

Long Island Grade Crossings

In light of [recent events](#), there has been a lot of focus on grade crossings—places where roads cross train tracks at grade. There are a total of 367 grade crossings on Long Island, and some are more dangerous than others. The FRA has an inventory of all grade crossings in the country and they maintain various sorts of statistics online. They have an online tool that can be used to generate reports on highway crossings (where public roads cross railroad tracks) [available here](#). The FRA calculates an “Accident Prediction Value” (APV) for each and every crossing, and a crossing’s AVP, which is a number that scales from 0 to 1 (or 0% to 100%), is the probability that a collision between a train and a highway vehicle will occur at a crossing in a year.

For those looking something to compare things to, the APV of the Commerce Street crossing in Valhalla, the crossing where the deadly accident occurred earlier in February, was 3.0888%. There are 129 different crossings on Long Island that have APV’s that are greater than that, and there are 60 different crossings on Long Island that were determined by the FRA to be more dangerous than the most dangerous crossing in the Hudson Valley (the Jay Street crossing in Katonah). According to the FRA, the most dangerous rail crossing on Long Island is the Washington Av. crossing in Brentwood. The APV for that crossing is 28.150%, over nine times the APV of the Commerce Street crossing. After playing around with the statistics from the FRA’s grade crossing inventory (a full spreadsheet with statistics for all crossings on LI is included at the end of this document), it appears that the FRA’s accident prediction value is largely driven by the number of collisions with highway vehicles rather than the overall riskiness of the crossing (New Hyde Park Road for example, a very dangerous crossing, doesn’t appear until eighth on the list). I created an alternative way of ranking the dangerousness of crossings that incorporates 10 different factors, and weights the crossings on a scale of 1 to 10. Those values are shown in the “Secondary APV” Column in the spreadsheets and tables.

The following table shows the top-10 most dangerous crossings on Long Island, ranked by the Secondary APV calculated:

FRA Rank	FRA APV	Secondary APV	Type	RR	County	Crossing	Branch	Accidents	Warning Device	Total Trains	Tracks	Max Speed	Electric	AADTC
8	13.662%	100.0%	Hgwy	LI	Nassau	New Hyde Park Road (New Hyde Park)	Main Line	1	FG	251	2	80	750DC	16,680
1	28.150%	98.1%	Hgwy	LI	Suffolk	Washington Avenue (Brentwood)	Main Line	4	FG	76	2	80	750DC	22,136
43	5.250%	96.2%	Hgwy	LI	Nassau	Main Street (Mineola)	Main Line	0	FG	251	4	80	750DC	6,746
2	25.898%	93.3%	Hgwy	LI	Suffolk	5th Avenue (Brentwood)	Main Line	3	FG	76	2	80	750DC	37,710
18	10.112%	90.8%	Hgwy	LI	Nassau	12th Street (New Hyde Park)	Main Line	1	FG	251	2	80	750DC	2,491
36	5.804%	87.5%	Hgwy	LI	Nassau	Nassau Boulevard (Garden City)	Hempstead Branch	0	FG	63	2	70	750DC	25,730
41	5.291%	87.1%	Hgwy	LI	Suffolk	Lowell Avenue (Central Islip)	Main Line	0	FG4	76	2	80	750DC	16,027
17	10.875%	86.5%	Hgwy	LI	Suffolk	Grant Avenue (Deer Park)	Main Line	1	FG	76	2	80	750DC	15,904
39	5.358%	85.2%	Hgwy	LI	Nassau	Stewart Avenue (Bethpage)	Main Line	0	FG	76	2	80	750DC	17,087
11	11.573%	84.2%	Hgwy	LI	Nassau	School Street (Westbury)	Main Line	1	FG	216	3	80	750DC	9,068
3	18.687%	84.0%	Hgwy	LI	Nassau	Robbins Lane (Jericho)	Port Jefferson Branch	2	FG	113	2	80	750DC	14,318
42	5.264%	83.8%	Hgwy	LI	Suffolk	Wellwood Avenue (Pinelawn)	Main Line	0	FG	76	1	80	750DC	24,997
9	12.118%	83.4%	Hgwy	LI	Nassau	Covert Avenue (New Hyde Park)	Main Line	1	FG	251	2	80	750DC	12,025
44	5.204%	83.2%	Hgwy	LI	Suffolk	Straight Path (Wyandanch)	Main Line	0	FG	76	1	80	750DC	22,963

(There’s a lot of abbreviations used in the tables, so I’ve put a conversion table at the end of the document).

Most of the most dangerous grade crossings are along the electrified portion of the Main Line, where there is a high volume of trains and trains travel at high speeds (the timetable speed for all but one of the crossings on the list is 80 miles per hour, the fastest on the LIRR). Many of these crossings also see lots of vehicular traffic over them as well.

On the other side of the coin, there are lots of grade crossings on Long Island that are relatively harmless. The list below shows the 10 least dangerous crossings on Long Island:

FRA Rank	FRA APV	Secondary APV	Type	RR	County	Crossing	Branch	Accidents	Warning Device	Total Trains	Tracks	Max Speed	Electric	AADTC
301	0.550%	29.1%	Hgwy	NYAR	Queens	Garrison & 54th Street (Maspeth)	Bushwick Branch	0	FG	4	1	5	No	1,976
300	0.550%	29.1%	Hgwy	NYAR	Queens	Flushing Avenue (Maspeth)	Bushwick Branch	0	FG	4	1	5	No	1,980
309	0.026%	31.8%	Hgwy	NYAR	Suffolk	River Road (Riverhead)	Calverton Spur	0	FG	0	1	10	No	889
281	0.903%	32.1%	Hgwy	NYAR	Kings	Varick Avenue (East Williamsburg)	Bushwick Branch	0	FG	10	1	5	No	3,000
293	0.755%	34.0%	Hgwy	LI	Suffolk	Union Avenue (Riverhead)	Main Line	0	FG	6	1	20	No	408
287	0.837%	34.0%	Hgwy	LI	Suffolk	Ninth Street (Greenport)	Main Line	0	FG	6	1	20	No	597
285	0.864%	34.0%	Hgwy	LI	Suffolk	Maple Avenue (Riverhead)	Main Line	0	FG	6	1	20	No	672
283	0.872%	34.1%	Hgwy	LI	Suffolk	East Avenue (Riverhead)	Main Line	0	FG	6	1	20	No	695
266	1.033%	34.3%	Hgwy	LI	Suffolk	Sixth Street (Greenport)	Main Line	0	FG	6	1	20	No	1,319
260	1.123%	34.4%	Hgwy	LI	Suffolk	Ostrander Avenue (Riverhead)	Main Line	0	FG	6	1	20	No	1,817

Number of scheduled trains (average weekday) that operate over the crossing (busiest crossings)

FRA Rank	FRA APV	Secondary APV	Type	RR	County	Crossing	Branch	Accidents	Warning Device	Total Trains	Tracks	Max Speed	Electric	AADTC
8	13.662%	100.0%	Hgwy	LI	Nassau	New Hyde Park Road (New Hyde Park)	Main Line	1	FG	251	2	80	750DC	16,680
43	5.250%	96.2%	Hgwy	LI	Nassau	Main Street (Mineola)	Main Line	0	FG	251	4	80	750DC	6,746
18	10.112%	90.8%	Hgwy	LI	Nassau	12th Street (New Hyde Park)	Main Line	1	FG	251	2	80	750DC	2,491
9	12.118%	83.4%	Hgwy	LI	Nassau	Covert Avenue (New Hyde Park)	Main Line	1	FG	251	2	80	750DC	12,025
13	11.288%	81.5%	Hgwy	LI	Nassau	Willis Avenue (Mineola)	Main Line	1	FG	251	2	80	750DC	6,235
11	11.573%	84.2%	Hgwy	LI	Nassau	School Street (Westbury)	Main Line	1	FG	216	3	80	750DC	9,068
15	10.998%	79.2%	Hgwy	LI	Nassau	Urban Avenue (Westbury)	Main Line	1	FG	216	2	80	750DC	5,776
3	18.687%	84.0%	Hgwy	LI	Nassau	Robbins Lane (Jericho)	Port Jefferson Branch	2	FG	113	2	80	750DC	14,318
40	5.291%	76.4%	Hgwy	LI	Nassau	Jackson Avenue (Syosset)	Port Jefferson Branch	0	FG	113	2	40	750DC	21,060
54	4.702%	73.8%	Hgwy	LI	Suffolk	Pulaski Road (Huntington)	Port Jefferson Branch	0	FG	113	3	80	750DC	9,203

Most crossings are on the Main Line or Port Jefferson Branch, where ridership is the heaviest. These crossings are also among the most dangerous, and see large amounts of vehicular crossings.

The following tables shows the busiest and least busy crossings in terms of vehicular traffic (the Average Annual Daily Traffic Count).

FRA Rank	FRA APV	Secondary APV	Type	RR	County	Crossing	Branch	Accidents	Warning Device	Total Trains	Tracks	Max Speed	Electric	AADTC
47	5.130%	79.4%	Hgwy	LI	Suffolk	William Floyd Parkway (Shirley)	Montauk Branch	0	FG4	27	1	65	No	48,100
51	4.913%	66.2%	Hgwy	LI	Queens	Borden Avenue (Hunters Point)	Main Line	0	FG	24	2	15	750DC	40,335
2	25.898%	93.3%	Hgwy	LI	Suffolk	5th Avenue (Brentwood)	Main Line	3	FG	76	2	80	750DC	37,710
²⁴⁸	1.190%	39.9%	Hgwy	NYAR	Queens	Metropolitan Avenue (Maspeth)	Bushwick Branch	0	FG	4	1	5	No	34,800
58	4.454%	63.3%	Hgwy	LI	Queens	11th Street (Hunters Point)	Main Line	0	FG	24	3	15	750DC	33,202
38	5.413%	75.2%	Hgwy	LI	Suffolk	Ocean Avenue (Ronkonkoma)	Main Line	0	FG4	76	1	80	750DC	30,899
55	4.625%	69.7%	Hgwy	LI	Nassau	Ocean Avenue (Malverne)	West Hempstead Br.	0	FG	36	1	65	750DC	30,811
79	3.967%	65.2%	Hgwy	LI	Suffolk	Park Avenue (Huntington)	Port Jefferson Branch	0	FG	39	1	65	750DC	30,080
45	5.202%	65.1%	Hgwy	LI	Nassau	Franklin Avenue (Garden City)	Hempstead Branch	0	FG	63	2	15	750DC	29,443
37	5.681%	81.1%	Hgwy	LI	Nassau	Atlantic Avenue (Oceanside)	Long Beach Branch	0	FG	71	2	45	750DC	26,677
³⁰⁴	0.405%	40.9%	Hgwy	LI	Suffolk	Park Street (Yaphank)	Main Line	0	FG	13	2	45	No	20
²⁷⁶	0.924%	44.8%	Hgwy	LI	Suffolk	Meadow Glen Road (Kings Park)	Port Jefferson Branch	0	FG	39	1	65	No	50
³⁰²	0.464%	37.8%	Hgwy	LI	Suffolk	Indian Island Park (Aquebogue)	Main Line	0	FG	6	1	40	No	70
²⁹⁸	0.636%	43.2%	Hgwy	LI	Suffolk	Napeague Harbor Road (Amagansett)	Montauk Branch	0	FG	13	1	65	No	88
²⁶²	1.083%	45.8%	Hgwy	LI	Suffolk	Baylis Avenue (Port Jefferson)	Port Jefferson Branch	0	FG	39	3	30	No	91
²⁹⁹	0.589%	37.8%	Hgwy	LI	Suffolk	Pipes Neck Road (Greenport)	Main Line	0	FG	6	1	40	No	165
²⁸²	0.878%	39.3%	Hgwy	LI	Suffolk	Connecticut Avenue (Manorville)	Main Line	0	FG	13	1	45	No	205
²⁹⁷	0.649%	37.9%	Hgwy	LI	Suffolk	Carrol Avenue (Peconic)	Main Line	0	FG	6	1	40	No	234
²⁷⁸	0.911%	38.3%	Hgwy	LI	Suffolk	Mill Road (Manorville)	Main Line	0	FG	13	1	40	No	235
72	4.045%	46.4%	Hgwy	LI	Queens	Washington Avenue (Laurel Hill)	NYAR Secondary	1	FG	16	2	40	No	250

The busiest crossing on Long Island is William Floyd Parkway (Shirley). About 48,100 cars cross this crossing on the average day. The crossing is followed by the Borden Avenue (Hunters Point) crossing, which is the large crossing that lies between Hunterspoint Avenue and Long Island City stations, and the busiest within the city limits. The 5th Avenue (Brentwood) crossing is among the worst of both worlds, with a large volume of cars and a large number of trains crossing at high speeds. It is also worth noting that the busiest crossings also tend to not have many highway collisions over the past five years, with the exception of 5th Avenue (Brentwood).

The least trafficked crossing is the Park Street crossing in Yaphank, which sees a quiet 20 cars per day. It also sees a limited amount of Greenport scoots cross over it per day, making it a pretty harmless crossing. Most of the crossings are out on the far eastern end of Long Island, either on the Main Line or the Montauk Branch, which also means that they get comparatively fewer trains passing over them as well.

The following few tables show averages of the different crossings that meet different criteria (like County, Branch, crossing type, etc.)

By Railroad:

FRA Avg. Rank	FRA Avg. APV	Secondary Avg. APV	# of Xings	% of Crossings	Column Abbr.	Description	Average Milepost	Accidents	Average Trains	Average MAS	Average AADTC
			1	0.3%	CSX	CSX Corporation	7.50	0	6.0	15.0	0
149	3.639%	54.7%	338	92.3%	LI	Long Island Rail Road	53.28	46	37.8	53.4	6300.94
257	1.314%	36.9%	10	2.7%	NYAR	New York & Atlantic Railway	11.13	1	6.6	6.5	5899.9
216	1.775%	42.1%	15	4.1%	NYCH	New York Cross Harbor Railway	0.09	0	3.3	5.0	4000
278	0.603%	46.2%	2	0.5%	SBK	South Brooklyn Railway	3.22	0	4.0	5.0	3000

The LIRR is one of five railroads that have one or more crossings on Long Island. While the LIRR has the most, New York and Atlantic Railway, New York Cross Harbor Railway, and the South Brooklyn Railway also have crossings (NY&AR crossings on the joint-use premises are counted towards the LIRR's numbers). All but one of the accidents from 2009 through 2013 have occurred at LIRR crossings.

By Type of Crossing:

FRA Avg. Rank	FRA Avg. APV	Secondary Avg. APV	# of Xings	% of Crossings	Column Abbr.	Description	Average Milepost	Accidents	Average Trains	Average MAS	Average AADTC
157	3.462%	53.5%	312	85.2%	Hgwy	Public Highway Crossings	46.77	47	38.2	50.9	7226.65
			48	13.1%	Private	Private Railroad Crossings	70.00	0	11.3	41.8	0
			6	1.6%	Pedestrian	Pedestrian Crossings	30.22	0	75.0	55.0	0

Highway crossings are the most prevalent on Long Island, but there are a smaller number of private and pedestrian crossings.

By County:

FRA Avg. Rank	FRA Avg. APV	Secondary Avg. APV	# of Xings	% of Crossings	Column Abbr.	Description	Average Milepost	Accidents	Average Trains	Average MAS	Average AADTC
83	5.388%	68.2%	81	22.1%	Nassau	Nassau County	21.90	18	72.3	52.5	9223.77
173	3.028%	50.0%	246	67.2%	Suffolk	Suffolk County	66.12	26	27.1	54.7	5113.67
186	2.680%	46.4%	20	5.5%	Queens	Queens	3.72	3	16.0	20.0	8656.45
230	1.537%	42.1%	19	5.2%	Kings	Brooklyn	1.03	0	3.7	5.0	4026.31

The majority (67.2%) of railroad crossings on Long Island are in Suffolk County, with a smaller number in Nassau and about 20 each in Brooklyn and Queens. It's worth noting, however, that while there are more than three times as many railroad crossings in Suffolk County, there have only been about 1.4 times as many accidents at crossings in Suffolk compared to Nassau County.

By Town/City/Borough:

FRA Avg. Rank	FRA Avg. APV	Secondary Avg. APV	# of Xings	% of Crossings	Description	Average Milepost	Accidents	Average Trains	Average MAS	Average AADTC
85	4.992%	70.1%	52	14.2%	Town of Hempstead	18.60	8	74.9	49.8	9751.67
65	6.667%	72.0%	5	1.4%	Town of North Hempstead	21.52	2	109.0	68.0	9996
80	6.113%	64.4%	20	5.5%	Town of Oyster Bay	29.46	7	63.4	58.0	7423.1
102	3.655%	59.5%	12	3.3%	Town of Huntington	35.68	0	69.8	63.8	10804.25
100	5.271%	63.0%	13	3.6%	Town of Babylon	34.01	4	46.5	73.1	13275.53
140	3.560%	49.9%	12	3.3%	Town of Smithtown	46.88	2	39.0	56.3	4549.41
82	6.280%	61.6%	37	10.1%	Town of Islip	43.94	15	56.1	68.1	10044.78
174	2.554%	47.2%	59	16.1%	Town of Brookhaven	59.81	4	27.6	54.1	4972.84
245	1.256%	39.5%	31	8.5%	Town of Riverhead	76.69	0	6.9	33.9	1762.58
218	1.623%	45.6%	34	9.3%	Town of Southampton	83.93	0	13.4	64.6	3323.91
264	1.080%	40.4%	34	9.3%	Town of Southold	87.80	1	6.0	37.2	980.32
242	1.278%	46.9%	14	3.8%	Town of East Hampton	104.49	0	12.1	60.7	2506.92
			0	0.0%	Town of Shelter Island		0			
92	5.254%	57.9%	4	1.1%	City of Glen Cove	27.32	1	37.0	41.3	10399.25
			0	0.0%	City of Long Beach		0			
230	1.537%	42.1%	19	5.2%	Brooklyn	1.03	0	3.7	5.0	4026.31
186	2.680%	46.4%	20	5.5%	Queens	3.72	3	16.0	20.0	8656.45

In terms of smaller geographical boundaries, the Town of Brookhaven has the greatest number of railroad crossings, but that can likely be attributed to how Brookhaven is the largest town in terms of geographical area (Shelter Island, Southold, Babylon, and North Hempstead are also fairly small). However, the most accidents have occurred in the Town of Islip, which includes some of the most dangerous crossings along the Main Line in Brentwood. (The average for the Town of North Hempstead are also high, as those include the New Hyde Park and Mineola crossings). Overall, the averages are higher for the towns in Nassau County (Hempstead, North Hempstead, and Oyster Bay) than they are in Suffolk, showing that while there are fewer crossings in Nassau, they see more traffic and are, as a result, more dangerous.

By Number of Railroad Tracks at the Crossing:

FRA Avg. Rank	FRA Avg. APV	Secondary Avg. APV	# of Xings	% of Crossings	Description	Average Milepost	Accidents	Average Trains	Average MAS	Average AADTC
200	2.253%	46.1%	225	61.5%	1 Track	59.14	11	18.6	47.4	4473.18
91	5.327%	64.1%	123	33.6%	2 Tracks	33.16	34	62.8	55.0	9022.30
149	3.351%	56.5%	15	4.1%	3 Tracks	40.01	2	45.0	43.0	7050.2
106	3.678%	70.4%	3	0.8%	4 Tracks	49.79	0	101.0	43.3	10918

By Branch:

FRA Avg. Rank	FRA Avg. APV	Secondary Avg. APV	# of Xings	% of Crossings	Description	Average Milepost	Accidents	Average Trains	Average MAS	Average AADTC
			0	0.0%	Atlantic Branch		0			
			0	0.0%	Babylon Yard Secondary		0			
250	1.475%	37.6%	8	2.2%	Bushwick Branch	5.00	1	6.3	5.0	7263.75
309	0.026%	31.8%	1	0.3%	Calverton Spur	70.00	0	0.0	10.0	889
166	2.452%	49.0%	8	2.2%	Central Branch	32.69	0	12.0	65.0	11214.62
84	4.350%	63.7%	14	3.8%	Far Rockaway Branch	17.84	1	66.0	37.5	7120.07
			1	0.3%	Freemont Industrial Track	7.50	0	6.0	15.0	0
310	0.014%	59.8%	6	1.6%	Garden-Mitchell Secondary	19.74	0	0.0	15.0	7921.67
50	4.996%	76.8%	6	1.6%	Hempstead Branch	17.55	0	63.0	60.8	17347
203	1.830%	44.1%	10	2.7%	NYAR Secondary	2.62	1	11.8	26.5	3722.4
66	4.962%	71.0%	8	2.2%	Long Beach Branch	18.94	1	71.0	50.6	10993.12
164	4.465%	54.9%	120	32.8%	Main Line	63.30	30	39.2	49.4	5390.67
167	2.637%	49.6%	107	29.2%	Montauk Branch	69.34	6	27.8	63.7	5100.20
216	1.775%	42.1%	15	4.1%	New York Cross Harbor	0.09	0	3.3	5.0	4000
112	3.861%	57.5%	16	4.4%	Oyster Bay Branch	26.20	1	37.4	39.7	7201.43
116	4.057%	56.3%	35	9.6%	Port Jefferson Branch	42.98	4	58.0	55.3	7405.57
14	11.122%	82.2%	1	0.3%	Port Washington Brach	12.49	1	112.0	60.0	14758
278	0.603%	46.2%	2	0.5%	South Brooklyn Railway	3.22	0	4.0	5.0	3000
100	4.138%	68.0%	8	2.2%	West Hempstead Branch	18.02	1	36.0	65.0	10220

The Atlantic Branch and Babylon Yard Secondary are the only branch categories that have no grade crossings at all (CSX’s Freemont Industrial Track has one private crossing). The remainder have between one and 120 along their length. The Port Washington Branch has the highest averages, since the Little Neck Road crossing is the only crossing along its length. The Main Line and the small branches in Nassau County all have averages between 4% and 5%.

Whether or not the crossing is adjacent to a station:

FRA Avg. Rank	FRA Avg. APV	Secondary Avg. APV	# of Xings	% of Crossings	Description	Average Milepost	Accidents	Average Trains	Average MAS	Average AADTC
97	4.713%	69.0%	75	20.5%	Station Adjacent to Crossing	37.71	12	59.4	57.9	10287.44
174	3.101%	49.0%	291	79.5%	No Station Adjacent to Crossing	52.60	35	29.0	47.6	5096.76

Grade crossings that are immediately adjacent to stations tend to be more dangerous, as the crossing will typically activate and stay activated while the train is sitting in the station receiving or discharging passengers. This can lead to longer gate down times, and as a result, have a greater likelihood of motorists (or passengers) jumping the gates. Often times, accidents at these crossings don’t involve trains getting struck by the train that is just pulling out

of the station, but another train that is passing either in the same or opposite direction on a different track. There are 75 crossings that are adjacent to stations across Long Island, and the proportion of accidents to crossings is higher for these crossings than the 291 other crossings that are not adjacent to stations.

By Warning Device Present at Crossing:

FRA Avg. Rank	FRA Avg. APV	Secondary Avg. APV	# of Xings	% of Crossings	Column Abbr.	Description	Average Milepost	Accidents	Average Trains	Average MAS	Average AADTC
278	0.855%	41.9%	4	1.1%	F	Flashers	11.72	0	12.3	13.8	3119
151	3.574%	53.8%	288	78.7%	FG	Flashers and Gates	50.30	44	41.2	54.4	6852.78
261	1.078%	42.0%	41	11.2%	Z	No warning devices	68.16	0	8.3	39.5	307.317
310	0.014%	59.8%	7	1.9%	W	Wigwags	22.98	0	7.3	22.1	6790
45	7.510%	74.4%	7	1.9%	FG4	Four-quadrant Gates	41.20	3	67.0	70.7	20971.28
221	1.525%	42.8%	8	2.2%	X	Crossbucks only	29.35	0	13.1	21.3	2625
225	1.577%	42.1%	6	1.6%	O	Other	19.26	0	3.0	5.0	3935
204	1.932%	41.7%	3	0.8%	S	Stop Sign only	0.09	0	3.7	5.0	3700
278	0.603%	46.2%	2	0.5%	N	Special Warning	3.22	0	4.0	5.0	3000

The majority of crossings on Long Island (about 288 of them) are equipped with flashing lights and gates that come down. A smaller number, 7 crossings, are equipped with four-quadrant gates that block off all four points of entry onto a crossing (including the lanes going in the opposite direction). A smaller number of other crossings. A smaller number of other crossings have lesser degrees of warning devices, but most of these crossings are either pedestrian crossings, private crossings, or crossings on freight branches that are only used by a very small number of slow-moving freight trains that usually have flagmen jump down and make sure traffic is crossed before the train crosses.

There are no public highway crossings on Main Line track that have anything less than flashers and gates, and there are some four-quadrant gates at larger crossings. Some have criticized some of the design standards for grade crossings in the United States (listen to the first 10 minutes of archived MTA Board Metro-North and LIRR Committee meetings if you want to hear one octogenarian's thoughts). While I don't think strobe lights are necessary, I do think that having two different color lights (instead of just red) might be beneficial, as only red lights can be hard to distinguish or see at night. I also think having chains that hang down to fill in the space between the gates and the ground [like they do in the UK](#) might be beneficial, as it would make it difficult to drive or walk underneath lowered gates. In a way, I'm partial to the [old style of crossings used in the UK](#) that consist of four rectangular gates that block the road when a train is coming and then swing back in to block the tracks when no train is coming (so accidentally making right turns onto the railroad tracks are less likely to happen), [like this](#). More and clearer road markings and signage leading up to the crossing might also help make drivers aware of crossings that are approaching. Additional, stronger, and more obvious fencing around railroad crossings can also prevent pedestrians from circumventing the warning devices at grade crossings. Rail crossings in Japan also use [lots of black and yellow striping](#), which is said to be very easy for the human eye to distinguish, on the warning devices and around the crossing.

Crossings that involve right turns from roadways that run parallel to tracks onto grade crossings also pose potential dangers (like several of the roads that run perpendicular to Long Island Avenue and intersect the Main Line. Drivers can become focused on making the turn and can neglect to check to see if a train is coming or not. Putting lights and gates on all three sides of the intersection might also help reduce the chance of people making that mistake.

By Timetable Speed (Maximum Allowed Speed) at the Crossing:

FRA Avg. Rank	FRA Avg. APV	Secondary Avg. APV	# of Xings	% of Crossings	Column Abbr.	Description	Average Milepost	Accidents	Average Trains	Average MAS	Average AADTC
234	1.527%	41.0%	26	7.1%	5	5 miles per hour	6.25	1	4.1	5.0	4862.30
303	0.221%	41.1%	4	1.1%	10	10 miles per hour	42.24	0	1.5	10.0	1847
169	2.570%	55.0%	19	5.2%	15	15 miles per hour	20.00	0	20.4	15.0	9713.84
244	1.326%	38.1%	11	3.0%	20	20 miles per hour	75.11	0	8.5	20.0	3053.09
97	5.793%	59.1%	8	2.2%	30	30 miles per hour	38.34	3	41.9	30.0	11611.37
199	2.056%	47.3%	82	22.4%	40	40 miles per hour	64.03	2	20.3	40.0	2199.87
151	3.115%	50.3%	26	7.1%	45	45 miles per hour	46.66	2	38.6	45.0	6159.38
154	3.330%	44.3%	4	1.1%	50	50 miles per hour	62.98	1	29.5	50.0	3427
89	4.930%	67.6%	11	3.0%	60	60 miles per hour	21.72	2	56.8	60.0	10035.54
161	2.718%	51.1%	131	35.8%	65	65 miles per hour	61.08	6	28.8	65.0	6077.04
51	4.955%	79.1%	5	1.4%	70	70 miles per hour	17.30	0	63.0	70.0	14927.8
37	9.362%	77.9%	39	10.7%	80	80 miles per hour	31.95	30	114.8	80.0	12166.82

The FRA's Grade Crossing Inventory indicates that there are twelve different timetable speeds (Maximum Authorized Speeds) that trains pass crossings at. While not every train that passes a crossing does so at MAS, many can. Speed limits for trains on Long Island range from 5 miles per hour to 80 mph (you can also check The LIRR Today's [Speed Limit Map](#) to get a general idea of what is the maximum allowed speed where). The most grade crossings are in 65 mph territory, which is the MAS in most of diesel territory. There are 39 grade crossings (about 10.7% of crossings) in territory where the MAS is 80 miles per hour. I'm not sure if this is related or an unfortunate coincidence, but of the 47 different collisions between highway vehicles and trains from the period ranging from 2009 through 2013, **30** of them—64%—occurred at a grade crossing where the timetable speed was 80 miles per hour (which is only 10.7% of all railroad crossings on Long Island).

Are the tracks at the crossing electrified?

FRA Avg. Rank	FRA Avg. APV	Secondary Avg. APV	# of Xings	% of Crossings	Column Abbr.	Description	Average Milepost	Accidents	Average Trains	Average MAS	Average AADTC
61	6.755%	72.4%	89	24.3%	750DC	750 Volt DC Third Rail	24.72	35	83.4	61.6	12056.24
			0	0.0%	CAT	Overhead wires		0			
192	2.230%	46.5%	277	75.7%	No	Tracks not powered	57.52	12	19.8	46.0	4266.10

The LIRR uses 750-volt third rail to power its electric MU trains in electric territory, and the third rails that supply the power to the trains are live at all times, even if there is no train present. And while there is never live third rail stretching across a grade crossing (that would make it difficult for the cars to get across), there is live third rail to either side of 89 different crossings across Long Island. When a train and car collide at a grade crossing, the car can be pushed onto the third rail, and the short circuit that can occur at the instant the metal car contacts the third rail can force a fire to erupt, causing a fire that can incinerate the car and the front portion of the train (like this [fiery accident in Brentwood](#) two years ago). And there's even the rail chance that the third

rail can even penetrate into the actual train car like the Metro-North accident in early February. Only 24% of Long Island’s grade crossings, 74% of all accidents from 2009 through 2013 have occurred at a crossing where the tracks are electrified. Again, like the case with the maximum authorized speed across the crossing on the previous page, the proportion of accidents to crossings tends to be really high at crossings that have some dangerous qualities.

Number of traffic lanes crossing the tracks:

FRA Avg. Rank	FRA Avg. APV	Secondary Avg. APV	# of Xings	% of Crossings	Column Abbr.	Description	Average Milepost	Accidents	Average Trains	Average MAS	Average AADTC
			10	2.7%	0	Pedestrian crossings	27.44	0	48.7	39.0	0
232	1.499%	37.7%	44	12.0%	1	1-lane roadways	66.30	0	9.0	38.2	1335.27
166	2.974%	51.4%	273	74.6%	2	2-lane roadways	49.91	29	36.3	50.5	5203.56
104	4.828%	58.0%	7	1.9%	3	3-lane roadways	54.83	2	31.3	64.3	14839.71
66	7.474%	73.7%	24	6.6%	4	4-lane roadways	26.97	11	64.0	59.0	20244.83
34	10.313%	77.7%	6	1.6%	5	5-lane roadways	33.73	5	56.7	67.5	21240.83
47	5.130%	79.4%	1	0.3%	6	6-lane roadways	61.56	0	27.0	65.0	48100
308	0.030%	57.6%	1	0.3%	7	7-lane roadways	20.25	0	0.0	15.0	10092

Crossings with only two highway lanes (one lane in each direction), are the most common on Long Island, with 75% of crossings having two highway lanes crossing them. There is one crossing on Long Island that has 7 highway lanes crossing it, Quinten Roosevelt Boulevard (Garden City), but this crossing on the Garden-Mitchell Secondary doesn’t see any regularly scheduled trains. There’s one six-lane roadway, William Floyd Parkway (Shirley), a handful of five lane roadways, and more four-lane roadways. Crossings tend to be more dangerous the more traffic lanes they carry, as the number of highway lanes is typically related to the volume of vehicular traffic over the crossing.

That’s all I have in terms of summary statistics, the full listing of grade crossings on Long Island is included at the end of this file (and you can e-mail me if you want to play around with the full Excel spreadsheet). In terms of how railroad crossings can be made safer going forward, the only real way to eliminate the risk completely from a grade crossing is to eliminate it. There were a large number of dangerous crossings along the Montauk Branch between Jamaica and Babylon, and there was a large enough number of accidents that the LIRR decided that it would be better to elevate the entire branch and eliminate all of those crossings.

The trouble with eliminating grade crossings is that it can often be a lot of work and trouble to do so. While there are likely underused crossings that can be closed outright and fenced off, others would require a significant amount of work to either construct a bridge to bring the road over the tracks or dig underneath the tracks to send the road underneath. Doing this typically requires room on either side of the tracks to allow the road to slope up or down, and that room is not always available. At some places, like New Hyde Park, local residents have boisterously opposed plans to eliminate crossings, due to the fact that grade crossing eliminations, more often than not, can often be quite disruptive, requiring the road to be closed for an extended period of time, disruptions to train operations over or under the new alignment, and they can also be quite costly.

Additionally, more educational and outreach initiatives can help make motorists and pedestrians more aware of grade crossings and how dangerous they can be. The LIRR released two [“Wait for the Gate”](#) commercials back in October 2013, but I don’t think I’ve ever heard or seen them on TV. Extending the message of grade crossing safety to classrooms (along the lines of the T.R.A.C.K.S. program) or Drivers Ed programs can help make sure new drivers are

versed in the importance of being aware of grade crossings and the dangers they pose.

Total grade crossing elimination should likely be in the LIRR's sights long-long-term, but in the meantime, the LIRR should likely intensify its efforts to eliminate some of the Island's most dangerous crossings, especially as we approach East Side Access' opening, when the volume of trains will increase even more than crossings see today.

[I'll leave you with some stray Long Island grade crossing trivia: the one city that has the most grade crossings in it is Sunset Park in Brooklyn (17 crossings) followed b Garden City (13 crossings) and Riverhead and Patchogue (12 crossings). 146 crossings have "Avenue" in the street's name, 87 have "Road", 53 have "Street", 22 have "Lane", and 2 have "Turnpike" in their names.]

ABBREVIATIONS

Abbreviation	Definition
FRA	Federal Railroad Administration (<i>oversight body for all commuter and freight railroads in the United States</i>)
Rank	Crossing's accident prediction value compared to other crossings (Lower = higher chance of accident)
Secondary APV	Calculated as follows: $APV = \frac{\# \text{ accidents}}{\max \# \text{ of accidents}} + \frac{\# \text{ of trains}}{\max \# \text{ of trains}} + \frac{\# \text{ of tracks}}{\max \# \text{ of tracks}} + \frac{MAS}{\max MAS} + \frac{\# \text{ road lanes}}{\max \# \text{ road lanes}} + \frac{AADTC}{\max AADTC} + \left\{ \frac{1}{3}, \text{ if no 3rd rail} \mid 1, \text{ if 3rd rail} \right\}$ $+ \left\{ \frac{1}{3}, \text{ if road paved} \mid 1, \text{ if not paved} \right\} + \left\{ 1, \text{ if crossing is adjecant to station} \mid \frac{1}{3}, \text{ if crossing is not adjecant to station} \right\}$ $+ \left\{ \frac{1}{3}, \text{ if flashers \& gates} \mid 1, \text{ if no flashers \& gates} \right\}$
APV	Accident Prediction Value (<i>The probability that a collision between a train and a highway vehicle will occur at the crossing in a year</i>)
Crossing ID Num.	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR	Alphabetic Abbreviation for Railroad (<i>See table on page 4 for meanings</i>)
City	The city where the crossing is located.
MP	Milepost (<i>the distance in miles from MP 0.0 for that branch</i>)
Ax	Accidents (<i>Collisions between a train and a highway vehicle</i>). Numbers are totals for the five year period from 2009 through 2013 unless otherwise noted/
WD	Warning device (<i>See table on page 7 for meanings</i>)
Last WD Change	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The FRA's accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
750Dc	Tracks powered by 750-volt third rail
CAT	Tracks powered by overhead wires.
Paved?	Is the roadway paved on both sides of the crossing?
Total Tracks	The total number of tracks between the warning devices at the crossing.
MAS	The Maximum Allowed Speed or Timetable Speed for trains through the crossing.
Type	Material the crossing pads are made of.
AADTC	Average Annual Daily Traffic Count

FRA Rank	FRA APV	Secondary APV	Crossing ID Num.	Type	Railroad	State	County	City	Road	Branch	Milepost	2013 Ax	2012 Ax	2011 Ax	2010 Ax	2009 Ax	Total Ax	Last WD Change	Warning Device	Total Trains	Total Tracks	Max Allw. Speed	Electric?	Type	Adjacent to Star?	Highway Paved	Highway Lanes	Cars/Train Avg.	Ann. Daily Traffic
8	13.662%	100.0%	338141W	Highway	LI	NY	Nassau	New Hyde Park	New Hyde Park Road	Main Line	16.43	0	0	0	1	1	1		FG	251	2	80	750DC	Concrete	NHP	Yes	4	66	16,680
1	28.150%	98.1%	338169M	Highway	LI	NY	Suffolk	Brentwood	Washington Avenue	Main Line	40.95	1	1	0	0	2	4		FG	76	2	80	750DC	Concrete	BWD	Yes	2	291	22,136
43	5.250%	96.2%	338143K	Highway	LI	NY	Nassau	Mineola	Main Street	Main Line	18.63	0	0	0	0	0	0		FG	251	4	80	750DC	Rubber	MIN	Yes	2	27	6,746
2	25.898%	93.3%	338166S	Highway	LI	NY	Suffolk	Brentwood	5th Avenue	Main Line	40.09	0	0	1	0	2	3		FG	76	2	80	750DC	Concrete		Yes	4	496	37,710
18	10.112%	90.8%	338140P	Highway	LI	NY	Nassau	New Hyde Park	12th Street	Main Line	16.23	0	1	0	0	0	1		FG	251	2	80	750DC	Concrete	NHP	Yes	2	10	2,491
36	5.804%	87.5%	338350E	Highway	LI	NY	Nassau	Garden City	Nassau Boulevard	Hempstead Branch	17.35	0	0	0	0	0	0		FG	63	2	70	750DC	Concrete	NBD	Yes	5	408	25,730
41	5.291%	87.1%	338173C	Highway	LI	NY	Suffolk	Central Islip	Lowell Avenue	Main Line	43.87	0	0	0	0	0	0		FG4	76	2	80	750DC	Concrete	CI	Yes	5	211	16,027
17	10.875%	86.5%	338165K	Highway	LI	NY	Suffolk	Deer Park	Grant Avenue	Main Line	38.48	0	0	1	0	0	1		FG	76	2	80	750DC	Concrete	DPK	Yes	3	209	15,904
39	5.358%	85.2%	338151C	Highway	LI	NY	Nassau	Bethpage	Stewart Avenue	Main Line	27.84	0	0	0	0	0	0		FG	76	2	80	750DC	Concrete	BPG	Yes	4	225	17,087
11	11.573%	84.2%	338146F	Highway	LI	NY	Nassau	Westbury	School Street	Main Line	21.82	0	0	0	0	1	1		FG	216	3	80	750DC	Concrete		Yes	2	42	9,068
3	18.687%	84.0%	338308F	Highway	LI	NY	Nassau	Jericho	Robbins Lane	Port Jefferson Branch	27.08	1	0	0	0	1	2		FG	113	2	80	750DC	Concrete		Yes	4	127	14,318
42	5.264%	83.8%	338159G	Highway	LI	NY	Suffolk	Pinelawn	Wellwood Avenue	Main Line	32.46	0	0	0	0	0	0		FG	76	1	80	750DC	Concrete	PLN	Yes	4	329	24,997
9	12.118%	83.4%	338139V	Highway	LI	NY	Nassau	New Hyde Park	Covert Avenue	Main Line	15.98	1	0	0	0	0	1		FG	251	2	80	750DC	Concrete		Yes	2	48	12,025
44	5.204%	83.2%	338162P	Highway	LI	NY	Suffolk	Wyandanch	Straight Path	Main Line	34.69	0	0	0	0	0	0		FG	76	1	80	750DC	Concrete	WYD	Yes	4	302	22,963
4	18.273%	82.7%	338164D	Highway	LI	NY	Suffolk	Deer Park	Comack Road	Main Line	37.37	1	0	0	0	1	2		FG	76	1	80	750DC	Concrete		Yes	5	299	22,758
14	11.122%	82.2%	338289D	Highway	LI	NY	Queens	Little Neck	Little Neck Parkway	Port Washington Brach	12.49	0	1	0	0	0	1		FG4	112	2	60	750DC	Concrete	LNK	Yes	2	132	14,758
13	11.288%	81.5%	338144S	Highway	LI	NY	Nassau	Mineola	Willis Avenue	Main Line	18.71	1	0	0	0	0	1		FG	251	2	80	750DC	Concrete		Yes	2	25	6,235
5	17.929%	81.4%	338172V	Highway	LI	NY	Suffolk	Central Islip	Carlton Avenue	Main Line	43.37	0	0	0	1	1	2		FG4	76	1	80	750DC	Rubber		Yes	5	248	18,842
50	5.045%	81.4%	338349K	Highway	LI	NY	Nassau	Garden City	New Hyde Park Road	Hempstead Branch	16.37	0	0	0	0	0	0		FG	63	2	70	750DC	Concrete	SMR	Yes	4	224	14,112
37	5.681%	81.1%	338357C	Highway	LI	NY	Nassau	Oceanside	Atlantic Avenue	Long Beach Branch	18.35	0	0	0	0	0	0		FG	71	2	45	750DC	Concrete	ERY	Yes	4	376	26,677
6	17.395%	80.5%	338170G	Highway	LI	NY	Suffolk	Central Islip	Islip Avenue	Main Line	42.36	1	1	0	0	0	2		FG	76	1	80	750DC	Concrete		Yes	4	300	22,825
47	5.130%	79.4%	338069H	Highway	LI	NY	Suffolk	Shirley	William Floyd Parkway	Montauk Branch	61.56	0	0	0	0	0	0		FG4	27	1	65	No Concrete	MSY	Yes	6	1781	48,100	
56	4.609%	79.3%	338351L	Highway	LI	NY	Nassau	Garden City	Cathedral Avenue	Hempstead Branch	18.33	0	0	0	0	0	0		FG	63	2	70	750DC	Rubber	GCV	Yes	4	122	7,656
15	10.998%	79.2%	338147M	Highway	LI	NY	Nassau	Westbury	Urban Avenue	Main Line	22.78	0	1	0	0	0	1		FG	216	2	80	750DC	Concrete		Yes	2	27	5,776
52	4.750%	77.0%	338356V	Highway	LI	NY	Nassau	East Rockaway	Ocean Avenue	Long Beach Branch	18.25	0	0	0	0	0	0		FG	71	2	60	750DC	Concrete	ERY	Yes	2	264	18,753
40	5.291%	76.4%	338309M	Highway	LI	NY	Nassau	Syosset	Jackson Avenue	Port Jefferson Branch	29.07	0	0	0	0	0	0		FG	113	2	40	750DC	Concrete	SYT	Yes	2	186	21,060
100	3.642%	76.3%	338157T	Highway	LI	NY	Nassau	Farmingdale	Scatogate Avenue	Main Line	30.14	0	0	0	0	0	0		FG	76	2	80	750DC	Rubber	FMD	Yes	2	51	3,889
67	4.163%	75.8%	338352T	Highway	LI	NY	Nassau	Garden City	Hilton Avenue	Hempstead Branch	18.57	0	0	0	0	0	0		FG	63	2	70	750DC	Rubber	GCV	Yes	2	170	10,690
38	5.413%	75.2%	338174J	Highway	LI	NY	Suffolk	Ronkonkoma	Ocean Avenue	Main Line	47.58	0	0	0	0	0	0		FG4	76	1	80	750DC	Concrete		Yes	4	407	30,899
7	14.478%	74.8%	338155E	Highway	LI	NY	Nassau	Farmingdale	Main Street	Main Line	29.98	0	0	0	1	1	2		FG	76	2	80	750DC	Rubber		Yes	2	97	7,353
73	4.036%	74.8%	338292L	Highway	LI	NY	Nassau	East Williston	Hillside Avenue	Oyster Bay Branch	19.90	0	0	0	0	0	0		FG	39	2	60	750DC	Concrete	EWN	Yes	2	471	18,363
54	4.702%	73.8%	338316X	Highway	LI	NY	Suffolk	Huntington	Pulaski Road	Port Jefferson Branch	34.21	0	0	0	0	0	0		FG	113	3	80	750DC	Concrete		Yes	2	81	9,203
12	11.302%	73.5%	338153R	Highway	LI	NY	Nassau	Farmingdale	Merritt Road	Main Line	29.25	0	0	0	0	1	1		FG	76	2	60	750DC	Rubber		Yes	4	180	13,700
69	4.107%	73.3%	338359R	Highway	LI	NY	Nassau	Oceanside	Weidner Boulevard	Long Beach Branch	18.90	0	0	0	0	0	0		FG	71	2	60	750DC	Concrete	ODE	Yes	2	106	7,554
28	7.796%	73.1%	338365U	Highway	LI	NY	Nassau	Lakeview	Woodfield Road	West Hempstead Branch	18.75	0	0	0	0	1	1		FG	36	1	65	750DC	Concrete	LKV	Yes	2	301	10,850
49	5.127%	73.1%	338149B	Highway	LI	NY	Nassau	Hicksville	South Oyster Bay Road	Main Line	26.65	0	0	0	0	0	0		FG	76	2	80	750DC	Concrete		Yes	4	162	12,330
48	5.129%	72.4%	338314J	Highway	LI	NY	Suffolk	Huntington	Oakwood Road	Port Jefferson Branch	33.78	0	0	0	0	0	0		FG	113	2	80	750DC	Concrete		Yes	2	148	16,770
24	9.170%	72.2%	338161H	Highway	LI	NY	Suffolk	Wyandanch	Eighteenth Street	Main Line	34.49	0	0	0	1	0	1		FG	76	2	80	750DC	Concrete		Yes	2	148	11,281
46	5.154%	71.7%	338348D	Highway	LI	NY	Nassau	Stewart Manor	Covert Avenue	Hempstead Branch	15.90	0	0	0	0	0	0		FG	63	2	70	750DC	Concrete		Yes	4	261	16,451
119	3.317%	71.6%	338358J	Highway	LI	NY	Nassau	Oceanside	Anchor Avenue	Long Beach Branch	18.83	0	0	0	0	0	0		FG	71	2	60	750DC	Concrete	ODE	Yes	2	33	2,330
20	9.483%	71.3%	338152J	Highway	LI	NY	Nassau	Bethpage	Broadway	Main Line	27.97	0	1	0	0	0	1		FG	76	2	80	750DC	Concrete		Yes	2	114	8,660
21	9.379%	71.1%	338167Y	Highway	LI	NY	Suffolk	Brentwood	Second Street	Main Line	40.67	1	0	0	0	0	1		FG	76	2	80	750DC	Concrete		Yes	2	105	7,974
61	4.296%	71.1%	338361S	Highway	LI	NY	Nassau	Island Park	Long Beach Road	Long Beach Branch	21.20	0	0	0	0	0	0		FG	71	2	45	750DC	Concrete	IPK	Yes	2	139	9,887
23	9.291%	70.9%	338154X	Highway	LI	NY	Nassau	Farmingdale	Clinton Street	Main Line	29.87	0	0	0	1	0	1		FG	76	2	80	750DC	Concrete		Yes	2	98	7,433
59	4.424%	70.8%	338018X	Highway	LI	NY	Suffolk	West Islip	Higbie Lane	Montauk Branch	36.94	0	0	0	0	0	0		FG	51	3	65	750DC	Concrete		Yes	2	411	20,939
25	8.070%	70.3%	338063S	Highway	LI	NY	Suffolk	North Bellport	Station Road	Montauk Branch	56.92	1	0	0	0	0	1		FG	27	2	65	No Concrete	BPT	Yes	3	634	17,124	
53	4.718%	70.0%	338310G	Highway	LI	NY	Nassau	Syosset	Syosset-Woodbury Road	Port Jefferson Branch	29.74	0	0	0	0	0	0		FG	113	2	80	750DC	Concrete		Yes	2	83	9,420
26	7.931%	69.8%	338163W	Highway	LI	NY	Suffolk	Deer Park	Carl's Path	Main Line	36.88	0	0	1	0	0	1		FG	76	2	80	750DC	Concrete		Yes	2	53	4,035
55	4.625%	69.7%	338364M	Highway	LI	NY	Nassau	Malverne	Ocean Avenue	West Hempstead Branch	17.92	0	0	0	0	0	0		FG	36	1	65	750DC	Concrete		Yes	4	856	30,811
65	4.206%	69.7%	338368P	Highway	LI	NY	Nassau	Valley Stream	Dubois Avenue	Far Rockaway Branch	16.20	0	0	0	0	0	0		FG	66	2	40	750DC	Rubber	GBN	Yes	2	146	9,619
87	3.837%	69.5%	338355N	Highway	LI	NY	Nassau	East Rockaway	Centre Avenue	Long Beach Branch	17.78	0	0	0	0	0	0		FG	71	2	45	750DC	Concrete	CAV	Yes	2	72	5,105
124	3.279%	69.3%	338363F	Highway	LI	NY	Nassau	Malverne	Hempstead Avenue	West Hempstead Branch	17.60	0	0	0	0	0	0		FG	36	1	65	750DC	Concrete	MVN	Yes	2	313	11,280
70	4.082%	69.2%	338377N	Highway	LI	NY	Nassau	Cedarhurst	Cedarhurst Avenue	Far Rockaway Branch	18.30	0	0	0	0	0	0		FG	66	2	40	750DC	Rubber	CHT	Yes	2	122	8,052
16	10.934%	69.1%	338299J	Highway	LI	NY	Nassau	Glen Cove	Glen Street	Oyster Bay Branch	27.36	1	0	0	0	0	1		FG	37	2	30	No Concrete	GST	Yes	5	504	18,665	
74	4.033%	69.0%	338380W	Highway	LI	NY	Nassau	Lawrence	Lawrence Road	Far Rockaway Branch	19.10	0	0	0	0	0	0		FG	66	2	40	750DC	Rubber	LCE	Yes	2	114	7,500
77	3.987%	68.8%	338373L	Highway	LI	NY	Nassau	Woodmere																					

FRA Rank	FRA APV	Secondary APV	Crossing ID Num.	Type	Railroad	State	County	City	Road	Branch	Milepost	2013 Ax	2012 Ax	2011 Ax	2010 Ax	2009 Ax	Total Ax	Last WD Change	Warning Device	Total Trains	Total Tracks	Max Allw. Speed	Electric?	Type	Adjacent to Star?	Highway Paved	Highway Lanes	Cars/Train Avg.	Ann. Daily Traffic
89	3.794%	63.3%	338382K	Highway	LI	NY	Nassau	Lawrence	Doughty Avenue	Far Rockaway Branch	19.60	0	0	0	0	0	0		FG	66	2	15	750DC	Rubber	INW	Yes	2	80	5,297
58	4.454%	63.3%	338137G	Highway	LI	NY	Queens	Hunters Point	11th Street	Main Line	0.04	0	0	0	0	0	0		FG	24	2	15	750DC	Concrete		Yes	2	1383	33,202
90	3.790%	63.2%	338160B	Highway	LI	NY	Suffolk	Wyandanch	Little East Neck Road	Main Line	33.54	0	0	0	0	0	0		FG	76	1	80	750DC	Concrete		Yes	2	106	8,092
94	3.739%	63.1%	338171N	Highway	LI	NY	Suffolk	Central Islip	Peters Boulevard	Main Line	42.90	0	0	0	0	0	0		FG	76	1	80	750DC	Rubber		Yes	2	99	7,504
88	3.801%	62.8%	338021F	Highway	LI	NY	Suffolk	Bay Shore	Fifth Avenue	Montauk Branch	39.80	0	0	0	0	0	0		FG4	51	2	65	No	Concrete	BSR	Yes	2	168	8,553
93	3.744%	62.6%	338038J	Highway	LI	NY	Suffolk	Saville	Greely Avenue	Montauk Branch	49.03	0	0	0	0	0	0		FG	51	2	65	No	Rubber	SVL	Yes	2	154	7,863
84	3.870%	62.5%	338049W	Highway	LI	NY	Suffolk	Patchogue	West Avenue	Montauk Branch	53.08	0	0	0	0	0	0		FG	51	1	65	No	Rubber	PD	Yes	4	118	6,021
311	0.007%	62.5%	338396T	Highway	LI	NY	Nassau	Garden City	Washington Avenue	Garden-Mitchell Secondary	19.03	0	0	0	0	0	0	12/13	W	0	1	15	750DC	N/A		Yes	4	9999	13,640
120	3.316%	62.3%	338050R	Highway	LI	NY	Suffolk	Patchogue	Ocean Avenue	Montauk Branch	53.30	0	0	0	0	0	0		FG	51	2	65	No	Rubber	PD	Yes	2	135	6,866
111	3.460%	62.2%	338175R	Highway	LI	NY	Suffolk	Ronkonkoma	Pond Road	Main Line	47.80	0	0	0	0	0	0		FG	76	1	80	750DC	Concrete		Yes	2	65	4,934
95	3.693%	62.2%	338293T	Highway	LI	NY	Nassau	Albertson	IU Willits Road	Oyster Bay Branch	20.82	0	0	0	0	0	0		FG	37	2	60	No	Concrete	ABT	Yes	2	333	12,336
97	3.676%	62.1%	338297V	Highway	LI	NY	Nassau	Glen Head	Glenhead Road	Oyster Bay Branch	25.50	0	0	0	0	0	0		FG	37	2	60	No	Concrete	GHD	Yes	2	325	12,028
160	2.466%	62.0%	338102F	Highway	LI	NY	Suffolk	Hampton Bays	Ponquogue Road	Montauk Branch	81.34	0	0	0	0	0	0		FG	13	2	65	No	Concrete	HBV	Yes	2	1036	13,472
108	3.517%	61.8%	338023U	Highway	LI	NY	Suffolk	Bay Shore	Fourth Avenue	Montauk Branch	40.04	0	0	0	0	0	0		FG	51	2	65	No	Concrete	BSR	Yes	2	110	5,591
101	3.642%	61.4%	338323H	Highway	LI	NY	Suffolk	East Northport	Larkfield Road	Port Jefferson Branch	39.65	0	0	0	0	0	0		FG	39	1	65	No	Concrete	NPT	Yes	2	478	18,650
140	2.942%	61.3%	338328S	Highway	LI	NY	Suffolk	Kings Park	First Avenue	Port Jefferson Branch	43.17	0	0	0	0	0	0		FG	39	2	65	No	Concrete	KPT	Yes	2	160	6,224
57	4.523%	61.0%	338379C	Highway	LI	NY	Nassau	Lawrence	Rockaway Turnpike	Far Rockaway Branch	18.70	0	0	0	0	0	0		FG	66	2	40	750DC	Rubber		Yes	2	228	15,067
106	3.569%	60.9%	338362Y	Highway	LI	NY	Nassau	Malverne	Franklin Avenue	West Hempstead Branch	17.30	0	0	0	0	0	0		FG	36	1	65	750DC	Concrete		Yes	2	490	17,622
96	3.685%	60.7%	338313C	Highway	LI	NY	Suffolk	Huntington	West Rogues Path	Port Jefferson Branch	32.62	0	0	0	0	0	0		FG	113	2	45	750DC	Concrete		Yes	2	19	2,140
141	2.924%	60.2%	338312V	Highway	LI	NY	Suffolk	Huntington	East Gate Drive	Port Jefferson Branch	31.81	0	0	0	0	0	0		FG	113	2	45	750DC	Rubber		Yes	2	6	650
133	3.034%	59.6%	338295G	Highway	LI	NY	Nassau	Roslyn	Lincoln Avenue	Oyster Bay Branch	22.29	0	0	0	0	0	0		FG	37	2	60	No	Concrete	RSN	Yes	2	120	4,437
312	0.006%	59.3%	338397A	Highway	LI	NY	Nassau	Garden City	Clinton Road	Garden-Mitchell Secondary	19.11	0	0	0	0	0	0	12/09	W	0	2	15	No	N/A		Yes	4	9999	23,798
83	3.881%	59.1%	338354G	Highway	LI	NY	Nassau	East Rockaway	Rocklyn Avenue	Long Beach Branch	17.70	0	0	0	0	0	0		FG	71	2	45	750DC	Concrete		Yes	2	77	5,445
168	2.330%	58.5%	338127B	Highway	LI	NY	Suffolk	East Hampton	Newtown Lane	Montauk Branch	100.30	0	0	0	0	0	0		FG	13	1	65	No	Concrete	EHN	Yes	2	1133	14,724
183	2.041%	58.4%	338296N	Highway	LI	NY	Nassau	Glen Head	Locust Avenue	Oyster Bay Branch	25.28	0	0	0	0	0	0		FG	37	2	60	No	Concrete	GHD	Yes	2	19	719
107	3.526%	58.3%	338298C	Highway	LI	NY	Nassau	Glen Cove	Sea Cliff Avenue	Oyster Bay Branch	26.74	0	0	0	0	0	0		FG	37	2	45	No	Concrete	SCF	Yes	2	259	9,601
78	3.980%	58.3%	338371X	Highway	LI	NY	Nassau	Woodmere	Franklin Place	Far Rockaway Branch	17.20	0	0	0	0	0	0		FG	66	2	40	750DC	Rubber		Yes	2	105	6,951
99	3.645%	58.2%	338005W	Highway	LI	NY	Suffolk	Lindenhurst	Wellwood Avenue	Central Branch	33.04	0	0	0	0	0	0		FG	12	1	65	No	Concrete		Yes	5	2119	25,423
308	0.030%	57.6%	338428W	Highway	LI	NY	Nassau	Garden City	Quentin Roosevelt Boulevard	Garden-Mitchell Secondary	20.25	0	0	0	0	0	0		W	0	1	15	No	N/A		Yes	7	9999	10,092
109	3.494%	57.1%	338375A	Highway	LI	NY	Nassau	Cedarhurst	Grove Avenue	Far Rockaway Branch	17.90	0	0	0	0	0	0		FG	66	2	40	750DC	Rubber		Yes	2	51	3,383
115	3.386%	57.0%	338374T	Highway	LI	NY	Nassau	Cedarhurst	Prospect Avenue	Far Rockaway Branch	17.80	0	0	0	0	0	0		FG	66	2	40	750DC	Rubber		Yes	2	43	2,865
117	3.357%	56.9%	338372E	Highway	LI	NY	Nassau	Woodmere	Irving Place	Far Rockaway Branch	17.30	0	0	0	0	0	0		FG	66	2	40	750DC	Rubber		Yes	2	42	2,739
267	1.031%	56.6%	338246K	Highway	LI	NY	Suffolk	Mattituck	Westphalia Avenue	Main Line	82.43	0	0	0	0	0	0		FG	6	3	40	No	Concrete	MAK	Yes	2	192	1,150
123	3.307%	56.4%	338302P	Highway	LI	NY	Nassau	Locust Valley	Birch Hill Road	Oyster Bay Branch	29.12	0	0	0	0	0	0		FG	37	2	40	No	Concrete	LVL	Yes	2	185	6,858
149	2.770%	56.4%	338376G	Highway	LI	NY	Nassau	Cedarhurst	Linwood Avenue	Far Rockaway Branch	18.20	0	0	0	0	0	0		FG	66	2	40	750DC	Rubber		Yes	2	16	1,054
170	2.318%	56.0%	338334V	Highway	LI	NY	Suffolk	St James	Lake Avenue	Port Jefferson Branch	49.95	0	0	0	0	0	0		FG	39	1	65	No	Concrete	SJM	Yes	2	53	2,048
103	3.618%	55.6%	338291E	Highway	LI	NY	Nassau	Garden City	Second Street	Oyster Bay Branch	18.96	0	0	0	0	0	0		FG	39	2	30	750DC	Concrete		Yes	2	255	9,930
104	3.606%	55.5%	338024B	Highway	LI	NY	Suffolk	Bay Shore	Third Avenue	Montauk Branch	40.18	0	0	0	0	0	0		FG	51	3	65	No	Rubber		Yes	2	125	6,937
187	1.969%	55.3%	338086Y	Highway	LI	NY	Suffolk	Speonk	North Phillips Avenue	Montauk Branch	70.75	0	0	0	0	0	0		FG	27	1	65	No	Concrete	SPK	Yes	2	79	2,138
114	3.400%	54.8%	338301H	Highway	LI	NY	Nassau	Glen Cove	Duck Pond Road	Oyster Bay Branch	27.80	0	0	0	0	0	0		FG	37	2	30	No	Concrete	GCV	Yes	2	214	7,918
27	7.878%	54.7%	338037C	Highway	LI	NY	Suffolk	West Sayville	Cherry Street	Montauk Branch	48.64	1	0	0	0	0	1		FG	51	2	65	No	Rubber		Yes	2	78	4,003
62	4.232%	54.7%	338028D	Highway	LI	NY	Suffolk	Bay Shore	Brentwood Road	Montauk Branch	40.98	0	0	0	0	0	0		FG	51	2	65	No	Rubber		Yes	2	313	15,947
34	6.743%	54.6%	338076T	Highway	LI	NY	Suffolk	Center Moriches	Railroad Avenue	Montauk Branch	65.61	1	0	0	0	0	1		FG	27	2	65	No	Rubber		Yes	2	308	8,305
221	1.546%	54.5%	338126U	Highway	LI	NY	Suffolk	East Hampton	Race Lane	Montauk Branch	100.16	0	0	0	0	0	0		FG	13	1	65	No	Rubber	EHN	Yes	2	199	2,587
233	1.376%	54.2%	338132X	Highway	LI	NY	Suffolk	Amagansett	Abrams Landing	Montauk Branch	103.68	0	0	0	0	0	0		FG	13	1	65	No	Concrete	AGT	Yes	2	125	1,625
71	4.071%	53.6%	338029K	Highway	LI	NY	Suffolk	Bay Shore	Saxon Avenue	Montauk Branch	41.40	0	0	0	0	0	0		FG	51	2	65	No	Concrete		Yes	2	248	12,662
143	2.886%	53.5%	338109D	Highway	LI	NY	Suffolk	Southampton	Flying Point Road	Montauk Branch	89.29	0	0	0	0	0	0		FG	13	1	65	No	Concrete		Yes	3	1892	24,593
238	1.275%	53.2%	338272A	Highway	LI	NY	Suffolk	Southold	Young Avenue	Main Line	90.15	0	0	0	0	0	0		FG	6	2	40	No	Concrete	SHD	Yes	2	494	2,964
131	3.050%	53.0%	338006D	Highway	LI	NY	Suffolk	Lindenhurst	Straight Path	Central Branch	33.48	0	0	0	0	0	0		FG	12	1	65	No	Concrete		Yes	4	1361	16,335
259	1.144%	52.9%	338247S	Highway	LI	NY	Suffolk	Mattituck	Love Lane	Main Line	82.50	0	0	0	0	0	0		FG	6	2	40	No	Concrete	MAK	Yes	2	325	1,950
82	3.882%	52.6%	338020Y	Highway	LI	NY	Suffolk	Bay Shore	Clinton Avenue	Montauk Branch	39.71	0	0	0	0	0	0		FG4	51	2	65	No	Concrete		Yes	2	189	9,620
201	1.825%	52.4%	338081P	Highway	LI	NY	Suffolk	Eastport	East Moriches Boulevard	Montauk Branch	69.23	0	0	0	0	0	0		FG	27	3	65	No	Concrete		Yes	2	57	1,550
30	7.611%	52.2%	338051X	Highway	LI	NY	Suffolk	Patchogue	Rider Avenue	Montauk Branch	53.56	0	1	0	0	0	1		FG	51	2	50	No	Concrete		Yes	2	104	5,296
92	3.771%	52.2%	338036V	Highway	LI	NY	Suffolk	Oakdale	Locust Avenue	Montauk Branch	47.77	0	0	0	0	0	0		FG	51	2	65	No	Concrete		Yes	2	160	8,173
139	2.948%	52.1%	338003H	Highway	LI	NY	Suffolk	East Farmingdale	New Highway	Central Branch	32.27	0	0	0	0	0	0		FG	12	1	65	No	Concrete		Yes	4	1153	13,833
102	3.636%	51.7%	338019E	Highway	LI	NY	Suffolk	Brightwaters	Windsor Avenue	Montauk Branch	39.21	0	0	0	0	0	0		FG										

FRA Rank	FRA APV	Secondary APV	Crossing ID Num.	Type	Railroad	State	County	City	Road	Branch	Milepost	2013 Ax	2012 Ax	2011 Ax	2010 Ax	2009 Ax	Total Ax	Last WD Change	Warning Device	Total Trains	Total Tracks	Max Allw. Speed	Electric?	Type	Adjacent to Star?	Highway Paved	Highway Lanes	Cars/Train Avg.	Ann. Daily Traffic
231	1.390%	47.6%	338125M	Highway	LI	NY	Suffolk	East Hampton	King Street	Montauk Branch	100.01	0	0	0	0	0	0		FG	13	2	65	No	Rubber	Yes	2	130	1,693	
172	2.259%	47.5%	338014V	Highway	LI	NY	Queens	Laurel Hill	Debevoise Avenue	NYAR Secondary	2.41	0	0	0	0	0	0		FG	16	2	40	No	N/A	Yes	2	233	3,720	
31	7.418%	47.2%	338331A	Highway	LI	NY	Suffolk	Smithtown	Landing Avenue	Port Jefferson Branch	47.35	0	0	0	0	1	1		FG	39	1	45	No	Concrete	Yes	2	189	7,362	
150	2.694%	47.1%	338347W	Highway	LI	NY	Suffolk	Port Jefferson	Columbia Street	Port Jefferson Branch	57.89	0	0	0	0	0	0		FG	39	3	30	No	Rubber	Yes	2	105	4,079	
223	1.535%	46.7%	338201D	Highway	LI	NY	Suffolk	Riverhead	Marcy Avenue	Main Line	73.11	0	0	0	0	0	0		FG	13	3	40	No	Concrete	Yes	2	137	1,780	
144	2.849%	46.6%	338047H	Highway	LI	NY	Suffolk	Blue Point	Atlantic Avenue	Montauk Branch	52.32	0	0	0	0	0	0		FG	51	1	65	No	Concrete	Yes	2	63	3,222	
197	1.858%	46.5%	338104U	Highway	LI	NY	Suffolk	Shinnecock	Tuckahoe Road	Montauk Branch	85.92	0	0	0	0	0	0		FG	13	1	65	No	Rubber	Yes	3	262	3,410	
148	2.797%	46.5%	338044M	Highway	LI	NY	Suffolk	Bayport	Snedicor Avenue	Montauk Branch	51.89	0	0	0	0	0	0		FG	51	1	65	No	Concrete	Yes	2	58	2,949	
290	0.797%	46.5%	338288W	Highway	LI	NY	Suffolk	Greenport	Fourth Street	Main Line	94.22	0	0	0	0	0	0		FG	6	2	10	No	Rubber	GPT	Yes	2	83	499
147	2.798%	46.4%	338327K	Highway	LI	NY	Suffolk	Kings Park	Old Commark Road	Port Jefferson Branch	42.88	0	0	0	0	0	0		FG	39	1	65	No	Concrete	Yes	2	125	4,884	
72	4.045%	46.4%	338013N	Highway	LI	NY	Queens	Laurel Hill	Washington Avenue	NYAR Secondary	2.16	0	0	0	1	0	1		FG	16	2	40	No	N/A	Yes	2	16	250	
152	2.653%	46.3%	338043F	Highway	LI	NY	Suffolk	Bayport	Oakwood Avenue	Montauk Branch	50.57	0	0	0	0	0	0		FG	51	1	65	No	Rubber	Yes	2	45	2,300	
155	2.550%	46.2%	338068B	Highway	LI	NY	Suffolk	Shirley	Smith Road	Montauk Branch	60.85	0	0	0	0	0	0		FG	27	1	65	No	Rubber	Yes	2	249	6,717	
156	2.544%	46.2%	338042Y	Highway	LI	NY	Suffolk	Bayport	McConnell Avenue	Montauk Branch	50.38	0	0	0	0	0	0		FG	51	1	65	No	Rubber	Yes	2	37	1,892	
151	2.673%	46.1%	338321U	Highway	LI	NY	Suffolk	Greenlawn	Taylor Avenue	Port Jefferson Branch	37.62	0	0	0	0	0	0		FG	39	1	65	No	Concrete	Yes	2	101	3,931	
174	2.230%	46.0%	338195C	Highway	LI	NY	Suffolk	Calverton	Edwards Avenue	Main Line	69.26	0	0	0	0	0	0		FG	13	2	45	No	Concrete	Yes	2	660	8,578	
154	2.580%	45.9%	338335C	Highway	LI	NY	Suffolk	St James	Moriches Road	Port Jefferson Branch	50.24	0	0	0	0	0	0		FG	39	1	65	No	Rubber	Yes	2	86	3,337	
262	1.083%	45.8%	338345H	Highway	LI	NY	Suffolk	Port Jefferson	Baylis Avenue	Port Jefferson Branch	57.19	0	0	0	0	0	0		FG	39	3	30	No	Rubber	Yes	2	2	91	
157	2.499%	45.7%	338332G	Highway	LI	NY	Suffolk	Smithtown	River Road	Port Jefferson Branch	47.81	0	0	0	0	0	0		FG	39	1	65	No	Concrete	Yes	2	74	2,880	
165	2.403%	45.7%	338060W	Highway	LI	NY	Suffolk	Patchogue	Dunton Avenue	Montauk Branch	55.97	0	0	0	0	0	0		FG	27	1	65	No	Concrete	Yes	2	190	5,125	
176	2.149%	45.5%	338101Y	Highway	LI	NY	Suffolk	Hampton Bays	Springville Road	Montauk Branch	80.92	0	0	0	0	0	0		FG	13	1	65	No	Concrete	Yes	2	562	7,300	
169	2.318%	45.5%	338318L	Highway	LI	NY	Suffolk	Huntington	Lake Road	Port Jefferson Branch	36.21	0	0	0	0	0	0		FG	39	1	65	No	Concrete	Yes	2	53	2,050	
171	2.310%	45.4%	338339E	Highway	LI	NY	Suffolk	St James	Northern Boulevard	Port Jefferson Branch	49.51	0	0	0	0	0	0		FG	39	1	65	No	Rubber	Yes	2	52	2,018	
189	1.939%	45.3%	338095X	Highway	LI	NY	Suffolk	East Quogue	Lewis Road	Montauk Branch	77.08	0	0	0	0	0	0		FG	13	1	65	No	Concrete	Yes	2	509	6,621	
184	2.039%	45.3%	338002B	Highway	LI	NY	Nassau	Farmingdale	Staples Street	Central Branch	30.38	0	0	0	0	0	0		FG	12	1	65	No	Rubber	Yes	2	562	6,743	
191	1.925%	45.3%	338120D	Highway	LI	NY	Suffolk	Bridgehampton	Bridgehampton-Sag Harbor Turnpike	Montauk Branch	94.48	0	0	0	0	0	0		FG	13	1	65	No	Concrete	Yes	2	493	6,411	
175	2.161%	45.1%	338057N	Highway	LI	NY	Suffolk	Patchogue	Pine Neck Avenue	Montauk Branch	54.51	0	0	0	0	0	0		FG	27	1	65	No	Rubber	Yes	2	118	3,193	
178	2.117%	45.0%	338074E	Highway	LI	NY	Suffolk	Center Moriches	Brookfield Road	Montauk Branch	65.04	0	0	0	0	0	0		FG	27	1	65	No	Rubber	Yes	2	108	2,923	
180	2.083%	44.9%	338073X	Highway	LI	NY	Suffolk	Center Moriches	Old Neck Road	Montauk Branch	64.60	0	0	0	0	0	0		FG	27	1	65	No	Rubber	Yes	2	101	2,720	
199	1.840%	44.9%	338129P	Highway	LI	NY	Suffolk	Amagansett	Abrams Path	Montauk Branch	102.42	0	0	0	0	0	0		FG	13	1	65	No	Concrete	Yes	2	408	5,300	
200	1.831%	44.9%	338118C	Highway	LI	NY	Suffolk	Bridgehampton	Snake Hollow Road	Montauk Branch	93.51	0	0	0	0	0	0		FG	13	1	65	No	Concrete	Yes	2	400	5,199	
276	0.924%	44.8%	338326D	Highway	LI	NY	Suffolk	Kings Park	Meadow Glen Road	Port Jefferson Branch	42.00	0	0	0	0	0	0		FG	39	1	65	No	Concrete	Yes	2	1	50	
186	1.976%	44.7%	338079N	Highway	LI	NY	Suffolk	East Moriches	Locust Avenue	Montauk Branch	68.13	0	0	0	0	0	0		FG	27	1	65	No	Rubber	Yes	2	80	2,171	
188	1.957%	44.7%	338078G	Highway	LI	NY	Suffolk	East Moriches	Pine Street	Montauk Branch	67.04	0	0	0	0	0	0		FG	27	1	65	No	Rubber	Yes	2	77	2,084	
190	1.925%	44.7%	338061D	Highway	LI	NY	Suffolk	Patchogue	Munsell Road	Montauk Branch	56.23	0	0	0	0	0	0		FG	27	1	65	No	Rubber	Yes	2	72	1,942	
192	1.922%	44.7%	338059C	Highway	LI	NY	Suffolk	Patchogue	Orchard Road	Montauk Branch	55.58	0	0	0	0	0	0		FG	27	1	65	No	Rubber	Yes	2	71	1,928	
194	1.910%	44.6%	338055A	Highway	LI	NY	Suffolk	Patchogue	Conklin Avenue	Montauk Branch	54.12	0	0	0	0	0	0		FG	27	1	65	No	Rubber	Yes	2	70	1,878	
206	1.770%	44.6%	338119J	Highway	LI	NY	Suffolk	Bridgehampton	Lumber Lane	Montauk Branch	94.25	0	0	0	0	0	0		FG	13	1	65	No	Concrete	Yes	2	347	4,511	
193	1.921%	44.6%	338088M	Highway	LI	NY	Suffolk	Westhampton	Old Country Road	Montauk Branch	72.38	0	0	0	0	0	0		FG	13	1	65	No	Concrete	Yes	2	346	4,500	
207	1.768%	44.6%	338108W	Highway	LI	NY	Suffolk	Southampton	David Whites Lane	Montauk Branch	89.03	0	0	0	0	0	0		FG	13	1	65	No	Rubber	Yes	2	345	4,491	
35	6.042%	44.6%	338015C	Highway	NYAR	NY	Queens	Maspeth	Maspeth Avenue	Bushwick Branch	2.79	0	0	1	0	0	1		FG	16	3	5	No	N/A	Yes	2	242	3,878	
204	1.784%	44.5%	338075L	Highway	LI	NY	Suffolk	Center Moriches	Chichester Avenue	Montauk Branch	65.30	0	0	0	0	0	0		FG	27	1	65	No	Concrete	Yes	2	52	1,411	
208	1.764%	44.5%	338072R	Highway	LI	NY	Suffolk	Moriches	James Hawkins Road	Montauk Branch	64.11	0	0	0	0	0	0		FG	27	1	65	No	Concrete	Yes	2	50	1,346	
213	1.692%	44.4%	338064Y	Highway	LI	NY	Suffolk	Brookhaven	Arthur Avenue	Montauk Branch	57.74	0	0	0	0	0	0		FG	27	1	65	No	Rubber	Yes	2	42	1,132	
214	1.643%	44.4%	338071J	Highway	LI	NY	Suffolk	Moriches	Ceder Street	Montauk Branch	63.85	0	0	0	0	0	0		FG	27	1	65	No	Concrete	Yes	2	37	1,005	
215	1.634%	44.4%	338065F	Highway	LI	NY	Suffolk	Brookhaven	Old Stump Road	Montauk Branch	58.82	0	0	0	0	0	0		FG	27	1	65	No	Concrete	Yes	2	36	982	
205	1.779%	44.3%	338008S	Highway	LI	NY	Suffolk	Lindenhurst	Albin Avenue	Central Branch	35.07	0	0	0	0	0	0		FG	12	1	65	No	Rubber	Yes	2	316	3,790	
219	1.549%	44.3%	338062K	Highway	LI	NY	Suffolk	North Bellport	Champlin Avenue	Montauk Branch	56.37	0	0	0	0	0	0		FG	27	1	65	No	Rubber	Yes	2	29	790	
220	1.549%	44.3%	338085S	Highway	LI	NY	Suffolk	Eastport	South Bay Avenue	Montauk Branch	69.91	0	0	0	0	0	0		FG	27	1	65	No	Concrete	Yes	2	29	789	
210	1.751%	44.2%	338007K	Highway	LI	NY	Suffolk	Lindenhurst	Grand Avenue	Central Branch	34.67	0	0	0	0	0	0		FG	12	1	65	No	Rubber	Yes	2	296	3,547	
216	1.630%	44.2%	338128H	Highway	LI	NY	Suffolk	East Hampton	Osborne Lane	Montauk Branch	100.50	0	0	0	0	0	0		FG	13	1	65	No	Concrete	Yes	2	247	3,215	
182	2.045%	44.1%	338200W	Highway	LI	NY	Suffolk	Riverhead	Mill Road	Main Line	72.24	0	0	0	0	0	0		FG	13	2	40	No	Concrete	Yes	2	453	5,888	
211	1.724%	44.1%	338100S	Highway	LI	NY	Suffolk	Hampton Bays	East Tiana Road	Montauk Branch	80.31	0	0	0	0	0	0		FG	13	1	65	No	Rubber	Yes	2	220	2,861	
163	2.413%	44.0%	338017R	Highway	LI	NY	Queens	Parkside	Vandine Avenue & 88th Street	NYAR Secondary	5.95	0	0	0	0	0	0		FG	16	2	40	No	N/A	Yes	2	313	5,000	
217	1.603%	43.9%	338004P	Highway	LI	NY	Suffolk	Amityville	Albany Avenue	Central Branch	32.45	0	0	0	0	0	0		FG	12	1	65	No	Rubber	Yes	2	206	2,466	
226	1.481%	43.9%	338114A	Highway	LI	NY	Suffolk	Water Mill	Scuttlehole Road	Montauk Branch	91.72	0	0	0	0	0	0		FG	13	1	65	No	Concrete	Yes	2	167	2,176	
227	1.444%	43.8%	338123Y	Highway	LI	NY	Suffolk	Wainscott	Wainscott North-West Road	Montauk Branch	97.24	0	0	0	0	0	0		FG	13	1	65	No	Rubber	Yes	2	152	1,971	
135	3.019%	43.8%	845257V	Highway	NYCH	NY	Kings	Sunset Park	5																				

FRA Rank	FRA APV	Secondary APV	Crossing ID Num.	Type	Railroad	State	County	City	Road	Branch	Milepost	2013 Ax	2012 Ax	2011 Ax	2010 Ax	2009 Ax	Total Ax	Last WD Change	Warning Device	Total Trains	Total Tracks	Max Allw. Speed	Electric?	Type	Adjacent to Star?	Highway Paved	Highway Lanes	Cars/Train Avg.	Ann. Daily Traffic
166	2.396%	43.1%	338179T	Highway	LI	NY	Suffolk	Holtsville	Waverly Avenue	Main Line	51.79	0	0	0	0	0	0		FG	13	1	45	No	Rubber	Yes	2	909	11,820	
307	0.030%	43.0%	338384Y	Highway	LI	NY	Queens	Laurel Hill	42nd Place	NYAR Secondary	2.23	0	0	0	0	0	0		X	0	1	10	No	N/A	Yes	2	3000	3,000	
306	0.030%	43.0%	338385F	Highway	LI	NY	Queens	Laurel Hill	48th Street	NYAR Secondary	2.52	0	0	0	0	0	0		X	0	1	10	No	N/A	Yes	2	3000	3,000	
224	1.504%	42.7%	338016J	Highway	LI	NY	Queens	Glendale	Wyckoff Avenue & 73rd Street	NYAR Secondary	5.11	0	0	0	0	0	0		FG	6	2	40	No	N/A	Yes	2	500	3,000	
229	1.420%	42.6%	338202K	Highway	LI	NY	Suffolk	Riverhead	Sweezy Avenue	Main Line	73.19	0	0	0	0	0	0		FG	13	3	20	No	Concrete	Yes	2	100	1,305	
167	2.332%	42.5%	338052E	Highway	LI	NY	Suffolk	Patchogue	Bay Avenue	Montauk Branch	53.75	0	0	0	0	0	0		FG	27	1	50	No	Rubber	Yes	2	166	4,476	
246	1.191%	42.5%	841507S	Highway	SBK	NY	Kings	Sunset Park	37th Street & 2nd Avenue	South Brooklyn Railway	0.06	0	0	0	0	0	0		N	8	1	5	No	N/A	Yes	2	375	3,000	
244	1.205%	42.5%	338245D	Highway	LI	NY	Suffolk	Mattituck	Sound Avenue	Main Line	82.31	0	0	0	0	0	0		FG	6	2	40	No	Concrete	Yes	2	397	2,380	
256	1.170%	42.4%	338012G	Highway	LI	NY	Queens	Blissville	Laurel Hill Boulevard	NYAR Secondary	1.77	0	0	0	0	0	0		FG	16	2	40	No	N/A	Yes	2	16	250	
275	0.941%	42.3%	338392R	Highway	NYAR	NY	Queens	Maspeth	Woodward Avenue	Bushwick Branch	5.33	0	0	0	0	0	0		F	4	1	5	No	N/A	Yes	2	750	3,000	
255	1.177%	42.1%	845276A	Highway	NYCH	NY	Kings	Sunset Park	38th Street & 2nd Avenue	New York Cross Harbor	0.08	0	0	0	0	0	0		Z	2	1	5	No	N/A	Yes	2	1500	3,000	
252	1.177%	42.1%	845261K	Highway	NYCH	NY	Kings	Sunset Park	39th Street & 2nd Avenue	New York Cross Harbor	0.30	0	0	0	0	0	0		O	2	1	5	No	N/A	Yes	2	1500	3,000	
253	1.177%	42.1%	845260D	Highway	NYCH	NY	Kings	Sunset Park	39th Street & 2nd Avenue	New York Cross Harbor	0.02	0	0	0	0	0	0		O	2	1	5	No	N/A	Yes	2	1500	3,000	
250	1.177%	42.1%	845270J	Highway	NYCH	NY	Kings	Sunset Park	40th Street & 1st Avenue	New York Cross Harbor	0.01	0	0	0	0	0	0		Z	2	1	5	No	N/A	Yes	2	1500	3,000	
251	1.177%	42.1%	845269P	Highway	NYCH	NY	Kings	Sunset Park	40th Street & 2nd Avenue	New York Cross Harbor	0.01	0	0	0	0	0	0		Z	2	1	5	No	N/A	Yes	2	1500	3,000	
254	1.177%	42.1%	845259J	Highway	NYCH	NY	Kings	Sunset Park	57th Street & 1st Avenue	New York Cross Harbor	0.02	0	0	0	0	0	0		Z	2	1	5	No	N/A	Yes	2	1500	3,000	
173	2.244%	42.1%	338177E	Highway	LI	NY	Suffolk	Holbrook	Coates Avenue	Main Line	49.45	0	0	0	0	0	0		FG	13	1	45	No	Rubber	Yes	2	679	8,829	
110	3.487%	41.9%	338253V	Highway	LI	NY	Suffolk	Mattituck	Elijahs Lane	Main Line	83.88	1	0	0	0	0	1		FG	6	1	40	No	Concrete	Yes	2	110	662	
185	2.035%	41.9%	338054T	Highway	LI	NY	Suffolk	Patchogue	Grove Avenue	Montauk Branch	54.04	0	0	0	0	0	0		FG	27	1	50	No	Rubber	Yes	2	91	2,461	
305	0.059%	41.8%	338432L	Highway	LI	NY	Suffolk	Montauk	Industrial Road	Montauk Branch	114.85	0	0	0	0	0	0	12/10	O	0	1	5	No	Concrete	Yes	2	2310	2,310	
203	1.809%	41.8%	338210C	Highway	LI	NY	Suffolk	Riverhead	East Main Street	Main Line	74.12	0	0	0	0	0	0		FG	6	1	40	No	Rubber	Yes	2	2030	12,178	
134	3.019%	41.5%	845258C	Highway	NYCH	NY	Kings	Sunset Park	50th Street & 1st Avenue	New York Cross Harbor	0.08	0	0	0	0	0	0		X	5	1	5	No	N/A	Yes	1	1500	7,500	
136	3.019%	41.5%	856840A	Highway	NYCH	NY	Kings	Sunset Park	50th Street & 1st Avenue	New York Cross Harbor	0.09	0	0	0	0	0	0		O	5	1	5	No	N/A	Yes	1	1500	7,500	
269	1.012%	41.4%	856843V	Highway	NYCH	NY	Kings	Sunset Park	41st Street & 1st Avenue	New York Cross Harbor	0.20	0	0	0	0	0	0		O	4	1	5	No	N/A	Yes	2	75	300	
295	0.684%	41.3%	845272X	Highway	NYCH	NY	Kings	Sunset Park	41st Street & 1st Avenue	New York Cross Harbor	0.00	0	0	0	0	0	0		S	2	1	5	No	N/A	Yes	2	300	600	
296	0.684%	41.3%	845271R	Highway	NYCH	NY	Kings	Sunset Park	41st Street & 1st Avenue	New York Cross Harbor	0.00	0	0	0	0	0	0		Z	2	1	5	No	N/A	Yes	2	300	600	
153	2.620%	41.0%	338337R	Highway	LI	NY	Suffolk	St James	Mill Pond Road	Port Jefferson Branch	50.81	0	0	0	0	0	0		FG	39	1	40	No	Concrete	Yes	2	92	3,580	
304	0.405%	40.9%	338184P	Highway	LI	NY	Suffolk	Yaphank	Park Street	Main Line	58.98	0	0	0	0	0	0		FG	13	2	45	No	Concrete	Yes	1	2	20	
235	1.343%	40.7%	338110X	Highway	LI	NY	Suffolk	Water Mill	Old Mill Road	Montauk Branch	90.55	0	0	0	0	0	0		FG	13	1	50	No	Concrete	Yes	2	113	1,475	
164	2.410%	40.7%	338342M	Highway	LI	NY	Suffolk	East Setauket	Hulse Road	Port Jefferson Branch	55.81	0	0	0	0	0	0		FG	39	1	40	No	Rubber	Yes	2	63	2,440	
195	1.896%	40.6%	338188S	Highway	LI	NY	Suffolk	Manorville	Wading River Road	Main Line	64.21	0	0	0	0	0	0		FG	13	1	45	No	Concrete	Yes	2	328	4,259	
196	1.873%	40.5%	338180M	Highway	LI	NY	Suffolk	Holtsville	Blue Point Road	Main Line	52.21	0	0	0	0	0	0		FG	13	1	45	No	Concrete	Yes	2	312	4,050	
202	1.813%	40.4%	338181U	Highway	LI	NY	Suffolk	Yaphank	Bellport Avenue	Main Line	56.39	0	0	0	0	0	0		FG	13	1	45	No	Concrete	Yes	2	271	3,527	
179	2.093%	40.0%	856841G	Highway	NYCH	NY	Kings	Sunset Park	43rd Street & 1st Avenue	New York Cross Harbor	0.18	0	0	0	0	0	0		S	4	1	5	No	N/A	Yes	1	750	3,000	
248	1.190%	39.9%	338391J	Highway	NYAR	NY	Queens	Maspeth	Metropolitan Avenue	Bushwick Branch	5.29	0	0	0	0	0	0		FG	4	1	5	No	N/A	Yes	1	8700	34,800	
222	1.539%	39.8%	338189Y	Highway	LI	NY	Suffolk	Manorville	Ryerson Avenue	Main Line	65.19	0	0	0	0	0	0		FG	13	1	45	No	Concrete	Yes	2	138	1,800	
257	1.163%	39.7%	338389H	Highway	NYAR	NY	Queens	Maspeth	Furman & 55th Street	Bushwick Branch	4.89	0	0	0	0	0	0	03/10	F	4	1	5	No	N/A	Yes	1	494	1,976	
228	1.435%	39.6%	338192G	Highway	LI	NY	Suffolk	Calverton	River Road West	Main Line	68.88	0	0	0	0	0	0		FG	13	1	45	No	Rubber	Yes	2	105	1,361	
234	1.370%	39.6%	338185W	Highway	LI	NY	Suffolk	Mastic	Moriches-Middle Island Road	Main Line	59.83	0	0	0	0	0	0		FG	13	1	45	No	Rubber	Yes	2	87	1,132	
268	1.016%	39.3%	338186D	Highway	LI	NY	Suffolk	Manorville	North Street	Main Line	63.02	0	0	0	0	0	0		FG	13	1	45	No	Rubber	Yes	2	27	355	
282	0.878%	39.3%	338191A	Highway	LI	NY	Suffolk	Manorville	Connecticut Avenue	Main Line	66.92	0	0	0	0	0	0		FG	13	1	45	No	Concrete	Yes	2	16	205	
218	1.601%	38.9%	338198X	Highway	LI	NY	Suffolk	Calverton	Kroemer Avenue	Main Line	71.37	0	0	0	0	0	0		FG	13	1	40	No	Concrete	Yes	2	163	2,115	
236	1.310%	38.9%	338244W	Highway	LI	NY	Suffolk	Mattituck	Factory Avenue	Main Line	82.00	0	0	0	0	0	0		FG	6	1	40	No	Concrete	Yes	2	550	3,300	
239	1.267%	38.7%	338271T	Highway	LI	NY	Suffolk	Southold	Hortons Lane	Main Line	89.82	0	0	0	0	0	0		FG	6	1	40	No	Concrete	Yes	2	483	2,898	
241	1.248%	38.7%	338248Y	Highway	LI	NY	Suffolk	Mattituck	Wickham Avenue	Main Line	82.66	0	0	0	0	0	0		FG	6	1	40	No	Concrete	Yes	2	456	2,733	
243	1.230%	38.6%	338217A	Highway	LI	NY	Suffolk	Aquebogue	Edgar Avenue	Main Line	76.28	0	0	0	0	0	0		FG	6	1	40	No	Concrete	Yes	2	431	2,583	
232	1.388%	38.6%	338197R	Highway	LI	NY	Suffolk	Calverton	River Road East	Main Line	70.09	0	0	0	0	0	0		FG	13	1	40	No	Cement	Yes	2	92	1,191	
247	1.190%	38.5%	338268K	Highway	LI	NY	Suffolk	Peconic	Peconic Lane	Main Line	87.90	0	0	0	0	0	0		FG	6	1	40	No	Concrete	Yes	2	378	2,270	
249	1.177%	38.5%	338260F	Highway	LI	NY	Suffolk	Cutchogue	Depot Lane	Main Line	85.32	0	0	0	0	0	0		FG	6	1	40	No	Concrete	Yes	2	362	2,172	
258	1.162%	38.5%	338273G	Highway	LI	NY	Suffolk	Southold	Boisseau Avenue	Main Line	90.38	0	0	0	0	0	0		FG	6	1	40	No	Concrete	Yes	2	345	2,070	
261	1.090%	38.3%	338225S	Highway	LI	NY	Suffolk	Jamesport	Washington Avenue	Main Line	78.19	0	0	0	0	0	0		FG	6	1	40	No	Rubber	Yes	2	270	1,620	
278	0.911%	38.3%	338190T	Highway	LI	NY	Suffolk	Manorville	Mill Road	Main Line	65.65	0	0	0	0	0	0		FG	13	1	40	No	Concrete	Yes	2	18	235	
263	1.078%	38.3%	338262U	Highway	LI	NY	Suffolk	Cutchogue	Cox Lane	Main Line	85.98	0	0	0	0	0	0		FG	6	1	40	No	Concrete	Yes	2	258	1,550	
279	0.909%	38.0%	338235X	Highway	LI	NY	Suffolk	Laurel	Laurel Lane	Main Line	79.99	0	0	0	0	0	0		FG	6	1	40	No	Concrete	Yes	2	136	814	
284	0.871%	38.0%	338250A	Highway	LI	NY	Suffolk	Mattituck	Mill Lane	Main Line	83.25	0	0	0	0	0	0		FG	6	1	40	No	Concrete	Yes	2	116	694	
286	0.840%	38.0%	338270L	Highway	LI	NY	Suffolk	Southold	Tuckers Lane	Main Line	89.53	0	0	0	0	0	0		FG	6	1	40	No	Concrete	Yes	2	101	606	
288	0.819%	38.0%	338249F	Highway	LI	NY	Suffolk	Mattituck	Mary's Road	Main Line	82.82	0	0	0	0	0	0		FG	6	1	40	No	Concrete	Yes	2	92	552	
289	0.814%	38.0%	338281Y	Highway	LI	NY	Suffolk	Greenport	Kerwin Boulevard	Main Line	92.57	0	0																

FRA Rank	FRA APV	Secondary APV	Crossing ID Num.	Type	Railroad	State	County	City	Road	Branch	Milepost	2013 Ax	2012 Ax	2011 Ax	2010 Ax	2009 Ax	Total Ax	Last WD Change	Warning Device	Total Trains	Total Tracks	Max Allw. Speed	Electric?	Type	Adjacent to Sta?	Highway Paved	Highway Lanes	Cars/Train Avg.	Ann. Daily Traffic	
			338097L	Private	LI	NY	Suffolk	East Quogue	B.F. Reeves	Montauk Branch	77.66	0	0	0	0	0	0		Z	13	1	65	No	Rubber		No	1	0	0	
			338267D	Private	LI	NY	Suffolk	Peconic	Bauer Brothers	Main Line	87.31	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	
			338305K	Pedestrian	LI	NY	Nassau	Oyster Bay	Bayside Avenue	Oyster Bay Branch	32.73	0	0	0	0	0	0		FG	37	1	15	No	Rubber	N/A	0	0	0	0	
			338230N	Private	LI	NY	Suffolk	Jamesport	Bertha Zoweski	Main Line	79.45	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	
			338231V	Private	LI	NY	Suffolk	Jamesport	Braboni & Ganeski	Main Line	79.52	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	
			338090N	Private	LI	NY	Suffolk	Westhampton	C.F. Muttit	Montauk Branch	72.81	0	0	0	0	0	0		Z	13	1	65	No	Rubber		No	1	0	0	
			338218G	Private	LI	NY	Suffolk	Aquebogue	C.J. Voss & Sons	Main Line	76.44	0	0	0	0	0	0		X	6	1	40	No	Cement		No	1	0	0	
			338011A	Private	LI	NY	Queens	Blissville	Commercial Metals	NYAR Secondary	1.55	0	0	0	0	0	0		FG	16	2	15	No	Concrete	Yes	2	0	0	0	
			338276C	Private	LI	NY	Suffolk	Southold	Conrad Sledjeski	Main Line	90.94	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	
			338136A	Private	LI	NY	Suffolk	Montauk	Duryea Crossing	Montauk Branch	114.60	0	0	0	0	0	0		FG	13	1	65	No	Rubber	Yes	2	0	0	0	
			338199E	Private	LI	NY	Suffolk	Calverton	E. Nugent	Main Line	71.42	0	0	0	0	0	0		Z	13	1	40	No	Rubber		No	1	0	0	
			338229U	Private	LI	NY	Suffolk	Jamesport	Felix Zoweski	Main Line	79.34	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	
			338087F	Private	LI	NY	Suffolk	Speonk	Frances Brothers	Montauk Branch	71.09	0	0	0	0	0	0		Z	13	1	65	No	Rubber	Yes	2	0	0	0	
			338193N	Private	LI	NY	Suffolk	Calverton	Fred Lewens	Main Line	69.00	0	0	0	0	0	0		Z	13	2	45	No	Cement	Yes	1	0	0	0	
			338135T	Private	LI	NY	Suffolk	Montauk	Fresh Pond Road	Montauk Branch	110.59	0	0	0	0	0	0		Z	13	1	65	No	Rubber		No	1	0	0	
			937095B	Private	CSX	NY	Queens	Glendale	Fresh Pond Yard	Freemont Industrial Track	7.50	0	0	0	0	0	0		Z	6	1	15	No	Concrete	Yes	1	0	0	0	
			338237L	Private	LI	NY	Suffolk	Laurel	George Diachen	Main Line	80.41	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	
			338234R	Private	LI	NY	Suffolk	Jamesport	George Philips	Main Line	79.92	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	
			338338X	Private	LI	NY	Suffolk	St James	Gyrodne Parkside	Port Jefferson Branch	51.23	0	0	0	0	0	0		FG	39	1	40	No	Rubber	Yes	2	0	0	0	
			338266W	Private	LI	NY	Suffolk	Peconic	Isidor Kurpaki	Main Line	86.92	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	
			338415V	Pedestrian	LI	NY	Suffolk	East Islip	Islip Station	Montauk Branch	42.42	0	0	0	0	0	0		W	51	2	65	No	Cement	ISP	N/A	0	0	0	0
			338227F	Private	LI	NY	Suffolk	Jamesport	J.B. Sieminski	Main Line	78.77	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	0
			338115G	Private	LI	NY	Suffolk	Water Mill	J.H. Rogers	Montauk Branch	92.16	0	0	0	0	0	0		Z	13	1	65	No	Rubber		No	1	0	0	0
			338216T	Private	LI	NY	Suffolk	Aquebogue	Joseph P. Celie	Main Line	76.07	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	0
			338304D	Private	LI	NY	Nassau	Mill Neck	Kaintuck Lane	Oyster Bay Branch	30.57	0	0	0	0	0	0		F	37	2	40	No	Rubber	Yes	2	0	0	0	0
			338242H	Private	LI	NY	Suffolk	Laurel	Koloski	Main Line	80.91	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	0
			338343U	Private	LI	NY	Suffolk	Port Jefferson	Lawrence Aviation	Port Jefferson Branch	57.00	0	0	0	0	0	0		X	39	1	40	No	Rubber	Yes	1	0	0	0	0
			338344B	Private	LI	NY	Suffolk	Port Jefferson	M. Tuthill	Port Jefferson Branch	57.31	0	0	0	0	0	0		Z	39	1	40	No	Rubber		No	1	0	0	0
			338113T	Private	LI	NY	Suffolk	Water Mill	Mark Avens	Montauk Branch	91.60	0	0	0	0	0	0		Z	13	1	65	No	Rubber		No	1	0	0	0
			338219N	Private	LI	NY	Suffolk	Aquebogue	Mrs. G.D. Reeve	Main Line	76.85	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	0
			338099A	Private	LI	NY	Suffolk	East Quogue	O.T. Fanning	Montauk Branch	78.16	0	0	0	0	0	0		Z	13	1	65	No	Rubber		No	1	0	0	0
			936969Y	Private	LI	NY	Nassau	Oyster Bay	Oyster Bay Yard	Oyster Bay Branch	33.05	0	0	0	0	0	0		X	37	1	15	No	Rubber	N/A	0	0	0	0	0
			338255J	Private	LI	NY	Suffolk	Cutchoque	P. Krukowski	Main Line	84.23	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	0
			338420S	Pedestrian	LI	NY	Nassau	Malverne	Parking Lot 3	West Hempstead Branch	17.70	0	0	0	0	0	0		FG	36	1	65	750DC	N/A	MVN	N/A	0	0	0	0
			338279X	Private	LI	NY	Suffolk	Southold	Pat Kelly	Main Line	91.38	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	0
			338278R	Private	LI	NY	Suffolk	Southold	R. Lang	Main Line	91.33	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	0
			338098T	Private	LI	NY	Suffolk	East Quogue	R. Neuhaus	Montauk Branch	77.89	0	0	0	0	0	0		FG	13	1	65	No	Rubber	Yes	2	0	0	0	0
			338434A	Private	LI	NY	Suffolk	Sagaponack	R.C. Halsey	Montauk Branch	95.90	0	0	0	0	0	0		Z	13	1	65	No	Rubber		No	1	0	0	0
			936968S	Private	LI	NY	Suffolk	Manorville	Rassk Associates	Main Line	63.40	0	0	0	0	0	0		X	13	1	45	No	Rubber		No	1	0	0	0
			338240U	Private	LI	NY	Suffolk	Laurel	Romanski & Young	Main Line	80.69	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	0
			338251G	Private	LI	NY	Suffolk	Mattituck	Ruthowski	Main Line	83.66	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	0
			338232C	Private	LI	NY	Suffolk	Jamesport	Rutkowski	Main Line	79.58	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	0
			338399N	Private	LI	NY	Nassau	Garden City	Selfridge Road Nassau College	Garden-Mitchell Secondary	20.80	0	0	0	0	0	0		W	0	1	15	No	N/A	N/A	N/A	0	0	0	0
			338424U	Pedestrian	LI	NY	Nassau	Mineola	Station Plaza Road	Main Line	18.55	0	0	0	0	0	0		FG	251	2	80	750DC	Rubber	MIN	N/A	0	0	0	0
			338340Y	Pedestrian	LI	NY	Suffolk	Stony Brook	Stony Brook University	Port Jefferson Branch	53.19	0	0	0	0	0	0		FG	39	1	40	No	Rubber	BK	N/A	0	0	0	0
			338233J	Private	LI	NY	Suffolk	Jamesport	Truscalowski	Main Line	79.85	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	0
			338398G	Private	LI	NY	Nassau	Garden City	US Government Crossing	Garden-Mitchell Secondary	20.43	0	0	0	0	0	0		W	0	1	15	No	N/A	N/A	N/A	0	0	0	0
			338395L	Private	LI	NY	Nassau	Garden City	Village Parking Lot	Garden-Mitchell Secondary	18.82	0	0	0	0	0	0		W	0	2	15	750DC	N/A	N/A	N/A	0	0	0	0
			338256R	Private	LI	NY	Suffolk	Cutchoque	W.M. Wickham	Main Line	84.43	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	0
			967836S	Private	NYAR	NY	Queens	Blissville	Waste Management	NYAR Secondary	1.32	0	0	0	0	0	0		Z	16	2	15	No	Concrete		No	2	0	0	0
			338433T	Pedestrian	LI	NY	Nassau	Malverne	Westwood Station	West Hempstead Branch	16.70	0	0	0	0	0	0		FG	36	1	65	750DC	N/A	WWD	N/A	0	0	0	0
			338239A	Private	LI	NY	Suffolk	Laurel	Wilcewski	Main Line	80.61	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	2	0	0	0
			338238T	Private	LI	NY	Suffolk	Laurel	Zawicki	Main Line	80.52	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	0
			338259L	Private	LI	NY	Suffolk	Southold	Zuhoski	Main Line	85.04	0	0	0	0	0	0		Z	6	1	40	No	Cement		No	1	0	0	0

Avg. FRA Rank	Average FRA APV	Average Sec. APV	Number of Crossings	Percent of Crossings	Classification	Column Abbrev.	Description	Average Milepost	2013 Axs	2012 Axs	2011 Axs	2010 Axs	2009 Axs	Total Axs	Ax/Crossings	Avg. Total Trains	Total Tracks	Avg. M/AS	Avg. Lanes	Avg. Cars/Train	Avg. Ann. Daily
			1	0.3%	Railroad	CSX	CSX Corporation	7.50	0	0	0	0	0	0	0.000	6.0	1.0	15.0	1.0	0	0
149	3.639%	54.7%	338	92.3%	Railroad	LI	Long Island Rail Road	53.28	13	10	4	5	14	46	0.136	37.8	1.5	53.4	2.1	326	6300.94
257	1.314%	36.9%	10	2.7%	Railroad	NYAR	New York & Atlantic Railway	11.13	0	0	1	0	0	1	0.100	6.6	1.3	6.5	1.6	1425	5899.9
216	1.775%	42.1%	15	4.1%	Railroad	NYCH	New York Cross Harbor Railway	0.09	0	0	0	0	0	0	0.000	3.3	1.0	5.0	1.8	1195	4000
278	0.603%	46.2%	2	0.5%	Railroad	SBK	South Brooklyn Railway	3.22	0	0	0	0	0	0	0.000	4.0	2.0	5.0	2.0	1688	3000
157	3.462%	53.5%	312	85.2%	Crossing Type	Highway	Public Highway Crossings	46.77	13	10	5	5	14	47	0.151	38.2	1.5	50.9	2.2	467	7226.66
			48	13.1%	Crossing Type	Private	Private Railroad Crossings	70.00	0	0	0	0	0	0	0.000	11.3	1.1	41.8	1.1	0	0
			6	1.6%	Crossing Type	Pedestrian	Pedestrian Crossings	30.22	0	0	0	0	0	0	0.000	75.0	1.3	55.0	0.0	0	0
83	5.388%	68.2%	81	22.1%	County	Nassau	Nassau County	21.90	4	5	1	2	6	18	0.222	72.3	1.8	52.5	2.3	537	9223.78
173	3.028%	50.0%	246	67.2%	County	Suffolk	Suffolk County	66.12	9	4	3	2	8	26	0.106	27.1	1.3	54.7	2.0	229	5113.67
186	2.680%	46.4%	20	5.5%	County	Queens	Queens	3.72	0	1	1	1	0	3	0.150	16.0	1.8	20.0	1.9	1132	8656.45
230	1.537%	42.1%	19	5.2%	County	Kings	Brooklyn	1.03	0	0	0	0	0	0	0.000	3.7	1.1	5.0	1.8	1236	4026.32
85	4.992%	70.1%	52	14.2%	Town	Hempstead	Town of Hempstead	18.60	2	4	0	0	2	8	0.154	74.9	1.8	49.8	2.3	723	9751.67
65	6.667%	72.0%	5	1.4%	Town	North Hempstead	Town of North Hempstead	21.52	0	1	0	0	1	2	0.400	109.0	2.2	68.0	2.0	199	9996
80	6.113%	64.4%	20	5.5%	Town	Oyster Bay	Town of Oyster Bay	29.46	1	0	1	2	3	7	0.350	63.4	1.8	58.0	2.2	188	7423.1
102	3.655%	59.5%	12	3.3%	Town	Huntington	Town of Huntington	35.68	0	0	0	0	0	0	0.000	69.8	1.6	63.8	2.1	230	10804.3
100	5.271%	63.0%	13	3.6%	Town	Babylon	Town of Babylon	34.01	1	0	1	1	1	4	0.308	46.5	1.2	73.1	3.1	528	13275.5
140	3.560%	49.9%	12	3.3%	Town	Smithtown	Town of Smithtown	46.88	0	0	0	0	2	2	0.167	39.0	1.2	56.3	2.3	117	4549.42
82	6.280%	61.6%	37	10.1%	Town	Islip	Town of Islip	43.94	4	3	2	1	5	15	0.405	56.1	1.8	68.1	2.2	190	10044.8
174	2.554%	47.2%	59	16.1%	Town	Brookhaven	Town of Brookhaven	59.81	3	1	0	0	0	4	0.068	27.6	1.3	54.1	2.0	192	4972.85
245	1.256%	39.5%	31	8.5%	Town	Riverhead	Town of Riverhead	76.69	0	0	0	0	0	0	0.000	6.9	1.3	33.9	1.5	254	1762.58
218	1.623%	45.6%	34	9.3%	Town	Southampton	Town of Southampton	83.93	0	0	0	0	0	0	0.000	13.4	1.0	64.6	1.9	253	3323.91
264	1.080%	40.4%	34	9.3%	Town	Southold	Town of Southold	87.80	1	0	0	0	0	1	0.029	6.0	1.2	37.2	1.7	163	980.324
242	1.278%	46.9%	14	3.8%	Town	East Hampton	Town of East Hampton	104.49	0	0	0	0	0	0	0.000	12.1	1.1	60.7	1.9	345	2506.93
			0	0.0%	Town	Shelter Island	Town of Shelter Island	0	0	0	0	0	0	0	0.000						
92	5.254%	57.9%	4	1.1%	Town	City of Glen Cove	City of Glen Cove	27.32	1	0	0	0	0	1	0.250	37.0	2.0	41.3	2.8	281	10399.3
			0	0.0%	Town	City of Long Beach	City of Long Beach	0	0	0	0	0	0	0	0.000						
230	1.537%	42.1%	19	5.2%	Town	Brooklyn	Brooklyn	1.03	0	0	0	0	0	0	0.000	3.7	1.1	5.0	1.8	1236	4026.32
186	2.680%	46.4%	20	5.5%	Town	Queens	Queens	3.72	0	1	1	1	0	3	0.150	16.0	1.8	20.0	1.9	1132	8656.45
200	2.253%	46.1%	225	61.5%	Number of Tracks	1	1 Track	59.14	4	2	0	1	4	11	0.049	18.6	1.0	47.4	1.9	464	4473.19
91	5.327%	64.1%	123	33.6%	Number of Tracks	2	2 Tracks	33.16	9	8	4	4	9	34	0.276	62.8	2.0	55.0	2.3	278	9022.3
149	3.351%	56.5%	15	4.1%	Number of Tracks	3	3 Tracks	40.01	0	0	1	0	1	2	0.133	45.0	3.0	43.0	2.0	416	7050.2
106	3.678%	70.4%	3	0.8%	Number of Tracks	4	4 Tracks	49.79	0	0	0	0	0	0	0.000	101.0	4.0	43.3	2.0	352	10918
			0	0.0%	Branch	Atlantic Branch	ATL-VAL	0	0	0	0	0	0	0	0.000						
			0	0.0%	Branch	Babylon Yard Secondary	BAB-BYD	0	0	0	0	0	0	0	0.000						
250	1.475%	37.6%	8	2.2%	Branch	Bushwick Branch	Bushwick Branch	5.00	0	0	1	0	0	1	0.125	6.3	1.3	5.0	1.5	1669	7263.75
309	0.026%	31.8%	1	0.3%	Branch	Calverton Spur	Calverton Spur	70.00	0	0	0	0	0	0	0.000	0.0	1.0	10.0	2.0	899	889
166	2.452%	49.0%	8	2.2%	Branch	Central Branch	BTH-BAB	32.69	0	0	0	0	0	0	0.000	12.0	1.0	65.0	3.0	935	11214.6
84	4.350%	63.7%	14	3.8%	Branch	Far Rockaway Branch	VAL-FRY	17.84	0	1	0	0	0	1	0.071	66.0	2.0	37.5	2.1	108	7120.07
			1	0.3%	Branch	Freemont Industrial Track	Freemont Industrial Track	7.50	0	0	0	0	0	0	0.000	6.0	1.0	15.0	1.0	0	0
310	0.014%	59.8%	6	1.6%	Branch	Garden-Mitchell Secondary	GDN-MCF	19.74	0	0	0	0	0	0	0.000	0.0	1.3	15.0	2.5	5000	7921.67
50	4.996%	76.8%	6	1.6%	Branch	Hempstead Branch	QNS-HEM	17.55	0	0	0	0	0	0	0.000	63.0	2.0	60.8	3.8	275	17347
203	1.830%	44.1%	10	2.7%	Branch	NYAR Secondary	BLS-JAY	2.62	0	0	0	1	0	1	0.100	11.8	1.9	26.5	2.0	826	3722.4
66	4.962%	71.0%	8	2.2%	Branch	Long Beach Branch	VAL-LBH	18.94	0	1	0	0	0	1	0.125	71.0	2.0	50.6	2.3	155	10993.1
164	4.465%	54.9%	120	32.8%	Branch	Main Line	LIC-GPT	63.30	7	5	4	4	10	30	0.250	39.2	1.4	49.4	2.0	207	5390.68
167	2.637%	49.6%	107	29.2%	Branch	Montauk Branch	HAL-MTK	69.34	4	2	0	0	0	6	0.056	27.8	1.3	63.7	2.0	230	5100.21
216	1.775%	42.1%	15	4.1%	Branch	New York Cross Harbor	New York Cross Harbor	0.09	0	0	0	0	0	0	0.000	3.3	1.0	5.0	1.8	1195	4000
112	3.861%	57.5%	16	4.4%	Branch	Oyster Bay Branch	NA2-OYD	26.20	1	0	0	0	0	1	0.063	37.4	1.8	39.7	1.9	192	7201.44
116	4.057%	56.3%	35	9.6%	Branch	Port Jefferson Branch	DIV-PJY	42.98	1	0	0	3	4	0.114	58.0	1.6	55.3	2.1	150	7405.57	
14	11.122%	82.2%	1	0.3%	Branch	Port Washington Branch	HAR-PWS	12.49	0	1	0	0	0	1	0.100	112.0	2.0	60.0	2.0	132	14758
278	0.603%	46.2%	2	0.5%	Branch	South Brooklyn Railway	South Brooklyn Railway	3.22	0	0	0	0	0	0	0.000	4.0	2.0	5.0	2.0	1688	3000
100	4.138%	68.0%	8	2.2%	Branch	West Hempstead Branch	VAL-WHD	18.02	0	0	0	0	1	1	0.125	36.0	1.0	65.0	1.8	284	10220
97	4.713%	69.0%	75	20.5%	Adjacent to Sta?	Yes	Station Adjacent to Crossing	37.71	3	3	1	0	5	12	0.160	59.4	1.9	57.9	2.3	246	10287.4
174	3.101%	49.0%	291	79.5%	Adjacent to Sta?	No	No Station Adjacent to Crossing	52.60	10	7	4	5	9	35	0.120	29.0	1.3	47.6	2.0	438	5096.77
278	0.855%	41.9%	4	1.1%	Warning Device Typ F	Flashers	Flashers	11.72	0	0	0	0	0	0	0.000	12.3	1.3	13.8	1.8	780	3119
151	3.574%	53.8%	288	78.7%	Warning Device Typ FG	Flashers and Gates	Flashers and Gates	50.30	13	9	5	4	13	44	0.153	41.2	1.5	54.4	2.2	278	6852.78
261	1.078%	42.0%	41	11.2%	Warning Device Typ Z	No warning devices	No warning devices	68.16	0	0	0	0	0	0	0.000	8.3	1.0	39.5	1.2	154	307.317
310	0.014%	59.8%	7	1.9%	Warning Device Typ W	Wigwags	Wigwags	22.98	0	0	0	0	0	0	0.000	7.3	1.4	22.1	2.1	4285	6790
45	7.510%	74.4%	7	1.9%	Warning Device Typ FG4	Four-quadrant Gates	Four-quadrant Gates	41.20	0	1	0	1	1	3	0.429	67.0	1.6	70.7	3.7	448	20971.3
221	1.525%	42.8%	8	2.2%	Warning Device Typ X	Crossbucks only	Crossbucks only	29.35	0	0	0	0	0	0	0.000	13.1	1.0	21.3	1.3	1125	2625
225	1.577%	42.1%	6	1.6%	Warning Device Typ O	Other	Other	19.26	0	0	0	0	0	0	0.000	3.0	1.0	5.0	1.8	1398	3935
204	1.932%	41.7%																			

Avg. FRA Rank	Average FRA APV	Average Sec. APV	Number of Crossings	Percent of Crossings	Classification	Column Abbrev.	Description	Average Milepost	2013 Axs	2012 Axs	2011 Axs	2010 Axs	2009 Axs	Total Axs	Ax/Crossings	Avg. Total Trains	Avg. Total Tracks	Avg. MAS	Avg. Lanes	Avg. Cars/Train	Avg. Ann. Daily
234	1.527%	41.0%	26	7.1%	Timetable Speed	5	5 miles per hour	6.25	0	0	1	0	0	1	0.038	4.1	1.2	5.0	1.7	1422	4862.31
303	0.221%	41.1%	4	1.1%	Timetable Speed	10	10 miles per hour	42.24	0	0	0	0	0	0	0.000	1.5	1.3	10.0	2.0	1746	1847
169	2.570%	55.0%	19	5.2%	Timetable Speed	15	15 miles per hour	20.00	0	0	0	0	0	0	0.000	20.4	1.6	15.0	2.1	1851	9713.84
244	1.326%	38.1%	11	3.0%	Timetable Speed	20	20 miles per hour	75.11	0	0	0	0	0	0	0.000	8.5	1.5	20.0	2.0	367	3053.09
97	5.793%	59.1%	8	2.2%	Timetable Speed	30	30 miles per hour	38.34	1	1	0	0	1	3	0.375	41.9	2.5	30.0	2.9	278	11611.4
199	2.056%	47.3%	82	22.4%	Timetable Speed	40	40 miles per hour	64.03	1	0	0	1	0	2	0.024	20.3	1.4	40.0	1.7	140	2199.88
151	3.115%	50.3%	26	7.1%	Timetable Speed	45	45 miles per hour	46.66	0	1	0	0	1	2	0.077	38.6	1.5	45.0	2.0	244	6159.38
154	3.330%	44.3%	4	1.1%	Timetable Speed	50	50 miles per hour	62.98	0	1	0	0	0	1	0.250	29.5	1.3	50.0	2.0	119	3427
89	4.930%	67.6%	11	3.0%	Timetable Speed	60	60 miles per hour	21.72	0	1	0	0	1	2	0.182	56.8	2.0	60.0	2.2	194	10035.5
161	2.718%	51.1%	131	35.8%	Timetable Speed	65	65 miles per hour	61.08	4	1	0	0	1	6	0.046	28.8	1.3	65.0	2.1	255	6077.05
51	4.955%	79.1%	5	1.4%	Timetable Speed	70	70 miles per hour	17.30	0	0	0	0	0	0	0.000	63.0	2.0	70.0	3.8	237	14927.8
37	9.362%	77.9%	39	10.7%	Timetable Speed	80	80 miles per hour	31.95	7	5	4	4	10	30	0.769	114.8	1.9	80.0	2.7	140	12166.8
61	6.755%	72.4%	89	24.3%	Electric?	750DC	750 Volt DC Third Rail	24.72	7	8	4	4	12	35	0.393	83.4	1.9	61.6	2.5	312	12056.2
192	2.230%	46.5%	277	75.7%	Electric?	No	Tracks not powered	57.52	6	2	1	1	2	12	0.043	19.8	1.3	46.0	1.9	426	4266.1