

BROOKHAVEN WALK

Traffic Improvements

The following are roadway improvements that will be constructed in conjunction with the Brookhaven Walk Project as a result of the detailed Traffic Studies based upon the review comments from the Town, County, and State, as well as the Federal Highway Administration.

- Reconstruct the Exit 68 eastbound LIE Exit Ramp to the South Service Road (to William Floyd Parkway) to provide a two-lane exiting takeoff ramp. The two-lane takeoff ramp will connect with the existing two lane section currently provided along the South Service Road. The two-lane takeoff ramp will require an extended auxiliary lane commencing east of the Moriches-Middle Island Road bridge over the Long Island Expressway and tapering to the two lane exit ramp (see Drawing No. IJR-2).
- Extend the existing North Service Road beyond the existing westbound LIE Exit 68 entrance ramp to; 1) provide access and egress to the New Public Town Road (to be constructed) and, 2) to allow construction of a new additional on-ramp west of the existing entrance ramp location (see Drawings No. C-1 and IJR-1 through IJR-5). The extended North Service Road will allow a New Public Town Road to connect the North Service Road with Yaphank Woods Boulevard. The existing westbound LIE on-ramp would remain at its present location. In addition, an acceleration lane onto the Long Island Expressway will be provided.
- With the construction of Brookhaven Walk, it is proposed to construct a New Public Town Road, extending Yaphank Woods Boulevard to the North Service Road. This new road will provide access between the Brookhaven Walk site and the Long Island Expressway. The New Public Town Road is illustrated in Drawing No. IJR-1, Off-site Roadway Improvements' overall plan. Yaphank Woods Boulevard currently serves the Colonial Woods residential development and has a signalized intersection with William Floyd Parkway (County Route 46). Brookhaven Walk would have a driveway to the New Public Town Road.

As illustrated in Drawing No. IJR-2, a widening and restriping will be provided along the North Service Road. The widening will allow two lanes on the Service Road between the ramp from the southbound William Floyd Parkway past the access to the New Public Town Road. In addition, acceleration/deceleration lanes will be provided on the North Service Road accommodating turns to and from the New Public Town Road (shown on Drawing No. IJR-2).

The two North Service Road lanes will temporarily merge at the new westbound entrance ramp to the LIE (See Drawing No. IJR-2).

To reduce the volume of vehicles weaving on the North Service Road from the southbound William Floyd Parkway Ramp to the first westbound LIE Entrance Ramp, signs will be provided on the southbound William Floyd Parkway Ramp onto the North Service Road directing vehicles to utilize the new (second) westbound LIE Entrance Ramp.

The extended North Service Road may be further extended in the future by NYSDOT to tie in with the State's proposed service road at Interchange 67.

Traffic Improvements

- Widen the existing loop ramp from the eastbound service road to northbound William Floyd Parkway in order to provide two lanes on the ramp. Relocate and widen the exiting loop ramp from northbound William Floyd Parkway to the westbound service road in order to provide two lanes. Widen William Floyd Parkway under the LIE between these two loop ramps to provide an additional northbound through lane and a separate accel/decel lane for ramp use.

The additional northbound through lane is proposed as an extension of one of the existing South Service Road exiting loop ramp lanes along William Floyd Parkway under the LIE and past the on ramp to the North Service Road. This third through lane will extend to the proposed Brookhaven Walk entrance. North of the Brookhaven Walk entrance, the three lanes will merge to meet the existing William Floyd Parkway through lanes. This will allow vehicles to exit the South Service Road with no requirement to weave under the overpass, and further, will provide additional distance to merge onto William Floyd Parkway. These improvements are illustrated on Drawings No. C-1, IJR-3 and IJR-4.

- Relocate the westbound LIE exit ramp to northbound William Floyd Parkway and extend the lane from the ramp along William Floyd Parkway through the intersection of William Floyd Parkway and Yaphank Woods Boulevard.
- The intersection of William Floyd Parkway and Yaphank Woods Boulevard will be reconstructed/widened to provide the southbound William Floyd Parkway approach with two through lanes and a separate right-turn only lane. The northbound approach of the William Floyd Parkway will be widened to provide two left-turn only lanes and two through lanes. The eastbound approach of Yaphank Woods Boulevard will be reconstructed/widened to provide two left-turn only lanes and a separate right-turn only lane. The existing traffic signal will require timing modifications and additional signal heads for the additional lanes provided by the reconstruction (see attached Brookhaven Walk Offsite Roadway Improvement Plan Drawing No. IJR-4).
- At the intersection of William Floyd Parkway and Moriches Road-Middle Island Road, it is recommended that the existing traffic signal be re-phased/re-timed and become fully actuated.
- At the intersection of William Floyd Parkway and the existing Police Station Driveway, it is recommended that the existing traffic signal be re-timed to extend the cycle length.
- The two-signal system at the intersection of Longwood Road/Brookhaven National Laboratory at the William Floyd Parkway will require re-timing, re-phasing and actuation.

These improvements will be designed in accordance with the standards established and outlined in the AASHTO's "A Policy on Geometric Design on Highways and Streets" and the "NYSDOT Highway Design Manual".

The traffic associated with the proposed project will be accommodated on the adjacent roadway network after construction of the improvements proposed herein. Safe and efficient traffic operating conditions will be maintained along the adjacent roadways for through traffic, as well as traffic destined to the site.