenue on-ramp and the Fletcher Avenue off-ramp. The LOS in the 2048 AM peak period worsens from LOS C to LOS D and that is due to the slight increase in volumes diverted onto the Central Avenue on-ramp.

Exhibit 3.3.1.7.(2).2
Alternative 1 Freeway Segments LOS

Seg ID	Type	Segment\Period	2028		2048	
			AM	PM	AM	PM
1	Basic	Belt Pkwy west of Cross Island Pkwy Merge	D	D	E	D
2	Merge	Cross Island Pkwy Merge	D	E	D	E
3	Weaving	Between Stuart On-Ramp and Exit 13S to Central Ave	D	D	D	D
4	Basic	Between Exit 13S and Central On-Ramp	C	D	D	D
5	Merge	Central Ave On-Ramp	B	B	B	B
6	Basic	Between Central Ave On-Ramp and Exit 14 to Fletcher Ave	D	D	D	D
7	Diverge	Exit 14 to Fletcher Ave	C	C	D	D
8	Basic	Between Exit 14 and Fletcher Ave On-Ramp	D	C	D	D
9	Merge	Fletcher On-Ramp	C	B	C	C
10	Basic	Between Fletcher Ave On-Ramp and Exit 15	D	D	D	D

3.3.1.7 (3) –Synchro Analysis

The future condition analysis results for the No-Build Alternative are shown in Exhibit 3.3.1.7.(3).1 below, for the AM and PM peak periods for both 2028 and 2048. Under the No-Build Alternative the analyzed intersections operate at an acceptable LOS D or better for both peak periods and both analysis years. All individual lane groups for the intersections also operate at acceptable LOS D or better. Synchro analysis was also undertaken for the Alternative 1 Build condition for the years 2028 and 2048.

Synchro analysis for Alternative 1 reflects the removal of Exit 13N and the diversion of those users to the new Exit 13. The new Exit 13 ramp is proposed as one lane off-ramp widening into a three-lane approach at the intersection with Central Avenue that will allow for a left turning lane, shared through and right lane and a dedicated right turning lane. The widening of the approach is needed to accommodate throughput at

the newly introduced signalized intersection. At the same intersection for the northbound Central Avenue approach a northbound-right channelized turning lane controlled by a Yield sign is proposed. The geometry of the southbound approach is constrained by the proximity of the SSP underpass and the improvements for that approach are limited. The reconfigured southbound approach will include a restriping the existing SB lane as through-left lane and adding a short bay to the right for through movements and lane balance with the receiving two lanes south of the intersection.

The Synchro models Alternative 1 signal co-ordination, which will be required due to the closely spaced intersections along Central Avenue with Stuart Avenue and the proposed new signalized intersection at Exit 13. The signal co-ordination was optimized to service the projected volumes and the proposed signal timings for the new signalized intersection.

Exhibit 3.3.1.7.(3).1
No Build Alternative Future Condition Synchro Results

Intersection	AM													
	2028							2048						
	Lanes	Volume (vph)	LOS	Delay (s)	V/C	Queue (m) 50th	Queue (m) 95th	Lanes	Volume (vph)	LOS	Delay (s)	V/C	Queue (m) 50th	Queue (m) 95th
Elmont Road and Stuart Avenue	1	21	D	45	0.2	11	38	1	24	D	45	0.2	13	42
	1	74	B	12	0.3	0	38	1	81	B	11	0.3	0	40
	2	1090	A	5	0.4	67	198	2	1203	A	6	0.5	79	233
	2	788	A	3	1.03dl	0	74	2	869	A	3	1.28dl	0	85
	Intersection LOS: A		Intersection Signal Delay: 4.8					Intersection LOS: A		Intersection Signal Delay: 5.2				
Central Avenue and Linden Boulevard	1	276	D	37	0.7	144	246	1	304	D	37	0.7	166	276
	1	203	C	26	0.4	89	193	1	224	C	30	0.4	108	230
	2	795	C	31	0.8	209	#399	2	877	D	39	0.9	259	#514
	1	459	C	34	0.7	146	248	1	508	C	35	0.7	169	280
	1	106	D	38	0.7	162	273	1	117	D	39	0.8	189	312
	1	144	D	40	0.6	73	148	1	158	D	43	0.6	85	170
	Intersection LOS: C		Intersection Signal Delay: 33.2					Intersection LOS: D		Intersection Signal Delay: 37.4				
Central Avenue and Stuart Avenue	1	122	D	44	0.6	63	137	1	135	D	45	0.6	71	150
	1	69	C	34	0.3	34	83	1	78	C	34	0.3	38	90
	1	523	B	11	0.6	112	379	1	577	B	14	0.6	143	482
	1	189	A	7	0.2	29	107	1	209	A	8	0.2	34	123
	2	994	B	11	0.6	118	355	2	1095	B	15	0.7	159	#522
	2	5	D	39	0.0	1	7	2	5	D	39	0.0	1	7
	Intersection LOS: B		Intersection Signal Delay: 13.6					Intersection LOS: B		Intersection Signal Delay: 16.3				
Intersection	PM													
	2028							2048						
	Lanes	Volume (vph)	LOS	Delay (s)	V/C	Queue (m) 50th	Queue (m) 95th	Lanes	Volume (vph)	LOS	Delay (s)	V/C	Queue (m) 50th	Queue (m) 95th
Elmont Road and Stuart Avenue	1	21	D	43	0.2	11	37	1	24	D	43	0.2	12	40
	1	55	B	12	0.3	0	33	1	60	B	12	0.3	0	34
	2	852	A	4	0.3	45	137	2	939	A	5	0.4	52	158
	2	933	A	3	0.6	0	92	2	1028	A	4	0.94dl	0	107
	Intersection LOS: A		Intersection Signal Delay: 4.4					Intersection LOS: A		Intersection Signal Delay: 5.0				
Central Avenue and Linden Boulevard	1	308	C	33	0.7	125	248	1	342	D	36	0.7	157	284
	1	304	C	29	0.6	116	250	1	335	C	32	0.6	142	301
	2	566	C	24	0.6	106	204	2	624	C	27	0.6	132	247
	1	436	C	29	0.6	115	229	1	482	C	31	0.6	143	261
	1	147	C	31	0.7	128	253	1	162	C	33	0.7	158	286
	1	146	C	34	0.5	56	134	1	160	D	37	0.5	70	153
	Intersection LOS: C		Intersection Signal Delay: 29.0					Intersection LOS: C		Intersection Signal Delay: 31.5				
Central Avenue and Stuart Avenue	1	90	D	41	0.5	40	98	1	100	D	40	0.5	46	107
	1	68	D	36	0.3	30	77	1	77	D	36	0.3	35	85
	1	525	A	8	0.4	78	279	1	578	A	9	0.5	95	341
	1	162	A	5	0.1	18	74	1	179	A	6	0.2	21	84
	2	1229	A	8	0.6	111	353	2	1356	B	10	0.7	146	463
	2	10	D	36	0.0	2	11	2	10	D	37	0.0	2	11
	Intersection LOS: B		Intersection Signal Delay: 10.2					Intersection LOS: B		Intersection Signal Delay: 11.9				

The intersection LOS results for Alternative 1 are shown in Exhibit 3.3.1.7.(3).2 below, for the AM and PM peak periods.

Exhibit 3.3.1.7.(3).2
Alternative 1 Synchro Results

Intersection	AM														
	2028								2048						
	Movement	Lanes	Volume (vph)	LOS	Delay (s)	V/C	Queue (m) 50th	Queue (m) 95th	Lanes	Volume (vph)	LOS	Delay (s)	V/C	Queue (m) 50th	Queue (m) 95th
Elmont Road and Stuart Avenue	WBL	1	21	D	53	0.21	17.0	m34	1	24	D	53	0.24	18.0	m33
	WBR	1	73	B	11	0.3	11.0	m33	1	81	B	10	0.33	12.0	m28
	NBTR	2	1090	A	5	0.41	144.0	196	2	1203	A	5	0.45	171.0	231
	SBLT	2	788	A	3	1.05dl	50.0	74	2	869	A	3	1.30dl	58.0	86
	Overall	Intersection LOS: A		Intersection Signal Delay: 4.8					Intersection LOS: A		Intersection Signal Delay: 5.3				
Central Avenue and Linden Boulevard	EBR	1	289	D	39	0.61	207.0	304	1	318	D	52	0.79	260.0	340
	WBL	1	203	C	31	0.36	131.0	209	1	224	C	29	0.35	133.0	236
	WBTR	2	795	D	36	0.71	306.0	398	2	877	C	34	0.7	320.0	#495
	NBL	1	460	D	37	0.54	200.0	292	1	508	D	46	0.71	249.0	326
	NBT	1	106	D	39	0.6	221.0	323	1	117	D	51	0.78	278.0	363
	SBTR	1	157	E	60	0.7	125.0	186	1	173	E	60	0.72	139.0	201
	Overall	Intersection LOS: D		Intersection Signal Delay: 38.3					Intersection LOS: D		Intersection Signal Delay: 42.2				
Central Avenue and Stuart Avenue	EBLTR	1	122	E	64	0.72	102.0	160	1	135	E	64	0.75	113.0	175
	WBLTR	1	70	D	48	0.34	56.0	96	1	78	D	47	0.35	61.0	103
	NBLT	1	702	B	10	0.64	235.0	441	1	774	B	14	0.73	314.0	594
	NBR	1	11	A	5	0.01	2.0	8	1	12	A	5	0.01	2.0	9
	SBLTR	2	912	B	10	0.43	117.0	192	2	1005	B	14	0.48	146.0	232
	Overall	Intersection LOS: B		Intersection Signal Delay: 15.2					Intersection LOS: B		Intersection Signal Delay: 18.5				
SSP Exit 13S Off-Ramp and Central Ave (new intersection	EBL	1	44	C	28	0.13	22.0	48	1	48	C	27	0.13	24.0	51
	EBR	1	405	D	46	0.71	122.0	189	1	446	D	46	0.74	133.0	209
	NBT	1	522	C	22	0.49	151.0	267	1	577	D	36	0.55	185.0	310
	NBR	1	239	A	10	0.25	56.0	108	1	263	B	11	0.28	66.0	119
	SBTL	2	615	A	9	0.42	87.0	144	2	678	B	10	0.5	108.0	172
	Overall	Intersection LOS: C		Intersection Signal Delay: 21.0					Intersection LOS: C		Intersection Signal Delay: 25.8				

Intersection	PM														
	2028								2048						
	Movement	Lanes	Volume (vph)	LOS	Delay (s)	V/C	Queue (m) 50th	Queue (m) 95th	Lanes	Volume (vph)	LOS	Delay (s)	V/C	Queue (m) 50th	Queue (m) 95th
Elmont Road and Stuart Avenue	WBL	1	21	D	53	0.21	17.0	m35	1	24	D	53	0.24	19.0	m34
	WBR	1	53	B	12	0.24	5.0	m36	1	60	B	11	0.26	7.0	m29
	NBTR	2	851	A	4	0.32	101.0	140	2	939	A	5	0.35	117.0	161
	SBLT	2	934	A	3	0.56	64.0	93	2	1028	A	4	0.95dl	75.0	108
	Overall	Intersection LOS: A		Intersection Signal Delay: 4.5					Intersection LOS: A		Intersection Signal Delay: 5.0				
Central Avenue and Linden Boulevard	EBR	1	317	C	25	0.42	160.0	299	1	350	C	29	0.49	193.0	346
	WBL	1	304	D	51	0.72	223.0	294	1	335	D	50	0.73	244.0	324
	WBTR	2	566	D	43	0.67	206.0	243	2	624	D	42	0.69	226.0	267
	NBL	1	436	C	24	0.35	142.0	268	1	481	C	28	0.41	170.0	307
	NBT	1	147	C	25	0.39	158.0	296	1	162	C	28	0.45	190.0	341
	SBTR	1	154	E	59	0.67	109.0	174	1	169	E	59	0.69	121.0	187
	Overall	Intersection LOS: D		Intersection Signal Delay: 36.7					Intersection LOS: D		Intersection Signal Delay: 38.0				
Central Avenue and Stuart Avenue	EBLTR	1	90	E	61	0.59	69.0	119	1	100	E	61	0.63	76.0	m123
	WBLTR	1	69	D	55	0.39	51.0	94	1	77	D	54	0.41	58.0	102
	NBLT	1	677	A	6	0.51	139.0	259	1	747	A	7	0.58	177.0	336
	NBR	1	9	A	3	0.01	1.0	5	1	10	A	3	0.01	1.0	6
	SBLTR	2	1172	A	10	0.48	117.0	194	2	1292	B	15	0.54	148.0	244
	Overall	Intersection LOS: B		Intersection Signal Delay: 12.3					Intersection LOS: B		Intersection Signal Delay: 15.5				
SSP Exit 13S Off-Ramp and Central Ave (new intersection	EBL	1	48	C	27	0.13	23.0	51	1	53	C	26	0.13	25.0	55
	EBR	1	508	D	49	0.79	152.0	241	1	560	D	51	0.82	166.0	#292
	NBT	1	535	C	21	0.46	151.0	239	1	590	C	31	0.52	185.0	274
	NBR	1	193	A	9	0.19	44.0	80	1	213	A	10	0.21	52.0	88
	SBTL	2	738	A	9	0.4	103.0	149	2	814	B	11	0.47	129.0	175
	Overall	Intersection LOS: C		Intersection Signal Delay: 23.1					Intersection LOS: C		Intersection Signal Delay: 26.9				

The Analysis for Alternative 1 shows acceptable intersection LOS operations at LOS C or better during AM and PM for both 2028 and 2048 for all intersections in the study area. The proposed new signalized intersection at the SSP Exit 13 off-ramp shows expected LOS C in 2048 for both peak periods.

3.3.1.7 (4) – Work Zone Safety & Mobility –

A. Work Zone Traffic Control Plan –

To maintain traffic at this interchange during construction, three phases are required, employing WZTC measures including single lane closures, full ramp closures, and detours. In the first phase, the right lane of eastbound Southern State Parkway shall be closed to facilitate the construction of a continuous auxiliary lane from the Central Avenue entrance ramp to the rest area exit ramp 2000' to the east. The second phase will close the existing exit ramp 13S to be demolished and rebuilt. Traffic traveling from eastbound Southern State Parkway to southbound Central Avenue may temporarily utilize exit ramp 13N and the southbound lanes spurring from the loop ramp. Upon completion of the proposed exit ramp, the ramps in the southeastern quadrant of the interchange will be closed in a third construction phase. Traffic exiting the eastbound Southern State Parkway shall utilize the new ramp to access Central Avenue in either direction, and traffic entering the eastbound Southern State Parkway from northbound or southbound Central Avenue shall take a short detour onto Stuart Avenue and enter the parkway via the entrance ramp 1400' to the west of the Central Avenue crossing. Work zone traffic control plans will be fully developed in final design. In addition, the accommodation of pedestrians in the work zone will be evaluated during final design.

B. Special Provisions –

Special provisions would be identified as the selected alternative is progressed to final design.

C. Significant Projects (per 23 CFR 630.1010) -

The Region has determined that the subject project is not anticipated to be significant per 23 CFR 630.1010.

A Transportation Management Plan (TMP) will be prepared for the project consistent with 23 CFR 630.1012. The TMP will consist of a Temporary Traffic Control (TTC) plan. Transportation Operations (TO) and Public Information (PI) components of a TMP will be considered during final design.

3.3.1.8. Safety Considerations, Crash History and Analysis –

The Highway Safety Screening Results in Section 2.3.1.8 informed the proposed improvements under Build Alternative 1. Exhibit 3.3.1.8(1) below lists the countermeasures used to quantify the potential safety improvements.

Exhibit 3.3.1.8(1) Countermeasures and Crash Reduction Factors				
Item	**Study Sites**	**Countermeasure**	**Crash Reduction Factor Type- Code Group- Code Description***	**CMF**
1	6 – Eastbound Southern State Parkway, east of 13 On-Ramp	Extend Auxiliary Lane	213* – LANES ADDED, WITHOUT NEW MEDIAN, AUXILARY LANES	0.72
2	4 - Eastbound SSP Exit 13N	Remove Exit 13N Loop Ramp	478** - PROVIDE STRAIGHT RAMP INSTEAD OF CLOVERLEAF RAMP	0.55
3	8 – Stuart Avenue and Central Avenue	Intersection reconfigured from 5-leg to 4-leg intersection	Group 50* - MISCELLANEOUS INTERSECTION IMPROVEMENT, ALL IMPROVEMENT CODES	0.89
4	1 – Eastbound SSP Exit 13S, 5 - Eastbound SSP Central Avenue On-Ramp	Remove Exit 13N ramp, horizontal realignment of Exit 13S ramp, and on-ramp from Central, introduce signal at the terminus with Central Avenue	Group 40* - HORIZONTAL ALIGNMENT CHANGES	0.74

*Based on NYSDOT PIES – Reduction Factor Report (Report Date: 29-Oct-2018)[3]
**Based on FHWA Crash Modification Factors Clearinghouse website[4]

Exhibit 3.3.1.8(2) below outlines the Benefit Cost Analysis for the above outlined countermeasures considering period of 20 years, site specific estimated capital costs and the PSI by site. Details by site are listed in Appendix C.

The geometry and operations of the new signalized intersection of Central Avenue and the reconfigured exit 13 ramp as proposed in Alternative 1 and Alternative 2 will continue to be evaluated in the next phase of design to enhance safety elements. Under Alternative 1, two additional safety enhancements can be considered:

- A protected left turn phase for the southbound left movement. A dedicated southbound left phase is not warranted by current and projected southbound left volumes. There is constrained visibility for the southbound approach due to the proximity of the intersection to the SSP underpass. A protected left phase will mitigate the visibility constraints.

- A stop sign instead of a yield sign at the northbound channelized right turning lane. The conflicting movement is the southbound left and there is constrained visibility due to the proximity of the intersection to the SSP underpass and the sag curve alignment for Central Avenue.

[3] NYSDOT PIES – Reduction Factor Report (Report Date: 29-Oct-2018): https://www.dot.ny.gov/divisions/operating/osss/highway-repository/2018PIES_reducfact.pdf
[4] FHWA Crash Modification Factors Clearinghouse website: https://cmfclearinghouse.fhwa.dot.gov/index.php

Exhibit 3.3.1.8(2) Benefit Cost Analysis						
Item	**Study Sites**	**Countermeasure**	**Capital Cost**	**Annual Benefit**	**Annual Cost**	**BCR**
1	6 – Eastbound Southern State Parkway, east of 13 On-Ramp	Extend Auxiliary Lane	$6,115,000	$909,000	$411,000	2.2
2	4 - Eastbound SSP Exit 13N	Remove Exit 13N Loop Ramp	$225,000	$378,600	$15,100	25.0
3	8 - Stuart Avenue and Central Avenue	Intersection reconfigured from 5-leg to 4-leg intersection	$750,000	$219,000	$50,400	4.3
4	1 - Eastbound SSP Exit 13S, 5 - Eastbound SSP Central Avenue On-Ramp	Remove Exit 13N ramp, realign Exit 13S ramp, and On-Ramp from Central, introduce signal at the terminus with Central Avenue	$5,665,000	$381,200	$380,800	1.0
Total Estimated Annual Safety Benefits (2024$)				***$1,887,800***	***$857,300***	***2.2***

3.3.1.9. Impacts on Police, Fire Protection and Ambulance Access -

There are no anticipated adverse impacts on police, fire protection, and ambulance access as a result of this project.

During construction, all emergency services that cover the project area will be notified of all potential project conditions that might impact the delivery of emergency services. Any potential short-term effects will be alleviated through proper implementation of WZTC plans, which will be designed to provide uninterrupted access for all emergency services.

3.3.1.10. Parking Regulations and Parking Related Issues –

No changes are proposed.

3.3.1.11. Lighting –

Relocation of light poles is anticipated. The proposed lighting will meet current lighting standards.

3.3.1.12. Ownership and Maintenance Jurisdiction –

No changes to the ownership or maintenance jurisdiction of any existing facilities are anticipated. Refer to Section 2.3.1.12 for a summary of existing ownership and maintenance jurisdiction. The proposed traffic signal will be owned and maintained by Nassau County.

3.3.1.13. Constructability Review -

The Regional Construction Group will review the project plans and their concerns, if any, will be addressed during final design.

3.3.2. Multimodal Considerations

3.3.2.1. Pedestrians –

Existing pedestrian facilities within the project limits will be maintained or reconfigured as needed in all proposed concepts. The Capital Projects Complete Streets Checklist (see Appendix C) indicates a need for additional sidewalk on Central Avenue due to pedestrian traffic generators and a worn pedestrian path within the project area. Pedestrians will be further accommodated on a new sidewalk on the west side of Central Avenue and marked pedestrian crosswalks will be provided. The sidewalk will be constructed to meet the ADA compliant standards for pedestrian facilities in HDM Chapter 18.

3.3.2.2. Bicyclists –

No changes are proposed to Bicyclist facilities as there are no modifications to the Central Ave roadway being proposed. Bicyclists are prohibited from entering the southern state parkway and utilizing the associated SSP ramps

Refer to Section 2.3.2.2 for more discussion of existing facilities.

3.3.2.3. Transit –

No changes are proposed to transit facilities.

3.3.2.4. Airports, Railroad Stations, and Ports –

There are no airports, rail or port facilities within the project limits, or affected by the project.

3.3.2.5. Access to Recreation Areas (Parks, Trails, Waterways, and State Lands) –

No changes are proposed.

3.3.3. Infrastructure

3.3.3.1. Proposed Highway Section –

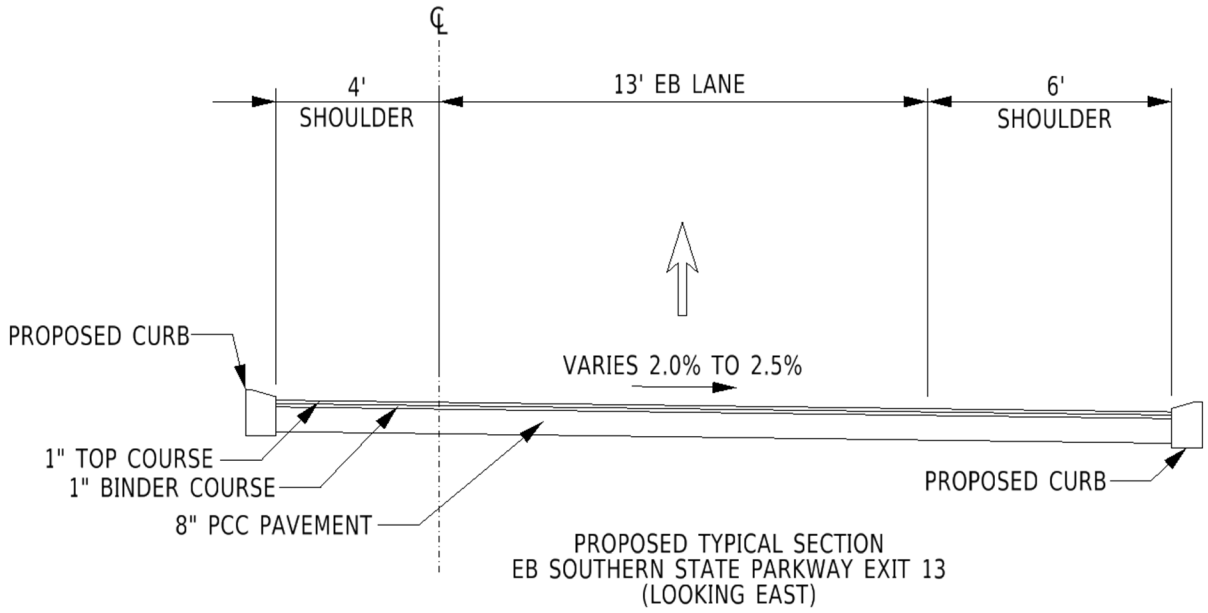


FIGURE 3.3.3.1.1: Proposed Exit 13 Ramp Section

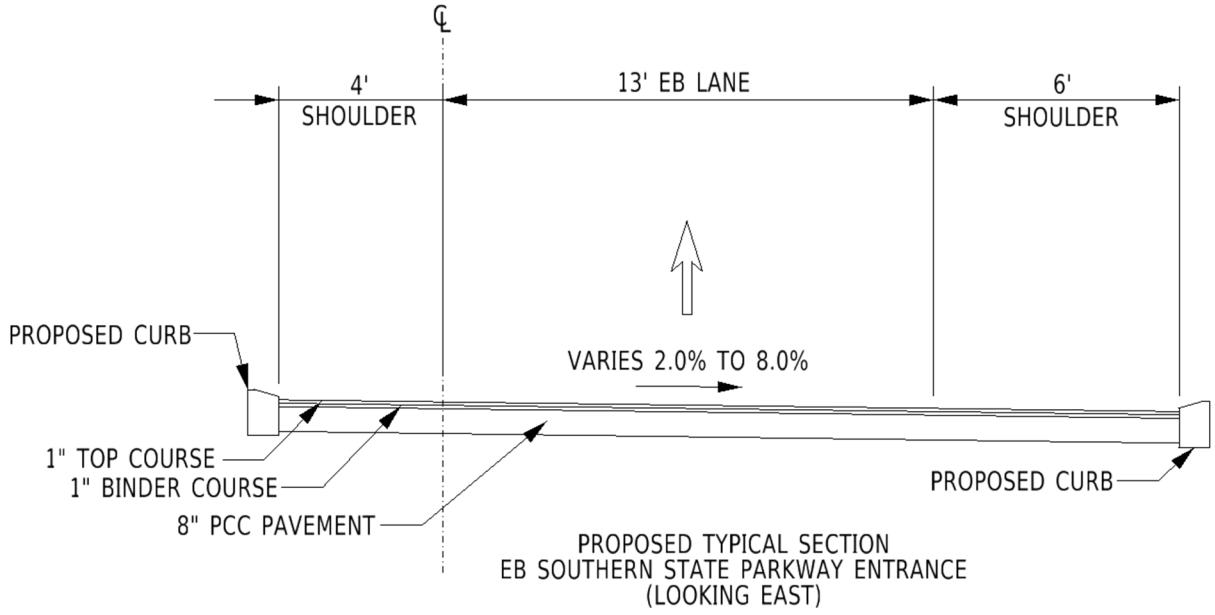


FIGURE 3.3.3.1.2: Proposed Entrance Ramp Section

3.3.3.1. (1) Right of Way -

There are no proposed ROW acquisitions. See Appendix H – ROW Information for existing ROW records.

3.3.3.1. (2) Curb –
Curb will be provided on proposed ramps and Central Avenue consistent with the existing condition.

3.3.3.1. (3) Grades – The proposed maximum grade is 6% on the entrance ramp.

3.3.3.1. (4) Intersection Geometry and Conditions –
Refer to the figures in section 1.3 for conceptual plans depicting proposed intersection geometry for select alternatives. Intersection geometry and conditions will be further developed in final design.

3.3.3.1. (5) Roadside Elements:

(a) Snow Storage, Sidewalks, Utility Strips, Bikeways, Bus Stops – All reasonable build options will incorporate new ADA compliant sidewalk.
(b) Driveways - The driveways will be modified to comply with the current NYSDOT "Policy and Standards for Design of Entrances to State Highways."
(c) Clear Zone - The clear zone along the proposed ramps varies up to 25 feet. Clear zones will be refined during final design to adjust for slopes, roadway curvature, etc.

3.3.3.2. Special Geometric Design Elements -

3.3.3.2. (1) Nonstandard Features –
A list of the nonstandard features of the Preferred Alternative is shown in Exhibit 3.3.3.2.1 below.

Exhibit 3.3.3.2.1
Nonstandard Features

Critical Design Element	ID No.	Roadway Segment	Standard Criteria (from HDM 2.7)	Existing Condition	Proposed Condition
Vertical Clearance	1	Central Avenue	14 ft Min. (14'-6" desirable) BM Section 2.3.1, Table 2-2	12'-10"	12'-10"
Shoulder Width	2	SSP Mainline	8 ft Left (min.), 8 ft Right (min.) Section 2.7.1, Exhibit 2-2	6 ft Left 1 ft Right	6 ft Left 1 ft Right

The existing nonstandard vertical clearance on Central Avenue will be maintained. Potentially improving this feature up to standard criteria would require reconstruction of the bridge crossing of the Southern State Parkway and Central Avenue. This was deemed not reasonable due to the extensive bridge reconstruction required, and impact to travelling public.

The existing nonstandard shoulder width on the Southern State Parkway Mainline will be maintained. Potentially improving this feature up to standard criteria would require reconstructing a significant segment of the parkway. This was deemed not reasonable due to the extensive bridge reconstruction required, and impact to the travelling public.

See appendix F for non-standard justifications.

3.3.3.2. (2) Non-Conforming Features –

A list of anticipated non-conforming features of the Preferred Alternative is shown in Exhibit 3.3.3.2.2.

Exhibit 3.3.3.2.2 Non-Conforming Features					
Design Element	**ID No.**	**Roadway Segment**	**Standard Criteria**	**Existing Condition**	**Proposed Condition**
Ramp Terminal Spacing – EN-EX (Weaving)	1	EN-EX Weaving Segment between the Stuart Avenue Entrance Ramp to Exit 13)	1600' (AASHTO Figure 10-71 – Service to Service, Full Freeway)	±650'	±650'

The existing feature of the ramp terminal spacing between the Stuart Avenue Entrance Ramp and Exit 13 will be maintained with the Preferred Alternative. Potentially improving this feature up to standard criteria would require extensive reconstruction of the Southern State Parkway and its adjacent roadways. This was deemed not reasonable due to the existing physical constraints, extensive WZTC required, and impact to travelling public.

3.3.3.3. Pavement and Shoulder –

Refer to figures 3.3.3.1.1 and 3.3.3.1.2 for the proposed pavement section. Appendix D contains a summary of the Pavement Evaluation and Treatment Selection Report

Pavement and shoulder sections will be designed and constructed in accordance with the NYSDOT details and standards. Specific details will be developed in the next phase of design.

3.3.3.4. Drainage Systems –

Existing drainage ditches/structures will be cleaned as part of all reasonable alternatives. Relocation and/or replacement of drainage structures will also be required.

3.3.3.5. Geotechnical –

There are essentially two (2) types of soil and one (1) hydrologic soil group within the area of interest (AOI). The largest soil series within the project area is Urban land and Riverhead complex (UrA) which parent material is made of loamy glaciofluvial deposits overlying stratified sand and gravel. The typical profile is sandy loam, loamy sand and satisfied gravelly sand varying at depths. The smallest portion that makes up the soil of the AOI is Urban land – Plymouth complex which makes up 8.5% of the soil.

Other notable findings from the soil study reveal a mean annual precipitation is 42 to 46 inches, a soil drainage classification of well drained and depth of the water table of 80 inches. The available water supply is low, and the hydraulic conductivity of the most limiting layer is moderately high to high with a range of ksat value of 0.20 to 5.95 in/hr.

There are no anticipated special geotechnical concerns with the soils or rock slopes within the project area.

3.3.3.6. Structures –

There is no proposed structure work within the project limits.

3.3.3.7. Hydraulics of Bridges and Culverts –

There are no bridges or culverts over waterways within the project limits.

There are no dams in the vicinity of the project that would be adversely affected.

3.3.3.8. Guide Railing, Median Barriers and Impact Attenuators –

All guiderail within the project limits will be evaluated during final design for conformance to design standards and replaced or repaired, if necessary.

Proposed Heavy Post Blocked-Out (HPBO) W-beam corrugated type, with posts spaced every 4 feet and lengths of 6 feet is anticipated to be required on the proposed eastbound Southern State Parkway auxiliary lane where it is being extended, and the existing sign structure requires protection.

Exhibit 3.3.3.8.1
Proposed Location of Guide Railing, Median Barriers and Impact Attenuators

Type	Location	Side	Length (ft)
HPBO Guide Rail	EB SSP at existing exit 14 cantilever sign	Right	200±

3.3.3.9. Utilities –

All utilities within the project limits will be identified and evaluated during final design for potential conflicts and/or constraints relating to the proposed enhancements. The main areas where additional coordination is anticipated are at the proposed intersection with the modified location of the proposed ramps where several utilities are present along Central Ave, including but not limited to overhead electric and communication lines, underground gas mains, and underground water mains.

Exhibit - 2.3.3.9.1
Existing Utilities

Owner	Type	Location/Side	Length	Condition/Conflict
Altice	Electrical Line	Central Ave	950’	Unknown condition: Relocation required
National Grid	Gas Line	Central Ave	469’	Unknown condition: Relocation required
			406’	Unknown condition: Relocation required
Water Authority of Western Nassau	Water Line	Central Ave	1872’	Unknown condition: Relocation required
		Eastbound Southern State Parkway	1569’	Unknown condition: Relocation required
		Westbound Southern State Parkway	1131’	Unknown condition: no obvious conflicts

3.3.3.10. Railroad Facilities –

There is no proposed work near any railroad facilities.

3.3.4. Landscape and Environmental Enhancements –

The Department will provide/replace landscaping as a part of the overall enhancement and aesthetic enhancement efforts for this project. The design of the Preferred Alternative will consider the preservation of existing vegetation to the greatest extent possible along with the placement of new vegetation in order to keep the characteristic of the area intact. The NYSDOT GreenLITES Checklist will also be prepared and updated throughout the project to help guide the project development in an effort to increase the environmental sustainability of the project and transportation system. Using this program tool will further ensure that context sensitive solutions are considered for this project.

3.3.4.1. Landscape Development and Other Aesthetics Enhancements –

The Department will provide/replace landscaping as a part of the overall enhancement and aesthetic enhancement efforts for this project. Refer to Chapter 4 for a more detailed discussion.

3.3.4.2. Environmental Enhancements –

Environmental enhancements will be progressed during final design. Refer to Chapter 4 for discussion of existing environmental conditions and related project considerations.

CHAPTER 4 - SOCIAL, ECONOMIC and ENVIRONMENTAL CONDITIONS and CONSEQUENCES

This chapter documents the assessment of social, economic and environmental effects of the preferred alternative. Reference to the No Build Alternative assumes no future enhancements in the Study Area other than those planned by others and/or implemented as part of routine maintenance.

4.1.1 Environmental Classification

4.1.1.1 NEPA Classification -

This project is being progressed as a Class II action (Categorical Exclusion) because it does not individually or cumulatively have a significant environmental impact and is excluded from the requirement to prepare an Environmental Impact Statement (EIS) or an Environmental Assessment (EA).

Per the Federal Highway Administration's regulations in 23 CFR 771.117, this project qualifies as a Categorical Exclusion (CE). The project is primarily a modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes) (23 CFR 771.117(c)(26)) but does not meet constraints in paragraph (e)(5) of 23 CFR 771.117, changes in access control. Therefore, this project is classified as 23 CFR 771.117: d(13) "Highway safety or traffic operations improvement projects - does not meet constraints in paragraph (e) of 23 CFR 771.117 and does not significantly impact the environment. In accordance with the NYSDOT/FHWA Programmatic Agreement Regarding Categorical Exclusions, and as documented in the Federal Environmental Approvals Worksheet (FEAW) in Appendix B, the FHWA will make the NEPA environmental determination.

4.1.1.2 SEQR Classification -

In accordance with 17 NYCRR, Part 15, "Procedures for Implementation of State Environmental Quality Review Act" (SEQRA), the Department is the lead agency under SEQRA and has determined that this project is a SEQRA Type II Action. No further SEQRA processing is required. The project has been identified as a Type II action, per 17 NYCRR Part 15, Section 15.14, Subdivision (e), Item 37, Paragraph (i). This permits the project to be classified as Type II since the project does not violate any of the criteria contained in subdivision (d) of Section 15.14.

4.1.2 Coordination with Agencies

4.1.2.1 NEPA Cooperating and Participating Agencies -

Cooperating agencies in accordance with 23 CFR 771.111(d) are NYSDEC, SHPO, and USFWS.

4.2 Social

The purpose of this section is to discuss the social environment in the vicinity of the project. This project involves the interchange of the Southern State Parkway with Central Avenue which is a suburban section of the hamlet of North Valley Stream in the Town of Hempstead. Apart from the no-build alternative, the preferred alternative will involve realigning the existing ramps connecting eastbound Southern State Parkway with Central Avenue and modifications to the intersections of these ramps with Central Avenue.

There are anticipated beneficial social impacts for the preferred alternative. This includes connectivity for pedestrians between the neighborhoods to the north and south of the Southern State Parkway by the proposed continuation of the sidewalk along the west side of Central Avenue. No adverse social impacts are anticipated at this time.

4.2.1 Land Use

4.2.1.1 Demographics and Affected Population -

The project area is suburban and developed; with single family homes predominantly surrounding the interchange, interspersed with various businesses and institutions consisting of schools and houses of worship.

The US Census reported that in 2022, 62% of North Valley Stream's working population commuted individually by car or truck to work with an average travel time of 37.1 minutes. This is approximately four minutes longer than the statewide average and considered by many to be reasonable for a work commute or shopping. The proximity to the Belt, Cross Island, and Southern State Parkways provide reasonable commuting times for many residents to employment centers.

4.2.1.2 Comprehensive Plans and Zoning -

The Regional Planning Group has reviewed the local comprehensive plan prepared for Nassau County, including the 2008 Master Plan Update. This project is consistent with the local comprehensive plan. The town of Hempstead does not have a current comprehensive plan.

4.2.2 Neighborhoods and Community Cohesion

4.2.2.1 Community Cohesion -

The Southern State Parkway currently establishes a physical separation between the communities located north and south of the roadway. Within the project area, access between the communities is provided via Central Avenue. The project will not further divide neighborhoods, isolate part of a neighborhood, generate new development or otherwise affect community cohesion. Connectivity for pedestrians between the neighborhoods to the north and south of the Southern State Parkway will be enhanced in the preferred alternative via the continuation of the sidewalk along the west side of Central Avenue.

4.2.2.2 Home and Business Relocations -

Since this project involves the reconfiguration of an existing interchange within the existing right-of-way and does not require the acquisition of occupied dwellings/businesses, it will not cause adverse impacts upon neighborhood character and stability. The preferred alternative would require no displacement of residences or businesses and there would be no relocation impacts.

4.2.3 Social Groups Benefited or Harmed

4.2.3.1 Elderly and/or Disabled Persons or Groups -

A review of US Census data in Section 4.2.1.1 indicates that there is no significant concentration of elderly people in the project area. However, this project includes the reconfiguration of the parkway exit and includes the re-building of sidewalks along the new configuration, preserving pedestrian access throughout the project area. As such, elderly residents will continue to have safe and direct access to community facilities, services, and public transportation. The improvements are consistent with current accessibility standards and will maintain connectivity without introducing barriers or altering access patterns. Therefore, the proposed project is not anticipated to have any adverse or disproportionate impacts on the elderly population.

4.2.3.2 Transit Dependent -

The enhanced intersection geometry proposed in the preferred alternative should enhance safety for motorists and pedestrians accessing transit facilities from surrounding areas, especially riders of the NICE bus utilizing Central Avenue.

4.2.4 School Districts, Recreational Areas, and Places of Worship

4.2.4.1 School Districts -

The proposed project area is within the Elmont Union Free School District and is approximately 800 feet north of Alden Terrace School on Central Avenue. The elementary school is served by a school bus system. Existing sidewalks are used by students from the adjacent neighborhoods. It is not expected that there would be any long-term adverse impacts to the school. During construction there may be delays for some motorists traveling through the project area, and temporary detour sidewalks may be used during construction. This would be a temporary and relatively minor impact. In the long-term, effects will be positive with enhanced road conditions, traffic flow, and new sidewalk.

4.2.4.2 Recreational Areas -

While there are no existing recreational areas immediately adjacent to the project area, nearby school grounds include Alden Terrace School, Dutch Broadway Elementary School, and Elmont Memorial High School. Nearby local parks include Elmont Road Park and Dutch Broadway Park. The nearest New York State Park is Valley Stream State Park, located approximately one mile east of the project area. This project is not expected to have major impacts on access to these recreational areas.

4.2.4.3 Places of Worship –

Several places of worship are located near the project area. The closest places of worship are the Masjid Hamza Islamic Center at 202 Stuart Avenue and the Valley Stream Baptist Church at 1865 Central Avenue. These places of worship generate considerable vehicular and pedestrian traffic during peak worship times, for which safety will be enhanced by the preferred alternative.

4.3 Economic

4.3.1 Regional and Local Economies

Impacts to the general economic conditions in the project area are not anticipated with the project enhancements. This project will have no direct effect on property values, economic development zones, or employment opportunities at the regional or local level.

4.3.2 Business District Impacts

Business district impacts are not anticipated with the project enhancements.

4.3.3 Specific Business Impacts

Specific business impacts are not anticipated with the project enhancements.

4.4 Environmental

4.4.1 Wetlands

4.4.1.1 State Freshwater Wetlands -

There are no NYSDEC regulated freshwater wetlands or regulated adjacent areas (100ft) within 500 feet of the project area, as per the NYSDEC Freshwater Wetlands Maps for Nassau County, reviewed on the DEC Environmental Resource Mapper and confirmed by a site visit. No further investigation is required.

4.4.1.2 State Tidal Wetlands -

A review of the NYSDEC GIS wetland data files indicates that there are no NYSDEC jurisdictional tidal wetlands or regulated adjacent areas within or near the project limits, and ECL Article 25 does not apply.

4.4.1.3 Federal Jurisdiction Wetlands -

The project site has been reviewed for wetlands in accordance with the criteria defined in the 1987 US Army Corps of Engineers Wetland Delineation Manual and the definition of Waters of the United States in 33 CFR 328. It has been determined the project will not impact areas that meet these criteria.

4.4.1.4 Executive Order 11990 -

Based on a site visit, there are no wetlands located within the project's area of potential effect. Executive Order 11990 does not apply to this project.

4.4.1.5 Mitigation Summary -

No wetland mitigation/monitoring plan is required for this project since no wetlands are impacted.

4.4.2 Surface Waterbodies and Watercourses

4.4.2.1 Surface Waters –

There are no surface waters within the project limits. The nearest water bodies are a river approximately one-half mile west of the Southern State Parkway/Central Avenue crossing and a freshwater emergent wetland abutting the northern edge of the Southern State Parkway approximately one quarter mile east of the crossing. No impacts to these waters are anticipated as a result of this project.

4.4.2.2 Surface Water Classification Standards (NYSDEC)-

Based upon a review of the NYSDEC GIS data maps for mapped streams, there are no surface waterways within the proposed project limits.

The project is not located within or adjacent to a TMDL Watershed.

4.4.2.3 Stream Bed and Bank Protection

Based upon a review of the NYSDEC GIS database, and as verified by a site visit, there are no protected streams in the project area and there will be no disturbance to the banks of a protected stream.

4.4.2.4 Impacts to Waters of the United States

The project activities do not involve excavation in or the discharge of dredged or fill material into Waters of the U.S. No permits under this Section are anticipated.

4.4.2.5 Office of General Services Lands and Navigable Waters -

There are no OGS underwater holdings located within the project's area of potential effect that will be impacted by the work.

4.4.2.6 Mitigation Summary –

No mitigation measures are required for this project, as no surface waterbodies and watercourses are impacted by the work at this location.

4.4.3 Wild, Scenic, and Recreational Rivers

4.4.3.1 State Wild, Scenic and Recreational Rivers -

There are no NYSDEC Designated, Study or Inventory State Wild, Scenic or Recreational Rivers within or adjacent to the proposed project site. No further review is required.

4.4.3.2 National Wild and Scenic Rivers

The project does not involve a National Wild and Scenic River as shown by the Nationwide Rivers Inventory List of National Wild and Scenic Rivers. No further review is required.

4.4.4 Navigable Waters

4.4.4.1 State Regulated Waters

There are no state regulated navigable waters located within the project's area of potential effect that will be impacted by the work.

4.4.4.2 Rivers and Harbors Act – Section 9 -

Since the project does not involve the construction or modification of any bridge, dam, dike, or causeway over any navigable water of the United States, USCG has confirmed that a Bridge Permit is not required.

4.4.4.3 Rivers and Harbors Act – Section 10 -

Since the project does not involve the creation of any obstruction to the navigable capacity of any of the waters of the United States, or in any manner alter or modify the course, location, condition, or capacity of any navigable water of the United States, Section 10 is not applicable.

4.4.5 Floodplains

Floodplain mapping exists for the project area and the project is not located within the 1% annual chance floodplain (100-year floodplain) per the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for Nassau County, New York, Panel 36059C0212G dated 9/11/2009. No additional Part 502 information is needed. Information was gathered on June 20th, 2024, from the FEMA Flood Map Service Center.

4.4.6 Coastal Zone

4.4.6.1 State and Federal Coastal Areas

The proposed project is not located within the state or federally designated Coastal Area, according to the NYSDOS Coastal Boundary Map and is not within an approved or pending Local Waterfront Revitalization Program. Additionally, the project is not within a designated inland waterway. No additional consideration of the federal or state coastal consistency is required.

4.4.6.2 Coastal Erosion Hazard Area (CEHA)

The proposed project is not located in or near a Coastal Erosion Hazard Area (CEHA).

4.4.6.2 Coastal Barrier Resource System (CRBS)

The proposed project is not located in or near a coastal area under the jurisdictions of the CRBS.

4.4.7 Groundwater Resources, Aquifers, and Reservoirs

4.4.7.1 Aquifers

A review of the EPA-designated Sole Source Aquifer Areas Federal Register Notices, Maps and Fact Sheets, the proposed project is located within the Sole Source Aquifer Boundary of the SSA22 Aquifer. Coordination with EPA and preparation of a Groundwater Assessment Report is not required, since the project scope consists of work that does not require a Federal Sole Source Aquifer Section 1424(e) review by FHWA and EPA, pursuant to Executive Order 12372.

4.4.7.2 Drinking Water Supply Wells (Public and Private Wells) and Reservoirs

There are no municipal drinking water wells, wellhead influence zones, or reservoirs within or near the project area, according to GIS data files, dated 2016 issued by the NYS Department of Environmental Conservation.

4.4.8 Stormwater Management

This project will disturb less than 5000 square feet of soil in the New York City East of Hudson Watershed and will not require a SPDES permit. While this project is not required to assess the requirements for stormwater management practices, they will be considered where reasonable.

4.4.9 General Ecology and Wildlife Resources

4.4.9.1 Fish, Wildlife, and Waterfowl

A review of the project's area of potential effect indicates that there is not a special habitat for certain species of plants or animals. However, there is the potential for some animals, including migratory birds, to breed within the project's area of potential effect. Habitat within the project's area of potential effect is best described as paved road/path[1], mowed roadside/path[2], and successional southern hardwoods[3] ecological communities. Of these ecological communities, the successional southern hardwoods is most likely to provide suitable habitat for breeding migratory birds, which are protected under the Migratory Birds Treaty Act of 1918. To avoid potential effects on migratory birds and other wildlife, tree removals would be limited to November 1 to March 31. Therefore, the proposed project would not result in significant adverse impacts to fish, wildlife, and waterfowl.

[1] Edinger et al. 2014 defines the paved road/path ecological community as "a road or pathway that is paved with asphalt, concrete, brick, stone, etc. There may be sparse vegetation rooted in cracks in the paved surface."
[2] Edinger et al. 2014 defines the mowed roadside/path ecological community as "a narrow strip of mowed vegetation along the side of a road, or a mowed pathway through taller vegetation (e.g., meadows, old fields, woodlands, forests), or along utility right-of-way corridors (e.g., power lines, telephone lines, gas pipelines). The vegetation in these mowed strips and pathways may be dominated by grasses, sedges, and rushes; or it may be dominated by forbs, vines, and low shrubs that can tolerate infrequent mowing."
[3] Edinger et al. 2014 defines the successional southern hardwoods ecological community as "a hardwood or mixed forest that occurs on sites that have been cleared or otherwise disturbed."

4.4.9.3 Endangered and Threatened Species

The NYSDOT Environment Group consulted the US Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) system on December 30, 2024 and concluded that the only federally listed species that have the potential to occur in the project's area of potential effect are the piping plover (*Charadrius melodus*, threatened), red knot (*Calidris canutus rufa*, threatened), and monarch butterfly (*Danaus plexippus*, proposed threatened), and a No Effect concurrence verification letter was generated using the online determination key for the piping plover and red knot. The piping plover's required habitat is sandy beaches and dunes and the red knot's required habitat is marine intertidal areas, both of which are not present in this project's area of potential effect. NYSDOT received a letter on 12/31/24 regarding the Monarch Butterfly from the Federal Highway Administration finding that projects classified as a CE will not jeopardize the continued existence of the monarch butterfly and therefore do not require conference with USFWS. The NYSDOT Environment group has also consulted the NY Natural Heritage Program layer in GIS and concluded that these species are not present nor is there suitable habitat for these species within the project's area of potential effect, further confirming that this project will have no effect on these species.

See Appendix B for further documentation.

4.4.9.4 Invasive Species

This project is located within an urbanized and suburbanized corridor with maintained lawns and no significant natural adjacent areas or parks. While several invasive species such as garlic mustard (*Allaria petiolata*), Asiatic bittersweet (*Celastrus orbiculatus*), common mugwort (*Artemisia vulgaris*), Japanese honeysuckle (*Lonicera japonica*), multiflora rose (*Rosa multiflora*) and jetbead (*Rhodotypos scandens*) are present, removal or control of these species is not feasible, considering the extent, quantity, and location of these plants in the corridor.

4.4.9.5 Roadside Vegetation Management

Existing roadside vegetation consists primarily of mowed roadside/pathway and successional southern hardwoods ecological communities. Efforts will be made to replace wildlife-supporting vegetation that is removed in the course of construction.

4.4.10 Critical Environmental Areas

4.4.10.1 State Critical Environmental Areas

According to the listing of Critical Environmental Areas maintained by NYSDEC, the proposed project does not involve work in or near a Critical Environmental Area.

4.4.10.2 State Forest Preserve Lands

According to information obtained from NYSDEC, the proposed project does not involve work in or near state forest preserve(s) lands.

4.4.11 Historic and Cultural Resources

4.4.11.1 National Heritage Areas Program -

The proposed project will not impact areas identified as National Heritage Areas.

4.4.11.2 National Historic Preservation Act – Section 106 / State Historic Preservation Act – Section 14.09

According to the National Register (NR) of Historic Places, there are no historic properties eligible, or listed, within the project's area of potential effect.

Because the project is a federally funded action, involves a federal permit, or is state funded with the possibility of becoming federally funded, the Department will be following the Section 106 Process of the National Historic Preservation Act. This ensures compliance with the NYSHPA Section 14.09 process.

4.4.11.3 Architectural Resources

The proposed project does not involve federally owned, jurisdictional, or controlled property that is eligible for inclusion in the National Register of Historic Places. Therefore, Section 110 does not apply.

4.4.11.4 Archaeological Resources

The proposed project will not require project activities within previously undisturbed areas that have the potential to contain archeological resources. Thus, a 4(f) evaluation will not be required for archaeological resources.

4.4.11.5 Historic Bridges

There are no bridges listed on NYSDOT's Historic Bridge Inventory that are located within the project's area of potential effect.

4.4.11.6 Historic Parkways

This project will involve work on the Southern State Parkway.

4.4.11.7 Native American Involvement

The proposed project does not lie within Federal or Native-American-owned property. American Antiquities Act does not apply. No further investigation is required.

4.4.12 Parks and Recreational Resources

4.4.12.1 State Heritage Area Program

The proposed project is not located in a State Heritage Area.

4.4.12.2 National Heritage Areas Program

The proposed project will not impact areas identified as National Heritage Areas.

4.4.12.3 National Registry of Natural Landmarks

There are no listed nationally significant natural areas within, or adjacent to the project area.

4.4.12.4 Section 6(f) involvement

There are no Section 6(f) resources within or adjacent to the project limits.

4.4.12.5 Section 1010 Involvement

This project does not involve the use of land from a park to which Urban Park and Recreation Recovery Program funds have been applied.

4.4.13 Section 4(f) of the USDOT Act of 1966

The proposed project does not require the use of land from a property protected by Section 4(f). There are no publicly owned parks and recreational areas or wildlife and waterfowl refuges, and no historic sites listed in, or eligible for inclusion in, the National Register of Historic Places.

4.4.14 Visual Resources

Proposed project features consist of a 4-way intersection with an additional traffic signal, sidewalk, and the remaining removed wooded sections filled in with turf establishment. Lighting will also be relocated and adhere to current lighting standards. Minor signage additions and relocations are possible. There are few to no environmental policies that will create visual impacts.

The project is situated in a suburban area. The project has minimal visual effects to the area's character except for pavement additions, tree removal where pavement is added, and turf establishment where pavement is removed which opens up unwanted views to the highway.

Suggested mitigation includes adding a vegetated visual screen for adjacent residences/businesses instead of leaving the cleared areas as turf establishment, and shade trees for pedestrian sidewalks with consideration for sight distances to address road clarity and lower traffic incidents. All overhead sign structures, traffic signal poles, light poles, equipment cabinets and backs of signs shall be colored "Parkway Brown" as per regional standards.

Due to the low visual impact assessment project scoring using the Federal Highway Administration's Visual Impact Assessment Scoping Questionnaire, this project demonstrated that the proposed enhancements will have low visual impacts that can be mitigated as suggested above and that a full visual analysis is not necessary. For more information see FHWA Visual Impact Assessment Scoping Questionnaire in Appendix B.

4.4.15 Farmlands

4.4.15.1 State Farmland and Agricultural Districts -

Based on a review of the NYS Agricultural Nassau County District Maps, the proposed project is not located in or adjacent to an Agricultural District.

4.4.15.2 Federal Prime and Unique Farmland

The proposed project has no FPPA defined farmlands so no further federal review is warranted.

4.4.16 Air Quality

4.4.16.1 Regulatory Framework

This interchange reconstruction project (PIN 0534.87) is proposed in the Town of Hempstead in Nassau County. The project would provide safety and operational enhancements at the eastbound Southern State Parkway Exit 13 to reduce the potential for crashes.

This project is located in Nassau County; Nassau County is a maintenance area under the NAAQS for PM2.5 and a moderate nonattainment area for ozone. An air quality screening is needed to determine compliance with Federal transportation conformity requirements under 40 CFR Part 93, and State conformity regulation requirements under 6 NYCRR Part 240.

The air quality screening is based on the requirements of the NYSDOT Environmental Procedures Manual (EPM/TEM) Air Quality Chapter 1.1.

4.4.16.2 Transportation Conformity

This project is exempt from the regional emissions analysis requirements of the Federal Transportation Conformity regulation at 40 CFR 93.127. It is listed in the 2023-2027 NYMTC Transportation Improvement Program (TIP) with air quality code D3 (Interchange reconfiguration projects). The project comes from the current conforming TIP and Long-Range Transportation Plan. Conformity determinations for the current TIP and 2050 Plan were most recently approved by NYMTC on October 13, 2022, and by FTA/FHWA on November 1, 2022. The estimated time of completion (ETC) for this project is 2028.

4.4.16.3 Carbon Monoxide (CO) and Particulate Matter (PM) Microscale Analysis

An air quality analysis is not necessary since this project will not increase traffic volumes, reduce source- receptor distances or change other existing conditions to such a degree as to jeopardize attainment of the National Ambient Air Quality Standards for CO.

The most recent concentrations of criteria pollutants at NYSDEC air quality monitoring stations nearest to the project are presented in the table below.

Exhibit 4.4.16.3.1
Representative Monitored Ambient Air Quality Data

Pollutant	Location	Units	Averaging period	Concentration	NAAQS
CO	Flax Pond, Queens	ppm	1-hour	1.00(1)	9
			8-hour	0.9(1)	35
SO_2	Eisenhower Park, Queens	µg/m^3	1-hour	11(2)	75
PM_{10}	Queens College	µg/m^3	24-hour	36	150
$PM_{2.5}$	Babylon	µg/m^3	Annual	6.8(3)	9
			24-hour	19.2(3)	35
NO_2	Flax Pond	µg/m^3	Annual	3.51	100
			1-hour	15.77(4)	53
Lead	IS 52	µg/m^3	3-month	0.0049(5)	0.15
Ozone	Babylon	ppm	8-hour	0.076(6)	0.070

Notes:
Values represent the most recent monitored concentrations of all criteria pollutants at New York State Department of Environment Conservation (NYSDEC) air quality monitoring stations nearest to the Proposed Project.
(1) The CO concentration for short-term average is the second highest from the most recent year with available data.
(2) The 1-hour value is based on a 3-year average (2021–2023) of the 99th percentile of daily maximum 1-hour average concentrations. EPA replaced the 24-hr and the annual standards with the 1-hour standard.
(3) Annual value is based on a 3-year average (2021–2023) of annual concentrations. The 24-hour value is based on the 3-year average of the 98th percentile of 24-hour average concentrations.
(4) The 1-hour value is based on a 3-year average (2021–2023) of the 98th percentile of daily maximum 1-hour average concentrations.
(5) Based on the highest quarterly average concentration measured in 2023.
(6) Based on the 3-year average (2021–2023) of the fourth highest daily maximum 8-hour average concentrations.
Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2023.

Carbon Monoxide (CO) Screening
The area roadway intersections were reviewed based on NYSDOT's *TEM* criteria for determining locations that may warrant a CO microscale air quality analysis. The screening analysis examined the Level of Service (LOS) and projected volume increases by intersection approach. As described below, the results of the screening analysis show that none of the intersections affected by the project would require a detailed microscale air quality analysis.

LOS Screening Analysis
Results of the traffic capacity analysis performed for the 2028 Build year condition (i.e., Proposed Action), for the AM, and PM peak periods were reviewed at each of the study area intersections to determine the potential need for a microscale air quality analysis. The LOS screening criteria were first applied to identify those intersections with approach LOS D or worse. Based on the review of the 4

intersections analyzed, the following intersection was projected to operate at a LOS D or worse on approaches for the peak traffic periods:

- N Central Ave/ Greenway Blvd & Linden Blvd

Results of the traffic capacity analysis performed for the 2048 Build year condition (i.e., Proposed Action), for the AM, and PM peak periods were reviewed at each of the study area intersections to determine the potential need for a microscale air quality analysis. The LOS screening criteria were first applied to identify those intersections with approach LOS D or worse. Based on the review of the 4 intersections analyzed, the following two intersections were projected to operate at a LOS D or worse on approaches for the peak traffic periods:

- N Central Ave/ Greenway Blvd & Linden Blvd
- SSP Exit 13S Off-Ramp and Central Ave

Capture Criteria Screening Analysis
Further screening on the intersections identified in the LOS Screening Analysis was conducted using the Capture Criteria, outlined above. This screening indicated that one or more of the listed Capture Criteria would be met at one of the above two intersections (SSP Exit 13S Off-Ramp and Central Ave) for 2048. Therefore, a volume threshold screening analysis was performed based on the screening procedures described in NYSDOT's *TEM.*

Volume Threshold Screening
The results of the volume threshold screening analysis performed for each approach at the SSP Exit 13S Off-Ramp and Central Ave intersection found that no approach would exceed the applicable threshold and, as such, the project is not anticipated to result in a significant adverse impact to CO concentrations

Particulate Matter (PM) Screening

The project would not generate or divert substantial volumes of diesel vehicle traffic as compared with the No Build Alternative (i.e., No Action alternative). Therefore, based on NYSDOT and USEPA guidance, a PM microscale analysis is not required.

4.4.16.4 Mesoscale Analysis

A mesoscale air quality analysis is not necessary since this project will not increase traffic volumes or change other existing conditions to substantially affect emissions in the project area.

4.4.16.5 Mobile Source Air Toxics (MSATs) Analysis

This project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative, as described in the most recent October 2016 FHWA Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns.

4.4.16 Energy

An energy assessment is not anticipated for the proposed project since it is not expected to:

a. Increase or decrease VMT.
b. Generate additional vehicle trips.
c. Significantly affect land use development patterns.
d. Result in a shift in travel patterns; or
e. Significantly increase or decrease vehicle operating speeds.

Therefore, the project will not significantly affect energy consumption.

4.4.17 Noise

This safety improvement project is in a similar location as the existing with proposed minor horizontal realignment of the existing Southern State Parkway eastbound ramps to and from Central Avenue, including the addition of new turn lanes, and a new traffic signal. The preferred alternative also includes a short section of through-lane limited to the approach to the new traffic signal which is being added to improve safety and to provide stacking space for vehicles waiting at the new signal; not to add capacity to the off ramp. This project is not a Type I project as defined by the Federal Highway Noise Regulation, 23 CFR 772, and does not require a traffic noise analysis. NYSDOT acknowledges that noise analysis is required if changes to the proposed project result in reclassification to a Type I project.

4.4.18 Asbestos

4.4.18.1 Screening -

An asbestos screening was conducted for this Project and it has been determined that there are areas of potential asbestos materials associated with the SSP Exit 13 reconstruction work.

EPM performed an on-site screening at this location and the following suspect asbestos containing materials (ACMs) were observed:

- **Black Joint Filler in Sidewalk Joints** located in sidewalk curb joints at the southeast corner of Salem Road and Central Avenue, the traffic triangle at Central Avenue entrance to SSP eastbound, and the north corner at the entrance to Central Avenue north from SSP eastbound;
- **Black Roadway Joint Tar in Roadway** located in the roadway of SSP eastbound exit to Central Avenue North (south side) and the roadway of Roadway Number 301-25 eastbound exit ramp to Central Avenue southbound;
- **Dark Brown Joint Filler** located at Roadway Number 301-26 and Roadway Number 301-27;
- **Soft Black Joint Filler** located at Roadway Number 301-27 along SSP eastbound.

The screening included a review of ‘as-built’ record plans and utility drawings from National Grid, Water Authority of Western Nassau County, Nassau County Department of Public Works, Crown Castle, and Altice. AT&T Corp responded to a utility drawing request with a letter stating that they do not have facilities located within the limits of the project area.

The National Grid utility drawings show utilities running along the east side of Central Avenue and within the triangle area and also partially at the road to the eastbound entrance ramp to the SSP. The Water Authority of Western Nassau County utility drawing shows a utility running along the east side of Central Avenue (in the grass area), within the triangle area, and then running south along Central Avenue. The Nassau County Department of Public Works sewer plans show a utility running along Stuart Avenue, crossing Central Avenue, and continuing along Arkansas Drive. The utility branches at Central Avenue and

proceeds south along the west side of Central Avenue. Crown Castle has no utilities are located within the limits of the project area. The Altice plans show two (2) utilities running along Stuart Avenue, one (1) utility crossing Central Avenue, and continuing along Arkansas Drive. One (1) utility branches at Central Avenue and proceeds south along Central Avenue. One portion of the utility branches into the triangle area. Utilities may contain asbestos containing materials. Test pits will need to be performed so that suspect asbestos containing materials can be collected and sent for laboratory analysis to determine asbestos content.

4.4.18.2 Assessment and Quantification

An asbestos assessment shall be completed for this project by NYSDOL certified asbestos inspection staff. A summary of the findings will be sent to the NYSDOL at PS&E to comply with NYSDOL's Industrial Code Rule No. 56 preconstruction notification requirements in 12 NYCRR 56-5.1(g). A copy of the "as builts" and the consultant sampling results will be kept in the project files.

4.4.18.3 Mitigation Summary

No special site-specific variances are anticipated for this project. Existing Departmental blanket variances or existing variances will be sufficient for this project.

4.4.19 Hazardous Waste and Contaminated Materials

4.4.19.1 Screening and Site Assessment

A Hazardous Waste/Contaminated Materials Site Screening has been conducted in accordance with NYSDOT TEM Chapter 4.4.20, in order to document the likely presence or absence of hazardous/contaminated environmental conditions. A hazardous/contaminated environmental condition is the presence or likely presence of any hazardous substances or petroleum products (including products currently in compliance with applicable regulations) on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property.

The Hazardous Waste/Contaminated Materials Site Screening included a review of NYSDEC regulatory data files and a site 'walkover' on February 20th, 2024. An addition review of the NYSDEC spill data base and environmental site remediation database was completed on 4/4/2025. This review screened for any listed spills or remediation sites between 4/1/2014 to 4/1/2025 in the towns of Valley Stream and Elmont in Nassau County. The results did not depict any Hazardous Waste/Contaminated Materials within or near the project area.

No hazardous waste/contaminated materials were identified within or adjacent to the project area during the course of the Hazardous Waste/Contaminated Materials Site Screening. The potential risk for involvement with documented or undocumented inactive hazardous waste/contaminated materials is low. The Department does not believe that additional studies or investigations are warranted.
.

4.4.19.2 Mitigation Summary

No hazardous waste/contaminated materials were identified in the Hazardous Waste/Contaminated Materials Site Screening. No remediation activities are likely warranted for this project.

4.5 Construction Effects

4.5.1 Construction Impacts

During construction, short-term impacts to noise levels and air quality are anticipated. Diesel-powered heavy construction machinery may produce loud noise in the project area and additional engine exhaust in the surrounding air. Lower traffic speeds expected through the construction area may also decrease air quality due to idling vehicles.

4.5.2 Mitigation Measures

Mitigation measures that may be taken to minimize short-term construction impacts include contract document stipulations prohibiting construction equipment idling and restricting excessive noise-generating activity to times having the least impact on the community. Work zone traffic control plans could also incorporate minimal lane closures in order to facilitate efficient traffic flow through construction areas.

4.6 Indirect and Secondary Effects

4.6.1 Indirect Socioeconomic Effects

The proposed project will not indirectly affect social conditions or growth.

4.6.2 Social Consequences

Long-term adverse impacts to the community as a result of this project are not anticipated. During construction, some travel delay through the project area is expected.

4.6.3 Economic Consequences

Economic consequences are not expected as a result of this project.

U.S. Department of Transportation
Federal Highway Administration

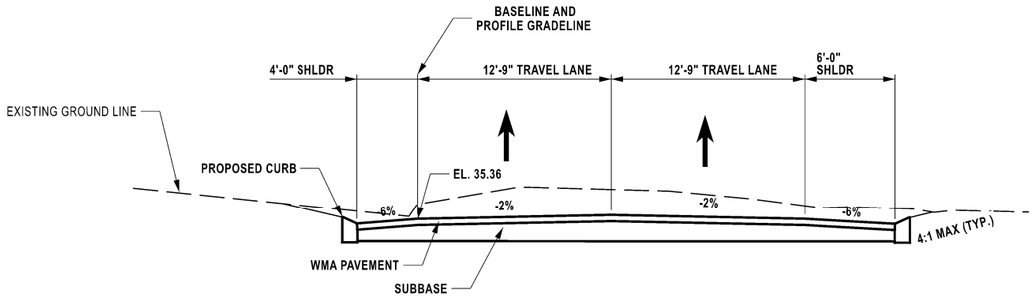
NEW YORK STATE | Department of Transportation

PIN 0534.87

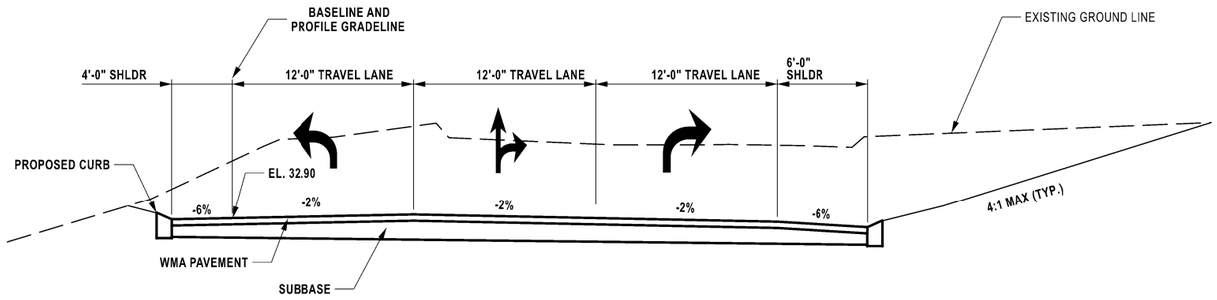
Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX A

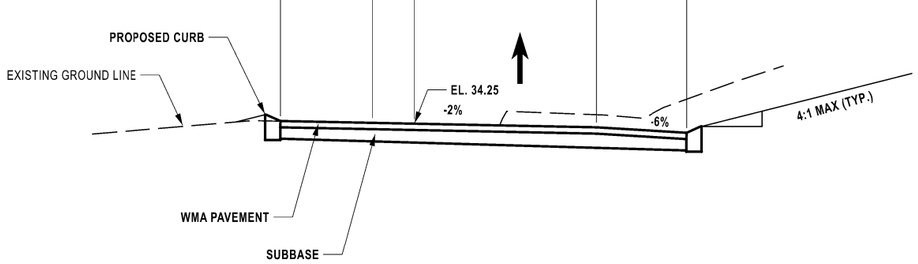
Conceptual Plans, Profiles & Typical Sections



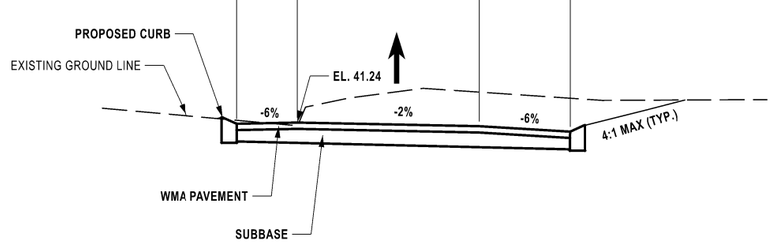
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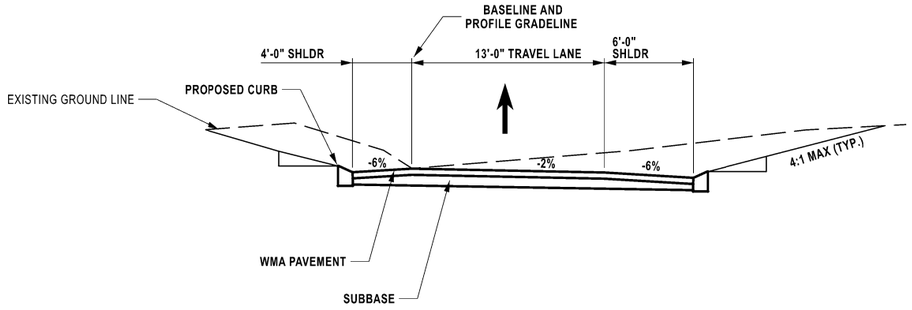
AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION AT CENTRAL AVE / LINDEN BLVD TOWN OF HEMPSTEAD COUNTY: NASSAU REGION: 10	PIN 0534.87	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED TYPICAL SECTIONS ALTERNATIVE 1 1 OF 2	CONTRACT NUMBER DRAWING NO. TYP-1 SHEET NO. 5

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

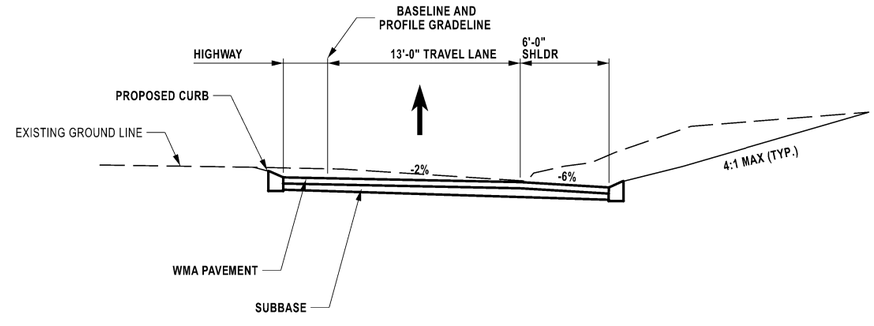
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PROJECT MANAGER
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SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD

COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

TYPICAL SECTIONS
ALTERNATIVE 1
2 OF 2

CONTRACT NUMBER

DRAWING NO. TYP-1
SHEET NO. 6

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REGION 10
PROJECT MANAGER

REGION 10
PROJECT SUPERVISOR

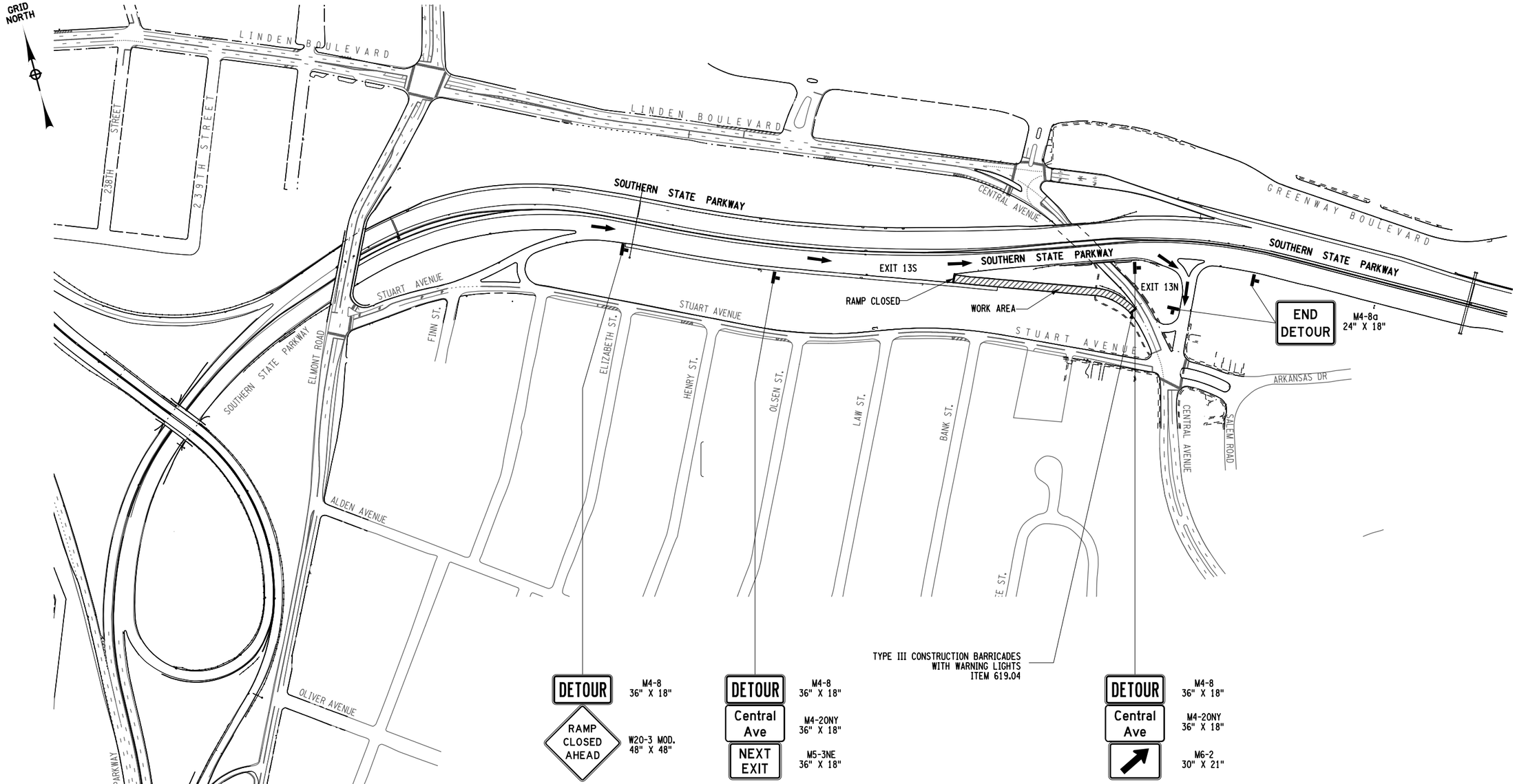
DRAFTING

JOB MANAGER

DESIGN

CHECK

DESIGN SUPERVISOR



EXIT RAMP CLOSURE DETOUR PLAN
EB SSP EXIT 13S TO SB CENTRAL AVE
NOT TO SCALE

AFFIX SEAL: ON: _____	ALTERED BY: ON: _____

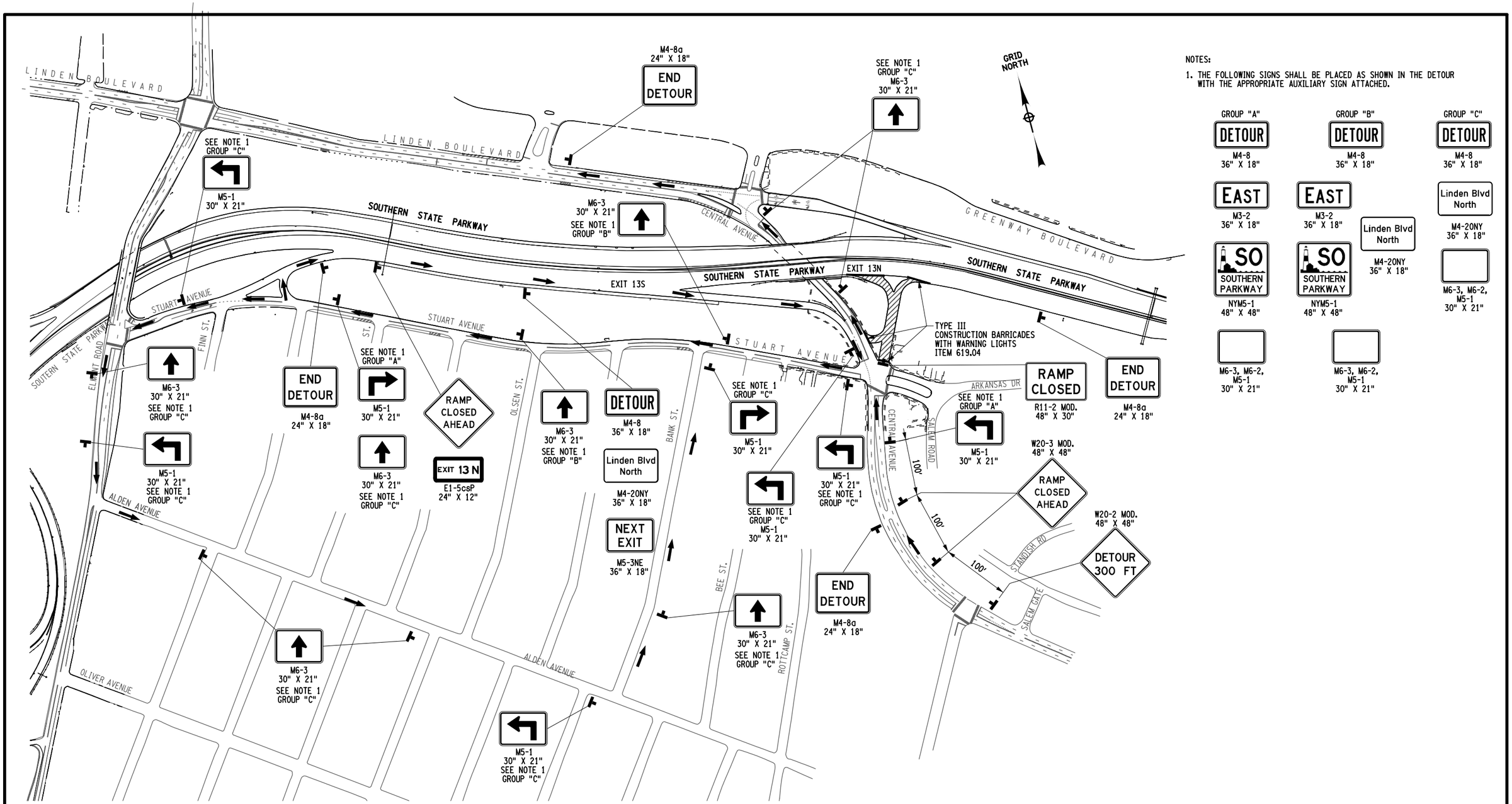
Stantec

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		PIN 0534.87	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION AT CENTRAL AVE / LINDEN BLVD TOWN OF HEMPSTEAD COUNTY: NASSAU REGION: 10				WORK ZONE TRAFFIC CONTROL DETAILS DETOURS	DRAWING NO. WZD-1 SHEET NO. 1

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

FILE NAME = U:\1923113\02\08.SSP Exit 13\cadd\plotsheets\mpt\0534.87_SSP_MPT_Detour Plan-1.dgn
DATE/TIME = 4/3/2025
USER = V.A.



EB SSP EXIT AND ENTRANCE RAMP CLOSURE DETOUR PLAN
EB SSP EXIT 13N TO LINDEN BLVD. NORTH AND
ENTRANCE RAMP FROM N CENTRAL AVE TO EB SSP
NOT TO SCALE

AFFIX SEAL: ON: _____	ALTERED BY: ON: _____

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		PIN 0534.87	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION AT CENTRAL AVE / LINDEN BLVD TOWN OF HEMPSTEAD COUNTY: NASSAU REGION: 10				WORK ZONE TRAFFIC CONTROL DETAILS DETOURS	DRAWING NO. WZD-2 SHEET NO. 1

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

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NEW YORK STATE OF OPPORTUNITY. Department of Transportation

REGION 10 PROJECT MANAGER
REGION 10 PROJECT SUPERVISOR
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME = U:\1923113\02\08.SSP Exit 13\cadd\plotsheets\mpt\0534.87_SSP_MPT_Detour Plan-2.dgn
DATE/TIME = 4/4/2025
USER = V.A.

REGION 10 PROJECT MANAGER

REGION 10 PROJECT SUPERVISOR

DRAFTING

CHECK

DESIGN

JOB MANAGER

DESIGN SUPERVISOR

FILE NAME = u:\192311302\08.SSP Exit 13\cadd\plotsheets\gen\0534.87_SSP_HMJ-1.dgn
DATE/TIME = 1/28/2025
USER = V.A.

MAINTENANCE RESPONSIBILITY NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF THE AREA WITHIN THE RIGHT OF WAY (R.O.W.) LINES AND LIMITS OF WORK AT EACH INDIVIDUAL WORK LOCATION AS DEFINED IN THE TABLES FOR THE DURATION OF THE CONTRACT. DURATION OF THE CONTRACT FOR EACH AREA IS FROM MOBILIZATION TO CONTRACT ACCEPTANCE BY MAINTENANCE. MAINTENANCE RESPONSIBILITY INCLUDES WINTER SHUTDOWN.

2. MAINTENANCE OF THE PROPOSED FEATURES IS THE CONTRACTOR'S RESPONSIBILITY AND IS COVERED UNDER SUBSECTION 107-09.

   EXISTING FEATURES DAMAGED DURING THE CONTRACT MUST BE REPAIRED BY THE CONTRACTOR. THE COST OF THE WORK WILL BE PAID UNDER SUBSECTION 109-05, A AND B, OF THE STANDARD SPECIFICATIONS.

3. A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEETING THE REQUIREMENTS OF SUBSECTION 619-1.02B.

   B. LOCAL MUNICIPALITIES SHALL BE RESPONSIBLE FOR SNOW AND ICE REMOVAL ON THEIR LOCAL ROADS.

4. THE CONTRACTOR'S RESPONSIBILITIES SHALL INCLUDE THE NECESSARY RESPONSE, AS ORDERED BY THE ENGINEER (A.O.B.E.) TO DRAINAGE PROBLEMS THAT OCCUR DURING CONSTRUCTION. THIS MAY INCLUDE BUT IS NOT LIMITED TO THE FOLLOWING:

   A. SLOPE EROSION AND THE DRAINAGE PROBLEMS THAT MAY RESULT.

   B. THE COST OF THE WORK FOR PUMPING FLOODED AREAS WITHIN THE CONTRACT LIMITS WILL BE INCLUDED IN THE PRICE BID FOR THE ITEM 619.01.

   C. COLLAPSED STRUCTURES, PIPES AND BROKEN FRAMES, GRATES AND COVERS.

5. THE CONTRACTOR SHALL PATROL THE CONTRACT SITE DAILY AND REMOVE ALL DEBRIS, INCLUDING DEAD ANIMALS, FROM THE ROADWAY. THIS INCLUDES SWEEPING, REMOVING ACCIDENT DEBRIS, ETC., A.O.B.E.

   ONE MONTH PRIOR TO ACCEPTANCE THE CONTRACTOR SHALL REMOVE ALL DEBRIS WITHIN THE CONTRACT LIMITS.

6. THE CONTRACTOR IS REQUIRED TO REPLACE ALL EFFECTED LOOPS DAMAGED DURING CONSTRUCTION UNDER APPROPRIATE CONTRACT ITEMS.

7. THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF ALL CONSTRUCTION SIGNS. THE CONTRACTOR IS ALSO RESPONSIBLE FOR THE MAINTENANCE OF ALL EXISTING NON-ILLUMINATED GROUND MOUNTED SIGNS AND POSTS FOR MUTCD PANEL CODES G, I, M, P, R AND W UP TO A WIDTH OF 60 INCHES (CLASSES 1, 2 AND 3). NASSAU COUNTY WILL MAINTAIN ALL OTHER SIGNS WITHIN THE PROJECT LIMITS.

8. WHERE THE CONTRACTOR'S OPERATIONS DO NOT AFFECT THE EXISTING TURF, NASSAU COUNTY WILL MOW THE EXISTING TURF. PRIOR TO MOWING BY NASSAU COUNTY, THE CONTRACTOR SHALL REMOVE ALL DEBRIS ATTRIBUTED TO HIS OPERATIONS A.O.B.E. WHERE THE CONTRACTOR'S OPERATIONS IMPEDE GRASS MOWING BY NASSAU COUNTY, THE CONTRACTOR SHALL EITHER REMOVE THE IMPEDIMENTS OR MOW THE TURF TO A HEIGHT OF THREE INCHES WHEN THE GROWTH REACHES SIX INCHES. ALL DEBRIS SHALL BE REMOVED JUST PRIOR TO MOWING.

TABLE OF HIGHWAY MAINTENANCE JURISDICTION DURING CONSTRUCTION

FEATURES TO BE MAINTAINED	RESPONSIBLE PARTY	NOTES
SNOW AND ICE REMOVAL	STATE FORCES / MUNICIPALITIES	SEE NOTE 3
GUIDE RAILING	CONTRACTOR	SEE NOTE 2
DRAINAGE SYSTEMS	CONTRACTOR	SEE NOTE 2 AND 4
SIGNAGE	CONTRACTOR AND STATE FORCES / MUNICIPALITIES	SEE NOTE 2 AND 7
MOWING EXISTING TURF	STATE FORCES / MUNICIPALITIES	SEE NOTE 8
ROADWAY AND ROADSIDE DEBRIS	CONTRACTOR	SEE NOTE 5
CURBS, PAVEMENT AND SHOULDERS	CONTRACTOR	SEE NOTE 2
PAVEMENT MARKINGS	CONTRACTOR	SEE NOTE 2
HIGHWAY LIGHTING	STATE FORCES / MUNICIPALITIES	---
TRAFFIC SIGNALS AND LOOPS	STATE FORCES / MUNICIPALITIES - TRAFFIC SIGNALS; CONTRACTOR - LOOPS	SEE NOTE 6
GRAFFITI REMOVAL	COUNTY	---
EASTBOUND REST AREA	CONTRACTOR	---

TABLE OF HIGHWAY MAINTENANCE JURISDICTION AFTER CONSTRUCTION

PART NO.	DESCRIPTION	LIMITS	FEATURES TO BE MAINTAINED	MILES CENTERLINE	MILES LANE	AGENCY	AUTHORITY FOR MAINTENANCE JURISDICTION
1	SOUTHERN STATE PARKWAY	800 FT WEST OF CENTRAL AVENUE CROSSING TO 2000 FT EAST OF CENTRAL AVE CROSSING	PAVEMENT CURBS SHOULDERS DRAINAGE SYSTEMS LANDSCAPING SIGNING GUIDE RAIL HIGHWAY LIGHTING INFORM BRIDGES	0.60	4.80	NEW YORK STATE DEP. OF TRANS. (NYSDOT)	HIGHWAY LAW SECTION 12
2	RAMPS	ENTIRE LENGTH	PAVEMENT CURBS SHOULDERS DRAINAGE SYSTEMS LANDSCAPING SIGNING	0.32	0.32	NEW YORK STATE DEP. OF TRANS. (NYSDOT)	PUBLIC AUTHORITY LAW SECTION 153
3	CENTRAL AVENUE / LINDEN BOULEVARD	SOUTHERN EDGE OF SSP TO STUART AVE / ARKANSAS DR INTERSECTION	PAVEMENT CURBS SIDEWALK DRAINAGE SYSTEMS TRAFFIC SIGNS PAVEMENT STRIPING LIGHTING PAVEMENT CLEANING SNOW REMOVAL LANDSCAPING TRAFFIC SIGNAL	0.09	0.18	NASSAU COUNTY	SECTION 10, SUBDIVISION 25 HIGHWAY LAW

AFFIX SEAL: ON: _____	ALTERED BY: ON: _____

Stantec

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD
COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

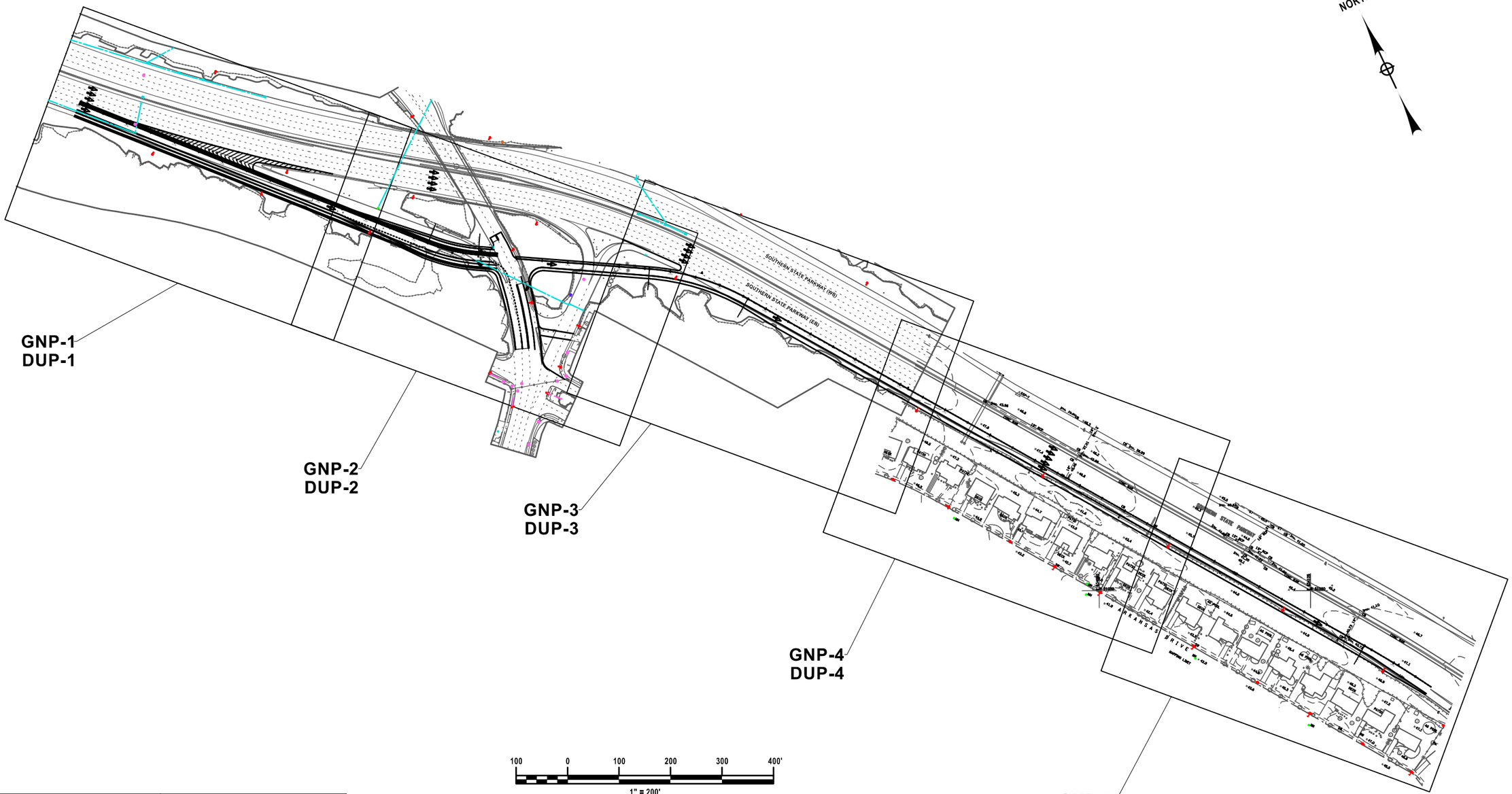
HIGHWAY MAINTENANCE JURISDICTION

CONTRACT NUMBER

DRAWING NO. HMJ-1
SHEET NO. 9

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation



PROJECT MANAGER
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DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME = 8-NOV-2024 02:12
DATE/TIME = mariinez
USER =

AFFIX SEAL: ON:	ALTERED BY: ON:

MUÑOZ ENGINEERING

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD
COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

KEY PLAN

CONTRACT NUMBER

DRAWING NO. KEY-1
SHEET NO. 10

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

GRID NORTH

SOUTHERN STATE PARKWAY (WB)

SOUTHERN STATE PARKWAY (EB)

CONCRETE MEDIAN BARRIER (TO REMAIN)

12'-2"
11'-3"
11'-7"
12'-0"

10'-8"
10'-11"
11'-0"
10'-2"

10+00
11+00
12+00
13+00
14+00
15+00

12'-0"
EXIT 13S
5'-0"

START OF PROJECT LIMIT
STA. 10+00

CROSS SECTION
10+50

PROPOSED EDGE OF PAVEMENT

PROPOSED CURB

PROPOSED PAVEMENT EDGE OF TRAVELWAY

CROSS SECTION
15+50

PROPOSED EDGE OF PAVEMENT

MATCH LINE - SEE DWG. GNP-2

20 0 20 40 60 80'
1" = 40'

LEGEND

PROPOSED EXISTING PAVEMENT REMOVAL AND TURF ESTABLISHMENT

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME =
DATE/TIME = 22-JAN-2025 14:13
USER = rmartinez

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD

COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

GENERAL PLANS 1 OF 5

CONTRACT NUMBER

DRAWING NO. GNP-1

SHEET NO. 11

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

MUÑOZ ENGINEERING

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

GRID NORTH

SOUTHERN STATE PARKWAY (EB)

EXIT 13S

EXIT 13N

CENTRAL AVENUE

MATCH LINE - SEE DWG. GNP-1

MATCH LINE - SEE DWG. GNP-3

PROPOSED EDGE OF PAVEMENT

PROPOSED CURB

PROPOSED SIDEWALK

MEDIAN CONCRETE BARRIER (TO REMAIN)

PROPOSED EDGE OF TRAVELWAY

PROPOSED EDGE OF PAVEMENT

MAINTAIN DRIVEWAY ACCESS

PROPOSED SIDEWALK

EDGE OF PAVEMENT

CROSS SECTION 3
16+50

CROSS SECTION 4
18+50

CROSS SECTION 5
10+00

PC=17+28.97

PT=18+72.18

16+00

17+00

18+00

10+00

11+00

12+00

4'-0"

13'-0"

6'-0"

12'-0"

5'-11"

20 0 20 40 60 80'

1" = 40'

LEGEND

PROPOSED EXISTING PAVEMENT REMOVAL AND TURF ESTABLISHMENT

PROPOSED SIDEWALK

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD

COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

GENERAL PLANS 2 OF 5

CONTRACT NUMBER

DRAWING NO. GNP-2

SHEET NO. 12

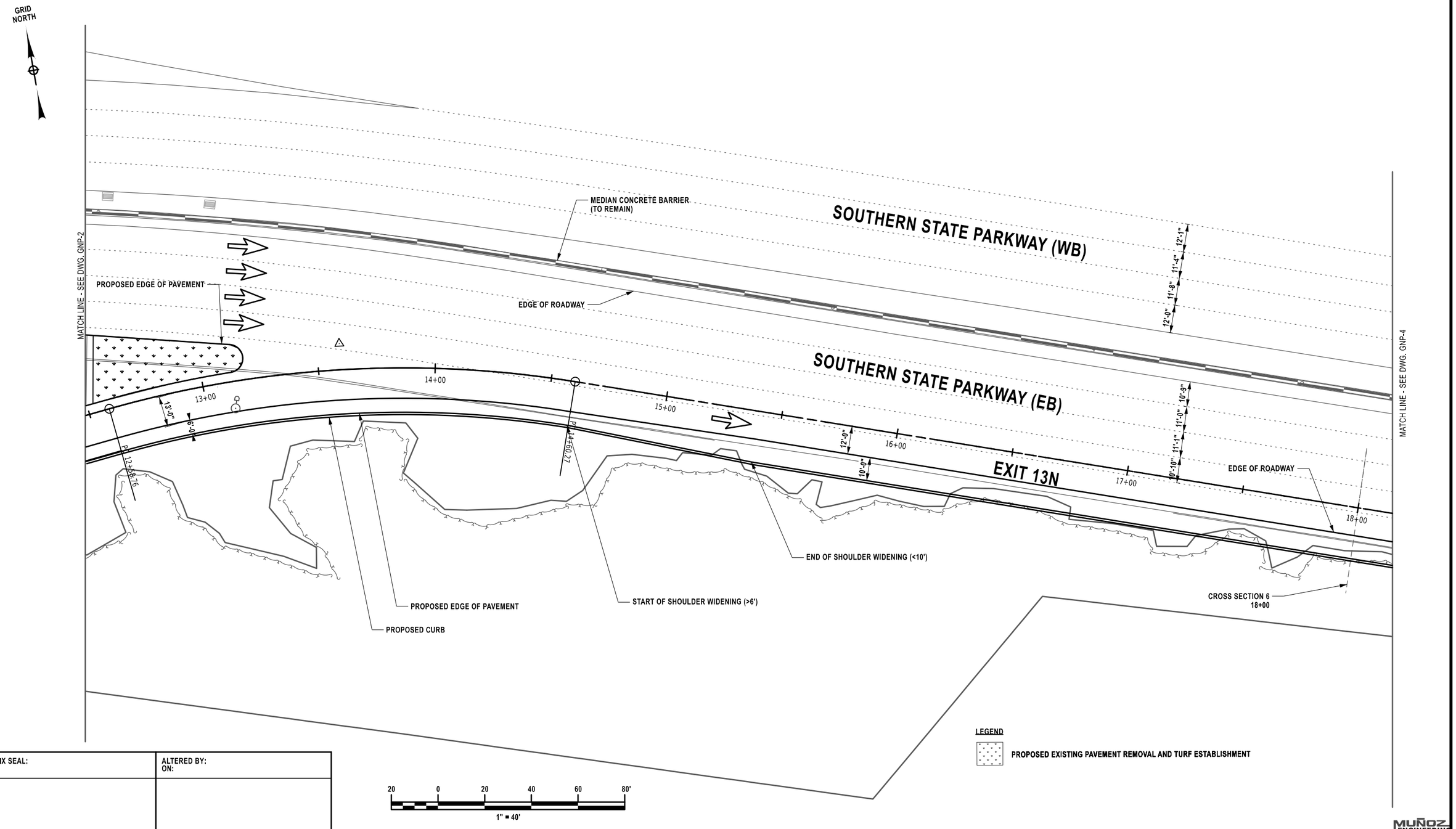
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

MUÑOZ ENGINEERING

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME =
DATE/TIME = 28-JAN-2025 10:46
USER = rmartinez



AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD

COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

GENERAL PLANS 3 OF 5

CONTRACT NUMBER

DRAWING NO. GNP-3
SHEET NO. 13

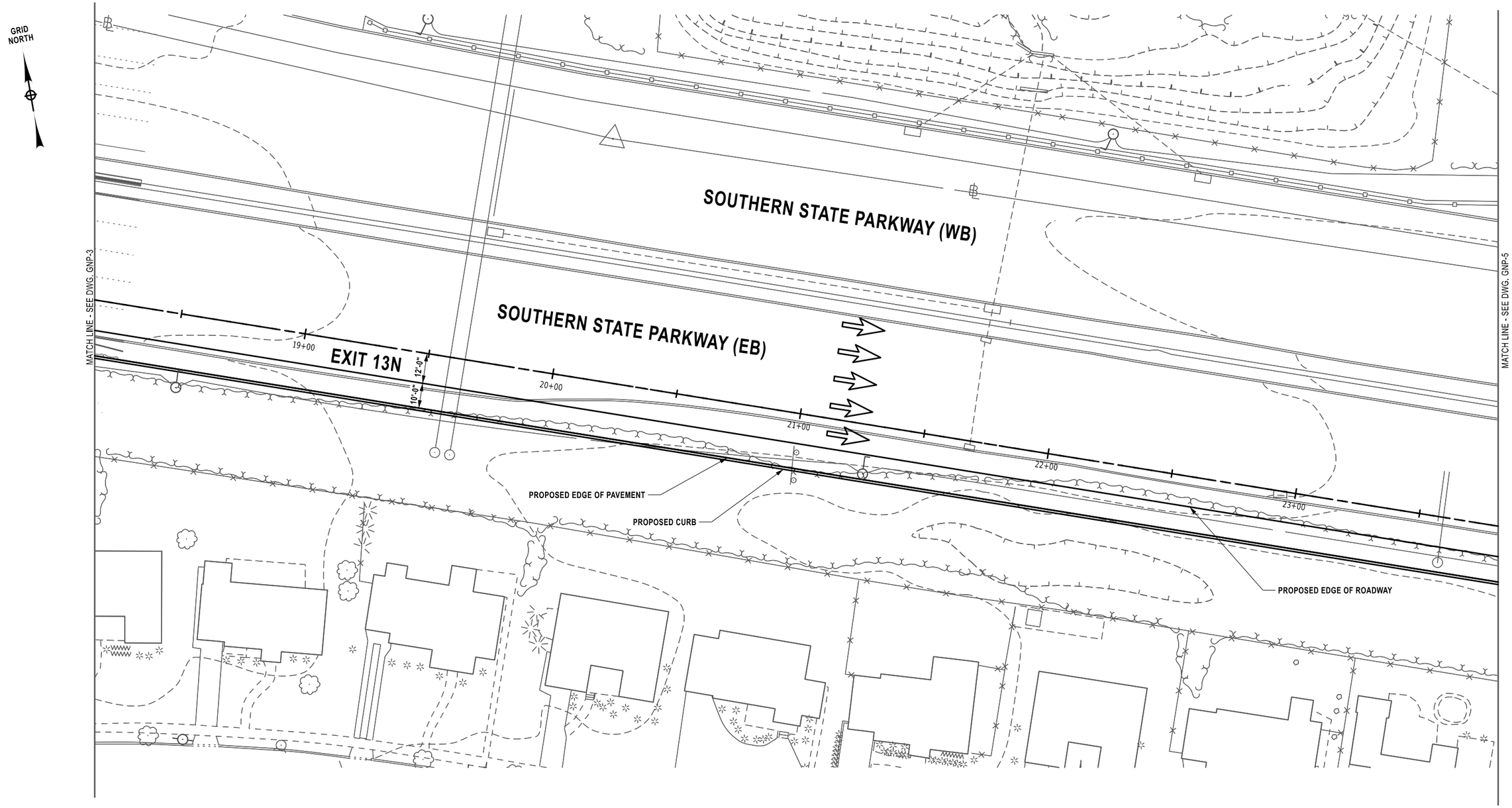
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

MUÑOZ ENGINEERING

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME =
DATE/TIME = 22-JAN-2025 14:42
USER = rmartinez



20 0 20 40 60 80'

1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD

COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

GENERAL PLANS 4 OF 5

CONTRACT NUMBER

DRAWING NO. GNP-4

SHEET NO. 14

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

MUÑOZ ENGINEERING

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PROJECT MANAGER
CHECK
DRAFTING
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DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME =
DATE/TIME = 22-JAN-2025 14:49
USER = rmartinez

GRID NORTH

THERN STATE PARKWAY

SOUTHERN STATE PARKWAY (WB)

SOUTHERN STATE PARKWAY (EB)

PROPOSED EDGE OF ROADWAY

EXIT 13N

25+00

26+00

27+00

28+00

29+00

12'-0"

10'-0"

CROSS SECTION 7
28+00

PROPOSED EDGE OF PAVEMENT

PROPOSED CURB

PC 28+34.18

END OF PROJECT LIMIT

MATCH LINE - SEE DWG. GNP-4

20 0 20 40 60 80'

1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

MUÑOZ ENGINEERING

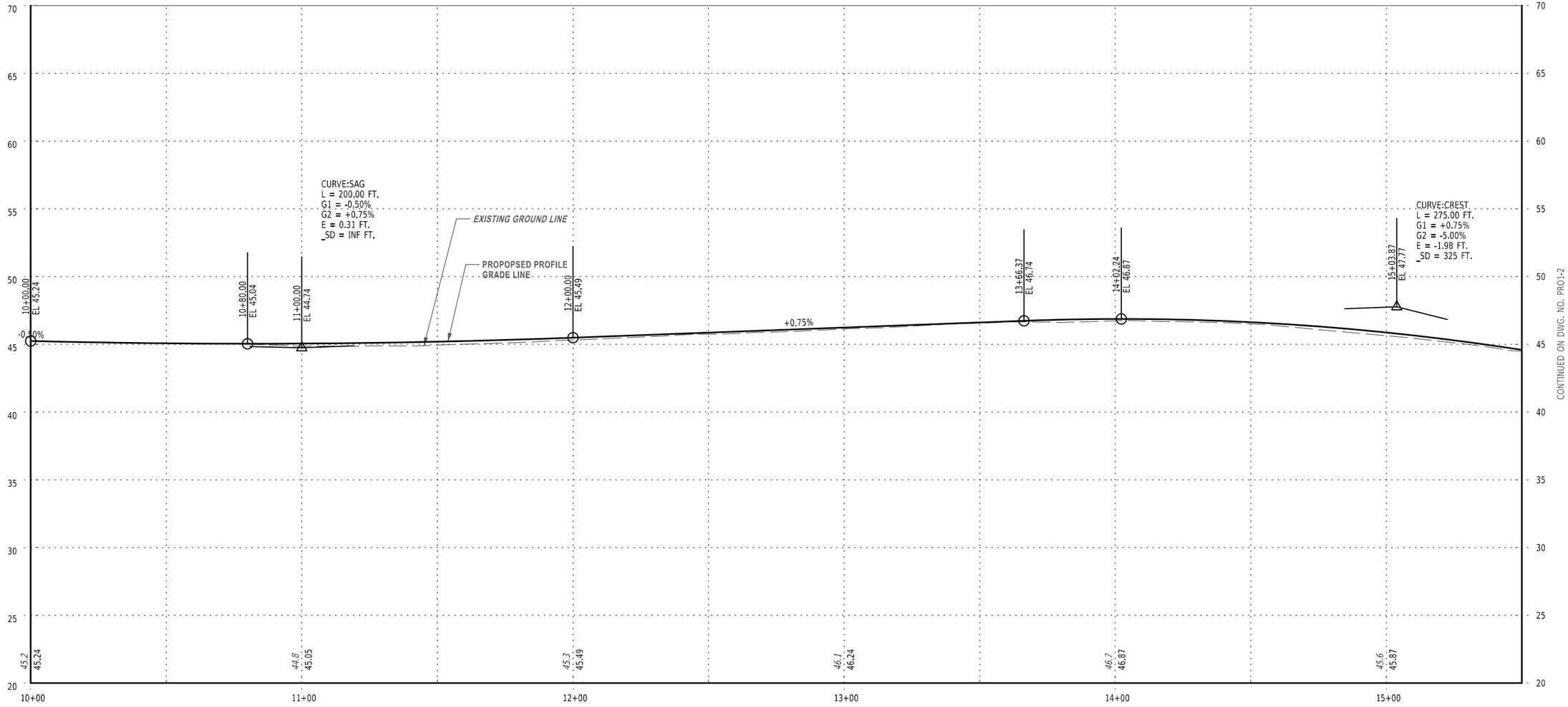
AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION AT CENTRAL AVE / LINDEN BLVD TOWN OF HEMPSTEAD COUNTY: NASSAU REGION: 10	PIN 0534.87	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED GENERAL PLANS 5 OF 5	CONTRACT NUMBER DRAWING NO. GNP-5 SHEET NO. 15

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PROJECT MANAGER
CHECK
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CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME =
DATE/TIME = 22-JAN-2025 14:56
USER = rmartinez



ALTERNATIVE 1 - EXIT RAMP PROFILE

AFFIX SEAL: ON:	ALTERED BY: ON:

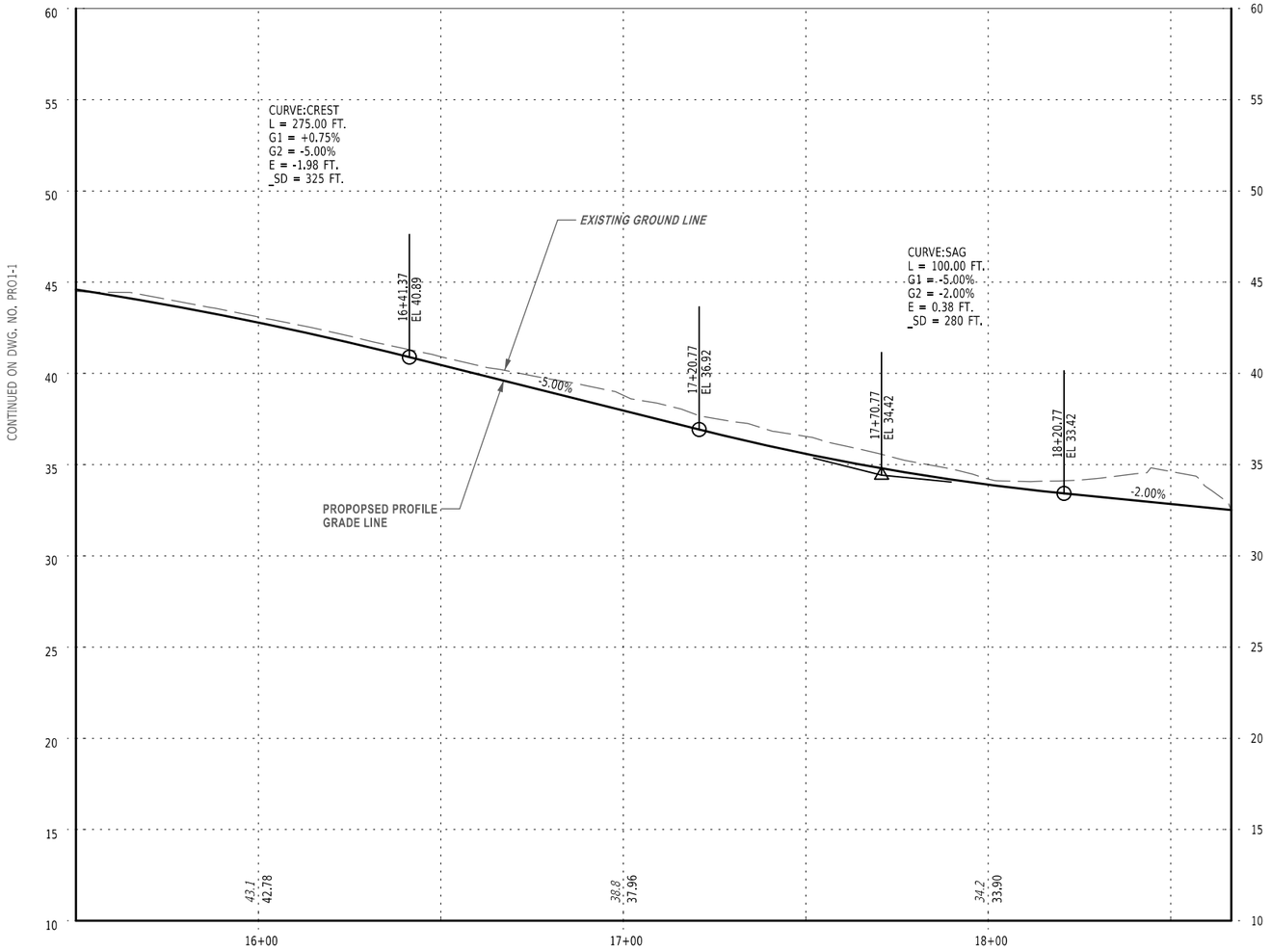
AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		PIN	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	COUNTY: REGION:				SOUTHERN STATE PARKWAY - EXIT 13 ALTERNATIVE 1	DRAWING NO. PRO1-1 SHEET NO. 16

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME =
DATE/TIME = 21-OCT-2024 15:38
USER = rmartinez



ALTERNATIVE 1 - EXIT RAMP PROFILE

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

COUNTY: REGION:

PIN

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

SOUTHERN STATE PARKWAY - EXIT 13
ALTERNATIVE 1

CONTRACT NUMBER

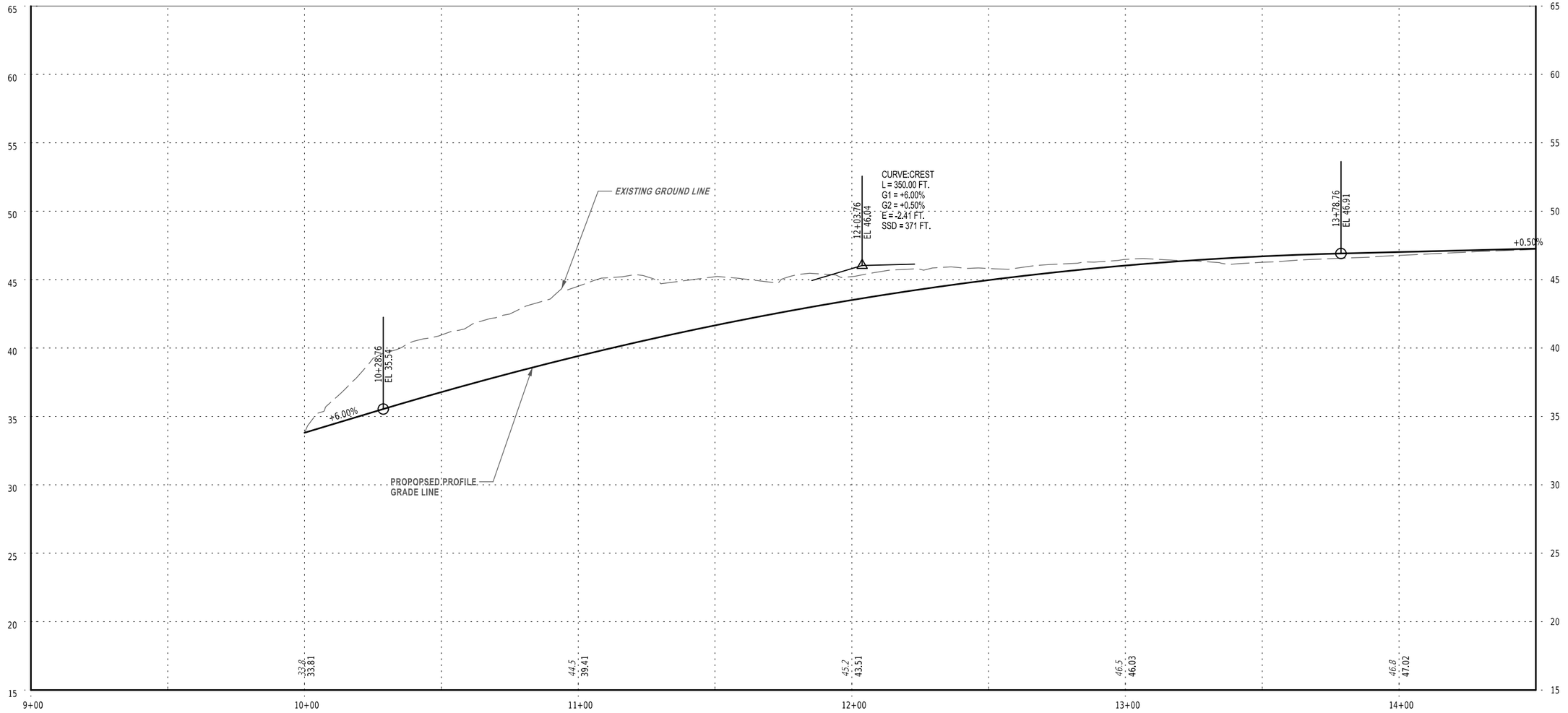
DRAWING NO. PRO1-2
SHEET NO. 17

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

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DATE/TIME = 21-OCT-2024 15:39
USER = rmartinez



ALTERNATIVE 1 - ENTRANCE RAMP PROFILE

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

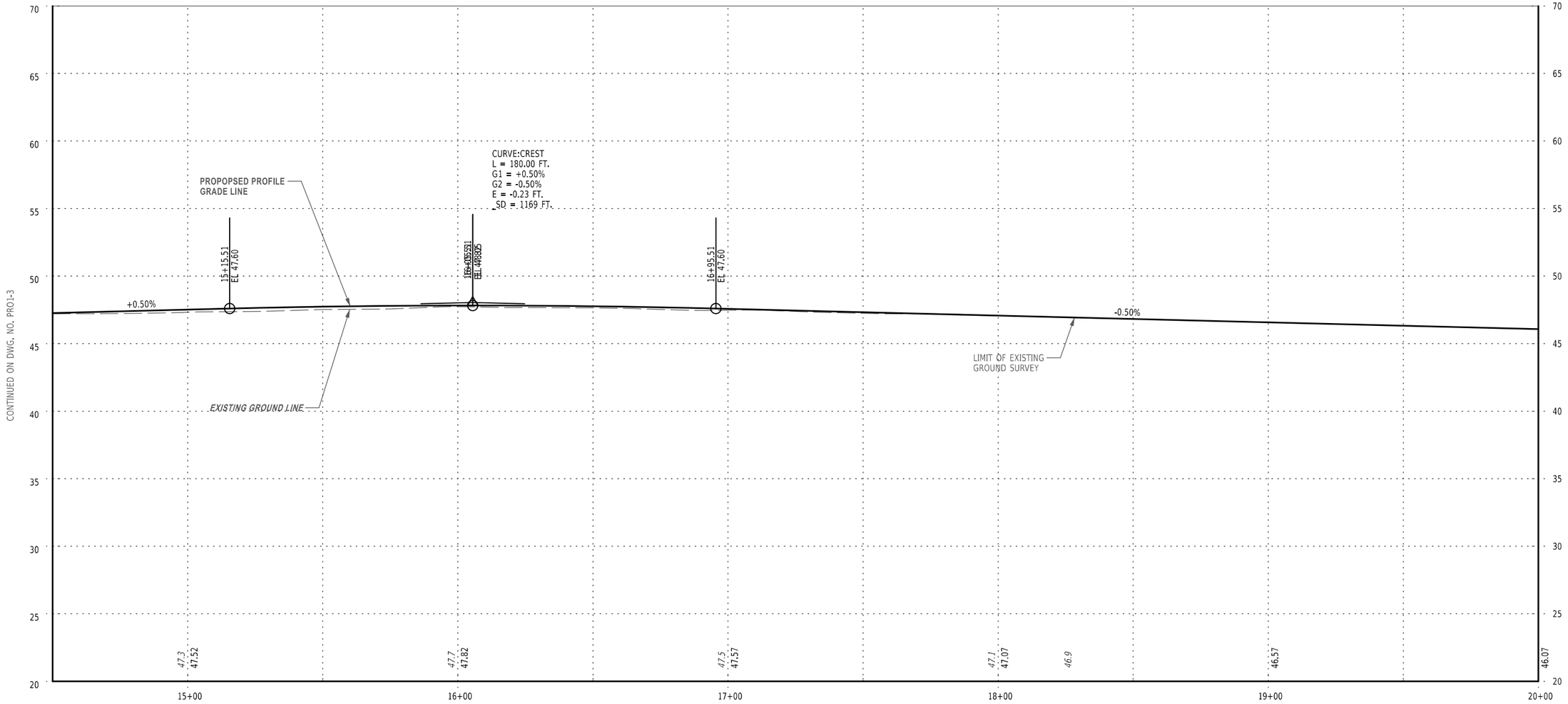
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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		PIN	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	COUNTY: REGION:				SOUTHERN STATE PARKWAY - EXIT 13 ALTERNATIVE 1	DRAWING NO. PRO1-3 SHEET NO. 18

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation



ALTERNATIVE 1 - ENTRANCE RAMP PROFILE

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

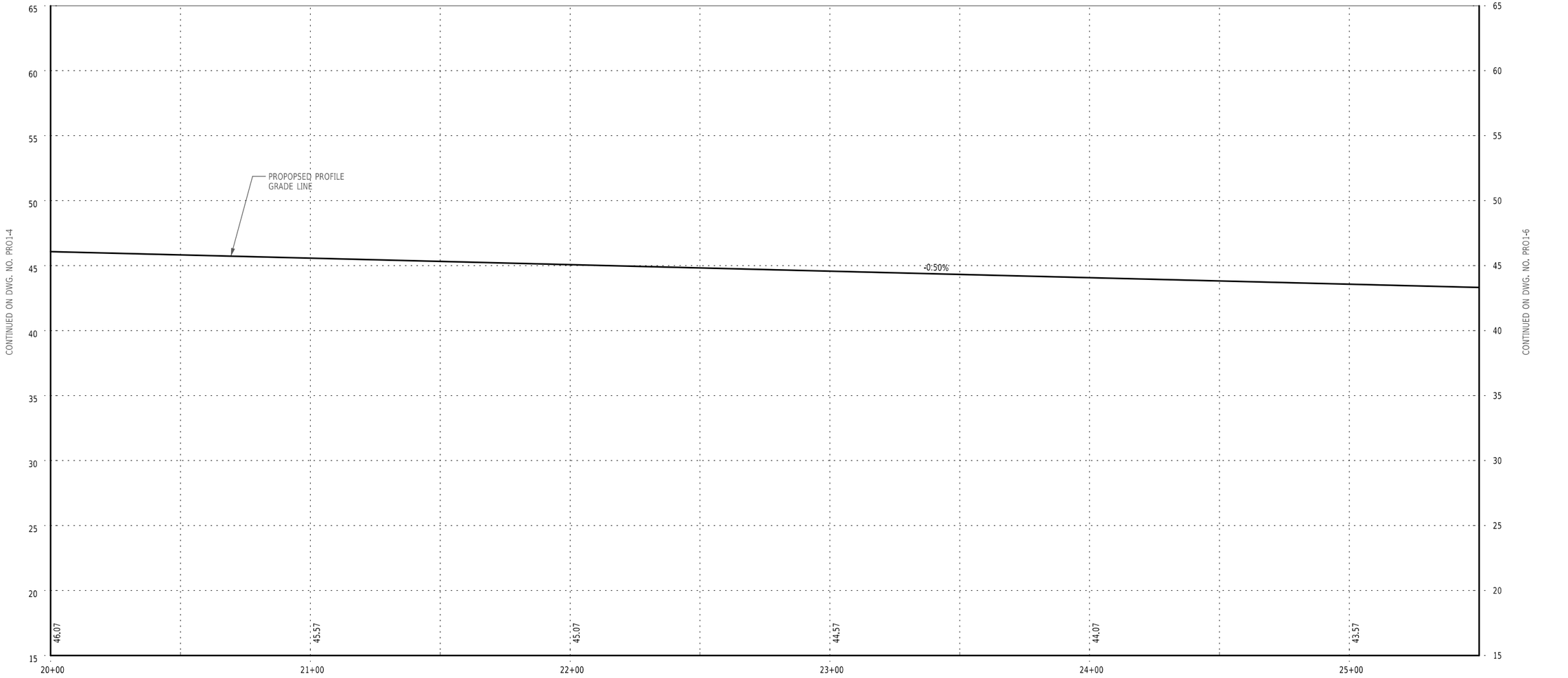
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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		PIN	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	COUNTY: REGION:				SOUTHERN STATE PARKWAY - EXIT 13 ALTERNATIVE 1	DRAWING NO. PRO1-4 SHEET NO. 19

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation



ALTERNATIVE 1 - ENTRANCE RAMP PROFILE

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

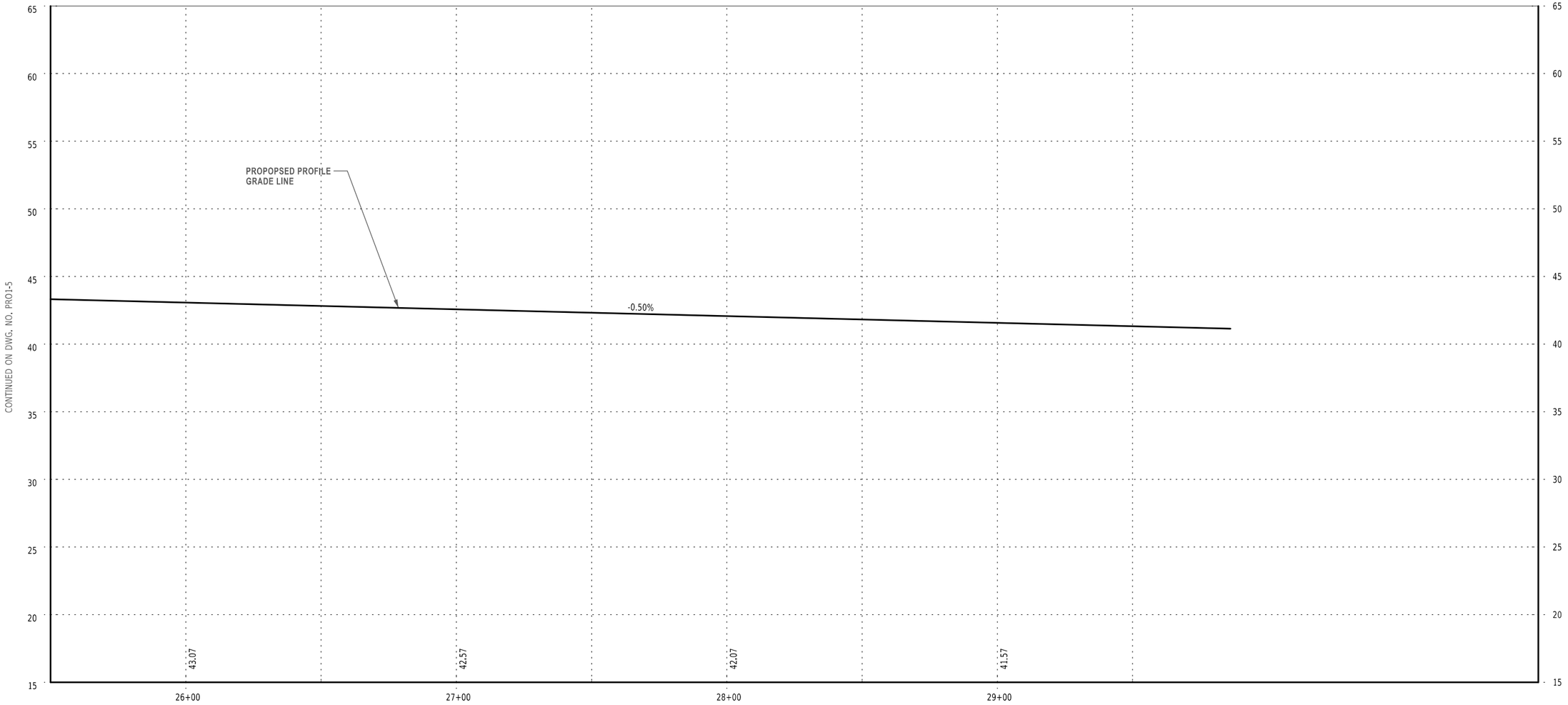
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USER = rmartinez

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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		PIN	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	COUNTY: REGION:				SOUTHERN STATE PARKWAY - EXIT 13 ALTERNATIVE 1	DRAWING NO. PRO1-5 SHEET NO. 20

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation



ALTERNATIVE 1 - ENTRANCE RAMP PROFILE

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME =
DATE/TIME = 21-OCT-2024 15:37
USER = rmartinez

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		PIN	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	COUNTY: REGION:				SOUTHERN STATE PARKWAY - EXIT 13 ALTERNATIVE 1	DRAWING NO. PRO1-6 SHEET NO. 21

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

REGION 10
PROJECT MANAGER

REGION 10
PROJECT SUPERVISOR

DRAFTING

CHECK

DESIGN

JOB MANAGER

DESIGN SUPERVISOR

FILE NAME = U:\192311302\08_SSP Exit 13\cadd\plotsheets\stp\0537.87_CPH_SPP-SIGNAGE AND PAVEMENT MARKING PLANS-1.dgn
DATE/TIME = 1/28/2025
USER = V.A.

GRID NORTH

SOUTHERN STATE PARKWAY WB

SOUTHERN STATE PARKWAY EB

MATCH LINE - SEE DWG. PMP-2

EXIT 13 S
SOUTH
N Central Ave

EXISTING 'EXIT' SIGN TO BE REMOVED

E1-5P

EXIT 13
Central Ave
Linden Blvd

E1-2

PROPOSED INTERCHANGE GUIDE SIGN

1-1

Detective
Steven McDonald
Memorial Highway

EXISTING 'DETECTIVE STEVEN MCDONALD MEMORIAL HIGHWAY' SIGN TO REMAIN

20 0 20 40 60 80'
1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD
COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

SIGNAGE AND
PAVEMENT MARKING PLANS

CONTRACT NUMBER

DRAWING NO. PMP-1
SHEET NO. 22

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

Stantec

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

GRID NORTH

50 MPH

EXISTING 'STOP AHEAD' SIGN TO BE REMOVED

EXISTING 'CURVE' AND '50 MPH' SIGN TO REMAIN

PROPOSED WHITE HATCH LINE

MATCH LINE - SEE DWG. PMP-1

MATCH LINE - SEE DWG. PMP-3

EXIT 13 OFF-RAMP

4'-0"

13'-0"

6'-0"

PROPOSED SOLID WHITE EDGE LINE

PROPOSED SOLID YELLOW EDGE LINE

E5-1A EXIT 13

W13-1AP 25 MPH

PROPOSED EXIT GORE SIGNS

1-2

WRONG WAY

EXISTING 'WRONG WAY' SIGN TO BE RELOCATED

EXIT 13 S

40 MPH

EXISTING 'EXIT 13 S' AND '40 MPH' SIGN TO BE REMOVED

20 0 20 40 60 80'

1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD
COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

SIGNAGE AND PAVEMENT MARKING PLANS

CONTRACT NUMBER

DRAWING NO. PMP-2
SHEET NO. 23

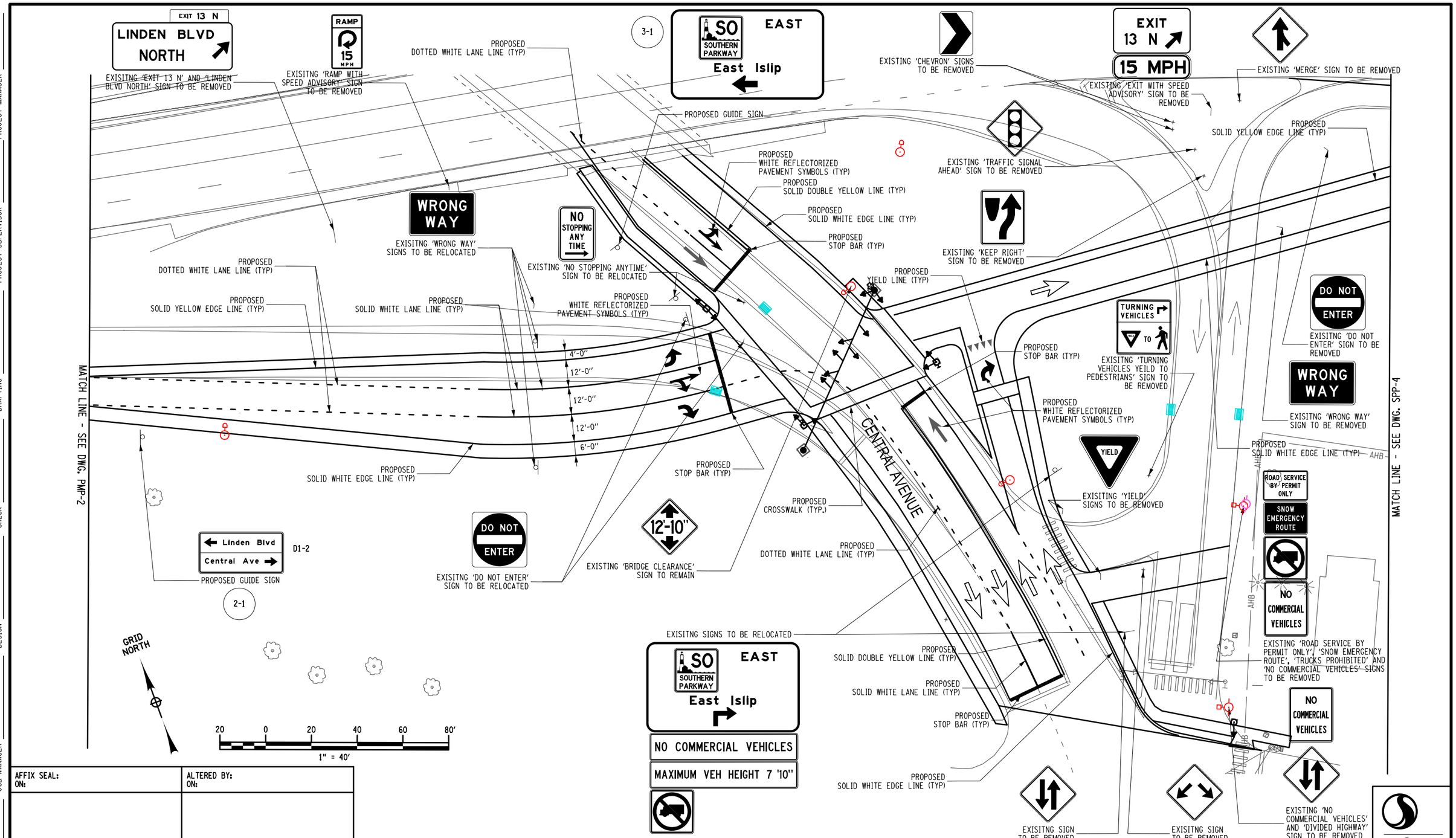
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

Stantec

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

REGION 10 PROJECT MANAGER
REGION 10 PROJECT SUPERVISOR
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME = U:\1923113\2\08.SSP Exit 13\cadd\plotsheets\stp\0537.87_CPH_SPP-SIGNAGE AND PAVEMENT MARKING PLANS-2.dgn
DATE/TIME = 1/28/2025
USER = V.A.



AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD
COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

CONTRACT NUMBER

SIGNAGE AND PAVEMENT MARKING PLANS

DRAWING NO. PMP-3
SHEET NO. 24

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

Stantec

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

REGION 10 PROJECT MANAGER
REGION 10 PROJECT SUPERVISOR
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME = U:\1923113021\08.SSP Exit 13\caddi\plotsheets\stp\0537.87_CPH_SPP-SIGNAGE AND PAVEMENT MARKING PLANS-3.dgn
DATE/TIME = 1/28/2025
USER = V.A.

REGION 10
PROJECT MANAGER

REGION 10
PROJECT SUPERVISOR

DRAFTING

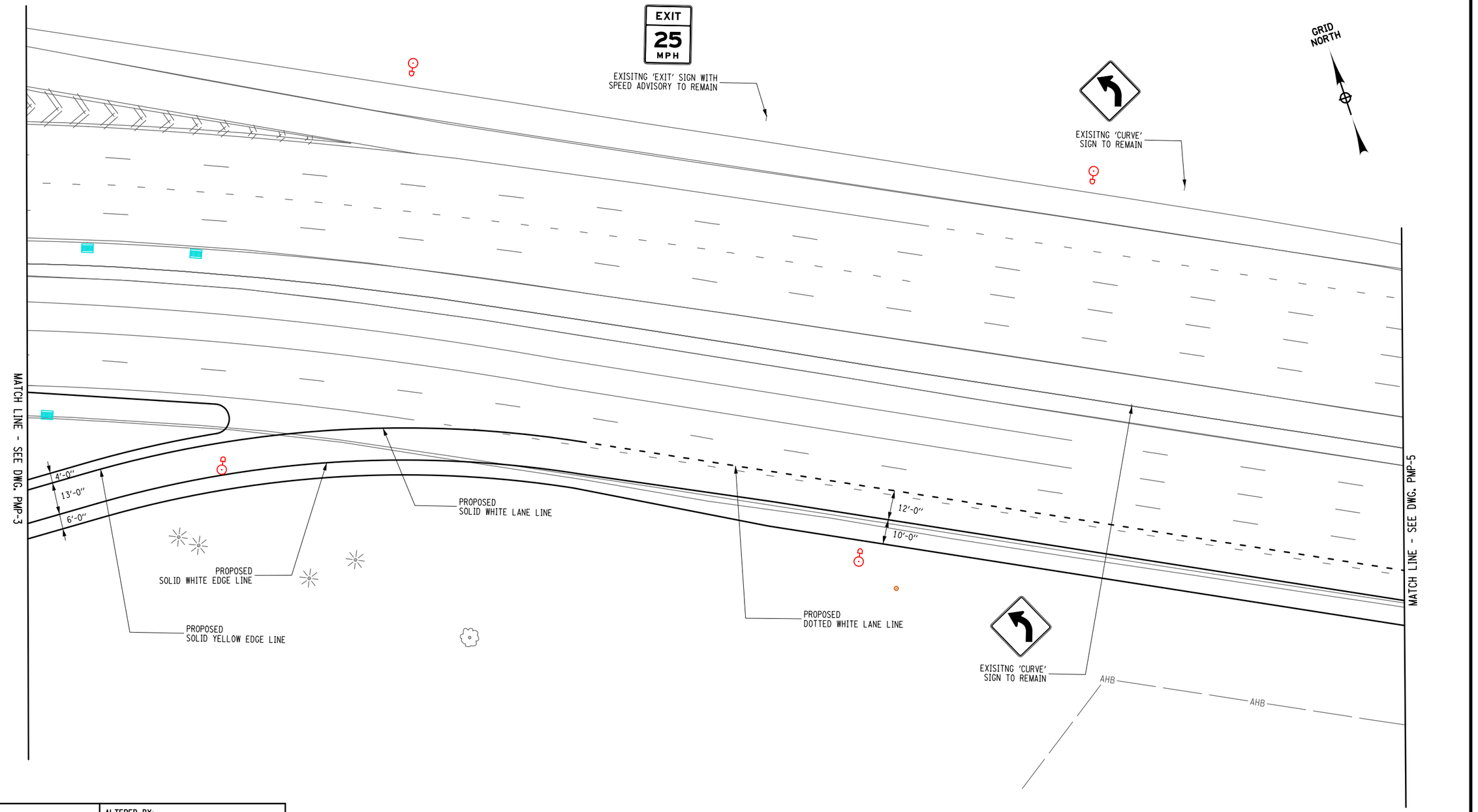
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DESIGN

JOB MANAGER

DESIGN SUPERVISOR

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DATE/TIME = 1/28/2025
USER = V.A.



AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD
COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

SIGNAGE AND PAVEMENT MARKING PLANS

CONTRACT NUMBER

DRAWING NO. PMP-4
SHEET NO. 25

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

Stantec

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

REGION 10
PROJECT MANAGER

REGION 10
PROJECT SUPERVISOR

DRAFTING

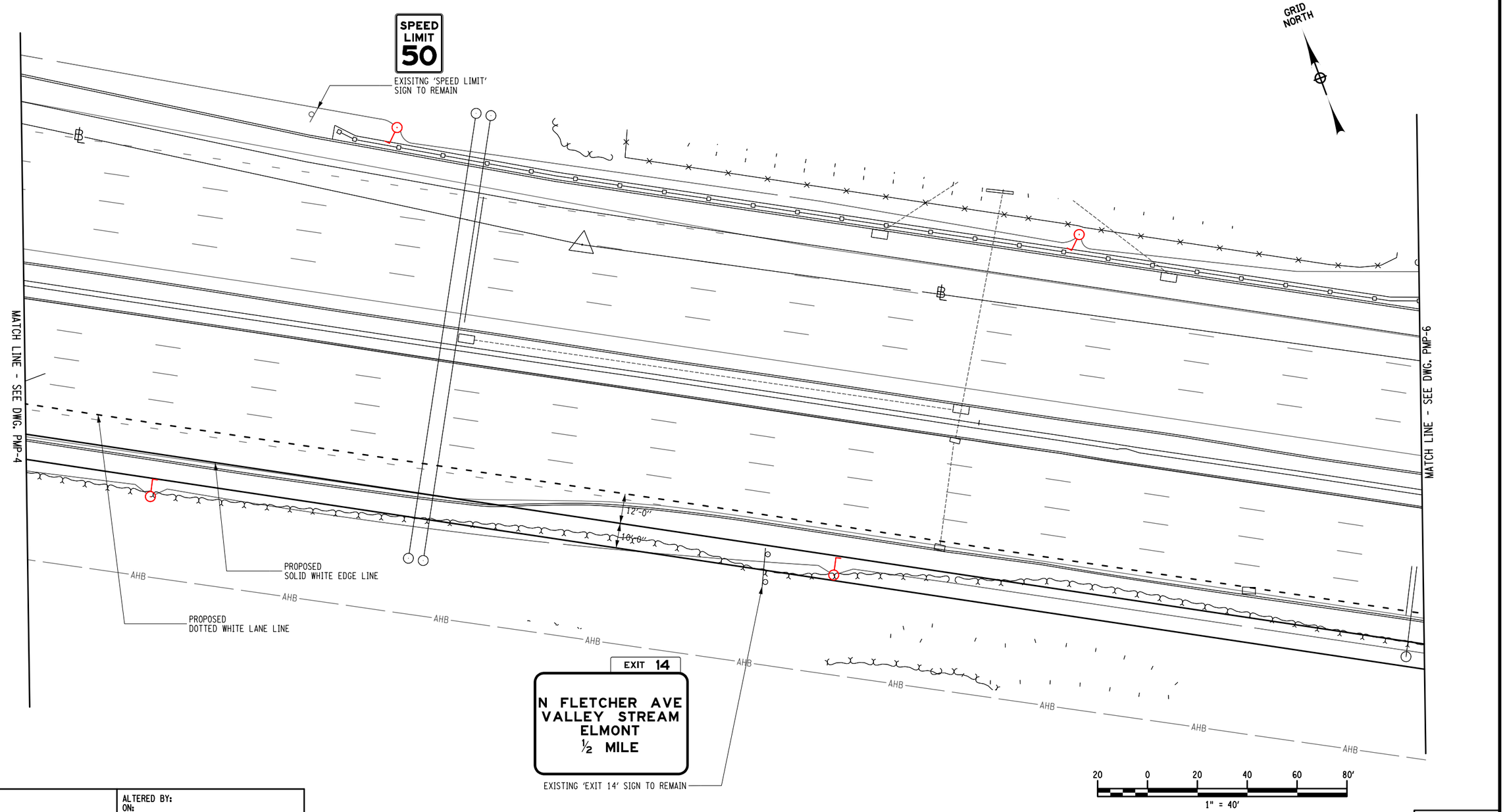
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DESIGN

JOB MANAGER

DESIGN SUPERVISOR

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DATE/TIME = 1/28/2025
USER = V.A.



AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD
COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

CONTRACT NUMBER

SIGNAGE AND
PAVEMENT MARKING PLANS

DRAWING NO. PMP-5
SHEET NO. 26

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

Stantec

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

REGION 10
PROJECT MANAGER

REGION 10
PROJECT SUPERVISOR

DRAFTING

CHECK

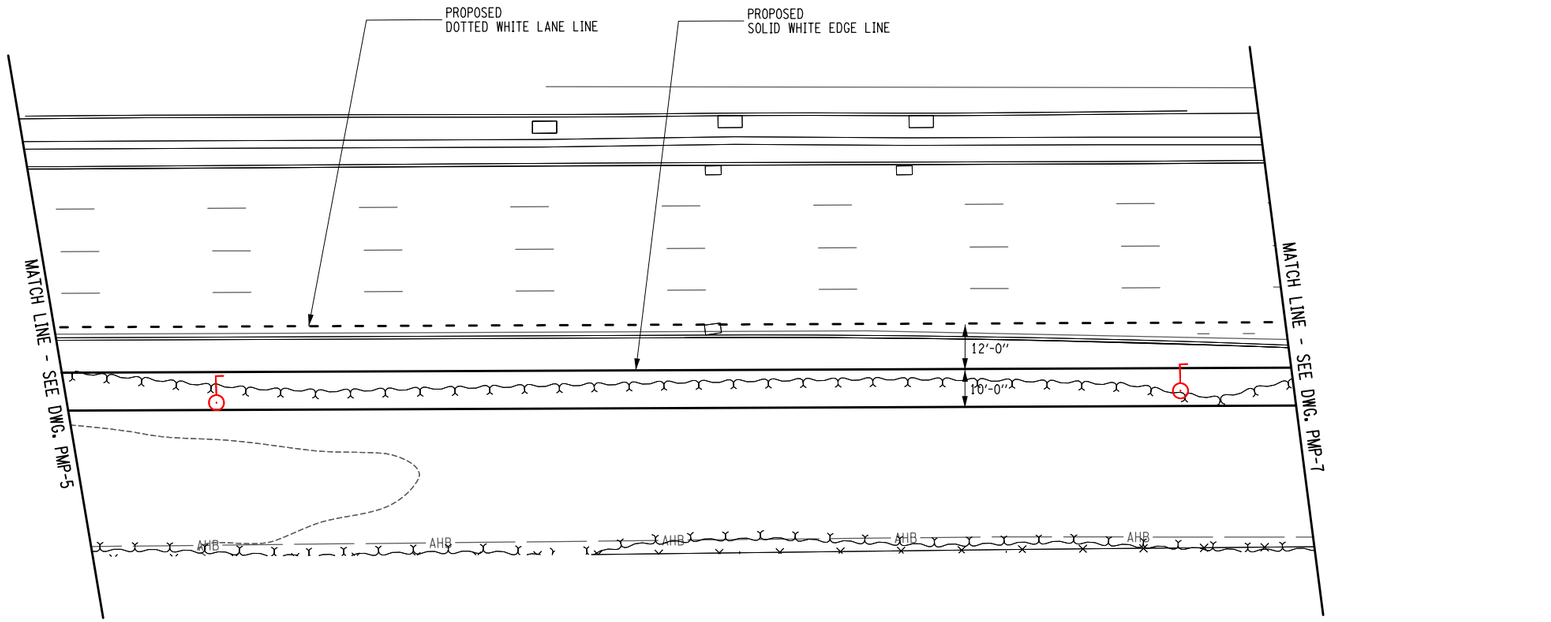
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JOB MANAGER

DESIGN SUPERVISOR

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DATE/TIME = 1/28/2025
USER = V.A.

GRID NORTH



20 0 20 40 60 80'
1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

Stantec

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		PIN 0534.87	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION AT CENTRAL AVE / LINDEN BLVD TOWN OF HEMPSTEAD COUNTY: NASSAU REGION: 10				SIGNAGE AND PAVEMENT MARKING PLANS	DRAWING NO. PMP-6 SHEET NO. 27

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

REGION 10
PROJECT MANAGER

REGION 10
PROJECT SUPERVISOR

DRAFTING

DESIGN

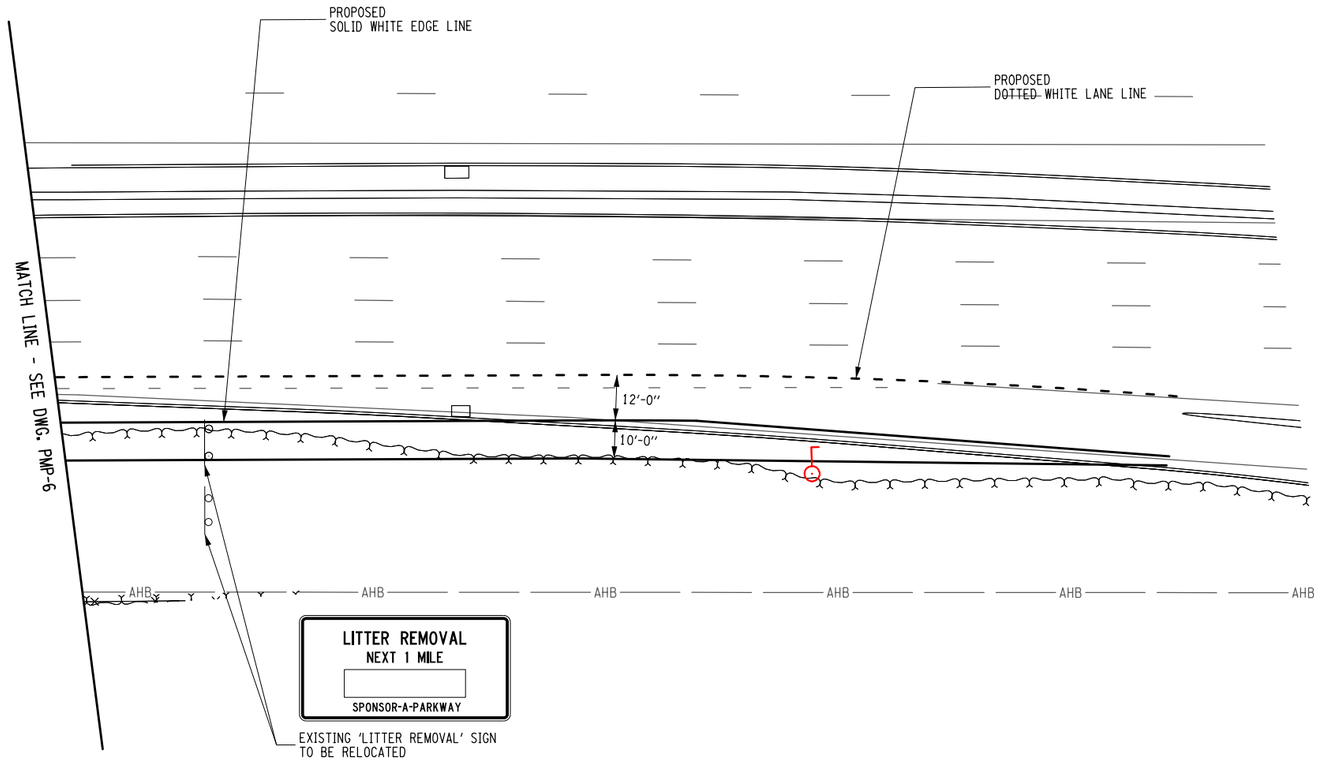
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JOB MANAGER

DESIGN SUPERVISOR

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DATE/TIME = 1/28/2025
USER = V.A.

GRID NORTH



20 0 20 40 60 80'
1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

Stantec

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD
COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

CONTRACT NUMBER

SIGNAGE AND
PAVEMENT MARKING PLANS

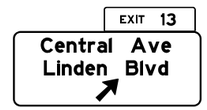
DRAWING NO. PMP-7
SHEET NO. 28

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

SIGNING NOTES:

1. SIGN LOCATIONS AS SHOWN ON PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL INSTALL NEW SIGNS AND RELOCATE EXISTING SIGNS IN ACCORDANCE WITH THE MUTCD AND NYS SUPPLEMENT.
2. THE COLOR IS ONLY SHOWN WHEN THERE IS AN OPTION THAT MUST BE SPECIFIED.
3. THE AREA AND PAYMENT AREA FOR SIGNS ARE FROM THE APPLICABLE STANDARD SHEETS OR SIGN FACE LAYOUTS.

DESIGNATION & COLOR (SEE NOTE 2)	LOCATION	TEXT	ITEM	SIZE AREA (SEE NOTE 3)	PAYMENT AREA (SEE NOTE 3) TOTAL PAYMENT AREA
E1-5P E1-2	1-1				
E5-1A W13-1AP	1-2				
D1-2	2-1				
	3-1				

ITEM NO. REFERENCE:

ITEM NO.	DESCRIPTION
645.5102	GROUND-MOUNTED SIGN PANELS LESS THAN OR EQUAL TO 30 SF, WITH Z-BARS

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD
COUNTY: NASSAU REGION: 10

PIN 0534.87 | BRIDGES | CULVERTS

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

SIGN DATA TABLE

CONTRACT NUMBER

DRAWING NO. SDT-1
SHEET NO. 29

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

Stantec

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

REGION 10 PROJECT MANAGER
REGION 10 PROJECT SUPERVISOR
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME = U:\192311302\08.SSP Exit 13\cadd\plotsheets\sgn\0534.87_CPH.SDT-1_SignDataTable.dgn
DATE/TIME = 1/28/2025
USER = V.A.

GRID NORTH

SOUTHERN STATE PARKWAY (WB)

SOUTHERN STATE PARKWAY (EB)

CONCRETE MEDIAN BARRIER (TO REMAIN)

EXISITING DRAINAGE STRUCTURE TO REMAIN

ABANDON EXISTING PIPE (56 FEET)

ABANDON EXISTING PIPE (800 FEET)

EXISITING DRAINAGE STRUCTURE TO BE REMOVED

PROPOSED DRAINAGE STRUCTURE

SEE NOTE 1.

SEE NOTE 2.

EXIT 13S

EXISTING UTILITY SIGN POLE TO BE RELOCATED

RELOCATED UTILITY SIGN POLE

EXISTING UTILITY SIGN POLE TO BE RELOCATED

RELOCATED UTILITY SIGN POLE

EXISTING UTILITY SIGN POLE TO BE RELOCATED

EXISTING UTILITY SIGN POLE TO BE RELOCATED

RELOCATED UTILITY SIGN POLE

RELOCATED UTILITY SIGN POLE

10+00 11+00 12+00 13+00 14+00 15+00

45 45 45 46 46 45 44

MATCH LINE - SEE DWG. DUP-2

NOTES:

1. CATCH BASIN WATER FLOWS IN WEST DIRECTION TO ANOTHER CATCH BASIN OUTSIDE OF OUR SCOPE. LOCATED APPROX 800 FEET WEST

2. PIPE SIZE TO REMAIN THE SAME AS EXISTING (30 INCHES)

20 0 20 40 60 80'

1" = 40'

PROJECT MANAGER

CHECK

DRAFTING

CHECK

DESIGN

JOB MANAGER

DESIGN SUPERVISOR

FILE NAME =
DATE/TIME = 24-JAN-2025 16:01
USER = rmartinez

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD

COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

DRAINAGE AND UTILITY 1 OF 5

CONTRACT NUMBER

DRAWING NO. DUP-1

SHEET NO. 30

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

MUÑOZ ENGINEERING

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

GRID NORTH

SOUTHERN STATE PARKWAY (EB)

PROPOSED DRAINAGE STRUCTURE

EXISTING DRAINAGE STRUCTURE TO BE REMOVED

PROPOSED UTILITY POLE

CENTRAL AVENUE

EXISTING DRAINAGE STRUCTURE TO REMAIN

EXISTING UTILITY POLE TO BE REMOVED

MATCH LINE - SEE DWG. DUP-1

MATCH LINE - SEE DWG. DUP-3

EXIT 13S

EXIT 13N

ABANDON EXISTING PIPE (195')

EXISTING STRUCTURE TO BE REMOVED

RELOCATED DRAINAGE STRUCTURE

LENGTH: APPROX. 195 FEET
SIZE: 12"

EXISTING DRAINAGE STRUCTURE TO REMAIN

EXISTING DRAINAGE STRUCTURE TO REMAIN

EDGE OF PAVEMENT

20 0 20 40 60 80'

1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD

COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

DRAINAGE AND UTILITY 2 OF 5

CONTRACT NUMBER

DRAWING NO. DUP-2

SHEET NO. 31

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

MUÑOZ ENGINEERING

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME =
DATE/TIME = 24-JAN-2025 15:18
USER = rmartinez

GRID NORTH

SOUTHERN STATE PARKWAY (WB)

SOUTHERN STATE PARKWAY (EB)

EXISTING UTILITY POLE TO BE RELOCATED

RELOCATED UTILITY POLE

EXIT 13N

MATCH LINE - SEE DWG. DUP-2

MATCH LINE - SEE DWG. DUP-4

13+00 14+00 15+00 16+00 17+00 18+00

PI 12+68.76

PI 14+60.27

20 0 20 40 60 80'

1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD

COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

DRAINAGE AND UTILITY 3 OF 5

CONTRACT NUMBER

DRAWING NO. DUP-3

SHEET NO. 32

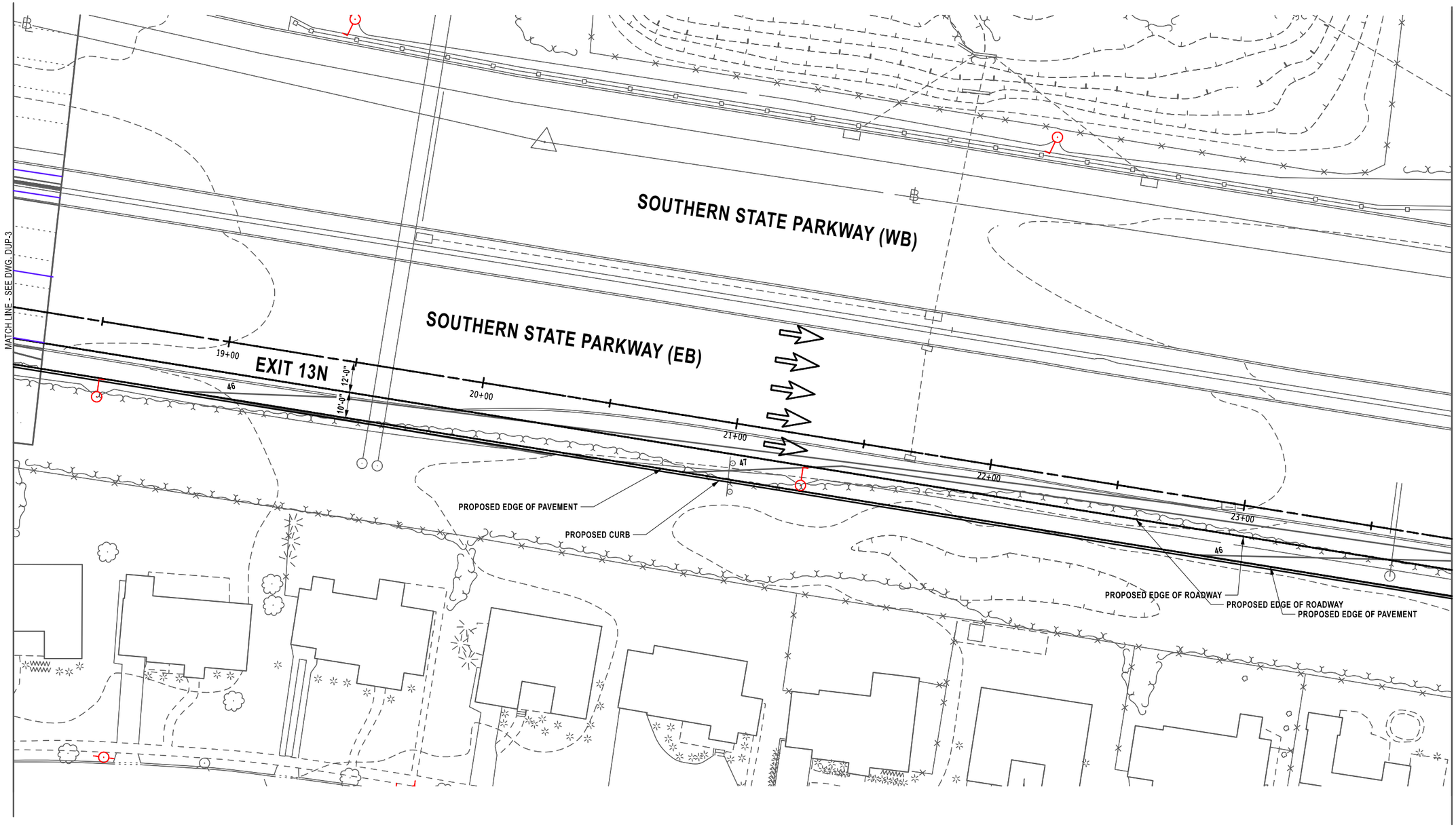
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

MUÑOZ ENGINEERING

PROJECT MANAGER
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DRAFTING
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME =
DATE/TIME = 24-JAN-2025 13:33
USER = babdelhalim



20 0 20 40 60 80'

1" = 40'

PROJECT MANAGER
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DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME =
DATE/TIME = 23-JAN-2025 17:36
USER = rmartinez

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD

COUNTY: NASSAU REGION: 10

PIN | BRIDGES | CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

DRAINAGE AND UTILITY 4 OF 5

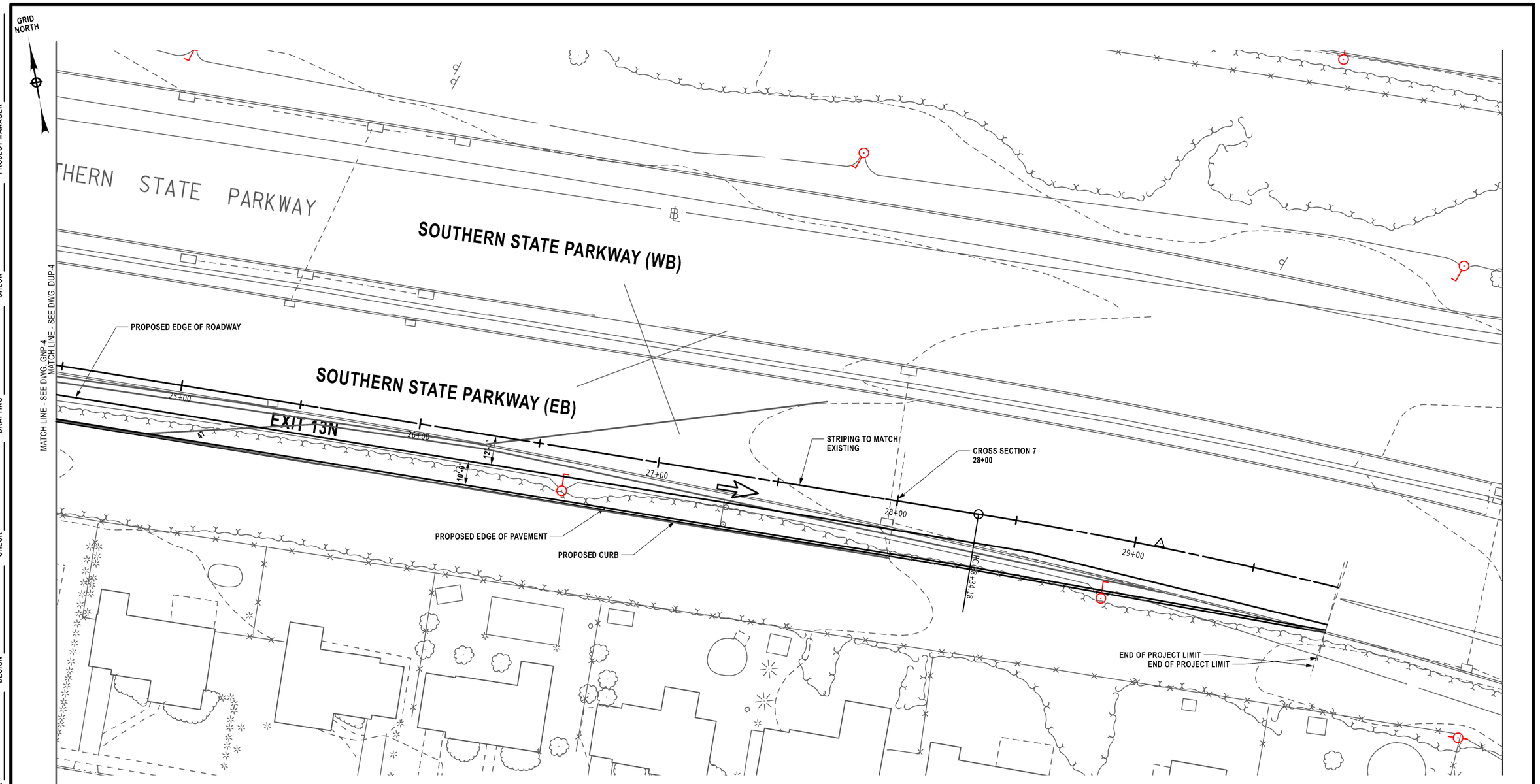
CONTRACT NUMBER

DRAWING NO. DUP-4
SHEET NO. 33

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

MUÑOZ ENGINEERING

NEW YORK STATE OF OPPORTUNITY. Department of Transportation



PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME =
DATE/TIME = 23-JAN-2025 16:40
USER = babdelhalim

AFFIX SEAL: ON:	ALTERED BY: ..... ON: .....

MUÑOZ ENGINEERING

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
.....
.....
.....
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.....
.....

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD

COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

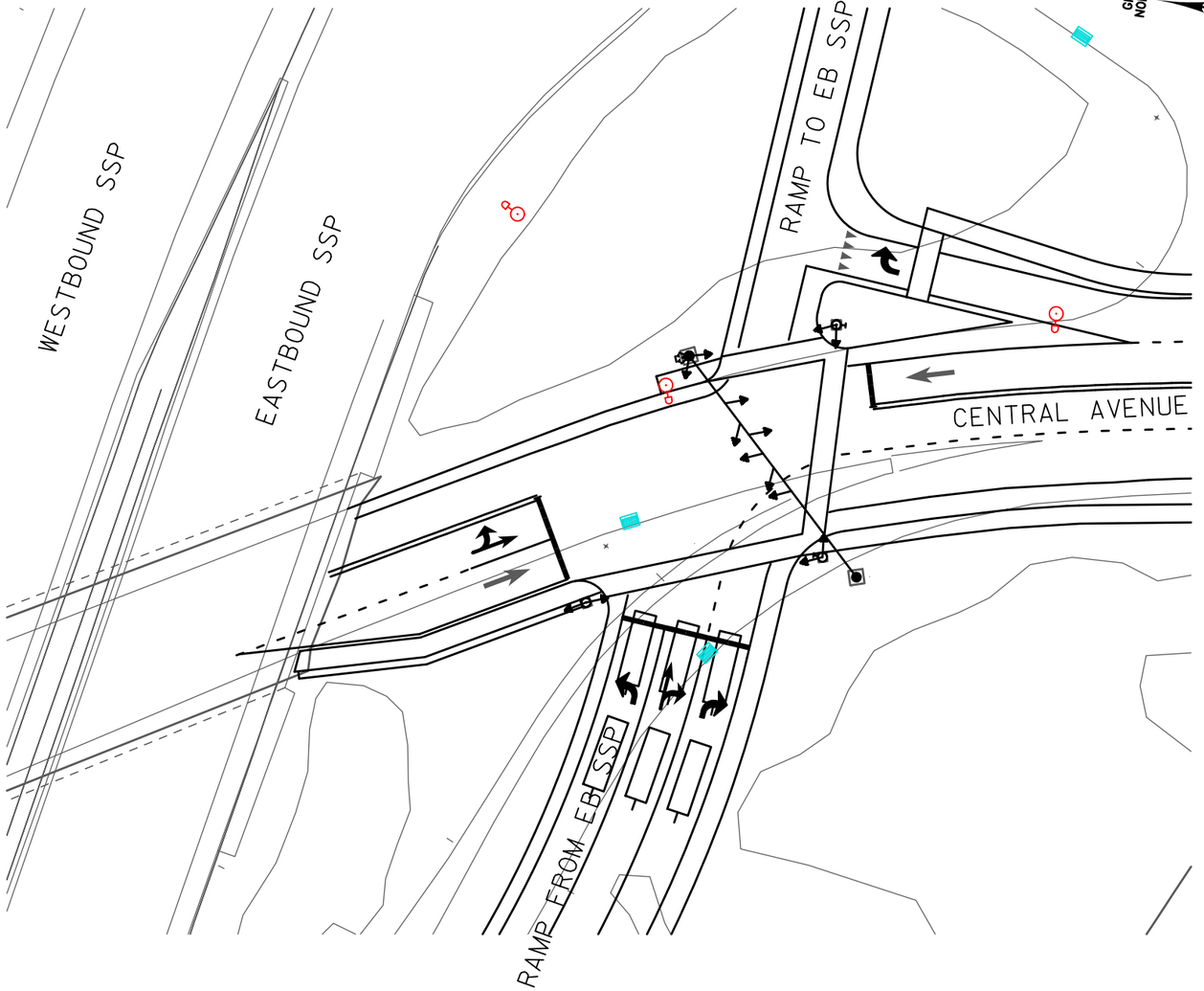
DRAINAGE AND UTILITY 5 OF 5

CONTRACT NUMBER

DRAWING NO. DUP-5
SHEET NO. 34

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation



REGION 10 PROJECT MANAGER

REGION 10 PROJECT SUPERVISOR

DRAFTING

DESIGN SUPERVISOR

JOB MANAGER

DESIGN

CHECK

FILE NAME = U:\1923113021\08.SSP Exit 13\cadd\plotsheets\trf\0534.87_CPH_TSP_Traffic Signal Plan.dgn
DATE/TIME = 1/28/2025
USER = V.A.

AFFIX SEAL: ON:	ALTERED BY: ON:

SIGNAL NO.

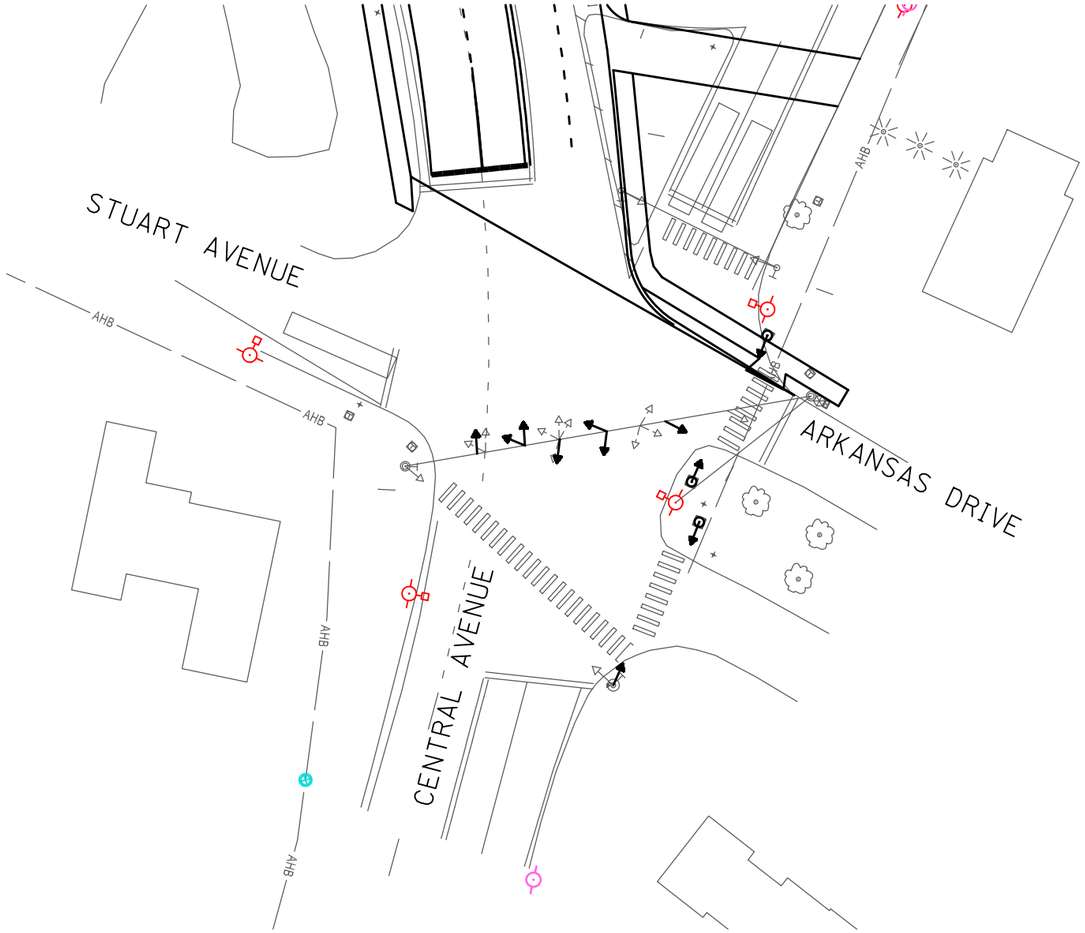
20 0 20 40 60 80′
1" = 40′

Stantec

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		PIN 0534.87	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION				TRAFFIC SIGNAL PLAN EB SSP RAMPS AT CENTRAL AVE	DRAWING NO. TSP-1
	AT CENTRAL AVE / LINDEN BLVD					
	TOWN OF HEMPSTEAD					SHEET NO. 35
	COUNTY: NASSAU REGION: 10				SIGNAL NUMBER	

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation



GRID NORTH

REGION 10 PROJECT MANAGER

REGION 10 PROJECT SUPERVISOR

DRAFTING

DESIGN SUPERVISOR

JOB MANAGER

DESIGN

CHECK

FILE NAME = U:\1923113021\08.SSP Exit 13\caadd\plotsheets\trf\0534.87_CPH_TSP_Traffic Signal Plan-2.dgn
DATE/TIME = 1/28/2025
USER = V.A.

AFFIX SEAL: ON: _____	ALTERED BY: ON: _____

SIGNAL NO. 5339

20 0 20 40 60 80′
1" = 40′

Stantec

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		PIN 0534.87	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION AT CENTRAL AVE / LINDEN BLVD TOWN OF HEMPSTEAD COUNTY: NASSAU REGION: 10				TRAFFIC SIGNAL PLAN STUART AVE / ARKANSAS DR AT CENTRAL AVE SIGNAL NUMBER 5339	DRAWING NO. TSP-2 SHEET NO. 36

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

NEW YORK STATE | Department of Transportation

PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX B

Environmental Information

NEW YORK STATE | Department of Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

MEMORANDUM

TO: **Regional Design Engineer/ RPPM**

FROM: **A. Feng, Project Manager** A.F.

SUBJECT: ***Recommended NEPA CE Determination***
PIN 0534.87
Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead, Nassau County

DATE: **9/15/2025**

The Federal Environmental Approval Worksheet (FEAW) has been completed using the FEAW Thresholds document (Version 5.0) and includes the conclusions that:

- No unusual circumstances exist per 23 CFR 771.117(b)
- The project meets the description of 23 CFR 771.117 d(13) "Highway safety or traffic operations improvement projects - does not meet constraints in paragraph (e) of 23 CFR 771.117." . 23 CFR 771.117(c)(26)) but does not meet constraints in paragraph (e)(5) of 23 CFR 771.117, changes in access control. Therefore, this project is classified as 23 CFR 771.117: d(13).

The project will not cause any significant environmental impacts.

This action is considered a Federal Aid Highway Project (FAHP) and is subject to the Programmatic Agreement between the Federal Highway Administration (FHWA) New York Division and the New York State Department of Transportation (NYSDOT) regarding the processing of actions classified as categorical exclusions (CE) for federal-aid highway projects (PARCE 2022) and meets the conditions for FAHP under which the NYSDOT may make the CE Determination.

The completed, signed FEAW is attached to this memo and both documents will be retained in the Design Approval Document (DAD). The DAD will also address and document the applicable environmental requirements identified in the FEAW. Based on the recommendation in the FEAW, the Regional Director's signature on the CE Determination line of the Project Approval Sheet of the DAD will indicate the NYSDOT's determination that the project qualifies as a CE (Class II) under the National Environmental Policy Act (NEPA).

The CE determination is not considered made until that signature is present. If those procedures are followed, no separate review of the CE determination by the FHWA is required under the PARCE 2022.

For questions or additional information, please contact Alvin Feng at (631) 952-6105,or by email at alvin.feng@dot.ny.gov.

Attachments

ecc: MOPL with FEAW only

NEW YORK STATE | Department of Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

RICHARD B. CAUSIN, P.E.
Regional Director

5/15/2025

VIA EMAIL
Richard J. Marquis, Division Administrator
Federal Highway Administration
Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
C/O Chris Gatchell, chris.gatchell@dot.gov

RE: SECTION 106 DETERMINATION REQUEST
PIN 0534.87
Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramp (Exit 13) Reconstruction
Town of Hempstead, Nassau County
25PR02732

Dear Mr. Marquis:

The New York State Department of Transportation (NYSDOT) is progressing the subject federally funded transportation project. This undertaking is subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulation, 36 CFR Part 800: *Protection of Historic Properties*.

The project proposes to reconstruct the Southern State Parkway at Exit 13 (Central Avenue/Linden Boulevard) interchange. This will enhance the safety of the traveling Public. The work being done involves reconfiguring the existing eastbound ramps to and from Central Avenue to resemble a diamond style ramp configuration on the southern portion of the interchange. The ramp intersection with Central Avenue is to be controlled by traffic signal. This is shown in attachment: PIN 0534.87_Pelminary Plans.

The reconfiguration shall include the following:

1. Realign the eastbound Exit 13S ramp to cross Central Avenue at a skewed angle rather than turning and tying in with southbound Central Avenue. The realignment allows the northbound and southbound movement off the exit-ramp. The intersection will be controlled by traffic signal approximately 85 feet south of existing SSP mainline over Central Avenue bridge.

2. Eliminate the existing eastbound Exit 13N loop ramp as the reconfigured eastbound Exit 13S accounts for the northbound and southbound movements exiting the Southern State Parkway.

3. Redesign the eastbound Southern State Parkway entry ramp to be in-line with the reconfigured eastbound Exit 13S ramp, creating a skewed four (4) legged intersection with Central Avenue.

Consultation for the subject project with the New York State Historic Preservation Officer (SHPO) and the Delaware Nation, Delaware Tribe, Shinnecock Indian Nation, and the Stockbridge-Munsee Community Band of Mohican Indians was initiated on March 27, 2025. These consultation letters contained location and Area of Potential Effect (APE) maps, a description of the undertaking, requested assistance in identifying historic properties that may have not been identified as part of the initial screening, and recommended a finding of No Historic Properties Affected, based on the proposed scope of work. On March 28, 2025, the State Historic Preservation Office (SHPO) issued a concurrence with our determination that the proposed undertaking will result in No Historic Properties Affected. See the attachment: SHPO_to_NYSDOT_Letter, for SHPOs official response. The Stockbridge-Munsee Community Band of Mohican Indians also concurred with this determination and requested that their inadvertent discovery policy be incorporated into the project. This request has been implemented. On April 24, 2024, a follow-up email was sent to the remaining tribal nations as a reminder. As of this date, no additional responses have been received.

The FHWA Area Engineer was copied on all outgoing correspondences from NYSDOT.

Based on the results of the Section 106 consultation, the NYSDOT recommends that, in accordance with 36 CFR 800.4(d)(1), there are **No Historic Properties Affected** by this undertaking. By countersigning below, the FHWA is issuing a determination of No Historic Properties Affected and confirming that the requirements of 36 CFR 800 have been met.

If you have any questions or concerns, please contact me at 631-952-6653 or crystal.peritz@dot.ny.gov.

Sincerely,
Crystal Peritz
Regional Cultural Resources Coordinator, Region 10

Based on the information provided, FHWA has determined the above-described action will result in *No Historic Properties Affected* under 36 CFR 800.

CHRISTOPHER W GATCHELL

Digitally signed by CHRISTOPHER W GATCHELL
Date: 2025.07.01 09:20:49 -04'00'

Chris Gatchell, FHWA, Area Engineer _____ Date

Enclosures: SHPO_to_NYSDOT_Letter

cc: Chris Gatchell, Area Engineer, FHWA
Alvin Feng, Project Manager/Designer, NYSDOT Region 10
Sheref Fathi, Regional Environmental Unit Supervisor, NYSDOT Region 10
Victoria Rose, Cultural Resource Specialist, NYSDOT
Glenn Murrell, NYSDOT, Deputy Regional Director
Joseph Aufiero, Squad Leader, NYSOT, Region 10

New York State
Parks, Recreation and
Historic Preservation

KATHY HOCHUL
Governor

RANDY SIMONS
Commissioner Pro Tempore

March 28, 2025

Crystal Peritz
Department of Transportation
Region 10 Landscape/Environment Group
250 Veterans Memorial Highway
Hauppauge, NY 11788

Re: FHWA
PIN 0534.87 Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramp (Exit 13) Reconstruction
25PR02732

Dear Crystal Peritz:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project.

Based on this review, the SHPO concurs with your agency's determination that there will be No Historic Properties Affected by the proposed undertaking.

If you have any questions, I can be reached at Jessica.Vavrasek@parks.ny.gov.

Sincerely,

Jessica Vavrasek

Jessica Vavrasek, Ph.D.
Scientist – Archaeology/NAGPRA

Federal Environmental Approval Worksheet

PIN: 0534.87	Completed by: Liana Alongi	Date Completed: 8/7/25	FUNDING TYPE: Federal
TITLE/PUBLIC DESCRIPTION: The purpose of this project is to enhance safety and improve mobility by reconfiguring the Southern State Parkway Eastbound Exit/Enterance Interchange to/from Central Ave/Linden Blvd (Exits 13S/13N)			NEPA CLASS: Class II: CE SEQR TYPE: Type II

LOCALITY (Village, Town, City): Town of Hempstead	COUNTY: Nassau	Action Type: Federal Aid Highway Project	Is this a Reevaluation? **No**

Purpose of this Worksheet:

- Implement the ***P**rogrammatic **A**greement Between the Federal Highway Administration, New York Division (FHWA), and the New York State Department of Transportation (NYSDOT) **R**egarding the Processing of Actions Classified as **C**ategorical **E**xclusions (CEs) for Federal-Aid Highway Projects* (PARCE), executed September 2022.
- Communicate the project National Environmental Policy Act (NEPA) classification and identify whether the FHWA or the NYSDOT (titles identified per Project Development Manual (PDM) Chapter 4, Exhibit 4-2) is making the CE determination.
- Identify any FHWA independent determinations, approvals and/or concurrences required before the CE determination can be made.
- To be included within the Design Approval Document (DAD[1]) in accordance with the documentation requirements in the PARCE.

Categorical Exclusion (CE) - a category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a Federal agency. Actions that do not individually or cumulatively have a significant environmental effect are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS) (23 CFR 771.115(b)).

Instructions:

Initial review of the Federal Environmental Approval Worksheet (FEAW) should occur in scoping or early in Design Phase I to identify potential risks. Complete new review of the FEAW periodically, particularly if project parameters or site condition changes result in potential resource impacts. Completion of the FEAW with signature in Step 4 is required prior to Design Approval. See PDM Chapter 4 for additional details.

Step 1A: Unusual Circumstances Threshold Determination –

Do any, or the potential for any, unusual circumstances exist:

- Significant environmental impacts (23 CFR 771.117(b)) **YES☐ NO☒**
- Substantial controversy on environmental grounds (23 CFR 771.117(b)) **YES☐ NO☒**
- Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act (23 CFR 771.117(b)) **YES☐ NO☒**
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the project (23 CFR 771.117(b)) **YES☐ NO☒**
- Residential or non-residential displacements (FHWA-NY Division identified circumstance[2]) **YES☐ NO☒**
- Conversion of a road segment from non-tolling to tolling, or the construction of a new highway or bridge with tolling proposed (FHWA-NY Division identified circumstance) **YES☐ NO☒**

If yes to any of the above, contact the Main Office Project Liaison (MOPL) (see PDM Exhibit 4-1). Any project which would normally be classified as a CE but could involve unusual circumstances (or even uncertainty) will require consultation with the Office of Environment (OOE) and subsequently with the FHWA to determine if CE classification is still warranted. If, after consultation with the FHWA, it is determined that the project cannot be progressed as a CE, **skip to step 4** and see PDM Chapter 4 for NEPA Class I (EIS) or Class III (EA) processing. If, after consultation with the FHWA, it is determined that the project can be progressed as a CE, **proceed to step 1B.**

If no to all the above, then this project qualifies as a CE; **proceed to step 1B.**

Step 1B: Identification of CE action

Is the project an action listed in 23 CFR 771.117 (c) - (d) (or as identified in FHWA's additional flexibilities memo)?
YES☒ NO☐

If Yes, proceed to step 2.

[1] For FHWA actions not associated with a project (no DAD), include the FEAW in the appropriate documentation for that action.
[2] See additional discussion on FHWA-NY unusual circumstances in the FEAW Instructions document.

If No, contact the MOPL (see PDM Exhibit 4-1). If, after consultation with the OOE and the FHWA, it is determined that the project cannot be progressed as a CE, **skip to step 4** and see PDM Chapter 4 for NEPA Class I (EIS) or Class III (EA) processing. If, after consultation with the FHWA, it is determined that the project can continue as a CE, **proceed to step 2.**

Federal Environmental Approval Worksheet

Project ID Number: 0534.87

Step 2: FHWA environmental actions required prior to CE determination[3]

The Step 2 table identifies certain issues that require: the FHWA to make the CE determination (Column A and 2.4); independent FHWA determinations (2.1); FHWA approvals, compliance, or concurrence (2.2); or notification to the FHWA (2.3). Review ***the FEAW Thresholds document*** to determine how to fill out each column of Step 2.

2.1	Required FHWA Independent environmental determinations	PARCE threshold exceeded[4]	FHWA independent determination/ concurrence required	Date Federal determination/ concurrence issued	Resource not present, or present but threshold not exceeded
		A	B	B1	C
Executive Order (EO) 11990 Protection of Wetlands Individual Finding			☐	Date Issued	☒
ESA Section 7 Threatened and Endangered Species		☐	☐	6/13/2025	☒
Section 106 of National Historic Preservation Act		☐	☒	7/1/2025	☐
Section 4(f) (Park, Wildlife Refuge, Historic Sites, and National Wild and Scenic Rivers)		☐	☐	Date Issued	☒
2.2	**Other FHWA environmental approvals, compliance and/or concurrence required**	**PARCE threshold exceeded[4]**	**Threshold exceeded; FHWA approval, compliance or concurrence required**		**Resource not present, or present but threshold not exceeded**
EO 11988 Floodplains		☐	☐		☒
US Army Corps of Engineers Permitting		☐	☐		☒
Section 6(f) Land and Water Conservation Funds		☐	☐		☒
Safe Drinking Water Act Section 1424(e)			☐		☒
Migratory Bird Treaty Act			☐		☒
23 CFR 772 Type I Noise abatement			☐		☒
2.3	**Other Environmental Issues requiring FHWA notification**	**PARCE threshold exceeded[4]**	**FHWA notification threshold exceeded**		**Resource not present, or present but threshold not exceeded**
National Wild and Scenic Rivers		☐	☐		☒
US Coast Guard Bridge Permit		☐	☐		☒
Known hazardous waste site (only EPA National Priority list)			☐		☒
Project on or affecting Native American Lands			☐		☒
2.4	**Other Issues Triggering FHWA Approval of Categorical Exclusion**	**PARCE threshold exceeded[4]**			**Resource not present, or present but threshold not exceeded**
Property Acquisition		☐			☒
Major Traffic Disruptions		☐			☒
Changes in Access Control		☐			☒

[3] **This table does not represent all environmental issues and actions to which a project is subject to.** Classification as a CE does not exempt the project from further environmental review. Refer to the PDM Appendix A and The Transportation Environmental Manual (TEM) to determine review requirements.

[4] When PARCE threshold is exceeded, the NYSDOT recommends that the project qualifies as a CE and requests the FHWA make the CE determination. Information on PARCE specific thresholds is contained within ***the FEAW Thresholds document.***

Federal Environmental Approval Worksheet

Project ID Number: 0534.87

Step 3: Who makes the NEPA CE Determination?

To identify which party, either the FHWA or the NYSDOT, makes the CE determination in accordance with the PARCE, follow the instructions found in the table below, beginning in Step 3A. This step also identifies which correspondence shell to use to distribute the FEAW and other environmental notifications or approvals.

3	**Determine whether the FHWA or the NYSDOT makes the CE determination and whether additional notifications or approvals are required.**
3A	**Is the project an action listed in 23 CFR 771.117 (c) - (d)** (Answered yes in Step 1B)? **YES** ☒ If Yes, **proceed to 3B.** **NO** ☐ If No, the FHWA makes the CE determination. • For **Locally Administered Federal Aid Projects only**, the DAD, the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the Regional Planning and Program Manager (RPPM) to the FHWA directly using **FAHP Shell 4.** • For all other actions, the DAD[5] and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using **FAHP Shell 3, ID/IQ Shell 3** or using appropriate **ROW transmittal**. **Proceed to Step 4.**
3B	**Are any of the CE Thresholds from the PARCE exceeded** (Are there any checks in Column A of Step 2)? **YES** ☐ If Yes, the FHWA makes the CE determination. • For **Locally Administered Federal Aid Projects only**, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the RPPM to the FHWA directly using FAHP **Shell 4.** • For all other actions, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using **FAHP Shell 3, ID/IQ Shell 3** or using appropriate **ROW transmittal**. **Proceed to Step 4.** **NO** ☒ If No, **proceed to 3C.**
3C	**Are there outstanding independent environmental approvals or concurrences?** (Are there checks in column B of Step 2.1 without dates in column B1)? **YES** ☐ If Yes, then the FHWA makes the CE determination. • For **Locally Administered Federal Aid Projects only**, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the RPPM to the FHWA directly using FAHP **Shell 4.** • For all other actions, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using **FAHP Shell 3, ID/IQ Shell 3** or using appropriate **ROW transmittal**. **Proceed to Step 4.** **NO** ☒ If No, the NYSDOT makes the NEPA CE determination. **Proceed to 3D.**

[5] For non-FAHP actions that do not have a DAD, a detailed description of the action and environmental documentation is sent in lieu of a DAD.

Federal Environmental Approval Worksheet

Project ID Number: 0534.87

3D	**Are there** ☐ any circumstances requiring demonstration of applicable EO compliance (any checks in column B of Table 2.2); or ☐ any issues requiring the FHWA environmental notification (any checks in column B of Table 2.3)? ☐ If **either** box is checked, **once all required approvals and concurrences have been secured,** the NYSDOT makes the CE determination, but the information must be forwarded to FHWA for notification or action prior to Design Approval for FAHP (prior to physical construction for ID/IQ, or prior to RD approval for ROW actions) using **FAHP Shell 1** (can also be used for ROW actions), **For ID/IQ, Shell 1 is sent to notify FHWA (and request concurrence if needed). ID/IQ Shell 2 is also used to request RD signature once FHWA response is received).** **Proceed to step 4.** ☒ If **neither** box is checked, **once all required approvals and concurrences have been secured,** the NYSDOT makes the CE determination without notification to the FHWA. The project will use **FAHP Shell 2, ID/IQ Shell 2** or appropriate **ROW transmittal**. **Proceed to step 4.**

Step 4: Summary and Recommendation

- The project location(s) **is** located within an area subject to transportation air quality conformity.
  - **If the project is within such areas, the NEPA process may not be completed until all transportation conformity requirements are met[6].**
  - Transportation conformity requirements **have been met at time of signature.**
- This project does qualify to be progressed as a Categorical Exclusion.
- The NEPA Determination will be made by NYSDOT
- The Action meets the conditions of the listed CE at 23 CFR 771.117: d(13) "Highway safety or traffic operations imnprovement projects - does not meet constraints in paragraph (e) of 23 CFR 771.117." [7]
- All outstanding FHWA environmental approvals will be obtained and are listed here:

- All the conditions of the PARCE are addressed herein (or within the DAD or attachments).

I certify that the information provided above is true and accurate and recommend the project be processed as described above.

Project Manager/Designer (or Responsible Local Official)[8] × _____ Date 8/8/2025

Print Name and Title: Alvin Feng, PE-2

Regional Environmental Unit Supervisor × _____ Date 8/8/2025

Print Name and Title: Sheref Fathi, ES-3

Regional Local Project Liaison (Locally Administered Projects Only) × _____ Date _____

Print Name and Title: _____

Changes that may have occurred since the preparation of the FEAW which would create the need to review the FEAW again include but are not limited to triggers for reevaluations described in PDM Appendix 11 or any expansion in location or scope of the action for non-FAHP actions. Based on the review of the previously certified FEAW, if the current scope of the

[6] See additional information on conformity *in FEAW_Instructions.doc*
[7] See additional information on identifying (c)26, (c)27 & (c)28 versus d (13) *in FEAW_Instructions.doc*
[8] Or appropriate Permitting/ROW staff for use and occupancy permit or disposal of surplus property

action would change any of the answers to the FEAW and more specifically if any of the determinations within step 2.1 require a new federal determination or concurrence then a new FEAW should be produced and certified.

PIN: 0534.87 **PROJECT NAME:** Southern State Parkway Exit 13 Reconfiguration **Date:** 8/7/25

Section 7 ESA Process for USFWS Species: ESA Transmittal Sheet

Step 4: Documentation. Please complete the appropriate boxes below and complete the documentation as described.

	Out of Range	Activity-Based No Effect	No Effect and No Effect No Suitable Habitat	Bat PBO/PCO IPaC Submittal- MANLAA	Bat PBO/PCO- MALAA	Individual Submission to USFWS (MANLAA, MALAA)	Proposed Species/Proposed Critical Habitat ONLY: No Jeopardy/No Adverse Modification
Northern Long-eared Bat	✔		☐	☐	☐	☐	N/A
Indiana Bat	✔		☐	☐	☐	☐	N/A
Tricolored Bat	✔		☐	☐	☐	☐	☐
Bog Turtle	✔		☐	N/A	N/A	☐	N/A
Mussels	✔		☐	N/A	N/A	☐	☐
Monarch	☐		☐	☐		☐	✔
Karner Blue Butterfly	✔		☐	N/A	N/A	☐	N/A
Other (List Species): Piping Plover, Red Knot			X	N/A	N/A		
Critical Habitat (List Species):	X			N/A	N/A		
Documentation Required	The IPaC Official Species List is included in the DAD.	Record the corresponding number of the activity in the box above. Include this sheet and the IPaC List in the DAD.	NYSDOT submits No Effect determination, with supporting documentation, to FHWA EPS with AE cc'd. Request includes a countersignature line for FHWA. FHWA will concur or not concur.	NYSDOT submits through IPaC w/ FHWA EPS included. Concurrence is obtained if 14 days pass without correspondence from USFWS.	NYSDOT submits determination package to FHWA EPS (cc FHWA AE) for review and initiation of USFWS consultation. Written USFWS concurrence required.	Record the corresponding effect determination in the boxes above. NYSDOT submits either BE or BA to FHWA EPS (cc FHWA AE) for review and initiation of USFWS consultation.	NYSDOT submits determination, with supporting documentation, to FHWA EPS with AE cc'd. Submission includes countersignature line for FHWA. FHWA will concur or not concur.
Submission to FHWA Required?	No	No	Yes	cc: only	Yes	Yes	No (monarch only) Yes (all other species)
Submission to USFWS by DOT via IPAC Required?	No	No	No	Yes	Yes	No	No
Submission to USFWS by FHWA Required?	No	No	No	No	Yes	Yes	No

Instructions: This summary sheet is to be included all submissions to FHWA. A submittal package includes all documentation for all species requiring concurrence with a cover letter requesting concurrence, so that FHWA can make one ESA determination. SEE EACH SPECIES-SPECIFIC PACKAGE FOR SPECIFIC DOCUMENTATION REQUIREMENTS FOR SUBMITTALS. Also, FHWA requires documentation of compliance with ESA in the DAD. *FHWA: When initiating consultation with USFWS, send to fw5es_nyfo@fws.gov, copying the Deputy Field Supervisor.*

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
Phone: (631) 286-0485 Fax: (631) 286-4003

In Reply Refer To: 06/13/2025 14:20:11 UTC
Project Code: 2024-0132447
Project Name: 0534.87 Southern State Parkway Eastbound at Central Ave/Linden Blvd Exit Ramp Reconstruction

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
(631) 286-0485

PROJECT SUMMARY

Project Code: 2024-0132447

Project Name: 0534.87 Southern State Parkway Eastbound at Central Ave/Linden Blvd Exit Ramp Reconstruction

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The purpose of this project is to provide safety and operational enhancements at the eastbound Southern State Parkway Exit 13 to reduce the potential for crashes. The project objectives are to address geometric deficiencies to reduce the potential for crashes by reconfiguringthe SSP EB exist/entrance interchange to/from Central Ave/Linden Blvd and to improve pedestrian mobility on the southern quadrant of the SSP and Central Ave/Linden Blvd interchange by proposing new sidewalk to provide a continuous pedestrian access route along Central Avenue across the SSP.

The project involves reconfiguring the existing eastbound ramps to and from Central Ave to resemble a diamond style ramp configuration on the southern portion of the interchange. The ramp intersection with Central Ave is to be controlled by a traffic signal. The reconfiguration shall include the following:
a) Realign the eastbound Exit 13S ramp to cross Central Ave at a skewed angle rather than turning and tying in with southbound Central Ave. The realignment allows the northbound and southbound movement off the exit-ramp. The intersection will be controlled by a traffic signal approximately 85 ft south of the existing SSP mainline over Central Ave bridge.
b) Eliminate the existing eastbound Exit 13N loop ramp as the reconfigured eastbound Exit 13S accounts for the northbound and southbound movements exitingthe SSP.
c) Redesign the eastbound SSP entry ramp to be in-line with the reconfigured eastbound Exit 13S ramp, creating a skewed four (4) legged intersection with Central Avenue.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@40.686357599999994,-73.714656894086,14z



Counties: Nassau County, New York

ENDANGERED SPECIES ACT SPECIES

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

BIRDS

NAME	STATUS
Piping Plover *Charadrius melodus* Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Rufa Red Knot *Calidris canutus rufa* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: New York State Department of Transportation
Name: Anthony Becker
Address: 250 Veteran's Memorial Highway
City: Hauppauge
State: NY
Zip: 11788
Email anthony.becker@dot.ny.gov
Phone: 6319526489

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration
Name: Megan Pulver
Email: megan.pulver@dot.gov

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
Phone: (631) 286-0485 Fax: (631) 286-4003

In Reply Refer To: 08/20/2024 13:59:52 UTC
Project code: 2024-0132447
Project Name: 0534.87 Southern State Parkway Eastbound at Central Ave/Linden Blvd Exit Ramp Reconstruction

Federal Nexus: yes
Federal Action Agency (if applicable): Federal Highway Administration

Subject: Federal agency coordination under the Endangered Species Act, Section 7 for '0534.87 Southern State Parkway Eastbound at Central Ave/Linden Blvd Exit Ramp Reconstruction'

Dear Anthony Becker:

This letter records your determination using the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (Service) on August 20, 2024, for "0534.87 Southern State Parkway Eastbound at Central Ave/Linden Blvd Exit Ramp Reconstruction" (here forward, Project). This project has been assigned Project Code 2024-0132447 and all future correspondence should clearly reference this number.

The Service developed the IPaC system and associated species' determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and based on a standing analysis. All information submitted by the Project proponent into the IPaC must accurately represent the full scope and details of the Project. Failure to accurately represent or implement the Project as detailed in IPaC or the Northeast Determination Key (DKey), invalidates this letter. ***Answers to certain questions in the DKey commit the project proponent to implementation of conservation measures that must be followed for the ESA determination to remain valid.***

To make a no effect determination, the full scope of the proposed project implementation (action) should not have any effects (either positive or negative effect(s)), to a federally listed species or designated critical habitat. Effects of the action are all consequences to listed species or critical habitat that are caused by the proposed action, including the consequences of other activities that are caused by the proposed action. A consequence is caused by the proposed action if it would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area

involved in the action. (See § 402.17). Under Section 7 of the ESA, if a federal action agency makes a no effect determination, no further consultation with, or concurrence from, the Service is required (ESA §7). If a proposed Federal action may affect a listed species or designated critical habitat, formal consultation is required (except when the Service concurs, in writing, that a proposed action "is not likely to adversely affect" listed species or designated critical habitat [50 CFR §402.02, 50 CFR§402.13]).

The IPaC results indicated the following species is (are) potentially present in your project area and, based on your responses to the Service's Northeast DKey, you determined the proposed Project will have the following effect determinations:

Species	**Listing Status**	**Determination**
Piping Plover (*Charadrius melodus*)	Threatened	No effect
Rufa Red Knot (*Calidris canutus rufa*)	Threatened	No effect

Conclusion If there are no updates on listed species, no further consultation/coordination for this project is required for the species identified above. However, the Service recommends that project proponents re-evaluate the Project in IPaC if: 1) the scope, timing, duration, or location of the Project changes (includes any project changes or amendments); 2) new information reveals the Project may impact (positively or negatively) federally listed species or designated critical habitat; or 3) a new species is listed, or critical habitat designated. If any of the above conditions occurs, additional consultation with the Service should take place before project implements any changes which are final or commits additional resources.

In addition to the species listed above, the following species and/or critical habitats may also occur in your project area and are not covered by this conclusion:

- Monarch Butterfly *Danaus plexippus* Candidate

Please Note: If the Action may impact bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act (BGEPA) (54 Stat. 250, as amended, 16 U.S.C. 668a-d) by the prospective permittee may be required. Please contact the Migratory Birds Permit Office, (413) 253-8643, or PermitsR5MB@fws.gov, with any questions regarding potential impacts to Eagles.

If you have any questions regarding this letter or need further assistance, please contact the Long Island Ecological Services Field Office and reference the Project Code associated with this Project.

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

0534.87 Southern State Parkway Eastbound at Central Ave/Linden Blvd Exit Ramp Reconstruction

2. Description

The following description was provided for the project '0534.87 Southern State Parkway Eastbound at Central Ave/Linden Blvd Exit Ramp Reconstruction':

> The purpose of this project is to provide safety and operational enhancements at the eastbound Southern State Parkway Exit 13 to reduce the potential for crashes. The project objectives are to address geometric deficiencies to reduce the potential for crashes by reconfiguringthe SSP EB exist/entrance interchange to/ from Central Ave/Linden Blvd and to improve pedestrian mobility on the southern quadrant of the SSP and Central Ave/Linden Blvd interchange by proposing new sidewalk to provide a continuous pedestrian access route along Central Avenue across the SSP.
>
> The project involves reconfiguring the existing eastbound ramps to and from Central Ave to resemble a diamond style ramp configuration on the southern portion of the interchange. The ramp intersection with Central Ave is to be controlled by a traffic signal. The reconfiguration shall include the following:
> a) Realign the eastbound Exit 13S ramp to cross Central Ave at a skewed angle rather than turning and tying in with southbound Central Ave. The realignment allows the northbound and southbound movement off the exit-ramp. The intersection will be controlled by a traffic signal approximately 85 ft south of the existing SSP mainline over Central Ave bridge.
> b) Eliminate the existing eastbound Exit 13N loop ramp as the reconfigured eastbound Exit 13S accounts for the northbound and southbound movements exitingthe SSP.
> c) Redesign the eastbound SSP entry ramp to be in-line with the reconfigured eastbound Exit 13S ramp, creating a skewed four (4) legged intersection with Central Avenue.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@40.686357599999994,-73.714656894086,14z


Norfolk Dr W
Elmont Road Park
Landford Dr
Freeman Ave
Cromer Rd W
Norfolk Dr E
Peekskill St
Rifton St
Newburgh St
Goshen St
Stuart Ave
Henry St
Olsen St
Law St
Bank St
Bee St
Alden Ave
Bradford Rd
Seaton Pl
Astead Rd
Marlowe Rd
Key Food

QUALIFICATION INTERVIEW

1. As a representative of this project, do you agree that all items submitted represent the complete scope of the project details and you will answer questions truthfully?

   Yes

2. Does the proposed project include, or is it reasonably certain to cause, intentional take of listed species?

   Note: This question could refer to research, direct species management, surveys, and/or studies that include intentional handling/encountering, harassment, collection, or capturing of any individual of a federally listed threatened, endangered, or proposed species.

   No

3. Is the action authorized, permitted, licensed, funded, or being carried out by a Federal agency in whole or in part?

   Yes

4. Is the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), or Federal Transit Administration (FTA) the lead agency for this project?

   Yes

5. FHWA, FRA, and FTA have completed a rangewide programmatic biological opinion for transportation projects within the range of the Indiana bat and northern long-eared bat. Does your proposed project fall within the scope of this programmatic consultation?

   Note: If you are using the Northeast Key to satisfy consultation requirements for species not covered by the FHWA programmatic (e.g., species other than Indiana bat or northern long-eared bat), select "No" and continue through the key. If you are unsure whether your project qualifies for the FHWA programmatic, please select "Yes" and use the FHWA, FRA, FTA Assisted Determination Key to determine if the programmatic biological opinion is applicable to your project. If it is not applicable, you can return to this key.

   No

6. Are you including in this analysis all impacts to federally listed species that may result from the entirety of the project (not just the activities under federal jurisdiction)?

   Note: If there are project activities that will impact listed species that are considered to be outside of the jurisdiction of the federal action agency submitting this key, contact your local Ecological Services Field Office to determine whether it is appropriate to use this key. If your Ecological Services Field Office agrees that impacts to listed species that are outside the federal action agency's jurisdiction will be addressed through a separate process, you can answer yes to this question and continue through the key.

   Yes

7. Are you the lead federal action agency or designated non-federal representative requesting concurrence on behalf of the lead Federal Action Agency?

   Yes

8. Is the lead federal action agency the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC)?

   No

9. Is the lead federal action agency the Federal Energy Regulatory Commission (FERC)?

   No

10. Is the lead federal action agency the Natural Resources Conservation Service?

    No

11. Will the proposed project involve the use of herbicide where listed species are present?

    No

12. Are there any caves or anthropogenic features suitable for hibernating or roosting bats within the area expected to be impacted by the project?

    No

13. Does any component of the project associated with this action include activities or structures that may pose a collision risk to **birds** (e.g., plane-based surveys, land-based or offshore wind turbines, communication towers, high voltage transmission lines, any type of towers with or without guy wires)?

    Note: For federal actions, answer ‘yes’ if the construction or operation of wind power facilities is either (1) part of the federal action or (2) would not occur but for a federal agency action (federal permit, funding, etc.).

    No

14. Does any component of the project associated with this action include activities or structures that may pose a collision risk to **bats** (e.g., plane-based surveys, land-based or offshore wind turbines)?

    Note: For federal actions, answer ‘yes’ if the construction or operation of wind power facilities is either (1) part of the federal action or (2) would not occur but for a federal agency action (federal permit, funding, etc.).

    No

15. Will the proposed project result in permanent changes to water quantity in a stream or temporary changes that would be sufficient to result in impacts to listed species?

    For example, will the proposed project include any activities that would alter stream flow, such as water withdrawal, hydropower energy production, impoundments, intake structures, diversion structures, and/or turbines? Projects that include temporary and limited water reductions that will not displace listed species or appreciably change water availability for listed species (e.g. listed species will experience no changes to feeding, breeding or sheltering) can answer "No". Note: This question refers only to the amount of water present in a stream, other water quality factors, including sedimentation and turbidity, will be addressed in following questions.

    No

16. Will the proposed project affect wetlands where listed species are present?

    This includes, for example, project activities within wetlands, project activities within 300 feet of wetlands that may have impacts on wetlands, water withdrawals and/or discharge of contaminants (even with a NPDES).

    No

17. Will the proposed project activities (including upland project activities) occur within 0.125 miles of the water's edge of a stream or tributary of a stream where listed species may be present?

    No

18. Will the proposed project directly affect a streambed (below ordinary high water mark (OHWM)) of the stream or tributary where listed species may be present?

    No

19. Will the proposed project bore underneath (directional bore or horizontal directional drill) a stream where listed species may be present?

    No

20. Will the proposed project involve a new point source discharge into a stream or change an existing point source discharge (e.g., outfalls; leachate ponds) where listed species may be present?

    No

21. Will the proposed project involve the removal of excess sediment or debris, dredging or in-stream gravel mining where listed species may be present?

    No

22. Will the proposed project involve the creation of a new water-borne contaminant source where listed species may be present?

    Note New water-borne contaminant sources occur through improper storage, usage, or creation of chemicals. For example: leachate ponds and pits containing chemicals that are not NSF/ANSI 60 compliant have contaminated waterways. Sedimentation will be addressed in a separate question.

    No

23. Will the proposed project involve perennial stream loss, in a stream of tributary of a stream where listed species may be present, that would require an individual permit under 404 of the Clean Water Act?

    No

24. Will the proposed project involve blasting where listed species may be present?

    No

25. Will the proposed project include activities that could negatively affect fish movement temporarily or permanently (including fish stocking, harvesting, or creation of barriers to fish passage).

    No

26. Will the proposed project involve earth moving that could cause erosion and sedimentation, and/or contamination along a stream or tributary of a stream where listed species may be present?

    Note: Answer "Yes" to this question if erosion and sediment control measures will be used to protect the stream.

    No

27. Will earth moving activities result in sediment being introduced to streams or tributaries of streams where listed species may be present through activities such as, but not limited to, valley fills, large-scale vegetation removal, and/or change in site topography?

    No

28. Will the proposed project involve vegetation removal within 200 feet of a perennial stream bank where aquatic listed species may be present?

    No

29. Will erosion and sedimentation control Best Management Practices (BMPs) associated with applicable state and/or Federal permits, be applied to the project? If BMPs have been provided by and/or coordinated with and approved by the appropriate Ecological Services Field Office, answer "Yes" to this question.

    Yes

30. Is the project being funded, lead, or managed in whole or in part by U.S Fish and Wildlife Restoration and Recovery Program (e.g., Partners, Coastal, Fisheries, Wildlife and Sport Fish Restoration, Refuges)?

    No

31. Will the proposed project result in changes to beach dynamics that may modify formation of habitat over time?

    Note: Examples of projects that result in changes to beach dynamics include 1) construction of offshore breakwaters and groins; 2) mining of sand from an updrift ebb tidal delta; 3) removing or adding beach sands; and 4) projects that stabilize dunes (including placement of sand fences or planting vegetation).

    No

32. [Hidden Semantic] Is the project area located within the piping plover AOI?

    Automatically answered

    Yes

33. If you have determined that the piping plover is unlikely to occur within your project's action area or that your project is unlikely to have any potential effects on the piping plover, you may wish to make a "no effect" determination for the piping plover. Additional guidance on how to make this decision can be found in the project review section of your local Ecological Services Field Office's website. CBFO: https://www.fws.gov/office/chesapeake-bay-ecological-services/project-review ; MEFO: https://www.fws.gov/office/maine-ecological-services ; NJFO: https://www.fws.gov/office/new-jersey-ecological-services/new-jersey-field-office-project-review-guide ; NEFO: https://www.fws.gov/office/new-england-ecological-services/endangered-species-project-review#Step5 ; WVFO: https://www.fws.gov/office/west-virginia-ecological-services/project-planning. If you are unsure, answer "No" and continue through the key.

    Would you like to make a no effect determination for the piping plover?

    Yes

34. [Hidden Semantic] Is the project area located within the piping plover AOI?

    Automatically answered
    Yes

35. [Hidden Semantic] Is the project area located within the red knot AOI?

    Automatically answered
    Yes

36. If you have determined that the red knot is unlikely to occur within your project's action area or that your project is unlikely to have any potential effects on the red knot, you may wish to make a "no effect" determination for the red knot. Additional guidance on how to make this decision can be found in the project review section of your local Ecological Services Field Office's website. CBFO: https://www.fws.gov/office/chesapeake-bay-ecological-services/project-review ; MEFO: https://www.fws.gov/office/maine-ecological-services ; NJFO: https://www.fws.gov/office/new-jersey-ecological-services/new-jersey-field-office-project-review-guide ; NEFO: https://www.fws.gov/office/new-england-ecological-services/endangered-species-project-review#Step5 ; WVFO: https://www.fws.gov/office/west-virginia-ecological-services/project-planning. If you are unsure, answer "No" and continue through the key.

    Would you like to make a no effect determination for the red knot?

    Yes

37. [Semantic] Does the project intersect the Virginia big-eared bat critical habitat?

    Automatically answered
    No

38. [Semantic] Does the project intersect the Indiana bat critical habitat?

    Automatically answered
    No

39. [Semantic] Does the project intersect the candy darter critical habitat?

    Automatically answered
    No

40. [Semantic] Does the project intersect the diamond darter critical habitat?

    Automatically answered
    No

41. [Semantic] Does the project intersect the Big Sandy crayfish critical habitat?

    Automatically answered
    No

42. [Hidden Semantic] Does the project intersect the Guyandotte River crayfish critical habitat?

    Automatically answered
    No

43. Do you have any other documents that you want to include with this submission?

    No

PROJECT QUESTIONNAIRE

1. Approximately how many acres of trees would the proposed project remove?

   1.7

2. Approximately how many total acres of disturbance are within the disturbance/ construction limits of the proposed project?

   4

3. Briefly describe the habitat within the construction/disturbance limits of the project site.

   Disturbed right-of-way along the Southern State Parkway

IPAC USER CONTACT INFORMATION

Agency: New York State Department of Transportation
Name: Anthony Becker
Address: 250 Veteran's Memorial Highway
City: Hauppauge
State: NY
Zip: 11788
Email anthony.becker@dot.ny.gov
Phone: 6319526489

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration
Name: Patricia Grainer
Email: patricia.grainer@dot.gov

U.S. Department of Transportation
Federal Highway Administration

New York Division

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 952
Albany, NY 12207
518-431-4127
NewYork.FHWA@dot.gov

December 31, 2024

In Reply Refer To:
HEA-NY

Ms. Stephanie L. DeLano
Director, Environmental Science Bureau
NYSDOT
50 Wolf Road, POD 4-1
Binghamton, NY 12232

Subject: Endangered Species Act Determination, Monarch Butterfly
Categorical Exclusion Projects

Dear Ms. DeLano:

This letter provides a determination regarding the proposed listing of the monarch butterfly (*Danaus plexippus*) as it pertains to projects that have been or are reasonably expected to be classified as a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA).

On December 12, the U.S. Fish and Wildlife Service (USFWS) published a proposal in the Federal Register (FR 2024-28855) to list the monarch butterfly as threatened with protective regulations under section 4(d) of the Endangered Species Act of 1973 as amended (16 U.S.C. 1531 *et seq.*) (ESA). Following a 90-day comment period, USFWS will determine whether to list the monarch butterfly.

Prior to December 12, the monarch was a candidate species and therefore had no associated Section 7 requirements. In contrast, Federal agency obligations regarding proposed species are established under Section 7(a)(4) of the ESA and 50 CFR § 402.10. Federal agencies are required to confer with USFWS or the National Marine Fisheries Service, as appropriate, on any action that is likely to jeopardize the continued existence of any proposed species.

Categorical exclusions, by definition, are actions that do not involve significant environmental impacts (23 CFR § 771.117). Considering the inherent environmental impact of an action classified as a CE, as well as the primary current threats to the monarch butterfly identified by the proposed rule, **the Federal Highway Administration (FHWA) finds that projects classified as a CE will not jeopardize the continued existence of the monarch butterfly and therefore do not require conference with USFWS.** This includes both NYSDOT and locally sponsored projects and applies to CEs regardless of whether the New York State Department of Transportation (NYSDOT) or FHWA makes the NEPA determination.

Categorical exclusion projects may rely upon this determination to address the change in monarch status. Submission of project-specific requests to FHWA only for a determination regarding the monarch butterfly is not required. Additionally, updating Information for Planning and Consultation (IPaC) official species lists solely due to the proposal to list the monarch is not necessary. All of New York State is within the range of the species and it is assumed that monarch, as a proposed threatened species, is now present on all species lists.

This determination is only relevant while the species is in proposed status. Should USFWS decide to list monarch, all of the prohibitions of the ESA and Section 7 consultation requirements apply on the effective date of the listing. Any projects with remaining construction activities on the effective date that "may affect" the monarch would need to complete consultation before proceeding. Consultation could be accomplished through project-specific consultation or programmatic consultation, if the project meets the criteria of a covered activity under the Nationwide Candidate Conservation Agreement with Assurances (CCAA) for Monarch Butterfly on Energy and Transportation Lands. While NYSDOT has not yet fully completed CCAA enrollment, the process is anticipated to be finalized prior to a potential effective listing date.

This guidance is subject to change and may be revised as the listing process progresses and/or USFWS develops guidance for monarch butterfly conference or consultation. If you have any questions or need additional information, please feel free to contact me at (518) 431-8866.

Sincerely,

MEGAN BROOKE PULVER

Digitally signed by MEGAN BROOKE PULVER
Date: 2024.12.31 11:08:07 -05'00'

Megan B. Pulver
Environmental Protection Specialist

cc: T. Crothers, FHWA
R. Davies, FHWA
C. Gatchell, FHWA
M. Grainer, FHWA
P. Grainer, FHWA
J. Gross, FHWA
C. Heller, FHWA
J. Trivers, FHWA
R. Desy, NYSDOT, DQAB
C. Ippoliti, NYSDOT, ESB

U.S. Department of Transportation
Federal Highway Administration

NEW YORK STATE | Department of Transportation

PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction Town of Hempstead

Nassau County

Abbreviated Visual Impact Assessment

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2.0 Project Description 1
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Appendix A Visual Impact Assessment Questionnaire

1.0 Introduction

The Federal Highway Administration (FHWA) published the Guidelines for the Visual Impact Assessment of Highway Projects in January 2015 as an update to the original 1980s Visual Impact Assessment (VIA) document. The new guidelines are more efficient and comprehensive and provide a roadmap for conducting the assessment. This memorandum incorporates these new guidelines into the visual analysis.

The VIA is written as an independent report and the results of the VIA are incorporated by reference and briefly summarized in the project's design report. There are four steps in the new VIA process:

- Establishment: Defines study area, viewsheds, and landscape constraints
- Inventory: Identifies the affected environment visual quality
- Analysis: Evaluates potential impacts of the project to the visual resources and identifies the adverse, beneficial, or neutral effects of the project
- Mitigation: Identifies and establishes mitigation measures for adverse effects

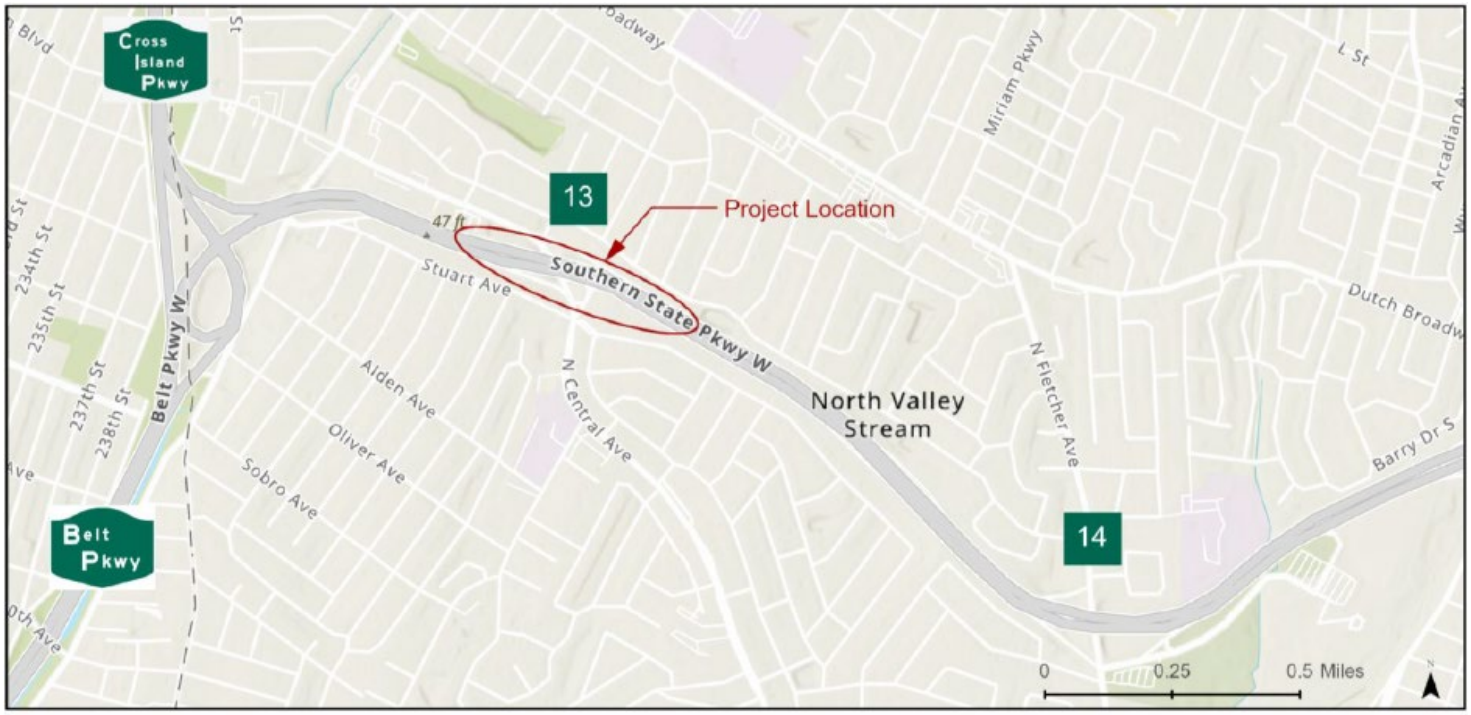
2.0 Project Description

This project proposes to reconstruct the Southern State Parkway (SSP) Exit 13 (Central Avenue/Linden Boulevard) interchange in the Town of Hempstead, Nassau County to enhance the safety of the travelling public. The proposed project consists of a 4-way intersection with an additional traffic signal, sidewalk, and turf establishment over removed wooded sections. Lighting will also be relocated and adhere to current lighting standards. Minor signage additions and relocations are possible. See Figure 1 for project location.

3.0 Visual Impact Assessment Scoping

A scoping questionnaire helps practitioners identify which level of documentation is appropriate for the project. The project team has completed the VIA scoping questionnaire based on the best available information and professional judgement to determine which level of documentation is best suited for this project. Based on the scoring system on the questionnaire, an abbreviated VIA was recommended for this project. The questionnaire is included as an attachment to this document.

Figure 1. Project Location



Project Location

Southern State Parkway (908M)
Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13)
Reconstruction

Sources of Data: Suffolk County, NYSGIS

Legend

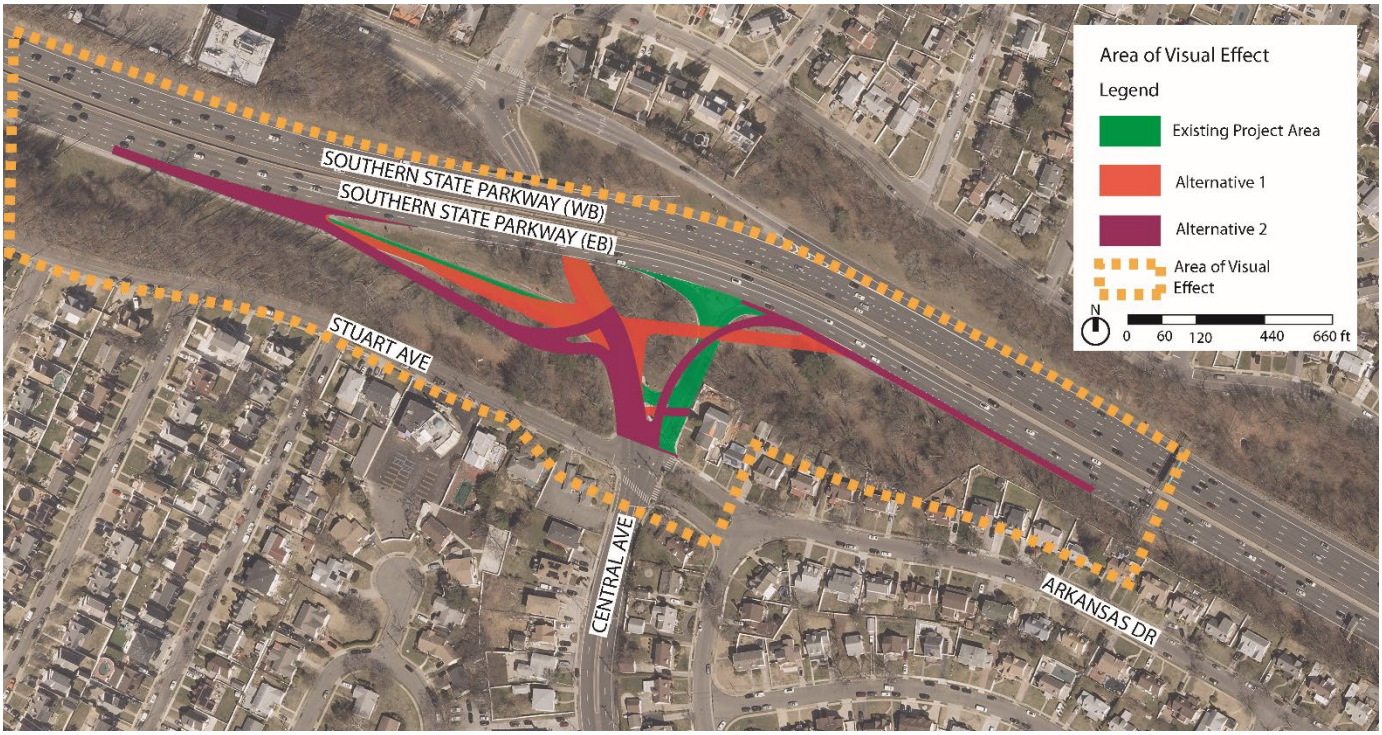
XX Interchange Number



4.0 Area of Visual Effect

The area of visual effect (AVE) is the area in which views of the project would be visible as influenced by the presence or absence of intervening topography, vegetation, and structures. The VIA considers about a 120 foot viewshed around the project corridor as the AVE (see Figure 2). The relatively flat topography within the study area allows for views of the elevated roadway from surrounding communities. Existing vegetation visually buffers most of the highway from adjacent residences. The main landscape unit within the AVE is the SSP corridor which traverses east-west and provides a vegetated buffer to residential and commercial properties.

Figure 2. Project AVE





View from SSP facing east at Exit 13.

5.0 Visual Character of the Project Corridor

Although most of the study area is primarily residential with a few small businesses, there are other resources along the SSP corridor which make up the visual quality of the area. Visual resources in the project environment include highway alignment, landscape elevations, roadway features, vegetation, and other ancillary visual elements found in the corridor of a NYS Parkway.

The proposed project connects to the Southern State Parkway, an east-west, 8-lane highway through suburban residential areas. Residential density remains consistently moderate including a few schools, worship centers, and businesses within a half mile of the project area. Roadway geometrics of SSP are relatively straight and flat except where it crosses over Central Avenue, requiring ramps sloping downwards to meet with Central Avenue and the residential areas along Stuart Avenue and Arkansas Drive. The immediate vegetation surrounding the highway consists of roadway turf and dense mixed woodlands of oak and maple trees.

Central Avenue consists of a 5-way intersection with vehicular and pedestrian traffic signals, crosswalks, asphalt and concrete sidewalks, utility and lighting poles, and several road signs. The arch stone bridge that crosses over Central Avenue and the existing mixed woodland buffer along the SSP adds vertical elements to the project's visual character consistent with the SSP corridor.



View from Central Avenue facing the underpass and east-bound ramp to SSP.

6.0 Viewer Groups

The neighboring land uses, which consist primarily of single-family homes, have views of the parkway entrance ramps at the intersection of Central Avenue that are obstructed by trees except along the underpass and entrance into the existing east-bound Exit 13 ramp to SSP. Viewer groups would most likely be long-term residents traveling along Arkansas Drive and Stuart Avenue. This group typically prefers maintaining the existing landscape and visual buffer to the parkway.

A few small businesses mixed into the residential community prefer to maintain views and a positive perception of their buildings and grounds to travelers and customers. Orientation and wayfinding are also important issues, requiring coordination between transportation and institutional officials.

Primary traveling viewer groups along SSP and Central Avenue are commuters and visitors who are particularly interested in coherent wayfinding, consistency in parkway characteristics, and the parklike experience that parkway elements convey. Additionally, bus users on Stuart Ave/Central Ave and pedestrian travelers have preference for an orderly and safe built environment.

Based on past correspondence of residents that live near the parkway, one of the primary visual goals important to these local communities are maintaining vegetative visual buffers to the parkway.



View from the Arkansas Drive neighborhood facing SSP Exit 13N Ramp.

7.0 Visual Analysis

Transportation improvements could result in both short-term and long-term visual impacts. Short-term impacts include disruptions during construction while long-term impacts are the result of permanent alterations that change the way people commute in and around the area. Short-term impacts would include an increase in roadway congestion in and around the area, the presence of large equipment, dust from construction, and general disruption to the surrounding neighborhoods and businesses. These short-term impacts would have a temporary visual effect to the community.

Long-term impacts include realignment of the interchange ramp and changes to the surrounding landscape to accommodate the ramp modifications. The landscape impacts are generally associated with any development or man-made construction within a naturalistic setting. Highway system and community sensitive design and construction will help minimize any negative outcomes.

The design of the highway generally follows the existing grade, however, in some areas there will be minor grade changes which will not create substantial visual changes. The reconfiguration of Central Avenue would result in a minor change in the visual experience for motorists and residents due to additional pavement. In either alternative presented, residents along Arkansas Drive benefit from relocating the ramp further away from their neighborhood.

None of the identified visual resources nor the visual character of the suburban area will be substantively altered due and the project will not alter the viewers' (including residents and travelers) experience in the area. The proposed project will not create adverse impacts of visual quality. No adverse changes to the project environment or viewer exposure/awareness are anticipated.

These changes would constitute a neutral effect with little mitigation recommended.

8.0 Mitigation

Due to the neutral effects on visual resources in the study area, mitigation is not required; however, the project has identified measures to minimize the minor visual impacts to the resources.

Suggested mitigation includes reinforcing the vegetation buffer by planting native trees and shrubs in the area of the pre-existing 13N ramp to visually screen adjacent residences/businesses from highway views. Planting shade trees along sidewalks where pavement will be removed would enhance the pedestrian experience with consideration for sight distances and utility poles. All overhead sign structures, traffic signal poles, equipment cabinets and backs of signs shall be colored “Parkway Brown” as per regional standards to better blend with the natural environment.

U.S. Department of Transportation
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PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction Town of Hempstead

Nassau County

APPENDIX A

Visual Impact Assessment Scoping Questionnaire

Visual Impact Assessment Scoping Questionnaire

Project Name:	PIN 0534.87 SSP (908M) EB at Central Ave/Linden Blvd Exit Ramps (Exit 13) Reconstruction	
Location:	Town of Hempstead, Nassau County	
Site Visit Date:	8/27/24	Time: N/A
Special Conditions/Notes: N/A		Conducted By: Kayleigh Lin

Environmental Compatibility

1. *Will the project result in a noticeable change in the physical characteristics of the existing environment?* (Consider all project components and construction impacts - both permanent and temporary, including landform changes, structures, noise barriers, vegetation removal, railing, signage, and contractor activities.)

- ☐ High level of permanent change (3)
- ☐ Low level of permanent or temporary change (1)
- ☑ Moderate level of permanent change (2)
- ☐ No Noticeable Change (0)

2. *Will the project complement or contrast with the visual character desired by the community?* (Evaluate the scale and extent of the project features compared to the surrounding scale of the community. Is the project likely to give an urban appearance to an existing rural or suburban community? Do you anticipate that the change will be viewed by the public as positive or negative? Research planning documents, or talk with local planners and community representatives to understand the type of visual environment local residents envision for their community.)

- ☐ Low Compatibility (3)
- ☐ High compatibility (1)
- ☑ Moderate Compatibility (2)
- ☐ Moderate Compatibility (2)

3. *What level of local concern is there for the types of project features (e.g., bridge structures, large excavations, sound barriers, or median planting removal) and construction impacts that are proposed?* (Certain project improvements can be of special interest to local citizens, causing a heightened level of public concern, and requiring a more focused visual analysis.)

- ☐ High concern (3)
- ☑ Low concern (1)
- ☐ Moderate concern (2)
- ☐ Negligible Project Features (0)

4. *Is it anticipated that to mitigate visual impacts, it may be necessary to develop extensive or novel mitigation strategies to avoid, minimize, or compensate for adverse impacts or will using conventional mitigation strategies, such as landscape or architectural treatment adequately mitigate adverse visual impacts?*

- ☐ Extensive Non-Conventional Mitigation Likely (3)
- ☐ Some non-conventional Mitigation Likely (2)
- ☑ Only Conventional Mitigation Likely (1)
- ☐ No Mitigation Likely (0)

5. Will this project, when seen collectively with other projects, result in an aggregate adverse change (cumulative impacts) in overall visual quality or character? (Identify any projects [both state and local] in the area that have been constructed in recent years and those currently planned for future construction. The window of time and the extent of area applicable to possible cumulative impacts should be based on a reasonable anticipation of the viewing public's perception.)

- ☐ Cumulative Impacts likely: 0-5 years (3)
- ✓ Cumulative Impacts likely: 6-10 years (2)
- ☐ Cumulative Impacts unlikely (1)
- ☐ Cumulative Impacts likely: 6 10 years (2)

Viewer Sensitivity

1. *What is the potential that the project proposal may be controversial within the community, or opposed by any organized group?* (This can be researched initially by talking with the state DOT and local agency management and staff familiar with the affected community's sentiments as evidenced by past projects and/or current information.)

- ☐ High Potential (3)
- ☐ Moderate Potential (2)
- ☑ Low Potential (1)
- ☐ No Potential (0)

2. *How sensitive are potential viewer-groups likely to be regarding visible changes proposed by the project?* (Consider among other factors the number of viewers within the group, probable viewer expectations, activities, viewing duration, and orientation. The expected viewer sensitivity level may be scoped by applying professional judgment, and by soliciting information from other DOT staff, local agencies and community representatives familiar with the affected community's sentiments and demonstrated concerns.)

- ☐ High Sensitivity (3)
- ☐ Moderate Sensitivity (2)
- ☑ Low Sensitivity (1)

3. *To what degree does the project's aesthetic approach appear to be consistent with applicable laws, ordinances, regulations, policies or standards?*

☐ Low Compatibility (3)
☐ Moderate Compatibility (2)
☑ High compatibility (1)

4. *Are permits going to be required by outside regulatory agencies (i.e., Federal, State, or local)?* (Permit requirements can have an unintended consequence on the visual environment. Anticipated permits, as well as specific permit requirements - which are defined by the permitter, may be determined by talking with the project environmental planner and project engineer. Note: coordinate with the state DOT representative responsible for obtaining the permit prior to communicating directly with any permitting agency. Permits that may benefit from additional analysis include permits that may result in visible built features, such as infiltration basins or devices under a storm water permit or a retaining wall for wetland avoidance or permits for work in sensitive areas such as coastal development permits or on Federal lands, such as impacts to Wild and Scenic Rivers.)

☑ Yes (3)
☐ Maybe (2)
☐ No (1)

5. *Will the project sponsor or public benefit from a more detailed visual analysis in order to help reach consensus on a course of action to address potential visual impacts?* (Consider the proposed project features, possible visual impacts, and probable mitigation recommendations.)

☐ Yes (3)
☐ Maybe (2)
☑ No (1)

Determining the Level of Visual Impact Assessment

Total the scores of the answers to all ten questions on the Visual Impact Assessment Scoping Questionnaire. Use the total score from the questionnaire as an indicator of the appropriate level of VIA to perform for the project. Confirm that the level suggested by the checklist is consistent with the project teams' professional judgments. If there remains doubt about whether a VIA needs to be completed, it may be prudent to conduct an Abbreviated VIA. If there remains doubt about the level of the VIA, begin with the simpler VIA process. If visual impacts emerge as a more substantial concern than anticipated, the level of VIA documentation can always be increased.

The level of the VIA can initially be based on the following ranges of total scores:

☐ *Score 25-30*

An *Expanded VIA* is probably necessary. It is recommended that it should be proceeded by a formal visual scoping study prior to beginning the VIA to alert the project team to potential highly adverse impacts and to develop new project alternatives to avoid those impacts. These technical studies will likely receive state-wide, even national, public review. Extensive use of visual simulations and a comprehensive public involvement program would be typical.

☐ *Score 20-24*

A *Standard VIA* is recommended. This technical study will likely receive extensive local, perhaps state-wide, public review. It would typically include several visual simulations. It would also include a thorough examination of public planning and policy documents supplemented with a direct public engagement processes to determine visual preferences.

☑ *Score 15-19*

An *Abbreviated VIA* would briefly describe project features, impacts and mitigation requirements. Visual simulations would be optional. An Abbreviated VIA would receive little direct public interest beyond a summary of its findings in the project's environmental documents. Visual preferences would be based on observation and review of planning and policy documents by local jurisdictions.

☐ *Score 10-14*

A *VIA Memorandum* addressing minor visual issues that indicates the nature of the limited impacts and any necessary mitigation strategies that should be implemented would likely be sufficient along with an explanation of why no formal analysis is required.

☐ *Score 6-9*

No noticeable physical changes to the environment are proposed and no further analysis is required. Print out a copy of this completed questionnaire for your project file to document that there is no effect. A *VIA Memorandum* may be used to document that there is no effect and to explain the approach used for the determination.

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PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX C
Traffic Information

PIN 0534.87
Southern State Parkway Eastbound at Central Ave/Linden Blvd Exit Ramps Reconstruction
TOWN OF HEMPSTEAD
NASSAU COUNTY

SYSTEMS ENGINEERING REVIEW FORM (SERF)
Part 1. General Project Information

The SERF is normally submitted to the FHWA Division Office ITS Engineer/Specialist prior to obligation of initial funding for any project with ITS elements. Any project for which the SERF is not completed in full at this time will be considered as "High Risk", or requiring full oversight by FHWA, unless approved by FHWA as "Exempt". A full discussion of risk categories is available in the most recent Federal-aid Highway Program Partnership Agreement between FHWA and NYSDOT.

Please provide the following background information. In most cases, 1-3 sentences will be sufficient for each item, but you may include as much as you feel needed.

A. Project Contact – Name, position, phone, email.

Alvin Feng, P.E.
NYSDOT Region 10
250 Veterans Memorial Hwy,
Hauppauge, NY 11788
(631) 952-6105

B. Project Objectives – What is the purpose of the project? What needs (deficiencies) are being addressed?

The purpose of this project is to enhance safety and improve mobility by reconfiguring the Southern State Parkway Eastbound Exit/Entrance Interchange to/from Central Ave/Linden Blvd (Exits 13S/13N).

C. Project Summary – What solutions will address the needs? What major elements will be installed? What major function(s) will be performed?

This project will build new ramps, reconfigure existing ramps and install new as well as modify impacted traffic signals. In addition, any impacted existing ITS infrastructure will be replaced

D. Work to Date – Any preliminary planning, investigation of options, associated internal or external systems examined, etc.?

The Project Scoping Report has been finished and approved by Regional Director in November 2024. The construction is scheduled to start in Spring 2027.

E. Is this project considered "Exempt"? Yes__**X**___ No___If this project is determined to be Exempt, as defined in the Partnership Agreement, you may stop completing the SERF at this point. With FHWA concurrence, a Systems Engineering Analysis will not be required.

F. Risk Assessment Guidance – Although this assessment is not a regulatory requirement, the answers to these questions will help in understanding the extent of risk involved in this project.

For each question, check Yes or No or Not Sure.

Question:	Yes	No	Not Sure
1. Will the project depend on *only your agency* to implement and operate?	**X**		
2. Will the project use only software proven elsewhere, with *no* new software writing?	**X**		
3. Will the project use only hardware and communications *proven* elsewhere?	**X**		
4. Will the project use only *existing interfaces* (no new interfaces to other systems)?	**X**		
5. Will the project use only *existing system requirements* that are defined in writing?	**X**		
6. Will the project use only *existing operating procedures* that are defined in writing?	**X**		
7. Will the project use only technologies with service life *longer* than 2-4 years?	**X**		

If all of the above are Yes, that is a preliminary indication that your project is **Low-Risk**.

Part 2. Regulatory Compliance Information

Please answer each question briefly (often one paragraph is enough). If the question cannot be fully answered *now*, but will be answered during the project implementation, please indicate the step at which it will be answered. As you respond to each question on this form, the field will expand as you type.

1. Identification of portions of the Regional ITS Architecture (RA) being implemented:

*Instructions: Contact your NYSDOT Regional ITS Coordinator to get this information from your Regional ITS Architecture ("RA"). In the RA, the project might be identified specifically by name and agency, or by a more generic description (e.g. "Arterial Traffic Management"). If listed in the RA, document which inventory elements, market packages, subsystems, and/or information flows are being completed in this project. If there is **no** information in your RA, arrange with your NYSDOT Regional ITS Coordinator to provide them this information when your project is designed; they will use it in the next update of the RA.*

Please enter your response here:

ATMS03 Surface Street Control, ATMS06 Traffic Information Dissemination

2. Identification of participating agencies roles and responsibilities:

Instructions: Can you identify all stakeholders that must participate in the implementation phase of this project? What are their roles/responsibilities? Have they committed to the responsibilities? Some of this information might appear in your RA (e.g., "Operational Concepts" or other sections). If this will be defined in later phase of the project (e.g., Concept of Operations), the RA may be a good source to start definition.

Please enter your response here:

All ITS elements in this project will be installed by NYSDOT hired contractor. Traffic signals will be owned and maintained by Nassau County after installation. No other stakeholders will be involved in the ITS elements' installation.

3. Procedures and resources necessary for operations and management of the system:

Instructions: Can you identify all stakeholders that must participate in operations, management and maintenance of the system throughout its life cycle? What are the roles, responsibilities, and resources required from each stakeholder? Examples include: money, special equipment, staff time, special expertise, provision of data, and many more. You should consider hardware, software, and communications issues.

Please enter your response here:

Signals to be constructed will be owned and maintained by Nassau County

4. Requirements definitions:

*Instructions: Are the system requirements (functional and performance) already well-defined **in writing**? If yes, indicate where they can be found (e.g., Std. Specs). If they will be defined in later phase of the project, the applicable high-level functional requirements in the RA may be a good starting point for writing them. The focus is on **"what"** functions must be performed – **not** on **"how"** the technology will be used to perform them.*

Please enter your response here:

The system requirements are well defined in writing in the INFORM TMC Standard Operating Procedure as well as in the special specifications that will be called for in the contract documents.

5. Identification of applicable ITS standards and testing procedures:

Instructions: Do you know yet if any ITS Communications Standards are applicable to this project? If they are applicable, will you use them? If your RA identifies specific Architecture Flows, you can ask your NYSDOT Regional ITS Coordinator to produce a "Standards Report" for those Flows; it will identify ITS Standards to consider.

Please enter your response here:

For all ITS elements to be added in this project, designers will follow National Transportation Communications for ITS protocol (NTCIP). Elements that are consistent and compatible with existing INFORM will be used. Approved test procedures are required. The procedures will be reviewed for consistency with existing test procedures successfully used on past projects.

6. Analysis of alternative system configurations and technology options to meet requirements:

Instructions: Have you considered alternative designs yet? This could include system configurations, different organizational roles; alternative hardware, software, or communications technology. If you cannot yet make a choice of available alternatives, this analysis will occur in later phase of the project (High-Level Design).

Please enter your response here:

Project will use long established and proven INFORM/NYSDOT standards.

7. Procurement options:

Instructions: Have you considered different procurement options for each of the project phases (design, implementation, operation, and management)? These options could include: off-the-shelf vs. custom, lease vs. buy, fixed-price vs. cost-reimbursable, etc. Procurement options must consider the level of staff technical expertise, existing agency procurement practices, who will be the project manager, and whether you need a systems engineer and/or system integrator.

Please enter your response here:

NYSDOT standard procedures & processes will be followed.

Comments or Additional Information (if needed):

Note: If you were able to answer all seven questions above completely and with certainty, then the FHWA Division Office ITS Engineer/Specialist may be able to approve this project as "Low-Risk" in the obligation request. Otherwise, it should be classified as "High-Risk." However, if you feel this is not justified, you may request a review of this SERF by FHWA.

FHWA SERF Approval_____ Date_____

Chapter 18, Appendix A - CAPITAL PROJECTS **COMPLETE STREETS CHECKLIST** (18A-4)

PIN:	0534.87	**Project Location:**	Town of Hempstead, Nassau County NY
Context:	◉ **Urban / Village** ○ **Suburban** ○ **Rural**		
Project Title:	Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit		

STEP 1- APPLICABILITY OF CHECKLIST

1.1	Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? *If **no**, continue to question 1.2. If **yes**, stop here.*	○ **Yes** ◉ **No**
1.2	a. Is this project a 1R* Maintenance project? *If **no**, continue to question 1.3. If **yes**, go to part b of this question.*	○ **Yes** ◉ **No**
1.2	b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features? • Sidewalk curb ramps and crosswalks • Shoulder condition and width • Pavement markings • Signing *Document opportunities or deficiencies in the IPP and **stop here.*** ** Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.*	○ **Yes** ○ **No**
1.3	Is this project a Cyclical Pavement Marking project? *If **no**, continue to question 1.4. If **yes**, review EI 13-021* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:* • Travel lane width • Shoulder width • Markings for pedestrians and bicyclists *Document opportunities or deficiencies in the IPP and **stop here.*** ** EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".*	○ **Yes** ◉ **No**
1.4	Is this a Maintenance project *(as described in the "Definitions" section of this checklist)* and different from 1.2 and 1.3 projects? *If **no**, continue to Step 2. If **yes,** the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and **stop here.***	○ **Yes** ◉ **No**

STEP 1 prepared by: Stantec Date:

STEP 2 - IPP LEVEL QUESTIONS (At Initiation)	**Comment / Action**

2.1	Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? *Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.*	○ **Yes** ◉ **No**	
2.2	Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?	◉ **Yes** ○ **No**	
2.3	a. Is the highway part of an existing or planned State, regional or local bicycle route? *If **no**, proceed to question 2.4. If **yes**, go to part b of this question.* b. Do the existing bicycle accommodations meet the minimum standard guidelines of HDM Chapter 17 or the AASHTO "Guide for the Development of Bicycle Facilities"? * *Contact Regional Bicycle/Pedestrian Coordinator* ** Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.*	◉ **Yes** ○ **No** ◉ **Yes** ○ **No**	
2.4	Is the highway considered important to bicycle tourism by the municipality or region?	○ **Yes** ◉ **No**	
2.5	Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? *Contact Regional Traffic and Safety*	○ **Yes** ◉ **No**	
2.6	Are there existing or proposed generators within the project area (*refer to the "Guidance" section*) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? *Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.*	◉ **Yes** ○ **No**	
2.7	Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? *If **yes**, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.*	○ **Yes** ◉ **No**	

2.8	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	◉ **Yes** ○ **No**	

STEP 2 prepared by: Stantec Date:

Bicycle/Pedestrian Coordinator has been provided an opportunity to comment: ◉ **Yes** ○ **No**

ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.

STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)			**Comment / Action**
3.1	Is there an identified need for bicycle/pedestrian/ transit or "way finding" signs that could be incorporated into the project?	◉ **Yes** ○ **No**	
3.2	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	○ **Yes** ◉ **No**	
3.3	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per HDM Chapter 18?	○ **Yes** ◉ **No**	
3.4	Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? *Refer to EI 13-021.*	○ **Yes** ◉ **No**	
3.5	Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?	○ **Yes** ◉ **No**	
3.6	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	○ **Yes** ◉ **No**	.
3.7	Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?	○ **Yes** ◉ **No**	
3.8	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	○ **Yes** ◉ **No**	

3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? *Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)*	○ **Yes** ◉ **No**	
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) *Consult with Traffic and Safety and transit operator, as appropriate*	○ **Yes** ◉ **No**	
3.11	Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?	○ **Yes** ◉ **No**	
3.12	Is the project on a "local delivery" route and/or do area businesses rely upon truck deliveries that need to be considered in design?	○ **Yes** ◉ **No**	
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	○ **Yes** ◉ **No**	
3.14	Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?	○ **Yes** ◉ **No**	

STEP 3 prepared by: Stantec Date: 10/4/2024

Additional comments, supporting documentation and clarifications for answers in step 1, 2 or 3:

NEW YORK STATE | Department of Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

RICHARD B. CAUSIN, P.E.
Regional Director

MEMORANDUM

TO: M.T. Vijayendran **Regional Traffic Engineer**

FROM: Alvin Feng, In House Design Supervisor **DUS**

SUBJECT: **PIN 0534.87**
Southern State Parkway (908M) Eastbound at Central Ave/Linden Blvd Exit Ramps (Exit 13) Reconstruction
TOWN OF HEMPSTEAD
NASSAU COUNTY

DESIGN SPEED CONCURRENCE REQUEST

DATE: February 5, 2025

This Southern State Parkway Eastbound at Central Ave/Linden Blvd Exit Ramps Reconstruction Project has the following objectives: (1) To address geometric deficiencies to reduce the potential for crashes by reconfiguring the interchange, and (2) enhance pedestrian mobility on the southern quadrant of the interchange by proposing new sidewalk.

Road	Southern State Parkway	Entrance Ramp	Exit Ramp	Central Avenue
Limits	Belt Pkwy/Cross Island Pkwy to Fletcher Ave	Entire length	Entire length	Linden Blvd to Fenwood Dr
Functional Classification	Urban Principal Arterial - Other Freeway/Expressway	Urban Principal Arterial - Other Freeway/Expressway	Urban Principal Arterial - Other Freeway/Expressway	Urban Minor Arterial
Context Class	Suburban	Suburban	Suburban	Suburban
Posted Speed	55 mph	25 mph	40 mph	30 mph
Observed 85th Percentile Operating Speed	60 mph	30 mph	50 mph	35 mph
Selected Design Speed based on 85th Percentile Speed, Functional Classification, and Context Class[1]	70 mph	35 mph	40 mph	35 mph

M.T.V.

Regional Traffic Engineer
M.T. Vijayendran, P.E.

Note 1: See Chapter 2, Section 2.6.1.1

U.S. Department of Transportation
Federal Highway Administration

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX C
Traffic Information

ATR Data

TMC Data

Spot Speed Data

Google API Travel Time Data

Stick Diagrams

Crash Diagrams and Tables

PSI and LOSS Calculations

Benefit Cost Calculations

U.S. Department of Transportation
Federal Highway Administration

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX C

Traffic Information

ATR Data

Date: 5/10/2024 - 5/17/2024 | TRAFFIC VOLUME COUNT | Project: PIN 0534.87

Location: ATR 1 - Cross Island Parkway Southbound Exit Ramp to Eastbound Southern State Parkway | Direction: EB

Southbound		Hour																							
		0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
	Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Sat	5/11/2024	1585	1028	906	508	429	428	869	1264	1473	2265	1912	1916	2106	2447	2607	2703	2715	2603	2504	2431	2498	2364	2279	1938
Sun	5/12/2024	1461	858	732	528	439	365	576	869	1304	1867	2123	1984	2145	2309	2697	2650	2594	2517	2506	2493	2376	2170	1980	1549
Mon	5/13/2024	821	458	269	232	291	575	1521	1784	2104	2096	1963	1985	2252	2339	2512	2557	2956	3094	2911	2636	2183	1737	1707	1422
Tue	5/14/2024	1000	546	337	231	285	604	1468	1875	2021	1842	1885	1897	1910	1929	2419	2809	2889	2934	2916	2625	2410	1917	1659	1403
Wed	5/15/2024	999	580	348	221	270	573	1391	1845	1915	1933	1934	1556	1760	2115	2452	2600	2623	2778	2892	2486	2261	1782	1637	1425
Thu	5/16/2024	967	571	333	254	294	591	1431	1840	2011	2103	1752	1807	2105	2280	2488	2857	2742	2811	2906	2651	2482	1978	1724	1485
Fri	5/17/2024	1111	729	403	305	375	619	1467	1959	2139	2036	1923	2255												
		1019.25	606.50	355.25	252.75	306.00	596.75	1455.60	1860.60	2038.00	2002.00	1891.40	1900.00	2006.75	2165.75	2467.75	2705.75	2802.50	2904.25	2906.25	2599.50	2334.00	1853.50	1681.75	1433.75
		1019	607	355	253	306	597	1456	1861	2038	2002	1891	1900	2007	2166	2468	2706	2803	2904	2906	2600	2334	1854	1682	1434

Raw AADT	Seasonal Adj	**EB AADT**
42,149	1.091	**38,633**

Date: 5/10/2024 - 5/17/2024 | TRAFFIC VOLUME COUNT | Project: PIN 0534.87

Location: ATR 2 - Stuart Avenue On-Ramp to Eastbound Southern State Parkway | Direction: EB

Southbound		Hour																							
		0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
	Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Fri	5/10/2024													386	446	599	675	526	542	521	459	398	293	281	227
Sat	5/11/2024	169	109	104	94	55	80	180	268	507	434	447	475	519	466	565	567	492	528	545	460	391	358	304	230
Sun	5/12/2024	200	134	111	78	83	57	121	201	206	267	367	435	443	518	568	510	529	437	408	387	363	305	291	212
Mon	5/13/2024	117	63	30	37	49	126	368	532	590	406	388	334	380	458	525	569	607	534	462	413	296	263	249	160
Tue	5/14/2024	96	70	35	36	56	120	377	550	568	485	382	318	341	392	515	650	520	528	517	448	361	259	226	160
Wed	5/15/2024	99	50	42	32	58	129	415	629	583	470	355	389	405	369	522	564	509	623	565	377	310	265	273	155
Thu	5/16/2024	106	62	34	33	51	130	370	612	564	477	398	355	348	455	567	567	500	531	514	449	389	280	276	189
Fri	5/17/2024	121	71	55	37	62	132	356	580	557	430	366	372												
		105.50	63.25	41.50	34.50	56.75	127.75	377.20	580.60	572.40	453.60	377.80	353.60	368.50	418.50	532.25	587.50	534.00	554.00	514.50	421.75	339.00	266.75	256.00	166.00
		106	63	42	35	57	128	377	581	572	454	378	354	369	419	532	588	534	554	515	422	339	267	256	166

Raw AADT	Seasonal Adj	**EB AADT**
8,108	1.091	**7,432**

Date: 5/10/2024 - 5/17/2024 | TRAFFIC VOLUME COUNT | Project: PIN 0534.87

Location: ATR 3 - Stuart Avenue between Elmont Road and Central Avenue | Direction: WB / EB

Westbound

	Hour	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
	Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Fri	5/10/2024													155	219	197	226	109	171	185	143	153	83	89	58
Sat	5/11/2024	51	27	15	11	40	17	17	29	51	67	81	89	107	183	172	128	147	121	131	110	127	121	96	68
Sun	5/12/2024	58	26	17	14	45	25	13	20	29	63	68	88	89	144	87	117	119	108	157	106	139	82	83	50
Mon	5/13/2024	27	19	10	5	41	35	41	164	187	74	76	61	87	128	117	170	121	181	145	127	146	112	80	43
Tue	5/14/2024	20	27	11	9	42	26	40	136	164	82	78	69	72	109	125	138	113	170	165	129	133	96	61	47
Wed	5/15/2024	33	17	5	9	31	24	36	151	189	83	87	76	73	94	121	105	99	170	139	187	138	59	46	
Thu	5/16/2024																								
Fri	5/17/2024											68	91												
		26.50	22.00	8.00	9.00	36.50	25.00	39.00	150.33	180.00	79.67	77.25	74.25	77.33	110.33	121.00	137.67	111.00	173.67	149.67	147.67	139.00	89.00	62.33	45.00
		27	22	8	9	37	25	39	150	180	80	77	74	77	110	121	138	111	174	150	148	139	89	62	45

Raw AADT	Seasonal Adj	WB AADT
2,092	1.091	**1,918**

Eastbound

	Hour	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
	Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Fri	5/10/2024													135	96	179	183	165	112	108	79	142	44	82	22
Sat	5/11/2024	14	16	14	10	5	44	16	28	56	49	102	71	73	87	150	83	87	75	118	65	98	66	64	29
Sun	5/12/2024	21	9	5	7	7	41	13	11	37	44	60	49	64	91	107	81	57	64	92	60	106	55	71	32
Mon	5/13/2024	13	10	5	1	3	51	39	56	136	79	50	55	62	81	144	146	82	98	95	111	108	30	81	26
Tue	5/14/2024	12	6	2	1	4	47	27	67	136	69	67	68	74	64	112	140	75	74	98	111	99	48	61	20
Wed	5/15/2024	21	9	2	4	5	43	32	69	133	79	48	62	55	71	123	152	79	95	89	91	110	48	84	18
Thu	5/16/2024	12	1	1	4	8	48	27	61	147	64	52	70	63	74	126	154	77	108	112	101	101	47	75	18
Fri	5/17/2024	12	4	1	2	2	46	31	59	133	68	69	73												
		14.25	5.00	1.50	2.75	4.75	46.00	31.20	62.40	137.00	71.80	57.20	65.60	63.50	72.50	126.25	148.00	78.25	93.75	98.50	103.50	104.50	43.25	75.25	20.50
		14	5	2	3	5	46	31	62	137	72	57	66	64	73	126	148	78	94	99	104	105	43	75	21

Raw AADT	Seasonal Adj	EB AADT
1,530	1.091	**1,402**

AADT
3,320

Date: 5/10/2024 - 5/17/2024 | TRAFFIC VOLUME COUNT | Project: PIN 0534.87

Location: ATR V1 - Eastbound Southern State Parkway Exit 13S | Direction: EB

Southbound

	Hour	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
	Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Fri	5/10/2024												385	422	402	431	407	406	441	446	436	366	331	292	357
Sat	5/11/2024	265	175	118	82	53	75	124	151	188	278	282	269	316	329	345	418	354	375	359	352	362	370	457	396
Sun	5/12/2024	280	176	138	80	70	74	72	117	182	246	287	294	342	382	437	455	477	436	418	446	409	389	302	250
Mon	5/13/2024	154	79	68	38	57	89	210	351	393	362	342	320	368	353	398	410	420	527	485	459	431	323	287	265
Tue	5/14/2024	197	98	65	36	42	80	228	385	366	320	351	379	377	354	407	423	424	500	501	472	455	347	338	288
Wed	5/15/2024	218	120	59	41	40	72	186	344	405	357	309	248	310	351	441	456	413	366	502	455	447	345	339	319
Thu	5/16/2024	195	109	60	46	48	89	233	385	385	348	330	344	360	366	407	459	465	500	511	464	440	340	305	307
Fri	5/17/2024	202	127	74	50	65	77	201	363	395	308	349	342												
		203.00	113.50	64.50	43.25	48.75	79.50	211.60	365.60	388.80	339.00	336.20	326.60	353.75	356.00	413.25	437.00	430.50	473.25	499.75	462.50	443.25	338.75	317.25	294.75
		203	114	65	43	49	80	212	366	389	339	336	327	354	356	413	437	431	473	500	463	443	339	317	295

Raw AADT	Seasonal Adj	EB AADT
7,344	1.091	**6,731**

Date: 5/10/2024 - 5/17/2024 | TRAFFIC VOLUME COUNT | Project: PIN 0534.87

Location: ATR V2- Eastbound Southern State Parkway Exit 13N | Direction: EB

Southbound	Hour	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
	Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Fri	5/10/2024													56	62	56	54	52	65	60	65	57	59	61	54
Sat	5/11/2024	38	32	30	12	15	8	17	25	45	32	43	37	53	43	64	54	62	52	61	71	71	49	55	58
Sun	5/12/2024	39	25	22	21	17	13	13	25	34	27	34	28	53	56	59	61	67	53	48	53	46	45	57	47
Mon	5/13/2024	26	21	9	6	5	8	23	31	57	45	49	46	64	48	57	51	62	59	68	64	63	56	22	27
Tue	5/14/2024	37	18	12	7	7	10	19	33	41	38	54	39	50	54	59	51	55	53	63	63	64	45	49	44
Wed	5/15/2024	39	18	10	9	7	13	18	36	53	31	37	28	46	48	57	64	45	54	52	62	46	46	53	44
Thu	5/16/2024	37	21	16	8	11	14	26	36	48	43	51	43	54	51	45	71	50	64	73	74	57	49	52	53
Fri	5/17/2024	36	21	15	9	15	13	20	42	40	57	57	47	14	0										
		37.25	19.50	13.25	8.25	10.00	12.50	21.20	35.60	47.80	42.80	49.60	40.60	53.50	50.25	54.50	59.25	53.00	57.50	64.00	65.75	57.50	49.00	44.00	42.00
		37	20	13	8	10	13	21	36	48	43	50	41	54	50	55	59	53	58	64	66	58	49	44	42

Raw AADT	Seasonal Adj	**EB AADT**
992	1.091	**909**

Date: 5/10/2024 - 5/17/2024 | TRAFFIC VOLUME COUNT | Project: PIN 0534.87

Location: ATR V3 - Central Avenue On-Ramp to Eastbound Southern State Parkway | Direction: EB

Southbound	Hour	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
	Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Fri	5/10/2024												205	227	211	338	308	219	221	226	216	161	123	134	61
Sat	5/11/2024	44	33	33	33	33	47	80	134	190	235	244	237	256	271	234	238	250	222	249	198	158	168	142	84
Sun	5/12/2024	73	48	25	29	33	28	45	65	118	134	186	214	174	243	244	219	210	191	210	173	157	137	111	72
Mon	5/13/2024	34	17	18	10	27	80	164	290	322	219	236	196	184	236	277	279	229	213	202	186	145	100	97	45
Tue	5/14/2024	27	24	12	20	18	66	151	321	302	231	217	181	226	233	284	242	179	244	200	201	131	116	115	59
Wed	5/15/2024	34	18	12	19	23	81	179	328	302	214	178	176	179	223	218	242	194	195	174	183	127	104		
Thu	5/16/2024										182	190	170	197	226	299	236	219	236	198	164	145	121	105	65
Fri	5/17/2024	32	27	21	21	25	73	157	346	308	235	200	215												
		31.00	23.00	15.00	20.00	22.00	73.33	162.75	321.25	308.50	216.20	204.20	187.60	196.50	229.50	269.50	249.75	205.25	222.00	193.50	183.50	137.00	110.25	105.67	56.33
		31	23	15	20	22	73	163	321	309	216	204	188	197	230	270	250	205	222	194	184	137	110	106	56

Raw AADT	Seasonal Adj	**EB AADT**
3,746	1.091	**3,434**

U.S. Department of Transportation
Federal Highway Administration

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX C

Traffic Information

TMC Data

Study Name PIN 0534.87
Start Date Tues. 05-14-2024 & Thurs. 05-16-2024
Start Time 6:30
Site Code Stuart Avenue and Elmont Road

Total Vehicles

Leg		Stuart Ave						Elmont Road						Elmont Road					
Direction		Westbound						Northbound						Southbound					
Start Time		U-Turn	Left	Right	App Total	Peds CCW	**Peds CW**	U-Turn	Thru	Right	App Total	Peds CCW	Peds CW	U-Turn	**Left**	Thru	App Total	Peds CCW	Peds CW	Int Total
AM																				
5/14/2024	8:00	0	5	22	27	1	**0**	0	205	44	249	0	0	0	**90**	90	180	0	0	456
	8:15	0	1	21	22	0	**0**	0	224	51	275	0	0	0	**118**	89	207	0	0	504
	8:30	0	6	16	22	0	**1**	0	249	48	297	0	0	0	**96**	82	178	0	0	497
	8:45	0	6	11	17	0	**0**	0	233	31	264	0	0	0	**111**	91	202	0	0	483
	Total	0	18	88				0	911	174				0	**415**	352				
5/16/2024	8:00	0	7	28	35	5	**0**	0	219	46	265	0	0	0	**92**	93	185	0	0	485
	8:15	0	6	18	24	0	**0**	0	225	47	272	0	0	0	**101**	92	193	0	0	489
	8:30	1	6	12	19	1	**1**	0	232	57	289	0	0	0	**102**	90	192	0	0	500
	8:45	0	4	15	19	0	**2**	0	180	44	224	0	0	1	**104**	100	205	0	0	448
	Total	1	23	73				0	856	194				1	**399**	375				
MD																				
5/14/2024	12:00	0	1	7	8	2	**0**	0	141	25	166	0	1	0	**68**	87	155	0	0	329
	12:15	0	4	12	16	0	**2**	0	139	28	167	0	1	0	**63**	94	157	0	0	340
	12:30	0	4	4	8	1	**2**	1	116	39	156	0	1	0	**68**	86	154	0	0	318
	12:45	0	3	8	11	4	**2**	0	120	27	147	2	0	0	**90**	97	187	0	0	345
	Total	0	12	31				1	516	119				0	**289**	364				
5/16/2024	12:00	0	4	17	21	2	**0**	0	124	24	148	1	0	0	**63**	104	167	0	0	336
	12:15	0	2	13	15	0	**0**	0	135	27	162	0	1	0	**73**	79	152	0	0	329
	12:30	0	2	11	13	0	**0**	0	125	31	156	4	0	0	**77**	97	174	0	0	343
	12:45	0	3	18	21	2	**1**	0	140	31	171	0	0	0	**100**	95	195	0	0	387
	Total	0	11	59				0	524	113				0	**313**	375				
PM																				
5/14/2024	17:00	0	4	11	15	2	**1**	0	167	38	205	0	0	0	**103**	138	241	0	0	461
	17:15	0	7	14	21	1	**0**	0	180	61	241	0	0	0	**88**	128	216	0	0	478
	17:30	0	3	8	11	0	**0**	0	139	42	181	0	0	0	**96**	155	251	0	0	443
	17:45	0	5	8	13	1	**0**	1	128	32	161	0	0	0	**92**	132	224	0	0	398
	Total	0	19	41				1	614	173				0	**379**	553				
5/16/2024	17:00	0	4	20	24	1	**1**	0	163	60	223	1	1	0	**96**	113	209	0	0	456
	17:15	0	5	17	22	2	**10**	0	180	41	221	0	0	0	**98**	145	243	0	0	486
	17:30	0	8	17	25	2	**3**	0	175	38	213	2	0	0	**98**	129	227	0	0	465
	17:45	0	4	13	17	0	**1**	0	179	46	225	0	1	0	**89**	125	214	0	0	456
	Total	0	21	67				0	697	185				0	**381**	512				

PHF		
AM	**MD**	**PM**
8:00-9:00	12:00-13:00	17:00-18:00
0.97	0.94	0.95

Study Name PIN 0534.87
Start Date Tues. 05-14-2024 & Thurs. 05-16-2024
Start Time 6:30
Site Code Stuart Avenue and Central Avenue

Total Vehicles

Leg	Stuart Ave Eastbound								Arkansas Drive Westbound								Central Ave Northbound								Central Ave Southbound								Access Ramp to EB SSP Southwestbound								
Direction																																									
Start Time		U-Turn	Left	Bear Left	Thru	Right	App Total	Peds CCW	Peds CW	U-Turn	Left	Thru	Right	Hard Right	App Total	Peds CCW	Peds CW	U-Turn	Left	Thru	Bear Right	Right	App Total	Peds CCW	Peds CW	U-Turn	Hard Left	Left	Thru	Right	App Total	Peds CCW	Peds CW	U-Turn	Hard Left	Bear Left	Bear Right	Hard Right	App Total	Peds CCW	Peds CW	Int Total
AM																																									
5/14/2024	8:00	0	8	15	4	26	**53**	0	0	0	5	7	8	3	**23**	0	0	0	14	131	46	4	**195**	0	0	0	19	3	200	35	**257**	0	0	0	0	0	0	9	**9**	0	0	**537**
	8:15	0	2	9	1	12	**24**	0	1	0	1	1	1	6	**9**	0	0	0	5	123	41	2	**171**	0	0	0	19	8	175	20	**222**	1	0	0	1	2	0	8	**11**	0	0	**437**
	8:30	0	1	6	2	11	**20**	0	0	0	0	2	7	6	**15**	0	0	0	10	122	40	4	**176**	0	1	0	22	4	178	18	**222**	0	0	0	0	0	0	7	**7**	0	0	**440**
	8:45	0	1	8	2	8	**19**	0	0	0	1	4	3	4	**12**	0	0	0	6	107	45	2	**160**	0	1	0	16	9	211	15	**251**	0	0	0	0	1	0	10	**11**	1	0	**453**
	Total	0	12	38	9	57				0	7	14	19	19				0	35	483	172	12				0	76	24	764	88				0	1	3	0	34				
5/16/2024	8:00	0	10	12	2	26	**50**	1	0	0	3	8	3	3	**17**	0	0	0	15	110	41	1	**167**	0	0	0	26	7	211	30	**274**	0	0	0	2	1	0	12	**15**	0	0	**523**
	8:15	0	3	12	4	10	**29**	0	2	0	0	0	6	8	**14**	0	0	0	8	134	52	1	**195**	0	0	0	14	4	181	24	**223**	0	0	0	0	0	0	12	**12**	0	0	**473**
	8:30	0	1	4	2	11	**18**	0	0	0	1	5	8	9	**23**	0	0	0	9	120	49	1	**179**	0	0	0	23	5	170	19	**217**	0	0	0	0	0	0	7	**7**	0	1	**444**
	8:45	0	3	7	3	7	**20**	0	1	0	0	4	8	2	**14**	0	0	0	10	96	32	3	**141**	0	1	0	17	13	226	17	**273**	1	1	0	0	0	0	14	**14**	1	1	**462**
	Total	0	17	35	11	54				0	4	17	25	22				0	42	460	174	6				0	80	29	788	90				0	2	1	0	45				
MD																																									
5/14/2024	12:00	0	0	6	3	12	**21**	0	1	0	1	3	6	5	**15**	0	0	0	2	93	36	0	**131**	0	0	0	16	9	169	13	**207**	0	0	0	0	0	0	8	**8**	0	0	**382**
	12:15	1	4	7	1	4	**17**	0	0	0	1	4	9	3	**17**	0	0	0	3	86	31	1	**121**	0	0	0	8	12	176	7	**203**	0	0	0	0	0	0	16	**16**	0	1	**374**
	12:30	0	1	3	2	13	**19**	0	0	0	0	3	8	5	**16**	0	0	0	4	105	35	0	**144**	0	0	0	15	12	171	11	**209**	0	1	0	0	1	1	13	**15**	0	0	**403**
	12:45	0	4	3	1	13	**21**	0	0	0	0	4	8	4	**16**	0	1	0	5	80	38	0	**123**	0	1	0	19	10	192	16	**237**	0	0	0	0	0	0	13	**13**	0	1	**410**
	Total	1	9	19	7	42				0	2	14	31	17				0	14	364	140	1				0	58	43	708	47				0	0	1	1	50				
5/16/2024	12:00	0	1	1	1	6	**9**	0	0	2	1	3	5	5	**16**	0	0	0	7	110	33	1	**151**	0	0	0	9	7	178	11	**205**	0	0	0	0	3	1	12	**16**	0	0	**397**
	12:15	0	2	4	2	6	**14**	0	0	0	3	1	4	2	**10**	0	0	0	3	110	34	0	**147**	0	0	0	10	9	169	11	**199**	0	0	0	0	1	0	13	**14**	0	0	**384**
	12:30	0	6	6	3	12	**27**	0	0	0	2	2	7	7	**18**	1	0	0	1	106	38	2	**147**	1	0	0	9	6	163	14	**192**	0	1	0	0	2	0	8	**10**	1	0	**394**
	12:45	0	4	3	1	9	**17**	1	1	0	1	4	4	3	**12**	0	0	0	6	97	32	1	**136**	0	0	0	9	9	155	22	**195**	0	0	0	0	1	0	13	**14**	0	0	**374**
	Total	0	13	14	7	33				2	7	10	20	17				0	17	423	137	4				0	37	31	665	58				0	0	7	1	46				
PM																																									
5/14/2024	17:00	0	9	2	3	11	**25**	0	0	0	2	4	7	1	**14**	0	1	0	4	118	47	1	**170**	0	0	0	15	8	217	40	**280**	0	0	0	0	0	0	13	**13**	0	3	**502**
	17:15	0	5	5	2	9	**21**	0	0	0	1	6	9	3	**19**	0	0	0	9	135	41	3	**188**	0	0	0	16	15	234	30	**295**	0	0	0	1	1	1	8	**11**	0	0	**534**
	17:30	0	1	3	4	4	**12**	0	0	0	1	2	6	6	**15**	0	0	0	7	133	31	1	**172**	0	0	0	15	18	258	30	**321**	0	0	0	0	1	0	13	**14**	0	0	**534**
	17:45	0	1	3	4	8	**16**	0	0	0	1	8	4	4	**17**	0	0	0	9	79	39	1	**128**	0	0	0	14	14	256	35	**319**	0	1	0	1	0	0	14	**15**	0	0	**495**
	Total	0	16	13	13	32				0	5	20	26	14				0	29	465	158	6				0	60	55	965	135				0	2	2	1	48				
5/16/2024	17:00	0	8	5	5	17	**35**	0	0	0	0	4	4	4	**12**	0	3	0	10	120	38	2	**170**	0	3	0	10	14	236	33	**293**	0	2	0	1	3	0	15	**19**	0	3	**529**
	17:15	0	4	8	1	8	**21**	0	1	0	0	10	8	3	**21**	0	1	0	5	135	35	4	**179**	0	1	0	24	14	234	22	**294**	0	0	0	0	0	0	8	**8**	1	1	**523**
	17:30	0	2	10	4	8	**24**	0	0	0	2	4	5	4	**15**	2	0	0	10	121	34	2	**167**	1	0	0	7	16	250	30	**303**	0	0	0	0	0	1	16	**17**	2	0	**526**
	17:45	0	0	6	0	7	**13**	0	0	0	1	5	3	5	**14**	0	0	0	7	125	32	0	**164**	0	0	0	11	11	256	23	**301**	0	0	0	3	0	0	15	**18**	0	0	**510**
	Total	0	14	29	10	40				0	3	23	20	16				0	32	501	139	8				0	52	55	976	108				0	4	3	1	54				

PHF		
AM	MD	PM
8:00-9:00	12:00-13:00	17:00-18:00
0.89	0.98	0.98

Study Name PIN 0534.87
Start Date Tues. 05-14-2024 & Thurs. 05-16-2024
Start Time 6:30
Site Code Central Avenue and Linden Boulevard

Total Vehicles

Leg		SSP WB Off Ramp							N Central Ave								Greenway Blvd								Linden Blvd						
Direction		Westbound							Northwestbound								Southbound								Southeastbound						
Start Time		U-Turn	Hard Left	Thru	Right	App Total	Peds CCW	Peds CW	U-Turn	Thru	Bearing Right	Hard Right	App Total	Peds CCW	Peds CW	U-Turn	Left	Bear Left	Hard Right	App Total	Peds CCW	Peds CW	U-Turn	Hard Left	Bearing Left	Thru	App Total	Peds CCW	Peds CW	Int Total
AM																															
5/14/2024	8:00	0	54	172	55	281	**0**	0	0	126	33	0	159	0	**0**	0	0	30	7	37	0	0	**0**	0	0	78	78	2	0	555
	8:15	0	51	142	45	238	**1**	1	0	114	18	0	132	0	**0**	0	0	23	12	35	0	0	**0**	0	0	68	68	0	0	473
	8:30	0	46	148	24	218	**0**	0	0	111	21	0	132	0	**0**	0	0	24	5	29	0	0	**0**	0	0	66	66	0	0	445
	8:45	0	45	135	22	202	**0**	0	0	103	23	0	126	0	**0**	0	0	19	9	28	1	0	**0**	0	0	69	69	0	0	425
	Total	0	196	597	146				0	454	95	0				0	0	96	33				**0**	0	0	281				
5/16/2024	8:00	0	55	167	57	279	**0**	0	0	105	28	0	133	0	**0**	0	0	40	13	53	0	0	**0**	0	0	83	83	0	0	548
	8:15	0	45	158	59	262	**0**	1	0	122	33	0	155	0	**0**	0	0	26	7	33	0	0	**0**	0	0	50	50	0	0	500
	8:30	0	42	152	57	251	**1**	1	0	111	25	0	136	0	**0**	0	0	28	8	36	0	0	**0**	0	0	65	65	0	0	488
	8:45	0	62	140	23	225	**0**	0	0	94	24	0	118	0	**0**	0	0	24	2	26	0	0	**0**	0	0	80	80	0	0	449
	Total	0	204	617	196				0	432	110	0				0	0	118	30				**0**	0	0	278				
MD																															
5/14/2024	12:00	0	39	81	11	131	**1**	0	0	90	17	0	107	0	**0**	0	0	19	9	28	0	0	**0**	0	0	55	55	0	0	321
	12:15	0	43	73	15	131	**0**	2	0	86	27	0	113	0	**0**	0	0	11	9	20	0	0	**0**	0	0	59	59	0	0	323
	12:30	0	34	84	12	130	**1**	0	0	92	34	0	126	0	**0**	0	0	24	9	33	0	1	**0**	0	0	63	63	0	0	352
	12:45	0	65	87	15	167	**0**	2	0	79	29	0	108	0	**0**	0	0	18	5	23	0	0	**0**	0	0	60	60	2	0	358
	Total	0	181	325	53				0	347	107	0				0	0	72	32				**0**	0	0	237				
5/16/2024	12:00	0	38	79	11	128	**0**	0	0	107	15	0	122	0	**0**	0	0	21	6	27	0	0	**0**	0	0	56	56	0	0	333
	12:15	0	37	87	12	136	**0**	0	0	107	31	0	138	0	**0**	0	0	19	8	27	0	0	**0**	0	0	43	43	0	0	344
	12:30	0	48	79	15	142	**2**	0	0	98	31	0	129	0	**0**	0	0	15	5	20	1	0	**0**	0	0	40	40	0	0	331
	12:45	0	40	97	17	154	**0**	0	0	97	21	0	118	0	**0**	0	0	12	12	24	0	1	**0**	0	0	57	57	0	1	353
	Total	0	163	342	55				0	409	98	0				0	0	67	31				**0**	0	0	196				
PM																															
5/14/2024	17:00	0	71	110	26	207	**0**	4	0	104	34	0	138	0	**0**	0	0	26	6	32	0	0	**0**	0	0	63	63	0	0	440
	17:15	0	80	96	32	208	**0**	0	0	105	41	0	146	0	**0**	0	0	23	11	34	0	0	**0**	0	0	89	89	0	0	477
	17:30	0	71	113	25	209	**0**	0	0	121	31	0	152	0	**0**	0	0	26	5	31	0	0	**1**	0	0	88	89	0	0	481
	17:45	0	74	101	21	196	**0**	0	0	72	10	0	82	0	**0**	0	0	31	8	39	0	0	**0**	0	0	77	77	0	0	394
	Total	0	296	420	104				0	402	116	0				0	0	106	30				**1**	0	0	317				
5/16/2024	17:00	0	79	119	31	229	**0**	3	0	107	44	0	151	0	**0**	0	0	27	6	33	0	1	**0**	0	0	69	69	0	0	482
	17:15	0	77	93	37	207	**2**	1	0	119	32	0	151	0	**0**	0	0	22	8	30	0	0	**0**	0	0	79	79	0	1	467
	17:30	0	70	114	29	213	**4**	0	0	125	27	0	152	0	**0**	0	0	27	14	41	0	0	**0**	0	0	67	67	0	0	473
	17:45	0	72	129	28	229	**0**	1	0	102	33	0	135	0	**0**	0	0	28	12	40	0	0	**0**	0	0	73	73	0	0	477
	Total	0	298	455	125				0	453	136	0				0	0	104	40				**0**	0	0	288				

PHF		
AM	**MD**	**PM**
8:00-9:00	12:00-13:00	17:00-18:00
0.88	0.96	0.97

U.S. Department of Transportation
Federal Highway Administration

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX C

Traffic Information

Spot Speed Data

SPOT SPEED STUDY

Date: **5/10/2024 to 5/17/2024** Project: **PIN 0534.87**

Location: **Exit 13 S Off-Ramp** Direction: **Eastbound**

Southern State Parkway

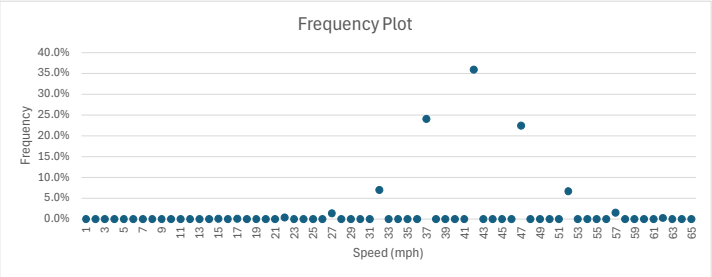
Speed S mph	No of Vehciles in Group No of Vehciles	% of Vehciles In Group	% Cumulative Vehciles	nS	nS^2
1	0	0.0%	0.0%	0	0
2	0	0.0%	0.0%	0	0
3	0	0.0%	0.0%	0	0
4	0	0.0%	0.0%	0	0
5	0	0.0%	0.0%	0	0
6	0	0.0%	0.0%	0	0
7	0	0.0%	0.0%	0	0
8	0	0.0%	0.0%	0	0
9	0	0.0%	0.0%	0	0
10	0	0.0%	0.0%	0	0
11	0	0.0%	0.0%	0	0
12	0	0.0%	0.0%	0	0
13	0	0.0%	0.0%	0	0
14	0	0.0%	0.0%	0	0
15	36	0.1%	0.1%	540	19440
16	0	0.0%	0.1%	0	0
17	31	0.1%	0.2%	527	16337
18	0	0.0%	0.2%	0	0
19	0	0.0%	0.2%	0	0
20	0	0.0%	0.2%	0	0
21	0	0.0%	0.2%	0	0
22	138	0.4%	0.6%	3036	418968
23	0	0.0%	0.6%	0	0
24	0	0.0%	0.6%	0	0
25	0	0.0%	0.6%	0	0
26	0	0.0%	0.6%	0	0
27	508	1.4%	1.9%	13716	6967728
28	0	0.0%	1.9%	0	0
29	0	0.0%	1.9%	0	0
30	0	0.0%	1.9%	0	0
31	0	0.0%	1.9%	0	0
32	2609	7.0%	9.0%	83488	2.2E+08
33	0	0.0%	9.0%	0	0
34	0	0.0%	9.0%	0	0
35	0	0.0%	9.0%	0	0
36	0	0.0%	9.0%	0	0
37	8918	24.1%	33.0%	329966	2.9E+09
38	0	0.0%	33.0%	0	0
39	0	0.0%	33.0%	0	0
40	0	0.0%	33.0%	0	0
41	0	0.0%	33.0%	0	0
42	13334	36.0%	69.0%	560028	7.5E+09
43	0	0.0%	69.0%	0	0
44	0	0.0%	69.0%	0	0
45	0	0.0%	69.0%	0	0
46	0	0.0%	69.0%	0	0
47	8328	22.5%	91.5%	391416	3.3E+09
48	0	0.0%	91.5%	0	0
49	0	0.0%	91.5%	0	0
50	0	0.0%	91.5%	0	0
51	0	0.0%	91.5%	0	0
52	2486	6.7%	98.2%	129272	3.2E+08
53	0	0.0%	98.2%	0	0
54	0	0.0%	98.2%	0	0
55	0	0.0%	98.2%	0	0
56	0	0.0%	98.2%	0	0
57	563	1.5%	99.7%	32091	1.8E+07
58	0	0.0%	99.7%	0	0
59	0	0.0%	99.7%	0	0
60	0	0.0%	99.7%	0	0
61	0	0.0%	99.7%	0	0
62	105	0.3%	100.0%	6510	683550
63	0	0.0%	100.0%	0	0
64	0	0.0%	100.0%	0	0
65	0	0.0%	100.0%	0	0
	37056	100%		1550590	1.4E+10

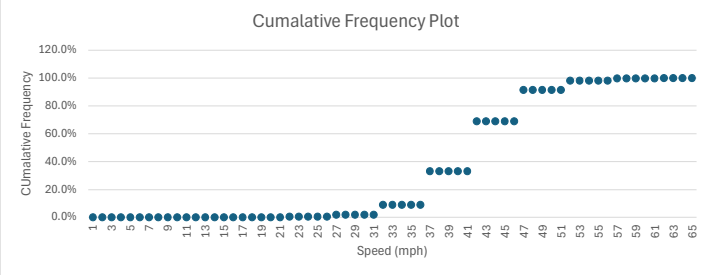
Mean Speed=	42	mph	Median Speed=	43	mph
Standard Deviation=	6.1	mph	15th Percentile Speed=	38	mph
Margin of Error (95% Confidence)=	0.1	mph	85th Percentile Speed=	48	mph

SPOT SPEED STUDY

Date: **5/10/2024 to 5/17/2024**
Location: **Exit 13 S Off-Ramp**
Southern State Parkway

Project: **PIN 0534.87**
Direction: **Eastbound**





SPOT SPEED STUDY

Date: **5/10/2024 to 5/17/2024** Project: **PIN 0534.87**
Location: **Exit 13 N Off-Ramp** Direction: **Eastbound**
Southern State Parkway

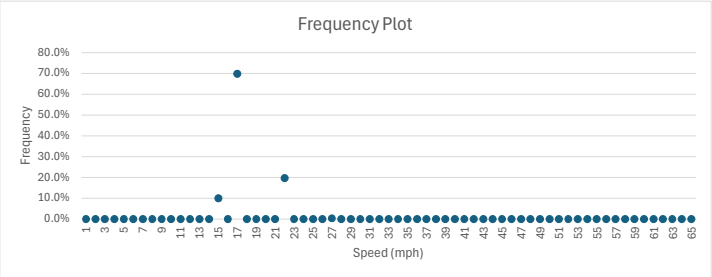
Speed S mph	No of Vehciles in Group No of Vehciles	% of Vehciles In Group	% Cumulative Vehciles	nS	nS^2
1	0	0.0%	0.0%	0	0
2	0	0.0%	0.0%	0	0
3	0	0.0%	0.0%	0	0
4	0	0.0%	0.0%	0	0
5	0	0.0%	0.0%	0	0
6	0	0.0%	0.0%	0	0
7	0	0.0%	0.0%	0	0
8	0	0.0%	0.0%	0	0
9	0	0.0%	0.0%	0	0
10	0	0.0%	0.0%	0	0
11	0	0.0%	0.0%	0	0
12	0	0.0%	0.0%	0	0
13	0	0.0%	0.0%	0	0
14	0	0.0%	0.0%	0	0
15	505	10.1%	10.1%	7575	3825375
16	0	0.0%	10.1%	0	0
17	3504	69.9%	80.0%	59568	2.1E+08
18	0	0.0%	80.0%	0	0
19	0	0.0%	80.0%	0	0
20	0	0.0%	80.0%	0	0
21	0	0.0%	80.0%	0	0
22	985	19.6%	99.6%	21670	2.1E+07
23	0	0.0%	99.6%	0	0
24	0	0.0%	99.6%	0	0
25	0	0.0%	99.6%	0	0
26	0	0.0%	99.6%	0	0
27	20	0.4%	100.0%	540	10800
28	0	0.0%	100.0%	0	0
29	0	0.0%	100.0%	0	0
30	0	0.0%	100.0%	0	0
31	0	0.0%	100.0%	0	0
32	0	0.0%	100.0%	0	0
33	0	0.0%	100.0%	0	0
34	0	0.0%	100.0%	0	0
35	0	0.0%	100.0%	0	0
36	0	0.0%	100.0%	0	0
37	0	0.0%	100.0%	0	0
38	0	0.0%	100.0%	0	0
39	0	0.0%	100.0%	0	0
40	0	0.0%	100.0%	0	0
41	0	0.0%	100.0%	0	0
42	0	0.0%	100.0%	0	0
43	0	0.0%	100.0%	0	0
44	0	0.0%	100.0%	0	0
45	0	0.0%	100.0%	0	0
46	0	0.0%	100.0%	0	0
47	0	0.0%	100.0%	0	0
48	0	0.0%	100.0%	0	0
49	0	0.0%	100.0%	0	0
50	0	0.0%	100.0%	0	0
51	0	0.0%	100.0%	0	0
52	0	0.0%	100.0%	0	0
53	0	0.0%	100.0%	0	0
54	0	0.0%	100.0%	0	0
55	0	0.0%	100.0%	0	0
56	0	0.0%	100.0%	0	0
57	0	0.0%	100.0%	0	0
58	0	0.0%	100.0%	0	0
59	0	0.0%	100.0%	0	0
60	0	0.0%	100.0%	0	0
61	0	0.0%	100.0%	0	0
62	0	0.0%	100.0%	0	0
63	0	0.0%	100.0%	0	0
64	0	0.0%	100.0%	0	0
65	0	0.0%	100.0%	0	0
	5014	100%		89353	2.3E+08

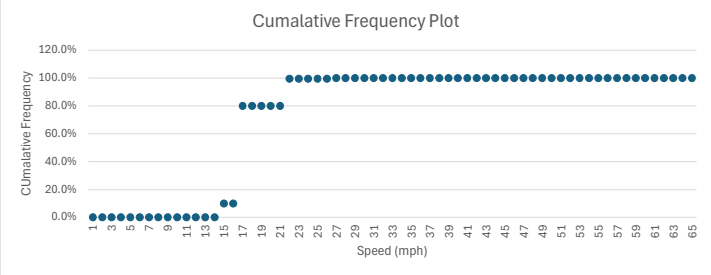
Mean Speed=	18	mph	Median Speed=	18	mph
Standard Deviation=	2.3	mph	15th Percentile Speed=	18	mph
Margin of Error (95% Confidence)=	0.1	mph	85th Percentile Speed=	23	mph

SPOT SPEED STUDY

Date: **5/10/2024 to 5/17/2024**
Location: **Exit 13 N Off-Ramp**
Southern State Parkway

Project: **PIN 0534.87**
Direction: **Eastbound**





SPOT SPEED STUDY

Date: **5/10/2024 to 5/17/2024** Project: **PIN 0534.87**
Location: **Central Ave On-Ramp** Direction: **Eastbound**
Southern State Parkway

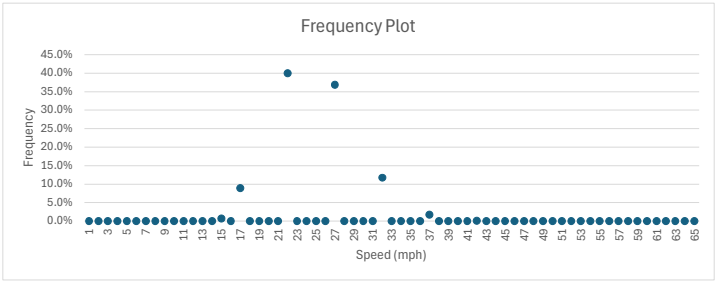
Speed S mph	No of Vehciles in Group No of Vehciles	% of Vehciles In Group	% Cumulative Vehciles	nS	nS^2
1	0	0.0%	0.0%	0	0
2	0	0.0%	0.0%	0	0
3	0	0.0%	0.0%	0	0
4	0	0.0%	0.0%	0	0
5	0	0.0%	0.0%	0	0
6	0	0.0%	0.0%	0	0
7	0	0.0%	0.0%	0	0
8	0	0.0%	0.0%	0	0
9	0	0.0%	0.0%	0	0
10	0	0.0%	0.0%	0	0
11	0	0.0%	0.0%	0	0
12	0	0.0%	0.0%	0	0
13	0	0.0%	0.0%	0	0
14	0	0.0%	0.0%	0	0
15	121	0.7%	0.7%	1815	219615
16	0	0.0%	0.7%	0	0
17	1645	8.9%	9.6%	27965	4.6E+07
18	0	0.0%	9.6%	0	0
19	0	0.0%	9.6%	0	0
20	0	0.0%	9.6%	0	0
21	0	0.0%	9.6%	0	0
22	7363	40.0%	49.6%	161986	1.2E+09
23	0	0.0%	49.6%	0	0
24	0	0.0%	49.6%	0	0
25	0	0.0%	49.6%	0	0
26	0	0.0%	49.6%	0	0
27	6789	36.9%	86.5%	183303	1.2E+09
28	0	0.0%	86.5%	0	0
29	0	0.0%	86.5%	0	0
30	0	0.0%	86.5%	0	0
31	0	0.0%	86.5%	0	0
32	2157	11.7%	98.2%	69024	1.5E+08
33	0	0.0%	98.2%	0	0
34	0	0.0%	98.2%	0	0
35	0	0.0%	98.2%	0	0
36	0	0.0%	98.2%	0	0
37	308	1.7%	99.9%	11396	3509968
38	0	0.0%	99.9%	0	0
39	0	0.0%	99.9%	0	0
40	0	0.0%	99.9%	0	0
41	0	0.0%	99.9%	0	0
42	16	0.1%	100.0%	672	10752
43	0	0.0%	100.0%	0	0
44	0	0.0%	100.0%	0	0
45	0	0.0%	100.0%	0	0
46	0	0.0%	100.0%	0	0
47	2	0.0%	100.0%	94	188
48	0	0.0%	100.0%	0	0
49	0	0.0%	100.0%	0	0
50	0	0.0%	100.0%	0	0
51	0	0.0%	100.0%	0	0
52	0	0.0%	100.0%	0	0
53	0	0.0%	100.0%	0	0
54	0	0.0%	100.0%	0	0
55	0	0.0%	100.0%	0	0
56	0	0.0%	100.0%	0	0
57	0	0.0%	100.0%	0	0
58	0	0.0%	100.0%	0	0
59	0	0.0%	100.0%	0	0
60	0	0.0%	100.0%	0	0
61	0	0.0%	100.0%	0	0
62	0	0.0%	100.0%	0	0
63	0	0.0%	100.0%	0	0
64	0	0.0%	100.0%	0	0
65	0	0.0%	100.0%	0	0
	18401	100%		456255	2.6E+09

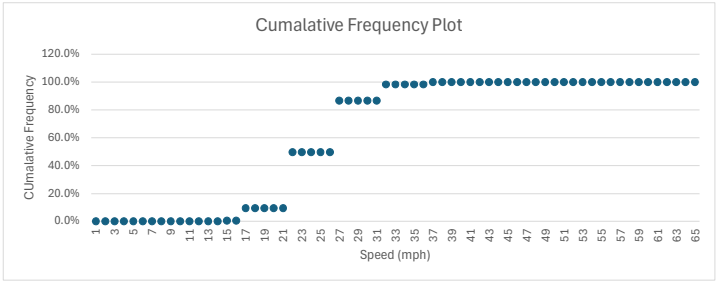
Mean Speed=	25	mph	Median Speed=	28	mph
Standard Deviation=	4.5	mph	15th Percentile Speed=	23	mph
Margin of Error (95% Confidence)=	0.1	mph	85th Percentile Speed=	28	mph

SPOT SPEED STUDY

Date: **5/10/2024 to 5/17/2024**
Location: **Central Ave On-Ramp**
Southern State Parkway

Project: **PIN 0534.87**
Direction: **Eastbound**





SPOT SPEED STUDY

Date: **10/15/2024**
Location: **Southern State Parkway b/w Exit 13N and Exit 13S**

Project: **PIN 0534.87**
Direction: **Eastbound**

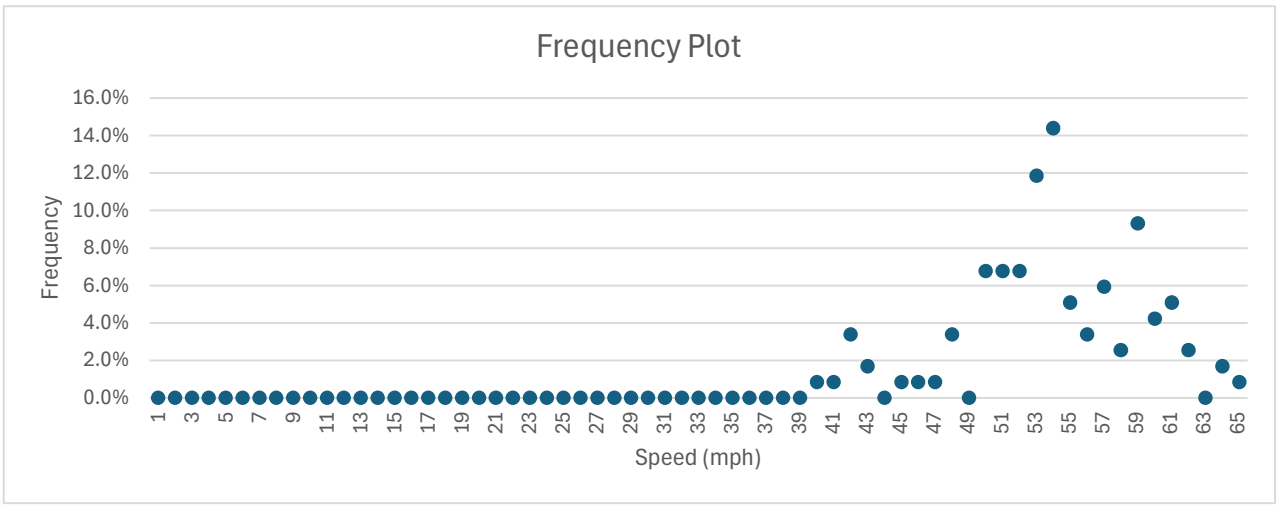
Speed S mph	No of Vehciles in Group No of Vehciles	% of Vehciles In Group	% Cumulative Vehciles	nS	nS^2
1	0	0.0%	0.0%	0	0
2	0	0.0%	0.0%	0	0
3	0	0.0%	0.0%	0	0
4	0	0.0%	0.0%	0	0
5	0	0.0%	0.0%	0	0
6	0	0.0%	0.0%	0	0
7	0	0.0%	0.0%	0	0
8	0	0.0%	0.0%	0	0
9	0	0.0%	0.0%	0	0
10	0	0.0%	0.0%	0	0
11	0	0.0%	0.0%	0	0
12	0	0.0%	0.0%	0	0
13	0	0.0%	0.0%	0	0
14	0	0.0%	0.0%	0	0
15	0	0.0%	0.0%	0	0
16	0	0.0%	0.0%	0	0
17	0	0.0%	0.0%	0	0
18	0	0.0%	0.0%	0	0
19	0	0.0%	0.0%	0	0
20	0	0.0%	0.0%	0	0
21	0	0.0%	0.0%	0	0
22	0	0.0%	0.0%	0	0
23	0	0.0%	0.0%	0	0
24	0	0.0%	0.0%	0	0
25	0	0.0%	0.0%	0	0
26	0	0.0%	0.0%	0	0
27	0	0.0%	0.0%	0	0
28	0	0.0%	0.0%	0	0
29	0	0.0%	0.0%	0	0
30	0	0.0%	0.0%	0	0
31	0	0.0%	0.0%	0	0
32	0	0.0%	0.0%	0	0
33	0	0.0%	0.0%	0	0
34	0	0.0%	0.0%	0	0
35	0	0.0%	0.0%	0	0
36	0	0.0%	0.0%	0	0
37	0	0.0%	0.0%	0	0
38	0	0.0%	0.0%	0	0
39	0	0.0%	0.0%	0	0
40	1	0.8%	0.8%	40	40
41	1	0.8%	1.7%	41	41
42	4	3.4%	5.1%	168	672
43	2	1.7%	6.8%	86	172
44	0	0.0%	6.8%	0	0
45	1	0.8%	7.6%	45	45
46	1	0.8%	8.5%	46	46
47	1	0.8%	9.3%	47	47
48	4	3.4%	12.7%	192	768
49	0	0.0%	12.7%	0	0
50	8	6.8%	19.5%	400	3200
51	8	6.8%	26.3%	408	3264
52	8	6.8%	33.1%	416	3328
53	14	11.9%	44.9%	742	10388
54	17	14.4%	59.3%	918	15606
55	6	5.1%	64.4%	330	1980
56	4	3.4%	67.8%	224	896
57	7	5.9%	73.7%	399	2793
58	3	2.5%	76.3%	174	522
59	11	9.3%	85.6%	649	7139
60	5	4.2%	89.8%	300	1500
61	6	5.1%	94.9%	366	2196
62	3	2.5%	97.5%	186	558
63	0	0.0%	97.5%	0	0
64	2	1.7%	99.2%	128	256
65	1	0.8%	100.0%	65	65
	118	100%		6370	55522

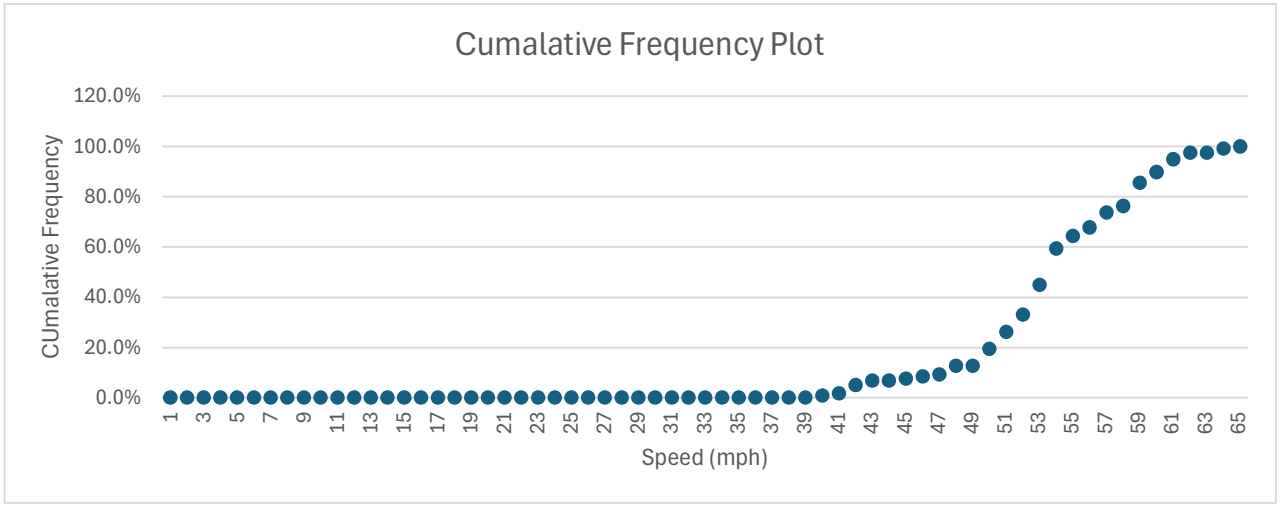
Mean Speed=	53.9	mph	Median Speed=	54.0	mph
Standard Deviation=	5.4	mph	15th Percentile Speed=	50	mph
Margin of Error (95% Confidance)=	1.0	mph	85th Percentile Speed=	60	mph

SPOT SPEED STUDY

Date: **10/15/2024**
Location: **Southern State Parkway b/w Exit 13N and Exit 13S**

Project: **PIN 0534.87**
Direction: **Eastbound**





U.S. Department of Transportation
Federal Highway Administration

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX C

Traffic Information

Google API Travel Time Data

Date: 10/14/2024 - 1/17/2024
Location: EB Southern State Parkway

GOOGLE API SEGMENT SPEEDS

Project: PIN 0534.87
Direction: Eastbound

Segment	Date	Day	Average Hourly Segment Speed (mph)															
			5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
A) Eastbound Southern State Parkway to Central Avenue / Stuart Avenue	10/14/2024	Mon													36		38	36	39
	10/15/2024	Tue	43	41	39	35	39	39	39	39	38	38	37	37	37	31	38	38	39
	10/16/2024	Wed	43	43	41	38	38	40	39	39	39	38	37	36	36	36	37	37	38
	10/17/2024	Thu	42	43	40	38	39	39	39	40	38	38	37	38	37	36	36	37	38
B) Eastbound Southern State Parkway to Linden Boulevard and Central Ave	10/14/2024	Mon													35		34	32	34
	10/15/2024	Tue	41	42	37	36	36	35	39	36	36	37	35	33	33	32	33	36	35
	10/16/2024	Wed	42	41	38	37	38	36	35	37	35	38	33	33	33	36	35	34	33
	10/17/2024	Thu	38	40	35	36	35	37	35	36	36	36	34	29	35	35	31	34	38
C) Eastbound Southern State Parkway to Exit 14 Off-Ramp	10/14/2024	Mon													52		53	51	54
	10/15/2024	Tue	56	58	53	54	53	53	54	54	53	54	54	51	32	52	49	52	53
	10/16/2024	Wed	58	56	56	51	53	55	53	54	53	54	52	40	36	51	51	51	53
	10/17/2024	Thu	57	58	55	52	53	52	53	53	53	55	52	52	51	52	51	48	52
D) Eastbound Central Avenue On-Ramp to Exit 14 Off-Ramp	10/14/2024	Mon													47		47	47	48
	10/15/2024	Tue	50	51	47	49	47	47	47	49	47	48	47	44	25	47	43	47	48
	10/16/2024	Wed	53	49	51	46	47	49	48	48	47	47	45	32	29	47	47	46	48
	10/17/2024	Thu	53	53	50	48	47	47	47	48	47	47	45	45	45	45	47	40	48

Date: 10/14/2024 - 1/17/2024
Location: EB Southern State Parkway

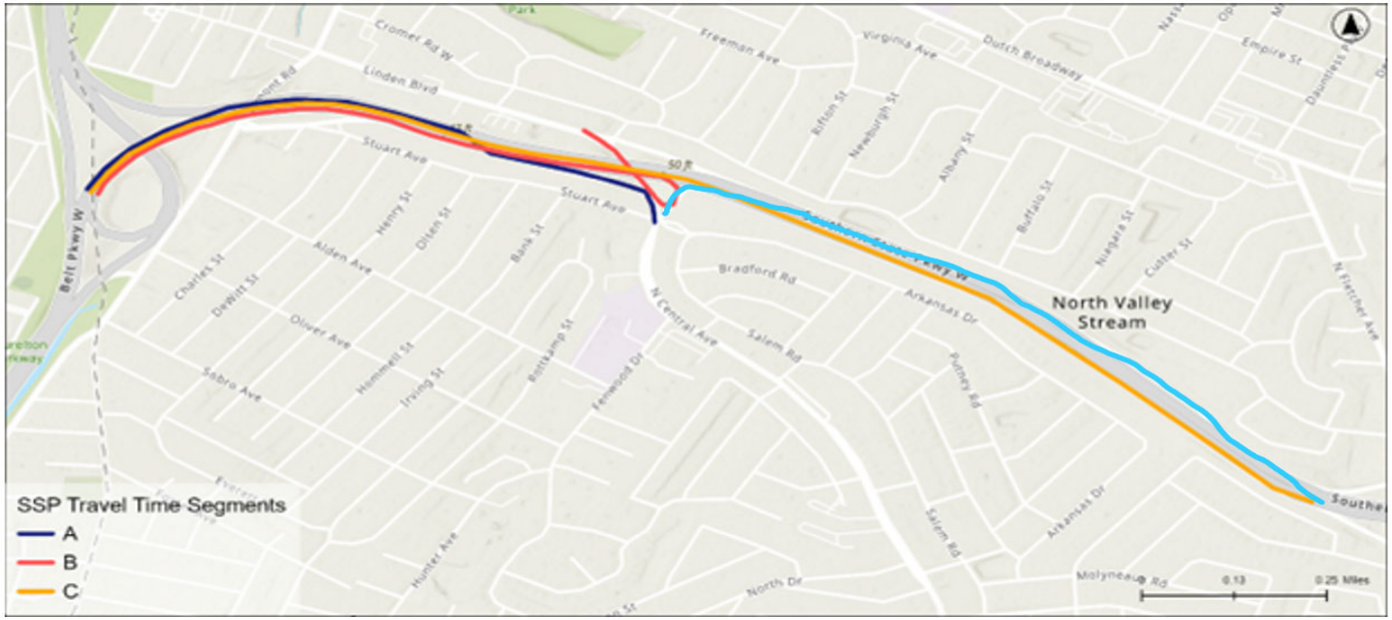
GOOGLE API SEGMENT TRAVEL TIMES

Project: PIN 0534.87
Direction: Eastbound

Segment	Date	Day	Average Hourly Travel Time (min)															
			5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
A) Eastbound Southern State Parkway to Central Avenue / Stuart Avenue	10/14/2024	Mon													1.1		1.1	1.1	1.0
	10/15/2024	Tue	0.9	1.0	1.0	1.1	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.3	1.1	1.1	1.0
	10/16/2024	Wed	0.9	0.9	1.0	1.1	1.1	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
	10/17/2024	Thu	1.0	0.9	1.0	1.1	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
B) Eastbound Southern State Parkway to Linden Boulevard and Central Ave	10/14/2024	Mon													1.4		1.4	1.5	1.4
	10/15/2024	Tue	1.2	1.2	1.3	1.4	1.3	1.4	1.2	1.4	1.3	1.3	1.4	1.5	1.5	1.5	1.5	1.4	1.4
	10/16/2024	Wed	1.2	1.2	1.3	1.3	1.3	1.4	1.4	1.3	1.4	1.3	1.5	1.5	1.5	1.4	1.4	1.4	1.5
	10/17/2024	Thu	1.3	1.2	1.4	1.3	1.4	1.3	1.4	1.4	1.3	1.4	1.4	1.7	1.4	1.4	1.6	1.4	1.3
C) Eastbound Southern State Parkway to Exit 14 Off-Ramp	10/14/2024	Mon													1.8		1.8	1.8	1.7
	10/15/2024	Tue	1.7	1.6	1.7	1.7	1.7	1.7	1.7	1.7	1.8	1.7	1.7	1.8	2.9	1.8	1.9	1.8	1.8
	10/16/2024	Wed	1.6	1.7	1.7	1.8	1.8	1.7	1.8	1.7	1.8	1.7	1.8	2.3	2.6	1.8	1.8	1.8	1.8
	10/17/2024	Thu	1.6	1.6	1.7	1.8	1.8	1.8	1.8	1.7	1.8	1.7	1.8	1.8	1.8	1.8	1.8	1.9	1.8
D) Eastbound Central Avenue On-Ramp to Exit 14 Off-Ramp	10/14/2024	Mon													1.2		1.2	1.2	1.1
	10/15/2024	Tue	1.1	1.1	1.2	1.1	1.2	1.2	1.2	1.1	1.2	1.1	1.2	1.2	2.2	1.2	1.3	1.2	1.1
	10/16/2024	Wed	1.0	1.1	1.1	1.2	1.2	1.1	1.1	1.1	1.2	1.2	1.2	1.7	1.9	1.2	1.2	1.2	1.1
	10/17/2024	Thu	1.0	1.0	1.1	1.1	1.2	1.2	1.2	1.1	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.4	1.1

Date: 10/14/2024 - 1/17/2024 Location: EB Southern State Parkway	GOOGLE API SEGMENT TRAVEL TIMES - AVERAGE WEEKDAY	Project: PIN 0534.87 Direction: Eastbound

Segment	Name	AM TT (min)	PM TT (min)
A	Eastbound Southern State Parkway to Central Avenue / Stuart Avenue	1.1	1.1
B	Eastbound Southern State Parkway to Linden Boulevard and Central Ave	1.3	1.4
C	Eastbound Southern State Parkway to Exit 14 Off-Ramp	1.8	2.3
D	Eastbound Central Avenue On-Ramp to Exit 14 Off-Ramp	1.1	1.6



U.S. Department of Transportation
Federal Highway Administration

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PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX C
Traffic Information

Stick Diagrams

Existing Condition 2024

No-Build Condition 2028

Alternative 1 Build Condition 2028

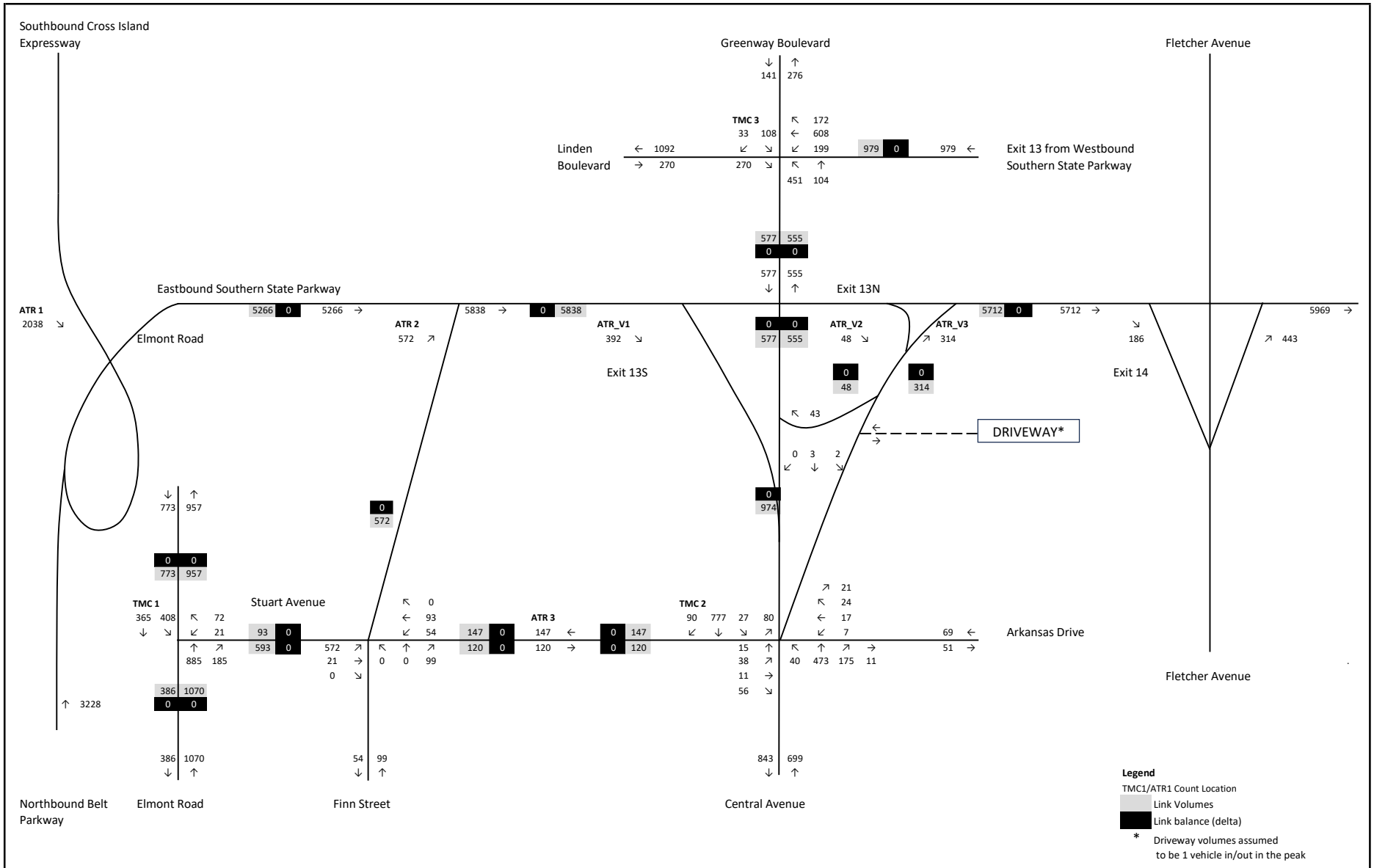
Alternative 2 Build Condition 2028

No-Build Condition 2048

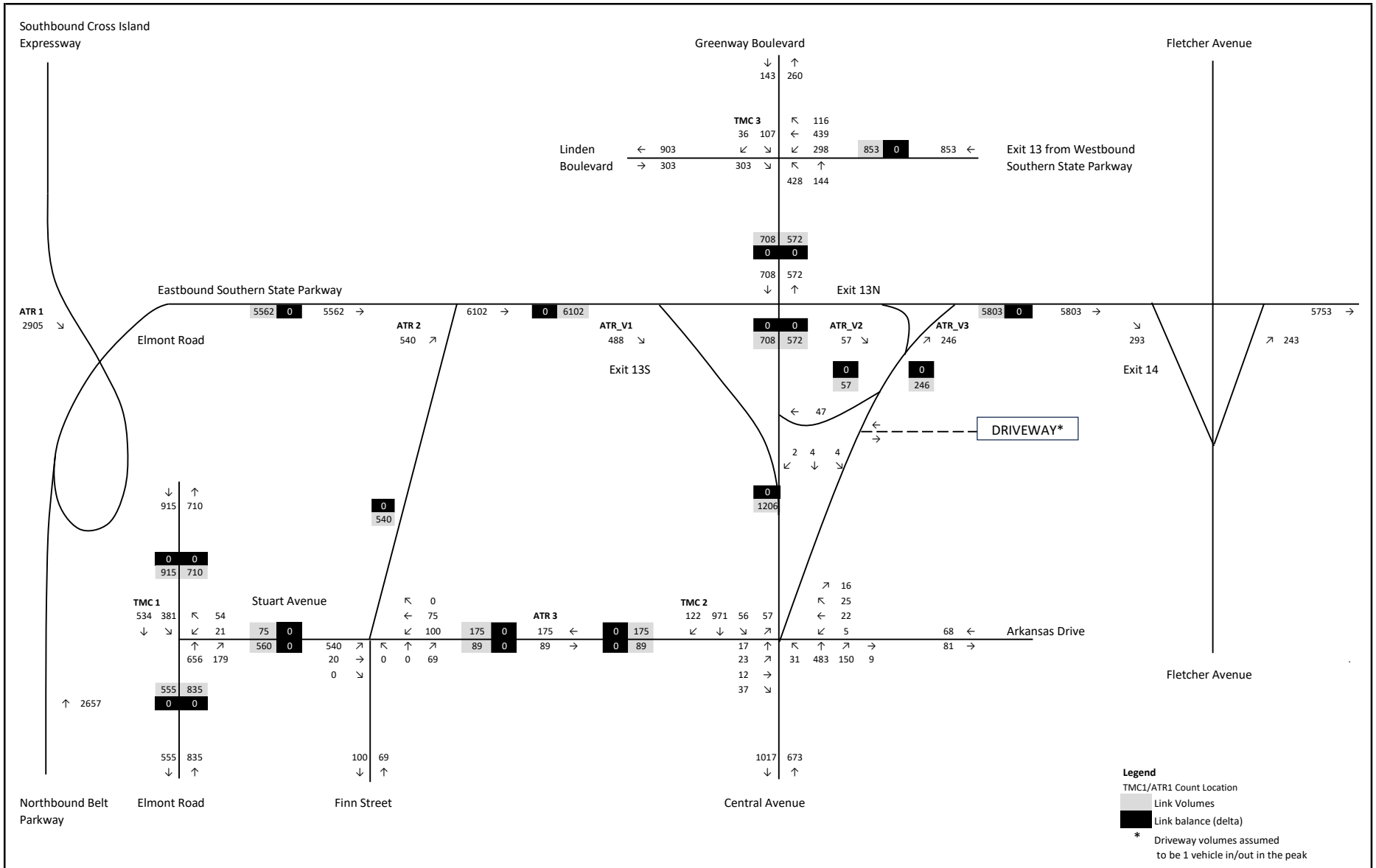
Alternative 1 Build Condition 2048

Alternative 2 Build Condition 2048

EXISTING CONDITION 2024



Stantec	**Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)**	**AM Peak Hour Volumes 2024 Existing Condition 8:00 AM - 9:00 AM**

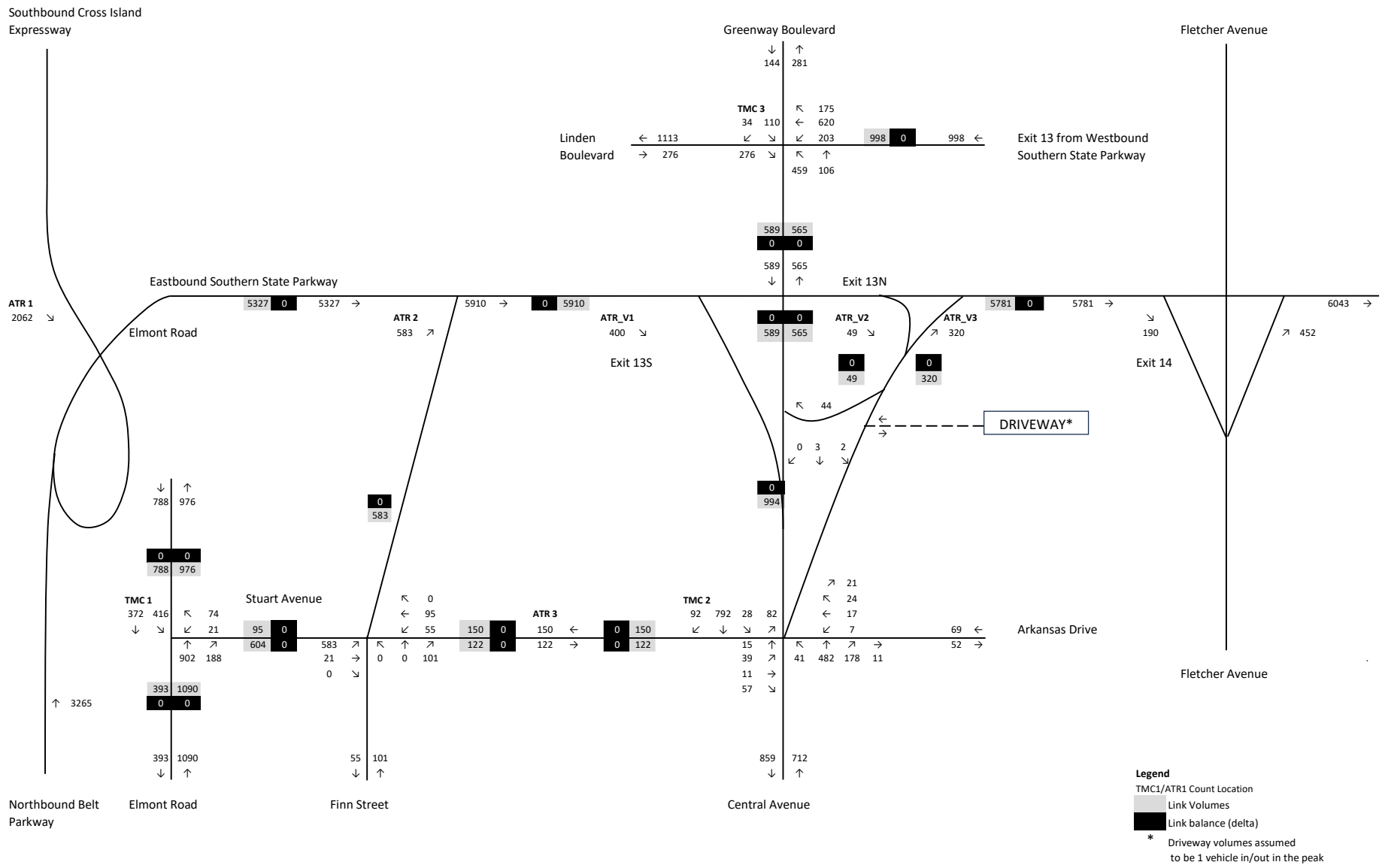


Stantec

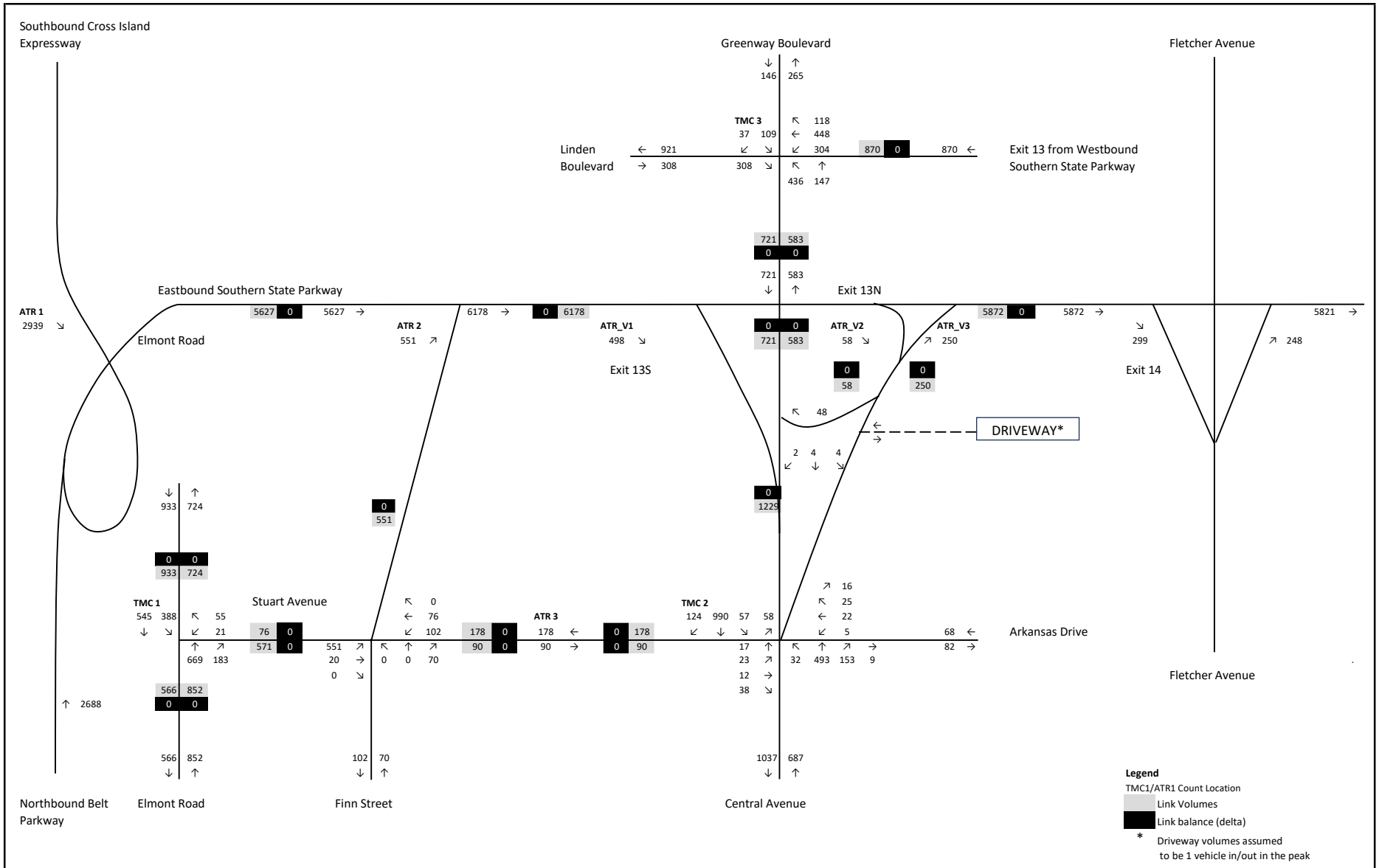
Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)

PM Peak Hour Volumes 2024 Existing Condition 5:00 PM - 6:00 PM

NO BUILD CONDITION 2028



Stantec	**Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)**	**AM Peak Hour Volumes 2028 No Build Condition 8:00 AM - 9:00 AM**

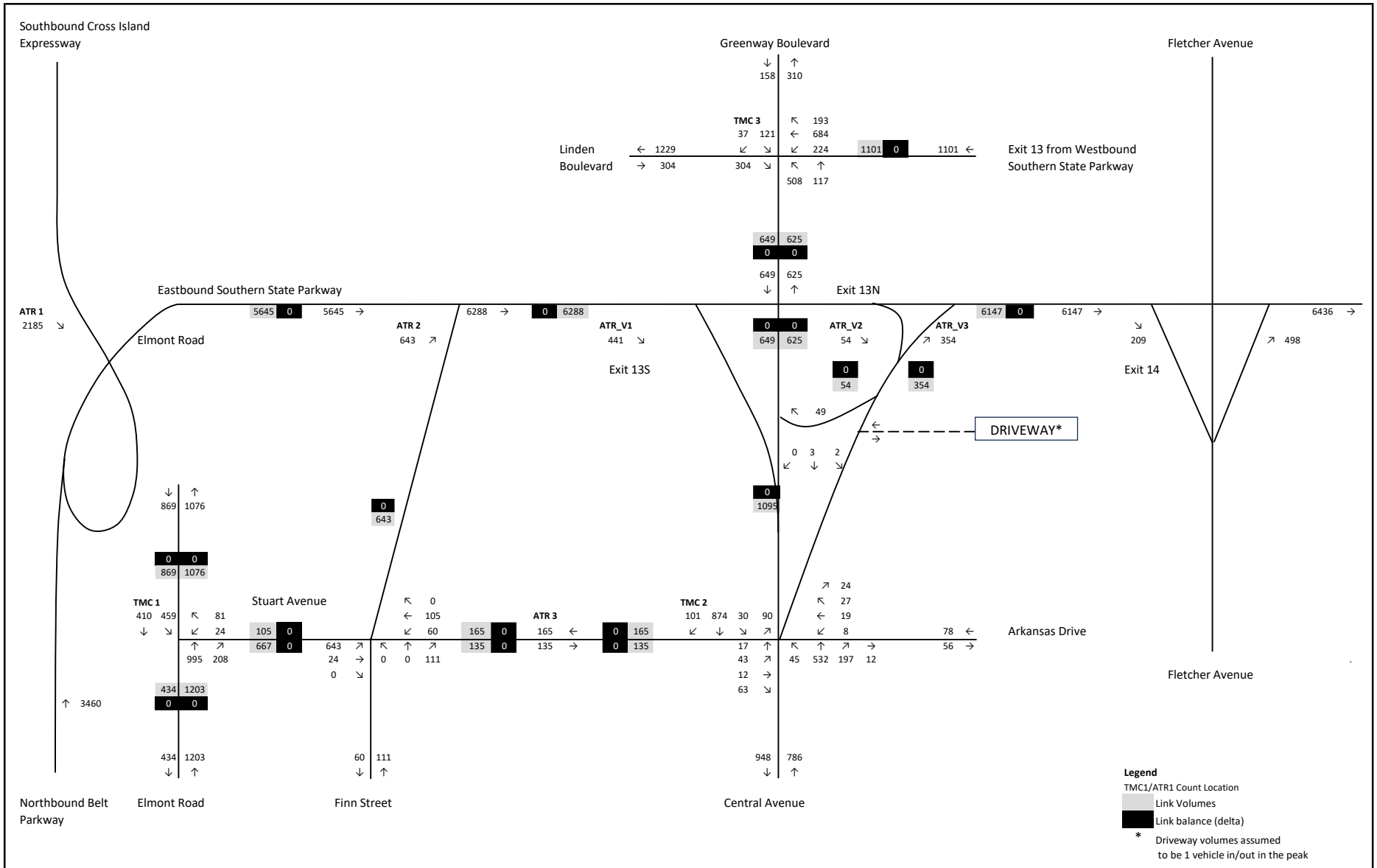


Stantec

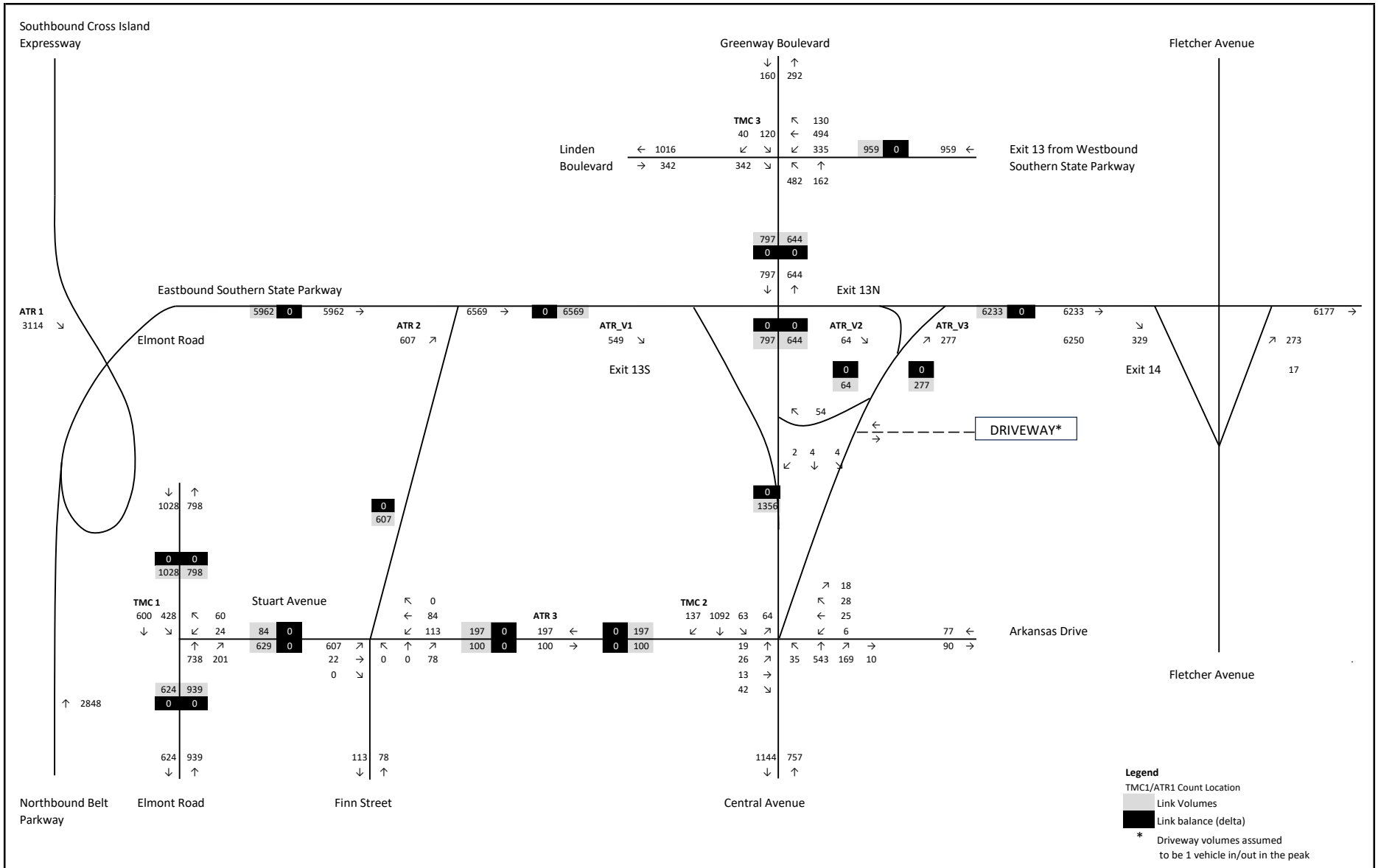
Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)

PM Peak Hour Volumes 2028 No Build Condition 5:00 PM - 6:00 PM

NO BUILD CONDITION 2048



Stantec	**Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)**	**AM Peak Hour Volumes 2048 No Build Condition 8:00 AM - 9:00 AM**

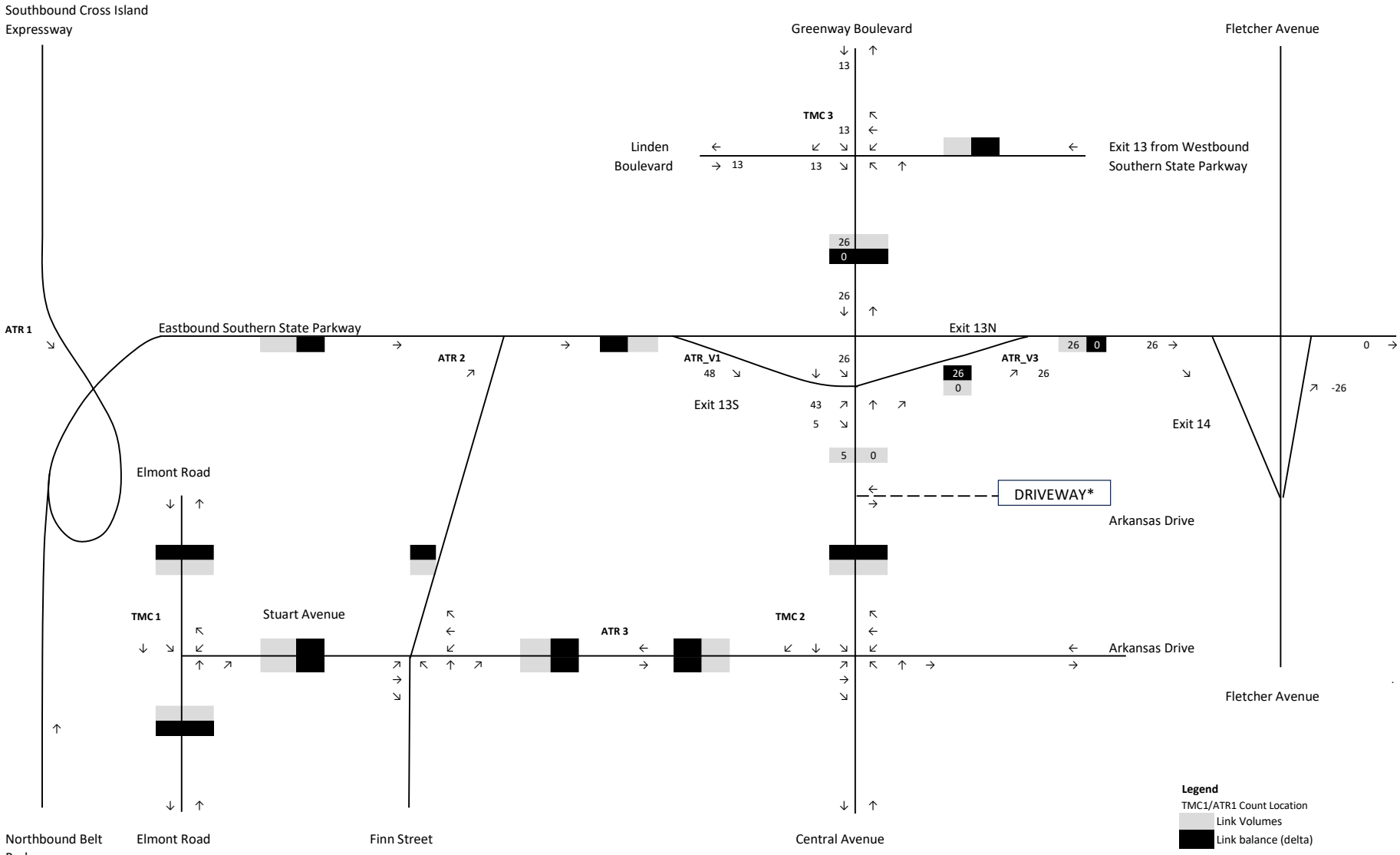


Stantec

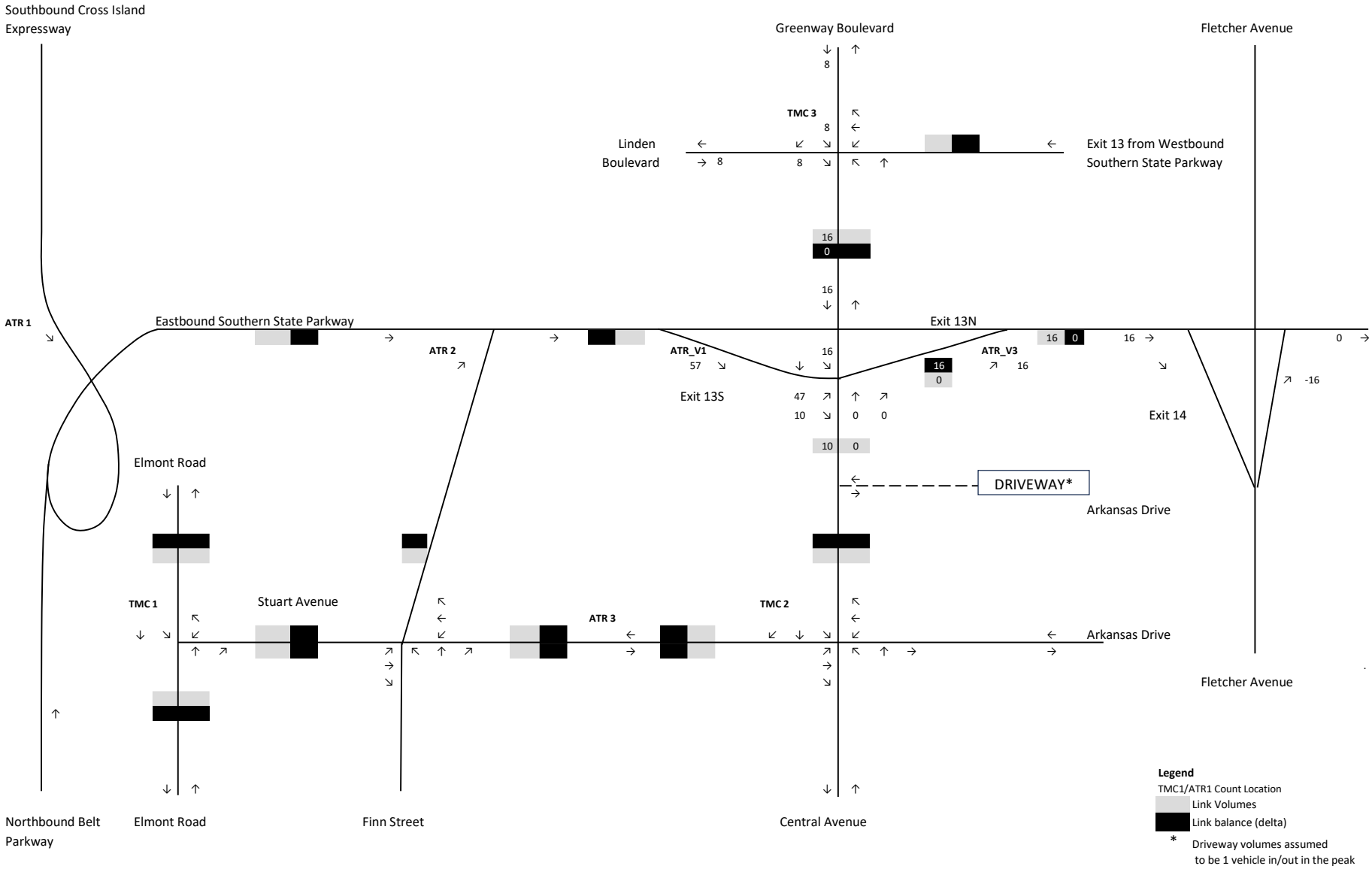
Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)

PM Peak Hour Volumes 2048 No Build Condition 5:00 PM - 6:00 PM

ALTERNATIVE 1 DELTA
ALTERNATIVE 1 2028
ALTERNATIVE 1 2048



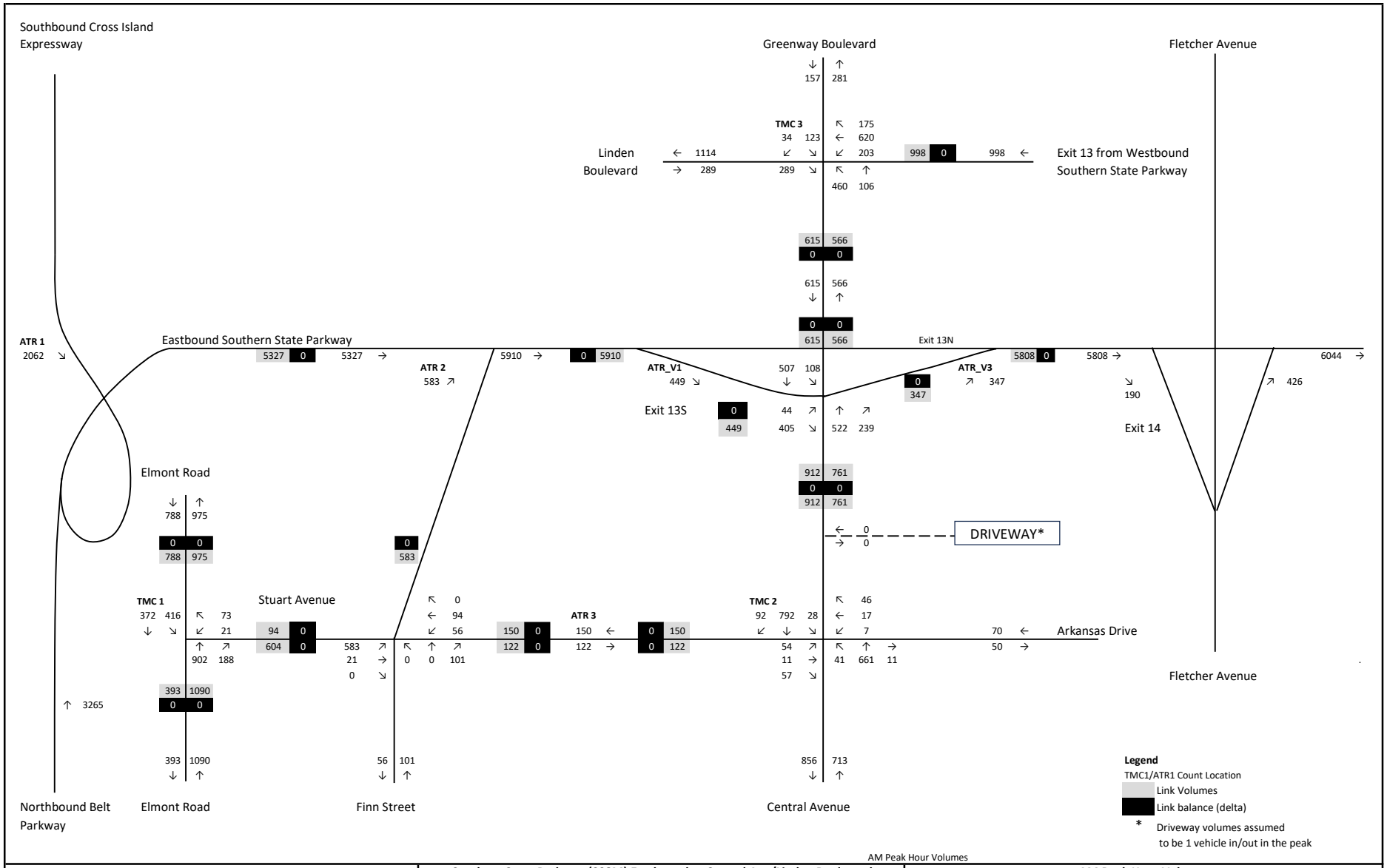
Stantec	**Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)**	**AM Peak Hour Volumes 2024 Build Condition - Alternative 1 - Delta 8:00 AM - 9:00 AM**



Stantec

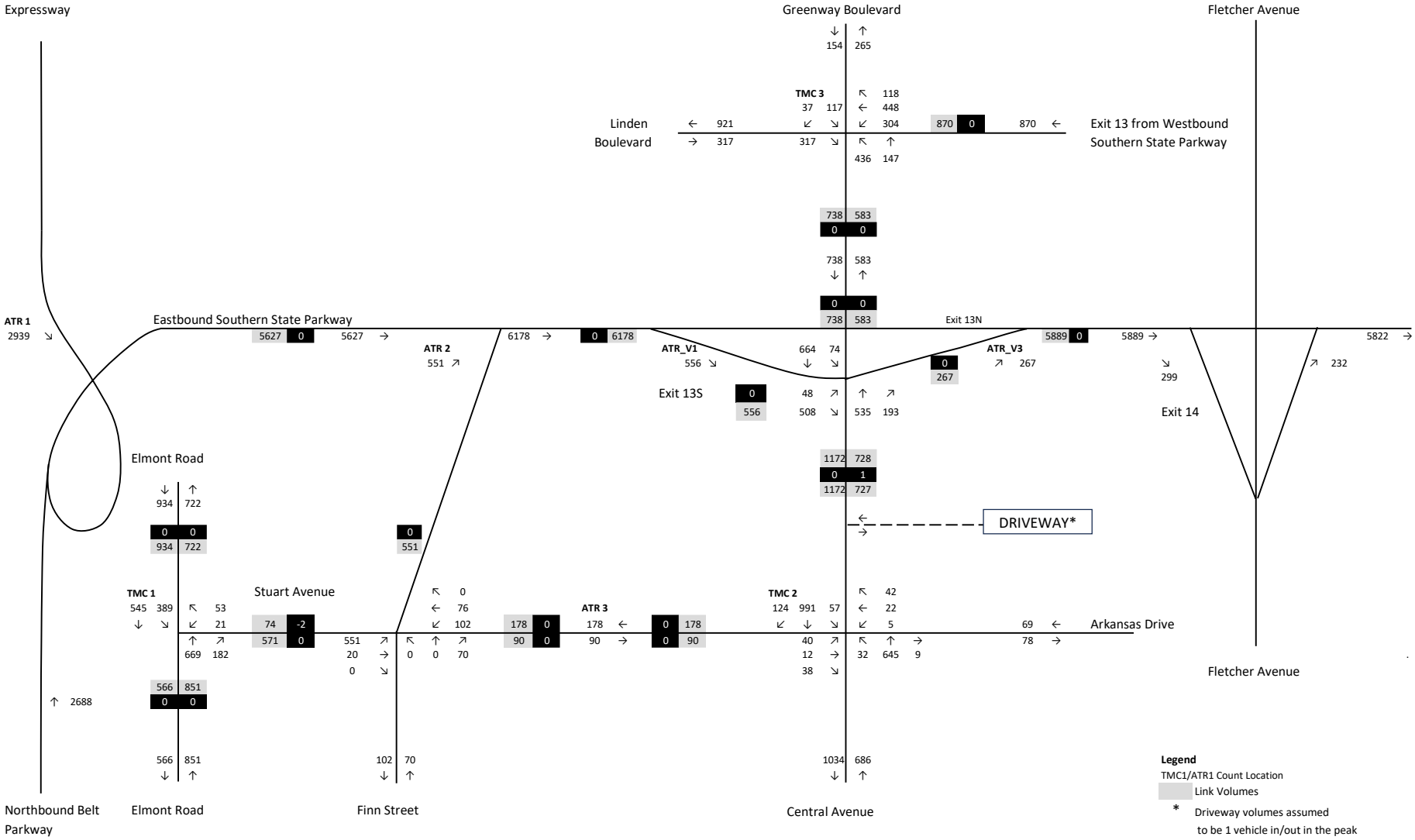
Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)

PM Peak Hour Volumes
2024 Build Condition - Alternative 1 - Delta
5:00 PM - 6:00 PM



AM Peak Hour Volumes

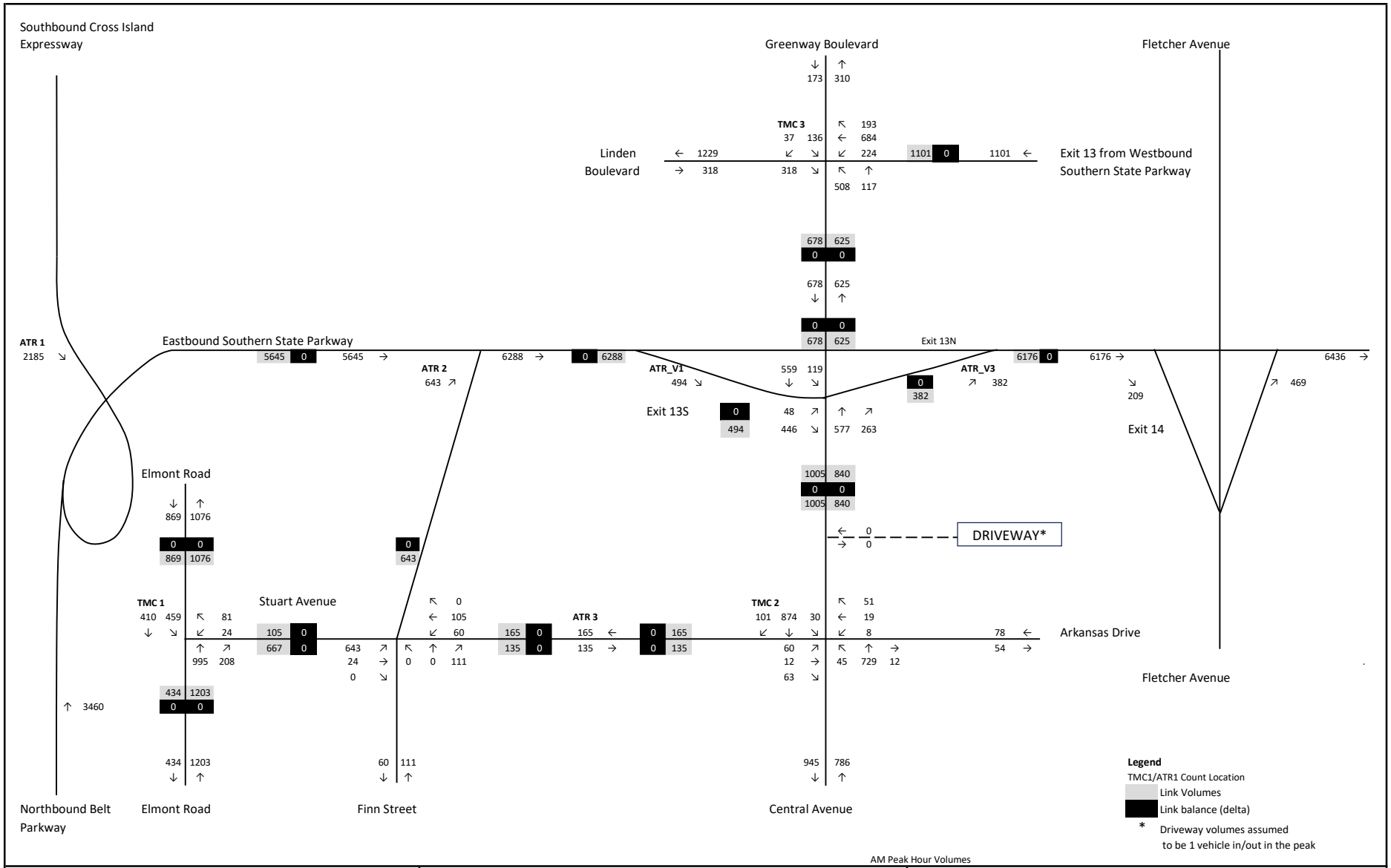
Stantec	**Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)**	**AM Peak Hour Volumes 2028 Build Condition - Alternative 1 8:00 AM - 9:00 AM**



Stantec

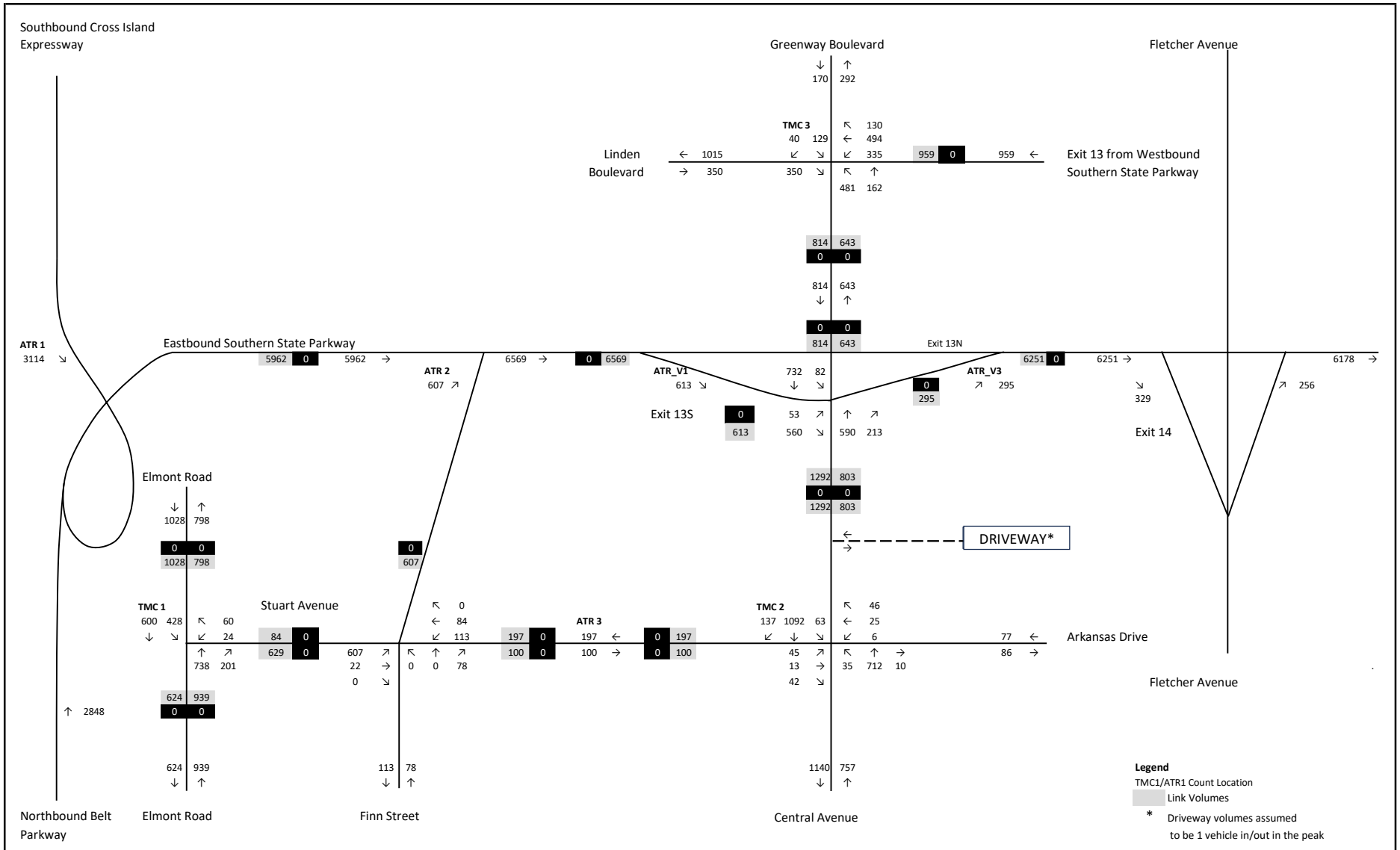
Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)

PM Peak Hour Volumes
2028 Build Condition - Alternative 1
5:00 PM - 6:00 PM



AM Peak Hour Volumes

Stantec	**Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)**	**AM Peak Hour Volumes 2048 Build Condition - Alternative 1 8:00 AM - 9:00 AM**

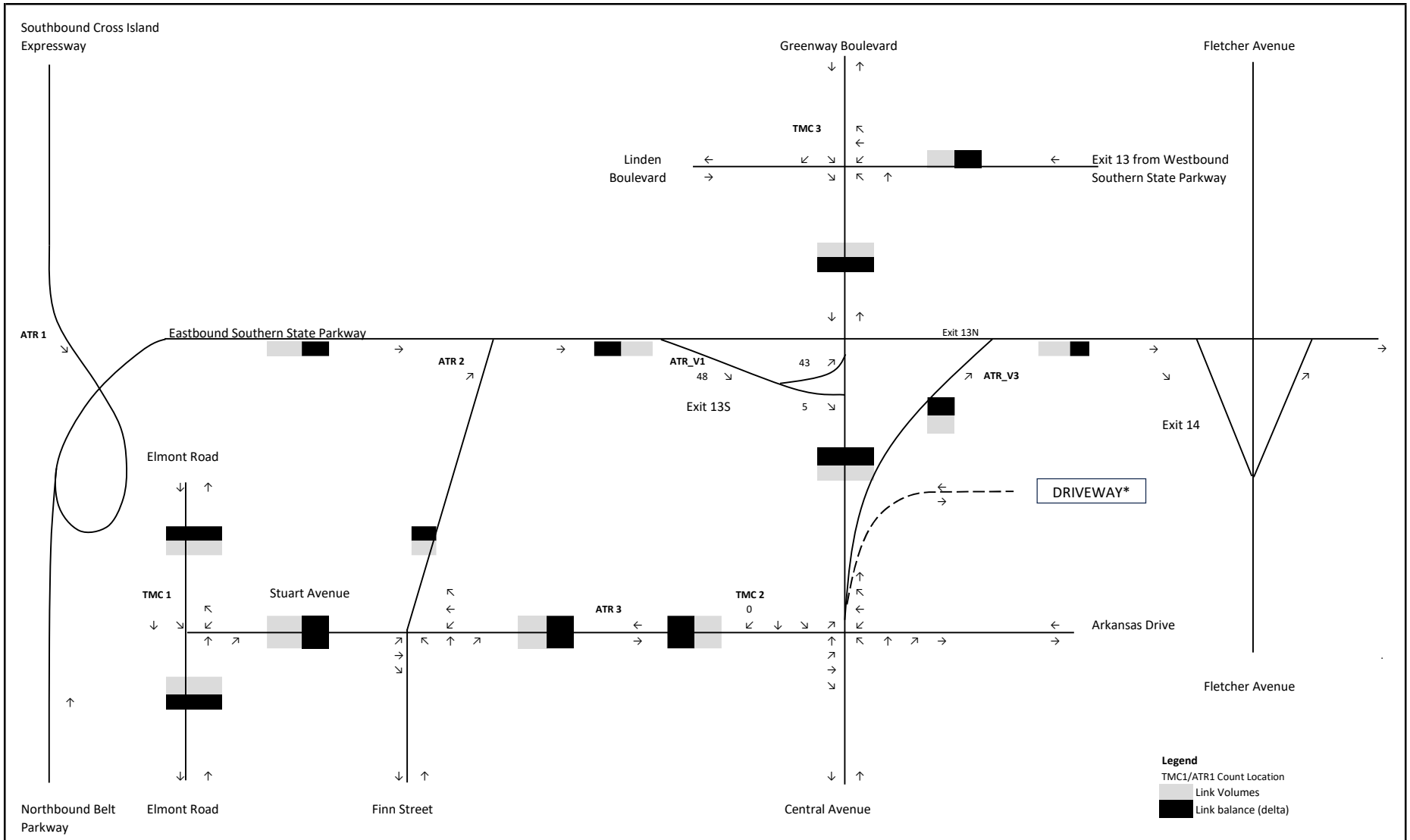


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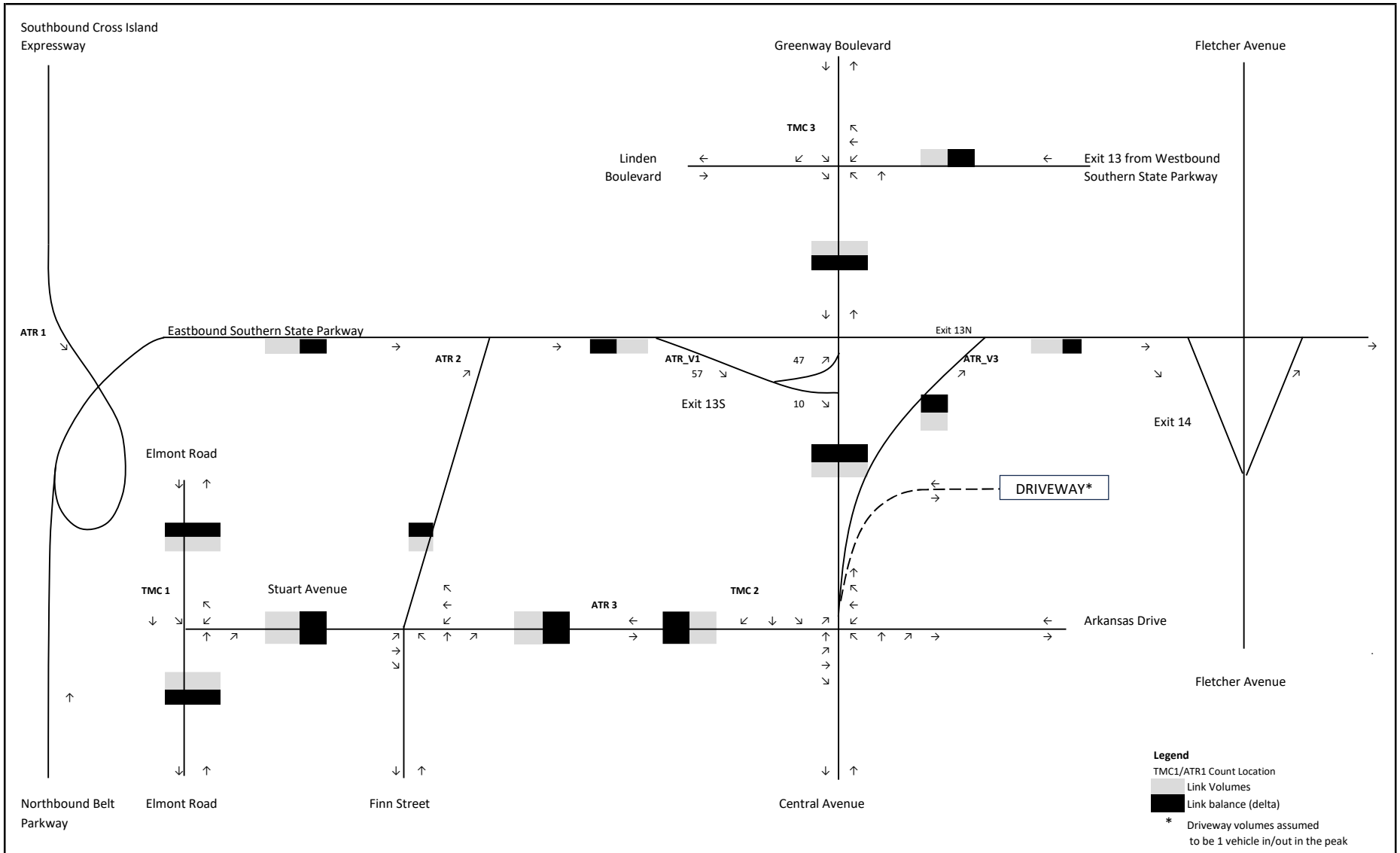
Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)

PM Peak Hour Volumes
2048 Build Condition - Alternative 1
5:00 PM - 6:00 PM

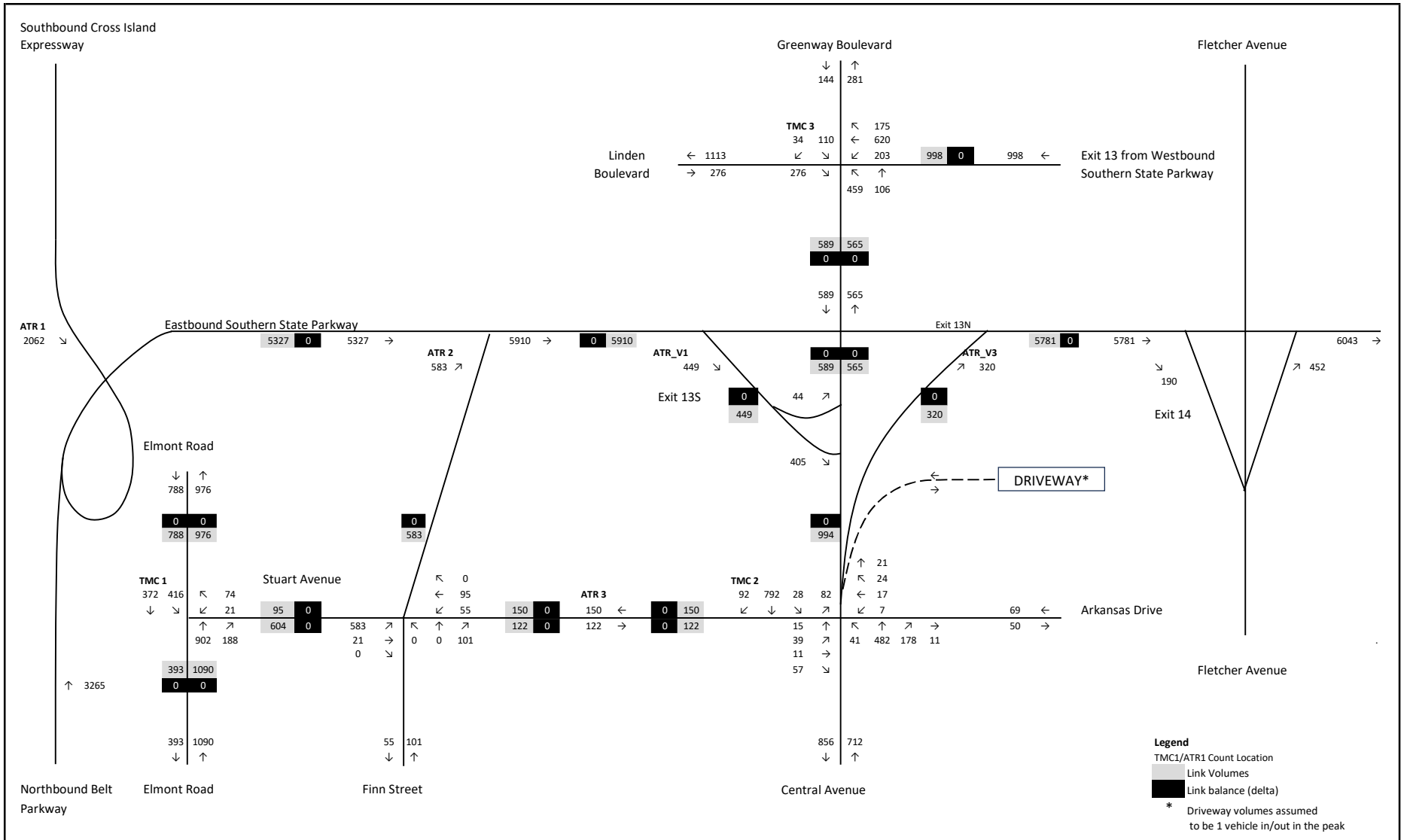
ALTERNATIVE 2 DELTA
ALTERNATIVE 2 2028
ALTERNATIVE 2 2048



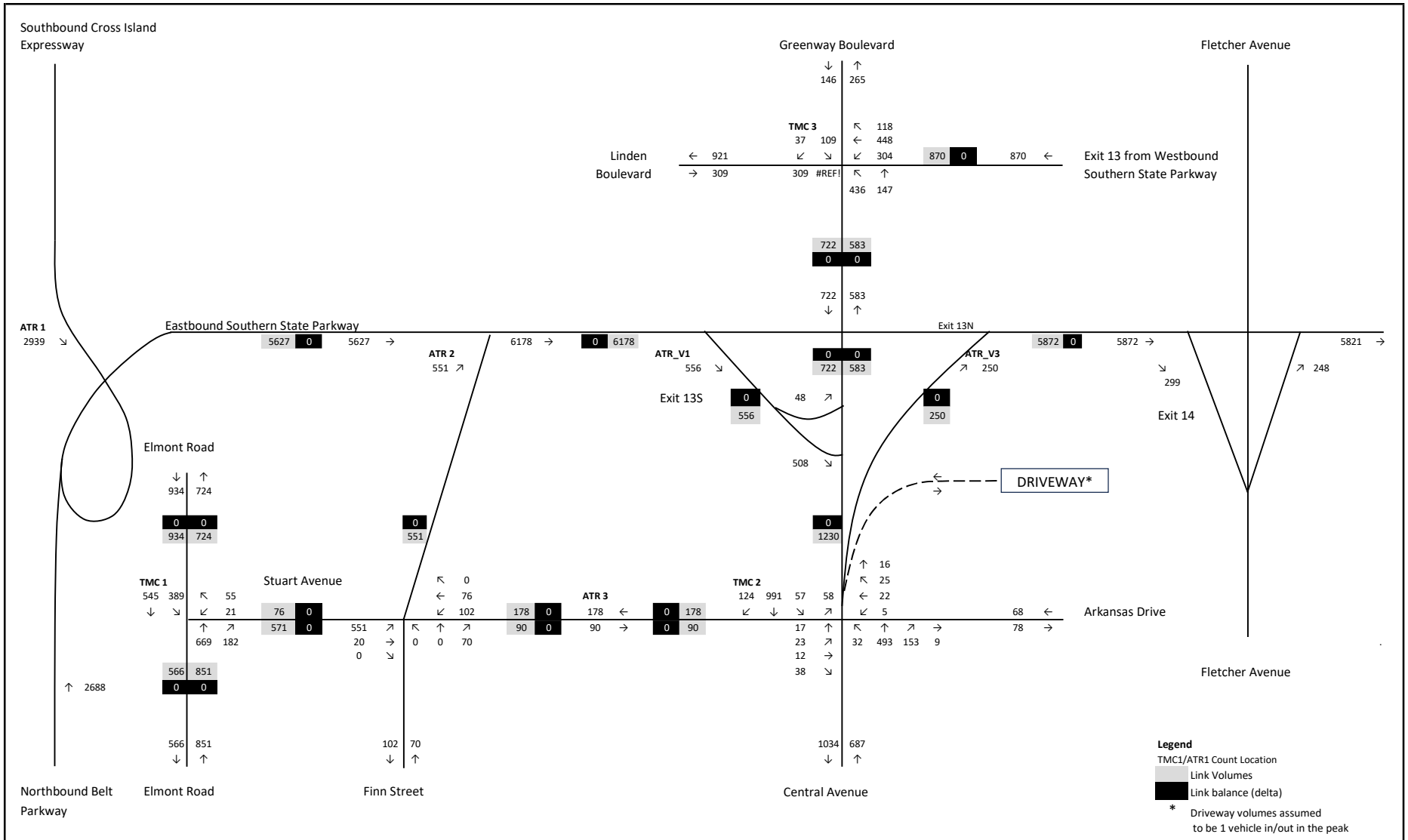
Stantec	**Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)**	**AM Peak Hour Volumes 2024 Build Condition - Alternative 2 - Delta 8:00 AM - 9:00 AM**



Stantec	Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)	PM Peak Hour Volumes 2024 Build Condition - Alternative 2 - Delta 5:00 PM - 6:00 PM



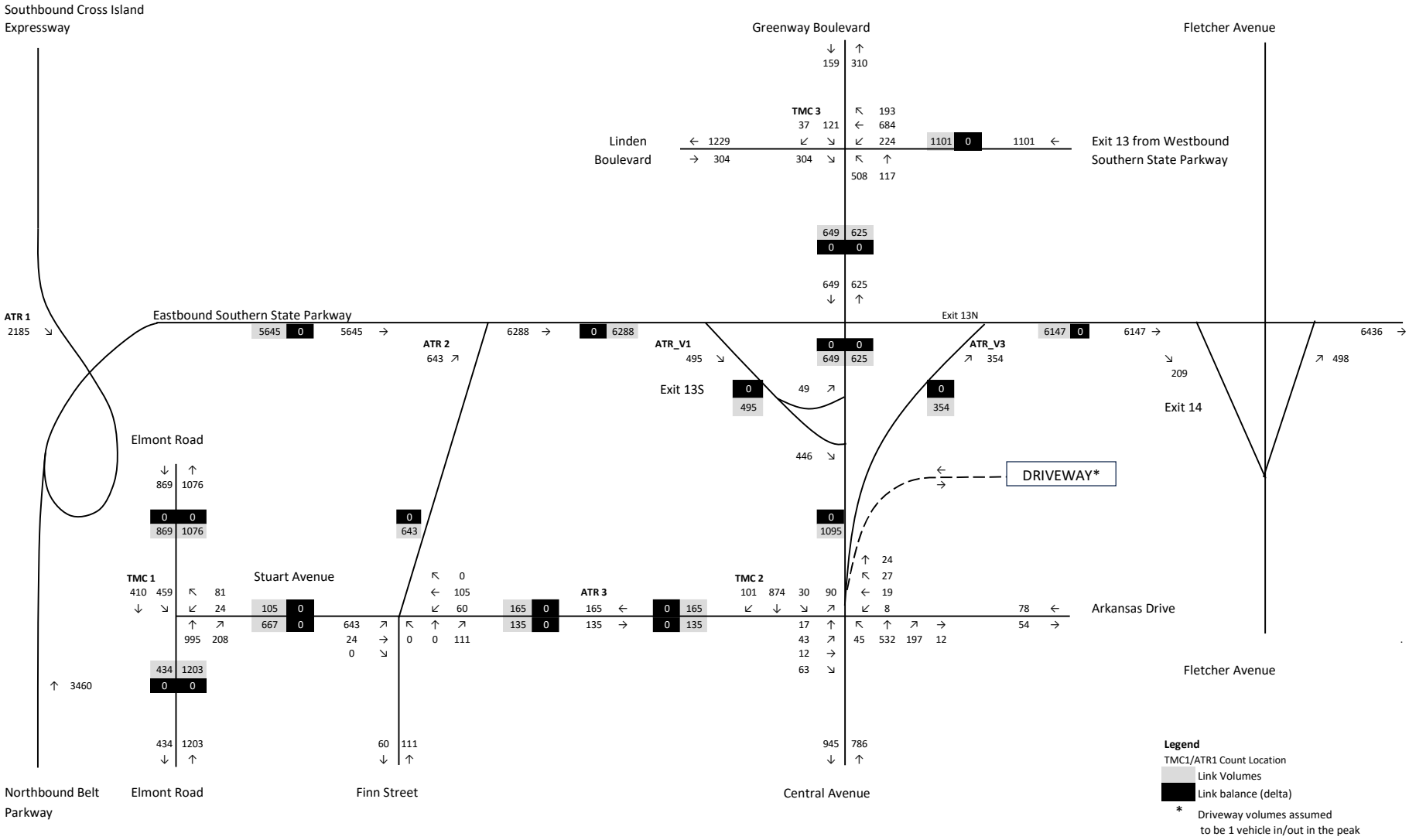
Stantec	**Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)**	**AM Peak Hour Volumes 2028 Build Condition - Alternative 2 8:00 AM - 9:00 AM**



Stantec

Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)

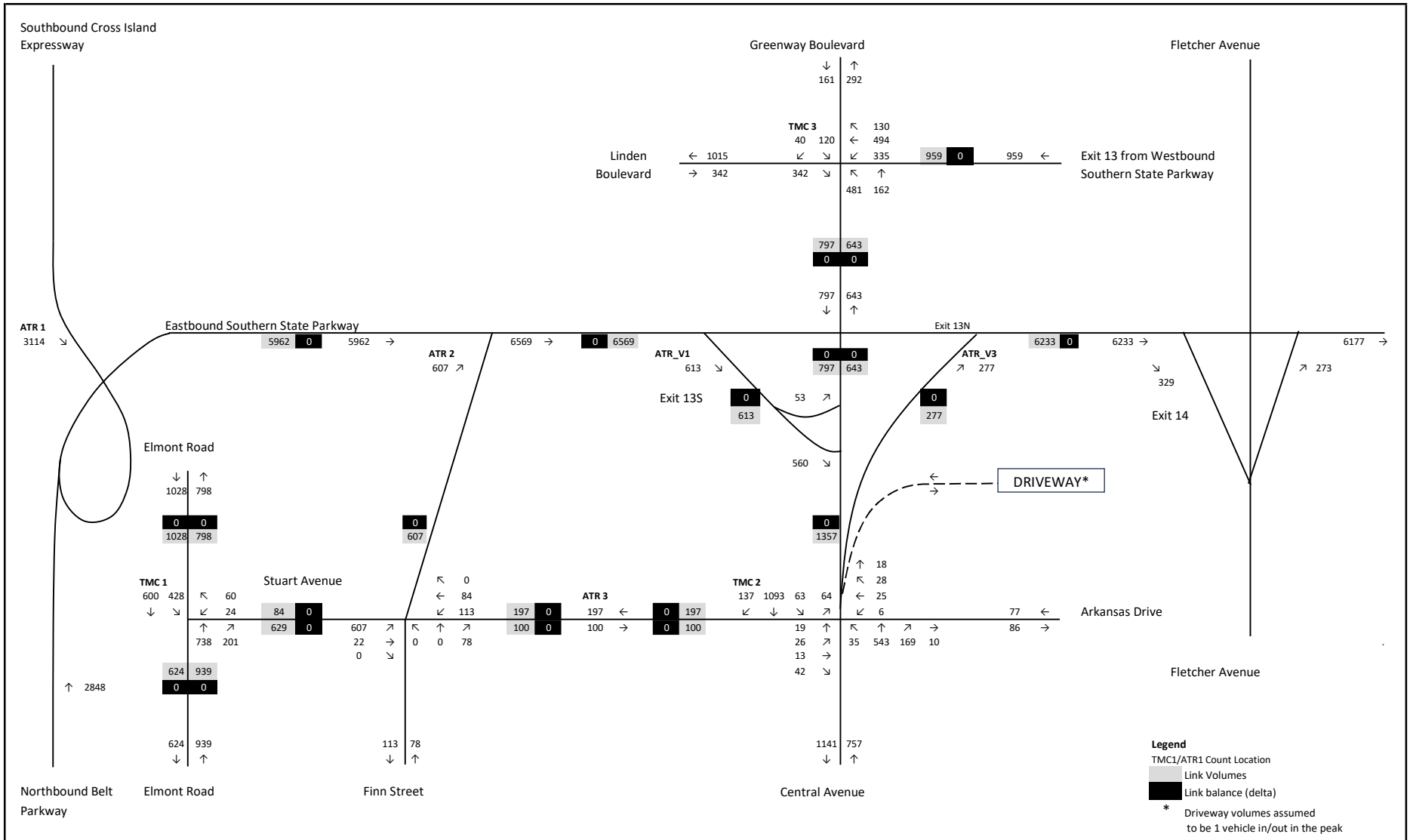
PM Peak Hour Volumes 2028 Build Condition - Alternative 2 5:00 PM - 6:00 PM



Stantec

Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)

AM Peak Hour Volumes 2048 Build Condition - Alternative 2 8:00 AM - 9:00 AM



Stantec	**Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13S/N) Reconstruction (PIN 0534.87)**	**PM Peak Hour Volumes 2048 Build Condition - Alternative 2 5:00 PM - 6:00 PM**

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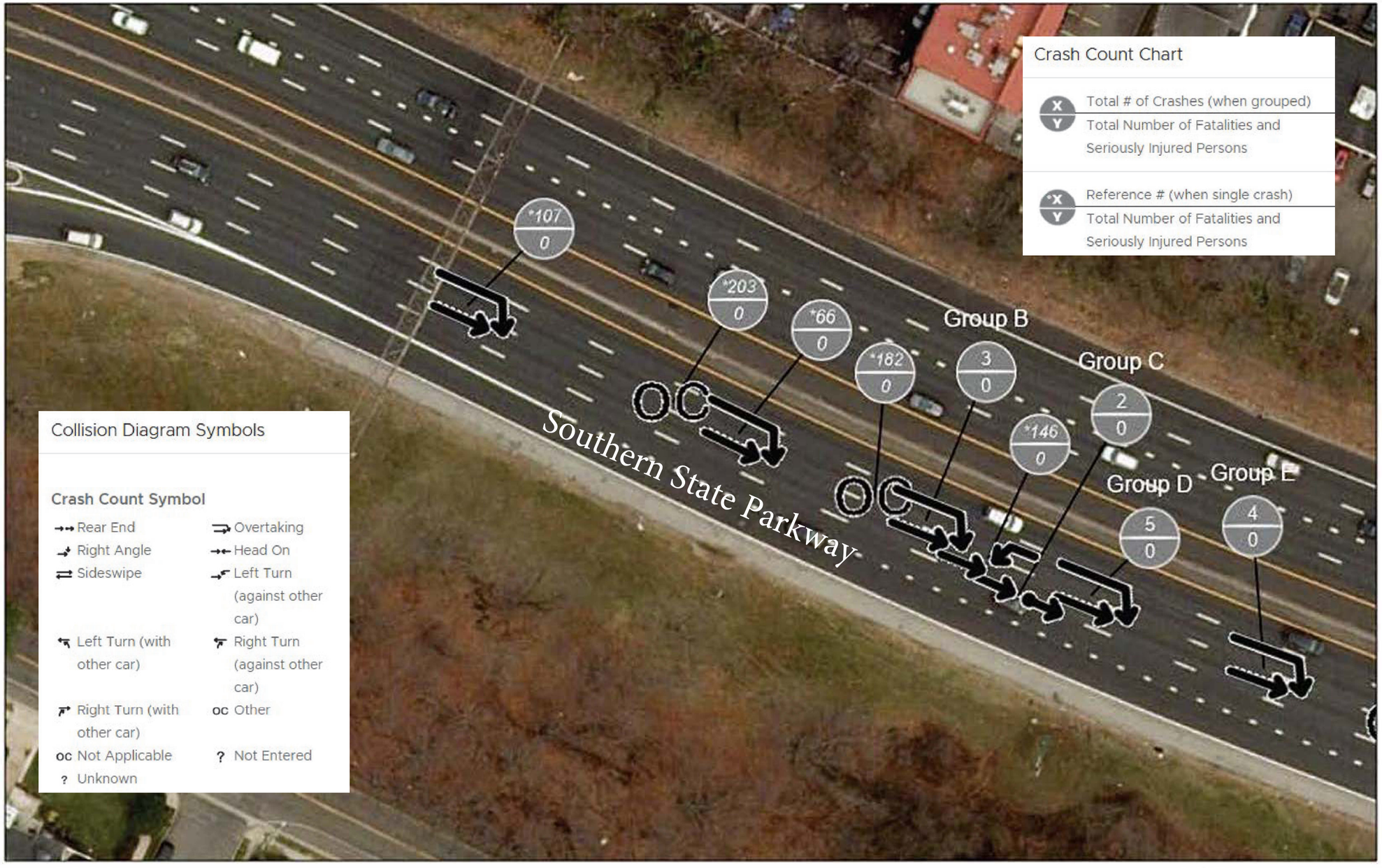
PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX C

Traffic Information

Crash Diagrams and Tables



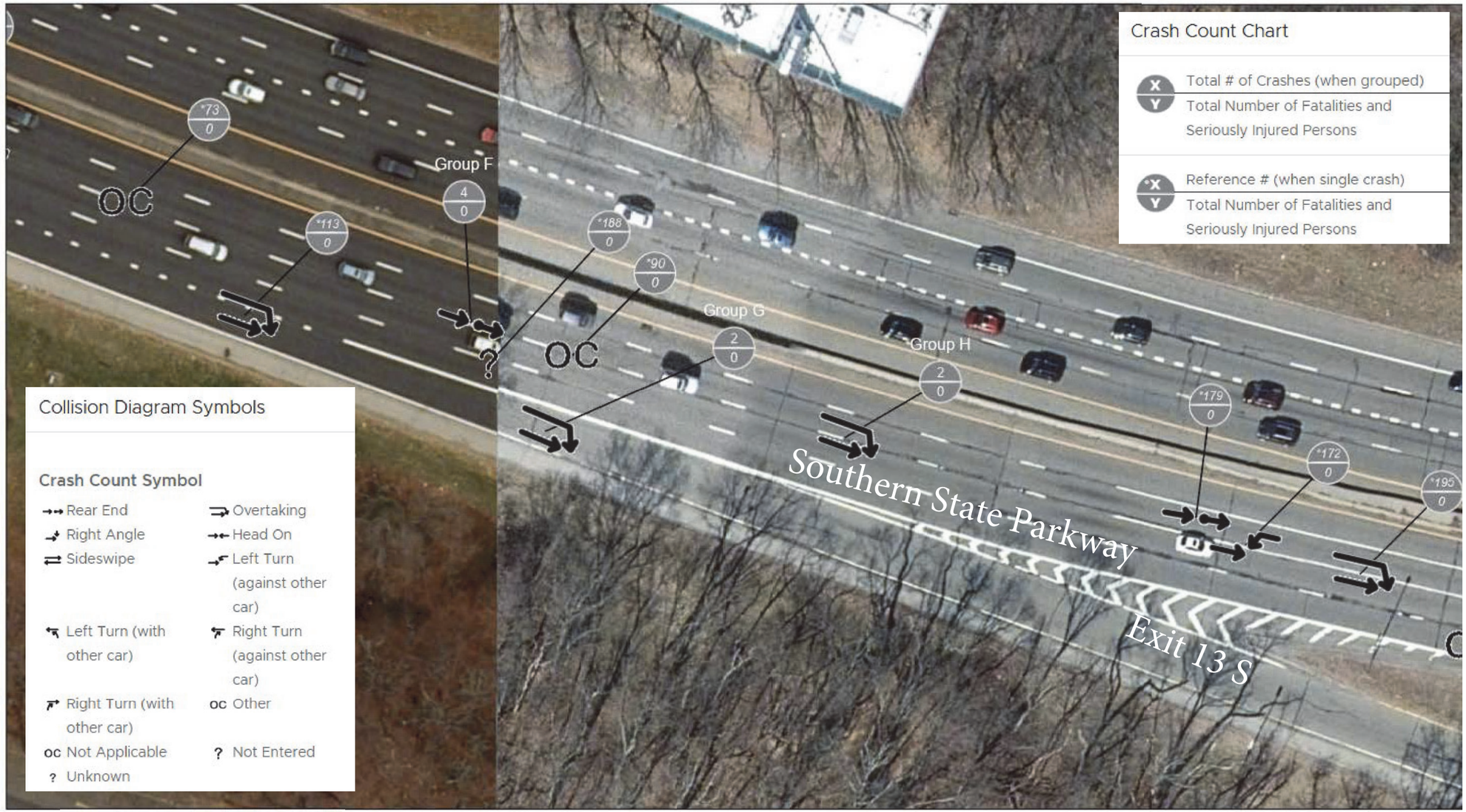
Project	Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13) Reconstruction	Crash Dates	from	1/1/2021
PIN	0534.87		to	12/31/2023
Town	Hempstead			
County	Nassau	SHEET	1	of 9

1:913

0 0.01 0.01 0.02 mi

0 0.01 0.01 0.03 km

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



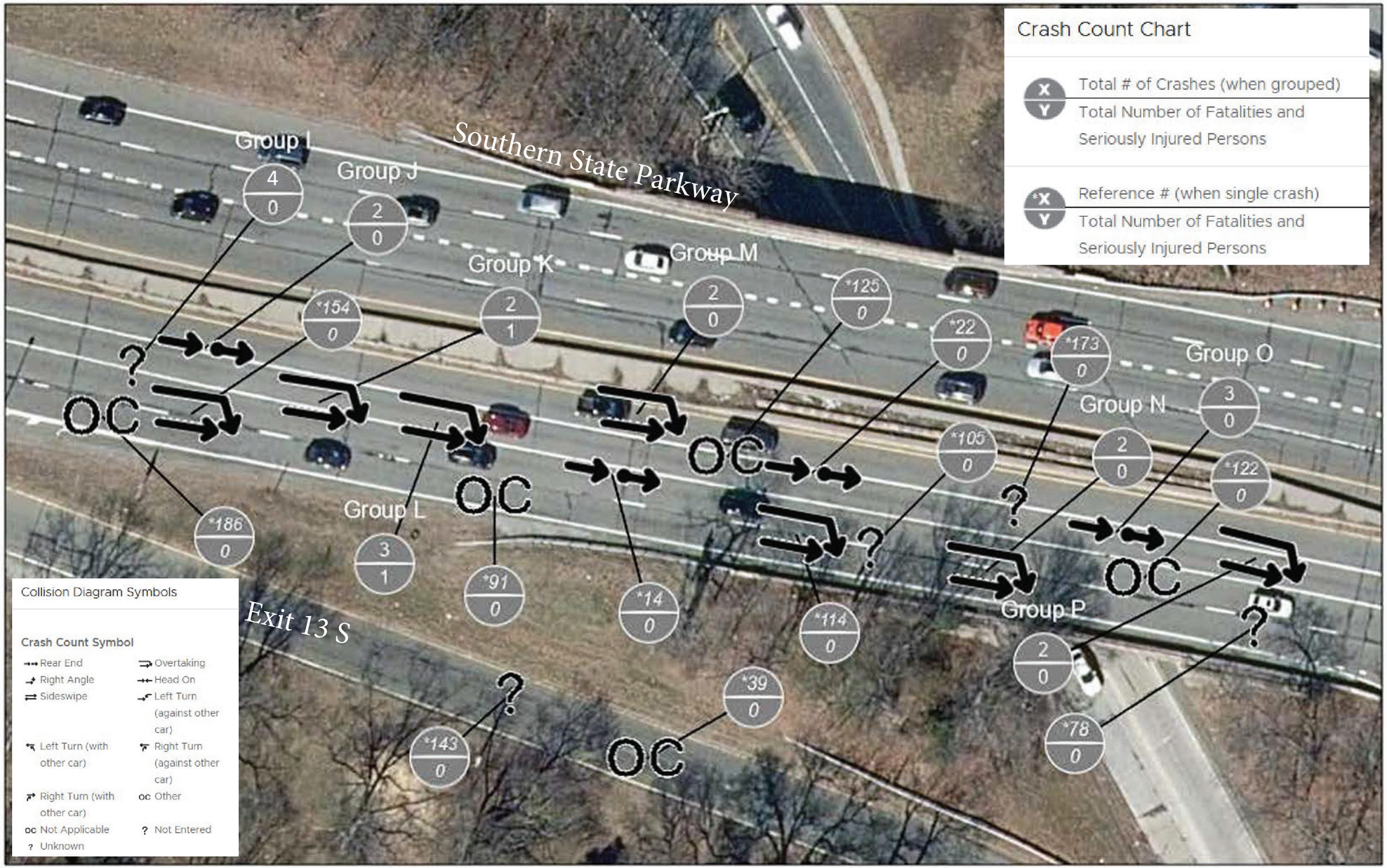
1:600

0 0.01 0.01 0.02 mi

0 0.01 0.01 0.03 km

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Project	Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13) Reconstruction	Crash Dates from	1/1/2021
PIN	0534.87	to	12/31/2023
Town	Hempstead		
County	Nassau	SHEET 2	of 9



Project	Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13) Reconstruction	Crash Dates from	1/1/2021
PIN	0534.87	to	12/31/2023
Town	Hempstead		
County	Nassau	SHEET 3	of 9

1:730

0 0 0.01 0.02 mi

0 0.01 0.01 0.03 km

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Crash Count Chart

X / Y — Total # of Crashes (when grouped) / Total Number of Fatalities and Seriously Injured Persons

*X / Y — Reference # (when single crash) / Total Number of Fatalities and Seriously Injured Persons

Collision Diagram Symbols

Crash Count Symbol

- Rear End
- Right Angle
- Sideswipe
- Overtaking
- Head On
- Left Turn (against other car)
- Left Turn (with other car)
- Right Turn (against other car)
- Right Turn (with other car)
- OC Other
- OC Not Applicable
- ? Not Entered
- ? Unknown

Project	Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13) Reconstruction	Crash Dates from	1/1/2021
PIN	0534.87	to	12/31/2023
Town	Hempstead		
County	Nassau	SHEET 4	of 9

1:600

0 0.01 0.01 0.02 mi

0 0.01 0.01 0.03 km

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



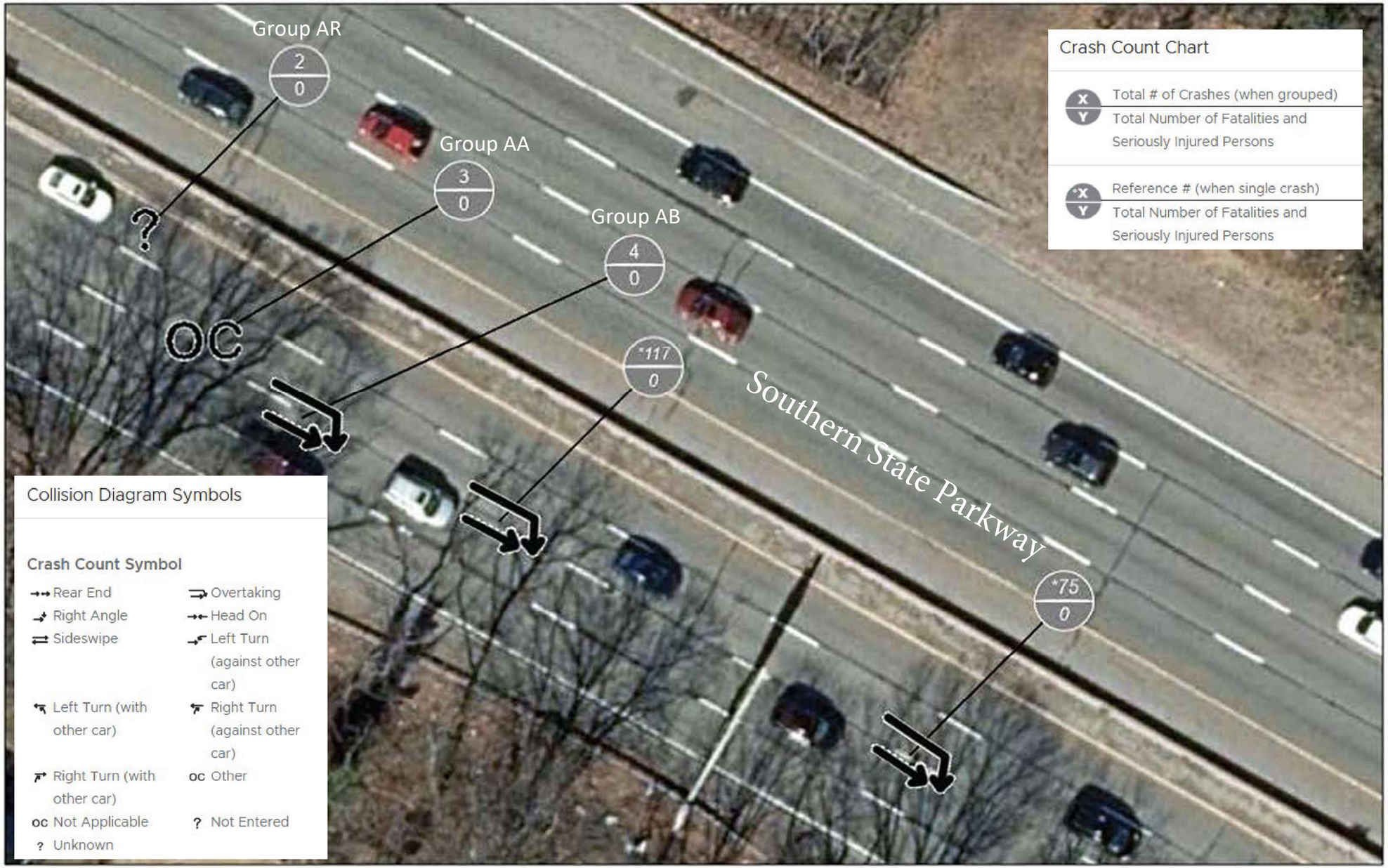
Project	Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13) Reconstruction	Crash Dates from	1/1/2021
PIN	0534.87	to	12/31/2023
Town	Hempstead		
County	Nassau	SHEET 5	of 9

1:600

0 0.01 0.01 0.02 mi

0 0.01 0.01 0.03 km

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



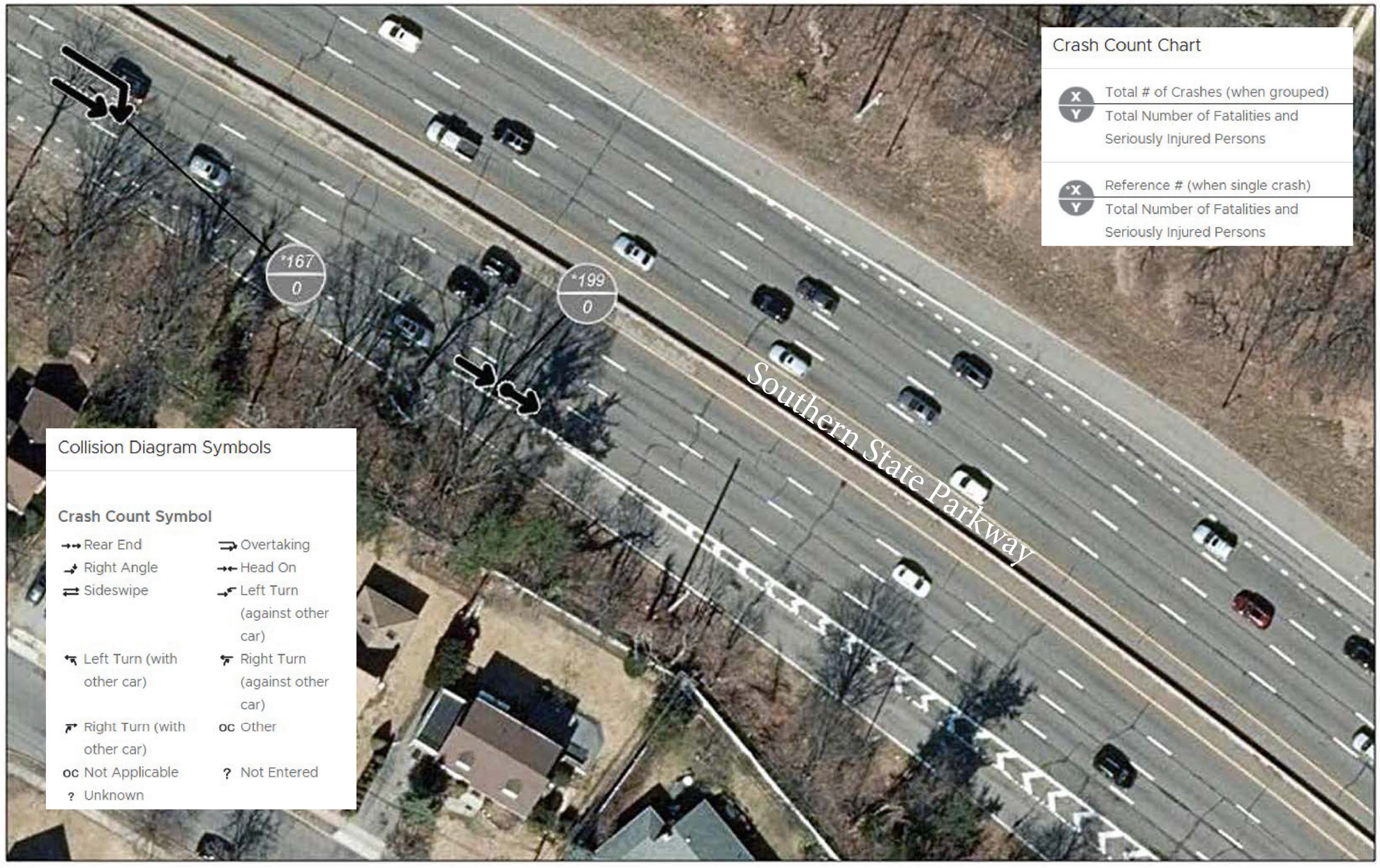
Project	Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13) Reconstruction	Crash Dates from	1/1/2021
PIN	0534.87	to	12/31/2023
Town	Hempstead		
County	Nassau	SHEET 6	of 9

1:457

0 0 0.01 0.01 mi

0 0 0.01 0.02 km

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Project	Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13) Reconstruction	Crash Dates from	1/1/2021
PIN	0534.87	to	12/31/2023
Town	Hempstead		
County	Nassau	SHEET 7	of 9

1:772

0 0.01 0.01 0.02 mi

0 0.01 0.01 0.03 km

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



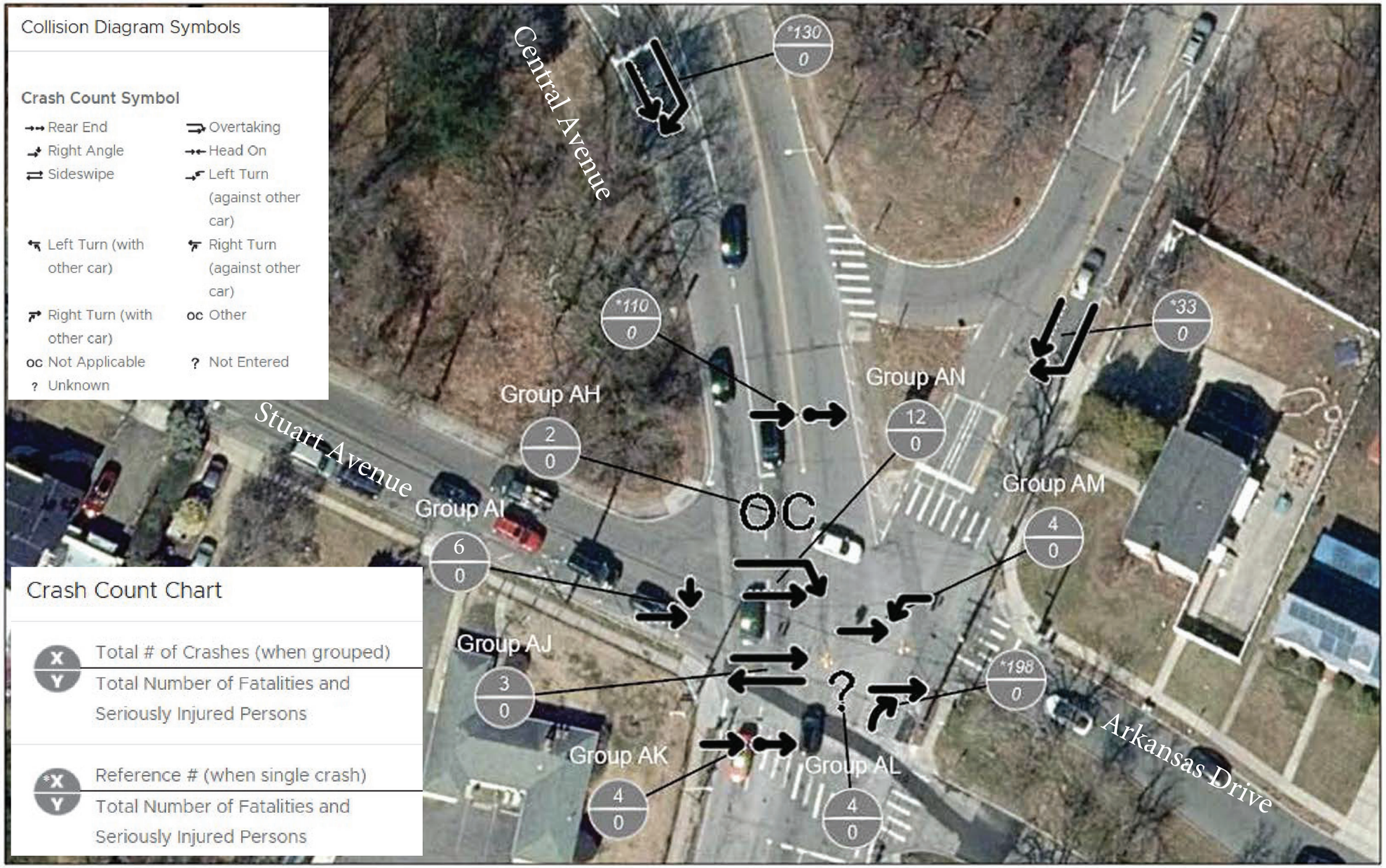
Project	Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13) Reconstruction		Crash Dates	from	1/1/2021
PIN	0534.87			to	12/31/2023
Town	Hempstead				
County	Nassau		SHEET	8	of 9

1:687

0 0 0.01 0.02 mi

0 0.01 0.01 0.02 km

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Project	Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13) Reconstruction		Crash Dates	from	1/1/2021
PIN	0534.87			to	12/31/2023
Town	Hempstead				
County	Nassau		SHEET	9	of 9

1:687
0 0 0.01 0.02 mi
0 0.01 0.01 0.02 km

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Sheet #	Site #	Site #	Site #	Site #	No.	Grouping (A,B,C)	Case Num.	Date	Time	# of Veh.	Crash Severity	Max Injury Severity	Light Condition	Roadway Characteristic	Road Surface Condition	Weather Condition	Crash Type	Collision Type
5		6			1	Z	38690201	2021-01-02T00:00:	9:48 AM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
6		6			2	AA	38696118	2021-01-07T00:00:	10:18 AM		1 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MEDIAN/BARRIER	OTHER
4		6			3	R	38693035	2021-01-07T00:00:	10:52 AM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
9		8	4	5	5	AJ	38720211	2021-02-08T00:00:	10:50 AM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	WET	CLEAR	COLLISION WITH MOTOR VEHICLE	SIDESWIPE
4		6			6	Q	38717540	2021-02-11T00:00:	11:33 AM		1 PROPERTY DAMAGE		DAYLIGHT	CURVE AND LEVEL	SLUSH	CLOUDY	COLLISION WITH SIGN POST	OTHER
1		7			7	D	38716063	2021-02-11T00:00:	6:31 PM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	CURVE AND LEVEL	WET	CLOUDY	COLLISION WITH MOTOR VEHICLE	OVERTAKING
5		6			8		38744870	2021-02-17T00:00:	11:32 AM		3 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OTHER
3		7			9	L	38751388	2021-02-20T00:00:	6:31 AM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
1		7			10	D	38764487	2021-03-02T00:00:	11:20 PM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
3		7			11	L	38784748	2021-03-19T00:00:	6:59 PM		2 INJURY	A - SERIOUS INJURY	DUSK	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
5		5			12		38802581	2021-03-26T00:00:	4:53 PM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
9		8	4	5	13	AL	38800427	2021-04-02T00:00:	12:00 PM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	UNKNOWN
3		7			14		38810971	2021-04-03T00:00:	1:32 AM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
1		7			15	E	38802984	2021-04-04T00:00:	4:45 PM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
5		6			16		38810970	2021-04-07T00:00:	5:08 PM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
4		6			17	U	38812437	2021-04-09T00:00:	5:01 AM		2 INJURY	C - POSSIBLE INJURY	DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
3		7			18	K	38852814	2021-05-04T00:00:	10:48 AM		2 PROPERTY DAMAGE		DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
5		5			19		38863541	2021-05-15T00:00:	4:11 PM		4 INJURY	B - INJURY	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OTHER
3		6			20	O	38877906	2021-05-26T00:00:	10:30 PM		2 INJURY	C - POSSIBLE INJURY	DARK-ROAD LIGHTED	CURVE AND GRADE	WET	CLOUDY	COLLISION WITH MOTOR VEHICLE	REAR END
9		8	1	2	21	AN	38870986	2021-05-29T00:00:	7:00 PM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	OVERTAKING
3		6			22		38883187	2021-06-03T00:00:	12:03 AM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
4		6			23	Q	38884165	2021-06-06T00:00:	6:07 PM		1 PROPERTY DAMAGE		DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH SIGN POST	OTHER
1		7			24	B	38908874	2021-06-15T00:00:	2:14 AM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	CURVE AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	OVERTAKING
8		9			25	AE	38899402	2021-06-16T00:00:	5:01 PM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
8		9			26	AQ	38914783	2021-07-01T00:00:	8:10 PM		1 PROPERTY DAMAGE		DUSK	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH SIGN POST	OTHER
9		8	2		27	AN	38914693	2021-07-01T00:00:	12:45 PM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	OVERTAKING
8		9			28		38917634	2021-07-03T00:00:	5:00 PM		2 INJURY	C - POSSIBLE INJURY	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	OVERTAKING
3		6			29	N	38916444	2021-07-03T00:00:	10:31 PM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	OVERTAKING
5		6			31	X	38930920	2021-07-11T00:00:	3:05 AM		2 INJURY	C - POSSIBLE INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
6		6			32	AB	38944851	2021-07-25T00:00:	4:08 PM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
9		8	5		33		38952527	2021-07-26T00:00:	10:35 PM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
9		8	4	5	36	AN	38966006	2021-08-07T00:00:	7:10 PM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
6		6			37	AR	38976836	2021-08-07T00:00:	5:25 PM		4 INJURY	C - POSSIBLE INJURY	DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OTHER
2		7			38	F	38973511	2021-08-11T00:00:	6:58 PM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
3		1			39		38988220	2021-08-24T00:00:	10:35 PM		1 PROPERTY DAMAGE		DARK-ROAD LIGHTED	STRAIGHT/ GRADE	DRY	CLEAR	OTHER NON-COLLISION	OTHER
3		6			41	O	38992305	2021-08-29T00:00:	5:28 PM		2 INJURY	C - POSSIBLE INJURY	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	REAR END
2		7			42	F	38999598	2021-09-03T00:00:	10:32 PM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
5		6	5		43	V	39003924	2021-09-07T00:00:	12:01 AM		1 PROPERTY DAMAGE		DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH OTHER BARRIER	OTHER
4		6			45	R	39011533	2021-09-12T00:00:	8:12 PM		2 INJURY	C - POSSIBLE INJURY	DARK-ROAD LIGHTED	CURVE AND GRADE	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
2		7			46	H	39030744	2021-09-12T00:00:	7:59 PM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
2		1			47	G	39020710	2021-09-16T00:00:	1:55 PM		2 PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	CURVE AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	OVERTAKING
3		7			48	I	39031630	2021-09-26T00:00:	7:16 AM		4 INJURY	C - POSSIBLE INJURY	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OTHER
6		6			49	AB	39048694	2021-10-06T00:00:	10:02 PM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
6		6			50	AR	39105366	2021-10-13T00:00:	10:02 PM		3 PROPERTY DAMAGE		DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OTHER
8		9			51	AD	39058061	2021-10-14T00:00:	9:10 PM		2 INJURY	C - POSSIBLE INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE
9		8	4	5	52	AH	39057986	2021-10-15T00:00:	5:55 AM		1 INJURY	B - INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH BICYCLIST	OTHER
9		8	4	5	53	AI	39065261	2021-10-19T00:00:	3:30 PM		2 INJURY	C - POSSIBLE INJURY	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE
4		5			54		39088338	2021-11-04T00:00:	7:18 AM		2 INJURY	C - POSSIBLE INJURY	DAYLIGHT	CURVE AND GRADE	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	HEAD ON
8		3			55	AF	39099220	2021-11-12T00:00:	5:45 PM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	CLOUDY	COLLISION WITH MOTOR VEHICLE	REAR END
9		8			56	AI	39103800	2021-11-14T00:00:	9:30 PM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	CURVE AND GRADE	WET	RAIN	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE
4		5			57	T	39116139	2021-11-21T00:00:	10:51 PM		1 INJURY	C - POSSIBLE INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	CLOUDY	COLLISION WITH OTHER	OTHER
6		6			58	AB	39118839	2021-11-27T00:00:	12:03 AM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
9		8	4	5	59	AK	39143961	2021-12-09T00:00:	12:45 PM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
9		8	4	5	60	AI	39176126	2022-01-01T00:00:	11:10 PM		2 INJURY	C - POSSIBLE INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE
4		6			61	S	39174123	2022-01-01T00:00:	4:55 PM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	OVERTAKING
4		6			63	U	39191615	2022-01-14T00:00:	11:02 PM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
1		7			64	E	39201547	2022-01-17T00:00:	5:28 PM		2 INJURY	C - POSSIBLE INJURY	DARK-ROAD LIGHTED	CURVE AND LEVEL	WET	SNOW	COLLISION WITH MOTOR VEHICLE	OVERTAKING
9		8	4	5	65	AK	39199661	2022-01-20T00:00:	2:43 PM		2 INJURY	C - POSSIBLE INJURY	DAYLIGHT	STRAIGHT AND LEVEL	WET	CLOUDY	COLLISION WITH MOTOR VEHICLE	REAR END
1		7			66		39214987	2022-01-31T00:00:	5:54 AM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
1		7			67	D	39218373	2022-02-03T00:00:	6:45 AM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	OVERTAKING
5		6			68		39222655	2022-02-05T00:00:	8:15 AM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
9		8	4	5	69	AH	39222804	2022-02-06T00:00:	4:25 PM		1 INJURY	C - POSSIBLE INJURY	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH PEDESTRIAN	OTHER
4		6			70	R	39223884	2022-02-07T00:00:	10:46 AM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	REAR END
2		7			71	H	39233441	2022-02-13T00:00:	7:04 AM		2 PROPERTY DAMAGE		DAWN	STRAIGHT AND LEVEL	SNOW/ICE	SNOW	COLLISION WITH MOTOR VEHICLE	OVERTAKING
2		7			73		39239293	2022-02-19T00:00:	2:42 PM		1 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH GUIDE RAIL	OTHER
8		9			74	AQ	39245415	2022-02-23T00:00:	12:00 PM		1 PROPERTY DAMAGE		DAYLIGHT	CURVE AND GRADE	WET	CLOUDY	COLLISION WITH TREE	OTHER
6		6			75		39248181	2022-02-24T00:00:	1:54 PM		2 PROPERTY DAMAGE		DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
8		9			76	AE	39249857	2022-02-26T00:00:	2:10 PM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
9		8	4	5	77	AL	39261806	2022-03-08T00:00:	12:32 PM		3 INJURY	C - POSSIBLE INJURY	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OTHER
3		6			78		39264335	2022-03-10T00:00:	12:09 PM		3 INJURY	C - POSSIBLE INJURY	DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OTHER
9		8	4	5	79	AJ	39276619	2022-03-12T00:00:	4:30 AM		2 PROPERTY DAMAGE		DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	SIDESWIPE
8		9			80	AG	39266133	2022-03-12T00:00:	3:20 PM		2 PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	WET	CLOUDY	COLLISION WITH MOTOR VEHICLE	OVERTAKING

Sheet #	Site #	Site #	Site #	No.	Grouping (A,B,C)	Case Num.	Date	Time	# of Veh.	Crash Severity	Max Injury Severity	Light Condition	Roadway Characteristic	Road Surface Condition	Weather Condition	Crash Type	Collision Type
9	8	2	3	81	AN	39268136	2022-03-13T00:00:	3:45 PM	2	INJURY	C - POSSIBLE INJURY	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
1	7			82	E	39273641	2022-03-18T00:00:	3:20 PM	2	PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
4	6			84		39278630	2022-03-19T00:00:	10:13 PM	2	PROPERTY DAMAGE		DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE
4	6			85		39283960	2022-03-25T00:00:	3:30 PM	2	PROPERTY DAMAGE		DAYLIGHT	CURVE AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	SIDESWIPE
1	7			86	D	39293721	2022-04-02T00:00:	3:45 PM	2	PROPERTY DAMAGE		DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
4	6			87	U	39306205	2022-04-11T00:00:	5:24 PM	2	PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
8	9			89	AE	39332381	2022-05-02T00:00:	3:30 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	REAR END
2	7			90		39336995	2022-05-06T00:00:	12:34 AM	1	INJURY	B - INJURY	DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MEDIAN/BARRIER	OTHER
3	7			91		39354639	2022-05-21T00:00:	6:48 PM	1	PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH SIGN POST	OTHER
3	6			92	M	39357009	2022-05-22T00:00:	10:30 PM	2	PROPERTY DAMAGE		DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
5	7			93		39363173	2022-05-22T00:00:	7:48 PM	2	PROPERTY DAMAGE		DUSK	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
4	6			94	S	39363646	2022-05-25T00:00:	10:54 AM	2	PROPERTY DAMAGE		DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
8	9			95	AD	39364437	2022-05-28T00:00:	11:08 PM	2	INJURY	C - POSSIBLE INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE
4	6			96		39368376	2022-06-01T00:00:	4:39 PM	2	PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	REAR END
3	7			97	K	39398777	2022-06-23T00:00:	11:44 PM	2	INJURY	A - SERIOUS INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
8	9			98		39412270	2022-07-02T00:00:	3:00 PM	2	PROPERTY DAMAGE		DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTH
9	8	4	5	99	AK	39414064	2022-07-04T00:00:	6:45 PM	2	INJURY	C - POSSIBLE INJURY	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
3	7			100	I	39415608	2022-07-05T00:00:	12:39 AM	2	INJURY	C - POSSIBLE INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OTHER
9	8	4	5	102	AN	39423386	2022-07-10T00:00:	1:20 PM	2	O - PROPERTY DAMAGE ONLY		DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
1	7			104	C	39435157	2022-07-18T00:00:	11:11 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	REAR END
3	6			105		39449883	2022-07-31T00:00:	10:51 AM	3	INJURY	B - INJURY	DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OTHER
8	9			106	AG	39453079	2022-08-02T00:00:	7:25 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
1	7			107		39456182	2022-08-04T00:00:	12:38 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
9	8	5		108	AL	39466563	2022-08-09T00:00:	8:03 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	CLOUDY	COLLISION WITH MOTOR VEHICLE	UNKNOWN
9	8	4	5	109	AN	39480589	2022-08-23T00:00:	12:20 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
9	8	2	3	110		39486726	2022-08-26T00:00:	7:45 PM	2	INJURY	B - INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
9	8	4	5	111	AJ	39486307	2022-08-28T00:00:	11:10 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	SIDESWIPE
9	8	4	5	112	AM	39487425	2022-08-29T00:00:	10:30 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OT
2	1			113		39502344	2022-08-30T00:00:	7:55 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DUSK	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
3	6			114		39496230	2022-09-04T00:00:	3:58 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
3	7			115	J	39502926	2022-09-06T00:00:	10:10 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	REAR END
8	9			116	AE	39505518	2022-09-12T00:00:	2:10 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
6	6			117		39509497	2022-09-15T00:00:	1:19 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
3	6	4		118	N	39513931	2022-09-16T00:00:	10:00 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
3	4			119	P	39513823	2022-09-17T00:00:	9:35 AM	2	INJURY	B - INJURY	DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
1	1			120	C	39520235	2022-09-24T00:00:	9:09 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
5	6	5		121	V	39537580	2022-10-03T00:00:	10:13 PM	1	INJURY	B - INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH OTHER BARRIER	OTHER
3	6			122		39537397	2022-10-07T00:00:	5:36 PM	1	INJURY	B - INJURY	DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH SIGN POST	OTHER
9	8	4	5	123	AL	39558596	2022-10-09T00:00:	11:30 AM	2	PROPERTY DAMAGE	U - UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	COLLISION WITH MOTOR VEHICLE	UNKNOWN
9	8	4	5	124	AI	39542415	2022-10-11T00:00:	4:55 PM	2	INJURY	B - INJURY	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE
3	6			125		39551223	2022-10-17T00:00:	11:11 AM	1	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	CURVE AND LEVEL	WET	CLOUDY	COLLISION WITH SIGN POST	OTHER
9	8	4	5	126	AN	39564873	2022-10-27T00:00:	10:40 AM	2	INJURY	B - INJURY	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
9	8	4	5	127	AN	39579827	2022-11-07T00:00:	1:45 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
5	6			128	X	39581983	2022-11-07T00:00:	8:57 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
8	9	2	3	129	AF	39586879	2022-11-11T00:00:	12:55 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	CURVE AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	REAR END
9	1			130		39596097	2022-11-17T00:00:	9:20 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
6	6			131	AA	39606334	2022-11-17T00:00:	9:41 PM	1	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH GUIDE RAIL	OTHER
5	6			132		39600546	2022-11-21T00:00:	9:14 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
9	8			133	AM	39599551	2022-11-21T00:00:	7:50 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OT
1	7			134	E	39603840	2022-11-26T00:00:	12:14 AM	2	INJURY	B - INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
9	8	2		135	AN	39606513	2022-11-27T00:00:	3:15 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	OVERTAKING
5	6			137	W	39631189	2022-12-08T00:00:	5:16 PM	4	INJURY	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OTHER
8	9			138	AG	39684084	2022-12-09T00:00:	9:45 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
5	6			140	X	39650123	2022-12-22T00:00:	5:35 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	OVERTAKING
5	6			141	X	39673906	2022-12-26T00:00:	4:31 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
5	6			142		39664680	2023-01-01T00:00:	2:36 PM	2	INJURY	B - INJURY	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
3	1			143		39664686	2023-01-03T00:00:	11:18 AM	3	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	OTHER
2	1			144	F	39664665	2023-01-03T00:00:	6:04 PM	2	INJURY	B - INJURY	DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
4	5			145		39672453	2023-01-09T00:00:	8:36 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
1	7			146		39683939	2023-01-18T00:00:	10:16 PM	2	INJURY	B - INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OT
5	6			147		39705811	2023-01-19T00:00:	12:01 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	REAR END
5	6			148	X	39721888	2023-01-29T00:00:	4:44 PM	2	INJURY	B - INJURY	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
9	8	4	5	149	AM	39705350	2023-02-03T00:00:	9:00 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OT
5	6			150	Y	39713950	2023-02-04T00:00:	10:45 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
8	9	2		151	AG	39722622	2023-02-18T00:00:	5:30 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DUSK	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
5	6			152		39730153	2023-02-21T00:00:	10:21 AM	3	INJURY	B - INJURY	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	OTHER
3	7			154		39758159	2023-03-18T00:00:	1:10 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
8	9			155	AG	39791172	2023-03-19T00:00:	8:30 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
5	6			156		39772673	2023-03-28T00:00:	7:54 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	REAR END
9	8			157	AK	39774352	2023-03-31T00:00:	12:30 PM	2	INJURY	B - INJURY	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
8	9			158	AD	39782034	2023-04-06T00:00:	2:45 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE
6	6			159	AA	39792547	2023-04-13T00:00:	2:24 AM	1	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MEDIAN/BARRIER	OTHER

Sheet #	Site #	Site #	Site #	No.	Grouping (A,B,C)	Case Num.	Date	Time	# of Veh.	Crash Severity	Max Injury Severity	Light Condition	Roadway Characteristic	Road Surface Condition	Weather Condition	Crash Type	Collision Type
3	7			160	I	39792467	2023-04-13T00:00:	9:40 AM	4	INJURY	B - INJURY	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OTHER
9	8	4	5	161	AN	39799028	2023-04-21T00:00:	12:50 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
3	4			162	P	39802349	2023-04-23T00:00:	2:21 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	CURVE AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	OVERTAKING
3	6			163	O	39807371	2023-04-27T00:00:	5:43 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	CURVE AND HILLCREST	WET	RAIN	COLLISION WITH MOTOR VEHICLE	REAR END
5	6			164	Y	39815772	2023-04-29T00:00:	11:09 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	OVERTAKING
4	6			165	Q	39815758	2023-05-01T00:00:	12:22 AM	1	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	CURVE AND LEVEL	WET	RAIN	COLLISION WITH OTHER BARRIER	OTHER
3	7			166	M	39817807	2023-05-05T00:00:	9:35 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
7	6			167		39845773	2023-05-14T00:00:	9:46 PM	2	INJURY	B - INJURY	DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
8	9			168		39830665	2023-05-16T00:00:	12:05 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
4	6			169		39840380	2023-05-22T00:00:	8:25 AM	4	INJURY	B - INJURY	DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OTHER
9	8	4	5	170	AN	39846469	2023-05-27T00:00:	11:30 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
5	6			171		39851466	2023-05-28T00:00:	8:47 PM	1	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH OTHER BARRIER	OTHER
2	7			172		39852437	2023-06-01T00:00:	2:05 PM	2	INJURY	B - INJURY	DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OT
3	6			173		39862875	2023-06-04T00:00:	11:51 PM	4	PROPERTY DAMAGE	U - UNKNOWN	DUSK	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OTHER
2	1			174	G	39880515	2023-06-19T00:00:	11:16 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
9	8			175	AI	39914294	2023-06-24T00:00:	10:40 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE
1	7			176	D	39893696	2023-07-03T00:00:	6:54 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	CURVE AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	OVERTAKING
2	7			179		39942372	2023-08-04T00:00:	8:37 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
5	6			180	W	39945781	2023-08-06T00:00:	12:47 AM	3	INJURY	A - SERIOUS INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OTHER
4	4			181		39982282	2023-09-10T00:00:	4:19 AM	2	INJURY	A - SERIOUS INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	HEAD ON
1	7			182		39997054	2023-09-18T00:00:	11:49 AM	1	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MEDIAN/BARRIER	OTHER
8	9			183	AG	39993762	2023-09-19T00:00:	3:10 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
9	8	4	5	184	AM	39995481	2023-09-20T00:00:	12:50 PM	2	INJURY	B - INJURY	DAYLIGHT	CURVE AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OT
8	9			185		39997989	2023-09-20T00:00:	8:24 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OTHER
3	7			186		40000561	2023-09-23T00:00:	2:10 PM	1	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH GUIDE RAIL	OTHER
3	7			187	J	40002098	2023-09-24T00:00:	12:11 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	CLOUDY	COLLISION WITH MOTOR VEHICLE	REAR END
2	7			188		40007210	2023-09-27T00:00:	8:36 PM	3	INJURY	B - INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OTHER
1	7			189	B	40009954	2023-09-29T00:00:	12:59 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	OVERTAKING
4	5			190	T	40015623	2023-09-30T00:00:	10:00 PM	1	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH SIGN POST	OTHER
3	7			192	I	40033240	2023-10-06T00:00:	10:19 PM	3	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	OTHER
5	6			193	W	40049260	2023-10-21T00:00:	11:36 PM	3	INJURY	B - INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH MOTOR VEHICLE	OTHER
6	6			194	AB	40043731	2023-10-23T00:00:	9:48 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
2	7			195		40080125	2023-11-15T00:00:	7:24 PM	2	INJURY	B - INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
3	7			196	L	40085402	2023-11-17T00:00:	5:10 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
2	7			197	F	40085403	2023-11-21T00:00:	7:14 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
9	8	4	5	198		40093458	2023-11-27T00:00:	1:50 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTH
7	6			199		40097311	2023-11-28T00:00:	9:58 PM	2	INJURY	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END
5	6			200	Z	40104417	2023-11-29T00:00:	3:05 PM	2	INJURY	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
9	8			201	AN	40098599	2023-11-30T00:00:	9:15 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	OVERTAKING
1	7			202	B	40167816	2023-12-03T00:00:	10:12 PM	2	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	CURVE AND GRADE	WET	RAIN	COLLISION WITH MOTOR VEHICLE	OVERTAKING
1	7			203		40104317	2023-12-04T00:00:	1:13 AM	1	PROPERTY DAMAGE	U - UNKNOWN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	RAIN	COLLISION WITH OTHER BARRIER	OTHER
9	8			204	AI	40109392	2023-12-07T00:00:	9:15 AM	2	PROPERTY DAMAGE	U - UNKNOWN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE

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PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX C

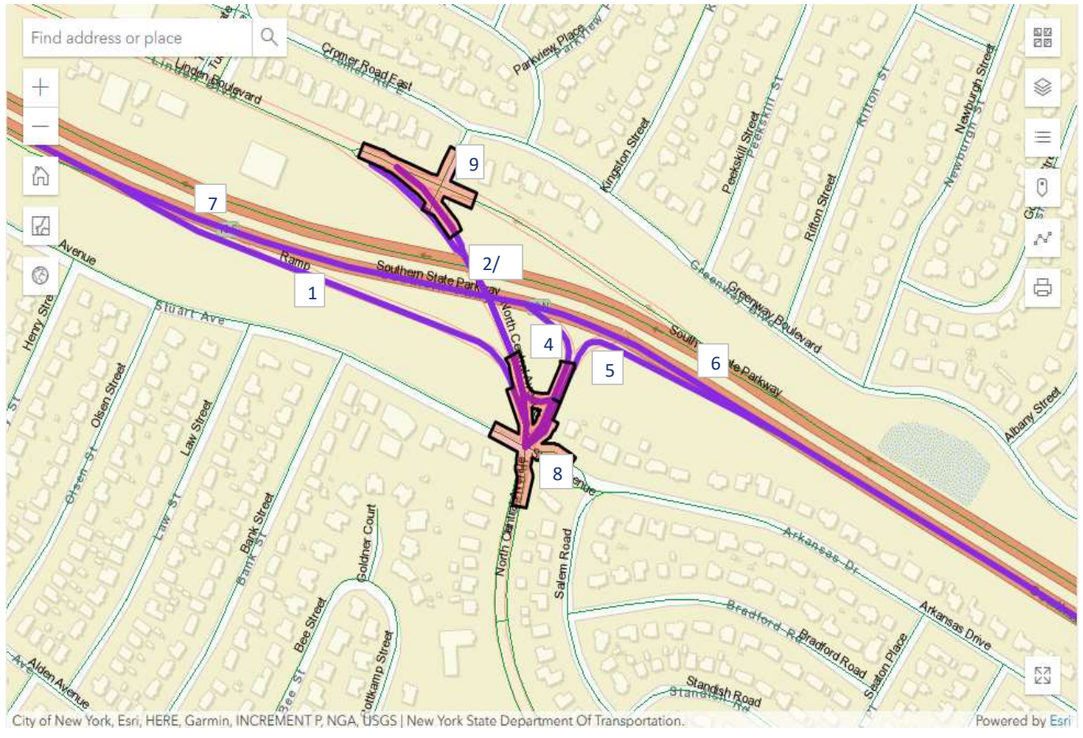
Traffic Information

PSI and LOSS Outputs

CLEAR Investigation 1835

Project Southern State Parkway 0534.87

Map ID	Site	PSItot	PSIfatal/inj	LOSStot	LOSSfatal/inj	Length (CLEAR)	Facility Type	AADT (CLEAR / NYSDOT)	Total Crashes (CLEAR)	Predicted Crashes (Per-year [SPF])
1	Eastbound SSP Exit 13S	1.09	0.00	4	2	0.249	Urban Diamond/Slip Exit Ramp	7,084	9	0.3
2	Northbound Central Avenue between Linden Boulevard and Stuart Avenue	0.9	0.0	3	0	0.110	URBAN, Two-Lane, Undivided, Free Access	9,089	7	1.2
3	Southbound Central Avenue between Linden Boulevard and Stuart Avenue	0.1	0.0	3	0	0.110	URBAN, Two-Lane, Undivided, Free Access	9,089	4	1.2
4	Eastbound SSP Exit 13N	6.7	0.1	4	3	0.084	Urban Parclo Exit Ramp	936	29	1.2
5	Eastbound SSP Central Avenue On-Ramp	6.9	0.0	4	2	0.167	Urban Diamond/Slip Entrance Ramp	4,117	35	0.4
6	Eastbound Southern State Parkway east of Central Avenue	-19.1	-0.1	2	2	0.400	URBAN, Multi-Lane, Divided, Full Control	102,348	64	40.8
7	Eastbound Southern State Parkway west of Central Avenue	-5.5	0.1	2	3	0.240	URBAN, Multi-Lane, Divided, Full Control	89,020	46	21
8	Stuart Avenue and Central Avenue	6.0	-0.1	4.0	2.0	-	URBAN, 5-LEG, SIGNALIZED	Major: 22461 Minor: 5939	38	5.9
9	Linden Boulevard and Central Avenue	3.0	0.0	4.0	2.0		URBAN, 4-LEG, SIGNALIZED	Major: 11322 Minor: 2894	20	2.8
									252	



U.S. Department of Transportation
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PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX C

Traffic Information

Benefit Cost Outputs

CLEAR Investigation 1835

Project Southern State Parkway 0534.87 CLEAR Investigation 1835

CLEAR Index	Site Number	Site Description	Countermeasure	Facility Type	Benefit Cost Analysis (TOTAL) Expected Crashes w/o Countermeasure	Expected Crashes with Countermeasure	Annual Benefit	Annual Cost	Benefit/Cost Ratio	Benefit Cost Analysis (FI) Expected Crashes w/o Countermeasure	Expected Crashes with Countermeasure	Annual Benefit	Annual Cost	Benefit/Cost Ratio
	6	NY908M EB from 0.64 to 1.04	Extend Auxiliary Lane	Urban Multi-Lane Divided Full Control Five+-Lane Freeway (Bi-Directional Lanes) Two-Way	21.2	15.3	$ 908,953.11	$ 411,024.05	2.2	6.2	4.5	$ 829,973.96	$ 411,024.05	2.0
-> 1399		NY908M EB from 0.64 to 1.04		Urban Multi-Lane Divided Full Control Five+-Lane Freeway (Bi-Directional Lanes) Two-Way	21.2	15.3	$ 908,953.11	-	-	6.2	4.5	$ 829,973.96	-	-
		Ramp from 0.00 to 0.08	Remove Exit 13N Loop Ramp	Urban Parclo Exit Ramp	6.8	3.7	$ 378,569.37	$ 15,123.53	25.0	1.6	0.9	$ 334,187.68	$ 15,123.53	22.1
-> 1400		Ramp from 0.00 to 0.08		Urban Parclo Exit Ramp	6.8	3.7	$ 378,569.37	-	-	1.6	0.9	$ 334,187.68	-	-
	8	Int of Stuart Avenue & North Central Avenue	Intersection reconfigured from 5-leg to 4-leg intersection	Urban 5-Leg Signalized	11.9	10.6	$ 219,008.73	$ 50,411.78	4.3	3.9	3.4	$ 202,416.21	$ 50,411.78	4.0
-> 1335		Int of Stuart Avenue & North Central Avenue		Urban 5-Leg Signalized	11.9	10.6	$ 219,008.73	-	-	3.9	3.4	$ 202,416.21	-	-
		Multiple Sites	Remove Exit 13N ramp, horizontal realignment of Exit 13S ramp, and On-Ramp from Central, introduce signal at the terminus with Central	Multiple Facility Types	11.3	8.4	$ 381,208.41	$ 380,776.98	1.0	2.7	2.0	$ 339,462.50	$ 380,776.98	0.9
	1	Ramp from 0.00 to 0.25		Urban Diamond/Slip Exit Ramp	3.1	2.3	$ 65,232.92	-	-	0.4	0.3	$ 52,225.99	-	-
-> 1401	5	Ramp from 0.00 to 0.17		Urban Diamond/Slip Entrance Ra	8.2	6.1	$ 315,975.49	-	-	2.3	1.7	$ 287,236.52	-	-
		Multiple Sites	Increasing Shoulder Width	Multiple Facility Types	36.2	22.1	$ 1,940,463.20	$ 1,344,314.15	1.4	9.9	6.3	$ 1,747,703.76	$ 1,344,314.15	1.3
	6	NY908M EB from 0.64 to 1.04		Urban Multi-Lane Divided Full Control Five+-Lane Freeway (Bi-Directional Lanes) Two-Way	21.2	13.0	$ 1,206,757.98	-	-	6.2	3.9	$ 1,096,751.31	-	-
-> 1402 - Nonstandard Feature	7	NY908M EB from 0.40 to 0.64		Urban Multi-Lane Divided Full Control Five+-Lane Freeway (Bi-Directional Lanes) Two-Way	15.0	9.1	$ 733,705.22	-	-	3.7	2.3	$ 650,952.45	-	-
		Multiple Sites	Increasing Vertical Clearance	Multiple Facility Types	3.6	3.6	$ -	$ 1,344,314.15	N/A	0.9	0.9	$ -	$ 1,344,314.15	N/A
	2	North Central Avenue from 1.75 to 1.86		Urban Two-Lane Undivided Free Access Two-Lane Two-Way	2.2	2.2	$ -	-	-	0.4	0.4	$ -	-	-
-> 1431 - Nonstandard Feature	3	North Central Avenue from 1.75 to 1.86		Urban Two-Lane Undivided Free Access Two-Lane Two-Way	1.4	1.4	$ -	-	-	0.4	0.4	$ -	-	-

U.S. Department of Transportation
Federal Highway Administration

NEW YORK STATE | Department of Transportation

PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX D

Pavement Evaluation

MUÑOZ ENGINEERING P.C.

Task 1: Pavement Evaluation

Project ID: PIN 0534.87

Southern State Parkway Exit 13 Reconstruction Project

Valley Stream, New York

August 29th, 2024

MUÑOZ ENGINEERING P.C.

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MUÑOZ ENGINEERING P.C.

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Task 1 Introduction

On August 22nd 2024, Munoz Engineering and Land Surveying D.P.C. conducted an evaluation of the pavement conditions for specific roadway sections. This assessment focused on the eastbound ramps of the Southern State Parkway, as well as Central Avenue between Stuart Avenue and Linden Boulevard. The evaluation aimed to assess the current state of the pavement, identifying any issues related to wear, surface integrity, and overall functionality. The findings from this evaluation will inform any necessary maintenance or repair actions to ensure the safety and usability of these roadways.

Figure 1 below shows the project limits for the SSP Exit 13 reconstruction project. For the evaluation of the status of the pavements, Munoz divided up the project limit into four different sections to complete the task with each color representing a different section.



Figure 1: Project Limits

The classification of each colored section is reflected in the table below:

Table 1: Classification of Sections

Section Number	Color	Location
1	Green	Exit 13S
2	Cyan	Exit 13N
3	Red	Central Ave
4	Blue	Entrance to SSP

Section 1



Figure 2: Map of Section 1

Section 1 begins approaching Exit 13S and terminates at the next intersection, approximately 700 feet in distance. The condition of the pavement appears to be in fair condition as it was recently resurfaced and is consistent throughout Exit 13S. As shown in figures 3-4 below, there were no major issues along the road.



Figure 3: On Exit 13S Ramp

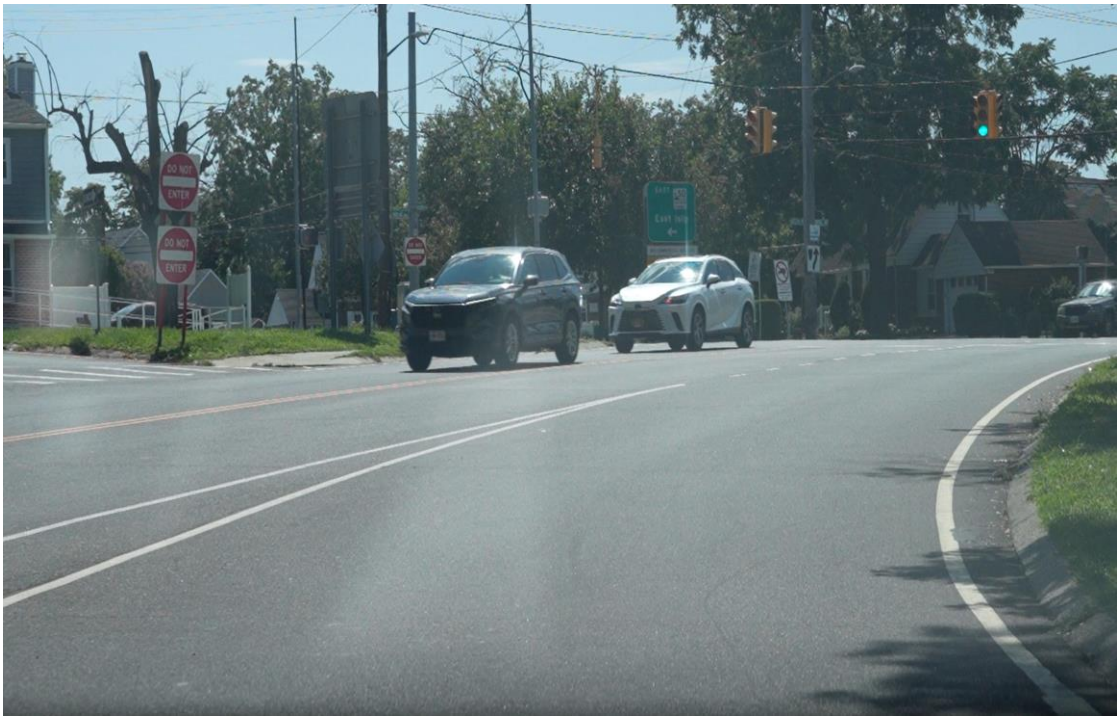


Figure 4: Approaching Intersection

Section 2



Figure 5: Map of Section 2

Section 2 begins approaching Exit 13N and terminates at the next intersection. This distance is approximately 400 feet. The condition of the pavement appears to be in fair condition as seen in figures 6-8.

In figure 6, there appears to be a cold joint on the left-hand side of the ramp as it is being approached from the Southern State Parkway. This is possibly due a significant time lapse between the laying of the adjacent section of asphalt. A recommendation for repair will be to clean the crack thoroughly for debris and moisture and to apply a cold sealant. It is important be certain this sealant adheres well so it can be leveled with the surrounding surface to ensure

driving comfortability. Also, regular monitoring and maintenance will prevent further deterioration.



Figure 6: Approaching Exit 13N



Figure 7: On Ramp Exit 13N



Figure 8: Approaching Intersection

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Section 3

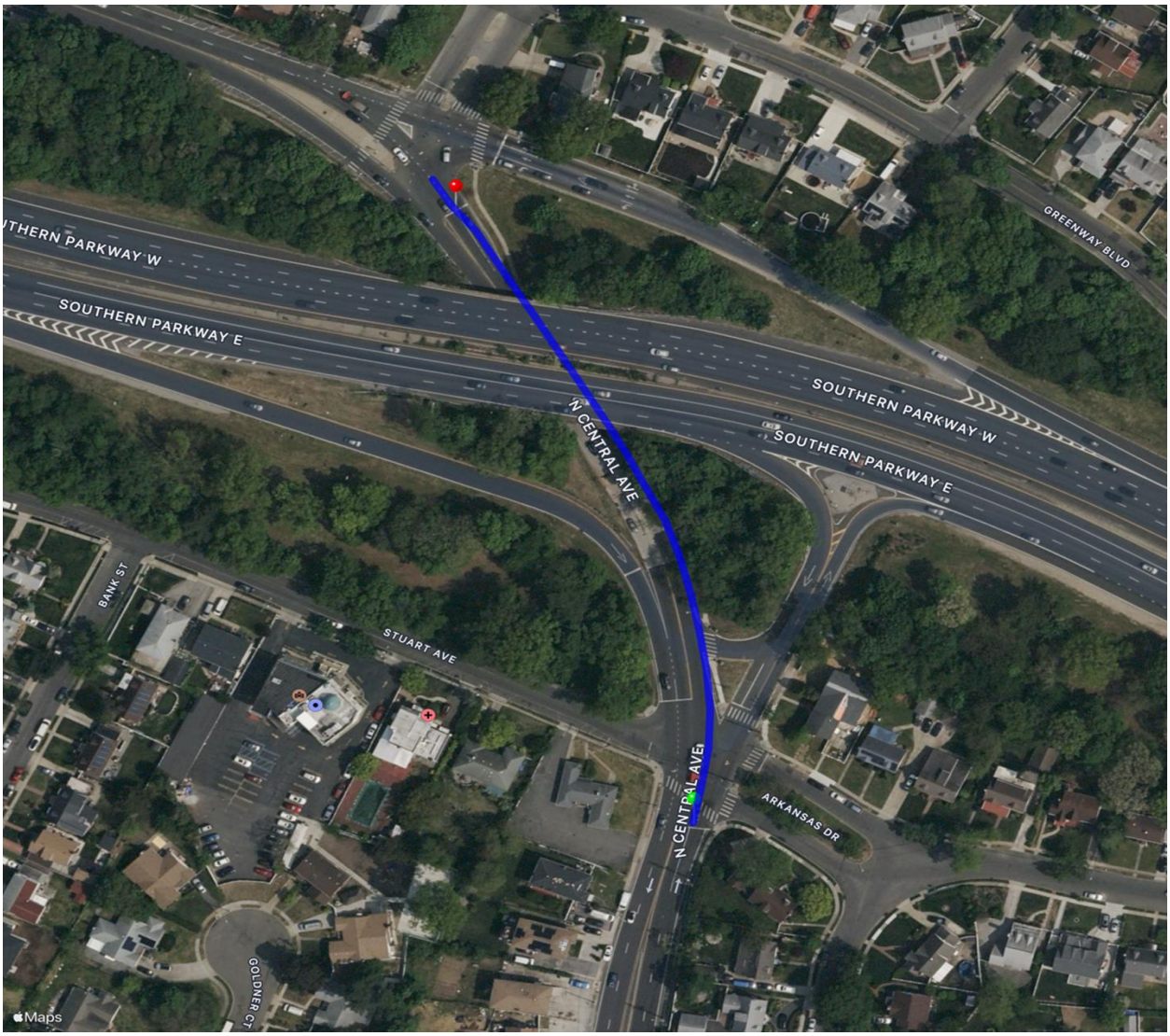


Figure 9: Map of Section 3

Section 3 runs along Central Avenue between Stuart Avenue and Linden Boulevard, approximately 225 feet in distance passing beneath the Southern State Parkway. The pavement appears to be in a fair condition overall as it was recently resurfaced. However, the portion of the pavement underneath the Southern State Parkway is made of concrete with seal cracks showing along the way approaching Linden Boulevard. Repairs are recommended and the areas of concern should be monitored and reevaluated in 24 months to prevent further deterioration.

Figure 10 indicates that a section of Central Avenue was recently resurfaced and is currently in fair condition, with no visible cracks. Beyond the red line shown in the figure, the pavement transitions to concrete, which also appears to be in fair condition. However, seal cracks are visible along Central Avenue due to the stresses from passing vehicles.



Figure 10: Central Avenue Approaching Linden Boulevard

Figure 11 highlights a potential issue where alligator cracks could have developed due to stresses from passing vehicles over weak areas. Alligator Cracks are considered a major structural distress if left untreated and would turn into potholes. Potholes pose risks of vehicle damage and accidents.



Figure 11: Central Avenue Approaching Linden Boulevard

Section 4

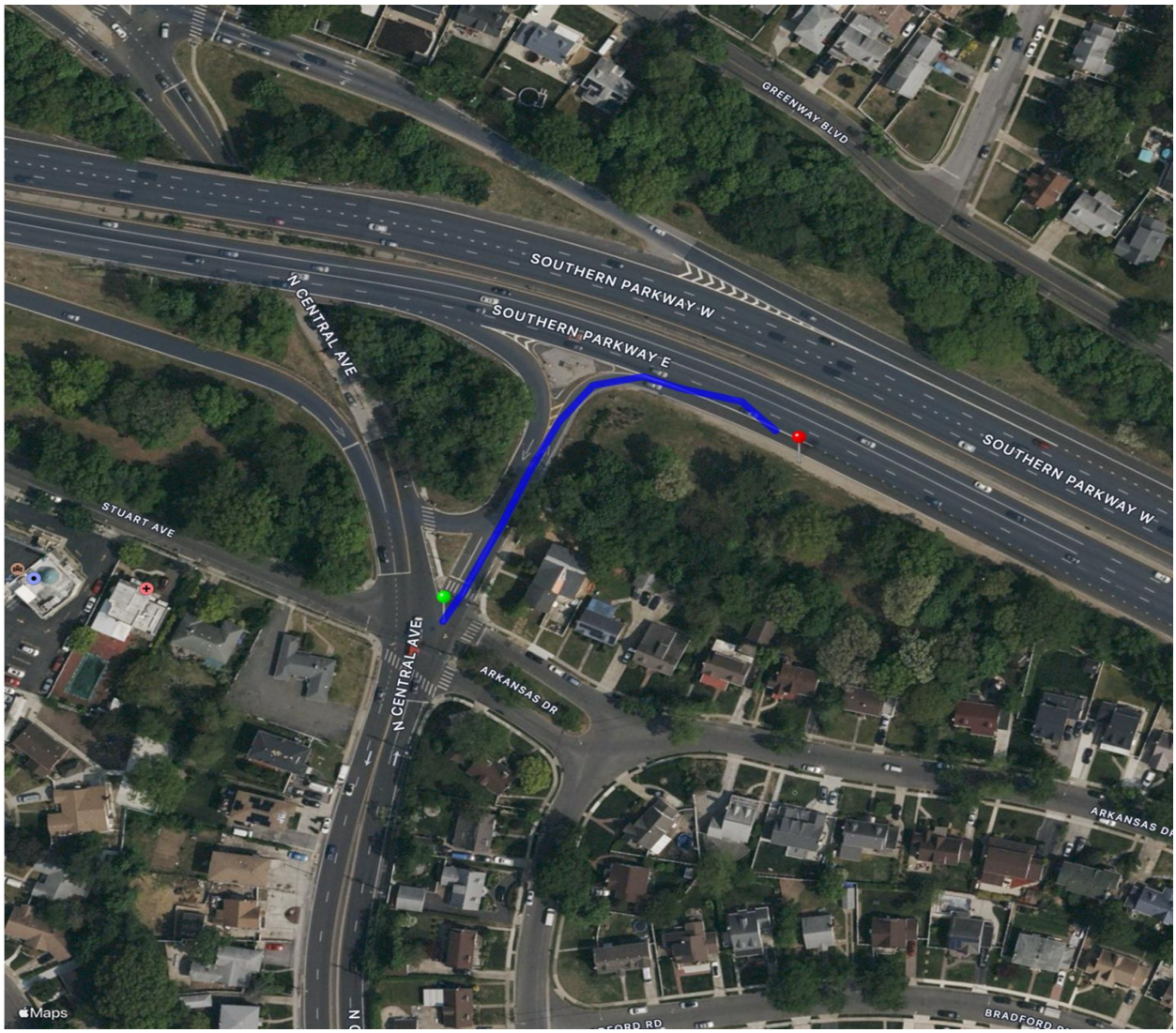


Figure 12: Map of Section 4.

Section 4 starts at the intersection between Central Avenue and Stuart Avenue leading to Southern State Parkway, approximately 160 feet in distance. The pavement appears to be in a fair condition overall and no visible wear and tears. Repairs are not needed at this time and roadway should be reevaluated in 24 months. Figures 13 and 14 below show a clear representation of the existing conditions of the pavement.



Figure 13: Central Avenue Leading to Southern State Parkway.



Figure 14: Central Avenue Leading to Southern State Parkway.

U.S. Department of Transportation
Federal Highway Administration

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PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX E

Structures Information

New York State Department of Transportation
General Bridge Inspection Report

Inspection Date: November 08, 2022

Structure Information

BIN: **1059331**
Feature Carried: 908M 908M 0301 1006
Feature Crossed: CENTRAL AVENUE
Orientation: 3 - EAST
Region: 10 - LONG ISLAND
County: NASSAU
Political Unit: Town of HEMPSTEAD
Approximate Year Built: 1956

Primary Owner: New York State Department of Transportation
Primary Maintenance Responsibility: New York State Department of Transportation
General Type Main Span: 1 - Concrete, 07 - Frame
This Bridge is not a Ramp
Number of Spans: 1

Postings

Posted Load Matches Inventory: Yes
Posted Load in field: Not Posted
Posted Vertical Clearances Match Inventory: N/A
Inventory On: Not Posted
Inventory Under: Not Posted

Number of Flags Issued

Red PIA: 0
Red: 0
Yellow: 0
Safety PIA: 0

New York State Inspection Overview

General Recommendation: 6

Federal NBI Ratings

NBI Deck Condition: 6
NBI Superstructure Condition: 6
NBI Substructure Condition: 8
NBI Channel Condition: N
NBI Culvert Condition: N

Action Items

Non-Structural Condition Observations noted: YES
Vulnerability Reviews Recommended: NO
Diving Inspection Requested: NO
Further Investigation Requested: NO

Inspector & Reviewer Signature Information

Inspection Signature: Michael T. Cahill, P.E. 085415-1 *Date:* December 13, 2022
Review Signature: Seth D. Medwick, P.E. 065490-1 *Date:* December 13, 2022
Processed by : William F. Leblanc, P.E. 085471-1 *Date:* January 04, 2023

Report Printed: January 04, 2023 1:04:18 PM

Additional Information

Overloads Observed

No overload vehicles observed during this inspection.

Notes to Next Inspector

1. The BIN plate is located on the Right Side of the begin abutment.

Improvements Observed

1. Top of roadway has new wearing surface.
2. Vegetation removed at begin approach, left side. See photo 2

Pedestrian Fence Height

None

Snow Fence

None

Bin Plate Condition

OK

Scour Critical Rating

N - Bridge not over waterway.

Field Notes

Staff Present During Inspection		
Name	**Title**	**Organization**
Abubakarr Jalloh	ATL	HNTB

General Equipment Required for Inspection*
Access Type
13 - Walking
19 - Up to 30 Foot Lift
29 - Lane Closure With Shadow Vehicle

*** For span specific equipment requirements refer to the Active Inventory's "Access Needs" tab in BDIS.**

Detailed Time & Weather Conditions				
Field Date	**Arrival**	**Departure**	**Temp (F)**	**Weather Conditions**
11/08/2022	07:00 AM	11:00 AM	60	Sunny

Inspection Times (hours)	
Time required for travel, inspection and report preparation	4
Lane closure usage	4
Railroad flagging time	No

Element Quantities

Element Assessment Summary Table							
Element	**Total Quantity**	**Unit**	**CS-1**	**CS-2**	**CS-3**	**CS-4**	**CS-5**
38 - Reinforced Concrete Slab	3977	ft^2	3301	596	80		0
215 - Reinforced Concrete Abutment	152	ft	136	16			0
220 - Reinforced Concrete Pile Cap/Footing	240	ft					240
321 - Reinforced Concrete Approach Slab	2880	ft^2	2700	180			0
331 - Reinforced Concrete Bridge Railing	132	ft		127	5		0
510 - Wearing Surfaces	3310	ft^2	3310				0
800 - Erosion or Scour	240	ft	240				0
853 - Wingwall	88	ft	88				0

Element Assessment by Span							
Element**	**Total Quantity**	**Unit**	**CS-1**	**CS-2**	**CS-3**	**CS-4**	**CS-5**
Span Number : 1							
BA215 - Reinforced Concrete Abutment	75	ft	65	10			0
BA220 - Reinforced Concrete Pile Cap/Footing	75	ft					75
BA321 - Reinforced Concrete Approach Slab	1440	ft^2	1350	90			0
BA800 - Erosion or Scour	75	ft	75				0
BW220 - Reinforced Concrete Pile Cap/Footing	49	ft					49
BW800 - Erosion or Scour	49	ft	49				0
BW853 - Wingwall	49	ft	49				0
EA215 - Reinforced Concrete Abutment	77	ft	71	6			0
EA220 - Reinforced Concrete Pile Cap/Footing	77	ft					77
EA321 - Reinforced Concrete Approach Slab	1440	ft^2	1350	90			0
EA800 - Erosion or Scour	77	ft	77				0
EW220 - Reinforced Concrete Pile Cap/Footing	39	ft					39
EW800 - Erosion or Scour	39	ft	39				0
EW853 - Wingwall	39	ft	39				0
38 - Reinforced Concrete Slab	3977	ft^2	3301	596	80		0
510 - Wearing Surfaces	3310	ft^2	3310				0
331 - Reinforced Concrete Bridge Railing	132	ft		127	5		0

** Elements with a prefix designate the locations of BA-Begin Abutment, BW-Begin Wingwall, EA-End Abutment, EW-End Wingwall, CO-Culvert Outlet, and PR-Pier. No prefix generally indicates the element is part of the superstructure.

Inspection Notes

General Notes

1. Underdeck Condtion Sketch is attached.
2. Vertical Clearance Sketch is attached.
3. Standard photos updated.

Element Condition Notes

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 38 - Reinforced Concrete Slab	3977	3301	596	80	0	0

Condition State 3 Note

Referenced Photo(s): 5, 6

Referenced Sketch(es): None

the widening of the bridge on the right side has created an underdeck that is a raised area with a flatter curve. This segment has created a longitudinal 'step' between the older part of the bridge and newer part of bridge. The 'step' area has cracking and spalled area of with one row of exposed reinforcing steel. This area appears to drip since there is evidence of leakage on the pavement below. Left side exhibits efflorescence along stone masonry.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 38 - Reinforced Concrete Slab-510 - Wearing Surfaces	3310	3310	0	0	0	0

Condition State 1 Note

Referenced Photo(s): 7

Referenced Sketch(es): None

Top of bridge has new wearing surface.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 331 - Reinforced Concrete Bridge Railing	132	0	127	5	0	0

Condition State 3 Note

Referenced Photo(s): 1, 4

Referenced Sketch(es): None

Span 1 left railing exhibits one missing stone masonry block (found at Begin Approach left side.)

Non-Structural Condition Observations

Category: ATTACHMENTS - Lighting Quantity: 1 Unit: ea

Referenced Element(s): NONE

Referenced Photo(s): 3
Referenced Sketch(es): NONE

There is a light fixture attached to the top of the begin abutment. The lens cover is burnt, cracked, and contains a small hole on the underside of it.

Category: APPROACH - Railing Quantity: 5 Unit: ft

Referenced Element(s): NONE

Referenced Photo(s): 2
Referenced Sketch(es): NONE

Begin approach left railing exhibits impact damage and is misaligned.

Inspection Photographs

Attachment Description:
Location: Begin approach, left side.
Looking: Begin.

Description: Missing stone masonry from railing placed here.

Photo Number: **1** Photo Filename: **DSC01422.JPG**



Attachment Description:
Location: Begin approach, left side.
Looking: Begin.

Description: Approach railing exhibits impact damage. Vegetative growth removed.

Photo Number: **2** Photo Filename: **DSC01423.JPG**



Photo Number: **3** Photo Filename: **DSC01430.JPG**



Attachment Description:
Location: Begin Abutment Stem.
Looking: Begin.

Description: Light fixture exhibits broken lens.

Photo Number: **4** Photo Filename: **DSC01421.JPG**



Attachment Description:
Location: Span 1, left railing.
Looking: End/Right.

Description: Stone parapet is missing 1 top granite block.

Photo Number: **5** Photo Filename: **DSC01429.JPG**



Attachment Description:
Location: Span 1, underside at left side.
Looking: End/Right.

Description: Stone masonry exhibits efflorescence.

Photo Number: **6** Photo Filename: **DSC01432.JPG**



Attachment Description:
Location: Span 1, underside at right side.
Looking: End/Left.

Description: Underside exhibits spall with exposed rebar.

Photo Number: **7** Photo Filename: **DSC01428.JPG**

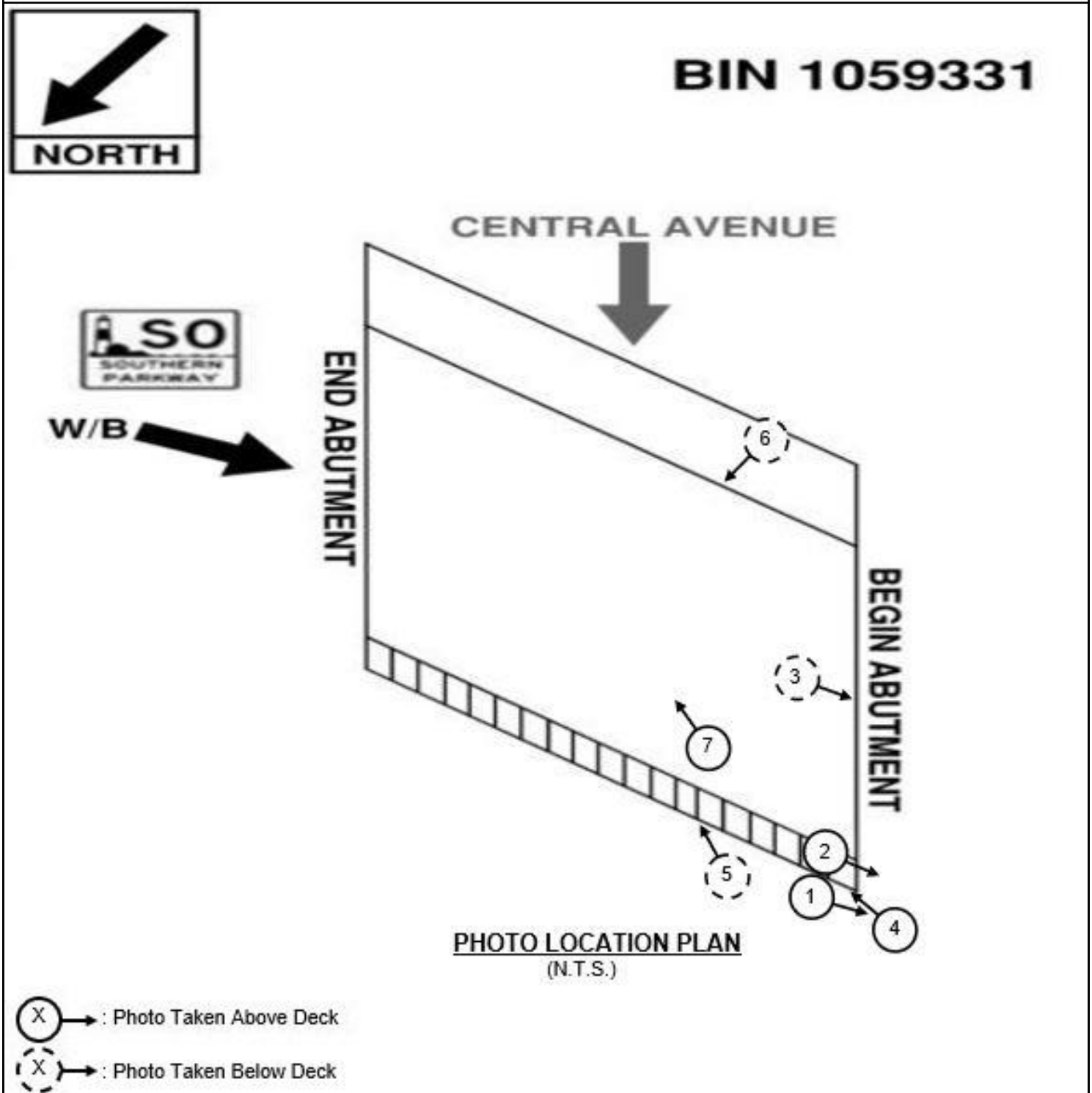


Attachment Description:
Location: Span 1, wearing surface.
Looking: End/Right.

Description: New wearing surface

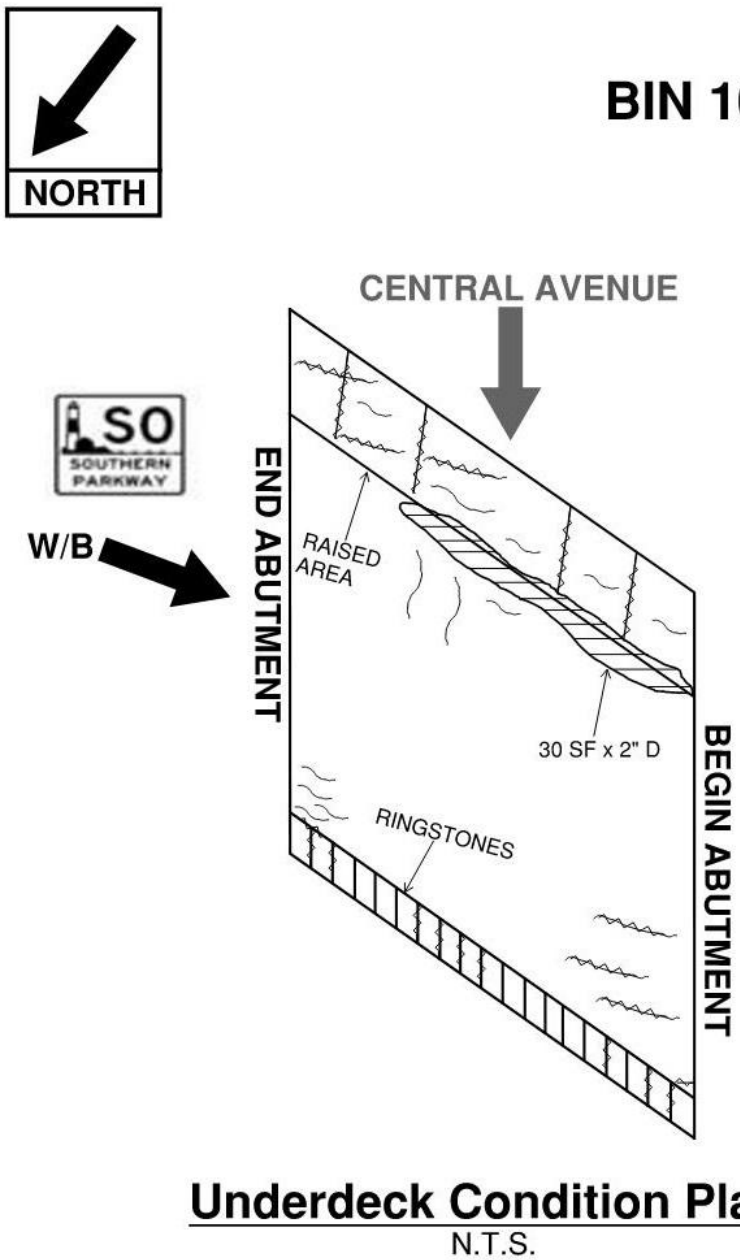
Inspection Sketches

Sketch Number: **1** Sketch Filename: **1059331_Photo Location Plan.JPG**



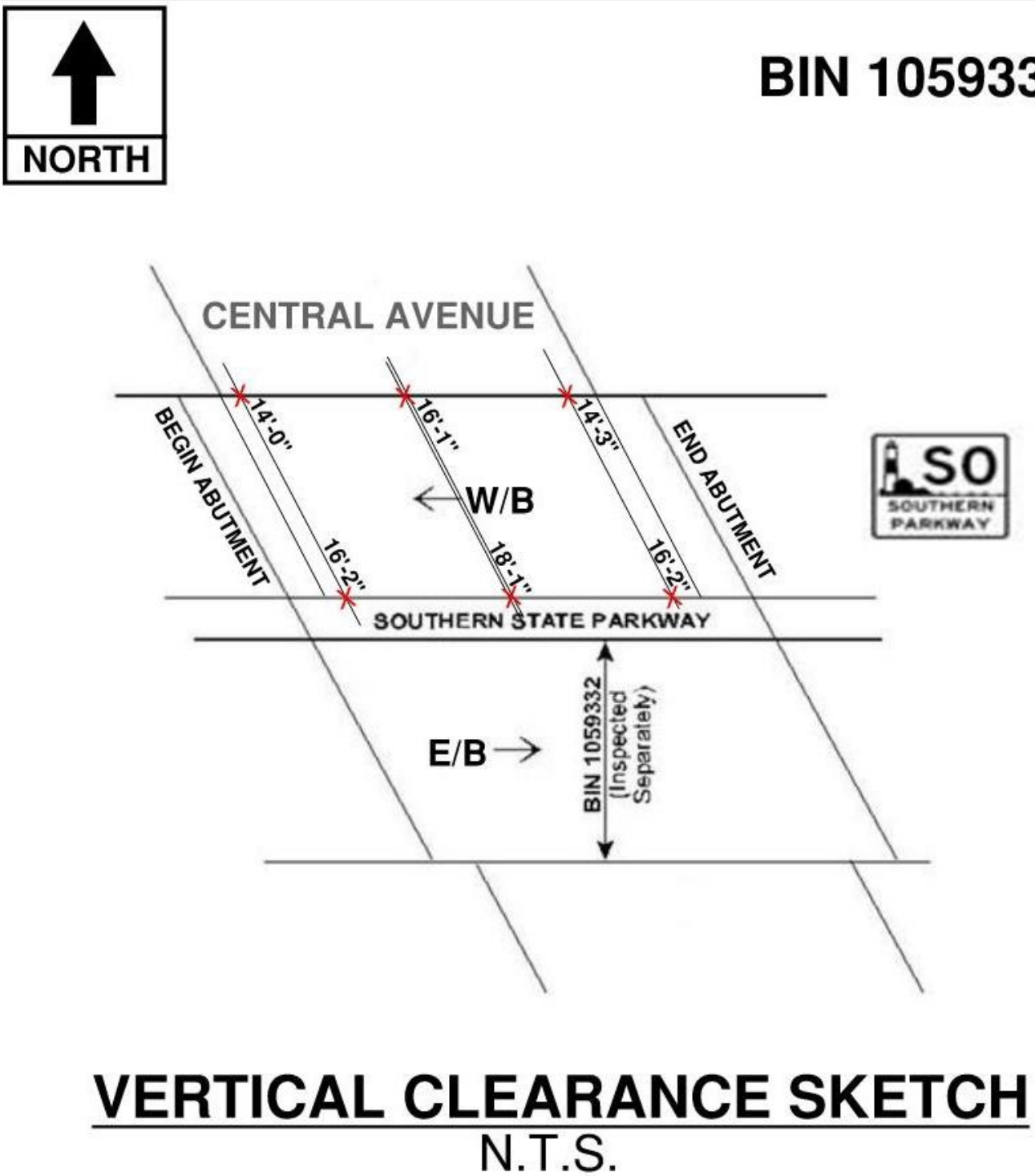
Sketch Description: 1059331_Photo Location Plan

Sketch Number: **2** Sketch Filename: **1059331_ Underdeck Sketch.jpg**



Sketch Description: 1059331_ Underdeck Sketch

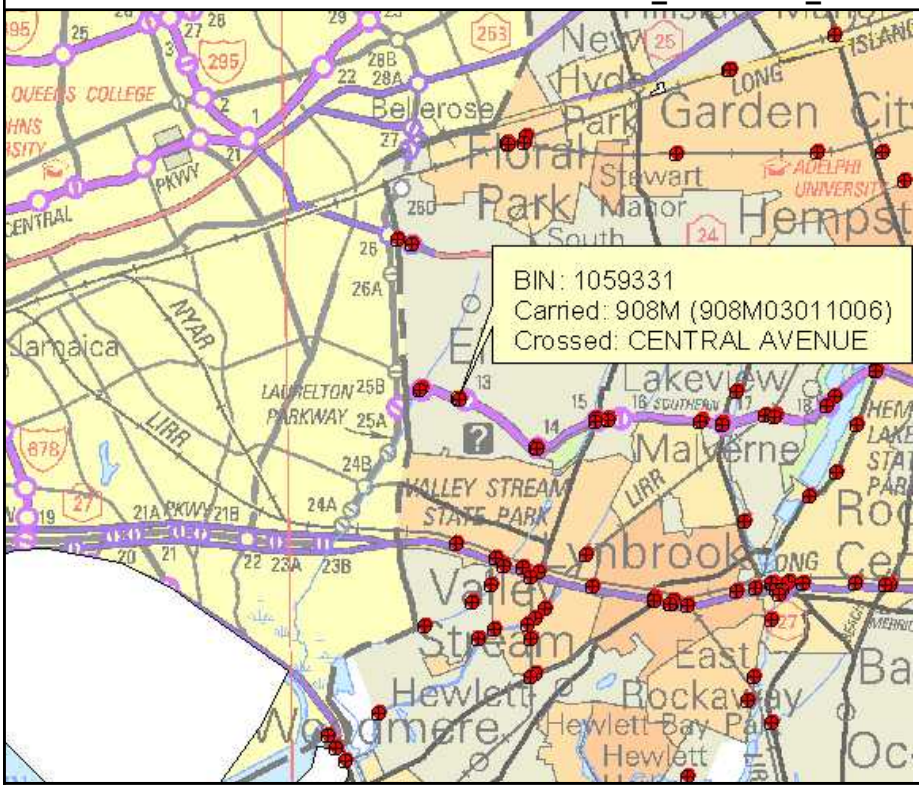
Sketch Number: **3** Sketch Filename: **1059331_ Vertical Clearance Sketch.JPG**



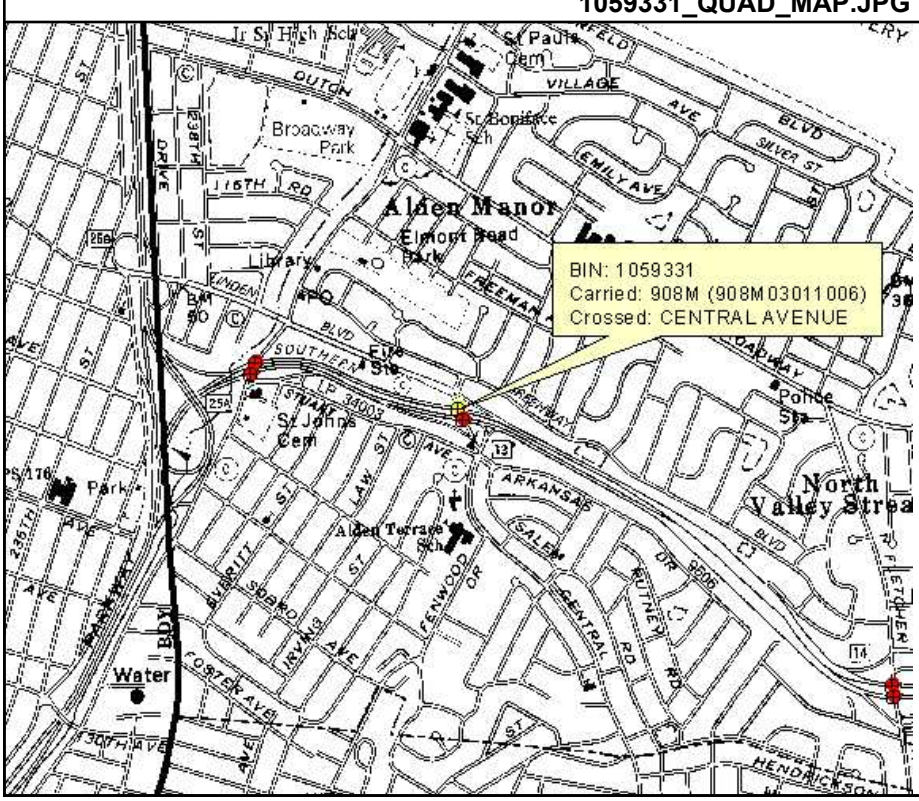
Sketch Description: 1059331_ Vertical Clearance Sketch

Standard Photographs

1059331_LOCATION_MAP.JPG



1059331_QUAD_MAP.JPG



AbutmentBegin.JPG



AbutmentEnd.JPG



ApproachBegin.JPG



ApproachEnd.JPG



BinPlate.JPG



ElevationLeft.JPG



ElevationRight.JPG



FeatureCrossedLeft.JPG



FeatureCrossedRight.JPG



FramingSpan1.JPG



TopOfDeck.JPG



WingwallBeginLeft.JPG



WingwallEndLeft.JPG



New York State Department of Transportation
General Bridge Inspection Report

Inspection Date: November 08, 2022

Structure Information

BIN: **1059332**
Feature Carried: 908M 908M 0301 1006
Feature Crossed: CENTRAL AVENUE
Orientation: 3 - EAST
Region: 10 - LONG ISLAND
County: NASSAU
Political Unit: Town of HEMPSTEAD
Approximate Year Built: 1934

Primary Owner: New York State Department of Transportation
Primary Maintenance Responsibility: New York State Department of Transportation
General Type Main Span: 1 - Concrete, 07 - Frame
This Bridge is not a Ramp
Number of Spans: 1

Postings

Posted Load Matches Inventory: Yes
Posted Load in field: Not Posted
Posted Vertical Clearances Match Inventory: Yes
Inventory On: Not Posted
Inventory Under: 12 Feet 10 Inches

Number of Flags Issued

Red PIA: 0
Red: 0
Yellow: 0
Safety PIA: 0

New York State Inspection Overview

General Recommendation: 5

Federal NBI Ratings

NBI Deck Condition: 6
NBI Superstructure Condition: 6
NBI Substructure Condition: 8
NBI Channel Condition: N
NBI Culvert Condition: N

Action Items

Non-Structural Condition Observations noted: YES
Vulnerability Reviews Recommended: NO
Diving Inspection Requested: NO
Further Investigation Requested: NO

Inspector & Reviewer Signature Information

Inspection Signature: Michael T. Cahill, P.E. 085415-1 *Date:* December 13, 2022
Review Signature: Seth D. Medwick, P.E. 065490-1 *Date:* December 13, 2022
Processed by : William F. Leblanc, P.E. 085471-1 *Date:* December 23, 2022

Report Printed: December 23, 2022 7:42:31 AM

Additional Information

Overloads Observed

No overload vehicles observed during this inspection.

Notes to Next Inspector

1. The BIN plate is located on the Right Side of the begin abutment, at the top.

Improvements Observed

1. Top of roadway has new wearing surface.
2. Vegetation removed at End Abutment, right wingwall, revealing vertical clearance sign. See photo 5.

Pedestrian Fence Height

None

Snow Fence

None

Bin Plate Condition

OK

Scour Critical Rating

N - Bridge not over waterway.

Field Notes

Staff Present During Inspection		
Name	**Title**	**Organization**
Abubakarr Jalloh	ATL	HNTB

General Equipment Required for Inspection*
Access Type
13 - Walking
19 - Up to 30 Foot Lift
29 - Lane Closure With Shadow Vehicle

*** For span specific equipment requirements refer to the Active Inventory's "Access Needs" tab in BDIS.**

Detailed Time & Weather Conditions				
Field Date	**Arrival**	**Departure**	**Temp (F)**	**Weather Conditions**
11/08/2022	11:00 AM	03:00 PM	60	Sunny

Inspection Times (hours)	
Time required for travel, inspection and report preparation	4
Lane closure usage	4
Railroad flagging time	No

Element Quantities

Element Assessment Summary Table							
Element	**Total Quantity**	**Unit**	**CS-1**	**CS-2**	**CS-3**	**CS-4**	**CS-5**
38 - Reinforced Concrete Slab	3808	ft^2	2257	1523	28		0
215 - Reinforced Concrete Abutment	152	ft	136	16			0
220 - Reinforced Concrete Pile Cap/Footing	254	ft					254
321 - Reinforced Concrete Approach Slab	2640	ft^2	2640				0
331 - Reinforced Concrete Bridge Railing	122	ft		122			0
510 - Wearing Surfaces	3411	ft^2	3411				0
800 - Erosion or Scour	254	ft	254				0
853 - Wingwall	96	ft	95	1			0

Element Assessment by Span							
Element**	**Total Quantity**	**Unit**	**CS-1**	**CS-2**	**CS-3**	**CS-4**	**CS-5**
Span Number : 1							
BA215 - Reinforced Concrete Abutment	76	ft	69	7			0
BA220 - Reinforced Concrete Pile Cap/Footing	79	ft					79
BA321 - Reinforced Concrete Approach Slab	1320	ft^2	1320				0
BA800 - Erosion or Scour	79	ft	79				0
BW220 - Reinforced Concrete Pile Cap/Footing	48	ft					48
BW800 - Erosion or Scour	48	ft	48				0
BW853 - Wingwall	48	ft	48				0
EA215 - Reinforced Concrete Abutment	76	ft	67	9			0
EA220 - Reinforced Concrete Pile Cap/Footing	79	ft					79
EA321 - Reinforced Concrete Approach Slab	1320	ft^2	1320				0
EA800 - Erosion or Scour	79	ft	79				0
EW220 - Reinforced Concrete Pile Cap/Footing	48	ft					48
EW800 - Erosion or Scour	48	ft	48				0
EW853 - Wingwall	48	ft	47	1			0
38 - Reinforced Concrete Slab	3808	ft^2	2257	1523	28		0
510 - Wearing Surfaces	3411	ft^2	3411				0
331 - Reinforced Concrete Bridge Railing	122	ft		122			0

** Elements with a prefix designate the locations of BA-Begin Abutment, BW-Begin Wingwall, EA-End Abutment, EW-End Wingwall, CO-Culvert Outlet, and PR-Pier. No prefix generally indicates the element is part of the superstructure.

Inspection Notes

General Notes

1. Underdeck Condition Sketch is attached.
2. Vertical Clearance Sketch is attached.
2. Standard photos updated.

Element Condition Notes

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 38 - Reinforced Concrete Slab	3808	2257	1523	28	0	0

Condition State 2 Note

Referenced Photo(s): 1, 3, 4

Referenced Sketch(es): None

The underside of the concrete slab contains map cracks at the center of the frame. There are also clusters of damp transverse cracks adjacent to the map cracks, some of which contain efflorescence. In addition, there are a few longitudinal cracks that emanate from the abutments, which contain dampness and/or efflorescence. All cracks except one 8' crack are tight and affect 40% of the total area. There is efflorescence throughout the left side of bridge along the stone masonry.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 38 - Reinforced Concrete Slab	3808	2257	1523	28	0	0

Condition State 3 Note

Referenced Photo(s): 3, 4

Referenced Sketch(es): None

Near End Abutment, underside exhibits 8' crack 1/4" wide. Also, there is one 20 sq. ft. spall with four rows of exposed reinforcing on the Right Side near the End Abutment. On right side near End abutment, one stone exhibits a spall 1 SF x 3" deep.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 38 - Reinforced Concrete Slab-510 - Wearing Surfaces	3411	3411	0	0	0	0

Condition State 1 Note

Referenced Photo(s): 2

Referenced Sketch(es): None

Top of roadway has new wearing surface.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: BA321 - Reinforced Concrete Approach Slab	1320	1320	0	0	0	0
Span 1: EA321 - Reinforced Concrete Approach Slab	1320	1320	0	0	0	0

Condition State 1 Note

Referenced Photo(s): 2

Referenced Sketch(es): None

Top of roadway has new wearing surface on approaches.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: EW853 - Wingwall	48	47	1	0	0	0

Condition State 2 Note

Referenced Photo(s): None

Referenced Sketch(es): None

The joint material in the Right wingwall joint is working itself out of the joint.

Non-Structural Condition Observations

Category: ATTACHMENTS - Lighting Quantity: 4 Unit: ft

Referenced Element(s): NONE

Referenced Photo(s): 6
Referenced Sketch(es): NONE

The conduit on the bottom, Right Side, of the end abutment is opened up. The internal wiring from the conduit can be seen, but the conductors are not exposed.

Category: ATTACHMENTS - Lighting Quantity: 1 Unit: ea

Referenced Element(s): NONE

Referenced Photo(s): 7
Referenced Sketch(es): NONE

End Abutment stem near left side has a light fixture with a cracked lens.

Inspection Photographs

Attachment Description:
Location: Span 1, underside at left side.
Looking: End/Right.

Description: Stone masonry exhibits efflorescence.

Photo Number: **1** Photo Filename: **DSC01433.JPG**



Attachment Description:
Location: Span 1, wearing surface.
Looking: End/Left.

Description: New wearing surface

Photo Number: **2** Photo Filename: **DSC01435.JPG**



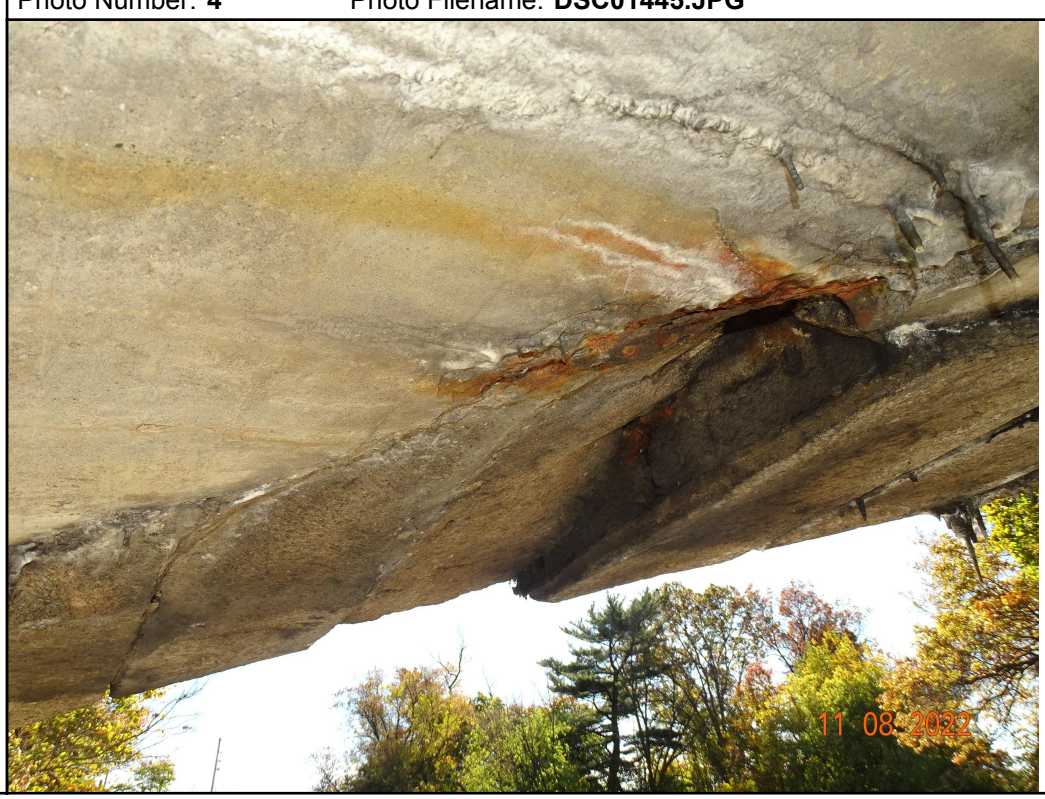
Photo Number: **3** Photo Filename: **DSC01444.JPG**



Attachment Description:
Location: Span 1, underside of arch near End Abutment, right side.
Looking: End/Up.

Description: Underside exhibits spall with exposed rebar.

Photo Number: **4** Photo Filename: **DSC01445.JPG**



Attachment Description:
Location: Span 1, underside at right side near End Abutment.
Looking: Begin/Right.

Description: Stone masonry exhibits spall.

Attachment Description:
Location: End Abutment, right wingwall.
Looking: Left.

Description: Vegetation removed to reveal vertical clearance sign.

Photo Number: **5** Photo Filename: **DSC01441.JPG**



Attachment Description:
Location: End Abutment, stem at right side.
Looking: End/Right.

Description: Electric conduit exhibits corrosion, exposing wires.

Photo Number: **6** Photo Filename: **DSC01443.JPG**



Photo Number: **7** Photo Filename: **DSC01446.JPG**

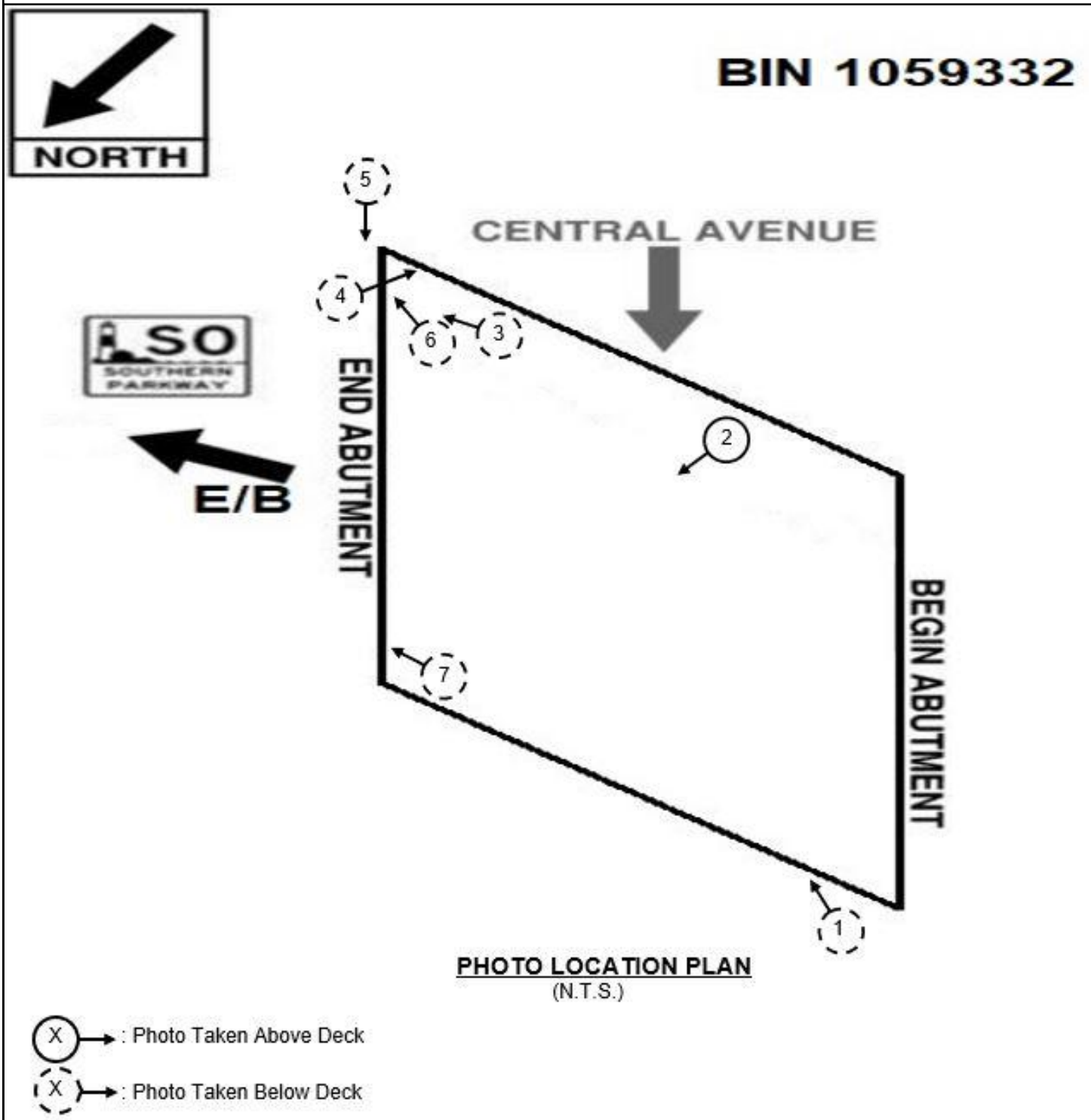


Attachment Description:
Location: End Abutment, stem at left side.
Looking: End.

Description: Light fixture exhibits cracked lens.

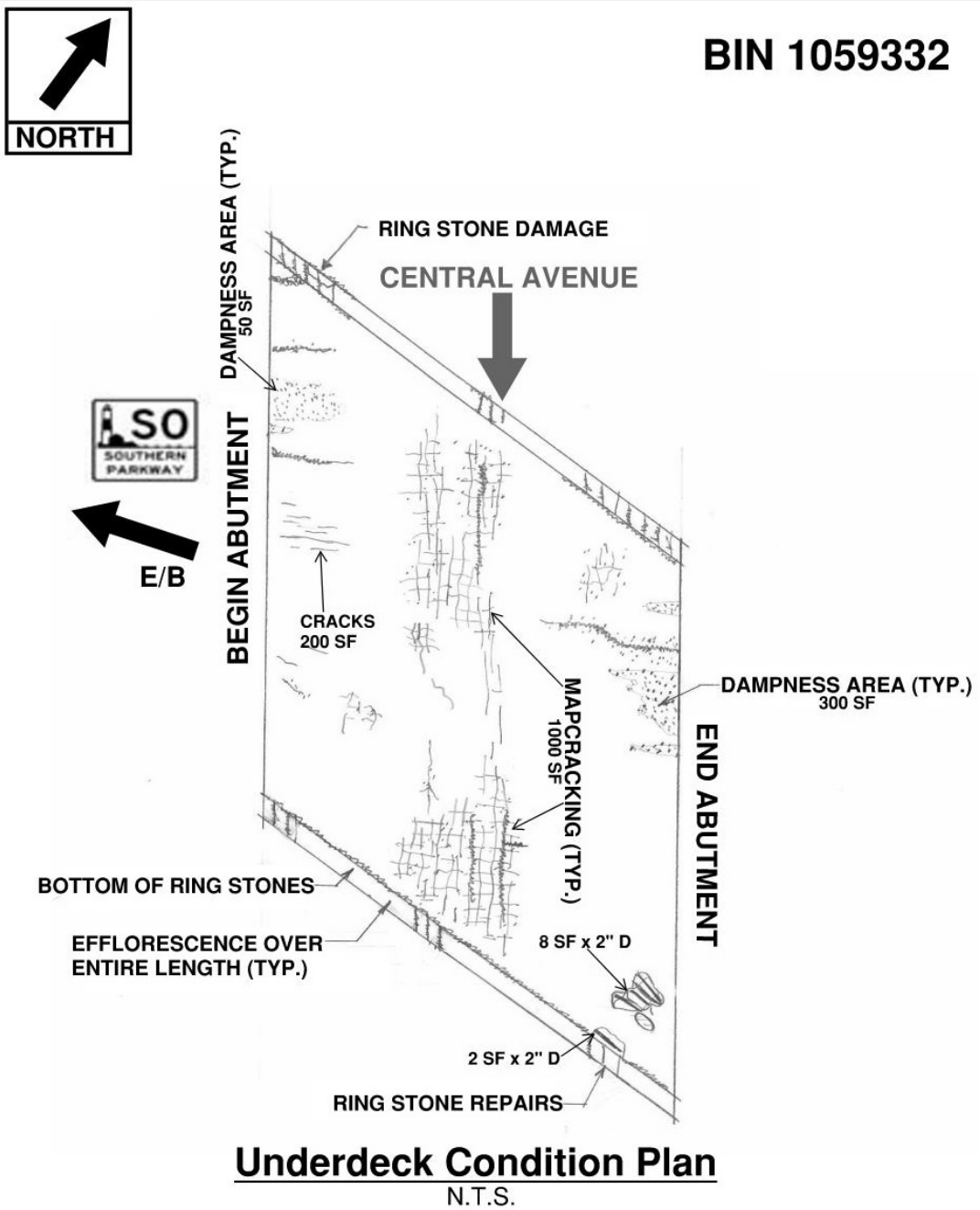
Inspection Sketches

Sketch Number: **1** Sketch Filename: **1059332_Photo Location Plan.JPG**



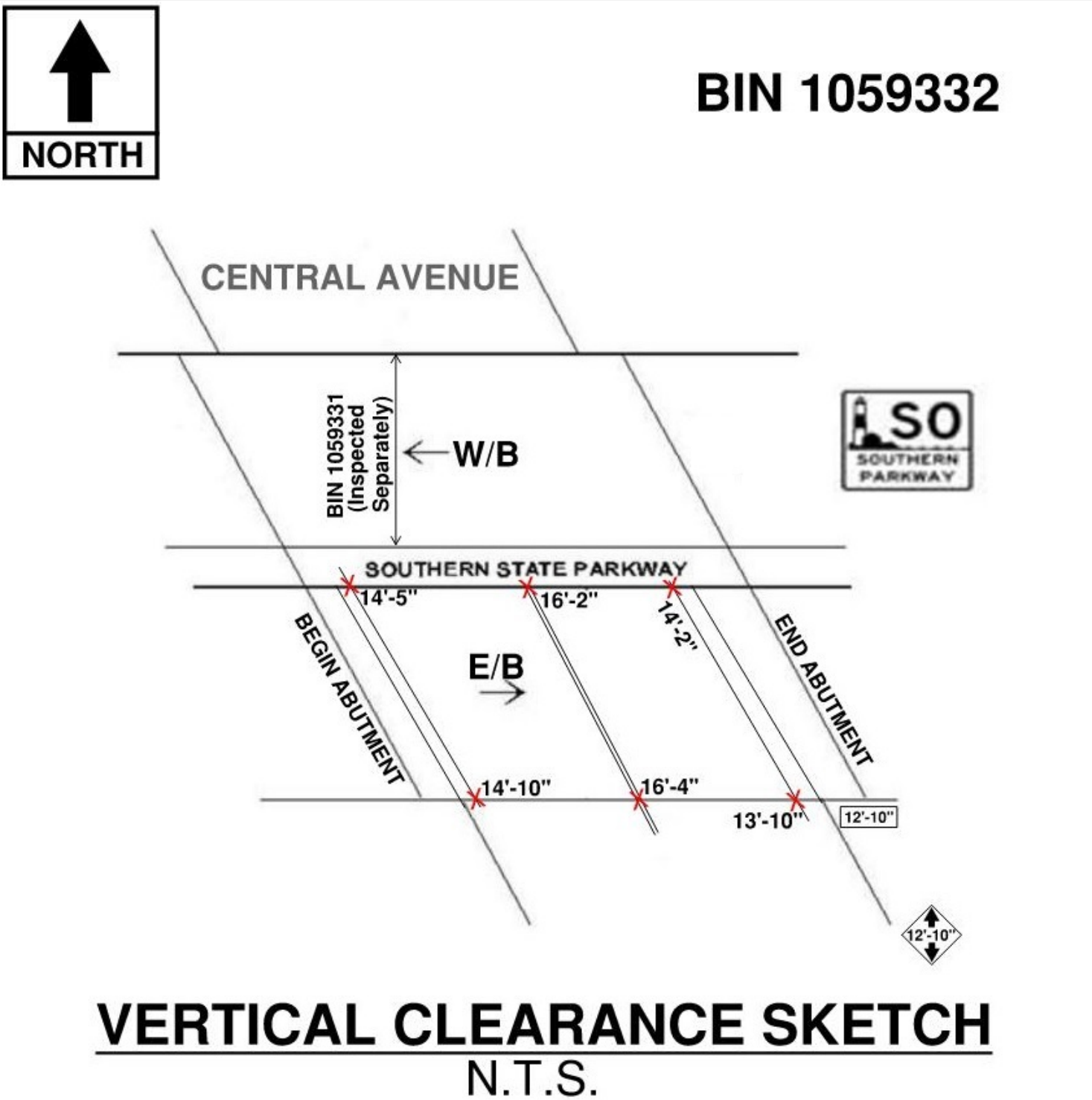
Sketch Description: 1059332_Photo Location Plan

Sketch Number: **2** Sketch Filename: **1059332_ Underdeck Sketch.jpg**



Sketch Description: 1059332_ Underdeck Sketch

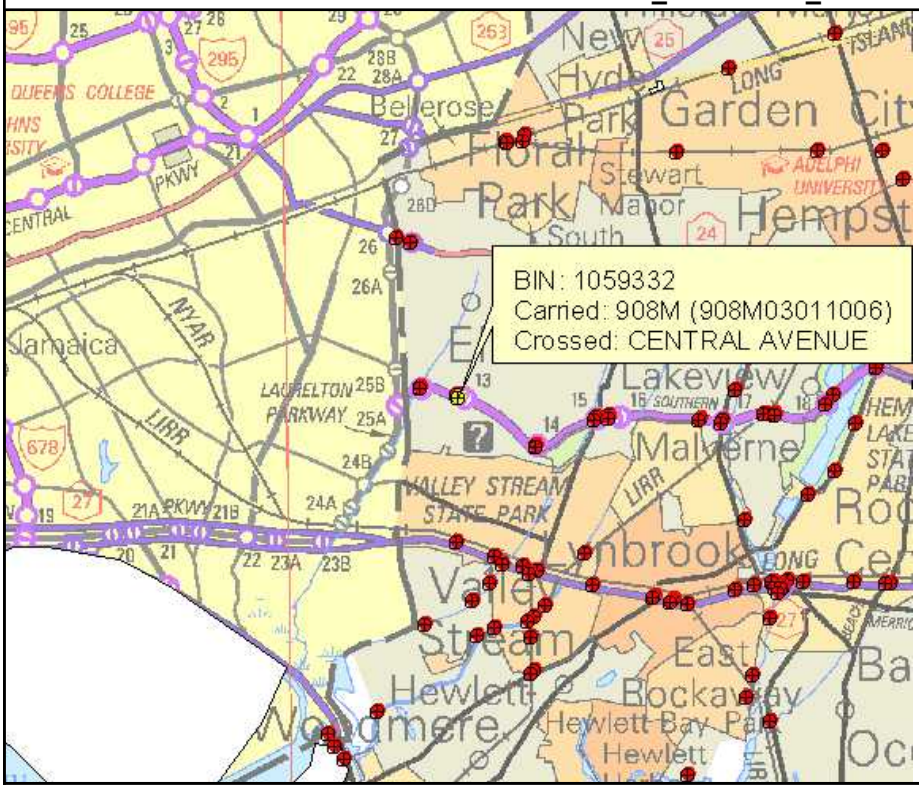
Sketch Number: **3** Sketch Filename: **1059332_ Vertical Clearance Sketch.JPG**



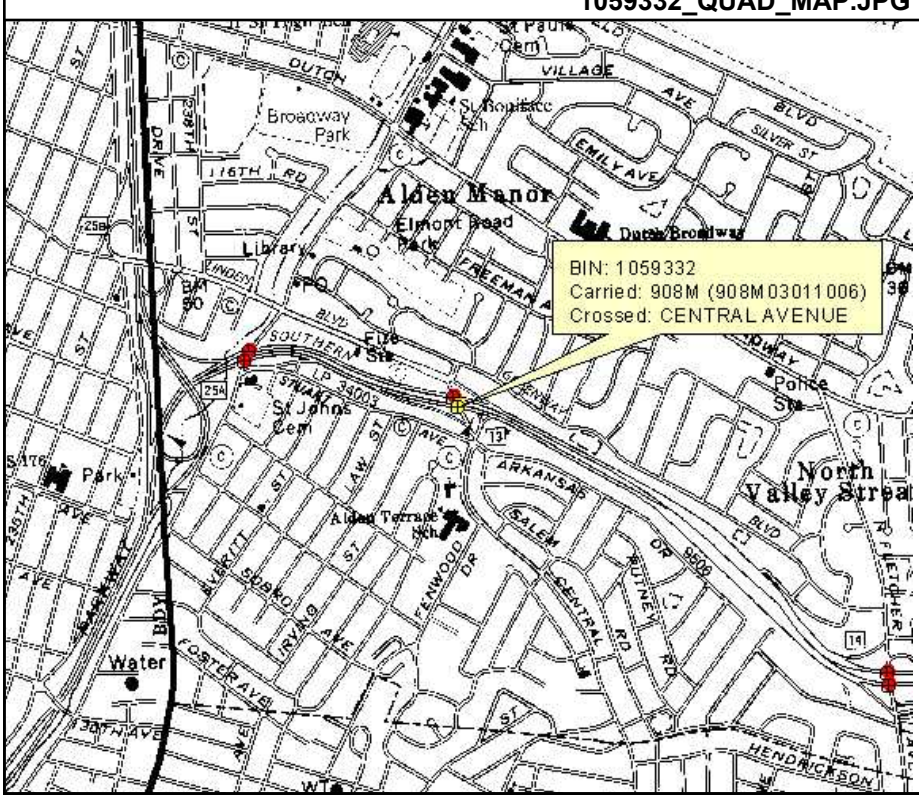
Sketch Description: 1059332_ Vertical Clearance Sketch

Standard Photographs

1059332_LOCATION_MAP.JPG



1059332_QUAD_MAP.JPG



AbutmentBegin.JPG



AbutmentEnd.JPG



ApproachBegin.JPG



ApproachEnd.JPG



BinPlate.JPG



Elevation-Left.JPG



Elevation-Right.JPG



FeatureCrossed-Right.JPG



FeatureCrossedLeft.JPG



Framing1.JPG



TopOfDeck.JPG



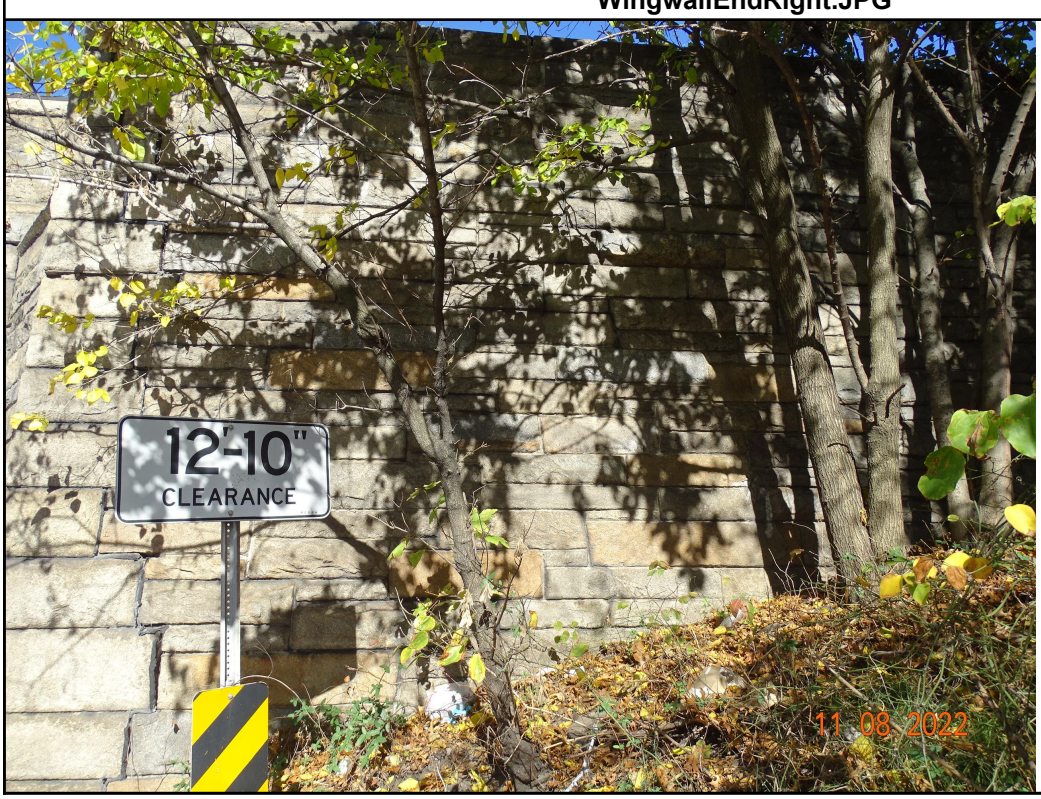
VerticalClearance.JPG



WingwallBeginRight.JPG



WingwallEndRight.JPG



U.S. Department of Transportation
Federal Highway Administration

NEW YORK STATE Department of Transportation

PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX F
Non-Standard Feature Justifications

Justification Number: 1

NEW YORK STATE Department of Transportation

Exhibit 2-15
Nonstandard Feature Justification

Rev. 06/05/2025

PIN: 0534.87	**Route No. and Name:** Southern State Parkway		
Project Type: Highway Work - Intersection Reconstruction	☐ National Network/Qualifying Highway	☐ Access Highway	
Functional Class: Urban Principal Arterial - Other Freeway/Expressway	**Design Classification:** Other Freeway	**Context Class:** Suburban	
AADT: 93,000 (EB)	**% Trucks:** 0%	◉ NHS ○ Non-NHS	**Terrain:** Level

1. Description of Nonstandard Feature

Type of Feature: Shoulder Width - Left			
Location: Southern State Parkway Over Central Ave (exit 13)			
Latitude and Longitude (Linear Feature) **FROM** Lat: 40.687247	Long: -73.718018	**TO** Lat: 40.686239	Long: -73.713401
Latitude and Longitude (Point Feature) Lat:	Long:		
Existing Value: 6'		**Posted Speed:** 55	
Standard Value: 8' (HDM Exhibit 2-2)		**Design Speed:** 70	
Non-NHS Standard: 6'	**HDM Ch 7 (2R/3R) Std:** 5'	**Recommended Speed - Existing:**	
Proposed Value: 6'		**Recommended Speed- Proposed:**	

2. Crash Analysis

Observed Number of Crashes per year[1]: 37	**Number of Predicted Crashes per year based on Statewide Average (SPF)[2]:** 62
From: 1/1/2021 **To** 12/1/2023	**Is the Nonstandard Feature a contributing factor?** ○ Yes ◉ No

Discuss the relationship of any overrepresented crash types to the nonstandard feature:

See section 2.3.1.8 in design report for more information.

3. Cost Estimates

Cost to fully meet standards: $10M	**Cost(s) for incremental improvements:** N/A

4. Mitigation e.g., increased superelevation and speed change lane length for a non-standard ramp radius

Expected Crash Cost with Mitigation: $2,361,762	**Expected Crash Cost without Mitigation:** $2,361,762

Project is not impacting Southern State Parkway mainline and intend on maintaining existing configuration. The ramps at this interchange are being enhanced and shall meet current design standards. The annual FI crash cost is shown.

5. Compatibility with Adjacent Segments and Future Plans

There are currently no future plans of additional improvements along the SSP corridor at this area.

6. B/C Ratio and Other Factors e.g., social, economic, and environmental

B/C = N/A. Increasing the shoulder width would require widening the existing SSP bridge over Central Avenue

7. Proposed Treatment (i.e., recommendation)

The project will maintain existing shoulder width on the mainline.

[1] *This form uses the annual number of crashes as the inputs. User to verify number of crashes per year is used, not the total over the study period.*

[2] *SPF = Safety Performance Function*

Justification Number: 2

NEW YORK STATE Department of Transportation

Exhibit 2-15
Nonstandard Feature Justification

Rev. 06/05/2025

PIN: 0534.87	**Route No. and Name:** Southern State Parkway		
Project Type: Highway Work - Intersection Reconstruction	☐ National Network/Qualifying Highway	☐ Access Highway	
Functional Class: Urban Principal Arterial - Other Freeway/Expressway	**Design Classification:** Other Freeway	**Context Class:** Suburban	
AADT: 93,000 (EB)	**% Trucks:** 0%	◉ NHS ○ Non-NHS	**Terrain:** Level

1. Description of Nonstandard Feature

Type of Feature: Shoulder Width - Right

Location: Southern State Parkway Over Central Ave (exit 13)

Latitude and Longitude (Linear Feature) **FROM** Lat: 40.687247 Long: -73.718018 **TO** Lat: 40.686239 Long: -73.713401

Latitude and Longitude (Point Feature) Lat: Long:

Existing Value: 1'		**Posted Speed:** 55	
Standard Value: 8' (HDM Exhibit 2-2)		**Design Speed:** 70	
Non-NHS Standard: 8'	**HDM Ch 7 (2R/3R) Std:** 5'	**Recommended Speed - Existing:**	
Proposed Value: 1'		**Recommended Speed- Proposed:**	

2. Crash Analysis

Observed Number of Crashes per year[1]: 37

Number of Predicted Crashes per year based on Statewide Average (SPF)[2]: 62

From: 1/1/2021 **To** 12/1/2023

Is the Nonstandard Feature a contributing factor? ○ Yes ◉ No

Discuss the relationship of any overrepresented crash types to the nonstandard feature:

See section 2.3.1.8 in design report for more information.

3. Cost Estimates

Cost to fully meet standards: $20M

Cost(s) for incremental improvements: N/A

4. Mitigation e.g., increased superelevation and speed change lane length for a non-standard ramp radius

Expected Crash Cost with Mitigation: $2,361,762

Expected Crash Cost without Mitigation: $2,361,762

Project is not impacting Southern State Parkway mainline and intend on maintaining existing configuration. The ramps at this interchange are being enhanced and shall meet current design standards. The annual FI crash cost is shown.

5. Compatibility with Adjacent Segments and Future Plans

There are currently no future plans of additional improvements along the SSP corridor at this area.

6. B/C Ratio and Other Factors e.g., social, economic, and environmental

B/C = N/A. Increasing the shoulder width would require widening the existing SSP bridge over Central Avenue

7. Proposed Treatment (i.e., recommendation)

The project will maintain existing shoulder width on the mainline.

[1] *This form uses the annual number of crashes as the inputs. User to verify number of crashes per year is used, not the total over the study period.*

[2] *SPF = Safety Performance Function*

Justification Number: 3

NEW YORK STATE Department of Transportation

Exhibit 2-15
Nonstandard Feature Justification

Rev. 06/05/2025

PIN: 0534.87	**Route No. and Name:** North Central Ave		
Project Type: Highway Work - Intersection Reconstruction	☐ National Network/Qualifying Highway	☐ Access Highway	
Functional Class: Urban Minor Arterial	**Design Classification:** Arterial	**Context Class:** Suburban	
AADT: 19,000	**% Trucks:** 3%	○ NHS ◉ Non-NHS	**Terrain:** Level

1. Description of Nonstandard Feature

Type of Feature: Vertical Clearance

Location: Southern State Parkway Over Central Ave (exit 13)

Latitude and Longitude (Linear Feature) **FROM** Lat: 40.687247 Long: -73.718018 **TO** Lat: 40.686239 Long: -73.713401

Latitude and Longitude (Point Feature) Lat: Long:

Existing Value: 12'-10"		**Posted Speed:** 30	
Standard Value: 14' (BM Section 2.3.1)		**Design Speed:** 35	
Non-NHS Standard: 14'	**HDM Ch 7 (2R/3R) Std:** 14'	**Recommended Speed - Existing:**	
Proposed Value: 12'-10"		**Recommended Speed- Proposed:**	

2. Crash Analysis

Observed Number of Crashes per year[1]: 4

From: 1/1/2021 **To** 12/1/2023

Number of Predicted Crashes per year based on Statewide Average (SPF)[2]: 2

Is the Nonstandard Feature a contributing factor? ○ Yes ◉ No

Discuss the relationship of any overrepresented crash types to the nonstandard feature:

See section 2.3.1.8 in design report for more information.

3. Cost Estimates

Cost to fully meet standards: $20M

Cost(s) for incremental improvements: N/A

4. Mitigation e.g., increased superelevation and speed change lane length for a non-standard ramp radius

Expected Crash Cost with Mitigation: $408,924

Expected Crash Cost without Mitigation: $408,924

Project is not impacting Southern State Parkway mainline and intend on maintaining existing configuration. The ramps at this interchange are being enhanced and shall meet current design standards. Crashes along North Central Ave in the study period along the site are not attributed to vertical clearance, therefore the increasing vertical clearance is not expected to mitigate existing crash patterns. The annual FI crash cost is shown.

5. Compatibility with Adjacent Segments and Future Plans

There are currently no future plans of additional improvements along the SSP corridor at this area.

6. B/C Ratio and Other Factors e.g., social, economic, and environmental

B/C = N/A. Increasing the vertical clearance would require reconstructing SSP bridge over Central Avenue

7. Proposed Treatment (i.e., recommendation)

The project will maintain existing vertical clearance

[1] *This form uses the annual number of crashes as the inputs. User to verify number of crashes per year is used, not the total over the study period.*

[2] *SPF = Safety Performance Function*

U.S. Department of Transportation
Federal Highway Administration

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX G

Public Involvement

NEW YORK STATE | Department of Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

RICHARD B. CAUSIN, P.E.
Regional Director

PIN 0534.87
Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead, Nassau County

PUBLIC INVOLVEMENT PLAN

Last Updated: May 29, 2025

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Figure 1 Project Location i


Cross Island Pkwy
Belt Pkwy
Belt Pkwy W
13
14
Project Location
Southern State Pkwy W
47 ft
Stuart Ave
Alden Ave
Oliver Ave
Sobro Ave
N Central Ave
North Valley Stream
N Fletcher Ave
Miriam Pkwy
Dutch Broadway
Barry Dr S
234th St
235th St
237th St
238th St
0
0.25
0.5 Miles
Project Location
Southern State Parkway (908M)
Eastbound at Central Ave/Linden
Boulevard Exit Ramps (Exit 13)
Reconstruction
Sources of Data: Suffolk County, NYSGIS
Queens County
Nassau County
Suffolk County
Study Area Location

Figure 1

1. BACKGROUND INFORMATION

Legislation contained in the December 2018 New York State Bill A6761A called for an evaluation of ramps along the Southern State Parkway (SSP) in Nassau and Suffolk Counties, for safety related to collisions and wrong-way driving. In December 2020, NYSDOT, under PIN 0534.79 published the Southern State Parkway Ramp Safety Study which assessed the SSP interchange ramps for safety and wrong-way driving (WWD) potential and evaluated possible ramp enhancements to mitigate potentially hazardous conditions. SSP EB Exit 13 Central Avenue was highlighted as an access point exhibiting high crash rates with potential for enhancements.

In 2023 NYSDOT retained Stantec to provide engineering services to further investigate and progress the potential enhancements at SSP EB Exit 13 to a preliminary level of design and prepare the appropriate design approval documents to advance improvements to final design.

One of the primary goals of NYSDOT is to actively encourage participation, comments, ideas and feedback from those who use, host and/or are impacted by our transportation facilities. Throughout the planning process, the project development stage, during construction, and continuing throughout NYSDOT's daily operational activities, public involvement is an integral component. Early, frequent, and continued efforts to involve the public will be practiced to facilitate consensus building, help resolve conflicting issues, and ensure a project that is an asset to the community and achieves NYSDOT's goals.

This report presents the Public Involvement Plan (PIP) for involving agency and public stakeholders in the preliminary design phase. Enhanced public involvement will be a key element at every step of that process, and this PIP sets forth the methods and schedule for public involvement in this Project.

The purpose of this project is to provide safety and operational enhancements at Eastbound Southern State Parkway Exit 13 to reduce the potential for crashes.

The selected alterative for the Southern State Parkway Reconstruction Project would meet the following four objectives:

1. Enhance safety at the interchange for motorists and pedestrians
2. Reconfigure ramps for better mobility for motorists
3. Simplify the existing Central Ave and Stuart Ave intersection
4. Enhance conditions for pedestrian

The Project's public involvement process will provide opportunities for interested stakeholders to find out about the Project, follow its progress through the preliminary design process, and to comment on issues of concern. A key part of the public involvement process will be a Public

Information Meeting to present the updated Project needs, purpose and objectives, and to solicit additional public comments on the Project and the materials presented.

The Region 10 Public Involvement Coordinator (RPIC) is responsible for overseeing and assuring that all public involvement tasks from concept through completion, engage any, and all, transportation users, community members, agencies, organizations, elected and appointed officials, civic groups, travelers, businesses and residents in the planning, design, construction and operation of NYSDOT's Region 10 transportation system. By utilizing continuous public outreach, Region 10 intends to achieve the goal of securing the highest quality outcome through the exchange of ideas regarding the Project's purpose and needs, proposed improvements, environmental impacts and effectiveness, and thereby enhancing the value of Region 10 products and services throughout Long Island.

This PIP explains how these outreach procedures will be implemented and public participation will be achieved throughout the Project's life. Stakeholders to be included in the public involvement process will represent a broad cross-section of transportation and other regulatory agencies, elected and appointed officials, the business community, civic and community-based organizations, residents, the traveling public and other interested parties. Public participation will be a significant component of the Project. Public input early in the process and throughout its implementation will ensure that goals and objectives, and the development of proposed improvements reflect the public's concerns.

2. PROJECT CONTEXT IDENTIFICATION

The project is located at Exit 13 along the Southern State Parkway in the Town of Hempstead, Nassau County. The Southern State Parkway (908M) is an 8 to 10-lane controlled-access highway and major thoroughfare connecting communities in Nassau and Suffolk counties to New York City. The parkway is utilized by commuters traveling between home and work and for recreation travel to and from the New York City and the south shores of Long Island. Commercial Vehicles are prohibited from using the parkway. The parkway is an east-west emergency storm evacuation route for Nassau and Suffolk Counties. Exit 13 is situated in the hamlet of North Valley Stream, within the Town of Hempstead in Nassau County, New York and is the westernmost access point along the Southern State Parkway (908M). Within the project location are several local streets that provide access to the Southern State Parkway. Central Avenue is a two-lane roadway with limited pedestrian access that traverses under the Southern State Parkway, and merges with Westbound Exit 13, north of the Southern State Parkway to become Linden Boulevard.

The Southern State Parkway was constructed in segments by the Long Island State Park Commission (LISPC). The first section, from Exit 13 Central Avenue to Exit 19 Peninsula Boulevard opened in 1927. At the time of its construction and any subsequent reconstruction, the SSP was built in accordance with the standards then in effect. The mainline roadway and Exit 13 were not built to accommodate today's travel speeds nor to support the growing Long Island population and resulting increases in vehicular travel demand.

As a result of these factors Eastbound Exit 13 presently features a crash rate of 9.8 crashes/MVM, approximately 6.39 times higher than the statewide average. Crash reports indicate that some crashes may be related to the non-standard exit ramp curvature, contributing to head-on or sideswiped collisions with traffic on the eastbound entrance ramp from Central Avenue. The primary contributing factors to the high crash rate at Exit 13 include but are not limited to:

1) Short deceleration lane for eastbound exit ramp to northbound Central Avenue
2) Non-standard ramp geometry
3) No barrier separating traffic between eastbound exit ramp to northbound Central Avenue and eastbound entrance ramp from Central Avenue
4) 5-legged intersection with pedestrian crossings: Stuart Avenue (west), Arkansas Drive (east), Central Avenue (north-south), and SSP EB ramps (north)

2.1 Stakeholders

A key part of the PIP is to identify persons or organizations who would be, or perceive they would be, affected by the Project, and invite them to be involved in the development process. The following is a list that identifies those groups and interested stakeholders that will be included in the Project Mailing List to be developed, initially at the beginning of the process, and regularly maintained and updated to reflect additional participants' involvement:

State and Federal Agencies

New York State Office of Parks, Recreation and Historic Preservation (NYS OPRHP)
New York State Department of Environmental Conservation (NYSDEC)
Federal Highway Administration (FHWA)
United States Environmental Protection Agency (USEPA)

City, County, Town and Local Agencies

Hamlet of Elmont
Hamlet of Franklin Square
Hamlet of North Valley Stream

Elected and Appointed Officials

State Senator Patricia Canzoneri-Fitzpatrick
State Assemblywoman Michaelle C. Solages
State Congressman Anthony D'Esposito

Nassau County Department of Public Works Commissioner Shila Shah-Gavnoudias, P.E.
Nassau County Planning Commission Deputy Commissioner William Nimmo
Nassau County Executive Bruce Blakeman
Nassau County Legislator Carrié Solages
Town of Hempstead Supervisor Donald X. Clavin Jr.
NYS OPRHP Commissioner Erik Kulleseid

NYS OPRHP Regional Director George Gorman
NYS OPRHP Director of Historic Preservation Daniel McEneny
New York State Department of Environmental Conservation (NYSDEC) Regional Director Cathy Haas
NYSDEC Office of Environmental Justice Director Alanah Keddell-Tuckey
Town of Hempstead Parks and Recreation Department Deputy Commissioner Kyle Meegan
Town of Hempstead Parks and Recreation Department Deputy Commissioner Justine Anderson
Town of Hempstead Parks and Recreation Department Deputy Commissioner Dominick Colasanto
Town of Hempstead Parks and Recreation Department Deputy Commissioner Eric Harkin
Town of Hempstead Department of Planning and Economic Development Commissioner Craig Mollo
Town of Hempstead Department of Public Safety Commissioner Joseph Martelli
Town of Hempstead Highway Department Commissioner Antonio Fanizzi
Town of Hempstead Traffic Control Division Director Thomas Reed
Town of Hempstead Division of Environmental Health Commissioner Dr. Irina Gelman

Agencies and Community Organizations
New York State Office of Emergency Management (NYS OEM) Region 1 – Long Island
New York State Division of Homeland Security and Emergency Services (NYS DHSES)
New York State Governor's Office of Storm Recovery (NYS GOSR)
New York Rising Community Reconstruction (NYCR) Program
New York State Park Police Long Island/Metro District
Nassau County Police Department
Nassau County Police Department 5th Precinct
Nassau County Fire Commission
Elmont Fire Department
Valley Stream Fire Department
Malverne Fire Department
Emergency Ambulance Service Corp.
The Orthopedic Hospital at Long Island Jewish Valley Stream
Mount Sinai South Nassau
Northwell Health System
Valley Stream Union Free School District 13
Elmont Union Free School District
Elmont Public Library
Franklin Square Public Library
West Hempstead Public Library
Henry Waldinger Memorial Library
Lynbrook Public Library
Valley Stream Historical Society
Association for a Better Long Island (ABLI)
Long Island Association
Family and Children's Association
Habitat for Humanity of Long Island
Long Island Flyrodders

Long Island Chapter of Trout Unlimited
Nassau-Suffolk Horsemen's Association
St. Boniface Catholic Church
St John's United Methodist Church
Gospel Assembly Church
Elmont Temple Seventh-day Adventist Church
Gateway Christian Center
The Church of the Blessed Sacrament
Masjid Hamza Islamic Center
The Long Island Press
Newsday
AAA – New York
American Red Cross of Long Island
International Union of Operating Engineers Local 15
Union of Operating Engineers Local 138

Civic Organizations
Alden Manor Civic
Argo Civic Association
Elmont East End Civic
Jamaica Square Improvement League Parkhurst Civic
Locustwood-Gotham Civic Association
Tudor Manor Civic Association
Mill Brook Civic Association

Business and Trade Organizations
Franklin Square Chamber of Commerce
Hempstead Chamber of Commerce
Elmont Chamber of Commerce
Valley Stream Chamber of Commerce

Utilities
Nassau County Water Authority
Long Island Power Authority (LIPA)
PSEG Long Island
Lightower Fiber Networks – Crown Castle
National Grid
AT&T
Verizon
Altice/Cablevision

Residential Organizations
Valley Park Estates
Cameo Condominiums

The Project mailing list will be expanded as the development of the Project continues and will be tailored based on the individual, geographic needs of this Project. Continued coordination with these stakeholders throughout the life of the Project allows them to be informed of the progression of the Project through the preliminary design stages.

2.2 Community Impact Assessment

Throughout the Project stages, the effects of the Project on the community and its quality of life will be evaluated. Concerted efforts will be taken to involve and engage the public, as their involvement is an integral part of the Project development process. NYSDOT will solicit the public's input into the Project development steps including identifying community concerns and identifying solutions.

3. PUBLIC INVOLVEMENT OBJECTIVES

The public involvement activities noted in Section 4 of this report will be guided by the following Goals and Objectives:

- Create a framework to develop and evaluate alternatives and options for the Project.
- Develop, maintain, and actively involve the public and agencies in the development of a workable public involvement program.
- Establish effective communication with the public.
- Encourage early and continuing public participation.
- Present complete information to the public to promote understanding of and interest in the Project, and participation in the Project's process.
- Determine public sentiment and their concerns regarding potential impacts of the Project.
- Conform to Design Report Requirements for Public Involvement.
- Build local community support.
- Provide ample opportunities during the entire Project development process for public and agency review of and comment on the Project's purpose and need, goals and objectives, range of alternatives to be evaluated, analysis methodologies, and issues of concern.
- Provide on-going and well-advertised venues and opportunities for public participation throughout the course of the Project, including periods between planned events or meetings.
- Encourage broad public outreach by selecting meeting and information sites that are strategically located and conveniently accessible with-in the study area.
- Ensure consideration of public and agency input prior to major decision-making milestones in the Project's process by providing appropriate venues and opportunities to elicit substantive participation.
- Build consensus that the Project's public participation process is fair, inclusive, and responsive.

4. PUBLIC INVOLVEMENT ACTIVITIES

This section presents the various activities and tasks needed to achieve public involvement throughout the Project's phases. Many of the public involvement activities will be updated throughout the Project's development to reflect the evolution of the Project. For instance, the

stakeholders list will most likely expand as the Project develops; once established the website will be updated and reflect the various stages and input opportunities for the public. In addition, notices, website updates, press releases will be issued whenever significant Project milestones are achieved. Suggestions and cooperation from the Project stakeholders will be continuously sought for additional input and public participation opportunities. The following objectives will be achieved at each respective phase of the Project.

4.1 Introduce Updated Project Concept to the Public

- Identify and update initial Project mailing list including stakeholders identified in Section 2 of this report.
- Develop Project survey designed to gauge community perspectives and distribute to all stakeholders.
- Publicize survey via press release, NYSDOT website, newsletters.
- Seek media coverage opportunities to publicize the Project on radio, TV, public cable television, newspapers, website links to publicize the Project's introduction.
- Present findings to appropriate NYSDOT groups.
- Evaluate Project schedule, funding, and compatibility with community and NYSDOT goals.
- Identify NYSDOT Project representative as public contact.

4.2 Determine Project Scope

- Identify common Project issues/features/benefits/goals, etc.
- Set up Project website with Project background, issues, features, benefits and easy feedback option.
- Provide links to Project website with Project stakeholders' websites.
- Develop Project brochure; distribute to stakeholders to share with their constituents/members.
- Develop Project informational materials/reports.
- Conduct elected officials briefing prior to public information meeting.

4.3 Present Updated Project Alternatives

- Update Project promotional materials to include updated Project alternatives information.
- Conduct elected officials briefing to present proposed Project and preferred alternative.
- Seek publicity opportunities with media to discuss Project and preferred alternative.
- Advertise/promote open public forum meeting to secure widespread public participation: letters/flyers/advertisements/press releases/media interviews.
- Conduct open public information meeting to present findings and proposed improvements.
- Evaluate Project feasibility, schedule, funding, and compatibility with community and NYSDOT goals.
- Issue press release noting Project updates/changes.

4.4 Finalize Project Design

- Present Record of Decision to Elected Officials.
- Issue press release announcing ROD.
- Update website and Project informational materials with Final Project Design Info.
- Establish NYSDOT Project contact for continuity into construction stage.

4.5 Construct Project

- Upon award, meet with contractor to review Project history.
- Invite stakeholders to "meet the contractor" meeting.
- Provide construction Project representative contact information.
- Offer "ribbon-cutting" ceremony to local community upon Project completion and carry out in cooperation with local area residents.

5. COMMUNICATION METHODS, ACTIONS, AND PRODUCTS

The PIP tasks outlined in section 3.0 above will include the following elements that have been tailored to the needs of this Project.

- Meetings with civic and community-based organizations, and interest groups comprised of transportation and planning experts, the business community, and representatives of the public at large.
- Local public meetings held with affected communities to deal with issues of specific local concern.
- A media strategy, including press releases and briefings coordinated through and approved by NYSDOT.
- A Project website and email address linked to the main NYSDOT home page.
- A Project brochure to inform and update the public about the Project status.

The following specific actions will be accomplished:

5.1 Media Strategy

The Regional Public Information Officer worked with the RPIC to develop a Project media strategy. Communication with the public was maintained via press releases to Long Island media, and periodically meeting with editorial boards. Press releases were used to announce meeting schedules, agendas, times, and places.

5.2 Public Information Meetings/Hearings

The public meeting was widely publicized in the media and through mailings, well in advance of the meeting, attempting to reach the largest and most diverse population segments, especially those traditionally under-represented. The public meeting was held in suitable facility that is centrally located in the Project area, accessible to the physically challenged, and can be reached via mass transit. The meeting accommodated community members or groups who are often underserved or unintentionally circumvented by the planning process. For these reasons, the following strategies were implemented to aid in public involvement:

- To the extent possible, venues with good public transit accessibility was selected.
- The venue was accessible to the physically challenged in accordance with ADA requirements.
- Signing for the hearing impaired was provided upon request.
- Meeting notifications were be sent by letter to everyone on the mailing list.
- Meeting notifications were be used to announce and highlight the critical issues and major themes for the public meeting.
- Meeting notifications were be advertised in Long Island newspapers, including local community papers and foreign-language periodicals.
- Reminder telephone calls and/or facsimiles to local officials and organization leaders were made just prior to the public meeting as a follow-up to the meeting notifications.
- Limited English Proficiency (LEP) populations who want to participate in the process were accommodated in the public meeting, as appropriate, and meeting notifications will be translated from English into other languages.

5.3 Agency Coordination and Involvement

The PIP provides for coordination with other affected government bodies and regulatory agencies. NYSDOT will coordinate at every Project stage with other agencies and seek their active involvement throughout its development. Periodic meetings with such agencies, in one-on-one informal meetings, may be necessary to obtain relevant technical information and data important in the DR and to coordinate the involvement of these agencies in planning and decision-making. Meetings will be scheduled on an as-needed basis.

5.4 Schedule

A public meeting was held on May 8th, 2025, and Limited English Proficiency (LEP) requirements were met as required for the Project.

Project Schedule	
Activity	**Date Occurred/Tentative**
Scoping Approval	Fall 2024
Design Approval	Summer 2025
ROW Acquisition	N/A
Construction Start	Spring 2027
Construction Complete	Spring 2028

5.5 Public Involvement Deliverables and Products

The following items are deliverables and products that were prepared for the Project PIP:

- Project Mailing list, including names, addresses and other pertinent contact information of Project stakeholders.
- This written updated Project PIP
- Agendas, meeting minutes and handouts, brochures and display boards were prepared for public information meetings, agency advisory meetings and developer forums.

Additional public involvement materials and activities that were prepared or carried out by NYSDOT as part of the public involvement activities include:

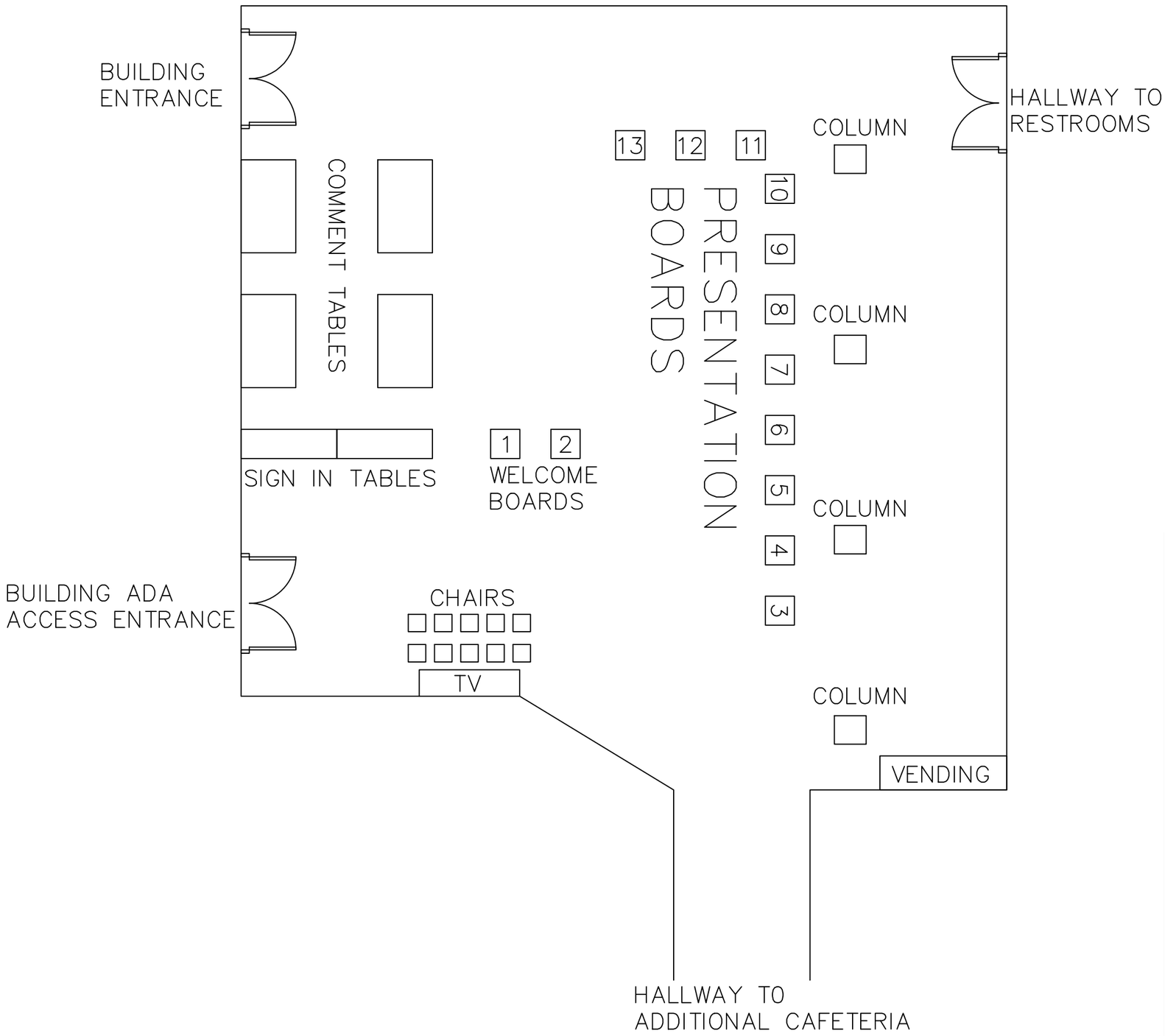
- Public Information Meeting display boards, informational signs, visualizations, brochures, comment sheets, power point presentations, and other informational items that to summarize key topics, community concerns and environmental issues for the public to review at public meetings.
- Mailings prior to the Public Information Meeting to the corresponding persons on the Project mailing list, as appropriate for these activities.
- Providing Language interpreters, including American Sign Language and Limited English Proficiency (LEP) languages, to be present at the public hearing.
- Sign-in sheets for all meetings that identify participants and their affiliation.
- Display ads in local community newspapers, such as the local publications, or in *Newsday,* published prior to announce the public meetings.
- INFORM portable signs to display electronic messages regarding the details of the Public Information Meeting in advance of the scheduled date, and such trailers to be situated in the Project corridor to alert the traveling public and area residents to encourage their participation.

6. UPDATING AND DOCUMENTATION

This Project PIP was last updated on May 29th, 2025.

7. CONSTRUCTION AND MAINTENANCE

Some of the appropriate above steps, procedures and activities will be thoroughly followed and adapted during the Construction of the Project, based on the public "Meet the Contractor" meeting typically held with the community at the onset of the Construction stage of the Project.



LEGEND:

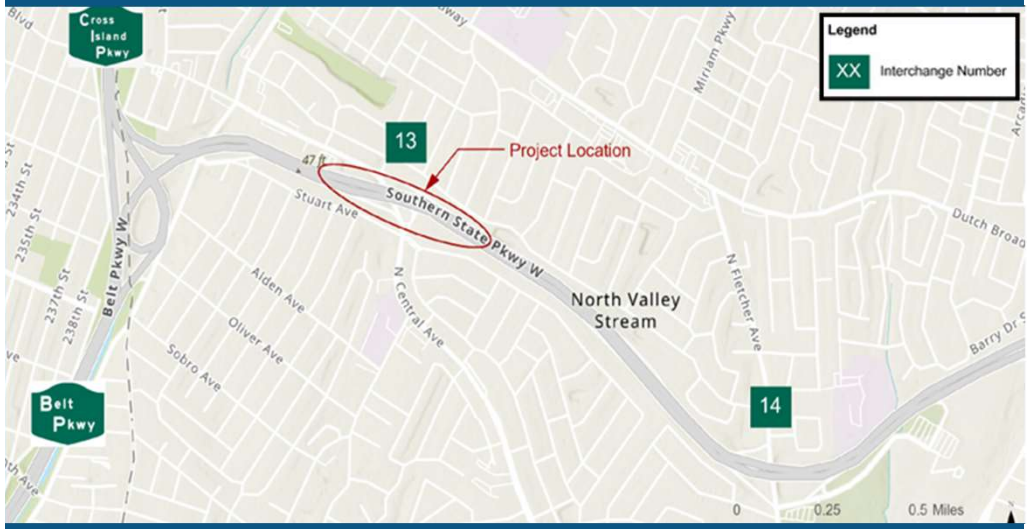
[#] CORRESPONDING PRESENTATION BOARD SLIDE

SOUTHERN STATE PARKWAY EASTBOUND EXIT 13 RECONSTRUCTION

PIN 0534.87 – 5/8/2025 PUBLIC INFORMATION MEETING FLOOR PLAN

ELMONT HIGH SCHOOL
555 RIDGE ROAD
ELMONT, NY 11003

مشروع إعادة بناء المخرج 13 باتجاه الشرق على طريق Southern State Parkway



التواصل مع المجتمع

يرجى العلم أنّه سيُعقد اجتماع إعلامي عام، حضوريًا وافتراضيًا، يوم **الخميس 8 أيّار 2025**. خلال الاجتماع، سيتمكّن الحضور من الاطلاع على مقترحات المشروع، طرح الأسئلة، وتقديم الملاحظات.
كما سيتواجد ممثّلون عن وزارة النقل في ولاية نيويورك لمناقشة تفاصيل المشروع والإجابة على استفسارات الحضور بشكل غير رسمي.

توقيت الاجتماع الإعلامي العام: **من 5 عصرًا حتّى 8 مساءً**

سيُعقد الاجتماع الإعلامي في:
Elmont Memorial High School
555 Ridge Rd, Elmont NY 11003.

وسيُعقد العرض التقديمي الافتراضي عبر منصّة WebEx. للمزيد من المعلومات، يُرجى زيارة موقع المشروع الإلكتروني **https://projectdocs.dot.ny.gov/**

الملاحظات

يمكن إرسال التعليقات والاستفسارات إلى فريق المشروع عبر البريد أو الهاتف أو البريد الإلكتروني. يرجى التأكد من استلام جميع التعليقات في موعد أقصاه 19 أيّار 2025 ليتم تضمينها في السجل الرسمي للمشروع.

بلدة Hempstead
مقاطعة Nassau

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NYSDOT Region 10
Southern State Parkway Eastbound Exit 13,
PIN 0534.87
250 Veterans Memorial Highway, Room 5A-10
Hauppauge, NY 11788
(631) 952-6929
r10-rpic@dot.ny.gov
https://projectdocs.dot.ny.gov/

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نظرة عامة على المشروع

يهدف هذا المشروع إلى تعزيز السلامة وتحسين الأداء التشغيلي عند المخرج 13 باتجاه الشرق على طريق Southern State Parkway.

يشمل نطاق العمل المقترح:

1. إنشاء منحدر خروج جديد ومفرد للوصول إلى كل من Central Avenue وLinden Boulevard.
2. إعادة إنشاء منحدر الدخول من Central Avenue إلى طريق Southern State Parkway باتجاه الشرق.
3. تركيب إشارة مرور جديدة محسّنة ومزوّدة بمؤقتات عد تنازلي للمشاة.
4. تطوير الأرصفة الحالية وإنشاء أرصفة جديدة على Central Avenue بين Stuart Avenue وLinden Boulevard.



التصميم البديل المفضّل لإعادة بناء تقاطع المخرج 13 باتجاه الشرق على طريق Southern State Parkway.

الحد من آثار أعمال البناء

من المتوقع اتخاذ تدابير تخفيفية للحدّ من التأثيرات قصيرة الأجل لأعمال البناء. وتتضمن هذه التدابير وضع بنود تعاقدية تحظر تشغيل معدات البناء في وضع الخمول، وتقيّد الأنشطة المُولِّدة للضوضاء المفرطة ضمن أوقات محددة لتقليل الإزعاج على المجتمع المحلي. كما قد تشمل خطط إدارة حركة المرور في مناطق العمل إغلاقًا محدودًا للمسارات لضمان تدفق حركة المرور بسلاسة عبر مناطق البناء.

الجدول الزمني للمشروع

من المتوقع أن تبدأ أعمال البناء في عام 2027 وتُستكمل بحلول عام 2028.

التأثيرات على الممتلكات

سيتم تنفيذ جميع الأعمال ضمن حدود الطريق السريع الحالية، ومن المتوقع توسيع ممر واحد للسيارات.

Sansibilizasyon Kominotè

Yon reyinyon avek piblik an pèsòn ak vityèl ap fèt **Jedi 8 Me 2025 la**. Nan reyinyon sa a, piblik la ap kapab egzamine pwopozisyon pwojè yo, poze keksyon epi fè kòmantè. Reprezantan Depatman Travo Piblik Eta New York (NYSDOT) yo ap disponib pou diskite sou pwojè a epi reponn nenpòt kesyon yon fason enfòmèl.

Reyinyon avek Piblik: **5è – 8è PM**

Reyinyon an pèsòn nan ap fèt nan:
Lekòl Segondè Elmont Memorial
555 Ridge Rd, Elmont NY 11003.

Prezantasyon vityèl la ap fèt atravè WebEx. Pou plis enfòmasyon, vizite sitwèb pwojè a nan **https://projectdocs.dot.ny.gov/**

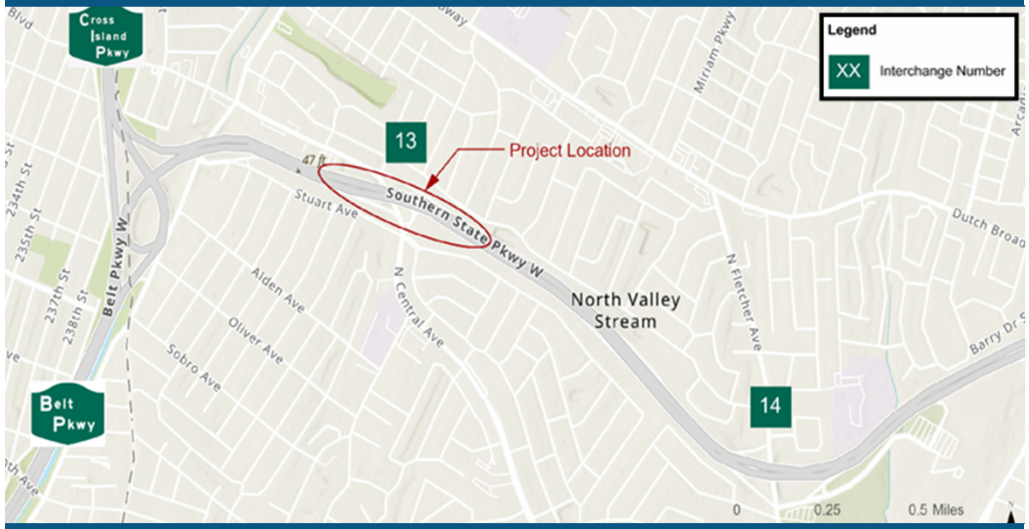
Kòmantè

Ou ka voye kòmantè ak keksyon bay ekip pwojè a nan lapòs, telefòn oswa imèl. Yo dwe resevwa kòmantè yo anvan **19 Me 2025** pou yo ka ajoute yo nan dosye ofisyèl pwojè a.

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r10-rpic@dot.ny.gov
https://projectdocs.dot.ny.gov/

Rekonstriksyon Exit 13 nan Southern State Parkway nan direksyon lès



Vil Hempstead
Konte Nassau

NEW YORK STATE | Department of Transportation

Apèsi sou Pwojè a

Objektif pwojè sa a se amelyore sekirite ak fonksyònman Exit 13 nan Southern State Parkway nan direksyon lès.

Travay yo pwopoze yo genyen:

1. Konstriksyon yon nouvo ranp ki bay aksè ak Central Avenue ak Linden Boulevard.

2. Rekonstriksyon ranp kap soti nan Central Avenue pou ale nan Southern State Parkway nan direksyon lès.

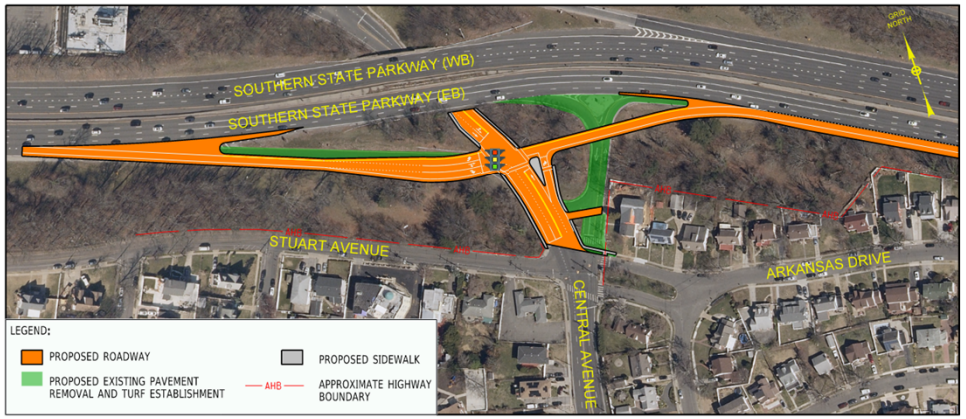
3. Enstalasyon yon nouvo limyè rouj pou machin ak kontè pou pyeton yo.

4. Amelyorasyon twotwa ki deja egziste yo epi yo konstrui nouvo twotwa sou Central Avenue ant Stuart Avenue ak Linden Boulevard.

Enpak sou Pwopriyete yo

Tout travay yo pral fèt nan limit otowout ki egziste deja a. Yo prevwa modifye e ralonje ranp ki egziste yo pou ameliore antre a soti sou highway a.

*Exit = Sòti



Altènativ Konsepsyon Preferansyèl pou Rekonstriksyon Echanj Exit 13 nan Southern State Parkway nan direksyon lès

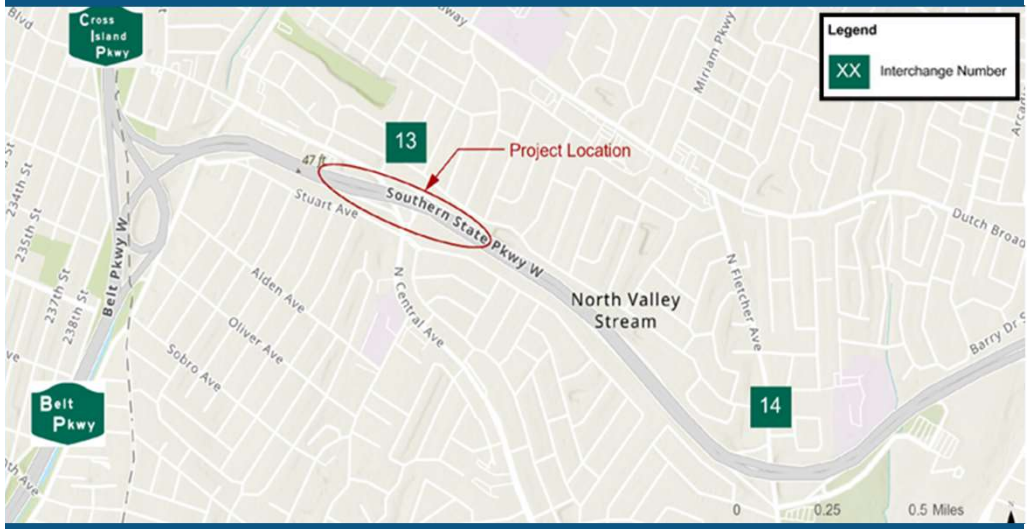
Minimize Enpak Konstriksyon an

Yap pran mezi pou diminye enpak konstriksyon an sou kout tèm. Sa vle di yap ajoute dispozisyon nan dokiman kontra yo ki entèdi ekipman konstriksyon yo rete san fè anyen epi ki limite aktivite ki jenere twòp bri nan moman ki gen mwens enpak sou kominote a. Plan pou kontwòle trafik nan zòn travay yo ap organize pou fèmen wout la o minimòm pou fasilite sikilasyon nan zòn konstriksyon yo.

Kalandriye Pwojè a

Yo prevwa travay konstriksyon an ap kòmanse an 2027 epi fini an 2028.

سدرن اسٹیٹ پارک وے
مشرقی جانب والے ایگزٹ 13 کی تعمیر نو



ہیمپسٹیڈ ٹاؤن
نساؤ کاؤنٹی

عوامی آگاہی

جمعرات، 8 مئی 2025 کو ایک عوامی معلوماتی اجلاس کا بالمشافہ اور آن لائن انعقاد کیا جائے گا۔ اس اجلاس میں عوام اس پروجیکٹ کی تجاویز کا جائزہ لے سکیں گے، سوالات پوچھ سکیں گے اور اپنے تبصرے دے سکیں گے۔ NYSDOT کے نمائندے اس پروجیکٹ پر بات چیت کے لیے دستیاب ہوں گے اور غیر رسمی طور پر سوالات کے جواب دیں گے۔

عوامی آگاہی اجلاس: شام 5 بجے سے 8 بجے

یہ بالمشافہ اجلاس ذیل میں دیئے گئے پتے پر منعقد ہو گا:
Elmont Memorial High School
555 Ridge Rd, Elmont NY 11003.

یہ ورچوئل پریزینٹیشن WebEx کے ذریعے دی جائے گی۔ مزید معلومات کے لیے
https://projectdocs.dot.ny.gov/
پر اس پروجیکٹ کی ویب سائٹ ملاحظہ کریں۔

آراء

تجاویز اور سوالات، ڈاک، فون یا ای میل کے ذریعے پروجیکٹ ٹیم کو بھیجے جا سکتے ہیں۔ یہ تبصرے 19 مئی 2025 تک موصول ہو جانے چاہیئں تاکہ انہیں پروجیکٹ کے سرکاری ریکارڈ کا حصہ بنایا جا سکے۔

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پروجیکٹ کا جائزہ

اس پروجیکٹ کا مقصد، سدرن اسٹیٹ پارک وے کے مشرقی جانب کے ایگزٹ 13 پر حفاظت اور عملی کارکردگی میں بہتری لانا ہے۔

مجوزہ کام میں شامل ہیں:

1. سینٹرل ایونیو اور لِنڈن بولیوارڈ دونوں کے لیے رسائی فراہم کرنے والا ایک نیا، واحد ایگزٹ ریمپ تعمیر کرنا۔
2. سینٹرل ایونیو سے مشرقی جانب والے سدرن اسٹیٹ پارک وے کی جانب داخل ہونے والے ریمپ کی تعمیرِ نو کرنا۔
3. پیدل چلنے والوں کے کاؤنٹ ڈاؤن ٹائمرز کے ساتھ ایک نیا بہتر ٹریفک سگنل نصب کرنا۔
4. اسٹوارٹ ایونیو سے لِنڈن بولیوارڈ کے درمیان سینٹرل ایونیو پر موجودہ پیدل فٹ پاتھ بہتر بنانا اور نئے فٹ پاتھ شامل کرنا۔



سدرن اسٹیٹ پارک وے کے مشرقی جانب والے ایگزٹ 13 انٹرچینج کی تعمیر نو کے لیے ترجیحی متبادل ڈیزائن

تعمیراتی اثرات کم سے کم رکھے جائیں گے

مختصر مدت کے تعمیراتی اثرات کو کم سے کم رکھنے کے لیے تخفیفی اقدامات کیے جانے کی توقع ہے۔ ان میں معاہدہ جاتی دستاویزات میں یہ شرائط شامل ہوں گی کہ تعمیراتی سامان بیکار نہ چھوڑا جائے، اور زیادہ شور شرابے والی سرگرمیاں ان اوقات تک محدود رکھی جائیں جب کمیونٹی ان سے کم سے کم متاثر ہو۔ تعمیراتی علاقوں میں ٹریفک کی مؤثر روانی کو یقینی بنانے کے لیے ورک زون ٹریفک کنٹرول منصوبوں میں کم سے کم لینز بند کرنے کی حکمت عملی بھی شامل کی جا سکتی ہے۔

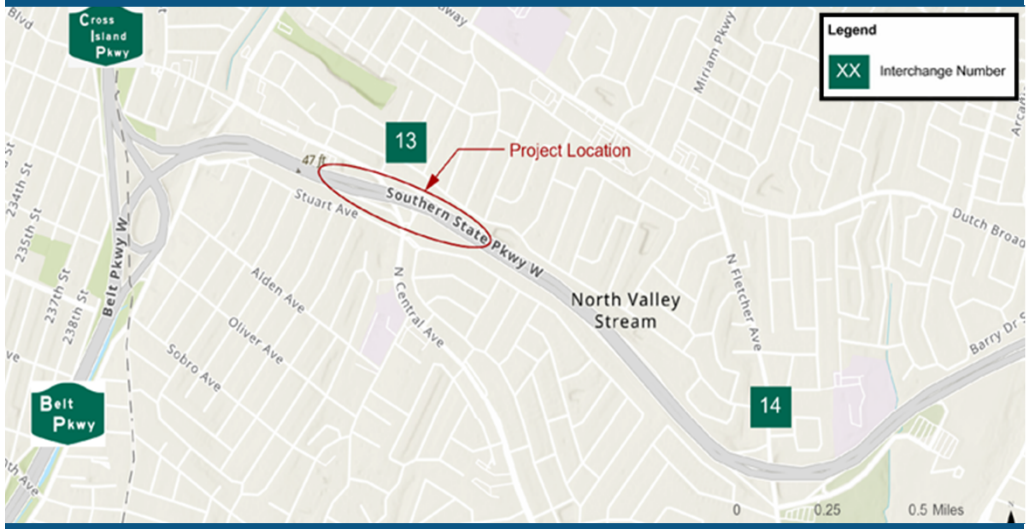
پروجیکٹ کا شیڈول

توقع ہے کہ 2027 میں تعمیراتی کام شروع ہو گا اور 2028 میں مکمل ہو جائے گا۔

املاک پر اثرات

تمام کام موجودہ شاہراہ کی حدود کے اندر کیا جائے گا۔ ایک ڈرائیو وے میں توسیع کی توقع ہے۔

Southern State Parkway Eastbound Exit 13 Reconstruction



Community Outreach

An in-person and virtual public information meeting will be held on **Thursday, May 8, 2025**. At the meeting, the public can review project proposals, ask questions, and provide comments. NYSDOT representatives will be available to discuss the project and informally answer any questions.

Public Information Meeting: **5 – 8 PM**

The in-person meeting will be held at:
Elmont Memorial High School
555 Ridge Rd, Elmont NY 11003.

The virtual presentation will be held via WebEx. Visit the project website at **https://projectdocs.dot.ny.gov/** for more information.

Feedback

Comments and questions can be directed to the project team via mail, phone or email. Comments must be received by **May 19, 2025** to become part of the official project record.

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Town of Hempstead
Nassau County

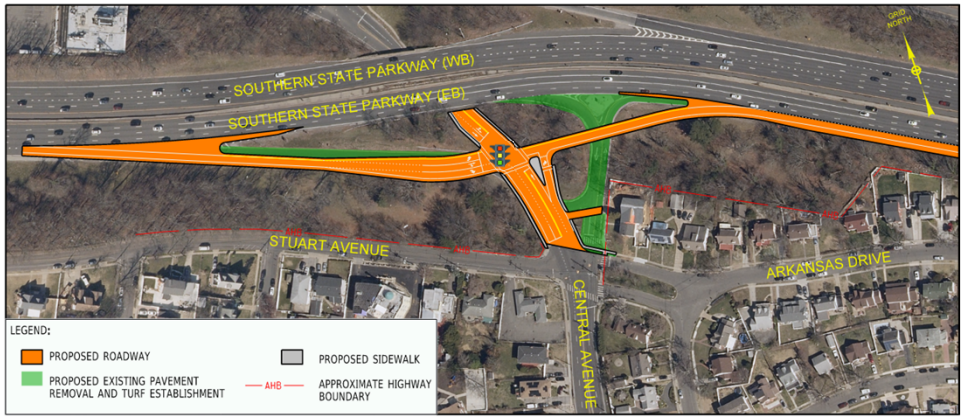
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Project Overview

The purpose of this project is to provide safety and operational enhancements at the eastbound Southern State Parkway Exit 13.

The proposed work includes:

1. Constructing a new, singular exit ramp for access to both Central Avenue and Linden Boulevard.
2. Reconstructing the entrance ramp from Central Avenue to eastbound Southern State Parkway.
3. Installing a new enhanced traffic signal with pedestrian countdown timers.
4. Upgrading existing and adding new sidewalks on Central Avenue between Stuart Avenue and Linden Boulevard.



Preferred Design Alternative for Southern State Parkway Eastbound Exit 13 Interchange Reconstruction

Minimizing Construction Impacts

Mitigation measures are anticipated to be taken to minimize short-term construction impacts. These include contract document stipulations prohibiting construction equipment idling and restricting excessive noise-generating activity to times having the least impact on the community. Work zone traffic control plans could also incorporate minimal lane closures in order to facilitate efficient traffic flow through construction areas.

Property Impacts

All work will be performed within existing highway boundaries. One driveway extension is anticipated.

Project Schedule

Construction is anticipated to begin in 2027 and be completed in 2028.

Alcance Comunitario

Una Reunión Pública de Información en persona y virtual será conducida el **Jueves, 8 de Mayo del 2025**. En la reunión, el publico podrá revisar la propuesta del proyecto, hacer preguntas y someter comentarios. Representantes del NYSDOT estarán presente para discutir el proyecto y responder informalmente a preguntas.

Reunión Pública de Información : **5 – 8 PM**

La reunión presencial tendrá lugar en:
Elmont Memorial High School
555 Ridge Rd, Elmont NY 11003.

La presentación virtual se realizará vía WebEx. Visite el sitio web del proyecto **https://projectdocs.dot.ny.gov/** para más información.

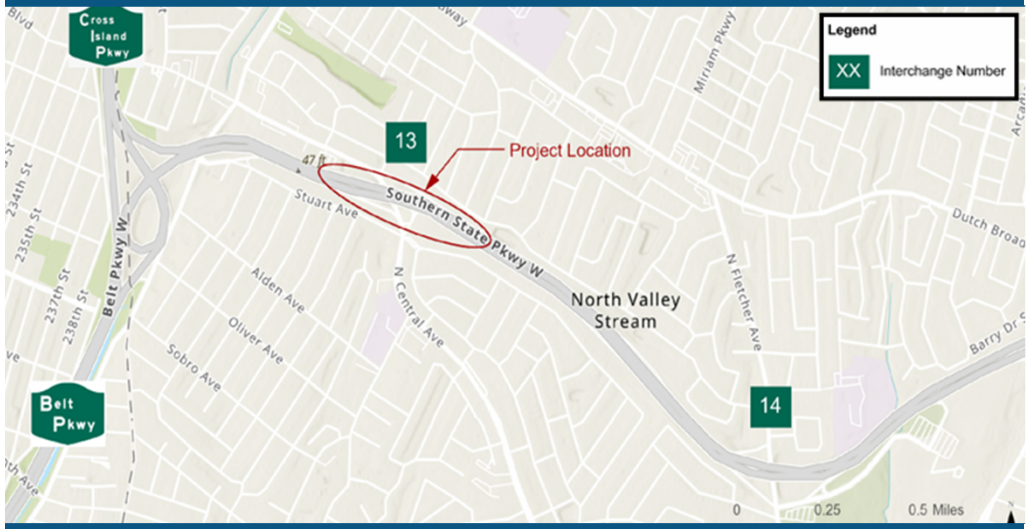
Comentarios

Comentarios y preguntas se pueden dirigir al equipo del proyecto por correo postal, teléfono o correo electrónico. Comentarios deben ser sometidos antes del **19 de Mayo del 2025** para que formen parte oficial del proyecto.

NEW YORK STATE | Department of Transportation

NYSDOT Region 10
Southern State Parkway (Exit 13), PIN 0534.87
Design Project Team
250 Veterans Memorial Highway, Room 5A-10
Hauppauge, NY 11788
(631) 952-6929
r10-rpic@dot.ny.gov
https://projectdocs.dot.ny.gov/

Southern State Parkway Reconstrucción Salida 13



Ciudad de Hempstead
Condado de Nassau

NEW YORK STATE | Department of Transportation

Descripción General del Proyecto

El propósito de este proyecto es proporcionar mejoras operativas y de seguridad en la Salida 13 del Southern State Parkway en dirección este.

La propuesta incluye:

1. Construcción de una nueva rampa de salida singular para acceder tanto a Central Avenue como a Linden Boulevard.
2. Reconstruir la rampa de entrada desde Central Avenue hacia Southern State Parkway en dirección este.
3. Instalación de un nuevo semáforo con cuenta regresiva para peatones.
4. Actualización de aceras existentes y adición de nuevas en Central Avenue entre Stuart Avenue y Linden Boulevard.

Impactos a la Propiedad

Todo el trabajo se realizará dentro de los límites de la carretera existente. Se anticipa una extensión de un camino de entrada.



Alternativa de Diseño Preferida para la Reconstrucción del Intercambio de la Salida 13 en Dirección Este de Southern State Parkway

Minimizando los Impactos de Construcción

Las medidas de moderación que se pueden tomar para minimizar los impactos de la construcción a corto plazo incluyen estipulaciones en los documentos del contrato que prohíben el equipo de construcción inactivo y restringen actividades que generen ruidos excesivos a momentos de menor impacto a la comunidad. Los planes de control de tráfico en las zonas de trabajo también podrían incorporar cierres mínimos de carriles para facilitar el flujo eficiente del tráfico a través de las áreas de construcción.

Programación del Proyecto

Se anticipa que la construcción comenzará en 2027 y finalizará en 2028.

NEW YORK STATE | Department of Transportation

KATHY HOCHUL
الحاكمة

MARIE THERESE DOMINGUEZ
المفوّضة

اجتماع إعلامي عام

مشروع إعادة بناء المخرج 13 باتجاه الشرق على طريق Southern State Parkway

بلدة Hempstead، مقاطعة Nassau

الخميس 8 أيّار 2025، من 5 عصرًا حتّى 8 مساءً

اجتماع إعلامي عام (يتضمّن عرضًا تقديميًا افتراضيًا عبر منصّة WebEx)

Elmont Memorial High School

555 Ridge Rd, Elmont, NY 11003

رابط منصّة WebEx: https://stantecnyc.my.webex.com/meet/PublicMeeting

ستقوم وزارة النقل في ولاية نيويورك (NYSDOT) بالإجابة على الاستفسارات، وستعقد اجتماعًا إعلاميًا عامًا حضوريًا لمناقشة الحاجة إلى معالجة قضايا السلامة المرتبطة بالمخرج 13 (Central Avenue/Linden Boulevard) على طريق Southern State Parkway باتجاه الشرق، في بلدة Hempstead في مقاطعة Nassau.

خلال الاجتماع، سيتمكن الحضور من الاطلاع على مقترحات المشروع، طرح الأسئلة، وتقديم التعليقات. كما سيتواجد ممثّلون عن وزارة النقل في ولاية نيويورك لمناقشة تفاصيل المشروع والإجابة على الاستفسارات بشكل غير رسمي. وستُتاح الفرصة للأفراد الذين يتعذر عليهم الحضور شخصيًا من متابعة العرض التقديمي عبر الإنترنت وتقديم ملاحظاتهم افتراضيًا.

للاطلاع على مزيد من المعلومات حول المشروع والوصول إلى رابط العرض التقديمي الافتراضي، يُرجى زيارة الموقع الإلكتروني:
https://projectdocs.dot.ny.gov/

سيتم تنفيذ الأعمال مع الحرص على تقليل جميع التأثيرات البيئية والاجتماعية والاقتصادية.

يمكن إرسال التعليقات في موعد أقصاه 19 أيّار 2025 إلى:

NYSDOT Region 10
Southern State Parkway Eastbound Exit 13 Interchange,
PIN 0534.87
250 Veterans Memorial Highway, Room 5A-10
Hauppauge, New York 11788
R10-RPIC@dot.ny.gov
(631) 952-6929

لأيّ طلبات تتعلّق بخدمات الترجمة التحريرية أو الفورية، يُرجى التواصل عبر البريد الإلكتروني: R10-RPIC@dot.ny.gov أو الاتصال على الرقم: 6929 – 952 (631) وذلك قبل 10 أيام على الأقلّ.

NEW YORK STATE | Department of Transportation

KATHY HOCHUL
Gouvènè

MARIE THERESE DOMINGUEZ
Komisè

REYINYON ENFÒMASYON PIBLIK

REKONSTRIKSYON EXIT 13 NAN SOUTHERN STATE PARKWAY NAN DIREKSYON LÈS

Vil Hempstead, Konte Nassau

8 me 2025: 5è-8è PM
Rankont avèk Piblik (avèk prezantasyon vityèl atravè WebEx)
Lekòl Segondè Elmont Memorial
555 Ridge Rd, Elmont, NY 11003
Lyen WebEx: https://stantecnyc.my.webex.com/meet/PublicMeeting

Reprezantan Depatman Travo Piblik Eta New York (NYSDOT) la pral reponn keksyon nan yon rankont piblik ke yo òganize an pèsòn pou diskite nesesite pou adrese pwoblèm sekirite nan Exit 13 (Central Avenue/Linden Boulevard) nan Southern State Parkway, direksyon lès, nan Vil Hempstead, Konte Nassau.

Nan reyinyon sa a, piblik la ap kapab egzamine tout pwopozisyon ki soti de pwojè a, yap kap poze keksyon epi fè kòmantè. Reprezantan NYSDOT yo ap disponib pou diskite sou pwojè a epi reponn nenpòt keksyon yon fason enfòmèl. Moun ki pa kapab ale an pèsòn ap gen opòtinite pou yo gade prezantasyon an epi soumèt kòmantè yo sou entènèt.

Ou ka jwenn plis enfòmasyon sou pwojè a ansanm ak yon lyen pou prezantasyon vityèl la sou entènèt nan adrès sa a https://projectdocs.dot.ny.gov/

Travay la ap fèt pandan n ap diminye tout enpak sou anviwònman, sosyal ak ekonomik yo.

Moun ki gen kòmantè ka soumèt yo avan date 19 me 2025 nan adrès ki anba a:

NYSDOT Region 10
Southern State Parkway Eastbound Exit 13 Interchange,
PIN 0534.87
250 Veterans Memorial Highway, Room 5A-10
Hauppauge, New York 11788
R10-RPIC@dot.ny.gov
(631) 952-6929

Pou nenpòt demann, tankou sèvis entèprèt oswa tradiksyon, tanpri kontakte R10-RPIC@dot.ny.gov oswa (631) 952-6929 omwen 10 jou alavans.

*Exit= Sòti

NEW YORK STATE | Department of Transportation

KATHY HOCHUL
Governer

MARIE THERESE DOMINGUEZ
Commissioner

عوامی معلوماتی اجلاس

سدرن اسٹیٹ پارک وے
مشرقی جانب والے ایگزٹ 13 کی تعمیر نو
ہیمپسٹیڈ ٹاؤن، نساؤ کاؤنٹی

8 مئی 2025: شام 5 سے 8 بجے
(WebEx کے ذریعے ورچوئل پریزینٹیشن سمیت) عوامی معلوماتی اجلاس
ایلمونٹ میموریل ہائی اسکول
555 Ridge Rd, Elmont, NY 11003
Webex لنک: https://stantecnyc.my.webex.com/meet/PublicMeeting

ریاست نیو یارک کے محکمۂ آمدورفت (NYSDOT) کی جانب سے سوالات کے جوابات دیئے جائیں گے اور ایک بالمشافہ عوامی معلوماتی اجلاس کا انعقاد کیا جائے گا تاکہ ہیمپسٹیڈ ٹاؤن، نساؤ کاؤنٹی میں مشرقی جانب کے سدرن اسٹیٹ پارک وے کے ایگزٹ 13 (سینٹرل ایونیو/لنڈن بلیوارڈ) پر حفاظتی تحفظات کا ازالہ کرنے کی ضرورت پر بات کی جا سکے۔

اس اجلاس کے دوران، عوام اس پروجیکٹ کی تجاویز کا جائزہ لے سکیں گے، سوالات پوچھ سکیں گے، اور اپنے تبصرے دے سکیں گے۔ NYSDOT کے نمائندے اس پروجیکٹ پر بات چیت اور غیر رسمی طور پر سوالات کے جوابات دینے کے لیے دستیاب ہوں گے۔ جو افراد بالمشافہ شرکت سے قاصر ہوں گے، ان کے لیے آن لائن پریزینٹیشن دیکھنا اور اپنے تبصرے جمع کروانا ممکن ہو گا۔

پروجیکٹ سے متعلق مزید معلومات اور ورچوئل پریزینٹیشن کا لنک https://projectdocs.dot.ny.gov/ پر آن لائن دیکھا جا سکتا ہے۔

تمام ماحولیاتی، سماجی اور معاشی اثرات کم سے کم رکھتے ہوئے، یہ کام انجام دیا جائے گا۔
تبصرے جمع کروانے کی آخری تاریخ 19 مئی 2025 ہے، جو درج ذیل پتے پر بھیجے جا سکتے ہیں:

NYSDOT Region 10
Southern State Parkway Eastbound Exit 13 Interchange,
PIN 0534.87
250 Veterans Memorial Highway, Room 5A-10
Hauppauge, New York 11788
R10-RPIC@dot.ny.gov
(631) 952-6929

کسی بھی درخواست، جیسے کہ ترجمان کی خدمات یا تراجم کے لیے، براہ کرم R10-RPIC@dot.ny.gov یا (631) 952-6929 پر کم از کم 10 دن پہلے ای میل یا فون پر رابطہ کریں۔

NEW YORK STATE | Department of Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

PUBLIC INFORMATION MEETING

SOUTHERN STATE PARKWAY
EASTBOUND EXIT 13 RECONSTRUCTION

Town of Hempstead, Nassau County

May 8, 2025: 5-8 PM
Public Information Meeting (Including Virtual Presentation via WebEx)
Elmont Memorial High School
555 Ridge Rd, Elmont, NY 11003
Webex Link: https://stantecnyc.my.webex.com/meet/PublicMeeting

The New York State Department of Transportation (NYSDOT) will answer questions & conduct an in-person Public Information Meeting to discuss the need to address safety concerns at Exit 13 (Central Avenue/Linden Boulevard) of the eastbound Southern State Parkway in the Town of Hempstead, Nassau County.

At the meeting, the public can review project proposals, ask questions, and provide comments. NYSDOT representatives will be available to discuss the project and informally answer any questions. Individuals unable to participate in-person will have the opportunity to view the presentation and submit comments virtually.

Additional project information and a link to the virtual presentation can be found online at https://projectdocs.dot.ny.gov/

Work will be done while minimizing all environmental, social, and economic impacts.

Comments may be submitted no later than May 19, 2025, to:

NYSDOT Region 10
Southern State Parkway Eastbound Exit 13 Interchange,
PIN 0534.87
250 Veterans Memorial Highway, Room 5A-10
Hauppauge, New York 11788
R10-RPIC@dot.ny.gov
(631) 952-6929

For any requests, such as interpreter services or translations, please contact R10-RPIC@dot.ny.gov or (631) 952-6929 at least 10 days in advance.

REUNION PUBLICA DE INFORMACION

SOUTHERN STATE PARKWAY
RECONSTRUCCION SALIDA 13

Ciudad de Hempstead, Condado de Nassau

8 de Mayo del 2025
Reunión Publica de Información (Presentación Virtual vía WebEx): 5-8 PM
Elmont Memorial High School
555 Ridge Rd, Elmont, NY 11003
Webex Link: https://stantecnyc.my.webex.com/meet/PublicMeeting

El Departamento de Transportación del Estado de Nueva York (NYSDOT) contestará preguntas y conducirá una Reunión Publica de Información en persona para presentar la necesidad de mejorar seguridad en la Salida 13 (Central Avenue/Linden Boulevard) del Southern State Parkway hacia el Este en la Ciudad de Hempstead, Condado de Nassau.

NYSDOT presentará la propuesta del proyecto para su revisión, contestar preguntas y recibir comentarios. Las personas que no puedan participar en persona tendrán la oportunidad de participar y enviar comentarios virtualmente.

Información adicional y el enlace a la presentación virtual se puede encontrar en el sitio web del proyecto https://projectdocs.dot.ny.gov/.

El trabajo se hará minimizando todos los impactos medioambientales, sociales y económicos.

Comentarios deben ser sometidos antes del 18 de Mayo del 2025, al:

NYSDOT Region 10
Southern State Parkway Exit 13 Interchange, PIN 0534.87
250 Veterans Memorial Highway, Room 5A-10
Hauppauge, New York 11788
R10-RPIC@dot.ny.gov
(631) 952-6929

Para cualquier solicitud, tal como servicios de interpretación o traducciones, favor de comunicarse por lo menos con diez (10) días de anticipo al R10-RPIC@dot.ny.gov o al (631) 952-6929.

NEW YORK STATE | Department of Transportation

Southern State Parkway Eastbound Exit 13 Reconstruction

Town of Hempstead, Nassau County

PIN 0534.87

May 8, 2025

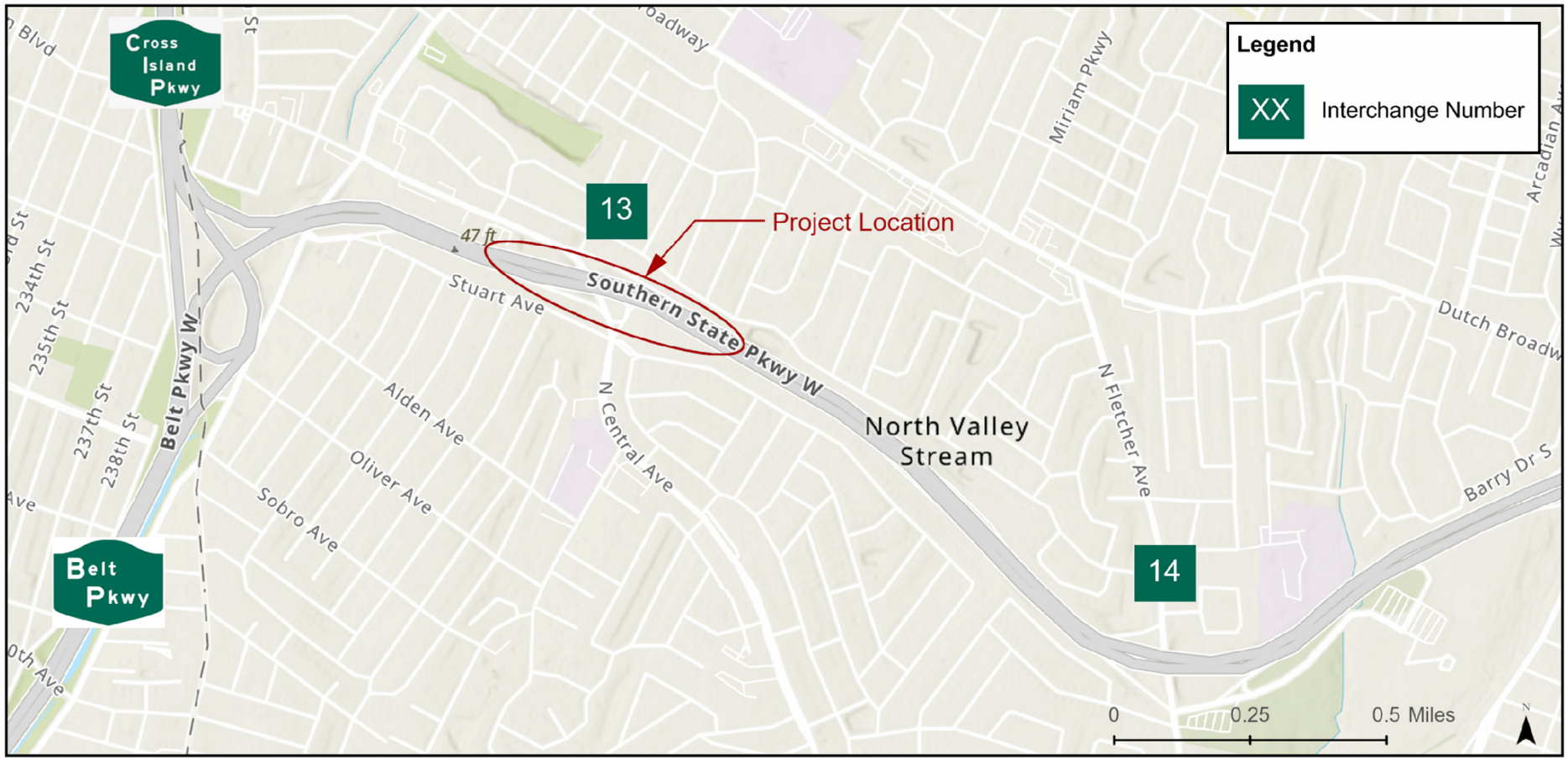
Your input is valuable to us!

NYSDOT representatives are available to help – please ask!

We want you to:

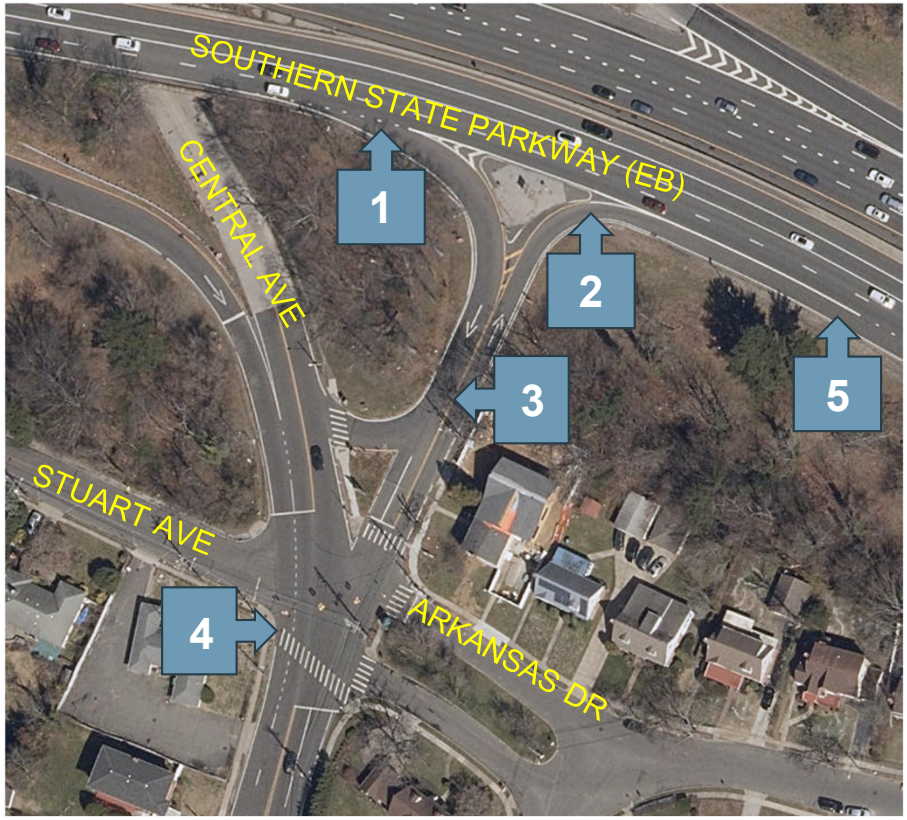
- Gain a clear understanding of the project needs, purpose, and objectives
- Become familiar with the existing conditions and proposed project enhancements
- Be aware of the accessibility of the Project Documents
- Provide comments on the project

PROJECT LOCATION



CURRENT CONDITIONS

1. Short deceleration lane for eastbound exit ramp to northbound Central Avenue
2. Non-standard ramp geometry
3. No barrier separating exiting and entering traffic
4. 5-legged intersection with pedestrian crossings
5. Non-conforming acceleration lane and short taper for traffic entering eastbound SSP from Central Avenue



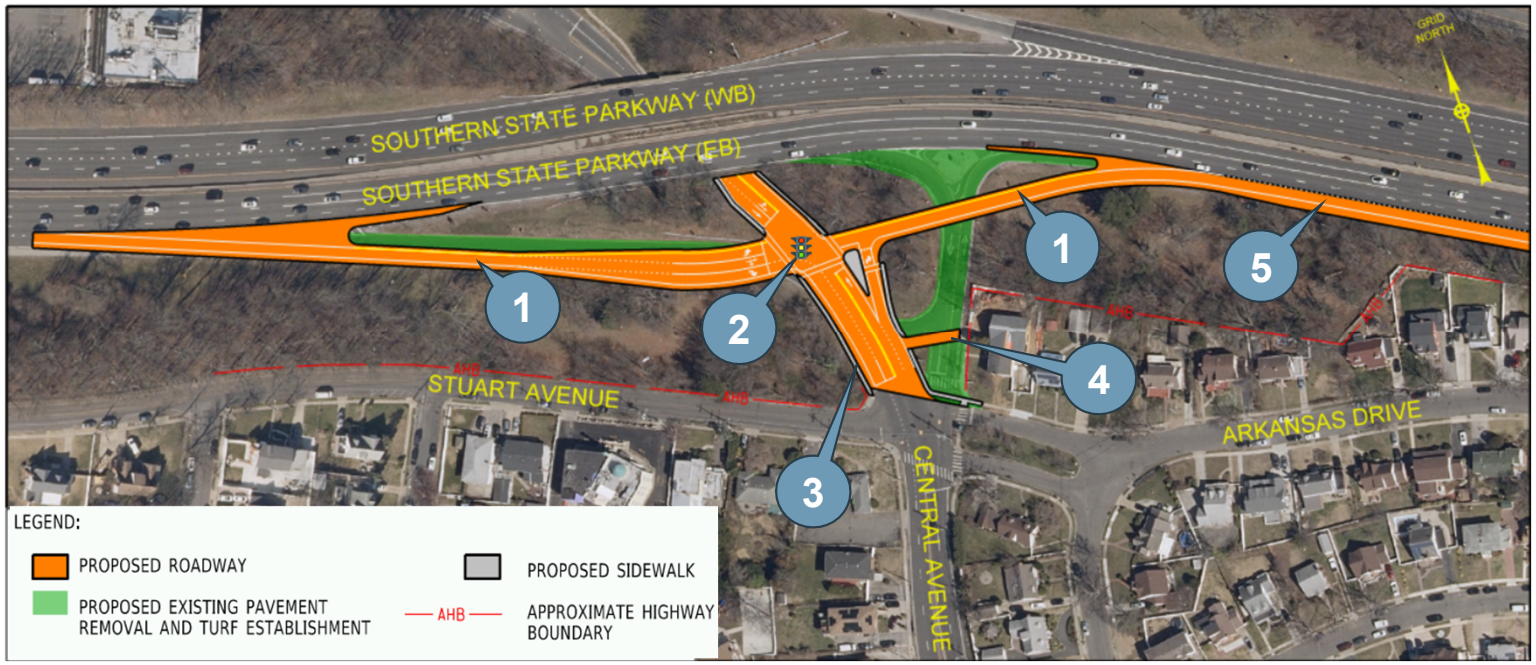
PROJECT OBJECTIVES

1. Enhance safety at the interchange for motorists and pedestrians
2. Reconfigure ramps for better mobility for motorists
3. Simplify the existing Central Ave and Stuart Ave intersection
4. Enhance conditions for pedestrians

EXISTING CONDITIONS

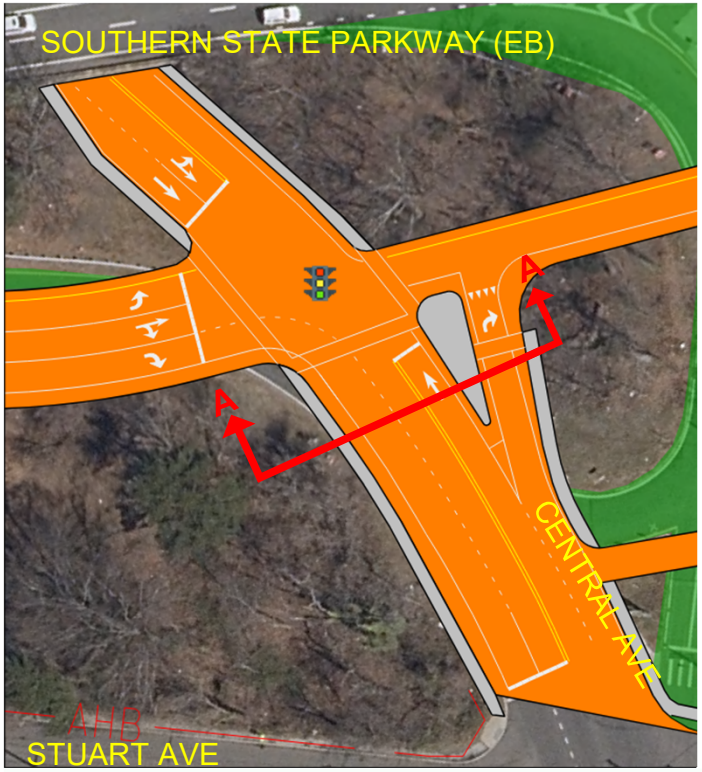


PROPOSED ENHANCEMENTS



1. Realign entrance exit and ramps
2. Construct new signalized intersection
3. Provide sidewalk connectivity through interchange
4. Maintain driveway access
5. Extend auxiliary lane

PROPOSED ENHANCEMENTS – PEDESTRIAN MOBILITY



LEGEND:

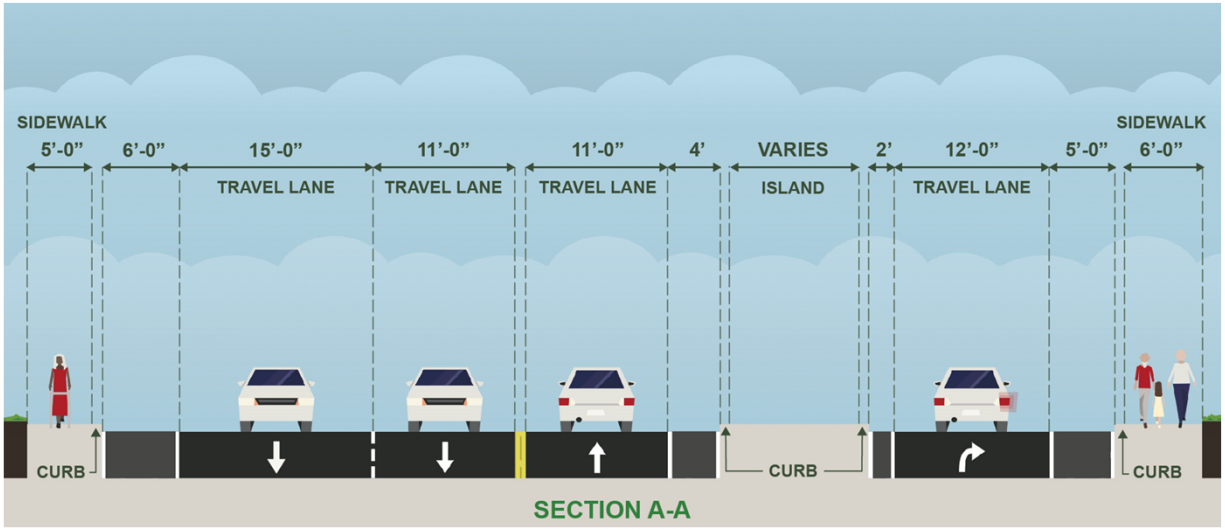
PROPOSED ROADWAY

PROPOSED SIDEWALK

PROPOSED EXISTING PAVEMENT REMOVAL AND TURF ESTABLISHMENT

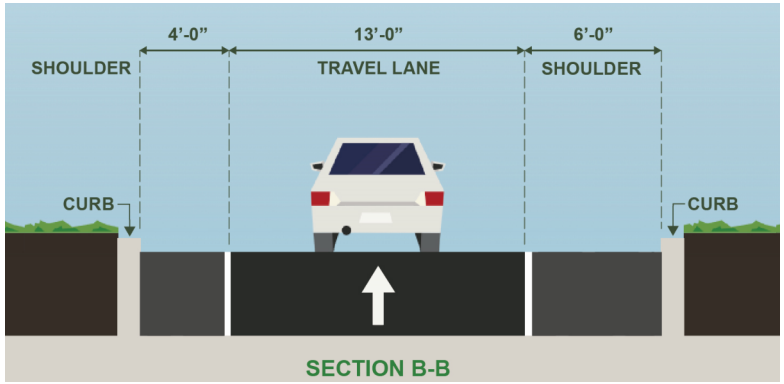
AHB — APPROXIMATE HIGHWAY BOUNDARY

- Proposed sidewalk to provide a continuous pedestrian access route along Central Avenue below the Southern State Parkway.

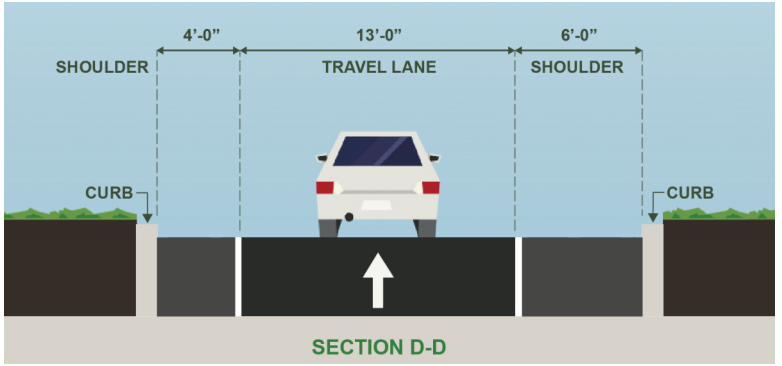


TYPICAL SECTIONS









POTENTIAL IMPACTS

Impact Category	Build Alternative
Wetlands/Cultural Resources/Section 4(f)	None anticipated
Air/Noise	Minimal anticipated
Property/Relocations	Driveway relocation anticipated
Mobility	Enhanced pedestrian accommodations
Crash Costs	Reduction in crash costs anticipated
Economic Impacts	Modification to vehicular access to businesses
Utilities/Drainage	Potential gas line, utility pole, water, and drainage structure relocations
ROW	None Anticipated
Construction Cost	$13-16 M

ENVIRONMENTAL CLASSIFICATION

Environmental Classification Summary (Build Alternative)			
NEPA Classification	Class II	**BY**	NYSDOT
SEQR Type	Type II	**BY**	NYSDOT

- **SEQRA -** State Environmental Quality Review Act
  - Type II
- **NEPA -** National Environmental Policy Act
  - Class II Categorical Exclusion (No Significant Impact)

PROJECT TENTATIVE SCHEDULE

Activity	Date Occurred/Tentative
Scoping Approval	Fall 2024
Design Approval	Summer 2025
Construction Start	Spring 2027
Construction Complete	Spring 2028

PUBLIC INFORMATION MEETING COMMENTS



In Person Today

Fill out a comment card



By Email

r10-rpic@dot.ny.gov

Please include "PIN 0534.87" as the subject of your email



By Phone

Call

631-952-6929

Make reference to PIN 0534.87



By Mail

NYSDOT

Region 10 Design,

Southern State Parkway Eastbound Exit 13 Interchange Project Team, PIN 0534.87

250 Veterans Memorial Highway, Room 5A-10

Hauppauge, NY 11788

If you are attending the meeting virtually, questions/comments may be submitted utilizing the chat box feature in Webex

NYSDOT will consider all comments received on or by May 19, 2025

Responses to substantive comments will be included in the Design Approval Document, which will be posted on the project website at:

https://projectdocs.dot.ny.gov/

Questions?


NEW
YORK
STATE
Department of
Transportation

Officials plan repaving in Franklin Square

By MELISSA PANIN
Intern

Plans to repave another 10 percent of the Franklin Square street network were outlined by Brian Kunzig, the commissioner of engineering for the Town of Hempstead, and Peter Martini, a representative from the Hempstead Highway Department, during a Franklin Square Civic Association meeting at John Street School on April 23.

Residents applauded the progress, although some voiced concerns about pedestrian safety, traffic control and neglected infrastructure.

Kunzig, who has worked in the Town office for three years, emphasized a long-term vision—to repave every road in town on a 20-year cycle.

There's about 1,200 miles of roadway under the jurisdiction of the Town, Kunzig continued, stating that 64 miles span Franklin Square alone. He said the office plans on paving over 100 miles of roadway this upcoming year.

Balancing these projects with ongoing drainage and utility coordination efforts, he said, remains a complex task.

One area of contention is a section of Houston Road, which residents said hadn't been paved in nearly 30 years. Kunzig noted that part of the street is scheduled for resurfacing in collaboration with National Grid, whose delayed utility work has pushed some paving timelines until 2026.

Martini said the Hempstead Highway Department has its hands full, as well.

In addition to storm drain cleaning and pothole repair, he said, the department is responsible for coordinating tree removals and sidewalk maintenance—though sidewalk upkeep responsibilities often fall to property owners.

Martini acknowledged complaints about areas like Catherine Avenue and Washington Street, where speeding and cut-through traffic have sparked calls for more enforcement.

John Israel, president of the FSCA, addressed his concerns about the cut-through traffic in areas around Franklin Avenue. "It's as if the stop signs don't exist," he said.

Martini said the department is exploring creative solutions, such as speed-reducing striping, but noted that the installation of traffic signals falls under Nassau County's jurisdiction.

Pedestrian safety was another major concern discussed during the meeting, specifically near the Franklin Square Public Library.

Mark Shimnoski, a librarian from the Franklin Square library, raised issues about the municipal parking lot across the street. "There's so much uneven pavement that people can tumble very easily," he said.

Shimnoski also cited poor lighting, faded striping, and a string of nighttime accidents.

"A lot of people are scared," Shimnoski said. "They have to walk in groups back to their cars."

Kunzig promised to coordinate with the Highway Department to improve markings and explore LED lighting and security camera installation with the public safety office.

Still, he said, funding remains a hurdle. Because district laws require local assessments to pay for parking lot improvements, Kunzig explained, larger upgrades may depend on community support and elected officials' backing.

Meanwhile, the heavily traveled Hempstead Turnpike continues to draw criticism.

Though Hempstead Turnpike is under the jurisdiction of the New York State Department of Transportation, residents are frustrated by potholes and drainage issues—especially near Belmont Park. The Town plans to raise these concerns with state representatives, Kunzig said, while exploring solutions like porous pavement to reduce water pooling.

Despite challenges, officials remain optimistic. With construction season now underway and ground temperatures finally rising above 40 degrees, paving is set to ramp up through late fall.

"A lot of our success has to do with the great team and the Town Board support that we have now," Kunzig said.



Melissa Panin/Herald

Brian Kunzig addresses concerns about road conditions and paving delays during a Franklin Square Civic Association meeting at John Street School on April 23.

For Franklin Square residents, the future may look smoother, but only if community voices continue to shape the path forward.

According to members of the Franklin Square Civic Association, joining the organization is a great way to get involved in the community, keep up with pressing issues and provide the opportunity to address concerns.

Information about the civic association can be found at FSQCivic.org, where Franklin Square residents can find out when and where monthly meetings are.

NEW YORK STATE | Department of Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

PUBLIC INFORMATION MEETING
SOUTHERN STATE PARKWAY
EASTBOUND EXIT 13 RECONSTRUCTION
Town of Hempstead, Nassau County

May 8, 2025: 5-8 PM
Public Information Meeting (Including Virtual Presentation via WebEx)
Elmont Memorial High School
555 Ridge Rd, Elmont, NY 11003
Webex Link: https://stantecnyc.my.webex.com/meet/PublicMeeting

The New York State Department of Transportation (NYSDOT) will answer questions & conduct an in-person Public Information Meeting to discuss the need to address safety concerns at Exit 13 (Central Avenue/Linden Boulevard) of the eastbound Southern State Parkway in the Town of Hempstead, Nassau County.

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Work will be done while minimizing all environmental, social, and economic impacts.

Comments may be submitted no later than May 19, 2025, to:

NYSDOT Region 10
Southern State Parkway Eastbound Exit 13 Interchange, PIN 0534.87
250 Veterans Memorial Highway, Room 5A-10, Hauppauge, New York 11788
R10-RPIC@dot.ny.gov
(631) 952-6929

For any requests, such as interpreter services or translations, please contact R10-RPIC@dot.ny.gov or (631) 952-6929 at least 10 days in advance.

50 Wolf Road, Albany, NY 12232 | www.dot.ny.gov

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1294247

NEW YORK STATE | Department of Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

PUBLIC INFORMATION MEETING

SOUTHERN STATE PARKWAY
EASTBOUND EXIT 13 RECONSTRUCTION

Town of Hempstead, Nassau County

May 8, 2025: 5-8 PM
Public Information Meeting (Including Virtual Presentation via WebEx)
Elmont Memorial High School
555 Ridge Rd, Elmont, NY 11003
Webex Link: https://stantecnyc.my.webex.com/meet/PublicMeeting

The New York State Department of Transportation (NYSDOT) will answer questions & conduct an in-person Public Information Meeting to discuss the need to address safety concerns at Exit 13 (Central Avenue/Linden Boulevard) of the eastbound Southern State Parkway in the Town of Hempstead, Nassau County.

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Additional project information and a link to the virtual presentation can be found online at https://projectdocs.dot.ny.gov/

Work will be done while minimizing all environmental, social, and economic impacts.

Comments may be submitted no later than May 19, 2025, to:

NYSDOT Region 10
Southern State Parkway Eastbound Exit 13 Interchange, PIN 0534.87
250 Veterans Memorial Highway, Room 5A-10, Hauppauge, New York 11788
R10-RPIC@dot.ny.gov
(631) 952-6929

For any requests, such as interpreter services or translations,
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Special Needs Children and Grandchildren

Parents or grandparents of a disabled child should leave assets to a Special Needs Trust, to avoid the child being disqualified from government benefits, such as SSI and Medicaid. These trusts, however, offer traps for the unwary. Since payments to the child will generally reduce their SSI payments dollar for dollar, trustees of such trusts should be advised to make payments directly to the providers of goods and services. Preserving SSI benefits is crucial, since eligibility for SSI determines eligibility for Medicaid.

In other words, if SSI is lost the recipient also loses their Medicaid benefits. In addition, any benefits previously paid by Medicaid may be recovered. As such, one also has to be mindful of bequests from well-meaning grandparents. Similarly, if a sibling dies without a will, a share of their estate may go to the special needs brother or sister by law. The Special Needs Trust must be carefully drafted so that it only allows payments for any benefits over and above what the government provides.

There are two kinds of Special Needs Trusts – first party and third party. The first party trust is set up by a parent, grandparent, legal guardian or court using the child's own money, either through earnings, an inheritance that was left directly to them or, perhaps, a personal injury award. Recent changes in the law allow the special needs child to establish their own first party Special Needs Trust if they are legally competent to engage in contractual matters. These first party trusts require a "payback" provision, meaning that on the death of the child beneficiary, the trust must pay back the state for any government benefits received.

A third party trust is usually set up by a parent or grandparent, using their own money. Here, no "payback" provision is required because it was not the child's own money that funded the trust and the parent or grandparent had no obligation to leave any assets to the child. On the death of the child beneficiary, the balance of the trust is paid out to named beneficiaries.

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NEWS BRIEF



Courtesy Steve Grogan

Lynbrook firefighters were called on a general alarm mutual aid to assist the Malverne Fire Department with a Long Island Rail Road diesel powered work train on fire on the West Hempstead branch, on May 2 at 4 a.m.

Lynbrook firefighters battle morning blaze

Lynbrook firefighters were called on a general alarm mutual aid to assist the Malverne Fire Department with a Long Island Rail Road diesel powered work train on fire on the West Hempstead branch, half-way between Westwood Station and Franklin Avenue on May 2 at 4 a.m.

Malverne was fighting the working fire from the north side of the tracks when they called for Lynbrook's assistance.

Malverne firefighters were forced to break through residential fencing to get to the tracks and fight the fire.

Lynbrook, under the command of Chief Clayton Murphy, responded to 392 Whitehall St., the closest address to the fire.

Vulcan Company 422 was the first engine on the scene and stretched two lines to the backyard of the home and through a rear gate to get onto the south side track area.

Lynbrook then fought the fire from the Lynbrook side. Truck Company, laddered the train when the fire was knocked down and used a saw on the roof of the train to check for interior fires. Lynbrook was on the scene till just after 5:30 a.m.

All train traffic on the West Hempstead branch was shutdown until the train can be removed from the tracks and the damaged to the rails repaired.

–Steve Grogan

Woman drags officer, fleeing traffic stop

A 47-year-old woman was arrested in Valley Stream on May 1, after dragging a police officer during a traffic stop and fleeing the scene at high speed. Police observed Charmaine Norville, of New Jersey, driving a black 2010 Volkswagen Jetta with an expired inspection sticker, a missing front plate, and an unregistered rear plate.

When officers attempted to stop her in the parking lot at 77 Green Acres Road, Norville failed to provide her license or registration and refused to comply with their requests.

As she fled, the officer was dragged by the car and sustained multiple injuries. Norville drove off, speeding through the area, nearly hitting a pedestrian, before stopping in front of 750 Sunrise Highway.

She was arrested without further incident. The injured officer was taken to a local hospital for treatment. Norville faces charges including assault, criminal possession of a forged instrument, reckless endangerment, reckless driving, aggravated unlicensed operation, and unlawful fleeing of a police officer. She was arraigned on May 2.

–Juan Lasso

VALLEY STREAM HERALD

HOW TO REACH US

Our offices are located at **2 Endo Blvd. Garden City, NY 11530** and are open from 8:30 a.m. to 5:30 p.m., Monday through Friday.

MAIN PHONE: (516) 569-4000

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Deon Smith delivers for Franklin Square

Smith was officially named the new postmaster of the Franklin Square Post Office in March

By RENEE DeLORENZO
rdelorenzo@liherald.com

Deon Smith, 35, was promoted to postmaster of the Franklin Square Post Office on March 8. The office, located on Hempstead Turnpike, has more than 30 employees—including eight clerks and 25 mail carriers—which serve 18 city routes throughout town.

A postmaster, Smith explained, is head of the post office and oversees the entire facility, ensuring everyone in town receives their mail.

Smith began as a city carrier assistant at the Hempstead Post Office on Fulton Street in 2017. He trained to be a supervisor two years later and became a full-time city carrier in 2020. In 2021, he became a full-time supervisor at the Roosevelt Post Office, and two years later became postmaster at the Williston Park Post Office.

In July 2024, the Franklin Square Post Office enlisted Smith as officer-in-charge after previous postmaster Meloney Hill resigned. Smith served in that role until his official promotion to postmaster in March.

Smith said he works long days, arriving at the office around 4:30 a.m. to ensure mail, which comes on a truck from local processing centers in New York City or Long Island, is unloaded. While he generally tries to leave around 2:30 p.m., he can stay as late as 6 p.m. if his supervisor, Elvis Jiminez, is not present, sometimes working more than 13 hours a day.

When Smith worked in Roosevelt, he said he attended community events to introduce himself so residents knew who he was and what he did. The post office there, he said, was highly involved in the community, attending job fairs and occasionally responding to non-medical emergencies. "We're there for the community anyway we can be," Smith said.

Smith said the level of involvement depends on the community. Because post office workers handle mail delivery and address complaints, he said it is important for residents to know them.

"It's good to get involved with the community so they know who's in charge, who they have to deal with and who's dedicated to what's going on in the town," Smith said.

Michelle Borland, a senior clerk who has worked at the Franklin Square Post Office since November 1995, said the office has a friendly environment and the customers know her by name. "It's just a nice office," Borland said. "It's bright in there."

Borland said she has already learned a lot from Smith's leadership. "Deon's really great," she said. "He's understanding, and he works with you if there's a problem."

Jiminez, 51, who has been a supervisor at the post office since 2021 and has 26 years of postal service experience, said he feels Smith values his insight and is very approachable.

"He listens to what you have to say and your opinion," Jiminez said.

Jiminez emphasized the importance of community involvement to promote products like stamps and passports, explaining that the post office receives no federal funding and relies on sales for revenue.

Borland agreed, recalling when post offices were more active in the community, attending street fairs and running mobile postal stations that distributed memorabilia like mugs, backpacks and stamps.

She said she hopes to see a return to those values in the future because it strengthens community connections.

"It feels good when people say, 'I stick up for my post office,' or 'I love my mailman,'" Borland said. "Even when I'm out walking around, people always come up to me and say hi."



Courtesy Haydee Torres

Deon Smith, newly appointed postmaster of Franklin Square, hopes to strengthen community ties and bring greater visibility to the local post office.

As for Smith, he looks forward to strengthening the post office's role in Franklin Square and hopes to build lasting connections with the community.

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HERALD SCHOOLS

V.S. 30 students showcase their culinary skills

On April 22, students at Clear Stream Avenue School in Valley Stream District 30 showcased their culinary skills during a special family cooking workshop.

Hosted by Andrea Massop Ramos, an award-winning clinical nutritionist and private health chef who is the founder/CEO of Healthy FRIENDZ Nutrition, students and their parents worked together on preparing a variety of healthy meals. Ms. Ramos shared basic recipes for the students to use as they were allowed to customize their meals. Students used a wide array of fruits and vegetables such as bananas, apples, strawberries and cucumbers to create their tasty dishes.

After the workshop, students were excited to prepare meals at home for their parents and siblings.

–Juan Lasso



Andrea Massop Ramos, an award-winning clinical nutritionist and private health chef who is the founder/CEO of Healthy FRIENDZ Nutrition, hosted the workshop.



Photos courtesy Valley Stream District 30

On April 22, students at Clear Stream Avenue School in Valley Stream 30 showcased their culinary skills during a special cooking workshop.



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DEPORTES

La apasionada afición de Long Island Ducks lista para la temporada pelotera 2025



Foto : Dylan Christie/AMNY

«Quackerjack», la mascota de los Long Island Ducks, junto a pequeños fans del equipo con sede en Central Islip, NY.

Por: Nick Mongiovi
AMNY.com

Los Long Island Ducks tienen una fiel afición dedicada a este equipo de béisbol profesional independiente, como si fueran uno de los deportes más importantes del lugar. El viernes por la noche fue el Día Inaugural de la temporada pelotera 2025 (Opening Day) y recibieron a 5377 aficionados en el Fairfield Properties Ballpark, ubicado en Central Islip.

En la línea del jardín derecho, en la explanada, había una pareja de ancianos bailando. Llevan varios años asistiendo a los partidos y adoran a los Ducks.

«Siempre tenemos energía, sin importar dónde estemos, pero es el Día Inaugural y se siente», dijeron a **amNewYork**. «Simplemente nos divertimos [viniendo a los partidos], escuchando música y viendo las pequeñas actividades con Quackerjack (la mascota oficial)».

Es la experiencia definitiva para los hinchas en Long Island, con una base de fans apasionados. Un aficionado especial, Ken Lohner, ha estado viniendo desde que Buddy Harrelson era el capitán del equipo en el año 2000.

«Esta es la multitud más grande que he visto en un Día Inaugural», dijo Lohner. «Me gusta venir aquí porque varias veces me he sentado junto a Mick Foley, el luchador».

No fue el resultado que la afición ni la organización esperaban para comenzar la temporada regular del 2025, ya que perdieron contra los Lancaster Stormers por 9-1.

Pero independientemente del resultado del partido, Long Island Ducks siguen transmitiendo energía con su público. En los 25 años de historia del equipo, han llenado el estadio con 713 entradas agotadas, la mayor cantidad en la Liga Atlántica de Béisbol Profesional.

«No es como los Mets o los Yankees, que son carísimos», dijo el joven aficionado Tommy Palamara. «Una entrada de $15 es genial, y es ideal para familias. Llevo viniendo a los partidos desde que tengo memoria».

Los Ducks se han ganado un fanático incondicional de toda la vida en Nick Zaino, un chico de Long Island que asiste a los partidos desde que tenía 3 o 4 años de edad.

«Los Ducks deben tener una de las franquicias más entrañables de la Atlantic League of Professional Baseball», comentó Zaino. «Han sido el equipo con más años de vida y nunca han cambiado su identidad. Se han mantenido fieles a Long Island», agregó el fanático.

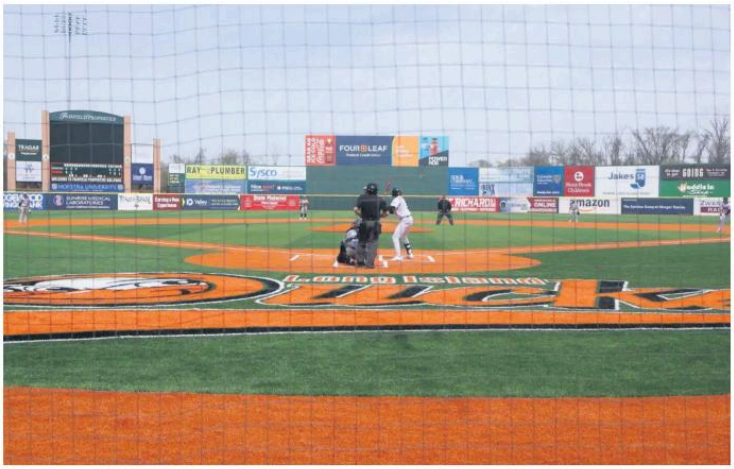


Foto : Dylan Christie/AMNY

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Commissioner

REUNION PUBLICA DE INFORMACION
SOUTHERN STATE PARKWAY
RECONSTRUCCION SALIDA 13
Ciudad de Hempstead, Condado de Nassau

8 de Mayo del 2025
Reunión Publica de Información (Presentación Virtual vía WebEx): 5-8 PM
Elmont Memorial High School
555 Ridge Rd, Elmont, NY 11003
Webex Link: https://stantecnyc.my.webex.com/meet/PublicMeeting

El Departamento de Transportación del Estado de Nueva York (NYSDOT) contestará preguntas y conducirá una Reunión Publica de Información en persona para presentar la necesidad de mejorar seguridad en la Salida 13 (Central Avenue/Linden Boulevard) del Southern State Parkway hacia el Este en la Ciudad de Hempstead, Condado de Nassau.

NYSDOT presentará la propuesta del proyecto para su revisión, contestar preguntas y recibir comentarios. Las personas que no puedan participar en persona tendrán la oportunidad de participar y enviar comentarios virtualmente.

Información adicional y el enlace a la presentación virtual se puede encontrar en el sitio web del proyecto https://projectdocs.dot.ny.gov/.

El trabajo se hará minimizando todos los impactos medioambientales, sociales y económicos.

Comentarios deben ser sometidos antes del 18 de Mayo del 2025, al:

NYSDOT Region 10
Southern State Parkway Exit 13 Interchange, PIN 0534.87
250 Veterans Memorial Highway, Room 5A-10
Hauppauge, New York 11788
R10-RPIC@dot.ny.gov
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Para cualquier solicitud, tal como servicios de interpretación o traducciones, favor de comunicarse por lo menos con diez (10) días de anticipo al R10-RPIC@dot.ny.gov o al (631) 952-6929.

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Meeting Notes

DOT Elected Officials Briefing
PIN 0534.87 – Southern State Parkway Eastbound Exit 13 Reconstruction

Date/Time: April 25, 2025 / 11:00 AM

Place: Webex

The purpose of this meeting was to review the Southern State Parkway Exit 13 Reconstruction project including the public information material with the Elected officials

Attendees:
DOT:
Rich Causin
Alvin Feng
Judes Augustin
Karyn Meyer
Douglas Das
Glenn Murrell
Rolando Infante
Judy Li, Joseph Aufiero

Stantec:
Bryan Brown

Officials:
Representative from State Senator Patricia Canzoneri-Fitzpatrick (Shannon And Kristine)
State Assemblywoman Michaelle C. Solages
Robert Dicarlo (Nassau County)
Kevin Denning (Town of Hempstead),

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Southern State Parkway
Eastbound Exit 13 Interchange, PIN 0534.87
Elmont Memorial High School, 555 Ridge Rd, Elmont, NY 11003
Thursday, May 8th, 2025 – 5:00 p.m. to 8:00 p.m.

Name:	John J. Byrne				
Organization/Affiliation (if any):	Town of Hempstead				
Address:	[redacted]				
City:	[redacted]	State:	[redacted]	Zip:	[redacted]
Telephone:	[redacted]	E-Mail:			

Name:	Brenda Dowling-Walker				
Organization/Affiliation (if any):					
Address:	[redacted]				
City:	[redacted]	State:	[redacted]	Zip:	[redacted]
Telephone:	[redacted]	E-Mail:	[redacted]		

Name:	Carrie Solages				
Organization/Affiliation (if any):	Legislator				
Address:	[redacted]				
City:	[redacted]	State:	[redacted]	Zip:	[redacted]
Telephone:		E-Mail:	[redacted]		

Name:	Brian Norman				
Organization/Affiliation (if any):	Nassau Herald				
Address:	[redacted]				
City:	[redacted]	State:		Zip:	
Telephone:	[redacted]	E-Mail:	[redacted]		

Name:	Samuel Davis				
Organization/Affiliation (if any):					
Address:	[redacted]				
City:	[redacted]	State:	[redacted]	Zip:	[redacted]
Telephone:		E-Mail:	[redacted]		

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Name: Roseann Ferraro Radgowski			
Organization/Affiliation (if any):			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]		
Name: Wills Henriquez			
Organization/Affiliation (if any):			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]		
Name: Tyler Dalton			
Organization/Affiliation (if any):			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone:	E-Mail:		
Name:			
Organization/Affiliation (if any): Newsday			
Address:			
City:	State:	Zip:	
Telephone:	E-Mail:		
Name: Ethan Osuntowoni			
Organization/Affiliation (if any): Men of Elmont, My Brother's Keeper			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]		

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Name:	Winston Spencer Waters				
Organization/Affiliation (if any):					
Address:	[redacted]				
City:	[redacted]	State:	[redacted]	Zip:	[redacted]
Telephone:	[redacted]	E-Mail:	[redacted]		
Name:	Robert Taylor				
Organization/Affiliation (if any):					
Address:	[redacted]				
City:	[redacted]	State:	[redacted]	Zip:	[redacted]
Telephone:	[redacted]	E-Mail:	[redacted]		
Name:	Donna Megale				
Organization/Affiliation (if any):					
Address:	[redacted]				
City:	[redacted]	State:	[redacted]	Zip:	[redacted]
Telephone:	[redacted]	E-Mail:	[redacted]		
Name:	Sgt Kehoe				
Organization/Affiliation (if any):	NY State Police				
Address:	[redacted]				
City:	[redacted]	State:		Zip:	
Telephone:	[redacted]	E-Mail:			
Name:	JULES PIERRE				
Organization/Affiliation (if any):					
Address:					
City:		State:		Zip:	
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Name:	Geoff Rich
Organization/Affiliation (if any):	NYSDOT NYC Region
Address:	
City:	State: Zip:
Telephone: [redacted]	E-Mail: [redacted]

Name:	Elizabeth Laughton
Organization/Affiliation (if any):	
Address:	
City:	State: Zip:
Telephone: [redacted]	E-Mail:

Name:	Terry Banks
Organization/Affiliation (if any):	
Address:	[redacted]
City: [redacted]	State: [redacted] Zip: [redacted]
Telephone: [redacted]	E-Mail: [redacted]

Name:	Leonel Lewis
Organization/Affiliation (if any):	
Address:	[redacted]
City: [redacted]	State: [redacted] Zip: [redacted]
Telephone: [redacted]	E-Mail: [redacted]

Name:	Sharon Bentham
Organization/Affiliation (if any):	
Address:	[redacted]
City: [redacted]	State: [redacted] Zip: [redacted]
Telephone: [redacted]	E-Mail: [redacted]

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Name: Paul Dlm					
Organization/Affiliation (if any):					
Address: [redacted]					
City: [redacted]		State: [redacted]		Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]				
Name: MICHAEL T. ANDERSON					
Organization/Affiliation (if any):					
Address: [redacted]					
City: [redacted]		State: [redacted]		Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]				
Name: Gaskon v Philippe					
Organization/Affiliation (if any):					
Address: [redacted]					
City: [redacted]		State: [redacted]		Zip: [redacted]	
Telephone: [redacted]	E-Mail:				
Name: Mimose & Garole Valbrun					
Organization/Affiliation (if any):					
Address: [redacted]					
City: [redacted]		State: [redacted]		Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]				
Name: Vernell Nelson					
Organization/Affiliation (if any):					
Address: [redacted]					
City: [redacted]		State: [redacted]		Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]				

NEW YORK STATE | Department of Transportation

SIGN-IN SHEET

Public Information Meeting for the
Southern State Parkway
Eastbound Exit 13 Interchange, PIN 0534.87
Elmont Memorial High School, 555 Ridge Rd, Elmont, NY 11003
Thursday, May 8th, 2025 – 5:00 p.m. to 8:00 p.m.

Name:	Steven Radgauskas
Organization/Affiliation (if any):	
Address:	[redacted]
City:	[redacted] State: [redacted] Zip: [redacted]
Telephone:	[redacted] E-Mail:

Name:	Gwendolyn Barry
Organization/Affiliation (if any):	
Address:	[redacted]
City:	[redacted] State: [redacted] Zip:
Telephone:	[redacted] E-Mail:

Name:	Cynthia Nunez
Organization/Affiliation (if any):	LD 14 Candidate (Democratic)
Address:	[redacted]
City:	[redacted] State: [redacted] Zip: [redacted]
Telephone:	[redacted] E-Mail: [redacted]

Name:	Reva Whitehead
Organization/Affiliation (if any):	Legislature
Address:	[redacted]
City:	[redacted] State: [redacted] Zip: [redacted]
Telephone	[redacted] E-Mail: [redacted]

Name:	Cherry Redhead
Organization/Affiliation (if any):	PTA
Address:	[redacted]
City:	[redacted] State: [redacted] Zip: [redacted]
Telephone:	[redacted] E-Mail: [redacted]

NEW YORK STATE | Department of Transportation

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Public Information Meeting for the
Southern State Parkway
Eastbound Exit 13 Interchange, PIN 0534.87
Elmont Memorial High School, 555 Ridge Rd, Elmont, NY 11003
Thursday, May 8th, 2025 – 5:00 p.m. to 8:00 p.m.

Name: Thomas Savio			
Organization/Affiliation (if any):			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]		
Name: Athena Jean			
Organization/Affiliation (if any): Resident			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]		
Name: Shark Saad			
Organization/Affiliation (if any): Resident			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]		
Name: Rehan Tarig			
Organization/Affiliation (if any):			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]		
Name: Rita Odwin Smith.			
Organization/Affiliation (if any):			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone:	E-Mail: [redacted]		

NEW YORK STATE | Department of Transportation

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Public Information Meeting for the
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Elmont Memorial High School, 555 Ridge Rd, Elmont, NY 11003
Thursday, May 8th, 2025 – 5:00 p.m. to 8:00 p.m.

Name: Beatrice Nocerino			
Organization/Affiliation (if any):			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone:	E-Mail: [redacted]		
Name: DANIEL FABRE			
Organization/Affiliation (if any):			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip:	
Telephone: [redacted]	E-Mail:		
Name: Kevin Vesey			
Organization/Affiliation (if any): News 12			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip:	
Telephone: [redacted]	E-Mail:		
Name: Joe Thyer			
Organization/Affiliation (if any): News 12			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip:	
Telephone: [redacted]	E-Mail:		
Name: FRANK MEGALE			
Organization/Affiliation (if any):			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone:	E-Mail: [redacted]		

NEW YORK STATE | Department of Transportation

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Public Information Meeting for the
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Elmont Memorial High School, 555 Ridge Rd, Elmont, NY 11003
Thursday, May 8th, 2025 – 5:00 p.m. to 8:00 p.m.

Name:	GAZZOLA RICHARD & AMELIA				
Organization/Affiliation (if any):					
Address:	[redacted]				
City:	[redacted]	State:	[redacted]	Zip:	[redacted]
Telephone:	[redacted]	E-Mail:	[redacted]		

Name:	Ellice R. Baker				
Organization/Affiliation (if any):					
Address:	[redacted]				
City:	[redacted]	State:	[redacted]	Zip:	[redacted]
Telephone:	[redacted]	E-Mail:	[redacted]		

Name:	MALONE CARR				
Organization/Affiliation (if any):					
Address:	[redacted]				
City:	[redacted]	State:	[redacted]	Zip:	[redacted]
Telephone:	[redacted]	E-Mail:	[redacted]		

Name:	Barbara Newkirk				
Organization/Affiliation (if any):	Resident				
Address:	[redacted]				
City:	[redacted]	State:	[redacted]	Zip:	[redacted]
Telephone:	[redacted]	E-Mail:	[redacted]		

Name:	Grady Randolph				
Organization/Affiliation (if any):					
Address:	[redacted]				
City:	[redacted]	State:	[redacted]	Zip:	[redacted]
Telephone:	[redacted]	E-Mail:			

NEW YORK STATE | Department of Transportation

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Public Information Meeting for the
Southern State Parkway
Eastbound Exit 13 Interchange, PIN 0534.87
Elmont Memorial High School, 555 Ridge Rd, Elmont, NY 11003
Thursday, May 8th, 2025 – 5:00 p.m. to 8:00 p.m.

Name: Adrian Jarrett				
Organization/Affiliation (if any):				
Address: [redacted]				
City: [redacted]		State: [redacted]	Zip: [redacted]	
Telephone:	E-Mail: [redacted]			
Name: Chantal Lefevre				
Organization/Affiliation (if any):				
Address: [redacted]				
City: [redacted]		State: [redacted]	Zip:	
Telephone: [redacted]	E-Mail: [redacted]			
Name: VANESSA SMITH				
Organization/Affiliation (if any): PARKWAY Civic Assoc				
Address: [redacted]				
City: [redacted]		State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]			
Name: Tamar Paoli-Bailey				
Organization/Affiliation (if any): Elmont Cultural center				
Address:				
City: [redacted]		State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]			
Name: TERRANCE CAMPBELL				
Organization/Affiliation (if any):				
Address: [redacted]				
City: [redacted]		State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]			

NEW YORK STATE | Department of Transportation

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Public Information Meeting for the
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Thursday, May 8th, 2025 – 5:00 p.m. to 8:00 p.m.

Name: Arlene Guerrero				
Organization/Affiliation (if any):				
Address: [redacted]				
City: [redacted]		State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]			
Name: Karen Milazzo				
Organization/Affiliation (if any):				
Address: [redacted]				
City: [redacted]		State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]			
Name: Andre Gray				
Organization/Affiliation (if any):				
Address: [redacted]				
City:		State: [redacted]	Zip: [redacted]	
Telephone:	E-Mail:			
Name: Carlos Bennett				
Organization/Affiliation (if any): none				
Address: [redacted]				
City: [redacted]		State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]			
Name: Michael Hutchinson				
Organization/Affiliation (if any):				
Address: [redacted]				
City: [redacted]		State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]			

NEW YORK STATE | Department of Transportation

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Thursday, May 8th, 2025 – 5:00 p.m. to 8:00 p.m.

Name: Doyle J. Cohen			
Organization/Affiliation (if any):			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone:	E-Mail: [redacted]		
Name: Sheila Harrell			
Organization/Affiliation (if any):			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]		
Name: Peter Gill			
Organization/Affiliation (if any): Newsday			
Address:			
City:	State:	Zip:	
Telephone: [redacted]	E-Mail: [redacted]		
Name: Ian Francis			
Organization/Affiliation (if any): NYS DOT			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail:		
Name: John Firm			
Organization/Affiliation (if any): NYS DOT.			
Address:			
City:	State:	Zip:	
Telephone: [redacted]	E-Mail:		

NEW YORK STATE | Department of Transportation

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Public Information Meeting for the
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Eastbound Exit 13 Interchange, PIN 0534.87
Elmont Memorial High School, 555 Ridge Rd, Elmont, NY 11003
Thursday, May 8th, 2025 – 5:00 p.m. to 8:00 p.m.

Name:	PATRICK GOLD				
Organization/Affiliation (if any):					
Address:	[redacted]				
City:	[redacted]		State: [redacted]	Zip: [redacted]	
Telephone:	[redacted]	E-Mail:	[redacted]		
Name:	Mimi Pierre Johnson				
Organization/Affiliation (if any):					
Address:	[redacted]				
City:	[redacted]		State:	Zip:	
Telephone:	[redacted]	E-Mail:	[redacted]		
Name:	Jessica Macias				
Organization/Affiliation (if any):	—				
Address:	[redacted]				
City:	[redacted]		State: [redacted]	Zip: [redacted]	
Telephone:	[redacted]	E-Mail:	[redacted]		
Name:	WILLIE RANDOLPH				
Organization/Affiliation (if any):					
Address:	[redacted]				
City:	[redacted]		State: [redacted]	Zip: [redacted]	
Telephone:	[redacted]	E-Mail:			
Name:	MIRZA Shukar Baig				
Organization/Affiliation (if any):					
Address:	[redacted]				
City:	[redacted]		State: [redacted]	Zip: [redacted]	
Telephone:		E-Mail:	[redacted]		

NEW YORK STATE | Department of Transportation

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Public Information Meeting for the
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Thursday, May 8th, 2025 – 5:00 p.m. to 8:00 p.m.

Name: William Bryant			
Organization/Affiliation (if any):			
Address: [redacted]			
City: [redacted]		State: [redacted]	Zip: [redacted]
Telephone: [redacted]	E-Mail: [redacted]		
Name:			
Organization/Affiliation (if any):			
Address:			
City:		State:	Zip:
Telephone:	E-Mail:		
Name:			
Organization/Affiliation (if any):			
Address:			
City:		State:	Zip:
Telephone:	E-Mail:		
Name:			
Organization/Affiliation (if any):			
Address:			
City:		State:	Zip:
Telephone:	E-Mail:		
Name:			
Organization/Affiliation (if any):			
Address:			
City:		State:	Zip:
Telephone:	E-Mail:		

NEW YORK STATE | Department of Transportation

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Public Information Meeting for the
Southern State Parkway
Eastbound Exit 13 Interchange, PIN 0534.87
Elmont Memorial High School, 555 Ridge Rd, Elmont, NY 11003
Thursday, May 8th, 2025 – 5:00 p.m. to 8:00 p.m.

Name: Saviire Ferdinand			
Organization/Affiliation (if any):			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]		
Name: KAMRUL AHSAN			
Organization/Affiliation (if any):			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]		
Name: Michael Texidor			
Organization/Affiliation (if any):			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]		
Name:			
Organization/Affiliation (if any):			
Address:			
City:	State:	Zip:	
Telephone:	E-Mail:		
Name:			
Organization/Affiliation (if any):			
Address:			
City:	State:	Zip:	
Telephone:	E-Mail:		

NEW YORK STATE | Department of Transportation

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Public Information Meeting for the
Southern State Parkway
Eastbound Exit 13 Interchange, PIN 0534.87
Elmont Memorial High School, 555 Ridge Rd, Elmont, NY 11003
Thursday, May 8th, 2025 – 5:00 p.m. to 8:00 p.m.

Name: Thomas Daniels			
Organization/Affiliation (if any): National Data and Surveying Services			
Address: [redacted]			
City: [redacted]	State: [redacted]	Zip: [redacted]	
Telephone: [redacted]	E-Mail: [redacted]		
Name: ANDREW SHIRLEY			
Organization/Affiliation (if any):			
Address: [redacted]			
City:	State:	Zip:	
Telephone: [redacted]	E-Mail: [redacted]		
Name:			
Organization/Affiliation (if any):			
Address:			
City:	State:	Zip:	
Telephone:	E-Mail:		
Name:			
Organization/Affiliation (if any):			
Address:			
City:	State:	Zip:	
Telephone:	E-Mail:		
Name:			
Organization/Affiliation (if any):			
Address:			
City:	State:	Zip:	
Telephone:	E-Mail:		

NEW YORK STATE | Department of Transportation

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Public Information Meeting for the
Southern State Parkway
Eastbound Exit 13 Interchange, PIN 0534.87
Elmont Memorial High School, 555 Ridge Rd, Elmont, NY 11003
Thursday, May 8th, 2025 – 5:00 p.m. to 8:00 p.m.

Name:	Gthouse Shaik			
Organization/Affiliation (if any):				
Address:	[redacted]			
City:	[redacted]	State:	[redacted]	Zip: [redacted]
Telephone:	[redacted]	E-Mail:	[redacted]	
Name:	Dessray Boyd			
Organization/Affiliation (if any):				
Address:	[redacted]			
City:	[redacted]	State:	[redacted]	Zip: [redacted]
Telephone:	[redacted]	E-Mail:	[redacted]	
Name:	Terence Robinson			
Organization/Affiliation (if any):				
Address:	[redacted]			
City:	[redacted]	State:	[redacted]	Zip: [redacted]
Telephone:	[redacted]	E-Mail:		
Name:				
Organization/Affiliation (if any):				
Address:				
City:		State:		Zip:
Telephone:		E-Mail:		
Name:				
Organization/Affiliation (if any):				
Address:				
City:		State:		Zip:
Telephone:		E-Mail:		

0229.48 Crooked Hill Road
Public Comments Received

Last Name	First Name	Phone Number	E-Mail	Address	City	State	Zip	Interest						Support				Source				Comment Summary	Response
								Community Official	Home Owner	Business Owner	Tenant	Motorist	Other	YES	NO	?	Request EIS	Date Received	Written Comment @ Public Meeting	RPIC US Mail	RPIC Email		
Shaik	Ghouse	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]									1			1			Too many signals in one place, and they are concerned about bicycles	The existing and proposed signal timing will be coordinated to ensure the maximum operational efficiency for the intersections within the project limits. Central Avenue is not a designated bicycle route; however, bicyclists can share the road.
Boyd	Desiray	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]		1							1			1			Has observed rodent issues in recent construction projects throughout the building process and wants to know how we plan to assist homeowners in addressing this problem. Also asks if part of the budget has been allocated to address these concerns.	Mitigation measures are anticipated to be taken to minimize short-term construction impacts.
Dowling-Walker	Brenda	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]							1					1			Thought the meeting started at 5:00 but it actually started at 5:40 and thought there would be a presentation. Wants the project to achieve its goal.	The meeting was intended to be an open forum with presentation boards to help the local community understand the project needs, purpose and objectives. The meeting started promptly at 5 pm and continued until the scheduled allotted time of 8 pm.
Ahsan	Kamrul	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]					1		1					1			They approve of this initiative and hope it will make the Central Ave/Stuart Street intersection safer. They request a left-turn signal from NB Central Ave into Stuart Street because the nearby mosque has increased traffic and thus made the intersection dangerous and risky.	This project will eliminate the 5th leg at the Central Ave and Stuart Ave intersection providing less movements / conflict points through the intersection and additional green time for the movements that are remaining. This projects scope does not extend south of the intersection for any other modifications on NB Central Ave to Stuart Ave.
Jarrett	Adrian	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]		1							1			1			Lists number of traffic questions, including: will the crosswalk on NB right turn lane have a ped signal; any changes to striping to SSP exit; will protected turn phases be added at Stuart Ave; are sidewalks and lighting under the highway going to be improved; are there plans to add an entrance to the WB southern state parkway; how will signals work to prevent peds getting stuck on the median island?	1) Pedestrian signals shall be added to all crossings within the project limits 2) The SSP deceleration lane and exit ramp striping shall confirm to the latest design standards 3) SB Central Ave left turn to the proposed SSP entry ramp shall have a protected signal 4) Pedestrian detection shall be evaluated further in the next phase of design 5) This projects scope does not include modifications to Stuart Ave 6) Sidewalk and lighting under the SSP bridge shall be enhanced in this project 7) At this time there are no current modifications planned to Westbound SSP Exit 13 8)The existing and proposed signal timing will be coordinated to ensure the maximum operational efficiency for the intersections and pedestrian movements within the project limits.
Smith	Vanessa	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	1	1					1					1			Improvements to entrance and exit ramps for exit B are needed to enhance accessibility + safety on Southern State Parkway	This project's purpose is to provide safety and operational enhancements at the eastbound Southern State Parkway Exit 13 by reconstructing the entrance and exit ramps.
Banks	Terry	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]				1			1					1			Likes the project, but hopes that the new traffic signals doesn't affect the 13N exit as currently during rush hour they have observed congestion past the traffic light.	The existing and proposed signal timing will be coordinated to ensure the maximum operational efficiency for the intersections within the project limits.
Saad	Shaik	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]		1						1				1			The proposed layout will make it nearly impossible to make a safe left turn out of their driveway. Please redesign to have the driveway come out of the signalized intersection.	The driveway will be evaluated further and redesigned as necessary in the next phase of design.
Radgouske	Steven	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]									1			1			Would like to see implementation of a camera enforced light to prevent people from running the light and nearby stop sign at the exit 13 ramp	The details of the signal design will be evaluated further in the next phase of design.
Beker	Ellice	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]									1			1			Comment not about SS Parkway, but says that on Elmont Rd the crossing over Linden turns from 2 to 1 lane very suddenly resulting in one lane going into oncoming traffic with no warning and that a serious accident will happen.	This Projects scope of work does not extend to Elmont Road.
Shokourbaig	Mirza	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]		1							1			1			Need to consider bicycle lane and too many signals in a short distance because it can be hectic to move along 3 signals in some conditions.	The existing and proposed signal timing will be coordinated to ensure the maximum operational efficiency for the intersections within the project limits. Central Avenue is not a designated bicycle route; however, bicyclists can share the road.
Tariq	Rehan	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]							1					1			The ramp should be removed ASAP because it is not safe for kids walking home from school and people going to pray at mass.	We are currently at Phase 3 with the Public information meeting which will give us feedback to incorporate into the Design Report, with approval of the Final Report anticipated in the summer. The project will then proceed to Design Phases 5 & 6 which include the development of the Final Plans for construction. Construction is anticipated to begin in 2027 and be completed in 2028.

0229.48 Crooked Hill Road
Public Comments Received

Last Name	First Name	Phone Number	E-Mail	Address	City	State	Zip	Interest						Support				Source				Comment Summary	Response
								Community Official	Home Owner	Business Owner	Tenant	Motorist	Other	YES	NO	?	Request EIS	Date Received	Written Comment @ Public Meeting	RPIC US Mail	RPIC Email		
Littrean	Steve	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]		1							1				1		Four major concerns about this project as their backyard borders eastbound parkway being: Fallen trees from accidents onto the yard; noise level from heavy machines during construction; dangerous intersections and entry lanes to the parkway; hazardous elements used during construction that leave a lasting impact. They request information on these things.	Mitigation measures are anticipated to be taken to minimize short-term construction impacts. These include contract document stipulations prohibiting construction equipment idling and restricting excessive noise-generating activity to times having the least impact on the community. Work zone traffic control plans could also incorporate minimal lane closures in order to facilitate efficient traffic flow through construction areas. In addition, this project includes reconstructing the entrance ramp from Central Avenue to eastbound Southern State Parkway, enhancing the safety for vehicles accessing the SSP.

U.S. Department of Transportation
Federal Highway Administration

NEW YORK STATE | Department of Transportation

PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX H

Row Information



All work shall be done within the existing state right of way



NOTES:

1. SEE GENERAL PLAN ON DWG. NO. GP-01 FOR PAVEMENT REPAIR LEGEND AND NOTES
2. SEE MISCELLANEOUS TABLES ON DRAWING NOS. MST-01 TO MST-02 FOR ADDITIONAL INFORMATION REGARDING CURB RAMPS REPLACEMENT.

AFFIX SEAL: M. JOHN, P.E. ON: 6/25/2020	ALTERED BY: ON:

STATE OF NEW YORK · MONI THOMAS JOHN · LICENSED PROFESSIONAL ENGINEER · NO. 079451

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	PRIORITY RESURFACING CONTRACT SOUTHERN STATE PARKWAY (908M) QUEENS/NASSAU COUNTY LINE TO GRAND AVENUE/BALDWIN ROAD TOWN OF HEMPSTEAD COUNTY: NASSAU REGION: 10	PIN 0534.77	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED GENERAL PLAN	CONTRACT NUMBER D264285 DRAWING NO. GP-12 SHEET NO. 175

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PROJECT MANAGER
CHECK
DRAFTING
DESIGN
JOB MANAGER M. JOHN, P.E.
CHECK
DESIGN SUPERVISOR V. LORA, P.E.

FILE NAME = 053477_cph_gnp_12.dgn
DATE/TIME = 25-JUN-2020 08:31
USER = asherng

	STATE		FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			34	69

SOUTHERN STATE PARKWAY
TRAFFIC DIVIDER & MISCELLANEOUS WORK

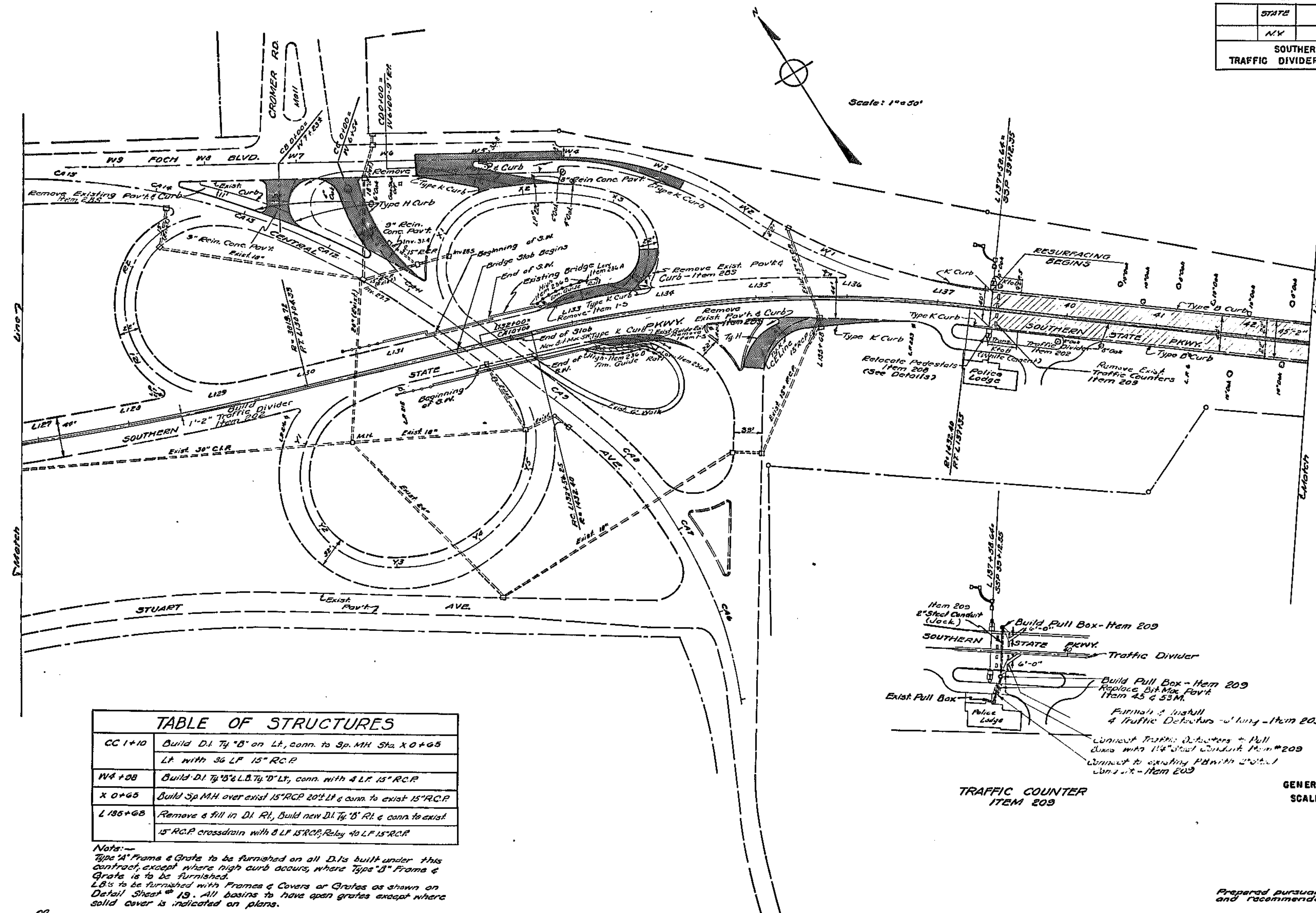


TABLE OF STRUCTURES

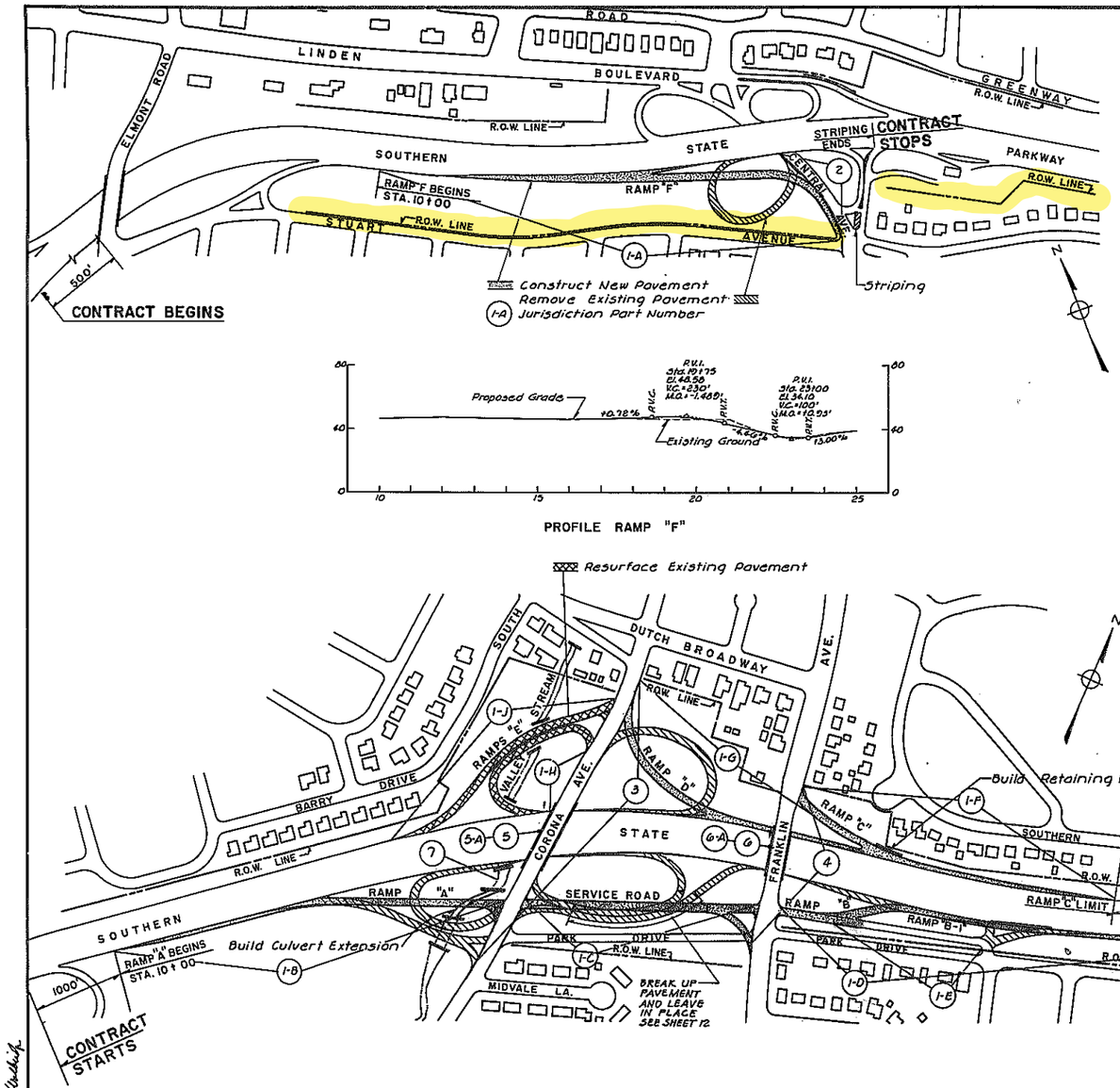
CC 1+10	Build D.I. Ty. "B" on Lt., conn. to Sp. MH Sta. X 0+65 Lt. with 36 LF 15" R.C.P.
W4+08	Build D.I. Ty. "B" & L.B. Ty. "D" Lt., conn. with 4 LF 15" R.C.P.
X 0+65	Build Sp. M.H. over exist 15" R.C.P. 20'± Lt. & conn. to exist 15" R.C.P.
L 135+68	Remove & fill in D.I. Rt., Build new D.I. Ty. "B" Rt. & conn. to exist. 15" R.C.P. crossdrain with 8 LF 15" R.C.P.; Relay 40 LF 15" R.C.P.

Note:—
Type "A" Frame & Grate to be furnished on all D.I.s built under this contract, except where high curb occurs, where Type "B" Frame & Grate is to be furnished.
L.B.'s to be furnished with Frames & Covers or Grates as shown on Detail Sheet # 19. All basins to have open grates except where solid cover is indicated on plans.

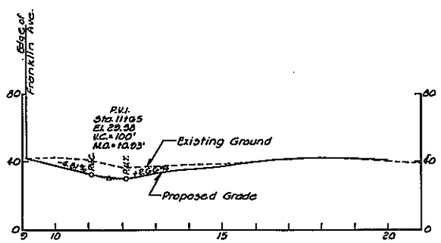
GENERAL PLAN
SCALE 1"=50'

Made By: [signature]
Traced By: O. Munch
Checked By: Milo

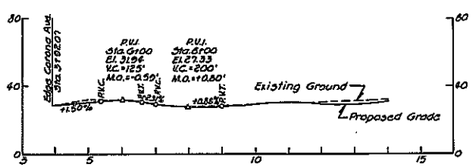
Prepared pursuant to the Highway Law and recommended by:
J. J. Darcy
Feb. 24 1942 Engineer - District No 10



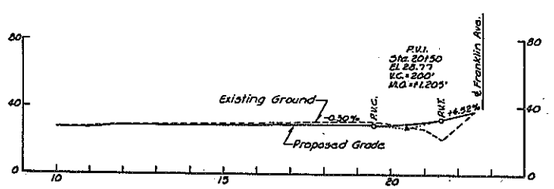
PROFILE RAMP "F"



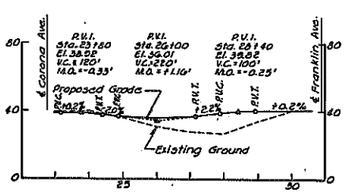
PROFILE RAMP "C"



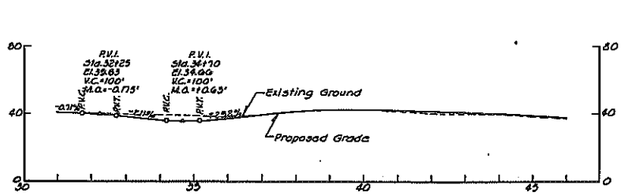
PROFILE RAMP "D"



PROFILE RAMP "A"



PROFILE SERVICE RD.



PROFILE RAMP "B"

JURISDICTION OF MAINTENANCE TABLE

PART NO.	HIGHWAY	LIMITS	FEATURES TO BE MAINTAINED	LENGTH MILES	LANE MILES	AGENCY	AUTHORITY FOR MAINTENANCE JURISDICTION
1-A	Ramp "F"	Sta. 10+00 to 23+30	Pavement, Curbs, Shoulders, Drainage System, Landscaping, Signs	0.29	0.58	JBSPA	Public Authority Law Section 153
1-B	Ramp "A"	Sta. 10+00 to 22+50	Same	0.24	0.48	Same	Same
1-C	Service Road	Sta. 23+02 to 30+59	"	0.14	0.28	"	"
1-D	Ramp "B"	Sta. 31+14 to 46+37	"	0.29	0.58	"	"
1-E	Ramp "B-1"	Sta. 32+46 to 33+82	"	0.10	0.20	"	"
1-F	Ramp "C"	Sta. 8+73 to 20+00	"	0.22	0.44	"	"
1-G	Ramp "D"	Sta. 3+92 to 15+44	"	0.11	0.22	"	"
1-H	Ramp "E" Exit	Sta. 0+00 to 6+60	"	0.13	0.26	"	"
1-J	Ramp "E" Entrance	Sta. 0+00 to 8+44	"	0.16	0.32	"	"
2	Central Avenue	Sta. 0+05 to 3+83	Pavement, Curbs, Sidewalk, Drainage System, Traffic Signals, Traffic Signs Pavement Striping, Lighting, Pavement Cleaning, Snow Removal, Landscaping.	0.07	0.14	Nassau County	Highway Law Section 10, Sub. 25
3	Corona Avenue	Sta. 0+00 to 10+55	Same	0.20	0.80	Same	Same
4	Franklin Avenue	Sta. 0+00 to 5+37	"	0.10	0.40	"	"
5	Corona Avenue	Sta. 3+52 to 6+21	Entire Bridge Structure	0.05	0.20	JBSPA	Public Authority Law Section 153
5-A	Corona Avenue	Sta. 3+52 to 6+21	Snow Removal, Ice Control, Pavement Cleaning	0.05	0.20	Nassau County	Highway Law Section 10, Sub. 25
6	Franklin Avenue	Sta. 1+99 to 4+19	Entire Bridge Structure	0.04	0.16	JBSPA	Public Authority Law Section 153
6-A	Franklin Avenue	Sta. 1+99 to 4+19	Snow Removal, Ice Control Pavement Cleaning	0.04	0.16	Nassau County	Highway Law Section 10, Sub. 25
7	Channel Valley Stream	Sta. 2+30 to 3+10	Stream Channel and Banks within R.O.W.			JBSPA	Public Authority Law Section 153

NOTE: All existing sanitary sewers and other sewers not deemed to be part of the project by the Commissioner, watermains, hydrants, and other municipally or privately owned facilities within the limits of the highway R.O.W., whether crossing, located within or adjacent to the R.O.W. shall be maintained as the case may be, by the municipality or by the agency or unit owning or having control and jurisdiction thereof at no cost or expense to the Authority.

CONTRACT NO. S.S.P. 76-36	DRAWING NO.
CENTRAL AVE. & CORONA-FRANKLIN AVE. INTERCHANGE IMPROVEMENTS.	ID-101-05
PLAN & PROFILE 200 SCALE.	DATE 12/76
	SCALE H=1"=200'-0" V=1"=40'-0"
GREENMAN-PEDERSEN, ASSOCIATES, P.C. CONSULTING ENGINEERS BABYLON, N.Y.	
JONES BEACH STATE PARKWAY AUTHORITY BELMONT LAKE STATE PARK BABYLON NEW YORK	

MADE BY [illegible] CHECKED BY [illegible] IN CHARGE OF [illegible] M.E.D.

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PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX I

Miscellaneous

D038085-08 / PIN 0534.87
SOUTHERN STATE PARKWAY (908M) EASTBOUND

NASSAU COUNTY

RESOURCE HOURS ESTIMATE

Services	Description	Hours Estimate
1000	**PROJECT DEVELOPMENT**	
1100	**Project Data Development**	
1101	History of project area	8
1102	Local comprehensive plan ("Master Plan")	2
1103	Alternate routes	4
1104	Transportation Improvement Program	4
1105	Functional classification of highway part	2
1110	Existing speed information	12
1120	Travel speed and delay summaries	88
1130	Land use for current and future area	4
1140	Existing vehicle access control	4
1150	**Existing Highway Featurres**	-
1151	Existing highway section	50
1152	Adjacent highway sections	8
1153	Pavement and shoulder conditions	16
1170	Existing utilities	4
1180	**Traffic Data Development**	-
1181	Update traffic count data for existing conditions	32
1182	Growth factors for forecasting	8
1183	Forecast data for forecast years	40
1184	Flow diagrams for appropriate peak periods	60
	SUBTOTAL	346
1190	**Traffic Routing**	-
1191	Any transportation regularly use this route.	4
1192	Any suitable detour routes are available.	4
	SUBTOTAL	8
1200	**Project Scoping Analyses Updates**	
1210	Capacity Analyses	140
1220	Accident Analysis	100
1230	Nonstandard Features	12
	SUBTOTAL	252
1300	**Pavement Evaluation**	-
1310	Obtain road history data	8
1340	Life cycle cost analyses of alternative treatments	8
1350	Condition Report summarizing the survey findings	8
1360	Pavement Evaluation Report	24
1370	Intial draft with the cores	4
1380	Revise report with review comments	12
	SUBTOTAL	64
1400	**Development of Project Scoping Alternatives**	
1410	Develop and analyze scoping alternatives and a null alternative	500
1420	Coordination with the State to eliminate unfeasible alternatives	16
1430	**Construction cost estimates**	-
1431	Preliminary cost estimate	40
	SUBTOTAL	556
1500	**Scope Approval Document**	
1510	Draft Project Scoping Report (PSR)	40
1515	Pre-Draft PSR	4
1516	Revise Pre-Draft PSR to make Draft PSR	16
1520	Submit Draft PSR	4
1530	Assist the State in resolving the comments received	16
1540	Make and submit Final PSR with the comments from Draft PSR	16
	SUBTOTAL	96
	PROJECT DEVELOPMENT (Version 2016a) SUBTOTAL	1322
2000	**SURVEY AND MAPPING**	-
2100	**Design Survey**	-
2150	Supplemental Field Survey	80
2200	**Design Mapping**	-
2210	**Base Mapping for Design**	-
2211	Aerial photography and base mapping from State	8
2220	Supplemental Mapping	56
2300	**Geotechnical Survey**	-
2310	**Deterimation of Soil Boring Locations**	-
2312	Approximate locations where borings needed	8
2320	Subsurface Investigation: Operations and Testing	4
2330	Field Survey of Soil Borings	40

2900	**Miscellaneous Survey**	-
2930	Underground Utility Surveys	80
	SUBTOTAL	276
	SURVEY AND MAPPING SUBTOTAL	276
3000	**RIGHT-OF-WAY (ROW) SURVEY AND MAPPING**	
	SUBTOTAL	
3200	**Preliminary ROW Mapping**	-
3210	Highway Boundary Determination and Mapping	8
	SUBTOTAL	8
	RIGHT-OF-WAY (ROW) SURVEY AND MAPPING SUBTOTAL	8
4000	**PRELIMINARY HIGHWAY DESIGN**	-
4100	**Preliminary Studies**	-
4110	Evaluation of Feasible Alternatives	24
4120	Concept Sketches	40
4200	**Development Design Alternatives**	-
4210	Cost Estimating	100
4220	Cost Estimate Updates Quarterly for all alternatives	60
4230	Evaluation of Design Alternatives	200
4240	**Design Alternative Drawings Development**	-
4241	1:20 Scale Plans	120
4242	1:40H/1:10V Profiles	50
4243	Typical Sections	40
4250	Relocation data and real estate information	0
	SUBTOTAL	634
4300	**Development of Draft Design Approval Document (DAD)**	-
4310	Initial development of DAD	200
4311	Document the results of studies in a DAD/DEIS	20
4312	Discuss and resolve the DAD content and format with the State	16
	SUBTOTAL	236
4320	**Pre-draft DAD**	-
4321	Submit pre-draft DAD to the State for an initial review	8
4322	Discuss and resolve the initial review comments with the State	16
4323	Revise the pre-draft DAD	20
	SUBTOTAL	44
4330	**Draft DAD**	-
4331	Submit the draft DAD for NYSDOT Regional and revise it based on their comments	24
4332	Submit the draft DAD for NYSDOT Main Office review and revise it based on their comments	40
4333	Submit the draft DAD for Local Municipilaties review and revise it based on their comments	24
	SUBTOTAL	88
4500	**Public Involvement Activities**	-
4510	Public Information Meeting (PIM) Preparation	40
4511	Attend Regional Briefings and Elected Official Briefings	16
4512	Arrange location of PIM Meeting	4
4513	Prepare visual aids for PIM Meeting	120
4514	Attend Public Information Meeting (PIM)	24
4515	Translate project-related documents into language(s) other than English	8
4516	Stenographic services for PIM	8
4517	Prepare outlines for PIM	12
4518	Provide Certified Court Interpreters for PIM	8
4519	Determine cost for advertisement	8
4520	Arrange date, time, and location	4
4521	Make project website	50
4522	Host WebEx meeting	40
	SUBTOTAL	342
4600	**Development of Final Design Approval Document**	-
4610	Analyze Public Information Meeting comments and statements	24
4620	Prepare Design Recommendation	32
4630	Draft Final DAD	50
4631	Submit draft of Final DAD to State	24
4632	Revise draft of Final DAD	24
4650	Submit Final DAD for approval processing	24
	SUBTOTAL	178
	Preliminary Studies (Version 2016a) SUBTOTAL	1522
5000	**ENVIRONMENTAL STUDIES**	-
5010	**Social, Economic, and Environmental Considerations (general analysis, summary and report text preparation)**	60
5011	Introduction and summary	8
5012	SEQRA Type II Verification and Documentation	8
5013	NEPA Checklist	8
	SUBTOTAL	84
5040	**Air Quality Study**	-
5041	Microscale carbon monoxide screening	4
5042	If previous screening fails, conduct Level 1 microscale carbon monoxide analysis	4
5043	Prepare analysis and information for ICG screening review	10
5044	Summarize all Federal and State Air Quality standards	4

5045	Construction effects on air quality	4
5046	Mobile Source AirToxics emissions	4
5047	Quantitative mesoscale analysis	10
5048	Air Quality Report and submit to State	10
5049	Revise draft base on state comments	4
	SUBTOTAL	54
5050	**General Ecology and Endangered Species**	-
5051	Conduct a field investigation	16
5054	Endangered and Threatened Species Determination	24
	SUBTOTAL	40
5200	**Hazardous Waste/Contaminated Materials Screening**	-
5201	Review relevant information for screening	2
	SUBTOTAL	2
5230	**Asbestos Assessment: Preliminary Investigation**	-
5231	Review as-built, record plans, and construction drawings	8
5232	Perform an on-site visual inspection	24
5233	Prepare and submit the investigation report	32
	SUBTOTAL	64
5270	**Visual Impact Assessment (VIA)**	-
5271	Review all relevant information for VIA	2
	SUBTOTAL	2
	ENVIRONMENTAL STUDIES SUBTOTAL	246
6000	**DETAILED HIGHWAY DESIGN**	
6100	**Cost Estimating**	
6110	Develop Cost Estimate	200
6120	Update Cost Estimate	80
6130	Price Analysis - Lump Sum & Major Items	80
	SUBTOTAL	360
6200	**Advanced Detailed Plans (ADP) - Contract Drawings**	
6210	Develop Design to ADP	600
	SUBTOTAL	600
6300	**ADP Associated Materials**	
6320	Prepare ADP Materials	56
6330	Prepare and Provide Utilities Inventory Summary	24
	SUBTOTAL	80
6400	**ADP Submission, Revision, and Comment Resolution**	
6450	ADP Submission	40
6460	Revision of State Comments	104
6470	Response to ADP Comments	44
6480	Modify Design Plans per State and Other Agency Reviews	160
	SUBTOTAL	348
6500	**Final Plans, Specifications, and Estimates (Design Phase VI)**	
6510	Prepare Pre-PSE Submission	24
6520	Update Design per Pre-PSE Review	96
6530	Transmit PSE	32
6540	Update any PSE Comments	48
6550	Review Proposal of Low Bidder	32
6560	Project Transfer	24
	SUBTOTAL	256
	ENVIRONMENTAL STUDIES SUBTOTAL	1644
8000	**PROJECT MANAGEMENT AND MISCELLANEOUS WORK**	-
8100	**Project Familiarization**	-
8110	Review the project-related information	40
8120	Visit to the project site	40
	SUBTOTAL	80
8200	**Project Reporting**	-
8210	Prepare and submit a monthly Progress Reports, Cost Control and Schedule	80
8211	Upload Project Data and Deliverables to ProjectWise	8
8220	Primavera P6 Reporting	4
	SUBTOTAL	92
8300	**Project coordination**	-
8310	Project Meetings	70
8320	Coordination Assistance	12
8321	Issue-specific minor analyses	40
8322	Technical information about issue-specific questions/concerns	24
	SUBTOTAL	146
8700	**Management of Subcontractors**	-
8730	Execute the contract with the subcontractor and oversee their services	24
8740	Prepare a contract document describing the work, schedule, and method of payment	8
8750	Solicit quotations from a sufficient number of prospective qualified subcontractors	8
8760	Make determination of responsibility of proposed subcontractor and then execute contract	8
	SUBTOTAL	48
8800	**Nonproductive Training**	
8810	Conduct training	

8900	**Miscellaneous Project Management**	
8910	Post to ProjectWise all project reports	
8920	**Quality Control/Quality Assurance**	
8921	Quality Control review	
8922	Quality Assurance review	
8923	QC/QA Plan	
	SUBTOTAL	0
	PROJECT MANAGEMENT AND MISCELLANEOUS WORK SUBTOTAL	366

Sub Total Hours: **5,384**

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PIN 0534.87

Southern State Parkway (908M) Eastbound at Central Ave/Boulevard Exit Ramps (Exit 13) Reconstruction
Town of Hempstead
Nassau County

APPENDIX J

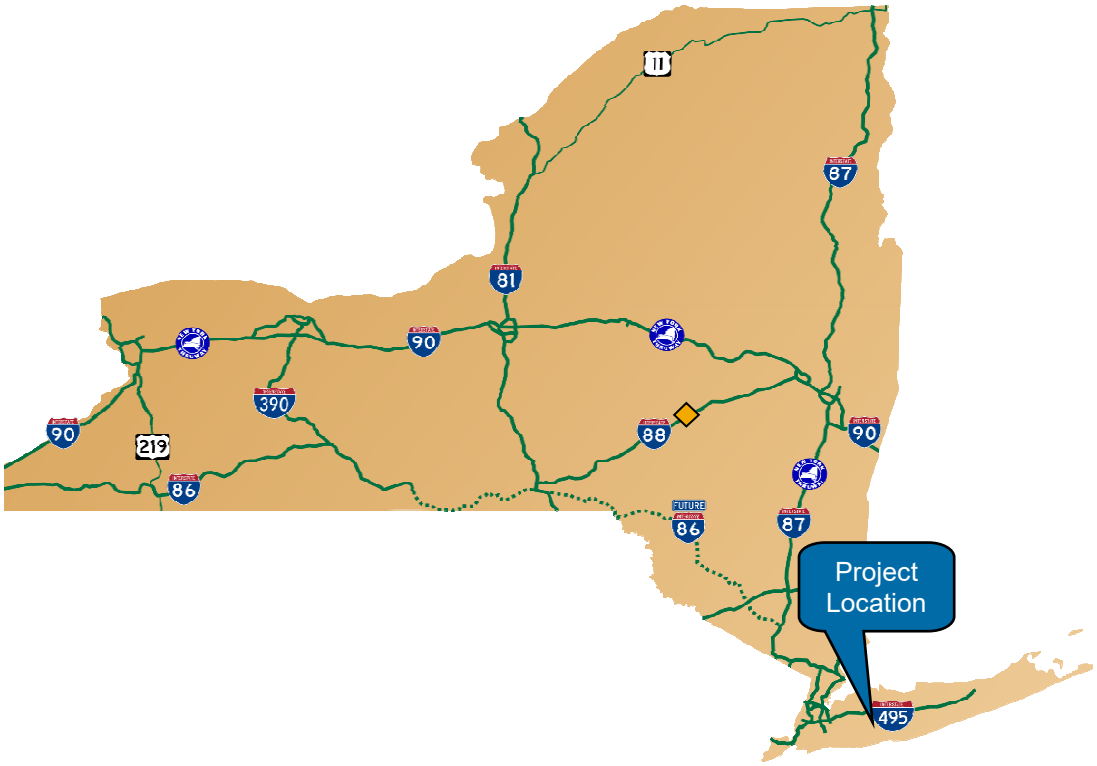
Access Modification Report

Transportation Project Report

Final Access Modification Report

April 2025

Southern State Parkway (908M) Eastbound at Central Ave/Linden Boulevard Exit Ramps (Exit 13) Reconstruction
Project Identification Number (PIN): 0534.87
Town of Hempstead
Nassau County



NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

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CHAPTER 1 - EXECUTIVE SUMMARY

1.1 Introduction

In order to preserve and enhance the integrity of the freeway, access modifications must be clearly and convincingly justified based on adequate information in areas such as safety, traffic operations, and coordination with land use. This Access Modification Report (AMR) documents the New York State Department of Transportation's (NYSDOT) decision to modify access via the reconstruction of the Southern State Parkway Exit 13 (Central Avenue/Linden Boulevard) interchange, located in the Town of Hempstead, Nassau County, New York. This appendix was prepared in accordance with the NYSDOT Project Development Manual Appendix 8 - "Interstate & Other Freeways Access Control & Modifications" and FHWA's Policy on Access to the Interstate System dated May 22, 2017 to satisfy and document the following requirements:

> ***Considerations and Requirements:***
>
> *1) An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the freeway (including mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections.*
>
> *2) The proposed access connects to a public road only.*

This project is federally funded.

1.2 Background

The Southern State Parkway was constructed in segments by the Long Island State Park Commission (LISPC), the sections encompassing the limits of this project opened in 1927 and 1940 (Contract No. LP 33-2). Under contract no. LP 33-2, SSP Exit 13 was reconfigured to a grade-separated cloverleaf interchange. The interchange was further modified, with the removal of the southbound Central Avenue to eastbound SSP movement, thus removing the southeastern quadrant of the cloverleaf and replacing it with a longer eastbound SSP Exit 13 exit ramp. At the time of its construction and the subsequent reconstruction, the SSP was built in accordance with the standards then in effect. The mainline roadway and Exit 13 were not built to accommodate today's travel speeds nor to support the growing Long Island population and resulting increases in vehicular travel demand.

Legislation contained in the December 2018 New York State Bill A6761A called for an evaluation of ramps along the Southern State Parkway (SSP) in Nassau and Suffolk Counties, for safety related to collisions and wrong-way driving. In December 2020, NYSDOT, under PIN 0534.79 published the Southern State Parkway Ramp Safety Study which assessed the SSP interchange ramps for safety and wrong-way driving (WWD) potential and evaluated possible ramp enhancements to mitigate potentially hazardous conditions. SSP eastbound Exit 13 Central Avenue was highlighted as an access point exhibiting high crash rates with potential for enhancements.

In 2023 NYSDOT retained Stantec to provide engineering services to further investigate and progress the potential enhancements at SSP eastbound Exit 13 to a preliminary level of design and prepare the appropriate design approval documents to advance enhancements to final design. The project scoping report (PSR) was approved by the Regional Director in fall 2024.

1.3 Project Location

The project is located at Exit 13 along the Southern State Parkway in the Town of Hempstead, Nassau County. The Southern State Parkway (908M) is an 8 to 10-lane controlled-access highway and major thoroughfare connecting communities in Nassau and Suffolk counties to New York City. The parkway is utilized by commuters traveling between home and work and for recreation travel to and from New York City and the south shores of Long Island. Commercial Vehicles are prohibited from using the parkway. The parkway is an east-west emergency storm evacuation route for Nassau and Suffolk Counties. Exit 13 is situated in the hamlet of North Valley Stream, within the Town of Hempstead in Nassau County, New York (See Figures 1.3.1 and 1.3.2 below) and is the westernmost access point along the Southern State Parkway (908M). Within the project location are several local streets that provide access to the Southern State Parkway. Central Avenue is a two-lane roadway with limited pedestrian access that traverses under the Southern State Parkway, and merges with westbound Exit 13, north of the Southern State Parkway to become Linden Boulevard.

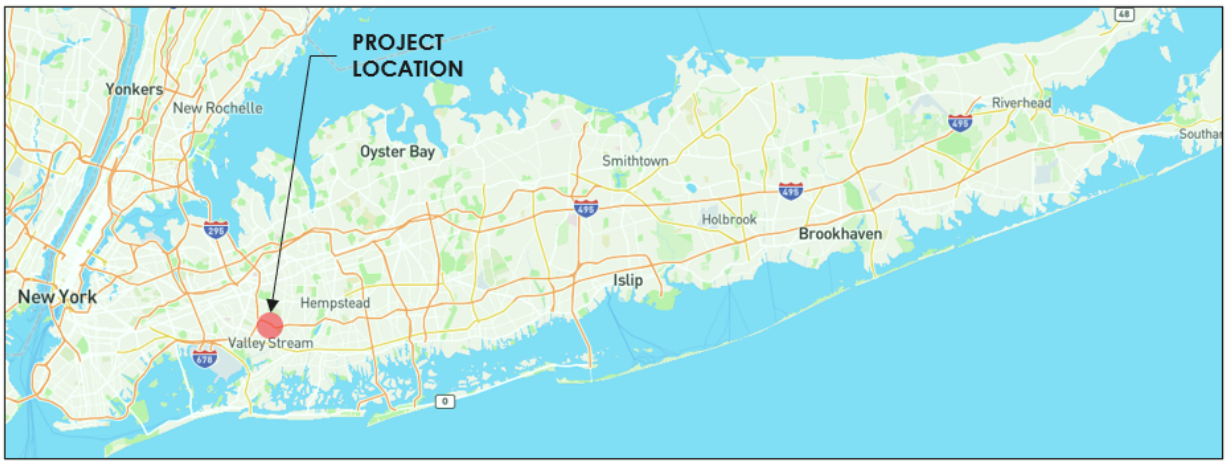


Figure 1.3.1 Project Location

(1) Route number: 908M
(2) Route name: Southern State Parkway
(3) SH (state highway) number and official highway description: LP 34-3, 9506
(4) BIN (Bridge Identification Number) and feature crossed: 1059331, 1059332 Crossing Central Avenue
(5) City/Village/Township: Town of Hempstead
(6) County: Nassau
(7) Length: 2200 LF
(8) From: RM 908M-0301-1004 to RM 908M-0301-1010
(9) MP 1004 to 1010
(10) Eastbound Southern State Parkway Exits 13S & 13N. Eastbound entrance ramp at Central Avenue.

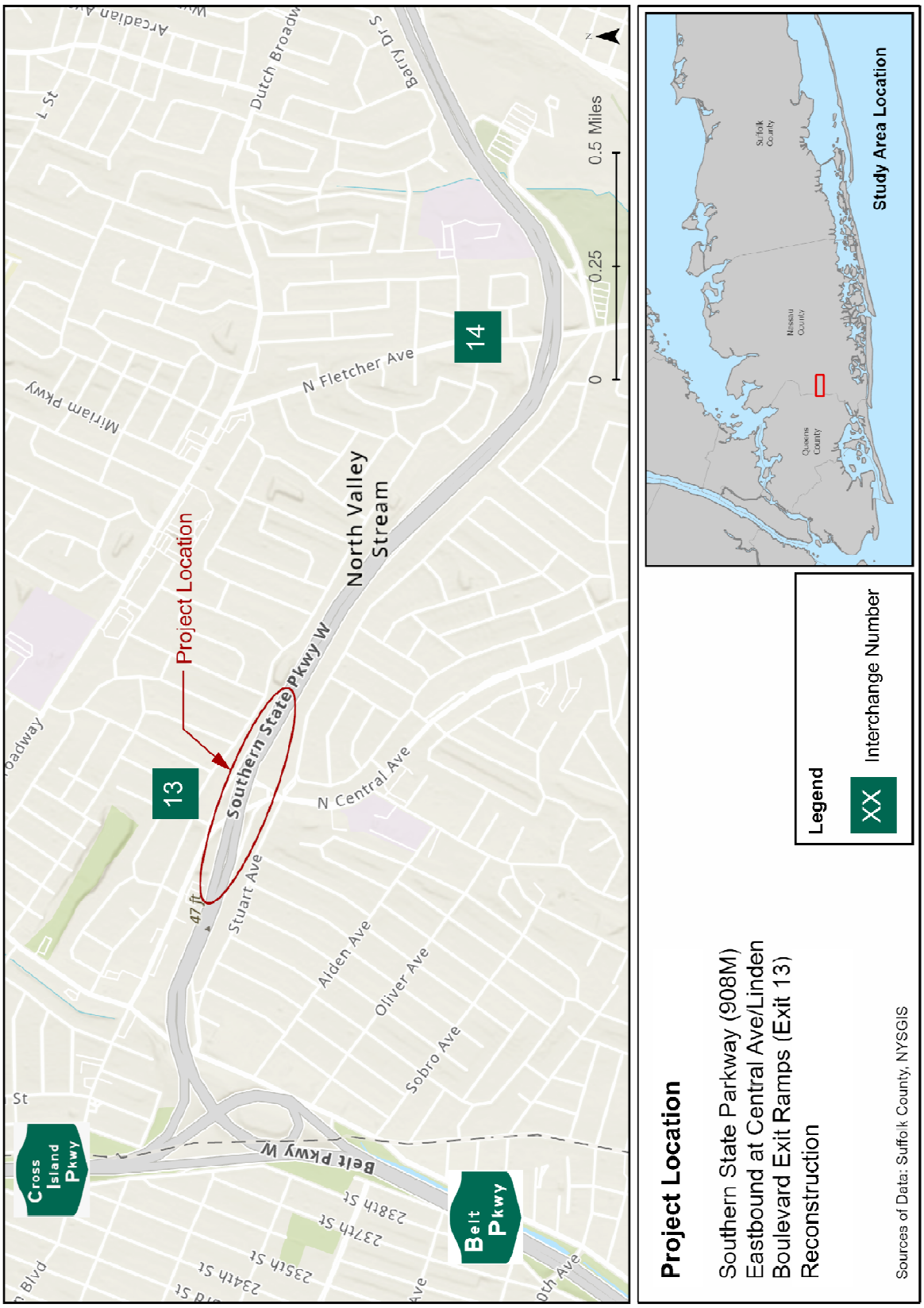


Figure 1.3.2 Project Location Map

1.4 Project Purpose and Objectives

The purpose of this project is to provide safety and operational enhancements at the eastbound Southern State Parkway Exit 13 to reduce the potential for crashes.

Objectives:

- To address geometric deficiencies to reduce the potential for crashes by reconfiguring the Southern State Parkway Eastbound Exit/Entrance Interchange to/from Central Avenue/Linden Boulevard (Exits 13S/13N) in the Town of Hempstead, Nassau County.

- Enhance pedestrian mobility on the southern quadrant of the SSP & Central Avenue/Linden boulevard interchange by proposing new sidewalk to provide a continuous pedestrian access route along Central Avenue across the Southern State Parkway.

1.5 Project Need

The Southern State Parkway (SSP) is a fully controlled-access State parkway that serves the southern portion of Long Island in the east-west direction, accommodating up to 200,000 vehicles per day. The SSP is one of three continuous east-west fully controlled-access roadways in Long Island. The SSP is used by commuters and for recreational travel to and from the New York City area and the south shores of Long Island. Commercial vehicles are prohibited from using the parkway. The parkway is an east-west emergency storm evacuation route for Nassau and Suffolk Counties.

The SSP was constructed in sections, with the first section completed in 1927 and the final section completed in 1962. The parkway was extended westward in 1940 under Contract No. N.R.H. 629-H, from Central Avenue to connect to the Cross Island Parkway. Maintenance of the SSP was transferred from the Long Island State Park Commission to NYSDOT in 1977. The aforementioned segments encompass the limits of this Project Scoping Report. At the time of its construction and any subsequent reconstruction, the SSP was built in accordance with the standards then in effect. The mainline roadway and Exit 13 were not built to accommodate today's travel speeds nor to support the growing Long Island population and resulting increases in vehicular travel demand.

Eastbound Exit 13 presently features a crash rate higher than the statewide average. The primary contributing factors to the high crash rate at Exit 13 include but are not limited to:

1) Short deceleration lane for eastbound exit ramp to northbound Central Avenue
2) Non-standard ramp geometry
3) No barrier separating traffic between eastbound exit ramp to northbound Central Avenue and eastbound entrance ramp from Central Avenue
4) 5-legged intersection with pedestrian crossings: Stuart Avenue (west), Arkansas Drive (east), Central Avenue (north-south), and the SSP eastbound ramps (north)
5) Inadequate acceleration lane and short taper for traffic entering eastbound SSP from Central Avenue

CHAPTER 2 - STUDY METHODOLOGY

This section presents an overview of the methodology used to complete the traffic and safety analyses for this AMR.

2.1 Overview

Traffic forecasting and traffic operational and safety analyses for this project were performed in accordance with FHWA' Traffic Analysis Tools Program guidelines and NYSDOT Highway Design Manual Chapter 5.

Future year traffic volumes were developed for both the estimated time of completion year 2028 (ETC) and the design year 2048 (ETC + 20). The traffic growth accounts for general background growth, following the typical growth rates for the study area established by NYSDOT.

Traffic flow networks for the AM peak period and PM peak period were used as inputs for the analysis of freeway segments and intersections within the study area. The Highway Capacity Manual methodology was used and analysis was carried out via the Highway Capacity Software (HCS 7) and Synchro 11. Level of service (LOS) was reported for all studied segments and intersections along with details on capacity, density, speed, delay, and queuing of the facilities. These details were used to compare traffic operations between the future year Build and the future year No Build scenarios.

2.2 Analysis Years

The established study years for the AMR, selected per NYSDOT PDM Appendix 5, are as follows:

- Existing Year: 2024
- Estimated Time of Completion (ETC): 2028
- Design Year (ETC + 20): 2048

Refer to Section 2.3.1.6 and Section 3.3.1.6 of the DAD for additional information.

2.3 Coordination with Projects within the Project Area

There are no approved developments planned within the project area that will impact traffic operations.

2.4 Data Collection

The list of data collected to develop this AMR includes but is not limited to the following:

- Road Geometrics
  - Number of lanes, lane usage, and presence and type of medians (Refer to Section 2.3.3 of the DAD)
  - Shoulder widths (Refer to Section 2.3.3 of the DAD)
  - Speed and delay data (Refer to Section 2.3.1.5 of the DAD)
- Existing and Historical Traffic Data
  - Existing turning movement counts (Refer to Appendix C of the DAD)
  - Existing signal timing (Refer to Appendix C of the DAD)
  - Existing traffic volumes (Refer to Section 2.3.1.6 and Appendix C of the DAD)
- Control Data
  - Signal timing data (Refer to Section 2.3.1.3 and Appendix C of the DAD)
  - Stop/Yield signs (Refer to Section 2.3.1.3 of the DAD)
  - Regulatory/Advisory speed limits (Refer to Section 2.3.1.5.1 of the DAD)

- Calibration Data
  - Traffic volumes (Refer to Appendix C of the DAD)
  - Travel times (Refer to Appendix C of the DAD)
- Land Use Data (Refer to Section 4.2.1.1. of the DAD)
  - Land use data for the project area were obtained from the U.S. Census Bureau's 2020 and 2022 database.
- Planned and Programmed Projects (Refer to Section 2.2.1 of the DAD)

2.5 Design Traffic Factors

Refer to Appendix C of the DAD.

2.6 Travel Demand and Traffic Forecasting Methodology

This section briefly discusses the need for understanding existing traffic volumes and adopting the appropriate travel demand model for the project, the procedure to include future land use projections and roadway network changes, and growth rate estimation for the No-Build and Build Alternatives.

Review of existing traffic data has been performed to develop a distribution of traffic within peak flows, develop peak hour volume diagrams and determine directional factor and percentage of trucks and provide an understanding of current demand and a basis for future traffic estimates for the study area.

Future traffic forecasting is based on the year 2024 existing condition volumes. Traffic counts were collected between the Cross Island Parkway Southbound Exit Ramp to Eastbound Southern State Parkway interchange 14 (Fletcher Ave).

These counts were used to develop the existing year (2024) volumes. Future year forecast have been developed for ETC (2028) and Design Year (ETC+20; 2048)

Refer to Section 2.3.1.6, Section 3.3.1.6, and Appendix C of the DAD.

2.7 Traffic Operational Analysis Methodology

This section outlines the study methodology used to conduct the detailed operational analysis. The Highway Capacity Manual methodology was used and analysis was carried out via the Highway Capacity Software (HCS 7) and Synchro 11. Level of service (LOS) was reported for all studied segments and intersections along with details on capacity, density, speed, delay, and queuing of the facilities.

The purpose of both the HCS 7 and Synchro 11 models are to examine detailed operational aspects (capacity, density, speed, delay, and queuing) of the transportation network within the corridor. These operating characteristics are measured for both freeway and surface-street systems.

For the freeway system, operating characteristics are measured in lane density (vehicles per mile per lane). These densities are translated into a measure of congestion called LOS. The LOS has letter values between A and F, with A being the least congested (free-flow conditions) and F being severely congested.

For surface streets, operational characteristics are expressed in terms of average delay per vehicle at intersections. As with the freeway system, these characteristics are expressed in terms of LOS, with A being the least congested (free-flow conditions) and F being severely congested.

Refer to Section 2.3.1.7, Section 3.3.1.7, and Appendix C of the DAD.

CHAPTER 3 - EXISTING CONDITIONS

This section provides an overview of the surroundings of the existing project area and discusses the following:

1. Demographics
2. Existing Land Use
3. Existing Roadway Network
4. Alternate Travel Modes
5. Infrastructure
6. Operational Performance
7. Existing Safety Conditions
8. Existing Environmental Constraints

3.1 Demographics

Refer to Section 4.2.1.1 of the DAD.

3.2 Existing Land Use

Refer to Section 4.2.1 of the DAD.

3.3 Existing Roadway Network

Refer to Section 2.3.1.1 and Section 2.3.1.2 of the DAD.

3.4 Alternative Travel Modes

Refer to Section 2.3.2 of the DAD.

3.5 Interchanges

Refer to Section 2.3.3 of the DAD.

CHAPTER 4 – ALTERNATIVES

4.1 Alternatives Considered

Several alternatives are being considered to address the needs of the study area. They are discussed below:

No-Build – The No-Build Alternative maintains the existing roadway geometry. The existing non-standard features would remain. The no-build alternative would not meet the project objective of eliminating non-standard features and would not assist in lowering the crash rate to a level that is comparable or below the statewide average. Refer to figure 4.1.1.

Alternative No. 1 – Alternative No. 1 involves reconfiguring the existing eastbound ramps to and from Central Avenue to resemble a diamond style ramp configuration on the southern portion of the interchange. The ramp intersection with Central Avenue is to be controlled by traffic signal. The reconfiguration shall include the following:

- Realign the eastbound Exit 13S ramp to cross Central Avenue at a skewed angle rather than turning and tying in with southbound Central Avenue. The realignment allows the northbound and southbound movement off the exit-ramp. The intersection will be controlled by traffic signal approximately 85 feet south of existing SSP mainline over Central Avenue bridge.
- Eliminate the existing eastbound Exit 13N loop ramp as the reconfigured eastbound Exit 13S accounts for the northbound and southbound movements exiting the Southern State Parkway.
- Redesign the eastbound Southern State Parkway entry ramp to be in-line with the reconfigured eastbound Exit 13S ramp, creating a skewed four (4) legged intersection with Central Avenue.

All impacted ramps under Alternative No. 1 will be upgraded to conform with current NYSDOT and American Association of State Highway and Transportation Officials (AASHTO) design standards. The newly formed standard four (4) legged intersection will be situated in a manner that maximizes the spacing between it and the existing Central Avenue & Stuart Avenue intersection.

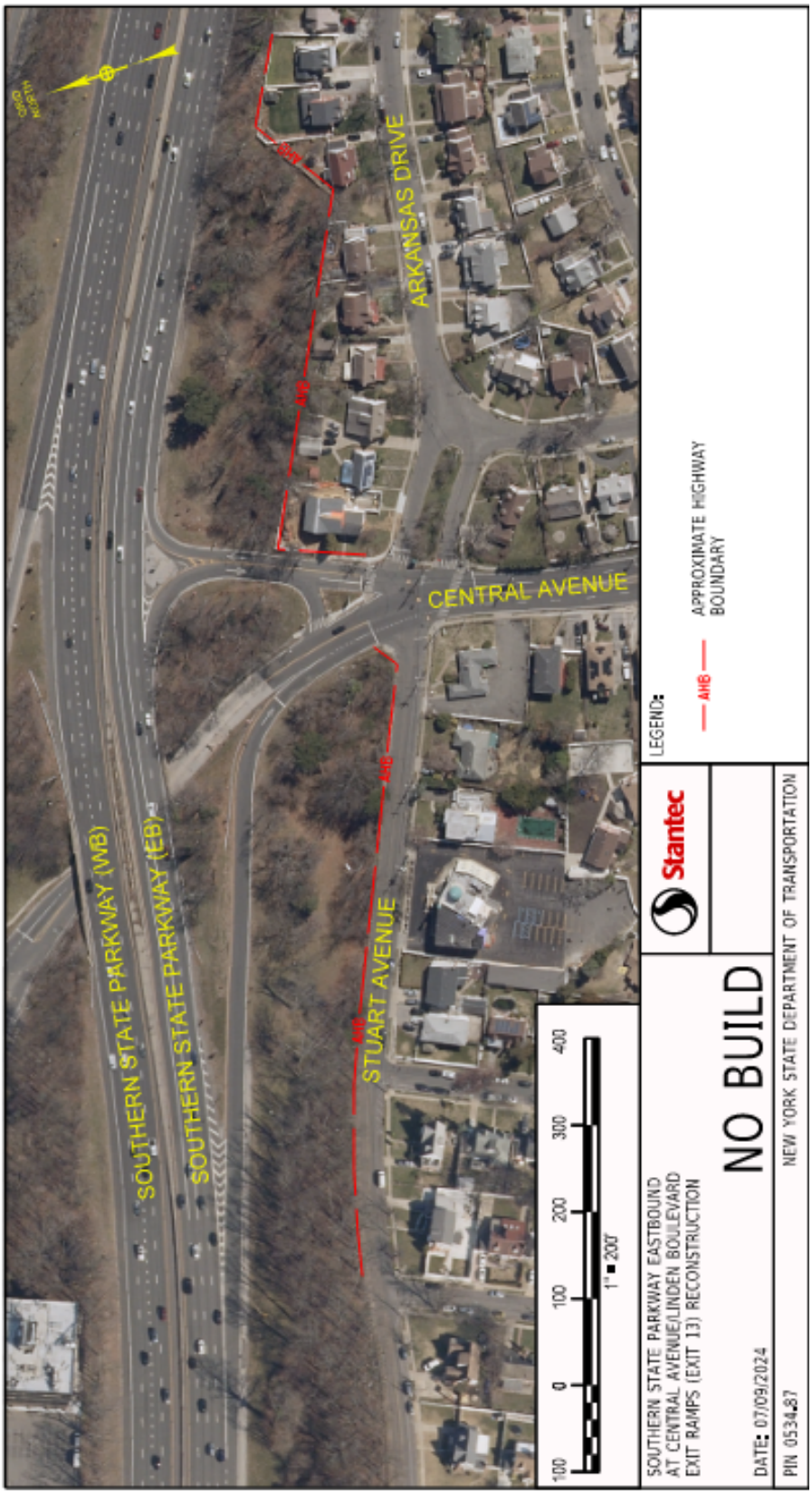


Figure 4.1.1 – No-Build Alternative

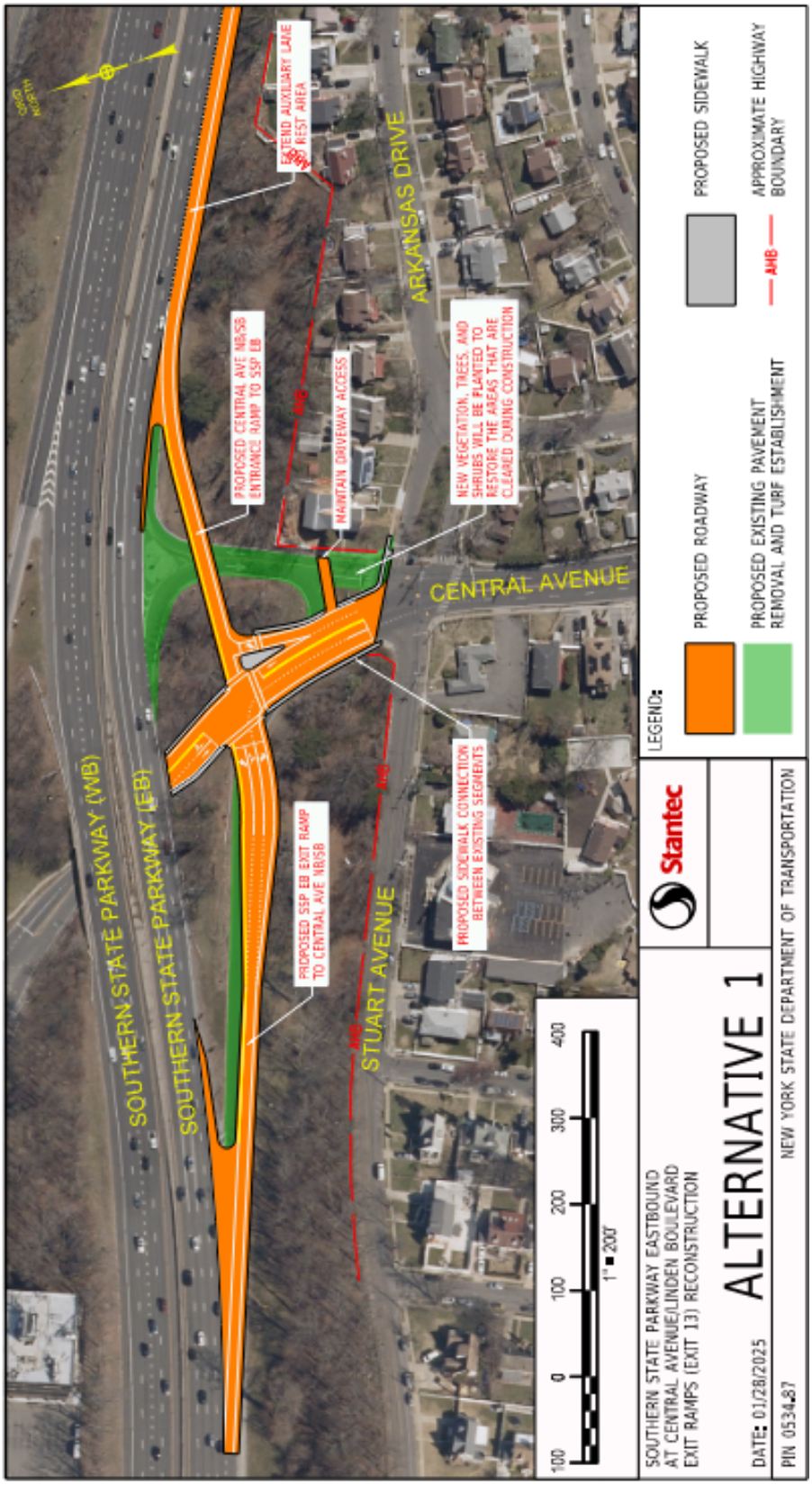


Figure 4.1.2 – Alternative 1

4.2 Design Criteria for Reasonable Alternative(s)

4.2.1 Design Standards

Refer to Section 3.2.3.1 of the DAD.

4.2.2 Critical Design Elements

Refer to Section 3.2.3.2 of the DAD.

4.2.3 Other Design Parameters

Refer to Section 3.2.3.3 of the DAD.

4.3 Special Geometric Design Elements

4.3.1 Nonstandard Features

Refer to Section 3.3.3.2(1) and Appendix F of the DAD.

4.3.2 Non-Conforming Features

Refer to Section 3.3.3.2(2) of the DAD.

CHAPTER 5 – PREFERRED ALTERNATIVE & PROPOSED CHANGES TO ACCESS POINTS

5.1 Preferred Alternative

The reasonable alternative that best meets the project objectives is Alternative 1. See Section 3.2.2 for a discussion of this alternative.

5.2 Changes to Access Points

As described in Chapter 3 of the DAD, the Preferred Alternative (Section 3.2.2) best meets the Project's goals and objectives to provide safety and operational enhancements to reduce the potential for crashes. This alternative would eliminate the 5th leg of the intersection at Central Avenue and Stuart Avenue by reconfiguring the eastbound interchange ramps to a diamond configuration. The preferred alternative enhances the geometry of the interchange by providing standard horizontal curve radii, lane and shoulder width, and stopping sight distance. The proposed configuration also mitigates the risk of wrong way driving or head-on collisions by eliminating the undivided entry and exit ramp at Exit 13N. Furthermore, the preferred alternative provides accommodations for pedestrians on southbound Central Avenue with simplified pedestrian crossings at the proposed ramps. In addition, the southbound Central Avenue to eastbound Southern State Parkway movement would be provided at the new proposed traffic signal rather than require a U-turn at the existing intersection, reducing potential conflicts.

The changes to access that require The Deputy Chief Engineer's approval include the following features:

- Southern State Parkway Eastbound (EB) Exit Ramp – Exit Ramp from EB Southern State Parkway to Central Avenue. The existing EB Exit 13S ramp will be realigned to cross Central Avenue at a skewed angle rather than turning and tying in with southbound Central Avenue. The realignment allows the northbound and southbound movement off the exit-ramp. This will eliminate the existing Exit 13N exit loop ramp. The intersection will be controlled by traffic signal approximately 85 feet south of existing SSP mainline over Central Avenue bridge.

- Southern State Parkway Eastbound (EB) Entrance Ramp – Entrance Ramp from Central Avenue to EB Southern State Parkway. This ramp will be in-line with the reconfigured eastbound Exit 13S ramp, creating a skewed four (4) legged intersection with Central Avenue.

As described further in Chapter 3 of the DAD, the Preferred Alternative would address safety deficiencies at this interchange. Control of access for the Preferred Alternative will meet the criteria in the NYSDOT's Highway Design Manual (HDM) for Other Freeways.

CHAPTER 6 – COMPLIANCE WITH POLICY POINTS & ENGINEERING STANDARDS

6.1 Policy Point 1: Operational and Safety Analysis

As previously stated, Future year traffic volumes were developed for both the estimated time of completion year 2028 (ETC) and the design year 2048 (ETC + 20). In addition to existing features, discussed in the following subsections, the new freeway features introduced under the Preferred Alternative were analyzed. These features reflect the removal of Exit 13N and the diversion of those users to the reconfigured Exit 13. It also captures the slight increase of volumes for the on-ramp from Central Avenue due to the improved access for travelers starting their trips north of Southern State Parkway. Allowing for those travelers to access the on-ramp via left turn at a signalized intersection is anticipated to increase the on-ramp volumes. Exhibit 6.1.1 below presents the design year density and LOS results for the three new segments analyzed.

Exhibit 6.1.1
Design Year (2028 & 2048) Freeway Segment Forecast Level of Service
SSP Preferred Alternative Features

Segment\Period	LOS AM Peak Hour		LOS PM Peak Hour	
	2028	2048	2028	2048
Between Stuart On-Ramp and Exit 13S to Central Ave	D	D	D	D
Between Exit 13S and Central On-Ramp	C	D	D	D
Central Ave On-Ramp	B	B	B	B

The traffic pattern changes are in response to the proposed modifications to the access ramps from and to Central Avenue and the eastbound Southern State Parkway. The following figures illustrate the anticipated diversions. Figure 6.1.1 below shows the anticipated path for travelers who currently utilize SSP Exit 13N, all of those trips will divert onto the new SSP Exit 13 off ramp under the Preferred Alternative, as SSP Exit 13N is eliminated. Figure 6.1.2 below shows the anticipated path for a subset of travelers who in existing conditions start their trips in the capture area of interest and could enter EB SSP via the Central on-ramp or the Fletcher on-ramp. Under the Preferred Alternative a portion of those trips will divert from the Fletcher on-ramp to use the improved on-ramp access at Central Avenue. Trips will travel along Central Avenue Southbound and via a left turn at the new signalized intersection at Central Avenue with the SSP on-ramp and onto the EB SSP.



Figure 6.1.1 – **Diversion Path for the Eliminated Exit 13N Ramp**



Figure 6.1.2 – Diversion Path for Improved Access from Central Ave Southbound via the SSP on-ramp at Central Ave

Operational impacts and safety impacts throughout the primary study area network as a result of the construction of the Preferred Alternative are further discussed in the following subsections.

Operational Analysis

Proposed changes to access points on the Southern State Parkway include the modification the existing exit ramp 13S from the eastbound Southern State Parkway to southbound Central Avenue, the elimination the existing exit ramp 13N from eastbound Southern State Parkway to northbound Central Avenue, and realignment of the entrance ramp from Central Avenue to eastbound Southern State Parkway. The proposed ramps accommodate traffic traveling to and from both directions along Central Avenue and are aligned to create a more traditional four-legged intersection with Central Avenue to be controlled by a new traffic signal operation. These proposed improvements will enhance safety and operation at the eastbound Southern State Parkway Exit 13 to reduce the potential for crashes.

Freeway operations improve modestly under the Preferred Alternative. The facilities in the primary study area that exhibit changes in LOS between the No Build scenario and the Build (Preferred Alternative) scenario are presented in Exhibit 6.1.2. These nominal improvements in freeway segment operations can be attributed to the rebalancing of traffic due to the reconfiguration of the Eastbound Southern State Parkway Entrance and Exit Ramps.

Exhibit 6.1.2
Freeway Segment Forecast Level of Service

Segment\Period	LOS AM Peak Hour		LOS PM Peak Hour	
	2048 Build	2048 No Build	2048 Build	2048 No Build
Belt Pkwy west of Cross Island Pkwy Merge	E	E	D	D
Cross Island Pkwy Merge	D	D	E	E
Between Stuart On-Ramp and Exit 13S to Central Ave	D	D	D	D
Central Ave On-Ramp	B	C	B	C
Between Central Ave On-Ramp and Exit 14 to Fletcher Ave	D	D	D	D
Exit 14 to Fletcher Ave	D	C	D	D
Between Exit 14 and Fletcher Ave On-Ramp	D	D	D	D
Fletcher On-Ramp	C	C	C	C
Between Fletcher Ave On-Ramp and Exit 15	D	D	D	D

As shown in above exhibit 6.1.2, there is anticipated to be minimal operational impacts to the adjacent interchanges at the Cross Island Parkway to the west and Exit 14 (Fletcher Ave) to the east.

Safety Analysis

Legislation contained in the December 2018 New York State Bill A6761A called for an evaluation of ramps along the Southern State Parkway (SSP) in Nassau and Suffolk Counties, for safety related to collisions and wrong-way driving. In December 2020, NYSDOT, under PIN 0534.79 published the Southern State Parkway Ramp Safety Study which assessed the SSP interchange ramps for safety and wrong-way driving (WWD) potential and evaluated possible ramp enhancements to mitigate potentially hazardous conditions. SSP eastbound Exit 13 Central Avenue was highlighted as an access point exhibiting high crash rates with potential for enhancements.

Eastbound Exit 13 presently features a crash rate higher than the statewide average. The primary contributing factors to the high crash rate at Exit 13 include but are not limited to:

1) Short deceleration lane for eastbound exit ramp to northbound Central Avenue
2) Non-standard ramp geometry
3) No barrier separating traffic between eastbound exit ramp to northbound Central Avenue and eastbound entrance ramp from Central Avenue
4) 5-legged intersection with pedestrian crossings: Stuart Avenue (west), Arkansas Drive (east), Central Avenue (north-south), and the SSP eastbound ramps (north)
5) Inadequate acceleration lane and short taper for traffic entering eastbound SSP from Central Avenue

The Preferred Alternative modifies the existing exit ramp 13S from the eastbound Southern State Parkway to southbound Central Avenue, eliminates the existing exit ramp 13N from eastbound Southern State Parkway to northbound Central Avenue, and realigns the entrance ramp from Central Avenue to eastbound Southern State Parkway. The proposed ramps accommodate traffic traveling to and from both directions along Central Avenue and are aligned to create a more traditional four-legged intersection with Central Avenue to be controlled by a new traffic signal operation. This alternative includes correcting non-standard curvature and simplifying the terminal intersection of the eastbound Southern State Parkway ramps with Central Avenue. This alternative also enhances pedestrian operations through proposed sidewalk connectivity along Central Avenue between the Southern State Parkway and Stuart Avenue.

In summary, the new ramps proposed under the Preferred Alternative are expected to enhance safety at the Southern State Parkway Eastbound Entrance and Exit Ramps.

Effects of the Project on Adjacent Interchanges

The Project is anticipated to have a limited impact on the Adjacent Interchanges.

6.2 Policy Point 2: Connection to a Public Road and Accommodation of all Interchange Movements

Full accommodation of all movements to and from the eastbound Southern State Parkway and Central Avenue/Linden Boulevard under the Preferred Alternative is provided as follows:

- Movement from the eastbound Southern State Parkway to Linden Boulevard is provided via the proposed exit ramp from the eastbound Southern State Parkway to Central Avenue and left turn movement
- Movement from the eastbound Southern State Parkway to southbound Central Avenue is provided via the proposed exit ramp from the eastbound Southern State Parkway to Central Avenue and right turn movement
- Movement from northbound Central Avenue to the eastbound Southern State Parkway is provided via a right turn movement onto the proposed entrance ramp from Central Avenue to the eastbound Southern State Parkway
- Movement from Linden Boulevard to the eastbound Southern State Parkway is provided via a left turn movement onto the proposed entrance ramp from Central Avenue to the eastbound Southern State Parkway

In summary, the reconstructed interchange accommodates all movements and wayfinding signage will allow all drivers to clearly locate the ramp that leads them to and from the parkway and local roadways, in accordance with Policy Point 2.

CHAPTER 7 – CONCEPTUAL SIGNING PLAN

The proposed signing will be designed to provide adequate wayfinding signage, maintain traffic flow on local streets and avoid wrong-way movements on ramps. The proposed exits and signage directing traffic to and from the Southern State Parkway are summarized in the Conceptual Signing Plan for the Preferred Alternative.

Traffic Traveling to Southern State Parkway

1. From Northbound Central Avenue: For traffic traveling on northbound Central Avenue, signage will be provided to direct traffic to use the proposed entrance ramp from Central Avenue to the eastbound Southern State Parkway.
2. From Linden Boulevard: For traffic traveling on Linden Boulevard, signage will be provided to direct traffic to use the proposed entrance ramp from Central Avenue to the eastbound Southern State Parkway.

Traffic Traveling from Southern State Parkway

New signage will be provided along the eastbound Southern State Parkway to direct traffic to Exit 13 for Central Avenue and Linden Boulevard.

New Traffic Signals along Central Ave –

One new traffic signal will be provided at the intersection of the eastbound Southern State Parkway ramps with Central Avenue to facilitate traffic movements to and from the parkway. Refer to Section 3.3.1.3.(1) in the DAD for further information on the new signalized intersection.

AMR APPENDICES

Table of AMR Appendices	
AMR A.	Conceptual Signing Plans

Refer to appropriate appendices in the DAD for additional information.

APPENDIX AMR A

CONCEPTUAL SIGNING PLANS

REGION 10
PROJECT MANAGER

REGION 10
PROJECT SUPERVISOR

DRAFTING

CHECK

DESIGN

JOB MANAGER

DESIGN SUPERVISOR

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DATE/TIME = 1/28/2025
USER = V.A.

GRID NORTH

SOUTHERN STATE PARKWAY WB

SOUTHERN STATE PARKWAY EB

MATCH LINE - SEE DWG. PMP-2

EXIT 13 S
SOUTH
N Central Ave

EXISTING 'EXIT' SIGN TO BE REMOVED

E1-5P

EXIT 13
Central Ave
Linden Blvd

E1-2

PROPOSED INTERCHANGE GUIDE SIGN

1-1

Detective
Steven McDonald
Memorial Highway

EXISTING 'DETECTIVE STEVEN MCDONALD MEMORIAL HIGHWAY' SIGN TO REMAIN

20 0 20 40 60 80'
1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD
COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

SIGNAGE AND
PAVEMENT MARKING PLANS

CONTRACT NUMBER

DRAWING NO. PMP-1
SHEET NO. 22

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GRID NORTH

50 MPH

EXISTING 'STOP AHEAD' SIGN TO BE REMOVED

EXISTING 'CURVE' AND '50 MPH' SIGN TO REMAIN

PROPOSED WHITE HATCH LINE

MATCH LINE - SEE DWG. PMP-1

MATCH LINE - SEE DWG. PMP-3

EXIT 13 OFF-RAMP

4'-0"

13'-0"

6'-0"

PROPOSED SOLID WHITE EDGE LINE

PROPOSED SOLID YELLOW EDGE LINE

E5-1A EXIT 13

W13-1AP 25 MPH

PROPOSED EXIT GORE SIGNS

1-2

WRONG WAY

EXISTING 'WRONG WAY' SIGN TO BE RELOCATED

EXIT 13 S

40 MPH

EXISTING 'EXIT 13 S' AND '40 MPH' SIGN TO BE REMOVED

20 0 20 40 60 80'

1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD
COUNTY: NASSAU REGION: 10

PIN 0534.87

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CULVERTS

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SIGNAGE AND PAVEMENT MARKING PLANS

CONTRACT NUMBER

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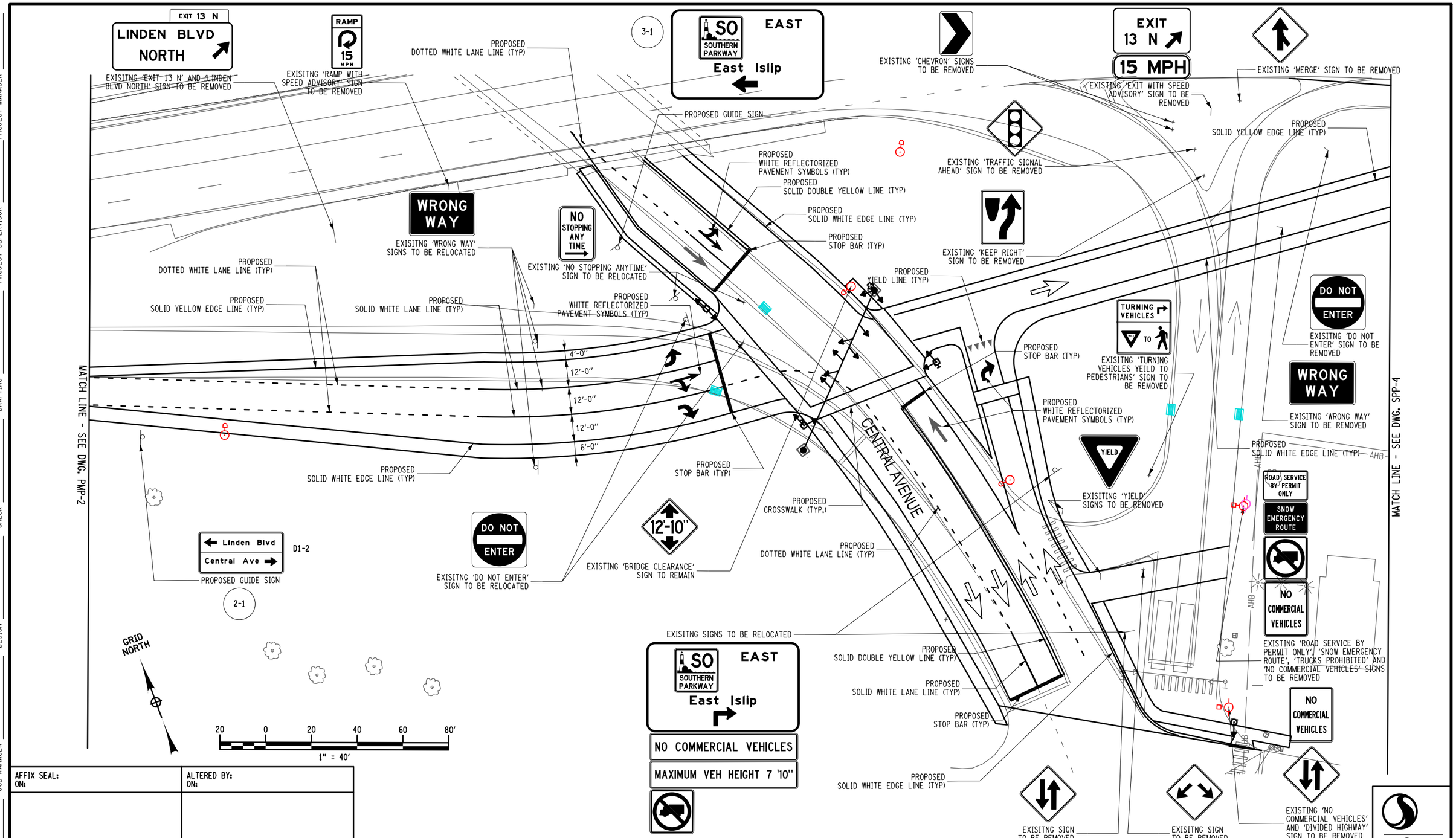
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AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD
COUNTY: NASSAU REGION: 10

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SIGNAGE AND PAVEMENT MARKING PLANS

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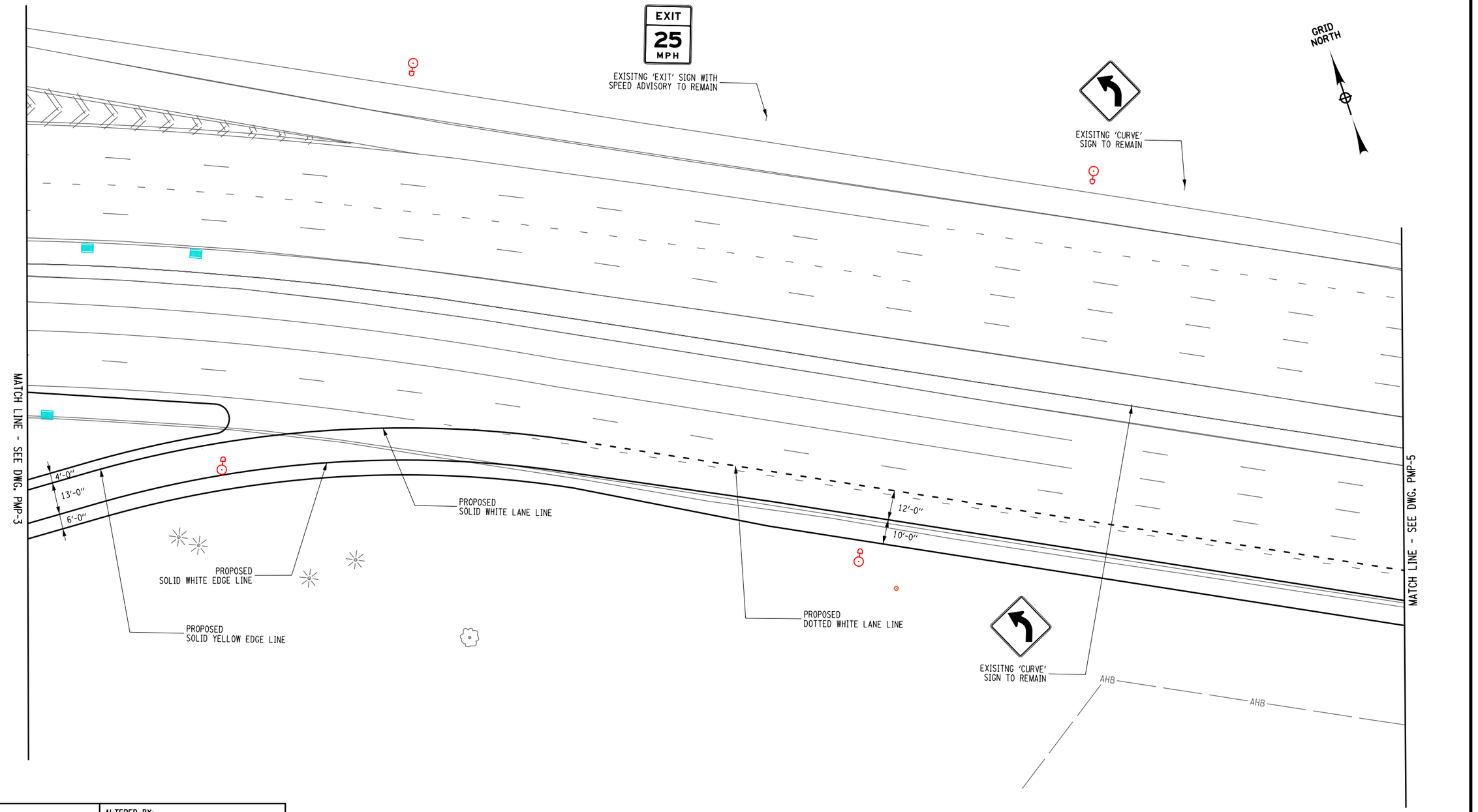
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DESCRIPTION OF ALTERATIONS:

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AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD
COUNTY: NASSAU REGION: 10

PIN 0534.87

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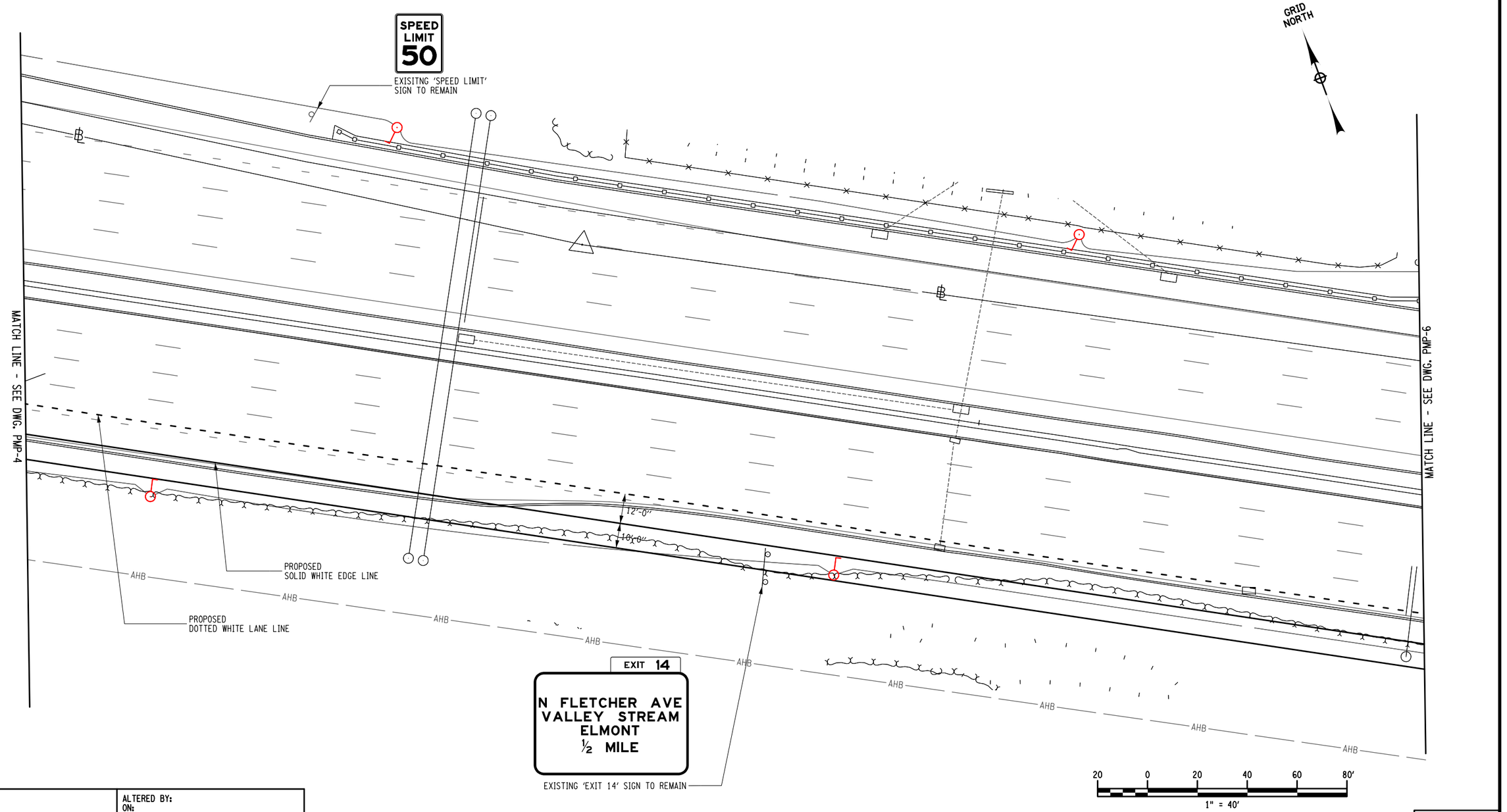
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DESIGN

JOB MANAGER

DESIGN SUPERVISOR

FILE NAME = U:\1923113021\08.SSP Exit 13\cadd\plotsheets\stp\0537.87_CPH_SPP-SIGNAGE AND PAVEMENT MARKING PLANS-5.dgn
DATE/TIME = 1/28/2025
USER = V.A.



AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD
COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

CONTRACT NUMBER

SIGNAGE AND
PAVEMENT MARKING PLANS

DRAWING NO. PMP-5
SHEET NO. 26

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

Stantec

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

REGION 10
PROJECT MANAGER

REGION 10
PROJECT SUPERVISOR

DRAFTING

CHECK

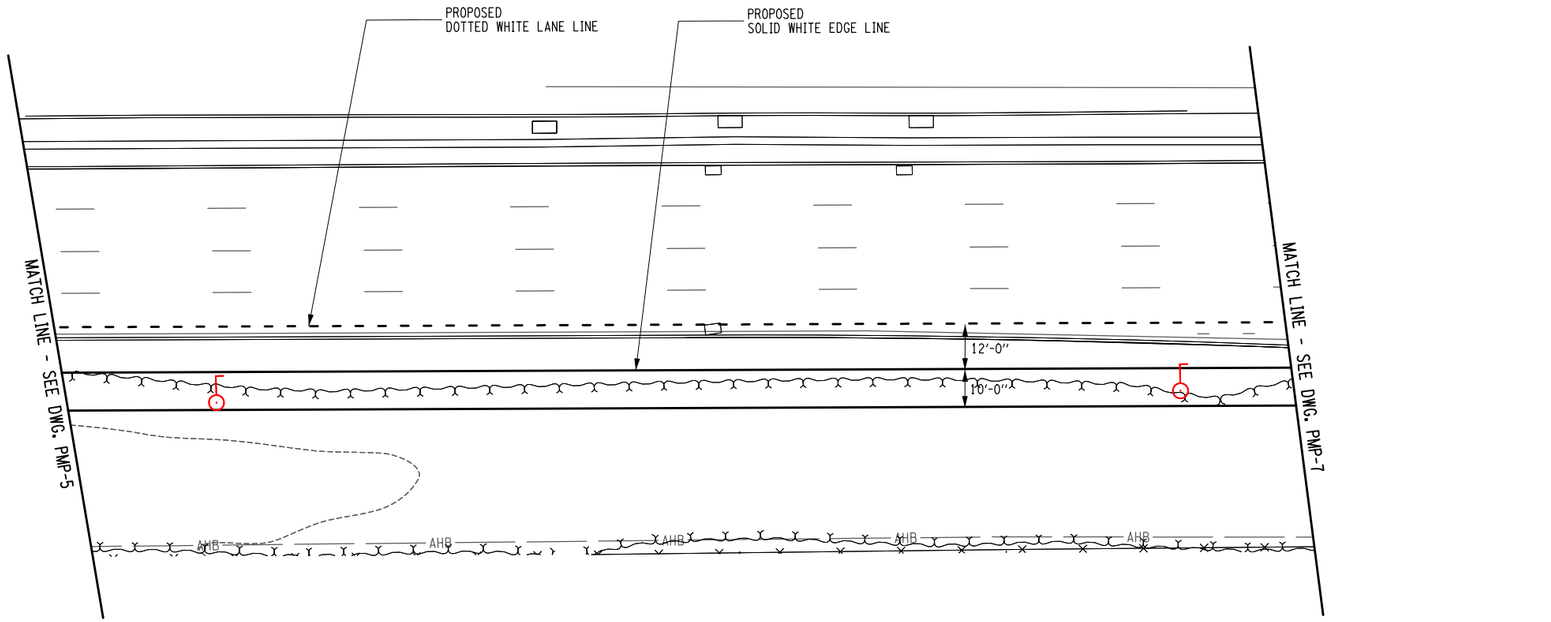
DESIGN

JOB MANAGER

DESIGN SUPERVISOR

FILE NAME = U:\19231302\08_SSP Exit 13\cadd\plotsheets\stp\0537.87_CPH_SPP-SIGNAGE AND PAVEMENT MARKING PLANS-6.dgn
DATE/TIME = 1/28/2025
USER = V.A.

GRID NORTH



20 0 20 40 60 80'
1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

Stantec

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		PIN 0534.87	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION AT CENTRAL AVE / LINDEN BLVD TOWN OF HEMPSTEAD COUNTY: NASSAU REGION: 10				SIGNAGE AND PAVEMENT MARKING PLANS	DRAWING NO. PMP-6 SHEET NO. 27

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

REGION 10
PROJECT MANAGER

REGION 10
PROJECT SUPERVISOR

DRAFTING

DESIGN

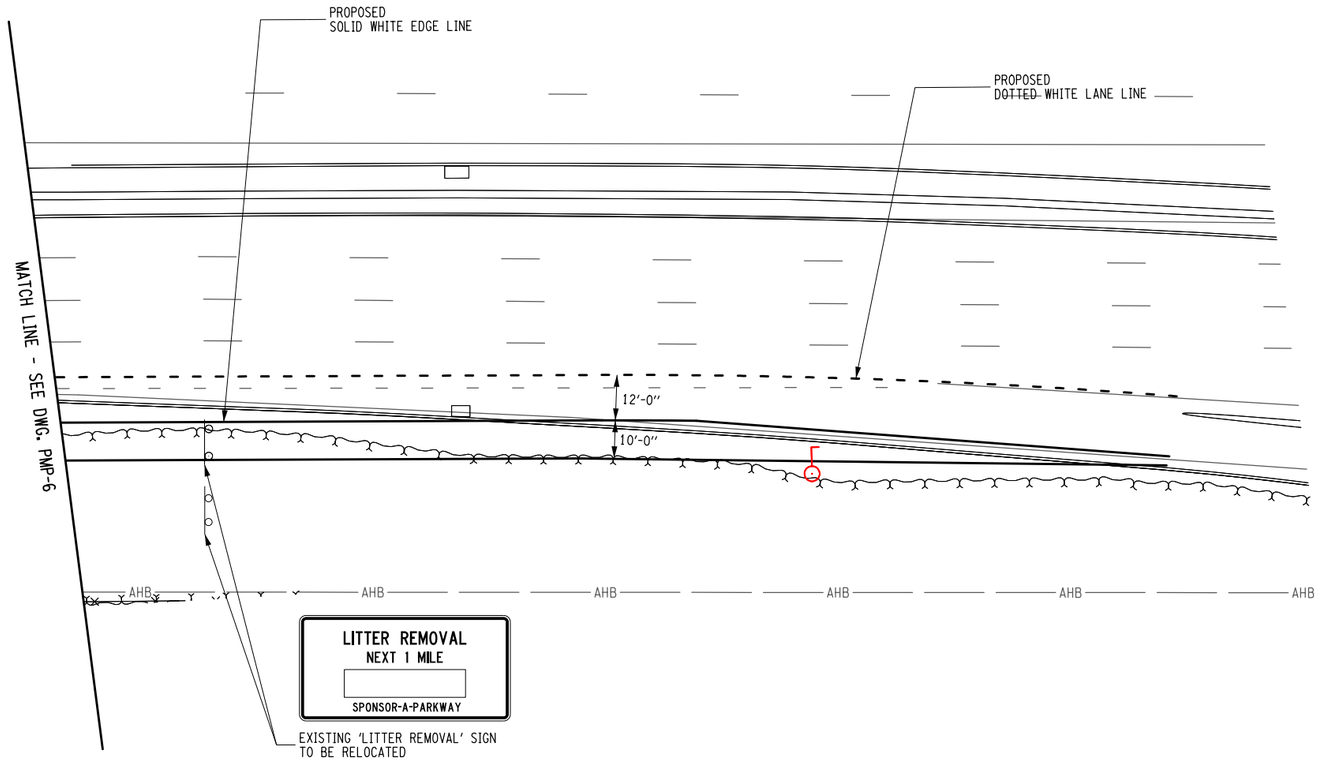
CHECK

JOB MANAGER

DESIGN SUPERVISOR

FILE NAME = U:\192311302\08.SSP Exit 13\cadd\plotsheets\stp\0537.87_CPH_SPP-SIGNAGE AND PAVEMENT MARKING PLANS-7.dgn
DATE/TIME = 1/28/2025
USER = V.A.

GRID NORTH



20 0 20 40 60 80'
1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

Stantec

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SOUTHERN STATE PARKWAY EXIT RAMP RECONSTRUCTION
AT CENTRAL AVE / LINDEN BLVD
TOWN OF HEMPSTEAD
COUNTY: NASSAU REGION: 10

PIN 0534.87

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

CONTRACT NUMBER

SIGNAGE AND
PAVEMENT MARKING PLANS

DRAWING NO. PMP-7
SHEET NO. 28

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

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