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# **APPENDIX E:**

## **TRAFFIC TECHNICAL APPENDIX**

GATEWAY ESTATES II FEIS

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# **TRAFFIC LEVELS OF SERVICE TABLES**

TABLE E-1  
GATEWAY ESTATES II FEIS  
EXISTING TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
ERSKINE STREET																					
ERSKINE STREET & BELT PARKWAY EASTBOUND RAMP																					
Erskine Street	SB	L	0.11	15.0	B	L	0.26	16.4	B	L	0.40	17.9	B	L	0.34	17.2	B	L	0.37	17.6	B
Belt Parkway Eastbound On/Off Ramp	EB	L	0.28	17.0	B	L	0.48	19.9	B	L	0.28	17.0	B	L	0.45	19.4	B	L	0.49	20.1	C
	LT	0.09	15.0	B	LT	0.12	15.2	B	LT	0.19	15.9	B	LT	0.19	16.0	B	LT	0.21	16.2	B	
Overall Intersection	-	0.19	15.9	B	-	0.37	17.8	B	-	0.34	17.4	B	-	0.39	17.8	B	-	0.43	18.3	B	
ERSKINE STREET & BELT PARKWAY WESTBOUND RAMP																					
Erskine Street	NB	T	0.19	15.7	B	T	0.28	16.5	B	T	0.19	15.6	B	T	0.34	17.2	B	T	0.37	17.5	B
Belt Parkway Westbound On/Off Ramp	WB	R	0.27	16.6	B	R	0.37	17.7	B	R	0.34	17.3	B	R	0.46	18.9	B	R	0.50	19.5	B
Overall Intersection	-	0.23	16.2	B	-	0.32	17.1	B	-	0.26	16.6	B	-	0.40	18.1	B	-	0.44	18.6	B	
ERSKINE STREET & GATEWAY DRIVE																					
Erskine Street	NB	L	0.17	22.2	C	L	0.46	25.3	C	L	0.40	24.5	C	L	0.62	27.6	C	L	0.67	28.7	C
		TR	0.24	7.5	A	TR	0.24	7.4	A	TR	0.14	6.9	A	TR	0.20	7.2	A	TR	0.21	7.3	A
Gateway Drive	SB	L	0.06	26.0	C	L	0.34	34.9	C	L	0.03	25.6	C	L	0.16	27.3	C	L	0.18	27.7	C
		T	0.11	26.2	C	T	0.17	26.7	C	T	0.25	27.4	C	T	0.31	28.0	C	T	0.34	28.3	C
	EB	R	0.02	25.5	C	R	0.03	25.6	C	R	0.02	25.5	C	R	0.03	25.6	C	R	0.03	25.6	C
		L	0.02	25.5	C	L	0.08	26.3	C	L	0.06	26.0	C	L	0.02	25.5	C	L	0.02	25.5	C
	WB	T	0.04	25.6	C	T	0.06	25.8	C	T	0.03	25.6	C	T	0.05	25.7	C	T	0.05	25.7	C
		R	0.15	7.0	A	R	0.52	10.5	B	R	0.51	10.3	B	R	0.63	12.1	B	R	0.68	13.3	B
	TR	L	0.55	37.0	D	L	0.56	36.8	D	L	0.86	52.4	D	L	0.49	34.1	C	L	0.54	35.6	D
		TR	0.10	26.3	C	TR	0.18	27.1	C	TR	0.17	27.0	C	TR	0.18	27.1	C	TR	0.20	27.3	C
	Overall Intersection	-	0.33	16.9	B	-	0.46	18.7	B	-	0.49	23.6	C	-	0.50	20.3	C	-	0.55	21.1	C
	ERSKINE STREET & GATEWAY PLAZA																				
Erskine Street	NB	L	0.45	31.3	C	L	0.59	34.1	C	L	0.40	30.6	C	L	0.72	38.0	D	L	0.78	40.9	D
		T	0.05	6.1	A	T	0.03	6.0	A	T	0.04	6.0	A	T	0.04	6.0	A	T	0.04	6.0	A
Gateway Plaza	SB	TR	0.10	20.5	C	TR	0.17	21.2	C	TR	0.19	21.3	C	TR	0.25	22.1	C	TR	0.28	22.3	C
	EB	L	0.21	28.5	C	L	0.33	30.2	C	L	0.39	31.3	C	L	0.45	32.6	C	L	0.50	33.6	C
		R	0.09	10.2	B	R	0.19	11.1	B	R	0.20	11.2	B	R	0.29	12.1	B	R	0.31	12.4	B
Overall Intersection	-	0.23	21.5	C	-	0.34	23.7	C	-	0.31	21.4	C	-	0.45	25.2	C	-	0.49	26.4	C	
GATEWAY DRIVE																					
GATEWAY DRIVE & DRIVEWAY TO OLIVE GARDEN																					
Driveway to Olive Garden	SB	L	0.14	15.2	B	L	0.49	19.7	B	L	0.44	18.8	B	L	0.52	20.3	C	L	0.57	21.3	C
		R	0.13	15.1	B	R	0.14	15.2	B	R	0.16	15.5	B	R	0.22	16.1	B	R	0.24	16.3	B
Gateway Drive	EB	L	0.11	7.7	A	L	0.28	10.2	B	L	0.10	7.7	A	L	0.72	29.9	C	L	0.78	36.2	D
		T	0.08	7.4	A	T	0.20	8.0	A	T	0.19	7.9	A	T	0.21	8.0	A	T	0.23	8.1	A
	WB	TR	0.19	7.9	A	TR	0.46	10.1	B	TR	0.47	10.2	B	TR	0.52	10.4	B	TR	0.57	11.0	B
Overall Intersection	-	0.17	9.4	A	-	0.47	11.8	B	-	0.46	11.5	B	-	0.64	13.2	B	-	0.70	14.0	B	
GATEWAY DRIVE & DRIVEWAY TO RED LOBSTER																					
Driveway to Red Lobster	SB	L	0.03	13.7	B	L	0.20	15.2	B	L	0.21	15.3	B	L	0.41	18.3	B	L	0.45	19.0	B
		R	0.04	13.8	B	R	0.08	14.2	B	R	0.12	14.5	B	R	0.18	15.2	B	R	0.20	15.3	B
Gateway Drive	EB	L	0.03	6.8	A	L	0.10	7.2	A	L	0.16	7.7	A	L	0.62	20.8	C	L	0.68	23.8	C
		T	0.08	7.0	A	T	0.14	7.3	A	T	0.17	7.4	A	T	0.16	7.3	A	T	0.17	7.4	A
	WB	TR	0.10	7.1	A	TR	0.18	7.5	A	TR	0.23	7.7	A	TR	0.24	7.8	A	TR	0.26	7.9	A
Overall Intersection	-	0.08	7.7	A	-	0.19	8.9	A	-	0.22	9.0	A	-	0.54	11.3	B	-	0.59	11.8	B	

TABLE E-1  
GATEWAY ESTATES II FEIS  
EXISTING TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
GATEWAY DRIVE & DRIVEWAY TO BOULDER CREEK																					
Driveway to Boulder Creek	SB	L	0.07	14.6	B	L	0.24	16.2	B	L	0.19	15.6	B	L	0.36	18.1	B	L	0.39	18.7	B
		R	0.07	14.7	B	R	0.26	16.5	B	R	0.24	16.3	B	R	0.37	18.3	B	R	0.41	18.9	B
Gateway Drive	EB	LT	0.16	7.9	A	LT	0.26	8.5	A	LT	0.38	9.5	A	LT	0.45	10.4	B	LT	0.51	11.1	B
		WB	TR	0.10	7.5	A	TR	0.12	7.6	A	TR	0.17	7.8	A	TR	0.20	8.0	A	TR	0.21	8.1
Overall	Intersection	-	0.13	8.8	A	-	0.26	11.1	B	-	0.33	10.6	B	-	0.42	12.0	B	-	0.47	12.5	B
GATEWAY DRIVE & GATEWAY PLAZA																					
Gateway Drive	NB	T	0.15	7.8	A	T	0.28	8.7	A	T	0.34	9.2	A	T	0.38	9.5	A	T	0.42	9.8	A
		R	0.02	7.1	A	R	0.07	7.4	A	R	0.01	7.1	A	R	0.01	7.1	A	R	0.01	7.1	A
Gateway Plaza	SB	L	0.73	23.2	C	L	0.90	36.4	D	L	0.92	41.3	D	L	0.96	47.0	D	L	1.05	69.7	E
		T	0.19	8.2	A	T	0.26	8.8	A	T	0.35	9.5	A	T	0.33	9.4	A	T	0.36	9.7	A
	WB	LR	0.20	15.8	B	LR	0.63	23.7	C	LR	0.57	21.5	C	LR	0.89	37.2	D	LR	0.97	49.8	D
Overall	Intersection	-	0.53	14.9	B	-	0.80	20.9	C	-	0.79	21.3	C	-	0.93	28.4	C	-	1.02	38.7	D
FOUNTAIN AVENUE																					
FOUNTAIN AVENUE & VANDALIA AVENUE																					
Fountain Avenue	NB	LT	0.10	7.4	A	LT	0.13	7.6	A	LT	0.11	7.5	A	LT	0.11	7.4	A	LT	0.12	7.5	A
		SB	TR	0.21	8.1	A	TR	0.27	8.5	A	TR	0.30	8.6	A	TR	0.32	8.7	A	TR	0.34	9.0
Vandalia Avenue	EB	L	0.30	16.8	B	L	0.24	16.1	B	L	0.33	17.2	B	L	0.34	17.3	B	L	0.37	17.7	B
		LR	0.06	14.3	B	LR	0.10	14.7	B	LR	0.12	14.9	B	LR	0.13	14.9	B	LR	0.14	15.0	B
Overall	Intersection	-	0.25	10.1	B	-	0.26	9.9	A	-	0.31	10.5	B	-	0.33	10.6	B	-	0.35	10.8	B
FOUNTAIN AVENUE & FLATLANDS AVENUE																					
Fountain Avenue	NB	LTR	0.74	38.6	D	LTR	0.70	35.8	D	LTR	0.77	38.8	D	LTR	0.63	29.8	C	LTR	0.68	31.6	C
		SB	LTR	0.42	24.2	C	LTR	0.70	36.1	D	LTR	0.45	24.5	C	LTR	0.75	36.9	D	LTR	0.81	41.0
Flatlands Avenue	EB	DefL	0.53	22.4	C	DefL	0.44	21.9	C	DefL	0.42	20.6	C	DefL	0.42	20.3	C	DefL	0.46	21.4	C
		TR	0.14	10.5	B	TR	0.18	13.9	B	TR	0.13	13.4	B	TR	0.16	13.7	B	TR	0.18	13.8	B
	WB	LTR	0.58	22.9	C	DefL	0.49	20.1	C	DefL	0.40	20.6	C	DefL	0.21	11.5	B	DefL	0.23	11.8	B
		-	-	-	-	TR	0.27	12.1	B	TR	0.19	14.3	B	TR	0.23	11.6	B	TR	0.26	11.8	B
Overall	Intersection	-	0.64	24.9	C	-	0.57	26.1	C	-	0.56	25.4	C	-	0.55	24.4	C	-	0.59	26.2	C
FOUNTAIN AVENUE & OLD MILL ROAD																					
(UNSIGNALIZED INTERSECTION)																					
Fountain Avenue	SB	LT	-	8.1	A	LT	-	8.0	A	LT	-	8.1	A	LT	-	8.1	A	LT	-	8.2	A
Old Mill Road	WB	LR	-	11.5	B	LR	-	10.9	B	LR	-	11.6	B	LR	-	11.5	B	LR	-	11.9	B
Overall	Intersection	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A
FOUNTAIN AVENUE & COZINE AVENUE																					
(UNSIGNALIZED INTERSECTION)																					
Fountain Avenue	NB	LT	-	10.4	B	LT	-	10.3	B	LT	-	12.0	B	LT	-	10.7	B	LT	-	11.2	B
		TR	-	10.1	B	TR	-	10.1	B	TR	-	11.7	B	TR	-	10.5	B	TR	-	11.0	B
Cozine Avenue	SB	LT	-	11.1	B	LT	-	10.1	B	LT	-	13.0	B	LT	-	11.0	B	LT	-	11.6	B
		TR	-	10.8	B	TR	-	10.0	A	TR	-	12.4	B	TR	-	11.6	B	TR	-	12.4	B
	EB	LT	-	10.8	B	LT	-	10.6	B	LT	-	11.2	B	LT	-	10.5	B	LT	-	10.8	B
		TR	-	9.2	A	TR	-	9.1	A	TR	-	10.4	B	TR	-	9.6	A	TR	-	9.8	A
WB	LTR	-	10.1	B	LTR	-	9.9	A	LTR	-	12.6	B	LTR	-	9.9	A	LTR	-	10.1	B	
Overall	Intersection	-	-	10.5	B	-	-	10.1	B	-	-	12.1	B	-	-	10.9	B	-	-	11.5	B
FOUNTAIN AVENUE & WORTMAN AVENUE																					
(UNSIGNALIZED INTERSECTION)																					
Fountain Avenue	NB	LT	-	8.6	A	LT	-	8.5	A	LT	-	9.0	A	LT	-	9.0	A	LT	-	9.2	A
		SB	LT	-	8.6	A	LT	-	8.0	A	LT	-	9.1	A	LT	-	8.5	A	LT	-	8.6
Wortman Avenue	EB	LT	-	22.8	C	LT	-	19.6	C	LT	-	33.2	D	LT	-	29.9	D	LT	-	37.1	E
		TR	-	14.4	B	TR	-	13.8	B	TR	-	17.7	C	TR	-	17.4	C	TR	-	19.6	C
WB	LTR	-	21.2	C	LTR	-	16.6	C	LTR	-	25.5	D	LTR	-	23.1	C	LTR	-	27.7	D	
Overall	Intersection	-	-	4.5	A	-	-	2.8	A	-	-	5.4	A	-	-	3.5	A	-	-	4.2	A

TABLE E-1  
GATEWAY ESTATES II FEIS  
EXISTING TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	Weekday AM (8:00 - 9:00 AM)					Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
FOUNTAIN AVENUE & STANLEY AVENUE																					
Fountain Avenue	NB	LTR	0.25	11.1	B	LTR	0.30	11.5	B	LTR	0.32	11.6	B	LTR	0.31	11.5	B	LTR	0.34	11.7	B
	SB	LTR	0.30	11.3	B	LTR	0.23	10.8	B	LTR	0.45	12.7	B	LTR	0.33	11.4	B	LTR	0.36	11.6	B
Stanley Avenue	EB	LTR	0.20	11.1	B	LTR	0.21	11.2	B	LTR	0.27	11.7	B	LTR	0.25	11.6	B	LTR	0.28	11.9	B
	WB	DefL	0.23	11.6	B	DefL	0.15	10.7	B	DefL	0.49	15.6	B	LTR	0.40	13.4	B	LTR	0.45	14.1	B
	TR		0.22	11.2	B	TR	0.10	10.1	B	TR	0.15	10.7	B	-	-	-	-	-	-	-	-
Overall Intersection	-	0.27	11.2	B		-	0.25	11.1	B	-	0.47	12.6	B	-	0.37	11.9	B	-	0.40	12.2	B
FOUNTAIN AVENUE & LIBERTY AVENUE																					
(UNSIGNALIZED INTERSECTION)																					
Fountain Avenue	SB	LTR	-	24.4	C	LTR	-	16.7	C	LTR	-	23.5	C	LTR	-	22.1	C	LTR	-	27.3	D
Liberty Avenue	WB	LT	-	8.0	A	LT	-	8.0	A	LT	-	8.5	A	LT	-	8.3	A	LT	-	8.4	A
Overall Intersection	-	-	7.2	A		-	-	3.9	A	-	-	5.5	A	-	-	5.6	A	-	-	6.8	A
FOUNTAIN AVENUE & ATLANTIC AVENUE																					
(UNSIGNALIZED INTERSECTION)																					
Atlantic Avenue	EB	TR	FREEFLOW	A		TR	FREEFLOW	A		TR	FREEFLOW	A		TR	FREEFLOW	A		TR	FREEFLOW	A	
Overall Intersection	-	FREEFLOW	A		-	FREEFLOW	A		-	FREEFLOW	A		-	FREEFLOW	A		-	FREEFLOW	A		
FLATLANDS AVENUE																					
(UNSIGNALIZED INTERSECTION)																					
Atkins Avenue	SB	LR	-	10.5	B	LR	-	11.2	B	LR	-	10.8	B	LR	-	10.3	B	LR	-	10.5	B
Flatlands Avenue	EB	L	-	8.5	A	L	-	8.8	A	L	-	9.2	A	L	-	8.8	A	L	-	8.9	A
Overall Intersection	-	-	0.9	A		-	-	1.0	A	-	-	1.2	A	-	-	0.6	A	-	-	0.6	A
FLATLANDS AVENUE & ESSEX STREET																					
(UNSIGNALIZED INTERSECTION)																					
Essex Street	SB	LR	-	10.7	B	LR	-	11.2	B	LR	-	11.2	B	LR	-	10.7	B	LR	-	10.9	B
Flatlands Avenue	EB	L	-	8.4	A	L	-	8.5	A	L	-	8.9	A	L	-	8.5	A	L	-	8.6	A
Overall Intersection	-	-	1.0	A		-	-	0.8	A	-	-	1.0	A	-	-	0.7	A	-	-	0.7	A
FLATLANDS AVENUE & LINWOOD STREET																					
(UNSIGNALIZED INTERSECTION)																					
Linwood Street	SB	LR	-	11.1	B	LR	-	11.5	B	LR	-	11.3	B	LR	-	11.0	B	LR	-	11.3	B
Flatlands Avenue	EB	L	-	8.5	A	L	-	8.5	A	L	-	9.0	A	L	-	8.6	A	L	-	8.7	A
Overall Intersection	-	-	1.1	A		-	-	1.0	A	-	-	1.1	A	-	-	0.9	A	-	-	0.9	A
FLATLANDS AVENUE & ELTON STREET																					
(UNSIGNALIZED INTERSECTION)																					
Elton Street	SB	LR	-	11.6	B	LR	-	11.3	B	LR	-	12.0	B	LR	-	11.3	B	LR	-	11.9	B
Flatlands Avenue	EB	L	-	8.4	A	L	-	8.4	A	L	-	8.5	A	L	-	8.1	A	L	-	8.2	A
Overall Intersection	-	-	1.4	A		-	-	1.4	A	-	-	1.3	A	-	-	1.1	A	-	-	1.2	A
FLATLANDS AVENUE & JEROME STREET																					
(UNSIGNALIZED INTERSECTION)																					
Jerome Street	SB	LR	-	10.9	B	LR	-	10.6	B	LR	-	10.9	B	LR	-	11.0	B	LR	-	11.4	B
Flatlands Avenue	EB	L	-	8.5	A	L	-	8.4	A	L	-	9.0	A	L	-	8.4	A	L	-	8.5	A
Overall Intersection	-	-	1.6	A		-	-	1.4	A	-	-	1.4	A	-	-	1.6	A	-	-	1.6	A
FLATLANDS AVENUE & SCHENCK AVENUE / VANDALIA AVENUE																					
Vandalia Avenue	NB	L	0.53	34.0	C	L	0.77	38.6	D	L	0.94	60.5	E	L	1.00	73.6	E	L	1.05	86.3	F
		TR	0.32	23.4	C	TR	0.31	23.1	C	TR	0.61	31.9	C	TR	0.74	34.8	C	TR	0.81	39.1	D
Schenck Avenue	SB	LTR	0.53	27.4	C	LTR	0.55	27.9	C	LTR	0.42	24.9	C	LTR	0.48	26.1	C	LTR	0.53	27.3	C
	EB	L	0.09	10.4	B	L	0.09	10.4	B	L	0.09	10.5	B	L	0.10	10.6	B	L	0.12	10.8	B
Flatlands Avenue		TR	0.40	13.0	B	TR	0.44	13.4	B	TR	0.57	15.3	B	TR	0.68	17.4	B	TR	0.74	19.0	B
	WB	L	0.11	10.8	B	L	0.13	11.0	B	L	0.13	11.3	B	L	0.31	15.7	B	L	0.40	19.8	B
		TR	0.39	12.9	B	TR	0.30	11.9	B	TR	0.36	12.4	B	TR	0.30	11.8	B	TR	0.33	12.1	B
Overall Intersection	-	0.45	17.5	B		-	0.57	20.3	C	-	0.71	24.2	C	-	0.80	28.4	C	-	0.86	31.8	C

TABLE E-1  
GATEWAY ESTATES II FEIS  
EXISTING TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
FLATLANDS AVENUE & VAN SICLEN AVENUE																					
Van Siclen Avenue	NB	LTR	0.63	30.9	C	LTR	0.46	25.2	C	LTR	0.58	28.2	C	LTR	0.63	28.6	C	LTR	0.68	30.6	C
	SB	LTR	0.84	36.8	D	LTR	0.72	30.1	C	LTR	0.73	30.6	C	LTR	0.68	28.8	C	LTR	0.74	31.0	C
Flatlands Avenue	EB	L	0.17	11.6	B	L	0.16	11.4	B	L	0.45	21.5	C	L	0.25	9.5	A	L	0.29	10.4	B
		TR	0.35	12.4	B	TR	0.38	12.7	B	TR	0.46	13.6	B	TR	0.50	10.2	B	TR	0.55	10.7	B
	WB	L	0.45	16.1	B	L	0.44	12.2	B	L	0.87	46.4	D	L	0.41	13.0	B	L	0.50	16.2	B
		TR	0.38	12.6	B	TR	0.43	9.5	A	TR	0.47	13.6	B	TR	0.42	9.3	A	TR	0.46	9.7	A
Overall Intersection	-	0.60	20.8	C	-	0.55	16.0	B	-	0.82	21.1	C	-	0.57	15.3	B	-	0.62	16.4	B	
FLATLANDS AVENUE & PENNSYLVANIA AVENUE																					
Pennsylvania Avenue	NB	L	0.70	47.4	D	L	0.54	36.5	D	L	0.70	55.6	E	L	0.98	71.2	E	L	1.05	89.1	F
		TR	0.81	36.8	D	TR	0.51	29.7	C	TR	0.56	30.7	C	TR	0.56	25.0	C	TR	0.61	25.8	C
Flatlands Avenue	SB	L	0.51	38.9	D	L	0.44	30.3	C	L	0.36	29.1	C	L	0.48	24.4	C	L	0.55	27.9	C
		TR	0.49	29.4	C	TR	0.52	29.8	C	TR	0.83	37.4	D	TR	0.62	25.9	C	TR	0.68	26.9	C
	EB	L	0.54	36.2	D	L	0.76	52.1	D	L	0.75	52.9	D	L	0.94	66.6	E	L	1.02	86.3	F
		T	0.39	34.8	C	T	0.55	37.5	D	T	0.70	41.0	D	T	0.86	40.1	D	T	0.94	47.6	D
	WB	R	0.20	22.3	C	R	0.37	24.9	C	R	0.45	26.3	C	R	0.38	18.6	B	R	0.41	19.1	B
		L	0.26	27.9	C	L	0.31	32.5	C	L	0.36	37.7	D	L	0.48	71.4	E	L	0.52	76.7	E
		T	0.54	37.3	D	T	0.67	40.2	D	T	0.67	40.1	D	T	0.73	34.4	C	T	0.79	36.6	D
		R	0.14	21.5	C	R	0.15	21.6	C	R	0.19	22.1	C	R	0.41	19.2	B	R	0.45	19.8	B
Overall Intersection	-	0.79	34.8	C	-	0.83	33.8	C	-	1.00	37.2	D	-	1.00	34.5	C	-	1.05	39.0	D	
FLATLANDS AVENUE & ROCKAWAY PARKWAY																					
Rockaway Parkway	NB	L	0.65	31.4	C	L	0.43	21.7	C	L	0.53	24.7	C	L	0.29	20.3	C	L	0.33	21.4	C
		TR	0.85	34.4	C	TR	0.45	20.8	C	TR	0.51	21.9	C	TR	0.71	24.7	C	TR	0.78	27.2	C
Flatlands Avenue	SB	LTR	0.83	45.0	D	LTR	0.78	41.7	D	LTR	0.91	52.3	D	LTR	1.05	75.6	E	LTR	1.05	77.6	E
		L	0.25	25.8	C	L	0.29	26.2	C	L	0.44	33.2	C	L	0.67	44.8	D	L	0.76	56.3	E
	WB	TR	0.71	31.7	C	TR	0.71	31.7	C	TR	0.93	43.9	D	TR	1.05	59.3	E	TR	1.05	61.7	E
		L	0.26	26.0	C	L	0.18	24.1	C	L	0.23	26.4	C	L	0.65	43.2	D	L	0.70	48.4	D
	Overall Intersection		-	0.82	34.9	C	-	0.77	30.5	C	-	0.93	39.9	D	-	1.01	53.5	D	-	1.02	58.5
FLATLANDS AVENUE & REMSEN AVENUE																					
Remsen Avenue	NB	L	0.70	31.5	C	L	0.31	18.4	B	L	0.70	29.6	C	L	0.41	21.3	C	L	0.49	24.2	C
		TR	0.91	31.9	C	TR	0.41	18.0	B	TR	0.70	22.8	C	TR	0.58	20.3	C	TR	0.64	21.3	C
Flatlands Avenue	SB	L	0.52	24.5	C	L	0.43	20.5	C	L	0.65	31.6	C	L	0.83	42.0	D	L	0.90	52.2	D
		TR	0.50	19.1	B	TR	0.39	17.7	B	TR	0.68	22.3	C	TR	0.57	20.1	C	TR	0.62	21.1	C
	EB	L	0.57	31.5	C	L	0.32	19.6	B	L	0.39	25.0	C	L	0.60	32.1	C	L	0.64	34.7	C
		TR	0.86	29.1	C	TR	0.73	23.9	C	TR	0.93	34.0	C	TR	0.73	23.6	C	TR	0.80	25.7	C
	WB	L	0.14	16.4	B	L	0.20	17.2	B	L	0.22	18.8	B	L	0.10	15.6	B	L	0.13	16.2	B
		TR	0.92	33.4	C	TR	0.68	22.5	C	TR	0.89	31.0	C	TR	0.94	35.8	D	TR	1.03	55.8	E
Overall Intersection	-	0.91	29.4	C	-	0.58	20.9	C	-	0.82	28.2	C	-	0.89	27.1	C	-	0.97	34.6	C	
LINDEN BOULEVARD																					
LINDEN BOULEVARD & 79TH STREET																					
79th Street	NB	L	0.62	43.3	D	L	0.23	26.5	C	L	0.27	29.8	C	L	0.32	23.3	C	L	0.35	23.7	C
		R	0.14	30.8	C	R	0.13	25.2	C	R	0.13	27.8	C	R	0.09	20.3	C	R	0.10	20.4	C
Linden Boulevard (Mainline)	EB	T	0.40	12.4	B	T	0.42	16.7	B	T	0.61	17.4	B	T	0.39	12.1	B	T	0.42	12.5	B
		WB	T	0.89	27.6	C	T	0.61	20.7	C	T	0.63	18.8	B	T	0.60	15.4	B	T	0.65	16.4
Linden Boulevard (Service Road)	EB	T	0.17	10.5	B	T	0.18	14.2	B	T	0.24	13.0	B	T	0.19	10.6	B	T	0.20	10.8	B
		WB	T	0.34	12.5	B	T	0.18	14.4	B	T	0.32	14.2	B	T	0.13	10.3	B	T	0.14	10.4
Overall Intersection	-	0.80	21.7	C	-	0.46	18.7	B	-	0.49	17.9	B	-	0.50	14.2	B	-	0.54	14.8	B	

TABLE E-1  
GATEWAY ESTATES II FEIS  
EXISTING TRAFFIC LEVELS OF SERVICE

Intersection & Approach		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Linden Boulevard & Euclid Avenue																					
Euclid Avenue	NB	LTR	0.39	43.0	D	LTR	0.33	37.3	D	LTR	0.42	36.5	D	LTR	0.19	23.7	C	LTR	0.21	24.0	C
	SB	LTR	0.71	47.1	D	LTR	0.64	42.4	D	LTR	0.48	35.8	D	LTR	0.52	28.0	C	LTR	0.57	29.0	C
Linden Boulevard (Mainline)	EB	L	0.34	17.1	B	L	0.16	9.6	A	L	0.16	11.4	B	L	0.22	10.5	B	L	0.26	11.2	B
	T		0.36	9.8	A	T	0.38	11.4	B	T	0.52	14.4	B	T	0.42	11.4	B	T	0.46	11.8	B
	WB	L	0.29	14.8	B	L	0.16	7.0	A	L	0.40	16.9	B	L	0.13	8.5	A	L	0.16	9.0	A
	T		0.84	20.8	C	T	0.52	8.0	A	T	0.60	10.6	B	T	0.55	10.0	A	T	0.59	10.4	B
Linden Boulevard (Service Road)	EB	TR	0.21	8.9	A	TR	0.30	11.1	B	TR	0.29	12.2	B	TR	0.26	10.3	B	TR	0.28	10.5	B
Linden Boulevard (Unsignalized)	WB	T	0.53	15.7	B	T	0.43	8.1	A	T	0.50	10.6	B	T	0.37	15.6	B	T	0.40	15.9	B
	WB	R	-	10.0	A	R	-	9.5	A	R	-	10.0	B	R	-	9.9	A	R	-	10.0	B
Overall Intersection	-		0.76	19.7	B	-	0.56	14.5	B	-	0.51	15.2	B	-	0.54	13.3	B	-	0.59	13.8	B
Linden Boulevard & Fountain Avenue & Loring Avenue																					
Fountain Avenue	NB	LTR	0.85	56.8	E	LTR	0.85	55.4	E	LTR	0.75	50.0	D	LTR	0.86	47.0	D	LTR	0.95	58.5	E
	SB	DefL	1.05	120+	F*	DefL	0.62	52.4	D	DefL	1.05	116.5	F	DefL	1.05	89.1	F	DefL	1.05	89.4	F
Linden Boulevard (Mainline)	TR		0.94	76.8	E	TR	0.67	50.8	D	TR	1.02	97.3	F	TR	1.05	93.6	F	TR	1.05	94.5	F
	EB	L	0.49	30.6	C	L	0.37	19.3	B	L	0.59	24.8	C	L	0.49	17.4	B	L	0.58	20.8	C
	T		0.38	13.3	B	T	0.41	13.6	B	T	0.61	16.0	B	T	0.41	17.3	B	T	0.44	17.8	B
	WB	L	0.97	75.3	E	L	0.42	27.2	C	L	0.40	29.5	C	L	0.49	17.4	B	L	0.58	20.9	C
Linden Boulevard (Service Road)	T		1.05	61.9	E	T	0.61	26.4	C	T	0.63	26.6	C	T	0.61	13.5	B	T	0.67	14.1	B
	EB	TR	0.38	13.9	B	TR	0.31	13.0	B	TR	0.52	15.8	B	TR	0.43	18.3	B	TR	0.47	19.0	B
Loring Avenue	WB	TR	0.98	51.4	D	TR	0.51	25.8	C	TR	0.80	33.7	C	TR	0.74	17.6	B	TR	0.81	19.7	B
	NB	LTR	0.67	66.3	E	LTR	0.54	58.5	E	LTR	0.63	63.2	E	LTR	0.65	54.0	D	LTR	0.71	58.5	E
Overall Intersection	-		0.97	50.9	D	-	0.67	28.9	C	-	0.87	33.7	C	-	0.83	31.2	C	-	0.87	33.1	C
Linden Boulevard & Atkins Avenue																					
Atkins Avenue	SB	LTR	0.63	49.4	D	LTR	0.15	25.2	C	LTR	0.22	30.1	C	LTR	0.12	20.4	C	LTR	0.13	20.5	C
Linden Boulevard (Mainline)	EB	T	0.34	7.4	A	T	0.43	17.6	B	T	0.54	15.9	B	T	0.46	13.5	B	T	0.50	14.0	B
	WB	L	0.30	9.5	A	L	0.41	27.3	C	L	0.18	14.5	B	L	0.04	10.4	B	L	0.05	10.7	B
Linden Boulevard (Service Road)	T		0.59	10.1	B	T	0.43	17.5	B	T	0.49	15.2	B	T	0.46	13.6	B	T	0.50	14.1	B
	EB	TR	0.25	7.1	A	TR	0.31	16.6	B	TR	0.58	18.6	B	TR	0.19	11.4	B	TR	0.21	11.6	B
	WB	T	0.40	8.4	A	T	0.28	16.2	B	T	0.34	13.9	B	T	0.32	12.7	B	T	0.35	13.0	B
Overall Intersection	-		0.61	12.0	B	-	0.32	17.9	B	-	0.45	16.5	B	-	0.33	13.6	B	-	0.36	14.0	B
Linden Boulevard & Elton Street																					
		(Unsignalized Intersection)																			
Elton Street	NB	R	-	10.1	B	R	-	10.0	B	R	-	11.0	B	R	-	9.7	A	R	-	9.9	A
Overall Intersection	-		-	1.3	A	-	-	1.1	A	-	-	1.3	A	-	-	1.0	A	-	-	1.0	A
Linden Boulevard & Pennsylvania Avenue																					
Pennsylvania Avenue	NB	L	1.05	95.5	F	L	1.01	95.5	F	L	1.05	104.3	F	L	1.03	81.5	F	L	1.05	88.1	F
	T		0.80	43.1	D	T	0.62	37.5	D	T	0.63	37.9	D	T	0.99	57.4	E	T	1.05	73.1	E
	R		0.24	32.0	C	R	0.25	32.1	C	R	0.28	32.5	C	R	0.47	31.2	C	R	0.51	32.2	C
	SB	L	0.43	39.4	D	L	0.35	31.2	C	L	0.65	81.8	F	L	0.72	81.0	F	L	0.78	97.9	F
Linden Boulevard (Mainline)	TR		0.89	48.7	D	TR	1.03	75.3	E	TR	1.05	79.2	E	TR	1.05	75.7	E	TR	1.05	75.7	E
	EB	L	0.97	109.2	F	L	1.05	120+	F*	L	1.05	120+	F*	L	0.82	63.0	E	L	0.89	72.4	E
	T		0.74	39.8	D	T	0.82	41.6	D	T	1.05	77.3	E	T	0.98	50.4	D	T	1.05	68.7	E
	WB	L	0.98	115.7	F	L	0.97	112.4	F	L	0.74	74.1	E	L	0.90	76.1	E	L	0.98	93.3	F
Linden Boulevard (Service Road)	T		1.05	74.3	E	T	0.81	41.4	D	T	0.99	58.3	E	T	1.03	63.2	E	T	1.05	70.2	E
	EB	T	0.77	45.8	D	T	0.58	37.6	D	T	0.74	43.5	D	T	0.71	36.0	D	T	0.78	38.8	D
	R		0.33	22.3	C	R	0.37	19.4	B	R	0.56	26.6	C	R	0.54	20.4	C	R	0.59	21.4	C
	WB	TR	0.94	54.1	D	TR	0.38	32.6	C	TR	0.52	35.7	D	TR	0.49	29.1	C	TR	0.53	29.7	C
Overall Intersection	-		1.02	57.6	E	-	0.94	52.0	D	-	1.06	63.8	E	-	1.07	56.3	E	-	1.10	64.7	E

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GATEWAY ESTATES II FEIS  
EXISTING TRAFFIC LEVELS OF SERVICE

Intersection & Approach		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Linden Boulevard & Rockaway Avenue																					
Rockaway Avenue	NB	LT	1.05	96.6	F	LT	1.05	100.2	F	LT	1.05	97.9	F	LT	1.05	84.1	F	LT	1.05	84.7	F
		R	0.37	42.1	D	R	0.49	42.2	D	R	0.59	48.9	D	R	0.54	35.7	D	R	0.61	38.6	D
Linden Boulevard (Mainline)	SB	LT	1.05	108.1	F	LT	1.05	102.9	F	LT	1.05	98.6	F	LT	1.05	82.8	F	LT	1.05	83.7	F
		R	0.47	49.1	D	R	1.05	113.8	F	R	1.05	120+	F*	R	0.50	38.4	D	R	0.57	42.1	D
	EB	L	0.74	73.5	E	L	0.57	63.9	E	L	0.43	56.6	E	L	0.42	44.0	D	L	0.46	45.0	D
		T	0.54	18.5	B	T	0.56	21.0	C	T	0.72	15.8	B	T	0.63	18.0	B	T	0.69	19.0	B
Linden Boulevard (Service Road)	WB	L	1.05	120+	F*	L	1.05	120+	F*	L	1.05	120+	F*	L	1.05	107.6	F	L	1.05	107.9	F
		T	0.86	26.7	C	T	0.46	19.4	B	T	0.56	18.7	B	T	0.59	17.3	B	T	0.64	18.1	B
	EB	TR	0.60	20.9	C	TR	0.51	21.3	C	TR	0.71	24.0	C	TR	0.62	19.3	B	TR	0.68	20.8	C
		WB	TR	0.45	17.7	B	TR	0.29	17.6	B	TR	0.49	18.5	B	TR	0.39	15.5	B	TR	0.43	16.0
Overall Intersection		-	0.94	37.0	D	-	0.77	43.2	D	-	0.85	37.6	D	-	0.82	34.0	C	-	0.86	34.1	C
Linden Boulevard & Rockaway Parkway																					
Rockaway Parkway	NB	LTR	1.05	86.6	F	LTR	0.56	38.8	D	LTR	0.87	54.9	D	LTR	0.71	36.2	D	LTR	0.81	40.3	D
		SB	L	1.05	97.0	F	L	1.05	95.8	F	L	1.05	92.7	F	L	1.03	79.5	E	L	1.05	84.4
Linden Boulevard (Mainline)	TR	L	0.74	46.2	D	TR	0.45	36.5	D	TR	1.04	83.2	F	TR	0.72	36.2	D	TR	0.78	38.5	D
		EB	L	1.05	120+	F*	L	0.61	69.7	E	L	0.76	81.8	F	L	0.65	54.5	D	L	0.71	58.5
	WB	T	0.35	15.8	B	T	0.45	19.4	B	T	0.51	18.0	B	T	0.50	15.6	B	T	0.54	16.1	B
		L	0.82	89.9	F	L	0.53	65.5	E	L	0.67	73.9	E	L	0.15	39.4	D	L	0.16	39.6	D
Linden Boulevard (Service Road)	T	L	0.75	16.4	B	T	0.46	19.5	B	T	0.55	18.6	B	T	0.47	15.1	B	T	0.51	15.6	B
		EB	TR	0.33	16.0	B	TR	0.20	16.6	B	TR	0.37	16.6	B	TR	0.23	13.1	B	TR	0.25	13.3
	WB	TR	0.80	21.4	C	TR	0.45	20.2	C	TR	0.67	22.7	C	TR	0.61	18.8	B	TR	0.67	20.2	C
Overall Intersection		-	0.90	40.2	D	-	0.68	32.4	C	-	0.79	39.6	D	-	0.75	27.3	C	-	0.79	29.0	C
Linden Boulevard & Kings Highway & Remsen Avenue																					
Kings Highway (Mainline)	NB	T	1.03	79.6	E	T	0.90	56.8	E	T	1.01	75.5	E	T	0.99	68.5	E	T	1.05	86.7	F
		SB	T	1.03	81.1	F	T	0.80	50.0	D	T	1.04	83.1	F	T	1.00	72.0	E	T	1.04	83.4
Kings Highway (Service Road)	NB	TR	0.99	71.3	E	TR	0.61	45.0	D	TR	0.91	62.4	E	TR	0.61	44.8	D	TR	0.67	46.2	D
		SB	TR	0.65	47.4	D	TR	0.34	40.5	D	TR	0.98	78.7	E	TR	0.68	48.0	D	TR	0.74	50.5
Remsen Avenue	EB	DefL	0.95	86.6	F	DefL	0.96	87.2	F	DefL	0.99	97.0	F	DefL	0.66	57.5	E	DefL	0.72	61.1	E
		TR	1.02	84.0	F	TR	0.96	71.4	E	TR	1.02	83.3	F	TR	1.04	88.2	F	TR	1.05	89.9	F
Linden Boulevard (Mainline)	WB	TR	1.04	90.1	F	TR	1.01	81.8	F	TR	1.01	79.2	E	TR	1.04	87.6	F	TR	1.05	89.8	F
		EB	TR	0.81	51.5	D	TR	0.90	58.9	E	TR	0.97	66.8	E	TR	0.98	69.0	E	TR	1.04	85.9
	WB	LT	1.02	71.2	E	LT	1.04	74.2	E	DefL	0.84	70.9	E	LT	1.03	72.2	E	LT	1.05	78.8	E
		-	-	-	-	-	-	-	-	T	0.93	55.9	E	-	-	-	-	-	-	-	-
Linden Boulevard (Service Road - Unsignalized)	R	L	0.88	47.1	D	R	0.39	31.7	C	R	0.92	60.0	E	R	0.48	33.3	C	R	0.53	34.3	C
		WB	R	-	12.9	B	R	-	9.7	A	R	-	10.0	B	R	-	10.2	B	R	-	10.5
Overall Intersection		-	1.06	70.9	E	-	1.01	62.6	E	-	1.01	73.3	E	-	1.00	67.9	E	-	1.01	76.2	E
PENNSYLVANIA AVENUE																					
PENNSYLVANIA AVENUE & LIBERTY AVENUE																					
Pennsylvania Avenue	NB	LTR	0.98	37.7	D	LTR	0.77	18.5	B	LTR	0.86	22.7	C	LTR	0.76	15.1	B	LTR	0.88	20.4	C
		SB	L	0.04	8.5	A	L	0.15	5.4	A	L	0.15	5.4	A	L	0.29	7.0	A	L	0.37	8.9
Liberty Avenue	TR	L	0.67	16.1	B	TR	0.88	18.7	B	TR	0.88	15.4	B	TR	0.95	24.0	C	TR	1.03	43.2	D
		EB	LTR	0.56	41.7	D	LTR	0.66	46.1	D	LTR	0.79	51.6	D	LTR	0.62	36.7	D	LTR	0.67	39.0
	WB	LTR	0.85	54.3	D	LTR	0.72	44.8	D	LTR	0.82	54.8	D	LTR	0.86	45.6	D	LTR	0.93	55.3	E
Overall Intersection		-	0.94	33.4	C	-	0.83	24.4	C	-	0.86	25.8	C	-	0.92	23.2	C	-	1.00	33.4	C



TABLE E-1  
GATEWAY ESTATES II FEIS  
EXISTING TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
PENNSYLVANIA AVENUE & ATLANTIC AVENUE																					
Pennsylvania Avenue	NB	L	0.99	76.7	E	L	0.85	56.3	E	L	0.85	52.6	D	L	1.05	79.9	E	L	1.05	84.4	F
		TR	0.96	61.3	E	TR	0.87	42.3	D	TR	0.83	40.5	D	TR	1.05	70.8	E	TR	1.05	70.8	E
Atlantic Avenue	SB	L	0.66	37.4	D	L	0.62	30.5	C	L	0.74	52.0	D	L	0.88	47.5	D	L	0.96	73.1	E
		TR	1.03	78.7	E	TR	0.62	33.0	C	TR	0.88	50.0	D	TR	0.99	53.3	D	TR	1.05	71.3	E
	EB	L	0.43	38.0	D	L	0.36	35.1	D	L	0.37	36.9	D	L	0.34	26.2	C	L	0.36	27.5	C
		TR	0.80	27.0	C	TR	0.88	37.4	D	TR	1.05	66.9	E	TR	1.05	60.4	E	TR	1.05	59.6	E
	WB	TR	1.04	68.2	E	TR	0.80	39.2	D	TR	0.90	48.0	D	TR	0.95	42.7	D	TR	1.04	62.6	E
Overall Intersection		-	0.88	56.8	E	-	0.88	38.9	D	-	0.98	53.5	D	-	1.08	55.9	E	-	1.07	64.5	E

Notes  
(1): Control delay is measured in seconds per vehicle.  
(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.  
(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

TABLE E-2  
GATEWAY ESTATES II FEIS  
2011 NO BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)				
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
ERSKINE STREET																						
ERSKINE STREET & BELT PARKWAY EASTBOUND RAMP																						
Erskine Street	SB	L	0.17	15.2	B	L	0.34	17.0	B	L	0.49	18.8	B	L	0.44	18.2	B	L	0.51	19.2	B	
Belt Parkway Eastbound On/Off Ramp	EB	L	0.33	17.4	B	L	0.60	22.2	C	L	0.43	18.8	B	L	0.58	21.7	C	L	0.63	23.1	C	
	LT	0.11	14.9	B	LT	0.15	15.3	B	LT	0.24	16.2	B	LT	0.24	16.2	B	LT	0.28	16.7	B		
Overall Intersection	-	0.25	16.1	B	-	0.47	19.0	B	-	0.46	18.4	B	-	0.51	19.1	B	-	0.57	20.1	C		
ERSKINE STREET & BELT PARKWAY WESTBOUND RAMP																						
Erskine Street	NB	T	0.23	15.8	B	T	0.35	17.1	B	T	0.28	16.3	B	T	0.43	18.1	B	T	0.48	18.7	B	
Belt Parkway Westbound On/Off Ramp	WB	R	0.33	16.9	B	R	0.47	18.9	B	R	0.47	18.8	B	R	0.60	21.0	C	R	0.66	22.4	C	
Overall Intersection	-	0.28	16.4	B	-	0.41	18.0	B	-	0.37	17.7	B	-	0.52	19.6	B	-	0.57	20.6	C		
ERSKINE STREET & GATEWAY DRIVE																						
Erskine Street	NB	L	0.18	22.3	C	L	0.48	25.6	C	L	0.45	25.2	C	L	0.64	28.1	C	L	0.69	29.2	C	
		TR	0.30	7.8	A	TR	0.35	8.2	A	TR	0.27	7.6	A	TR	0.34	8.1	A	TR	0.38	8.4	A	
	SB	L	0.07	26.2	C	L	0.36	35.9	D	L	0.04	25.8	C	L	0.27	30.0	C	L	0.35	32.6	C	
		T	0.30	27.9	C	T	0.39	28.9	C	T	0.52	30.5	C	T	0.63	32.4	C	T	0.77	35.5	D	
Gateway Drive		R	0.02	25.5	C	R	0.03	25.6	C	R	0.02	25.5	C	R	0.03	25.6	C	R	0.03	25.6	C	
		EB	L	0.02	25.5	C	L	0.08	26.3	C	L	0.06	26.0	C	L	0.02	25.5	C	L	0.02	25.5	C
			T	0.04	25.7	C	T	0.07	25.9	C	T	0.03	25.6	C	T	0.05	25.7	C	T	0.05	25.7	C
	WB	R	0.21	7.4	A	R	0.54	10.7	B	R	0.53	10.6	B	R	0.65	12.7	B	R	0.71	13.9	B	
		L	0.58	38.2	D	L	0.64	40.4	D	L	0.91	59.6	E	L	0.63	39.0	D	L	0.77	47.3	D	
		TR	0.10	26.3	C	TR	0.19	27.2	C	TR	0.17	27.1	C	TR	0.19	27.1	C	TR	0.21	27.4	C	
Overall Intersection	-	0.38	17.5	B	-	0.48	19.2	B	-	0.61	24.3	C	-	0.61	21.6	C	-	0.68	23.6	C		
ERSKINE STREET & GATEWAY PLAZA																						
Erskine Street	NB	L	0.47	31.7	C	L	0.62	34.9	C	L	0.42	30.9	C	L	0.76	39.5	D	L	0.82	43.4	D	
		T	0.13	6.4	A	T	0.14	6.5	A	T	0.19	6.8	A	T	0.18	6.7	A	T	0.21	6.9	A	
Gateway Plaza	SB	TR	0.22	21.7	C	TR	0.36	23.3	C	TR	0.43	24.2	C	TR	0.49	25.1	C	TR	0.59	26.9	C	
	EB	L	0.22	28.6	C	L	0.34	30.5	C	L	0.41	31.7	C	L	0.48	33.2	C	L	0.52	34.1	C	
		R	0.09	10.2	B	R	0.20	11.2	B	R	0.21	11.3	B	R	0.30	12.3	B	R	0.33	12.6	B	
Overall Intersection	-	0.29	19.4	B	-	0.43	21.0	C	-	0.42	19.5	B	-	0.56	22.9	C	-	0.64	24.2	C		
ERSKINE STREET & VANDALIA AVENUE																						
(UNSIGNALIZED INTERSECTION)																						
Erskine Street	NB	L	-	7.5	A	L	-	7.7	A	L	-	7.8	A	L	-	7.8	A	L	-	8.1	A	
Vandalia Avenue	SB	LTR	-	7.5	A	LTR	-	7.8	A	LTR	-	7.8	A	LTR	-	8.0	A	LTR	-	8.1	A	
	EB	LT	-	10.7	B	LT	-	12.9	B	LT	-	14.2	B	LT	-	15.1	C	LT	-	17.6	C	
		TR	-	9.2	A	TR	-	9.5	A	TR	-	9.9	A	TR	-	10.1	B	TR	-	10.8	B	
	WB	LT	-	12.2	B	LT	-	17.6	C	LT	-	20.8	C	LT	-	39.2	E	LT	-	93.4	F	
TR		-	9.1	A	TR	-	9.8	A	TR	-	12.5	B	TR	-	12.4	B	TR	-	13.6	B		
Erskine Street (channelized stop)	NB	R	-	9.2	A	R	-	9.3	A	R	-	9.5	A	R	-	9.6	A	R	-	9.7	A	
Overall Intersection	-	-	6.0	A	-	-	5.9	A	-	-	6.9	A	-	-	11.7	B	-	-	22.3	C		
ERSKINE STREET & EGAN STREET																						
(UNSIGNALIZED INTERSECTION)																						
Erskine Street	NB	LT	-	7.4	A	LT	-	7.6	A	LT	-	7.7	A	LT	-	7.7	A	LT	-	8.0	A	
Old Vandalia Street	WB	LTR	-	10.1	B	LTR	-	11.6	B	LTR	-	11.7	B	LTR	-	12.7	B	LTR	-	14.0	B	
Overall Intersection	-	-	0.5	A	-	-	0.2	A	-	-	0.2	A	-	-	0.2	A	-	-	0.1	A		

TABLE E-2  
GATEWAY ESTATES II FEIS  
2011 NO BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
GATEWAY DRIVE																					
GATEWAY DRIVE & DRIVEWAY TO OLIVE GARDEN																					
Driveway to Olive Garden	SB	L	0.15	15.3	B	L	0.51	20.1	C	L	0.46	19.2	B	L	0.55	20.8	C	L	0.60	22.0	C
		R	0.14	15.2	B	R	0.15	15.3	B	R	0.17	15.6	B	R	0.23	16.2	B	R	0.25	16.4	B
Gateway Drive	EB	L	0.11	7.7	A	L	0.29	10.3	B	L	0.12	7.8	A	L	0.76	33.2	C	L	0.82	40.6	D
		T	0.11	7.5	A	T	0.20	8.0	A	T	0.20	8.0	A	T	0.22	8.1	A	T	0.23	8.2	A
	WB	TR	0.20	8.0	A	TR	0.48	10.3	B	TR	0.53	10.8	B	TR	0.54	10.7	B	TR	0.58	11.2	B
Overall	Intersection	-	0.18	9.3	A	-	0.49	12.0	B	-	0.50	11.9	B	-	0.67	13.7	B	-	0.73	14.6	B
GATEWAY DRIVE & DRIVEWAY TO RED LOBSTER																					
Driveway to Red Lobster	SB	L	0.04	13.7	B	L	0.21	15.3	B	L	0.23	15.4	B	L	0.44	18.7	B	L	0.48	19.4	B
		R	0.05	13.9	B	R	0.09	14.2	B	R	0.13	14.6	B	R	0.19	15.3	B	R	0.21	15.4	B
Gateway Drive	EB	L	0.04	6.8	A	L	0.10	7.3	A	L	0.19	7.9	A	L	0.65	22.3	C	L	0.71	25.7	C
		T	0.11	7.1	A	T	0.14	7.3	A	T	0.17	7.4	A	T	0.16	7.4	A	T	0.17	7.4	A
	WB	TR	0.11	7.1	A	TR	0.19	7.5	A	TR	0.26	7.9	A	TR	0.25	7.9	A	TR	0.27	8.0	A
Overall	Intersection	-	0.09	7.7	A	-	0.20	9.0	A	-	0.25	9.1	A	-	0.57	11.6	B	-	0.62	12.2	B
GATEWAY DRIVE & DRIVEWAY TO BOULDER CREEK																					
Driveway to Boulder Creek	SB	L	0.07	14.6	B	L	0.26	16.4	B	L	0.20	15.8	B	L	0.38	18.4	B	L	0.41	19.0	B
		R	0.08	14.7	B	R	0.27	16.7	B	R	0.26	16.5	B	R	0.39	18.6	B	R	0.43	19.2	B
Gateway Drive	EB	LT	0.22	8.2	A	LT	0.27	8.6	A	LT	0.40	9.7	A	LT	0.48	10.7	B	LT	0.54	11.5	B
		WB	TR	0.11	7.5	A	TR	0.12	7.6	A	TR	0.19	7.9	A	TR	0.20	8.0	A	TR	0.22	8.1
Overall	Intersection	-	0.16	8.9	A	-	0.27	11.2	B	-	0.35	10.7	B	-	0.45	12.2	B	-	0.49	12.8	B
GATEWAY DRIVE & GATEWAY PLAZA																					
Gateway Drive	NB	T	0.16	7.9	A	T	0.29	8.7	A	T	0.40	9.6	A	T	0.40	9.6	A	T	0.42	9.9	A
		R	0.02	7.1	A	R	0.08	7.4	A	R	0.01	7.1	A	R	0.01	7.1	A	R	0.01	7.1	A
Gateway Plaza	SB	L	0.76	25.5	C	L	0.94	44.0	D	L	0.97	51.1	D	L	1.01	58.8	E	L	1.10	87.1	F
		T	0.26	8.8	A	T	0.26	8.8	A	T	0.36	9.7	A	T	0.34	9.5	A	T	0.37	9.7	A
		WB	LR	0.21	15.9	B	LR	0.67	24.8	C	LR	0.60	22.3	C	LR	0.93	43.5	D	LR	1.02	61.5
Overall	Intersection	-	0.55	15.4	B	-	0.84	23.7	C	-	0.83	24.2	C	-	0.98	33.8	C	-	1.07	47.7	D
VANDALIA AVENUE																					
VANDALIA AVENUE & ELTON STREET																					
Elton Street	NB	LTR	-	6.9	A	LTR	-	6.8	A	LTR	-	6.9	A	LTR	-	6.9	A	LTR	-	6.8	A
		SB	LTR	-	7.1	A	LTR	-	6.9	A	LTR	-	7.1	A	LTR	-	7.0	A	LTR	-	6.9
Vandalia Avenue	EB	LT	-	7.5	A	LT	-	7.5	A	LT	-	7.5	A	LT	-	7.5	A	LT	-	7.5	A
		TR	-	7.4	A	TR	-	7.2	A	TR	-	7.2	A	TR	-	7.2	A	TR	-	7.2	A
	WB	LT	-	7.4	A	LT	-	7.4	A	LT	-	7.5	A	LT	-	7.4	A	LT	-	7.4	A
		TR	-	7.1	A	TR	-	7.0	A	TR	-	7.2	A	TR	-	7.1	A	TR	-	7.1	A
Overall	Intersection	-	-	7.2	A	-	-	7.1	A	-	-	7.3	A	-	-	7.2	A	-	-	7.2	A
VANDALIA AVENUE & GATEWAY DRIVE																					
Gateway Drive	SB	LT	-	7.9	A	LT	-	8.8	A	LT	-	9.5	A	LT	-	10.1	B	LT	-	10.5	B
		Vandalia Avenue	WB	L	-	12.4	B	L	-	17.9	C	L	-	27.8	D	L	-	35.2	E	L	-
R	-			9.4	A	R	-	10.4	B	R	-	11.6	B	R	-	12.2	B	R	-	12.5	B
Overall	Intersection	-	-	1.0	A	-	-	0.3	A	-	-	0.5	A	-	-	0.5	A	-	-	0.4	A

TABLE E-2  
GATEWAY ESTATES II FEIS  
2011 NO BUILD TRAFFIC LEVELS OF SERVICE

Intersection & Approach		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)				
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
FOUNTAIN AVENUE																						
FOUNTAIN AVENUE & VANDALIA AVENUE																						
Fountain Avenue	NB	LT	0.09	7.3	A	LT	0.13	7.6	A	LT	0.12	7.5	A	LT	0.11	7.4	A	LT	0.12	7.5	A	
	SB	TR	0.22	8.1	A	TR	0.28	8.6	A	TR	0.31	8.7	A	TR	0.34	8.9	A	TR	0.38	9.2	A	
	Vandalia Avenue	EB	L	0.28	16.6	B	L	0.22	15.9	B	L	0.33	17.1	B	L	0.31	16.9	B	L	0.34	17.3	B
		LR	0.07	14.4	B	LR	0.11	14.8	B	LR	0.14	15.0	B	LR	0.13	15.0	B	LR	0.15	15.1	B	
Overall	Intersection	-	0.24	10.0	B	-	0.26	9.8	A	-	0.32	10.4	B	-	0.33	10.5	B	-	0.36	10.7	B	
FOUNTAIN AVENUE & OLD VANDALIA STREET																						
(UNSIGNALIZED INTERSECTION)																						
Fountain Avenue	NB	LT	-	8.1	A	LT	-	8.3	A	LT	-	8.6	A	LT	-	8.7	A	LT	-	8.9	A	
Overall	Intersection	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	
FOUNTAIN AVENUE & FLATLANDS AVENUE																						
Fountain Avenue	NB	LTR	0.66	34.9	C	LTR	0.71	36.0	D	LTR	0.83	42.8	D	LTR	0.66	30.6	C	LTR	0.75	34.3	C	
	SB	LTR	0.46	25.0	C	LTR	0.80	42.4	D	LTR	0.51	25.5	C	LTR	0.86	45.4	D	LTR	0.95	57.2	E	
Flatlands Avenue	EB	DefL	0.68	30.5	C	DefL	0.52	24.9	C	DefL	0.49	22.8	C	DefL	0.49	22.5	C	DefL	0.53	23.9	C	
		TR	0.14	10.5	B	TR	0.16	13.7	B	TR	0.12	13.3	B	TR	0.15	13.6	B	TR	0.16	13.7	B	
	WB	LTR	0.61	23.9	C	DefL	0.52	21.1	C	DefL	0.43	21.3	C	DefL	0.22	11.6	B	DefL	0.24	11.9	B	
	-	-	-	-	-	TR	0.28	12.2	B	TR	0.20	14.5	B	TR	0.25	11.7	B	TR	0.27	12.0	B	
Overall	Intersection	-	0.67	25.1	C	-	0.63	28.6	C	-	0.62	27.5	C	-	0.63	28.0	C	-	0.69	32.8	C	
FOUNTAIN AVENUE & OLD MILL ROAD																						
(UNSIGNALIZED INTERSECTION)																						
Fountain Avenue	SB	LT	-	8.3	A	LT	-	8.1	A	LT	-	8.2	A	LT	-	8.3	A	LT	-	8.4	A	
Old Mill Road	WB	LR	-	12.1	B	LR	-	11.5	B	LR	-	12.3	B	LR	-	12.3	B	LR	-	13.0	B	
Overall	Intersection	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	
FOUNTAIN AVENUE & COZINE AVENUE																						
(UNSIGNALIZED INTERSECTION)																						
Fountain Avenue	NB	LT	-	10.9	B	LT	-	10.7	B	LT	-	13.0	B	LT	-	11.5	B	LT	-	12.6	B	
		TR	-	10.6	B	TR	-	10.8	B	TR	-	12.8	B	TR	-	11.4	B	TR	-	12.5	B	
Cozine Avenue	SB	LT	-	11.7	B	LT	-	10.8	B	LT	-	14.8	B	LT	-	12.1	B	LT	-	13.3	B	
		TR	-	11.4	B	TR	-	10.6	B	TR	-	13.7	B	TR	-	12.9	B	TR	-	14.5	B	
	EB	LTR	-	10.7	B	LTR	-	10.5	B	LTR	-	11.7	B	LTR	-	10.5	B	LTR	-	10.9	B	
	WB	LTR	-	10.0	A	LTR	-	9.8	A	LTR	-	12.6	B	LTR	-	9.9	A	LTR	-	10.3	B	
Overall	Intersection	-	-	11.1	B	-	-	10.7	B	-	-	13.4	B	-	-	11.9	B	-	-	13.0	B	
FOUNTAIN AVENUE & WORTMAN AVENUE																						
(UNSIGNALIZED INTERSECTION)																						
Fountain Avenue	NB	LT	-	8.8	A	LT	-	8.7	A	LT	-	9.4	A	LT	-	9.3	A	LT	-	9.6	A	
	SB	LT	-	8.9	A	LT	-	8.2	A	LT	-	9.5	A	LT	-	8.7	A	LT	-	8.9	A	
Wortman Avenue	EB	LT	-	26.3	D	LT	-	23.1	C	LT	-	47.7	E	LT	-	38.9	E	LT	-	54.8	F	
		TR	-	15.6	C	TR	-	15.6	C	TR	-	21.5	C	TR	-	21.0	C	TR	-	25.0	D	
	WB	LTR	-	27.0	D	LTR	-	19.0	C	LTR	-	37.9	E	LTR	-	29.5	D	LTR	-	40.3	E	
Overall	Intersection	-	-	5.2	A	-	-	2.9	A	-	-	6.7	A	-	-	3.9	A	-	-	5.2	A	
FOUNTAIN AVENUE & STANLEY AVENUE																						
Fountain Avenue	NB	LTR	0.33	11.8	B	LTR	0.39	12.4	B	LTR	0.41	12.5	B	LTR	0.40	12.4	B	LTR	0.45	12.9	B	
	SB	LTR	0.37	11.9	B	LTR	0.30	11.3	B	LTR	0.58	14.3	B	LTR	0.42	12.2	B	LTR	0.47	12.6	B	
Stanley Avenue	EB	LTR	0.21	11.2	B	LTR	0.22	11.2	B	LTR	0.28	11.8	B	LTR	0.28	11.9	B	LTR	0.30	12.2	B	
	WB	DefL	0.25	11.7	B	DefL	0.16	10.7	B	DefL	0.52	16.4	B	LTR	0.43	13.8	B	LTR	0.48	14.6	B	
		TR	0.23	11.3	B	TR	0.10	10.2	B	TR	0.16	10.7	B	-	-	-	-	-	-	-	-	
Overall	Intersection	-	0.31	11.7	B	-	0.30	11.6	B	-	0.55	13.6	B	-	0.43	12.5	B	-	0.47	13.0	B	

TABLE E-2  
GATEWAY ESTATES II FEIS  
2011 NO BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
FOUNTAIN AVENUE & LIBERTY AVENUE																					
		(UNSIGNALIZED INTERSECTION)																			
Fountain Avenue	SB	LTR	-	29.3	D	LTR	-	18.2	C	LTR	-	29.0	D	LTR	-	26.7	D	LTR	-	36.9	E
Liberty Avenue	WB	LT	-	8.0	A	LT	-	8.1	A	LT	-	8.6	A	LT	-	8.4	A	LT	-	8.6	A
Overall Intersection	-	-	8.6	A	-	-	4.2	A	-	-	6.7	A	-	-	6.6	A	-	-	9.1	A	
FOUNTAIN AVENUE & ATLANTIC AVENUE																					
		(UNSIGNALIZED INTERSECTION)																			
Atlantic Avenue	EB	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A		
Overall Intersection	-	FREEFLOW	A	-	FREEFLOW	A	-	FREEFLOW	A	-	FREEFLOW	A	-	FREEFLOW	A	-	FREEFLOW	A			
FLATLANDS AVENUE																					
FLATLANDS AVENUE & ATKINS AVENUE																					
		(UNSIGNALIZED INTERSECTION)																			
Atkins Avenue	NB	LTR	-	20.9	C	LTR	-	27.3	D	LTR	-	35.9	E	LTR	-	74.3	F	LTR	-	120+	F*
Flatlands Avenue	SB	LTR	-	16.6	C	LTR	-	20.7	C	LTR	-	23.4	C	LTR	-	29.9	D	LTR	-	51.2	F
	EB	L	-	8.8	A	L	-	9.4	A	L	-	10.0	B	L	-	9.7	A	L	-	10.6	B
	WB	L	-	8.4	A	L	-	8.7	A	L	-	8.7	A	L	-	9.2	A	L	-	9.6	A
Overall Intersection	-	-	3.5	A	-	-	3.8	A	-	-	4.9	A	-	-	7.9	A	-	-	20.9	C	
FLATLANDS AVENUE & ESSEX STREET																					
		(UNSIGNALIZED INTERSECTION)																			
Essex Street	SB	LTR	-	11.7	B	LTR	-	14.3	B	LTR	-	15.0	B	LTR	-	15.0	B	LTR	-	17.6	C
Flatlands Avenue	EB	L	-	8.7	A	L	-	9.1	A	L	-	9.7	A	L	-	9.5	A	L	-	10.2	B
	WB	L	-	8.4	A	L	-	8.7	A	L	-	8.6	A	L	-	9.2	A	L	-	9.6	A
Overall Intersection	-	-	0.9	A	-	-	0.7	A	-	-	1.1	A	-	-	0.6	A	-	-	0.7	A	
FLATLANDS AVENUE & LINWOOD STREET																					
		(UNSIGNALIZED INTERSECTION)																			
Linwood Street	NB	LTR	-	17.9	C	LTR	-	17.8	C	LTR	-	19.9	C	LTR	-	25.1	D	LTR	-	25.5	D
Flatlands Avenue	SB	LR	-	12.2	B	LR	-	15.4	C	LR	-	14.3	B	LR	-	15.2	C	LR	-	18.0	C
	EB	LT	-	8.8	A	LT	-	9.2	A	LT	-	9.8	A	LT	-	9.5	A	LT	-	10.3	B
Overall Intersection	-	-	1.1	A	-	-	0.9	A	-	-	1.0	A	-	-	0.8	A	-	-	0.8	A	
FLATLANDS AVENUE & ELTON STREET																					
		(UNSIGNALIZED INTERSECTION)																			
Elton Street	NB	LTR	-	34.9	D	LTR	-	24.9	C	LTR	-	31.1	D	LTR	-	37.1	E	LTR	-	52.3	F
Flatlands Avenue	SB	LTR	-	16.7	C	LTR	-	16.7	C	LTR	-	24.6	C	LTR	-	22.3	C	LTR	-	31.4	D
	EB	L	-	9.1	A	L	-	9.1	A	L	-	9.6	A	L	-	9.1	A	L	-	9.6	A
	WB	L	-	8.9	A	L	-	8.6	A	L	-	8.9	A	L	-	9.5	A	L	-	9.9	A
Overall Intersection	-	-	2.4	A	-	-	1.5	A	-	-	2.3	A	-	-	1.7	A	-	-	2.0	A	
FLATLANDS AVENUE & JEROME STREET																					
Jerome Street	NB	L	0.24	17.1	B	L	0.47	19.1	B	L	0.57	20.3	C	L	0.88	34.1	C	L	0.96	44.0	D
Flatlands Avenue		TR	0.10	15.9	B	TR	0.14	16.2	B	TR	0.16	16.5	B	TR	0.24	19.1	B	TR	0.26	19.3	B
	SB	LTR	0.36	34.0	C	LTR	0.29	32.7	C	LTR	0.30	33.0	C	LTR	0.39	34.7	C	LTR	0.43	35.6	D
	EB	L	0.24	15.5	B	L	0.24	15.6	B	L	0.36	18.2	B	L	0.32	14.9	B	L	0.41	16.9	B
		TR	0.60	19.1	B	TR	0.79	23.5	C	TR	0.93	31.9	C	TR	1.09	72.4	E	TR	1.20	118.3	F
	WB	L	0.21	15.8	B	L	0.27	17.8	B	L	0.37	23.3	C	L	0.65	40.3	D	L	0.70	45.5	D
		TR	0.37	15.9	B	TR	0.43	16.7	B	TR	0.51	17.6	B	TR	0.36	14.1	B	TR	0.44	15.0	B
Overall Intersection	-	0.51	18.6	B	-	0.69	20.7	C	-	0.79	24.8	C	-	0.98	47.9	D	-	1.09	71.7	E	

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GATEWAY ESTATES II FEIS  
2011 NO BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
FLATLANDS AVENUE & SCHENCK AVENUE																					
Schenck Avenue	SB	LR	0.62	29.8	C	LR	0.83	40.3	D	LR	0.70	32.4	C	LR	0.84	40.9	D	LR	0.92	50.6	D
Flatlands Avenue	EB	L	0.14	11.4	B	L	0.28	15.7	B	L	0.34	19.9	B	L	0.59	41.8	D	L	0.64	47.4	D
		T	0.45	13.6	B	T	0.56	15.1	B	T	0.67	17.2	B	T	0.74	18.9	B	T	0.82	21.6	C
	WB	TR	0.63	15.8	B	TR	0.76	18.4	B	TR	0.83	20.7	C	TR	1.20+	120+	F*	TR	1.20+	120+	F*
Overall	Intersection	-	0.62	17.5	B	-	0.79	21.5	C	-	0.78	21.2	C	-	1.17	117.3	F	-	1.20+	120+	F*
FLATLANDS AVENUE & VAN SICLEN AVENUE																					
Van Siclen Avenue	NB	LTR	0.68	32.6	C	LTR	0.50	26.0	C	LTR	0.63	29.5	C	LTR	0.67	30.1	C	LTR	0.73	32.6	C
Flatlands Avenue	SB	LTR	0.96	50.9	D	LTR	0.84	36.3	D	LTR	0.92	45.9	D	LTR	0.80	33.5	C	LTR	0.87	39.1	D
	EB	L	0.23	12.8	B	L	0.22	12.8	B	L	0.50	23.9	C	L	0.37	12.7	B	L	0.50	18.2	B
		TR	0.41	13.0	B	TR	0.47	13.8	B	TR	0.58	15.3	B	TR	0.63	11.8	B	TR	0.69	12.8	B
	WB	L	0.53	19.0	B	L	0.58	17.5	B	L	0.93	57.8	E	L	0.61	22.8	C	L	0.80	43.2	D
		TR	0.48	13.8	B	TR	0.54	10.7	B	TR	0.59	15.4	B	TR	0.55	10.8	B	TR	0.64	11.9	B
Overall	Intersection	-	0.70	24.6	C	-	0.68	17.9	B	-	0.93	24.9	C	-	0.69	17.2	B	-	0.83	19.9	B
FLATLANDS AVENUE & PENNSYLVANIA AVENUE																					
Pennsylvania Avenue	NB	L	0.73	49.8	D	L	0.58	39.7	D	L	0.74	58.2	E	L	1.03	85.1	F	L	1.14	120+	F*
Flatlands Avenue		TR	0.86	38.6	D	TR	0.54	30.2	C	TR	0.59	31.3	C	TR	0.59	25.5	C	TR	0.65	26.4	C
	SB	L	0.73	48.8	D	L	0.78	47.8	D	L	0.73	46.9	D	L	0.80	38.5	D	L	0.93	54.6	D
		TR	0.51	29.8	C	TR	0.54	30.3	C	TR	0.88	39.5	D	TR	0.65	26.4	C	TR	0.71	27.6	C
	EB	L	0.57	37.9	D	L	0.87	64.6	E	L	0.86	65.2	E	L	1.10	112.8	F	L	1.15	120+	F*
		T	0.43	35.4	D	T	0.63	39.1	D	T	0.80	44.2	D	T	0.98	55.0	E	T	1.08	82.8	F
		R	0.21	22.4	C	R	0.39	25.2	C	R	0.47	26.8	C	R	0.40	18.9	B	R	0.44	19.5	B
	WB	L	0.29	29.3	C	L	0.36	35.8	D	L	0.43	42.6	D	L	0.53	78.4	E	L	0.58	87.0	F
		T	0.60	38.6	D	T	0.75	42.8	D	T	0.75	42.3	D	T	0.82	38.1	D	T	0.92	45.2	D
		R	0.30	23.8	C	R	0.34	24.5	C	R	0.44	26.2	C	R	0.65	24.4	C	R	0.77	29.3	C
Overall	Intersection	-	0.81	36.4	D	-	0.92	36.6	D	-	1.04	40.1	D	-	1.07	42.0	D	-	1.11	52.6	D
FLATLANDS AVENUE & ROCKAWAY PARKWAY																					
Rockaway Parkway	NB	L	0.70	34.9	C	L	0.46	22.4	C	L	0.58	26.2	C	L	0.31	20.9	C	L	0.36	22.1	C
Flatlands Avenue		TR	0.90	38.7	D	TR	0.49	21.4	C	TR	0.56	22.8	C	TR	0.76	26.5	C	TR	0.83	30.1	C
	SB	LTR	0.88	49.4	D	LTR	0.83	45.1	D	LTR	0.99	66.0	E	LTR	1.12	99.9	F	LTR	1.12	101.0	F
	EB	L	0.29	27.5	C	L	0.35	28.0	C	L	0.57	42.5	D	L	0.74	52.9	D	L	0.80	61.9	E
		TR	0.77	33.4	C	TR	0.77	33.8	C	TR	1.01	59.9	E	TR	1.14	97.2	F	TR	1.15	101.0	F
	WB	L	0.35	29.4	C	L	0.26	26.4	C	L	0.38	34.6	C	L	0.77	58.1	E	L	0.85	70.6	E
		TR	0.85	38.1	D	TR	0.70	31.6	C	TR	0.95	47.6	D	TR	1.11	82.1	F	TR	1.16	103.8	F
Overall	Intersection	-	0.88	38.1	D	-	0.82	32.4	C	-	1.00	50.5	D	-	1.09	81.0	F	-	1.10	89.7	F
FLATLANDS AVENUE & REMSEN AVENUE																					
Remsen Avenue	NB	L	0.78	37.8	D	L	0.34	18.9	B	L	0.74	31.6	C	L	0.45	22.8	C	L	0.54	26.6	C
Flatlands Avenue		TR	0.96	38.2	D	TR	0.45	18.4	B	TR	0.75	24.2	C	TR	0.62	21.0	C	TR	0.68	22.1	C
	SB	L	0.56	26.0	C	L	0.49	22.3	C	L	0.79	44.2	D	L	0.90	51.5	D	L	0.98	68.5	E
		TR	0.52	19.5	B	TR	0.41	18.0	B	TR	0.72	23.1	C	TR	0.60	20.7	C	TR	0.66	21.7	C
	EB	L	0.59	33.1	C	L	0.37	21.3	C	L	0.47	30.4	C	L	0.62	33.1	C	L	0.68	37.0	D
		TR	0.91	33.3	C	TR	0.79	25.8	C	TR	1.00	46.5	D	TR	0.80	25.6	C	TR	0.87	29.1	C
	WB	L	0.21	18.0	B	L	0.27	18.8	B	L	0.33	22.7	C	L	0.16	16.8	B	L	0.22	18.4	B
		TR	0.99	43.8	D	TR	0.74	24.0	C	TR	0.97	39.6	D	TR	1.02	52.6	D	TR	1.13	90.3	F
Overall	Intersection	-	0.97	35.2	D	-	0.64	22.2	C	-	0.89	34.6	C	-	0.96	33.5	C	-	1.05	47.2	D

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Intersection & Approach		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Linden Boulevard																					
Linden Boulevard & 79th Street																					
79th Street	NB	L	0.66	45.1	D	L	0.25	26.8	C	L	0.29	30.2	C	L	0.35	23.6	C	L	0.38	24.2	C
		R	0.15	30.9	C	R	0.14	25.3	C	R	0.14	27.9	C	R	0.09	20.4	C	R	0.10	20.5	C
Linden Boulevard (Mainline)	EB	T	0.42	12.7	B	T	0.44	17.0	B	T	0.65	18.1	B	T	0.41	12.4	B	T	0.45	12.8	B
		WB	T	0.94	33.3	C	T	0.65	21.7	C	T	0.68	19.9	B	T	0.64	16.2	B	T	0.70	17.5
Linden Boulevard (Service Road)	EB	T	0.18	10.6	B	T	0.19	14.3	B	T	0.26	13.1	B	T	0.19	10.7	B	T	0.21	10.9	B
		WB	T	0.36	12.8	B	T	0.19	14.5	B	T	0.34	14.4	B	T	0.14	10.4	B	T	0.15	10.5
Overall	Intersection	-	0.84	24.5	C	-	0.48	19.3	B	-	0.53	18.7	B	-	0.53	14.6	B	-	0.57	15.4	B
Linden Boulevard & Euclid Avenue																					
Euclid Avenue	NB	LTR	0.40	43.6	D	LTR	0.36	38.3	D	LTR	0.44	37.1	D	LTR	0.19	23.7	C	LTR	0.21	24.1	C
		SB	LTR	0.75	49.1	D	LTR	0.68	43.5	D	LTR	0.50	36.3	D	LTR	0.55	28.6	C	LTR	0.60	29.7
Linden Boulevard (Mainline)	EB	L	0.36	18.8	B	L	0.18	9.9	A	L	0.18	11.8	B	L	0.25	11.0	B	L	0.30	12.0	B
		T	0.39	10.1	B	T	0.41	11.6	B	T	0.56	14.9	B	T	0.45	11.7	B	T	0.50	12.2	B
	WB	L	0.33	15.8	B	L	0.18	7.4	A	L	0.47	21.3	C	L	0.16	8.9	A	L	0.19	9.7	A
		T	0.89	22.8	C	T	0.56	8.3	A	T	0.64	11.1	B	T	0.59	10.3	B	T	0.64	10.8	B
Linden Boulevard (Service Road)	EB	TR	0.23	9.0	A	TR	0.31	11.2	B	TR	0.31	12.3	B	TR	0.27	10.5	B	TR	0.30	10.7	B
		WB	T	0.56	16.1	B	T	0.45	8.3	A	T	0.52	10.8	B	T	0.39	15.8	B	T	0.42	16.2
Linden Boulevard (Unsignalized)	WB	R	-	10.1	B	R	-	9.6	A	R	-	10.1	B	R	-	10.0	A	R	-	10.1	B
Overall	Intersection	-	0.82	20.9	C	-	0.59	14.7	B	-	0.54	15.7	B	-	0.57	15.1	B	-	0.64	14.1	B
Linden Boulevard & Fountain Avenue & Loring Avenue																					
Fountain Avenue	NB	LTR	1.05	95.7	F	LTR	1.05	93.5	F	LTR	0.93	65.2	E	LTR	1.13	110.6	F	LTR	1.20+	120+	F*
		SB	DefL	1.10	120+	F*	DefL	0.65	53.9	D	DefL	1.11	120+	F*	DefL	1.10	104.9	F	DefL	1.10	105.2
		TR	1.04	99.9	F	TR	0.79	57.9	E	TR	1.20	120+	F*	TR	1.20+	120+	F*	TR	1.17	120+	F*
		Linden Boulevard (Mainline)	EB	L	0.53	32.9	C	L	0.41	20.3	C	L	0.66	28.2	C	L	0.55	19.4	B	L	0.66
T	0.41			13.5	B	T	0.43	13.8	B	T	0.65	16.4	B	T	0.43	17.6	B	T	0.46	18.1	B
	WB	L	1.14	120+	F*	L	0.59	33.2	C	L	0.73	52.1	D	L	0.71	26.9	C	L	0.87	43.8	D
		T	1.10	83.5	F	T	0.64	27.0	C	T	0.66	27.2	C	T	0.65	13.8	B	T	0.71	14.5	B
Linden Boulevard (Service Road)	EB	TR	0.41	14.2	B	TR	0.33	13.2	B	TR	0.55	16.4	B	TR	0.45	18.7	B	TR	0.50	19.5	B
		WB	TR	1.02	63.5	E	TR	0.53	26.2	C	TR	0.84	35.8	D	TR	0.78	18.7	B	TR	0.85	21.8
Loring Avenue	NB	LTR	0.85	87.2	F	LTR	0.65	65.8	E	LTR	0.76	75.5	E	LTR	0.80	70.4	E	LTR	0.86	78.9	E
Overall	Intersection	-	1.07	68.6	E	-	0.77	36.0	D	-	0.96	41.3	D	-	0.93	45.5	D	-	1.00	52.6	D
Linden Boulevard & Atkins Avenue																					
Atkins Avenue	SB	LTR	0.68	51.3	D	LTR	0.17	25.5	C	LTR	0.26	30.6	C	LTR	0.15	20.7	C	LTR	0.16	20.9	C
Linden Boulevard (Mainline)	EB	T	0.36	7.6	A	T	0.46	18.0	B	T	0.57	16.4	B	T	0.48	13.8	B	T	0.52	14.4	B
		WB	L	0.35	10.7	B	L	0.47	30.7	C	L	0.25	17.0	B	L	0.07	11.0	B	L	0.10	11.7
		T	0.63	10.6	B	T	0.45	17.9	B	T	0.51	15.6	B	T	0.49	13.9	B	T	0.53	14.5	B
		Linden Boulevard (Service Road)	EB	TR	0.30	7.6	A	TR	0.35	17.3	B	TR	0.64	20.3	C	TR	0.22	11.7	B	TR	0.24
WB	T			0.42	8.7	A	T	0.30	16.5	B	T	0.36	14.2	B	T	0.34	12.9	B	T	0.37	13.3
Overall	Intersection	-	0.64	12.5	B	-	0.35	18.5	B	-	0.50	17.2	B	-	0.35	13.9	B	-	0.39	14.4	B
Linden Boulevard & Elton Street																					
(Unsignalized Intersection)																					
Elton Street	NB	R	-	10.2	B	R	-	10.2	B	R	-	11.3	B	R	-	9.8	A	R	-	10.0	A
Overall	Intersection	-	-	1.3	A	-	-	1.1	A	-	-	1.3	A	-	-	0.9	A	-	-	1.0	A

TABLE E-2  
GATEWAY ESTATES II FEIS  
2011 NO BUILD TRAFFIC LEVELS OF SERVICE

Intersection & Approach		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Linden Boulevard & Pennsylvania Avenue																					
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*
		T	0.88	47.6	D	T	0.69	39.2	D	T	0.71	39.8	D	T	1.10	92.8	F	T	1.18	120+	F*
Linden Boulevard (Mainline)	SB	R	0.25	32.2	C	R	0.26	32.3	C	R	0.29	32.8	C	R	0.50	31.9	C	R	0.54	32.8	C
		L	0.50	43.9	D	L	0.42	35.3	D	L	0.76	107.8	F	L	0.82	113.0	F	L	0.89	120+	F*
	EB	TR	0.96	57.8	E	TR	1.14	112.4	F	TR	1.16	120+	F*	TR	1.19	120+	F*	TR	1.19	120+	F*
		L	1.01	120+	F*	L	1.11	120+	F*	L	1.11	120+	F*	L	0.87	68.9	E	L	0.94	80.8	F
	WB	T	0.79	41.3	D	T	0.88	44.8	D	T	1.14	110.6	F	T	1.06	72.9	E	T	1.13	100.9	F
		L	1.04	120+	F*	L	1.02	120+	F*	L	0.78	77.7	E	L	0.94	84.6	F	L	1.03	104.9	F
Linden Boulevard (Service Road)	EB	T	1.12	102.0	F	T	0.87	44.2	D	T	1.05	77.4	E	T	1.11	92.2	F	T	1.14	103.4	F
		T	0.81	48.2	D	T	0.61	38.3	D	T	0.78	45.3	D	T	0.75	37.5	D	T	0.82	41.1	D
	WB	R	0.38	23.1	C	R	0.47	20.9	C	R	0.69	30.4	C	R	0.66	23.1	C	R	0.72	25.0	C
		TR	1.00	66.5	E	TR	0.41	33.2	C	TR	0.56	36.4	D	TR	0.53	29.7	C	TR	0.58	30.6	C
Overall Intersection	-	1.12	73.4	E	-	1.08	65.1	E	-	1.17	87.5	F	-	1.17	85.1	F	-	1.20+	100.7	F	
Linden Boulevard & Rockaway Avenue																					
Rockaway Avenue	NB	LT	1.10	113.2	F	LT	1.11	118.9	F	LT	1.10	114.2	F	LT	1.10	101.7	F	LT	1.10	102.3	F
		R	0.41	43.2	D	R	0.57	44.9	D	R	0.68	53.8	D	R	0.63	38.9	D	R	0.71	43.7	D
Linden Boulevard (Mainline)	SB	LT	1.13	120+	F*	LT	1.20+	120+	F*	LT	1.14	120+	F*	LT	1.14	116.0	F	LT	1.15	119.2	F
		R	0.49	50.4	D	R	1.11	120+	F*	R	1.11	120+	F*	R	0.53	40.0	D	R	0.60	44.3	D
	EB	L	0.78	77.1	E	L	0.60	65.2	E	L	0.45	57.1	E	L	0.44	44.3	D	L	0.49	45.9	D
		T	0.58	19.1	B	T	0.61	21.9	C	T	0.79	17.3	B	T	0.69	19.0	B	T	0.76	20.3	C
Linden Boulevard (Service Road)	WB	L	1.14	120+	F*	L	1.14	120+	F*	L	1.14	120+	F*	L	1.16	120+	F*	L	1.17	120+	F*
		T	0.93	31.5	C	T	0.50	20.1	C	T	0.60	19.5	B	T	0.65	18.3	B	T	0.71	19.4	B
	EB	TR	0.63	21.7	C	TR	0.54	21.8	C	TR	0.75	25.5	C	TR	0.65	20.1	C	TR	0.72	21.9	C
		WB	TR	0.48	18.4	B	TR	0.32	18.0	B	TR	0.53	19.2	B	TR	0.43	16.0	B	TR	0.47	16.7
Overall Intersection	-	1.01	42.5	D	-	0.94	60.9	E	-	0.94	43.2	D	-	0.89	40.6	D	-	0.94	41.4	D	
Linden Boulevard & Rockaway Parkway																					
Rockaway Parkway	NB	LTR	1.13	116.0	F	LTR	0.59	39.4	D	LTR	0.93	63.1	E	LTR	0.77	38.6	D	LTR	0.88	45.4	D
		SB	L	1.11	116.6	F	L	1.11	117.8	F	L	1.11	115.4	F	L	1.10	101.0	F	L	1.12	107.4
Linden Boulevard (Mainline)	EB	TR	0.78	47.7	D	TR	0.47	37.0	D	TR	1.09	101.6	F	TR	0.76	37.4	D	TR	0.82	40.4	D
		L	1.11	120+	F*	L	0.65	72.3	E	L	0.81	87.3	F	L	0.68	56.4	E	L	0.75	61.6	E
	WB	T	0.37	16.1	B	T	0.50	20.0	C	T	0.57	18.9	B	T	0.55	16.2	B	T	0.60	16.9	B
		L	0.84	94.3	F	L	0.56	67.0	E	L	0.71	77.0	E	L	0.16	39.6	D	L	0.18	39.8	D
Linden Boulevard (Service Road)	EB	T	0.81	17.9	B	T	0.50	20.1	C	T	0.60	19.4	B	T	0.51	15.7	B	T	0.56	16.4	B
		TR	0.34	16.2	B	TR	0.21	16.7	B	TR	0.39	16.9	B	TR	0.24	13.2	B	TR	0.26	13.5	B
	WB	TR	0.85	24.4	C	TR	0.48	20.8	C	TR	0.71	24.1	C	TR	0.66	19.8	B	TR	0.72	21.7	C
Overall Intersection	-	0.96	46.9	D	-	0.72	34.9	C	-	0.84	45.2	D	-	0.79	29.9	C	-	0.85	32.2	C	
Linden Boulevard & Kings Highway & Remsen Avenue																					
Kings Highway (Mainline)	NB	T	1.08	97.1	F	T	0.94	62.5	E	T	1.06	91.1	F	T	1.04	81.9	F	T	1.11	106.2	F
		SB	T	1.09	98.7	F	T	0.84	52.1	D	T	1.10	101.8	F	T	1.06	87.0	F	T	1.10	102.3
Remsen Avenue	EB	TR	1.04	85.2	F	TR	0.65	46.1	D	TR	0.97	73.0	E	TR	0.66	45.8	D	TR	0.72	47.6	D
		TR	0.68	48.7	D	TR	0.36	40.8	D	TR	1.04	92.5	F	TR	0.72	49.3	D	TR	0.78	52.5	D
Linden Boulevard (Mainline)	WB	DefL	1.00	98.5	F	DefL	1.01	99.0	F	DefL	1.06	115.1	F	DefL	0.70	59.6	E	DefL	0.76	61.4	E
		TR	1.07	99.2	F	TR	1.01	82.4	F	TR	1.07	98.0	F	TR	1.10	106.2	F	TR	1.11	109.3	F
	EB	TR	1.10	107.6	F	TR	1.06	96.7	F	TR	1.06	94.8	F	TR	1.09	105.0	F	TR	1.10	107.5	F
		TR	0.87	55.6	E	TR	1.00	74.7	E	TR	1.08	100.3	F	TR	1.09	100.8	F	TR	1.16	120+	F*
	WB	LT	1.12	106.6	F	LT	1.12	105.0	F	DefL	0.88	77.3	E	LT	1.12	105.7	F	LT	1.15	117.6	F
		-	-	-	-	-	-	-	-	T	1.02	76.2	E	-	-	-	-	-	-	-	-
Linden Boulevard (Service Road - Unsignalized)	WB	R	0.93	52.5	D	R	0.42	32.2	C	R	0.98	72.0	E	R	0.51	33.9	C	R	0.56	35.0	C
		R	-	13.2	B	R	-	9.8	A	R	-	10.2	B	R	-	10.4	B	R	-	10.6	B
Overall Intersection	-	1.09	86.7	F	-	1.05	75.3	E	-	1.09	90.9	F	-	1.03	85.4	F	-	1.06	97.4	F	



TABLE E-2  
GATEWAY ESTATES II FEIS  
2011 NO BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
PENNSYLVANIA AVENUE																					
PENNSYLVANIA AVENUE & LIBERTY AVENUE																					
Pennsylvania Avenue	NB	LTR	1.06	60.0	E	LTR	0.86	22.4	C	LTR	0.93	28.5	C	LTR	0.88	20.5	C	LTR	1.06	56.7	E
	SB	L	0.04	8.6	A	L	0.18	5.9	A	L	0.17	5.9	A	L	0.36	8.8	A	L	0.48	12.9	B
Liberty Avenue		TR	0.72	17.4	B	TR	0.97	29.8	C	TR	0.96	24.8	C	TR	1.05	47.6	D	TR	1.14	82.8	F
	EB	LTR	0.61	43.5	D	LTR	0.70	48.8	D	LTR	0.84	55.0	D	LTR	0.66	38.3	D	LTR	0.71	41.2	D
	WB	LTR	0.90	59.7	E	LTR	0.76	46.5	D	LTR	0.86	59.6	E	LTR	0.90	51.0	D	LTR	0.98	63.8	E
	Overall Intersection	-	1.01	45.3	D	-	0.90	29.8	C	-	0.93	32.3	C	-	1.00	34.3	C	-	1.09	64.5	E
PENNSYLVANIA AVENUE & ATLANTIC AVENUE																					
Pennsylvania Avenue	NB	L	1.11	114.4	F	L	1.03	95.2	F	L	0.97	75.1	E	L	1.20+	120+	F*	L	1.20+	120+	F*
		TR	1.03	78.3	E	TR	0.93	48.2	D	TR	0.89	44.4	D	TR	1.13	100.9	F	TR	1.14	103.6	F
Atlantic Avenue	SB	L	0.74	43.4	D	L	0.71	36.3	D	L	0.83	77.5	E	L	0.93	55.2	E	L	1.00	81.1	F
		TR	1.09	99.0	F	TR	0.66	34.1	C	TR	0.94	63.5	E	TR	1.07	75.2	E	TR	1.13	100.4	F
	EB	L	0.44	39.4	D	L	0.37	36.0	D	L	0.38	37.7	D	L	0.35	26.9	C	L	0.36	28.4	C
		TR	0.84	29.1	C	TR	0.95	44.5	D	TR	1.13	97.6	F	TR	1.13	90.3	F	TR	1.13	90.6	F
	WB	TR	1.10	88.2	F	TR	0.84	41.0	D	TR	0.95	52.9	D	TR	1.00	52.1	D	TR	1.09	81.7	F
	Overall Intersection	-	0.98	72.0	E	-	0.99	44.9	D	-	1.04	69.9	E	-	1.20+	79.2	E	-	1.20+	91.9	F

Notes  
(1): Control delay is measured in seconds per vehicle.  
(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.  
(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

TABLE E-3  
GATEWAY ESTATES II FEIS  
2011 BUILD TRAFFIC LEVELS OF SERVICE

Intersection & Approach		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)				
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
ERSKINE STREET																						
ERSKINE STREET & BELT PARKWAY EASTBOUND RAMPS																						
Erskine Street	SB	L	0.24	16.0	B	L	0.50	19.0	B	L	0.65	21.6	C	L	0.64	21.5	C	L	0.81	26.3	C	
Belt Parkway Eastbound On/Off Ramp	EB	L	0.41	18.5	B	L	0.82	31.2	C	L	0.66	23.9	C	L	0.81	30.5	C	L	0.91	39.9	D	
	LT	0.13	15.1	B	LT	0.20	15.8	B	LT	0.32	17.2	B	LT	0.35	17.7	B	LT	0.40	18.4	B		
Overall Intersection	-	0.33	16.9	B	-	0.66	23.8	C	-	0.66	21.7	C	-	0.73	24.0	C	-	0.86	29.6	C		
ERSKINE STREET & BELT PARKWAY WESTBOUND RAMPS																						
Erskine Street	NB	T	0.28	16.3	B	T	0.48	18.7	B	T	0.44	18.1	B	T	0.61	20.9	C	T	0.69	22.5	C	
Belt Parkway Westbound On/Off Ramp	WB	R	0.41	17.9	B	R	0.68	23.0	C	R	0.70	23.4	C	R	0.88	31.7	C	R	0.99	48.8	D	
Overall Intersection	-	0.34	17.2	B	-	0.58	21.0	C	-	0.57	21.0	C	-	0.75	26.6	C	-	0.84	36.5	D		
ERSKINE STREET & GATEWAY DRIVE																						
Erskine Street	NB	L	0.24	22.8	C	L	0.63	28.0	C	L	0.60	27.4	C	L	0.83	33.2	C	L	0.92	38.9	D	
		TR	0.36	8.3	A	TR	0.51	9.7	A	TR	0.45	9.0	A	TR	0.53	9.9	A	TR	0.61	10.9	B	
Gateway Drive	SB	L	0.09	26.6	C	L	0.36	35.9	D	L	0.09	27.0	C	L	0.48	41.0	D	L	0.52	43.9	D	
		T	0.58	31.5	C	T	0.73	34.5	C	T	0.92	44.9	D	T	1.17	116.6	F	T	1.20+	120+	F*	
Gateway Drive	EB	R	0.02	25.5	C	R	0.03	25.6	C	R	0.02	25.5	C	R	0.03	25.6	C	R	0.03	25.6	C	
		L	0.02	25.5	C	L	0.09	26.4	C	L	0.07	26.1	C	L	0.02	25.5	C	L	0.02	25.5	C	
		T	0.04	25.7	C	T	0.07	25.9	C	T	0.03	25.6	C	T	0.05	25.7	C	T	0.05	25.7	C	
		R	0.23	7.6	A	R	0.66	12.9	B	R	0.65	12.6	B	R	0.81	17.5	B	R	0.96	30.3	C	
	WB	L	0.58	38.2	D	L	0.64	40.4	D	L	0.91	59.6	E	L	0.63	39.0	D	L	0.77	47.3	D	
		TR	0.10	26.3	C	TR	0.19	27.2	C	TR	0.18	27.2	C	TR	0.20	27.3	C	TR	0.22	27.5	C	
		Overall Intersection	-	0.42	19.3	B	-	0.64	21.3	C	-	0.79	27.1	C	-	0.85	43.7	D	-	1.05	92.7	F
ERSKINE STREET & GATEWAY PLAZA																						
Erskine Street	NB	L	0.47	31.7	C	L	0.62	34.9	C	L	0.42	30.9	C	L	0.76	39.5	D	L	0.82	43.4	D	
		T	0.21	6.9	A	T	0.30	7.5	A	T	0.39	8.1	A	T	0.40	8.2	A	T	0.46	8.8	A	
Gateway Plaza	SB	TR	0.41	23.9	C	TR	0.64	28.0	C	TR	0.80	32.8	C	TR	0.88	37.8	D	TR	1.16	110.7	F	
	EB	L	0.22	28.6	C	L	0.34	30.5	C	L	0.41	31.7	C	L	0.48	33.2	C	L	0.52	34.1	C	
		R	0.09	10.2	B	R	0.20	11.2	B	R	0.21	11.3	B	R	0.30	12.3	B	R	0.33	12.6	B	
Overall Intersection	-	0.37	19.1	B	-	0.55	21.0	C	-	0.58	22.1	C	-	0.73	26.0	C	-	0.87	58.2	E		
ERSKINE STREET & PARKING LOT SE CORNER																						
Erskine Street	NB	L	0.16	8.1	A	L	0.50	11.4	B	L	0.49	11.4	B	L	0.63	12.5	B	L	0.86	33.4	C	
		T	0.18	7.8	A	T	0.27	8.4	A	T	0.32	8.7	A	T	0.30	5.4	A	T	0.34	5.6	A	
Parking Lot SE Corner	SB	TR	0.35	19.9	B	TR	0.46	21.3	C	TR	0.47	21.3	C	TR	0.58	21.1	C	TR	0.71	23.3	C	
	EB	L	0.03	23.8	C	L	0.13	24.8	C	L	0.13	24.9	C	L	0.29	33.3	C	L	0.44	36.2	D	
		R	0.06	11.8	B	R	0.26	13.7	B	R	0.26	13.7	B	R	0.37	16.8	B	R	0.58	20.5	C	
Overall Intersection	-	0.24	14.0	B	-	0.45	14.7	B	-	0.44	14.6	B	-	0.61	14.9	B	-	0.72	20.0	C		
ERSKINE STREET & PARKING LOT NE CORNER																						
(UNSIGNALIZED INTERSECTION)																						
Erskine Street	NB	L	-	8.4	A	L	-	8.9	A	L	-	9.0	A	L	-	9.9	A	L	-	10.8	B	
Parking Lot NE Corner	EB	L	-	15.0	B	L	-	23.2	C	L	-	26.6	D	L	-	50.5	F	L	-	120+	F*	
		R	-	9.9	A	R	-	10.6	B	R	-	10.8	B	R	-	12.1	B	R	-	13.6	B	
Overall Intersection	-	-	0.5	A	-	-	1.5	A	-	-	1.4	A	-	-	2.4	A	-	-	8.4	A		

TABLE E-3  
GATEWAY ESTATES II FEIS  
2011 BUILD TRAFFIC LEVELS OF SERVICE

Intersection & Approach		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
ERSKINE STREET & VANDALIA AVENUE																					
Erskine Street	NB	L	0.05	16.7	B	L	0.10	17.3	B	L	0.35	20.6	C	L	0.21	18.7	B	L	0.23	19.2	B
		T	0.21	18.2	B	T	0.43	20.8	C	T	0.43	20.8	C	T	0.57	23.1	C	T	0.69	26.0	C
Vandalia Avenue	SB	LTR	0.23	18.4	B	LTR	0.40	20.5	C	LTR	0.47	21.7	C	LTR	0.55	23.0	C	LTR	0.71	27.1	C
	EB	LTR	0.39	29.0	C	LTR	0.13	25.5	C	LTR	0.22	26.6	C	LTR	0.27	27.4	C	LTR	0.24	27.0	C
	WB	DefL	0.30	14.3	B	DefL	0.46	16.1	B	DefL	0.49	16.5	B	DefL	0.74	25.1	C	DefL	0.83	30.7	C
Erskine Street (channelized stop)	NB	TR	0.02	11.9	B	TR	0.01	11.8	B	TR	0.02	11.9	B	TR	0.02	11.9	B	TR	0.02	11.9	B
		R	-	9.4	A	R	-	9.8	A	R	-	10.1	B	R	-	10.4	B	R	-	11.2	B
Overall	Intersection	-	0.36	20.7	C	-	0.45	19.6	B	-	0.50	20.5	C	-	0.63	23.8	C	-	0.76	27.3	C
ERSKINE STREET & EGAN STREET																					
(UNSIGNALIZED INTERSECTION)																					
Erskine Street	NB	LT	-	7.5	A	LT	-	7.9	A	LT	-	8.2	A	LT	-	8.6	A	LT	-	9.0	A
Egan Street	WB	LTR	-	10.7	B	LTR	-	13.5	B	LTR	-	15.0	B	LTR	-	19.9	C	LTR	-	24.5	C
Overall	Intersection	-	-	1.0	A	-	-	0.4	A	-	-	0.7	A	-	-	0.7	A	-	-	0.6	A
GATEWAY DRIVE																					
GATEWAY DRIVE & DRIVEWAY TO OLIVE GARDEN																					
Driveway to Olive Garden	SB	L	0.15	15.3	B	L	0.51	20.1	C	L	0.46	19.2	B	L	0.55	20.8	C	L	0.60	22.0	C
		R	0.14	15.2	B	R	0.15	15.3	B	R	0.17	15.6	B	R	0.23	16.2	B	R	0.25	16.4	B
Gateway Drive	EB	L	0.12	7.8	A	L	0.29	10.3	B	L	0.15	8.3	A	L	0.76	33.2	C	L	0.82	40.6	D
	T	0.13	7.6	A	T	0.28	8.4	A	T	0.26	8.3	A	T	0.30	8.6	A	T	0.37	9.0	A	
	WB	TR	0.25	8.3	A	TR	0.63	12.1	B	TR	0.69	13.3	B	TR	0.69	12.7	B	TR	0.77	14.2	B
Overall	Intersection	-	0.21	9.3	A	-	0.58	12.5	B	-	0.60	12.7	B	-	0.67	14.0	B	-	0.73	15.2	B
GATEWAY DRIVE & DRIVEWAY TO RED LOBSTER																					
Driveway to Red Lobster	SB	L	0.04	13.7	B	L	0.21	15.3	B	L	0.23	15.4	B	L	0.44	18.7	B	L	0.48	19.4	B
		R	0.05	13.9	B	R	0.09	14.2	B	R	0.13	14.6	B	R	0.19	15.3	B	R	0.21	15.4	B
Gateway Drive	EB	L	0.04	6.8	A	L	0.13	7.5	A	L	0.25	8.8	A	L	0.65	22.3	C	L	0.71	25.7	C
	T	0.12	7.2	A	T	0.22	7.7	A	T	0.25	7.8	A	T	0.25	7.8	A	T	0.31	8.2	A	
	WB	TR	0.15	7.3	A	TR	0.29	8.1	A	TR	0.39	8.7	A	TR	0.37	8.6	A	TR	0.42	9.0	A
Overall	Intersection	-	0.11	7.7	A	-	0.26	8.9	A	-	0.33	9.3	A	-	0.57	11.1	B	-	0.62	11.5	B
GATEWAY DRIVE & DRIVEWAY TO BOULDER CREEK																					
Driveway to Boulder Creek	SB	L	0.07	14.6	B	L	0.26	16.4	B	L	0.20	15.8	B	L	0.38	18.4	B	L	0.41	19.0	B
		R	0.08	14.7	B	R	0.27	16.7	B	R	0.26	16.5	B	R	0.39	18.6	B	R	0.43	19.2	B
Gateway Drive	EB	LT	0.24	8.4	A	LT	0.40	9.6	A	LT	0.55	11.3	B	LT	0.76	16.8	B	LT	0.99	39.8	D
	WB	TR	0.15	7.7	A	TR	0.21	8.0	A	TR	0.29	8.5	A	TR	0.34	8.9	A	TR	0.39	9.2	A
Overall	Intersection	-	0.18	8.8	A	-	0.35	10.9	B	-	0.43	11.1	B	-	0.62	13.9	B	-	0.77	23.1	C
GATEWAY DRIVE & GATEWAY PLAZA																					
Gateway Drive	NB	T	0.23	8.4	A	T	0.47	10.3	B	T	0.57	11.6	B	T	0.63	12.5	B	T	0.71	14.0	B
		R	0.02	7.1	A	R	0.08	7.4	A	R	0.01	7.1	A	R	0.01	7.1	A	R	0.01	7.1	A
Gateway Plaza	SB	L	0.76	25.5	C	L	0.94	43.5	D	L	0.97	50.5	D	L	1.01	58.2	E	L	1.10	86.2	F
	T	0.29	9.0	A	T	0.40	10.2	B	T	0.49	11.2	B	T	0.50	11.4	B	T	0.62	13.4	B	
	WB	LR	0.21	15.9	B	LR	0.67	24.8	C	LR	0.60	22.3	C	LR	0.93	43.5	D	LR	1.02	61.5	E
Overall	Intersection	-	0.55	14.8	B	-	0.84	21.6	C	-	0.83	22.7	C	-	0.98	30.6	C	-	1.07	41.5	D
GATEWAY DRIVE & PARKING LOT SW CORNER																					
Gateway Drive	NB	TR	0.28	19.9	B	TR	0.58	23.5	C	TR	0.66	25.0	C	TR	0.87	31.4	C	TR	0.92	35.2	D
		SB	LT	0.29	4.6	A	DefL	0.50	8.7	A	DefL	0.51	10.7	B	DefL	0.80	29.8	C	DefL	0.94	43.2
Parking Lot SW Corner	-	-	-	-	T	0.46	6.0	A	T	0.57	7.0	A	T	0.67	8.5	A	T	0.69	8.9	A	
	WB	L	0.09	32.3	C	L	0.36	36.3	D	L	0.36	36.4	D	L	0.48	38.9	D	L	0.75	50.4	D
	R	0.07	11.3	B	R	0.26	13.2	B	R	0.27	13.2	B	R	0.37	14.5	B	R	0.57	18.0	B	
Overall	Intersection	-	0.35	11.0	B	-	0.73	15.5	B	-	0.86	16.4	B	-	1.07	22.9	C	-	1.17	28.1	C

TABLE E-3  
GATEWAY ESTATES II FEIS  
2011 BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
GATEWAY DRIVE & PARKING LOT NW CORNER																					
Gateway Drive	NB	TR	0.25	16.0	B	TR	0.56	19.5	B	TR	0.64	20.8	C	TR	0.85	26.3	C	TR	0.96	35.5	D
	SB	LT	0.29	4.6	A	LT	0.57	6.9	A	LT	0.64	7.7	A	LT	0.90	15.9	B	LT	1.00	29.8	C
Parking Lot NW Corner	WB	L	0.02	31.5	C	L	0.06	31.9	C	L	0.06	32.0	C	L	0.08	32.2	C	L	0.12	32.7	C
	R	0.05	14.3	B	R	0.20	15.8	B	R	0.20	15.8	B	R	0.26	16.5	B	R	0.40	18.5	B	
Overall Intersection	-	0.37	9.2	A	-	0.58	13.1	B	-	0.62	14.0	B	-	0.72	20.6	C	-	0.83	31.2	C	
VANDALIA AVENUE																					
(UNSIGNALIZED INTERSECTION)																					
Elton Street	NB	LTR	-	7.5	A	LTR	-	7.5	A	LTR	-	7.9	A	LTR	-	8.2	A	LTR	-	8.3	A
	SB	LTR	-	7.5	A	LTR	-	7.5	A	LTR	-	8.0	A	LTR	-	8.2	A	LTR	-	8.2	A
Vandalia Avenue	EB	LT	-	8.1	A	LT	-	8.0	A	LT	-	8.4	A	LT	-	8.7	A	LT	-	8.7	A
	WB	TR	-	7.8	A	TR	-	7.4	A	TR	-	7.8	A	TR	-	7.9	A	TR	-	7.9	A
		LT	-	7.8	A	LT	-	7.9	A	LT	-	8.2	A	LT	-	8.4	A	LT	-	8.4	A
		TR	-	7.5	A	TR	-	7.4	A	TR	-	7.9	A	TR	-	7.9	A	TR	-	7.9	A
Overall Intersection	-	-	7.7	A	-	-	7.6	A	-	-	8.0	A	-	-	8.2	A	-	-	8.2	A	
(UNSIGNALIZED INTERSECTION)																					
Gateway Drive	SB	LT	-	8.4	A	LT	-	10.9	B	LT	-	11.7	B	LT	-	14.3	B	LT	-	18.3	C
Vandalia Avenue	WB	R	-	10.5	B	R	-	13.3	B	R	-	14.1	B	R	-	18.5	C	R	-	23.6	C
Overall Intersection	-	-	1.5	A	-	-	0.5	A	-	-	0.9	A	-	-	0.9	A	-	-	0.8	A	
FOUNTAIN AVENUE																					
(UNSIGNALIZED INTERSECTION)																					
FOUNTAIN AVENUE & VANDALIA AVENUE																					
Fountain Avenue	NB	LT	0.09	7.3	A	LT	0.13	7.6	A	LT	0.12	7.5	A	LT	0.11	7.5	A	LT	0.12	7.5	A
	SB	TR	0.25	8.3	A	TR	0.36	9.1	A	TR	0.38	9.2	A	TR	0.42	9.6	A	TR	0.48	10.2	B
Vandalia Avenue	EB	L	0.35	17.4	B	L	0.33	17.3	B	L	0.45	18.9	B	L	0.47	19.1	B	L	0.57	21.2	C
	LR	0.07	14.5	B	LR	0.14	15.1	B	LR	0.18	15.4	B	LR	0.18	15.4	B	LR	0.22	15.8	B	
Overall Intersection	-	0.29	10.5	B	-	0.35	10.7	B	-	0.41	11.4	B	-	0.44	11.7	B	-	0.52	12.7	B	
(UNSIGNALIZED INTERSECTION)																					
FOUNTAIN AVENUE & EGAN STREET																					
Fountain Avenue	NB	LT	-	8.2	A	LT	-	8.7	A	LT	-	8.9	A	LT	-	9.2	A	LT	-	9.5	A
Overall Intersection	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	
(UNSIGNALIZED INTERSECTION)																					
FOUNTAIN AVENUE & FLATLANDS AVENUE																					
Fountain Avenue	NB	LTR	0.74	39.0	D	LTR	0.87	48.5	D	LTR	0.97	62.8	E	LTR	0.82	38.9	D	LTR	1.00	64.6	E
	SB	LTR	0.52	25.8	C	LTR	1.02	76.7	E	LTR	0.63	27.7	C	LTR	1.09	97.6	F	LTR	1.20+	120+	F*
Flatlands Avenue	EB	DefL	0.85	49.9	D	DefL	0.68	34.1	C	DefL	0.64	29.4	C	DefL	0.71	33.2	C	DefL	0.80	41.7	D
	WB	TR	0.14	10.5	B	TR	0.16	13.7	B	TR	0.12	13.3	B	TR	0.15	13.6	B	TR	0.16	13.7	B
		LTR	0.61	23.9	C	DefL	0.52	21.1	C	DefL	0.43	21.3	C	DefL	0.22	11.6	B	DefL	0.24	11.9	B
		-	-	-	-	TR	0.28	12.3	B	TR	0.20	14.5	B	TR	0.25	11.7	B	TR	0.27	12.0	B
Overall Intersection	-	0.81	29.0	C	-	0.81	44.3	D	-	0.76	35.2	D	-	0.86	49.8	D	-	0.96	73.3	E	
(UNSIGNALIZED INTERSECTION)																					
FOUNTAIN AVENUE & OLD MILL ROAD																					
Fountain Avenue	SB	LT	-	8.5	A	LT	-	8.5	A	LT	-	8.6	A	LT	-	8.8	A	LT	-	9.2	A
Old Mill Road	WB	LR	-	13.1	B	LR	-	13.0	B	LR	-	14.1	B	LR	-	14.7	B	LR	-	16.8	C
Overall Intersection	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	

TABLE E-3  
GATEWAY ESTATES II FEIS  
2011 BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)					
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
(UNSIGNALIZED INTERSECTION)																							
FOUNTAIN AVENUE & COZINE AVENUE	Fountain Avenue	NB	LT	-	11.9	B	LT	-	12.5	B	LT	-	16.2	C	LT	-	14.8	B	LT	-	19.5	C	
			TR	-	11.6	B	TR	-	12.7	B	TR	-	16.0	C	TR	-	14.8	B	TR	-	19.6	C	
Cozine Avenue	SB	LT	-	12.8	B	LT	-	12.7	B	LT	-	20.8	C	LT	-	15.7	C	LT	-	19.8	C		
		TR	-	12.3	B	TR	-	12.3	B	TR	-	17.3	C	TR	-	17.6	C	TR	-	23.6	C		
	EB	LTR	-	11.0	B	LTR	-	11.2	B	LTR	-	12.6	B	LTR	-	11.2	B	LTR	-	11.8	B		
		WB	LTR	-	10.3	B	LTR	-	10.4	B	LTR	-	13.4	B	LTR	-	10.5	B	LTR	-	11.0	B	
Overall Intersection		-	-	12.0	B	-	-	12.3	B	-	-	17.0	C	-	-	15.4	C	-	-	19.9	C		
(UNSIGNALIZED INTERSECTION)																							
FOUNTAIN AVENUE & WORTMAN AVENUE		Fountain Avenue	NB	LT	-	8.9	A	LT	-	9.2	A	LT	-	10.0	A	LT	-	10.1	B	LT	-	10.6	B
Wortman Avenue	SB		LT	-	9.2	A	LT	-	8.5	A	LT	-	10.2	B	LT	-	9.4	A	LT	-	9.9	A	
	EB	LT	-	32.7	D	LT	-	34.3	D	LT	-	105.2	F	LT	-	85.2	F	LT	-	120+	F*		
		TR	-	17.4	C	TR	-	19.7	C	TR	-	31.0	D	TR	-	32.9	D	TR	-	50.5	F		
	WB	LTR	-	35.1	E	LTR	-	26.5	D	LTR	-	92.9	F	LTR	-	65.9	F	LTR	-	120+	F*		
Overall Intersection		-	-	5.7	A	-	-	3.3	A	-	-	11.7	B	-	-	6.4	A	-	-	15.6	C		
(UNSIGNALIZED INTERSECTION)																							
FOUNTAIN AVENUE & STANLEY AVENUE		Fountain Avenue	NB	LTR	0.40	12.5	B	LTR	0.50	13.7	B	LTR	0.52	13.8	B	LTR	0.55	14.2	B	LTR	0.66	16.0	B
Stanley Avenue	SB		LTR	0.41	12.3	B	LTR	0.38	12.0	B	LTR	0.72	16.8	B	LTR	0.55	13.5	B	LTR	0.62	14.4	B	
	EB	LTR	0.21	11.2	B	LTR	0.23	11.4	B	LTR	0.29	11.9	B	LTR	0.28	11.9	B	LTR	0.31	12.2	B		
		WB	DefL	0.25	11.7	B	DefL	0.16	10.8	B	DefL	0.52	16.4	B	LTR	0.43	13.8	B	LTR	0.48	14.6	B	
		TR	0.23	11.3	B	TR	0.10	10.2	B	TR	0.16	10.7	B	-	-	-	-	-	-	-	-	-	
Overall Intersection		-	0.33	12.1	B	-	0.36	12.5	B	-	0.62	14.9	B	-	0.49	13.7	B	-	0.57	14.9	B		
(UNSIGNALIZED INTERSECTION)																							
FOUNTAIN AVENUE & LIBERTY AVENUE		Fountain Avenue	SB	LTR	-	31.2	D	LTR	-	19.6	C	LTR	-	34.6	D	LTR	-	33.1	D	LTR	-	52.0	F
Liberty Avenue	WB		LT	-	8.0	A	LT	-	8.2	A	LT	-	8.7	A	LT	-	8.6	A	LT	-	8.8	A	
Overall Intersection		-	-	9.2	A	-	-	4.6	A	-	-	8.0	A	-	-	8.2	A	-	-	12.7	B		
(UNSIGNALIZED INTERSECTION)																							
FOUNTAIN AVENUE & ATLANTIC AVENUE		Atlantic Avenue	EB	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	A	
Overall Intersection			-	FREEFLOW	A	-	FREEFLOW	A	-	FREEFLOW	A	-	FREEFLOW	A	-	FREEFLOW	A	-	FREEFLOW	A	A		
FLATLANDS AVENUE																							
(UNSIGNALIZED INTERSECTION)																							
FLATLANDS AVENUE & ATKINS AVENUE		Atkins Avenue	NB	LTR	0.28	17.8	B	LTR	0.25	17.5	B	LTR	0.27	17.7	B	LTR	0.38	19.2	B	LTR	0.43	20.0	C
Flatlands Avenue	SB		LTR	0.20	17.2	B	LTR	0.26	18.0	B	LTR	0.33	18.9	B	LTR	0.29	18.3	B	LTR	0.33	18.9	B	
	EB	L	0.02	13.0	B	L	0.08	13.7	B	L	0.05	13.4	B	L	0.02	13.0	B	L	0.02	13.1	B		
		TR	0.31	15.3	B	TR	0.40	16.3	B	TR	0.39	16.1	B	TR	0.47	17.1	B	TR	0.53	17.9	B		
	WB	L	0.03	13.1	B	L	0.05	13.3	B	L	0.09	13.7	B	L	0.09	13.8	B	L	0.12	14.3	B		
TR		0.27	15.0	B	TR	0.30	15.3	B	TR	0.32	15.4	B	TR	0.33	15.5	B	TR	0.43	16.5	B			
Overall Intersection		-	0.29	15.7	B	-	0.33	16.2	B	-	0.36	16.4	B	-	0.42	16.9	B	-	0.48	17.7	B		
(UNSIGNALIZED INTERSECTION)																							
FLATLANDS AVENUE & ESSEX STREET		Essex Street	SB	LTR	-	12.3	B	LTR	-	15.3	C	LTR	-	18.4	C	LTR	-	19.3	C	LTR	-	23.6	C
Flatlands Avenue	EB		L	-	8.8	A	L	-	9.2	A	L	-	9.8	A	L	-	9.6	A	L	-	10.3	B	
	WB	L	-	8.4	A	L	-	8.7	A	L	-	8.7	A	L	-	9.3	A	L	-	9.7	A		
Overall Intersection		-	-	1.0	A	-	-	0.8	A	-	-	1.4	A	-	-	0.8	A	-	-	0.9	A		

TABLE E-3  
GATEWAY ESTATES II FEIS  
2011 BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)					
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
(UNSIGNALIZED INTERSECTION)																							
FLATLANDS AVENUE & LINWOOD STREET		Linwood Street	NB	LTR	-	15.7	C	LTR	-	20.6	C	LTR	-	17.1	C	LTR	-	21.1	C	LTR	-	26.1	D
			SB	LR	-	12.4	B	LR	-	15.6	C	LR	-	14.5	B	LR	-	15.5	C	LR	-	18.3	C
Flatlands Avenue			EB	LT	-	8.9	A	LT	-	9.2	A	LT	-	9.9	A	LT	-	9.6	A	LT	-	10.3	B
			Overall Intersection	-	-	1.0	A	-	-	0.9	A	-	-	1.0	A	-	-	0.7	A	-	-	0.8	A
FLATLANDS AVENUE & ELTON STREET		Elton Street	NB	LTR	0.15	16.8	B	LTR	0.12	16.3	B	LTR	0.17	17.1	B	LTR	0.28	18.7	B	LTR	0.28	18.7	B
			SB	LTR	0.20	17.2	B	LTR	0.13	16.4	B	LTR	0.26	18.2	B	LTR	0.20	17.3	B	LTR	0.23	17.7	B
Flatlands Avenue			EB	L	0.13	14.2	B	L	0.26	16.0	B	L	0.07	13.6	B	L	0.21	15.4	B	L	0.27	16.7	B
			TR	0.48	17.4	B	TR	0.50	17.7	B	TR	0.52	18.0	B	TR	0.62	19.5	B	TR	0.69	20.9	C	
		WB	L	0.01	12.9	B	L	0.02	13.0	B	L	0.02	13.0	B	L	0.07	13.8	B	L	0.08	14.1	B	
			TR	0.43	16.7	B	TR	0.46	17.0	B	TR	0.52	17.9	B	TR	0.43	16.6	B	TR	0.52	17.9	B	
Overall Intersection		-	0.35	17.0	B	-	0.32	17.2	B	-	0.40	17.9	B	-	0.46	18.1	B	-	0.50	19.3	B		
FLATLANDS AVENUE & JEROME STREET		Jerome Street	NB	L	0.35	18.7	B	L	0.69	23.9	C	L	0.75	25.2	C	L	0.91	29.9	C	L	1.00	43.4	D
			TR	0.11	16.5	B	TR	0.15	17.0	B	TR	0.19	17.3	B	TR	0.23	15.4	B	TR	0.26	15.7	B	
Flatlands Avenue		EB	L	0.29	15.7	B	L	0.30	15.9	B	L	0.42	19.0	B	L	0.51	23.0	C	L	0.67	31.0	C	
			T	0.34	15.0	B	T	0.42	16.0	B	T	0.40	15.7	B	T	0.67	22.1	C	T	0.75	24.0	C	
		WB	R	0.39	0.5	A	R	0.66	1.4	A	R	0.81	3.2	A	R	1.01	20.8	C	R	1.00	18.3	B	
			L	0.12	13.5	B	L	0.12	13.5	B	L	0.10	13.3	B	L	0.35	21.1	C	L	0.47	26.8	C	
			TR	0.40	15.7	B	TR	0.44	16.3	B	TR	0.53	17.3	B	TR	0.46	18.8	B	TR	0.55	20.1	C	
Overall Intersection		-	0.39	12.3	B	-	0.66	13.8	B	-	0.81	14.6	B	-	1.01	23.2	C	-	1.00	27.3	C		
FLATLANDS AVENUE & SCHENCK AVENUE		Schenck Avenue	SB	L	0.43	25.3	C	L	0.67	31.2	C	L	0.55	27.6	C	L	0.70	32.3	C	L	0.78	36.2	D
			LR	0.39	35.0	C	LR	0.64	31.2	C	LR	0.54	28.1	C	LR	0.67	32.4	C	LR	0.75	35.8	D	
Flatlands Avenue		EB	T	0.42	12.9	B	T	0.60	15.4	B	T	0.69	17.1	B	T	0.77	18.9	B	T	0.87	22.8	C	
			WB	T	0.67	16.6	B	T	0.82	20.3	C	T	0.86	22.0	C	T	1.05	54.9	D	T	1.20+	120+	F*
			R	0.11	0.1	A	R	0.20	0.2	A	R	0.21	0.2	A	R	0.81	3.0	A	R	0.97	13.0	B	
Overall Intersection		-	0.58	15.6	B	-	0.76	18.9	B	-	0.74	19.1	B	-	0.81	28.2	C	-	0.97	67.3	E		
FLATLANDS AVENUE & VAN SICLEN AVENUE		Van Siclen Avenue	NB	LTR	0.68	32.9	C	LTR	0.53	26.8	C	LTR	0.66	30.8	C	LTR	0.71	31.6	C	LTR	0.78	35.0	D
			SB	LTR	1.04	70.8	E	LTR	1.07	83.3	F	LTR	1.20+	120+	F*	LTR	1.00	59.2	E	LTR	1.12	96.7	F
Flatlands Avenue		EB	L	0.44	20.3	C	L	0.51	25.7	C	L	0.57	27.3	C	L	1.15	120+	F*	L	1.20+	120+	F*	
			TR	0.50	14.2	B	TR	0.67	17.2	B	TR	0.80	20.8	C	TR	0.86	18.1	B	TR	0.97	28.9	C	
		WB	L	0.67	26.7	C	L	1.03	86.2	F	L	0.99	71.0	E	L	1.20+	120+	F*	L	1.20+	120+	F*	
			TR	0.64	16.4	B	TR	0.77	14.7	B	TR	0.81	21.0	C	TR	0.84	17.3	B	TR	1.05	49.9	D	
Overall Intersection		-	0.81	29.3	C	-	1.05	31.0	C	-	1.07	40.2	D	-	1.20+	37.8	D	-	1.20+	68.8	E		
FLATLANDS AVENUE & PENNSYLVANIA AVENUE		Pennsylvania Avenue	NB	L	0.73	49.8	D	L	0.58	39.7	D	L	0.74	58.2	E	L	1.03	85.1	F	L	1.14	120+	F*
			TR	0.86	38.8	D	TR	0.54	30.3	C	TR	0.60	31.4	C	TR	0.61	25.7	C	TR	0.66	26.7	C	
Flatlands Avenue		SB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	
			TR	0.51	29.8	C	TR	0.54	30.3	C	TR	0.88	39.5	D	TR	0.65	26.4	C	TR	0.71	27.6	C	
		EB	L	0.57	38.7	D	L	0.98	87.7	F	L	0.95	82.3	F	L	1.14	120+	F*	L	1.15	120+	F*	
			T	0.49	36.4	D	T	0.76	42.7	D	T	0.93	53.6	D	T	1.17	118.7	F	T	1.20+	120+	F*	
		WB	R	0.21	22.4	C	R	0.39	25.2	C	R	0.47	26.8	C	R	0.40	18.9	B	R	0.44	19.5	B	
			L	0.31	31.2	C	L	0.44	42.1	D	L	0.52	49.3	D	L	0.60	88.2	F	L	0.69	108.0	F	
			T	0.66	40.2	D	T	0.88	49.7	D	T	0.85	46.8	D	T	0.98	54.2	D	T	1.15	109.9	F	
			R	0.63	31.0	C	R	0.85	42.3	D	R	1.03	74.4	E	R	1.20	120+	F*	R	1.20+	120+	F*	
Overall Intersection		-	0.94	49.2	D	-	1.14	70.0	E	-	1.20+	67.8	E	-	1.20+	90.3	F	-	1.20+	120+	F*		

TABLE E-3  
GATEWAY ESTATES II FEIS  
2011 BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)				
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
FLATLANDS AVENUE & ROCKAWAY PARKWAY																						
Rockaway Parkway	NB	L	0.70	34.8	C	L	0.46	22.5	C	L	0.58	26.2	C	L	0.30	20.9	C	L	0.35	22.1	C	
		TR	0.91	39.7	D	TR	0.52	22.0	C	TR	0.58	23.4	C	TR	0.79	27.8	C	TR	0.86	32.5	C	
Flatlands Avenue	SB	LTR	0.89	50.6	D	LTR	0.86	47.7	D	LTR	1.03	78.7	E	LTR	1.14	108.2	F	LTR	1.15	112.8	F	
		EB	L	0.31	28.5	C	L	0.40	30.4	C	L	0.68	56.3	E	L	0.74	52.9	D	L	0.80	61.9	E
	WB	TR	0.80	34.8	C	TR	0.84	37.0	D	TR	1.09	83.9	F	TR	1.20+	120+	F*	TR	1.20+	120+	F*	
		TR	L	0.44	33.5	C	L	0.40	32.1	C	L	0.62	54.6	D	L	0.98	99.2	F	L	1.15	120+	F*
		TR	0.89	40.9	D	TR	0.78	34.4	C	TR	1.02	63.7	E	TR	1.20	120+	F*	TR	1.20+	120+	F*	
Overall Intersection	-	0.90	39.6	D	-	0.87	34.8	C	-	1.05	66.2	E	-	1.15	113.0	F	-	1.20+	120+	F*		
FLATLANDS AVENUE & REMSEN AVENUE																						
Remsen Avenue	NB	L	0.78	37.8	D	L	0.34	18.9	B	L	0.74	31.6	C	L	0.45	22.8	C	L	0.54	26.6	C	
		TR	0.97	38.9	D	TR	0.47	18.7	B	TR	0.78	25.0	C	TR	0.64	21.4	C	TR	0.70	22.7	C	
Flatlands Avenue	SB	L	0.57	26.6	C	L	0.56	24.3	C	L	0.89	60.1	E	L	0.97	66.4	E	L	1.06	91.2	F	
		TR	0.52	19.5	B	TR	0.41	18.0	B	TR	0.72	23.1	C	TR	0.60	20.7	C	TR	0.66	21.7	C	
	EB	L	0.59	32.7	C	L	0.40	22.9	C	L	0.47	30.4	C	L	0.62	32.7	C	L	0.67	36.5	D	
		TR	0.94	36.5	D	TR	0.85	28.3	C	TR	1.04	59.4	E	TR	0.86	28.5	C	TR	0.95	36.2	D	
	WB	L	0.27	19.7	B	L	0.41	23.2	C	L	0.54	34.3	C	L	0.29	20.2	C	L	0.45	27.4	C	
		TR	1.01	51.1	D	TR	0.80	26.0	C	TR	1.02	53.1	D	TR	1.09	74.0	E	TR	1.20+	120+	F*	
Overall Intersection	-	0.99	38.1	D	-	0.70	23.8	C	-	0.97	42.4	D	-	1.03	41.8	D	-	1.15	63.5	E		
LINDEN BOULEVARD																						
LINDEN BOULEVARD & 79TH STREET																						
79th Street	NB	L	0.67	45.7	D	L	0.26	27.0	C	L	0.31	30.6	C	L	0.37	24.0	C	L	0.41	24.7	C	
		R	0.15	30.9	C	R	0.14	25.3	C	R	0.14	27.9	C	R	0.09	20.4	C	R	0.10	20.5	C	
Linden Boulevard (Mainline)	EB	T	0.43	12.8	B	T	0.46	17.3	B	T	0.66	18.4	B	T	0.43	12.5	B	T	0.47	13.0	B	
		WB	T	0.96	35.2	D	T	0.68	22.4	C	T	0.70	20.5	C	T	0.67	16.7	B	T	0.73	18.2	B
Linden Boulevard (Service Road)	EB	T	0.18	10.6	B	T	0.19	14.3	B	T	0.26	13.1	B	T	0.19	10.7	B	T	0.21	10.9	B	
		WB	T	0.36	12.8	B	T	0.19	14.5	B	T	0.34	14.4	B	T	0.14	10.4	B	T	0.15	10.5	B
Overall Intersection	-	0.86	25.4	C	-	0.51	19.7	B	-	0.56	19.0	B	-	0.55	15.0	B	-	0.61	15.8	B		
LINDEN BOULEVARD & EUCLID AVENUE																						
Euclid Avenue	NB	LTR	0.40	43.6	D	LTR	0.36	38.3	D	LTR	0.44	37.1	D	LTR	0.19	23.7	C	LTR	0.21	24.1	C	
		SB	LTR	0.75	49.1	D	LTR	0.68	43.5	D	LTR	0.50	36.3	D	LTR	0.55	28.6	C	LTR	0.60	29.7	C
Linden Boulevard (Mainline)	EB	L	0.36	19.2	B	L	0.19	10.0	B	L	0.18	12.1	B	L	0.26	11.4	B	L	0.32	12.6	B	
		T	0.40	10.2	B	T	0.43	11.9	B	T	0.57	15.2	B	T	0.48	12.0	B	T	0.53	12.6	B	
	WB	L	0.34	16.1	B	L	0.19	7.6	A	L	0.50	23.7	C	L	0.17	9.2	A	L	0.21	10.2	B	
		T	0.90	23.5	C	T	0.60	8.6	A	T	0.67	11.4	B	T	0.62	10.6	B	T	0.68	11.3	B	
Linden Boulevard (Service Road)	EB	TR	0.23	9.0	A	TR	0.31	11.2	B	TR	0.31	12.3	B	TR	0.27	10.5	B	TR	0.30	10.7	B	
		WB	T	0.56	16.1	B	T	0.45	8.3	A	T	0.52	10.8	B	T	0.39	15.8	B	T	0.42	16.2	B
Linden Boulevard (Unsignalized)	WB	R	-	10.1	B	R	-	9.6	A	R	-	10.1	B	R	-	10.0	A	R	-	10.1	B	
Overall Intersection	-	0.82	21.2	C	-	0.61	14.8	B	-	0.55	15.8	B	-	0.59	13.7	B	-	0.66	14.3	B		
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE																						
Fountain Avenue	NB	LTR	1.20+	120+	F*	LTR	1.20+	120+	F*	LTR	1.20+	120+	F*	LTR	1.20+	120+	F*	LTR	1.20+	120+	F*	
		SB	DefL	1.09	120+	F*	DefL	0.64	53.6	D	DefL	1.09	120+	F*	DefL	1.09	102.5	F	DefL	1.09	99.6	F
			TR	1.12	120+	F*	TR	1.00	89.0	F	TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*
Linden Boulevard (Mainline)	EB	L	0.53	32.8	C	L	0.42	20.4	C	L	0.67	28.6	C	L	0.56	19.7	B	L	0.66	25.0	C	
		T	0.41	13.5	B	T	0.44	13.8	B	T	0.65	16.5	B	T	0.43	17.7	B	T	0.47	18.2	B	
	WB	L	1.20+	120+	F*	L	0.95	71.0	E	L	1.20+	120+	F*	L	1.16	117.0	F	L	1.20+	120+	F*	
		T	1.11	84.2	F	T	0.65	27.1	C	T	0.67	27.3	C	T	0.66	13.9	B	T	0.72	14.6	B	
Linden Boulevard (Service Road)	EB	TR	0.41	14.2	B	TR	0.33	13.2	B	TR	0.55	16.4	B	TR	0.45	18.7	B	TR	0.50	19.5	B	
		WB	TR	1.02	63.5	E	TR	0.53	26.2	C	TR	0.84	35.8	D	TR	0.78	18.7	B	TR	0.85	21.8	C
Loring Avenue	NB	LTR	0.85	87.2	F	LTR	0.65	65.8	E	LTR	0.76	75.5	E	LTR	0.80	70.4	E	LTR	0.86	78.9	E	
Overall Intersection	-	1.20+	87.4	F	-	1.00	64.6	E	-	1.20+	64.7	E	-	1.20+	92.1	F	-	1.20+	120+	F*		

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GATEWAY ESTATES II FEIS  
2011 BUILD TRAFFIC LEVELS OF SERVICE

Intersection & Approach		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Linden Boulevard & Atkins Avenue																					
Atkins Avenue	SB	LTR	0.70	52.5	D	LTR	0.22	26.1	C	LTR	0.30	31.3	C	LTR	0.20	21.3	C	LTR	0.23	21.6	C
Linden Boulevard (Mainline)	EB	T	0.36	7.6	A	T	0.46	18.0	B	T	0.57	16.4	B	T	0.48	13.9	B	T	0.53	14.4	B
	WB	L	0.36	11.1	B	L	0.58	38.1	D	L	0.35	21.0	C	L	0.16	12.7	B	L	0.23	14.7	B
Linden Boulevard (Service Road)		T	0.63	10.6	B	T	0.45	17.9	B	T	0.51	15.6	B	T	0.49	13.9	B	T	0.53	14.5	B
	EB	TR	0.31	7.7	A	TR	0.38	17.9	B	TR	0.67	21.4	C	TR	0.25	12.0	B	TR	0.27	12.2	B
	WB	T	0.43	8.8	A	T	0.30	16.5	B	T	0.36	14.2	B	T	0.34	13.0	B	T	0.37	13.3	B
Overall Intersection	-	0.65	12.8	B	-	0.43	18.9	B	-	0.54	17.6	B	-	0.38	14.1	B	-	0.41	14.6	B	
Linden Boulevard & Elton Street																					
(Unsignalized Intersection)																					
Elton Street	NB	R	-	10.2	B	R	-	10.2	B	R	-	11.6	B	R	-	9.9	A	R	-	10.1	B
Overall Intersection	-	-	1.3	A	-	-	1.1	A	-	-	1.2	A	-	-	0.9	A	-	-	0.9	A	
Linden Boulevard & Pennsylvania Avenue																					
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*
Linden Boulevard (Mainline)		T	0.94	53.7	D	T	0.78	42.1	D	T	0.80	42.9	D	T	1.20+	120+	F*	T	1.20+	120+	F*
		R	0.26	32.2	C	R	0.26	32.3	C	R	0.29	32.8	C	R	0.50	31.9	C	R	0.54	32.8	C
	SB	L	0.56	47.5	D	L	0.53	41.9	D	L	0.88	120+	F*	L	0.95	120+	F*	L	1.05	120+	F*
		TR	1.01	68.7	E	TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*
	EB	L	1.01	120+	F*	L	1.11	120+	F*	L	1.11	120+	F*	L	0.87	68.9	E	L	0.94	80.8	F
		T	0.79	41.3	D	T	0.89	45.1	D	T	1.15	116.2	F	T	1.07	75.7	E	T	1.14	103.4	F
	WB	L	1.04	120+	F*	L	1.02	120+	F*	L	0.78	77.7	E	L	0.94	84.6	F	L	1.03	104.9	F
		T	1.13	107.5	F	T	0.90	46.4	D	T	1.08	88.0	F	T	1.16	109.8	F	T	1.20	120+	F*
Linden Boulevard (Service Road)	EB	T	0.84	50.8	D	T	0.69	41.0	D	T	0.85	50.6	D	T	0.86	44.4	D	T	0.95	56.8	E
		R	0.47	24.8	C	R	0.66	25.1	C	R	0.90	43.0	D	R	0.88	33.8	C	R	0.98	48.0	D
	WB	TR	1.02	70.2	E	TR	0.44	33.6	C	TR	0.59	37.0	D	TR	0.57	30.4	C	TR	0.64	31.7	C
Overall Intersection	-	1.19	86.4	F	-	1.20	87.7	F	-	1.20+	110.9	F	-	1.20+	120+	F*	-	1.20+	120+	F*	
Linden Boulevard & Rockaway Avenue																					
Rockaway Avenue	NB	LT	1.10	113.2	F	LT	1.11	118.9	F	LT	1.10	114.2	F	LT	1.10	101.7	F	LT	1.10	102.3	F
Linden Boulevard (Mainline)		R	0.45	44.3	D	R	0.65	48.8	D	R	0.78	61.0	E	R	0.71	43.4	D	R	0.83	53.9	D
	SB	LT	1.18	120+	F*	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.20+	120+	F*
		R	0.49	50.4	D	R	1.11	120+	F*	R	1.11	120+	F*	R	0.53	40.0	D	R	0.60	44.3	D
	EB	L	0.78	77.1	E	L	0.60	65.2	E	L	0.45	57.1	E	L	0.44	44.3	D	L	0.49	45.9	D
		T	0.60	19.4	B	T	0.65	22.8	C	T	0.84	18.6	B	T	0.75	20.2	C	T	0.82	22.0	C
	WB	L	1.19	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*
Linden Boulevard (Service Road)		T	0.97	36.1	D	T	0.55	20.8	C	T	0.64	20.2	C	T	0.70	19.2	B	T	0.79	21.1	C
	EB	TR	0.63	21.7	C	TR	0.54	21.8	C	TR	0.75	25.5	C	TR	0.65	20.1	C	TR	0.72	21.9	C
	WB	TR	0.51	18.8	B	TR	0.36	18.5	B	TR	0.55	19.7	B	TR	0.47	16.6	B	TR	0.53	17.5	B
Overall Intersection	-	1.05	45.9	D	-	1.15	84.7	F	-	0.98	46.9	D	-	0.98	46.6	D	-	1.02	48.7	D	
Linden Boulevard & Rockaway Parkway																					
Rockaway Parkway	NB	LTR	1.13	116.0	F	LTR	0.59	39.4	D	LTR	0.93	63.1	E	LTR	0.77	38.6	D	LTR	0.88	45.4	D
Linden Boulevard (Mainline)	SB	L	1.12	120+	F*	L	1.15	120+	F*	L	1.14	120+	F*	L	1.14	114.6	F	L	1.16	120+	F*
		TR	0.78	47.7	D	TR	0.47	37.0	D	TR	1.09	101.6	F	TR	0.76	37.4	D	TR	0.82	40.4	D
	EB	L	1.11	120+	F*	L	0.65	72.3	E	L	0.81	87.3	F	L	0.68	56.4	E	L	0.75	61.6	E
		T	0.39	16.4	B	T	0.54	20.8	C	T	0.62	19.8	B	T	0.60	16.9	B	T	0.66	17.8	B
Linden Boulevard (Service Road)	WB	L	0.84	94.3	F	L	0.56	67.0	E	L	0.71	77.0	E	L	0.16	39.6	D	L	0.18	39.8	D
		T	0.84	18.8	B	T	0.54	20.7	C	T	0.63	20.0	C	T	0.56	16.3	B	T	0.62	17.2	B
	EB	TR	0.34	16.2	B	TR	0.21	16.7	B	TR	0.39	16.9	B	TR	0.24	13.2	B	TR	0.26	13.5	B
	WB	TR	0.86	25.1	C	TR	0.50	21.1	C	TR	0.72	24.7	C	TR	0.68	20.4	C	TR	0.75	22.8	C
Overall Intersection	-	0.97	47.1	D	-	0.77	36.2	D	-	0.85	45.8	D	-	0.82	31.2	C	-	0.89	33.8	C	



TABLE E-3  
GATEWAY ESTATES II FEIS  
2011 BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
LINDEN BOULEVARD & KINGS HIGHWAY & REMSEN AVENUE																					
Kings Highway (Mainline)	NB	T	1.08	97.1	F	T	0.94	62.5	E	T	1.06	91.1	F	T	1.04	81.9	F	T	1.11	106.2	F
	SB	T	1.09	98.7	F	T	0.84	52.1	D	T	1.10	101.8	F	T	1.06	87.0	F	T	1.10	102.3	F
Kings Highway (Service Road)	NB	TR	1.05	87.5	F	TR	0.68	46.9	D	TR	1.00	79.9	E	TR	0.68	46.6	D	TR	0.75	48.7	D
	SB	TR	0.68	48.7	D	TR	0.36	40.8	D	TR	1.04	92.5	F	TR	0.72	49.3	D	TR	0.78	52.5	D
Remsen Avenue	EB	DefL	1.02	101.7	F	DefL	1.02	101.1	F	DefL	1.07	119.2	F	DefL	0.71	60.1	E	DefL	0.77	62.3	E
	TR		1.07	99.2	F	TR	1.01	82.4	F	TR	1.07	98.0	F	TR	1.10	106.2	F	TR	1.11	109.3	F
Linden Boulevard (Mainline)	WB	TR	1.10	107.6	F	TR	1.06	96.7	F	TR	1.06	94.8	F	TR	1.09	105.0	F	TR	1.10	107.5	F
	EB	TR	0.92	60.5	E	TR	1.09	104.0	F	TR	1.18	120+	F*	TR	1.19	120+	F*	TR	1.20+	120+	F*
	WB	LT	1.19	120+	F*	LT	1.19	120+	F*	DefL	0.88	77.2	E	LT	1.20	120+	F*	LT	1.20+	120+	F*
	-	-	-	-	-	-	-	-	-	T	1.11	104.6	F	-	-	-	-	-	-	-	-
Linden Boulevard (Service Road - Unsignalized)	WB	R	0.94	53.2	D	R	0.42	32.2	C	R	0.98	72.6	E	R	0.52	34.0	C	R	0.57	35.0	D
	WB	R	-	13.2	B	R	-	9.8	A	R	-	10.2	B	R	-	10.4	B	R	-	10.6	B
Overall Intersection		-	1.09	91.8	F	-	1.14	85.4	F	-	1.20	100.0	F	-	1.12	97.1	F	-	1.09	111.9	F
PENNSYLVANIA AVENUE																					
PENNSYLVANIA AVENUE & LIBERTY AVENUE																					
Pennsylvania Avenue	NB	LTR	1.10	75.2	E	LTR	0.94	29.8	C	LTR	0.98	36.9	D	LTR	1.04	47.7	D	LTR	1.20+	120+	F*
	SB	L	0.05	8.7	A	L	0.21	6.4	A	L	0.19	6.4	A	L	0.42	10.9	B	L	0.61	21.5	C
Liberty Avenue		TR	0.75	18.3	B	TR	1.05	52.4	D	TR	1.04	43.9	D	TR	1.16	88.6	F	TR	1.20+	120+	F*
	EB	LTR	0.61	43.5	D	LTR	0.70	48.8	D	LTR	0.84	55.0	D	LTR	0.66	38.3	D	LTR	0.71	41.2	D
	WB	LTR	0.90	59.7	E	LTR	0.76	46.5	D	LTR	0.86	59.6	E	LTR	0.90	51.0	D	LTR	0.98	63.8	E
Overall Intersection		-	1.04	52.9	D	-	0.96	40.1	D	-	0.99	43.0	D	-	1.08	60.9	E	-	1.20+	120+	F*
PENNSYLVANIA AVENUE & ATLANTIC AVENUE																					
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.13	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*
	TR		1.06	87.1	F	TR	0.97	54.2	D	TR	0.92	48.2	D	TR	1.19	120+	F*	TR	1.20+	120+	F*
Atlantic Avenue	SB	L	0.74	43.6	D	L	0.74	39.6	D	L	0.87	94.9	F	L	0.93	55.5	E	L	1.00	77.5	E
		TR	1.11	106.3	F	TR	0.69	34.9	C	TR	0.98	80.9	F	TR	1.12	94.3	F	TR	1.19	120+	F*
	EB	L	0.44	39.4	D	L	0.37	36.0	D	L	0.38	37.7	D	L	0.35	26.9	C	L	0.36	28.4	C
		TR	0.86	30.1	C	TR	1.00	54.1	D	TR	1.17	114.3	F	TR	1.18	111.0	F	TR	1.19	114.4	F
	WB	TR	1.10	88.2	F	TR	0.84	41.0	D	TR	0.95	52.9	D	TR	1.00	52.1	D	TR	1.09	81.7	F
Overall Intersection		-	1.05	78.0	E	-	1.17	53.9	D	-	1.19	82.3	F	-	1.20+	98.5	F	-	1.20+	116.6	F

Notes  
(1): Control delay is measured in seconds per vehicle.  
(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.  
(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

TABLE E-4																
GATEWAY ESTATES II FEIS																
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY AM PEAK HOUR)																
INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			LOS	Mvt.	2011 Build Condition			LOS	Mvt.	2011 Build with Mitigation			Mitigation Measures
			V/C	Delay				V/C	Delay				V/C	Delay		
ERSKINE STREET																
ERSKINE STREET & BELT PARKWAY EASTBOUND RAMPS																
Erskine Street	SB	L	0.17	15.2	B	L	0.24	16.0	B					- Mitigation not required.		
Belt Parkway Eastbound On/Off Ramp	EB	L	0.33	17.4	B	L	0.41	18.5	B							
		LT	0.11	14.9	B	LT	0.13	15.1	B							
	Overall Intersection	-	0.25	16.1	B	-	0.33	16.9	B							
ERSKINE STREET & BELT PARKWAY WESTBOUND RAMPS																
Erskine Street	NB	T	0.23	15.8	B	T	0.28	16.3	B	T	0.29	17.0	B	- Modify signal timing: Shift 1 s green time from NB phase to WB phase. [NB green time shifts from 40 s to 39 s; WB green time shifts from 40 s to 41 s.]		
Belt Parkway Westbound On/Off Ramp	WB	R	0.33	16.9	B	R	0.41	17.9	B	R	0.40	17.2	B			
	Overall Intersection	-	0.28	16.4	B	-	0.34	17.2	B	-	0.34	17.1	B	- [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]		
ERSKINE STREET & GATEWAY DRIVE																
Erskine Street	NB	L	0.18	22.3	C	L	0.24	22.8	C	L	0.24	22.9	C	- Shift the Erskine Street NB approach median 8 ft. to the east, and increase median width from 4 ft. to 6.5 ft. Restripe the Erskine Street NB approach as two 10 ft. exclusive left turn lanes and one 14 ft. shared through-right lane. Restripe the Erskine Street SB receiving side as three 10 ft. lanes.		
		TR	0.30	7.8	A	TR	0.36	8.3	A	TR	0.62	11.8	B			
Gateway Drive	SB	L	0.07	26.2	C	L	0.09	26.6	C	L	0.15	28.9	C	- Restripe the Erskine Street SB approach as one 10 ft. exclusive left turn lane and one 12 ft. through lane, and maintain the existing 11.5 ft. through lane and 12.5 ft. shared through-right lane. Restripe the Erskine Street NB receiving side as one 14 ft. lane and two 10 ft. lanes.		
		T	0.30	27.9	C	T	0.58	31.5	C	TR	0.40	28.8	C			
	EB	R	0.02	25.5	C	R	0.02	25.5	C	-	-	-	-	- [Measures reflect geometric improvements needed for the Saturday midday and PM peak period; otherwise mitigation is not needed.]		
		L	0.02	25.5	C	L	0.02	25.5	C	L	0.02	25.5	C			
		T	0.04	25.7	C	T	0.04	25.7	C	T	0.04	25.7	C			
		R	0.21	7.4	A	R	0.23	7.6	A	R	0.23	7.6	A			
		L	0.58	38.2	D	L	0.58	38.2	D	L	0.58	38.2	D			
		TR	0.10	26.3	C	TR	0.10	26.3	C	TR	0.11	26.4	C			
	Overall Intersection	-	0.38	17.5	B	-	0.42	19.3	B	-	0.61	20.0	B			
ERSKINE STREET & GATEWAY PLAZA																
Erskine Street	NB	L	0.47	31.7	C	L	0.47	31.7	C	L	0.47	31.7	C	- Reduce width of the Erskine Street SB approach median from 20.5 ft. to 10 ft. Restripe the Erskine Street SB approach as two 11 ft. through lanes and one 12.5 ft. shared through-right lane.		
		T	0.13	6.4	A	T	0.21	6.9	A	T	0.21	6.9	A			
Gateway Plaza	SB	TR	0.22	21.7	C	TR	0.41	23.9	C	TR	0.30	22.3	C	- Reduce width of the Erskine Street SB receiving median from 15 ft. to 8 ft. Restripe the Erskine Street SB receiving as three 10 ft. receiving lanes.		
	EB	L	0.22	28.6	C	L	0.22	28.6	C	L	0.22	28.6	C			
			R	0.09	10.2	B	R	0.09	10.2	B	R	0.09	10.2	B	- [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]	
	Overall Intersection	-	0.29	19.4	B	-	0.37	19.1	B	-	0.32	18.5	B			
ERSKINE STREET & PARKING LOT SE CORNER																
Erskine Street	NB	-	-	-	-	L	0.16	8.1	A					- Mitigation not required.		
		-	-	-	-	T	0.18	7.8	A							
Parking Lot SE Corner	SB	-	-	-	-	TR	0.35	19.9	B							
	EB	-	-	-	-	L	0.03	23.8	C							
			-	-	-	-	R	0.06	11.8	B						
	Overall Intersection	-	-	-	-	-	0.24	14.0	B							
ERSKINE STREET & PARKING LOT NE CORNER																
						(UNSIGNALIZED INTERSECTION)										
Erskine Street	NB	-	-	-	-	L	-	8.4	A					- Mitigation not required.		
Parking Lot NE Corner	EB	-	-	-	-	L	-	15.0	B							
		-	-	-	-	R	-	9.9	A							
	Overall Intersection	-	-	-	-	-	-	0.5	A							

TABLE E-4  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY AM PEAK HOUR)

INTERSECTION & APPROACH		2011 No Build Condition				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
ERSKINE STREET & VANDALIA AVENUE		(UNSIGNALIZED INTERSECTION)												
Erskine Street	NB	L	-	7.5	A	L	0.05	16.7	B					- Mitigation not required.
		-	-	-	-	T	0.21	18.2	B					
Vandalia Avenue	SB	LTR	-	7.5	A	LTR	0.23	18.4	B					
	EB	LT	-	10.7	B	LTR	0.39	29.0	C					
		TR	-	9.2	A	-	-	-	-					
	WB	LT	-	12.2	B	DefL	0.30	14.3	B					
Erskine Street (channelized stop)	NB	TR	-	9.1	A	TR	0.02	11.9	B					
		R	-	9.2	A	R	-	9.4	A					
Overall Intersection		-	-	6.0	A	-	0.36	20.7	C					
ERSKINE STREET & EGAN STREET		(UNSIGNALIZED INTERSECTION)												
Erskine Street	NB	LT	-	7.4	A	LT	-	7.5	A					- Mitigation not required.
Egan Street	WB	LTR	-	10.1	B	LTR	-	10.7	B					
Overall Intersection		-	-	0.5	A	-	-	1.0	A					
GATEWAY DRIVE														
GATEWAY DRIVE & DRIVEWAY TO OLIVE GARDEN														
Driveway to Olive Garden	SB	L	0.15	15.3	B	L	0.15	15.3	B					- Mitigation not required.
		R	0.14	15.2	B	R	0.14	15.2	B					
Gateway Drive	EB	L	0.11	7.7	A	L	0.12	7.8	A					
		T	0.11	7.5	A	T	0.13	7.6	A					
	WB	TR	0.20	8.0	A	TR	0.25	8.3	A					
Overall Intersection		-	0.18	9.3	A	-	0.21	9.3	A					
GATEWAY DRIVE & DRIVEWAY TO RED LOBSTER														
Driveway to Red Lobster	SB	L	0.04	13.7	B	L	0.04	13.7	B					- Mitigation not required.
		R	0.05	13.9	B	R	0.05	13.9	B					
Gateway Drive	EB	L	0.04	6.8	A	L	0.04	6.8	A					
		T	0.11	7.1	A	T	0.12	7.2	A					
	WB	TR	0.11	7.1	A	TR	0.15	7.3	A					
Overall Intersection		-	0.09	7.7	A	-	0.11	7.7	A					
GATEWAY DRIVE & DRIVEWAY TO BOULDER CREEK														
Driveway to Boulder Creek	SB	L	0.07	14.6	B	L	0.07	14.6	B					- Mitigation not required.
		R	0.08	14.7	B	R	0.08	14.7	B					
Gateway Drive	EB	LT	0.22	8.2	A	LT	0.24	8.4	A					
	WB	TR	0.11	7.5	A	TR	0.15	7.7	A					
Overall Intersection		-	0.16	8.9	A	-	0.18	8.8	A					
GATEWAY DRIVE & GATEWAY PLAZA														
Gateway Drive	NB	T	0.16	7.9	A	T	0.23	8.4	A					- Mitigation not required.
		R	0.02	7.1	A	R	0.02	7.1	A					
Gateway Plaza	SB	L	0.76	25.5	C	L	0.76	25.5	C					
		T	0.26	8.8	A	T	0.29	9.0	A					
	WB	LR	0.21	15.9	B	LR	0.21	15.9	B					
Overall Intersection		-	0.55	15.4	B	-	0.55	14.8	B					
GATEWAY DRIVE & PARKING LOT SW CORNER														
Gateway Drive	NB	-	-	-	-	TR	0.28	19.9	B					- Mitigation not required.
	SB	-	-	-	-	LT	0.29	4.6	A					
Parking Lot SW Corner	WB	-	-	-	-	L	0.09	32.3	C					
		-	-	-	-	R	0.07	11.3	B					
Overall Intersection		-	-	-	-	-	0.35	11.0	B					

TABLE E-4  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY AM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures												
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS													
GATEWAY DRIVE & PARKING LOT NW CORNER																										
Gateway Drive	NB	-	-	-	-	TR	0.25	16.0	B	- Mitigation not required.																
	SB	-	-	-	-	LT	0.29	4.6	A																	
Parking Lot NW Corner	WB	-	-	-	-	L	0.02	31.5	C																	
		-	-	-	-	R	0.05	14.3	B																	
Overall Intersection		-	-	-	-	-	0.37	9.2	A																	
VANDALIA AVENUE																										
VANDALIA AVENUE & ELTON STREET			(UNSIGNALIZED INTERSECTION)			(UNSIGNALIZED INTERSECTION)			- Mitigation not required.																	
Elton Street	NB	LTR	-	6.9	A	LTR	-	7.5							A											
	SB	LTR	-	7.1	A	LTR	-	7.5							A											
Vandalia Avenue	EB	LT	-	7.5	A	LT	-	8.1							A											
		TR	-	7.4	A	TR	-	7.8							A											
	WB	LT	-	7.4	A	LT	-	7.8							A											
		TR	-	7.1	A	TR	-	7.5							A											
Overall Intersection		-	-	7.2	A	-	-	7.7	A																	
VANDALIA AVENUE & GATEWAY DRIVE			(UNSIGNALIZED INTERSECTION)			(UNSIGNALIZED INTERSECTION)			- Mitigation not required.																	
Gateway Drive	SB	LT	-	7.9	A	LT	-	8.4							A											
Vandalia Avenue	WB	L	-	12.4	B	-	-	-							-											
		R	-	9.4	A	R	-	10.5							B											
Overall Intersection		-	-	1.0	A	-	-	1.5	A																	
FOUNTAIN AVENUE																										
FOUNTAIN AVENUE & VANDALIA AVENUE			- Mitigation not required.																							
Fountain Avenue	NB	LT													0.09	7.3	A	LT	0.09	7.3	A					
	SB	TR													0.22	8.1	A	TR	0.25	8.3	A					
Vandalia Avenue	EB	L													0.28	16.6	B	L	0.35	17.4	B					
		LR													0.07	14.4	B	LR	0.07	14.5	B					
Overall Intersection		-													0.24	10.0	B	-	0.29	10.5	B					
FOUNTAIN AVENUE & EGAN STREET															(UNSIGNALIZED INTERSECTION)			(UNSIGNALIZED INTERSECTION)			- Mitigation not required.					
Fountain Avenue	NB	LT	-	8.1	A	LT	-	8.2	A																	
Overall Intersection		-	-	0.1	A	-	-	0.1	A																	
FOUNTAIN AVENUE & FLATLANDS AVENUE																										
Fountain Avenue	NB	LTR	0.66	34.9	C	LTR	0.74	39.0	D	LTR	0.73	38.1	D	- Restripe the Flatlands Avenue EB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 14 ft. shared through-right lane.  - Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection.  - Shift the Flatlands Avenue WB approach centerline 10 ft. to the south tapered 150 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 20.5 ft. shared through-right lane with parking. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 13 ft. lane.  - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.  - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 31 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 37 s of green time (each phase has 3 s amber and 2 s red).												
	SB	LTR	0.46	25.0	C	LTR	0.52	25.8	C	LTR	0.51	25.4	C													
Flatlands Avenue	EB	DefL	0.68	30.5	C	DefL	0.85	49.9	D	L	0.68	30.5	C													
		TR	0.14	10.5	B	TR	0.14	10.5	B	TR	0.18	17.2	B													
	WB	LTR	0.61	23.9	C	LTR	0.61	23.9	C	L	0.13	9.4	A													
		-	-	-	-	-	-	-	-	TR	0.31	21.7	C													
Overall Intersection		-	0.67	25.1	C	-	0.81	29.0	C	-	0.64	26.3	C													
FOUNTAIN AVENUE & OLD MILL ROAD			(UNSIGNALIZED INTERSECTION)			(UNSIGNALIZED INTERSECTION)			- Mitigation not required.																	
Fountain Avenue	SB	LT	-	8.3	A	LT	-	8.5							A											
Old Mill Road	WB	LR	-	12.1	B	LR	-	13.1							B											
Overall Intersection		-	-	0.1	A	-	-	0.1							A											

TABLE E-4  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY AM PEAK HOUR)

INTERSECTION & APPROACH		2011 No Build Condition				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
FOUNTAIN AVENUE & COZINE AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Fountain Avenue	NB	LT	-	10.9	B	LT	-	11.9	B					
		TR	-	10.6	B	TR	-	11.6	B					
Cozine Avenue	SB	LT	-	11.7	B	LT	-	12.8	B					
		TR	-	11.4	B	TR	-	12.3	B					
	EB	LTR	-	10.7	B	LTR	-	11.0	B					
		WB	LTR	-	10.0	A	LTR	-	10.3	B				
Overall Intersection		-	-	11.1	B	-	-	12.0	B					
FOUNTAIN AVENUE & WORTMAN AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Fountain Avenue	NB	LT	-	8.8	A	LT	-	8.9	A					
		SB	LT	-	8.9	A	LT	-	9.2	A				
Wortman Avenue	EB	LT	-	26.3	D	LT	-	32.7	D					
		TR	-	15.6	C	TR	-	17.4	C					
	WB	LTR	-	27.0	D	LTR	-	35.1	E					
Overall Intersection		-	-	5.2	A	-	-	5.7	A					
FOUNTAIN AVENUE & STANLEY AVENUE														
Fountain Avenue	NB	LTR	0.33	11.8	B	LTR	0.40	12.5	B	LTR	0.40	12.5	B	
		SB	LTR	0.37	11.9	B	LTR	0.41	12.3	B	LTR	0.40	12.2	B
Stanley Avenue	EB	LTR	0.21	11.2	B	LTR	0.21	11.2	B	LTR	0.23	11.5	B	
		WB	DefL	0.25	11.7	B	DefL	0.25	11.7	B	LTR	0.33	11.8	B
	TR	0.23	11.3	B	TR	0.23	11.3	B	-	-	-	-		
Overall Intersection		-	0.31	11.7	B	-	0.33	12.1	B	-	0.36	12.1	B	
FOUNTAIN AVENUE & LIBERTY AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				- Remove parking on the east side of the Fountain Avenue SB approach 120 ft. from intersection. - Restripe the Fountain Avenue SB approach as one 12 ft. exclusive left turn lane and one 18 ft. shared through-right lane with parking. - [Measures reflect geometric improvements needed for the weekday PM, Saturday midday & PM peak periods; otherwise mitigation is not needed.]
Fountain Avenue	SB	LTR	-	29.3	D	LTR	-	31.2	D	L	-	14.8	B	
		-	-	-	-	-	-	-	-	TR	-	26.7	D	
Liberty Avenue	WB	LT	-	8.0	A	LT	-	8.0	A	LT	-	8.0	A	
		Overall Intersection		-	-	8.6	A	-	-	9.2	A	-	-	
FOUNTAIN AVENUE & ATLANTIC AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								
Atlantic Avenue	EB	TR	FREEFLOW			A	TR	FREEFLOW			A			
Overall Intersection		-	FREEFLOW			A	-	FREEFLOW			A			
<b><u>FLATLANDS AVENUE</u></b>														
FLATLANDS AVENUE & ATKINS AVENUE		(UNSIGNALIZED INTERSECTION)												- Mitigation not required.
Atkins Avenue	NB	LTR	-	20.9	C	LTR	0.28	17.8	B					
		SB	LTR	-	16.6	C	LTR	0.20	17.2	B				
Flatlands Avenue	EB	L	-	8.8	A	L	0.02	13.0	B					
		-	-	-	-	TR	0.31	15.3	B					
	WB	L	-	8.4	A	L	0.03	13.1	B					
		-	-	-	-	TR	0.27	15.0	B					
Overall Intersection		-	-	3.5	A	-	0.29	15.7	B					
FLATLANDS AVENUE & ESSEX STREET		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Essex Street	SB	LTR	-	11.7	B	LTR	-	12.3	B					
Flatlands Avenue	EB	L	-	8.7	A	L	-	8.8	A					
	WB	L	-	8.4	A	L	-	8.4	A					
Overall Intersection		-	-	0.9	A	-	-	1.0	A					

TABLE E-4  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY AM PEAK HOUR)

INTERSECTION & APPROACH		<u>2011 No Build Condition</u>				<u>2011 Build Condition</u>				<u>2011 Build with Mitigation</u>				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
FLATLANDS AVENUE & LINWOOD STREET		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Linwood Street	NB	LTR	-	17.9	C	LTR	-	15.7	C					
	SB	LR	-	12.2	B	LR	-	12.4	B					
Flatlands Avenue	EB	LT	-	8.8	A	LT	-	8.9	A					
Overall Intersection		-	-	1.1	A	-	-	1.0	A					
FLATLANDS AVENUE & ELTON STREET		(UNSIGNALIZED INTERSECTION)												- Mitigation not required.
Elton Street	NB	LTR	-	34.9	D	LTR	0.15	16.8	B					
	SB	LTR	-	16.7	C	LTR	0.20	17.2	B					
Flatlands Avenue	EB	L	-	9.1	A	L	0.13	14.2	B					
		-	-	-	-	TR	0.48	17.4	B					
	WB	L	-	8.9	A	L	0.01	12.9	B					
		-	-	-	-	TR	0.43	16.7	B					
Overall Intersection		-	-	2.4	A	-	0.35	17.0	B					
FLATLANDS AVENUE & JEROME STREET														- Mitigation not required.
Jerome Street	NB	L	0.24	17.1	B	L	0.35	18.7	B					
		TR	0.10	15.9	B	TR	0.11	16.5	B					
Flatlands Avenue	SB	LTR	0.36	34.0	C	-	-	-	-					
	EB	L	0.24	15.5	B	L	0.29	15.7	B					
		TR	0.60	19.1	B	T	0.34	15.0	B					
		-	-	-	-	R	0.39	0.5	A					
	WB	L	0.21	15.8	B	L	0.12	13.5	B					
		TR	0.37	15.9	B	TR	0.40	15.7	B					
Overall Intersection		-	0.51	18.6	B	-	0.39	12.3	B					
FLATLANDS AVENUE & SCHENCK AVENUE														- Mitigation not required.
Schenck Avenue	SB	LR	0.62	29.8	C	L	0.43	25.3	C					
		-	-	-	-	LR	0.39	25.0	C					
Flatlands Avenue	EB	L	0.14	11.4	B	-	-	-	-					
		T	0.45	13.6	B	T	0.42	12.9	B					
	WB	TR	0.63	15.8	B	T	0.67	16.6	B					
		-	-	-	-	R	0.11	0.1	A					
Overall Intersection		-	0.62	17.5	B	-	0.58	15.6	B					
FLATLANDS AVENUE & VAN SICLEN AVENUE														- Remove parking on the east side of the Van Siclen Avenue NB approach 220 ft. from intersection. - Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one 10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB receiving side as one 24 ft. lane with parking. - Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving side as one 20 ft. lane. - Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection. Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide one 13 ft. through lane, one 12 ft. through lane and one 10 ft. exclusive right turn lane. - Remove parking on the north side of the Flatlands Avenue WB approach 190 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 10 ft. exclusive left turn lane, one 12 ft. through lane, one 11 ft. through lane and one 10 ft. exclusive right turn lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 25 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 43 s of green time (each phase has 3 s amber and 2 s red).
Van Siclen Avenue	NB	LTR	0.68	32.6	C	LTR	0.68	32.9	C	L	0.36	34.7	C	
		-	-	-	-	-	-	-	-	T	0.46	30.7	C	
		-	-	-	-	-	-	-	-	R	0.37	29.3	C	
	SB	LTR	0.96	50.9	D	LTR	1.04	70.8	E	L	0.52	30.4	C	
		-	-	-	-	-	-	-	-	TR	0.91	49.8	D	
	EB	L	0.23	12.8	B	L	0.44	20.3	C	L	0.26	11.3	B	
		TR	0.41	13.0	B	TR	0.50	14.2	B	T	0.45	16.6	B	
		-	-	-	-	-	-	-	-	R	0.17	14.0	B	
	WB	L	0.53	19.0	B	L	0.67	26.7	C	L	0.49	13.1	B	
		TR	0.48	13.8	B	TR	0.64	16.4	B	T	0.59	18.7	B	
		-	-	-	-	-	-	-	-	R	0.23	14.7	B	
Overall Intersection		-	0.70	24.6	C	-	0.81	29.3	C	-	0.73	23.5	C	

TABLE E-4  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY AM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures	
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS		
FLATLANDS AVENUE & PENNSYLVANIA AVENUE															
Pennsylvania Avenue	NB	L	0.73	49.8	D	L	0.73	49.8	D	L	0.73	49.8	D	<div>- <b>Unmitigatable Impact.</b></div> <div>- Restripe the Pennsylvania Avenue SB approach as one 13 ft. exclusive left turn lane, two 10 ft. through lanes and one 10 ft. shared through-right lane.</div> <div>- [Measures reflect geometric improvements needed for the weekday midday peak period.]</div>	
		TR	0.86	38.6	D	TR	0.86	38.8	D	TR	0.86	38.8	D		
	SB	L	0.73	48.8	D	L	1.20+	120+	F*	L	1.10	110.6	F		
		TR	0.51	29.8	C	TR	0.51	29.8	C	TR	0.54	30.3	C		
Flatlands Avenue	EB	L	0.57	37.9	D	L	0.57	38.7	D	L	0.57	38.7	D		
		T	0.43	35.4	D	T	0.49	36.4	D	T	0.49	36.4	D		
		R	0.21	22.4	C	R	0.21	22.4	C	R	0.21	22.4	C		
	WB	L	0.29	29.3	C	L	0.31	31.2	C	L	0.31	31.2	C		
		T	0.60	38.6	D	T	0.66	40.2	D	T	0.66	40.2	D		
		R	0.30	23.8	C	R	0.63	31.0	C	R	0.63	31.0	C		
	Overall Intersection		-	0.81	36.4	D	-	0.94	49.2	D	-	0.90	43.2		D
	FLATLANDS AVENUE & ROCKAWAY PARKWAY														
Rockaway Parkway	NB	L	0.70	34.9	C	L	0.70	34.8	C	L	0.67	30.1	C	<div>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</div> <div>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</div> <div>- Modify signal phasing plan: Remove the NB lead phase; maintain the existing 120 s cycle with the following signal timing: NB/SB = 59 s of green time, EB/WB = 51 s of green time (each phase has 3 s amber and 2 s red).</div> <div>- [Measures reflect geometric improvements needed for the weekday PM, Saturday midday &amp; Saturday PM peak periods; otherwise mitigation is not needed.]</div>	
		TR	0.90	38.7	D	TR	0.91	39.7	D	TR	0.92	42.2	D		
Flatlands Avenue	SB	LTR	0.88	49.4	D	LTR	0.89	50.6	D	LTR	0.34	19.1	B		
		L	0.29	27.5	C	L	0.31	28.5	C	L	0.30	27.2	C		
	EB	TR	0.77	33.4	C	TR	0.80	34.8	C	TR	0.79	33.5	C		
		L	0.35	29.4	C	L	0.44	33.5	C	L	0.42	31.9	C		
		TR	0.85	38.1	D	TR	0.89	40.9	D	TR	0.87	38.8	D		
	Overall Intersection		-	0.88	38.1	D	-	0.90	39.6	D	-	0.90	34.5		C
FLATLANDS AVENUE & REMSEN AVENUE															
Remsen Avenue	NB	L	0.78	37.8	D	L	0.78	37.8	D	L	0.77	37.1	D		<div>- Shift the Remsen Avenue SB approach centerline 1 ft. to the east tapered 150 ft. from intersection. Restripe the Remsen Avenue SB approach to provide one 11 ft. left turn lane, and maintain the existing 10 ft. through lane and 17 ft. shared through-right lane with parking. Shift the SB approach stop bar 10 ft. to the north. Restripe the Remsen Avenue NB receiving side to provide one 12 ft. lane and one 14 ft lane.</div> <div>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue EB approach centerline 2 ft. to the north. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue WB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue WB approach centerline 2 ft. to the south. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</div> <div>- Modify signal timing: NB/SB green time shifts from 39.6 s to 40 s; EB/WB green time shifts from 39.6 s to 40 s (each phase has 3 s amber and 2 s red).</div>
		TR	0.96	38.2	D	TR	0.97	38.9	D	TR	0.96	37.0	D		
Flatlands Avenue	SB	L	0.56	26.0	C	L	0.57	26.6	C	L	0.55	25.1	C		
		TR	0.52	19.5	B	TR	0.52	19.5	B	TR	0.52	19.1	B		
	EB	L	0.59	33.1	C	L	0.59	32.7	C	L	0.60	33.3	C		
		TR	0.91	33.3	C	TR	0.94	36.5	D	T	0.74	23.5	C		
		-	-	-	-	-	-	-	-	R	0.22	16.4	B		
	WB	L	0.21	18.0	B	L	0.27	19.7	B	L	0.23	18.0	B		
		TR	0.99	43.8	D	TR	1.01	51.1	D	T	0.69	22.2	C		
		-	-	-	-	-	-	-	-	R	0.73	29.6	C		
Overall Intersection		-	0.97	35.2	D	-	0.99	38.1	D	-	0.85	27.2	C		
LINDEN BOULEVARD															
LINDEN BOULEVARD & 79TH STREET															
79th Street	NB	L	0.66	45.1	D	L	0.67	45.7	D	<div>- Mitigation not required.</div>					
		R	0.15	30.9	C	R	0.15	30.9	C						
Linden Boulevard (Mainline)	EB	T	0.42	12.7	B	T	0.43	12.8	B						
		WB	T	0.94	33.3	C	T	0.96	35.2	D					
Linden Boulevard (Service Road)	EB	T	0.18	10.6	B	T	0.18	10.6	B						
		WB	T	0.36	12.8	B	T	0.36	12.8	B					
Overall Intersection		-	0.84	24.5	C	-	0.86	25.4	C						

TABLE E-4  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY AM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures	
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS		
LINDEN BOULEVARD & EUCLID AVENUE															
Euclid Avenue	NB	LTR	0.40	43.6	D	LTR	0.40	43.6	D	LTR	0.58	42.2	D	- Prohibit parking on the east side of the Euclid Avenue NB approach 120 ft. from intersection during weekday AM peak period (7-9 AM).  - Modify signal timing: shift 4 s green time from EB lead phase to NB/SB phase; shift 4 s green time from EB/WB phase to NB/SB phase. [NB/SB green time shifts from 31 s to 39 s; EB green time shifts from 11 s to 7 s; EB/WB green time shifts from 62 s to 58 s.]  - [Mitigation required due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]	
	SB	LTR	0.75	49.1	D	LTR	0.75	49.1	D	LTR	0.59	37.1	D		
Linden Boulevard (Mainline)	EB	L	0.36	18.8	B	L	0.36	19.2	B	L	0.48	27.3	C		
		T	0.39	10.1	B	T	0.40	10.2	B	T	0.44	14.4	B		
	WB	L	0.33	15.8	B	L	0.34	16.1	B	L	0.36	19.6	B		
		T	0.89	22.8	C	T	0.90	23.5	C	T	0.96	32.5	C		
Linden Boulevard (Service Road)	EB	TR	0.23	9.0	A	TR	0.23	9.0	A	TR	0.25	12.7	B		
	WB	T	0.56	16.1	B	T	0.56	16.1	B	T	0.60	19.7	B		
Linden Boulevard (Unsignalized)	WB	R	-	10.1	B	R	-	10.1	B	R	-	10.1	B		
Overall Intersection	-	-	0.82	20.9	C	-	0.82	21.2	C	-	0.82	26.0	C		
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE															
Fountain Avenue	NB	LTR	1.05	95.7	F	LTR	1.20+	120+	F*	LTR	0.84	40.6	D	- Convert Loring Avenue to one-way SB. (This measure was proposed as a mitigation measure in the 1996 Plan, and is necessary to mitigate the significant impacts of the Modified Plan.)  - Restripe the Loring Avenue SB receiving as one 12 ft. and one 20 ft. lane with parking.  - Modify signal phasing plan: Eliminate the Loring Avenue NB phase; replace the EB lead phase with a new lead phase for the EB and WB left turns; maintain the existing 120 s cycle with the following signal timing: NB/SB = 46 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 51 s of green time (each phase has 3 s amber and 3 s or 2 s red).	
	SB	DefL	1.10	120+	F*	DefL	1.09	120+	F*	DefL	0.61	37.7	D		
Linden Boulevard (Mainline)		TR	1.04	99.9	F	TR	1.12	120+	F*	TR	0.62	33.7	C		
	EB	L	0.53	32.9	C	L	0.53	32.8	C	L	0.61	37.2	D		
		T	0.41	13.5	B	T	0.41	13.5	B	T	0.49	22.3	C		
	WB	L	1.14	120+	F*	L	1.20+	120+	F*	L	0.99	85.5	F		
Linden Boulevard (Service Road)		T	1.10	83.5	F	T	1.11	84.2	F	T	1.06	61.8	E		
	EB	TR	0.41	14.2	B	TR	0.41	14.2	B	TR	0.49	23.6	C		
	WB	TR	1.02	63.5	E	TR	1.02	63.5	E	TR	1.03	61.5	E		
Loring Avenue	NB	LTR	0.85	87.2	F	LTR	0.85	87.2	F	-	-	-	-		
Overall Intersection	-	-	1.07	68.6	E	-	1.20+	87.4	F	-	0.92	48.3	D		
LINDEN BOULEVARD & ATKINS AVENUE															
Atkins Avenue	SB	LTR	0.68	51.3	D	LTR	0.70	52.5	D					- Mitigation not required.	
Linden Boulevard (Mainline)	EB	T	0.36	7.6	A	T	0.36	7.6	A						
	WB	L	0.35	10.7	B	L	0.36	11.1	B						
Linden Boulevard (Service Road)		T	0.63	10.6	B	T	0.63	10.6	B						
	EB	TR	0.30	7.6	A	TR	0.31	7.7	A						
	WB	T	0.42	8.7	A	T	0.43	8.8	A						
Overall Intersection	-	-	0.64	12.5	B	-	0.65	12.8	B						
LINDEN BOULEVARD & ELTON STREET															
Elton Street	NB	R	-	10.2	B	R	-	10.2	B						- Mitigation not required.
Overall Intersection	-	-	-	1.3	A	-	-	1.3	A						
LINDEN BOULEVARD & PENNSYLVANIA AVENUE															
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	- Partially Mitigated.  - Restripe the Pennsylvania Avenue NB approach as one 12.5 ft. exclusive left turn lane, two 11 ft. through lanes and one 10 ft. exclusive right turn lane.  - Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection.  - Shift the Pennsylvania Avenue SB approach centerline 3 ft. to the east tapered 150 ft. from intersection. Maintain the 9.5 ft. exclusive left turn lane, and restripe the other lanes to provide one 11 ft. through lane and one 12 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving side as two 11 ft. lanes.  - Reduce width of the Linden Boulevard EB service road approach median from 7 ft. to 5 ft. Maintain the 11.5 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes.  - Reduce width of the Linden Boulevard WB service road approach median from 7 ft. to 5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes.	
		T	0.88	47.6	D	T	0.94	53.7	D	T	0.94	53.7	D		
		R	0.25	32.2	C	R	0.26	32.2	C	R	0.27	32.6	C		
Linden Boulevard (Mainline)	SB	L	0.50	43.9	D	L	0.56	47.5	D	L	0.56	47.5	D		
		TR	0.96	57.8	E	TR	1.01	68.7	E	TR	0.96	57.0	E		
	EB	L	1.01	120+	F*	L	1.01	120+	F*	L	1.01	120+	F*		
		T	0.79	41.3	D	T	0.79	41.3	D	T	0.78	40.8	D		
Linden Boulevard (Service Road)	WB	L	1.04	120+	F*	L	1.04	120+	F*	L	1.04	120+	F*		
		T	1.12	102.0	F	T	1.13	107.5	F	T	1.11	99.6	F		
	EB	T	0.81	48.2	D	T	0.84	50.8	D	T	0.84	50.8	D		
		R	0.38	23.1	C	R	0.47	24.8	C	R	0.47	24.8	C		
	WB	TR	1.00	66.5	E	TR	1.02	70.2	E	TR	1.02	70.2	E		
Overall Intersection	-	-	1.12	73.4	E	-	1.19	86.4	F	-	1.15	78.9	E		



TABLE E-4  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY AM PEAK HOUR)

Intersection & Approach		Mvt.	2011 No Build Condition			LOS	2011 Build Condition			LOS	2011 Build with Mitigation			LOS	Mitigation Measures
			V/C	Delay			V/C	Delay			V/C	Delay			
Linden Boulevard & Rockaway Avenue															
Rockaway Avenue	NB	LT	1.10	113.2	F	LT	1.10	113.2	F	LT	1.06	100.1	F	- Shift the Rockaway Avenue SB approach centerline 2 ft. to the east tapered 60 ft. from intersection. Restripe the SB approach as one 12 ft. shared left-through lane and one 10 ft. exclusive right turn lane. Restripe the Rockaway Avenue NB receiving side as one 18 ft. lane with parking.	
		R	0.41	43.2	D	R	0.45	44.3	D	R	0.40	41.7	D		
Linden Boulevard (Mainline)	SB	LT	1.13	120+	F*	LT	1.18	120+	F*	LT	1.07	111.9	F	- Shift the Rockaway Avenue NB approach centerline 2 ft. to the west tapered 60 ft. from intersection. Restripe the NB approach as one 10 ft. shared left-through lane and one 12 ft. exclusive right turn lane. Restripe the Rockaway Avenue SB receiving side as one 18 ft. lane with parking.	
		R	0.49	50.4	D	R	0.49	50.4	D	R	0.47	48.4	D		
	EB	L	0.78	77.1	E	L	0.78	77.1	E	L	0.71	69.2	E		
		T	0.58	19.1	B	T	0.60	19.4	B	T	0.62	20.9	C		
Linden Boulevard (Service Road)	WB	L	1.14	120+	F*	L	1.19	120+	F*	L	1.11	120+	F*	- Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase; shift 1 s green time from EB/WB phase to EB-left/WB-left lag phase. [NB/SB green time shifts from 28 s to 29 s; EB/WB green time shifts from 65 s to 63 s; EB-left/WB-left green time shifts from 12 s to 13 s.]	
		T	0.93	31.5	C	T	0.97	36.1	D	T	1.00	43.8	D		
	EB	TR	0.63	21.7	C	TR	0.63	21.7	C	TR	0.66	23.5	C		
		WB	TR	0.48	18.4	B	TR	0.51	18.8	B	TR	0.52	20.2		C
Overall Intersection		-	1.01	42.5	D	-	1.05	45.9	D	-	1.03	45.4	D		
Linden Boulevard & Rockaway Parkway															
Rockaway Parkway	NB	LTR	1.13	116.0	F	LTR	1.13	116.0	F					- Mitigation not required. - SB left is not considered an impact because less than 5 vehicles were added to the movement.	
	SB	L	1.11	116.6	F	L	1.12	120+	F*						
		TR	0.78	47.7	D	TR	0.78	47.7	D						
Linden Boulevard (Mainline)	EB	L	1.11	120+	F*	L	1.11	120+	F*						
		T	0.37	16.1	B	T	0.39	16.4	B						
	WB	L	0.84	94.3	F	L	0.84	94.3	F						
		T	0.81	17.9	B	T	0.84	18.8	B						
Linden Boulevard (Service Road)	EB	TR	0.34	16.2	B	TR	0.34	16.2	B						
	WB	TR	0.85	24.4	C	TR	0.86	25.1	C						
Overall Intersection		-	0.96	46.9	D	-	0.97	47.1	D						
Linden Boulevard & Kings Highway & Remsen Avenue															
Kings Highway (Mainline)	NB	T	1.08	97.1	F	T	1.08	97.1	F	T	1.08	97.1	F	- Reduce width of the Kings Highway NB service road approach median from 7 ft. to 5 ft. Restripe the Kings Highway NB service road approach to provide one 10 ft. through lane, and maintain the existing 10 ft. shared through-right lane.	
	SB	T	1.09	98.7	F	T	1.09	98.7	F	T	1.09	98.7	F		
Kings Highway (Service Road)	NB	TR	1.04	85.2	F	TR	1.05	87.5	F	TR	1.01	76.0	E	- Reduce width of the Linden Boulevard EB approach median from 7 ft. to 2 ft. Restripe the Linden Boulevard EB approach as one 13 ft. through lane and one 14 ft. shared through-right lane.	
	SB	TR	0.68	48.7	D	TR	0.68	48.7	D	TR	0.68	48.7	D		
Remsen Avenue	EB	DefL	1.00	98.5	F	DefL	1.02	101.7	F	DefL	1.02	101.7	F	Restripe the Linden Boulevard WB receiving side as two 10 ft. lanes.	
		TR	1.07	99.2	F	TR	1.07	99.2	F	TR	1.07	99.2	F		
Linden Boulevard (Mainline)	WB	TR	1.10	107.6	F	TR	1.10	107.6	F	TR	1.10	107.6	F	- Shift the Linden Boulevard WB mainline approach median 2 ft. to the south, and reduce median width from 4 ft. to 2 ft. Restripe the Linden Boulevard WB mainline approach as one 12 ft. shared left-through lane and one 14 ft. through lane. Restripe the Linden Boulevard EB mainline receiving side as two 11 ft. lanes.	
	EB	TR	0.87	55.6	E	TR	0.92	60.5	E	TR	0.83	52.1	D		
	WB	LT	1.12	106.6	F	LT	1.19	120+	F*	LT	1.11	101.3	F		
		R	0.93	52.5	D	R	0.94	53.2	D	R	0.94	53.2	D		
Linden Boulevard (Service Road - Unsignalized)	WB	R	-	13.2	B	R	-	13.2	B	R	-	13.2	B	- EB Remsen Avenue left is not considered an impact because less than 5 vehicles were added to the movement.	
Overall Intersection		-	1.09	86.7	F	-	1.09	91.8	F	-	1.02	84.7	F		
PENNSYLVANIA AVENUE															
PENNSYLVANIA AVENUE & LIBERTY AVENUE															
Pennsylvania Avenue	NB	LTR	1.06	60.0	E	LTR	1.10	75.2	E	LTR	0.98	36.9	D	- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.	
	SB	L	0.04	8.6	A	L	0.05	8.7	A	LTR	0.55	13.4	B		
		TR	0.72	17.4	B	TR	0.75	18.3	B	-	-	-	-		
Liberty Avenue	EB	LTR	0.61	43.5	D	LTR	0.61	43.5	D	LTR	0.60	43.4	D	- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane.	
	WB	LTR	0.90	59.7	E	LTR	0.90	59.7	E	LTR	0.89	59.3	E	- Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane.	
Overall Intersection		-	1.01	45.3	D	-	1.04	52.9	D	-	0.95	32.8	C	- Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking.	
														- Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking.	

TABLE E-4  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY AM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
PENNSYLVANIA AVENUE & ATLANTIC AVENUE														
Pennsylvania Avenue	NB	L	1.11	114.4	F	L	1.20+	120+	F*	- Unmitigatable Impact.				
		TR	1.03	78.3	E	TR	1.06	87.1	F					
	SB	L	0.74	43.4	D	L	0.74	43.6	D					
		TR	1.09	99.0	F	TR	1.11	106.3	F					
Atlantic Avenue	EB	L	0.44	39.4	D	L	0.44	39.4	D					
		TR	0.84	29.1	C	TR	0.86	30.1	C					
	WB	TR	1.10	88.2	F	TR	1.10	88.2	F					
		Overall Intersection		-	0.98	72.0	E	-	1.05					

Notes

- (1): Control delay is measured in seconds per vehicle.  
(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.  
(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

Denotes a significant impact

TABLE E-5 GATEWAY ESTATES II FEIS 2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY MIDDAY PEAK HOUR)																	
INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			LOS	Mvt.	2011 Build Condition			LOS	Mvt.	2011 Build with Mitigation			LOS	Mitigation Measures
			V/C	Delay				V/C	Delay				V/C	Delay			
<b>ERSKINE STREET</b>																	
<b>ERSKINE STREET &amp; BELT PARKWAY EASTBOUND RAMPS</b>																	
Erskine Street	SB	L	0.34	17.0	B	L	0.50	19.0	B								- Mitigation not required.
Belt Parkway Eastbound On/Off Ramp	EB	L	0.60	22.2	C	L	0.82	31.2	C								
		LT	0.15	15.3	B	LT	0.20	15.8	B								
	<b>Overall Intersection</b>	<b>-</b>	<b>0.47</b>	<b>19.0</b>	<b>B</b>	<b>-</b>	<b>0.66</b>	<b>23.8</b>	<b>C</b>								
<b>ERSKINE STREET &amp; BELT PARKWAY WESTBOUND RAMPS</b>																	
Erskine Street	NB	T	0.35	17.1	B	T	0.48	18.7	B	T	0.49	19.5	B				- Modify signal timing: Shift 1 s green time from NB phase to WB phase. [NB green time shifts from 40 s to 39 s; WB green time shifts from 40 s to 41 s.]
Belt Parkway Westbound On/Off Ramp	WB	R	0.47	18.9	B	R	0.68	23	C	R	0.67	21.9	C				
	<b>Overall Intersection</b>	<b>-</b>	<b>0.41</b>	<b>18.0</b>	<b>B</b>	<b>-</b>	<b>0.58</b>	<b>21.0</b>	<b>C</b>	<b>-</b>	<b>0.58</b>	<b>20.8</b>	<b>C</b>				- [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>																	
Erskine Street	NB	L	0.48	25.6	C	L	0.63	28.0	C	L	0.66	28.5	C				- Shift the Erskine Street NB approach median 8 ft. to the east, and increase median width from 4 ft. to 6.5 ft. Restripe the Erskine Street NB approach as two 10 ft. exclusive left turn lanes and one 14 ft. shared through-right lane. Restripe the Erskine Street SB receiving side as three 10 ft. lanes.
		TR	0.35	8.2	A	TR	0.51	9.7	A	TR	0.88	20.4	C				
Gateway Drive	SB	L	0.36	35.9	D	L	0.36	35.9	D	L	0.36	35.9	D				- Restripe the Erskine Street SB approach as one 10 ft. exclusive left turn lane and one 12 ft. through lane, and maintain the existing 11.5 ft. through lane and 12.5 ft. shared through-right lane. Restripe the Erskine Street NB receiving side as one 14 ft. lane and two 10 ft. lanes.
		T	0.39	28.9	C	T	0.73	34.5	C	TR	0.51	29.9	C				
	EB	R	0.03	25.6	C	R	0.03	25.6	C	-	-	-	-				- [Measures reflect geometric improvements needed for the Saturday midday and PM peak period; otherwise mitigation is not needed.]
		L	0.08	26.3	C	L	0.09	26.4	C	L	0.11	26.7	C				
		T	0.07	25.9	C	T	0.07	25.9	C	T	0.07	25.9	C				
		R	0.54	10.7	B	R	0.66	12.9	B	R	0.66	12.9	B				
		L	0.64	40.4	D	L	0.64	40.4	D	L	0.64	40.4	D				
		TR	0.19	27.2	C	TR	0.19	27.2	C	TR	0.21	27.5	C				
	<b>Overall Intersection</b>	<b>-</b>	<b>0.48</b>	<b>19.2</b>	<b>B</b>	<b>-</b>	<b>0.64</b>	<b>21.3</b>	<b>C</b>	<b>-</b>	<b>0.82</b>	<b>24.0</b>	<b>C</b>				
<b>ERSKINE STREET &amp; GATEWAY PLAZA</b>																	
Erskine Street	NB	L	0.62	34.9	C	L	0.62	34.9	C	L	0.62	34.9	C				- Reduce width of the Erskine Street SB approach median from 20.5 ft. to 10 ft. Restripe the Erskine Street SB approach as two 11 ft. through lanes and one 12.5 ft. shared through-right lane.
		T	0.14	6.5	A	T	0.30	7.5	A	T	0.30	7.5	A				
Gateway Plaza	SB	TR	0.36	23.3	C	TR	0.64	28.0	C	TR	0.47	24.3	C				- Reduce width of the Erskine Street SB receiving median from 15 ft. to 8 ft. Restripe the Erskine Street SB receiving as three 10 ft. receiving lanes.
	EB	L	0.34	30.5	C	L	0.34	30.5	C	L	0.34	30.5	C				
			R	0.20	11.2	B	R	0.20	11.2	B	R	0.20	11.2	B			
	<b>Overall Intersection</b>	<b>-</b>	<b>0.43</b>	<b>21.0</b>	<b>C</b>	<b>-</b>	<b>0.55</b>	<b>21.0</b>	<b>C</b>	<b>-</b>	<b>0.48</b>	<b>19.6</b>	<b>B</b>				
<b>ERSKINE STREET &amp; PARKING LOT SE CORNER</b>																	
Erskine Street	NB	-	-	-	-	L	0.50	11.4	B								- Mitigation not required.
		-	-	-	-	T	0.27	8.4	A								
Parking Lot SE Corner	SB	-	-	-	-	TR	0.46	21.3	C								
	EB	-	-	-	-	L	0.13	24.8	C								
			-	-	-	-	R	0.26	13.7	B							
	<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.45</b>	<b>14.7</b>	<b>B</b>								
<b>ERSKINE STREET &amp; PARKING LOT NE CORNER</b>																	
						<b>(UNSIGNALIZED INTERSECTION)</b>											
Erskine Street	NB	-	-	-	-	L	-	8.9	A								- Mitigation not required.
Parking Lot NE Corner	EB	-	-	-	-	L	-	23.2	C								
		-	-	-	-	R	-	10.6	B								
	<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1.5</b>	<b>A</b>								

TABLE E-5  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		2011 No Build Condition				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
ERSKINE STREET & VANDALIA AVENUE		(UNSIGNALIZED INTERSECTION)												
Erskine Street	NB	L	-	7.7	A	L	0.10	17.3	B	- Mitigation not required.				
		-	-	-	-	T	0.43	20.8	C					
	SB	LTR	-	7.8	A	LTR	0.40	20.5	C					
Vandalia Avenue	EB	LT	-	12.9	B	LTR	0.13	25.5	C					
		TR	-	9.5	A	-	-	-	-					
	WB	LT	-	17.6	C	DefL	0.46	16.1	B					
Erskine Street (channelized stop)	NB	TR	-	9.8	A	TR	0.01	11.8	B					
		R	-	9.3	A	R	-	9.8	A					
	Overall Intersection	-	-	5.9	A	-	0.45	19.6	B					
ERSKINE STREET & EGAN STREET		(UNSIGNALIZED INTERSECTION)												
Erskine Street	NB	LT	-	7.6	A	LT	-	7.9	A	- Mitigation not required.				
		WB	LTR	-	11.6	B	LTR	-	13.5					
Overall Intersection	-	-	0.2	A	-	-	0.4	A						
GATEWAY DRIVE														
GATEWAY DRIVE & DRIVEWAY TO OLIVE GARDEN														
Driveway to Olive Garden	SB	L	0.51	20.1	C	L	0.51	20.1	C	- Mitigation not required.				
		R	0.15	15.3	B	R	0.15	15.3	B					
Gateway Drive	EB	L	0.29	10.3	B	L	0.29	10.3	B					
		T	0.20	8.0	A	T	0.28	8.4	A					
	WB	TR	0.48	10.3	B	TR	0.63	12.1	B					
Overall Intersection	-	0.49	12.0	B	-	0.58	12.5	B						
GATEWAY DRIVE & DRIVEWAY TO RED LOBSTER														
Driveway to Red Lobster	SB	L	0.21	15.3	B	L	0.21	15.3	B	- Mitigation not required.				
		R	0.09	14.2	B	R	0.09	14.2	B					
Gateway Drive	EB	L	0.10	7.3	A	L	0.13	7.5	A					
		T	0.14	7.3	A	T	0.22	7.7	A					
	WB	TR	0.19	7.5	A	TR	0.29	8.1	A					
Overall Intersection	-	0.20	9.0	A	-	0.26	8.9	A						
GATEWAY DRIVE & DRIVEWAY TO BOULDER CREEK														
Driveway to Boulder Creek	SB	L	0.26	16.4	B	L	0.26	16.4	B	- Mitigation not required.				
		R	0.27	16.7	B	R	0.27	16.7	B					
Gateway Drive	EB	LT	0.27	8.6	A	LT	0.40	9.6	A					
		WB	TR	0.12	7.6	A	TR	0.21	8.0					
Overall Intersection	-	0.27	11.2	B	-	0.35	10.9	B						
GATEWAY DRIVE & GATEWAY PLAZA														
Gateway Drive	NB	T	0.29	8.7	A	T	0.47	10.3	B	- Mitigation not required.				
		R	0.08	7.4	A	R	0.08	7.4	A					
	SB	L	0.94	44.0	D	L	0.94	43.5	D					
Gateway Plaza	WB	T	0.26	8.8	A	T	0.40	10.2	B					
		LR	0.67	24.8	C	LR	0.67	24.8	C					
Overall Intersection	-	0.84	23.7	C	-	0.84	21.6	C						
GATEWAY DRIVE & PARKING LOT SW CORNER														
Gateway Drive	NB	-	-	-	-	TR	0.58	23.5	C	- Mitigation not required.				
	SB	-	-	-	-	DefL	0.50	8.7	A					
Parking Lot SW Corner	WB	-	-	-	-	T	0.46	6.0	A					
		-	-	-	-	L	0.36	36.3	D					
		-	-	-	-	R	0.26	13.2	B					
Overall Intersection	-	-	-	-	-	0.73	15.5	B						

TABLE E-5 GATEWAY ESTATES II FEIS 2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY MIDDAY PEAK HOUR)																	
INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			LOS	Mvt.	2011 Build Condition			LOS	Mvt.	2011 Build with Mitigation			LOS	Mitigation Measures
			V/C	Delay				V/C	Delay				V/C	Delay			
GATEWAY DRIVE & PARKING LOT NW CORNER																	
Gateway Drive	NB	-	-	-	-		TR	0.56	19.5	B							- Mitigation not required.
	SB	-	-	-	-		LT	0.57	6.9	A							
Parking Lot NW Corner	WB	-	-	-	-		L	0.06	31.9	C							
		-	-	-	-		R	0.20	15.8	B							
Overall Intersection		-	-	-	-		-	0.58	13.1	B							
VANDALIA AVENUE																	
VANDALIA AVENUE & ELTON STREET																	
Elton Street	NB	LTR	-	6.8	A		LTR	-	7.5	A							- Mitigation not required.
	SB	LTR	-	6.9	A		LTR	-	7.5	A							
Vandalia Avenue	EB	LT	-	7.5	A		LT	-	8.0	A							
		TR	-	7.2	A		TR	-	7.4	A							
	WB	LT	-	7.4	A		LT	-	7.9	A							
		TR	-	7.0	A		TR	-	7.4	A							
Overall Intersection		-	-	7.1	A		-	-	7.6	A							
VANDALIA AVENUE & GATEWAY DRIVE																	
Gateway Drive	SB	LT	-	8.8	A		LT	-	10.9	B							- Mitigation not required.
	Vandalia Avenue	WB	L	-	17.9	C		-	-	-	-						
		R	-	10.4	B		R	-	13.3	B							
Overall Intersection		-	-	0.3	A		-	-	0.5	A							
							-										
FOUNTAIN AVENUE																	
FOUNTAIN AVENUE & VANDALIA AVENUE																	
Fountain Avenue	NB	LT	0.13	7.6	A		LT	0.13	7.6	A							- Mitigation not required.
	SB	TR	0.28	8.6	A		TR	0.36	9.1	A							
Vandalia Avenue	EB	L	0.22	15.9	B		L	0.33	17.3	B							
		LR	0.11	14.8	B		LR	0.14	15.1	B							
Overall Intersection		-	0.26	9.8	A		-	0.35	10.7	B							
FOUNTAIN AVENUE & EGAN STREET																	
Fountain Avenue	NB	LT	-	8.3	A		LT	-	8.7	A							- Mitigation not required.
Overall Intersection		-	-	0.1	A		-	-	0.1	A							
FOUNTAIN AVENUE & FLATLANDS AVENUE																	
Fountain Avenue	NB	LTR	0.71	36.0	D		LTR	0.87	48.5	D		LTR	0.72	32.5	C		- Restripe the Flatlands Avenue EB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 14 ft. shared through-right lane. - Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection. - Shift the Flatlands Avenue WB approach centerline 10 ft. to the south tapered 150 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 20.5 ft. shared through-right lane with parking. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 13 ft. lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 37 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 31 s of green time (each phase has 3 s amber and 2 s red).
	SB	LTR	0.80	42.4	D		LTR	1.02	76.7	E		LTR	0.84	40.5	D		
Flatlands Avenue	EB	DefL	0.52	24.9	C		DefL	0.68	34.1	C		L	0.63	30.5	C		
		TR	0.16	13.7	B		TR	0.16	13.7	B		TR	0.25	23.7	C		
	WB	DefL	0.52	21.1	C		DefL	0.52	21.1	C		L	0.41	17.8	B		
		TR	0.28	12.2	B		TR	0.28	12.3	B		TR	0.22	21.6	C		
Overall Intersection		-	0.63	28.6	C		-	0.81	44.3	D		-	0.67	31.1	C		
FOUNTAIN AVENUE & OLD MILL ROAD																	
Fountain Avenue	SB	LT	-	8.1	A		LT	-	8.5	A							- Mitigation not required.
	Old Mill Road	WB	LR	-	11.5	B		LR	-	13.0	B						
Overall Intersection		-	-	0.1	A		-	-	0.1	A							

TABLE E-5  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		2011 No Build Condition				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures	
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
FOUNTAIN AVENUE & COZINE AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.	
Fountain Avenue	NB	LT	-	10.7	B	LT	-	12.5	B						
		TR	-	10.8	B	TR	-	12.7	B						
Cozine Avenue	SB	LT	-	10.8	B	LT	-	12.7	B						
		TR	-	10.6	B	TR	-	12.3	B						
	EB	LTR	-	10.5	B	LTR	-	11.2	B						
		WB	LTR	-	9.8	A	LTR	-	10.4	B					
Overall Intersection		-	-	10.7	B	-	-	12.3	B						
FOUNTAIN AVENUE & WORTMAN AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.	
Fountain Avenue	NB	LT	-	8.7	A	LT	-	9.2	A						
		SB	LT	-	8.2	A	LT	-	8.5	A					
Wortman Avenue	EB	LT	-	23.1	C	LT	-	34.3	D						
		TR	-	15.6	C	TR	-	19.7	C						
	WB	LTR	-	19.0	C	LTR	-	26.5	D						
Overall Intersection		-	-	2.9	A	-	-	3.3	A						
FOUNTAIN AVENUE & STANLEY AVENUE															- Mitigation not required. - [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
Fountain Avenue	NB	LTR	0.39	12.4	B	LTR	0.50	13.7	B	LTR	0.50	13.7	B		
		SB	LTR	0.30	11.3	B	LTR	0.38	12.0	B	LTR	0.37	11.9	B	
Stanley Avenue	EB	LTR	0.22	11.2	B	LTR	0.23	11.4	B	LTR	0.23	11.4	B		
		WB	DefL	0.16	10.7	B	DefL	0.16	10.8	B	DefL	0.20	11.1	B	
	TR	0.10	10.2	B	TR	0.10	10.2	B	TR	0.18	10.9	B			
Overall Intersection		-	0.30	11.6	B	-	0.36	12.5	B	-	0.36	12.5	B		
FOUNTAIN AVENUE & LIBERTY AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				- Remove parking on the east side of the Fountain Avenue SB approach 120 ft. from intersection. - Restripe the Fountain Avenue SB approach as one 12 ft. exclusive left turn lane and one 18 ft. shared through-right lane with parking. - [Measures reflect geometric improvements needed for the weekday PM, Saturday midday & PM peak periods; otherwise mitigation is not needed.]	
Fountain Avenue	SB	LTR	-	18.2	C	LTR	-	19.6	C	L	-	14.2	B		
		-	-	-	-	-	-	-	-	TR	-	18.5	C		
Liberty Avenue	WB	LT	-	8.1	A	LT	-	8.2	A	LT	-	8.2	A		
Overall Intersection		-	-	4.2	A	-	-	4.6	A	-	-	4.2	A		
FOUNTAIN AVENUE & ATLANTIC AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.	
Atlantic Avenue	EB	TR	FREEFLOW			A	TR	FREEFLOW			A				
Overall Intersection		-	FREEFLOW			A	-	FREEFLOW			A				
<b><u>FLATLANDS AVENUE</u></b>															
FLATLANDS AVENUE & ATKINS AVENUE		(UNSIGNALIZED INTERSECTION)												- Mitigation not required.	
Atkins Avenue	NB	LTR	-	27.3	D	LTR	0.25	17.5	B						
		SB	LTR	-	20.7	C	LTR	0.26	18.0	B					
Flatlands Avenue	EB	L	-	9.4	A	L	0.08	13.7	B						
		-	-	-	-	TR	0.40	16.3	B						
	WB	L	-	8.7	A	L	0.05	13.3	B						
		-	-	-	-	TR	0.30	15.3	B						
Overall Intersection		-	-	3.8	A	-	0.33	16.2	B						
FLATLANDS AVENUE & ESSEX STREET		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.	
Essex Street	SB	LTR	-	14.3	B	LTR	-	15.3	C						
Flatlands Avenue	EB	L	-	9.1	A	L	-	9.2	A						
	WB	L	-	8.7	A	L	-	8.7	A						
Overall Intersection		-	-	0.7	A	-	-	0.8	A						

TABLE E-5  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		<u>2011 No Build Condition</u>				<u>2011 Build Condition</u>				<u>2011 Build with Mitigation</u>				<u>Mitigation Measures</u>
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
FLATLANDS AVENUE & LINWOOD STREET		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Linwood Street	NB	LTR	-	17.8	C	LTR	-	20.6	C					
	SB	LR	-	15.4	C	LR	-	15.6	C					
Flatlands Avenue	EB	LT	-	9.2	A	LT	-	9.2	A					
Overall Intersection		-	-	0.9	A	-	-	0.9	A					
FLATLANDS AVENUE & ELTON STREET		(UNSIGNALIZED INTERSECTION)												- Mitigation not required.
Elton Street	NB	LTR	-	24.9	C	LTR	0.12	16.3	B					
	SB	LTR	-	16.7	C	LTR	0.13	16.4	B					
Flatlands Avenue	EB	L	-	9.1	A	L	0.26	16.0	B					
		-	-	-	-	TR	0.50	17.7	B					
	WB	L	-	8.6	A	L	0.02	13.0	B					
		-	-	-	-	TR	0.46	17.0	B					
Overall Intersection		-	-	1.5	A	-	0.32	17.2	B					
FLATLANDS AVENUE & JEROME STREET														- Mitigation not required.
Jerome Street	NB	L	0.47	19.1	B	L	0.69	23.9	C					
		TR	0.14	16.2	B	TR	0.15	17.0	B					
Flatlands Avenue	SB	LTR	0.29	32.7	C	-	-	-	-					
	EB	L	0.24	15.6	B	L	0.30	15.9	B					
		TR	0.79	23.5	C	T	0.42	16.0	B					
		-	-	-	-	R	0.66	1.4	A					
	WB	L	0.27	17.8	B	L	0.12	13.5	B					
		TR	0.43	16.7	B	TR	0.44	16.3	B					
Overall Intersection		-	0.69	20.7	C	-	0.66	13.8	B					
FLATLANDS AVENUE & SCHENCK AVENUE														- Mitigation not required.
Schenck Avenue	SB	LR	0.83	40.3	D	L	0.67	31.2	C					
		-	-	-	-	LR	0.64	31.2	C					
Flatlands Avenue	EB	L	0.28	15.7	B	-	-	-	-					
		T	0.56	15.1	B	T	0.60	15.4	B					
	WB	TR	0.76	18.4	B	T	0.82	20.3	C					
		-	-	-	-	R	0.20	0.2	A					
Overall Intersection		-	0.79	21.5	C	-	0.76	18.9	B					
FLATLANDS AVENUE & VAN SICLEN AVENUE														- Remove parking on the east side of the Van Siclen Avenue NB approach 220 ft. from intersection. - Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one 10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB receiving side as one 24 ft. lane with parking. - Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving side as one 20 ft. lane. - Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection. Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide one 13 ft. through lane, one 12 ft. through lane and one 10 ft. exclusive right turn lane. - Remove parking on the north side of the Flatlands Avenue WB approach 190 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 10 ft. exclusive left turn lane, one 12 ft. through lane, one 11 ft. through lane and one 10 ft. exclusive right turn lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 27 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 41 s of green time (each phase has 3 s amber and 2 s red).
Van Siclen Avenue	NB	LTR	0.50	26.0	C	LTR	0.53	26.8	C	L	0.12	24.1	C	
		-	-	-	-	-	-	-	-	T	0.27	25.0	C	
		-	-	-	-	-	-	-	-	R	0.35	26.9	C	
	SB	LTR	0.84	36.3	D	LTR	1.07	83.3	F	L	0.42	27.3	C	
		-	-	-	-	-	-	-	-	TR	0.82	39.7	D	
	EB	L	0.22	12.8	B	L	0.51	25.7	C	L	0.31	15.2	B	
		TR	0.47	13.8	B	TR	0.67	17.2	B	T	0.69	22.2	C	
		-	-	-	-	-	-	-	-	R	0.09	14.3	B	
	WB	L	0.58	17.5	B	L	1.03	86.2	F	L	0.72	27.7	C	
		TR	0.54	10.7	B	TR	0.77	14.7	B	T	0.79	21.5	C	
		-	-	-	-	-	-	-	-	R	0.18	12.7	B	
Overall Intersection		-	0.68	17.9	B	-	1.05	31.0	C	-	0.82	24.1	C	

TABLE E-5  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures		
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS			
FLATLANDS AVENUE & PENNSYLVANIA AVENUE																
Pennsylvania Avenue	NB	L	0.58	39.7	D	L	0.58	39.7	D	L	0.62	44.6	D	<div>- <b>Partially Mitigated.</b></div> <div>- Restripe the Pennsylvania Avenue SB approach as one 13 ft. exclusive left turn lane, two 10 ft. through lanes and one 10 ft. shared through-right lane.</div> <div>- Modify signal timing: shift 4 s green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 45 s to 41 s; NB-left/EB-right/SB-left/WB-right lag green time remains at 11 s; EB/WB green time shifts from 35 s to 39 s; EB-left/WB-left lag green time remains at 9 s.]</div>		
		TR	0.54	30.2	C	TR	0.54	30.3	C	TR	0.60	33.9	C			
Flatlands Avenue	SB	L	0.78	47.8	D	L	1.20+	120+	F*	L	1.20+	120+	F*			
		TR	0.54	30.3	C	TR	0.54	30.3	C	TR	0.63	34.5	C			
	EB	L	0.87	64.6	E	L	0.98	87.7	F	L	0.89	67.5	E			
		T	0.63	39.1	D	T	0.76	42.7	D	T	0.68	37.6	D			
	WB	R	0.39	25.2	C	R	0.39	25.2	C	R	0.36	22.3	C			
		L	0.36	35.8	D	L	0.44	42.1	D	L	0.41	37.1	D			
		T	0.75	42.8	D	T	0.88	49.7	D	T	0.79	41.4	D			
		R	0.34	24.5	C	R	0.85	42.3	D	R	0.78	34.9	C			
Overall Intersection		-	0.92	36.6	D	-	1.14	70.0	E	-	1.09	62.3	E			
FLATLANDS AVENUE & ROCKAWAY PARKWAY																
Rockaway Parkway	NB	L	0.46	22.4	C	L	0.46	22.5	C	L	0.52	27.9	C	<div>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</div> <div>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</div> <div>- Modify signal phasing plan: Remove the NB lead phase; maintain the existing 120 s cycle with the following signal timing: NB/SB = 54 s of green time, EB/WB = 56 s of green time (each phase has 3 s amber and 2 s red).</div> <div>- [Measures reflect geometric improvements needed for the weekday PM, Saturday midday &amp; Saturday PM peak periods; otherwise mitigation is not needed.]</div>		
		TR	0.49	21.4	C	TR	0.52	22.0	C	TR	0.57	26.9	C			
Flatlands Avenue	SB	LTR	0.83	45.1	D	LTR	0.86	47.7	D	LTR	0.36	22.3	C			
		L	0.35	28.0	C	L	0.40	30.4	C	L	0.32	23.7	C			
	EB	TR	0.77	33.8	C	TR	0.84	37.0	D	TR	0.75	29.1	C			
		L	0.26	26.4	C	L	0.40	32.1	C	L	0.32	24.3	C			
	WB	TR	0.70	31.6	C	TR	0.78	34.4	C	TR	0.70	27.7	C			
		Overall Intersection		-	0.82	32.4	C	-	0.87	34.8	C	-	0.66		27.1	C
FLATLANDS AVENUE & REMSEN AVENUE																
Remsen Avenue	NB	L	0.34	18.9	B	L	0.34	18.9	B	L	0.34	18.7	B		<div>- Shift the Remsen Avenue SB approach centerline 1 ft. to the east tapered 150 ft. from intersection. Restripe the Remsen Avenue SB approach to provide one 11 ft. left turn lane, and maintain the existing 10 ft. through lane and 17 ft. shared through-right lane with parking. Shift the SB approach stop bar 10 ft. to the north. Restripe the Remsen Avenue NB receiving side to provide one 12 ft. lane and one 14 ft lane.</div> <div>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue EB approach centerline 2 ft. to the north. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue WB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue WB approach centerline 2 ft. to the south. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</div> <div>- Modify signal timing: NB/SB green time shifts from 39.6 s to 40 s; EB/WB green time shifts from 39.6 s to 40 s (each phase has 3 s amber and 2 s red).</div> <div>- [Measures reflect geometric improvements needed for the weekday AM, PM, Saturday midday and Saturday PM peak periods; otherwise mitigation is not needed.]</div>	
		TR	0.45	18.4	B	TR	0.47	18.7	B	TR	0.46	18.4	B			
Flatlands Avenue	SB	L	0.49	22.3	C	L	0.56	24.3	C	L	0.53	23.2	C			
		TR	0.41	18.0	B	TR	0.41	18.0	B	TR	0.41	17.7	B			
	EB	L	0.37	21.3	C	L	0.40	22.9	C	L	0.33	19.7	B			
		TR	0.79	25.8	C	TR	0.85	28.3	C	T	0.66	21.6	C			
	WB	-	-	-	-	-	-	-	-	R	0.23	16.4	B			
		L	0.27	18.8	B	L	0.41	23.2	C	L	0.35	20.4	C			
		TR	0.74	24.0	C	TR	0.80	26.0	C	T	0.56	19.7	B			
		-	-	-	-	-	-	-	-	R	0.38	19.0	B			
Overall Intersection		-	0.64	22.2	C	-	0.70	23.8	C	-	0.60	19.7	B			
LINDEN BOULEVARD																
LINDEN BOULEVARD & 79TH STREET																
79th Street	NB	L	0.25	26.8	C	L	0.26	27.0	C							- Mitigation not required.
		R	0.14	25.3	C	R	0.14	25.3	C							
Linden Boulevard (Mainline)	EB	T	0.44	17.0	B	T	0.46	17.3	B							
		WB	T	0.65	21.7	C	T	0.68	22.4	C						
Linden Boulevard (Service Road)	EB	T	0.19	14.3	B	T	0.19	14.3	B							
		WB	T	0.19	14.5	B	T	0.19	14.5	B						
Overall Intersection		-	0.48	19.3	B	-	0.51	19.7	B							



TABLE E-5  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
LINDEN BOULEVARD & EUCLID AVENUE														
Euclid Avenue	NB	LTR	0.36	38.3	D	LTR	0.36	38.3	D	LTR	0.56	37.4	D	- Modify signal timing: shift 4 s green time from EB lead phase to NB/SB phase; shift 9 s green time from EB/WB phase to NB/SB phase. [NB/SB green time shifts from 34 s to 47 s; EB green time shifts from 11 s to 7 s; EB/WB green time shifts from 59 s to 50 s.]  - [Mitigation required due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
	SB	LTR	0.68	43.5	D	LTR	0.68	43.5	D	LTR	0.49	29.2	C	
Linden Boulevard (Mainline)	EB	L	0.18	9.9	A	L	0.19	10.0	B	L	0.28	17.8	B	
		T	0.41	11.6	B	T	0.43	11.9	B	T	0.52	19.7	B	
	WB	L	0.18	7.4	A	L	0.19	7.6	A	L	0.23	14.0	B	
		T	0.56	8.3	A	T	0.60	8.6	A	T	0.70	16.7	B	
Linden Boulevard (Service Road)	EB	TR	0.31	11.2	B	TR	0.31	11.2	B	TR	0.38	18.6	B	
	WB	T	0.45	8.3	A	T	0.45	8.3	A	T	0.54	15.7	B	
	WB	R	-	9.6	A	R	-	9.6	A	R	-	9.6	A	
Overall Intersection		-	0.59	14.7	B	-	0.61	14.8	B	-	0.64	19.8	B	
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE														
Fountain Avenue	NB	LTR	1.05	93.5	F	LTR	1.20+	120+	F*	LTR	0.81	37.8	D	- Convert Loring Avenue to one-way SB. (This measure was proposed as a mitigation measure in the 1996 Plan, and is necessary to mitigate the significant impacts of the Modified Plan.)  - Restripe the Loring Avenue SB receiving as one 12 ft. and one 20 ft. lane with parking.  - Modify signal phasing plan: Eliminate the Loring Avenue NB phase; replace the EB lead phase with a new lead phase for the EB and WB left turns; maintain the existing 120 s cycle with the following signal timing: NB/SB = 47 s of green time, EB-left/WB-left = 9 s of green time, and EB/WB = 48 s of green time (each phase has 3 s amber and 3 s or 2 s red).
	SB	DefL	0.65	53.9	D	DefL	0.64	53.6	D	DefL	0.35	27.7	C	
		TR	0.79	57.9	E	TR	1.00	89.0	F	TR	0.55	31.0	C	
	EB	L	0.41	20.3	C	L	0.42	20.4	C	L	0.42	20.7	C	
Linden Boulevard (Mainline)		T	0.43	13.8	B	T	0.44	13.8	B	T	0.57	25.9	C	
	WB	L	0.59	33.2	C	L	0.95	71.0	E	L	0.67	25.2	C	
		T	0.64	27.0	C	T	0.65	27.1	C	T	0.66	27.3	C	
	EB	TR	0.33	13.2	B	TR	0.33	13.2	B	TR	0.42	24.6	C	
Linden Boulevard (Service Road)	WB	TR	0.53	26.2	C	TR	0.53	26.2	C	TR	0.55	26.6	C	
	NB	LTR	0.65	65.8	E	LTR	0.65	65.8	E	-	-	-	-	
Overall Intersection		-	0.77	36.0	D	-	1.00	64.6	E	-	0.75	28.7	C	
LINDEN BOULEVARD & ATKINS AVENUE														
Atkins Avenue	SB	LTR	0.17	25.5	C	LTR	0.22	26.1	C					- Mitigation not required.
Linden Boulevard (Mainline)	EB	T	0.46	18.0	B	T	0.46	18.0	B					
	WB	L	0.47	30.7	C	L	0.58	38.1	D					
		T	0.45	17.9	B	T	0.45	17.9	B					
	EB	TR	0.35	17.3	B	TR	0.38	17.9	B					
Linden Boulevard (Service Road)	WB	T	0.30	16.5	B	T	0.30	16.5	B					
Overall Intersection		-	0.35	18.5	B	-	0.43	18.9	B					
LINDEN BOULEVARD & ELTON STREET														
		(UNSIGNALIZED INTERSECTION)			(UNSIGNALIZED INTERSECTION)									- Mitigation not required.
Elton Street	NB	R	-	10.2	B	R	-	10.2	B					
Overall Intersection		-	-	1.1	A	-	-	1.1	A					
LINDEN BOULEVARD & PENNSYLVANIA AVENUE														
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	- Unmitigatable Impact.  - Restripe the Pennsylvania Avenue NB approach as one 12.5 ft. exclusive left turn lane, two 11 ft. through lanes and one 10 ft. exclusive right turn lane.  - Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection.  - Shift the Pennsylvania Avenue SB approach centerline 3 ft. to the east tapered 150 ft. from intersection. Maintain the 9.5 ft. exclusive left turn lane, and restripe the other lanes to provide one 11 ft. through lane and one 12 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving side as two 11 ft. lanes.  - Reduce width of the Linden Boulevard EB service road approach median from 7 ft. to 5 ft. Maintain the 11.5 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes.  - Reduce width of the Linden Boulevard WB service road approach median from 7 ft. to 5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes.  - [Measures reflect geometric improvements needed for the weekday AM & PM peak periods.]
		T	0.69	39.2	D	T	0.78	42.1	D	T	0.78	42.1	D	
		R	0.26	32.3	C	R	0.26	32.3	C	R	0.28	32.6	C	
	SB	L	0.42	35.3	D	L	0.53	41.9	D	L	0.53	41.9	D	
Linden Boulevard (Mainline)		TR	1.14	112.4	F	TR	1.20+	120+	F*	TR	1.19	120+	F*	
	EB	L	1.11	120+	F*	L	1.11	120+	F*	L	1.11	120+	F*	
		T	0.88	44.8	D	T	0.89	45.1	D	T	0.87	44.1	D	
	WB	L	1.02	120+	F*	L	1.02	120+	F*	L	1.02	120+	F*	
Linden Boulevard (Service Road)		T	0.87	44.2	D	T	0.90	46.4	D	T	0.89	45.2	D	
	EB	T	0.61	38.3	D	T	0.69	41.0	D	T	0.69	41.0	D	
		R	0.47	20.9	C	R	0.66	25.1	C	R	0.66	25.1	C	
	WB	TR	0.41	33.2	C	TR	0.44	33.6	C	TR	0.44	33.6	C	
Overall Intersection		-	1.08	65.1	E	-	1.20	87.7	F	-	1.14	79.0	E	

TABLE E-5 GATEWAY ESTATES II FEIS 2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY MIDDAY PEAK HOUR)																		
INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			LOS	Mvt.	2011 Build Condition			LOS	Mvt.	2011 Build with Mitigation			LOS	Mitigation Measures	
			V/C	Delay				V/C	Delay				V/C	Delay				
LINDEN BOULEVARD & ROCKAWAY AVENUE																		
Rockaway Avenue	NB	LT	1.11	118.9	F	LT	1.11	118.9	F	LT	1.04	96.1	F	- <b>Partially Mitigated.</b> - Shift the Rockaway Avenue SB approach centerline 2 ft. to the east tapered 60 ft. from intersection. Restripe the SB approach as one 12 ft. shared left-through lane and one 10 ft. exclusive right turn lane. Restripe the Rockaway Avenue NB receiving side as one 18 ft. lane with parking. - Shift the Rockaway Avenue NB approach centerline 2 ft. to the west tapered 60 ft. from intersection. Restripe the NB approach as one 10 ft. shared left-through lane and one 12 ft. exclusive right turn lane. Restripe the Rockaway Avenue SB receiving side as one 18 ft. lane with parking. - Modify signal timing: shift 2 s green time from EB/WB phase to NB/SB phase; shift 2 s green time from EB/WB phase to EB-left/WB-left lag phase. [NB/SB green time shifts from 32 s to 34 s; EB/WB green time shifts from 61 s to 57 s; EB-left/WB-left green time shifts from 12 s to 14 s.]				
		R	0.57	44.9	D	R	0.65	48.8	D	R	0.56	42.4	D					
Linden Boulevard (Mainline)	SB	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.20+	120+	F*					
		R	1.11	120+	F*	R	1.11	120+	F*	R	1.04	108.6	F					
Linden Boulevard (Service Road)	EB	L	0.60	65.2	E	L	0.60	65.2	E	L	0.51	58.2	E					
		T	0.61	21.9	C	T	0.65	22.8	C	T	0.70	26.2	C					
	WB	L	1.14	120+	F*	L	1.20+	120+	F*	L	1.08	120+	F*					
		T	0.50	20.1	C	T	0.55	20.8	C	T	0.58	23.8	C					
	EB	TR	0.54	21.8	C	TR	0.54	21.8	C	TR	0.58	25.1	C					
		WB	TR	0.32	18.0	B	TR	0.36	18.5	B	TR	0.38	21.2		C			
Overall Intersection		-	0.94	60.9	E	-	1.15	84.7	F	-	1.07	68.0	E					
LINDEN BOULEVARD & ROCKAWAY PARKWAY																		
Rockaway Parkway	NB	LTR	0.59	39.4	D	LTR	0.59	39.4	D	LTR	0.56	37.3	D	- Modify signal timing: shift 2 s green time from EB/WB phase to NB/SB phase. [NB/SB green time shifts from 34 s to 36 s; EB/WB green time shifts from 61 s to 59 s; EB-left/WB-left lag green time remains at 9 s.]				
	SB	L	1.11	117.8	F	L	1.15	120+	F*	L	1.09	108.5	F					
		TR	0.47	37.0	D	TR	0.47	37.0	D	TR	0.45	35.1	D					
Linden Boulevard (Mainline)	EB	L	0.65	72.3	E	L	0.65	72.3	E	L	0.65	72.3	E					
		T	0.50	20.0	C	T	0.54	20.8	C	T	0.56	22.2	C					
	WB	L	0.56	67.0	E	L	0.56	67.0	E	L	0.56	67.0	E					
		T	0.50	20.1	C	T	0.54	20.7	C	T	0.56	22.2	C					
Linden Boulevard (Service Road)	EB	TR	0.21	16.7	B	TR	0.21	16.7	B	TR	0.22	17.8	B					
	WB	TR	0.48	20.8	C	TR	0.50	21.1	C	TR	0.52	22.6	C					
Overall Intersection		-	0.72	34.9	C	-	0.77	36.2	D	-	0.77	34.6	C					
LINDEN BOULEVARD & KINGS HIGHWAY & REMSEN AVENUE																		
Kings Highway (Mainline)	NB	T	0.94	62.5	E	T	0.94	62.5	E	T	0.94	62.5	E	- Reduce width of the Kings Highway NB service road approach median from 7 ft. to 5 ft. Restripe the Kings Highway NB service road approach to provide one 10 ft. through lane, and maintain the existing 10 ft. shared through-right lane. - Reduce width of the Linden Boulevard EB approach median from 7 ft. to 2 ft. Restripe the Linden Boulevard EB approach as one 13 ft. through lane and one 14 ft. shared through-right lane. Restripe the Linden Boulevard WB receiving side as two 10 ft. lanes. - Shift the Linden Boulevard WB mainline approach median 2 ft. to the south, and reduce median width from 4 ft. to 2 ft. Restripe the Linden Boulevard WB mainline approach as one 12 ft. shared left-through lane and one 14 ft. through lane. Restripe the Linden Boulevard EB mainline receiving side as two 11 ft. lanes.				
	SB	T	0.84	52.1	D	T	0.84	52.1	D	T	0.84	52.1	D					
Kings Highway (Service Road)	NB	TR	0.65	46.1	D	TR	0.68	46.9	D	TR	0.66	46.1	D					
	SB	TR	0.36	40.8	D	TR	0.36	40.8	D	TR	0.36	40.8	D					
Remsen Avenue	EB	DefL	1.01	99.0	F	DefL	1.02	101.1	F	DefL	1.02	101.1	F					
		TR	1.01	82.4	F	TR	1.01	82.4	F	TR	1.01	82.4	F					
	WB	TR	1.06	96.7	F	TR	1.06	96.7	F	TR	1.06	96.7	F					
Linden Boulevard (Mainline)	EB	TR	1.00	74.7	E	TR	1.09	104.0	F	TR	0.99	71.1	E					
	WB	LT	1.12	105.0	F	LT	1.19	120+	F*	LT	1.11	100.4	F					
		R	0.42	32.2	C	R	0.42	32.2	C	R	0.42	32.2	C					
Linden Boulevard (Service Road - Unsignalized)	WB	R	-	9.8	A	R	-	9.8	A	R	-	9.8	A					
Overall Intersection		-	1.05	75.3	E	-	1.14	85.4	F	-	1.05	74.2	E					
PENNSYLVANIA AVENUE																		
PENNSYLVANIA AVENUE & LIBERTY AVENUE																		
Pennsylvania Avenue	NB	LTR	0.86	22.4	C	LTR	0.94	29.8	C	LTR	0.81	19.8	B	- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection. - Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane. - Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane. - Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking. - Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking.				
	SB	L	0.18	5.9	A	L	0.21	6.4	A	LTR	0.62	7.9	A					
Liberty Avenue		TR	0.97	29.8	C	TR	1.05	52.4	D	-	-	-	-					
Liberty Avenue	EB	LTR	0.70	48.8	D	LTR	0.70	48.8	D	LTR	0.70	48.4	D					
	WB	LTR	0.76	46.5	D	LTR	0.76	46.5	D	LTR	0.76	46.5	D					
Overall Intersection		-	0.90	29.8	C	-	0.96	40.1	D	-	0.80	21.6	C					

TABLE E-5  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		<u>2011 No Build Condition</u>				<u>2011 Build Condition</u>				<u>2011 Build with Mitigation</u>				<u>Mitigation Measures</u>
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
PENNSYLVANIA AVENUE & ATLANTIC AVENUE														
Pennsylvania Avenue	NB	L	1.03	95.2	F	L	1.20+	120+	F*	- Unmitigatable Impact.				
		TR	0.93	48.2	D	TR	0.97	54.2	D					
Atlantic Avenue	SB	L	0.71	36.3	D	L	0.74	39.6	D					
		TR	0.66	34.1	C	TR	0.69	34.9	C					
	EB	L	0.37	36.0	D	L	0.37	36.0	D					
		TR	0.95	44.5	D	TR	1.00	54.1	D					
	WB	TR	0.84	41.0	D	TR	0.84	41.0	D					
Overall Intersection		-	0.99	44.9	D	-	1.17	53.9	D					

Notes

(1): Control delay is measured in seconds per vehicle.

(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

Denotes a significant impact

TABLE E-6 GATEWAY ESTATES II FEIS 2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)																
INTERSECTION & APPROACH		Mvt.	2011 No Build Condition				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures	
			V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
ERSKINE STREET																
ERSKINE STREET & BELT PARKWAY EASTBOUND RAMPS																
Erskine Street	SB	L	0.49	18.8	B		L	0.65	21.6	C					- Mitigation not required.	
Belt Parkway Eastbound On/Off Ramp	EB	L	0.43	18.8	B		L	0.66	23.9	C						
		LT	0.24	16.2	B		LT	0.32	17.2	B						
	Overall Intersection	-	0.46	18.4	B		-	0.66	21.7	C						
ERSKINE STREET & BELT PARKWAY WESTBOUND RAMPS																
Erskine Street	NB	T	0.28	16.3	B		T	0.44	18.1	B	T	0.45	18.9	B	- Modify signal timing: Shift 1 s green time from NB phase to WB phase. [NB green time shifts from 40 s to 39 s; WB green time shifts from 40 s to 41 s.]	
Belt Parkway Westbound On/Off Ramp	WB	R	0.47	18.8	B		R	0.70	23.4	C	R	0.68	22.2	C		
	Overall Intersection	-	0.37	17.7	B		-	0.57	21.0	C	-	0.57	20.7	C		- [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]
ERSKINE STREET & GATEWAY DRIVE																
Erskine Street	NB	L	0.45	25.2	C		L	0.60	27.4	C	L	0.62	27.8	C	- Shift the Erskine Street NB approach median 8 ft. to the east, and increase median width from 4 ft. to 6.5 ft. Restripe the Erskine Street NB approach as two 10 ft. exclusive left turn lanes and one 14 ft. shared through-right lane. Restripe the Erskine Street SB receiving side as three 10 ft. lanes. - Restripe the Erskine Street SB approach as one 10 ft. exclusive left turn lane and one 12 ft. through lane, and maintain the existing 11.5 ft. through lane and 12.5 ft. shared through-right lane. Restripe the Erskine Street NB receiving side as one 14 ft. lane and two 10 ft. lanes. - [Measures reflect geometric improvements needed for the Saturday midday and PM peak period; otherwise mitigation is not needed.]	
		TR	0.27	7.6	A		TR	0.45	9.0	A	TR	0.77	15.1	B		
	SB	L	0.04	25.8	C		L	0.09	27.0	C	L	0.10	27.6	C		
		T	0.52	30.5	C		T	0.92	44.9	D	TR	0.63	31.6	C		
	Gateway Drive	R	0.02	25.5	C		R	0.02	25.5	C	-	-	-	-		
		EB	L	0.06	26.0	C		L	0.07	26.1	C	L	0.08	26.4		C
			T	0.03	25.6	C		T	0.03	25.6	C	T	0.03	25.6		C
		R	0.53	10.6	B		R	0.65	12.6	B	R	0.65	12.6	B		
		WB	L	0.91	59.6	E		L	0.91	59.6	E	L	0.91	59.6		E
			TR	0.17	27.1	C		TR	0.18	27.2	C	TR	0.20	27.5		C
	Overall Intersection	-	0.61	24.3	C		-	0.79	27.1	C	-	0.81	25.8	C		
ERSKINE STREET & GATEWAY PLAZA																
Erskine Street	NB	L	0.42	30.9	C		L	0.42	30.9	C	L	0.42	30.9	C	- Reduce width of the Erskine Street SB approach median from 20.5 ft. to 10 ft. Restripe the Erskine Street SB approach as two 11 ft. through lanes and one 12.5 ft. shared through-right lane. - Reduce width of the Erskine Street SB receiving median from 15 ft. to 8 ft. Restripe the Erskine Street SB receiving as three 10 ft. receiving lanes. - [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]	
		T	0.19	6.8	A		T	0.39	8.1	A	T	0.39	8.1	A		
	SB	TR	0.43	24.2	C		TR	0.80	32.8	C	TR	0.58	25.9	C		
		EB	L	0.41	31.7	C		L	0.41	31.7	C	L	0.41	31.7		C
	Gateway Plaza	R	0.21	11.3	B		R	0.21	11.3	B	R	0.21	11.3	B		
	Overall Intersection	-	0.42	19.5	B		-	0.58	22.1	C	-	0.48	19.3	B		
ERSKINE STREET & PARKING LOT SE CORNER																
Erskine Street	NB	-	-	-	-		L	0.49	11.4	B					- Mitigation not required.	
		-	-	-	-		T	0.32	8.7	A						
	SB	-	-	-	-		TR	0.47	21.3	C						
		EB	-	-	-	-		L	0.13	24.9	C					
	Parking Lot SE Corner	-	-	-	-		R	0.26	13.7	B						
	Overall Intersection	-	-	-	-		-	0.44	14.6	B						
ERSKINE STREET & PARKING LOT NE CORNER																
							(UNSIGNALIZED INTERSECTION)									
Erskine Street	NB	-	-	-	-		L	-	9.0	A					- Mitigation not required.	
Parking Lot NE Corner	EB	-	-	-	-		L	-	26.6	D						
		-	-	-	-		R	-	10.8	B						
	Overall Intersection	-	-	-	-		-	-	1.4	A						

TABLE E-6 GATEWAY ESTATES II FEIS 2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)															
INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			LOS	Mvt.	2011 Build Condition			LOS	2011 Build with Mitigation			Mitigation Measures
			V/C	Delay				V/C	Delay			V/C	Delay		
ERSKINE STREET & VANDALIA AVENUE			(UNSIGNALIZED INTERSECTION)												
Erskine Street	NB	L	-	7.8	A	L	0.35	20.6	C					- Mitigation not required.	
		-	-	-	-	T	0.43	20.8	C						
Vandalia Avenue	SB	LTR	-	7.8	A	LTR	0.47	21.7	C						
	EB	LT	-	14.2	B	LTR	0.22	26.6	C						
		TR	-	9.9	A	-	-	-	-						
	WB	LT	-	20.8	C	DefL	0.49	16.5	B						
Erskine Street (channelized stop)	NB	TR	-	12.5	B	TR	0.02	11.9	B						
		R	-	9.5	A	R	-	10.1	B						
Overall Intersection		-	-	6.9	A	-	0.50	20.5	C						
ERSKINE STREET & EGAN STREET			(UNSIGNALIZED INTERSECTION)												
Erskine Street	NB	LT	-	7.7	A	LT	-	8.2	A					- Mitigation not required.	
Egan Street	WB	LTR	-	11.7	B	LTR	-	15.0	B						
Overall Intersection		-	-	0.2	A	-	-	0.7	A						
GATEWAY DRIVE															
GATEWAY DRIVE & DRIVEWAY TO OLIVE GARDEN															
Driveway to Olive Garden	SB	L	0.46	19.2	B	L	0.46	19.2	B					- Mitigation not required.	
		R	0.17	15.6	B	R	0.17	15.6	B						
Gateway Drive	EB	L	0.12	7.8	A	L	0.15	8.3	A						
		T	0.20	8.0	A	T	0.26	8.3	A						
	WB	TR	0.53	10.8	B	TR	0.69	13.3	B						
Overall Intersection		-	0.50	11.9	B	-	0.60	12.7	B						
GATEWAY DRIVE & DRIVEWAY TO RED LOBSTER															
Driveway to Red Lobster	SB	L	0.23	15.4	B	L	0.23	15.4	B					- Mitigation not required.	
		R	0.13	14.6	B	R	0.13	14.6	B						
Gateway Drive	EB	L	0.19	7.9	A	L	0.25	8.8	A						
		T	0.17	7.4	A	T	0.25	7.8	A						
	WB	TR	0.26	7.9	A	TR	0.39	8.7	A						
Overall Intersection		-	0.25	9.1	A	-	0.33	9.3	A						
GATEWAY DRIVE & DRIVEWAY TO BOULDER CREEK															
Driveway to Boulder Creek	SB	L	0.20	15.8	B	L	0.20	15.8	B					- Mitigation not required.	
		R	0.26	16.5	B	R	0.26	16.5	B						
Gateway Drive	EB	LT	0.40	9.7	A	LT	0.55	11.3	B						
	WB	TR	0.19	7.9	A	TR	0.29	8.5	A						
Overall Intersection		-	0.35	10.7	B	-	0.43	11.1	B						
GATEWAY DRIVE & GATEWAY PLAZA															
Gateway Drive	NB	T	0.40	9.6	A	T	0.57	11.6	B					- Mitigation not required.	
		R	0.01	7.1	A	R	0.01	7.1	A						
Gateway Plaza	SB	L	0.97	51.1	D	L	0.97	50.5	D						
		T	0.36	9.7	A	T	0.49	11.2	B						
	WB	LR	0.60	22.3	C	LR	0.60	22.3	C						
Overall Intersection		-	0.83	24.2	C	-	0.83	22.7	C						
GATEWAY DRIVE & PARKING LOT SW CORNER															
Gateway Drive	NB	-	-	-	-	TR	0.66	25.0	C					- Mitigation not required.	
	SB	-	-	-	-	DefL	0.51	10.7	B						
Parking Lot SW Corner		-	-	-	-	T	0.57	7.0	A						
	WB	-	-	-	-	L	0.36	36.4	D						
		-	-	-	-	R	0.27	13.2	B						
Overall Intersection		-	-	-	-	-	0.86	16.4	B						

TABLE E-6  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)

INTERSECTION & APPROACH		<u>2011 No Build Condition</u>				<u>2011 Build Condition</u>				<u>2011 Build with Mitigation</u>				<u>Mitigation Measures</u>															
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS																
GATEWAY DRIVE & PARKING LOT NW CORNER																													
Gateway Drive	NB	-	-	-	-	TR	0.64	20.8	C						- Mitigation not required.														
	SB	-	-	-	-	LT	0.64	7.7	A																				
Parking Lot NW Corner	WB	-	-	-	-	L	0.06	32.0	C																				
		-	-	-	-	R	0.20	15.8	B																				
Overall Intersection		-	-	-	-	-	0.62	14.0	B																				
VANDALIA AVENUE																													
VANDALIA AVENUE & ELTON STREET		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)									- Mitigation not required.														
Elton Street	NB	LTR	-	6.9	A	LTR	-	7.9	A																				
	SB	LTR	-	7.1	A	LTR	-	8.0	A																				
Vandalia Avenue	EB	LT	-	7.5	A	LT	-	8.4	A																				
		TR	-	7.2	A	TR	-	7.8	A																				
	WB	LT	-	7.5	A	LT	-	8.2	A																				
		TR	-	7.2	A	TR	-	7.9	A																				
Overall Intersection		-	-	7.3	A	-	-	8.0	A																				
VANDALIA AVENUE & GATEWAY DRIVE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)									- Mitigation not required.														
Gateway Drive	SB	LT	-	9.5	A	LT	-	11.7	B																				
Vandalia Avenue	WB	L	-	27.8	D	-	-	-	-																				
		R	-	11.6	B	R	-	14.1	B																				
Overall Intersection		-	-	0.5	A	-	-	0.9	A																				
FOUNTAIN AVENUE																													
FOUNTAIN AVENUE & VANDALIA AVENUE															- Mitigation not required.														
Fountain Avenue	NB															LT	0.12	7.5	A	LT	0.12	7.5	A						
	SB															TR	0.31	8.7	A	TR	0.38	9.2	A						
Vandalia Avenue	EB															L	0.33	17.1	B	L	0.45	18.9	B						
																LR	0.14	15.0	B	LR	0.18	15.4	B						
Overall Intersection																-	0.32	10.4	B	-	0.41	11.4	B						
FOUNTAIN AVENUE & EGAN STREET		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)									- Mitigation not required.														
Fountain Avenue	NB	LT	-	8.6	A	LT	-	8.9	A																				
Overall Intersection		-	-	0.1	A	-	-	0.1	A																				
FOUNTAIN AVENUE & FLATLANDS AVENUE															- Restripe the Flatlands Avenue EB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 14 ft. shared through-right lane. - Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection. - Shift the Flatlands Avenue WB approach centerline 10 ft. to the south tapered 150 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 20.5 ft. shared through-right lane with parking. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 13 ft. lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 35 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 33 s of green time (each phase has 3 s amber and 2 s red).														
Fountain Avenue	NB															LTR	0.83	42.8	D	LTR	0.97	62.8	E	LTR	0.84	41.2	D		
	SB															LTR	0.51	25.5	C	LTR	0.63	27.7	C	LTR	0.55	23.1	C		
Flatlands Avenue	EB															DefL	0.49	22.8	C	DefL	0.64	29.4	C	L	0.56	19.9	B		
																TR	0.12	13.3	B	TR	0.12	13.3	B	TR	0.17	21.7	C		
	WB															DefL	0.43	21.3	C	DefL	0.43	21.3	C	L	0.34	15.1	B		
																TR	0.20	14.5	B	TR	0.20	14.5	B	TR	0.15	21.5	C		
Overall Intersection																-	0.62	27.5	C	-	0.76	35.2	D	-	0.61	27.3	C		
FOUNTAIN AVENUE & OLD MILL ROAD																(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)									- Mitigation not required.
Fountain Avenue	SB															LT	-	8.2	A	LT	-	8.6	A						
Old Mill Road	WB	LR	-	12.3	B	LR	-	14.1	B																				
Overall Intersection		-	-	0.1	A	-	-	0.1	A																				

TABLE E-6  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)

INTERSECTION & APPROACH		2011 No Build Condition				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
FOUNTAIN AVENUE & COZINE AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Fountain Avenue	NB	LT	-	13.0	B	LT	-	16.2	C					
		TR	-	12.8	B	TR	-	16.0	C					
Cozine Avenue	SB	LT	-	14.8	B	LT	-	20.8	C					
		TR	-	13.7	B	TR	-	17.3	C					
	EB	LTR	-	11.7	B	LTR	-	12.6	B					
		WB	LTR	-	12.6	B	LTR	-	13.4	B				
Overall Intersection		-	-	13.4	B	-	-	17.0	C					
FOUNTAIN AVENUE & WORTMAN AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Fountain Avenue	NB	LT	-	9.4	A	LT	-	10.0	A					
		SB	LT	-	9.5	A	LT	-	10.2	B				
Wortman Avenue	EB	LT	-	47.7	E	LT	-	105.2	F					
		TR	-	21.5	C	TR	-	31.0	D					
	WB	LTR	-	37.9	E	LTR	-	92.9	F					
Overall Intersection		-	-	6.7	A	-	-	11.7	B					
FOUNTAIN AVENUE & STANLEY AVENUE														
Fountain Avenue	NB	LTR	0.41	12.5	B	LTR	0.52	13.8	B	LTR	0.52	13.8	B	
	SB	LTR	0.58	14.3	B	LTR	0.72	16.8	B	LTR	0.71	16.7	B	
Stanley Avenue	EB	LTR	0.28	11.8	B	LTR	0.29	11.9	B	LTR	0.30	12.1	B	
		WB	DefL	0.52	16.4	B	DefL	0.52	16.4	B	DefL	0.55	17.0	B
	TR	0.16	10.7	B	TR	0.16	10.7	B	TR	0.35	12.7	B		
Overall Intersection		-	0.55	13.6	B	-	0.62	14.9	B	-	0.63	14.9	B	
FOUNTAIN AVENUE & LIBERTY AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				- Remove parking on the east side of the Fountain Avenue SB approach 120 ft. from intersection. - Restripe the Fountain Avenue SB approach as one 12 ft. exclusive left turn lane and one 18 ft. shared through-right lane with parking.
Fountain Avenue	SB	LTR	-	29.0	D	LTR	-	34.6	D	L	-	16.8	C	
		-	-	-	-	-	-	-	-	TR	-	28.8	D	
Liberty Avenue	WB	LT	-	8.6	A	LT	-	8.7	A	LT	-	8.7	A	
		-	-	-	-	-	-	-	-	-	-	-	-	
Overall Intersection		-	-	6.7	A	-	-	8.0	A	-	-	6.4	A	
FOUNTAIN AVENUE & ATLANTIC AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Atlantic Avenue	EB	TR	FREEFLOW			A	TR	FREEFLOW			A			
Overall Intersection		-	FREEFLOW			A	-	FREEFLOW			A			
FLATLANDS AVENUE														
FLATLANDS AVENUE & ATKINS AVENUE		(UNSIGNALIZED INTERSECTION)												- Mitigation not required.
Atkins Avenue	NB	LTR	-	35.9	E	LTR	0.27	17.7	B					
		SB	LTR	-	23.4	C	LTR	0.33	18.9	B				
Flatlands Avenue	EB	L	-	10.0	B	L	0.05	13.4	B					
		-	-	-	-	TR	0.39	16.1	B					
	WB	L	-	8.7	A	L	0.09	13.7	B					
		-	-	-	-	TR	0.32	15.4	B					
Overall Intersection		-	-	4.9	A	-	0.36	16.4	B					
FLATLANDS AVENUE & ESSEX STREET		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Essex Street	SB	LTR	-	15.0	B	LTR	-	18.4	C					
Flatlands Avenue	EB	L	-	9.7	A	L	-	9.8	A					
	WB	L	-	8.6	A	L	-	8.7	A					
Overall Intersection		-	-	1.1	A	-	-	1.4	A					

TABLE E-6  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)

INTERSECTION & APPROACH		2011 No Build Condition				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
FLATLANDS AVENUE & LINWOOD STREET		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Linwood Street	NB	LTR	-	19.9	C	LTR	-	17.1	C					
	SB	LR	-	14.3	B	LR	-	14.5	B					
Flatlands Avenue	EB	LT	-	9.8	A	LT	-	9.9	A					
Overall Intersection		-	-	1.0	A	-	-	1.0	A					
FLATLANDS AVENUE & ELTON STREET		(UNSIGNALIZED INTERSECTION)												- Mitigation not required.
Elton Street	NB	LTR	-	31.1	D	LTR	0.17	17.1	B					
	SB	LTR	-	24.6	C	LTR	0.26	18.2	B					
Flatlands Avenue	EB	L	-	9.6	A	L	0.07	13.6	B					
		-	-	-	-	TR	0.52	18.0	B					
	WB	L	-	8.9	A	L	0.02	13.0	B					
		-	-	-	-	TR	0.52	17.9	B					
Overall Intersection		-	-	2.3	A	-	0.40	17.9	B					
FLATLANDS AVENUE & JEROME STREET														- Mitigation not required.
Jerome Street	NB	L	0.57	20.3	C	L	0.75	25.2	C					
		TR	0.16	16.5	B	TR	0.19	17.3	B					
Flatlands Avenue	SB	LTR	0.30	33.0	C	-	-	-	-					
	EB	L	0.36	18.2	B	L	0.42	19.0	B					
		TR	0.93	31.9	C	T	0.40	15.7	B					
		-	-	-	-	R	0.81	3.2	A					
	WB	L	0.37	23.3	C	L	0.10	13.3	B					
		TR	0.51	17.6	B	TR	0.53	17.3	B					
Overall Intersection		-	0.79	24.8	C	-	0.81	14.6	B					
FLATLANDS AVENUE & SCHENCK AVENUE														- Mitigation not required.
Schenck Avenue	SB	LR	0.70	32.4	C	L	0.55	27.6	C					
		-	-	-	-	LR	0.54	28.1	C					
Flatlands Avenue	EB	L	0.34	19.9	B	-	-	-	-					
		T	0.67	17.2	B	T	0.69	17.1	B					
	WB	TR	0.83	20.7	C	T	0.86	22.0	C					
		-	-	-	-	R	0.21	0.2	A					
Overall Intersection		-	0.78	21.2	C	-	0.74	19.1	B					
FLATLANDS AVENUE & VAN SICLEN AVENUE														- Remove parking on the east side of the Van Siclen Avenue NB approach 220 ft. from intersection. - Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one 10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB receiving side as one 24 ft. lane with parking. - Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving side as one 20 ft. lane. - Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection. Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide one 13 ft. through lane, one 12 ft. through lane and one 10 ft. exclusive right turn lane. - Remove parking on the north side of the Flatlands Avenue WB approach 190 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 10 ft. exclusive left turn lane, one 12 ft. through lane, one 11 ft. through lane and one 10 ft. exclusive right turn lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 25 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 43 s of green time (each phase has 3 s amber and 2 s red).
Van Siclen Avenue	NB	LTR	0.63	29.5	C	LTR	0.66	30.8	C	L	0.23	27.9	C	
		-	-	-	-	-	-	-	-	T	0.35	28.1	C	
		-	-	-	-	-	-	-	-	R	0.38	29.7	C	
Flatlands Avenue	SB	LTR	0.92	45.9	D	LTR	1.20+	120+	F*	L	0.59	33.2	C	
		-	-	-	-	-	-	-	-	TR	0.81	42.1	D	
	EB	L	0.50	23.9	C	L	0.57	27.3	C	L	0.33	14.9	B	
		TR	0.58	15.3	B	TR	0.80	20.8	C	T	0.79	23.6	C	
		-	-	-	-	-	-	-	-	R	0.11	13.3	B	
	WB	L	0.93	57.8	E	L	0.99	71.0	E	L	0.69	26.3	C	
		TR	0.59	15.4	B	TR	0.81	21.0	C	T	0.75	22.4	C	
		-	-	-	-	-	-	-	-	R	0.27	15.2	B	
Overall Intersection		-	0.93	24.9	C	-	1.07	40.2	D	-	0.82	25.0	C	



TABLE E-6  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures	
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS		
FLATLANDS AVENUE & PENNSYLVANIA AVENUE															
Pennsylvania Avenue	NB	L	0.74	58.2	E	L	0.74	58.2	E	L	0.74	58.2	E	<div>- <b>Unmitigatable Impact.</b></div> <div>- Restripe the Pennsylvania Avenue SB approach as one 13 ft. exclusive left turn lane, two 10 ft. through lanes and one 10 ft. shared through-right lane.</div> <div>- [Measures reflect geometric improvements needed for the weekday midday peak period.]</div>	
		TR	0.59	31.3	C	TR	0.60	31.4	C	TR	0.60	31.4	C		
Flatlands Avenue	SB	L	0.73	46.9	D	L	1.20+	120+	F*	L	1.20+	120+	F*		
		TR	0.88	39.5	D	TR	0.88	39.5	D	TR	0.92	43.2	D		
	EB	L	0.86	65.2	E	L	0.95	82.3	F	L	0.95	82.3	F		
		T	0.80	44.2	D	T	0.93	53.6	D	T	0.93	53.6	D		
		R	0.47	26.8	C	R	0.47	26.8	C	R	0.47	26.8	C		
		WB	L	0.43	42.6	D	L	0.52	49.3	D	L	0.52	49.3		D
T	0.75		42.3	D	T	0.85	46.8	D	T	0.85	46.8	D			
R	0.44	26.2	C	R	1.03	74.4	E	R	1.03	74.4	E				
Overall Intersection		-	1.04	40.1	D	-	1.20+	67.8	E	-	1.18	61.4	E		
FLATLANDS AVENUE & ROCKAWAY PARKWAY															
Rockaway Parkway	NB	L	0.58	26.2	C	L	0.58	26.2	C	L	0.68	35.1	D	<div>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</div> <div>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</div> <div>- Modify signal phasing plan: Remove the NB lead phase; maintain the existing 120 s cycle with the following signal timing: NB/SB = 54 s of green time, EB/WB = 56 s of green time (each phase has 3 s amber and 2 s red).</div>	
		TR	0.56	22.8	C	TR	0.58	23.4	C	TR	0.64	28.7	C		
Flatlands Avenue	SB	LTR	0.99	66.0	E	LTR	1.03	78.7	E	LTR	0.59	26.6	C		
		EB	L	0.57	42.5	D	L	0.68	56.3	E	L	0.50	32.8		C
		TR	1.01	59.9	E	TR	1.09	83.9	F	TR	0.97	45.4	D		
		WB	L	0.38	34.6	C	L	0.62	54.6	D	L	0.47	34.8		C
TR	0.95		47.6	D	TR	1.02	63.7	E	TR	0.91	38.2	D			
Overall Intersection		-	1.00	50.5	D	-	1.05	66.2	E	-	0.82	37.5	D		
FLATLANDS AVENUE & REMSEN AVENUE															
Remsen Avenue	NB	L	0.74	31.6	C	L	0.74	31.6	C	L	0.70	27.3	C		<div>- Shift the Remsen Avenue SB approach centerline 1 ft. to the east tapered 150 ft. from intersection. Restripe the Remsen Avenue SB approach to provide one 11 ft. left turn lane, and maintain the existing 10 ft. through lane and 17 ft. shared through-right lane with parking. Shift the SB approach stop bar 10 ft. to the north. Restripe the Remsen Avenue NB receiving side to provide one 12 ft. lane and one 14 ft lane.</div> <div>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue EB approach centerline 2 ft. to the north. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue WB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue WB approach centerline 2 ft. to the south. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</div> <div>- Modify signal timing: NB/SB green time shifts from 39.6 s to 42 s; EB/WB green time shifts from 39.6 s to 38 s (each phase has 3 s amber and 2 s red).</div>
		TR	0.75	24.2	C	TR	0.78	25.0	C	TR	0.73	22.1	C		
Flatlands Avenue	SB	L	0.79	44.2	D	L	0.89	60.1	E	L	0.78	40.1	D		
		TR	0.72	23.1	C	TR	0.72	23.1	C	TR	0.68	20.6	C		
	EB	L	0.47	30.4	C	L	0.47	30.4	C	L	0.46	30.4	C		
		TR	1.00	46.5	D	TR	1.04	59.4	E	T	0.76	25.1	C		
		-	-	-	-	-	-	-	-	R	0.54	23.3	C		
		WB	L	0.33	22.7	C	L	0.54	34.3	C	L	0.39	24.8	C	
TR	0.97		39.6	D	TR	1.02	53.1	D	T	0.79	25.9	C			
-	-	-	-	-	-	-	-	-	R	0.46	21.8	C			
Overall Intersection		-	0.89	34.6	C	-	0.97	42.4	D	-	0.78	24.2	C		
LINDEN BOULEVARD															
LINDEN BOULEVARD & 79TH STREET															
79th Street	NB	L	0.29	30.2	C	L	0.31	30.6	C					<div>- Mitigation not required.</div>	
		R	0.14	27.9	C	R	0.14	27.9	C						
Linden Boulevard (Mainline)	EB	T	0.65	18.1	B	T	0.66	18.4	B						
		WB	T	0.68	19.9	B	T	0.70	20.5	C					
Linden Boulevard (Service Road)	EB	T	0.26	13.1	B	T	0.26	13.1	B						
		WB	T	0.34	14.4	B	T	0.34	14.4	B					
Overall Intersection		-	0.53	18.7	B	-	0.56	19.0	B						

TABLE E-6  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
LINDEN BOULEVARD & EUCLID AVENUE														
Euclid Avenue	NB	LTR	0.44	37.1	D	LTR	0.44	37.1	D	LTR	0.62	36.2	D	- Prohibit parking on the east side of the Euclid Avenue NB approach 120 ft. from intersection during weekday PM peak period (4-6 PM).  - Modify signal timing: shift 4 s green time from EB lead phase to NB/SB phase; shift 7 s green time from EB/WB phase to NB/SB phase. [NB/SB green time shifts from 37 s to 48 s; EB green time shifts from 11 s to 7 s; EB/WB green time shifts from 56 s to 49 s.]  - [Mitigation required due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
	SB	LTR	0.50	36.3	D	LTR	0.50	36.3	D	LTR	0.39	26.7	C	
Linden Boulevard (Mainline)	EB	L	0.18	11.8	B	L	0.18	12.1	B	L	0.28	20.0	B	
		T	0.56	14.9	B	T	0.57	15.2	B	T	0.68	23.1	C	
	WB	L	0.47	21.3	C	L	0.50	23.7	C	L	0.63	44.0	D	
		T	0.64	11.1	B	T	0.67	11.4	B	T	0.76	18.4	B	
Linden Boulevard (Service Road)	EB	TR	0.31	12.3	B	TR	0.31	12.3	B	TR	0.37	18.7	B	
	WB	T	0.52	10.8	B	T	0.52	10.8	B	T	0.60	17.2	B	
Linden Boulevard (Unsignalized)	WB	R	-	10.1	B	R	-	10.1	B	R	-	10.1	B	
Overall	Intersection	-	0.54	15.7	B	-	0.55	15.8	B	-	0.65	21.6	C	
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE														
Fountain Avenue	NB	LTR	0.93	65.2	E	LTR	1.20+	120+	F*	LTR	0.75	35.3	D	- Convert Loring Avenue to one-way SB. (This measure was proposed as a mitigation measure in the 1996 Plan, and is necessary to mitigate the significant impacts of the Modified Plan.)  - Restripe the Loring Avenue SB receiving as one 12 ft. and one 20 ft. lane with parking.  - Modify signal phasing plan: Eliminate the Loring Avenue NB phase; replace the EB lead phase with a new lead phase for the EB and WB left turns; maintain the existing 120 s cycle with the following signal timing: NB/SB = 47 s of green time, EB-left/WB-left = 9 s of green time, and EB/WB = 48 s of green time (each phase has 3 s amber and 3 s or 2 s red).
	SB	DefL	1.11	120+	F*	DefL	1.09	120+	F*	DefL	0.60	34.2	C	
Linden Boulevard (Mainline)		TR	1.20	120+	F*	TR	1.20+	120+	F*	TR	0.79	40.2	D	
	EB	L	0.66	28.2	C	L	0.67	28.6	C	L	0.68	29.8	C	
		T	0.65	16.4	B	T	0.65	16.5	B	T	0.84	32.2	C	
	WB	L	0.73	52.1	D	L	1.20+	120+	F*	L	0.69	34.8	C	
Linden Boulevard (Service Road)		T	0.66	27.2	C	T	0.67	27.3	C	T	0.68	27.6	C	
	EB	TR	0.55	16.4	B	TR	0.55	16.4	B	TR	0.71	31.8	C	
Loring Avenue	WB	TR	0.84	35.8	D	TR	0.84	35.8	D	TR	0.89	39.1	D	
	NB	LTR	0.76	75.5	E	LTR	0.76	75.5	E	-	-	-	-	
Overall	Intersection	-	0.96	41.3	D	-	1.20+	64.7	E	-	0.84	32.8	C	
LINDEN BOULEVARD & ATKINS AVENUE														
Atkins Avenue	SB	LTR	0.26	30.6	C	LTR	0.30	31.3	C					- Mitigation not required.
Linden Boulevard (Mainline)	EB	T	0.57	16.4	B	T	0.57	16.4	B					
	WB	L	0.25	17.0	B	L	0.35	21.0	C					
		T	0.51	15.6	B	T	0.51	15.6	B					
Linden Boulevard (Service Road)	EB	TR	0.64	20.3	C	TR	0.67	21.4	C					
	WB	T	0.36	14.2	B	T	0.36	14.2	B					
Overall	Intersection	-	0.50	17.2	B	-	0.54	17.6	B					
LINDEN BOULEVARD & ELTON STREET														
Elton Street	NB	R	-	11.3	B	R	-	11.6	B					- Mitigation not required.
Overall	Intersection	-	-	1.3	A	-	-	1.2	A					
LINDEN BOULEVARD & PENNSYLVANIA AVENUE														
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	- Partially Mitigated.  - Restripe the Pennsylvania Avenue NB approach as one 12.5 ft. exclusive left turn lane, two 11 ft. through lanes and one 10 ft. exclusive right turn lane.  - Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection.  - Shift the Pennsylvania Avenue SB approach centerline 3 ft. to the east tapered 150 ft. from intersection. Maintain the 9.5 ft. exclusive left turn lane, and restripe the other lanes to provide one 11 ft. through lane and one 12 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving side as two 11 ft. lanes.  - Reduce width of the Linden Boulevard EB service road approach median from 7 ft. to 5 ft. Maintain the 11.5 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes.  - Reduce width of the Linden Boulevard WB service road approach median from 7 ft. to 5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes.
		T	0.71	39.8	D	T	0.80	42.9	D	T	0.80	42.9	D	
		R	0.29	32.8	C	R	0.29	32.8	C	R	0.31	33.2	C	
Linden Boulevard (Mainline)	SB	L	0.76	107.8	F	L	0.88	120+	F*	L	0.88	120+	F*	
		TR	1.16	120+	F*	TR	1.20+	120+	F*	TR	1.20	120+	F*	
	EB	L	1.11	120+	F*	L	1.11	120+	F*	L	1.11	120+	F*	
		T	1.14	110.6	F	T	1.15	116.2	F	T	1.13	108.0	F	
Linden Boulevard (Service Road)	WB	L	0.78	77.7	E	L	0.78	77.7	E	L	0.78	77.7	E	
		T	1.05	77.4	E	T	1.08	88.0	F	T	1.06	81.2	F	
	EB	T	0.78	45.3	D	T	0.85	50.6	D	T	0.85	50.6	D	
		R	0.69	30.4	C	R	0.90	43.0	D	R	0.90	43.0	D	
	WB	TR	0.56	36.4	D	TR	0.59	37.0	D	TR	0.59	37.0	D	
Overall	Intersection	-	1.17	87.5	F	-	1.20+	110.9	F	-	1.20+	99.8	F	

TABLE E-6  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)

Intersection & Approach		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures	
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS		
Linden Boulevard & Rockaway Avenue															
Rockaway Avenue	NB	LT	1.10	114.2	F	LT	1.10	114.2	F	LT	1.03	90.8	F	- Shift the Rockaway Avenue SB approach centerline 2 ft. to the east tapered 60 ft. from intersection. Restripe the SB approach as one 12 ft. shared left-through lane and one 10 ft. exclusive right turn lane. Restripe the Rockaway Avenue NB receiving side as one 18 ft. lane with parking.	
		R	0.68	53.8	D	R	0.78	61.0	E	R	0.66	49.6	D		
		SB	LT	1.14	120+	F*	LT	1.20+	120+	F*	LT	1.06	96.9		F
Linden Boulevard (Mainline)	EB	R	1.11	120+	F*	R	1.11	120+	F*	R	1.03	110.7	F	- Shift the Rockaway Avenue NB approach centerline 2 ft. to the west tapered 60 ft. from intersection. Restripe the NB approach as one 10 ft. shared left-through lane and one 12 ft. exclusive right turn lane. Restripe the Rockaway Avenue SB receiving side as one 18 ft. lane with parking.	
		L	0.45	57.1	E	L	0.45	57.1	E	L	0.42	55.0	E		
		T	0.79	17.3	B	T	0.84	18.6	B	T	0.88	22.6	C		
		WB	L	1.14	120+	F*	L	1.20+	120+	F*	L	1.13	120+		F*
Linden Boulevard (Service Road)	WB	T	0.60	19.5	B	T	0.64	20.2	C	T	0.67	22.5	C	- Modify signal timing: shift 2 s green time from EB/WB phase to NB/SB phase; shift 1 s green time from EB/WB phase to EB-left/WB-left lag phase. [NB/SB green time shifts from 28 s to 30 s; EB/WB green time shifts from 65 s to 62 s; EB-left/WB-left green time shifts from 12 s to 13 s.]	
		EB	TR	0.75	25.5	C	TR	0.75	25.5	C	TR	0.79	29.0		C
		WB	TR	0.53	19.2	B	TR	0.55	19.7	B	TR	0.58	22.0		C
Overall Intersection		-	0.94	43.2	D	-	0.98	46.9	D	-	0.96	41.2	D		
Linden Boulevard & Rockaway Parkway															
Rockaway Parkway	NB	LTR	0.93	63.1	E	LTR	0.93	63.1	E	LTR	0.89	55.7	E	- Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase. [NB/SB green time shifts from 30 s to 31 s; EB/WB green time shifts from 65 s to 64 s; EB-left/WB-left lag green time remains at 9 s.]	
		SB	L	1.11	115.4	F	L	1.14	120+	F*	L	1.11	112.3		F
		TR	1.09	101.6	F	TR	1.09	101.6	F	TR	1.06	88.4	F		
Linden Boulevard (Mainline)	EB	L	0.81	87.3	F	L	0.81	87.3	F	L	0.81	87.3	F		
		T	0.57	18.9	B	T	0.62	19.8	B	T	0.63	20.5	C		
		WB	L	0.71	77.0	E	L	0.71	77.0	E	L	0.71	77.0		E
			T	0.60	19.4	B	T	0.63	20.0	C	T	0.64	20.8		C
Linden Boulevard (Service Road)	EB	TR	0.39	16.9	B	TR	0.39	16.9	B	TR	0.40	17.5	B		
		WB	TR	0.71	24.1	C	TR	0.72	24.7	C	TR	0.74	25.7		C
Overall Intersection		-	0.84	45.2	D	-	0.85	45.8	D	-	0.85	42.8	D		
Linden Boulevard & Kings Highway & Remsen Avenue															
Kings Highway (Mainline)	NB	T	1.06	91.1	F	T	1.06	91.1	F	T	1.06	91.1	F	- Reduce width of the Kings Highway NB service road approach median from 7 ft. to 5 ft. Restripe the Kings Highway NB service road approach to provide one 10 ft. through lane, and maintain the existing 10 ft. shared through-right lane.	
		SB	T	1.10	101.8	F	T	1.10	101.8	F	T	1.10	101.8		F
Kings Highway (Service Road)	NB	TR	0.97	73.0	E	TR	1.00	79.9	E	TR	0.97	71.4	E	- Reduce width of the Linden Boulevard EB approach median from 7 ft. to 2 ft. Restripe the Linden Boulevard EB approach as one 13 ft. through lane and one 14 ft. shared through-right lane. Restripe the Linden Boulevard WB receiving side as two 10 ft. lanes.	
		SB	TR	1.04	92.5	F	TR	1.04	92.5	F	TR	1.04	92.5		F
Remsen Avenue	EB	DefL	1.06	115.1	F	DefL	1.07	119.2	F	DefL	1.07	119.2	F	- Shift the Linden Boulevard WB mainline approach median 2 ft. to the south, and reduce median width from 4 ft. to 2 ft. Restripe the Linden Boulevard WB mainline approach as one 12 ft. shared left-through lane and one 14 ft. through lane. Restripe the Linden Boulevard EB mainline receiving side as two 11 ft. lanes.	
		TR	1.07	98.0	F	TR	1.07	98.0	F	TR	1.07	98.0	F		
Linden Boulevard (Mainline)	WB	TR	1.06	94.8	F	TR	1.06	94.8	F	TR	1.06	94.8	F	- EB Remsen Avenue left is not considered an impact because less than 5 vehicles were added to the movement.	
		TR	1.08	100.3	F	TR	1.18	120+	F*	TR	1.07	94.4	F		
	EB	DefL	0.88	77.3	E	DefL	0.88	77.2	E	DefL	0.86	73.7	E		
		T	1.02	76.2	E	T	1.11	104.6	F	T	1.00	70.0	E		
Linden Boulevard (Service Road - Unsignalized)	WB	R	0.98	72.0	E	R	0.98	72.6	E	R	0.98	72.6	E		
		R	-	10.2	B	R	-	10.2	B	R	-	10.2	B		
Overall Intersection		-	1.09	90.9	F	-	1.20	100.0	F	-	1.08	89.4	F		
PENNSYLVANIA AVENUE															
PENNSYLVANIA AVENUE & LIBERTY AVENUE															
Pennsylvania Avenue	NB	LTR	0.93	28.5	C	LTR	0.98	36.9	D	LTR	0.87	23.1	C	- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.	
		SB	L	0.17	5.9	A	L	0.19	6.4	A	LTR	0.80	10.9		B
		TR	0.96	24.8	C	TR	1.04	43.9	D	-	-	-	-		
Liberty Avenue	EB	LTR	0.84	55.0	D	LTR	0.84	55.0	D	LTR	0.83	54.7	D	- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane.	
		WB	LTR	0.86	59.6	E	LTR	0.86	59.6	E	LTR	0.86	59.2		E
Overall Intersection		-	0.93	32.3	C	-	0.99	43.0	D	-	0.87	24.3	C	- Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking. Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking. - [Measures reflect geometric improvements needed for the weekday AM, midday, Saturday midday & Saturday PM peak periods; otherwise mitigation is not needed.]	

TABLE E-6  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)

INTERSECTION & APPROACH		2011 No Build Condition				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
PENNSYLVANIA AVENUE & ATLANTIC AVENUE														
Pennsylvania Avenue	NB	L	0.97	75.1	E	L	1.13	120+	F*	- Unmitigatable Impact.				
		TR	0.89	44.4	D	TR	0.92	48.2	D					
Atlantic Avenue	SB	L	0.83	77.5	E	L	0.87	94.9	F					
		TR	0.94	63.5	E	TR	0.98	80.9	F					
	EB	L	0.38	37.7	D	L	0.38	37.7	D					
		TR	1.13	97.6	F	TR	1.17	114.3	F					
	WB	L	0.95	52.9	D	L	0.95	52.9	D					
		TR	0.95	52.9	D	TR	0.95	52.9	D					
Overall Intersection		-	1.04	69.9	E	-	1.19	82.3	F					

Notes

(1): Control delay is measured in seconds per vehicle.

(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

Denotes a significant impact

TABLE E-7 GATEWAY ESTATES II FEIS 2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)																		
INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			LOS	Mvt.	2011 Build Condition			LOS	Mvt.	2011 Build with Mitigation			LOS	Mitigation Measures	
			V/C	Delay				V/C	Delay				V/C	Delay				
<b>ERSKINE STREET</b>																		
<b>ERSKINE STREET &amp; BELT PARKWAY EASTBOUND RAMP</b>																		
Erskine Street	SB	L	0.44	18.2	B	L	0.64	21.5	C								- Mitigation not required.	
Belt Parkway Eastbound On/Off Ramp	EB	L	0.58	21.7	C	L	0.81	30.5	C									
		LT	0.24	16.2	B	LT	0.35	17.7	B									
	<b>Overall Intersection</b>	-	<b>0.51</b>	<b>19.1</b>	<b>B</b>	-	<b>0.73</b>	<b>24.0</b>	<b>C</b>									
<b>ERSKINE STREET &amp; BELT PARKWAY WESTBOUND RAMP</b>																		
Erskine Street	NB	T	0.43	18.1	B	T	0.61	20.9	C	T	0.63	21.8	C				- Modify signal timing: Shift 1 s green time from NB phase to WB phase. [NB green time shifts from 40 s to 39 s; WB green time shifts from 40 s to 41 s.]	
Belt Parkway Westbound On/Off Ramp	WB	R	0.60	21.0	C	R	0.88	31.7	C	R	0.86	29.4	C					
	<b>Overall Intersection</b>	-	<b>0.52</b>	<b>19.6</b>	<b>B</b>	-	<b>0.75</b>	<b>26.6</b>	<b>C</b>	-	<b>0.75</b>	<b>25.8</b>	<b>C</b>					- [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>																		
Erskine Street	NB	L	0.64	28.1	C	L	0.83	33.2	C	L	0.86	34.8	C				- Shift the Erskine Street NB approach median 8 ft. to the east, and increase median width from 4 ft. to 6.5 ft. Restripe the Erskine Street NB approach as two 10 ft. exclusive left turn lanes and one 14 ft. shared through-right lane. Restripe the Erskine Street SB receiving side as three 10 ft. lanes.	
		TR	0.34	8.1	A	TR	0.53	9.9	A	TR	0.92	23.4	C					
SB	L	0.27	30.0	C	L	0.48	41.0	D	L	0.49	42.0	D				- Restripe the Erskine Street SB approach as one 10 ft. exclusive left turn lane and one 12 ft. through lane, and maintain the existing 11.5 ft. through lane and 12.5 ft. shared through-right lane. Restripe the Erskine Street NB receiving side as one 14 ft. lane and two 10 ft. lanes.		
	T	0.63	32.4	C	T	1.17	116.6	F	TR	0.80	35.1	D						
Gateway Drive	EB	R	0.03	25.6	C	R	0.03	25.6	C	-	-	-	-					
		L	0.02	25.5	C	L	0.02	25.5	C	L	0.02	25.6	C					
		T	0.05	25.7	C	T	0.05	25.7	C	T	0.05	25.7	C					
	WB	R	0.65	12.7	B	R	0.81	17.5	B	R	0.81	17.5	B					
		L	0.63	39.0	D	L	0.63	39.0	D	L	0.63	39.0	D					
		TR	0.19	27.1	C	TR	0.20	27.3	C	TR	0.22	27.6	C					
	<b>Overall Intersection</b>	-	<b>0.61</b>	<b>21.6</b>	<b>C</b>	-	<b>0.85</b>	<b>43.7</b>	<b>D</b>	-	<b>0.84</b>	<b>28.5</b>	<b>C</b>					
<b>ERSKINE STREET &amp; GATEWAY PLAZA</b>																		
Erskine Street	NB	L	0.76	39.5	D	L	0.76	39.5	D	L	0.76	39.5	D				- Reduce width of the Erskine Street SB approach median from 20.5 ft. to 10 ft. Restripe the Erskine Street SB approach as two 11 ft. through lanes and one 12.5 ft. shared through-right lane.	
		T	0.18	6.7	A	T	0.40	8.2	A	T	0.40	8.2	A					
SB	TR	0.49	25.1	C	TR	0.88	37.8	D	TR	0.64	27.0	C				- Reduce width of the Erskine Street SB receiving median from 15 ft. to 8 ft. Restripe the Erskine Street SB receiving as three 10 ft. receiving lanes.		
	EB	L	0.48	33.2	C	L	0.48	33.2	C	L	0.48	33.2	C					
Gateway Plaza		R	0.30	12.3	B	R	0.30	12.3	B	R	0.30	12.3	B					- [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]
			<b>Overall Intersection</b>	-	<b>0.56</b>	<b>22.9</b>	<b>C</b>	-	<b>0.73</b>	<b>26.0</b>	<b>C</b>	-	<b>0.63</b>	<b>21.8</b>	<b>C</b>			
<b>ERSKINE STREET &amp; PARKING LOT SE CORNER</b>																		
Erskine Street	NB	-	-	-	-	L	0.63	12.5	B								- Mitigation not required.	
		-	-	-	-	T	0.30	5.4	A									
SB	-	-	-	-	TR	0.58	21.1	C										
	EB	-	-	-	-	L	0.29	33.3	C									
Parking Lot SE Corner		-	-	-	-	R	0.37	16.8	B									
	<b>Overall Intersection</b>	-	-	-	-	-	<b>0.61</b>	<b>14.9</b>	<b>B</b>									
<b>ERSKINE STREET &amp; PARKING LOT NE CORNER</b>																		
<b>(UNSIGNALIZED INTERSECTION)</b>																		
Erskine Street	NB	-	-	-	-	L	-	9.9	A								- Mitigation not required.	
Parking Lot NE Corner	EB	-	-	-	-	L	-	50.5	F									
		-	-	-	-	R	-	12.1	B									
	<b>Overall Intersection</b>	-	-	-	-	-	-	<b>2.4</b>	<b>A</b>									

TABLE E-7  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		2011 No Build Condition				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures	
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
ERSKINE STREET & VANDALIA AVENUE		(UNSIGNALIZED INTERSECTION)													
Erskine Street	NB	L	-	7.8	A	L	0.21	18.7	B						- Mitigation not required.
		-	-	-	-	T	0.57	23.1	C						
Vandalia Avenue	SB	LTR	-	8.0	A	LTR	0.55	23.0	C						
	EB	LT	-	15.1	C	LTR	0.27	27.4	C						
		TR	-	10.1	B	-	-	-	-						
	WB	LT	-	39.2	E	DefL	0.74	25.1	C						
Erskine Street (channelized stop)	NB	TR	-	12.4	B	TR	0.02	11.9	B						
		R	-	9.6	A	R	-	10.4	B						
Overall Intersection		-	-	11.7	B	-	0.63	23.8	C						
ERSKINE STREET & EGAN STREET		(UNSIGNALIZED INTERSECTION)													
Erskine Street	NB	LT	-	7.7	A	LT	-	8.6	A						- Mitigation not required.
Egan Street	WB	LTR	-	12.7	B	LTR	-	19.9	C						
Overall Intersection		-	-	0.2	A	-	-	0.7	A						
GATEWAY DRIVE															
GATEWAY DRIVE & DRIVEWAY TO OLIVE GARDEN															
Driveway to Olive Garden	SB	L	0.55	20.8	C	L	0.55	20.8	C						- Mitigation not required.
		R	0.23	16.2	B	R	0.23	16.2	B						
Gateway Drive	EB	L	0.76	33.2	C	L	0.76	33.2	C						
		T	0.22	8.1	A	T	0.30	8.6	A						
		WB	TR	0.54	10.7	B	TR	0.69	12.7						
Overall Intersection		-	0.67	13.7	B	-	0.67	14.0	B						
GATEWAY DRIVE & DRIVEWAY TO RED LOBSTER															
Driveway to Red Lobster	SB	L	0.44	18.7	B	L	0.44	18.7	B						- Mitigation not required.
		R	0.19	15.3	B	R	0.19	15.3	B						
Gateway Drive	EB	L	0.65	22.3	C	L	0.65	22.3	C						
		T	0.16	7.4	A	T	0.25	7.8	A						
		WB	TR	0.25	7.9	A	TR	0.37	8.6						
Overall Intersection		-	0.57	11.6	B	-	0.57	11.1	B						
GATEWAY DRIVE & DRIVEWAY TO BOULDER CREEK															
Driveway to Boulder Creek	SB	L	0.38	18.4	B	L	0.38	18.4	B						- Mitigation not required.
		R	0.39	18.6	B	R	0.39	18.6	B						
Gateway Drive	EB	LT	0.48	10.7	B	LT	0.76	16.8	B						
		WB	TR	0.20	8.0	A	TR	0.34	8.9						
Overall Intersection		-	0.45	12.2	B	-	0.62	13.9	B						
GATEWAY DRIVE & GATEWAY PLAZA															
Gateway Drive	NB	T	0.40	9.6	A	T	0.63	12.5	B						- Mitigation not required.
		R	0.01	7.1	A	R	0.01	7.1	A						
Gateway Plaza	SB	L	1.01	58.8	E	L	1.01	58.2	E						
		T	0.34	9.5	A	T	0.50	11.4	B						
	WB	LR	0.93	43.5	D	LR	0.93	43.5	D						
Overall Intersection		-	0.98	33.8	C	-	0.98	30.6	C						
GATEWAY DRIVE & PARKING LOT SW CORNER															
Gateway Drive	NB	-	-	-	-	TR	0.87	31.4	C						- Mitigation not required.
		SB	-	-	-	-	DefL	0.80	29.8						
Parking Lot SW Corner	WB	-	-	-	-	T	0.67	8.5	A						
		-	-	-	-	L	0.48	38.9	D						
		-	-	-	-	-	R	0.37	14.5						
Overall Intersection		-	-	-	-	-	1.07	22.9	C						

TABLE E-7  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures														
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS															
GATEWAY DRIVE & PARKING LOT NW CORNER																												
Gateway Drive	NB	-	-	-	-	TR	0.85	26.3	C	- Mitigation not required.																		
	SB	-	-	-	-	LT	0.90	15.9	B																			
Parking Lot NW Corner	WB	-	-	-	-	L	0.08	32.2	C																			
		-	-	-	-	R	0.26	16.5	B																			
Overall Intersection		-	-	-	-	-	0.72	20.6	C																			
VANDALIA AVENUE																												
VANDALIA AVENUE & ELTON STREET		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				- Mitigation not required.																		
Elton Street	NB	LTR	-	6.9	A	LTR	-	8.2	A																			
	SB	LTR	-	7.0	A	LTR	-	8.2	A																			
Vandalia Avenue	EB	LT	-	7.5	A	LT	-	8.7	A																			
		TR	-	7.2	A	TR	-	7.9	A																			
	WB	LT	-	7.4	A	LT	-	8.4	A																			
		TR	-	7.1	A	TR	-	7.9	A																			
Overall Intersection		-	-	7.2	A	-	-	8.2	A																			
VANDALIA AVENUE & GATEWAY DRIVE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				- Mitigation not required.																		
Gateway Drive	SB	LT	-	10.1	B	LT	-	14.3	B																			
Vandalia Avenue	WB	L	-	35.2	E	-	-	-	-																			
		R	-	12.2	B	R	-	18.5	C																			
Overall Intersection		-	-	0.5	A	-	-	0.9	A																			
FOUNTAIN AVENUE																												
FOUNTAIN AVENUE & VANDALIA AVENUE		- Mitigation not required.																										
Fountain Avenue	NB														LT	0.11	7.4	A	LT	0.11	7.5	A						
	SB														TR	0.34	8.9	A	TR	0.42	9.6	A						
Vandalia Avenue	EB														L	0.31	16.9	B	L	0.47	19.1	B						
															LR	0.13	15.0	B	LR	0.18	15.4	B						
Overall Intersection															-	0.33	10.5	B	-	0.44	11.7	B						
FOUNTAIN AVENUE & EGAN STREET															(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				- Mitigation not required.					
Fountain Avenue	NB	LT	-	8.7	A	LT	-	9.2	A																			
Overall Intersection		-	-	0.1	A	-	-	0.1	A																			
FOUNTAIN AVENUE & FLATLANDS AVENUE		- Restripe the Flatlands Avenue EB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 14 ft. shared through-right lane. - Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection. - Shift the Flatlands Avenue WB approach centerline 10 ft. to the south tapered 150 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 20.5 ft. shared through-right lane with parking. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 13 ft. lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 37 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 31 s of green time (each phase has 3 s amber and 2 s red).																										
Fountain Avenue	NB														LTR	0.66	30.6	C	LTR	0.82	38.9	D	LTR	0.68	26.6	C		
	SB														LTR	0.86	45.4	D	LTR	1.09	97.6	F	LTR	0.91	45.4	D		
Flatlands Avenue	EB														DefL	0.49	22.5	C	DefL	0.71	33.2	C	L	0.62	22.5	C		
															TR	0.15	13.6	B	TR	0.15	13.6	B	TR	0.24	23.5	C		
	WB														DefL	0.22	11.6	B	DefL	0.22	11.6	B	L	0.26	14.7	B		
															TR	0.25	11.7	B	TR	0.25	11.7	B	TR	0.20	21.2	C		
Overall Intersection															-	0.63	28.0	C	-	0.86	49.8	D	-	0.68	30.7	C		
FOUNTAIN AVENUE & OLD MILL ROAD															(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				- Mitigation not required.					
Fountain Avenue	SB														LT	-	8.3	A	LT	-	8.8	A						
Old Mill Road	WB														LR	-	12.3	B	LR	-	14.7	B						
Overall Intersection		-	-	0.1	A	-	-	0.1	A																			



TABLE E-7 GATEWAY ESTATES II FEIS 2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)														
INTERSECTION & APPROACH		2011 No Build Condition				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
FOUNTAIN AVENUE & COZINE AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Fountain Avenue	NB	LT	-	11.5	B	LT	-	14.8	B					
		TR	-	11.4	B	TR	-	14.8	B					
Cozine Avenue	SB	LT	-	12.1	B	LT	-	15.7	C					
		TR	-	12.9	B	TR	-	17.6	C					
	EB	LTR	-	10.5	B	LTR	-	11.2	B					
		WB	LTR	-	9.9	A	LTR	-	10.5	B				
Overall Intersection		-	-	11.9	B	-	-	15.4	C					
FOUNTAIN AVENUE & WORTMAN AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Fountain Avenue	NB	LT	-	9.3	A	LT	-	10.1	B					
	SB	LT	-	8.7	A	LT	-	9.4	A					
Wortman Avenue	EB	LT	-	38.9	E	LT	-	85.2	F					
		TR	-	21.0	C	TR	-	32.9	D					
	WB	LTR	-	29.5	D	LTR	-	65.9	F					
Overall Intersection		-	-	3.9	A	-	-	6.4	A					
FOUNTAIN AVENUE & STANLEY AVENUE														- Mitigation not required. - [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
Fountain Avenue	NB	LTR	0.40	12.4	B	LTR	0.55	14.2	B	LTR	0.54	14.1	B	
	SB	LTR	0.42	12.2	B	LTR	0.55	13.5	B	LTR	0.52	13.2	B	
Stanley Avenue	EB	LTR	0.28	11.9	B	LTR	0.28	11.9	B	LTR	0.29	12.1	B	
	WB	LTR	0.43	13.8	B	LTR	0.43	13.8	B	LTR	0.60	17.1	B	
Overall Intersection		-	0.43	12.5	B	-	0.49	13.7	B	-	0.57	14.2	B	
FOUNTAIN AVENUE & LIBERTY AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				
Fountain Avenue	SB	LTR	-	26.7	D	LTR	-	33.1	D	L	-	16.4	C	
		-	-	-	-	-	-	-	-	TR	-	27.5	D	
Liberty Avenue	WB	LT	-	8.4	A	LT	-	8.6	A	LT	-	8.6	A	
Overall Intersection		-	-	6.6	A	-	-	8.2	A	-	-	6.4	A	
FOUNTAIN AVENUE & ATLANTIC AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Atlantic Avenue	EB	TR	FREEFLOW			A	TR	FREEFLOW			A			
Overall Intersection		-	FREEFLOW			A	-	FREEFLOW			A			
FLATLANDS AVENUE														
FLATLANDS AVENUE & ATKINS AVENUE		(UNSIGNALIZED INTERSECTION)												- Mitigation not required.
Atkins Avenue	NB	LTR	-	74.3	F	LTR	0.38	19.2	B					
	SB	LTR	-	29.9	D	LTR	0.29	18.3	B					
Flatlands Avenue	EB	L	-	9.7	A	L	0.02	13.0	B					
		-	-	-	-	TR	0.47	17.1	B					
	WB	L	-	9.2	A	L	0.09	13.8	B					
		-	-	-	-	TR	0.33	15.5	B					
Overall Intersection		-	-	7.9	A	-	0.42	16.9	B					
FLATLANDS AVENUE & ESSEX STREET		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Essex Street	SB	LTR	-	15.0	B	LTR	-	19.3	C					
Flatlands Avenue	EB	L	-	9.5	A	L	-	9.6	A					
	WB	L	-	9.2	A	L	-	9.3	A					
Overall Intersection		-	-	0.6	A	-	-	0.8	A					



TABLE E-7  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		<u>2011 No Build Condition</u>				<u>2011 Build Condition</u>				<u>2011 Build with Mitigation</u>				<u>Mitigation Measures</u>
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
FLATLANDS AVENUE & LINWOOD STREET		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Linwood Street	NB	LTR	-	25.1	D	LTR	-	21.1	C					
	SB	LR	-	15.2	C	LR	-	15.5	C					
Flatlands Avenue	EB	LT	-	9.5	A	LT	-	9.6	A					
Overall Intersection		-	-	0.8	A	-	-	0.7	A					
FLATLANDS AVENUE & ELTON STREET		(UNSIGNALIZED INTERSECTION)												- Mitigation not required.
Elton Street	NB	LTR	-	37.1	E	LTR	0.28	18.7	B					
	SB	LTR	-	22.3	C	LTR	0.20	17.3	B					
Flatlands Avenue	EB	L	-	9.1	A	L	0.21	15.4	B					
		-	-	-	-	TR	0.62	19.5	B					
	WB	L	-	9.5	A	L	0.07	13.8	B					
	-	-	-	-	TR	0.43	16.6	B						
Overall Intersection		-	-	1.7	A	-	0.46	18.1	B					
FLATLANDS AVENUE & JEROME STREET														- Mitigation not required.
Jerome Street	NB	L	0.88	34.1	C	L	0.91	29.9	C					
		TR	0.24	19.1	B	TR	0.23	15.4	B					
Flatlands Avenue	SB	LTR	0.39	34.7	C	-	-	-	-					
	EB	L	0.32	14.9	B	L	0.51	23.0	C					
		TR	1.09	72.4	E	T	0.67	22.1	C					
		-	-	-	-	R	1.01	20.8	C					
WB	L	0.65	40.3	D	L	0.35	21.1	C						
	TR	0.36	14.1	B	TR	0.46	18.8	B						
Overall Intersection		-	0.98	47.9	D	-	1.01	23.2	C					
FLATLANDS AVENUE & SCHENCK AVENUE														- Mitigation not required.
Schenck Avenue	SB	LR	0.84	40.9	D	L	0.70	32.3	C					
		-	-	-	-	LR	0.67	32.4	C					
Flatlands Avenue	EB	L	0.59	41.8	D	-	-	-	-					
		T	0.74	18.9	B	T	0.77	18.9	B					
WB	TR	1.20+	120+	F*	T	1.05	54.9	D						
	-	-	-	-	R	0.81	3.0	A						
Overall Intersection		-	1.17	117.3	F	-	0.81	28.2	C					
FLATLANDS AVENUE & VAN SICLEN AVENUE														- Remove parking on the east side of the Van Siclen Avenue NB approach 220 ft. from intersection. - Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one 10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB receiving side as one 24 ft. lane with parking. - Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving side as one 20 ft. lane. - Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection. Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide one 13 ft. through lane, one 12 ft. through lane and one 10 ft. exclusive right turn lane. - Remove parking on the north side of the Flatlands Avenue WB approach 190 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 10 ft. exclusive left turn lane, one 12 ft. through lane, one 11 ft. through lane and one 10 ft. exclusive right turn lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 24 s of green time, EB-left/WB-left = 8 s of green time, and EB/WB = 43 s of green time (each phase has 3 s amber and 2 s red).
Van Siclen Avenue	NB	LTR	0.67	30.1	C	LTR	0.71	31.6	C	L	0.11	25.4	C	
		-	-	-	-	-	-	-	-	T	0.38	29.4	C	
		-	-	-	-	-	-	-	-	R	0.51	32.7	C	
	SB	LTR	0.80	33.5	C	LTR	1.00	59.2	E	L	0.70	36.1	D	
Flatlands Avenue		-	-	-	-	-	-	-	-	TR	0.65	35.0	D	
	EB	L	0.37	12.7	B	L	1.15	120+	F*	L	0.45	17.5	B	
		TR	0.63	11.8	B	TR	0.86	18.1	B	T	0.85	22.2	C	
		-	-	-	-	-	-	-	-	R	0.10	10.7	B	
WB	L	0.61	22.8	C	L	1.20+	120+	F*	L	0.63	27.8	C		
	TR	0.55	10.8	B	TR	0.84	17.3	B	T	0.77	19.0	B		
	-	-	-	-	-	-	-	-	R	0.32	12.9	B		
Overall Intersection		-	0.69	17.2	B	-	1.20+	37.8	D	-	0.82	23.2	C	

TABLE E-7  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures	
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS		
FLATLANDS AVENUE & PENNSYLVANIA AVENUE															
Pennsylvania Avenue	NB	L	1.03	85.1	F	L	1.03	85.1	F	L	1.03	85.1	F	<div>- <b>Unmitigatable Impact.</b></div> <div>- Restripe the Pennsylvania Avenue SB approach as one 13 ft. exclusive left turn lane, two 10 ft. through lanes and one 10 ft. shared through-right lane.</div> <div>- [Measures reflect geometric improvements needed for the weekday midday peak period.]</div>	
		TR	0.59	25.5	C	TR	0.61	25.7	C	TR	0.61	25.7	C		
Flatlands Avenue	SB	L	0.80	38.5	D	L	1.20+	120+	F*	L	1.20+	120+	F*		
		TR	0.65	26.4	C	TR	0.65	26.4	C	TR	0.69	27.2	C		
	EB	L	1.10	112.8	F	L	1.14	120+	F*	L	1.14	120+	F*		
		T	0.98	55.0	E	T	1.17	118.7	F	T	1.17	118.7	F		
	WB	R	0.40	18.9	B	R	0.40	18.9	B	R	0.40	18.9	B		
		L	0.53	78.4	E	L	0.60	88.2	F	L	0.60	88.2	F		
		T	0.82	38.1	D	T	0.98	54.2	D	T	0.98	54.2	D		
		R	0.65	24.4	C	R	1.20	120+	F*	R	1.20	120+	F*		
Overall Intersection		-	1.07	42.0	D	-	1.20+	90.3	F	-	1.17	81.5	F		
FLATLANDS AVENUE & ROCKAWAY PARKWAY															
Rockaway Parkway	NB	L	0.31	20.9	C	L	0.30	20.9	C	L	0.40	24.7	C	<div>- <b>Partially Mitigated.</b></div> <div>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</div> <div>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</div> <div>- Modify signal phasing plan: Remove the NB lead phase; maintain the existing 90 s cycle with the following signal timing: NB/SB = 34 s of green time, EB/WB = 46 s of green time (each phase has 3 s amber and 2 s red).</div>	
		TR	0.76	26.5	C	TR	0.79	27.8	C	TR	0.92	43.7	D		
Flatlands Avenue	SB	LTR	1.12	99.9	F	LTR	1.14	108.2	F	LTR	0.59	22.8	C		
		EB	L	0.74	52.9	D	L	0.74	52.9	D	L	0.74	49.5		D
		TR	1.14	97.2	F	TR	1.20+	120+	F*	TR	1.09	70.9	E		
	WB	L	0.77	58.1	E	L	0.98	99.2	F	L	0.98	96.1	F		
		TR	1.11	82.1	F	TR	1.20	120+	F*	TR	1.04	54.8	D		
Overall Intersection		-	1.09	81.0	F	-	1.15	113.0	F	-	1.10	54.3	D		
FLATLANDS AVENUE & REMSEN AVENUE															
Remsen Avenue	NB	L	0.45	22.8	C	L	0.45	22.8	C	L	0.42	20.0	C		<div>- Shift the Remsen Avenue SB approach centerline 1 ft. to the east tapered 150 ft. from intersection. Restripe the Remsen Avenue SB approach to provide one 11 ft. left turn lane, and maintain the existing 10 ft. through lane and 17 ft. shared through-right lane with parking. Shift the SB approach stop bar 10 ft. to the north. Restripe the Remsen Avenue NB receiving side to provide one 12 ft. lane and one 14 ft lane.</div> <div>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue EB approach centerline 2 ft. to the north. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue WB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue WB approach centerline 2 ft. to the south. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</div> <div>- Modify signal timing: NB/SB green time shifts from 39.6 s to 42 s; EB/WB green time shifts from 39.6 s to 38 s (each phase has 3 s amber and 2 s red).</div>
		TR	0.62	21.0	C	TR	0.64	21.4	C	TR	0.60	19.2	B		
Flatlands Avenue	SB	L	0.90	51.5	D	L	0.97	66.4	E	L	0.89	46.1	D		
		TR	0.60	20.7	C	TR	0.60	20.7	C	TR	0.56	18.6	B		
	EB	L	0.62	33.1	C	L	0.62	32.7	C	L	0.66	37.3	D		
		TR	0.80	25.6	C	TR	0.86	28.5	C	T	0.72	24.0	C		
	WB	-	-	-	-	-	-	-	-	R	0.21	17.3	B		
		L	0.16	16.8	B	L	0.29	20.2	C	L	0.27	20.4	C		
		TR	1.02	52.6	D	TR	1.09	74.0	E	T	0.81	26.7	C		
		-	-	-	-	-	-	-	-	R	0.79	35.0	C		
Overall Intersection		-	0.96	33.5	C	-	1.03	41.8	D	-	0.85	24.8	C		
LINDEN BOULEVARD															
LINDEN BOULEVARD & 79TH STREET															
79th Street	NB	L	0.35	23.6	C	L	0.37	24.0	C					<div>- Mitigation not required.</div>	
		R	0.09	20.4	C	R	0.09	20.4	C						
Linden Boulevard (Mainline)	EB	T	0.41	12.4	B	T	0.43	12.5	B						
		WB	T	0.64	16.2	B	T	0.67	16.7	B					
Linden Boulevard (Service Road)	EB	T	0.19	10.7	B	T	0.19	10.7	B						
		WB	T	0.14	10.4	B	T	0.14	10.4	B					
Overall Intersection		-	0.53	14.6	B	-	0.55	15.0	B						

TABLE E-7  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
LINDEN BOULEVARD & EUCLID AVENUE														
Euclid Avenue	NB	LTR	0.19	23.7	C	LTR	0.19	23.7	C	LTR	0.40	28.2	C	- Mitigation not required. - [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
	SB	LTR	0.55	28.6	C	LTR	0.55	28.6	C	LTR	0.55	28.6	C	
Linden Boulevard (Mainline)	EB	L	0.25	11.0	B	L	0.26	11.4	B	L	0.26	11.4	B	
		T	0.45	11.7	B	T	0.48	12.0	B	T	0.48	12.0	B	
	WB	L	0.16	8.9	A	L	0.17	9.2	A	L	0.17	9.2	A	
		T	0.59	10.3	B	T	0.62	10.6	B	T	0.62	10.6	B	
Linden Boulevard (Service Road)	EB	TR	0.27	10.5	B	TR	0.27	10.5	B	TR	0.27	10.5	B	
Linden Boulevard (Unsignalized)	WB	T	0.39	15.8	B	T	0.39	15.8	B	T	0.39	15.8	B	
	WB	R	-	10.0	A	R	-	10.0	A	R	-	10.0	A	
Overall Intersection	-	-	0.57	15.1	B	-	0.59	13.7	B	-	0.59	14.0	B	
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE														
Fountain Avenue	NB	LTR	1.13	110.6	F	LTR	1.20+	120+	F*	LTR	0.97	48.5	D	- Convert Loring Avenue to one-way SB. (This measure was proposed as a mitigation measure in the 1996 Plan, and is necessary to mitigate the significant impacts of the Modified Plan.) - Restripe the Loring Avenue SB receiving as one 12 ft. and one 20 ft. lane with parking. - Modify signal phasing plan: Eliminate the Loring Avenue NB phase; replace the EB lead phase with a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 32 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 35 s of green time (each phase has 3 s amber and 3 s or 2 s red).
	SB	DefL	1.10	104.9	F	DefL	1.09	102.5	F	DefL	0.61	26.9	C	
Linden Boulevard (Mainline)		TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	0.85	37.7	D	
	EB	L	0.55	19.4	B	L	0.56	19.7	B	L	0.52	18.2	B	
		T	0.43	17.6	B	T	0.43	17.7	B	T	0.57	25.1	C	
	WB	L	0.71	26.9	C	L	1.16	117.0	F	L	0.82	30.3	C	
Linden Boulevard (Service Road)		T	0.65	13.8	B	T	0.66	13.9	B	T	0.67	14.1	B	
	EB	TR	0.45	18.7	B	TR	0.45	18.7	B	TR	0.60	27.4	C	
Loring Avenue	WB	TR	0.78	18.7	B	TR	0.78	18.7	B	TR	0.84	21.3	C	
	NB	LTR	0.80	70.4	E	LTR	0.80	70.4	E	-	-	-	-	
Overall Intersection	-	-	0.93	45.5	D	-	1.20+	92.1	F	-	0.91	26.8	C	
LINDEN BOULEVARD & ATKINS AVENUE														
Atkins Avenue	SB	LTR	0.15	20.7	C	LTR	0.20	21.3	C					- Mitigation not required.
Linden Boulevard (Mainline)	EB	T	0.48	13.8	B	T	0.48	13.9	B					
	WB	L	0.07	11.0	B	L	0.16	12.7	B					
		T	0.49	13.9	B	T	0.49	13.9	B					
	EB	TR	0.22	11.7	B	TR	0.25	12.0	B					
Linden Boulevard (Service Road)	WB	T	0.34	12.9	B	T	0.34	13.0	B					
Overall Intersection	-	-	0.35	13.9	B	-	0.38	14.1	B					
LINDEN BOULEVARD & ELTON STREET														
Elton Street	NB	R	-	9.8	A	R	-	9.9	A					- Mitigation not required.
Overall Intersection	-	-	-	0.9	A	-	-	0.9	A					
LINDEN BOULEVARD & PENNSYLVANIA AVENUE														
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	- Unmitigatable Impact. - Restripe the Pennsylvania Avenue NB approach as one 12.5 ft. exclusive left turn lane, two 11 ft. through lanes and one 10 ft. exclusive right turn lane. - Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection. - Shift the Pennsylvania Avenue SB approach centerline 3 ft. to the east tapered 150 ft. from intersection. Maintain the 9.5 ft. exclusive left turn lane, and restripe the other lanes to provide one 11 ft. through lane and one 12 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving side as two 11 ft. lanes. - Reduce width of the Linden Boulevard EB service road approach median from 7 ft. to 5 ft. Maintain the 11.5 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes. - Reduce width of the Linden Boulevard WB service road approach median from 7 ft. to 5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes. - [Measures reflect geometric improvements needed for the weekday AM & PM peak periods.]
		T	1.10	92.8	F	T	1.20+	120+	F*	T	1.20+	120+	F*	
		R	0.50	31.9	C	R	0.50	31.9	C	R	0.53	32.9	C	
	SB	L	0.82	113.0	F	L	0.95	120+	F*	L	0.95	120+	F*	
		TR	1.19	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*	
		L	0.87	68.9	E	L	0.87	68.9	E	L	0.87	68.9	E	
Linden Boulevard (Mainline)	EB	T	1.06	72.9	E	T	1.07	75.7	E	T	1.05	69.1	E	
		WB	L	0.94	84.6	F	L	0.94	84.6	F	L	0.94	84.6	F
Linden Boulevard (Service Road)	EB	T	1.11	92.2	F	T	1.16	109.8	F	T	1.14	101.6	F	
		T	0.75	37.5	D	T	0.86	44.4	D	T	0.86	44.4	D	
		R	0.66	23.1	C	R	0.88	33.8	C	R	0.88	33.8	C	
WB	TR	0.53	29.7	C	TR	0.57	30.4	C	TR	0.57	30.4	C		
Overall Intersection	-	-	1.17	85.1	F	-	1.20+	120+	F*	-	1.20+	114.9	F	

TABLE E-7  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)

Intersection & Approach		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures	
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS		
Linden Boulevard & Rockaway Avenue															
Rockaway Avenue	NB	LT	1.10	101.7	F	LT	1.10	101.7	F	LT	1.05	85.5	F	- Shift the Rockaway Avenue SB approach centerline 2 ft. to the east tapered 60 ft. from intersection. Restripe the SB approach as one 12 ft. shared left-through lane and one 10 ft. exclusive right turn lane. Restripe the Rockaway Avenue NB receiving side as one 18 ft. lane with parking.	
		R	0.63	38.9	D	R	0.71	43.4	D	R	0.62	37.2	D		
Linden Boulevard (Mainline)	SB	LT	1.14	116.0	F	LT	1.20+	120+	F*	LT	1.10	98.6	F	- Shift the Rockaway Avenue NB approach centerline 2 ft. to the west tapered 60 ft. from intersection. Restripe the NB approach as one 10 ft. shared left-through lane and one 12 ft. exclusive right turn lane. Restripe the Rockaway Avenue SB receiving side as one 18 ft. lane with parking.	
		R	0.53	40.0	D	R	0.53	40.0	D	R	0.50	37.5	D		
	EB	L	0.44	44.3	D	L	0.44	44.3	D	L	0.36	40.0	D		- Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase; shift 2 s green time from EB/WB phase to EB-left/WB-left lag phase. [NB/SB green time shifts from 22 s to 23 s; EB/WB green time shifts from 44 s to 41 s; EB-left/WB-left green time shifts from 9 s to 11 s.]
		T	0.69	19.0	B	T	0.75	20.2	C	T	0.80	23.4	C		
Linden Boulevard (Service Road)	WB	L	1.16	120+	F*	L	1.20+	120+	F*	L	1.08	111.1	F		
		T	0.65	18.3	B	T	0.70	19.2	B	T	0.75	22.2	C		
	EB	TR	0.65	20.1	C	TR	0.65	20.1	C	TR	0.70	23.4	C		
		WB	TR	0.43	16.0	B	TR	0.47	16.6	B	TR	0.50	18.9		
Overall Intersection		-	0.89	40.6	D	-	0.98	46.6	D	-	0.96	39.0	D		
Linden Boulevard & Rockaway Parkway															
Rockaway Parkway	NB	LTR	0.77	38.6	D	LTR	0.77	38.6	D	LTR	0.72	35.9	D	- Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase. [NB/SB green time shifts from 21 s to 22 s; EB/WB green time shifts from 45 s to 44 s; EB-left/WB-left lag green time remains at 8 s.]	
	SB	L	1.10	101.0	F	L	1.14	114.6	F	L	1.09	96.5	F		
		TR	0.76	37.4	D	TR	0.76	37.4	D	TR	0.72	35.4	D		
Linden Boulevard (Mainline)	EB	L	0.68	56.4	E	L	0.68	56.4	E	L	0.68	56.4	E		
		T	0.55	16.2	B	T	0.60	16.9	B	T	0.61	17.7	B		
	WB	L	0.16	39.6	D	L	0.16	39.6	D	L	0.16	39.6	D		
		T	0.51	15.7	B	T	0.56	16.3	B	T	0.57	17.0	B		
Linden Boulevard (Service Road)	EB	TR	0.24	13.2	B	TR	0.24	13.2	B	TR	0.24	13.8	B		
	WB	TR	0.66	19.8	B	TR	0.68	20.4	C	TR	0.69	21.5	C		
Overall Intersection		-	0.79	29.9	C	-	0.82	31.2	C	-	0.88	29.6	C		
Linden Boulevard & Kings Highway & Remsen Avenue															
Kings Highway (Mainline)	NB	T	1.04	81.9	F	T	1.04	81.9	F	T	1.04	81.9	F	- Reduce width of the Kings Highway NB service road approach median from 7 ft. to 5 ft. Restripe the Kings Highway NB service road approach to provide one 10 ft. through lane, and maintain the existing 10 ft. shared through-right lane.	
	SB	T	1.06	87.0	F	T	1.06	87.0	F	T	1.06	87.0	F		
Kings Highway (Service Road)	NB	TR	0.66	45.8	D	TR	0.68	46.6	D	TR	0.66	45.8	D	- Reduce width of the Linden Boulevard EB approach median from 7 ft. to 2 ft. Restripe the Linden Boulevard EB approach as one 13 ft. through lane and one 14 ft. shared through-right lane. Restripe the Linden Boulevard WB receiving side as two 10 ft. lanes.	
	SB	TR	0.72	49.3	D	TR	0.72	49.3	D	TR	0.72	49.3	D		
Remsen Avenue	EB	DefL	0.70	59.6	E	DefL	0.71	60.1	E	DefL	0.71	60.1	E	- Shift the Linden Boulevard WB mainline approach median 2 ft. to the south, and reduce median width from 4 ft. to 2 ft. Restripe the Linden Boulevard WB mainline approach as one 12 ft. shared left-through lane and one 14 ft. through lane. Restripe the Linden Boulevard EB mainline receiving side as two 11 ft. lanes.	
		TR	1.10	106.2	F	TR	1.10	106.2	F	TR	1.10	106.2	F		
Linden Boulevard (Mainline)	WB	TR	1.09	105.0	F	TR	1.09	105.0	F	TR	1.09	105.0	F		
	EB	TR	1.09	100.8	F	TR	1.19	120+	F*	TR	1.08	96.2	F		
		WB	LT	1.12	105.7	F	LT	1.20	120+	F*	LT	1.12	105.6	F	
		R	0.51	33.9	C	R	0.52	34.0	C	R	0.52	34.0	C		
Linden Boulevard (Service Road - Unsignalized)	WB	R	-	10.4	B	R	-	10.4	B	R	-	10.4	B		
Overall Intersection		-	1.03	85.4	F	-	1.12	97.1	F	-	1.08	85.0	F		
PENNSYLVANIA AVENUE															
PENNSYLVANIA AVENUE & LIBERTY AVENUE															
Pennsylvania Avenue	NB	LTR	0.88	20.5	C	LTR	1.04	47.7	D	LTR	0.82	16.8	B	- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.	
	SB	L	0.36	8.8	A	L	0.42	10.9	B	LTR	0.78	10.2	B		
		TR	1.05	47.6	D	TR	1.16	88.6	F	-	-	-	-		
Liberty Avenue	EB	LTR	0.66	38.3	D	LTR	0.66	38.3	D	LTR	0.66	38.1	D	- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane.	
	WB	LTR	0.90	51.0	D	LTR	0.90	51.0	D	LTR	0.90	49.9	D		
Overall Intersection		-	1.00	34.3	C	-	1.08	60.9	E	-	0.84	19.6	B	- Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane.	
														- Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking.	
														- Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking.	

TABLE E-7  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		2011 No Build Condition				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
PENNSYLVANIA AVENUE & ATLANTIC AVENUE														
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	- Unmitigatable Impact.				
		TR	1.13	100.9	F	TR	1.19	120+	F*					
Atlantic Avenue	SB	L	0.93	55.2	E	L	0.93	55.5	E					
		TR	1.07	75.2	E	TR	1.12	94.3	F					
	EB	L	0.35	26.9	C	L	0.35	26.9	C					
		TR	1.13	90.3	F	TR	1.18	111.0	F					
	WB	TR	1.00	52.1	D	TR	1.00	52.1	D					
Overall Intersection		-	1.20+	79.2	E	-	1.20+	98.5	F					

**Notes**  
(1): Control delay is measured in seconds per vehicle.  
(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.  
(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).  
Denotes a significant impact

TABLE E-8  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
ERSKINE STREET														
ERSKINE STREET & BELT PARKWAY EASTBOUND RAMP														
Erskine Street	SB	L	0.51	19.2	B	L	0.81	26.3	C					- Mitigation not required.
Belt Parkway Eastbound On/Off Ramp	EB	L	0.63	23.1	C	L	0.91	39.9	D					
		LT	0.28	16.7	B	LT	0.40	18.4	B					
Overall	Intersection	-	0.57	20.1	C	-	0.86	29.6	C					
ERSKINE STREET & BELT PARKWAY WESTBOUND RAMP														
Erskine Street	NB	T	0.48	18.7	B	T	0.69	22.5	C	T	0.71	23.6	C	- Modify signal timing: Shift 1 s green time from NB phase to WB phase. [NB green time shifts from 40 s to 39 s; WB green time shifts from 40 s to 41 s.]
Belt Parkway Westbound On/Off Ramp	WB	R	0.66	22.4	C	R	0.99	48.8	D	R	0.97	42.7	D	
Overall	Intersection	-	0.57	20.6	C	-	0.84	36.5	D	-	0.84	33.8	C	
ERSKINE STREET & GATEWAY DRIVE														
Erskine Street	NB	L	0.69	29.2	C	L	0.92	38.9	D	L	0.95	43.0	D	- Unmitigatable Impact. - Shift the Erskine Street NB approach median 8 ft. to the east, and increase median width from 4 ft. to 6.5 ft. Restripe the Erskine Street NB approach as two 10 ft. exclusive left turn lanes and one 14 ft. shared through-right lane. Restripe the Erskine Street SB receiving side as three 10 ft. lanes. - Restripe the Erskine Street SB approach as one 10 ft. exclusive left turn lane and one 12 ft. through lane, and maintain the existing 11.5 ft. through lane and 12.5 ft. shared through-right lane. Restripe the Erskine Street NB receiving side as one 14 ft. lane and two 10 ft. lanes.
		TR	0.38	8.4	A	TR	0.61	10.9	B	TR	1.05	52.7	D	
SB	L	0.35	32.6	C	L	0.52	43.9	D	L	0.54	45.0	D		
	T	0.77	35.5	D	T	1.20+	120+	F*	TR	1.05	68.7	E		
Gateway Drive	EB	R	0.03	25.6	C	R	0.03	25.6	C	-			-	
		L	0.02	25.5	C	L	0.02	25.5	C	L	0.02	25.5	C	
	T	0.05	25.7	C	T	0.05	25.7	C	T	0.05	25.7	C		
	WB	R	0.71	13.9	B	R	0.96	30.3	C	R	0.96	30.3	C	
		L	0.77	47.3	D	L	0.77	47.3	D	L	0.77	47.3	D	
	TR	0.21	27.4	C	TR	0.22	27.5	C	TR	0.22	27.5	C		
Overall	Intersection	-	0.68	23.6	C	-	1.05	92.7	F	-	0.92	49.6	D	
ERSKINE STREET & GATEWAY PLAZA														
Erskine Street	NB	L	0.82	43.4	D	L	0.82	43.4	D	L	0.82	43.4	D	- Reduce width of the Erskine Street SB approach median from 20.5 ft. to 10 ft. Restripe the Erskine Street SB approach as two 11 ft. through lanes and one 12.5 ft. shared through-right lane. - Reduce width of the Erskine Street SB receiving median from 15 ft. to 8 ft. Restripe the Erskine Street SB receiving as three 10 ft. receiving lanes.
		T	0.21	6.9	A	T	0.46	8.8	A	T	0.46	8.8	A	
SB	TR	0.59	26.9	C	TR	1.16	110.7	F	TR	0.84	32.8	C		
Gateway Plaza	EB	L	0.52	34.1	C	L	0.52	34.1	C	L	0.52	34.1	C	
		R	0.33	12.6	B	R	0.33	12.6	B	R	0.33	12.6	B	
Overall	Intersection	-	0.64	24.2	C	-	0.87	58.2	E	-	0.74	25.0	C	
ERSKINE STREET & PARKING LOT SE CORNER														
Erskine Street	NB	-	-	-	-	L	0.86	33.4	C					- Mitigation not required.
		-	-	-	-	T	0.34	5.6	A					
Parking Lot SE Corner	SB	-	-	-	-	TR	0.71	23.3	C					
	EB	-	-	-	-	L	0.44	36.2	D					
		-	-	-	-	R	0.58	20.5	C					
Overall	Intersection	-	-	-	-	-	0.72	20.0	C					
ERSKINE STREET & PARKING LOT NE CORNER														
(UNSIGNALIZED INTERSECTION)														
Erskine Street	NB	-	-	-	-	L	-	10.8	B					- Mitigation not required.
Parking Lot NE Corner	EB	-	-	-	-	L	-	120+	F*					
		-	-	-	-	R	-	13.6	B					
Overall	Intersection	-	-	-	-	-	-	8.4	A					

TABLE E-8																	
GATEWAY ESTATES II FEIS																	
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)																	
INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			LOS	Mvt.	2011 Build Condition			LOS	Mvt.	2011 Build with Mitigation			LOS	Mitigation Measures
			V/C	Delay				V/C	Delay				V/C	Delay			
ERSKINE STREET & VANDALIA AVENUE			(UNSIGNALIZED INTERSECTION)														
Erskine Street	NB	L	-	8.1	A	L	0.23	19.2	B							- Mitigation not required.	
		-	-	-	-	T	0.69	26.0	C								
Vandalia Avenue	SB	LTR	-	8.1	A	LTR	0.71	27.1	C								
	EB	LT	-	17.6	C	LTR	0.24	27.0	C								
		TR	-	10.8	B	-	-	-	-								
	WB	LT	-	93.4	F	DefL	0.83	30.7	C								
Erskine Street (channelized stop)	NB	TR	-	13.6	B	TR	0.02	11.9	B								
		R	-	9.7	A	R	-	11.2	B								
		Overall Intersection	-	-	22.3	C	-	0.76	27.3	C							
ERSKINE STREET & EGAN STREET			(UNSIGNALIZED INTERSECTION)						(UNSIGNALIZED INTERSECTION)								
Erskine Street	NB	LT	-	8.0	A	LT	-	9.0	A						- Mitigation not required.		
Egan Street	WB	LTR	-	14.0	B	LTR	-	24.5	C								
Overall Intersection	-	-	0.1	A	-	-	0.6	A									
GATEWAY DRIVE																	
GATEWAY DRIVE & DRIVEWAY TO OLIVE GARDEN																	
Driveway to Olive Garden	SB	L	0.60	22	C	L	0.60	22.0	C						- Mitigation not required.		
		R	0.25	16.4	B	R	0.25	16.4	B								
Gateway Drive	EB	L	0.82	40.6	D	L	0.82	40.6	D								
		T	0.23	8.2	A	T	0.37	9.0	A								
	WB	TR	0.58	11.2	B	TR	0.77	14.2	B								
Overall Intersection	-	0.73	14.6	B	-	0.73	15.2	B									
GATEWAY DRIVE & DRIVEWAY TO RED LOBSTER																	
Driveway to Red Lobster	SB	L	0.48	19.4	B	L	0.48	19.4	B							- Mitigation not required.	
		R	0.21	15.4	B	R	0.21	15.4	B								
Gateway Drive	EB	L	0.71	25.7	C	L	0.71	25.7	C								
		T	0.17	7.4	A	T	0.31	8.2	A								
	WB	TR	0.27	8.0	A	TR	0.42	9.0	A								
Overall Intersection	-	0.62	12.2	B	-	0.62	11.5	B									
GATEWAY DRIVE & DRIVEWAY TO BOULDER CREEK																	
Driveway to Boulder Creek	SB	L	0.41	19.0	B	L	0.41	19.0	B						- Mitigation not required.		
		R	0.43	19.2	B	R	0.43	19.2	B								
Gateway Drive	EB	LT	0.54	11.5	B	LT	0.99	39.8	D								
	WB	TR	0.22	8.1	A	TR	0.39	9.2	A								
	Overall Intersection	-	0.49	12.8	B	-	0.77	23.1	C								
GATEWAY DRIVE & GATEWAY PLAZA																	
Gateway Drive	NB	T	0.42	9.9	A	T	0.71	14.0	B							- Mitigation not required.	
		R	0.01	7.1	A	R	0.01	7.1	A								
Gateway Plaza	SB	L	1.10	87.1	F	L	1.10	86.2	F								
		T	0.37	9.7	A	T	0.62	13.4	B								
	WB	LR	1.02	61.5	E	LR	1.02	61.5	E								
	Overall Intersection	-	1.07	47.7	D	-	1.07	41.5	D								
GATEWAY DRIVE & PARKING LOT SW CORNER																	
Gateway Drive	NB	-	-	-	-	TR	0.92	35.2	D						- Mitigation not required.		
		SB	-	-	-	-	DefL	0.94	43.2	D							
Parking Lot SW Corner	WB	-	-	-	-	T	0.69	8.9	A								
		-	-	-	-	L	0.75	50.4	D								
		-	-	-	-	R	0.57	18.0	B								
		Overall Intersection	-	-	-	-	-	1.17	28.1	C							



TABLE E-8  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			LOS	Mvt.	2011 Build Condition			LOS	2011 Build with Mitigation			LOS	Mitigation Measures														
			V/C	Delay				V/C	Delay			V/C	Delay																	
GATEWAY DRIVE & PARKING LOT NW CORNER																														
Gateway Drive	NB	-	-	-	-	-	TR	0.96	35.5	D	- Mitigation not required.																			
	SB	-	-	-	-	-	LT	1.00	29.8	C																				
Parking Lot NW Corner	WB	-	-	-	-	-	L	0.12	32.7	C																				
		-	-	-	-	-	R	0.40	18.5	B																				
Overall Intersection		-	-	-	-	-	-	0.83	31.2	C																				
VANDALIA AVENUE																														
VANDALIA AVENUE & ELTON STREET			(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				- Mitigation not required.																			
Elton Street	NB	LTR	-	6.8	A	LTR	-	8.3	A																					
	SB	LTR	-	6.9	A	LTR	-	8.2	A																					
Vandalia Avenue	EB	LT	-	7.5	A	LT	-	8.7	A																					
		TR	-	7.2	A	TR	-	7.9	A																					
	WB	LT	-	7.4	A	LT	-	8.4	A																					
		TR	-	7.1	A	TR	-	7.9	A																					
Overall Intersection		-	-	7.2	A	-	-	8.2	A																					
VANDALIA AVENUE & GATEWAY DRIVE			(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				- Mitigation not required.																			
Gateway Drive	SB	LT	-	10.5	B	LT	-	18.3	C																					
Vandalia Avenue	WB	L	-	40.6	E	-	-	-	-																					
		R	-	12.5	B	R	-	23.6	C																					
Overall Intersection		-	-	0.4	A	-	-	0.8	A																					
FOUNTAIN AVENUE																														
FOUNTAIN AVENUE & VANDALIA AVENUE			- Mitigation not required.																											
Fountain Avenue	NB	LT															0.12	7.5	A	LT	0.12	7.5	A							
	SB	TR															0.38	9.2	A	TR	0.48	10.2	B							
Vandalia Avenue	EB	L															0.34	17.3	B	L	0.57	21.2	C							
		LR															0.15	15.1	B	LR	0.22	15.8	B							
Overall Intersection		-															0.36	10.7	B	-	0.52	12.7	B							
FOUNTAIN AVENUE & EGAN STREET																	(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				- Mitigation not required.					
Fountain Avenue	NB	LT	-	8.9	A	LT	-	9.5	A																					
Overall Intersection		-	-	0.1	A	-	-	0.1	A																					
FOUNTAIN AVENUE & FLATLANDS AVENUE			- Restripe the Flatlands Avenue EB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 14 ft. shared through-right lane. - Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection. - Shift the Flatlands Avenue WB approach centerline 10 ft. to the south tapered 150 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 20.5 ft. shared through-right lane with parking. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 13 ft. lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 39 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 29 s of green time (each phase has 3 s amber and 2 s red).																											
Fountain Avenue	NB	LTR															0.75	34.3	C	LTR	1.00	64.6	E	LTR	0.78	29.4	C			
	SB	LTR															0.95	57.2	E	LTR	1.20+	120+	F*	LTR	0.95	51.9	D			
Flatlands Avenue	EB	DefL															0.53	23.9	C	DefL	0.80	41.7	D	L	0.59	25.9	C			
		TR															0.16	13.7	B	TR	0.16	13.7	B	TR	0.27	25.0	C			
	WB	DefL															0.24	11.9	B	DefL	0.24	11.9	B	L	0.31	16.5	B			
		TR															0.27	12.0	B	TR	0.27	12.0	B	TR	0.23	22.9	C			
Overall Intersection		-															0.69	32.8	C	-	0.96	73.3	E	-	0.79	34.3	C			
FOUNTAIN AVENUE & OLD MILL ROAD																	(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				- Mitigation not required.					
Fountain Avenue	SB	LT															-	8.4	A	LT	-	9.2	A							
Old Mill Road	WB	LR															-	13.0	B	LR	-	16.8	C							
Overall Intersection		-	-	0.1	A	-	-	0.1	A																					



TABLE E-8 GATEWAY ESTATES II FEIS 2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)														
INTERSECTION & APPROACH		2011 No Build Condition				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
FOUNTAIN AVENUE & COZINE AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Fountain Avenue	NB	LT	-	12.6	B	LT	-	19.5	C					
		TR	-	12.5	B	TR	-	19.6	C					
Cozine Avenue	SB	LT	-	13.3	B	LT	-	19.8	C					
		TR	-	14.5	B	TR	-	23.6	C					
	EB	LTR	-	10.9	B	LTR	-	11.8	B					
		WB	LTR	-	10.3	B	LTR	-	11.0	B				
Overall Intersection		-	-	13.0	B	-	-	19.9	C					
FOUNTAIN AVENUE & WORTMAN AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Fountain Avenue	NB	LT	-	9.6	A	LT	-	10.6	B					
	SB	LT	-	8.9	A	LT	-	9.9	A					
Wortman Avenue	EB	LT	-	54.8	F	LT	-	120+	F*					
		TR	-	25.0	D	TR	-	50.5	F					
	WB	LTR	-	40.3	E	LTR	-	120+	F*					
Overall Intersection		-	-	5.2	A	-	-	15.6	C					
FOUNTAIN AVENUE & STANLEY AVENUE														- Mitigation not required. - [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
Fountain Avenue	NB	LTR	0.45	12.9	B	LTR	0.66	16.0	B	LTR	0.65	16.0	B	
	SB	LTR	0.47	12.6	B	LTR	0.62	14.4	B	LTR	0.59	14.0	B	
Stanley Avenue	EB	LTR	0.30	12.2	B	LTR	0.31	12.2	B	LTR	0.32	12.4	B	
	WB	LTR	0.48	14.6	B	LTR	0.48	14.6	B	LTR	0.66	18.9	B	
Overall Intersection		-	0.47	13.0	B	-	0.57	14.9	B	-	0.66	15.5	B	
FOUNTAIN AVENUE & LIBERTY AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				
Fountain Avenue	SB	LTR	-	36.9	E	LTR	-	52.0	F	L	-	18.2	C	
		-	-	-	-	-	-	-	-	TR	-	35.2	E	
Liberty Avenue	WB	LT	-	8.6	A	LT	-	8.8	A	LT	-	8.8	A	
		-	-	-	-	-	-	-	-	-	-	-	-	
Overall Intersection		-	-	9.1	A	-	-	12.7	B	-	-	8.1	A	
FOUNTAIN AVENUE & ATLANTIC AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Atlantic Avenue	EB	TR	FREEFLOW			TR	FREEFLOW			A				
Overall Intersection		-	FREEFLOW			-	FREEFLOW			A				
FLATLANDS AVENUE														
FLATLANDS AVENUE & ATKINS AVENUE		(UNSIGNALIZED INTERSECTION)												- Mitigation not required.
Atkins Avenue	NB	LTR	-	120+	F*	LTR	0.43	20.0	C					
	SB	LTR	-	51.2	F	LTR	0.33	18.9	B					
Flatlands Avenue	EB	L	-	10.6	B	L	0.02	13.1	B					
		-	-	-	-	TR	0.53	17.9	B					
	WB	L	-	9.6	A	L	0.12	14.3	B					
		-	-	-	-	TR	0.43	16.5	B					
Overall Intersection		-	-	20.9	C	-	0.48	17.7	B					
FLATLANDS AVENUE & ESSEX STREET		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Essex Street	SB	LTR	-	17.6	C	LTR	-	23.6	C					
Flatlands Avenue	EB	L	-	10.2	B	L	-	10.3	B					
	WB	L	-	9.6	A	L	-	9.7	A					
Overall Intersection		-	-	0.7	A	-	-	0.9	A					

TABLE E-8  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)

INTERSECTION & APPROACH		<u>2011 No Build Condition</u>				<u>2011 Build Condition</u>				<u>2011 Build with Mitigation</u>				<u>Mitigation Measures</u>
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
FLATLANDS AVENUE & LINWOOD STREET		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Linwood Street	NB	LTR	-	25.5	D	LTR	-	26.1	D					
	SB	LR	-	18.0	C	LR	-	18.3	C					
Flatlands Avenue	EB	LT	-	10.3	B	LT	-	10.3	B					
Overall Intersection		-	-	0.8	A	-	-	0.8	A					
FLATLANDS AVENUE & ELTON STREET		(UNSIGNALIZED INTERSECTION)												- Mitigation not required.
Elton Street	NB	LTR	-	52.3	F	LTR	0.28	18.7	B					
	SB	LTR	-	31.4	D	LTR	0.23	17.7	B					
Flatlands Avenue	EB	L	-	9.6	A	L	0.27	16.7	B					
		-	-	-	-	TR	0.69	20.9	C					
	WB	L	-	9.9	A	L	0.08	14.1	B					
		-	-	-	-	TR	0.52	17.9	B					
Overall Intersection		-	-	2.0	A	-	0.50	19.3	B					
FLATLANDS AVENUE & JEROME STREET														- Mitigation not required.
Jerome Street	NB	L	0.96	44.0	D	L	1.00	43.4	D					
		TR	0.26	19.3	B	TR	0.26	15.7	B					
Flatlands Avenue	SB	LTR	0.43	35.6	D	-	-	-	-					
	EB	L	0.41	16.9	B	L	0.67	31.0	C					
		TR	1.20	118.3	F	T	0.75	24.0	C					
	WB	-	-	-	-	R	1.00	18.3	B					
L		0.70	45.5	D	L	0.47	26.8	C						
		TR	0.44	15.0	B	TR	0.55	20.1	C					
Overall Intersection		-	1.09	71.7	E	-	1.00	27.3	C					
FLATLANDS AVENUE & SCHENCK AVENUE														- Mitigation not required.
Schenck Avenue	SB	LR	0.92	50.6	D	L	0.78	36.2	D					
		-	-	-	-	LR	0.75	35.8	D					
Flatlands Avenue	EB	L	0.64	47.4	D	-	-	-	-					
	WB	T	0.82	21.6	C	T	0.87	22.8	C					
		TR	1.20+	120+	F*	T	1.20+	120+	F*					
		-	-	-	-	R	0.97	13.0	B					
Overall Intersection		-	1.20+	120+	F*	-	0.97	67.3	E					
FLATLANDS AVENUE & VAN SICLEN AVENUE														- Remove parking on the east side of the Van Siclen Avenue NB approach 220 ft. from intersection. - Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one 10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB receiving side as one 24 ft. lane with parking. - Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving side as one 20 ft. lane. - Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection. Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide one 13 ft. through lane, one 12 ft. through lane and one 10 ft. exclusive right turn lane. - Remove parking on the north side of the Flatlands Avenue WB approach 190 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 10 ft. exclusive left turn lane, one 12 ft. through lane, one 11 ft. through lane and one 10 ft. exclusive right turn lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 24 s of green time, EB-left/WB-left = 8 s of green time, and EB/WB = 43 s of green time (each phase has 3 s amber and 2 s red).
Van Siclen Avenue	NB	LTR	0.73	32.6	C	LTR	0.78	35.0	D	L	0.12	25.5	C	
		-	-	-	-	-	-	-	-	T	0.42	30.0	C	
		-	-	-	-	-	-	-	-	R	0.56	34.3	C	
Flatlands Avenue	SB	LTR	0.87	39.1	D	LTR	1.12	96.7	F	L	0.80	41.1	D	
		-	-	-	-	-	-	-	-	TR	0.71	37.2	D	
	EB	L	0.50	18.2	B	L	1.20+	120+	F*	L	0.53	25.8	C	
		TR	0.69	12.8	B	TR	0.97	28.9	C	T	0.96	32.7	C	
	WB	-	-	-	-	-	-	-	-	R	0.11	10.7	B	
		L	0.80	43.2	D	L	1.20+	120+	F*	L	0.71	38.1	D	
		TR	0.64	11.9	B	TR	1.05	49.9	D	T	0.95	31.1	C	
		-	-	-	-	-	-	-	-	R	0.42	14.3	B	
	Overall Intersection		-	0.83	19.9	B	-	1.20+	68.8	E	-	0.92	31.6	

TABLE E-8  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures		
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS			
FLATLANDS AVENUE & PENNSYLVANIA AVENUE																
Pennsylvania Avenue	NB	L	1.14	120+	F*	L	1.14	120+	F*	L	1.14	120+	F*	<div>- <b>Unmitigatable Impact.</b></div> <div>- Restripe the Pennsylvania Avenue SB approach as one 13 ft. exclusive left turn lane, two 10 ft. through lanes and one 10 ft. shared through-right lane.</div> <div>- [Measures reflect geometric improvements needed for the weekday midday peak period.]</div>		
		TR	0.65	26.4	C	TR	0.66	26.7	C	TR	0.66	26.7	C			
	SB	L	0.93	54.6	D	L	1.20+	120+	F*	L	1.20+	120+	F*			
		TR	0.71	27.6	C	TR	0.71	27.6	C	TR	0.75	28.5	C			
Flatlands Avenue	EB	L	1.15	120+	F*	L	1.15	120+	F*	L	1.15	120+	F*			
		T	1.08	82.8	F	T	1.20+	120+	F*	T	1.20+	120+	F*			
	WB	R	0.44	19.5	B	R	0.44	19.5	B	R	0.44	19.5	B			
		L	0.58	87.0	F	L	0.69	108.0	F	L	0.69	108.0	F			
		T	0.92	45.2	D	T	1.15	109.9	F	T	1.15	109.9	F			
		R	0.77	29.3	C	R	1.20+	120+	F*	R	1.20+	120+	F*			
		Overall Intersection		-	1.11	52.6	D	-	1.20+	120+	F*	-	1.20+		120+	F*
		FLATLANDS AVENUE & ROCKAWAY PARKWAY														
Rockaway Parkway	NB	L	0.36	22.1	C	L	0.35	22.1	C	L	0.42	23.4	C	<div>- <b>Partially Mitigated.</b></div> <div>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</div> <div>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</div> <div>- Modify signal phasing plan: Remove the NB lead phase; maintain the existing 90 s cycle with the following signal timing: NB/SB = 37 s of green time, EB/WB = 43 s of green time (each phase has 3 s amber and 2 s red).</div>		
		TR	0.83	30.1	C	TR	0.86	32.5	C	TR	0.93	41.7	D			
SB	LTR	1.12	101.0	F	LTR	1.15	112.8	F	LTR	0.58	20.7	C				
	EB	L	0.80	61.9	E	L	0.80	61.9	E	L	0.80	60.2	E			
WB		TR	1.15	101.0	F	TR	1.20+	120+	F*	TR	1.18	112.2	F			
		L	0.85	70.6	E	L	1.15	120+	F*	L	1.15	120+	F*			
TR		1.16	103.8	F	TR	1.20+	120+	F*	TR	1.20+	120+	F*				
Overall Intersection		-	1.10	89.7	F	-	1.20+	120+	F*	-	1.20+	90.3	F			
FLATLANDS AVENUE & REMSEN AVENUE																
Remsen Avenue	NB	L	0.54	26.6	C	L	0.54	26.6	C	L	0.50	23.0	C	<div>- Shift the Remsen Avenue SB approach centerline 1 ft. to the east tapered 150 ft. from intersection. Restripe the Remsen Avenue SB approach to provide one 11 ft. left turn lane, and maintain the existing 10 ft. through lane and 17 ft. shared through-right lane with parking. Shift the SB approach stop bar 10 ft. to the north. Restripe the Remsen Avenue NB receiving side to provide one 12 ft. lane and one 14 ft lane.</div> <div>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue EB approach centerline 2 ft. to the north. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue WB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue WB approach centerline 2 ft. to the south. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</div> <div>- Modify signal timing: NB/SB green time shifts from 39.6 s to 42 s; EB/WB green time shifts from 39.6 s to 38 s (each phase has 3 s amber and 2 s red).</div>		
		TR	0.68	22.1	C	TR	0.70	22.7	C	TR	0.66	20.3	C			
Flatlands Avenue	SB	L	0.98	68.5	E	L	1.06	91.2	F	L	0.97	61.6	E			
		TR	0.66	21.7	C	TR	0.66	21.7	C	TR	0.62	19.5	B			
	EB	L	0.68	37.0	D	L	0.67	36.5	D	L	0.72	42.1	D			
		TR	0.87	29.1	C	TR	0.95	36.2	D	T	0.83	27.5	C			
	WB	-	-	-	-	-	-	-	-	R	0.22	17.3	B			
		L	0.22	18.4	B	L	0.45	27.4	C	L	0.42	26.1	C			
		TR	1.13	90.3	F	TR	1.20+	120+	F*	T	0.94	36.5	D			
		-	-	-	-	-	-	-	-	R	0.83	37.3	D			
Overall Intersection		-	1.05	47.2	D	-	1.15	63.5	E	-	0.96	29.5	C			
LINDEN BOULEVARD																
LINDEN BOULEVARD & 79TH STREET																
79th Street	NB	L	0.38	24.2	C	L	0.41	24.7	C	<div>- Mitigation not required.</div>						
		R	0.10	20.5	C	R	0.10	20.5	C							
Linden Boulevard (Mainline)	EB	T	0.45	12.8	B	T	0.47	13.0	B							
	WB	T	0.70	17.5	B	T	0.73	18.2	B							
Linden Boulevard (Service Road)	EB	T	0.21	10.9	B	T	0.21	10.9	B							
	WB	T	0.15	10.5	B	T	0.15	10.5	B							
Overall Intersection		-	0.57	15.4	B	-	0.61	15.8	B							

TABLE E-8  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
LINDEN BOULEVARD & EUCLID AVENUE														
Euclid Avenue	NB	LTR	0.21	24.1	C	LTR	0.21	24.1	C	LTR	0.48	30.9	C	- Mitigation not required. - [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
	SB	LTR	0.60	29.7	C	LTR	0.60	29.7	C	LTR	0.60	29.7	C	
Linden Boulevard (Mainline)	EB	L	0.30	12.0	B	L	0.32	12.6	B	L	0.32	12.6	B	
		T	0.50	12.2	B	T	0.53	12.6	B	T	0.53	12.6	B	
	WB	L	0.19	9.7	A	L	0.21	10.2	B	L	0.21	10.2	B	
		T	0.64	10.8	B	T	0.68	11.3	B	T	0.68	11.3	B	
Linden Boulevard (Service Road)	EB	TR	0.30	10.7	B	TR	0.30	10.7	B	TR	0.30	10.7	B	
	WB	T	0.42	16.2	B	T	0.42	16.2	B	T	0.42	16.2	B	
Linden Boulevard (Unsignalized)	WB	R	-	10.1	B	R	-	10.1	B	R	-	10.1	B	
											0.00	0.0		
Overall Intersection	-		0.64	14.1	B	-	0.66	14.3	B	-	0.66	14.7	B	
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE														
Fountain Avenue	NB	LTR	1.20+	120+	F*	LTR	1.20+	120+	F*	LTR	1.20+	120+	F*	- Convert Loring Avenue to one-way SB. (This measure was proposed as a mitigation measure in the 1996 Plan, and is necessary to mitigate the significant impacts of the Modified Plan.) - Restripe the Loring Avenue SB receiving as one 12 ft. and one 20 ft. lane with parking. - Modify signal phasing plan: Eliminate the Loring Avenue NB phase; replace the EB lead phase with a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 30 s of green time, EB-left/WB-left = 9 s of green time, and EB/WB = 35 s of green time (each phase has 3 s amber and 3 s or 2 s red).
	SB	DefL	1.10	105.2	F	DefL	1.09	99.6	F	DefL	0.67	29.0	C	
		TR	1.17	120+	F*	TR	1.20+	120+	F*	TR	0.89	42.3	D	
	EB	L	0.66	24.5	C	L	0.66	25.0	C	L	0.53	18.1	B	
Linden Boulevard (Mainline)		T	0.46	18.1	B	T	0.47	18.2	B	T	0.62	26.0	C	
	WB	L	0.87	43.8	D	L	1.20+	120+	F*	L	0.87	35.2	D	
		T	0.71	14.5	B	T	0.72	14.6	B	T	0.73	14.9	B	
	EB	TR	0.50	19.5	B	TR	0.50	19.5	B	TR	0.65	28.9	C	
Linden Boulevard (Service Road)	WB	TR	0.85	21.8	C	TR	0.85	21.8	C	TR	0.92	27.4	C	
Loring Avenue	NB	LTR	0.86	78.9	E	LTR	0.86	78.9	E	-	-	-	-	
Overall Intersection	-		1.00	52.6	D	-	1.20+	120+	F*	-	1.07	45.3	D	
LINDEN BOULEVARD & ATKINS AVENUE														
Atkins Avenue	SB	LTR	0.16	20.9	C	LTR	0.23	21.6	C					- Mitigation not required.
Linden Boulevard (Mainline)	EB	T	0.52	14.4	B	T	0.53	14.4	B					
	WB	L	0.10	11.7	B	L	0.23	14.7	B					
		T	0.53	14.5	B	T	0.53	14.5	B					
	EB	TR	0.24	11.9	B	TR	0.27	12.2	B					
Linden Boulevard (Service Road)	WB	T	0.37	13.3	B	T	0.37	13.3	B					
Overall Intersection	-		0.39	14.4	B	-	0.41	14.6	B					
LINDEN BOULEVARD & ELTON STREET														
Elton Street	NB	R	-	10.0	A	R	-	10.1	B					- Mitigation not required.
Overall Intersection	-		-	1.0	A	-	-	0.9	A					
LINDEN BOULEVARD & PENNSYLVANIA AVENUE														
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	- Unmitigatable Impact. - Restripe the Pennsylvania Avenue NB approach as one 12.5 ft. exclusive left turn lane, two 11 ft. through lanes and one 10 ft. exclusive right turn lane. - Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection. - Shift the Pennsylvania Avenue SB approach centerline 3 ft. to the east tapered 150 ft. from intersection. Maintain the 9.5 ft. exclusive left turn lane, and restripe the other lanes to provide one 11 ft. through lane and one 12 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving side as two 11 ft. lanes. - Reduce width of the Linden Boulevard EB service road approach median from 7 ft. to 5 ft. Maintain the 11.5 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes. - Reduce width of the Linden Boulevard WB service road approach median from 7 ft. to 5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes. - [Measures reflect geometric improvements needed for the weekday AM & PM peak periods.]
		T	1.18	120+	F*	T	1.20+	120+	F*	T	1.20+	120+	F*	
		R	0.54	32.8	C	R	0.54	32.8	C	R	0.58	34.1	C	
SB	L	0.89	120+	F*	L	1.05	120+	F*	L	1.05	120+	F*		
	TR	1.19	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*		
Linden Boulevard (Mainline)	EB	L	0.94	80.8	F	L	0.94	80.8	F	L	0.94	80.8	F	
		T	1.13	100.9	F	T	1.14	103.4	F	T	1.12	95.4	F	
	WB	L	1.03	104.9	F	L	1.03	104.9	F	L	1.03	104.9	F	
		T	1.14	103.4	F	T	1.20	120+	F*	T	1.18	120+	F*	
Linden Boulevard (Service Road)	EB	T	0.82	41.1	D	T	0.95	56.8	E	T	0.95	56.8	E	
		R	0.72	25.0	C	R	0.98	48.0	D	R	0.98	48.0	D	
	WB	TR	0.58	30.6	C	TR	0.64	31.7	C	TR	0.64	31.7	C	
Overall Intersection	-		1.20+	100.7	F	-	1.20+	120+	F*	-	1.20+	120+	F*	

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GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2011 No Build Condition			Mvt.	2011 Build Condition			Mvt.	2011 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
LINDEN BOULEVARD & ROCKAWAY AVENUE														
Rockaway Avenue	NB	LT	1.10	102.3	F	LT	1.10	102.3	F	LT	1.06	86.0	F	- Shift the Rockaway Avenue SB approach centerline 2 ft. to the east tapered 60 ft. from intersection. Restripe the SB approach as one 12 ft. shared left-through lane and one 10 ft. exclusive right turn lane. Restripe the Rockaway Avenue NB receiving side as one 18 ft. lane with parking.
		R	0.71	43.7	D	R	0.83	53.9	D	R	0.73	42.5	D	
Linden Boulevard (Mainline)	SB	LT	1.15	119.2	F	LT	1.20+	120+	F*	LT	1.12	103.8	F	- Shift the Rockaway Avenue NB approach centerline 2 ft. to the west tapered 60 ft. from intersection. Restripe the NB approach as one 10 ft. shared left-through lane and one 12 ft. exclusive right turn lane. Restripe the Rockaway Avenue SB receiving side as one 18 ft. lane with parking.
		R	0.60	44.3	D	R	0.60	44.3	D	R	0.57	41.0	D	
	EB	L	0.49	45.9	D	L	0.49	45.9	D	L	0.40	40.9	D	
		T	0.76	20.3	C	T	0.82	22.0	C	T	0.88	26.2	C	
Linden Boulevard (Service Road)	WB	L	1.17	120+	F*	L	1.20+	120+	F*	L	1.13	120+	F*	- Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase; shift 2 s green time from EB/WB phase to EB-left/WB-left lag phase. [NB/SB green time shifts from 22 s to 23 s; EB/WB green time shifts from 44 s to 41 s; EB-left/WB-left green time shifts from 9 s to 11 s.]
		T	0.71	19.4	B	T	0.79	21.1	C	T	0.84	24.8	C	
	EB	TR	0.72	21.9	C	TR	0.72	21.9	C	TR	0.77	25.8	C	
		WB	TR	0.47	16.7	B	TR	0.53	17.5	B	TR	0.57	20.1	
Overall Intersection		-	0.94	41.4	D	-	1.02	48.7	D	-	0.99	41.6	D	
LINDEN BOULEVARD & ROCKAWAY PARKWAY														
Rockaway Parkway	NB	LTR	0.88	45.4	D	LTR	0.88	45.4	D	LTR	0.82	40.3	D	- Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase. [NB/SB green time shifts from 21 s to 22 s; EB/WB green time shifts from 45 s to 44 s; EB-left/WB-left lag green time remains at 8 s.]
	SB	L	1.12	107.4	F	L	1.16	120+	F*	L	1.11	103.5	F	
Linden Boulevard (Mainline)	TR	TR	0.82	40.4	D	TR	0.82	40.4	D	TR	0.79	37.7	D	
		L	0.75	61.6	E	L	0.75	61.6	E	L	0.75	61.6	E	
	WB	T	0.60	16.9	B	T	0.66	17.8	B	T	0.67	18.6	B	
		L	0.18	39.8	D	L	0.18	39.8	D	L	0.18	39.8	D	
Linden Boulevard (Service Road)	EB	T	0.56	16.4	B	T	0.62	17.2	B	T	0.64	18.0	B	
		TR	0.26	13.5	B	TR	0.26	13.5	B	TR	0.27	14.1	B	
	WB	TR	0.72	21.7	C	TR	0.75	22.8	C	TR	0.77	24.2	C	
		Overall Intersection		-	0.85	32.2	C	-	0.89	33.8	C	-	0.89	31.7
LINDEN BOULEVARD & KINGS HIGHWAY & REMSEN AVENUE														
Kings Highway (Mainline)	NB	T	1.11	106.2	F	T	1.11	106.2	F	T	1.11	106.2	F	- Partially Mitigated.
	SB	T	1.10	102.3	F	T	1.10	102.3	F	T	1.10	102.3	F	
Kings Highway (Service Road)	NB	TR	0.72	47.6	D	TR	0.75	48.7	D	TR	0.72	47.6	D	- Reduce width of the Kings Highway NB service road approach median from 7 ft. to 5 ft. Restripe the Kings Highway NB service road approach to provide one 10 ft. through lane, and maintain the existing 10 ft. shared through-right lane.
	SB	TR	0.78	52.5	D	TR	0.78	52.5	D	TR	0.78	52.5	D	
Remsen Avenue	EB	DefL	0.76	61.4	E	DefL	0.77	62.3	E	DefL	0.77	62.3	E	- Reduce width of the Linden Boulevard EB approach median from 7 ft. to 2 ft. Restripe the Linden Boulevard EB approach as one 13 ft. through lane and one 14 ft. shared through-right lane. Restripe the Linden Boulevard WB receiving side as two 10 ft. lanes.
		TR	1.11	109.3	F	TR	1.11	109.3	F	TR	1.11	109.3	F	
Linden Boulevard (Mainline)	WB	TR	1.10	107.5	F	TR	1.10	107.5	F	TR	1.10	107.5	F	- Shift the Linden Boulevard WB mainline approach median 2 ft. to the south, and reduce median width from 4 ft. to 2 ft. Restripe the Linden Boulevard WB mainline approach as one 12 ft. shared left-through lane and one 14 ft. through lane. Restripe the Linden Boulevard EB mainline receiving side as two 11 ft. lanes.
	EB	TR	1.16	120+	F*	TR	1.20+	120+	F*	TR	1.15	120+	F*	
		WB	LT	1.15	117.6	F	LT	1.20+	120+	F*	LT	1.17	120+	
	R	R	0.56	35.0	C	R	0.57	35.0	D	R	0.57	35.0	D	
Linden Boulevard (Service Road - Unsignalized)	WB	R	-	10.6	B	R	-	10.6	B	R	-	10.6	B	
Overall Intersection		-	1.06	97.4	F	-	1.09	111.9	F	-	1.03	98.6	F	
PENNSYLVANIA AVENUE														
PENNSYLVANIA AVENUE & LIBERTY AVENUE														
Pennsylvania Avenue	NB	LTR	1.06	56.7	E	LTR	1.20+	120+	F*	LTR	0.93	24.1	C	- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.
	SB	L	0.48	12.9	B	L	0.61	21.5	C	LTR	0.92	17.6	B	
Liberty Avenue	TR	TR	1.14	82.8	F	TR	1.20+	120+	F*	-	-	-	-	- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane. Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking. Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking.
		LTR	0.71	41.2	D	LTR	0.71	41.2	D	LTR	0.71	41.0	D	
	WB	LTR	0.98	63.8	E	LTR	0.98	63.8	E	LTR	0.97	62.0	E	
		Overall Intersection		-	1.09	64.5	E	-	1.20+	120+	F*	-	0.95	

TABLE E-8  
GATEWAY ESTATES II FEIS  
2011 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	<u>2011 No Build Condition</u>			Mvt.	<u>2011 Build Condition</u>			Mvt.	<u>2011 Build with Mitigation</u>			<u>Mitigation Measures</u>
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
PENNSYLVANIA AVENUE & ATLANTIC AVENUE														
Pennsylvania Avenue	NB	L	1.20+	120+	F*					- Unmitigatable Impact.				
		TR	1.14	103.6	F									
Atlantic Avenue	SB	L	1.00	81.1	F									
		TR	1.13	100.4	F									
	EB	L	0.36	28.4	C									
		TR	1.13	90.6	F									
	WB	L	0.36	28.4	C									
		TR	1.13	90.6	F									
Overall Intersection		-	1.20+	91.9	F	-	1.20+	116.6	F					

**Notes**  
(1): Control delay is measured in seconds per vehicle.  
(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.  
(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).  
Denotes a significant impact

TABLE E-9  
GATEWAY ESTATES II FEIS  
2013 NO BUILD TRAFFIC LEVELS OF SERVICE

Intersection & Approach		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
ERSKINE STREET																					
ERSKINE STREET & BELT PARKWAY EASTBOUND RAMP																					
Erskine Street	SB	L	0.35	17.1	B	L	0.39	17.5	B	L	0.55	19.8	B	L	0.52	19.3	B	L	0.58	20.2	C
Belt Parkway Eastbound On/Off Ramp	EB	L	0.43	18.8	B	L	0.68	24.5	C	L	0.64	23.3	C	L	0.68	24.6	C	L	0.73	26.2	C
		LT	0.14	15.1	B	LT	0.17	15.5	B	LT	0.31	17.2	B	LT	0.28	16.7	B	LT	0.32	17.2	B
Overall Intersection	-	0.39	17.4	B	-	0.53	20.3	C	-	0.60	20.5	C	-	0.60	20.8	C	-	0.65	21.8	C	
ERSKINE STREET & BELT PARKWAY WESTBOUND RAMP																					
Erskine Street	NB	T	0.29	16.4	B	T	0.40	17.6	B	T	0.42	17.9	B	T	0.52	19.2	B	T	0.55	19.8	B
Belt Parkway Westbound On/Off Ramp	WB	R	0.39	17.8	B	R	0.53	19.8	B	R	0.62	21.6	C	R	0.69	23.1	C	R	0.74	24.7	C
Overall Intersection	-	0.34	17.1	B	-	0.46	18.7	B	-	0.52	19.9	B	-	0.60	21.2	C	-	0.65	22.3	C	
ERSKINE STREET & GATEWAY DRIVE																					
Erskine Street	NB	L	0.22	22.7	C	L	0.52	26.2	C	L	0.55	26.6	C	L	0.71	29.5	C	L	0.75	30.6	C
		TR	0.37	8.4	A	TR	0.41	8.7	A	TR	0.42	8.8	A	TR	0.42	8.7	A	TR	0.45	9.0	A
Gateway Drive	SB	L	0.09	26.7	C	L	0.36	35.9	D	L	0.07	26.7	C	L	0.37	34.3	C	L	0.49	40.7	D
		T	1.00	59.4	E	T	0.52	30.5	C	T	0.71	34.1	C	T	0.88	41.1	D	T	0.99	55.2	E
Gateway Drive	EB	R	0.02	25.5	C	R	0.04	25.7	C	R	0.02	25.5	C	R	0.03	25.6	C	R	0.04	25.7	C
		L	0.02	25.5	C	L	0.10	26.4	C	L	0.08	26.2	C	L	0.02	25.5	C	L	0.02	25.5	C
		T	0.04	25.7	C	T	0.07	25.9	C	T	0.03	25.6	C	T	0.05	25.7	C	T	0.06	25.8	C
	WB	R	0.30	8.1	A	R	0.57	11.2	B	R	0.57	11.2	B	R	0.71	13.9	B	R	0.75	15.3	B
		L	0.60	38.8	D	L	0.65	40.7	D	L	0.92	62.0	E	L	0.64	39.4	D	L	0.78	48.3	D
		TR	0.10	26.3	C	TR	0.19	27.2	C	TR	0.19	27.3	C	TR	0.19	27.2	C	TR	0.21	27.4	C
Overall Intersection	-	0.57	30.6	C	-	0.52	19.8	B	-	0.71	24.5	C	-	0.71	24.2	C	-	0.77	28.8	C	
ERSKINE STREET & GATEWAY PLAZA																					
Erskine Street	NB	L	0.48	31.8	C	L	0.64	35.2	D	L	0.43	31.0	C	L	0.77	40.2	D	L	0.84	44.6	D
		T	0.21	6.9	A	T	0.19	6.8	A	T	0.35	7.8	A	T	0.26	7.2	A	T	0.28	7.3	A
Gateway Plaza	SB	TR	0.68	28.9	C	TR	0.46	24.7	C	TR	0.61	27.1	C	TR	0.68	28.7	C	TR	0.75	31.1	C
	EB	L	0.22	28.6	C	L	0.35	30.6	C	L	0.41	31.8	C	L	0.49	33.4	C	L	0.53	34.4	C
		R	0.09	10.2	B	R	0.20	11.2	B	R	0.22	11.4	B	R	0.31	12.3	B	R	0.33	12.7	B
Overall Intersection	-	0.49	22.5	C	-	0.48	20.9	C	-	0.50	19.3	B	-	0.65	23.4	C	-	0.71	25.3	C	
ERSKINE STREET & VANDALIA AVENUE																					
Erskine Street	NB	L	0.33	20.3	C	L	0.23	18.7	B	L	0.77	30.4	C	L	0.47	23.2	C	L	0.48	24.0	C
		T	0.26	18.6	B	T	0.41	20.5	C	T	0.40	17.9	B	T	0.52	22.3	C	T	0.60	23.9	C
Vandalia Avenue	SB	LTR	0.47	21.7	C	LTR	0.38	20.3	C	LTR	0.48	19.2	B	LTR	0.53	22.6	C	LTR	0.65	25.3	C
	EB	LTR	0.82	40.3	D	LTR	0.22	23.0	C	LTR	0.41	28.8	C	LTR	0.40	25.6	C	LTR	0.35	24.8	C
	WB	DefL	0.33	15.2	B	DefL	0.34	14.6	B	DefL	0.42	18.0	B	DefL	0.60	20.8	C	DefL	0.63	21.7	C
Erskine Street (channelized stop)	NB	TR	0.07	12.3	B	TR	0.03	12.0	B	TR	0.06	14.4	B	TR	0.04	12.1	B	TR	0.03	12.0	B
		R	-	9.4	A	R	-	9.4	A	R	-	9.8	A	R	-	9.8	A	R	-	9.9	A
Overall Intersection	-	0.64	27.5	C	-	0.41	19.5	B	-	0.68	22.6	C	-	0.52	22.6	C	-	0.60	23.8	C	
ERSKINE STREET & EGAN STREET																					
(UNSIGNALIZED INTERSECTION)																					
Erskine Street	NB	LT	-	8.2	A	LT	-	8.0	A	LT	-	8.2	A	LT	-	8.2	A	LT	-	8.5	A
Old Vandalia Street	WB	LTR	-	19.5	C	LTR	-	14.2	B	LTR	-	17.1	C	LTR	-	17.4	C	LTR	-	19.9	C
Overall Intersection	-	-	3.0	A	-	-	0.8	A	-	-	1.4	A	-	-	1.5	A	-	-	1.0	A	

TABLE E-9  
GATEWAY ESTATES II FEIS  
2013 NO BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
GATEWAY DRIVE																					
GATEWAY DRIVE & DRIVEWAY TO OLIVE GARDEN																					
Driveway to Olive Garden	SB	L	0.15	15.3	B	L	0.52	20.3	C	L	0.47	19.3	B	L	0.56	21.1	C	L	0.61	22.3	C
		R	0.14	15.2	B	R	0.15	15.3	B	R	0.18	15.6	B	R	0.24	16.3	B	R	0.26	16.5	B
Gateway Drive	EB	L	0.12	7.8	A	L	0.30	10.4	B	L	0.14	8.2	A	L	0.77	34.7	C	L	0.84	43.5	D
		T	0.17	7.8	A	T	0.22	8.1	A	T	0.22	8.1	A	T	0.24	8.2	A	T	0.26	8.3	A
	WB	TR	0.24	8.2	A	TR	0.52	10.7	B	TR	0.64	12.4	B	TR	0.60	11.3	B	TR	0.63	11.8	B
Overall Intersection		-	0.21	9.2	A	-	0.52	12.2	B	-	0.57	12.5	B	-	0.69	13.9	B	-	0.75	15.0	B
GATEWAY DRIVE & DRIVEWAY TO RED LOBSTER																					
Driveway to Red Lobster	SB	L	0.04	13.7	B	L	0.22	15.3	B	L	0.23	15.5	B	L	0.45	18.9	B	L	0.49	19.6	B
		R	0.05	13.9	B	R	0.09	14.2	B	R	0.13	14.6	B	R	0.19	15.3	B	R	0.21	15.5	B
Gateway Drive	EB	L	0.04	6.8	A	L	0.11	7.3	A	L	0.23	8.5	A	L	0.67	23.4	C	L	0.72	27.0	C
		T	0.15	7.3	A	T	0.16	7.4	A	T	0.19	7.5	A	T	0.19	7.5	A	T	0.19	7.5	A
	WB	TR	0.14	7.3	A	TR	0.22	7.7	A	TR	0.35	8.5	A	TR	0.29	8.1	A	TR	0.30	8.2	A
Overall Intersection		-	0.11	7.7	A	-	0.22	9.0	A	-	0.30	9.3	A	-	0.58	11.6	B	-	0.63	12.2	B
GATEWAY DRIVE & DRIVEWAY TO BOULDER CREEK																					
Driveway to Boulder Creek	SB	L	0.08	14.6	B	L	0.26	16.4	B	L	0.20	15.8	B	L	0.38	18.5	B	L	0.42	19.2	B
		R	0.08	14.7	B	R	0.28	16.7	B	R	0.26	16.5	B	R	0.40	18.8	B	R	0.43	19.4	B
Gateway Drive	EB	LT	0.30	8.8	A	LT	0.30	8.8	A	LT	0.46	10.4	B	LT	0.56	11.8	B	LT	0.62	12.9	B
		WB	TR	0.14	7.7	A	TR	0.14	7.7	A	TR	0.26	8.3	A	TR	0.25	8.2	A	TR	0.26	8.3
Overall Intersection		-	0.22	9.0	A	-	0.29	11.1	B	-	0.39	10.8	B	-	0.50	12.5	B	-	0.55	13.2	B
GATEWAY DRIVE & GATEWAY PLAZA																					
Gateway Drive	NB	T	0.21	8.2	A	T	0.33	9.1	A	T	0.51	10.9	B	T	0.47	10.4	B	T	0.49	10.6	B
		R	0.02	7.1	A	R	0.08	7.4	A	R	0.01	7.1	A	R	0.01	7.1	A	R	0.01	7.1	A
Gateway Plaza	SB	L	0.78	27.0	C	L	0.96	47.6	D	L	0.99	54.4	D	L	1.03	64.7	E	L	1.12	94.7	F
		T	0.36	9.7	A	T	0.29	9.1	A	T	0.40	10.1	B	T	0.39	10.0	A	T	0.41	10.2	B
	WB	LR	0.22	15.9	B	LR	0.68	25.3	C	LR	0.61	22.5	C	LR	0.95	46.8	D	LR	1.03	66.7	E
		Overall Intersection		-	0.57	15.3	B	-	0.85	24.4	C	-	0.84	24.4	C	-	1.00	35.3	D	-	1.09
VANDALIA AVENUE																					
(UNSIGNALIZED INTERSECTION)																					
Elton Street	NB	LTR	-	11.3	B	LTR	-	7.7	A	LTR	-	8.6	A	LTR	-	8.3	A	LTR	-	8.1	A
		SB	LTR	-	9.3	A	LTR	-	7.7	A	LTR	-	8.6	A	LTR	-	8.3	A	LTR	-	8.0
Vandalia Avenue	EB	LT	-	10.2	B	LT	-	8.2	A	LT	-	9.0	A	LT	-	8.8	A	LT	-	8.6	A
		TR	-	9.5	A	TR	-	7.7	A	TR	-	8.5	A	TR	-	8.2	A	TR	-	8.1	A
	WB	LT	-	10.9	B	LT	-	8.0	A	LT	-	9.0	A	LT	-	8.6	A	LT	-	8.3	A
		TR	-	9.2	A	TR	-	7.7	A	TR	-	9.0	A	TR	-	8.4	A	TR	-	8.1	A
Overall Intersection		-	-	10.4	B	-	-	7.8	A	-	-	8.8	A	-	-	8.4	A	-	-	8.2	A
VANDALIA AVENUE & GATEWAY DRIVE																					
Gateway Drive	NB	TR	0.18	15.9	B	TR	0.38	18.0	B	TR	0.48	19.4	B	TR	0.62	21.7	C	TR	0.67	22.7	C
		SB	LT	0.30	5.4	A	LT	0.35	5.7	A	LT	0.61	8.1	A	LT	0.61	8.2	A	LT	0.64	8.6
Vandalia Avenue	WB	L	0.29	33.7	C	L	0.09	30.7	C	L	0.13	31.2	C	L	0.16	31.6	C	L	0.14	31.3	C
		R	0.76	30.5	C	R	0.23	16.0	B	R	0.32	17.3	B	R	0.38	18.3	B	R	0.32	17.4	B
Overall Intersection		-	0.48	16.3	B		0.45	12.2	B	-	0.53	13.4	B	-	0.61	15.3	B	-	0.63	15.8	B



TABLE E-9  
GATEWAY ESTATES II FEIS  
2013 NO BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
FOUNTAIN AVENUE																					
FOUNTAIN AVENUE & VANDALIA AVENUE																					
Fountain Avenue	NB	LT	0.09	7.4	A	LT	0.14	7.6	A	LT	0.13	7.5	A	LT	0.11	7.5	A	LT	0.12	7.5	A
	SB	TR	0.25	8.3	A	TR	0.30	8.7	A	TR	0.34	9.0	A	TR	0.37	9.2	A	TR	0.41	9.5	A
Vandalia Avenue	EB	L	0.39	18.1	B	L	0.24	16.1	B	L	0.36	17.6	B	L	0.35	17.3	B	L	0.37	17.6	B
		LR	0.08	14.6	B	LR	0.11	14.8	B	LR	0.15	15.1	B	LR	0.15	15.2	B	LR	0.16	15.3	B
Overall Intersection		-	0.30	10.9	B	-	0.28	9.9	A	-	0.35	10.7	B	-	0.36	10.8	B	-	0.39	11.0	B
FOUNTAIN AVENUE & OLD VANDALIA STREET																					
(UNSIGNALIZED INTERSECTION)																					
Fountain Avenue	NB	LT	-	8.3	A	LT	-	8.4	A	LT	-	8.8	A	LT	-	8.9	A	LT	-	9.1	A
Overall Intersection		-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A
FOUNTAIN AVENUE & FLATLANDS AVENUE																					
Fountain Avenue	NB	LTR	0.81	43.5	D	LTR	0.74	37.7	D	LTR	0.87	47.4	D	LTR	0.70	32.1	C	LTR	0.79	36.4	D
Flatlands Avenue	SB	LTR	0.57	26.7	C	LTR	0.89	51.5	D	LTR	0.62	27.5	C	LTR	0.97	62.7	E	LTR	1.04	80.9	F
	EB	DefL	1.20+	120+	F*	DefL	0.69	34.7	C	DefL	0.68	32.4	C	DefL	0.70	32.7	C	DefL	0.71	33.4	C
		TR	0.14	10.5	B	TR	0.17	13.8	B	TR	0.12	13.3	B	TR	0.16	13.6	B	TR	0.17	13.8	B
	WB	LTR	0.61	24.3	C	DefL	0.53	21.6	C	DefL	0.43	21.5	C	DefL	0.22	11.7	B	DefL	0.25	12.1	B
		-	-	-	-	TR	0.29	12.3	B	TR	0.20	14.5	B	TR	0.25	11.8	B	TR	0.27	12.0	B
Overall Intersection		-	1.07	49.0	D	-	0.77	32.9	C	-	0.76	30.4	C	-	0.80	35.4	D	-	0.84	42.2	D
FOUNTAIN AVENUE & OLD MILL ROAD																					
(UNSIGNALIZED INTERSECTION)																					
Fountain Avenue	SB	LT	-	9.0	A	LT	-	8.3	A	LT	-	8.5	A	LT	-	8.5	A	LT	-	8.7	A
Old Mill Road	WB	LR	-	14.8	B	LR	-	12.1	B	LR	-	13.5	B	LR	-	13.3	B	LR	-	14.0	B
Overall Intersection		-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A
FOUNTAIN AVENUE & COZINE AVENUE																					
(UNSIGNALIZED INTERSECTION)																					
Fountain Avenue	NB	LT	-	13.6	B	LT	-	11.5	B	LT	-	15.1	C	LT	-	12.9	B	LT	-	14.1	B
		TR	-	13.3	B	TR	-	11.5	B	TR	-	14.9	B	TR	-	12.9	B	TR	-	14.0	B
	SB	LT	-	13.9	B	LT	-	11.5	B	LT	-	19.5	C	LT	-	13.5	B	LT	-	14.8	B
		TR	-	13.3	B	TR	-	11.3	B	TR	-	16.7	C	TR	-	14.7	B	TR	-	16.5	C
Cozine Avenue	EB	LTR	-	11.5	B	LTR	-	10.8	B	LTR	-	12.5	B	LTR	-	10.9	B	LTR	-	11.3	B
	WB	LTR	-	10.7	B	LTR	-	10.1	B	LTR	-	13.3	B	LTR	-	10.2	B	LTR	-	10.5	B
Overall Intersection		-	-	13.2	B	-	-	11.3	B	-	-	16.1	C	-	-	13.3	B	-	-	14.5	B
FOUNTAIN AVENUE & WORTMAN AVENUE																					
(UNSIGNALIZED INTERSECTION)																					
Fountain Avenue	NB	LT	-	9.1	A	LT	-	8.9	A	LT	-	9.9	A	LT	-	9.7	A	LT	-	9.9	A
	SB	LT	-	9.7	A	LT	-	8.3	A	LT	-	9.9	A	LT	-	9.0	A	LT	-	9.2	A
Wortman Avenue	EB	LT	-	43.7	E	LT	-	26.9	D	LT	-	85.5	F	LT	-	56.3	F	LT	-	83.9	F
		TR	-	20.4	C	TR	-	17.1	C	TR	-	28.1	D	TR	-	25.7	D	TR	-	31.3	D
	WB	LTR	-	55.2	F	LTR	-	21.7	C	LTR	-	72.2	F	LTR	-	42.5	E	LTR	-	59.7	F
Overall Intersection		-	-	6.9	A	-	-	3.1	A	-	-	10.0	B	-	-	5.0	A	-	-	6.9	A
FOUNTAIN AVENUE & STANLEY AVENUE																					
Fountain Avenue	NB	LTR	0.50	13.6	B	LTR	0.44	12.9	B	LTR	0.48	13.2	B	LTR	0.47	13.1	B	LTR	0.51	13.7	B
Stanley Avenue	SB	LTR	0.44	12.5	B	LTR	0.32	11.4	B	LTR	0.69	16.2	B	LTR	0.45	12.5	B	LTR	0.49	12.8	B
	EB	LTR	0.24	11.6	B	LTR	0.23	11.5	B	LTR	0.31	12.2	B	LTR	0.29	12.1	B	LTR	0.31	12.4	B
	WB	LTR	0.33	11.8	B	DefL	0.20	11.2	B	DefL	0.56	17.5	B	LTR	0.61	17.5	B	LTR	0.67	19.3	B
	-	-	-	-	-	TR	0.18	10.9	B	TR	0.35	12.7	B	-	-	-	-	-	-	-	-
Overall Intersection		-	0.41	12.7	B	-	0.34	12.0	B	-	0.63	14.7	B	-	0.54	13.8	B	-	0.59	14.5	B

TABLE E-9  
GATEWAY ESTATES II FEIS  
2013 NO BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	Weekday AM (8:00 - 9:00 AM)					Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
(UNSIGNALIZED INTERSECTION)																					
Fountain Avenue & Liberty Avenue	SB	LTR	-	38.5	E	LTR	-	19.2	C	LTR	-	36.5	E	LTR	-	31.1	D	LTR	-	43.3	E
Liberty Avenue	WB	LT	-	8.1	A	LT	-	8.1	A	LT	-	8.8	A	LT	-	8.5	A	LT	-	8.7	A
Overall Intersection	-	-	11.2	B		-	-	4.4	A	-	-	8.3	A	-	-	7.6	A	-	-	10.5	B
(UNSIGNALIZED INTERSECTION)																					
Fountain Avenue & Atlantic Avenue	EB	TR	FREEFLOW	A		TR	FREEFLOW	A		TR	FREEFLOW	A		TR	FREEFLOW	A		TR	FREEFLOW	A	
Overall Intersection	-		FREEFLOW	A		-	FREEFLOW	A		-	FREEFLOW	A		-	FREEFLOW	A		-	FREEFLOW	A	
FLATLANDS AVENUE																					
(UNSIGNALIZED INTERSECTION)																					
Flatlands Avenue & Atkins Avenue	NB	LTR	0.49	21.0	C	LTR	0.27	17.7	B	LTR	0.31	18.4	B	LTR	0.41	19.7	B	LTR	0.40	19.7	B
Atkins Avenue	SB	LTR	0.28	18.2	B	LTR	0.22	17.5	B	LTR	0.35	19.2	B	LTR	0.23	17.6	B	LTR	0.23	17.6	B
Flatlands Avenue	EB	L	0.03	13.1	B	L	0.08	13.7	B	L	0.06	13.5	B	L	0.02	13.0	B	L	0.02	13.1	B
		TR	0.38	16.0	B	TR	0.41	16.4	B	TR	0.41	16.4	B	TR	0.48	17.2	B	TR	0.54	18.1	B
	WB	L	0.04	13.2	B	L	0.06	13.5	B	L	0.15	14.4	B	L	0.11	14.2	B	L	0.13	14.5	B
		TR	0.30	15.2	B	TR	0.31	15.3	B	TR	0.33	15.5	B	TR	0.34	15.6	B	TR	0.43	16.6	B
Overall Intersection	-	0.43	16.9	B		-	0.34	16.2	B	-	0.38	16.6	B	-	0.45	17.0	B	-	0.48	17.6	B
(UNSIGNALIZED INTERSECTION)																					
Flatlands Avenue & Essex Street	SB	LTR	-	69.5	F	LTR	-	18.1	C	LTR	-	29.2	D	LTR	-	25.5	D	LTR	-	37.5	E
Essex Street	EB	L	-	9.6	A	L	-	9.3	A	L	-	9.9	A	L	-	9.7	A	L	-	10.6	B
Flatlands Avenue	WB	L	-	9.8	A	L	-	8.8	A	L	-	8.9	A	L	-	9.4	A	L	-	10.0	A
Overall Intersection	-	-	7.4	A		-	-	1.1	A	-	-	2.6	A	-	-	1.3	A	-	-	1.6	A
(UNSIGNALIZED INTERSECTION)																					
Flatlands Avenue & Linwood Street	NB	LTR	-	120+	F*	LTR	-	20.6	C	LTR	-	31.3	D	LTR	-	30.2	D	LTR	-	34.0	D
Linwood Street	SB	LR	-	70.3	F	LR	-	17.0	C	LR	-	22.1	C	LR	-	15.3	C	LR	-	17.2	C
Flatlands Avenue	EB	LT	-	11.7	B	LT	-	9.4	A	LT	-	10.8	B	LT	-	9.9	A	LT	-	10.5	B
Overall Intersection	-	-	98.8	F		-	-	1.0	A	-	-	1.5	A	-	-	0.8	A	-	-	0.8	A
(UNSIGNALIZED INTERSECTION)																					
Flatlands Avenue & Elton Street	NB	LTR	0.54	25.3	C	LTR	0.17	17.0	B	LTR	0.27	18.7	B	LTR	0.28	18.9	B	LTR	0.25	18.4	B
Elton Street	SB	LTR	0.25	18.0	B	LTR	0.12	16.3	B	LTR	0.26	18.3	B	LTR	0.16	16.8	B	LTR	0.18	17.2	B
Flatlands Avenue	EB	L	0.16	14.8	B	L	0.27	16.3	B	L	0.08	13.8	B	L	0.20	15.3	B	L	0.28	16.8	B
		TR	0.59	19.1	B	TR	0.52	18.0	B	TR	0.59	19.1	B	TR	0.63	19.7	B	TR	0.70	21.1	C
	WB	L	0.17	15.0	B	L	0.02	13.1	B	L	0.01	12.9	B	L	0.04	13.3	B	L	0.03	13.4	B
		TR	0.52	17.9	B	TR	0.47	17.3	B	TR	0.55	18.3	B	TR	0.44	16.8	B	TR	0.54	18.1	B
Overall Intersection	-	0.57	19.0	B		-	0.35	17.5	B	-	0.43	18.6	B	-	0.47	18.3	B	-	0.49	19.5	B
(UNSIGNALIZED INTERSECTION)																					
Flatlands Avenue & Jerome Street	NB	L	0.61	20.9	C	L	0.57	20.2	C	L	0.71	22.7	C	L	1.09	80.6	F	L	1.15	105.7	F
Jerome Street		TR	0.11	15.9	B	TR	0.14	16.3	B	TR	0.17	16.6	B	TR	0.25	19.3	B	TR	0.27	19.5	B
	SB	LTR	0.38	34.4	C	LTR	0.31	33.1	C	LTR	0.32	33.2	C	LTR	0.42	35.7	D	LTR	0.47	36.8	D
Flatlands Avenue	EB	L	0.38	18.8	B	L	0.28	16.4	B	L	0.45	21.1	C	L	0.39	16.4	B	L	0.50	19.6	B
		TR	0.88	27.9	C	TR	0.91	29.5	C	TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*
	WB	L	0.43	24.3	C	L	0.38	23.1	C	L	0.41	25.7	C	L	0.66	41.5	D	L	0.73	48.5	D
		TR	0.56	18.3	B	TR	0.49	17.4	B	TR	0.59	18.7	B	TR	0.43	14.9	B	TR	0.50	15.8	B
Overall Intersection	-	0.78	23.5	C		-	0.78	23.8	C	-	0.93	68.2	E	-	1.20+	103.7	F	-	1.20+	120+	F*

TABLE E-9  
GATEWAY ESTATES II FEIS  
2013 NO BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
FLATLANDS AVENUE & SCHENCK AVENUE																					
Schenck Avenue	SB	LR	0.65	30.6	C	LR	0.87	43.8	D	LR	0.73	33.8	C	LR	0.88	44.8	D	LR	0.96	57.1	E
Flatlands Avenue	EB	L	0.46	30.0	C	L	0.43	24.1	C	L	0.47	31.7	C	L	0.59	41.8	D	L	0.66	50.6	D
		T	0.68	17.5	B	T	0.65	16.8	B	T	0.90	27.3	C	T	0.87	24.4	C	T	0.93	29.9	C
	WB	TR	1.07	62.6	E	TR	0.87	22.7	C	TR	0.98	33.9	C	TR	1.20+	120+	F*	TR	1.20+	120+	F*
Overall Intersection		-	0.91	41.8	D	-	0.87	24.5	C	-	0.88	31.2	C	-	1.20+	120+	F*	-	1.20+	120+	F*
FLATLANDS AVENUE & VAN SICLEN AVENUE																					
Van Siclen Avenue	NB	LTR	0.69	33.5	C	LTR	0.51	26.3	C	LTR	0.65	30.5	C	LTR	0.69	30.7	C	LTR	0.75	33.6	C
	SB	LTR	1.04	69.8	E	LTR	0.92	44.8	D	LTR	1.08	86.8	F	LTR	0.86	37.7	D	LTR	0.93	45.5	D
Flatlands Avenue	EB	L	0.77	67.8	E	L	0.28	14.7	B	L	0.51	24.2	C	L	0.56	22.8	C	L	0.74	42.9	D
		TR	0.62	16.2	B	TR	0.55	14.9	B	TR	0.78	20.1	C	TR	0.73	13.8	B	TR	0.78	15.1	B
	WB	L	0.89	57.1	E	L	0.71	26.0	C	L	0.97	65.7	E	L	0.87	58.5	E	L	1.14	120+	F*
		TR	0.87	24.6	C	TR	0.64	12.0	B	TR	0.71	18.0	B	TR	0.70	13.0	B	TR	0.76	14.5	B
Overall Intersection		-	0.95	33.3	C	-	0.79	20.3	C	-	1.01	32.2	C	-	0.87	20.3	C	-	1.06	26.1	C
FLATLANDS AVENUE & PENNSYLVANIA AVENUE																					
Pennsylvania Avenue	NB	L	0.75	51.0	D	L	0.60	41.3	D	L	0.75	59.5	E	L	1.05	89.9	F	L	1.18	120+	F*
		TR	0.89	40.5	D	TR	0.55	30.4	C	TR	0.61	31.5	C	TR	0.61	25.7	C	TR	0.66	26.6	C
	SB	L	1.20+	120+	F*	L	1.12	117.6	F	L	1.20+	120+	F*	L	1.18	120+	F*	L	1.20+	120+	F*
		TR	0.52	30.0	C	TR	0.55	30.5	C	TR	0.89	40.6	D	TR	0.67	26.7	C	TR	0.73	27.9	C
Flatlands Avenue	EB	L	0.58	40.0	D	L	0.92	73.3	E	L	0.92	75.0	E	L	1.16	120+	F*	L	1.17	120+	F*
		T	0.55	37.5	D	T	0.67	40.0	D	T	0.88	49.3	D	T	1.05	73.1	E	T	1.14	105.6	F
		R	0.21	22.5	C	R	0.40	25.3	C	R	0.48	26.9	C	R	0.41	19.0	B	R	0.44	19.6	B
	WB	L	0.33	33.1	C	L	0.39	37.5	D	L	0.48	46.7	D	L	0.54	80.3	F	L	0.60	90.1	F
		T	0.72	41.9	D	T	0.80	44.5	D	T	0.79	44.1	D	T	0.88	41.8	D	T	0.97	53.4	D
		R	1.17	120+	F*	R	0.58	29.6	C	R	0.83	40.6	D	R	0.98	54.1	D	R	1.06	75.4	E
Overall Intersection		-	1.07	88.4	F	-	1.01	43.9	D	-	1.20+	67.4	E	-	1.12	57.1	E	-	1.15	72.0	E
FLATLANDS AVENUE & ROCKAWAY PARKWAY																					
Rockaway Parkway	NB	L	0.72	36.3	D	L	0.48	22.7	C	L	0.60	26.8	C	L	0.32	21.1	C	L	0.37	22.5	C
		TR	0.94	44.4	D	TR	0.50	21.7	C	TR	0.58	23.5	C	TR	0.79	27.7	C	TR	0.86	31.9	C
	SB	LTR	0.91	52.9	D	LTR	0.85	46.6	D	LTR	1.01	73.1	E	LTR	1.14	108.2	F	LTR	1.14	109.9	F
Flatlands Avenue	EB	L	0.36	30.7	C	L	0.37	29.0	C	L	0.63	49.4	D	L	0.75	54.6	D	L	0.82	66.1	E
		TR	0.84	36.4	D	TR	0.80	35.0	D	TR	1.07	79.2	E	TR	1.20	118.9	F	TR	1.20	119.5	F
	WB	L	0.61	44.9	D	L	0.31	28.3	C	L	0.52	45.2	D	L	0.85	70.6	E	L	0.94	89.5	F
		TR	0.93	44.5	D	TR	0.73	32.5	C	TR	0.99	55.5	E	TR	1.15	101.8	F	TR	1.20	120+	F*
Overall Intersection		-	0.93	42.6	D	-	0.84	33.4	C	-	1.04	60.9	E	-	1.13	96.5	F	-	1.13	103.7	F
FLATLANDS AVENUE & REMSEN AVENUE																					
Remsen Avenue	NB	L	0.80	40.3	D	L	0.35	19.3	B	L	0.75	32.5	C	L	0.48	23.7	C	L	0.57	27.9	C
		TR	0.99	44.5	D	TR	0.46	18.5	B	TR	0.78	24.9	C	TR	0.64	21.3	C	TR	0.69	22.5	C
	SB	L	0.59	27.5	C	L	0.52	23.2	C	L	0.88	57.8	E	L	0.93	57.0	E	L	1.01	75.1	E
		TR	0.54	19.6	B	TR	0.42	18.1	B	TR	0.73	23.5	C	TR	0.61	20.9	C	TR	0.67	22.0	C
Flatlands Avenue	EB	L	0.60	33.2	C	L	0.38	22.0	C	L	0.47	30.4	C	L	0.64	34.7	C	L	0.68	37.6	D
		TR	0.97	41.7	D	TR	0.82	26.9	C	TR	1.05	60.6	E	TR	0.83	27.0	C	TR	0.90	31.4	C
	WB	L	0.35	22.2	C	L	0.31	20.1	C	L	0.43	27.8	C	L	0.20	17.7	B	L	0.26	19.9	B
		TR	1.05	62.8	E	TR	0.77	24.9	C	TR	1.00	47.8	D	TR	1.06	65.5	E	TR	1.16	105.7	F
Overall Intersection		-	1.02	44.1	D	-	0.67	22.9	C	-	0.96	41.2	D	-	1.00	38.2	D	-	1.09	53.1	D

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Intersection & Approach		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Linden Boulevard																					
Linden Boulevard & 79th Street																					
79th Street	NB	L	0.68	46.0	D	L	0.25	26.8	C	L	0.30	30.3	C	L	0.35	23.8	C	L	0.39	24.3	C
		R	0.16	30.0	C	R	0.14	25.4	C	R	0.14	27.9	C	R	0.10	20.4	C	R	0.10	20.5	C
Linden Boulevard (Mainline)	EB	T	0.45	13.0	B	T	0.46	17.2	B	T	0.67	18.5	B	T	0.43	12.5	B	T	0.47	12.9	B
		WB	T	0.97	38.1	D	T	0.67	22.2	C	T	0.71	20.8	C	T	0.66	16.7	B	T	0.72	18.0
Linden Boulevard (Service Road)	EB	T	0.18	10.6	B	T	0.19	14.3	B	T	0.26	13.1	B	T	0.20	10.8	B	T	0.22	10.9	B
		WB	T	0.37	12.8	B	T	0.19	14.5	B	T	0.35	14.5	B	T	0.14	10.4	B	T	0.15	10.5
Overall Intersection		-	0.87	26.8	C	-	0.49	19.6	B	-	0.56	19.1	B	-	0.54	14.9	B	-	0.59	15.6	B
Linden Boulevard & Euclid Avenue																					
Euclid Avenue	NB	LTR	0.91	89.8	F	LTR	1.11	120+	F*	LTR	1.19	120+	F*	LTR	0.42	28.8	C	LTR	0.51	31.7	C
		SB	LTR	0.77	50.1	D	LTR	0.69	44.1	D	LTR	0.52	36.7	D	LTR	0.56	28.9	C	LTR	0.61	30.1
Linden Boulevard (Mainline)	EB	L	0.37	19.7	B	L	0.19	10.0	A	L	0.19	12.1	B	L	0.26	11.3	B	L	0.31	12.3	B
		T	0.41	10.3	B	T	0.42	11.8	B	T	0.57	15.2	B	T	0.47	11.9	B	T	0.51	12.3	B
	WB	L	0.35	16.7	B	L	0.19	7.5	A	L	0.50	23.7	C	L	0.17	9.1	A	L	0.20	9.9	A
		T	0.91	24.4	C	T	0.58	8.5	A	T	0.67	11.4	B	T	0.61	10.5	B	T	0.66	11.0	B
Linden Boulevard (Service Road)	EB	TR	0.23	9.0	A	TR	0.32	11.3	B	TR	0.31	12.4	B	TR	0.28	10.5	B	TR	0.30	10.7	B
		WB	T	0.57	16.3	B	T	0.46	8.3	A	T	0.53	11.0	B	T	0.39	15.9	B	T	0.43	16.3
Linden Boulevard (Unsignalized)	WB	R	-	10.1	B	R	-	9.6	A	R	-	10.2	B	R	-	10.0	A	R	-	10.2	B
Overall Intersection		-	0.89	23.7	C	-	0.76	19.9	B	-	0.78	22.8	C	-	0.58	14.0	B	-	0.65	14.7	B
Linden Boulevard & Fountain Avenue & Loring Avenue																					
Fountain Avenue	NB	LTR	1.20+	120+	F*	LTR	0.84	44.1	D	LTR	0.85	45.1	D	LTR	1.06	79.6	E	LTR	1.16	115.3	F
		SB	DefL	0.71	48.0	D	DefL	0.43	34.3	C	DefL	0.72	45.0	D	DefL	0.77	37.0	D	DefL	0.78	36.6
		TR	0.81	46.9	D	TR	0.57	36.3	D	TR	0.92	58.8	E	TR	0.94	55.2	E	TR	0.90	47.2	D
		Linden Boulevard (Mainline)	EB	L	1.20+	120+	F*	L	0.62	32.5	C	L	1.07	109.5	F	L	0.83	55.1	E	L	1.01
T	0.47			19.8	B	T	0.51	20.3	C	T	0.76	24.7	C	T	0.53	23.0	C	T	0.57	23.7	C
	WB	L	0.69	37.0	D	L	0.35	22.0	C	L	0.44	40.9	D	L	0.39	19.2	B	L	0.43	22.2	C
		T	0.81	14.9	B	T	0.47	10.3	B	T	0.49	10.4	B	T	0.46	1.6	A	T	0.50	1.7	A
Linden Boulevard (Service Road)	EB	TR	0.47	20.9	C	TR	0.38	19.4	B	TR	0.65	24.5	C	TR	0.56	25.0	C	TR	0.61	26.1	C
		WB	TR	0.79	16.7	B	TR	0.40	10.1	B	TR	0.64	13.2	B	TR	0.58	2.7	A	TR	0.63	3.1
Overall Intersection		-	1.20+	43.2	D	-	0.67	22.2	C	-	0.91	28.2	C	-	0.85	27.2	C	-	0.91	32.6	C
Linden Boulevard & Atkins Avenue																					
Atkins Avenue	SB	LTR	0.65	44.9	D	LTR	0.29	36.9	D	LTR	0.40	38.7	D	LTR	0.26	28.3	C	LTR	0.27	28.6	C
Linden Boulevard (Mainline)	EB	T	0.40	10.3	B	T	0.38	10.2	B	T	0.52	11.7	B	T	0.41	8.6	A	T	0.45	9.0	A
		WB	L	0.40	15.1	B	L	0.40	18.1	B	L	0.21	11.9	B	L	0.07	6.9	A	L	0.09	7.3
		T	0.69	14.7	B	T	0.38	10.2	B	T	0.47	11.2	B	T	0.42	8.7	A	T	0.46	9.0	A
		Linden Boulevard (Service Road)	EB	TR	0.34	10.5	B	TR	0.31	10.1	B	TR	0.64	15.8	B	TR	0.21	7.5	A	TR	0.23
WB	T			0.49	12.3	B	T	0.26	9.5	A	T	0.34	10.3	B	T	0.30	8.2	A	T	0.32	8.4
Overall Intersection		-	0.68	15.8	B	-	0.37	12.0	B	-	0.56	13.6	B	-	0.38	9.6	A	-	0.41	9.9	A
Linden Boulevard & Elton Street																					
(Unsignalized Intersection)																					
Elton Street	NB	R	-	10.8	B	R	-	10.3	B	R	-	12.3	B	R	-	10.1	B	R	-	10.3	B
Overall Intersection		-	-	1.1	A	-	-	1.1	A	-	-	1.2	A	-	-	0.8	A	-	-	0.9	A

TABLE E-9  
GATEWAY ESTATES II FEIS  
2013 NO BUILD TRAFFIC LEVELS OF SERVICE

Intersection & Approach		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)				
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
LINDEN BOULEVARD & PENNSYLVANIA AVENUE																						
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	
		T	0.72	29.0	C	T	0.50	24.4	C	T	0.55	26.7	C	T	0.71	30.1	C	T	0.75	31.3	C	
		R	0.18	20.2	C	R	0.18	20.3	C	R	0.21	22.1	C	R	0.30	23.2	C	R	0.33	23.6	C	
Linden Boulevard (Mainline)	SB	L	1.20+	120+	F*	L	0.87	73.7	E	L	0.68	76.0	E	L	0.83	120+	F*	L	0.90	120+	F*	
		TR	1.18	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	1.18	120+	F*	TR	1.17	120+	F*	
	EB	L	0.87	58.5	E	L	0.87	52.4	D	L	0.84	52.0	D	L	0.76	42.1	D	L	0.83	51.0	D	
		T	0.79	40.4	D	T	0.88	43.3	D	T	1.16	117.2	F	T	0.92	47.3	D	T	0.98	55.7	E	
	WB	L	0.80	46.6	D	L	0.83	51.9	D	L	0.56	33.5	C	L	0.81	47.6	D	L	0.88	59.6	E	
Linden Boulevard (Service Road)	EB	T	1.13	106.6	F	T	0.86	42.5	D	T	1.05	74.0	E	T	0.96	52.0	D	T	0.98	55.5	E	
		T	0.79	46.1	D	T	0.60	36.8	D	T	0.76	43.6	D	T	0.64	38.6	D	T	0.70	40.4	D	
	WB	R	0.53	23.8	C	R	0.52	19.2	B	R	0.91	43.8	D	R	0.76	32.3	C	R	0.81	34.6	C	
		TR	1.02	70.1	E	TR	0.41	31.9	C	TR	0.56	35.5	D	TR	0.49	34.2	C	TR	0.54	35.0	C	
	Overall Intersection		-	1.20+	120+	F*	-	1.20+	88.1	F	-	1.20+	120+	F*	-	1.20+	116.6	F	-	1.20+	120.0	F
LINDEN BOULEVARD & ROCKAWAY AVENUE																						
Rockaway Avenue	NB	LT	1.13	120+	F*	LT	1.13	120+	F*	LT	1.13	120+	F*	LT	1.12	108.8	F	LT	1.13	110.9	F	
		R	0.47	45.0	D	R	0.59	45.6	D	R	0.76	59.2	E	R	0.66	40.5	D	R	0.75	46.3	D	
	SB	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.20+	120+	F*	
Linden Boulevard (Mainline)	EB	R	0.50	51.2	D	R	1.13	120+	F*	R	1.14	120+	F*	R	0.53	40.3	D	R	0.63	46.5	D	
		L	0.79	78.7	E	L	0.61	66.2	E	L	0.46	57.3	E	L	0.45	44.8	D	L	0.49	46.1	D	
	T	0.63	19.9	B	T	0.65	22.7	C	T	0.87	19.9	B	T	0.75	20.1	C	T	0.80	21.6	C		
	WB	L	1.20+	120+	F*	L	1.18	120+	F*	L	1.19	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	
		T	1.05	60.0	E	T	0.54	20.7	C	T	0.65	20.3	C	T	0.70	19.3	B	T	0.76	20.5	C	
Linden Boulevard (Service Road)	EB	TR	0.65	22.1	C	TR	0.54	22.0	C	TR	0.77	26.2	C	TR	0.67	20.5	C	TR	0.73	22.4	C	
	WB	TR	0.55	19.7	B	TR	0.34	18.3	B	TR	0.55	19.6	B	TR	0.46	16.4	B	TR	0.50	17.1	B	
Overall Intersection		-	1.13	58.6	E	-	1.08	75.2	E	-	1.01	48.2	D	-	0.96	44.7	D	-	0.98	45.0	D	
LINDEN BOULEVARD & ROCKAWAY PARKWAY																						
Rockaway Parkway	NB	LTR	1.17	120+	F*	LTR	0.61	39.8	D	LTR	0.98	72.7	E	LTR	0.79	39.4	D	LTR	0.90	48.2	D	
	SB	L	1.17	120+	F*	L	1.15	120+	F*	L	1.16	120+	F*	L	1.14	114.6	F	L	1.16	120+	F*	
		TR	0.80	48.5	D	TR	0.48	37.1	D	TR	1.11	109.6	F	TR	0.77	37.9	D	TR	0.84	41.4	D	
Linden Boulevard (Mainline)	EB	L	1.13	120+	F*	L	0.66	73.0	E	L	0.82	88.5	F	L	0.70	58.0	E	L	0.76	63.0	E	
		T	0.41	16.6	B	T	0.53	20.6	C	T	0.65	20.4	C	T	0.60	16.9	B	T	0.64	17.6	B	
	WB	L	0.87	99.2	F	L	0.58	68.0	E	L	0.73	78.8	E	L	0.16	39.6	D	L	0.18	39.8	D	
		T	0.91	22.3	C	T	0.54	20.6	C	T	0.64	20.2	C	T	0.56	16.3	B	T	0.60	16.9	B	
	Linden Boulevard (Service Road)	EB	TR	0.35	16.4	B	TR	0.22	16.7	B	TR	0.40	17.0	B	TR	0.24	13.3	B	TR	0.27	13.5	B
WB	TR	0.90	28.8	C	TR	0.50	21.2	C	TR	0.73	25.1	C	TR	0.68	20.6	C	TR	0.75	22.6	C		
Overall Intersection		-	1.00	51.9	D	-	0.76	36.4	D	-	0.87	48.4	D	-	0.82	31.4	C	-	0.88	34.1	C	
LINDEN BOULEVARD & KINGS HIGHWAY & REMSEN AVENUE																						
Kings Highway (Mainline)	NB	T	1.10	105.1	F	T	0.96	65.6	E	T	1.09	99.1	F	T	1.06	88.3	F	T	1.13	114.4	F	
	SB	T	1.11	107.0	F	T	0.85	53.2	D	T	1.12	110.4	F	T	1.08	94.6	F	T	1.12	110.8	F	
		TR	1.08	97.3	F	TR	0.68	46.8	D	TR	1.01	83.1	F	TR	0.68	46.5	D	TR	0.74	48.5	D	
Kings Highway (Service Road)	SB	TR	0.70	49.1	D	TR	0.36	40.9	D	TR	1.06	98.6	F	TR	0.73	50.0	D	TR	0.80	53.3	D	
	Remsen Avenue	EB	DefL	1.06	115.0	F	DefL	1.05	109.1	F	DefL	1.12	120+	F*	DefL	0.74	62.5	E	DefL	0.80	62.6	E
		TR	1.09	105.9	F	TR	1.03	89.0	F	TR	1.09	105.1	F	TR	1.12	113.6	F	TR	1.13	116.4	F	
Linden Boulevard (Mainline)	WB	TR	1.12	116.2	F	TR	1.09	104.2	F	TR	1.08	101.9	F	TR	1.12	114.4	F	TR	1.12	116.4	F	
		EB	TR	0.97	67.5	E	TR	1.08	100.2	F	TR	1.20+	120+	F*	TR	1.20	120+	F*	TR	1.20+	120+	F*
	WB	LT	1.20+	120+	F*	LT	1.19	120+	F*	DefL	0.90	74.8	E	LT	1.20+	120+	F*	LT	1.20+	120+	F*	
		-	-	-	-	-	-	-	-	T	1.13	111.9	F	-	-	-	-	-	-	-	-	
	Linden Boulevard (Service Road - Unsignalized)	WB	R	0.97	58.6	E	R	0.43	32.4	C	R	1.01	79.0	E	R	0.53	34.3	C	R	0.58	35.4	D
R	-	-	13.4	B	R	-	9.9	A	R	-	10.2	B	R	-	10.4	B	R	-	10.7	B		
Overall Intersection		-	1.12	109.6	F	-	1.16	87.5	F	-	1.20+	111.8	F	-	1.13	102.4	F	-	1.09	113.4	F	

TABLE E-9  
GATEWAY ESTATES II FEIS  
2013 NO BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
PENNSYLVANIA AVENUE																					
PENNSYLVANIA AVENUE & LIBERTY AVENUE																					
Pennsylvania Avenue	NB	LTR	1.19	111.9	F	LTR	0.81	19.9	B	LTR	0.97	36.1	D	LTR	0.80	19.3	B	LTR	0.88	23.1	C
	SB	TR	0.77	19.2	B	TR	0.84	14.5	B	TR	1.06	51.5	D	TR	0.89	16.9	B	TR	0.96	24.9	C
	EB	LTR	0.68	48.8	D	LTR	0.81	59.3	E	LTR	0.93	69.1	E	LTR	0.70	51.2	D	LTR	0.76	55.4	E
	WB	LTR	0.97	74.7	E	LTR	0.82	51.7	D	LTR	0.98	83.7	F	LTR	0.97	73.4	E	LTR	1.05	95.0	F
Overall Intersection		-	1.12	74.2	E	-	0.83	25.6	C	-	1.04	49.6	D	-	0.91	27.3	C	-	0.99	34.9	C
PENNSYLVANIA AVENUE & ATLANTIC AVENUE																					
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*
		T	0.76	37.6	D	T	0.80	38.9	D	T	0.82	40.8	D	T	0.88	43.2	D	T	0.88	43.0	D
		R	0.22	27.6	C	R	0.32	29.4	C	R	0.27	28.3	C	R	0.23	28.0	C	R	0.25	28.2	C
	SB	L	0.73	48.3	D	L	0.89	72.8	E	L	1.20	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*
Atlantic Avenue		TR	0.86	43.2	D	TR	0.68	35.2	D	TR	0.98	88.1	F	TR	0.91	46.8	D	TR	0.97	55.0	D
	EB	L	0.71	41.5	D	L	0.41	22.7	C	L	0.48	23.4	C	L	0.45	23.5	C	L	0.47	24.2	C
		TR	1.02	58.0	E	TR	0.97	46.6	D	TR	1.13	96.5	F	TR	1.17	113.0	F	TR	1.17	114.4	F
	WB	TR	0.95	48.1	D	TR	0.68	37.1	D	TR	0.67	36.9	D	TR	0.77	40.8	D	TR	0.84	43.2	D
Overall Intersection		-	1.20+	63.3	E	-	1.16	48.8	D	-	1.20+	83.8	F	-	1.20+	87.6	F	-	1.20+	92.3	F

Notes

- (1): Control delay is measured in seconds per vehicle.  
(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.  
(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

TABLE E-10  
GATEWAY ESTATES II FEIS  
2013 BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
ERSKINE STREET																					
ERSKINE STREET & BELT PARKWAY EASTBOUND RAMPS																					
Erskine Street	SB	L	0.38	17.5	B	L	0.53	19.5	B	L	0.70	22.7	C	L	0.69	22.7	C	L	0.86	28.7	C
Belt Parkway Eastbound On/Off Ramp	EB	L	0.50	20.1	C	L	0.88	36.1	D	L	0.82	31.2	C	L	0.89	37.3	D	L	0.98	52.4	D
	LT	0.16	15.4	B	LT	0.22	16.1	B	LT	0.38	18.0	B	LT	0.37	17.9	B	LT	0.43	18.8	B	
Overall Intersection	-	0.44	18.2	B	-	0.71	26.1	C	-	0.76	24.8	C	-	0.79	27.0	C	-	0.92	35.0	C	
ERSKINE STREET & BELT PARKWAY WESTBOUND RAMPS																					
Erskine Street	NB	T	0.34	17.0	B	T	0.52	19.2	B	T	0.55	19.7	B	T	0.67	22.1	C	T	0.74	23.9	C
Belt Parkway Westbound On/Off Ramp	WB	R	0.47	18.9	B	R	0.72	24.2	C	R	0.82	27.8	C	R	0.94	39.0	D	R	1.05	66.1	E
Overall Intersection	-	0.41	18.0	B	-	0.62	21.8	C	-	0.68	24.0	C	-	0.81	31.0	C	-	0.90	46.2	D	
ERSKINE STREET & GATEWAY DRIVE																					
Erskine Street	NB	L	0.25	23.0	C	L	0.66	28.6	C	L	0.68	28.8	C	L	0.87	35.6	D	L	0.96	44.5	D
		TR	0.45	9.0	A	TR	0.55	10.1	B	TR	0.56	10.3	B	TR	0.59	10.6	B	TR	0.66	11.6	B
Gateway Drive	SB	L	0.12	27.8	C	L	0.36	35.9	D	L	0.10	27.5	C	L	0.48	41.0	D	L	0.54	44.6	D
		T	1.08	83.4	F	T	0.80	36.9	D	T	1.05	72.3	E	T	1.20+	120+	F*	T	1.20+	120+	F*
	EB	R	0.02	25.5	C	R	0.04	25.7	C	R	0.02	25.5	C	R	0.03	25.6	C	R	0.04	25.7	C
		L	0.02	25.5	C	L	0.10	26.5	C	L	0.08	26.2	C	L	0.02	25.5	C	L	0.02	25.5	C
	WB	T	0.04	25.7	C	T	0.07	25.9	C	T	0.03	25.6	C	T	0.05	25.7	C	T	0.06	25.8	C
		R	0.34	8.4	A	R	0.70	13.8	B	R	0.70	13.7	B	R	0.87	20.6	C	R	1.01	42.1	D
	TR	L	0.60	38.8	D	L	0.65	40.7	D	L	0.92	62.0	E	L	0.64	39.4	D	L	0.78	48.1	D
		TR	0.10	26.3	C	TR	0.20	27.3	C	TR	0.19	27.3	C	TR	0.19	27.2	C	TR	0.21	27.4	C
Overall Intersection	-	0.61	38.0	D	-	0.68	22.2	C	-	0.87	33.5	C	-	0.93	61.8	E	-	1.12	113.8	F	
ERSKINE STREET & GATEWAY PLAZA																					
Erskine Street	NB	L	0.48	31.8	C	L	0.64	35.2	D	L	0.43	31.0	C	L	0.77	40.2	D	L	0.84	44.6	D
		T	0.31	7.5	A	T	0.33	7.7	A	T	0.52	9.4	A	T	0.45	8.7	A	T	0.51	9.3	A
Gateway Plaza	SB	TR	0.73	30.4	C	TR	0.71	29.6	C	TR	0.92	40.9	D	TR	1.00	55.1	E	TR	1.20+	120+	F*
	EB	L	0.22	28.6	C	L	0.35	30.6	C	L	0.41	31.8	C	L	0.49	33.4	C	L	0.53	34.4	C
	R	0.09	10.2	B	R	0.20	11.2	B	R	0.22	11.4	B	R	0.31	12.3	B	R	0.33	12.7	B	
		Overall Intersection	-	0.51	22.0	C	-	0.58	21.6	C	-	0.63	25.1	C	-	0.78	33.0	C	-	0.92	77.0
ERSKINE STREET & PARKING LOT SE CORNER																					
Erskine Street	NB	L	0.22	10.1	B	L	0.53	12.2	B	L	0.53	12.7	B	L	0.68	18.9	B	L	0.92	44.2	D
		T	0.26	8.3	A	T	0.30	8.6	A	T	0.46	9.9	A	T	0.36	5.7	A	T	0.39	5.9	A
Parking Lot SE Corner	SB	TR	0.62	23.5	C	TR	0.50	21.7	C	TR	0.55	22.4	C	TR	0.66	22.5	C	TR	0.78	25.2	C
	EB	L	0.04	23.8	C	L	0.13	24.8	C	L	0.14	25.0	C	L	0.29	33.3	C	L	0.44	36.2	D
	R	0.06	11.8	B	R	0.26	13.7	B	R	0.26	13.7	B	R	0.37	16.8	B	R	0.58	20.5	C	
		Overall Intersection	-	0.37	17.1	B	-	0.46	15.1	B	-	0.48	15.3	B	-	0.65	16.2	B	-	0.76	21.9
ERSKINE STREET & PARKING LOT NE CORNER																					
Erskine Street	NB	L	0.06	7.3	A	L	0.12	7.8	A	L	0.13	7.8	A	L	0.24	9.3	A	L	0.36	11.5	B
		T	0.26	8.3	A	T	0.31	8.6	A	T	0.47	10.0	B	T	0.43	9.6	A	T	0.48	10.2	B
Parking Lot NE Corner	SB	TR	0.40	9.4	A	TR	0.30	8.6	A	TR	0.33	8.8	A	TR	0.43	9.7	A	TR	0.50	10.3	B
	EB	L	0.02	23.7	C	L	0.08	24.3	C	L	0.08	24.3	C	L	0.10	24.5	C	L	0.16	25.2	C
	R	0.02	23.7	C	R	0.09	24.5	C	R	0.09	24.5	C	R	0.12	24.8	C	R	0.19	25.7	C	
		Overall Intersection	-	0.28	9.1	A	-	0.24	9.5	A	-	0.35	10.2	B	-	0.34	10.5	B	-	0.40	11.5

TABLE E-10  
GATEWAY ESTATES II FEIS  
2013 BUILD TRAFFIC LEVELS OF SERVICE

Intersection & Approach		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
ERSKINE STREET & VANDALIA AVENUE																					
Erskine Street	NB	L	0.32	19.8	B	L	0.25	19.2	B	L	0.80	32.9	C	L	0.60	29.1	C	L	0.65	33.3	C
		T	0.34	19.0	B	T	0.45	21.2	C	T	0.47	18.3	B	T	0.64	26.1	C	T	0.76	30.0	C
Vandalia Avenue	SB	LTR	0.59	23.2	C	LTR	0.46	21.4	C	LTR	0.54	19.6	B	LTR	0.68	27.6	C	LTR	0.85	35.4	D
	EB	LTR	0.78	37.4	D	LTR	0.29	27.6	C	LTR	0.47	31.6	C	LTR	0.61	35.0	D	LTR	0.54	32.8	C
	WB	DefL	0.47	17.7	B	DefL	0.53	17.1	B	DefL	0.65	25.7	C	DefL	0.83	31.1	C	DefL	0.92	41.3	D
Erskine Street (channelized stop)	NB	TR	0.04	12.6	B	TR	0.03	12.0	B	TR	0.06	15.0	B	TR	0.05	11.1	B	TR	0.04	11.1	B
		R	-	9.6	A	R	-	9.9	A	R	-	10.4	B	R	-	10.6	B	R	-	11.4	B
Overall	Intersection	-	0.71	26.2	C	-	0.51	20.8	C	-	0.69	24.4	C	-	0.73	29.2	C	-	0.87	34.6	C
ERSKINE STREET & EGAN STREET																					
(UNSIGNALIZED INTERSECTION)																					
Erskine Street	NB	LT	-	8.6	A	LT	-	8.1	A	LT	-	8.5	A	LT	-	8.5	A	LT	-	8.8	A
Egan Street	WB	LTR	-	24.4	C	LTR	-	16.0	C	LTR	-	21.5	C	LTR	-	22.2	C	LTR	-	27.3	D
Overall	Intersection	-	-	3.9	A	-	-	0.8	A	-	-	1.9	A	-	-	1.5	A	-	-	1.3	A
GATEWAY DRIVE																					
GATEWAY DRIVE & DRIVEWAY TO OLIVE GARDEN																					
Driveway to Olive Garden	SB	L	0.15	15.3	B	L	0.52	20.3	C	L	0.47	19.3	B	L	0.56	21.1	C	L	0.61	22.3	C
		R	0.14	15.2	B	R	0.15	15.3	B	R	0.18	15.6	B	R	0.24	16.3	B	R	0.26	16.5	B
Gateway Drive	EB	L	0.13	7.9	A	L	0.30	10.4	B	L	0.18	8.6	A	L	0.77	34.7	C	L	0.84	43.5	D
	T	0.19	7.9	A	T	0.30	8.6	A	T	0.29	8.5	A	T	0.33	8.8	A	T	0.40	9.2	A	
	WB	TR	0.26	8.4	A	TR	0.66	12.6	B	TR	0.77	15.3	B	TR	0.73	13.5	B	TR	0.80	15.2	B
Overall	Intersection	-	0.22	9.2	A	-	0.61	12.7	B	-	0.66	13.6	B	-	0.69	14.4	B	-	0.75	15.8	B
GATEWAY DRIVE & DRIVEWAY TO RED LOBSTER																					
Driveway to Red Lobster	SB	L	0.04	13.7	B	L	0.22	15.3	B	L	0.23	15.5	B	L	0.45	18.9	B	L	0.49	19.6	B
		R	0.05	13.9	B	R	0.09	14.2	B	R	0.13	14.6	B	R	0.19	15.3	B	R	0.21	15.5	B
Gateway Drive	EB	L	0.04	6.9	A	L	0.13	7.6	A	L	0.30	9.6	A	L	0.67	23.4	C	L	0.72	27.0	C
	T	0.17	7.4	A	T	0.23	7.8	A	T	0.27	8.0	A	T	0.27	8.0	A	T	0.33	8.3	A	
	WB	TR	0.16	7.4	A	TR	0.31	8.2	A	TR	0.44	9.2	A	TR	0.40	8.9	A	TR	0.44	9.2	A
Overall	Intersection	-	0.12	7.8	A	-	0.27	9.0	A	-	0.36	9.6	A	-	0.58	11.2	B	-	0.63	11.7	B
GATEWAY DRIVE & DRIVEWAY TO BOULDER CREEK																					
Driveway to Boulder Creek	SB	L	0.08	14.6	B	L	0.26	16.4	B	L	0.20	15.8	B	L	0.38	18.5	B	L	0.42	19.2	B
		R	0.08	14.7	B	R	0.28	16.7	B	R	0.26	16.5	B	R	0.40	18.8	B	R	0.43	19.4	B
Gateway Drive	EB	LT	0.34	9.1	A	LT	0.44	10	A	LT	0.60	12.2	B	LT	0.86	21.8	C	LT	1.09	69.2	E
	WB	TR	0.16	7.8	A	TR	0.22	8.1	A	TR	0.33	8.8	A	TR	0.37	9.1	A	TR	0.41	9.4	A
	Overall	Intersection	-	0.24	9.1	A	-	0.38	11.0	B	-	0.47	11.4	B	-	0.68	15.8	B	-	0.84	34.7
GATEWAY DRIVE & GATEWAY PLAZA																					
Gateway Drive	NB	T	0.26	8.5	A	T	0.50	10.7	B	T	0.65	12.9	B	T	0.69	13.5	B	T	0.76	15.3	B
		R	0.02	7.1	A	R	0.08	7.4	A	R	0.01	7.1	A	R	0.01	7.1	A	R	0.01	7.1	A
Gateway Plaza	SB	L	0.78	27.0	C	L	0.96	47.1	D	L	0.99	54.4	D	L	1.03	64.0	E	L	1.12	93.8	F
	T	0.41	10.2	B	T	0.44	10.6	B	T	0.54	11.9	B	T	0.55	12.2	B	T	0.67	14.5	B	
	WB	LR	0.22	15.9	B	LR	0.68	25.3	C	LR	0.61	22.5	C	LR	0.95	46.8	D	LR	1.03	66.7	E
Overall	Intersection	-	0.57	15.0	B	-	0.85	22.4	C	-	0.84	23.6	C	-	1.00	32.5	C	-	1.09	44.2	D
GATEWAY DRIVE & PARKING LOT SW CORNER																					
Gateway Drive	NB	TR	0.30	20.1	C	TR	0.60	23.9	C	TR	0.73	26.5	C	TR	0.91	34.5	C	TR	0.96	40.2	D
		SB	LT	0.32	4.8	A	DefL	0.51	9.2	A	DefL	0.53	15.0	B	DefL	0.80	29.6	C	DefL	0.94	43.7
Parking Lot SW Corner	-	-	-	-	T	0.47	6.0	A	T	0.61	7.5	A	T	0.72	9.5	A	T	0.73	9.8	A	
	WB	L	0.09	32.3	C	L	0.36	36.3	D	L	0.36	36.4	D	L	0.48	38.9	D	L	0.75	50.4	D
	R	0.07	11.3	B	R	0.26	13.2	B	R	0.27	13.2	B	R	0.37	14.4	B	R	0.58	18.0	B	
Overall	Intersection	-	0.39	10.8	B	-	0.75	15.7	B	-	0.93	17.9	B	-	1.13	24.2	C	-	1.20+	30.0	C



TABLE E-10  
GATEWAY ESTATES II FEIS  
2013 BUILD TRAFFIC LEVELS OF SERVICE

Intersection & Approach		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Gateway Drive & Parking Lot NW Corner																					
Gateway Drive	NB	TR	0.27	16.1	B	TR	0.58	19.8	B	TR	0.70	22.0	C	TR	0.88	28.2	C	TR	0.99	42.4	D
	SB	LT	0.33	4.8	A	LT	0.58	6.9	A	LT	0.69	8.4	A	LT	0.95	21.4	C	LT	1.03	40.0	D
Parking Lot NW Corner	WB	L	0.02	31.4	C	L	0.06	31.9	C	L	0.06	31.9	C	L	0.07	32.1	C	L	0.11	32.6	C
	R		0.05	14.3	B	R	0.20	15.8	B	R	0.20	15.8	B	R	0.26	16.5	B	R	0.40	18.5	B
Overall	Intersection	-	0.40	9.0	A	-	0.59	13.2	B	-	0.65	15.0	B	-	0.78	24.2	C	-	0.87	39.1	D
Vandalia Avenue																					
Vandalia Avenue & Elton Street (Unsignalized Intersection)																					
Elton Street	NB	LTR	-	8.9	A	LTR	-	8.1	A	LTR	-	9.3	A	LTR	-	9.6	A	LTR	-	9.4	A
	SB	LTR	-	8.4	A	LTR	-	8.1	A	LTR	-	9.3	A	LTR	-	9.5	A	LTR	-	9.3	A
Vandalia Avenue	EB	LT	-	9.3	A	LT	-	8.6	A	LT	-	9.6	A	LT	-	9.8	A	LT	-	9.6	A
		TR	-	8.7	A	TR	-	7.9	A	TR	-	8.9	A	TR	-	9.0	A	TR	-	8.7	A
	WB	LT	-	8.6	A	LT	-	8.3	A	LT	-	9.5	A	LT	-	9.4	A	LT	-	9.2	A
		TR	-	8.7	A	TR	-	7.9	A	TR	-	9.6	A	TR	-	9.2	A	TR	-	8.9	A
Overall	Intersection	-	-	8.8	A	-	-	8.1	A	-	-	9.4	A	-	-	9.4	A	-	-	9.2	A
Vandalia Avenue & Gateway Drive																					
Gateway Drive	NB	TR	0.26	15.4	B	TR	0.61	19.6	B	TR	0.70	21.2	C	TR	0.93	32.0	C	TR	1.00	42.5	D
	SB	LT	0.33	5.6	A	LT	0.64	8.6	A	LT	0.92	18.9	B	LT	1.04	43.4	D	LT	1.04	42.0	D
Vandalia Avenue	WB	L	0.29	33.7	C	L	0.09	30.7	C	L	0.13	31.2	C	L	0.16	31.6	C	L	0.14	31.3	C
	R		0.67	27.3	C	R	0.25	17.5	B	R	0.34	19.0	B	R	0.41	19.6	B	R	0.36	19.3	B
Overall	Intersection	-	0.46	14.7	B	-	0.58	14.1	B	-	0.74	20.0	B	-	0.86	36.8	D	-	0.85	41.0	D
Fountain Avenue																					
Fountain Avenue & Vandalia Avenue																					
Fountain Avenue	NB	LT	0.09	7.4	A	LT	0.14	7.6	A	LT	0.13	7.5	A	LT	0.11	7.5	A	LT	0.13	7.6	A
	SB	TR	0.27	8.4	A	TR	0.37	9.3	A	TR	0.42	9.6	A	TR	0.46	10.0	B	TR	0.52	10.7	B
Vandalia Avenue	EB	L	0.39	18.1	B	L	0.35	17.5	B	L	0.48	19.4	B	L	0.49	19.5	B	L	0.59	21.8	C
		LR	0.08	14.6	B	LR	0.15	15.2	B	LR	0.19	15.5	B	LR	0.20	15.6	B	LR	0.23	16.0	B
Overall	Intersection	-	0.31	10.9	B	-	0.36	10.8	B	-	0.44	11.7	B	-	0.47	12.1	B	-	0.55	13.1	B
Fountain Avenue & Egan Street (Unsignalized Intersection)																					
Fountain Avenue	NB	LT	-	8.4	A	LT	-	8.7	A	LT	-	9.2	A	LT	-	9.3	A	LT	-	9.7	A
Overall	Intersection	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A
Fountain Avenue & Flatlands Avenue																					
Fountain Avenue	NB	LTR	0.80	43.1	D	LTR	0.90	51.9	D	LTR	1.01	71.9	E	LTR	0.85	41.4	D	LTR	1.03	73.0	E
	SB	LTR	0.61	27.8	C	LTR	1.08	96.7	F	LTR	0.71	29.8	C	LTR	1.18	120+	F*	LTR	1.20+	120+	F*
Flatlands Avenue	EB	DefL	1.20+	120+	F*	DefL	0.82	47.6	D	DefL	0.81	44.2	D	DefL	0.85	48.1	D	DefL	0.94	63.9	E
		TR	0.14	10.5	B	TR	0.17	13.8	B	TR	0.12	13.3	B	TR	0.16	13.6	B	TR	0.17	13.8	B
	WB	LTR	0.61	24.3	C	DefL	0.53	21.6	C	DefL	0.43	21.5	C	DefL	0.22	11.7	B	DefL	0.25	12.1	B
		-	-	-	-	TR	0.29	12.3	B	TR	0.20	14.5	B	TR	0.25	11.8	B	TR	0.27	12.0	B
Overall	Intersection	-	1.17	61.8	E	-	0.92	53.0	D	-	0.89	39.9	D	-	0.98	63.6	E	-	1.08	88.9	F
Fountain Avenue & Old Mill Road (Unsignalized Intersection)																					
Fountain Avenue	SB	LT	-	9.0	A	LT	-	8.5	A	LT	-	8.8	A	LT	-	8.9	A	LT	-	9.4	A
Old Mill Road	WB	LR	-	15.4	C	LR	-	13.4	B	LR	-	15.4	C	LR	-	15.4	C	LR	-	18.1	C
Overall	Intersection	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A	-	-	0.1	A

TABLE E-10  
GATEWAY ESTATES II FEIS  
2013 BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)				
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
FOUNTAIN AVENUE & COZINE AVENUE																						
		(UNSIGNALIZED INTERSECTION)																				
Fountain Avenue	NB	LT	-	14.4	B	LT	-	13.3	B	LT	-	19.1	C	LT	-	16.7	C	LT	-	22.7	C	
		TR	-	14.1	B	TR	-	13.5	B	TR	-	18.9	C	TR	-	16.7	C	TR	-	22.9	C	
Cozine Avenue	SB	LT	-	15.1	C	LT	-	13.5	B	LT	-	28.9	D	LT	-	17.7	C	LT	-	22.6	C	
		TR	-	14.3	B	TR	-	13.0	B	TR	-	21.3	C	TR	-	20.6	C	TR	-	28.3	D	
	EB	LTR	-	11.7	B	LTR	-	11.5	B	LTR	-	13.2	B	LTR	-	11.5	B	LTR	-	12.0	B	
		WB	LTR	-	10.8	B	LTR	-	10.6	B	LTR	-	14.0	B	LTR	-	10.8	B	LTR	-	11.2	B
Overall	Intersection	-	-	14.1	B	-	-	13.1	B	-	-	21.1	C	-	-	17.5	C	-	-	23.2	C	
FOUNTAIN AVENUE & WORTMAN AVENUE																						
		(UNSIGNALIZED INTERSECTION)																				
Fountain Avenue	NB	LT	-	9.3	A	LT	-	9.3	A	LT	-	10.4	B	LT	-	10.4	B	LT	-	10.9	B	
		SB	LT	-	9.8	A	LT	-	8.6	A	LT	-	10.6	B	LT	-	9.6	A	LT	-	10.2	B
Wortman Avenue	EB	LT	-	52.0	F	LT	-	39.9	E	LT	-	120+	F*	LT	-	120+	F*	LT	-	120+	F*	
		TR	-	22.3	C	TR	-	21.3	C	TR	-	41.1	E	TR	-	40.5	E	TR	-	65.8	F	
	WB	LTR	-	70.5	F	LTR	-	29.9	D	LTR	-	120+	F*	LTR	-	111.7	F	LTR	-	120+	F*	
Overall	Intersection	-	-	8.6	A	-	-	3.6	A	-	-	23.7	C	-	-	9.5	A	-	-	30.8	D	
FOUNTAIN AVENUE & STANLEY AVENUE																						
Fountain Avenue	NB	LTR	0.53	14.1	B	LTR	0.54	14.3	B	LTR	0.57	14.5	B	LTR	0.60	15.0	B	LTR	0.71	17.2	B	
		SB	LTR	0.49	13.1	B	LTR	0.41	12.2	B	LTR	0.82	20.3	C	LTR	0.59	14.1	B	LTR	0.66	15.0	B
Stanley Avenue	EB	LTR	0.22	11.3	B	LTR	0.24	11.5	B	LTR	0.30	12.0	B	LTR	0.29	12.0	B	LTR	0.31	12.3	B	
		WB	DefL	0.25	11.8	B	DefL	0.17	10.8	B	DefL	0.54	16.8	B	LTR	0.44	14.0	B	LTR	0.48	14.8	B
		TR	0.23	11.4	B	TR	0.11	10.2	B	TR	0.17	10.8	B	-	-	-	-	-	-	-	-	
Overall	Intersection	-	0.39	13.1	B	-	0.39	12.8	B	-	0.68	16.6	B	-	0.52	14.2	B	-	0.60	15.6	B	
FOUNTAIN AVENUE & LIBERTY AVENUE																						
		(UNSIGNALIZED INTERSECTION)																				
Fountain Avenue	SB	LTR	-	41.0	E	LTR	-	20.7	C	LTR	-	43.1	E	LTR	-	38.4	E	LTR	-	63.7	F	
Liberty Avenue	WB	LT	-	8.2	A	LT	-	8.2	A	LT	-	8.8	A	LT	-	8.7	A	LT	-	8.9	A	
Overall	Intersection	-	-	11.9	B	-	-	4.8	A	-	-	9.9	A	-	-	9.4	A	-	-	15.4	C	
FOUNTAIN AVENUE & ATLANTIC AVENUE																						
		(UNSIGNALIZED INTERSECTION)																				
Atlantic Avenue	EB	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A
Overall	Intersection	-	FREEFLOW	A	-	FREEFLOW	A	-	FREEFLOW	A	-	FREEFLOW	A	-	FREEFLOW	A	-	FREEFLOW	A	-	FREEFLOW	A
FLATLANDS AVENUE																						
FLATLANDS AVENUE & ATKINS AVENUE																						
Atkins Avenue	NB	LTR	0.50	21.1	C	LTR	0.33	18.6	B	LTR	0.38	19.2	B	LTR	0.52	21.8	C	LTR	0.60	23.6	C	
		SB	LTR	0.30	18.5	B	LTR	0.29	18.5	B	LTR	0.42	20.4	C	LTR	0.35	19.3	B	LTR	0.39	19.8	B
Flatlands Avenue	EB	L	0.03	13.1	B	L	0.09	13.8	B	L	0.11	14.2	B	L	0.04	13.2	B	L	0.07	13.7	B	
		TR	0.48	17.3	B	TR	0.42	16.5	B	TR	0.43	16.6	B	TR	0.49	17.3	B	TR	0.56	18.3	B	
	WB	L	0.05	13.4	B	L	0.07	13.5	B	L	0.16	14.6	B	L	0.13	14.4	B	L	0.17	15.1	B	
		TR	0.30	15.2	B	TR	0.31	15.4	B	TR	0.33	15.5	B	TR	0.34	15.6	B	TR	0.44	16.7	B	
Overall	Intersection	-	0.49	17.4	B	-	0.38	16.6	B	-	0.42	17.1	B	-	0.50	17.6	B	-	0.58	18.6	B	
FLATLANDS AVENUE & ESSEX STREET																						
Essex Street	SB	LTR	0.26	18.1	B	LTR	0.14	16.6	B	LTR	0.22	17.6	B	LTR	0.16	16.8	B	LTR	0.16	16.8	B	
Flatlands Avenue	EB	L	0.13	14.3	B	L	0.02	13.0	B	L	0.08	13.8	B	L	0.10	14.0	B	L	0.14	14.8	B	
		TR	0.73	21.9	C	TR	0.48	17.4	B	TR	0.53	18.0	B	TR	0.56	18.4	B	TR	0.63	19.5	B	
	WB	L	0.22	16.3	B	L	0.03	13.1	B	L	0.08	13.7	B	L	0.06	13.5	B	L	0.05	13.4	B	
		TR	0.43	16.6	B	TR	0.43	16.7	B	TR	0.47	17.2	B	TR	0.46	17.0	B	TR	0.56	18.4	B	
Overall	Intersection	-	0.51	19.6	B	-	0.32	17.0	B	-	0.38	17.5	B	-	0.37	17.6	B	-	0.40	18.8	B	

TABLE E-10  
GATEWAY ESTATES II FEIS  
2013 BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
FLATLANDS AVENUE & LINWOOD STREET																					
Linwood Street	NB	LTR	0.73	30.3	C	LTR	0.01	15.1	B	LTR	0.19	17.1	B	LTR	0.06	15.6	B	LTR	0.09	15.9	B
	SB	LR	0.19	17.4	B	LR	0.17	17.2	B	LR	0.19	17.3	B	LR	0.13	16.6	B	LR	0.14	16.7	B
	EB	LT	0.65	20.1	C	LT	0.50	17.7	B	LT	0.56	18.5	B	LT	0.64	19.8	B	LT	0.72	21.5	C
	WB	TR	0.44	16.9	B	TR	0.43	16.7	B	TR	0.48	17.3	B	TR	0.45	16.9	B	TR	0.55	18.2	B
Overall Intersection		-	0.68	21.1	C	-	0.34	17.2	B	-	0.38	17.8	B	-	0.39	18.4	B	-	0.44	19.8	B
FLATLANDS AVENUE & ELTON STREET																					
Elton Street	NB	LTR	0.48	23.5	C	LTR	0.29	19.2	B	LTR	0.38	21.0	C	LTR	0.47	23.0	C	LTR	0.45	22.3	C
	SB	LTR	0.26	18.3	B	LTR	0.15	16.7	B	LTR	0.29	18.7	B	LTR	0.21	17.5	B	LTR	0.24	17.9	B
Flatlands Avenue	EB	L	0.19	15.3	B	L	0.28	16.5	B	L	0.09	14.0	B	L	0.23	16.0	B	L	0.31	17.8	B
		TR	0.73	22.1	C	TR	0.54	18.4	B	TR	0.64	20.2	C	TR	0.71	21.3	C	TR	0.76	22.7	C
	WB	L	0.02	13.1	B	L	0.04	13.2	B	L	0.04	13.2	B	L	0.10	14.4	B	L	0.11	14.7	B
		TR	0.59	19.0	B	TR	0.47	17.3	B	TR	0.59	19.9	B	TR	0.46	17.0	B	TR	0.56	18.4	B
Overall Intersection		-	0.61	20.6	C	-	0.43	17.8	B	-	0.52	19.5	B	-	0.59	19.6	B	-	0.61	20.7	C
FLATLANDS AVENUE & JEROME STREET																					
Jerome Street	NB	L	0.47	20.2	C	L	0.75	25.2	C	L	0.83	27.7	C	L	0.99	41.4	D	L	1.06	62.9	E
		TR	0.12	16.6	B	TR	0.17	17.2	B	TR	0.20	17.4	B	TR	0.24	15.5	B	TR	0.27	15.8	B
Flatlands Avenue	EB	L	0.47	20.4	C	L	0.34	16.8	B	L	0.55	24.4	C	L	0.60	26.9	C	L	0.82	45.1	D
		T	0.51	17.0	B	T	0.45	16.3	B	T	0.47	16.6	B	T	0.74	23.7	C	T	0.81	25.7	C
		R	0.42	0.6	A	R	0.74	2.3	A	R	0.92	7.1	A	R	1.03	26.4	C	R	1.06	38.2	D
	WB	L	0.18	14.4	B	L	0.12	13.6	B	L	0.12	13.6	B	L	0.43	24.8	C	L	0.59	34.8	C
		TR	0.58	18.2	B	TR	0.49	16.8	B	TR	0.62	18.7	B	TR	0.53	19.7	B	TR	0.62	21.1	C
Overall Intersection		-	0.53	14.6	B	-	0.74	14.6	B	-	0.92	16.9	B	-	1.03	28.8	C	-	1.06	39.4	D
FLATLANDS AVENUE & SCHENCK AVENUE																					
Schenck Avenue	SB	L	0.45	25.5	C	L	0.69	32.0	C	L	0.57	28.1	C	L	0.72	33.1	C	L	0.80	37.4	D
		LR	0.40	25.2	C	LR	0.66	32.0	C	LR	0.56	28.7	C	LR	0.69	33.1	C	LR	0.76	36.9	D
Flatlands Avenue	EB	T	0.57	14.9	B	T	0.65	16.2	B	T	0.82	20.8	C	T	0.85	21.5	C	T	0.94	27.8	C
	WB	T	0.97	33.5	C	T	0.89	23.7	C	T	0.98	33.2	C	T	1.18	104.5	F	T	1.20+	120+	F*
		R	0.14	0.1	A	R	0.21	0.2	A	R	0.23	0.2	A	R	0.85	4.0	A	R	1.02	23.3	C
Overall Intersection		-	0.77	22.9	C	-	0.81	20.5	C	-	0.82	24.7	C	-	1.00	45.1	D	-	1.18	89.3	F
FLATLANDS AVENUE & VAN SICLEN AVENUE																					
Van Siclen Avenue	NB	LTR	0.70	33.7	C	LTR	0.55	27.1	C	LTR	0.68	31.9	C	LTR	0.73	32.3	C	LTR	0.79	36.1	D
	SB	LTR	1.10	90.9	F	LTR	1.13	103.2	F	LTR	1.20+	120+	F*	LTR	1.04	71.0	E	LTR	1.16	112.7	F
Flatlands Avenue	EB	L	0.98	114.0	F	L	0.67	42.3	D	L	0.57	27.7	C	L	1.20+	120+	F*	L	1.20+	120+	F*
		TR	0.70	17.9	B	TR	0.72	18.5	B	TR	0.95	33.1	C	TR	0.95	25.8	C	TR	1.04	47.6	D
	WB	L	1.12	120+	F*	L	1.20+	120+	F*	L	1.02	79.3	E	L	1.20+	120+	F*	L	1.20+	120+	F*
		TR	0.94	30.9	C	TR	0.84	17.2	B	TR	0.92	28.6	C	TR	0.95	25.8	C	TR	1.15	87.7	F
Overall Intersection		-	1.11	43.8	D	-	1.19	39.1	D	-	1.14	53.2	D	-	1.20+	50.6	D	-	1.20+	91.7	F
FLATLANDS AVENUE & PENNSYLVANIA AVENUE																					
Pennsylvania Avenue	NB	L	0.75	51.0	D	L	0.60	41.3	D	L	0.75	59.5	E	L	1.05	89.9	F	L	1.18	120+	F*
		TR	0.89	40.7	D	TR	0.55	30.5	C	TR	0.61	31.7	C	TR	0.62	25.9	C	TR	0.68	26.9	C
Flatlands Avenue	SB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*
		TR	0.52	30.0	C	TR	0.55	30.5	C	TR	0.89	40.6	D	TR	0.67	26.7	C	TR	0.73	27.9	C
	EB	L	0.58	40.5	D	L	1.03	102.5	F	L	1.02	102.5	F	L	1.16	120+	F*	L	1.18	120+	F*
		T	0.60	38.5	D	T	0.79	43.9	D	T	1.00	65.9	E	T	1.20+	120+	F*	T	1.20+	120+	F*
		R	0.21	22.5	C	R	0.40	25.3	C	R	0.48	26.9	C	R	0.41	19.0	B	R	0.44	19.6	B
	WB	L	0.36	35.1	D	L	0.47	43.9	D	L	0.56	52.1	D	L	0.62	91.2	F	L	0.72	116.1	F
		T	0.76	43.2	D	T	0.92	53.5	D	T	0.91	51.3	D	T	1.03	66.8	E	T	1.20	120+	F*
		R	1.20+	120+	F*	R	1.02	72.1	E	R	1.20+	120+	F*	R	1.20+	120+	F*	R	1.20+	120+	F*
Overall Intersection		-	1.18	120+	F*	-	1.20+	91.4	F	-	1.20+	120+	F*	-	1.20+	120+	F*	-	1.20+	120+	F*

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INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
FLATLANDS AVENUE & ROCKAWAY PARKWAY																					
Rockaway Parkway	NB	L	0.72	36.3	D	L	0.48	22.8	C	L	0.60	26.8	C	L	0.32	21.2	C	L	0.36	22.4	C
		TR	0.95	45.3	D	TR	0.53	22.3	C	TR	0.61	24.0	C	TR	0.81	28.9	C	TR	0.89	34.8	C
Flatlands Avenue	SB	LTR	0.92	54.0	D	LTR	0.88	49.2	D	LTR	1.06	86.5	F	LTR	1.17	117.4	F	LTR	1.17	120+	F*
	EB	L	0.38	31.9	C	L	0.43	31.8	C	L	0.78	75.2	E	L	0.75	54.6	D	L	0.82	66.1	E
	TR	0.87	38.4	D	TR	0.87	38.7	D	TR	1.14	104.1	F	TR	1.20+	120+	F*	TR	1.20+	120+	F*	
		WB	L	0.70	55.2	E	L	0.45	34.8	C	L	0.73	69.6	E	L	1.05	120+	F*	L	1.20+	120+
	TR	0.95	47.9	D	TR	0.81	35.6	D	TR	1.07	78.1	E	TR	1.20+	120+	F*	TR	1.20+	120+	F*	
		Overall Intersection	-	0.95	44.7	D	-	0.89	36.1	D	-	1.09	79.4	E	-	1.20	120+	F*	-	1.20+	120+
FLATLANDS AVENUE & REMSEN AVENUE																					
Remsen Avenue	NB	L	0.80	40.3	D	L	0.35	19.3	B	L	0.75	32.5	C	L	0.48	23.7	C	L	0.57	27.9	C
		TR	1.00	45.6	D	TR	0.48	18.8	B	TR	0.80	25.9	C	TR	0.66	21.7	C	TR	0.72	23.1	C
Flatlands Avenue	SB	L	0.61	28.4	C	L	0.58	25.3	C	L	0.99	83.8	F	L	1.00	71.8	E	L	1.10	101.0	F
	TR	0.54	19.6	B	TR	0.42	18.1	B	TR	0.73	23.5	C	TR	0.61	20.9	C	TR	0.67	22.0	C	
		EB	L	0.60	33.2	C	L	0.42	23.8	C	L	0.47	30.4	C	L	0.64	34.2	C	L	0.68	37.1
	TR	1.00	47.0	D	TR	0.87	29.8	C	TR	1.09	74.7	E	TR	0.89	30.5	C	TR	0.97	41.0	D	
		WB	L	0.40	24.6	C	L	0.46	25.3	C	L	0.60	38.9	D	L	0.33	21.7	C	L	0.55	33.4
	TR	1.07	69.3	E	TR	0.82	27.1	C	TR	1.06	65.5	E	TR	1.12	88.0	F	TR	1.20+	120+	F*	
Overall Intersection	-	1.03	47.4	D	-	0.73	24.7	C	-	1.04	50.8	D	-	1.06	47.0	D	-	1.18	70.3	E	
LINDEN BOULEVARD																					
LINDEN BOULEVARD & 79TH STREET																					
79th Street	NB	L	0.69	46.6	D	L	0.27	27.1	C	L	0.32	30.7	C	L	0.38	24.1	C	L	0.42	24.8	C
		R	0.16	31.0	C	R	0.14	25.4	C	R	0.14	27.9	C	R	0.10	20.4	C	R	0.10	20.5	C
Linden Boulevard (Mainline)	EB	T	0.45	13.1	B	T	0.47	17.5	B	T	0.68	18.7	B	T	0.44	12.6	B	T	0.48	13.1	B
	WB	T	0.98	40.6	D	T	0.70	23.0	C	T	0.72	21.3	C	T	0.69	17.2	B	T	0.75	18.8	B
Linden Boulevard (Service Road)	EB	T	0.18	10.6	B	T	0.19	14.3	B	T	0.26	13.1	B	T	0.20	10.8	B	T	0.22	10.9	B
	WB	T	0.37	12.8	B	T	0.19	14.5	B	T	0.35	14.5	B	T	0.14	10.4	B	T	0.15	10.5	B
Overall Intersection	-	0.88	28.0	C	-	0.52	20.0	B	-	0.58	19.5	B	-	0.56	15.2	B	-	0.62	16.1	B	
LINDEN BOULEVARD & EUCLID AVENUE																					
Euclid Avenue	NB	LTR	0.41	43.8	D	LTR	0.37	38.7	D	LTR	0.44	37.2	D	LTR	0.20	23.8	C	LTR	0.23	24.3	C
		SB	LTR	0.76	49.8	D	LTR	0.69	44.1	D	LTR	0.52	36.6	D	LTR	0.56	28.8	C	LTR	0.61	30.0
Linden Boulevard (Mainline)	EB	L	0.37	20.1	C	L	0.20	10.1	B	L	0.19	12.4	B	L	0.28	11.7	B	L	0.33	13.0	B
		T	0.41	10.4	B	T	0.44	12.0	B	T	0.59	15.4	B	T	0.49	12.1	B	T	0.54	12.7	B
	WB	L	0.36	17.0	B	L	0.20	7.7	A	L	0.54	27.8	C	L	0.18	9.3	A	L	0.22	10.4	B
		T	0.93	25.3	C	T	0.61	8.8	A	T	0.69	11.7	B	T	0.64	10.8	B	T	0.70	11.5	B
Linden Boulevard (Service Road)	EB	TR	0.23	9.0	A	TR	0.32	11.3	B	TR	0.31	12.4	B	TR	0.28	10.5	B	TR	0.30	10.7	B
	WB	T	0.57	16.3	B	T	0.46	8.3	A	T	0.53	11.0	B	T	0.39	15.9	B	T	0.43	16.3	B
Linden Boulevard (Unsignalized)	WB	R	-	11.1	B	R	-	10.4	B	R	-	11.1	B	R	-	10.9	B	R	-	10.2	B
Overall Intersection	-	0.85	22.1	C	-	0.63	15.0	B	-	0.56	16.1	B	-	0.60	13.9	B	-	0.66	14.5	B	
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE																					
Fountain Avenue	NB	LTR	1.20+	120+	F*	LTR	1.20+	120+	F*	LTR	1.20+	120+	F*	LTR	1.20+	120+	F*	LTR	1.20+	120+	F*
	SB	DefL	1.10	120+	F*	DefL	0.66	54.8	D	DefL	1.11	120+	F*	DefL	1.11	111.0	F	DefL	1.11	106.4	F
	TR	1.20+	120+	F*	TR	1.05	104.2	F	TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*	
Linden Boulevard (Mainline)	EB	L	0.54	32.6	C	L	0.43	20.9	C	L	0.69	30.3	C	L	0.58	20.6	C	L	0.70	27.1	C
		T	0.41	13.5	B	T	0.45	13.9	B	T	0.66	16.7	B	T	0.44	17.8	B	T	0.48	18.3	B
	WB	L	1.20+	120+	F*	L	1.05	99.4	F	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*
		T	1.13	93.5	F	T	0.66	27.3	C	T	0.68	27.5	C	T	0.67	14.0	B	T	0.73	14.8	B
Linden Boulevard (Service Road)	EB	TR	0.41	14.3	B	TR	0.33	13.3	B	TR	0.56	16.6	B	TR	0.46	18.9	B	TR	0.51	19.7	B
	WB	TR	1.05	71.0	E	TR	0.54	26.4	C	TR	0.86	37.1	D	TR	0.80	19.3	B	TR	0.87	22.7	C
Loring Avenue	NB	LTR	0.85	88.0	F	LTR	0.66	66.6	E	LTR	0.78	77.9	E	LTR	0.82	72.8	E	LTR	0.88	81.8	F
Overall Intersection	-	1.20+	120+	F*	-	1.09	80.1	F	-	1.20+	92.9	F	-	1.20+	116.9	F	-	1.20+	120+	F*	

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Intersection & Approach		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Linden Boulevard & Atkins Avenue																					
Atkins Avenue	SB	LTR	0.83	60.2	E	LTR	0.24	26.3	C	LTR	0.34	31.9	C	LTR	0.23	21.6	C	LTR	0.25	21.8	C
Linden Boulevard (Mainline)	EB	T	0.37	7.6	A	T	0.47	18.1	B	T	0.58	16.7	B	T	0.49	14.0	B	T	0.54	14.6	B
	WB	L	0.38	11.5	B	L	0.59	38.9	D	L	0.37	22.0	C	L	0.17	12.9	B	L	0.24	15.1	B
Linden Boulevard (Service Road)		T	0.64	10.8	B	T	0.46	18.0	B	T	0.52	15.8	B	T	0.50	14.1	B	T	0.54	14.7	B
	EB	TR	0.33	7.9	A	TR	0.41	18.4	B	TR	0.72	23.5	C	TR	0.27	12.2	B	TR	0.29	12.4	B
	WB	T	0.45	9.2	A	T	0.32	16.7	B	T	0.38	14.5	B	T	0.36	13.2	B	T	0.39	13.5	B
Overall Intersection	-	0.68	14.2	B	-	0.44	19.1	B	-	0.58	18.2	B	-	0.40	14.3	B	-	0.43	14.9	B	
Linden Boulevard & Elton Street (Unsignalized Intersection)																					
Elton Street	NB	R	-	10.8	B	R	-	10.3	B	R	-	12.3	B	R	-	10.2	B	R	-	10.3	B
Overall Intersection	-	-	1.1	A	-	-	1.1	A	-	-	1.2	A	-	-	0.8	A	-	-	0.9	A	
Linden Boulevard & Pennsylvania Avenue																					
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*
		T	1.07	86.0	F	T	0.81	43.6	D	T	0.86	46.0	D	T	1.20+	120+	F*	T	1.20+	120+	F*
		R	0.26	32.3	C	R	0.27	32.4	C	R	0.30	32.9	C	R	0.51	32.1	C	R	0.55	33.0	C
Linden Boulevard (Mainline)	SB	L	0.63	52.8	D	L	0.57	44.3	D	L	0.96	120+	F*	L	1.00	120+	F*	L	1.10	120+	F*
		TR	1.12	105.3	F	TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*
	EB	L	1.04	120+	F*	L	1.12	120+	F*	L	1.13	120+	F*	L	0.88	70.6	E	L	0.95	84.4	F
Linden Boulevard (Service Road)		T	0.82	42.5	D	T	0.91	47.2	D	T	1.20	120+	F*	T	1.11	89.8	F	T	1.18	118.5	F
	WB	L	1.07	120+	F*	L	1.04	120+	F*	L	0.80	80.2	F	L	0.96	88.8	F	L	1.05	112.2	F
		T	1.18	120+	F*	T	0.92	48.4	D	T	1.11	99.6	F	T	1.19	120+	F*	T	1.20+	120+	F*
	EB	T	0.86	52.2	D	T	0.70	41.5	D	T	0.87	52.0	D	T	0.88	45.9	D	T	0.97	59.8	E
		R	0.64	28.8	C	R	0.73	27.4	C	R	1.09	87.7	F	R	0.98	49.3	D	R	1.07	72.9	E
	WB	TR	1.07	85.8	F	TR	0.45	33.8	C	TR	0.61	37.4	D	TR	0.59	30.8	C	TR	0.66	32.2	C
Overall Intersection	-	1.20+	120+	F*	-	1.20+	99.8	F	-	1.20+	120+	F*	-	1.20+	120+	F*	-	1.20+	120+	F*	
Linden Boulevard & Rockaway Avenue																					
Rockaway Avenue	NB	LT	1.13	120+	F*	LT	1.13	120+	F*	LT	1.13	120+	F*	LT	1.12	108.8	F	LT	1.13	110.9	F
		R	0.50	45.9	D	R	0.69	51.1	D	R	0.84	68.3	E	R	0.77	47.6	D	R	0.86	58.1	E
Linden Boulevard (Mainline)	SB	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.20+	120+	F*
		R	0.50	51.2	D	R	1.13	120+	F*	R	1.14	120+	F*	R	0.53	40.3	D	R	0.63	46.5	D
	EB	L	0.79	78.7	E	L	0.61	66.2	E	L	0.46	57.3	E	L	0.45	44.8	D	L	0.49	46.1	D
Linden Boulevard (Service Road)		T	0.64	20.2	C	T	0.69	23.5	C	T	0.90	21.5	C	T	0.80	21.5	C	T	0.86	23.4	C
	WB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*
		T	1.07	63.9	E	T	0.57	21.3	C	T	0.68	21.0	C	T	0.76	20.4	C	T	0.83	22.4	C
	EB	TR	0.65	22.1	C	TR	0.55	22.0	C	TR	0.77	26.2	C	TR	0.67	20.5	C	TR	0.73	22.4	C
	WB	TR	0.56	19.8	B	TR	0.37	18.8	B	TR	0.57	20.2	C	TR	0.49	17.0	B	TR	0.55	18.0	B
Overall Intersection	-	1.16	61.8	E	-	1.20+	93.3	F	-	1.06	51.9	D	-	1.03	51.7	D	-	1.06	52.5	D	
Linden Boulevard & Rockaway Parkway																					
Rockaway Parkway	NB	LTR	1.17	120+	F*	LTR	0.61	39.8	D	LTR	0.98	72.7	E	LTR	0.79	39.4	D	LTR	0.90	48.2	D
	SB	L	1.18	120+	F*	L	1.18	120+	F*	L	1.18	120+	F*	L	1.17	120+	F*	L	1.20	120+	F*
Linden Boulevard (Mainline)		TR	0.80	48.5	D	TR	0.48	37.1	D	TR	1.11	109.6	F	TR	0.77	37.9	D	TR	0.84	41.4	D
	EB	L	1.13	120+	F*	L	0.66	73.0	E	L	0.82	88.5	F	L	0.70	58.0	E	L	0.76	63.0	E
		T	0.43	16.9	B	T	0.57	21.3	C	T	0.68	21.0	C	T	0.64	17.5	B	T	0.69	18.4	B
Linden Boulevard (Service Road)	WB	L	0.87	99.2	F	L	0.58	68.0	E	L	0.73	78.8	E	L	0.16	39.6	D	L	0.18	39.8	D
		T	0.92	22.9	C	T	0.57	21.2	C	T	0.67	20.8	C	T	0.60	16.8	B	T	0.66	17.8	B
	EB	TR	0.35	16.4	B	TR	0.22	16.7	B	TR	0.40	17.0	B	TR	0.24	13.3	B	TR	0.27	13.5	B
	WB	TR	0.91	29.1	C	TR	0.51	21.4	C	TR	0.75	25.6	C	TR	0.70	21.1	C	TR	0.78	23.8	C
Overall Intersection	-	1.01	52.1	D	-	0.78	37.4	D	-	0.88	49.1	D	-	0.84	32.9	C	-	0.91	35.5	D	

TABLE E-10  
GATEWAY ESTATES II FEIS  
2013 BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 - 9:00 AM)				Weekday Midday (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Midday (1:00 - 2:00 PM)				Saturday PM (4:00 - 5:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
LINDEN BOULEVARD & KINGS HIGHWAY & REMSEN AVENUE																					
Kings Highway (Mainline)	NB	T	1.10	105.1	F	T	0.96	65.6	E	T	1.09	99.1	F	T	1.06	88.3	F	T	1.13	114.4	F
	SB	T	1.11	107.0	F	T	0.85	53.2	D	T	1.12	110.4	F	T	1.08	94.6	F	T	1.12	110.8	F
Kings Highway (Service Road)	NB	TR	1.08	98.8	F	TR	0.70	47.5	D	TR	1.04	90.3	F	TR	0.71	47.3	D	TR	0.77	49.7	D
	SB	TR	0.70	49.1	D	TR	0.36	40.9	D	TR	1.06	98.6	F	TR	0.73	50.0	D	TR	0.80	53.3	D
Remsen Avenue	EB	DefL	1.07	117.6	F	DefL	1.06	111.5	F	DefL	1.12	120+	F*	DefL	0.74	62.8	E	DefL	0.80	63.0	E
	TR		1.09	105.9	F	TR	1.03	89.0	F	TR	1.09	105.1	F	TR	1.12	113.6	F	TR	1.13	116.4	F
Linden Boulevard (Mainline)	WB	TR	1.12	116.2	F	TR	1.09	104.2	F	TR	1.08	101.9	F	TR	1.12	114.4	F	TR	1.12	116.4	F
	EB	TR	1.00	75.9	E	TR	1.16	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*
	WB	LT	1.20+	120+	F*	LT	1.20+	120+	F*	DefL	0.90	80.7	F	LT	1.20+	120+	F*	LT	1.20+	120+	F*
	-	-	-	-	-	-	-	-	-	T	1.19	120+	F*	-	-	-	-	-	-	-	-
Linden Boulevard (Service Road - Unsignalized)		R	0.97	58.9	E	R	0.43	32.4	C	R	1.02	80.3	F	R	0.54	34.4	C	R	0.59	35.5	D
	WB	R	-	14.6	B	R	-	10.5	B	R	-	10.9	B	R	-	10.4	B	R	-	10.7	B
Overall Intersection		-	1.19	112.0	F	-	1.19	97.5	F	-	1.20+	119.6	F	-	1.09	114.6	F	-	1.11	120+	F*
PENNSYLVANIA AVENUE																					
PENNSYLVANIA AVENUE & LIBERTY AVENUE																					
Pennsylvania Avenue	NB	LTR	1.20	118.7	F	LTR	1.00	40.9	D	LTR	1.02	47.6	D	LTR	1.17	98.5	F	LTR	1.20+	120+	F*
	SB	L	0.06	8.9	A	L	0.22	6.7	A	L	0.22	6.9	A	L	0.47	13.0	B	L	0.71	31.4	C
Liberty Avenue		TR	0.80	20.2	C	TR	1.10	68.5	E	TR	1.12	74.1	E	TR	1.20+	116.2	F	TR	1.20+	120+	F*
	EB	LTR	0.62	43.9	D	LTR	0.73	50.7	D	LTR	0.86	57.6	E	LTR	0.67	38.7	D	LTR	0.73	42.0	D
	WB	LTR	0.91	61.8	E	LTR	0.77	47.1	D	LTR	0.90	64.6	E	LTR	0.93	54.0	D	LTR	1.00	70.0	E
Overall Intersection		-	1.11	75.4	E	-	1.00	50.6	D	-	1.05	60.1	E	-	1.13	94.5	F	-	1.20+	120+	F*
PENNSYLVANIA AVENUE & ATLANTIC AVENUE																					
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*
	TR		1.13	114.1	F	TR	0.99	59.9	E	TR	0.95	53.6	D	TR	1.20+	120+	F*	TR	1.20+	120+	F*
Atlantic Avenue	SB	L	0.75	44.8	D	L	0.78	43.6	D	L	0.92	120+	F*	L	0.94	58.5	E	L	1.03	81.6	F
		TR	1.15	120+	F*	TR	0.71	35.4	D	TR	1.02	101.0	F	TR	1.15	109.4	F	TR	1.20+	120+	F*
	EB	L	0.45	40.0	D	L	0.38	36.3	D	L	0.38	38.1	D	L	0.35	27.3	C	L	0.37	28.8	C
		TR	0.90	32.7	C	TR	1.03	62.9	E	TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*
	WB	TR	1.12	96.8	F	TR	0.86	41.9	D	TR	0.97	55.9	E	TR	1.02	57.6	E	TR	1.12	90.9	F
Overall Intersection		-	1.20	97.5	F	-	1.20+	60.9	E	-	1.20+	99.2	F	-	1.20+	114.6	F	-	1.20+	120+	F*

Notes

(1): Control delay is measured in seconds per vehicle.

(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

TABLE E-11  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE (WEEKDAY AM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures		
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS			
ERSKINE STREET																
ERSKINE STREET & BELT PARKWAY EASTBOUND RAMPS																
Erskine Street	SB	L	0.35	17.1	B	L	0.38	17.5	B	L	0.40	18.9	B	- Modify signal timing: Shift 2 s green time from SB phase to EB phase. [SB green time shifts from 40 s to 38 s; EB green time shifts from 40 s to 42 s.] - [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]		
Belt Parkway Eastbound On/Off Ramp	EB	L	0.43	18.8	B	L	0.50	20.1	C	L	0.48	18.4	B			
		LT	0.14	15.1	B	LT	0.16	15.4	B	LT	0.15	14.2	B			
Overall Intersection		-	0.39	17.4	B	-	0.44	18.2	B	-	0.44	18.2	B			
ERSKINE STREET & BELT PARKWAY WESTBOUND RAMPS																
Erskine Street	NB	T	0.29	16.4	B	T	0.34	17.0	B	T	0.37	19.1	B	- Modify signal timing: Shift 3 s green time from NB phase to WB phase. [NB green time shifts from 40 s to 37 s; WB green time shifts from 40 s to 43 s.] - [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]		
Belt Parkway Westbound On/Off Ramp	WB	R	0.39	17.8	B	R	0.47	18.9	B	R	0.44	16.6	B			
Overall Intersection		-	0.34	17.1	B	-	0.41	18.0	B	-	0.41	17.8	B			
ERSKINE STREET & GATEWAY DRIVE																
Erskine Street	NB	L	0.22	22.7	C	L	0.25	23.0	C	L	0.26	23.1	C	- Shift the Erskine Street NB approach median 8 ft. to the east, and increase median width from 4 ft. to 6.5 ft. Restripe the Erskine Street NB approach as two 10 ft. exclusive left turn lanes and one 14 ft. shared through-right lane. Restripe the Erskine Street SB receiving side as three 10 ft. lanes. - Restripe the Erskine Street SB approach as one 10 ft. exclusive left turn lane and one 12 ft. through lane, and maintain the existing 11.5 ft. through lane and 12.5 ft. shared through-right lane. Restripe the Erskine Street NB receiving side as one 14 ft. lane and two 10 ft. lanes.		
		TR	0.37	8.4	A	TR	0.45	9.0	A	TR	0.77	15.2	B			
	SB	L	0.09	26.7	C	L	0.12	27.8	C	L	0.15	28.9	C			
		T	1.00	59.4	E	T	1.08	83.4	F	TR	0.74	33.6	C			
	Gateway Drive	EB	R	0.02	25.5	C	R	0.02	25.5	C	-	-	-		-	
			L	0.02	25.5	C	L	0.02	25.5	C	L	0.02	25.5		C	
		T	0.04	25.7	C	T	0.04	25.7	C	T	0.04	25.7	C			
		WB	R	0.30	8.1	A	R	0.34	8.4	A	R	0.34	8.4		A	
			L	0.60	38.8	D	L	0.60	38.8	D	L	0.60	38.8		D	
		TR	0.10	26.3	C	TR	0.10	26.3	C	TR	0.11	26.4	C			
	Overall Intersection		-	0.57	30.6	C	-	0.61	38.0	D	-	0.72	23.3		C	
	ERSKINE STREET & GATEWAY PLAZA															
Erskine Street	NB	L	0.48	31.8	C	L	0.48	31.8	C	L	0.48	31.8	C	- Reduce width of the Erskine Street SB approach median from 20.5 ft. to 10 ft. Restripe the Erskine Street SB approach as two 11 ft. through lanes and one 12.5 ft. shared through-right lane. - Reduce width of the Erskine Street SB receiving median from 15 ft. to 8 ft. Restripe the Erskine Street SB receiving as three 10 ft. receiving lanes. - [Measures reflect changes needed for the Saturday midday & PM peak periods; otherwise mitigation is not needed.]		
		T	0.21	6.9	A	T	0.31	7.5	A	T	0.31	7.5	A			
Gateway Plaza	SB	TR	0.68	28.9	C	TR	0.73	30.4	C	TR	0.53	25.2	C			
	EB	L	0.22	28.6	C	L	0.22	28.6	C	L	0.22	28.6	C			
		R	0.09	10.2	B	R	0.09	10.2	B	R	0.09	10.2	B			
Overall Intersection		-	0.49	22.5	C	-	0.51	22.0	C	-	0.42	19.6	B			
ERSKINE STREET & PARKING LOT SE CORNER																
Erskine Street	NB	-	-	-	-	L	0.22	10.1	B					- Mitigation not required.		
		-	-	-	-	T	0.26	8.3	A							
Parking Lot SE Corner	SB	-	-	-	-	TR	0.62	23.5	C							
	EB	-	-	-	-	L	0.04	23.8	C							
		-	-	-	-	R	0.06	11.8	B							
Overall Intersection		-	-	-	-	-	0.37	17.1	B							
ERSKINE STREET & PARKING LOT NE CORNER																
Erskine Street	NB	-	-	-	-	L	0.06	7.3	A					- Mitigation not required.		
		-	-	-	-	T	0.26	8.3	A							
Parking Lot NE Corner	SB	-	-	-	-	TR	0.40	9.4	A							
	EB	-	-	-	-	L	0.02	23.7	C							
		-	-	-	-	R	0.02	23.7	C							
Overall Intersection		-	-	-	-	-	0.28	9.1	A							

TABLE E-11  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE (WEEKDAY AM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
ERSKINE STREET & VANDALIA AVENUE														
Erskine Street	NB	L	0.33	20.3	C	L	0.32	19.8	B	- Mitigation not required.				
		T	0.26	18.6	B	T	0.34	19.0	B					
Vandalia Avenue	SB	LTR	0.47	21.7	C	LTR	0.59	23.2	C					
	EB	LTR	0.82	40.3	D	LTR	0.78	37.4	D					
	WB	DefL	0.33	15.2	B	DefL	0.47	17.7	B					
Erskine Street (channelized stop)	NB	TR	0.07	12.3	B	TR	0.04	12.6	B					
		R	-	9.4	A	R	-	9.6	A					
Overall Intersection		-	0.64	27.5	C	-	0.71	26.2	C					
ERSKINE STREET & EGAN STREET														
Erskine Street	NB	(UNSIGNALIZED INTERSECTION)			(UNSIGNALIZED INTERSECTION)			- Mitigation not required.						
		LT	-	8.2	A	LT	-						8.6	A
Egan Street	WB	LTR	-	19.5	C	LTR	-	24.4	C					
Overall Intersection		-	-	3.0	A	-	-	3.9	A					
GATEWAY DRIVE														
GATEWAY DRIVE & DRIVEWAY TO OLIVE GARDEN														
Driveway to Olive Garden	SB	L	0.15	15.3	B	L	0.15	15.3	B	- Mitigation not required.				
		R	0.14	15.2	B	R	0.14	15.2	B					
Gateway Drive	EB	L	0.12	7.8	A	L	0.13	7.9	A					
	WB	T	0.17	7.8	A	T	0.19	7.9	A					
		TR	0.24	8.2	A	TR	0.26	8.4	A					
Overall Intersection		-	0.21	9.2	A	-	0.22	9.2	A					
GATEWAY DRIVE & DRIVEWAY TO RED LOBSTER														
Driveway to Red Lobster	SB	L	0.04	13.7	B	L	0.04	13.7	B	- Mitigation not required.				
		R	0.05	13.9	B	R	0.05	13.9	B					
Gateway Drive	EB	L	0.04	6.8	A	L	0.04	6.9	A					
	WB	T	0.15	7.3	A	T	0.17	7.4	A					
		TR	0.14	7.3	A	TR	0.16	7.4	A					
Overall Intersection		-	0.11	7.7	A	-	0.12	7.8	A					
GATEWAY DRIVE & DRIVEWAY TO BOULDER CREEK														
Driveway to Boulder Creek	SB	L	0.08	14.6	B	L	0.08	14.6	B	- Mitigation not required.				
		R	0.08	14.7	B	R	0.08	14.7	B					
Gateway Drive	EB	LT	0.30	8.8	A	LT	0.34	9.1	A					
	WB	TR	0.14	7.7	A	TR	0.16	7.8	A					
Overall Intersection		-	0.22	9.0	A	-	0.24	9.1	A					
GATEWAY DRIVE & GATEWAY PLAZA														
Gateway Drive	NB	T	0.21	8.2	A	T	0.26	8.5	A	- Mitigation not required.				
		R	0.02	7.1	A	R	0.02	7.1	A					
	SB	L	0.78	27.0	C	L	0.78	27.0	C					
Gateway Plaza	WB	T	0.36	9.7	A	T	0.41	10.2	B					
		LR	0.22	15.9	B	LR	0.22	15.9	B					
Overall Intersection		-	0.57	15.3	B	-	0.57	15.0	B					
GATEWAY DRIVE & PARKING LOT SW CORNER														
Gateway Drive	NB	-	-	-	-	TR	0.3	20.1	C	- Mitigation not required.				
	SB	-	-	-	-	LT	0.32	4.8	A					
Parking Lot SW Corner	WB	-	-	-	-	L	0.09	32.3	C					
		-	-	-	-	R	0.07	11.3	B					
Overall Intersection		-	-	-	-	-	0.39	10.8	B					





TABLE E-11  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE (WEEKDAY AM PEAK HOUR)

INTERSECTION & APPROACH		2013 No Build Condition				2013 Build Condition				2013 Build with Mitigation				Mitigation Measures	
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
FOUNTAIN AVENUE & COZINE AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.	
Fountain Avenue	NB	LT	-	13.6	B	LT	-	14.4	B						
		TR	-	13.3	B	TR	-	14.1	B						
Cozine Avenue	SB	LT	-	13.9	B	LT	-	15.1	C						
		TR	-	13.3	B	TR	-	14.3	B						
	EB	LTR	-	11.5	B	LTR	-	11.7	B						
		WB	LTR	-	10.7	B	LTR	-	10.8	B					
Overall Intersection		-	-	13.2	B	-	-	14.1	B						
FOUNTAIN AVENUE & WORTMAN AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.	
Fountain Avenue	NB	LT	-	9.1	A	LT	-	9.3	A						
		SB	LT	-	9.7	A	LT	-	9.8	A					
Wortman Avenue	EB	LT	-	43.7	E	LT	-	52.0	F						
		TR	-	20.4	C	TR	-	22.3	C						
	WB	LTR	-	55.2	F	LTR	-	70.5	F						
Overall Intersection		-	-	6.9	A	-	-	8.6	A						
FOUNTAIN AVENUE & STANLEY AVENUE															- Mitigation not required. - [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
Fountain Avenue	NB	LTR	0.50	13.6	B	LTR	0.53	14.1	B	LTR	0.53	14.1	B		
	SB	LTR	0.44	12.5	B	LTR	0.49	13.1	B	LTR	0.48	13.0	B		
Stanley Avenue	EB	LTR	0.24	11.6	B	LTR	0.22	11.3	B	LTR	0.24	11.6	B		
	WB	LTR	0.33	11.8	B	DefL	0.25	11.8	B	LTR	0.33	11.8	B		
	-	-	-	-	-	TR	0.23	11.4	B	-	-	-	-		
Overall Intersection		-	0.41	12.7	B	-	0.39	13.1	B	-	0.43	13.0	B		
FOUNTAIN AVENUE & LIBERTY AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				- Remove parking on the east side of the Fountain Avenue SB approach 120 ft. from intersection. - Restripe the Fountain Avenue SB approach as one 12 ft. exclusive left turn lane and one 18 ft. shared through-right lane with parking. - [Measures reflect changes needed for the weekday PM, Saturday midday & Saturday PM peak periods; otherwise mitigation is not needed.]	
Fountain Avenue	SB	LTR	-	38.5	E	LTR	-	41.0	E	L	-	15.4	C		
		-	-	-	-	-	-	-	-	TR	-	33.8	D		
Liberty Avenue	WB	LT	-	8.1	A	LT	-	8.2	A	LT	-	8.2	A		
		Overall Intersection		-	-	11.2	B	-	-	11.9	B	-	-		9.4
FOUNTAIN AVENUE & ATLANTIC AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)									- Mitigation not required.
Atlantic Avenue	EB	TR	FREEFLOW			A	TR	FREEFLOW			A				
Overall Intersection		-	FREEFLOW			A	-	FREEFLOW			A				
FLATLANDS AVENUE															
FLATLANDS AVENUE & ATKINS AVENUE															
Atkins Avenue	NB	LTR	0.49	21.0	C	LTR	0.50	21.1	C						- Mitigation not required.
	SB	LTR	0.28	18.2	B	LTR	0.30	18.5	B						
Flatlands Avenue	EB	L	0.03	13.1	B	L	0.03	13.1	B						
		TR	0.38	16.0	B	TR	0.48	17.3	B						
	WB	L	0.04	13.2	B	L	0.05	13.4	B						
		TR	0.30	15.2	B	TR	0.30	15.2	B						
Overall Intersection		-	0.43	16.9	B	-	0.49	17.4	B						
FLATLANDS AVENUE & ESSEX STREET															
Essex Street	SB	LTR	-	69.5	F	LTR	0.26	18.1	B						- Mitigation not required.
Flatlands Avenue	EB	L	-	9.6	A	L	0.13	14.3	B						
		-	-	-	-	TR	0.73	21.9	C						
WB	L	-	-	9.8	A	L	0.22	16.3	B						
		-	-	-	-	TR	0.43	16.6	B						
Overall Intersection		-	-	7.4	A	-	0.51	19.6	B						

TABLE E-11  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE (WEEKDAY AM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition		LOS	Mvt.	2013 Build Condition		LOS	Mvt.	2013 Build with Mitigation		LOS	Mitigation Measures
			V/C	Delay			V/C	Delay			V/C	Delay		
FLATLANDS AVENUE & LINWOOD STREET		(UNSIGNALIZED INTERSECTION)												
Linwood Street	NB	LTR	-	120+	F*	LTR	0.73	30.3	C					- Mitigation not required.
	SB	LR	-	70.3	F	LR	0.19	17.4	B					
	EB	LT	-	11.7	B	LT	0.65	20.1	C					
	WB	-	-	-	-	TR	0.44	16.9	B					
Overall Intersection		-	-	98.8	F	-	0.68	21.1	C					
FLATLANDS AVENUE & ELTON STREET														
Elton Street	NB	LTR	0.54	25.3	C	LTR	0.48	23.5	C					- Mitigation not required.
	SB	LTR	0.25	18.0	B	LTR	0.26	18.3	B					
	EB	L	0.16	14.8	B	L	0.19	15.3	B					
	WB	TR	0.59	19.1	B	TR	0.73	22.1	C					
Flatlands Avenue														
Overall Intersection		-	0.57	19.0	B	-	0.61	20.6	C					
FLATLANDS AVENUE & JEROME STREET														
Jerome Street	NB	L	0.61	20.9	C	L	0.47	20.2	C					- Mitigation not required.
		TR	0.11	15.9	B	TR	0.12	16.6	B					
	SB	LTR	0.38	34.4	C	-	-	-	-					
	EB	L	0.38	18.8	B	L	0.47	20.4	C					
Flatlands Avenue														
Overall Intersection		-	0.78	23.5	C	-	0.53	14.6	B					
FLATLANDS AVENUE & SCHENCK AVENUE														
Schenck Avenue	SB	LR	0.65	30.6	C	L	0.45	25.5	C					- Mitigation not required.
		-	-	-	-	LR	0.40	25.2	C					
	EB	L	0.46	30.0	C	-	-	-	-					
	WB	TR	1.07	62.6	E	T	0.57	14.9	B					
Flatlands Avenue														
Overall Intersection		-	0.91	41.8	D	-	0.77	22.9	C					
FLATLANDS AVENUE & VAN SICLEN AVENUE														
Van Siclen Avenue	NB	LTR	0.69	33.5	C	LTR	0.70	33.7	C	L	0.39	36.5	D	- Remove parking on the east side of the Van Siclen Avenue NB approach 220 ft. from intersection. - Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one 10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB receiving side as one 24 ft. lane with parking.
		-	-	-	-	-	-	-	-	T	0.44	30.1	C	
		-	-	-	-	-	-	-	-	R	0.35	28.7	C	
	SB	LTR	1.04	69.8	E	LTR	1.10	90.9	F	L	0.59	31.9	C	
Flatlands Avenue														- Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving side as one 20 ft. lane. - Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection. Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide one 13 ft. through lane, one 12 ft. through lane and one 10 ft. exclusive right turn lane. - Remove parking on the north side of the Flatlands Avenue WB approach 190 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 10 ft. exclusive left turn lane, one 12 ft. through lane, one 11 ft. through lane and one 10 ft. exclusive right turn lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 25 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 43 s of green time (each phase has 3 s amber and 2 s red). - [Mitigation same as 2011 weekday AM.]
	EB	L	0.77	67.8	E	L	0.98	114.0	F	L	0.39	18.8	B	
Flatlands Avenue														
Overall Intersection		-	0.95	33.3	C	-	1.11	43.8	D	-	0.88	26.9	C	

TABLE E-11  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE (WEEKDAY AM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures	
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS		
FLATLANDS AVENUE & PENNSYLVANIA AVENUE															
Pennsylvania Avenue	NB	L	0.75	51.0	D	L	0.75	51.0	D	L	0.75	51.0	D	<div>- <b>Unmitigatable Impact.</b></div> <div>- Restripe the Pennsylvania Avenue SB approach as one 13 ft. exclusive left turn lane, two 10 ft. through lanes and one 10 ft. shared through-right lane.</div> <div>- [Measures reflect geometric improvements needed for the weekday midday peak period.]</div>	
		TR	0.89	40.5	D	TR	0.89	40.7	D	TR	0.89	40.7	D		
Flatlands Avenue	SB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*		
		TR	0.52	30.0	C	TR	0.52	30.0	C	TR	0.55	30.5	C		
	EB	L	0.58	40.0	D	L	0.58	40.5	D	L	0.58	40.5	D		
		T	0.55	37.5	D	T	0.60	38.5	D	T	0.60	38.5	D		
		R	0.21	22.5	C	R	0.21	22.5	C	R	0.21	22.5	C		
	WB	L	0.33	33.1	C	L	0.36	35.1	D	L	0.36	35.1	D		
		T	0.72	41.9	D	T	0.76	43.2	D	T	0.76	43.2	D		
		R	1.17	120+	F*	R	1.20+	120+	F*	R	1.20+	120+	F*		
Overall Intersection		-	1.07	88.4	F	-	1.18	120+	F*	-	1.11	112.2	F		
FLATLANDS AVENUE & ROCKAWAY PARKWAY															
Rockaway Parkway	NB	L	0.72	36.3	D	L	0.72	36.3	D	L	0.70	31.3	C	<div>- <b>Unmitigatable Impact.</b></div> <div>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</div> <div>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</div> <div>- Modify signal phasing plan: Remove the NB lead phase; maintain the existing 120 s cycle with the following signal timing: NB/SB = 59 s of green time, EB/WB = 51 s of green time (each phase has 3 s amber and 2 s red).</div> <div>- [Measures reflect geometric improvements needed for the weekday PM, Saturday midday &amp; Saturday PM peak periods.]</div>	
		TR	0.94	44.4	D	TR	0.95	45.3	D	TR	0.96	48.4	D		
Flatlands Avenue	SB	LTR	0.91	52.9	D	LTR	0.92	54.0	D	LTR	0.35	19.2	B		
		EB	L	0.36	30.7	C	L	0.38	31.9	C	L	0.36	30.1		C
	WB	TR	0.84	36.4	D	TR	0.87	38.4	D	TR	0.85	36.6	D		
		L	0.61	44.9	D	L	0.70	55.2	E	L	0.67	50.4	D		
		TR	0.93	44.5	D	TR	0.95	47.9	D	TR	0.93	44.3	D		
Overall Intersection		-	0.93	42.6	D	-	0.95	44.7	D	-	0.95	38.7	D		
FLATLANDS AVENUE & REMSEN AVENUE															
Remsen Avenue	NB	L	0.80	40.3	D	L	0.80	40.3	D	L	0.80	39.6	D		<div>- Shift the Remsen Avenue SB approach centerline 1 ft. to the east tapered 150 ft. from intersection. Restripe the Remsen Avenue SB approach to provide one 11 ft. left turn lane, and maintain the existing 10 ft. through lane and 17 ft. shared through-right lane with parking. Shift the SB approach stop bar 10 ft. to the north. Restripe the Remsen Avenue NB receiving side to provide one 12 ft. lane and one 14 ft lane.</div> <div>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue EB approach centerline 2 ft. to the north. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue WB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue WB approach centerline 2 ft. to the south. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</div> <div>- Modify signal timing: NB/SB green time shifts from 39.6 s to 40 s; EB/WB green time shifts from 39.6 s to 40 s (each phase has 3 s amber and 2 s red).</div> <div>- [Mitigation same as 2011 weekday AM.]</div>
		TR	0.99	44.5	D	TR	1.00	45.6	D	TR	0.99	43.1	D		
Flatlands Avenue	SB	L	0.59	27.5	C	L	0.61	28.4	C	L	0.58	26.5	C		
		TR	0.54	19.6	B	TR	0.54	19.6	B	TR	0.53	19.3	B		
	EB	L	0.60	33.2	C	L	0.60	33.2	C	L	0.61	33.9	C		
		TR	0.97	41.7	D	TR	1.00	47.0	D	T	0.79	24.9	C		
		-	-	-	-	-	-	-	-	R	0.23	16.6	B		
	WB	L	0.35	22.2	C	L	0.40	24.6	C	L	0.34	21.1	C		
		TR	1.05	62.8	E	TR	1.07	69.3	E	T	0.74	23.2	C		
		-	-	-	-	-	-	-	-	R	0.77	32.0	C		
Overall Intersection		-	1.02	44.1	D	-	1.03	47.4	D	-	0.89	29.6	C		
LINDEN BOULEVARD															
LINDEN BOULEVARD & 79TH STREET															
79th Street	NB	L	0.68	46.0	D	L	0.69	46.6	D	<div>- Mitigation not required.</div>					
		R	0.16	30.0	C	R	0.16	31.0	C						
Linden Boulevard (Mainline)	EB	T	0.45	13.0	B	T	0.45	13.1	B						
		WB	T	0.97	38.1	D	T	0.98	40.6	D					
Linden Boulevard (Service Road)	EB	T	0.18	10.6	B	T	0.18	10.6	B						
		WB	T	0.37	12.8	B	T	0.37	12.8	B					
Overall Intersection		-	0.87	26.8	C	-	0.88	28.0	C						

TABLE E-11  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE (WEEKDAY AM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures	
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS		
LINDEN BOULEVARD & EUCLID AVENUE															
Euclid Avenue	NB	LTR	0.91	89.8	F	LTR	0.41	43.8	D	LTR	0.91	89.8	F	- Mitigation not required. - [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]	
	SB	LTR	0.77	50.1	D	LTR	0.76	49.8	D	LTR	0.77	50.1	D		
Linden Boulevard (Mainline)	EB	L	0.37	19.7	B	L	0.37	20.1	C	L	0.37	20.1	C		
		T	0.41	10.3	B	T	0.41	10.4	B	T	0.41	10.4	B		
	WB	L	0.35	16.7	B	L	0.36	17.0	B	L	0.36	17.0	B		
		T	0.91	24.4	C	T	0.93	25.3	C	T	0.93	25.3	C		
Linden Boulevard (Service Road)	EB	TR	0.23	9.0	A	TR	0.23	9.0	A	TR	0.23	9.0	A		
	WB	T	0.57	16.3	B	T	0.57	16.3	B	T	0.57	16.3	B		
Linden Boulevard (Unsignalized)	WB	R	-	10.1	B	R	-	11.1	B	R	-	11.1	B		
Overall	Intersection	-	0.89	23.7	C	-	0.85	22.1	C	-	0.90	24.1	C		
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE															
Fountain Avenue	NB	LTR	1.20+	120+	F*	LTR	1.20+	120+	F*	LTR	1.05	79.5	E	- Convert Loring Avenue to one-way SB. (This measure was proposed as a mitigation measure in the 1996 Plan, and is necessary to mitigate the significant impacts of the Modified Plan.) - Restripe the Loring Avenue SB receiving as one 12 ft. and one 20 ft. lane with parking. - Prohibit parking on the east side of the Fountain Avenue NB approach 250 ft. from intersection during weekday AM peak period (7-9 AM). - Prohibit parking on the west side of the Fountain Avenue SB approach 120 ft. from intersection during weekday AM peak period (7-9 AM). - Restripe the Linden Boulevard EB mainline approach as one 13 ft. exclusive left turn lane and three 10 ft. through lanes. - Restripe the Linden Boulevard WB mainline approach as one 14 ft. exclusive left turn lane and three 10 ft. through lanes. - Modify signal phasing plan: Eliminate the Loring Avenue NB phase; replace the EB lead phase with a new WB lead phase; maintain the existing 120 s cycle with the following signal timing: NB/SB = 41 s of green time, WB = 11 s of green time, and EB/WB = 52 s of green time (each phase has 3 s amber and 3 s or 2 s red).	
	SB	DefL	0.71	48.0	D	DefL	1.10	120+	F*	DefL	0.61	40.2	D		
	TR	0.81	46.9	D	TR	1.20+	120+	F*	TR	0.73	40.5	D			
Linden Boulevard (Mainline)	EB	L	1.20+	120+	F*	L	0.54	32.6	C	L	1.20+	120+	F*		
		T	0.47	19.8	B	T	0.41	13.5	B	T	0.51	21.8	C		
	WB	L	0.69	37.0	D	L	1.20+	120+	F*	L	0.82	28.5	C		
		T	0.81	14.9	B	T	1.13	93.5	F	T	0.85	16.1	B		
Linden Boulevard (Service Road)	EB	TR	0.47	20.9	C	TR	0.41	14.3	B	TR	0.49	22.8	C		
	WB	TR	0.79	16.7	B	TR	1.05	71.0	E	TR	0.79	16.7	B		
Loring Avenue	NB	-	-	-	-	LTR	0.85	88.0	F	-	-	-	-		
Overall	Intersection	-	1.20+	43.2	D	-	1.20+	120+	F*	-	1.20+	34.3	C		
LINDEN BOULEVARD & ATKINS AVENUE															
Atkins Avenue	SB	LTR	0.65	44.9	D	LTR	0.83	60.2	E	LTR	0.58	44.4	D		- Prohibit parking on the east and west side of the Atkins Avenue SB approach 120 ft. from intersection during weekday AM peak period (7-9 AM). - Modify signal timing: shift 3 s green time from EB/WB phase to SB phase. [SB green time shifts from 25 s to 28 s; EB/WB green time shifts from 84 s to 81 s.]
Linden Boulevard (Mainline)	EB	T	0.40	10.3	B	T	0.37	7.6	A	T	0.38	8.9	A		
		WB	L	0.40	15.1	B	L	0.38	11.5	B	L	0.39	13.3	B	
	T	0.69	14.7	B	T	0.64	10.8	B	T	0.66	12.6	B			
		EB	TR	0.34	10.5	B	TR	0.33	7.9	A	TR	0.34	9.2	A	
Linden Boulevard (Service Road)	WB	T	0.49	12.3	B	T	0.45	9.2	A	T	0.47	10.7	B		
	Overall	Intersection	-	0.68	15.8	B	-	0.68	14.2	B	-	0.65	16.3	B	
LINDEN BOULEVARD & ELTON STREET															
Elton Street	NB	R	-	10.8	B	R	-	10.8	B					- Mitigation not required.	
Overall	Intersection	-	-	1.1	A	-	-	1.1	A						
LINDEN BOULEVARD & PENNSYLVANIA AVENUE															
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	- Unmitigatable Impact. - Restripe the Pennsylvania Avenue NB approach as one 12.5 ft. exclusive left turn lane, two 11 ft. through lanes and one 10 ft. exclusive right turn lane. - Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection. - Shift the Pennsylvania Avenue SB approach centerline 3 ft. to the east tapered 150 ft. from intersection. Maintain the 9.5 ft. exclusive left turn lane, and restripe the other lanes to provide one 11 ft. through lane and one 12 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving side as two 11 ft. lanes. - Reduce width of the Linden Boulevard EB service road approach median from 7 ft. to 5 ft. Maintain the 11.5 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes. - Reduce width of the Linden Boulevard WB service road approach median from 7 ft. to 5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes. - [Measures reflect geometric improvements needed for the weekday midday peak period.]	
		T	0.72	29.0	C	T	1.07	86.0	F	T	1.07	86.0	F		
		R	0.18	20.2	C	R	0.26	32.3	C	R	0.28	32.7	C		
Linden Boulevard (Mainline)	SB	L	1.20+	120+	F*	L	0.63	52.8	D	L	0.63	52.8	D		
		TR	1.18	120+	F*	TR	1.12	105.3	F	TR	1.06	83.5	F		
	EB	L	0.87	58.5	E	L	1.04	120+	F*	L	1.04	120+	F*		
		T	0.79	40.4	D	T	0.82	42.5	D	T	0.81	41.9	D		
Linden Boulevard (Service Road)	WB	L	0.80	46.6	D	L	1.07	120+	F*	L	1.07	120+	F*		
		T	1.13	106.6	F	T	1.18	120+	F*	T	1.16	119.2	F		
	EB	T	0.79	46.1	D	T	0.86	52.2	D	T	0.86	52.2	D		
		R	0.53	23.8	C	R	0.64	28.8	C	R	0.64	28.8	C		
Linden Boulevard (Service Road)	WB	TR	1.02	70.1	E	TR	1.07	85.8	F	TR	1.07	85.8	F		
		TR	1.02	70.1	E	TR	1.07	85.8	F	TR	1.07	85.8	F		
Overall	Intersection	-	1.20+	120+	F*	-	1.20+	120+	F*	-	1.20+	116.8	F		

TABLE E-11  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE (WEEKDAY AM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			LOS	Mvt.	2013 Build Condition			LOS	Mvt.	2013 Build with Mitigation			Mitigation Measures
			V/C	Delay				V/C	Delay				V/C	Delay		
LINDEN BOULEVARD & ROCKAWAY AVENUE																
Rockaway Avenue	NB	LT	1.13	120+	F*	LT	1.13	120+	F*	LT	1.13	120+	F*	- Mitigation not required.		
		R	0.47	45.0	D	R	0.50	45.9	D	R	0.47	44.5	D	- Shift the Rockaway Avenue SB approach centerline 2 ft. to the east tapered 60 ft. from intersection.		
Linden Boulevard (Mainline)	SB	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.20	120+	F*	Restripe the SB approach as one 12 ft. shared left-through lane and one 10 ft. exclusive right turn lane. Restripe the Rockaway Avenue NB receiving side as one 18 ft. lane with parking.		
		R	0.50	51.2	D	R	0.50	51.2	D	R	0.50	51.2	D			
	EB	L	0.79	78.7	E	L	0.79	78.7	E	L	0.79	78.7	E	- Shift the Rockaway Avenue NB approach centerline 2 ft. to the west tapered 60 ft. from intersection. Restripe the NB approach as one 10 ft. shared left-through lane and one 12 ft. exclusive right turn lane. Restripe the Rockaway Avenue SB receiving side as one 18 ft. lane with parking.		
		T	0.63	19.9	B	T	0.64	20.2	C	T	0.64	20.2	C			
Linden Boulevard (Service Road)	WB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*			
		T	1.05	60.0	E	T	1.07	63.9	E	T	1.07	63.9	E			
	EB	TR	0.65	22.1	C	TR	0.65	22.1	C	TR	0.65	22.1	C	- WB left and SB left turns and through movements are not considered an impact because less than 5 vehicles were added to the movement.		
		WB	TR	0.55	19.7	B	TR	0.56	19.8	B	TR	0.56	19.8	B		
Overall Intersection		-	1.13	58.6	E	-	1.16	61.8	E	-	1.14	60.4	E	- [Measures reflect geometric improvements needed for the weekday midday, PM, Saturday midday and Saturday PM peak periods.]		
LINDEN BOULEVARD & ROCKAWAY PARKWAY																
Rockaway Parkway	NB	LTR	1.17	120+	F*	LTR	1.17	120+	F*						- Mitigation not required.	
		SB	L	1.17	120+	F*	L	1.18	120+	F*						- SB left is not considered an impact because less than 5 vehicles were added to the movement.
		TR	0.80	48.5	D	TR	0.80	48.5	D							
Linden Boulevard (Mainline)	EB	L	1.13	120+	F*	L	1.13	120+	F*							
		T	0.41	16.6	B	T	0.43	16.9	B							
	WB	L	0.87	99.2	F	L	0.87	99.2	F							
		T	0.91	22.3	C	T	0.92	22.9	C							
Linden Boulevard (Service Road)	EB	TR	0.35	16.4	B	TR	0.35	16.4	B							
		WB	TR	0.90	28.8	C	TR	0.91	29.1	C						
		Overall Intersection		-	1.00	51.9	D	-	1.01	52.1	D					
LINDEN BOULEVARD & KINGS HIGHWAY & REMSEN AVENUE																
Kings Highway (Mainline)	NB	T	1.10	105.1	F	T	1.10	105.1	F	T	1.10	105.1	F	- Reduce width of the Kings Highway NB service road approach median from 7 ft. to 5 ft. Restripe the Kings Highway NB service road approach to provide one 10 ft. through lane, and maintain the existing 10 ft. shared through-right lane.		
		SB	T	1.11	107.0	F	T	1.11	107.0	F	T	1.11	107.0	F		
Kings Highway (Service Road)	NB	TR	1.08	97.3	F	TR	1.08	98.8	F	TR	1.04	85.2	F			
		SB	TR	0.70	49.1	D	TR	0.70	49.1	D	TR	0.70	49.1	D	- Reduce width of the Linden Boulevard EB approach median from 7 ft. to 2 ft. Restripe the Linden Boulevard EB approach as one 13 ft. through lane and one 14 ft. shared through-right lane.	
Remsen Avenue	EB	DefL	1.06	115.0	F	DefL	1.07	117.6	F	DefL	1.07	117.6	F	Restripe the Linden Boulevard WB receiving side as two 10 ft. lanes.		
		TR	1.09	105.9	F	TR	1.09	105.9	F	TR	1.09	105.9	F			
Linden Boulevard (Mainline)	WB	TR	1.12	116.2	F	TR	1.12	116.2	F	TR	1.12	116.2	F	- Shift the Linden Boulevard WB mainline approach median 2 ft. to the south, and reduce median width from 4 ft. to 2 ft. Restripe the Linden Boulevard WB mainline approach as one 12 ft. shared left-through lane and one 14 ft. through lane. Restripe the Linden Boulevard EB mainline receiving side as two 11 ft. lanes.		
		EB	TR	0.97	67.5	E	TR	1.00	75.9	E	TR	0.91	57.9	E		
	WB	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.20+	120+	F*			
		R	0.97	58.6	E	R	0.97	58.9	E	R	0.97	58.9	E			
Linden Boulevard (Service Road - Unsignalized)	WB	R	-	13.4	B	R	-	14.6	B	R	-	14.6	B	- [Mitigation same as 2011 weekday AM.]		
Overall Intersection		-	1.12	109.6	F	-	1.19	112.0	F	-	1.10	101.7	F			
PENNSYLVANIA AVENUE																
PENNSYLVANIA AVENUE & LIBERTY AVENUE																
Pennsylvania Avenue	NB	LTR	1.19	111.9	F	LTR	1.20	118.7	F	LTR	1.07	64.3	E	- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.		
		SB	-	-	-	L	0.06	8.9	A	LTR	0.53	13.0	B			
Liberty Avenue	EB	TR	0.77	19.2	B	TR	0.80	20.2	C	-	-	-	-	- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane.		
		LTR	0.68	48.8	D	LTR	0.62	43.9	D	LTR	0.62	43.9	D	Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane.		
		WB	LTR	0.97	74.7	E	LTR	0.91	61.8	E	LTR	0.91	61.4	E	- Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking.	
Overall Intersection		-	1.12	74.2	E	-	1.11	75.4	E	-	1.02	46.3	D	- Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking.		
														- [Mitigation same as 2011 weekday AM.]		

TABLE E-11  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE (WEEKDAY AM PEAK HOUR)

INTERSECTION & APPROACH		2013 No Build Condition				2013 Build Condition				2013 Build with Mitigation				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
PENNSYLVANIA AVENUE & ATLANTIC AVENUE														
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	- Unmitigatable Impact.				
		T	0.76	37.6	D	TR	1.13	114.1	F					
		R	0.22	27.6	C	-	-	-	-					
Atlantic Avenue	SB	L	0.73	48.3	D	L	0.75	44.8	D					
		TR	0.86	43.2	D	TR	1.15	120+	F*					
	EB	L	0.71	41.5	D	L	0.45	40.0	D					
		TR	1.02	58.0	E	TR	0.90	32.7	C					
	WB	TR	0.95	48.1	D	TR	1.12	96.8	F					
Overall Intersection		-	1.20+	63.3	E	-	1.20	97.5	F					

**Notes**  
(1): Control delay is measured in seconds per vehicle.  
(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.  
(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

Denotes a significant impact



TABLE E-12  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE (WEEKDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures	
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS		
ERSKINE STREET															
ERSKINE STREET & BELT PARKWAY EASTBOUND RAMPS															
Erskine Street	SB	L	0.39	17.5	B	L	0.53	19.5	B	L	0.56	21.2	C	- Modify signal timing: Shift 2 s green time from SB phase to EB phase. [SB green time shifts from 40 s to 38 s; EB green time shifts from 40 s to 42 s.] - [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]	
Belt Parkway Eastbound On/Off Ramp	EB	L	0.68	24.5	C	L	0.88	36.1	D	L	0.84	30.8	C		
		LT	0.17	15.5	B	LT	0.22	16.1	B	LT	0.21	14.8	B		
Overall Intersection	-	-	0.53	20.3	C	-	0.71	26.1	C	-	0.71	24.6	C		
ERSKINE STREET & BELT PARKWAY WESTBOUND RAMPS															
Erskine Street	NB	T	0.40	17.6	B	T	0.52	19.2	B	T	0.56	21.8	C	- Modify signal timing: Shift 3 s green time from NB phase to WB phase. [NB green time shifts from 40 s to 37 s; WB green time shifts from 40 s to 43 s.] - [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]	
Belt Parkway Westbound On/Off Ramp	WB	R	0.53	19.8	B	R	0.72	24.2	C	R	0.67	20.8	C		
Overall Intersection	-	-	0.46	18.7	B	-	0.62	21.8	C	-	0.62	21.3	C		
ERSKINE STREET & GATEWAY DRIVE															
Erskine Street	NB	L	0.52	26.2	C	L	0.66	28.6	C	L	0.69	29.2	C	- Shift the Erskine Street NB approach median 8 ft. to the east, and increase median width from 4 ft. to 6.5 ft. Restripe the Erskine Street NB approach as two 10 ft. exclusive left turn lanes and one 14 ft. shared through-right lane. Restripe the Erskine Street SB receiving side as three 10 ft. lanes. - Restripe the Erskine Street SB approach as one 10 ft. exclusive left turn lane and one 12 ft. through lane, and maintain the existing 11.5 ft. through lane and 12.5 ft. shared through-right lane. Restripe the Erskine Street NB receiving side as one 14 ft. lane and two 10 ft. lanes. - [Measures reflect geometric improvements needed for the weekday AM, PM, Saturday midday and Saturday PM peak period; otherwise mitigation is not needed.]	
		TR	0.41	8.7	A	TR	0.55	10.1	B	TR	0.95	27.0	C		
SB	L	0.36	35.9	D	L	0.36	35.9	D	L	0.36	35.9	D			
	T	0.52	30.5	C	T	0.80	36.9	D	TR	0.56	30.6	C			
Gateway Drive	EB	R	0.04	25.7	C	R	0.04	25.7	C	-	-	-	-		
		L	0.10	26.4	C	L	0.10	26.5	C	L	0.13	27.0	C		
	T	0.07	25.9	C	T	0.07	25.9	C	T	0.07	25.9	C			
	R	0.57	11.2	B	R	0.70	13.8	B	R	0.70	13.8	B			
	WB	L	0.65	40.7	D	L	0.65	40.7	D	L	0.65	40.7	D		
		TR	0.19	27.2	C	TR	0.20	27.3	C	TR	0.22	27.6	C		
Overall Intersection	-	-	0.52	19.8	B	-	0.68	22.2	C	-	0.86	26.4	C		
ERSKINE STREET & GATEWAY PLAZA															
Erskine Street	NB	L	0.64	35.2	D	L	0.64	35.2	D	L	0.64	35.2	D	- Reduce width of the Erskine Street SB approach median from 20.5 ft. to 10 ft. Restripe the Erskine Street SB approach as two 11 ft. through lanes and one 12.5 ft. shared through-right lane. - Reduce width of the Erskine Street SB receiving median from 15 ft. to 8 ft. Restripe the Erskine Street SB receiving as three 10 ft. receiving lanes. - [Measures reflect changes needed for the Saturday midday & PM peak periods; otherwise mitigation is not needed.]	
		T	0.19	6.8	A	T	0.33	7.7	A	T	0.33	7.7	A		
Gateway Plaza	SB	TR	0.46	24.7	C	TR	0.71	29.6	C	TR	0.51	25.0	C		
		EB	L	0.35	30.6	C	L	0.35	30.6	C	L	0.35	30.6		C
		R	0.20	11.2	B	R	0.20	11.2	B	R	0.20	11.2	B		
Overall Intersection	-	-	0.48	20.9	C	-	0.58	21.6	C	-	0.50	19.8	B		
ERSKINE STREET & PARKING LOT SE CORNER															
Erskine Street	NB	-	-	-	-	L	0.53	12.2	B					- Mitigation not required.	
		-	-	-	-	T	0.30	8.6	A						
Parking Lot SE Corner	SB	-	-	-	-	TR	0.50	21.7	C						
		EB	-	-	-	L	0.13	24.8	C						
		-	-	-	-	R	0.26	13.7	B						
Overall Intersection	-	-	-	-	-	0.46	15.1	B							
ERSKINE STREET & PARKING LOT NE CORNER															
Erskine Street	NB	-	-	-	-	L	0.12	7.8	A					- Mitigation not required.	
		-	-	-	-	T	0.31	8.6	A						
Parking Lot NE Corner	SB	-	-	-	-	TR	0.3	8.6	A						
		EB	-	-	-	L	0.08	24.3	C						
		-	-	-	-	R	0.09	24.5	C						
Overall Intersection	-	-	-	-	-	0.24	9.5	A							



TABLE E-12  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE (WEEKDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures					
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS						
ERSKINE STREET & VANDALIA AVENUE																			
Erskine Street	NB	L	0.23	18.7	B	L	0.25	19.2	B	- Mitigation not required.									
		T	0.41	20.5	C	T	0.45	21.2	C										
Vandalia Avenue	SB	LTR	0.38	20.3	C	LTR	0.46	21.4	C										
	EB	LTR	0.22	23.0	C	LTR	0.29	27.6	C										
	WB	DefL	0.34	14.6	B	DefL	0.53	17.1	B										
Erskine Street (channelized stop)	NB	TR	0.03	12.0	B	TR	0.03	12.0	B										
		R	-	9.4	A	R	-	9.9	A										
Overall Intersection		-	0.41	19.5	B	-	0.51	20.8	C										
ERSKINE STREET & EGAN STREET																			
Erskine Street	NB	LT	-	8.0	A	LT	-	8.1	A	- Mitigation not required.									
		LTR	-	14.2	B	LTR	-	16.0	C										
Egan Street	WB	LTR	-	14.2	B	LTR	-	16.0	C										
Overall Intersection		-	-	0.8	A	-	-	0.8	A										
GATEWAY DRIVE																			
GATEWAY DRIVE & DRIVEWAY TO OLIVE GARDEN																			
Driveway to Olive Garden	SB	L	0.52	20.3	C	L	0.52	20.3	C						- Mitigation not required.				
		R	0.15	15.3	B	R	0.15	15.3	B										
Gateway Drive	EB	L	0.30	10.4	B	L	0.30	10.4	B										
	WB	T	0.22	8.1	A	T	0.30	8.6	A										
		TR	0.52	10.7	B	TR	0.66	12.6	B										
Overall Intersection		-	0.52	12.2	B	-	0.61	12.7	B										
GATEWAY DRIVE & DRIVEWAY TO RED LOBSTER																			
Driveway to Red Lobster	SB	L	0.22	15.3	B	L	0.22	15.3	B	- Mitigation not required.									
		R	0.09	14.2	B	R	0.09	14.2	B										
Gateway Drive	EB	L	0.11	7.3	A	L	0.13	7.6	A										
	WB	T	0.16	7.4	A	T	0.23	7.8	A										
		TR	0.22	7.7	A	TR	0.31	8.2	A										
Overall Intersection		-	0.22	9.0	A	-	0.27	9.0	A										
GATEWAY DRIVE & DRIVEWAY TO BOULDER CREEK																			
Driveway to Boulder Creek	SB	L	0.26	16.4	B	L	0.26	16.4	B	- Mitigation not required.									
		R	0.28	16.7	B	R	0.28	16.7	B										
Gateway Drive	EB	LT	0.30	8.8	A	LT	0.44	10.0	A										
	WB	TR	0.14	7.7	A	TR	0.22	8.1	A										
		Overall Intersection		-	0.29	11.1	B	-	0.38						11.0	B			
GATEWAY DRIVE & GATEWAY PLAZA																			
Gateway Drive	NB	T	0.33	9.1	A	T	0.50	10.7	B						- Mitigation not required.				
		R	0.08	7.4	A	R	0.08	7.4	A										
	SB	L	0.96	47.6	D	L	0.96	47.1	D										
Gateway Plaza	WB	T	0.29	9.1	A	T	0.44	10.6	B										
		LR	0.68	25.3	C	LR	0.68	25.3	C										
Overall Intersection		-	0.85	24.4	C	-	0.85	22.4	C										
GATEWAY DRIVE & PARKING LOT SW CORNER																			
Gateway Drive	NB	-	-	-	-	TR	0.6	23.9	C	- Mitigation not required.									
	SB	-	-	-	-	DefL	0.51	9.2	A										
Parking Lot SW Corner	WB	-	-	-	-	T	0.47	6.0	A										
		-	-	-	-	L	0.36	36.3	D										
		-	-	-	-	R	0.26	13.2	B										
		Overall Intersection		-	-	-	-	0.75	15.7						B				

Intersection & Approach		Mvt.	2013 No Build Condition			LOS	Mvt.	2013 Build Condition			LOS	2013 Build with Mitigation			LOS	Mitigation Measures
			V/C	Delay				V/C	Delay			V/C	Delay			
GATEWAY DRIVE & PARKING LOT NW CORNER																
Gateway Drive  Parking Lot NW Corner	NB	-	-	-	-		TR	0.58	19.8	B						- Mitigation not required.
	SB	-	-	-	-		LT	0.58	6.9	A						
	WB	-	-	-	-		L	0.06	31.9	C						
		-	-	-	-		R	0.2	15.8	B						
Overall	Intersection	-	-	-	-		-	0.59	13.2	B						
VANDALIA AVENUE																
VANDALIA AVENUE & ELTON STREET																
Elton Street  Vandalia Avenue	NB	LTR	-	7.7	A		LTR	-	8.1	A						- Mitigation not required.
	SB	LTR	-	7.7	A		LTR	-	8.1	A						
	EB	LT	-	8.2	A		LT	-	8.6	A						
		TR	-	7.7	A		TR	-	7.9	A						
	WB	LT	-	8.0	A		LT	-	8.3	A						
		TR	-	7.7	A		TR	-	7.9	A						
	Overall	Intersection	-	-	7.8	A		-	-	8.1	A					
VANDALIA AVENUE & GATEWAY DRIVE																
Gateway Drive  Vandalia Avenue	NB	TR	0.38	18.0	B		TR	0.61	19.6	B					- Mitigation not required.	
	SB	LT	0.35	5.7	A		LT	0.64	8.6	A						
	WB	L	0.09	30.7	C		L	0.09	30.7	C						
		R	0.23	16.0	B		R	0.25	17.5	B						
Overall	Intersection	-	0.45	12.2	B		-	0.58	14.1	B						
FOUNTAIN AVENUE																
FOUNTAIN AVENUE & VANDALIA AVENUE																
Fountain Avenue  Vandalia Avenue	NB	LT	0.14	7.6	A		LT	0.14	7.6	A					- Mitigation not required.	
	SB	TR	0.30	8.7	A		TR	0.37	9.3	A						
	EB	L	0.24	16.1	B		L	0.35	17.5	B						
		LR	0.11	14.8	B		LR	0.15	15.2	B						
Overall	Intersection	-	0.28	9.9	A		-	0.36	10.8	B						
FOUNTAIN AVENUE & EGAN STREET																
Fountain Avenue	NB	LT	-	8.4	A		LT	-	8.7	A					- Mitigation not required.	
Overall	Intersection	-	-	0.1	A		-	-	0.1	A						
FOUNTAIN AVENUE & FLATLANDS AVENUE																
Fountain Avenue  Flatlands Avenue	NB	LTR	0.74	37.7	D		LTR	0.90	51.9	D		LTR	0.75	33.6	C	- Restripe the Flatlands Avenue EB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 14 ft. shared through-right lane. - Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection. - Shift the Flatlands Avenue WB approach centerline 10 ft. to the south tapered 150 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 20.5 ft. shared through-right lane with parking. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 13 ft. lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 37 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 31 s of green time (each phase has 3 s amber and 2 s red). - [Mitigation same as 2011 weekday midday.]
	SB	LTR	0.89	51.5	D		LTR	1.08	96.7	F		LTR	0.89	46.5	D	
	EB	DefL	0.69	34.7	C		DefL	0.82	47.6	D		L	0.76	40.9	D	
		TR	0.17	13.8	B		TR	0.17	13.8	B		TR	0.26	23.8	C	
	WB	DefL	0.53	21.6	C		DefL	0.53	21.6	C		L	0.43	18.0	B	
		TR	0.29	12.3	B		TR	0.29	12.3	B		TR	0.23	21.6	C	
	Overall	Intersection	-	0.												

TABLE E-12  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE (WEEKDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		<u>2013 No Build Condition</u>				<u>2013 Build Condition</u>				<u>2013 Build with Mitigation</u>				<u>Mitigation Measures</u>
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
FOUNTAIN AVENUE & COZINE AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Fountain Avenue	NB	LT	-	11.5	B	LT	-	13.3	B					
		TR	-	11.5	B	TR	-	13.5	B					
Cozine Avenue	SB	LT	-	11.5	B	LT	-	13.5	B					
		TR	-	11.3	B	TR	-	13.0	B					
	EB	LTR	-	10.8	B	LTR	-	11.5	B					
		WB	LTR	-	10.1	B	LTR	-	10.6	B				
	Overall Intersection		-	-	11.3	B	-	-	13.1	B				
FOUNTAIN AVENUE & WORTMAN AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Fountain Avenue	NB	LT	-	8.9	A	LT	-	9.3	A					
		SB	LT	-	8.3	A	LT	-	8.6	A				
Wortman Avenue	EB	LT	-	26.9	D	LT	-	39.9	E					
		TR	-	17.1	C	TR	-	21.3	C					
	WB	LTR	-	21.7	C	LTR	-	29.9	D					
Overall Intersection		-	-	3.1	A	-	-	3.6	A					
FOUNTAIN AVENUE & STANLEY AVENUE														
Fountain Avenue	NB	LTR	0.44	12.9	B	LTR	0.54	14.3	B	LTR	0.54	14.3	B	
		SB	LTR	0.32	11.4	B	LTR	0.41	12.2	B	LTR	0.40	12.1	B
Stanley Avenue	EB	LTR	0.23	11.5	B	LTR	0.24	11.5	B	LTR	0.24	11.5	B	
		WB	DefL	0.20	11.2	B	DefL	0.17	10.8	B	DefL	0.21	11.2	B
	TR	0.18	10.9	B	TR	0.11	10.2	B	TR	0.18	10.9	B		
Overall Intersection		-	0.34	12.0	B	-	0.39	12.8	B	-	0.39	12.8	B	
FOUNTAIN AVENUE & LIBERTY AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				- Remove parking on the east side of the Fountain Avenue SB approach 120 ft. from intersection. - Restripe the Fountain Avenue SB approach as one 12 ft. exclusive left turn lane and one 18 ft. shared through-right lane with parking. - [Measures reflect geometric improvements needed for the weekday PM, Saturday midday & Saturday PM peak periods; otherwise mitigation is not needed.]
Fountain Avenue	SB	LTR	-	19.2	C	LTR	-	20.7	C	L	-	14.5	B	
		-	-	-	-	-	-	-	-	TR	-	19.5	C	
Liberty Avenue	WB	LT	-	8.1	A	LT	-	8.2	A	LT	-	8.2	A	
Overall Intersection		-	-	4.4	A	-	-	4.8	A	-	-	4.4	A	
FOUNTAIN AVENUE & ATLANTIC AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Atlantic Avenue	EB	TR	FREEFLOW			A	TR	FREEFLOW			A			
Overall Intersection		-	FREEFLOW			A	-	FREEFLOW			A			
<b><u>FLATLANDS AVENUE</u></b>														
FLATLANDS AVENUE & ATKINS AVENUE														- Mitigation not required.
Atkins Avenue	NB	LTR	0.27	17.7	B	LTR	0.33	18.6	B					
		SB	LTR	0.22	17.5	B	LTR	0.29	18.5	B				
Flatlands Avenue	EB	L	0.08	13.7	B	L	0.09	13.8	B					
		TR	0.41	16.4	B	TR	0.42	16.5	B					
	WB	L	0.06	13.5	B	L	0.07	13.5	B					
		TR	0.31	15.3	B	TR	0.31	15.4	B					
Overall Intersection		-	0.34	16.2	B	-	0.38	16.6	B					
FLATLANDS AVENUE & ESSEX STREET		(UNSIGNALIZED INTERSECTION)												- Mitigation not required.
Essex Street	SB	LTR	-	18.1	C	LTR	0.14	16.6	B					
Flatlands Avenue	EB	L	-	9.3	A	L	0.02	13.0	B					
		-	-	-	-	TR	0.48	17.4	B					
WB	L	-	-	-	-	TR	0.43	16.7	B					
		-	-	-	-									
Overall Intersection		-	-	1.1	A	-	0.32	17.0	B					

TABLE E-12  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE (WEEKDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
FLATLANDS AVENUE & LINWOOD STREET		(UNSIGNALIZED INTERSECTION)												
Linwood Street	NB	LTR	-	20.6	C	LTR	0.01	15.1	B					- Mitigation not required.
	SB	LR	-	17.0	C	LR	0.17	17.2	B					
	EB	LT	-	9.4	A	LT	0.50	17.7	B					
	WB	-	-	-	-	TR	0.43	16.7	B					
Overall Intersection		-	-	1.0	A	-	0.34	17.2	B					
FLATLANDS AVENUE & ELTON STREET														
Elton Street	NB	LTR	0.17	17.0	B	LTR	0.29	19.2	B					- Mitigation not required.
	SB	LTR	0.12	16.3	B	LTR	0.15	16.7	B					
Flatlands Avenue	EB	L	0.27	16.3	B	L	0.28	16.5	B					
		TR	0.52	18.0	B	TR	0.54	18.4	B					
	WB	L	0.02	13.1	B	L	0.04	13.2	B					
		TR	0.47	17.3	B	TR	0.47	17.3	B					
Overall Intersection		-	0.35	17.5	B	-	0.43	17.8	B					
FLATLANDS AVENUE & JEROME STREET														
Jerome Street	NB	L	0.57	20.2	C	L	0.75	25.2	C					- Mitigation not required.
		TR	0.14	16.3	B	TR	0.17	17.2	B					
Flatlands Avenue	SB	LTR	0.31	33.1	C	-	-	-	-					
	EB	L	0.28	16.4	B	L	0.34	16.8	B					
		TR	0.91	29.5	C	T	0.45	16.3	B					
		-	-	-	-	R	0.74	2.3	A					
WB	L	0.38	23.1	C	L	0.12	13.6	B						
	TR	0.49	17.4	B	TR	0.49	16.8	B						
Overall Intersection		-	0.78	23.8	C	-	0.74	14.6	B					
FLATLANDS AVENUE & SCHENCK AVENUE														
Schenck Avenue	SB	LR	0.87	43.8	D	L	0.69	32.0	C					- Mitigation not required.
		-	-	-	-	LR	0.66	32.0	C					
Flatlands Avenue	EB	L	0.43	24.1	C	-	-	-	-					
		T	0.65	16.8	B	T	0.65	16.2	B					
	WB	TR	0.87	22.7	C	T	0.89	23.7	C					
		-	-	-	-	R	0.21	0.2	A					
Overall Intersection		-	0.87	24.5	C	-	0.81	20.5	C					
FLATLANDS AVENUE & VAN SICLEN AVENUE														
Van Siclen Avenue	NB	LTR	0.51	26.3	C	LTR	0.55	27.1	C	L	0.12	24.2	C	- Remove parking on the east side of the Van Siclen Avenue NB approach 220 ft. from intersection. - Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one 10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB receiving side as one 24 ft. lane with parking.
		-	-	-	-	-	-	-	-	T	0.27	25.1	C	
Flatlands Avenue	SB	LTR	0.92	44.8	D	LTR	1.13	103.2	F	L	0.45	27.8	C	
		-	-	-	-	-	-	-	-	TR	0.84	40.9	D	
	EB	L	0.28	14.7	B	L	0.67	42.3	D	L	0.36	17.9	B	
		TR	0.55	14.9	B	TR	0.72	18.5	B	T	0.75	23.9	C	
WB		-	-	-	-	-	-	-	-	R	0.09	14.3	B	
	L	0.71	26.0	C	L	1.20+	120+	F*	L	0.82	38.5	D		
	TR	0.64	12.0	B	TR	0.84	17.2	B	T	0.85	24.4	C		
		-	-	-	-	-	-	-	-	R	0.21	13.1	B	
Overall Intersection		-	0.79	20.3	C	-	1.19	39.1	D	-	0.86	26.3	C	- Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection. - Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide one 13 ft. through lane, one 12 ft. through lane and one 10 ft. exclusive right turn lane. - Remove parking on the north side of the Flatlands Avenue WB approach 190 ft. from intersection. - Restripe the Flatlands Avenue WB approach as one 10 ft. exclusive left turn lane, one 12 ft. through lane, one 11 ft. through lane and one 10 ft. exclusive right turn lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 27 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 41 s of green time (each phase has 3 s amber and 2 s red). - [Mitigation same as 2011 weekday midday.]

TABLE E-12  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE (WEEKDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures			
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS				
FLATLANDS AVENUE & PENNSYLVANIA AVENUE																	
Pennsylvania Avenue	NB	L	0.60	41.3	D	L	0.60	41.3	D	L	0.64	46.2	D	<div>- <b>Partially Mitigated.</b></div> <div>- Restripe the Pennsylvania Avenue SB approach as one 13 ft. exclusive left turn lane, two 10 ft. through lanes and one 10 ft. shared through-right lane.</div> <div>- Modify signal timing: shift 4 s green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 45 s to 41 s; NB-left/EB-right/SB-left/WB-right lag green time remain at 11 s; EB/WB green time shifts from 35 s to 39 s; EB-left/WB-left lag green time remains at 9 s.]</div> <div>- <b>[Mitigation same as 2011 weekday midday.]</b></div>			
		TR	0.55	30.4	C	TR	0.55	30.5	C	TR	0.61	34.1	C				
Flatlands Avenue	SB	L	1.12	117.6	F	L	1.20+	120+	F*	L	1.20+	120+	F*				
		TR	0.55	30.5	C	TR	0.55	30.5	C	TR	0.64	34.8	C				
	EB	L	0.92	73.3	E	L	1.03	102.5	F	L	0.93	76.0	E				
		T	0.67	40.0	D	T	0.79	43.9	D	T	0.71	38.4	D				
	WB	R	0.40	25.3	C	R	0.40	25.3	C	R	0.37	22.4	C				
		L	0.39	37.5	D	L	0.47	43.9	D	L	0.43	38.8	D				
		T	0.80	44.5	D	T	0.92	53.5	D	T	0.83	43.0	D				
		R	0.58	29.6	C	R	1.02	72.1	E	R	0.94	51.5	D				
Overall Intersection		-	1.01	43.9	D	-	1.20+	91.4	F	-	1.15	80.3	F				
FLATLANDS AVENUE & ROCKAWAY PARKWAY																	
Rockaway Parkway	NB	L	0.48	22.7	C	L	0.48	22.8	C	L	0.54	28.5	C	<div>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</div> <div>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</div> <div>- Modify signal phasing plan: Remove the NB lead phase; maintain the existing 120 s cycle with the following signal timing: NB/SB = 54 s of green time, EB/WB = 56 s of green time (each phase has 3 s amber and 2 s red).</div> <div><b>[Measures reflect geometric improvements needed for the weekday PM, Saturday midday &amp; Saturday PM peak periods; otherwise mitigation is not needed.]</b></div>			
		TR	0.50	21.7	C	TR	0.53	22.3	C	TR	0.59	27.3	C				
Flatlands Avenue	SB	LTR	0.85	46.6	D	LTR	0.88	49.2	D	LTR	0.37	22.4	C				
		L	0.37	29.0	C	L	0.43	31.8	C	L	0.34	24.3	C				
	WB	TR	0.80	35.0	D	TR	0.87	38.7	D	TR	0.77	30.0	C				
		L	0.31	28.3	C	L	0.45	34.8	C	L	0.35	25.7	C				
		TR	0.73	32.5	C	TR	0.81	35.6	D	TR	0.72	28.3	C				
Overall Intersection		-	0.84	33.4	C	-	0.89	36.1	D	-	0.68	27.7	C				
FLATLANDS AVENUE & REMSEN AVENUE																	
Remsen Avenue	NB	L	0.35	19.3	B	L	0.35	19.3	B	L	0.35	19.0	B	<div>- Shift the Remsen Avenue SB approach centerline 1 ft. to the east tapered 150 ft. from intersection. Restripe the Remsen Avenue SB approach to provide one 11 ft. left turn lane, and maintain the existing 10 ft. through lane and 17 ft. shared through-right lane with parking. Shift the SB approach stop bar 10 ft. to the north. Restripe the Remsen Avenue NB receiving side to provide one 12 ft. lane and one 14 ft lane.</div> <div>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue EB approach centerline 2 ft. to the north. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue WB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue WB approach centerline 2 ft. to the south. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</div> <div>- Modify signal timing: NB/SB green time shifts from 39.6 s to 40 s; EB/WB green time shifts from 39.6 s to 40 s (each phase has 3 s amber and 2 s red).</div> <div><b>- [Measures reflect geometric improvements needed for the weekday AM, PM, Saturday midday and Saturday PM peak periods; otherwise mitigation is not needed.]</b></div> <div>- <b>[Mitigation same as 2011 weekday midday.]</b></div>			
		TR	0.46	18.5	B	TR	0.48	18.8	B	TR	0.48	18.5	B				
Flatlands Avenue	SB	L	0.52	23.2	C	L	0.58	25.3	C	L	0.56	24.1	C				
		TR	0.42	18.1	B	TR	0.42	18.1	B	TR	0.42	17.8	B				
	EB	L	0.38	22.0	C	L	0.42	23.8	C	L	0.34	20.2	C				
		TR	0.82	26.9	C	TR	0.87	29.8	C	T	0.69	22.1	C				
		-	-	-	-	-	-	-	-	R	0.23	16.5	B				
		L	0.31	20.1	C	L	0.46	25.3	C	L	0.39	21.6	C				
	WB	TR	0.77	24.9	C	TR	0.82	27.1	C	T	0.58	20.0	B				
		-	-	-	-	-	-	-	-	R	0.40	19.2	B				
Overall Intersection		-	0.67	22.9	C	-	0.73	24.7	C	-	0.62	20.0	C				
LINDEN BOULEVARD																	
LINDEN BOULEVARD & 79TH STREET																	
79th Street	NB	L	0.25	26.8	C	L	0.27	27.1	C						- Mitigation not required.		
		R	0.14	25.4	C	R	0.14	25.4	C								
Linden Boulevard (Mainline)	EB	T	0.46	17.2	B	T	0.47	17.5	B								
		WB	T	0.67	22.2	C	T	0.70	23.0	C							
Linden Boulevard (Service Road)	EB	T	0.19	14.3	B	T	0.19	14.3	B								
		WB	T	0.19	14.5	B	T	0.19	14.5	B							
Overall Intersection		-	0.49	19.6	B	-	0.52	20.0	B								

**TABLE E-12**  
**GATEWAY ESTATES II FEIS**  
**2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE (WEEKDAY MIDDAY PEAK HOUR)**

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
LINDEN BOULEVARD & EUCLID AVENUE														
Euclid Avenue	NB	LTR	1.11	120+	F*	LTR	0.37	38.7	D	LTR	1.11	120+	F*	- Mitigation not required. - [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
	SB	LTR	0.69	44.1	D	LTR	0.69	44.1	D	LTR	0.69	44.1	D	
Linden Boulevard (Mainline)	EB	L	0.19	10.0	A	L	0.20	10.1	B	L	0.20	10.1	B	
		T	0.42	11.8	B	T	0.44	12.0	B	T	0.44	12.0	B	
	WB	L	0.19	7.5	A	L	0.20	7.7	A	L	0.20	7.7	A	
		T	0.58	8.5	A	T	0.61	8.8	A	T	0.61	8.8	A	
Linden Boulevard (Service Road)	EB	TR	0.32	11.3	B	TR	0.32	11.3	B	TR	0.32	11.3	B	
	WB	T	0.46	8.3	A	T	0.46	8.3	A	T	0.46	8.3	A	
	WB	R	-	9.6	A	R	-	10.4	B	R	-	10.4	B	
Overall Intersection	-	0.76	19.9	B	-	0.63	15.0	B	-	0.77	19.8	B		
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE														
Fountain Avenue	NB	LTR	0.84	44.1	D	LTR	1.20+	120+	F*	LTR	0.88	41.8	D	- Convert Loring Avenue to one-way SB. (This measure was proposed as a mitigation measure in the 1996 Plan, and is necessary to mitigate the significant impacts of the Modified Plan.) - Restripe the Loring Avenue SB receiving as one 12 ft. and one 20 ft. lane with parking. - Restripe the Linden Boulevard EB mainline approach as one 13 ft. exclusive left turn lane and three 10 ft. through lanes. - Restripe the Linden Boulevard WB mainline approach as one 14 ft. exclusive left turn lane and three 10 ft. through lanes. - Modify signal phasing plan: Eliminate the Loring Avenue NB phase; replace the EB lead phase with a new WB lead phase; maintain the existing 120 s cycle with the following signal timing: NB/SB = 47 s of green time, WB = 9 s of green time, and EB/WB = 48 s of green time (each phase has 3 s amber and 3 s or 2 s red).
	SB	DefL	0.43	34.3	C	DefL	0.66	54.8	D	DefL	0.37	28.0	C	
Linden Boulevard (Mainline)		TR	0.57	36.3	D	TR	1.05	104.2	F	TR	0.58	31.8	C	
	EB	L	0.62	32.5	C	L	0.43	20.9	C	L	0.60	35.7	D	
		T	0.51	20.3	C	T	0.45	13.9	B	T	0.60	26.5	C	
	WB	L	0.35	22.0	C	L	1.05	99.4	F	L	0.64	23.8	C	
		T	0.47	10.3	B	T	0.66	27.3	C	T	0.55	15.0	B	
	Linden Boulevard (Service Road)	EB	TR	0.38	19.4	B	TR	0.33	13.3	B	TR	0.43	24.8	
	WB	TR	0.40	10.1	B	TR	0.54	26.4	C	TR	0.44	14.3	B	
	Loring Avenue	NB	-	-	-	LTR	0.66	66.6	E	-	-	-	-	
Overall Intersection	-	0.67	22.2	C	-	1.09	80.1	F	-	0.76	25.7	C		
LINDEN BOULEVARD & ATKINS AVENUE														
Atkins Avenue	SB	LTR	0.29	36.9	D	LTR	0.24	26.3	C					- Mitigation not required.
Linden Boulevard (Mainline)	EB	T	0.38	10.2	B	T	0.47	18.1	B					
	WB	L	0.40	18.1	B	L	0.59	38.9	D					
		T	0.38	10.2	B	T	0.46	18.0	B					
	Linden Boulevard (Service Road)	EB	TR	0.31	10.1	B	TR	0.41	18.4	B				
	WB	T	0.26	9.5	A	T	0.32	16.7	B					
Overall Intersection	-	0.37	12.0	B	-	0.44	19.1	B						
LINDEN BOULEVARD & ELTON STREET														
Elton Street	NB	R	-	10.3	B	R	-	10.3	B					- Mitigation not required.
Overall Intersection	-	-	1.1	A	-	-	1.1	A						
LINDEN BOULEVARD & PENNSYLVANIA AVENUE														
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	- Partially Mitigated. - Restripe the Pennsylvania Avenue NB approach as one 12.5 ft. exclusive left turn lane, two 11 ft. through side and one 10 ft. exclusive right turn lane. - Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection. - Shift the Pennsylvania Avenue SB approach centerline 3 ft. to the east tapered 150 ft. from intersection. Maintain the 9.5 ft. exclusive left turn lane, and restripe the other lanes to provide one 11 ft. through lane and one 12 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving side as two 11 ft. lanes. - Reduce width of the Linden Boulevard EB service road approach median from 7 ft. to 5 ft. Maintain the 11.5 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes. - Reduce width of the Linden Boulevard WB service road approach median from 7 ft. to 5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes. - [Mitigation same as 2011 weekday midday.]
		T	0.50	24.4	C	T	0.81	43.6	D	T	0.81	43.6	D	
		R	0.18	20.3	C	R	0.27	32.4	C	R	0.28	32.8	C	
	SB	L	0.87	73.7	E	L	0.57	44.3	D	L	0.57	44.3	D	
		TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*	
		L	0.87	52.4	D	L	1.12	120+	F*	L	1.12	120+	F*	
Linden Boulevard (Mainline)	EB	T	0.88	43.3	D	T	0.91	47.2	D	T	0.90	45.8	D	
		L	0.83	51.9	D	L	1.04	120+	F*	L	1.04	120+	F*	
	WB	T	0.86	42.5	D	T	0.92	48.4	D	T	0.91	46.9	D	
		T	0.60	36.8	D	T	0.70	41.5	D	T	0.70	41.5	D	
Linden Boulevard (Service Road)	EB	R	0.52	19.2	B	R	0.73	27.4	C	R	0.73	27.4	C	
		WB	TR	0.41	31.9	C	TR	0.45	33.8	C	TR	0.45	33.8	C
Overall Intersection	-	1.20+	88.1	F	-	1.20+	99.8	F	-	1.20	90.1	F		

TABLE E-12  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE (WEEKDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
LINDEN BOULEVARD & ROCKAWAY AVENUE														
Rockaway Avenue	NB	LT	1.13	120+	F*	LT	1.13	120+	F*	LT	1.06	102.3	F	- Shift the Rockaway Avenue SB approach centerline 2 ft. to the east tapered 60 ft. from intersection. Restripe the SB approach as one 12 ft. shared left-through lane and one 10 ft. exclusive right turn lane. Restripe the Rockaway Avenue NB receiving side as one 18 ft. lane with parking.
		R	0.59	45.6	D	R	0.69	51.1	D	R	0.59	43.7	D	
	SB	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.20+	120+	F*	
		R	1.13	120+	F*	R	1.13	120+	F*	R	1.06	113.6	F	
Linden Boulevard (Mainline)	EB	L	0.61	66.2	E	L	0.61	66.2	E	L	0.53	58.8	E	- Shift the Rockaway Avenue NB approach centerline 2 ft. to the west tapered 60 ft. from intersection. Restripe the NB approach as one 10 ft. shared left-through lane and one 12 ft. exclusive right turn lane. Restripe the Rockaway Avenue SB receiving side as one 18 ft. lane with parking.
		T	0.65	22.7	C	T	0.69	23.5	C	T	0.73	27.1	C	
	WB	L	1.18	120+	F*	L	1.20+	120+	F*	L	1.11	120+	F*	
		T	0.54	20.7	C	T	0.57	21.3	C	T	0.61	24.3	C	
Linden Boulevard (Service Road)	EB	TR	0.54	22.0	C	TR	0.55	22.0	C	TR	0.59	25.4	C	- Modify signal timing: shift 2 s green time from EB/WB phase to NB/SB phase; shift 2 s green time from EB/WB phase to EB-left/WB-left lag phase. [NB/SB green time shifts from 32 s to 34 s; EB/WB green time shifts from 61 s to 57 s; EB-left/WB-left green time shifts from 12 s to 14 s.]
	WB	TR	0.34	18.3	B	TR	0.37	18.8	B	TR	0.40	21.5	C	
Overall Intersection		-	1.08	75.2	E	-	1.20+	93.3	F	-	1.15	75.0	E	
LINDEN BOULEVARD & ROCKAWAY PARKWAY														
Rockaway Parkway	NB	LTR	0.61	39.8	D	LTR	0.61	39.8	D	LTR	0.59	38.7	D	- Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase. [NB/SB green time shifts from 34 s to 35 s; EB/WB green time shifts from 61 s to 60 s; EB-left/WB-left lag green time remains at 9 s.]
	SB	L	1.15	120+	F*	L	1.18	120+	F*	L	1.15	120+	F*	
	TR	0.48	37.1	D	TR	0.48	37.1	D	TR	0.47	36.2	D		
Linden Boulevard (Mainline)	EB	L	0.66	73.0	E	L	0.66	73.0	E	L	0.66	73.0	E	
		T	0.53	20.6	C	T	0.57	21.3	C	T	0.58	22.0	C	
	WB	L	0.58	68.0	E	L	0.58	68.0	E	L	0.58	68.0	E	
		T	0.54	20.6	C	T	0.57	21.2	C	T	0.58	21.9	C	
Linden Boulevard (Service Road)	EB	TR	0.22	16.7	B	TR	0.22	16.7	B	TR	0.22	17.3	B	
	WB	TR	0.50	21.2	C	TR	0.51	21.4	C	TR	0.52	22.2	C	
Overall Intersection		-	0.76	36.4	D	-	0.78	37.4	D	-	0.78	36.5	D	
LINDEN BOULEVARD & KINGS HIGHWAY & REMSEN AVENUE														
Kings Highway (Mainline)	NB	T	0.96	65.6	E	T	0.96	65.6	E	T	0.96	65.6	E	- Reduce width of the Kings Highway NB service road approach median from 7 ft. to 5 ft. Restripe the Kings Highway NB service road approach to provide one 10 ft. through lane, and maintain the existing 10 ft. shared through-right lane.
	SB	T	0.85	53.2	D	T	0.85	53.2	D	T	0.85	53.2	D	
Kings Highway (Service Road)	NB	TR	0.68	46.8	D	TR	0.70	47.5	D	TR	0.67	46.6	D	- Reduce width of the Linden Boulevard EB approach median from 7 ft. to 2 ft. Restripe the Linden Boulevard EB approach as one 13 ft. through lane and one 14 ft. shared through-right lane.
	SB	TR	0.36	40.9	D	TR	0.36	40.9	D	TR	0.36	40.9	D	
Remsen Avenue	EB	DefL	1.05	109.1	F	DefL	1.06	111.5	F	DefL	1.06	111.5	F	Restripe the Linden Boulevard WB receiving side as two 10 ft. lanes.
		TR	1.03	89.0	F	TR	1.03	89.0	F	TR	1.03	89.0	F	
Linden Boulevard (Mainline)	WB	TR	1.09	104.2	F	TR	1.09	104.2	F	TR	1.09	104.2	F	- Shift the Linden Boulevard WB mainline approach median 2 ft. to the south, and reduce median width from 4 ft. to 2 ft. Restripe the Linden Boulevard WB mainline approach as one 12 ft. shared left-through lane and one 14 ft. through lane. Restripe the Linden Boulevard EB mainline receiving side as two 11 ft. lanes.
	EB	TR	1.08	100.2	F	TR	1.16	120+	F*	TR	1.05	88.2	F	
	WB	LT	1.19	120+	F*	LT	1.20+	120+	F*	LT	1.17	120+	F*	
		R	0.43	32.4	C	R	0.43	32.4	C	R	0.43	32.4	C	
Linden Boulevard (Service Road - Unsignalized)	WB	R	-	9.9	A	R	-	10.5	B	R	-	10.5	B	- [Mitigation same as 2011 weekday midday.]
Overall Intersection		-	1.16	87.5	F	-	1.19	97.5	F	-	1.15	83.9	F	
<u>PENNSYLVANIA AVENUE</u>														
PENNSYLVANIA AVENUE & LIBERTY AVENUE														
Pennsylvania Avenue	NB	LTR	0.81	19.9	B	LTR	1.00	40.9	D	LTR	0.85	21.5	C	- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.
	SB	-	-	-	-	L	0.22	6.7	A	LTR	0.65	8.3	A	
	TR	0.84	14.5	B	TR	1.10	68.5	E	-	-	-	-	-	
Liberty Avenue	EB	LTR	0.81	59.3	E	LTR	0.73	50.7	D	LTR	0.72	50.0	D	- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane.
	WB	LTR	0.82	51.7	D	LTR	0.77	47.1	D	LTR	0.77	47.1	D	
Overall Intersection		-	0.83	25.6	C	-	1.00	50.6	D	-	0.82	22.6	C	- Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane.
- Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking.														
- Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking.														
- [Mitigation same as 2011 weekday midday.]														

TABLE E-12  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE (WEEKDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		<u>2013 No Build Condition</u>				<u>2013 Build Condition</u>				<u>2013 Build with Mitigation</u>				<u>Mitigation Measures</u>
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
PENNSYLVANIA AVENUE & ATLANTIC AVENUE														
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	- Unmitigatable Impact.				
		T	0.80	38.9	D	TR	0.99	59.9	E					
		R	0.32	29.4	C	-	-	-	-					
Atlantic Avenue	SB	L	0.89	72.8	E	L	0.78	43.6	D					
		TR	0.68	35.2	D	TR	0.71	35.4	D					
	EB	L	0.41	22.7	C	L	0.38	36.3	D					
		TR	0.97	46.6	D	TR	1.03	62.9	E					
	WB	TR	0.68	37.1	D	TR	0.86	41.9	D					
Overall Intersection		-	1.16	48.8	D	-	1.20+	60.9	E					

**Notes**  
(1): Control delay is measured in seconds per vehicle.  
(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.  
(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

Denotes a significant impact



<div>TABLE E-13</div> <div>GATEWAY ESTATES II FEIS</div> <div>2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)</div>														
INTERSECTION & APPROACH		Mvt.	2013 No Build Condition		LOS	Mvt.	2013 Build Condition		LOS	Mvt.	2013 Build with Mitigation		LOS	Mitigation Measures
			V/C	Delay			V/C	Delay			V/C	Delay		
<b>ERSKINE STREET</b>														
<b>ERSKINE STREET &amp; BELT PARKWAY EASTBOUND RAMP</b>														
Erskine Street	SB	L	0.55	19.8	B	L	0.70	22.7	C	L	0.73	25.0	C	- Modify signal timing: Shift 2 s green time from SB phase to EB phase. [SB green time shifts from 40 s to 38 s; EB green time shifts from 40 s to 42 s.]
Belt Parkway Eastbound On/Off Ramp	EB	L	0.64	23.3	C	L	0.82	31.2	C	L	0.78	27.4	C	
		LT	0.31	17.2	B	LT	0.38	18.0	B	LT	0.36	16.5	B	
	<b>Overall Intersection</b>	-	<b>0.60</b>	<b>20.5</b>	<b>C</b>	-	<b>0.76</b>	<b>24.8</b>	<b>C</b>	-	<b>0.76</b>	<b>24.5</b>	<b>C</b>	- [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]
<b>ERSKINE STREET &amp; BELT PARKWAY WESTBOUND RAMP</b>														
Erskine Street	NB	T	0.42	17.9	B	T	0.55	19.7	B	T	0.59	22.3	C	- Modify signal timing: Shift 3 s green time from NB phase to WB phase. [NB green time shifts from 40 s to 37 s; WB green time shifts from 40 s to 43 s.]
Belt Parkway Westbound On/Off Ramp	WB	R	0.62	21.6	C	R	0.82	27.8	C	R	0.76	23.4	C	
	<b>Overall Intersection</b>	-	<b>0.52</b>	<b>19.9</b>	<b>B</b>	-	<b>0.68</b>	<b>24.0</b>	<b>C</b>	-	<b>0.68</b>	<b>22.9</b>	<b>C</b>	- [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>														
Erskine Street	NB	L	0.55	26.6	C	L	0.68	28.8	C	L	0.70	29.4	C	- Shift the Erskine Street NB approach median 8 ft. to the east, and increase median width from 4 ft. to 6.5 ft. Restripe the Erskine Street NB approach as two 10 ft. exclusive left turn lanes and one 14 ft. shared through-right lane. Restripe the Erskine Street SB receiving side as three 10 ft. lanes.
		TR	0.42	8.8	A	TR	0.56	10.3	B	TR	0.97	31.5	C	
	SB	L	0.07	26.7	C	L	0.10	27.5	C	L	0.10	27.6	C	
		T	0.71	34.1	C	T	1.05	72.3	E	TR	0.72	33.1	C	
Gateway Drive	EB	R	0.02	25.5	C	R	0.02	25.5	C	-	-	-	-	- Restripe the Erskine Street SB approach as one 10 ft. exclusive left turn lane and one 12 ft. through lane, and maintain the existing 11.5 ft. through lane and 12.5 ft. shared through-right lane. Restripe the Erskine Street NB receiving side as one 14 ft. lane and two 10 ft. lanes.
		L	0.08	26.2	C	L	0.08	26.2	C	L	0.09	26.5	C	
		T	0.03	25.6	C	T	0.03	25.6	C	T	0.03	25.6	C	
	WB	R	0.57	11.2	B	R	0.70	13.7	B	R	0.70	13.7	B	
		L	0.92	62.0	E	L	0.92	62.0	E	L	0.92	62.0	E	
		TR	0.19	27.3	C	TR	0.19	27.3	C	TR	0.21	27.6	C	
	<b>Overall Intersection</b>	-	<b>0.71</b>	<b>24.5</b>	<b>C</b>	-	<b>0.87</b>	<b>33.5</b>	<b>C</b>	-	<b>0.96</b>	<b>31.1</b>	<b>C</b>	
<b>ERSKINE STREET &amp; GATEWAY PLAZA</b>														
Erskine Street	NB	L	0.43	31.0	C	L	0.43	31.0	C	L	0.43	31.0	C	- Reduce width of the Erskine Street SB approach median from 20.5 ft. to 10 ft. Restripe the Erskine Street SB approach as two 11 ft. through lanes and one 12.5 ft. shared through-right lane.
		T	0.35	7.8	A	T	0.52	9.4	A	T	0.52	9.4	A	
Gateway Plaza	SB	TR	0.61	27.1	C	TR	0.92	40.9	D	TR	0.66	27.4	C	- Reduce width of the Erskine Street SB receiving median from 15 ft. to 8 ft. Restripe the Erskine Street SB receiving as three 10 ft. receiving lanes.
	EB	L	0.41	31.8	C	L	0.41	31.8	C	L	0.41	31.8	C	
		R	0.22	11.4	B	R	0.22	11.4	B	R	0.22	11.4	B	
	<b>Overall Intersection</b>	-	<b>0.50</b>	<b>19.3</b>	<b>B</b>	-	<b>0.63</b>	<b>25.1</b>	<b>C</b>	-	<b>0.49</b>	<b>19.7</b>	<b>B</b>	- [Measures reflect changes needed for the Saturday midday & PM peak periods; otherwise mitigation is not needed.]
<b>ERSKINE STREET &amp; PARKING LOT SE CORNER</b>														
Erskine Street	NB	-	-	-	-	L	0.53	12.7	B					- Mitigation not required.
		-	-	-	-	T	0.46	9.9	A					
Parking Lot SE Corner	SB	-	-	-	-	TR	0.55	22.4	C					
	EB	-	-	-	-	L	0.14	25.0	C					
		-	-	-	-	R	0.26	13.7	B					
	<b>Overall Intersection</b>	-	-	-	-	-	<b>0.48</b>	<b>15.3</b>	<b>B</b>					
<b>ERSKINE STREET &amp; PARKING LOT NE CORNER</b>														
Erskine Street	NB	-	-	-	-	L	0.13	7.8	A					- Mitigation not required.
		-	-	-	-	T	0.47	10.0	B					
Parking Lot NE Corner	SB	-	-	-	-	TR	0.33	8.8	A					
	EB	-	-	-	-	L	0.08	24.3	C					
		-	-	-	-	R	0.09	24.5	C					
	<b>Overall Intersection</b>	-	-	-	-	-	<b>0.35</b>	<b>10.2</b>	<b>B</b>					

TABLE E-13  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
ERSKINE STREET & VANDALIA AVENUE														
Erskine Street	NB	L	0.77	30.4	C	L	0.8	32.9	C	- Mitigation not required.				
		T	0.4	17.9	B	T	0.47	18.3	B					
Vandalia Avenue	SB	LTR	0.48	19.2	B	LTR	0.54	19.6	B					
	EB	LTR	0.41	28.8	C	LTR	0.47	31.6	C					
	WB	DefL	0.42	18.0	B	DefL	0.65	25.7	C					
Erskine Street (channelized stop)	NB	TR	0.06	14.4	B	TR	0.06	15.0	B					
		R	-	9.8	A	R	-	10.4	B					
Overall Intersection		-	0.68	22.6	C	-	0.69	24.4	C					
ERSKINE STREET & EGAN STREET														
Erskine Street	NB	LT	-	8.2	A	LT	-	8.5	A	- Mitigation not required.				
		LTR	-	17.1	C	LTR	-	21.5	C					
Egan Street	WB	LTR	-	17.1	C	LTR	-	21.5	C					
Overall Intersection		-	-	1.4	A	-	-	1.9	A					
GATEWAY DRIVE														
GATEWAY DRIVE & DRIVEWAY TO OLIVE GARDEN														
Driveway to Olive Garden	SB	L	0.47	19.3	B	L	0.47	19.3	B	- Mitigation not required.				
		R	0.18	15.6	B	R	0.18	15.6	B					
Gateway Drive	EB	L	0.14	8.2	A	L	0.18	8.6	A					
	T	0.22	8.1	A	T	0.29	8.5	A						
	WB	TR	0.64	12.4	B	TR	0.77	15.3	B					
Overall Intersection		-	0.57	12.5	B	-	0.66	13.6	B					
GATEWAY DRIVE & DRIVEWAY TO RED LOBSTER														
Driveway to Red Lobster	SB	L	0.23	15.5	B	L	0.23	15.5	B	- Mitigation not required.				
		R	0.13	14.6	B	R	0.13	14.6	B					
Gateway Drive	EB	L	0.23	8.5	A	L	0.30	9.6	A					
	T	0.19	7.5	A	T	0.27	8.0	A						
	WB	TR	0.35	8.5	A	TR	0.44	9.2	A					
Overall Intersection		-	0.30	9.3	A	-	0.36	9.6	A					
GATEWAY DRIVE & DRIVEWAY TO BOULDER CREEK														
Driveway to Boulder Creek	SB	L	0.20	15.8	B	L	0.20	15.8	B	- Mitigation not required.				
		R	0.26	16.5	B	R	0.26	16.5	B					
Gateway Drive	EB	LT	0.46	10.4	B	LT	0.60	12.2	B					
	WB	TR	0.26	8.3	A	TR	0.33	8.8	A					
Overall Intersection		-	0.39	10.8	B	-	0.47	11.4	B					
GATEWAY DRIVE & GATEWAY PLAZA														
Gateway Drive	NB	T	0.51	10.9	B	T	0.65	12.9	B	- Mitigation not required.				
		R	0.01	7.1	A	R	0.01	7.1	A					
	SB	L	0.99	54.4	D	L	0.99	54.4	D					
Gateway Plaza	T	0.40	10.1	B	T	0.54	11.9	B						
	WB	LR	0.61	22.5	C	LR	0.61	22.5						C
Overall Intersection		-	0.84	24.4	C	-	0.84	23.6	C					
GATEWAY DRIVE & PARKING LOT SW CORNER														
Gateway Drive	NB	-	-	-	-	TR	0.73	26.5	C	- Mitigation not required.				
	SB	-	-	-	-	DefL	0.53	15.0	B					
	-	-	-	-	-	T	0.61	7.5	A					
Parking Lot SW Corner	WB	-	-	-	-	L	0.36	36.4	D					
		-	-	-	-	R	0.27	13.2	B					
Overall Intersection		-	-	-	-	-	0.93	17.9	B					

TABLE E-13  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			LOS	Mvt.	2013 Build Condition			LOS	2013 Build with Mitigation			Mitigation Measures	
			V/C	Delay				V/C	Delay			V/C	Delay			
GATEWAY DRIVE & PARKING LOT NW CORNER																
Gateway Drive	NB	-	-	-	-		TR	0.7	22.0	C					- Mitigation not required.	
	SB	-	-	-	-		LT	0.69	8.4	A						
Parking Lot NW Corner	WB	-	-	-	-		L	0.06	31.9	C						
		-	-	-	-		R	0.2	15.8	B						
Overall	Intersection	-	-	-	-		-	0.65	15.0	B						
VANDALIA AVENUE																
VANDALIA AVENUE & ELTON STREET		(UNSIGNALIZED INTERSECTION)					(UNSIGNALIZED INTERSECTION)									
Elton Street	NB	LTR	-	8.6	A		LTR	-	9.3	A					- Mitigation not required.	
	SB	LTR	-	8.6	A		LTR	-	9.3	A						
Vandalia Avenue	EB	LT	-	9.0	A		LT	-	9.6	A						
		TR	-	8.5	A		TR	-	8.9	A						
	WB	LT	-	9.0	A		LT	-	9.5	A						
		TR	-	9.0	A		TR	-	9.6	A						
Overall	Intersection	-	-	8.8	A		-	-	9.4	A						
VANDALIA AVENUE & GATEWAY DRIVE																
Gateway Drive	NB	TR	0.48	19.4	B		TR	0.7	21.2	C					- Mitigation not required.	
	SB	LT	0.61	8.1	A		LT	0.92	18.9	B						
Vandalia Avenue	WB	L	0.13	31.2	C		L	0.13	31.2	C						
		R	0.32	17.3	B		R	0.34	19.0	B						
Overall	Intersection	-	0.53	13.4	B		-	0.74	20.0	B						
FOUNTAIN AVENUE																
FOUNTAIN AVENUE & VANDALIA AVENUE																
Fountain Avenue	NB	LT	0.13	7.5	A		LT	0.13	7.5	A					- Mitigation not required.	
	SB	TR	0.34	9.0	A		TR	0.42	9.6	A						
Vandalia Avenue	EB	L	0.36	17.6	B		L	0.48	19.4	B						
		LR	0.15	15.1	B		LR	0.19	15.5	B						
Overall	Intersection	-	0.35	10.7	B		-	0.44	11.7	B						
FOUNTAIN AVENUE & EGAN STREET		(UNSIGNALIZED INTERSECTION)					(UNSIGNALIZED INTERSECTION)									
Fountain Avenue	NB	LT	-	8.8	A		LT	-	9.2	A					- Mitigation not required.	
Overall	Intersection	-	-	0.1	A		-	-	0.1	A						
FOUNTAIN AVENUE & FLATLANDS AVENUE																
Fountain Avenue	NB	LTR	0.87	47.4	D		LTR	1.01	71.9	E		LTR	0.88	44.5	D	- Restripe the Flatlands Avenue EB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 14 ft. shared through-right lane. - Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection. - Shift the Flatlands Avenue WB approach centerline 10 ft. to the south tapered 150 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 20.5 ft. shared through-right lane with parking. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 13 ft. lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 35 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 33 s of green time (each phase has 3 s amber and 2 s red). - [Mitigation same as 2011 weekday PM.]
	SB	LTR	0.62	27.5	C		LTR	0.71	29.8	C		LTR	0.62	24.5	C	
Flatlands Avenue	EB	DefL	0.68	32.4	C		DefL	0.81	44.2	D		L	0.71	33.0	C	
		TR	0.12	13.3	B		TR	0.12	13.3	B		TR	0.18	21.7	C	
	WB	DefL	0.43	21.5	C		DefL	0.43	21.5	C		L	0.34	15.1	B	
		TR	0.20	14.5	B		TR	0.20	14.5	B		TR	0.15	21.6	C	
Overall	Intersection	-	0.76	30.4	C		-	0.89	39.9	D		-	0.74	30.0	C	
FOUNTAIN AVENUE & OLD MILL ROAD		(UNSIGNALIZED INTERSECTION)					(UNSIGNALIZED INTERSECTION)									
Fountain Avenue	SB	LT	-	8.5	A		LT	-	8.8	A					- Mitigation not required.	
	Old Mill Road	WB	LR	-	13.5	B		LR	-	15.4	C					
Overall	Intersection	-	-	0.1	A		-	-	0.1	A						

TABLE E-13 GATEWAY ESTATES II FEIS 2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)														
INTERSECTION & APPROACH		2013 No Build Condition				2013 Build Condition				2013 Build with Mitigation				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
FOUNTAIN AVENUE & COZINE AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Fountain Avenue	NB	LT	-	15.1	C	LT	-	19.1	C					
		TR	-	14.9	B	TR	-	18.9	C					
Cozine Avenue	SB	LT	-	19.5	C	LT	-	28.9	D					
		TR	-	16.7	C	TR	-	21.3	C					
	EB	LTR	-	12.5	B	LTR	-	13.2	B					
		WB	LTR	-	13.3	B	LTR	-	14.0	B				
Overall Intersection		-	-	16.1	C	-	-	21.1	C					
FOUNTAIN AVENUE & WORTMAN AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Fountain Avenue	NB	LT	-	9.9	A	LT	-	10.4	B					
	SB	LT	-	9.9	A	LT	-	10.6	B					
Wortman Avenue	EB	LT	-	85.5	F	LT	-	120+	F*					
		TR	-	28.1	D	TR	-	41.1	E					
	WB	LTR	-	72.2	F	LTR	-	120+	F*					
Overall Intersection		-	-	10.0	B	-	-	23.7	C					
FOUNTAIN AVENUE & STANLEY AVENUE														- Mitigation not required. - [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
Fountain Avenue	NB	LTR	0.48	13.2	B	LTR	0.57	14.5	B	LTR	0.57	14.5	B	
	SB	LTR	0.69	16.2	B	LTR	0.82	20.3	C	LTR	0.81	19.9	B	
Stanley Avenue	EB	LTR	0.31	12.2	B	LTR	0.30	12.0	B	LTR	0.31	12.2	B	
		DefL	0.56	17.5	B	DefL	0.54	16.8	B	DefL	0.57	17.5	B	
	WB	TR	0.35	12.7	B	TR	0.17	10.8	B	TR	0.35	12.7	B	
Overall Intersection		-	0.63	14.7	B	-	0.68	16.6	B	-	0.69	16.4	B	
FOUNTAIN AVENUE & LIBERTY AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				
Fountain Avenue	SB	LTR	-	36.5	E	LTR	-	43.1	E	L	-	17.4	C	
		-	-	-	-	-	-	-	-	TR	-	34.8	D	
Liberty Avenue	WB	LT	-	8.8	A	LT	-	8.8	A	LT	-	8.8	A	
		Overall Intersection		-	-	8.3	A	-	-	9.9	A	-	-	7.5
FOUNTAIN AVENUE & ATLANTIC AVENUE		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
Atlantic Avenue	EB	TR	FREEFLOW			A	TR	FREEFLOW			A			
Overall Intersection		-	FREEFLOW			A	-	FREEFLOW			A			
<b><u>FLATLANDS AVENUE</u></b>														
FLATLANDS AVENUE & ATKINS AVENUE														- Mitigation not required.
Atkins Avenue	NB	LTR	0.31	18.4	B	LTR	0.38	19.2	B					
	SB	LTR	0.35	19.2	B	LTR	0.42	20.4	C					
Flatlands Avenue	EB	L	0.06	13.5	B	L	0.11	14.2	B					
		TR	0.41	16.4	B	TR	0.43	16.6	B					
	WB	L	0.15	14.4	B	L	0.16	14.6	B					
		TR	0.33	15.5	B	TR	0.33	15.5	B					
Overall Intersection		-	0.38	16.6	B	-	0.42	17.1	B					
FLATLANDS AVENUE & ESSEX STREET		(UNSIGNALIZED INTERSECTION)												- Mitigation not required.
Essex Street	SB	LTR	-	29.2	D	LTR	0.22	17.6	B					
Flatlands Avenue	EB	L	-	9.9	A	L	0.08	13.8	B					
		-	-	-	-	TR	0.53	18.0	B					
	WB	L	-	8.9	A	L	0.08	13.7	B					
		-	-	-	-	TR	0.47	17.2	B					
		Overall Intersection		-	-	2.6	A	-	0.38	17.5	B			

TABLE E-13 GATEWAY ESTATES II FEIS 2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)															
INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			LOS	Mvt.	2013 Build Condition			LOS	2013 Build with Mitigation			Mitigation Measures
			V/C	Delay				V/C	Delay			V/C	Delay		
FLATLANDS AVENUE & LINWOOD STREET			(UNSIGNALIZED INTERSECTION)												
Linwood Street	NB	LTR	-	31.3	D	LTR	0.19	17.1	B	- Mitigation not required.					
	SB	LR	-	22.1	C	LR	0.19	17.3	B						
Flatlands Avenue	EB	LT	-	10.8	B	LT	0.56	18.5	B						
	WB	-	-	-	-	TR	0.48	17.3	B						
Overall Intersection		-	-	1.5	A	-	0.38	17.8	B						
FLATLANDS AVENUE & ELTON STREET															
Elton Street	NB	LTR	0.27	18.7	B	LTR	0.38	21.0	C	- Mitigation not required.					
	SB	LTR	0.26	18.3	B	LTR	0.29	18.7	B						
Flatlands Avenue	EB	L	0.08	13.8	B	L	0.09	14.0	B						
		TR	0.59	19.1	B	TR	0.64	20.2	C						
	WB	L	0.01	12.9	B	L	0.04	13.2	B						
		TR	0.55	18.3	B	TR	0.59	19.9	B						
Overall Intersection		-	0.43	18.6	B	-	0.52	19.5	B						
FLATLANDS AVENUE & JEROME STREET															
Jerome Street	NB	L	0.71	22.7	C	L	0.83	27.7	C	- Mitigation not required.					
		TR	0.17	16.6	B	TR	0.20	17.4	B						
Flatlands Avenue	SB	LTR	0.32	33.2	C	-	-	-	-						
		L	0.45	21.1	C	L	0.55	24.4	C						
	EB	TR	1.20+	120+	F*	T	0.47	16.6	B						
		-	-	-	-	R	0.92	7.1	A						
	WB	L	0.41	25.7	C	L	0.12	13.6	B						
		TR	0.59	18.7	B	TR	0.62	18.7	B						
Overall Intersection		-	0.93	68.2	E	-	0.92	16.9	B						
FLATLANDS AVENUE & SCHENCK AVENUE															
Schenck Avenue	SB	LR	0.73	33.8	C	L	0.57	28.1	C	- Mitigation not required.					
		-	-	-	-	LR	0.56	28.7	C						
Flatlands Avenue	EB	L	0.47	31.7	C	-	-	-	-						
		T	0.90	27.3	C	T	0.82	20.8	C						
	WB	TR	0.98	33.9	C	T	0.98	33.2	C						
		-	-	-	-	R	0.23	0.2	A						
Overall Intersection		-	0.88	31.2	C	-	0.82	24.7	C						
FLATLANDS AVENUE & VAN SICLEN AVENUE															
Van Siclen Avenue	NB	LTR	0.65	30.5	C	LTR	0.68	31.9	C	L	0.24	28.4	C	- Remove parking on the east side of the Van Siclen Avenue NB approach 220 ft. from intersection.	
		-	-	-	-	-	-	-	-	T	0.36	28.2	C		
		-	-	-	-	-	-	-	-	R	0.40	29.9	C		
Flatlands Avenue	SB	LTR	1.08	86.8	F	LTR	1.20+	120+	F*	L	0.69	36.8	D	- Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one 10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB receiving side as one 24 ft. lane with parking.	
		-	-	-	-	-	-	-	-	TR	0.83	43.3	D		
		L	0.51	24.2	C	L	0.57	27.7	C	L	0.33	17.1	B		
	EB	TR	0.78	20.1	C	TR	0.95	33.1	C	T	0.95	35.5	D	- Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving side as one 20 ft. lane.	
		-	-	-	-	-	-	-	-	R	0.11	13.4	B		
		L	0.97	65.7	E	L	1.02	79.3	E	L	0.72	23.7	C		
	WB	TR	0.71	18.0	B	TR	0.92	28.6	C	T	0.86	26.7	C	- Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection. - Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide one 13 ft. through lane, one 12 ft. through lane and one 10 ft. exclusive right turn lane.	
		-	-	-	-	-	-	-	-	R	0.32	15.9	B		
		-	-	-	-	-	-	-	-	-	-	-	-		
Overall Intersection		-	1.01	32.2	C	-	1.14	53.2	D	-	0.91	30.5	C	- Remove parking on the north side of the Flatlands Avenue WB approach 190 ft. from intersection. - Restripe the Flatlands Avenue WB approach as one 10 ft. exclusive left turn lane, one 12 ft. through lane, one 11 ft. through lane and one 10 ft. exclusive right turn lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 25 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 43 s of green time (each phase has 3 s amber and 2 s red). - [Mitigation same as 2011 weekday PM.]	

TABLE E-13  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures	
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS		
FLATLANDS AVENUE & PENNSYLVANIA AVENUE															
Pennsylvania Avenue	NB	L	0.75	59.5	E	L	0.75	59.5	E	L	0.75	59.5	E	<div>- <b>Unmitigatable Impact.</b></div> <div>- Restripe the Pennsylvania Avenue SB approach as one 13 ft. exclusive left turn lane, two 10 ft. through lanes and one 10 ft. shared through-right lane.</div> <div>- [Measures reflect geometric improvements needed for the weekday midday peak period.]</div>	
		TR	0.61	31.5	C	TR	0.61	31.7	C	TR	0.61	31.7	C		
SB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*			
	TR	0.89	40.6	D	TR	0.89	40.6	D	TR	0.94	45.2	D			
Flatlands Avenue	EB	L	0.92	75.0	E	L	1.02	102.5	F	L	1.02	102.5	F		
		T	0.88	49.3	D	T	1.00	65.9	E	T	1.00	65.9	E		
	R	0.48	26.9	C	R	0.48	26.9	C	R	0.48	26.9	C			
		WB	L	0.48	46.7	D	L	0.56	52.1	D	L	0.56	52.1		D
T	0.79		44.1	D	T	0.91	51.3	D	T	0.91	51.3	D			
R	0.83	40.6	D	R	1.20+	120+	F*	R	1.20+	120+	F*				
Overall Intersection	-	1.20+	67.4	E	-	1.20+	120+	F*	-	1.20+	114.1	F			
FLATLANDS AVENUE & ROCKAWAY PARKWAY															
Rockaway Parkway	NB	L	0.60	26.8	C	L	0.60	26.8	C	L	0.74	41.3	D	<div>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</div> <div>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</div> <div>- Modify signal phasing plan: Remove the NB lead phase; maintain the existing 120 s cycle with the following signal timing: NB/SB = 52 s of green time, EB/WB = 58 s of green time (each phase has 3 s amber and 2 s red).</div>	
		TR	0.58	23.5	C	TR	0.61	24.0	C	TR	0.70	31.9	C		
SB	LTR	1.01	73.1	E	LTR	1.06	86.5	F	LTR	0.65	29.3	C			
	L	0.63	49.4	D	L	0.78	75.2	E	L	0.50	32.4	C			
Flatlands Avenue	EB	TR	1.07	79.2	E	TR	1.14	104.1	F	TR	0.98	46.0	D		
		L	0.52	45.2	D	L	0.73	69.6	E	L	0.58	41.5	D		
TR	0.99	55.5	E	TR	1.07	78.1	E	TR	0.92	37.5	D				
Overall Intersection	-	1.04	60.9	E	-	1.09	79.4	E	-	0.87	38.7	D			
FLATLANDS AVENUE & REMSEN AVENUE															
Remsen Avenue	NB	L	0.75	32.5	C	L	0.75	32.5	C	L	0.71	27.8	C		<div>- Shift the Remsen Avenue SB approach centerline 1 ft. to the east tapered 150 ft. from intersection. Restripe the Remsen Avenue SB approach to provide one 11 ft. left turn lane, and maintain the existing 10 ft. through lane and 17 ft. shared through-right lane with parking. Shift the SB approach stop bar 10 ft. to the north. Restripe the Remsen Avenue NB receiving side to provide one 12 ft. lane and one 14 ft lane.</div> <div>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue EB approach centerline 2 ft. to the north. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue WB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue WB approach centerline 2 ft. to the south. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</div> <div>- Modify signal timing: NB/SB green time shifts from 39.6 s to 42 s; EB/WB green time shifts from 39.6 s to 38 s (each phase has 3 s amber and 2 s red).</div> <div>- [Mitigation same as 2011 weekday PM.]</div>
		TR	0.78	24.9	C	TR	0.80	25.9	C	TR	0.76	22.8	C		
SB	L	0.88	57.8	E	L	0.99	83.8	F	L	0.87	52.0	D			
	TR	0.73	23.5	C	TR	0.73	23.5	C	TR	0.69	21.0	C			
Flatlands Avenue	EB	L	0.47	30.4	C	L	0.47	30.4	C	L	0.47	31.4	C		
		TR	1.05	60.6	E	TR	1.09	74.7	E	T	0.80	26.2	C		
	-	-	-	-	-	-	-	-	-	R	0.56	23.8	C		
		WB	L	0.43	27.8	C	L	0.60	38.9	D	L	0.48	29.5	C	
TR	1.00		47.8	D	TR	1.06	65.5	E	T	0.82	27.0	C			
-	-	-	-	-	-	-	-	-	R	0.47	22.2	C			
Overall Intersection	-	0.96	41.2	D	-	1.04	50.8	D	-	0.84	25.4	C			
LINDEN BOULEVARD															
LINDEN BOULEVARD & 79TH STREET															
79th Street	NB	L	0.30	30.3	C	L	0.32	30.7	C					<div>- Mitigation not required.</div>	
		R	0.14	27.9	C	R	0.14	27.9	C						
Linden Boulevard (Mainline)	EB	T	0.67	18.5	B	T	0.68	18.7	B						
		WB	0.71	20.8	C	T	0.72	21.3	C						
Linden Boulevard (Service Road)	EB	T	0.26	13.1	B	T	0.26	13.1	B						
		WB	0.35	14.5	B	T	0.35	14.5	B						
Overall Intersection	-	0.56	19.1	B	-	0.58	19.5	B							

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INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures	
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS		
LINDEN BOULEVARD & EUCLID AVENUE															
Euclid Avenue	NB	LTR	1.19	120+	F*	LTR	0.44	37.2	D	LTR	1.19	120+	F*	- Mitigation not required. - [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]	
	SB	LTR	0.52	36.7	D	LTR	0.52	36.6	D	LTR	0.52	36.7	D		
Linden Boulevard (Mainline)	EB	L	0.19	12.1	B	L	0.19	12.4	B	L	0.19	12.4	B		
		T	0.57	15.2	B	T	0.59	15.4	B	T	0.59	15.4	B		
	WB	L	0.50	23.7	C	L	0.54	27.8	C	L	0.54	27.8	C		
		T	0.67	11.4	B	T	0.69	11.7	B	T	0.69	11.7	B		
Linden Boulevard (Service Road)	EB	TR	0.31	12.4	B	TR	0.31	12.4	B	TR	0.31	12.4	B		
	WB	T	0.53	11.0	B	T	0.53	11.0	B	T	0.53	11.0	B		
	Linden Boulevard (Unsignalized)	WB	R	-	10.2	B	R	-	11.1	B	R	-	11.1	B	
Overall Intersection	-		0.78	22.8	C	-	0.56	16.1	B	-	0.79	22.8	C		
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE															
Fountain Avenue	NB	LTR	0.85	45.1	D	LTR	1.20+	120+	F*	LTR	0.78	37.8	D	- Convert Loring Avenue to one-way SB. (This measure was proposed as a mitigation measure in the 1996 Plan, and is necessary to mitigate the significant impacts of the Modified Plan.) - Restripe the Loring Avenue SB receiving as one 12 ft. and one 20 ft. lane with parking. - Prohibit parking on the east side of the Fountain Avenue NB approach 250 ft. from intersection during weekday PM peak period (4-6 PM). - Prohibit parking on the west side of the Fountain Avenue SB approach 120 ft. from intersection during weekday PM peak period (4-6 PM). - Restripe the Linden Boulevard EB mainline approach as one 13 ft. exclusive left turn lane and three 10 ft. through lanes. - Restripe the Linden Boulevard WB mainline approach as one 14 ft. exclusive left turn lane and three 10 ft. through lanes. - Modify signal phasing plan: Eliminate the Loring Avenue NB phase; replace the EB lead phase with a new WB lead phase; maintain the existing 120 s cycle with the following signal timing: NB/SB = 44 s of green time, WB = 10 s of green time, and EB/WB = 50 s of green time (each phase has 3 s amber and 3 s or 2 s red).	
	SB	DefL	0.72	45.0	D	DefL	1.11	120+	F*	DefL	0.57	34.7	C		
		TR	0.92	58.8	E	TR	1.20+	120+	F*	TR	0.83	44.3	D		
Linden Boulevard (Mainline)	EB	L	1.07	109.5	F	L	0.69	30.3	C	L	0.96	77.3	E		
		T	0.76	24.7	C	T	0.66	16.7	B	T	0.85	31.1	C		
	WB	L	0.44	40.9	D	L	1.20+	120+	F*	L	0.74	38.3	D		
		T	0.49	10.4	B	T	0.68	27.5	C	T	0.54	12.9	B		
Linden Boulevard (Service Road)	EB	TR	0.65	24.5	C	TR	0.56	16.6	B	TR	0.70	29.5	C		
	WB	TR	0.64	13.2	B	TR	0.86	37.1	D	TR	0.67	15.8	B		
	Loring Avenue	NB	-	-	-	LTR	0.78	77.9	E	-	-	-	-		
Overall Intersection	-		0.91	28.2	C	-	1.20+	92.9	F	-	0.90	28.6	C		
LINDEN BOULEVARD & ATKINS AVENUE															
Atkins Avenue	SB	LTR	0.40	38.7	D	LTR	0.34	31.9	C					- Mitigation not required.	
Linden Boulevard (Mainline)	EB	T	0.52	11.7	B	T	0.58	16.7	B						
	WB	L	0.21	11.9	B	L	0.37	22.0	C						
		T	0.47	11.2	B	T	0.52	15.8	B						
	Linden Boulevard (Service Road)	EB	TR	0.64	15.8	B	TR	0.72	23.5	C					
	WB	T	0.34	10.3	B	T	0.38	14.5	B						
Overall Intersection	-		0.56	13.6	B	-	0.58	18.2	B						
LINDEN BOULEVARD & ELTON STREET															
			(UNSIGNALIZED INTERSECTION)			(UNSIGNALIZED INTERSECTION)									
Elton Street	NB	R	-	12.3	B	R	-	12.3	B					- Mitigation not required.	
Overall Intersection	-		-	1.2	A	-	-	1.2	A						
LINDEN BOULEVARD & PENNSYLVANIA AVENUE															
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	- Unmitigatable Impact. - Restripe the Pennsylvania Avenue NB approach as one 12.5 ft. exclusive left turn lane, two 11 ft. through lanes and one 10 ft. exclusive right turn lane. - Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection. - Shift the Pennsylvania Avenue SB approach centerline 3 ft. to the east tapered 150 ft. from intersection. Maintain the 9.5 ft. exclusive left turn lane, and restripe the other lanes to provide one 11 ft. through lane and one 12 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving side as two 11 ft. lanes. - Reduce width of the Linden Boulevard EB service road approach median from 7 ft. to 5 ft. Maintain the 11.5 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes. - Reduce width of the Linden Boulevard WB service road approach median from 7 ft. to 5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes. - [Measures reflect geometric improvements needed for the weekday midday peak period.]	
		T	0.55	26.7	C	T	0.86	46.0	D	T	0.86	46.0	D		
		R	0.21	22.1	C	R	0.30	32.9	C	R	0.32	33.3	C		
	SB	L	0.68	76.0	E	L	0.96	120+	F*	L	0.96	120+	F*		
		TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*		
Linden Boulevard (Mainline)	EB	L	0.84	52.0	D	L	1.13	120+	F*	L	1.13	120+	F*		
		T	1.16	117.2	F	T	1.20	120+	F*	T	1.18	120+	F*		
	WB	L	0.56	33.5	C	L	0.80	80.2	F	L	0.80	80.2	F		
		T	1.05	74.0	E	T	1.11	99.6	F	T	1.09	92.2	F		
Linden Boulevard (Service Road)	EB	T	0.76	43.6	D	T	0.87	52.0	D	T	0.87	52.0	D		
		R	0.91	43.8	D	R	1.09	87.7	F	R	1.09	87.7	F		
WB	TR	0.56	35.5	D	TR	0.61	37.4	D	TR	0.61	37.4	D			
Overall Intersection	-		1.20+	120+	F*	-	1.20+	120+	F*	-	1.20+	120+	F*		



TABLE E-13  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			2013 Build Condition			2013 Build with Mitigation			Mitigation Measures		
			V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C			Delay
LINDEN BOULEVARD & ROCKAWAY AVENUE														
Rockaway Avenue	NB	LT	1.13	120+	F*	LT	1.13	120+	F*	LT	1.09	110.1	F	- Shift the Rockaway Avenue SB approach centerline 2 ft. to the east tapered 60 ft. from intersection. Restripe the SB approach as one 12 ft. shared left-through lane and one 10 ft. exclusive right turn lane. Restripe the Rockaway Avenue NB receiving side as one 18 ft. lane with parking. - Shift the Rockaway Avenue NB approach centerline 2 ft. to the west tapered 60 ft. from intersection. Restripe the NB approach as one 10 ft. shared left-through lane and one 12 ft. exclusive right turn lane. Restripe the Rockaway Avenue SB receiving side as one 18 ft. lane with parking. - Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase; shift 1 s green time from EB/WB phase to EB-left/WB-left lag phase. [NB/SB green time shifts from 28 s to 29 s; EB/WB green time shifts from 65 s to 63 s; EB-left/WB-left green time shifts from 12 s to 13 s.]
		R	0.76	59.2	E	R	0.84	68.3	E	R	0.75	56.2	E	
	SB	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.16	120+	F*	
		R	1.14	120+	F*	R	1.14	120+	F*	R	1.10	120+	F*	
Linden Boulevard (Mainline)	EB	L	0.46	57.3	E	L	0.46	57.3	E	L	0.42	55.2	E	
		T	0.87	19.9	B	T	0.90	21.5	C	T	0.93	25.2	C	
	WB	L	1.19	120+	F*	L	1.20+	120+	F*	L	1.18	120+	F*	
		T	0.65	20.3	C	T	0.68	21.0	C	T	0.70	22.6	C	
Linden Boulevard (Service Road)	EB	TR	0.77	26.2	C	TR	0.77	26.2	C	TR	0.79	28.6	C	
	WB	TR	0.55	19.6	B	TR	0.57	20.2	C	TR	0.59	21.7	C	
Overall Intersection		-	1.01	48.2	D	-	1.06	51.9	D	-	1.03	47.1	D	
LINDEN BOULEVARD & ROCKAWAY PARKWAY														
Rockaway Parkway	NB	LTR	0.98	72.7	E	LTR	0.98	72.7	E	LTR	0.93	61.9	E	- Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase. [NB/SB green time shifts from 30 s to 31 s; EB/WB green time shifts from 65 s to 64 s; EB-left/WB-left lag green time remains at 9 s.]
	SB	L	1.16	120+	F*	L	1.18	120+	F*	L	1.15	120+	F*	
	TR	1.11	109.6	F	TR	1.11	109.6	F	TR	1.08	95.4	F		
Linden Boulevard (Mainline)	EB	L	0.82	88.5	F	L	0.82	88.5	F	L	0.82	88.5	F	- [Mitigation same as 2011 weekday PM.]
		T	0.65	20.4	C	T	0.68	21.0	C	T	0.69	21.8	C	
	WB	L	0.73	78.8	E	L	0.73	78.8	E	L	0.73	78.8	E	
		T	0.64	20.2	C	T	0.67	20.8	C	T	0.68	21.6	C	
Linden Boulevard (Service Road)	EB	TR	0.40	17.0	B	TR	0.40	17.0	B	TR	0.41	17.6	B	
	WB	TR	0.73	25.1	C	TR	0.75	25.6	C	TR	0.76	26.7	C	
Overall Intersection		-	0.87	48.4	D	-	0.88	49.1	D	-	0.88	45.6	D	
LINDEN BOULEVARD & KINGS HIGHWAY & REMSEN AVENUE														
Kings Highway (Mainline)	NB	T	1.09	99.1	F	T	1.09	99.1	F	T	1.09	99.1	F	- Reduce width of the Kings Highway NB service road approach median from 7 ft. to 5 ft. Restripe the Kings Highway NB service road approach to provide one 10 ft. through lane, and maintain the existing 10 ft. shared through-right lane.
	SB	T	1.12	110.4	F	T	1.12	110.4	F	T	1.12	110.4	F	
Kings Highway (Service Road)	NB	TR	1.01	83.1	F	TR	1.04	90.3	F	TR	1.00	79.3	E	- Reduce width of the Linden Boulevard EB approach median from 7 ft. to 2 ft. Restripe the Linden Boulevard EB approach as one 13 ft. through lane and one 14 ft. shared through-right lane. Restripe the Linden Boulevard WB receiving side as two 10 ft. lanes.
	SB	TR	1.06	98.6	F	TR	1.06	98.6	F	TR	1.06	98.6	F	
Remsen Avenue	EB	DefL	1.12	120+	F*	DefL	1.12	120+	F*	DefL	1.12	120+	F*	- Shift the Linden Boulevard WB mainline approach median 2 ft. to the south, and reduce median width from 4 ft. to 2 ft. Restripe the Linden Boulevard WB mainline approach as one 12 ft. shared left-through lane and one 14 ft. through lane. Restripe the Linden Boulevard EB mainline receiving side as two 11 ft. lanes.
		TR	1.09	105.1	F	TR	1.09	105.1	F	TR	1.09	105.1	F	
Linden Boulevard (Mainline)	WB	TR	1.08	101.9	F	TR	1.08	101.9	F	TR	1.08	101.9	F	- [Mitigation same as 2011 weekday PM.]
		EB	TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	1.20	120+	
	WB	DefL	0.90	74.8	E	DefL	0.90	80.7	F	DefL	0.86	73.4	E	
		T	1.13	111.9	F	T	1.19	120+	F*	T	1.11	106.0	F	
Linden Boulevard (Service Road - Unsignalized)	WB	R	1.01	79.0	E	R	1.02	80.3	F	R	1.02	80.3	F	
		R	-	10.2	B	R	-	10.9	B	R	-	10.9	B	
Overall Intersection		-	1.20+	111.8	F	-	1.20+	119.6	F	-	1.20	106.4	F	
PENNSYLVANIA AVENUE														
PENNSYLVANIA AVENUE & LIBERTY AVENUE														
Pennsylvania Avenue	NB	LTR	0.97	36.1	D	LTR	1.02	47.6	D	LTR	0.91	25.9	C	- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.
	SB	-	-	-	-	L	0.22	6.9	A	LTR	0.81	11.0	B	
Liberty Avenue	TR	L	1.06	51.5	D	TR	1.12	74.1	E	-	-	-	-	- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane. - Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane. - Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking. - Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking. - [Mitigation same as 2011 weekday PM.]
	EB	LTR	0.93	69.1	E	LTR	0.86	57.6	E	LTR	0.71	45.0	D	
	WB	LTR	0.98	83.7	F	LTR	0.90	64.6	E	LTR	0.74	47.5	D	
Overall Intersection		-	1.04	49.6	D	-	1.05	60.1	E	-	0.86	23.4	C	



TABLE E-13  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	<u>2013 No Build Condition</u>			Mvt.	<u>2013 Build Condition</u>			Mvt.	<u>2013 Build with Mitigation</u>			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
PENNSYLVANIA AVENUE & ATLANTIC AVENUE														
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	- Unmitigatable Impact.				
		T	0.82	40.8	D	TR	0.95	53.6	D					
		R	0.27	28.3	C	-	-	-	-					
Atlantic Avenue	SB	L	1.20	120+	F*	L	0.92	120+	F*					
		TR	0.98	88.1	F	TR	1.02	101.0	F					
	EB	L	0.48	23.4	C	L	0.38	38.1	D					
		TR	1.13	96.5	F	TR	1.20+	120+	F*					
	WB	TR	0.67	36.9	D	TR	0.97	55.9	E					
Overall Intersection		-	1.20+	83.8	F	-	1.20+	99.2	F					

**Notes**  
(1): Control delay is measured in seconds per vehicle.  
(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.  
(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

Denotes a significant impact

TABLE E-14  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
ERSKINE STREET														
ERSKINE STREET & BELT PARKWAY EASTBOUND RAMPs														
Erskine Street	SB	L	0.52	19.3	B	L	0.69	22.7	C	L	0.73	25.0	C	- Modify signal timing: Shift 2 s green time from SB phase to EB phase. [SB green time shifts from 40 s to 38 s; EB green time shifts from 40 s to 42 s.] - [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]
Belt Parkway Eastbound On/Off Ramp	EB	L	0.68	24.6	C	L	0.89	37.3	D	L	0.85	31.6	C	
		LT	0.28	16.7	B	LT	0.37	17.9	B	LT	0.35	16.4	B	
Overall	Intersection	-	0.60	20.8	C	-	0.79	27.0	C	-	0.79	26.0	C	
ERSKINE STREET & BELT PARKWAY WESTBOUND RAMPs														
Erskine Street	NB	T	0.52	19.2	B	T	0.67	22.1	C	T	0.73	25.5	C	- Modify signal timing: Shift 3 s green time from NB phase to WB phase. [NB green time shifts from 40 s to 37 s; WB green time shifts from 40 s to 43 s.] - [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]
Belt Parkway Westbound On/Off Ramp	WB	R	0.69	23.1	C	R	0.94	39.0	D	R	0.88	29.5	C	
Overall	Intersection	-	0.60	21.2	C	-	0.81	31.0	C	-	0.81	27.6	C	
ERSKINE STREET & GATEWAY DRIVE														
Erskine Street	NB	L	0.71	29.5	C	L	0.87	35.6	D	L	0.91	38.2	D	- Shift the Erskine Street NB approach median 8 ft. to the east, and increase median width from 4 ft. to 6.5 ft. Restripe the Erskine Street NB approach as two 10 ft. exclusive left turn lanes and one 14 ft. shared through-right lane. Restripe the Erskine Street SB receiving side as three 10 ft. lanes. - Restripe the Erskine Street SB approach as one 10 ft. exclusive left turn lane and one 12 ft. through lane, and maintain the existing 11.5 ft. through lane and 12.5 ft. shared through-right lane. Restripe the Erskine Street NB receiving side as one 14 ft. lane and two 10 ft. lanes.
		TR	0.42	8.7	A	TR	0.59	10.6	B	TR	1.02	42.1	D	
	SB	L	0.37	34.3	C	L	0.48	41.0	D	L	0.49	42.0	D	
		T	0.88	41.1	D	T	1.20+	120+	F*	TR	0.90	39.9	D	
	Gateway Drive	R	0.03	25.6	C	R	0.03	25.6	C	-	-	-	-	
		L	0.02	25.5	C	L	0.02	25.5	C	L	0.02	25.5	C	
		T	0.05	25.7	C	T	0.05	25.7	C	T	0.05	25.7	C	
		R	0.71	13.9	B	R	0.87	20.6	C	R	0.87	20.6	C	
	WB	L	0.64	39.4	D	L	0.64	39.4	D	L	0.64	39.4	D	
		TR	0.19	27.2	C	TR	0.19	27.2	C	TR	0.21	27.4	C	
Overall	Intersection	-	0.71	24.2	C	-	0.93	61.8	E	-	0.91	36.1	D	
ERSKINE STREET & GATEWAY PLAZA														
Erskine Street	NB	L	0.77	40.2	D	L	0.77	40.2	D	L	0.77	40.2	D	- Reduce width of the Erskine Street SB approach median from 20.5 ft. to 10 ft. Restripe the Erskine Street SB approach as two 11 ft. through lanes and one 12.5 ft. shared through-right lane. - Reduce width of the Erskine Street SB receiving median from 15 ft. to 8 ft. Restripe the Erskine Street SB receiving as three 10 ft. receiving lanes. - [Mitigation same as 2011 Saturday midday.]
		T	0.26	7.2	A	T	0.45	8.7	A	T	0.45	8.7	A	
	SB	TR	0.68	28.7	C	TR	1.00	55.1	E	TR	0.72	28.8	C	
	Gateway Plaza	L	0.49	33.4	C	L	0.49	33.4	C	L	0.49	33.4	C	
R		0.31	12.3	B	R	0.31	12.3	B	R	0.31	12.3	B		
Overall	Intersection	-	0.65	23.4	C	-	0.78	33.0	C	-	0.67	22.5	C	
ERSKINE STREET & PARKING LOT SE CORNER														
Erskine Street	NB	-	-	-	-	L	0.68	18.9	B	- Mitigation not required.				
		-	-	-	-	T	0.36	5.7	A					
	SB	-	-	-	-	TR	0.66	22.5	C					
	Parking Lot SE Corner	EB	-	-	-	-	L	0.29	33.3					
-		-	-	-	-	R	0.37	16.8	B					
Overall	Intersection	-	-	-	-	-	0.65	16.2	B					
ERSKINE STREET & PARKING LOT NE CORNER														
Erskine Street	NB	-	-	-	-	L	0.24	9.3	A	- Mitigation not required.				
		-	-	-	-	T	0.43	9.6	A					
	SB	-	-	-	-	TR	0.43	9.7	A					
	Parking Lot NE Corner	EB	-	-	-	-	L	0.1	24.5					
-		-	-	-	-	R	0.12	24.8	C					
Overall	Intersection	-	-	-	-	-	0.34	10.5	B					

TABLE E-14  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			LOS	Mvt.	2013 Build Condition			LOS	2013 Build with Mitigation		LOS	Mitigation Measures	
			V/C	Delay				V/C	Delay			Mvt.	V/C	Delay		
ERSKINE STREET & VANDALIA AVENUE																
Erskine Street	NB	L	0.47	23.2	C		L	0.6	29.1	C					- Mitigation not required.	
		T	0.52	22.3	C		T	0.64	26.1	C						
Vandalia Avenue	SB	LTR	0.53	22.6	C		LTR	0.68	27.6	C						
	EB	LTR	0.4	25.6	C		LTR	0.61	35.0	D						
	WB	DefL	0.6	20.8	C		DefL	0.83	31.1	C						
Erskine Street (channelized stop)	NB	TR	0.04	12.1	B		TR	0.05	11.1	B						
		R	-	9.8	A		R	-	10.6	B						
Overall Intersection		-	0.52	22.6	C		-	0.73	29.2	C						
ERSKINE STREET & EGAN STREET																
		(UNSIGNALIZED INTERSECTION)					(UNSIGNALIZED INTERSECTION)									
Erskine Street	NB	LT	-	8.2	A		LT	-	8.5	A					- Mitigation not required.	
Egan Street	WB	LTR	-	17.4	C		LTR	-	22.2	C						
Overall Intersection		-	-	1.5	A		-	-	1.5	A						
GATEWAY DRIVE																
GATEWAY DRIVE & DRIVEWAY TO OLIVE GARDEN																
Driveway to Olive Garden	SB	L	0.56	21.1	C		L	0.56	21.1	C					- Mitigation not required.	
		R	0.24	16.3	B		R	0.24	16.3	B						
Gateway Drive	EB	L	0.77	34.7	C		L	0.77	34.7	C						
	WB	T	0.24	8.2	A		T	0.33	8.8	A						
		TR	0.60	11.3	B		TR	0.73	13.5	B						
Overall Intersection		-	0.69	13.9	B		-	0.69	14.4	B						
GATEWAY DRIVE & DRIVEWAY TO RED LOBSTER																
Driveway to Red Lobster	SB	L	0.45	18.9	B		L	0.45	18.9	B					- Mitigation not required.	
		R	0.19	15.3	B		R	0.19	15.3	B						
Gateway Drive	EB	L	0.67	23.4	C		L	0.67	23.4	C						
	WB	T	0.19	7.5	A		T	0.27	8.0	A						
		TR	0.29	8.1	A		TR	0.40	8.9	A						
Overall Intersection		-	0.58	11.6	B		-	0.58	11.2	B						
GATEWAY DRIVE & DRIVEWAY TO BOULDER CREEK																
Driveway to Boulder Creek	SB	L	0.38	18.5	B		L	0.38	18.5	B					- Mitigation not required.	
		R	0.40	18.8	B		R	0.40	18.8	B						
Gateway Drive	EB	LT	0.56	11.8	B		LT	0.86	21.8	C						
	WB	TR	0.25	8.2	A		TR	0.37	9.1	A						
	Overall Intersection		-	0.50	12.5	B		-	0.68	15.8	B					
GATEWAY DRIVE & GATEWAY PLAZA																
Gateway Drive	NB	T	0.47	10.4	B		T	0.69	13.5	B					- Mitigation not required.	
		R	0.01	7.1	A		R	0.01	7.1	A						
	SB	L	1.03	64.7	E		L	1.03	64.0	E						
Gateway Plaza	WB	T	0.39	10.0	A		T	0.55	12.2	B						
		LR	0.95	46.8	D		LR	0.95	46.8	D						
Overall Intersection		-	1.00	35.3	D		-	1.00	32.5	C						
GATEWAY DRIVE & PARKING LOT SW CORNER																
Gateway Drive	NB	-	-	-	-		TR	0.91	34.5	C					- Mitigation not required.	
	SB	-	-	-	-		DefL	0.8	29.6	C						
Parking Lot SW Corner	WB	-	-	-	-		T	0.72	9.5	A						
		-	-	-	-		L	0.48	38.9	D						
		-	-	-	-		R	0.37	14.4	B						
Overall Intersection		-	-	-	-		-	1.13	24.2	C						

TABLE E-14  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			LOS	Mvt.	2013 Build Condition			LOS	2013 Build with Mitigation			LOS	Mitigation Measures	
			V/C	Delay				V/C	Delay			V/C	Delay				
GATEWAY DRIVE & PARKING LOT NW CORNER																	
Gateway Drive	NB	-	-	-	-	-	TR	0.88	28.2	C					- Mitigation not required.		
	SB	-	-	-	-	-	LT	0.95	21.4	C							
Parking Lot NW Corner	WB	-	-	-	-	-	L	0.07	32.1	C							
		-	-	-	-	-	R	0.26	16.5	B							
Overall	Intersection	-	-	-	-	-	-	0.78	24.2	C							
VANDALIA AVENUE																	
VANDALIA AVENUE & ELTON STREET		(UNSIGNALIZED INTERSECTION)					(UNSIGNALIZED INTERSECTION)										
Elton Street	NB	LTR	-	8.3	A		LTR	-	9.6	A					- Mitigation not required.		
	SB	LTR	-	8.3	A		LTR	-	9.5	A							
Vandalia Avenue	EB	LT	-	8.8	A		LT	-	9.8	A							
		TR	-	8.2	A		TR	-	9.0	A							
	WB	LT	-	8.6	A		LT	-	9.4	A							
		TR	-	8.4	A		TR	-	9.2	A							
Overall	Intersection	-	-	8.4	A		-	-	9.4	A							
VANDALIA AVENUE & GATEWAY DRIVE																	
Gateway Drive	NB	TR	0.62	21.7	C		TR	0.93	32.0	C					- Mitigation not required.		
	SB	LT	0.61	8.2	A		LT	1.04	43.4	D							
Vandalia Avenue	WB	L	0.16	31.6	C		L	0.16	31.6	C							
		R	0.38	18.3	B		R	0.41	19.6	B							
Overall	Intersection	-	0.61	15.3	B		-	0.86	36.8	D							
FOUNTAIN AVENUE																	
FOUNTAIN AVENUE & VANDALIA AVENUE																	
Fountain Avenue	NB	LT	0.11	7.5	A		LT	0.11	7.5	A					- Mitigation not required.		
	SB	TR	0.37	9.2	A		TR	0.46	10.0	B							
Vandalia Avenue	EB	L	0.35	17.3	B		L	0.49	19.5	B							
		LR	0.15	15.2	B		LR	0.20	15.6	B							
Overall	Intersection	-	0.36	10.8	B		-	0.47	12.1	B							
FOUNTAIN AVENUE & EGAN STREET		(UNSIGNALIZED INTERSECTION)					(UNSIGNALIZED INTERSECTION)										
Fountain Avenue	NB	LT	-	8.9	A		LT	-	9.3	A					- Mitigation not required.		
Overall	Intersection	-	-	0.1	A		-	-	0.1	A							
FOUNTAIN AVENUE & FLATLANDS AVENUE																	
Fountain Avenue	NB	LTR	0.70	32.1	C		LTR	0.85	41.4	D		LTR	0.69	26.1	C	- Restripe the Flatlands Avenue EB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 14 ft. shared through-right lane. - Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection. - Shift the Flatlands Avenue WB approach centerline 10 ft. to the south tapered 150 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 20.5 ft. shared through-right lane with parking. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 13 ft. lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 38 s of green time, EB-left/WB-left = 8 s of green time, and EB/WB = 29 s of green time (each phase has 3 s amber and 2 s red).	
	SB	LTR	0.97	62.7	E		LTR	1.18	120+	F*		LTR	0.95	51.9	D		
Flatlands Avenue	EB	DefL	0.70	32.7	C		DefL	0.85	48.1	D		L	0.73	36.2	D		
		TR	0.16	13.6	B		TR	0.16	13.6	B		TR	0.26	24.9	C		
	WB	DefL	0.22	11.7	B		DefL	0.22	11.7	B		L	0.28	15.5	B		
		TR	0.25	11.8	B		TR	0.25	11.8	B		TR	0.21	22.7	C		
Overall	Intersection	-	0.80	35.4	D		-	0.98	63.6	E		-	0.78	34.8	C		
FOUNTAIN AVENUE & OLD MILL ROAD		(UNSIGNALIZED INTERSECTION)					(UNSIGNALIZED INTERSECTION)										
Fountain Avenue	SB	LT	-	8.5	A		LT	-	8.9	A					- Mitigation not required.		
	Old Mill Road	WB	LR	-	13.3	B		LR	-	15.4	C						
Overall	Intersection	-	-	0.1	A		-	-	0.1	A							

TABLE E-14 GATEWAY ESTATES II FEIS 2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)															
INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			LOS	Mvt.	2013 Build Condition			LOS	2013 Build with Mitigation			Mitigation Measures
			V/C	Delay				V/C	Delay			V/C	Delay		
FOUNTAIN AVENUE & COZINE AVENUE			(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								
Fountain Avenue	NB	LT	-	12.9	B	LT	-	16.7	C	- Mitigation not required.					
		TR	-	12.9	B	TR	-	16.7	C						
	SB	LT	-	13.5	B	LT	-	17.7	C						
TR		-	14.7	B	TR	-	20.6	C							
Cozine Avenue	EB	LTR	-	10.9	B	LTR	-	11.5	B						
	WB	LTR	-	10.2	B	LTR	-	10.8	B						
Overall Intersection		-	-	13.3	B	-	-	17.5	C						
FOUNTAIN AVENUE & WORTMAN AVENUE			(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								
Fountain Avenue	NB	LT	-	9.7	A	LT	-	10.4	B	- Mitigation not required.					
	SB	LT	-	9.0	A	LT	-	9.6	A						
Wortman Avenue	EB	LT	-	56.3	F	LT	-	120+	F*						
		TR	-	25.7	D	TR	-	40.5	E						
	WB	LTR	-	42.5	E	LTR	-	111.7	F						
Overall Intersection		-	-	5.0	A	-	-	9.5	A						
FOUNTAIN AVENUE & STANLEY AVENUE															
Fountain Avenue	NB	LTR	0.47	13.1	B	LTR	0.60	15.0	B	LTR	0.60	15.0	B	- Mitigation not required. - [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]	
	SB	LTR	0.45	12.5	B	LTR	0.59	14.1	B	LTR	0.57	13.7	B		
Stanley Avenue	EB	LTR	0.29	12.1	B	LTR	0.29	12.0	B	LTR	0.30	12.1	B		
	WB	LTR	0.61	17.5	B	LTR	0.44	14.0	B	LTR	0.61	17.5	B		
Overall Intersection		-	0.54	13.8	B	-	0.52	14.2	B	-	0.61	14.8	B		
FOUNTAIN AVENUE & LIBERTY AVENUE			(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				
Fountain Avenue	SB	LTR	-	31.1	D	LTR	-	38.4	E	L	-	16.9	C	- Remove parking on the east side of the Fountain Avenue SB approach 120 ft. from intersection. - Restripe the Fountain Avenue SB approach as one 12 ft. exclusive left turn lane and one 18 ft. shared through-right lane. - [Mitigation same as 2011 Saturday midday.]	
		-	-	-	-	-	-	-	-	TR	-	31.1	D		
Liberty Avenue	WB	LT	-	8.5	A	LT	-	8.7	A	LT	-	8.7	A		
		-	-	-	-	-	-	-	-	-	-	-	-		
Overall Intersection		-	-	7.6	A	-	-	9.4	A	-	-	7.1	A		
FOUNTAIN AVENUE & ATLANTIC AVENUE			(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								
Atlantic Avenue	EB	TR	FREEFLOW		A	TR	FREEFLOW		A	- Mitigation not required.					
		-	FREEFLOW		A	-	FREEFLOW		A						
Overall Intersection		-	FREEFLOW		A	-	FREEFLOW		A						
FLATLANDS AVENUE															
FLATLANDS AVENUE & ATKINS AVENUE															
Atkins Avenue	NB	LTR	0.41	19.7	B	LTR	0.52	21.8	C	- Mitigation not required.					
	SB	LTR	0.23	17.6	B	LTR	0.35	19.3	B						
Flatlands Avenue	EB	L	0.02	13.0	B	L	0.04	13.2	B						
		TR	0.48	17.2	B	TR	0.49	17.3	B						
	WB	L	0.11	14.2	B	L	0.13	14.4	B						
		TR	0.34	15.6	B	TR	0.34	15.6	B						
Overall Intersection		-	0.45	17.0	B	-	0.50	17.6	B						
FLATLANDS AVENUE & ESSEX STREET			(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								
Essex Street	SB	LTR	-	25.5	D	LTR	0.16	16.8	B	- Mitigation not required.					
Flatlands Avenue	EB	L	-	9.7	A	L	0.10	14.0	B						
	-	-	-	-	-	TR	0.56	18.4	B						
	WB	L	-	9.4	A	L	0.06	13.5	B						
		-	-	-	-	-	TR	0.46	17.0						B
Overall Intersection		-	-	1.3	A	-	0.37	17.6	B						

TABLE E-14  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
FLATLANDS AVENUE & LINWOOD STREET		(UNSIGNALIZED INTERSECTION)												
Linwood Street	NB	LTR	-	30.2	D	LTR	0.06	15.6	B					- Mitigation not required.
	SB	LR	-	15.3	C	LR	0.13	16.6	B					
Flatlands Avenue	EB	LT	-	9.9	A	LT	0.64	19.8	B					
	WB	-	-	-	-	TR	0.45	16.9	B					
Overall Intersection		-	-	0.8	A	-	0.39	18.4	B					
FLATLANDS AVENUE & ELTON STREET														
Elton Street	NB	LTR	0.28	18.9	B	LTR	0.47	23.0	C					- Mitigation not required.
	SB	LTR	0.16	16.8	B	LTR	0.21	17.5	B					
Flatlands Avenue	EB	L	0.20	15.3	B	L	0.23	16.0	B					
		TR	0.63	19.7	B	TR	0.71	21.3	C					
	WB	L	0.04	13.3	B	L	0.10	14.4	B					
		TR	0.44	16.8	B	TR	0.46	17.0	B					
Overall Intersection		-	0.47	18.3	B	-	0.59	19.6	B					
FLATLANDS AVENUE & JEROME STREET														
Jerome Street	NB	L	1.09	80.6	F	L	0.99	41.4	D					- Mitigation not required.
		TR	0.25	19.3	B	TR	0.24	15.5	B					
Flatlands Avenue	SB	LTR	0.42	35.7	D	-	-	-	-					
	EB	L	0.39	16.4	B	L	0.60	26.9	C					
		TR	1.20+	120+	F*	T	0.74	23.7	C					
		-	-	-	-	R	1.03	26.4	C					
WB	L	0.66	41.5	D	L	0.43	24.8	C						
	TR	0.43	14.9	B	TR	0.53	19.7	B						
Overall Intersection		-	1.20+	103.7	F	-	1.03	28.8	C					
FLATLANDS AVENUE & SCHENCK AVENUE														
Schenck Avenue	SB	LR	0.88	44.8	D	L	0.72	33.1	C					- Mitigation not required.
		-	-	-	-	LR	0.69	33.1	C					
Flatlands Avenue	EB	L	0.59	41.8	D	-	-	-	-					
		T	0.87	24.4	C	T	0.85	21.5	C					
	WB	TR	1.20+	120+	F*	T	1.18	104.5	F					
		-	-	-	-	R	0.85	4.0	A					
Overall Intersection		-	1.20+	120+	F*	-	1.00	45.6	D					
FLATLANDS AVENUE & VAN SICLEN AVENUE														
Van Siclen Avenue	NB	LTR	0.69	30.7	C	LTR	0.73	32.3	C	L	0.11	25.4	C	- Remove parking on the east side of the Van Siclen Avenue NB approach 220 ft. from intersection. - Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one 10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB receiving side as one 24 ft. lane with parking. - Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving side as one 20 ft. lane. - Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection. Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide one 13 ft. through lane, one 12 ft. through lane and one 10 ft. exclusive right turn lane. - Remove parking on the north side of the Flatlands Avenue WB approach 190 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 10 ft. exclusive left turn lane, one 12 ft. through lane, one 11 ft. through lane and one 10 ft. exclusive right turn lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 24 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 44 s of green time (each phase has 3 s amber and 2 s red).
		-	-	-	-	-	-	-	-	T	0.39	29.5	C	
		-	-	-	-	-	-	-	-	-	R	0.52	33.2	
Flatlands Avenue	SB	LTR	0.86	37.7	D	LTR	1.04	71.0	E	L	0.75	38.0	D	
		-	-	-	-	-	-	-	-	TR	0.66	35.4	D	
	EB	L	0.56	22.8	C	L	1.20+	120+	F*	L	0.53	23.3	C	
		TR	0.73	13.8	B	TR	0.95	25.8	C	T	0.92	26.4	C	
WB		-	-	-	-	-	-	-	-	R	0.10	10.0	B	
	L	0.87	58.5	E	L	1.20+	120+	F*	L	0.71	36.6	D		
	TR	0.70	13.0	B	TR	0.95	25.8	C	T	0.84	20.7	C		
	-	-	-	-	-	-	-	-	-	R	0.37	12.9	B	
Overall Intersection		-	0.87	20.3	C	-	1.20+	50.6	D	-	0.87	25.6	C	

TABLE E-14  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures	
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS		
FLATLANDS AVENUE & PENNSYLVANIA AVENUE															
Pennsylvania Avenue	NB	L	1.05	89.9	F	L	1.05	89.9	F	L	1.05	89.9	F	<div>- <b>Unmitigatable Impact.</b></div> <div>- Restripe the Pennsylvania Avenue SB approach as one 13 ft. exclusive left turn lane, two 10 ft. through lanes and one 10 ft. shared through-right lane.</div> <div>- [Measures reflect geometric improvements needed for the weekday midday peak period.]</div>	
		TR	0.61	25.7	C	TR	0.62	25.9	C	TR	0.62	25.9	C		
Flatlands Avenue	SB	L	1.18	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*		
		TR	0.67	26.7	C	TR	0.67	26.7	C	TR	0.70	27.5	C		
	EB	L	1.16	120+	F*	L	1.16	120+	F*	L	1.16	120+	F*		
		T	1.05	73.1	E	T	1.20+	120+	F*	T	1.20+	120+	F*		
		R	0.41	19.0	B	R	0.41	19.0	B	R	0.41	19.0	B		
		WB	L	0.54	80.3	F	L	0.62	91.2	F	L	0.62	91.2		F
T	0.88		41.8	D	T	1.03	66.8	E	T	1.03	66.8	E			
R	0.98		54.1	D	R	1.20+	120+	F*	R	1.20+	120+	F*			
Overall Intersection		-	1.12	57.1	E	-	1.20+	120+	F*	-	1.20+	116.9	F		
FLATLANDS AVENUE & ROCKAWAY PARKWAY															
Rockaway Parkway	NB	L	0.32	21.1	C	L	0.32	21.2	C	L	0.40	24.0	C	<div>- <b>Partially Mitigated.</b></div> <div>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</div> <div>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</div> <div>- Modify signal phasing plan: Remove the NB lead phase; maintain the existing 90 s cycle with the following signal timing: NB/SB = 35 s of green time, EB/WB = 45 s of green time (each phase has 3 s amber and 2 s red).</div>	
		TR	0.79	27.7	C	TR	0.81	28.9	C	TR	0.92	42.6	D		
Flatlands Avenue	SB	LTR	1.14	108.2	F	LTR	1.17	117.4	F	LTR	0.60	22.3	C		
		EB	L	0.75	54.6	D	L	0.75	54.6	D	L	0.75	51.8		D
		TR	1.20	118.9	F	TR	1.20+	120+	F*	TR	1.16	98.7	F		
		WB	L	0.85	70.6	E	L	1.05	120+	F*	L	1.05	117.6		F
TR	1.15		101.8	F	TR	1.20+	120+	F*	TR	1.10	77.6	E			
Overall Intersection			-	1.13	96.5	F	-	1.20	120+	F*	-	1.15	71.8		E
FLATLANDS AVENUE & REMSEN AVENUE															
Remsen Avenue	NB	L	0.48	23.7	C	L	0.48	23.7	C	L	0.44	20.7	C		<div>- Shift the Remsen Avenue SB approach centerline 1 ft. to the east tapered 150 ft. from intersection. Restripe the Remsen Avenue SB approach to provide one 11 ft. left turn lane, and maintain the existing 10 ft. through lane and 17 ft. shared through-right lane with parking. Shift the SB approach stop bar 10 ft. to the north. Restripe the Remsen Avenue NB receiving side to provide one 12 ft. lane and one 14 ft lane.</div> <div>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue EB approach centerline 2 ft. to the north. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue WB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</div> <div>- Shift the Flatlands Avenue WB approach centerline 2 ft. to the south. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 14 ft. lane.</div> <div>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</div> <div>- Modify signal timing: NB/SB green time shifts from 39.6 s to 42 s; EB/WB green time shifts from 39.6 s to 38 s (each phase has 3 s amber and 2 s red).</div> <div>- [Mitigation same as 2011 Saturday midday.]</div>
		TR	0.64	21.3	C	TR	0.66	21.7	C	TR	0.62	19.5	B		
Flatlands Avenue	SB	L	0.93	57.0	E	L	1.00	71.8	E	L	0.91	49.2	D		
		TR	0.61	20.9	C	TR	0.61	20.9	C	TR	0.58	18.8	B		
	EB	L	0.64	34.7	C	L	0.64	34.2	C	L	0.68	39.2	D		
		TR	0.83	27.0	C	TR	0.89	30.5	C	T	0.75	24.7	C		
		-	-	-	-	-	-	-	-	R	0.22	17.4	B		
		WB	L	0.20	17.7	B	L	0.33	21.7	C	L	0.31	21.6	C	
TR	1.06		65.5	E	TR	1.12	88.0	F	T	0.84	27.8	C			
-	-		-	-	-	-	-	-	-	R	0.82	37.0	D		
Overall Intersection		-	1.00	38.2	D	-	1.06	47.0	D	-	0.87	25.6	C		
LINDEN BOULEVARD															
LINDEN BOULEVARD & 79TH STREET															
79th Street	NB	L	0.35	23.8	C	L	0.38	24.1	C					<div>- Mitigation not required.</div>	
		R	0.10	20.4	C	R	0.10	20.4	C						
Linden Boulevard (Mainline)	EB	T	0.43	12.5	B	T	0.44	12.6	B						
		WB	0.66	16.7	B	T	0.69	17.2	B						
Linden Boulevard (Service Road)	EB	T	0.20	10.8	B	T	0.20	10.8	B						
		WB	0.14	10.4	B	T	0.14	10.4	B						
Overall Intersection		-	0.54	14.9	B	-	0.56	15.2	B						



TABLE E-14  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures	
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS		
LINDEN BOULEVARD & EUCLID AVENUE															
Euclid Avenue	NB	LTR	0.42	28.8	C	LTR	0.20	23.8	C	LTR	0.42	28.8	C	- Mitigation not required. - [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]	
	SB	LTR	0.56	28.9	C	LTR	0.56	28.8	C	LTR	0.56	28.9	C		
Linden Boulevard (Mainline)	EB	L	0.26	11.3	B	L	0.28	11.7	B	L	0.28	11.7	B		
		T	0.47	11.9	B	T	0.49	12.1	B	T	0.49	12.1	B		
	WB	L	0.17	9.1	A	L	0.18	9.3	A	L	0.18	9.3	A		
		T	0.61	10.5	B	T	0.64	10.8	B	T	0.64	10.8	B		
Linden Boulevard (Service Road)	EB	TR	0.28	10.5	B	TR	0.28	10.5	B	TR	0.28	10.5	B		
	WB	T	0.39	15.9	B	T	0.39	15.9	B	T	0.39	15.9	B		
Linden Boulevard (Unsignalized)	WB	R	-	10.0	A	R	-	10.9	B	R	-	10.9	B		
Overall	Intersection	-	0.58	14.0	B	-	0.60	13.9	B	-	0.60	14.1	B		
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE															
Fountain Avenue	NB	LTR	1.06	79.6	E	LTR	1.20+	120+	F*	LTR	0.94	42.1	D	- Convert Loring Avenue to one-way SB. (This measure was proposed as a mitigation measure in the 1996 Plan, and is necessary to mitigate the significant impacts of the Modified Plan.) - Restripe the Loring Avenue SB receiving as one 12 ft. and one 20 ft. lane with parking. - Prohibit parking on the east side of the Fountain Avenue NB approach 250 ft. from intersection during Saturday midday peak period (12-2 PM). - Prohibit parking on the west side of the Fountain Avenue SB approach 120 ft. from intersection during Saturday midday peak period (12-2 PM). - Restripe the Linden Boulevard EB mainline approach as one 13 ft. exclusive left turn lane and three 10 ft. through lanes. - Restripe the Linden Boulevard WB mainline approach as one 14 ft. exclusive left turn lane and three 10 ft. through lanes. - Modify signal phasing plan: Eliminate the Loring Avenue NB phase; replace the EB lead phase with a new WB lead phase; maintain the existing 90 s cycle with the following signal timing: NB/SB = 31 s of green time, WB = 7 s of green time, and EB/WB = 36 s of green time (each phase has 3 s amber and 3 s or 2 s red).	
	SB	DefL	0.77	37.0	D	DefL	1.11	111.0	F	DefL	0.56	26.2	C		
		TR	0.94	55.2	E	TR	1.20+	120+	F*	TR	0.82	35.3	D		
Linden Boulevard (Mainline)	EB	L	0.83	55.1	E	L	0.58	20.6	C	L	0.81	53.3	D		
		T	0.53	23.0	C	T	0.44	17.8	B	T	0.58	24.9	C		
	WB	L	0.39	19.2	B	L	1.20+	120+	F*	L	0.79	25.5	C		
		T	0.46	1.6	A	T	0.67	14.0	B	T	0.53	3.7	A		
Linden Boulevard (Service Road)	EB	TR	0.56	25.0	C	TR	0.46	18.9	B	TR	0.59	26.8	C		
	WB	TR	0.58	2.7	A	TR	0.80	19.3	B	TR	0.63	5.2	A		
Loring Avenue	NB	-	-	-	-	LTR	0.82	72.8	E	-	-	-	-		
Overall	Intersection	-	0.85	27.2	C	-	1.20+	116.9	F	-	0.88	22.2	C		
LINDEN BOULEVARD & ATKINS AVENUE															
Atkins Avenue	SB	LTR	0.26	28.3	C	LTR	0.23	21.6	C					- Mitigation not required.	
Linden Boulevard (Mainline)	EB	T	0.41	8.6	A	T	0.49	14.0	B						
	WB	L	0.07	6.9	A	L	0.17	12.9	B						
		T	0.42	8.7	A	T	0.50	14.1	B						
Linden Boulevard (Service Road)	EB	TR	0.21	7.5	A	TR	0.27	12.2	B						
	WB	T	0.30	8.2	A	T	0.36	13.2	B						
Overall	Intersection	-	0.38	9.6	A	-	0.40	14.3	B						
LINDEN BOULEVARD & ELTON STREET															
Elton Street	NB	R	-	10.1	B	R	-	10.2	B						- Mitigation not required.
Overall	Intersection	-	-	0.8	A	-	-	0.8	A						
LINDEN BOULEVARD & PENNSYLVANIA AVENUE															
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	- Unmitigatable Impact. - Restripe the Pennsylvania Avenue NB approach as one 12.5 ft. exclusive left turn lane, two 11 ft. through lanes and one 10 ft. exclusive right turn lane. - Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection. - Shift the Pennsylvania Avenue SB approach centerline 3 ft. to the east tapered 150 ft. from intersection. Maintain the 9.5 ft. exclusive left turn lane, and restripe the other lanes to provide one 11 ft. through lane and one 12 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving side as two 11 ft. lanes. - Reduce width of the Linden Boulevard EB service road approach median from 7 ft. to 5 ft. Maintain the 11.5 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes. - Reduce width of the Linden Boulevard WB service road approach median from 7 ft. to 5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes. - [Measures reflect geometric improvements needed for the weekday midday peak period.]	
		T	0.71	30.1	C	T	1.20+	120+	F*	T	1.20+	120+	F*		
		R	0.30	23.2	C	R	0.51	32.1	C	R	0.54	33.1	C		
Linden Boulevard (Mainline)	SB	L	0.83	120+	F*	L	1.00	120+	F*	L	1.00	120+	F*		
		TR	1.18	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*		
	EB	L	0.76	42.1	D	L	0.88	70.6	E	L	0.88	70.6	E		
		T	0.92	47.3	D	T	1.11	89.8	F	T	1.09	82.4	F		
Linden Boulevard (Service Road)	WB	L	0.81	47.6	D	L	0.96	88.8	F	L	0.96	88.8	F		
		T	0.96	52.0	D	T	1.19	120+	F*	T	1.17	115.8	F		
	EB	T	0.64	38.6	D	T	0.88	45.9	D	T	0.88	45.9	D		
WB		R	0.76	32.3	C	R	0.98	49.3	D	R	0.98	49.3	D		
		TR	0.49	34.2	C	TR	0.59	30.8	C	TR	0.59	30.8	C		
Overall	Intersection	-	1.20+	116.6	F	-	1.20+	120+	F*	-	1.20+	120+	F*		



TABLE E-14  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
LINDEN BOULEVARD & ROCKAWAY AVENUE														
Rockaway Avenue	NB	LT	1.12	108.8	F	LT	1.12	108.8	F	LT	1.07	91.6	F	- Shift the Rockaway Avenue SB approach centerline 2 ft. to the east tapered 60 ft. from intersection. Restripe the SB approach as one 12 ft. shared left-through lane and one 10 ft. exclusive right turn lane. Restripe the Rockaway Avenue NB receiving side as one 18 ft. lane with parking.
		R	0.66	40.5	D	R	0.77	47.6	D	R	0.67	39.4	D	
Linden Boulevard (Mainline)	SB	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.17	120+	F*	- Shift the Rockaway Avenue NB approach centerline 2 ft. to the west tapered 60 ft. from intersection. Restripe the NB approach as one 10 ft. shared left-through lane and one 12 ft. exclusive right turn lane. Restripe the Rockaway Avenue SB receiving side as one 18 ft. lane with parking.
		R	0.53	40.3	D	R	0.53	40.3	D	R	0.50	37.8	D	
	EB	L	0.45	44.8	D	L	0.45	44.8	D	L	0.37	40.2	D	
		T	0.75	20.1	C	T	0.80	21.5	C	T	0.86	25.3	C	
Linden Boulevard (Service Road)	WB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.14	120+	F*	- Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase; shift 2 s green time from EB/WB phase to EB-left/WB-left lag phase. [NB/SB green time shifts from 22 s to 23 s; EB/WB green time shifts from 44 s to 41 s; EB-left/WB-left green time shifts from 9 s to 11 s.]
		T	0.70	19.3	B	T	0.76	20.4	C	T	0.81	23.7	C	
	EB	TR	0.67	20.5	C	TR	0.67	20.5	C	TR	0.72	23.9	C	
		WB	TR	0.46	16.4	B	TR	0.49	17.0	B	TR	0.53	19.5	
Overall Intersection		-	0.96	44.7	D	-	1.03	51.7	D	-	0.99	43.4	D	
LINDEN BOULEVARD & ROCKAWAY PARKWAY														
Rockaway Parkway	NB	LTR	0.79	39.4	D	LTR	0.79	39.4	D	LTR	0.74	36.5	D	- Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase. [NB/SB green time shifts from 21 s to 22 s; EB/WB green time shifts from 45 s to 44 s; EB-left/WB-left lag green time remains at 8 s.]
		SB	L	1.14	114.6	F	L	1.17	120+	F*	L	1.13	110.4	
Linden Boulevard (Mainline)	TR	TR	0.77	37.9	D	TR	0.77	37.9	D	TR	0.73	35.8	D	- [Mitigation same as 2011 Saturday midday.]
		L	0.70	58.0	E	L	0.70	58.0	E	L	0.70	58.0	E	
	WB	T	0.60	16.9	B	T	0.64	17.5	B	T	0.66	18.4	B	
		L	0.16	39.6	D	L	0.16	39.6	D	L	0.16	39.6	D	
Linden Boulevard (Service Road)	T	0.56	16.3	B	T	0.60	16.8	B	T	0.61	17.6	B		
		EB	TR	0.24	13.3	B	TR	0.24	13.3	B	TR	0.25	13.9	B
	WB	TR	0.68	20.6	C	TR	0.70	21.1	C	TR	0.72	22.3	C	
		Overall Intersection		-	0.82	31.4	C	-	0.84	32.9	C	-	0.84	31.2
LINDEN BOULEVARD & KINGS HIGHWAY & REMSEN AVENUE														
Kings Highway (Mainline)	NB	T	1.06	88.3	F	T	1.06	88.3	F	T	1.06	88.3	F	- Reduce width of the Kings Highway NB service road approach median from 7 ft. to 5 ft. Restripe the Kings Highway NB service road approach to provide one 10 ft. through lane, and maintain the existing 10 ft. shared through-right lane.
		SB	T	1.08	94.6	F	T	1.08	94.6	F	T	1.08	94.6	
Kings Highway (Service Road)	NB	TR	0.68	46.5	D	TR	0.71	47.3	D	TR	0.68	46.4	D	- Reduce width of the Linden Boulevard EB approach median from 7 ft. to 2 ft. Restripe the Linden Boulevard EB approach as one 13 ft. through lane and one 14 ft. shared through-right lane.
		SB	TR	0.73	50.0	D	TR	0.73	50.0	D	TR	0.73	50.0	
Remsen Avenue	EB	DefL	0.74	62.5	E	DefL	0.74	62.8	E	DefL	0.72	61.1	E	Restripe the Linden Boulevard WB receiving side as two 10 ft. lanes.
		TR	1.12	113.6	F	TR	1.12	113.6	F	TR	1.12	113.6	F	
Linden Boulevard (Mainline)	WB	TR	1.12	114.4	F	TR	1.12	114.4	F	TR	1.12	114.4	F	- Shift the Linden Boulevard WB mainline approach median 2 ft. to the south, and reduce median width from 4 ft. to 2 ft. Restripe the Linden Boulevard WB mainline approach as one 12 ft. shared left-through lane and one 14 ft. through lane. Restripe the Linden Boulevard EB mainline receiving side as two 11 ft. lanes.
		EB	TR	1.20	120+	F*	TR	1.20+	120+	F*	TR	1.17	120+	
	WB	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.20+	120+	F*	
		R	0.53	34.3	C	R	0.54	34.4	C	R	0.54	34.4	C	
Linden Boulevard (Service Road - Unsignalized)	WB	R	-	10.4	B	R	-	10.4	B	R	-	10.4	B	- [Mitigation same as 2011 Saturday midday.]
		Overall Intersection		-	1.13	102.4	F	-	1.09	114.6	F	-	1.06	
PENNSYLVANIA AVENUE														
PENNSYLVANIA AVENUE & LIBERTY AVENUE														
Pennsylvania Avenue	NB	LTR	0.80	19.3	B	LTR	1.17	98.5	F	LTR	0.88	19.6	B	- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.
		SB	-	-	-	L	0.47	13.0	B	LTR	0.83	11.8	B	
Liberty Avenue	TR	TR	0.89	16.9	B	TR	1.20+	116.2	F	-	-	-	-	- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane.
		LTR	0.70	51.2	D	LTR	0.67	38.7	D	LTR	0.67	38.5	D	
	WB	LTR	0.97	73.4	E	LTR	0.93	54.0	D	LTR	0.88	47.5	D	
		Overall Intersection		-	0.91	27.3	C	-	1.13	94.5	F	-	0.88	
														- Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking.
														- [Mitigation same as 2011 Saturday midday.]

TABLE E-14  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY MIDDAY PEAK HOUR)

INTERSECTION & APPROACH		<u>2013 No Build Condition</u>				<u>2013 Build Condition</u>				<u>2013 Build with Mitigation</u>				<u>Mitigation Measures</u>
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
PENNSYLVANIA AVENUE & ATLANTIC AVENUE														
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	- Unmitigatable Impact.				
		T	0.88	43.2	D	TR	1.20+	120+	F*					
		R	0.23	28.0	C	-	-	-	-					
Atlantic Avenue	SB	L	1.20+	120+	F*	L	0.94	58.5	E					
		TR	0.91	46.8	D	TR	1.15	109.4	F					
	EB	L	0.45	23.5	C	L	0.35	27.3	C					
		TR	1.17	113.0	F	TR	1.20+	120+	F*					
	WB	TR	0.77	40.8	D	TR	1.02	57.6	E					
Overall Intersection		-	1.20+	87.6	F	-	1.20+	114.6	F					

**Notes**  
(1): Control delay is measured in seconds per vehicle.  
(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.  
(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

Denotes a significant impact

TABLE E-15 GATEWAY ESTATES II FEIS 2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)																
INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures		
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS			
<b>ERSKINE STREET</b>																
<b>ERSKINE STREET &amp; BELT PARKWAY EASTBOUND RAMPS</b>																
Erskine Street	SB	L	0.58	20.2	C	L	0.86	28.7	C	L	0.90	33.4	C	- Modify signal timing: Shift 2 s green time from SB phase to EB phase. [SB green time shifts from 40 s to 38 s; EB green time shifts from 40 s to 42 s.]		
Belt Parkway Eastbound On/Off Ramp	EB	L	0.73	26.2	C	L	0.98	52.4	D	L	0.94	41.6	D			
		LT	0.32	17.2	B	LT	0.43	18.8	B	LT	0.41	17.3	B			
Overall Intersection		-	0.65	21.8	C	-	0.92	35.0	C	-	0.92	33.8	C			
<b>ERSKINE STREET &amp; BELT PARKWAY WESTBOUND RAMPS</b>																
Erskine Street	NB	T	0.55	19.8	B	T	0.74	23.9	C	T	0.80	28.1	C	- Modify signal timing: Shift 3 s green time from NB phase to WB phase. [NB green time shifts from 40 s to 37 s; WB green time shifts from 40 s to 43 s.]		
Belt Parkway Westbound On/Off Ramp	WB	R	0.74	24.7	C	R	1.05	66.1	E	R	0.98	43.6	D			
Overall Intersection		-	0.65	22.3	C	-	0.90	46.2	D	-	0.90	36.3	D			
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>																
Erskine Street	NB	L	0.75	30.6	C	L	0.96	44.5	D	L	0.94	41.2	D	- <b>Unmitigatable Impact.</b> - Shift the Erskine Street NB approach median 8 ft. to the east, and increase median width from 4 ft. to 6.5 ft. Restripe the Erskine Street NB approach as two 10 ft. exclusive left turn lanes and one 14 ft. shared through-right lane. Restripe the Erskine Street SB receiving side as three 10 ft. lanes. - Restripe the Erskine Street SB approach as one 10 ft. exclusive left turn lane and one 12 ft. through lane, and maintain the existing 11.5 ft. through lane and 12.5 ft. shared through-right lane. Restripe the Erskine Street NB receiving side as one 14 ft. lane and two 10 ft. lanes. - Modify signal timing: Shift 1.5 s green time from NB/SB phase to NB-lead/EB-right phase. [NB/SB green time shifts from 22.5 s to 21.0 s; NB-lead/EB-right green time shifts from 28.5 s to 30.3 s. EB/WB green time remains at 22.5 sec.]		
		TR	0.45	9.0	A	TR	0.66	11.6	B	TR	1.14	86.8	F			
	SB	L	0.49	40.7	D	L	0.54	44.6	D	L	0.55	46.9	D			
		T	0.99	55.2	E	T	1.20+	120+	F*	TR	1.20+	120+	F*			
	Gateway Drive	EB	R	0.04	25.7	C	R	0.04	25.7	C	-	-	-		-	
			L	0.02	25.5	C	L	0.02	25.5	C	L	0.02	25.5		C	
		WB	T	0.06	25.8	C	T	0.06	25.8	C	T	0.06	25.8		C	
			R	0.75	15.3	B	R	1.01	42.1	D	R	0.98	34.6		C	
			L	0.78	48.3	D	L	0.78	48.1	D	L	0.78	48.1		D	
			TR	0.21	27.4	C	TR	0.21	27.4	C	TR	0.21	27.4		C	
	Overall Intersection		-	0.77	28.8	C	-	1.12	113.8	F	-	0.98	78.8		E	
	<b>ERSKINE STREET &amp; GATEWAY PLAZA</b>															
Erskine Street	NB	L	0.84	44.6	D	L	0.84	44.6	D	L	0.84	44.6	D	- Reduce width of the Erskine Street SB approach median from 20.5 ft. to 10 ft. Restripe the Erskine Street SB approach as two 11 ft. through lanes and one 12.5 ft. shared through-right lane. - Reduce width of the Erskine Street SB receiving median from 15 ft. to 8 ft. Restripe the Erskine Street SB receiving as three 10 ft. receiving lanes. - [Mitigation same as 2011 Saturday PM.]		
		T	0.28	7.3	A	T	0.51	9.3	A	T	0.51	9.3	A			
	SB	TR	0.75	31.1	C	TR	1.20+	120+	F*	TR	0.91	37.5	D			
Gateway Plaza	EB	L	0.53	34.4	C	L	0.53	34.4	C	L	0.53	34.4	C			
		R	0.33	12.7	B	R	0.33	12.7	B	R	0.33	12.7	B			
Overall Intersection		-	0.71	25.3	C	-	0.92	77.0	E	-	0.78	27.2	C			
<b>ERSKINE STREET &amp; PARKING LOT SE CORNER</b>																
Erskine Street	NB	-	-	-	-	L	0.92	44.2	D						- Mitigation not required.	
		-	-	-	-	T	0.39	5.9	A							
	SB	-	-	-	-	TR	0.78	25.2	C							
		EB	-	-	-	-	L	0.44	36.2	D						
			-	-	-	-	R	0.58	20.5	C						
Overall Intersection		-	-	-	-	-	0.76	21.9	C							
<b>ERSKINE STREET &amp; PARKING LOT NE CORNER</b>																
Erskine Street	NB	-	-	-	-	L	0.36	11.5	B						- Mitigation not required.	
		-	-	-	-	T	0.48	10.2	B							
	SB	-	-	-	-	TR	0.5	10.3	B							
		EB	-	-	-	-	L	0.16	25.2	C						
			-	-	-	-	R	0.19	25.7	C						
Overall Intersection		-	-	-	-	-	0.4	11.5	B							

TABLE E-15 GATEWAY ESTATES II FEIS 2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)															
INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			LOS	Mvt.	2013 Build Condition			LOS	2013 Build with Mitigation			Mitigation Measures
			V/C	Delay				V/C	Delay			Mvt.	V/C	Delay	
ERSKINE STREET & VANDALIA AVENUE															
Erskine Street	NB	L	0.48	24.0	C	L	0.65	33.3	C	- Mitigation not required.					
		T	0.6	23.9	C	T	0.76	30.0	C						
Vandalia Avenue	SB	LTR	0.65	25.3	C	LTR	0.85	35.4	D						
	EB	LTR	0.35	24.8	C	LTR	0.54	32.8	C						
	WB	DefL	0.63	21.7	C	DefL	0.92	41.3	D						
Erskine Street (channelized stop)	NB	TR	0.03	12.0	B	TR	0.04	11.1	B						
		R	-	9.9	A	R	-	11.4	B						
Overall Intersection		-	0.6	23.8	C	-	0.87	34.6	C						
ERSKINE STREET & EGAN STREET															
			(UNSIGNALIZED INTERSECTION)			(UNSIGNALIZED INTERSECTION)									
Erskine Street	NB	LT	-	8.5	A	LT	-	8.8	A	- Mitigation not required.					
Egan Street	WB	LTR	-	19.9	C	LTR	-	27.3	D						
Overall Intersection		-	-	1.0	A	-	-	1.3	A						
GATEWAY DRIVE															
GATEWAY DRIVE & DRIVEWAY TO OLIVE GARDEN															
Driveway to Olive Garden	SB	L	0.61	22.3	C	L	0.61	22.3	C	- Mitigation not required.					
		R	0.26	16.5	B	R	0.26	16.5	B						
Gateway Drive	EB	L	0.84	43.5	D	L	0.84	43.5	D						
	WB	T	0.26	8.3	A	T	0.40	9.2	A						
		TR	0.63	11.8	B	TR	0.80	15.2	B						
Overall Intersection		-	0.75	15.0	B	-	0.75	15.8	B						
GATEWAY DRIVE & DRIVEWAY TO RED LOBSTER															
Driveway to Red Lobster	SB	L	0.49	19.6	B	L	0.49	19.6	B	- Mitigation not required.					
		R	0.21	15.5	B	R	0.21	15.5	B						
Gateway Drive	EB	L	0.72	27.0	C	L	0.72	27.0	C						
	WB	T	0.19	7.5	A	T	0.33	8.3	A						
		TR	0.30	8.2	A	TR	0.44	9.2	A						
Overall Intersection		-	0.63	12.2	B	-	0.63	11.7	B						
GATEWAY DRIVE & DRIVEWAY TO BOULDER CREEK															
Driveway to Boulder Creek	SB	L	0.42	19.2	B	L	0.42	19.2	B	- Modify signal timing: Shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 19 s to 17 s; EB/WB green time shifts from 31 s to 33 s.]	L	0.47	21.9	C	
		R	0.43	19.4	B	R	0.43	19.4	B		R	0.48	22.2	C	
Gateway Drive	EB	LT	0.62	12.9	B	LT	1.09	69.2	E		LT	0.98	35.1	D	
	WB	TR	0.26	8.3	A	TR	0.41	9.4	A		TR	0.39	8.1	A	
Overall Intersection		-	0.55	13.2	B	-	0.84	34.7	C		-	0.81	21.5	C	
GATEWAY DRIVE & GATEWAY PLAZA															
Gateway Drive	NB	T	0.49	10.6	B	T	0.76	15.3	B	- Mitigation not required.					
		R	0.01	7.1	A	R	0.01	7.1	A						
	SB	L	1.12	94.7	F	L	1.12	93.8	F						
Gateway Plaza	WB	T	0.41	10.2	B	T	0.67	14.5	B						
		LR	1.03	66.7	E	LR	1.03	66.7	E						
Overall Intersection		-	1.09	49.9	D	-	1.09	44.2	D						
GATEWAY DRIVE & PARKING LOT SW CORNER															
Gateway Drive	NB	-	-	-	-	TR	0.96	40.2	D	- Mitigation not required.					
	SB	-	-	-	-	DefL	0.94	43.7	D						
Parking Lot SW Corner	WB	-	-	-	-	T	0.73	9.8	A						
		-	-	-	-	L	0.75	50.4	D						
		-	-	-	-	R	0.58	18.0	B						
Overall Intersection		-	-	-	-	-	1.20+	30.0	C						

TABLE E-15  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			LOS	Mvt.	2013 Build Condition			LOS	2013 Build with Mitigation			LOS	Mitigation Measures
			V/C	Delay				V/C	Delay			V/C	Delay			
GATEWAY DRIVE & PARKING LOT NW CORNER																
Gateway Drive	NB	-	-	-	-	-	TR	0.99	42.4	D						- Mitigation not required.
	SB	-	-	-	-	-	LT	1.03	40.0	D						
Parking Lot NW Corner	WB	-	-	-	-	-	L	0.11	32.6	C						
		-	-	-	-	-	R	0.40	18.5	B						
Overall	Intersection	-	-	-	-	-	-	0.87	39.1	D						
VANDALIA AVENUE																
VANDALIA AVENUE & ELTON STREET		(UNSIGNALIZED INTERSECTION)					(UNSIGNALIZED INTERSECTION)									
Elton Street	NB	LTR	-	8.1	A		LTR	-	9.4	A						- Mitigation not required.
	SB	LTR	-	8.0	A		LTR	-	9.3	A						
Vandalia Avenue	EB	LT	-	8.6	A		LT	-	9.6	A						
		TR	-	8.1	A		TR	-	8.7	A						
	WB	LT	-	8.3	A		LT	-	9.2	A						
		TR	-	8.1	A		TR	-	8.9	A						
Overall	Intersection	-	-	8.2	A		-	-	9.2	A						
VANDALIA AVENUE & GATEWAY DRIVE																
Gateway Drive	NB	TR	0.67	22.7	C		TR	1	42.5	D						- Mitigation not required.
	SB	LT	0.64	8.6	A		LT	1.04	42.0	D						
Vandalia Avenue	WB	L	0.14	31.3	C		L	0.14	31.3	C						
		R	0.32	17.4	B		R	0.36	19.3	B						
Overall	Intersection	-	0.63	15.8	B		-	0.85	41.0	D						
FOUNTAIN AVENUE																
FOUNTAIN AVENUE & VANDALIA AVENUE																
Fountain Avenue	NB	LT	0.12	7.5	A		LT	0.13	7.6	A						- Mitigation not required.
	SB	TR	0.41	9.5	A		TR	0.52	10.7	B						
Vandalia Avenue	EB	L	0.37	17.6	B		L	0.59	21.8	C						
		LR	0.16	15.3	B		LR	0.23	16.0	B						
Overall	Intersection	-	0.39	11.0	B		-	0.55	13.1	B						
FOUNTAIN AVENUE & EGAN STREET		(UNSIGNALIZED INTERSECTION)					(UNSIGNALIZED INTERSECTION)									
Fountain Avenue	NB	LT	-	9.1	A		LT	-	9.7	A						- Mitigation not required.
Overall	Intersection	-	-	0.1	A		-	-	0.1	A						
FOUNTAIN AVENUE & FLATLANDS AVENUE																
Fountain Avenue	NB	LTR	0.79	36.4	D		LTR	1.03	73.0	E		LTR	0.83	33.0	C	- Restripe the Flatlands Avenue EB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 14 ft. shared through-right lane.
	SB	LTR	1.04	80.9	F		LTR	1.20+	120+	F*		LTR	1.04	73.9	E	
Flatlands Avenue	EB	DefL	0.71	33.4	C		DefL	0.94	63.9	E		L	0.81	44.0	D	- Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection.
		TR	0.17	13.8	B		TR	0.17	13.8	B		TR	0.28	25.1	C	
	WB	DefL	0.25	12.1	B		DefL	0.25	12.1	B		L	0.31	16.0	B	- Shift the Flatlands Avenue WB approach centerline 10 ft. to the south tapered 150 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 12 ft. exclusive left turn lane, one 12 ft. through lane and one 20.5 ft. shared through-right lane with parking. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 13 ft. lane.
		TR	0.27	12.0	B		TR	0.27	12.0	B		TR	0.23	22.9	C	
Overall	Intersection	-	0.84	42.2	D		-	1.08	88.9	F		-	0.88	44.8	D	- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 38 s of green time, EB-left/WB-left = 8 s of green time, and EB/WB = 29 s of green time (each phase has 3 s amber and 2 s red).
FOUNTAIN AVENUE & OLD MILL ROAD		(UNSIGNALIZED INTERSECTION)					(UNSIGNALIZED INTERSECTION)									
Fountain Avenue	SB	LT	-	8.7	A		LT	-	9.4	A						- Mitigation not required.
Old Mill Road	WB	LR	-	14.0	B		LR	-	18.1	C						
Overall	Intersection	-	-	0.1	A		-	-	0.1	A						

TABLE E-15 GATEWAY ESTATES II FEIS 2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)															
INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			LOS	Mvt.	2013 Build Condition			LOS	2013 Build with Mitigation			Mitigation Measures
			V/C	Delay				V/C	Delay			V/C	Delay		
FOUNTAIN AVENUE & COZINE AVENUE			(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								
Fountain Avenue	NB	LT	-	14.1	B	LT	-	22.7	C	- Mitigation not required.					
		TR	-	14.0	B	TR	-	22.9	C						
	SB	LT	-	14.8	B	LT	-	22.6	C						
TR		-	16.5	C	TR	-	28.3	D							
Cozine Avenue	EB	LTR	-	11.3	B	LTR	-	12.0	B						
	WB	LTR	-	10.5	B	LTR	-	11.2	B						
Overall Intersection		-	-	14.5	B	-	-	23.2	C						
FOUNTAIN AVENUE & WORTMAN AVENUE			(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								
Fountain Avenue	NB	LT	-	9.9	A	LT	-	10.9	B	- Mitigation not required.					
	SB	LT	-	9.2	A	LT	-	10.2	B						
Wortman Avenue	EB	LT	-	83.9	F	LT	-	120+	F*						
		TR	-	31.3	D	TR	-	65.8	F						
	WB	LTR	-	59.7	F	LTR	-	120+	F*						
Overall Intersection		-	-	6.9	A	-	-	30.8	D						
FOUNTAIN AVENUE & STANLEY AVENUE															
Fountain Avenue	NB	LTR	0.51	13.7	B	LTR	0.71	17.2	B	LTR	0.71	17.1	B	- Mitigation not required. - [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]	
	SB	LTR	0.49	12.8	B	LTR	0.66	15.0	B	LTR	0.63	14.5	B		
Stanley Avenue	EB	LTR	0.31	12.4	B	LTR	0.31	12.3	B	LTR	0.32	12.4	B		
	WB	LTR	0.67	19.3	B	LTR	0.48	14.8	B	LTR	0.67	19.3	B		
Overall Intersection		-	0.59	14.5	B	-	0.60	15.6	B	-	0.69	16.2	B		
FOUNTAIN AVENUE & LIBERTY AVENUE			(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				
Fountain Avenue	SB	LTR	-	43.3	E	LTR	-	63.7	F	L	-	18.7	C	- Remove parking on the east side of the Fountain Avenue SB approach 120 ft. from intersection. - Restripe the Fountain Avenue SB approach as one 12 ft. exclusive left turn lane and one 18 ft. shared through-right lane. - Prohibit parking on the west side of the Fountain Avenue SB approach 120 ft. from intersection during Saturday PM peak period (4-6 PM). - [Mitigation same as 2011 Saturday PM.]	
		-	-	-	-	-	-	-	-	TR	-	41.5	E		
Liberty Avenue	WB	LT	-	8.7	A	LT	-	8.9	A	LT	-	8.9	A		
Overall Intersection		-	-	10.5	B	-	-	15.4	C	-	-	9.3	A		
FOUNTAIN AVENUE & ATLANTIC AVENUE			(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								
Atlantic Avenue	EB	TR	FREEFLOW		A	TR	FREEFLOW		A	- Mitigation not required.					
Overall Intersection		-	FREEFLOW		A	-	FREEFLOW		A						
FLATLANDS AVENUE															
FLATLANDS AVENUE & ATKINS AVENUE															
Atkins Avenue	NB	LTR	0.4	19.7	B	LTR	0.6	23.6	C	- Mitigation not required.					
	SB	LTR	0.23	17.6	B	LTR	0.39	19.8	B						
Flatlands Avenue	EB	L	0.02	13.1	B	L	0.07	13.7	B						
		TR	0.54	18.1	B	TR	0.56	18.3	B						
	WB	L	0.13	14.5	B	L	0.17	15.1	B						
		TR	0.43	16.6	B	TR	0.44	16.7	B						
Overall Intersection		-	0.48	17.6	B	-	0.58	18.6	B						
FLATLANDS AVENUE & ESSEX STREET			(UNSIGNALIZED INTERSECTION)												
Essex Street	SB	LTR	-	37.5	E	LTR	0.16	16.8	B	- Mitigation not required.					
Flatlands Avenue	EB	L	-	10.6	B	L	0.14	14.8	B						
		-	-	-	-	TR	0.63	19.5	B						
	WB	L	-	10.0	A	L	0.05	13.4	B						
		-	-	-	-	TR	0.56	18.4	B						
		Overall Intersection		-	-	1.6	A	-	0.40						18.8

TABLE E-15  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures	
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS		
FLATLANDS AVENUE & LINWOOD STREET		(UNSIGNALIZED INTERSECTION)													
Linwood Street	NB	LTR	-	34.0	D	LTR	0.09	15.9	B					- Mitigation not required.	
	SB	LR	-	17.2	C	LR	0.14	16.7	B						
Flatlands Avenue	EB	LT	-	10.5	B	LT	0.72	21.5	C						
	WB	-	-	-	-	TR	0.55	18.2	B						
Overall Intersection		-	-	0.8	A	-	0.44	19.8	B						
FLATLANDS AVENUE & ELTON STREET															
Elton Street	NB	LTR	0.25	18.4	B	LTR	0.45	22.3	C					- Mitigation not required.	
	SB	LTR	0.18	17.2	B	LTR	0.24	17.9	B						
Flatlands Avenue	EB	L	0.28	16.8	B	L	0.31	17.8	B						
		TR	0.70	21.1	C	TR	0.76	22.7	C						
	WB	L	0.03	13.4	B	L	0.11	14.7	B						
		TR	0.54	18.1	B	TR	0.56	18.4	B						
Overall Intersection		-	0.49	19.5	B	-	0.61	20.7	C						
FLATLANDS AVENUE & JEROME STREET															
Jerome Street	NB	L	1.15	105.7	F	L	1.06	62.9	E	L	1.09	73.5	E	- Modify signal timing: Shift 1 s green time from NB/EB-Right phase to EB/WB phase. [NB/EB-Right green time shifts from 41 s to 40 s; EB/WB green time shifts from 39 s to 40 s.]	
		TR	0.27	19.5	B	TR	0.27	15.8	B	TR	0.27	16.4	B		
Flatlands Avenue	SB	LTR	0.47	36.8	D	-	-	-	-	-	-	-	-		
	EB	L	0.50	19.6	B	L	0.82	45.1	D	L	0.78	39.5	D		
		TR	1.20+	120+	F*	T	0.81	25.7	C	T	0.79	24.4	C		
		-	-	-	-	R	1.06	38.2	D	R	1.06	37.4	D		
WB	L	0.73	48.5	D	L	0.59	34.8	C	L	0.55	30.9	C			
	TR	0.50	15.8	B	TR	0.62	21.1	C	TR	0.60	20.2	C			
Overall Intersection		-	1.20+	120+	F*	-	1.06	39.4	D	-	1.06	41.6	D		
FLATLANDS AVENUE & SCHENCK AVENUE															
Schenck Avenue	SB	LR	0.96	57.1	E	L	0.80	37.4	D					- Mitigation not required.	
		-	-	-	-	LR	0.76	36.9	D						
Flatlands Avenue	EB	L	0.66	50.6	D	-	-	-	-						
		T	0.93	29.9	C	T	0.94	27.8	C						
	WB	TR	1.20+	120+	F*	T	1.20+	120+	F*						
		-	-	-	-	R	1.02	23.3	C						
Overall Intersection		-	1.20+	120+	F*	-	1.18	45.6	F						
FLATLANDS AVENUE & VAN SICLEN AVENUE															
Van Siclen Avenue	NB	LTR	0.75	33.6	C	LTR	0.79	36.1	D	L	0.13	25.6	C	- Remove parking on the east side of the Van Siclen Avenue NB approach 220 ft. from intersection. - Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one 10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB receiving side as one 24 ft. lane with parking. - Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving side as one 20 ft. lane. - Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection. - Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide one 13 ft. through lane, one 12 ft. through lane and one 10 ft. exclusive right turn lane. - Remove parking on the north side of the Flatlands Avenue WB approach 190 ft. from intersection. Restripe the Flatlands Avenue WB approach as one 10 ft. exclusive left turn lane, one 12 ft. through lane, one 11 ft. through lane and one 10 ft. exclusive right turn lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal phasing plan: Add a new lead phase for the EB and WB left turns; maintain the existing 90 s cycle with the following signal timing: NB/SB = 24 s of green time, EB-left/WB-left = 7 s of green time, and EB/WB = 44 s of green time (each phase has 3 s amber and 2 s red).	
		-	-	-	-	-	-	-	-	T	0.43	30.2	C		
		-	-	-	-	-	-	-	-	-	R	0.57	34.7		C
Flatlands Avenue	SB	LTR	0.93	45.5	D	LTR	1.16	112.7	F	L	0.85	44.3	D		
		-	-	-	-	-	-	-	-	TR	0.72	37.6	D		
	EB	L	0.74	42.9	D	L	1.20+	120+	F*	L	0.58	29.7	C		
		TR	0.78	15.1	B	TR	1.04	47.6	D	T	1.01	43.2	D		
		-	-	-	-	-	-	-	-	R	0.11	12.8	B		
	WB	L	1.14	120+	F*	L	1.20+	120+	F*	L	0.80	49.7	D		
TR		0.76	14.5	B	TR	1.15	87.7	F	T	1.01	42.3	D			
	-	-	-	-	-	-	-	-	R	0.46	17.6	B			
Overall Intersection		-	1.06	26.1	C	-	1.20+	91.7	F	-	0.96	39.7	D		



TABLE E-15 GATEWAY ESTATES II FEIS 2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)																		
INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			LOS	Mvt.	2013 Build Condition			LOS	Mvt.	2013 Build with Mitigation			LOS	Mitigation Measures	
			V/C	Delay				V/C	Delay				V/C	Delay				
FLATLANDS AVENUE & PENNSYLVANIA AVENUE																		
Pennsylvania Avenue	NB	L	1.18	120+	F*	L	1.18	120+	F*	L	1.18	120+	F*	- <b>Unmitigatable Impact.</b> - Restripe the Pennsylvania Avenue SB approach as one 13 ft. exclusive left turn lane, two 10 ft. through lanes and one 10 ft. shared through-right lane. - [Measures reflect geometric improvements needed for the weekday midday peak period.]				
		TR	0.66	26.6	C	TR	0.68	26.9	C	TR	0.68	26.9	C					
SB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*						
	TR	0.73	27.9	C	TR	0.73	27.9	C	TR	0.77	28.9	C						
Flatlands Avenue	EB	L	1.17	120+	F*	L	1.18	120+	F*	L	1.18	120+	F*					
		T	1.14	105.6	F	T	1.20+	120+	F*	T	1.20+	120+	F*					
		R	0.44	19.6	B	R	0.44	19.6	B	R	0.44	19.6	B					
		WB	L	0.60	90.1	F	L	0.72	116.1	F	L	0.72	116.1		F			
T	0.97		53.4	D	T	1.20	120+	F*	T	1.20	120+	F*						
R	1.06	75.4	E	R	1.20+	120+	F*	R	1.20+	120+	F*							
Overall Intersection	-	1.15	72.0	E	-	1.20+	120+	F*	-	1.20+	120+	F*						
FLATLANDS AVENUE & ROCKAWAY PARKWAY																		
Rockaway Parkway	NB	L	0.37	22.5	C	L	0.36	22.4	C	L	0.43	22.8	C	- <b>Partially Mitigated.</b> - Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection. - Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane. - Modify signal phasing plan: Remove the NB lead phase; maintain the existing 90 s cycle with the following signal timing: NB/SB = 38 s of green time, EB/WB = 42 s of green time (each phase has 3 s amber and 2 s red).				
		TR	0.86	31.9	C	TR	0.89	34.8	C	TR	0.93	40.8	D					
SB	LTR	1.14	109.9	F	LTR	1.17	120+	F*	LTR	0.58	20.0	C						
	L	0.82	66.1	E	L	0.82	66.1	E	L	0.82	65.0	E						
Flatlands Avenue	EB	TR	1.20	119.5	F	TR	1.20+	120+	F*	TR	1.20+	120+	F*					
		L	0.94	89.5	F	L	1.20+	120+	F*	L	1.20+	120+	F*					
WB	TR	1.20	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*						
	Overall Intersection	-	1.13	103.7	F	-	1.20+	120+	F*	-	1.20+	110.3	F					
FLATLANDS AVENUE & REMSEN AVENUE																		
Remsen Avenue	NB	L	0.57	27.9	C	L	0.57	27.9	C	L	0.53	24.0	C		- Shift the Remsen Avenue SB approach centerline 1 ft. to the east tapered 150 ft. from intersection. Restripe the Remsen Avenue SB approach to provide one 11 ft. left turn lane, and maintain the existing 10 ft. through lane and 17 ft. shared through-right lane with parking. Shift the SB approach stop bar 10 ft. to the north. Restripe the Remsen Avenue NB receiving side to provide one 12 ft. lane and one 14 ft lane. - Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection. - Shift the Flatlands Avenue EB approach centerline 2 ft. to the north. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue WB receiving side as one 12 ft. lane and one 14 ft. lane. - Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection. - Shift the Flatlands Avenue WB approach centerline 2 ft. to the south. Maintain the 8 ft. exclusive left turn lane, and restripe the other lanes to provide two 10 ft. through lanes and one 10 ft. exclusive right turn lane. Restripe the Flatlands Avenue EB receiving side as one 12 ft. lane and one 14 ft. lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period. - Modify signal timing: NB/SB green time shifts from 39.6 s to 42 s; EB/WB green time shifts from 39.6 s to 38 s (each phase has 3 s amber and 2 s red). - [Mitigation same as 2011 Saturday PM.]			
		TR	0.69	22.5	C	TR	0.72	23.1	C	TR	0.68	20.6	C					
SB	L	1.01	75.1	E	L	1.10	101.0	F	L	1.00	68.5	E						
	TR	0.67	22.0	C	TR	0.67	22.0	C	TR	0.63	19.7	B						
Flatlands Avenue	EB	L	0.68	37.6	D	L	0.68	37.1	D	L	0.72	42.9	D					
		TR	0.90	31.4	C	TR	0.97	41.0	D	T	0.85	28.7	C					
		-	-	-	-	-	-	-	-	R	0.22	17.4	B					
		WB	L	0.26	19.9	B	L	0.55	33.4	C	L	0.50	30.6	C				
TR	1.16		105.7	F	TR	1.20+	120+	F*	T	0.97	40.9	D						
-	-	-	-	-	-	-	-	-	R	0.86	39.9	D						
Overall Intersection	-	1.09	53.1	D	-	1.18	70.3	E	-	0.99	31.6	C						
LINDEN BOULEVARD																		
LINDEN BOULEVARD & 79TH STREET																		
79th Street	NB	L	0.39	24.3	C	L	0.42	24.8	C	- Mitigation not required.								
		R	0.10	20.5	C	R	0.10	20.5	C									
Linden Boulevard (Mainline)	EB	T	0.47	12.9	B	T	0.48	13.1	B									
		WB	T	0.72	18.0	B	T	0.75	18.8		B							
Linden Boulevard (Service Road)	EB	T	0.22	10.9	B	T	0.22	10.9	B									
		WB	T	0.15	10.5	B	T	0.15	10.5		B							
Overall Intersection	-	0.59	15.6	B	-	0.62	16.1	B										



TABLE E-15  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures	
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS		
LINDEN BOULEVARD & EUCLID AVENUE															
Euclid Avenue	NB	LTR	0.51	31.7	C	LTR	0.23	24.3	C	LTR	0.51	31.7	C	- Mitigation not required. - [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]	
	SB	LTR	0.61	30.1	C	LTR	0.61	30.0	C	LTR	0.61	30.1	C		
Linden Boulevard (Mainline)	EB	L	0.31	12.3	B	L	0.33	13.0	B	L	0.33	13.0	B		
		T	0.51	12.3	B	T	0.54	12.7	B	T	0.54	12.7	B		
	WB	L	0.20	9.9	A	L	0.22	10.4	B	L	0.22	10.4	B		
		T	0.66	11.0	B	T	0.70	11.5	B	T	0.70	11.5	B		
Linden Boulevard (Service Road)	EB	TR	0.30	10.7	B	TR	0.30	10.7	B	TR	0.30	10.7	B		
	WB	T	0.43	16.3	B	T	0.43	16.3	B	T	0.43	16.3	B		
Linden Boulevard (Unsignalized)	WB	R	-	10.2	B	R	-	10.2	B	R	-	10.2	B		
Overall	Intersection	-	0.65	14.7	B	-	0.66	14.5	B	-	0.67	14.9	B		
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE															
Fountain Avenue	NB	LTR	1.16	115.3	F	LTR	1.20+	120+	F*	LTR	1.15	105.3	F	- Convert Loring Avenue to one-way SB. (This measure was proposed as a mitigation measure in the 1996 Plan, and is necessary to mitigate the significant impacts of the Modified Plan.) - Restripe the Loring Avenue SB receiving as one 12 ft. and one 20 ft. lane with parking. - Prohibit parking on the east side of the Fountain Avenue NB approach 250 ft. from intersection during Saturday PM peak period (4-6 PM). - Prohibit parking on the west side of the Fountain Avenue SB approach 120 ft. from intersection during Saturday PM peak period (4-6 PM). - Restripe the Linden Boulevard EB mainline approach as one 13 ft. exclusive left turn lane and three 10 ft. through lanes. - Restripe the Linden Boulevard WB mainline approach as one 14 ft. exclusive left turn lane and three 10 ft. through lanes. - Modify signal phasing plan: Eliminate the Loring Avenue NB phase; replace the EB lead phase with a new WB lead phase; maintain the existing 90 s cycle with the following signal timing: NB/SB = 30 s of green time, WB = 7 s of green time, and EB/WB = 37 s of green time (each phase has 3 s amber and 3 s or 2 s red).	
	SB	DefL	0.78	36.6	D	DefL	1.11	106.4	F	DefL	0.59	26.8	C		
		TR	0.90	47.2	D	TR	1.20+	120+	F*	TR	0.83	35.7	D		
Linden Boulevard (Mainline)	EB	L	1.01	95.2	F	L	0.70	27.1	C	L	0.97	84.6	F		
		T	0.57	23.7	C	T	0.48	18.3	B	T	0.62	25.0	C		
	WB	L	0.43	22.2	C	L	1.20+	120+	F*	L	0.92	41.4	D		
		T	0.50	1.7	A	T	0.73	14.8	B	T	0.56	3.2	A		
Linden Boulevard (Service Road)	EB	TR	0.61	26.1	C	TR	0.51	19.7	B	TR	0.47	17.6	B		
	WB	TR	0.63	3.1	A	TR	0.87	22.7	C	TR	0.88	21.8	C		
Loring Avenue	NB	-	-	-	-	LTR	0.88	81.8	F	-	-	-	-		
Overall	Intersection	-	0.91	32.6	C	-	1.20+	120+	F*	-	1.05	34.9	C		
LINDEN BOULEVARD & ATKINS AVENUE															
Atkins Avenue	SB	LTR	0.27	28.6	C	LTR	0.25	21.8	C					- Mitigation not required.	
Linden Boulevard (Mainline)	EB	T	0.45	9.0	A	T	0.54	14.6	B						
	WB	L	0.09	7.3	A	L	0.24	15.1	B						
		T	0.46	9.0	A	T	0.54	14.7	B						
Linden Boulevard (Service Road)	EB	TR	0.23	7.6	A	TR	0.29	12.4	B						
	WB	T	0.32	8.4	A	T	0.39	13.5	B						
Overall	Intersection	-	0.41	9.9	A	-	0.43	14.9	B						
LINDEN BOULEVARD & ELTON STREET															
Elton Street	NB	R	-	10.3	B	R	-	10.3	B						- Mitigation not required.
Overall	Intersection	-	-	0.9	A	-	-	0.9	A						
LINDEN BOULEVARD & PENNSYLVANIA AVENUE															
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	- Unmitigatable Impact. - Restripe the Pennsylvania Avenue NB approach as one 12.5 ft. exclusive left turn lane, two 11 ft. through lanes and one 10 ft. exclusive right turn lane. - Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection. - Shift the Pennsylvania Avenue SB approach centerline 3 ft. to the east tapered 150 ft. from intersection. Maintain the 9.5 ft. exclusive left turn lane, and restripe the other lanes to provide one 11 ft. through lane and one 12 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving side as two 11 ft. lanes. - Reduce width of the Linden Boulevard EB service road approach median from 7 ft. to 5 ft. Maintain the 11.5 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes. - Reduce width of the Linden Boulevard WB service road approach median from 7 ft. to 5 ft. Maintain the 10 ft. exclusive left turn lane, and restripe the other lanes to provide three 12 ft. through lanes. - [Measures reflect geometric improvements needed for the weekday midday peak period.]	
		T	0.75	31.3	C	T	1.20+	120+	F*	T	1.20+	120+	F*		
		R	0.33	23.6	C	R	0.55	33.0	C	R	0.59	34.3	C		
Linden Boulevard (Mainline)	SB	L	0.90	120+	F*	L	1.10	120+	F*	L	1.10	120+	F*		
		TR	1.17	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*		
	EB	L	0.83	51.0	D	L	0.95	84.4	F	L	0.95	84.4	F		
		T	0.98	55.7	E	T	1.18	118.5	F	T	1.16	110.1	F		
Linden Boulevard (Service Road)	WB	L	0.88	59.6	E	L	1.05	112.2	F	L	1.05	112.2	F		
		T	0.98	55.5	E	T	1.20+	120+	F*	T	1.20+	120+	F*		
	EB	T	0.70	40.4	D	T	0.97	59.8	E	T	0.97	59.8	E		
WB		R	0.81	34.6	C	R	1.07	72.9	E	R	1.07	72.9	E		
		TR	0.54	35.0	C	TR	0.66	32.2	C	TR	0.66	32.2	C		
Overall	Intersection	-	1.20+	120.0	F	-	1.20+	120+	F*	-	1.20+	120+	F*		

TABLE E-15  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
LINDEN BOULEVARD & ROCKAWAY AVENUE														
Rockaway Avenue	NB	LT	1.13	110.9	F	LT	1.13	110.9	F	LT	1.08	93.5	F	- Shift the Rockaway Avenue SB approach centerline 2 ft. to the east tapered 60 ft. from intersection. Restripe the SB approach as one 12 ft. shared left-through lane and one 10 ft. exclusive right turn lane. Restripe the Rockaway Avenue NB receiving side as one 18 ft. lane with parking.
		R	0.75	46.3	D	R	0.86	58.1	E	R	0.75	44.4	D	
	SB	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.16	119.4	F	
		R	0.63	46.5	D	R	0.63	46.5	D	R	0.60	42.7	D	
Linden Boulevard (Mainline)	EB	L	0.49	46.1	D	L	0.49	46.1	D	L	0.40	41.0	D	- Shift the Rockaway Avenue NB approach centerline 2 ft. to the west tapered 60 ft. from intersection. Restripe the NB approach as one 10 ft. shared left-through lane and one 12 ft. exclusive right turn lane. Restripe the Rockaway Avenue SB receiving side as one 18 ft. lane with parking.
		T	0.80	21.6	C	T	0.86	23.4	C	T	0.92	28.8	C	
	WB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.13	120+	F*	
		T	0.76	20.5	C	T	0.83	22.4	C	T	0.89	26.9	C	
Linden Boulevard (Service Road)	EB	TR	0.73	22.4	C	TR	0.73	22.4	C	TR	0.79	26.6	C	- Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase; shift 2 s green time from EB/WB phase to EB-left/WB-left lag phase. [NB/SB green time shifts from 22 s to 23 s; EB/WB green time shifts from 44 s to 41 s; EB-left/WB-left green time shifts from 9 s to 11 s.]
	WB	TR	0.50	17.1	B	TR	0.55	18.0	B	TR	0.59	20.7	C	
Overall Intersection		-	0.98	45.0	D	-	1.06	52.5	D	-	1.03	44.8	D	
LINDEN BOULEVARD & ROCKAWAY PARKWAY														
Rockaway Parkway	NB	LTR	0.90	48.2	D	LTR	0.90	48.2	D	LTR	0.84	41.7	D	- Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase. [NB/SB green time shifts from 21 s to 22 s; EB/WB green time shifts from 45 s to 44 s; EB-left/WB-left lag green time remains at 8 s.]
	SB	L	1.16	120+	F*	L	1.20	120+	F*	L	1.14	115.1	F	
	TR	0.84	41.4	D	TR	0.84	41.4	D	TR	0.80	38.5	D		
Linden Boulevard (Mainline)	EB	L	0.76	63.0	E	L	0.76	63.0	E	L	0.76	63.0	E	- [Mitigation same as 2011 Saturday PM.]
		T	0.64	17.6	B	T	0.69	18.4	B	T	0.70	19.3	B	
	WB	L	0.18	39.8	D	L	0.18	39.8	D	L	0.18	39.8	D	
		T	0.60	16.9	B	T	0.66	17.8	B	T	0.67	18.6	B	
Linden Boulevard (Service Road)	EB	TR	0.27	13.5	B	TR	0.27	13.5	B	TR	0.27	14.1	B	
	WB	TR	0.75	22.6	C	TR	0.78	23.8	C	TR	0.79	25.3	C	
Overall Intersection		-	0.88	34.1	C	-	0.91	35.5	D	-	0.91	33.3	C	
LINDEN BOULEVARD & KINGS HIGHWAY & REMSEN AVENUE														
Kings Highway (Mainline)	NB	T	1.13	114.4	F	T	1.13	114.4	F	T	1.13	114.4	F	- Reduce width of the Kings Highway NB service road approach median from 7 ft. to 5 ft. Restripe the Kings Highway NB service road approach to provide one 10 ft. through lane, and maintain the existing 10 ft. shared through-right lane.
	SB	T	1.12	110.8	F	T	1.12	110.8	F	T	1.12	110.8	F	
Kings Highway (Service Road)	NB	TR	0.74	48.5	D	TR	0.77	49.7	D	TR	0.74	48.4	D	- Reduce width of the Linden Boulevard EB approach median from 7 ft. to 2 ft. Restripe the Linden Boulevard EB approach as one 13 ft. through lane and one 14 ft. shared through-right lane.
	SB	TR	0.80	53.3	D	TR	0.80	53.3	D	TR	0.80	53.3	D	
Remsen Avenue	EB	DefL	0.80	62.6	E	DefL	0.80	63.0	E	DefL	0.78	60.8	E	Restripe the Linden Boulevard WB receiving side as two 10 ft. lanes.
		TR	1.13	116.4	F	TR	1.13	116.4	F	TR	1.13	116.4	F	
Linden Boulevard (Mainline)	WB	TR	1.12	116.4	F	TR	1.12	116.4	F	TR	1.12	116.4	F	- Shift the Linden Boulevard WB mainline approach median 2 ft. to the south, and reduce median width from 4 ft. to 2 ft. Restripe the Linden Boulevard WB mainline approach as one 12 ft. shared left-through lane and one 14 ft. through lane. Restripe the Linden Boulevard EB mainline receiving side as two 11 ft. lanes.
	EB	TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*	
	WB	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.20+	120+	F*	
	R	0.58	35.4	D	R	0.59	35.5	D	R	0.59	35.5	D		
Linden Boulevard (Service Road - Unsignalized)	WB	R	-	10.7	B	R	-	10.7	B	R	-	10.7	B	- [Mitigation same as 2011 Saturday PM.]
Overall Intersection		-	1.09	113.4	F	-	1.11	120+	F*	-	1.08	111.5	F	
PENNSYLVANIA AVENUE														
PENNSYLVANIA AVENUE & LIBERTY AVENUE														
Pennsylvania Avenue	NB	LTR	0.88	23.1	C	LTR	1.20+	120+	F*	LTR	0.98	30.7	C	- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.
	SB	-	-	-	-	L	0.71	31.4	C	LTR	0.99	28.0	C	
Liberty Avenue	TR	L	0.96	24.9	C	TR	1.20+	120+	F*	-	-	-	-	- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane.
	EB	LTR	0.76	55.4	E	LTR	0.73	42.0	D	LTR	0.72	41.8	D	- Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane.
	WB	LTR	1.05	95.0	F	LTR	1.00	70.0	E	LTR	1.00	68.6	E	- Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking.
Overall Intersection		-	0.99	34.9	C	-	1.20+	120+	F*	-	0.99	34.8	C	- Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking.
- [Mitigation same as 2011 Saturday PM.]														

TABLE E-15  
GATEWAY ESTATES II FEIS  
2013 NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (SATURDAY PM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2013 No Build Condition			Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
PENNSYLVANIA AVENUE & ATLANTIC AVENUE														
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	- Unmitigatable Impact.				
		T	0.88	43.0	D	TR	1.20+	120+	F*					
		R	0.25	28.2	C	-	-	-	-					
Atlantic Avenue	SB	L	1.20+	120+	F*	L	1.03	81.6	F					
		TR	0.97	55.0	D	TR	1.20+	120+	F*					
	EB	L	0.47	24.2	C	L	0.37	28.8	C					
		TR	1.17	114.4	F	TR	1.20+	120+	F*					
		WB	TR	0.84	43.2	D	TR	1.12	90.9					
Overall Intersection		-	1.20+	92.3	F	-	1.20+	120+	F*					

**Notes**  
(1): Control delay is measured in seconds per vehicle.  
(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.  
(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

Denotes a significant impact

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# **PARKING SUMMARY TABLES**

TABLE E-16  
GATEWAY ESTATES II FEIS  
EXISTING ON-STREET PARKING INVENTORY

					Weekday									Saturday			
					AM			Midday			PM			Midday			
		Total Legal Spaces	Metered Spaces	Non-metered Spaces	7 - 8 AM	8 - 9 AM	9 - 10 AM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	PARKING REGULATIONS
North - South Routes																	
Granville Payne Ave. between Seaview Ave. and Schroeders Ave.	West	54	0	54	10	39	41	32	33	36	48	52	60	45	47	40	No Parking 11AM - 12:30 PM Thurs [Bus Stop]
Granville Payne Ave. between Seaview Ave. and Geneva Loop Entrance	East	26	0	26	11	14	16	9	13	21	17	24	24	20	20	24	No Parking 11 AM - 12:30 PM Wed [Bus Stop]
Granville Payne Ave. between Geneva Loop Entrance and Geneva Loop Exit	East	8	0	8	5	5	8	4	4	3	6	6	7	6	10	7	No Parking 11 AM - 12:30 PM Wed
Granville Payne Ave. between Geneva Loop Exit and Schroeders Ave.	East	21	0	21	6	6	4	4	9	9	17	22	22	20	19	23	No Parking 11 AM - 12:30 PM Wed [Bus Stop]
Geneva Loop South Leg	North	15	0	15	1	1	1	1	1	1	5	18	17	14	12	14	No Parking 11 AM - 12:30 PM Thurs, No Parking 7 AM - 4 PM School Days
	South	10	0	10	10	11	11	11	11	12	12	12	12	12	12	13	No Parking 11 AM - 12:30 PM Wed [No Parking Anytime]
East Leg	West	6	0	6	1	1	1	1	1	0	2	5	5	5	4	7	No Parking 11 AM - 12:30 PM Thurs, No Parking 7 AM - 4 PM School Days
	East	9	0	9	6	6	6	6	6	6	6	6	10	7	8	8	No Parking 11 AM - 12:30 PM Wed [No Parking Anytime]
North Leg	North	15	0	15	12	13	12	11	11	11	13	11	14	12	12	12	No Parking 11 AM - 12:30 PM Wed [No Parking Anytime]
	South	18	0	18	2	2	1	2	2	2	4	10	15	14	10	16	No Parking 11 AM - 12:30 PM Thurs, No Parking 7 AM - 4 PM School Days
Granville Payne Ave. between Schroeders Ave. and Twin Pines Dr.	West	11	0	11	8	11	10	8	8	11	12	11	13	4	6	4	No Parking 11 AM - 12:30 PM Thurs [Bus Stop]
	East	9	0	9	7	10	9	8	6	6	9	11	10	8	10	8	No Parking 11 AM - 12:30 PM Wed [Bus Stop]
Granville Payne Ave. between Twin Pines Dr. and Vandalia Ave.	West	29	0	29	13	29	33	32	28	29	27	23	31	28	23	27	No Parking 11 AM - 12:30 PM Thurs [No Standing 7 AM - 6PM Except Sun, Except Authorized Agency]
Granville Payne Ave. between Twin Pines Dr. and Delmar Loop Entrance	East	9	0	9	5	4	8	7	8	9	11	11	12	9	10	14	No Parking 11 AM - 12:30 PM Wed [Bus Stop]
Granville Payne Ave. between Delmar Loop Entrance and Delmar Loop Exit	East	7	0	7	4	6	5	3	7	3	9	8	8	3	4	5	No Parking 11 AM - 12:30 PM Wed
Granville Payne Ave. between Delmar Loop Exit and Vandalia Ave.	East	14	0	14	4	10	8	4	9	11	14	14	15	16	17	17	No Parking 11 AM - 12:30 PM Wed [No Standing Anytime] [Bus Stop]
Delmar Loop South Leg	North	15	0	15	12	14	15	15	13	14	14	14	22	12	10	14	No Parking 11 AM - 12:30 PM Thurs
	South	13	0	13	15	7	4	2	6	6	12	12	13	11	13	14	No Parking 11 AM - 12:30 PM Wed [No Parking Anytime]
East Leg	West	6	0	6	4	7	6	7	6	7	7	7	7	5	6	6	No Parking 11 AM - 12:30 PM Thurs
	East	7	0	7	8	1	1	4	6	6	7	6	8	7	9	8	No Parking 11 AM - 12:30 PM Wed [No Parking Anytime]
North Leg	North	16	0	16	13	7	7	8	12	13	15	15	15	10	12	14	No Parking 11 AM - 12:30 PM Wed [No Parking Anytime]
	South	13	0	13	11	14	13	12	6	13	13	17	15	13	13	14	No Parking 11 AM - 12:30 PM Thurs
Granville Payne Ave. between Vandalia Ave. and Flatlands Ave.	West	25	0	25	22	27	25	26	24	21	20	19	19	25	17	17	No Parking 11 AM - 12:30 PM Thurs [Bus Stop]
	East	25	0	25	10	8	8	4	14	14	20	19	24	31	26	23	No Parking 11 AM - 12:30 PM Wed [Bus Stop]
Granville Payne Ave. between Flatlands Ave. and Cozine Ave.	West	13	13	0	0	0	0	1	1	3	1	5	1	1	3	3	Night Regulation, No Parking Mid - 3 AM Mon & Thurs, 1 HR Parking 9 AM - 7 PM Except Sun
	East	8	8	0	3	6	3	5	5	6	9	8	6	7	6	4	Night Regulation, No Parking Mid - 3 AM Tues & Fri, 1 HR Parking 9 AM - 7 PM Except Sun
Granville Payne Ave. between Cozine Ave. and Wortman Ave.	West	23	23	0	0	9	9	17	12	8	12	13	17	20	19	23	Night Regulation, No Parking Mid - 3 AM Mon & Thurs, 1 HR Parking 9 AM - 7 PM Except Sun
	East	13	13	0	0	0	1	6	6	5	4	1	5	12	12	12	Night Regulation, No Parking Mid - 3 AM Tues & Fri, 1 HR Parking 9 AM - 7 PM Except Sun
Granville Payne Ave. between Wortman Ave. and Stanley Ave.	West	16	0	16	9	4	11	10	9	7	8	10	6	15	12	12	Night Regulation, No Parking Mid - 3 AM Mon & Thurs [Bus Stop]
	East	20	0	20	11	15	19	12	12	12	14	11	16	15	16	11	Night Regulation, No Parking Mid - 3 AM Tues & Fri [Bus Stop]
Granville Payne Ave. between Stanley Ave. and Linden Blvd.	West	7	0	7	3	5	6	4	4	1	2	2	2	1	1	0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs [Bus Stop]
	East	3	0	3	3	4	5	5	6	3	2	3	6	4	6	10	Night Regulation, No Parking Mid - 3 AM Tues & Fri [Bus Stop]
New Jersey Ave. between Flatlands Ave. and Cozine Ave.	West	18	0	18	8	8	11	10	13	12	9	10	2	17	16	14	Night Regulation, No Parking Mid - 3 AM Mon & Thurs
	East	22	0	22	15	15	9	10	12	14	17	14	15	15	17	19	No Parking 9:30 AM - 11 AM Tues & Fri

TABLE E-16  
GATEWAY ESTATES II FEIS  
EXISTING ON-STREET PARKING INVENTORY

					Weekday									Saturday			PARKING REGULATIONS
					AM			Midday			PM			Midday			
		Total Legal Spaces	Metered Spaces	Non-metered Spaces	7 - 8 AM	8 - 9 AM	9 - 10 AM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	
New Jersey Ave. between Cozine Ave. and Wortman Ave.	West East	18 22	0 0	18 22	9 13	14 19	15 20	16 22	15 14	12 15	4 6	2 2	2 1	1 8	5 5	1 7	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
New Jersey Ave. between Stanley Ave. and Linden Blvd.	West East	16 16	0 0	16 16	2 1	2 1	7 6	8 8	6 14	5 8	3 3	4 4	4 5	8 6	3 8	7 7	No Regulation Night Regulation, No Parking Mid - 3 AM Tues & Fri
Vermont St. between Flatlands Ave. and Cozine Ave.	West East	23 27	0 0	23 27	12 20	15 17	17 15	17 15	15 17	14 13	17 11	19 16	18 21	16 12	14 12	15 16	No Parking 9:30 AM - 11 AM Tues & Fri No Parking 9:30 AM - 11 AM Mon & Thurs
Vermont St. between Cozine Ave. and Wortman Ave.	West East	27 59	0 0	27 59	17 43	15 42	19 36	16 27	19 38	18 33	14 24	18 24	21 28	15 25	10 24	12 26	No Parking 9:30 AM - 11 AM Tues & Fri, No Parking 7 AM - 4 PM School Days No Parking 9:30 AM - 11 AM Mon & Thurs [No Standing Anytime] [Angled Parking]
Vermont St. between Wortman Ave. and Stanley Ave.	West East	24 64	0 0	24 64	14 27	12 27	14 23	12 19	13 18	16 23	16 20	19 36	17 39	17 34	15 47	12 37	No Parking 9:30 AM - 11 AM Tues & Fri No Parking 9:30 AM - 11 AM Mon & Thurs [Angled Parking]
Vermont St. between Stanley Ave. and Linden Blvd.	West East	24 38	0 0	24 38	11 16	13 18	5 14	6 18	1 10	2 5	16 24	7 15	14 19	3 8	10 18	12 20	No Parking 9:30 AM - 11 AM Tues & Fri No Parking 9:30 AM - 11 AM Mon & Thurs
Van Siclen Ave. between Seaview Ave. and Schroeders Ave.	West East	54 52	0 0	54 52	41 19	37 23	38 10	44 7	35 14	32 13	26 12	27 17	29 19	37 29	30 32	26 24	No Parking 11 AM - 12:30 PM Thurs No Parking 11 AM - 12:30 PM Wed
Van Siclen Ave. between Schroeders Ave. and Vandalia Ave.	West East	53 86	0 0	53 86	49 20	49 12	55 7	65 4	45 5	35 2	25 2	21 4	26 14	32 31	34 29	27 23	No Parking 11 AM - 12:30 PM Thurs No Parking 11 AM - 12:30 PM Wed
Van Siclen Ave. Triangle at Vandalia Ave.	Triangle	14	0	14	8	9	8	12	13	12	11	12	14	13	13	13	No Parking 11 AM - 12:30 PM Wed (1 side), Thurs (2 sides - East and South)
Van Siclen Ave. between Vandalia Ave. and Flatlands Ave.	West East	10 16	0 0	10 16	7 11	9 8	12 4	12 6	9 8	8 7	9 10	7 9	7 10	7 8	6 11	7 8	No Parking 11 AM - 12:30 PM Thurs No Parking 11 AM - 12:30 PM Wed
Van Siclen Ave. between Flatlands Ave. and Cozine Ave.	West East	25 18	0 0	25 18	14 8	9 10	9 6	11 10	6 10	7 8	7 9	13 15	15 14	14 12	16 15	15 17	No Parking 9:30 AM - 11 AM Mon & Thurs [Bus Stop] No Parking 9:30 AM - 11 AM Tues & Fri [Bus Stop]
Van Siclen Ave. between Cozine Ave. and Wortman Ave.	West East	19 31	0 0	19 31	7 23	8 21	6 17	9 20	9 19	4 17	9 23	10 24	11 29	11 25	11 25	8 23	No Parking 9:30 AM - 11 AM Mon & Thurs [No Standing Anytime] [Bus Stop] No Parking 9:30 AM - 11 AM Tues & Fri [Bus Stop]
Van Siclen Ave. between Wortman Ave. and Stanley Ave.	West East	26 19	0 0	26 19	15 17	12 19	12 16	11 17	10 16	12 14	8 15	13 19	11 16	13 11	12 7	13 9	No Parking 9:30 AM - 11 AM Mon & Thurs [No Standing Anytime] [Bus Stop] No Parking 9:30 AM - 11 AM Tues & Fri [Bus Stop]
Van Siclen Ave. between Stanley Ave. and Linden Blvd.	West East	32 19	0 0	32 19	14 13	25 23	26 24	27 31	26 26	31 27	20 14	20 14	22 16	18 18	27 19	23 19	No Parking 9:30 AM - 11 AM Mon & Thurs, No Parking 7 AM - 4 PM School Days No Parking 9:30 AM - 11 AM Tues & Fri [Bus Stop]
Hendrix St. between Flatlands Ave. and Cozine Ave.	West East	9 7	0 0	9 7	11 13	10 10	8 8	8 10	8 10	8 12	10 15	12 16	13 12	6 10	5 11	12 11	No Parking 9:30 AM - 11 AM Tues & Fri No Parking 9:30 AM - 11 AM Mon & Thurs
Hendrix St. between Stanley Ave. and Linden Blvd.	West East	13 20	0 0	13 20	10 9	10 9	13 10	20 23	15 18	13 14	12 9	9 9	16 12	18 22	12 17	9 19	No Parking 9:30 AM - 11 AM Mon & Thurs No Parking 9:30 AM - 11 AM Tues & Fri
Schenck Ave. between Flatlands Ave. and Cozine Ave.	West East	6 8	0 0	6 8	11 4	9 8	8 9	6 9	5 10	7 3	7 4	10 7	11 9	9 11	12 9	9 10	No Parking 9:30 AM - 11 AM Mon & Thurs [Bus Stop] No Parking 9:30 AM - 11 AM Tues & Fri [Bus Stop]
Schenck Ave. between Cozine Ave. and Wortman Ave.	West East	27 10	0 0	27 10	12 12	7 7	9 5	9 8	11 10	9 6	13 8	15 13	18 13	13 10	15 9	12 16	No Parking 9:30 AM - 11 AM Mon & Thurs [No Standing Anytime] [Bus Stop] No Parking 9:30 AM - 11 AM Tues & Fri [Bus Stop]
Schenck Ave. between Wortman Ave. and Stanley Ave.	West East	28 48	0 0	28 48	13 31	15 28	11 31	4 27	7 29	7 30	6 32	6 37	11 51	15 28	15 39	14 33	No Parking 9:30 AM - 11 AM Mon & Thurs [No Standing Anytime] [Bus Stop] No Parking 9:30 AM - 11 AM Tues & Fri [Bus Stop]
Schenck Ave. between Stanley Ave. and Linden Blvd.	West East	24 27	0 0	24 27	16 18	11 15	12 14	9 16	8 13	11 15	10 17	16 23	19 24	16 20	15 20	16 20	No Parking 9:30 AM - 11 AM Mon & Thurs, No Parking 7 AM - 4 PM School Days [Bus Stop] No Parking 9:30 AM - 11 AM Tues & Fri [Bus Stop]
Barbey St. between Flatlands Ave. and Cozine Ave.	West East	22 25	0 0	22 25	13 12	11 10	14 9	11 9	12 8	12 8	16 12	16 15	19 20	14 13	18 16	19 16	No Parking 9:30 AM - 11 AM Tues & Fri No Parking 9:30 AM - 11 AM Mon & Thurs
Barbey St. between Cozine Ave. and Wortman Ave.	West East	23 24	0 0	23 24	13 10	12 9	11 8	10 7	11 10	12 9	15 12	19 13	18 12	12 9	12 11	15 17	No Parking 9:30 AM - 11 AM Tues & Fri No Parking 9:30 AM - 11 AM Mon & Thurs

TABLE E-16  
GATEWAY ESTATES II FEIS  
EXISTING ON-STREET PARKING INVENTORY

					Weekday									Saturday			PARKING REGULATIONS
					AM			Midday			PM			Midday			
		Total Legal Spaces	Metered Spaces	Non-metered Spaces	7 - 8 AM	8 - 9 AM	9 - 10 AM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	
Jerome St. between Flatlands Ave. and Cozine Ave.	West	25	0	25	14	14	12	17	17	19	16	19	18	19	20	16	No Parking 9:30 AM - 11 AM Mon & Thurs No Parking 9:30 AM - 11 AM Tues & Fri
	East	24	0	24	21	21	19	19	19	22	19	22	21	17	17	16	
Jerome St. between Cozine Ave. and Wortman Ave.	West	24	0	24	11	17	17	18	16	19	12	10	10	11	8	9	No Parking 9:30 AM - 11 AM Mon & Thurs No Parking 9:30 AM - 11 AM Tues & Fri, No Parking 7 AM - 4 PM School Days
	East	26	0	26	20	21	18	21	19	27	11	7	7	13	7	4	
Warwick St. between Cozine Ave. and Wortman Ave.	West	23	0	23	12	13	13	11	10	12	13	13	13	9	9	11	No Parking 9:30 AM - 11 AM Tues & Fri No Parking 9:30 AM - 11 AM Mon & Thurs
	East	21	0	21	17	17	15	15	15	12	6	7	9	12	13	14	
Ashford St. between Cozine Ave. and Wortman Ave.	West	25	0	25	18	17	12	13	13	14	18	19	19	16	16	14	No Parking 9:30 AM - 11 AM Mon & Thurs [Bus Stop] No Parking 9:30 AM - 11 AM Tues & Fri [Bus Stop]
	East	17	0	17	13	12	12	13	11	12	15	16	18	10	12	11	
Ashford St. between Wortman Ave. and Stanley Ave.	West	42	0	42	32	26	29	25	22	23	22	44	36	32	29	33	No Parking 9:30 AM - 11 AM Mon & Thurs [Angled Parking] [Bus Stop] [Bus Stop]
	East	10	0	10	6	6	4	8	4	4	7	8	9	7	5	6	
Ashford St. between Stanley Ave. and Linden Blvd.	West	58	0	58	44	40	33	30	35	43	21	33	34	26	19	30	No Parking 9:30 AM - 11 AM Mon & Thurs [Angled Parking] [Bus Stop] No Parking 9:30 AM - 11 AM Tues & Fri [No Parking Anytime] [Bus Stop]
	East	15	0	15	17	17	15	13	14	16	12	12	14	9	10	13	
Cleveland St. between Cozine Ave. and Wortman Ave.	West	7	0	7	3	3	3	2	3	3	3	5	6	3	2	2	No Parking 9:30 AM - 11 AM Tues & Fri No Parking 9:30 AM - 11 AM Mon & Thurs
	East	14	0	14	10	8	8	8	8	6	6	4	1	7	5	6	
Cleveland St. between Wortman Ave. and Stanley Ave.	West	16	0	16	9	9	5	7	5	8	6	9	14	6	4	8	No Parking 9:30 AM - 11 AM Tues & Fri No Parking 9:30 AM - 11 AM Mon & Thurs
	East	19	0	19	10	9	9	12	13	12	12	16	14	18	18	17	
Cleveland St. between Stanley Ave. and Linden Blvd.	West	21	0	21	9	11	10	7	8	9	12	15	12	9	9	8	No Parking 9:30 AM - 11 AM Tues & Fri No Parking 9:30 AM - 11 AM Mon & Thurs
	East	17	0	17	24	5	4	5	8	7	7	5	10	10	10	10	
Elton St. between Flatlands Ave. and Cozine Ave.	West	24	0	24	9	5	4	5	6	4	4	7	8	10	15	11	No Parking 9:30 AM - 11 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
	East	24	0	24	5	4	2	3	2	1	2	2	3	3	2	5	
Elton St. between Cozine Ave. and Wortman Ave.	West	21	0	21	11	13	12	13	13	12	5	5	2	2	2	2	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
	East	20	0	20	7	11	11	15	16	9	2	0	0	3	2	2	
Elton St. between Wortman Ave. and Stanley Ave.	West	16	0	16	14	15	15	16	22	18	18	11	16	10	11	12	No Parking 9:30 AM - 11 AM Mon & Thurs No Parking 9:30 AM - 11 AM Tues & Fri
	East	20	0	20	13	18	20	18	20	17	18	14	16	11	11	11	
Elton St. between Stanley Ave. and Linden Blvd.	West	16	0	16	14	11	14	13	10	11	8	10	13	12	12	10	No Parking 9:30 AM - 11 AM Mon & Thurs No Parking 9:30 AM - 11 AM Tues & Fri
	East	28	0	28	10	9	7	4	4	9	8	7	7	9	8	8	
Linwood St. between Flatlands Ave. and Cozine Ave.	West	20	0	20	4	8	8	6	6	6	8	2	0	2	1	0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs No Regulation
	East	17	0	17	4	8	9	8	9	6	5	3	3	0	0	0	
Linwood St. between Cozine Ave. and Wortman Ave.	West	13	0	13	4	9	10	11	12	10	4	3	3	4	2	2	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
	East	9	0	9	0	8	10	8	7	7	5	3	1	0	1	0	
Linwood St. between Wortman Ave. and Stanley Ave.	West	16	0	16	8	17	17	11	13	11	10	0	0	0	0	0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
	East	20	0	20	7	20	21	16	15	16	17	0	0	1	2	0	
Linwood St. between Stanley Ave. and Linden Blvd.	West	19	0	19	0	3	4	6	3	3	2	1	1	0	0	0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
	East	24	0	24	1	8	9	8	3	4	2	0	1	1	1	1	
Essex St. between Flatlands Ave. and Cozine St.	West	17	0	17	17	17	17	14	15	16	12	5	1	2	1	1	No Parking 7 AM - 7 PM Except Sun, Night Regulation, No Parking Mid - 3 AM Tues & Fri Night Regulation, No Parking Mid - 3 AM Mon & Thurs
	East	15	0	15	5	5	5	7	7	5	7	7	4	1	1	1	
Essex St. between Cozine St. and Wortman Ave.	West	16	0	16	16	14	17	17	17	17	14	9	6	6	5	5	Night Regulation, No Parking Mid - 3 AM Tues & Fri Night Regulation, No Parking Mid - 3 AM Mon & Thurs
	East	17	0	17	14	17	19	21	20	18	14	5	4	9	9	9	
Essex St. between Wortman Ave. and Stanley Ave.	West	16	0	16	3	3	3	7	3	6	3	3	2	1	0	0	Night Regulation, No Parking Mid - 3 AM Tues & Fri Night Regulation, No Parking Mid - 3 AM Mon & Thurs
	East	13	0	13	10	12	10	9	4	9	6	1	1	5	4	4	
Essex St. between Stanley Ave. and Linden Blvd.	West	20	0	20	21	20	18	17	20	19	17	6	0	8	8	6	Night Regulation, No Parking Mid - 3 AM Tues & Fri Night Regulation, No Parking Mid - 3 AM Mon & Thurs
	East	13	0	13	11	13	11	12	14	13	11	8	4	4	3	2	
Shepherd Ave. between Flatlands Ave. and Cozine Ave.	West	20	0	20	0	0	0	1	0	0	1	0	0	3	6	2	No Parking 8 AM - 6 PM Mon - Fri, Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
	East	16	0	16	1	1	1	1	0	0	1	1	0	1	3	2	

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EXISTING ON-STREET PARKING INVENTORY

					Weekday									Saturday			PARKING REGULATIONS
					AM			Midday			PM			Midday			
		Total Legal Spaces	Metered Spaces	Non-metered Spaces	7 - 8 AM	8 - 9 AM	9 - 10 AM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	
Shepherd Ave. between Cozine Ave. and Wortman Ave.	West East	17 20	0 0	17 20	12 12	15 19	20 20	17 20	16 17	17 19	12 18	5 9	3 7	4 0	2 0	3 1	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM, Tues & Fri
Shepherd Ave. between Wortman Ave. and Stanley Ave.	West East	18 20	0 0	18 20	10 14	18 12	16 15	14 17	13 19	13 21	17 16	8 14	9 12	0 8	2 9	4 8	Night Regulation, No Parking Mid - 3 AM Mon & Thurs 48 HR Parking Detached Trailers This Block
Shepherd Ave. between Stanley Ave. and Linden Blvd.	West East	11 15	0 0	11 15	10 19	10 21	11 20	11 19	11 19	11 16	8 17	9 14	7 12	11 19	9 15	11 18	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM, Tues & Fri
Berriman St. between Flatlands Ave. and Cozine Ave.	West East	22 19	0 0	22 19	1 2	1 2	1 3	2 1	1 1	1 2	1 0	0 1	0 0	0 0	0 0	0 0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM, Tues & Fri
Berriman St. between Cozine Ave. and Wortman Ave.	West East	16 17	0 0	16 17	13 11	12 13	12 15	17 13	11 14	10 12	8 6	4 3	0 2	1 3	0 2	0 0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs, 48 HR Parking Detached Trailers This Block Night Regulation, No Parking Mid - 3 AM, Tues & Fri
Berriman St. between Wortman Ave. and Stanley Ave.	West East	13 19	0 0	13 19	13 13	10 12	20 17	19 16	16 15	16 13	9 9	5 5	1 3	0 2	1 2	1 2	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM, Tues & Fri
Berriman St. between Stanley Ave. and Linden Blvd.	West East	19 23	0 0	19 23	17 14	21 18	20 22	21 20	19 21	19 21	22 15	2 6	0 1	7 6	6 5	2 6	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM, Tues & Fri
Erskine St. between Gateway Dr. and Vandalia Ave.	West East	0 0	0 0	0 0	0 5	0 0	0 0	2 0	1 0	1 0	0 6	0 0	5 0	0 2	0 3	0 1	No Standing Anytime No Standing Anytime
Atkins Ave. between Flatlands Ave. and Cozine Ave.	West East	12 20	0 0	12 20	9 15	13 8	11 9	8 13	7 13	14 9	4 9	4 5	2 2	1 1	1 1	0 1	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM, Tues & Fri
Atkins Ave. between Cozine Ave. and Wortman Ave.	West East	16 15	0 0	16 15	10 17	8 16	16 10	10 17	10 17	13 15	6 6	0 1	2 0	0 0	0 0	0 1	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM, Tues & Fri
Atkins Ave. between Wortman Ave. and Stanley Ave.	West East	17 23	0 0	17 23	17 19	14 26	25 11	17 24	14 21	12 23	16 20	4 7	1 0	4 3	4 3	2 3	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM, Tues & Fri
Atkins Ave. between Stanley Ave. and Linden Blvd.	West East	20 19	0 0	20 19	10 20	18 20	21 16	12 20	12 22	16 15	12 13	0 2	3 4	6 10	6 11	7 8	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM, Tues & Fri
Montauk Ave. between Flatlands Ave. and Cozine Ave.	West East	29 25	0 0	29 25	13 21	31 20	29 19	21 12	19 15	10 11	1 2	1 7	0 7	12 10	13 10	14 17	Night Regulation, No Parking Mid - 3 AM, Tues & Fri Night Regulation, No Parking Mid - 3 AM Mon & Thurs
Montauk Ave. between Cozine Ave. and Wortman Ave.	West East	40 0	0 0	40 0	31 0	44 0	43 2	45 0	43 1	44 0	32 1	11 2	5 2	19 0	17 0	17 0	Night Regulation, No Parking Mid - 3 AM, Tues & Fri [Angled Parking] [No Parking Anytime] No Parking Anytime
Montauk Ave. between Wortman Ave. and Stanley Ave.	West East	21 17	0 0	21 17	12 13	14 13	13 13	12 17	11 12	12 12	8 7	4 0	2 0	2 1	1 3	0 2	No Parking 8 AM - 6 PM Except Sun, Night Regulation, No Parking Mid - 3 AM, Tues & Fri Night Regulation, No Parking Mid - 3 AM Mon & Thurs
Montauk Ave. between Stanley Ave. and Linden Blvd.	West East	15 23	0 0	15 23	8 5	9 5	12 9	10 12	12 12	9 10	4 12	4 5	4 5	3 5	2 11	2 5	Night Regulation, No Parking Mid - 3 AM, Tues & Fri Night Regulation, No Parking Mid - 3 AM Mon & Thurs
Milford St. between Flatlands Ave. and Cozine Ave.	West East	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	Sanitation Zone, No Regulation Sanitation Zone, No Regulation
Milford St. between Wortman Ave. and Stanley Ave.	West East	23 22	0 0	23 22	12 17	19 17	18 20	21 19	21 19	21 17	16 10	4 3	0 4	0 1	0 1	1 0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM, Tues & Fri
Milford St. between Stanley Ave. and Linden Blvd.	West East	24 17	0 0	24 17	8 11	9 11	12 9	9 12	12 10	10 10	9 10	10 6	10 6	14 10	11 10	12 8	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM, Tues & Fri
Logan St. between Flatlands Ave. and Cozine Ave.	West East	23 21	0 0	23 21	15 15	12 13	13 12	8 10	10 9	10 9	4 7	0 2	0 0	0 0	0 0	0 0	No Regulation No Regulation
Logan St. between Wortman Ave. and Stanley Ave.	West East	15 19	0 0	15 19	13 10	13 10	11 11	11 14	13 11	14 11	4 4	2 1	2 1	1 0	1 2	1 0	Night Regulation, No Parking Mid - 3 AM Tues & Fri Night Regulation, No Parking Mid - 3 AM Mon & Thurs



TABLE E-16  
GATEWAY ESTATES II FEIS  
EXISTING ON-STREET PARKING INVENTORY

					Weekday									Saturday			PARKING REGULATIONS
					AM			Midday			PM			Midday			
		Total Legal Spaces	Metered Spaces	Non-metered Spaces	7 - 8 AM	8 - 9 AM	9 - 10 AM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	
Logan St. between Stanley Ave. and Linden Blvd.	West East	15 16	0 0	15 16	9 8	9 9	9 9	10 10	10 9	11 8	4 8	8 7	5 7	1 6	1 6	1 7	Night Regulation, No Parking Mid - 3 AM Tues & Fri Night Regulation, No Parking Mid - 3 AM Mon & Thurs
Fountain Ave. between Gateway Dr. and Vandalia Ave.	West East	0 0	0 0	0 0	0 3	2 0	2 0	0 0	2 0	0 0	0 0	1 0	0 0	0 0	0 0	0 0	No Standing Anytime No Standing Anytime
Fountain Ave. between Vandalia Ave. and Flatlands Ave.	West East	0 0	0 0	0 0	0 0	0 0	0 0	1 1	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	No Standing Anytime No Standing Anytime
Fountain Ave. between Flatlands Ave. and Old Mill Rd.	West East	15 12	0 0	15 12	5 8	4 8	4 8	3 8	3 8	4 9	0 13	0 4	0 3	2 9	2 5	1 7	No Regulation No Regulation
Fountain Ave. between Old Mill Rd. and Cozine Ave.	West East	0 3	0 0	0 3	0 1	0 3	0 5	0 5	0 5	0 5	0 4	0 4	0 4	0 1	0 1	0 2	No Regulation No Regulation
Fountain Ave. between Cozine Ave. and Wortman Ave.	West East	50 14	0 0	50 14	45 18	46 23	23 14	9 14	15 19	42 14	33 13	22 10	15 9	5 11	5 10	5 10	No Regulation [Angled Parking] Night Regulation, No Parking Mid - 3 AM Tues & Fri
Fountain Ave. between Wortman Ave. and Stanley Ave.	West East	17 20	0 0	17 20	21 19	18 23	18 21	22 17	15 7	18 19	7 14	3 10	2 9	5 5	5 5	0 5	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
Fountain Ave. between Stanley Ave. and Loring Ave./ Linden Blvd.	West East	21 16	0 0	21 16	14 7	16 10	13 12	19 8	13 10	13 7	13 5	10 4	10 4	3 3	3 5	1 4	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
Holly St. between Loring Ave. and Linden Blvd.	West East	4 2	0 0	4 2	3 2	3 2	3 1	4 1	1 4	2 4	3 3	2 3	3 4	2 1	2 1	3 1	No Regulation No Regulation
Euclid Ave. between Wortman Ave. and Stanley Ave.	West East	26 20	0 0	26 20	9 2	11 3	11 1	13 1	10 0	13 1	8 0	4 0	0 0	0 0	0 0	0 0	No Regulation No Regulation
Euclid Ave. between Stanley Ave. and Loring Ave.	West East	14 18	0 0	14 18	14 17	10 13	12 12	9 12	9 11	10 12	8 6	6 5	4 7	4 12	4 10	4 11	No Parking 11 AM - 12:30 PM Tues & Fri No Parking 11 AM - 12:30 PM Mon & Thurs
Euclid Ave. between Loring Ave. and Linden Blvd.	West East	18 13	0 0	18 13	4 1	2 3	5 3	3 3	3 3	3 3	1 9	1 6	1 6	2 1	1 2	1 1	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
Pine St. between Cozine Ave. and Wortman Ave.	West East	16 20	0 0	16 20	15 11	8 9	13 8	6 8	4 11	9 7	11 11	10 6	8 7	10 11	8 11	8 9	No Parking 11 AM - 12:30 PM Mon & Thurs No Parking 11 AM - 12:30 PM Tues & Fri
Pine St. between Wortman Ave. and Stanley Ave.	West East	18 16	0 0	18 16	16 4	13 7	11 11	11 8	10 7	10 8	10 11	6 9	11 12	9 7	10 7	13 9	No Parking 11 AM - 12:30 PM Mon & Thurs No Parking 11 AM - 12:30 PM Tues & Fri
Pine St. between Stanley Ave. and Loring Ave.	West East	14 16	0 0	14 16	11 5	9 2	9 2	10 3	9 4	8 3	9 3	9 5	9 8	6 3	7 3	9 4	No Parking 11 AM - 12:30 PM Mon & Thurs No Parking 11 AM - 12:30 PM Tues & Fri
Pine St. between Loring Ave. and Linden Blvd.	West East	14 18	0 0	14 18	6 11	3 4	10 8	10 11	9 6	13 13	20 18	11 13	7 13	8 13	5 8	5 9	No Parking 11 AM - 12:30 PM Mon & Thurs No Parking 11 AM - 12:30 PM Tues & Fri
Crescent St. between Flatlands Ave. and Old Mill Rd.	West East	13 10	0 0	13 10	6 1	2 4	4 0	0 6	4 0	4 0	3 0	3 0	5 0	8 0	9 0	5 0	No Parking 11 AM - 12:30 PM Tues & Fri No Parking 11 AM - 12:30 PM Mon & Thurs [Bus Stop]
Crescent St. between Old Mill Rd. and Cozine Ave.	West East	4 2	0 0	4 2	6 2	6 2	6 2	4 0	4 0	4 0	4 0	1 0	1 2	2 1	2 2	2 1	No Parking 11 AM - 12:30 PM Tues & Fri No Parking 11 AM - 12:30 PM Mon & Thurs
Crescent St. between Cozine Ave. and Wortman Ave.	West East	13 11	0 0	13 11	6 3	6 3	6 2	8 2	7 2	7 1	5 6	6 5	10 7	8 5	7 5	7 5	No Parking 11 AM - 12:30 PM Tues & Fri [Bus Stop] No Regulation [Bus Stop]
Crescent St. between Wortman Ave. and Stanley Ave.	West East	15 9	0 0	15 9	7 4	8 5	5 8	4 9	6 6	5 9	6 8	9 9	9 5	15 12	14 13	12 9	No Parking 11 AM - 12:30 PM Tues & Fri [Bus Stop] No Parking 11 AM - 12:30 PM Mon & Thurs [Bus Stop]
Crescent St. between Stanley Ave. and Loring Ave.	West East	14 19	0 0	14 19	8 15	5 11	6 12	3 6	9 3	6 9	7 9	12 13	13 13	15 16	16 23	19 21	No Parking 11 AM - 12:30 PM Tues & Fri No Parking 11 AM - 12:30 PM Mon & Thurs
Crescent St. between Loring Ave. and Linden Blvd.	West East	14 21	0 0	14 21	8 15	9 11	7 13	9 9	10 9	5 10	7 9	11 10	11 17	5 12	7 12	9 14	No Parking 11 AM - 12:30 PM Tues & Fri No Parking 11 AM - 12:30 PM Mon & Thurs

TABLE E-16  
GATEWAY ESTATES II FEIS  
EXISTING ON-STREET PARKING INVENTORY

					Weekday									Saturday			PARKING REGULATIONS
					AM			Midday			PM			Midday			
		Total Legal Spaces	Metered Spaces	Non-metered Spaces	7 - 8 AM	8 - 9 AM	9 - 10 AM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	
East - West Routes																	
Linden Blvd. between Granville Payne Ave. and New Jersey Ave.	North	4	0	4	2	2	0	1	2	0	1	1	1	0	0	0	No Parking 11:30 AM - 1 PM Mon & Thurs No Regulation
	South	4	0	4	0	0	1	2	1	0	0	0	0	0	0	3	
Linden Blvd. between New Jersey Ave. and Vermont St.	North	7	0	7	1	7	7	7	6	4	0	0	0	1	0	0	No Parking 11:30 AM - 1 PM Mon & Thurs No Parking 11 AM - 12:30 PM Tues & Fri
	South	7	0	7	0	1	1	3	1	0	0	1	5	0	0	0	
Linden Blvd. between Vermont St. and Wyona Ave. between Wyona Ave. and Bradford St. between Bradford St. and Miller Ave. between Bradford St. and Van Siclen Ave. between Vermont St. and Van Siclen Ave.	North	4	0	4	3	6	6	5	4	5	4	5	4	6	5	5	No Parking 11:30 AM - 1 PM Mon & Thurs No Parking 11:30 AM - 1 PM Mon & Thurs No Parking 11:30 AM - 1 PM Mon & Thurs No Parking 11:30 AM - 1 PM Mon & Thurs No Parking 11 AM - 12:30 PM Tues & Fri, No Parking 7 AM - 4 PM School Days
	North	2	0	2	3	2	1	1	1	3	3	3	4	2	3	4	
	North	5	0	5	0	8	8	8	8	8	0	0	0	0	0	0	
	North	4	0	4	0	7	7	6	6	6	1	0	0	0	0	0	
	South	37	0	37	8	12	16	15	14	16	15	16	16	14	17	22	
Linden Blvd. between Van Siclen Ave. and Hendrix St.	North	5	0	5	0	5	5	6	5	3	3	0	0	3	1	2	No Parking 11:30 AM - 1 PM Mon & Thurs No Parking 7:30 AM - 8 AM Tues & Fri
	South	9	0	9	1	9	10	9	8	9	4	4	5	11	11	11	
Linden Blvd. between Hendrix St. and Schenck Ave.	North	6	0	6	1	0	1	0	1	1	0	0	0	0	0	0	No Parking 11:30 AM - 1 PM Mon & Thurs No Parking 7:30 AM - 8 AM Tues & Fri [No Standing Anytime]
	South	8	0	8	4	9	7	7	8	5	2	3	3	8	7	8	
Linden Blvd. between Schenck Ave. and Barbey St. between Barbey St. and Jerome St. between Jerome St. and Warwick St. between Warwick St. and Ashford St. between Schenck Ave. and Ashford St.	North	7	0	7	7	3	1	1	1	2	3	4	5	1	2	2	No Parking 11:30 AM - 1 PM Mon & Thurs No Parking 11:30 AM - 1 PM Mon & Thurs No Parking 11:30 AM - 1 PM Mon & Thurs No Parking 11:30 AM - 1 PM Mon & Thurs [No Standing Anytime] No Parking 11:30 AM - 1 PM Tues & Fri [No Standing Anytime]
	North	6	0	6	6	3	2	1	2	3	2	2	1	4	3	4	
	North	8	0	8	4	5	8	6	5	3	4	3	5	6	4	3	
	North	2	0	2	2	2	2	2	1	2	1	0	0	1	1	2	
	South	31	0	31	25	26	28	25	21	26	22	25	26	29	23	24	
Linden Blvd. between Ashford St. and Cleveland St.	North	1	0	1	0	2	1	4	2	1	0	0	1	1	1	1	No Parking 8 AM - 9:30 AM Mon & Thurs [No Parking Anytime] No Parking Anytime
	South	8	0	8	1	6	7	6	6	5	8	3	4	8	9	5	
Linden Blvd. between Cleveland St. and Elton St.	North	7	0	7	0	5	6	6	5	4	2	2	1	4	3	3	No Parking 8 AM - 9:30 AM Mon & Thurs No Regulation
	South	3	0	3	0	1	0	1	0	0	0	0	0	0	0	0	
Linden Blvd. between Elton St. and Linwood St.	North	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	No Parking Anytime No Parking Anytime
	South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Linden Blvd. between Linwood St. and Essex St.	North	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	No Parking 8 AM - 9:30 AM Mon & Thurs No Parking 8 AM - 9:30 AM Tues & Fri
	South	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	
Linden Blvd. between Essex St. and Shepherd Ave.	North	4	0	4	0	0	0	3	2	2	1	2	2	2	1	1	No Parking 8 AM - 9:30 AM Mon & Thurs No Parking 8 AM - 9:30 AM Tues & Fri
	South	2	0	2	2	2	2	2	3	2	1	1	2	2	3	2	
Linden Blvd. between Shepherd Ave. and Berriman St.	North	3	0	3	0	0	1	2	1	1	1	0	1	2	2	2	No Parking 8 AM - 9:30 AM Mon & Thurs [Bus Stop] No Parking 8 AM - 9:30 AM Tues & Fri
	South	7	0	7	2	9	7	6	6	10	8	2	0	4	4	5	
Linden Blvd. between Berriman St. and Atkins Ave.	North	3	0	3	0	1	1	1	1	1	2	1	1	1	1	1	No Parking 8 AM - 9:30 AM Mon & Thurs [Bus Stop] No Parking 8 AM - 9:30 AM Tues & Fri
	South	5	0	5	0	1	5	5	6	5	1	0	0	0	0	0	
Linden Blvd. between Atkins Ave. and Montauk Ave.	North	5	0	5	0	0	2	1	1	2	2	2	1	1	2	2	No Regulation No Parking 8 AM - 9:30 AM Tues & Fri [Bus Stop]
	South	6	0	6	0	1	1	1	2	2	2	1	0	0	0	0	
Linden Blvd. between Montauk Ave. and Milford St.	North	3	0	3	0	0	0	0	0	0	1	2	0	0	0	0	No Parking 8 AM - 9:30 AM Mon & Thurs No Parking 8 AM - 9:30 AM Tues & Fri [No Parking Anytime]
	South	2	0	2	0	0	1	1	2	1	0	0	4	1	1	1	
Linden Blvd. between Milford St. and Logan St.	North	2	0	2	0	0	0	1	0	2	0	0	3	1	1	1	No Parking 8 AM - 9:30 AM Mon & Thurs [Bus Stop] No Parking 8 AM - 9:30 AM Tues & Fri
	South	4	0	4	2	1	0	1	1	2	1	0	1	1	2	1	
Linden Blvd. between Logan St. and Fountain Ave.	North	5	0	5	0	2	0	0	0	0	1	1	2	2	1	1	No Parking 8 AM - 9:30 AM Mon & Thurs No Parking 8 AM - 9:30 AM Tues & Fri [Bus Stop]
	South	4	0	4	6	4	4	3	3	4	3	4	3	2	3	5	
Linden Blvd. between Fountain Ave. and Holly St.	North	14	0	14	14	14	3	12	5	6	10	14	11	14	10	11	No Parking 11:30 AM- 1 PM Mon & Thurs No Parking 8:30 AM - 9:30 AM Tues & Fri
	South	6	0	6	3	3	4	3	2	1	1	4	4	3	2	3	
Linden Blvd. between Holly St. and Euclid Ave.	North	14	0	14	14	14	13	4	8	10	8	9	9	7	8	7	No Parking 11:30 AM- 1 PM Mon & Thurs [Bus Stop] No Regulation
	South	5	0	5	2	2	5	2	4	2	4	7	6	3	6	4	

TABLE E-16  
GATEWAY ESTATES II FEIS  
EXISTING ON-STREET PARKING INVENTORY

					Weekday									Saturday			PARKING REGULATIONS
					AM			Midday			PM			Midday			
		Total Legal Spaces	Metered Spaces	Non-metered Spaces	7 - 8 AM	8 - 9 AM	9 - 10 AM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	
Linden Blvd. between Euclid Ave. and Pine St.	North South	1 3	0 0	1 3	0 6	0 5	0 6	3 1	0 1	0 2	0 7	0 5	0 2	0 3	0 4	5 0	No Regulations No Parking 11:30 AM - 1 PM Tues & Fri
Linden Blvd. between Pine St. and Crescent St.	North South	2 1	0 0	2 1	0 2	2 1	1 0	2 0	0 0	0 1	3 0	4 0	0 0	3 3	3 2	3 1	No Parking 11:30 AM - 1 PM Mon & Thurs No Parking 11:30 AM - 1 PM Tues & Fri
Loring Ave. between Fountain Ave. and Holly St.	North South	5 0	0 0	5 0	3 0	3 0	4 0	4 0	3 0	3 1	4 0	2 0	3 0	3 0	2 0	0 0	No Parking 11 AM - 12:30 AM Mon & Thurs No Regulation
Loring Ave. between Holly St. and Euclid Ave.	North South	6 6	0 0	6 6	5 2	3 6	4 2	2 5	4 2	6 2	0 0	0 0	1 0	1 1	1 2	2 5	No Parking 11 AM - 12:30 PM Mon & Thurs No Parking 11 AM - 12:30 AM Tues & Fri
Loring Ave. between Euclid Ave. and Pine St.	North South	8 6	0 0	8 6	2 1	2 3	3 2	3 2	1 2	1 2	1 4	1 3	0 5	2 3	2 1	3 0	No Parking 11 AM - 12:30 PM Mon & Thurs No Parking 11 AM - 12:30 AM Tues & Fri
Loring Ave. between Pine St. and Crescent St.	North South	8 8	0 0	8 8	4 5	4 5	6 5	3 4	3 2	4 0	1 1	2 0	1 2	2 2	4 4	4 4	No Parking 11 AM - 12:30 PM Mon & Thurs No Parking 11 AM - 12:30 AM Tues & Fri
Stanley Ave. between Granville Payne Ave. and New Jersey Ave.	North South	8 8	0 0	8 8	2 1	5 1	9 1	8 6	4 4	6 4	5 4	6 5	8 4	4 3	5 5	6 6	No Parking 9:30 AM - 11 AM Tues & Fri [Bus Stop] No Parking 9:30 AM - 11 AM Mon & Thurs
Stanley Ave. between New Jersey Ave. and Vermont St.	North South	7 9	0 0	7 9	3 7	2 2	1 2	1 2	1 1	1 2	1 8	2 2	4 4	1 2	1 1	3 3	No Parking 9:30 AM - 11 AM Tues & Fri No Parking 9:30 AM - 11 AM Mon & Thurs
Stanley Ave. between Vermont St. and Van Siclen Ave.	North South	40 46	0 0	40 46	29 32	28 26	29 24	27 30	25 25	29 33	26 32	23 20	26 23	23 27	24 29	26 28	No Parking 9:30 AM - 11 AM Tues & Fri No Parking 9:30 AM - 11 AM Mon & Thurs [No Standing Anytime] [Bus Stop]
Stanley Ave. between Van Siclen Ave. and Hendrix Ave.	North South	10 12	0 0	10 12	3 6	6 10	8 8	11 7	7 11	6 9	7 9	8 8	4 4	8 9	9 10	9 7	No Parking 7:30 AM - 8 AM Tues & Fri No Parking 9:30 AM - 11 AM Mon & Thurs
Stanley Ave. between Hendrix Ave. and Schenck Ave.	North South	9 9	0 0	9 9	1 2	6 7	6 7	5 12	10 5	6 2	7 5	7 5	7 4	7 8	8 6	6 8	No Parking 7:30 AM - 8 AM Tues & Fri No Parking 9:30 AM - 11 AM Mon & Thurs
Stanley Ave. between Schenck Ave. and Ashford St.	North South	38 85	0 0	38 85	31 78	23 55	18 51	17 47	20 48	29 47	34 43	30 55	33 71	29 69	22 57	25 63	No Parking 9:30 AM - 11 AM Tues & Fri No Parking 9:30 AM - 11AM Mon & Thurs [Angled Parking]
Stanley Ave. between Ashford St. and Cleveland St.	North South	9 9	0 0	9 9	5 5	9 5	5 7	10 5	3 5	4 6	6 4	7 5	2 3	9 8	4 3	4 1	No Parking 7:30 AM - 8 AM Tues & Fri No Parking 9:30 AM - 11 AM Mon & Thurs
Stanley Ave. between Cleveland St. and Elton St.	North South	7 9	0 0	7 9	4 4	3 4	2 3	4 4	2 3	4 4	2 4	4 6	1 2	4 3	3 2	2 1	No Parking 9:30 AM - 11 AM Tues & Fri No Parking 9:30 AM - 11 AM Mon & Thurs
Stanley Ave. between Elton St. and Linwood St.	North South	9 9	0 0	9 9	3 5	3 6	4 2	4 3	4 6	4 4	3 2	0 1	0 1	1 1	0 0	0 0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3AM Tues & Fri
Stanley Ave. between Linwood St. and Essex St.	North South	8 8	0 0	8 8	1 0	1 0	1 0	1 1	1 1	1 1	1 0	1 0	0 0	0 2	1 2	1 0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
Stanley Ave. between Essex St. and Shepherd Ave.	North South	5 8	0 0	5 8	8 9	4 3	4 6	5 3	4 4	3 3	3 2	2 1	2 1	2 0	2 0	1 0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
Stanley Ave. between Shepherd Ave. and Berriman St.	North South	7 9	0 0	7 9	4 9	7 6	5 5	7 7	6 4	7 5	4 5	3 5	1 2	2 3	2 2	1 2	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
Stanley Ave. between Berriman St. and Atkins Ave.	North South	3 9	0 0	3 9	4 8	2 0	3 0	2 0	2 1	2 2	3 2	1 2	1 1	0 1	1 0	1 0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
Stanley Ave. between Atkins Ave. and Montauk Ave.	North South	7 8	0 0	7 8	7 8	7 3	7 5	5 4	7 4	7 4	3 8	0 6	1 3	4 4	0 0	0 0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
Stanley Ave. between Montauk Ave. and Milford St.	North South	6 6	0 0	6 6	4 12	2 6	3 5	3 6	5 5	4 3	4 4	1 0	1 0	0 0	4 4	1 1	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
Stanley Ave. between Milford St. and Logan St.	North South	6 3	0 0	6 3	9 10	1 1	1 2	2 1	1 2	1 2	2 1	1 1	1 1	0 0	1 0	0 0	No Regulation No Regulation
Stanley Ave. between Logan St. and Fountain Ave.	North South	9 8	0 0	9 8	9 11	3 5	1 5	1 6	1 4	1 5	1 2	0 1	0 0	0 0	0 0	0 0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri

TABLE E-16  
GATEWAY ESTATES II FEIS  
EXISTING ON-STREET PARKING INVENTORY

					Weekday									Saturday			PARKING REGULATIONS
					AM			Midday			PM			Midday			
		Total Legal Spaces	Metered Spaces	Non-metered Spaces	7 - 8 AM	8 - 9 AM	9 - 10 AM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	
Stanley Ave. between Fountain Ave. and Euclid Ave.	North	7	0	7	0	0	0	0	2	0	1	0	0	0	1	0	No Regulation
	South	9	0	9	5	6	6	6	4	6	0	0	0	0	0	0	No Regulation
Stanley Ave. between Euclid Ave. and Pine St.	North	5	0	5	3	3	4	4	3	5	3	1	2	3	4	2	No Regulation
	South	7	0	7	3	3	3	3	5	4	4	1	0	0	1	0	No Regulation
Stanley Ave. between Pine St. and Crescent St.	North	3	0	3	1	2	2	2	2	1	0	0	0	2	3	3	No Regulation
	South	6	0	6	2	2	1	4	2	3	3	3	3	5	6	6	No Regulation
Wortman Ave. between Granville Payne Ave. and New Jersey Ave.	North	7	3	4	4	2	2	3	4	3	4	4	4	3	2	3	No Parking 9:30 AM - 11 AM Mon & Thurs
	South	3	3	0	1	0	1	1	3	3	0	2	3	2	2	0	No Regulation [Bus Stop]
Wortman Ave. between New Jersey Ave. and Vermont St.	North	3	0	3	5	2	3	3	2	3	2	4	6	4	5	5	No Parking 9:30 AM - 11 AM Mon & Thurs [Bus Stop]
	South	9	0	9	8	8	8	8	9	8	9	8	9	7	4	6	No Parking 9:30 AM - 11 AM Tues & Fri
Wortman Ave. between Vermont St. and Van Siclen Ave.	North	44	0	44	30	34	25	26	28	23	33	37	34	34	36	38	No Parking 9:30 AM - 11 AM Mon & Thurs
	South	60	0	60	49	34	37	32	32	44	52	68	60	51	56	51	No Parking 9:30 AM - 11 AM Tues & Thurs [No Standing Anytime] [Bus Stop]
Wortman Ave. between Van Siclen Ave. and Schenck Ave.	North	20	0	20	10	6	5	3	2	2	1	2	5	9	5	4	No Parking 9:30 AM - 11 AM Mon & Thurs [Bus Stop]
	South	20	0	20	15	12	9	9	10	12	9	13	20	14	11	8	No Parking 9:30 AM - 11 AM Tues & Fri [No Standing Anytime]
Wortman Ave. between Schenck Ave. and Barbey St.	North	13	0	13	7	6	6	5	4	2	2	6	5	8	5	6	No Parking 9:30 AM - 11 AM Mon & Thurs [Angled Parking] [Bus Stop]
	South	4	0	4	2	1	1	0	1	2	3	3	3	1	1	2	No Parking 9:30 AM - 11 AM Tues & Fri [Bus Stop]
Wortman Ave. between Barbey St. and Jerome St.	North	25	0	25	17	12	5	10	6	7	6	9	12	14	15	10	No Parking 9:30 AM - 11 AM Mon & Thurs [Angled Parking]
	South	11	0	11	7	5	3	7	8	7	9	9	9	8	9	8	No Parking 9:30 AM - 11 AM Tues & Fri
Wortman Ave. between Jerome St. and Warwick St.	North	17	0	17	12	9	5	8	6	9	10	9	13	12	16	11	No Parking 9:30 AM - 11 AM Mon & Thurs [Angled Parking] [No Parking Anytime]
	South	5	0	5	2	2	4	2	3	2	3	5	5	3	4	4	No Parking 9:30 AM - 11 AM Tues & Fri [Bus Stop]
Wortman Ave. between Warwick St. and Ashford St.	North	21	0	21	10	10	8	7	8	4	9	9	9	9	8	10	No Parking 9:30 AM - 11 AM Mon & Thurs [Angled Parking] [Bus Stop]
	South	10	0	10	4	4	3	4	5	5	6	6	7	7	8	8	No Parking 9:30 AM - 11 AM Tues & Fri
Wortman Ave. between Ashford St. and Cleveland St.	North	10	0	10	4	1	4	2	2	2	4	4	5	4	2	3	No Parking 9:30 AM - 11 AM Mon & Thurs
	South	9	0	9	7	5	3	4	5	4	5	4	11	5	6	6	No Parking 9:30 AM - 11 AM Tues & Fri
Wortman Ave. between Cleveland St. and Elton St.	North	7	0	7	4	4	4	3	3	3	2	6	10	4	4	4	No Parking 9:30 AM - 11 AM Mon & Thurs
	South	8	0	8	7	5	6	6	4	3	6	4	1	5	4	5	No Parking 9:30 AM - 11 AM Tues & Fri
Wortman Ave. between Elton St. and Linwood St.	North	8	0	8	2	7	7	7	6	6	5	1	1	0	0	0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs
	South	9	0	9	1	6	6	4	4	3	2	2	1	0	0	0	Night Regulation, No Parking Mid - 3 AM Tues & Fri
Wortman Ave. between Linwood St. and Essex St.	North	5	0	5	0	0	1	1	1	1	0	0	0	0	1	0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs
	South	8	0	8	0	0	1	1	1	1	1	1	0	0	0	0	Night Regulation, No Parking Mid - 3 AM Tues & Fri
Wortman Ave. between Essex St. and Shepherd Ave.	North	8	0	8	8	9	9	8	6	6	5	1	0	0	0	0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs
	South	9	0	9	8	8	10	8	9	9	4	4	5	0	0	2	Night Regulation, No Parking Mid - 3 AM Tues & Fri
Wortman Ave. between Shepherd Ave. and Berriman St.	North	6	0	6	5	8	10	7	6	6	8	5	0	1	0	0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs
	South	9	0	9	8	9	11	10	9	10	8	1	0	0	0	0	Night Regulation, No Parking Mid - 3 AM Tues & Fri
Wortman Ave. between Berriman St. and Atkins Ave.	North	7	0	7	7	7	6	7	7	7	7	3	1	6	4	2	Night Regulation, No Parking Mid - 3 AM Mon & Thurs
	South	7	0	7	7	9	8	8	9	10	2	2	0	3	3	3	Night Regulation, No Parking Mid - 3 AM Tues & Fri
Wortman Ave. between Atkins Ave. and Montauk Ave.	North	7	0	7	7	7	6	7	6	9	6	1	0	0	0	0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs
	South	9	0	9	11	9	10	9	9	7	5	2	0	0	0	0	Night Regulation, No Parking Mid - 3 AM Tues & Fri
Wortman Ave. between Montauk Ave. and Milford St.	North	4	0	4	7	5	3	5	5	5	5	4	2	1	3	3	Night Regulation, No Parking Mid - 3 AM Mon & Thurs
	South	10	0	10	11	9	13	11	11	13	16	8	6	10	9	9	Night Regulation, No Parking Mid - 3 AM Tues & Fri
Wortman Ave. between Milford St. and Logan St.	North	5	0	5	7	7	6	6	5	6	3	2	2	3	2	1	No Regulation
	South	10	0	10	9	11	11	11	10	10	6	4	4	10	1	1	No Regulation
Wortman Ave. between Logan St. and Fountain Ave.	North	9	0	9	10	10	10	11	9	10	7	3	2	0	0	0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs
	South	10	0	10	11	11	10	9	10	12	3	3	1	1	0	0	Night Regulation, No Parking Mid - 3 AM Tues & Fri

TABLE E-16  
GATEWAY ESTATES II FEIS  
EXISTING ON-STREET PARKING INVENTORY

					Weekday									Saturday			PARKING REGULATIONS
					AM			Midday			PM			Midday			
		Total Legal Spaces	Metered Spaces	Non-metered Spaces	7 - 8 AM	8 - 9 AM	9 - 10 AM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	
Wortman Ave. between Fountain Ave. and Euclid Ave.	North South	2 3	0 0	2 3	2 3	2 4	2 3	2 4	0 6	2 4	2 4	0 2	0 3	0 3	0 2	0 2	No Regulation No Regulation
Wortman Ave. between Euclid Ave. and Pine St.	North South	5 8	0 0	5 8	4 7	1 6	1 7	0 6	0 6	2 7	0 7	1 5	3 2	0 4	1 3	1 4	No Regulation No Regulation
Wortman Ave. between Pine St. and Crescent St.	North South	7 8	0 0	7 8	5 1	1 3	1 2	1 2	1 1	1 1	0 0	0 1	0 2	4 4	4 4	4 4	No Parking 11 AM - 12:30 PM Mon & Thurs No Parking 11 AM - 12:30 PM Tues & Fri
Cozine Ave. between Granville Payne Ave. and New Jersey Ave.	North South	6 2	6 2	0 0	0 1	1 2	3 0	6 2	4 2	5 3	3 0	4 3	3 2	5 3	4 0	5 2	Night Regulation, No Parking Mid - 3 AM Tues & Fri, 2 HR Parking 9 AM - 7 PM Except Sun Night Regulation, No Parking Mid - 3 AM Mon & Thurs, 2 HR Parking 9 AM - 7 PM Except Sun [No Standing Anytime] [Bus Stop]
Cozine Ave. between New Jersey Ave. and Vermont St.	North South	6 9	0 0	6 9	5 8	5 5	6 6	5 8	5 7	5 7	4 6	4 7	5 9	3 7	3 6	3 5	No Parking 9:30 AM - 11 AM Mon & Thurs [Bus Stop] No Parking 9:30 AM - 11 AM Tues & Fri
Cozine Ave. between Vermont St. and Van Siclen Ave.	North South	22 31	0 0	22 31	27 22	19 20	23 25	18 25	27 21	24 26	29 28	35 31	34 34	26 33	31 27	28 30	No Parking 9:30 AM - 11 AM Mon & Thurs [No Standing Anytime] No Parking 9:30 AM - 11 AM Tues & Thurs [Bus Stop]
Cozine Ave. between Van Siclen Ave. and Hendrix St.	North South	2 6	0 0	2 6	2 6	1 2	2 3	2 3	3 3	2 3	2 4	3 4	10 6	6 5	4 6	5 6	No Parking 9:30 AM - 11 AM Mon & Thurs [No Standing Anytime] [Bus Stop] No Parking 9:30 AM - 11 AM Tues & Fri
Cozine Ave. between Hendrix St. and Schenck Ave.	North South	8 2	0 0	8 2	7 2	7 3	6 1	6 1	6 3	6 3	10 1	6 2	6 3	6 2	7 4	8 4	No Parking 9:30 AM - 11 AM Mon & Thurs [No Standing Anytime] No Parking 9:30 AM - 11 AM Tues & Fri [No Parking Anytime] [Bus Stop]
Cozine Ave. between Schenck Ave. and Barbey St.	North South	6 8	0 0	6 8	3 4	1 6	0 6	0 5	1 4	1 2	0 7	0 7	0 6	2 3	0 3	0 3	No Parking 9:30 AM - 11 AM Mon & Thurs No Parking 9:30 AM - 11 AM Tues & Fri
Cozine Ave. between Barbey St. and Jerome St.	North South	4 7	0 0	4 7	1 4	1 2	1 2	2 2	1 4	1 2	0 1	0 1	0 2	2 1	1 2	1 1	No Parking 9:30 AM - 11 AM Mon & Thurs [Bus Stop] No Parking 9:30 AM - 11 AM Tues & Fri
Cozine Ave. between Jerome St. and Warwick St.	North South	8 6	0 0	8 6	4 3	7 5	6 3	7 5	5 5	4 4	2 4	1 4	5 6	4 5	5 4	6 8	No Parking 9:30 AM - 11 AM Mon & Thurs No Parking 9:30 AM - 11 AM Tues & Fri [Bus Stop]
Cozine Ave. between Warwick St. and Ashford St.	North South	3 8	0 0	3 8	2 6	1 5	1 2	1 7	1 8	3 9	4 9	3 9	2 7	3 10	2 8	4 10	No Parking 9:30 AM - 11 AM Mon & Thurs [Bus Stop] No Parking 9:30 AM - 11 AM Tues & Fri
Cozine Ave. between Ashford St. and Cleveland St.	North South	8 8	0 0	8 8	7 6	5 5	5 6	3 6	3 5	5 4	6 9	7 13	6 8	6 8	6 6	6 7	No Parking 9:30 AM - 11 AM Mon & Thurs [Bus Stop] No Parking 9:30 AM - 11 AM Tues & Fri
Cozine Ave. between Cleveland St. and Elton St.	North South	5 11	0 0	5 11	5 5	3 6	2 1	2 5	2 4	4 6	6 7	7 7	5 8	3 3	2 3	3 4	No Parking 9:30 AM - 11 AM Mon & Thurs No Parking 9:30 AM - 11 AM Tues & Fri
Cozine Ave. between Elton St. and Linwood St.	North South	8 11	0 0	8 11	1 2	2 2	2 0	4 1	5 2	2 3	3 0	0 1	0 0	1 0	1 0	1 0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
Cozine Ave. between Linwood St. and Essex St.	North South	9 7	0 0	9 7	0 0	0 0	1 2	2 2	2 2	3 2	2 2	1 2	0 1	0 0	0 1	0 0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
Cozine Ave. between Essex St. and Shepherd Ave.	North South	8 9	0 0	8 9	2 3	2 4	6 5	7 8	7 7	8 6	4 6	1 4	1 1	0 0	0 0	0 0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
Cozine Ave. between Shepherd Ave. and Berriman St.	North South	8 11	0 0	8 11	0 0	0 0	0 0	1 1	1 1	0 1	0 2	0 2	3 0	0 0	0 0	0 0	No Regulation No Regulation
Cozine Ave. between Berriman St. and Atkins Ave.	North South	9 10	0 0	9 10	5 7	7 8	5 5	4 5	3 6	4 7	3 5	3 0	1 0	0 1	0 0	0 0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
Cozine Ave. between Atkins Ave. and Montauk Ave.	North South	10 9	0 0	10 9	9 9	8 9	7 7	5 5	8 7	9 10	9 6	2 0	1 0	0 1	0 1	0 1	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
Cozine Ave. between Montauk Ave. and Milford St.	North South	8 23	0 0	8 23	10 23	8 19	7 15	13 11	10 8	8 18	10 9	2 0	0 0	0 4	0 7	0 7	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Angled Parking
Cozine Ave. between Milford St. and Logan St.	North South	10 8	0 0	10 8	9 7	9 10	11 5	10 5	8 7	10 7	6 2	1 0	0 0	0 0	0 0	0 0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri

TABLE E-16  
GATEWAY ESTATES II FEIS  
EXISTING ON-STREET PARKING INVENTORY

					Weekday									Saturday			PARKING REGULATIONS
					AM			Midday			PM			Midday			
		Total Legal Spaces	Metered Spaces	Non-metered Spaces	7 - 8 AM	8 - 9 AM	9 - 10 AM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	
Cozine Ave. between Logan St. and Fountain Ave.	North	10	0	0	10	9	7	9	10	10	2	0	0	0	0	0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs Night Regulation, No Parking Mid - 3 AM Tues & Fri
	South	6	0	6	7	7	8	7	7	9	0	0	0	0	0	0	
Cozine Ave. between Fountain Ave. and Pine St.	North	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	No Parking 11 AM - 12:30 PM Mon & Thurs No Parking 11 AM - 12:30 PM Tues & Fri
	South	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	
Cozine Ave. between Pine St. and Crescent St.	North	4	0	4	2	4	2	2	3	1	1	2	3	1	1	1	No Parking 11 AM - 12:30 PM Mon & Thurs No Parking 11 AM - 12:30 PM Tues & Fri
	South	7	0	7	6	2	4	2	2	4	4	4	4	2	2	1	
Old Mill Rd. between Fountain Ave. and Crescent St.	North	5	0	5	3	2	2	1	1	2	5	3	6	7	6	6	No Regulation No Regulation
	South	6	0	6	4	5	4	4	6	6	1	6	2	2	3	1	
Flatlands Ave. between Granville Payne Ave. and New Jersey Ave.	North	4	0	4	3	0	0	0	1	0	0	1	0	4	3	6	No Parking 9:30 AM - 11 AM Mon & Thurs No Parking 9 AM - 5 PM Mon - Fri Except Authorized Vehicles (NYS Road Test: License Applicants)
	South	4	0	4	1	0	0	0	0	0	0	0	0	4	3	1	
Flatlands Ave. between New Jersey Ave. and Vermont St.	North	7	0	7	4	3	4	4	4	2	2	3	5	3	4	5	No Parking 9:30 AM - 11 AM Mon & Thurs No Parking 9 AM - 5 PM Mon - Fri Except Authorized Vehicles (NYS Road Test: License Applicants)
	South	7	0	7	0	0	0	0	0	0	0	0	0	1	1	1	
Flatlands Ave. between Vermont St. and Van Siclen Ave.	North	22	0	22	17	16	13	12	12	10	15	10	10	17	20	21	No Parking 9:30 AM - 11 AM Mon & Thurs No Parking 9 AM - 5 PM Mon - Fri Except Authorized Vehicles (NYS Road Test: License Applicants)
	South	20	0	20	5	21	22	19	27	22	1	1	2	8	6	4	
Flatlands Ave. between Van Siclen Ave. and Hendrix St.	North	16	0	16	11	7	10	4	2	3	1	1	2	14	6	6	No Parking 11 AM - 12:30 PM Mon & Thurs No Parking 9:30 AM - 11 AM Tues & Fri
	South	13	0	13	4	4	6	3	3	2	1	1	1	0	0	0	
Flatlands Ave. between Hendrix St. and Schenck Ave.	North	4	0	4	3	1	1	2	5	2	2	1	0	2	2	3	No Parking 9:30 AM - 11 AM Mon & Thurs No Parking 9:30 AM - 11 AM Tues & Fri
	South	4	0	4	3	0	2	2	3	1	2	2	2	0	0	0	
Flatlands Ave. between Schenck Ave. and Barbey St.	North	7	0	7	4	0	1	1	2	2	2	2	5	1	0	0	No Parking 9:30 AM - 11 AM Mon & Thurs No Parking 9:30 AM - 11 AM Tues & Fri
	South	7	0	7	4	5	5	2	2	2	2	2	1	1	0	0	
Flatlands Ave. between Barbey St. and Jerome St.	North	4	0	4	3	3	3	3	3	2	1	1	2	1	0	1	No Parking 9:30 AM - 11 AM Mon & Thurs No Parking 9:30 AM - 11 AM Tues & Fri
	South	7	0	7	3	1	3	1	3	0	0	1	2	0	1	1	
Flatlands Ave. between Jerome St. and Elton St.	North	24	0	24	24	18	16	19	14	24	19	24	34	26	26	27	No Parking 9:30 AM - 11 AM Mon & Thurs No Parking 9:30 AM - 11 AM Tues & Fri
	South	34	0	34	16	11	8	9	11	6	6	11	10	12	11	8	
Flatlands Ave. between Elton St. and Linwood St.	North	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	No Standing Anytime No Standing Anytime
	South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Flatlands Ave. between Linwood St. and Essex St.	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Standing Anytime No Standing Anytime
	South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Flatlands Ave. between Essex St. and Shepherd St.	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	No Standing Anytime No Standing Anytime
	South	0	0	0	0	0	0	0	0	0	1	0	0	3	8	10	
Flatlands Ave. between Shepherd St. and Berriman St.	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Standing Anytime No Standing Anytime
	South	0	0	0	0	0	1	0	0	0	0	0	0	8	8	9	
Flatlands Ave. between Berriman St. and Atkins Ave.	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Standing Anytime No Standing Anytime
	South	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
Flatlands Ave. between Atkins Ave. and Montauk Ave.	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Standing Anytime No Standing Anytime
	South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Flatlands Ave. between Montauk Ave. and Milford St.	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Standing Anytime No Standing Anytime
	South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Flatlands Ave. between Milford St. and Logan St.	North	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	No Standing Anytime No Standing Anytime
	South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Flatlands Ave. between Logan St. and Fountain Ave.	North	0	0	0	1	0	0	0	0	1	1	0	1	0	2	0	No Standing Anytime No Standing Anytime
	South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Flatlands Ave. between Fountain Ave. and Crescent St.	North	13	0	13	4	2	2	2	2	2	2	3	4	7	7	7	No Parking 11 AM - 12:30 PM Mon & Thurs No Parking 7 PM - 6 AM Including Sun
	South	7	0	7	0	0	0	1	0	0	0	0	0	0	1	1	

TABLE E-16  
GATEWAY ESTATES II FEIS  
EXISTING ON-STREET PARKING INVENTORY

					Weekday									Saturday			PARKING REGULATIONS
					AM			Midday			PM			Midday			
		Total Legal Spaces	Metered Spaces	Non- metered Spaces	7 - 8 AM	8 - 9 AM	9 - 10 AM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	
Flatlands Ave. between Crescent St. and Dead End	North South	0 20	0 0	0 20	0 0	1 1	0 7	0 0	0 0	0 0	0 0	0 0	0 0	0 1	0 0	0 0	No Standing Anytime No Parking 7 PM - 6 AM Including Sun
Vandalia Ave. between Granville Payne Ave. to Ardsley Loop Exit	North	14	0	14	13	14	14	13	14	13	12	16	14	11	11	13	No Parking 11 AM - 12:30 PM Thurs
Vandalia Ave. between Ardsley Loop Exit and Ardsley Loop Entrance	North	4	0	4	2	2	3	3	3	2	2	3	3	1	1	1	No Parking 11 AM - 12:30 PM Thurs
Vandalia Ave. between Ardsley Loop Entrance and Van Siclen Ave.	North	23	0	23	18	19	27	26	21	19	21	22	23	15	17	19	No Parking 11 AM - 12:30 PM Thurs [Bus Stop]
Vandalia Ave. between Granville Payne Ave. and Bethel Loop Entrance	South	24	0	24	24	9	8	8	17	20	27	26	27	18	21	24	No Parking 11 AM - 12:30 PM Wed
Vandalia Ave. between Bethel Loop Entrance and Bethel Loop Exit	South	5	0	5	5	1	0	0	1	1	5	4	4	3	3	3	No Parking 11 AM - 12:30 PM Wed [Bus Stop]
Vandalia Ave. between Bethel Loop Exit and Van Siclen Ave.	South	11	0	11	7	3	2	11	5	7	9	10	10	7	10	8	No Parking 11 AM - 12:30 PM Wed [Bus Stop]
Ardsley Loop East Leg	West	14	0	14	7	7	7	6	10	13	11	10	12	11	11	13	No Parking 11 AM - 12:30 PM Wed
	East	13	0	13	15	15	15	13	15	14	14	13	15	11	13	13	No Parking 11 AM - 12:30 PM Thurs [No Parking Anytime]
North Leg	North	4	0	4	7	7	7	7	8	8	7	5	8	8	8	8	No Parking 11 AM - 12:30 PM Thurs [No Parking Anytime]
	South	6	0	6	5	5	4	5	6	15	5	5	6	5	5	6	No Parking 11 AM - 12:30 PM Wed
West Leg	West	15	0	15	15	14	15	13	13	9	12	16	16	11	14	15	No Parking 11 AM - 12:30 PM Thurs
	East	11	0	11	5	6	5	6	10	11	10	12	13	10	12	13	No Parking 11 AM - 12:30 PM Wed
Bethel Loop West Leg	West	11	0	11	9	9	7	6	10	8	9	11	11	11	12	11	No Parking 11 AM - 12:30 PM Wed [No Parking Anytime]
	East	13	0	13	12	12	13	14	10	9	10	10	13	11	12	13	No Parking 11 AM - 12:30 PM Thurs
South Leg	North	6	0	6	7	7	7	7	6	5	6	7	7	6	6	7	No Parking 11 AM - 12:30 PM Thurs [No Parking Anytime]
	South	10	0	10	3	3	2	0	3	4	7	9	10	7	9	8	No Parking 11 AM - 12:30 PM Wed [No Parking Anytime]
East Leg	West	18	0	18	17	18	19	20	17	14	17	14	18	12	17	18	No Parking 11 AM - 12:30 PM Thurs [No Parking Anytime]
	East	22	0	22	14	17	4	3	8	14	18	22	23	19	21	21	No Parking 11 AM - 12:30 PM Wed [No Parking Anytime]
Schroeders Ave. between Granville Payne Ave. and Elmira Loop Exit	North	15	0	15	16	14	18	16	16	14	13	17	16	16	15	17	No Parking 11 AM - 12:30 PM Thurs
Schroeders Ave. between Elmira Loop Exit and Elmira Loop Entrance	North	8	0	8	8	8	13	7	7	10	5	5	8	9	9	8	No Parking 11 AM - 12:30 PM Thurs
Schroeders Ave. between Elmira Loop Entrance and Van Siclen Ave.	North	8	0	8	8	8	8	7	5	4	5	3	5	6	5	5	No Parking 11 AM - 12:30 PM Thurs
Schroeders Ave. between Granville Payne Ave. and Van Siclen Ave.	South	40	0	40	26	20	15	30	35	31	34	28	39	39	36	38	No Parking 11 AM - 12:30 PM Wed
Elmira Loop East Leg	West	12	0	12	9	10	3	2	7	12	12	9	14	12	13	13	No Parking 11 AM - 12:30 PM Wed
	East	16	0	16	13	14	16	14	12	13	14	10	17	13	16	15	No Parking 11 AM - 12:30 PM Thurs [No Parking Anytime]
North Leg	North	5	0	5	3	5	5	6	4	4	6	5	5	6	5	5	No Parking 11 AM - 12:30 PM Thurs [No Parking Anytime]
	South	4	0	4	4	3	3	4	4	3	5	6	6	5	6	6	No Parking 11 AM - 12:30 PM Wed
West Leg	West	16	0	16	13	12	12	12	11	12	14	16	15	14	14	11	No Parking 11 AM - 12:30 PM Thurs [No Parking Anytime]
	East	16	0	16	10	16	15	12	14	15	17	14	16	15	16	17	No Parking 11 AM - 12:30 PM Wed
Seaview Ave. between Granville Payne Ave. and Van Siclen Ave.	North South	27 24	0 0	27 24	20 18	20 13	24 7	27 5	21 9	19 10	17 10	19 21	23 29	14 20	14 22	18 21	No Parking 11 AM - 12:30 PM Thurs No Parking 11 AM - 12:30 PM Wed
Totals		6180	71	6099	3796	3818	3742	3718	3622	3689	3384	3117	3269	3139	3121	3133	
Percent Capacity Full (%)					63%	64%	63%	63%	61%	62%	56%	51%	53%	51%	51%	51%	

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# TRAFFIC VOLUME MAPS



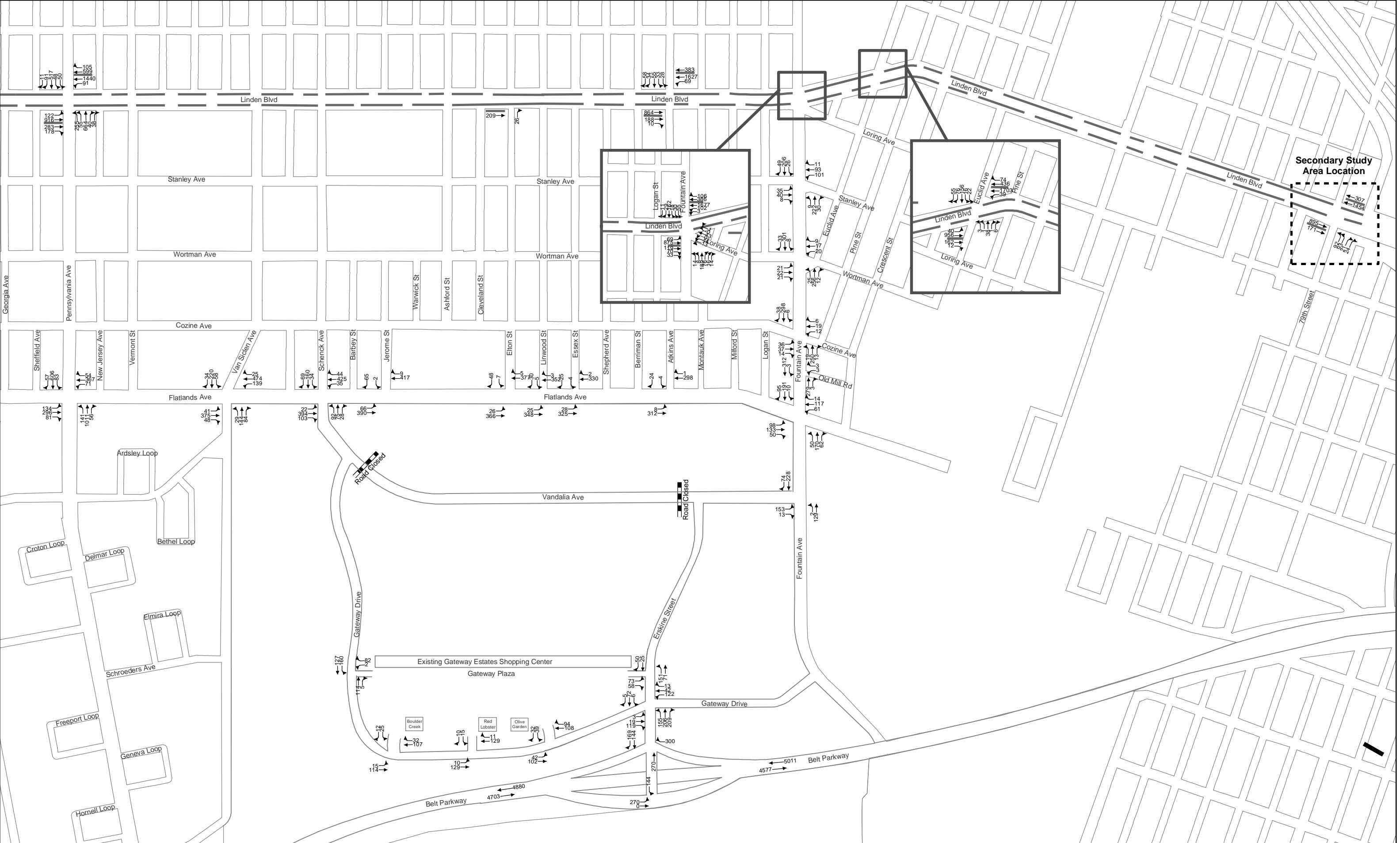


Figure E-1a  
Existing Traffic Volumes - Weekday AM Peak Hour (Primary Study Area)  
Gateway Estates II FEIS





Figure E-2a  
Existing Traffic Volumes - Weekday Midday Peak Hour (Primary Study Area)  
**Gateway Estates II FEIS**





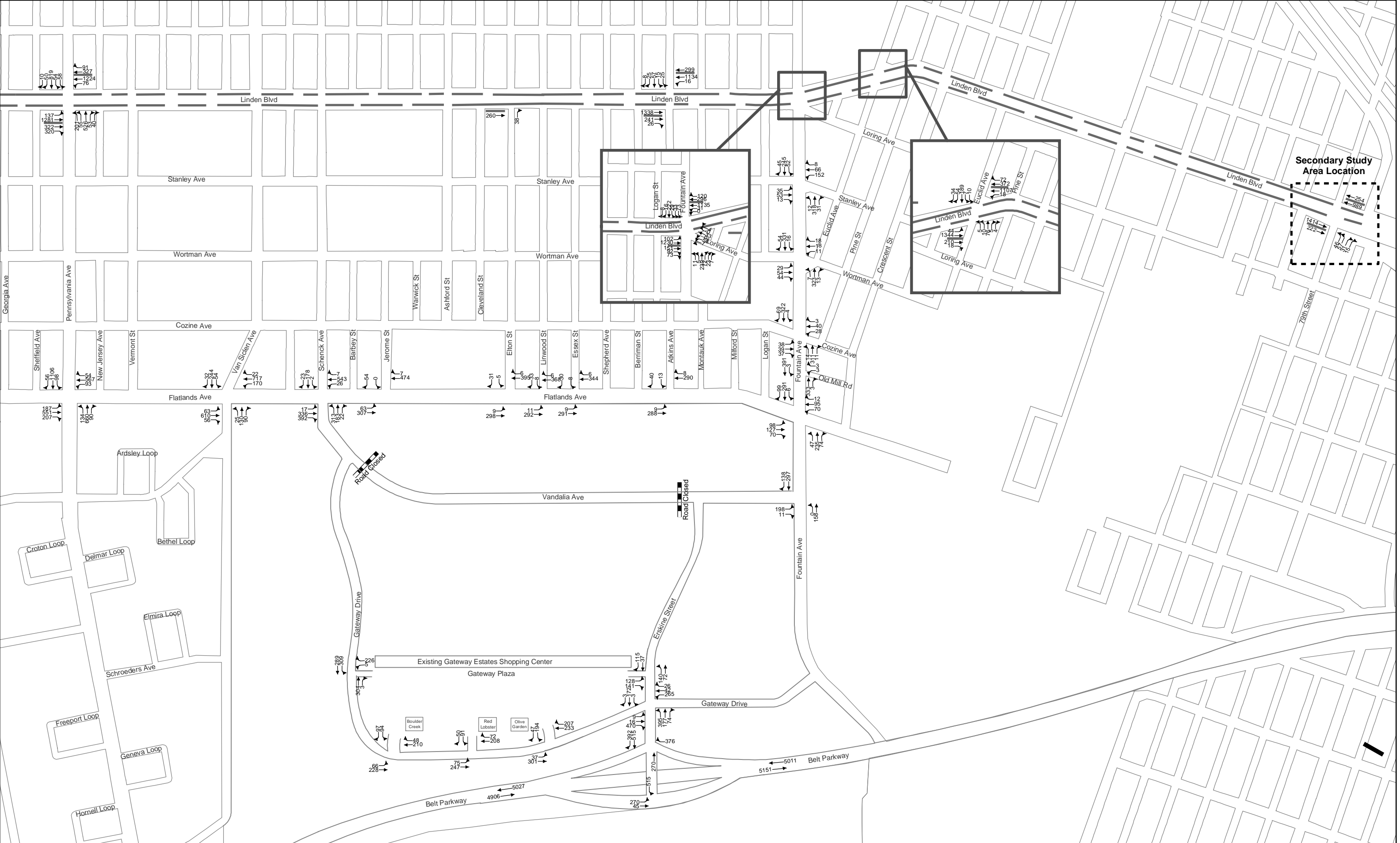
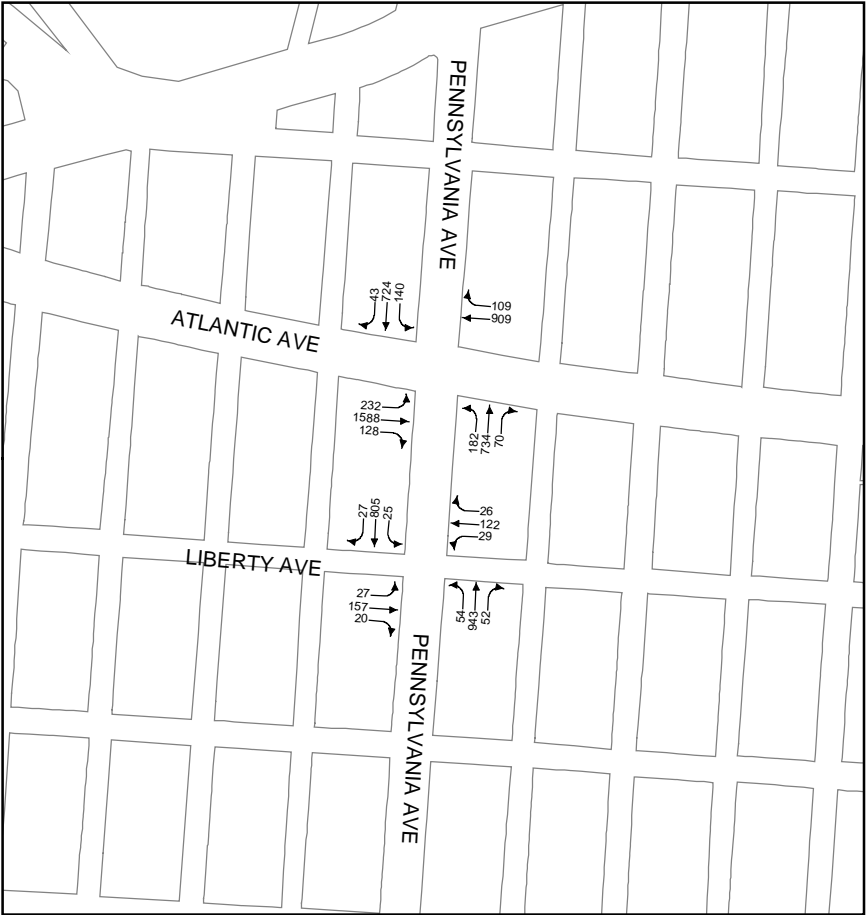
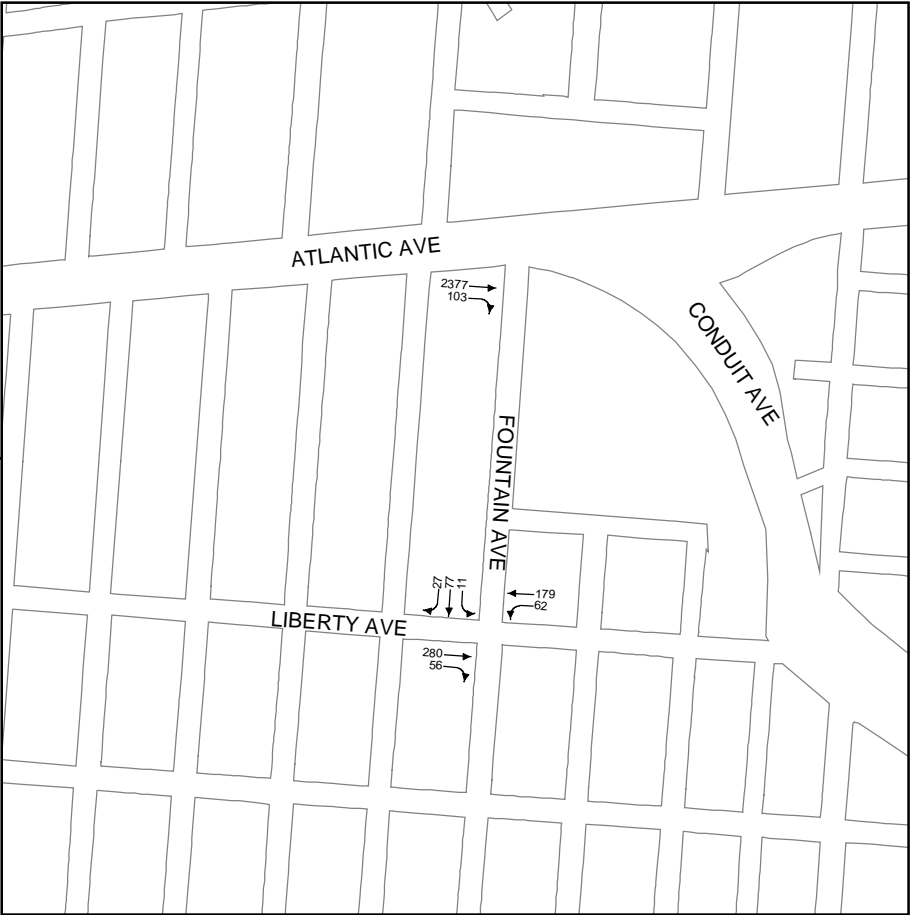


Figure E-3a  
Existing Traffic Volumes - Weekday PM Peak Hour (Primary Study Area)  
Gateway Estates II FEIS

Pennsylvania Avenue / G. Payne Avenue



Fountain Avenue



Flatlands Avenue



Linden Boulevard





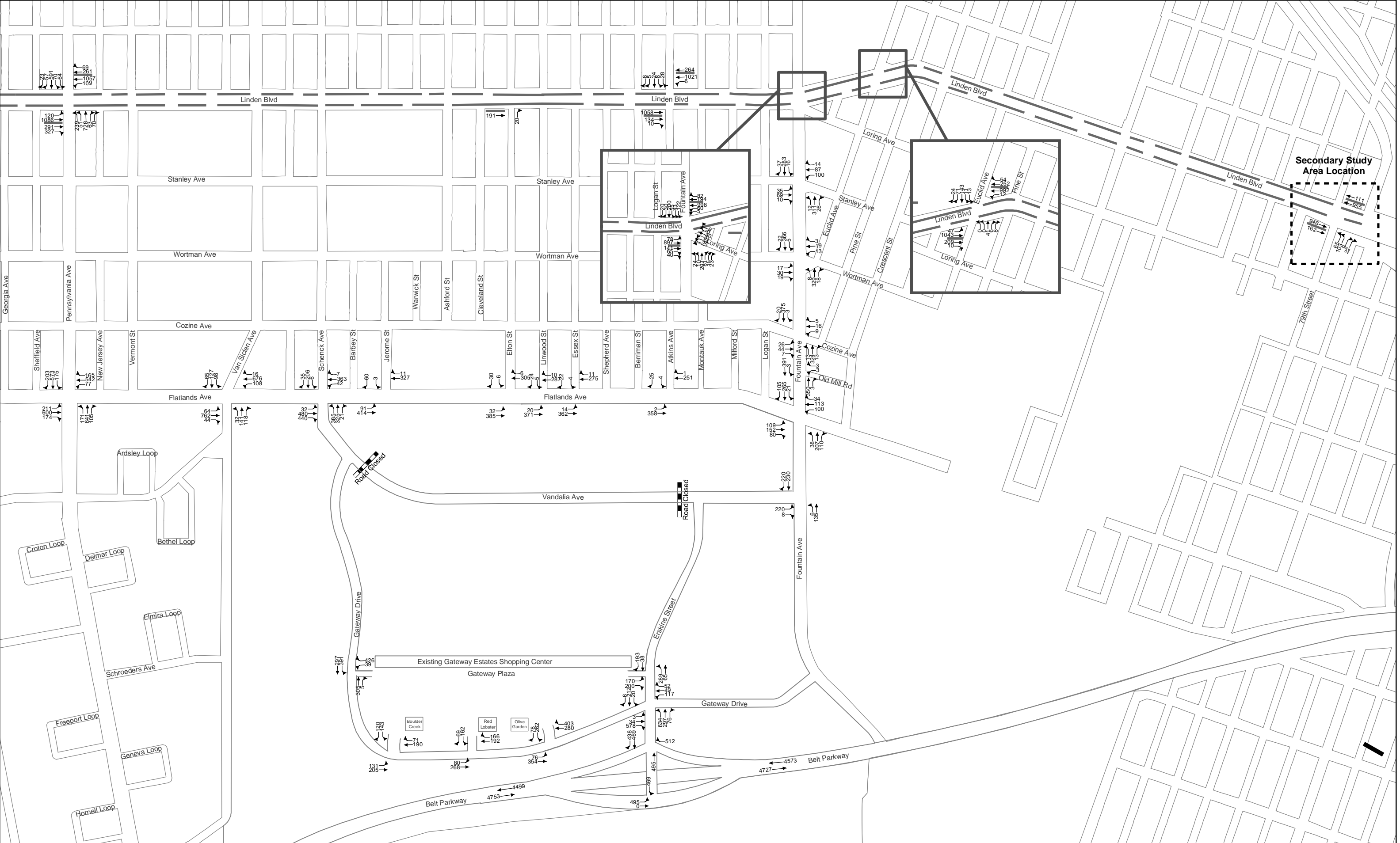


Figure E-4a  
Existing Traffic Volumes - Saturday Midday Peak Hour (Primary Study Area)  
**Gateway Estates II FEIS**





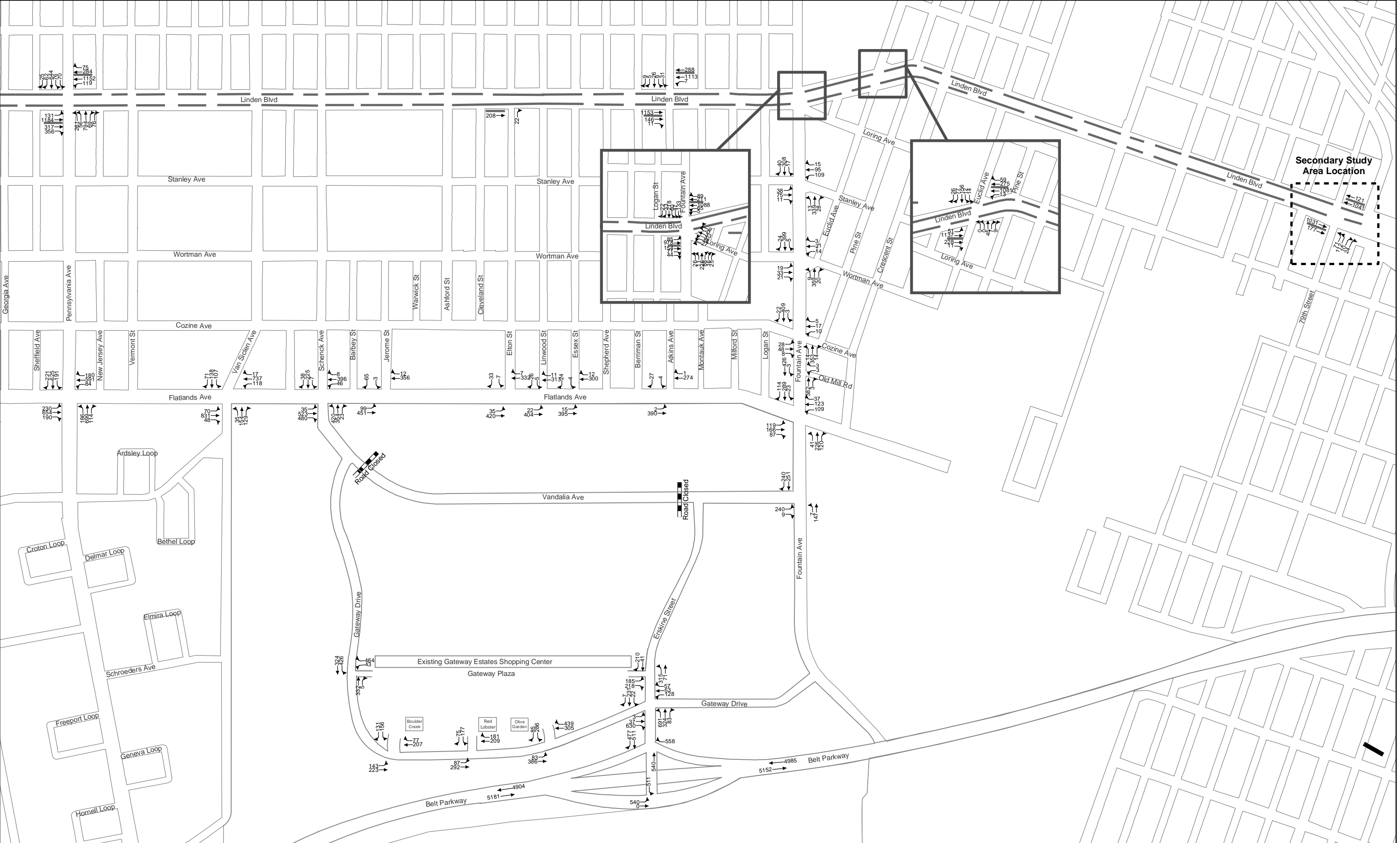
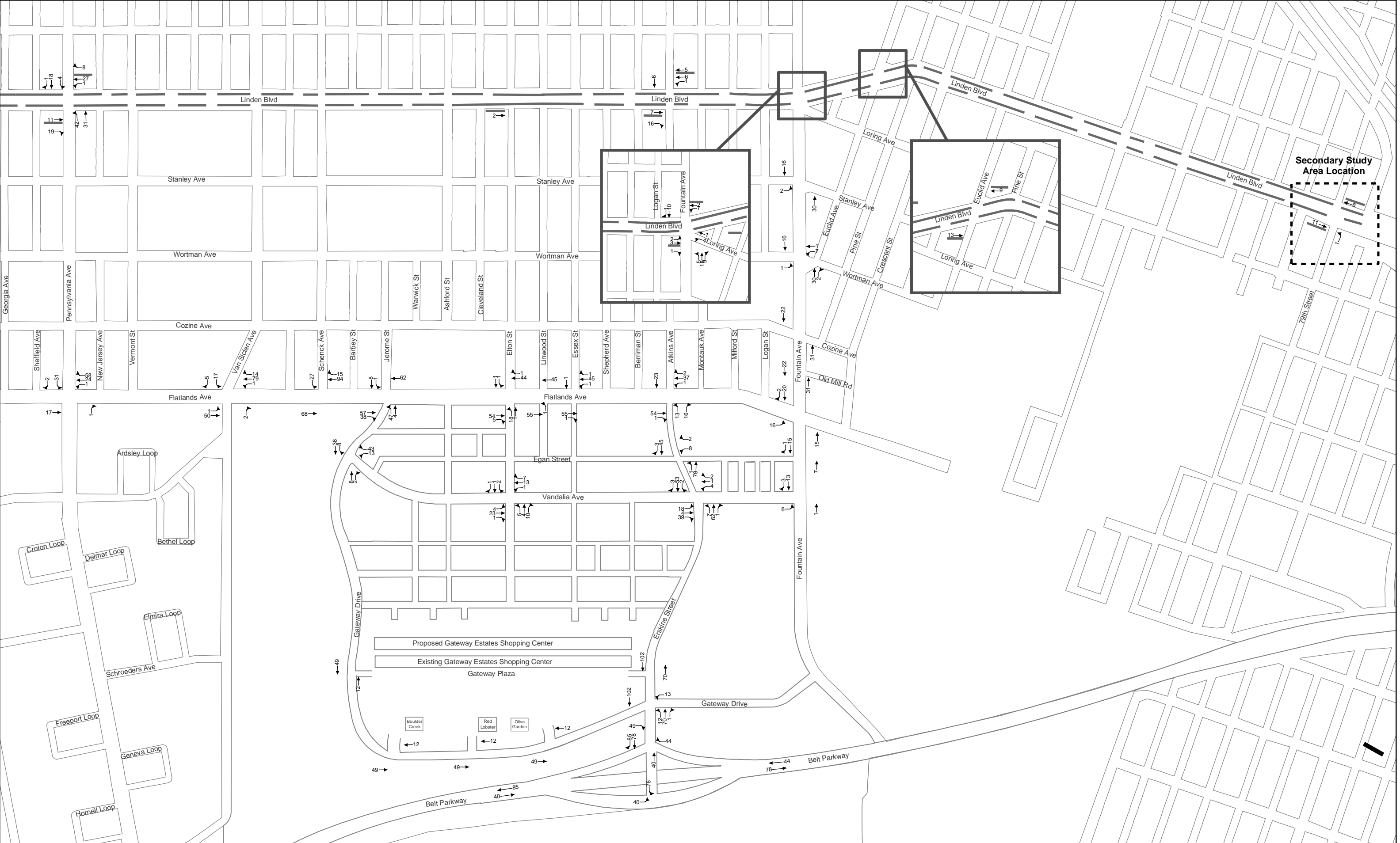


Figure E-5a  
Existing Traffic Volumes - Saturday PM Peak Hour (Primary Study Area)  
Gateway Estates II FEIS









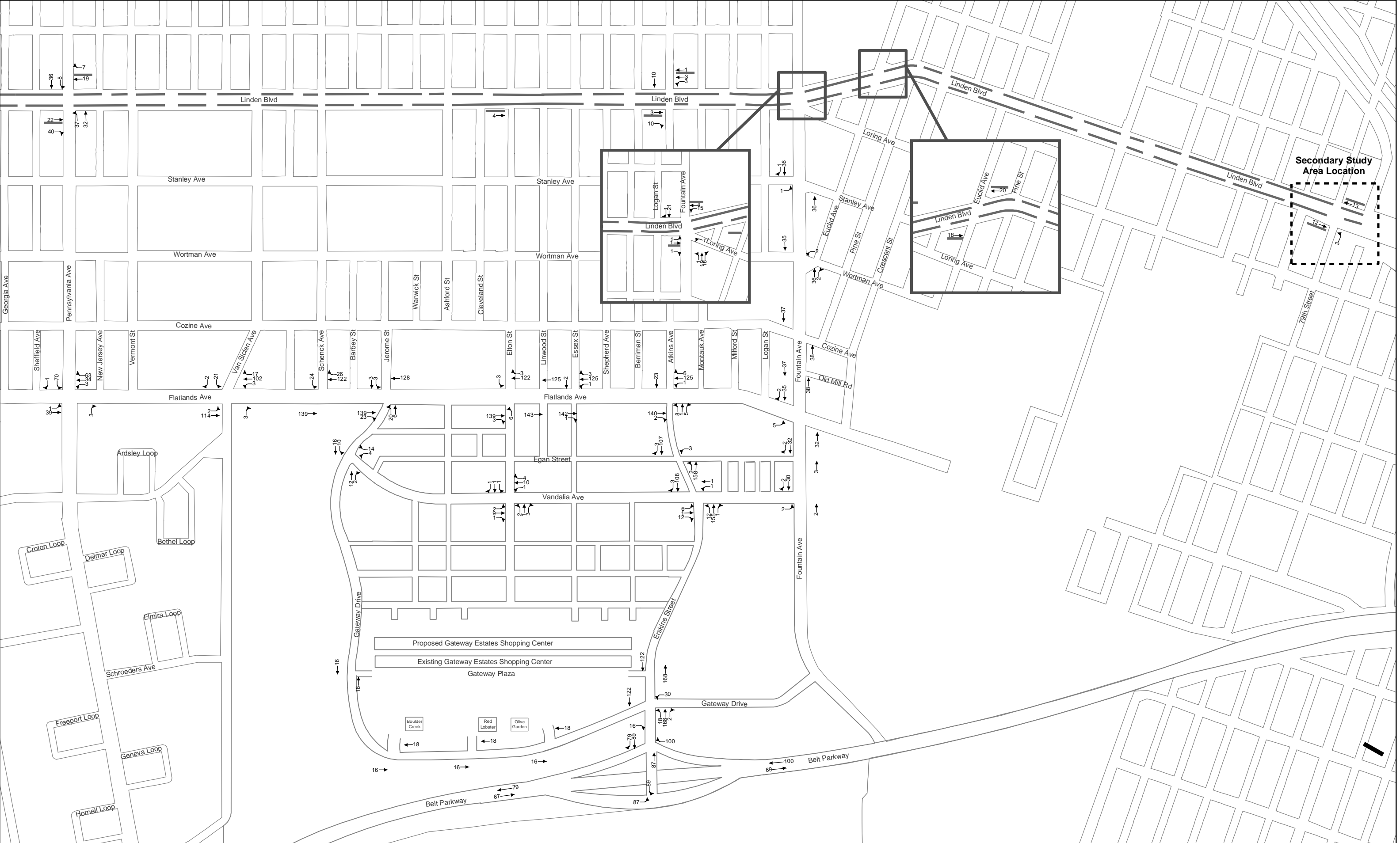
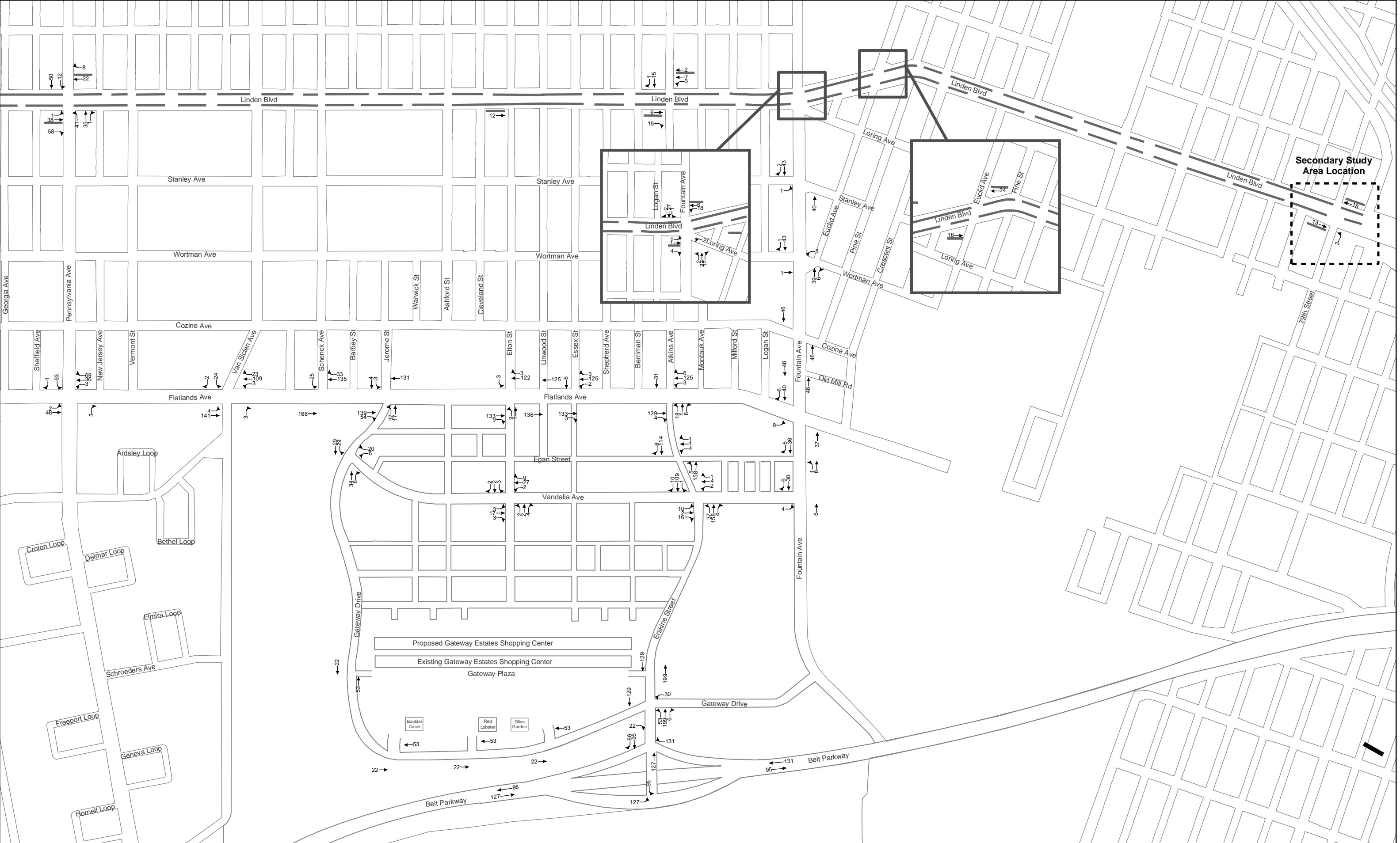


Figure E-7a  
2011 No Build Traffic Volume Increments - Weekday Midday Peak Hour (Primary Study Area)  
Gateway Estates II FEIS











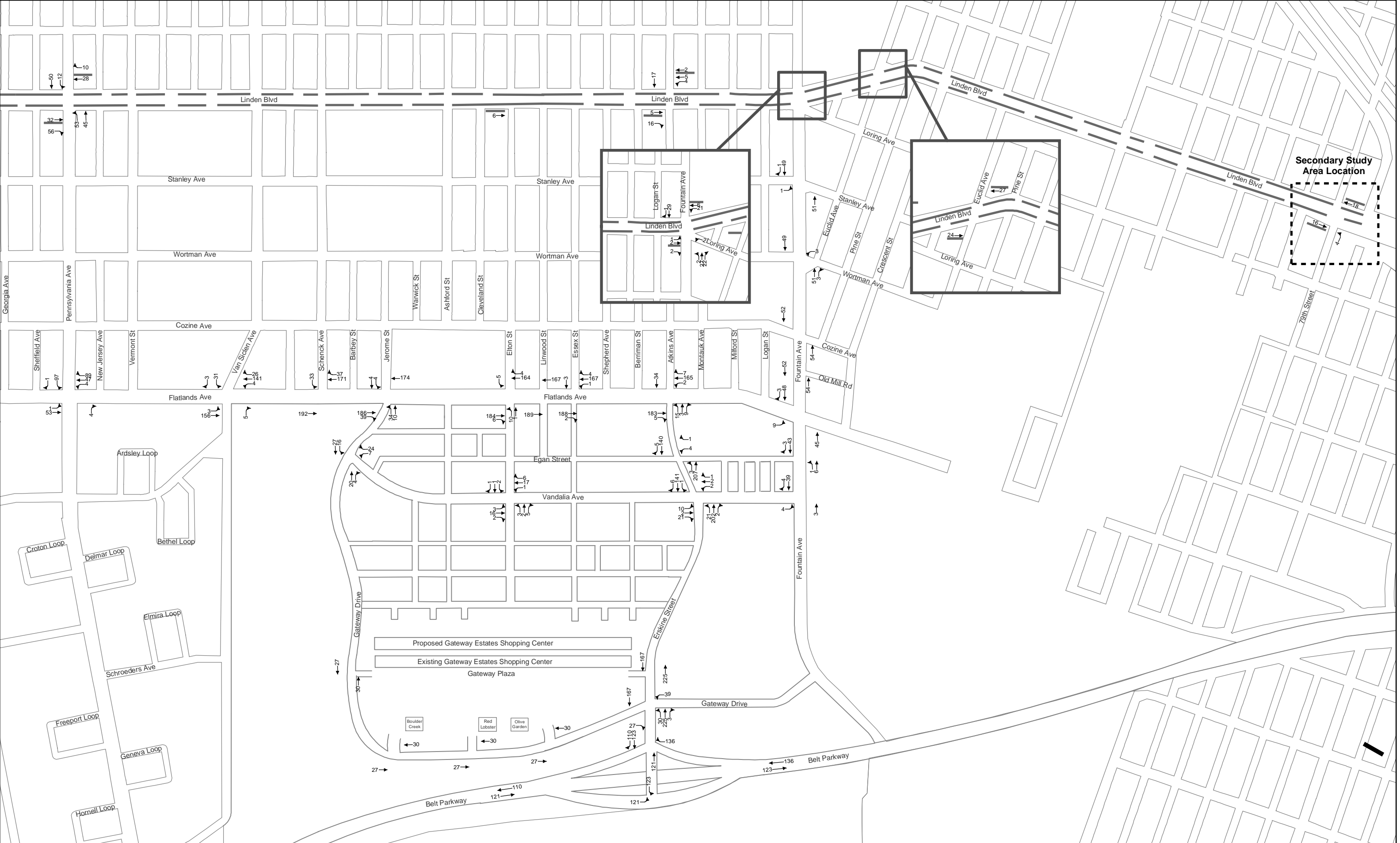
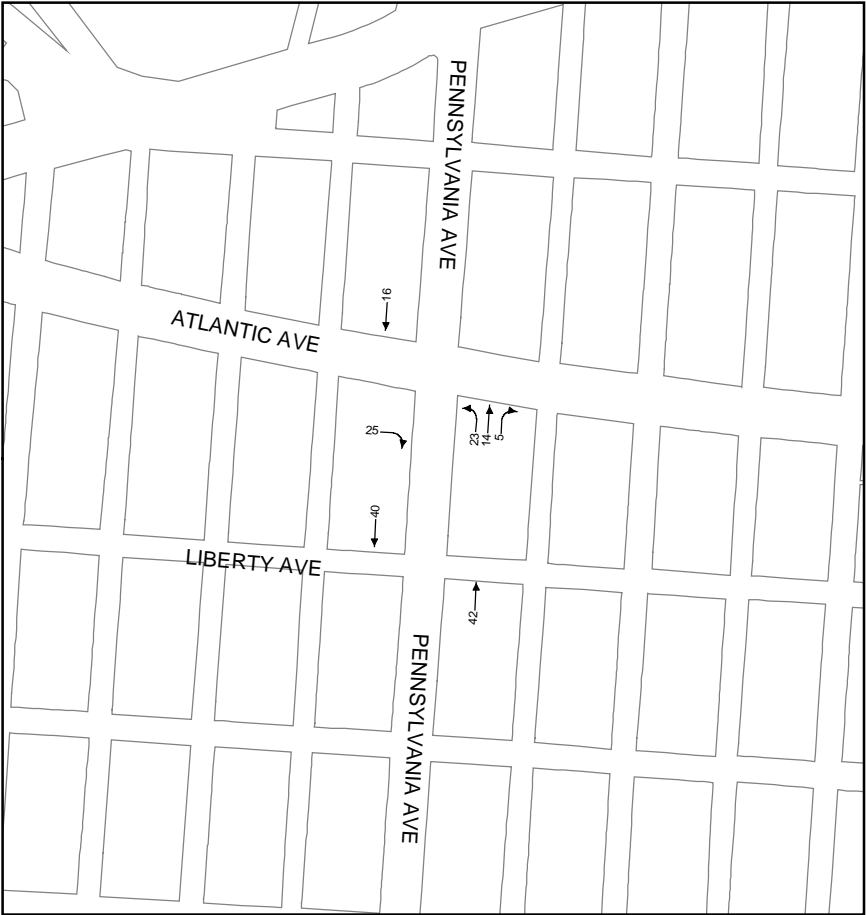
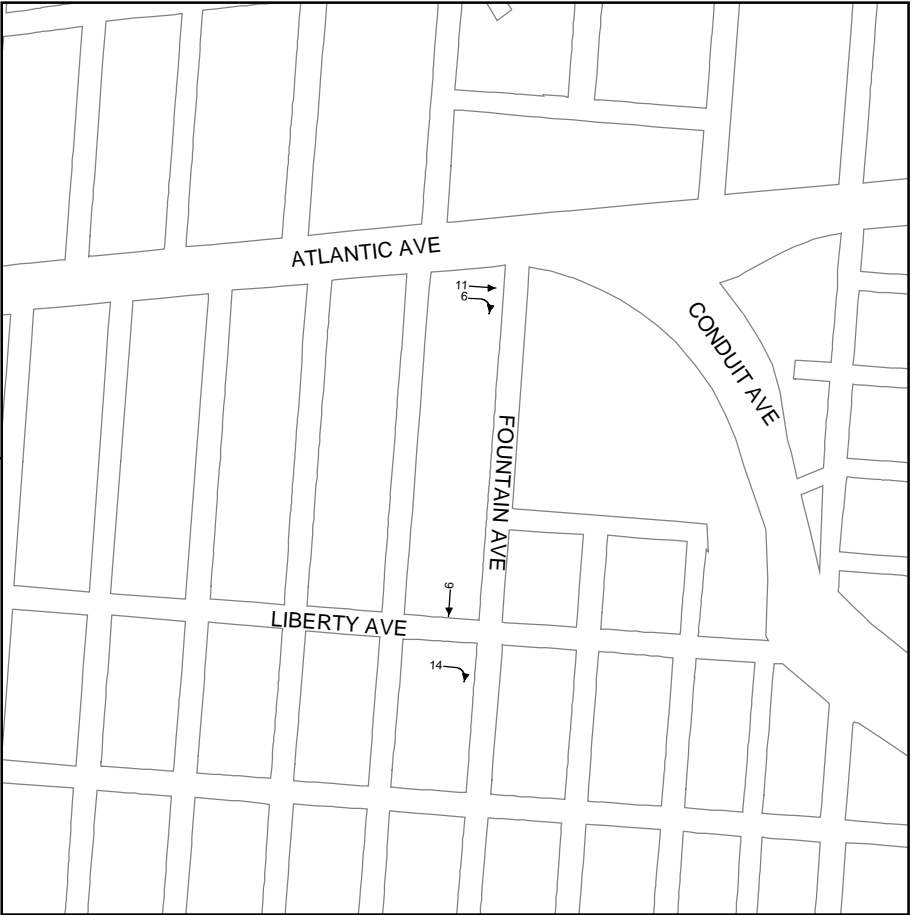


Figure E-9a  
2011 No Build Traffic Volume Increments - Saturday Midday Peak Hour (Primary Study Area)  
Gateway Estates II FEIS

Pennsylvania Avenue / G. Payne Avenue



Fountain Avenue

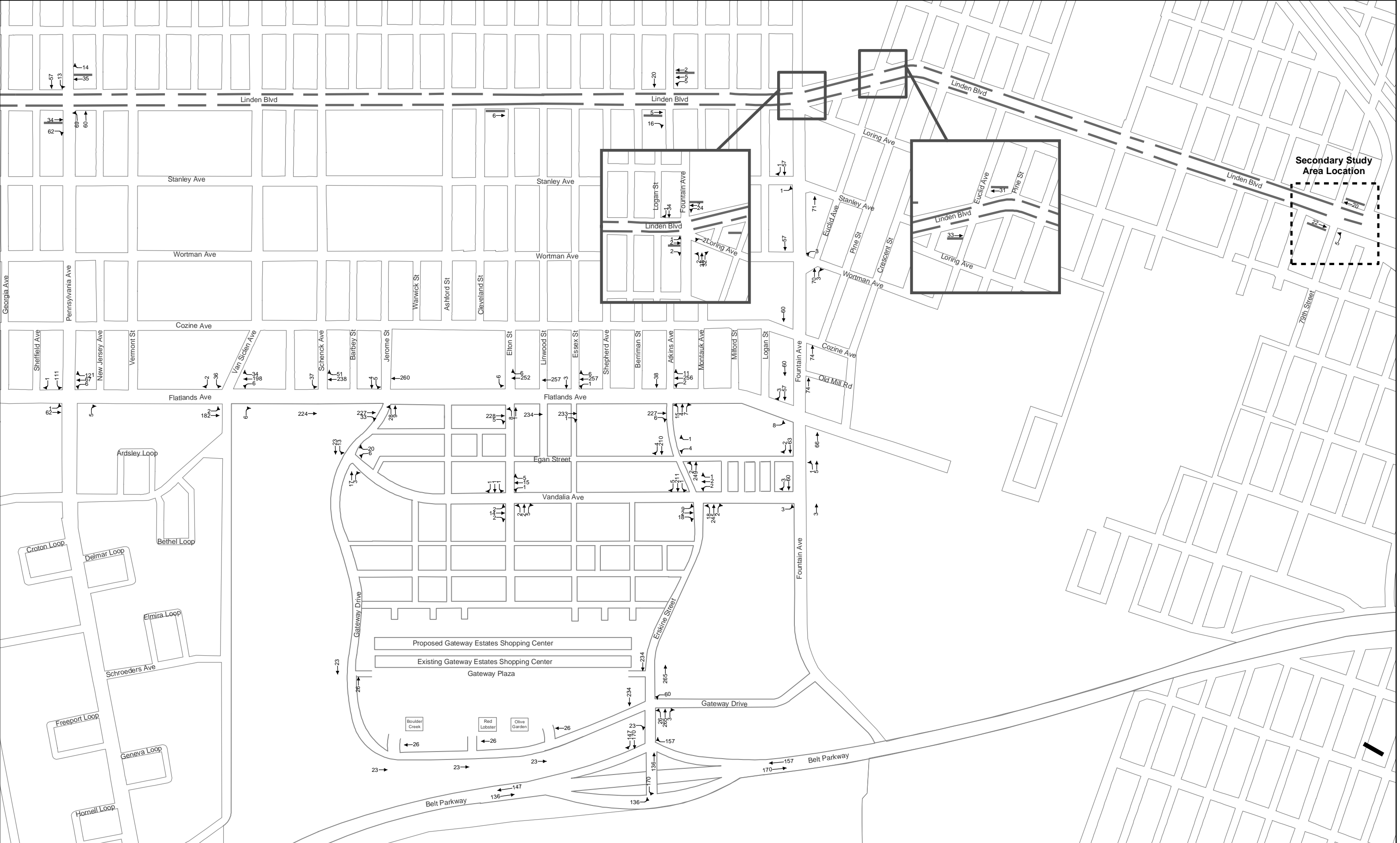


Flatlands Avenue



Linden Boulevard









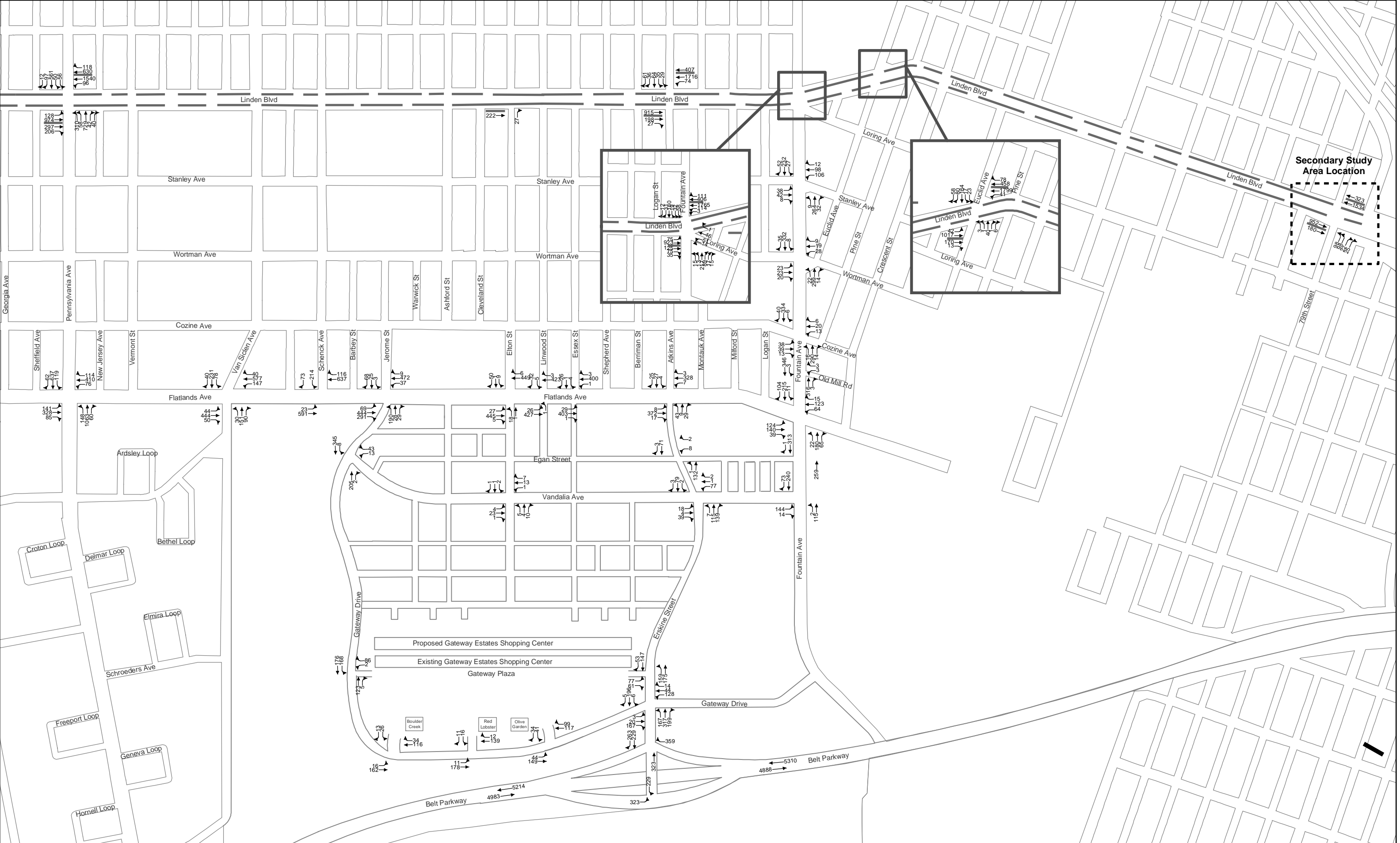
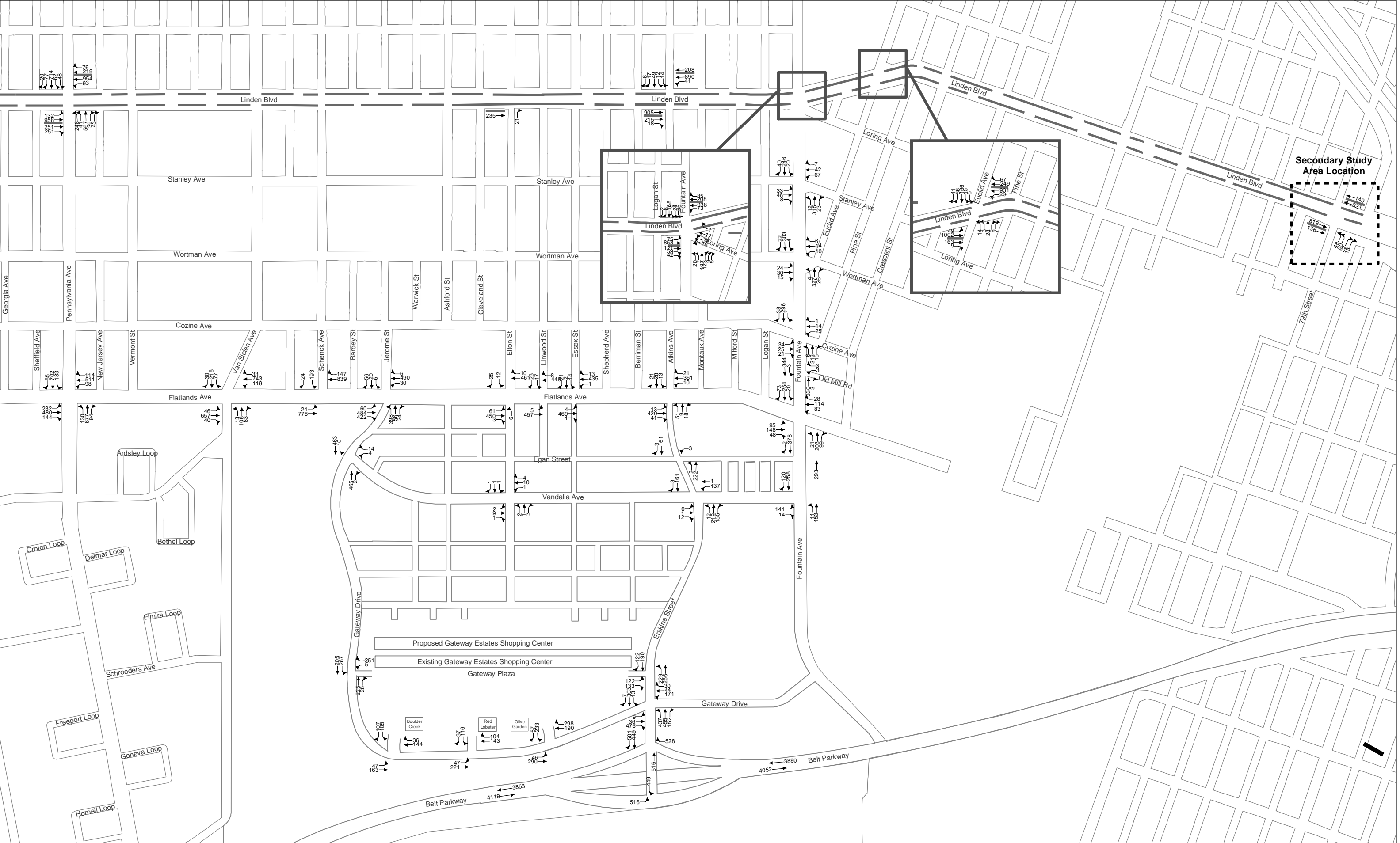


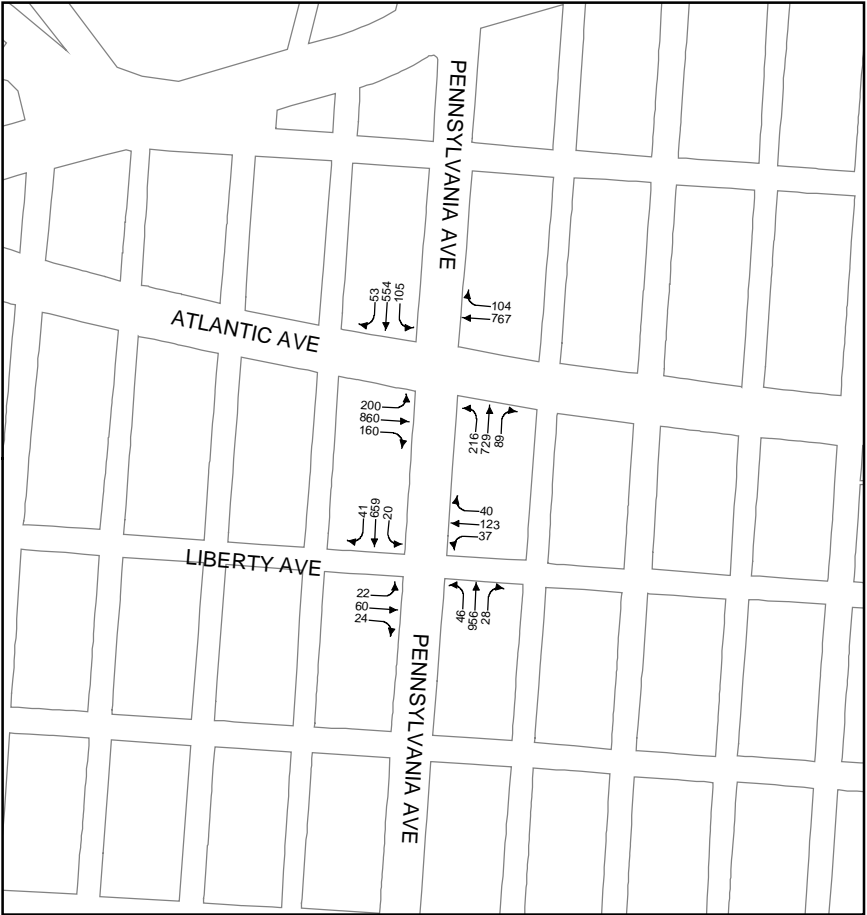
Figure E-11a  
2011 No Build Traffic Volumes - Weekday AM Peak Hour (Primary Study Area)  
**Gateway Estates II FEIS**



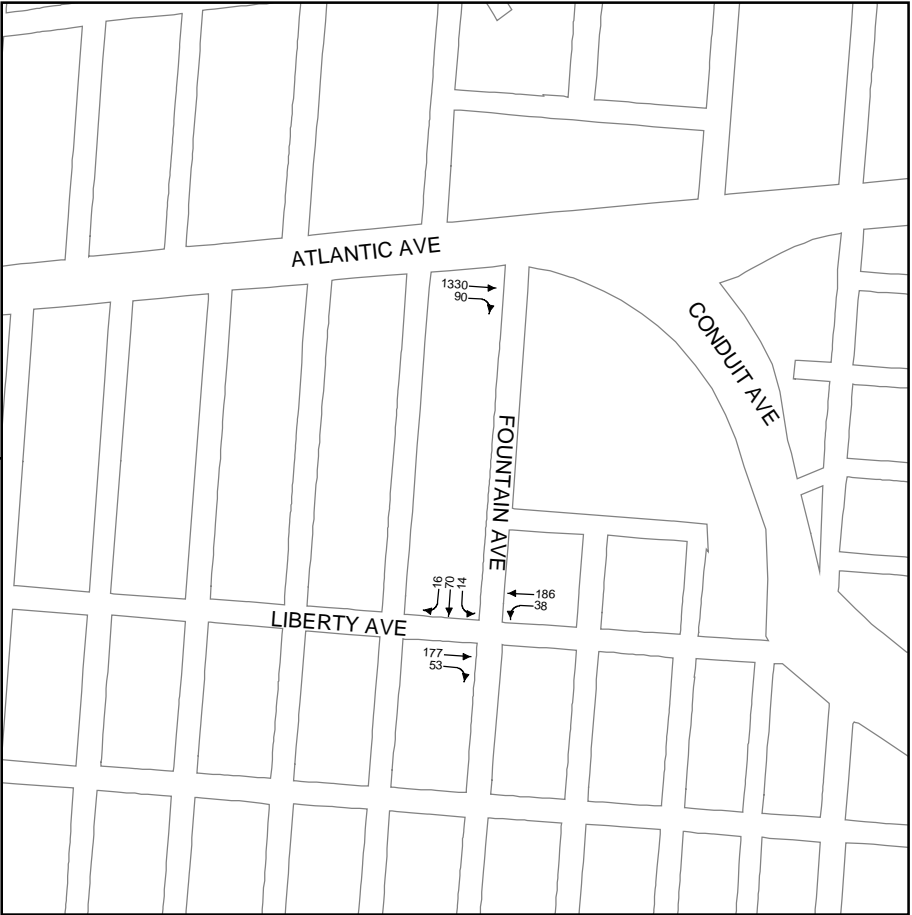




Pennsylvania Avenue / G. Payne Avenue



Fountain Avenue



Flatlands Avenue



Linden Boulevard





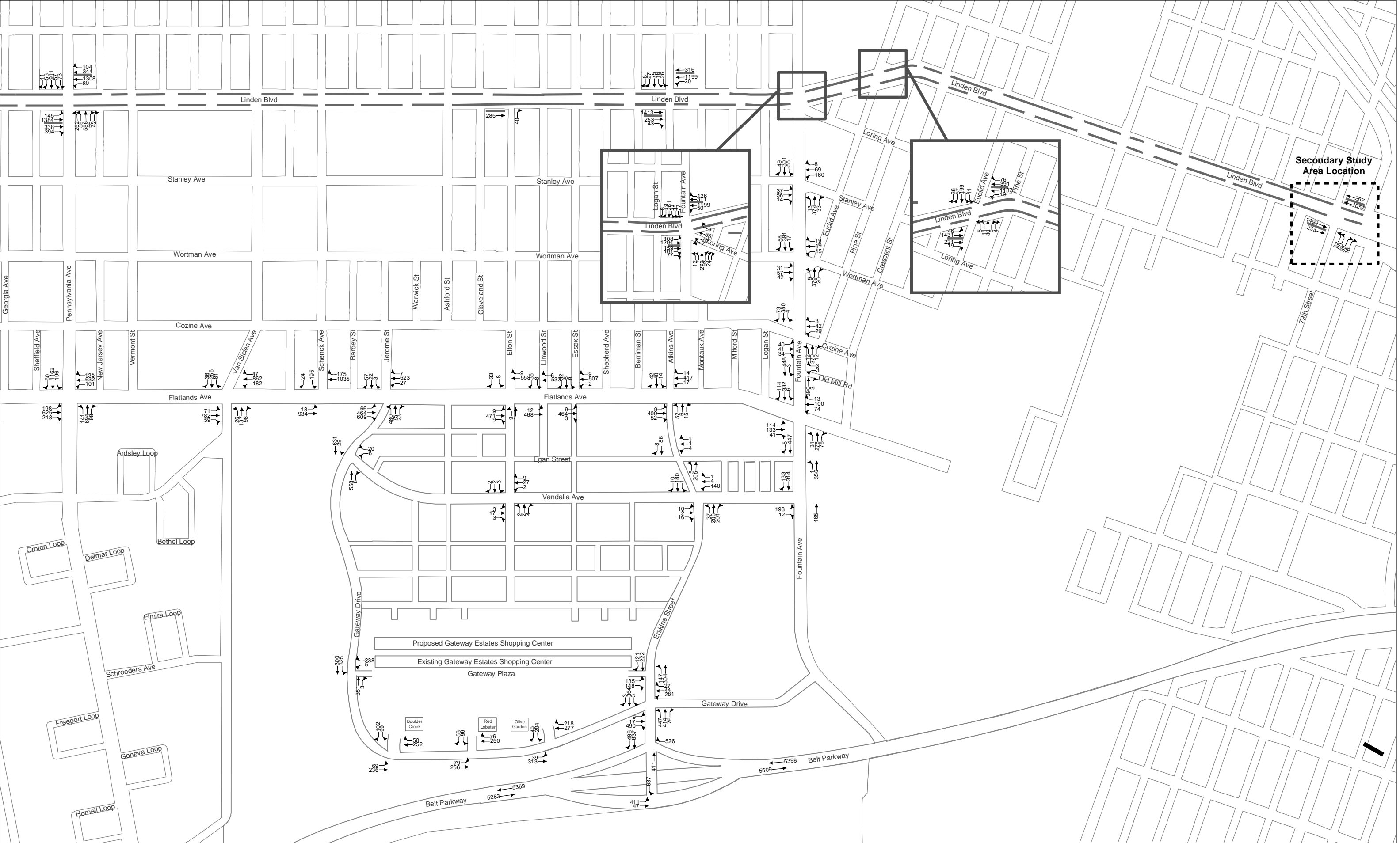
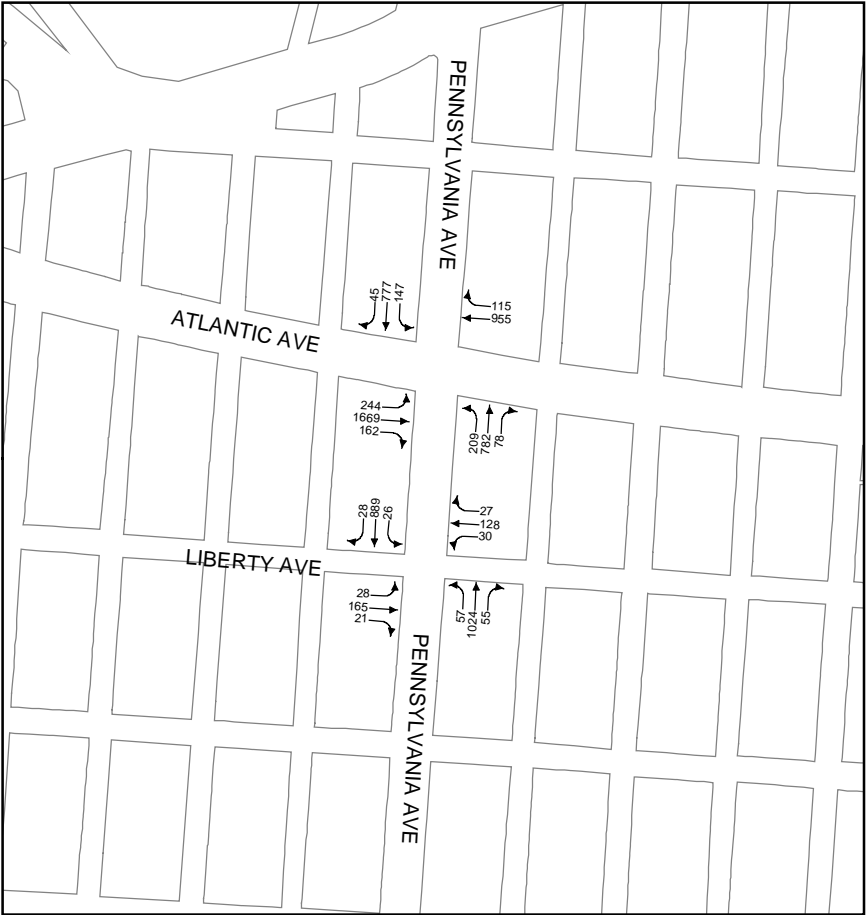
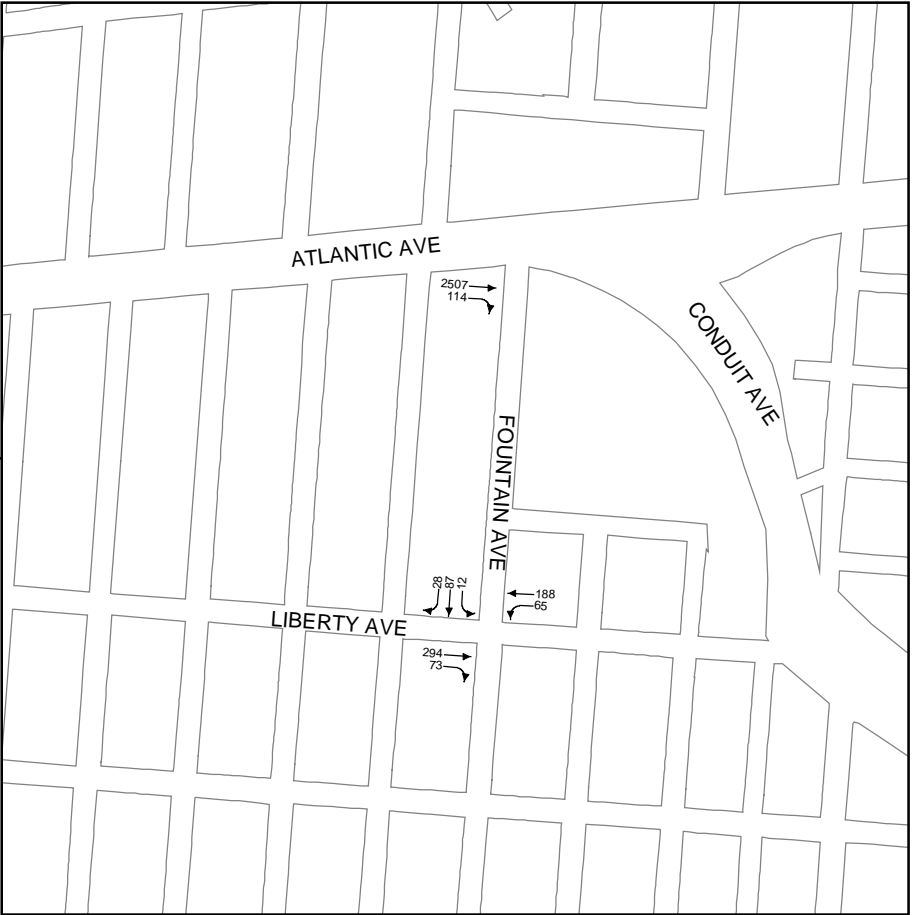


Figure E-13a  
2011 No Build Traffic Volumes - Weekday PM Peak Hour (Primary Study Area)  
Gateway Estates II FEIS

Pennsylvania Avenue / G. Payne Avenue



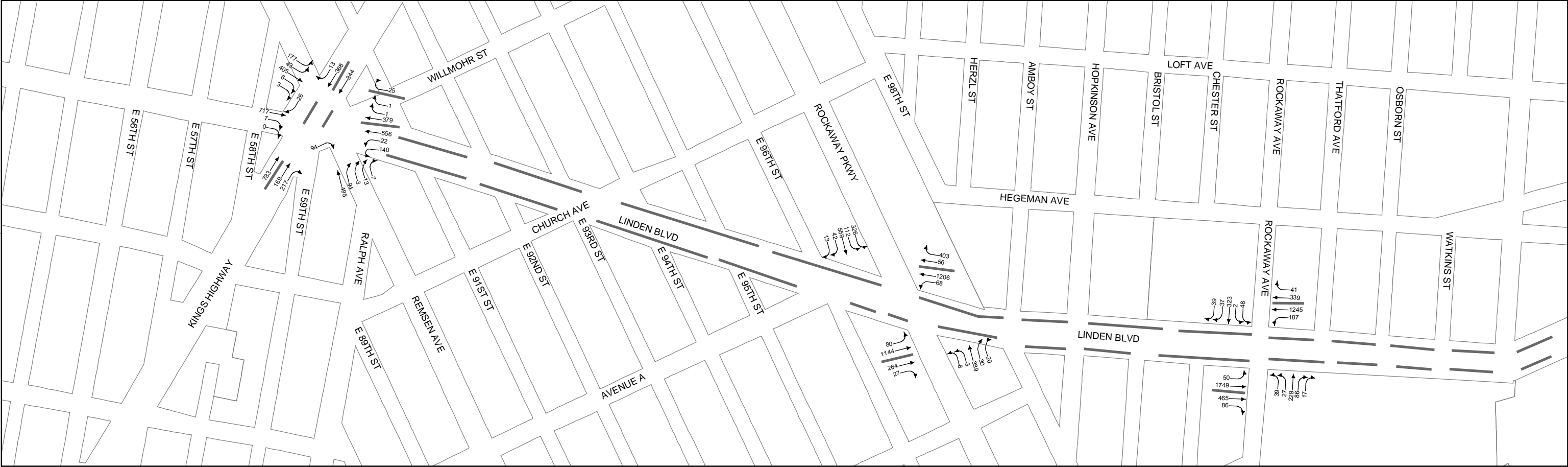
Fountain Avenue

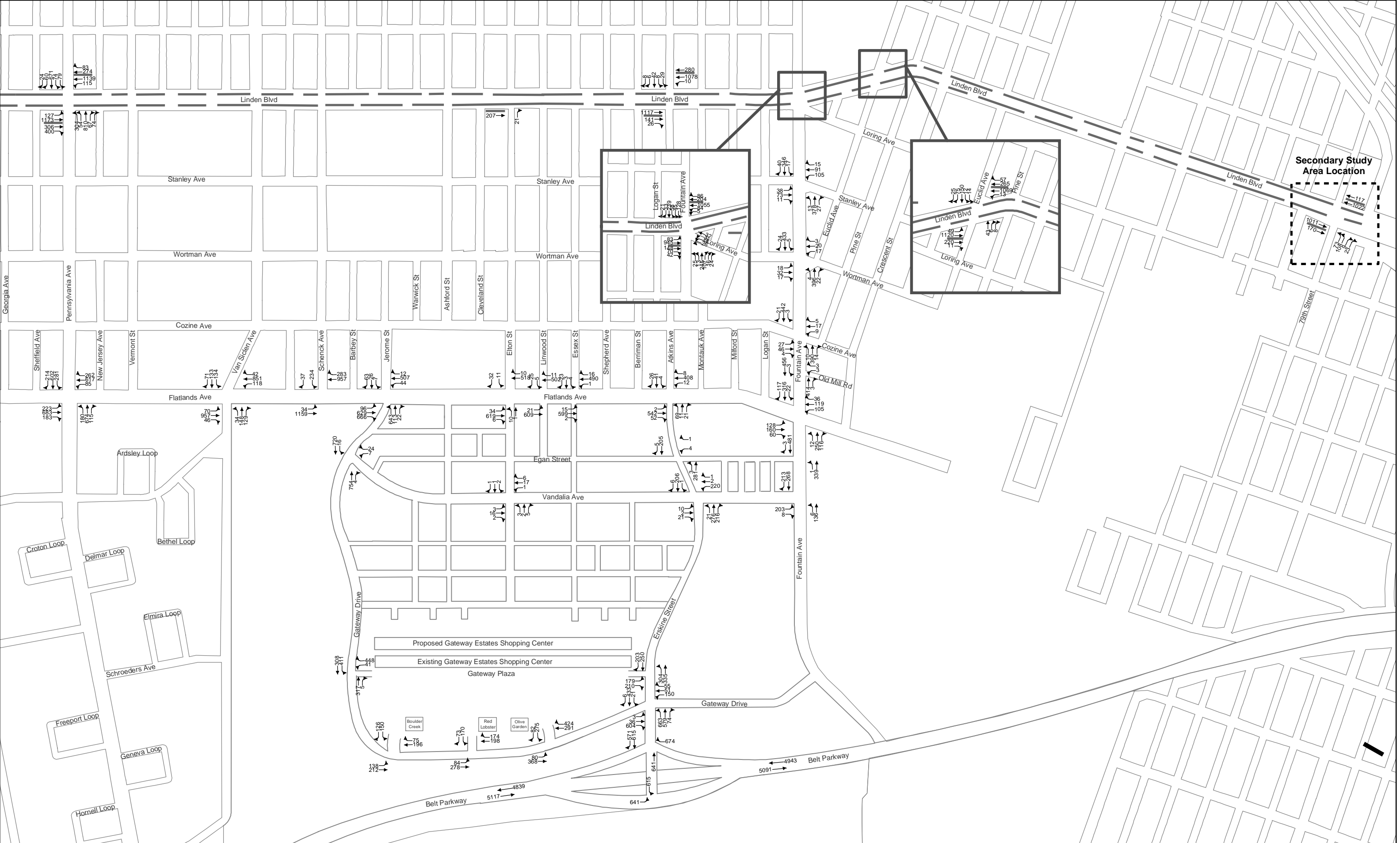


Flatlands Avenue



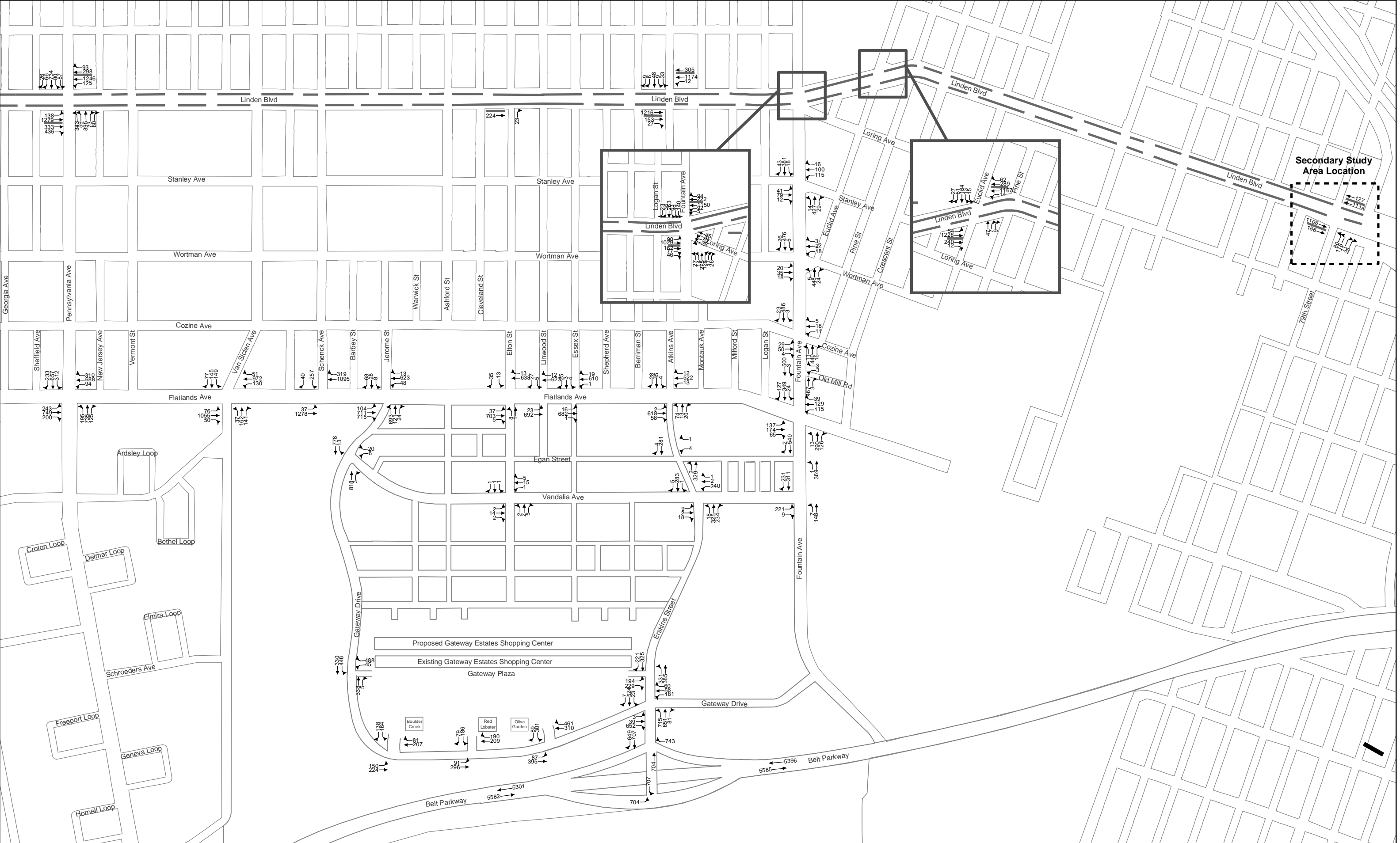
Linden Boulevard





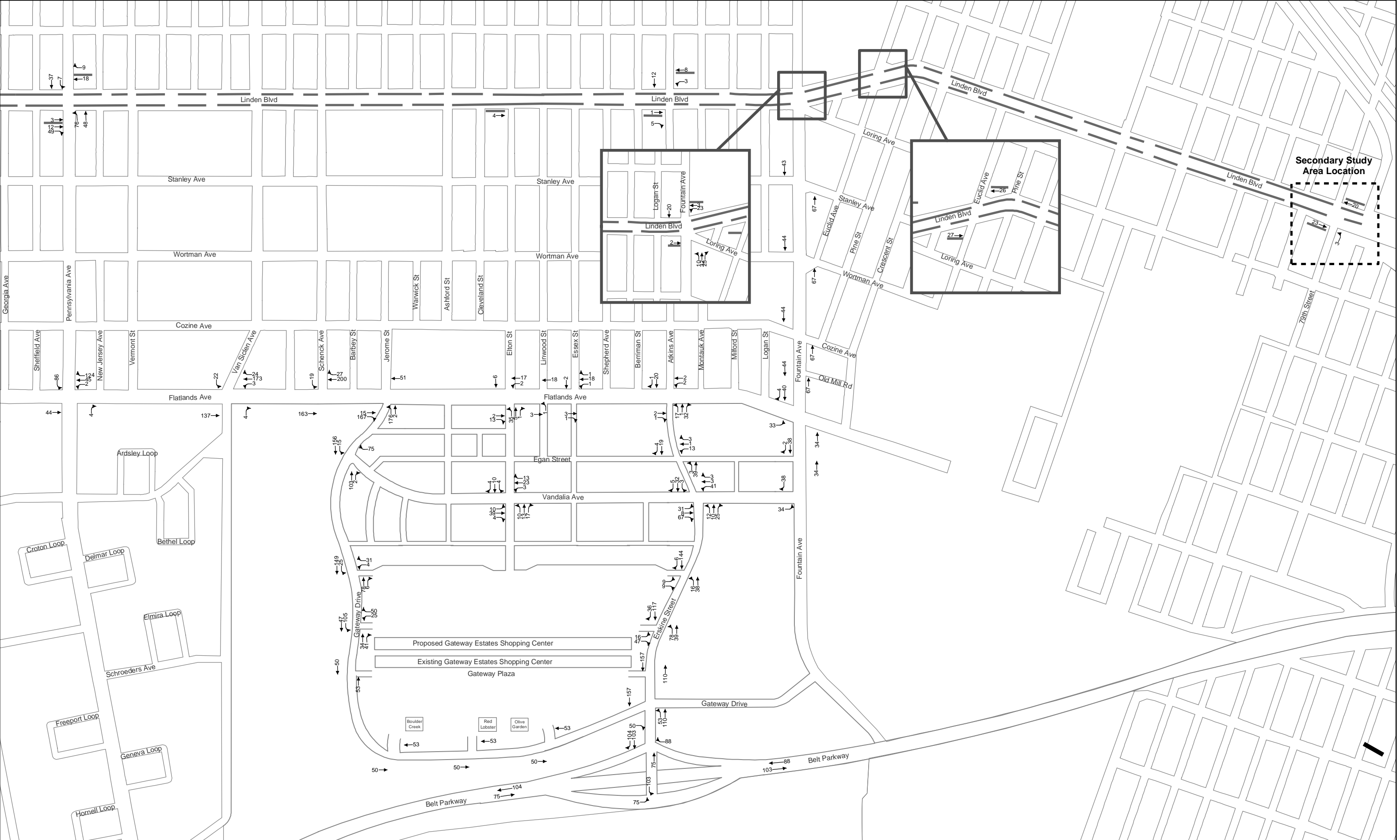






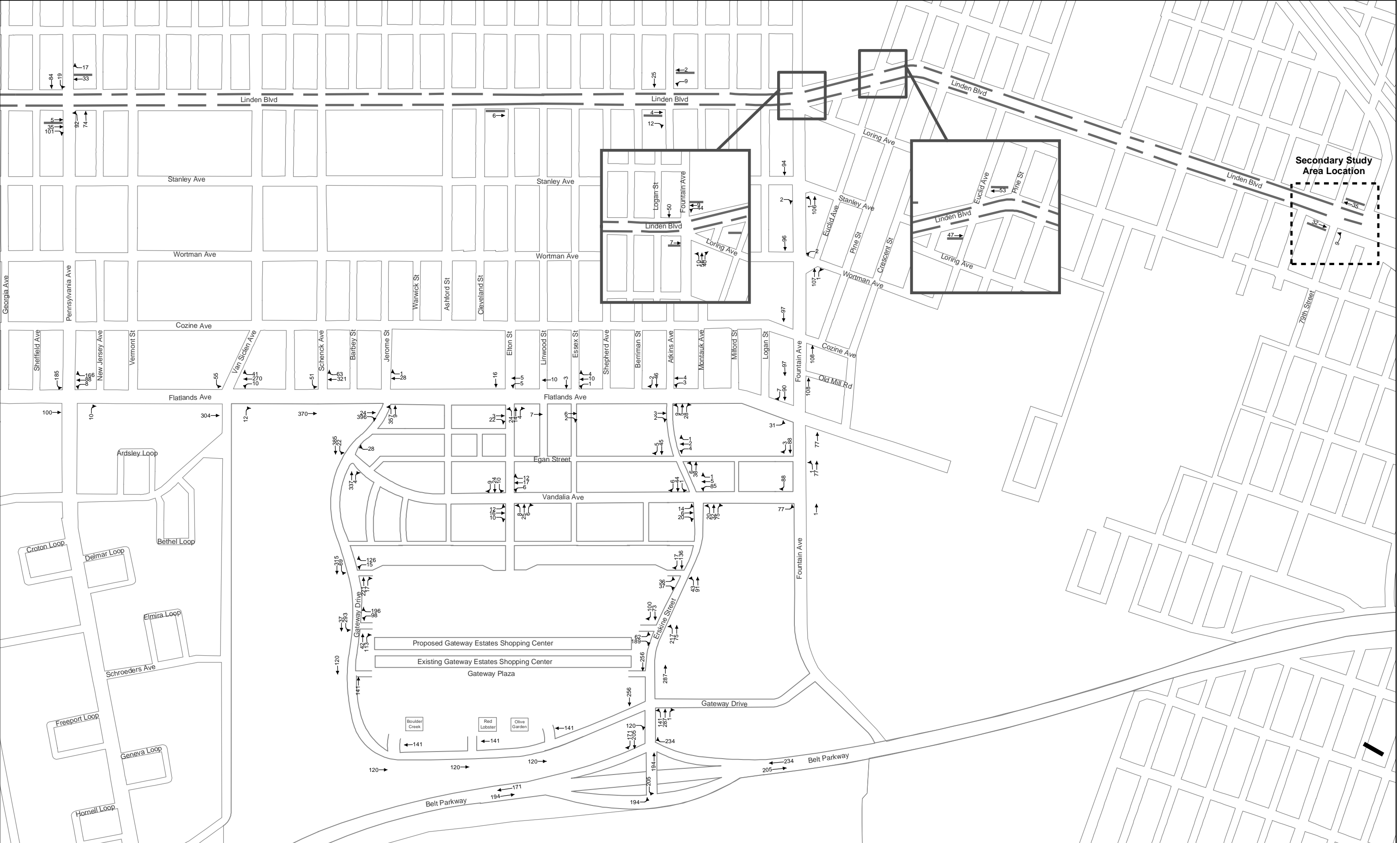






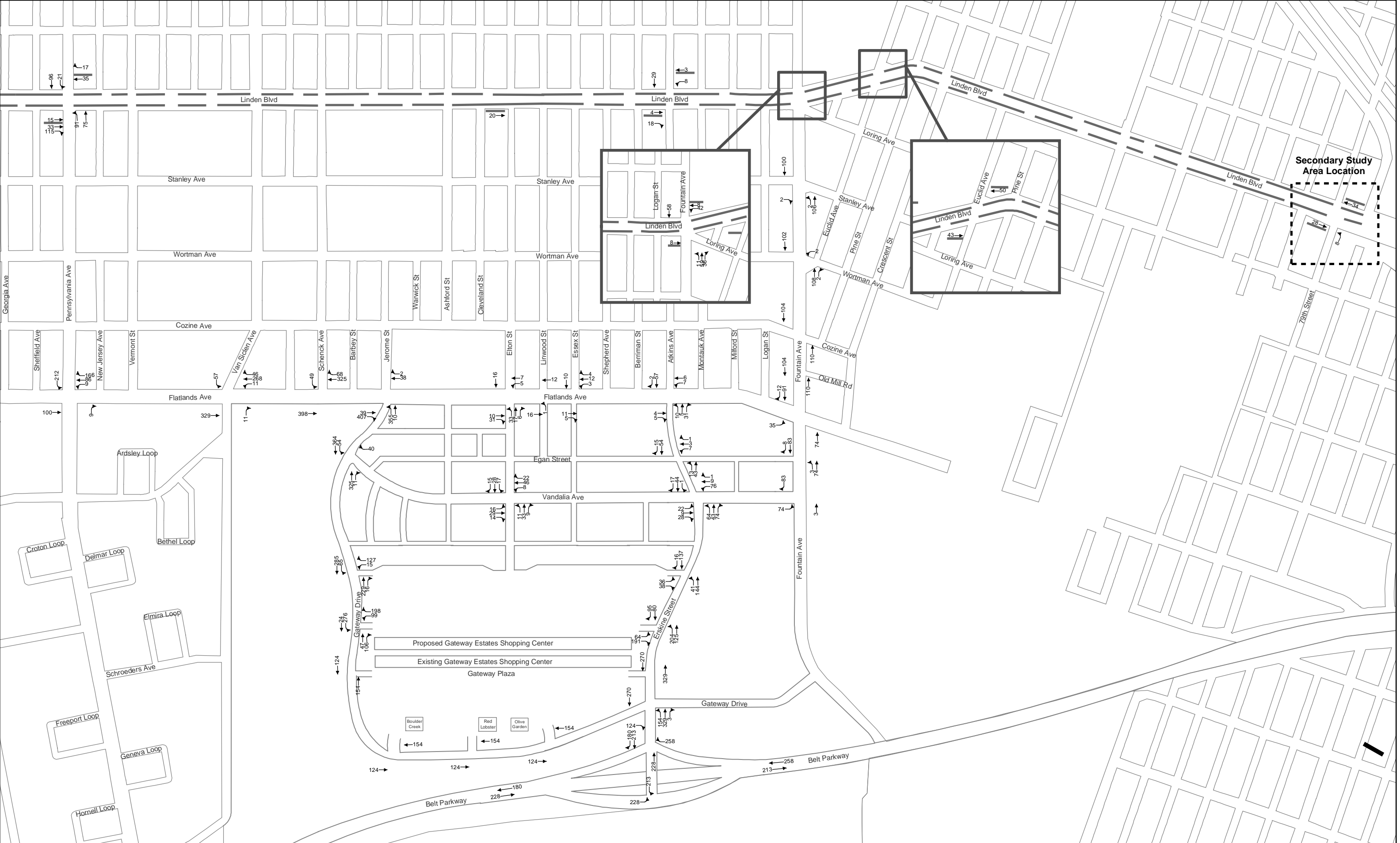




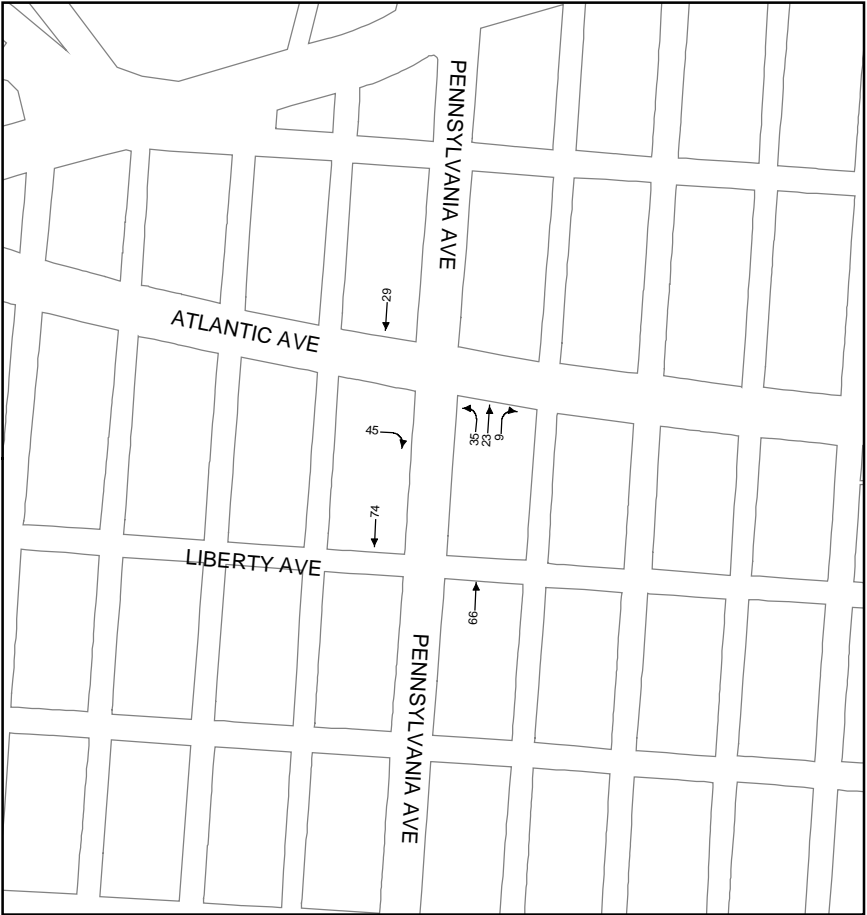




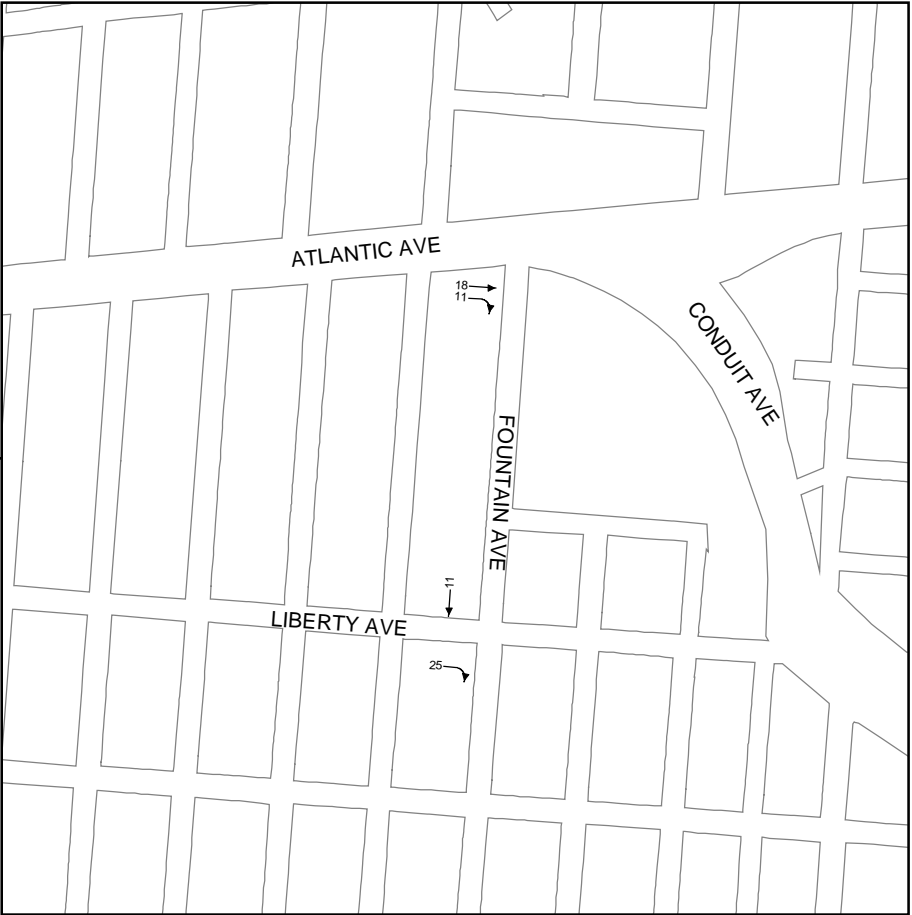




Pennsylvania Avenue / G. Payne Avenue



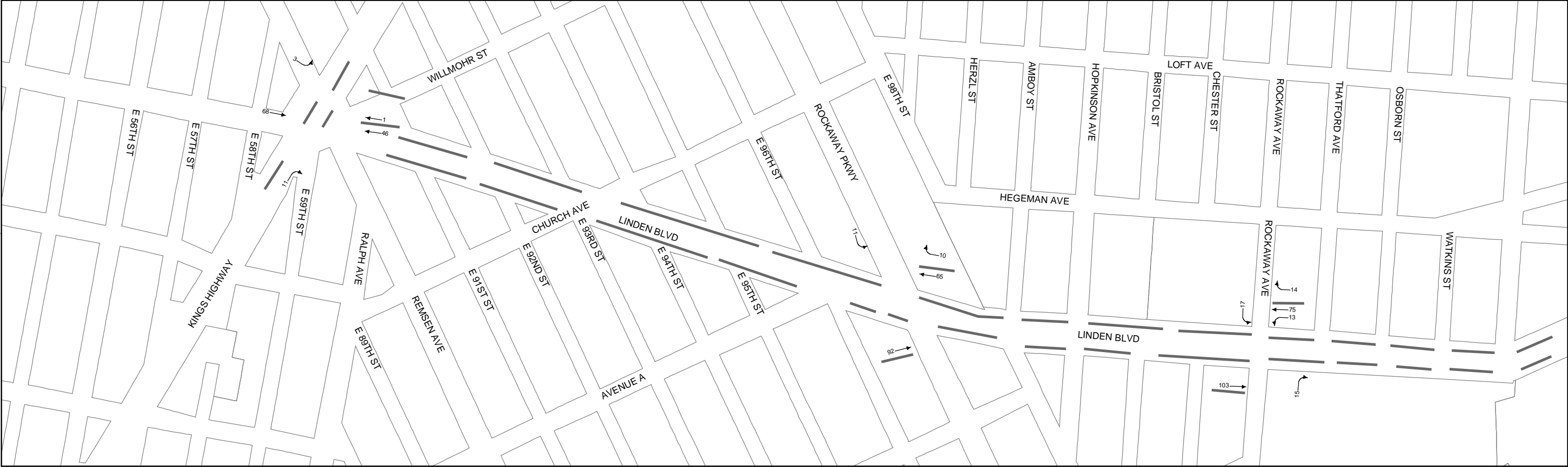
Fountain Avenue



Flatlands Avenue



Linden Boulevard







The map shows a grid of streets. The vertical streets are labeled "PENNSYLVANIA AVE" at the top and bottom. The horizontal streets are labeled "ATLANTIC AVE" and "LIBERTY AVE".

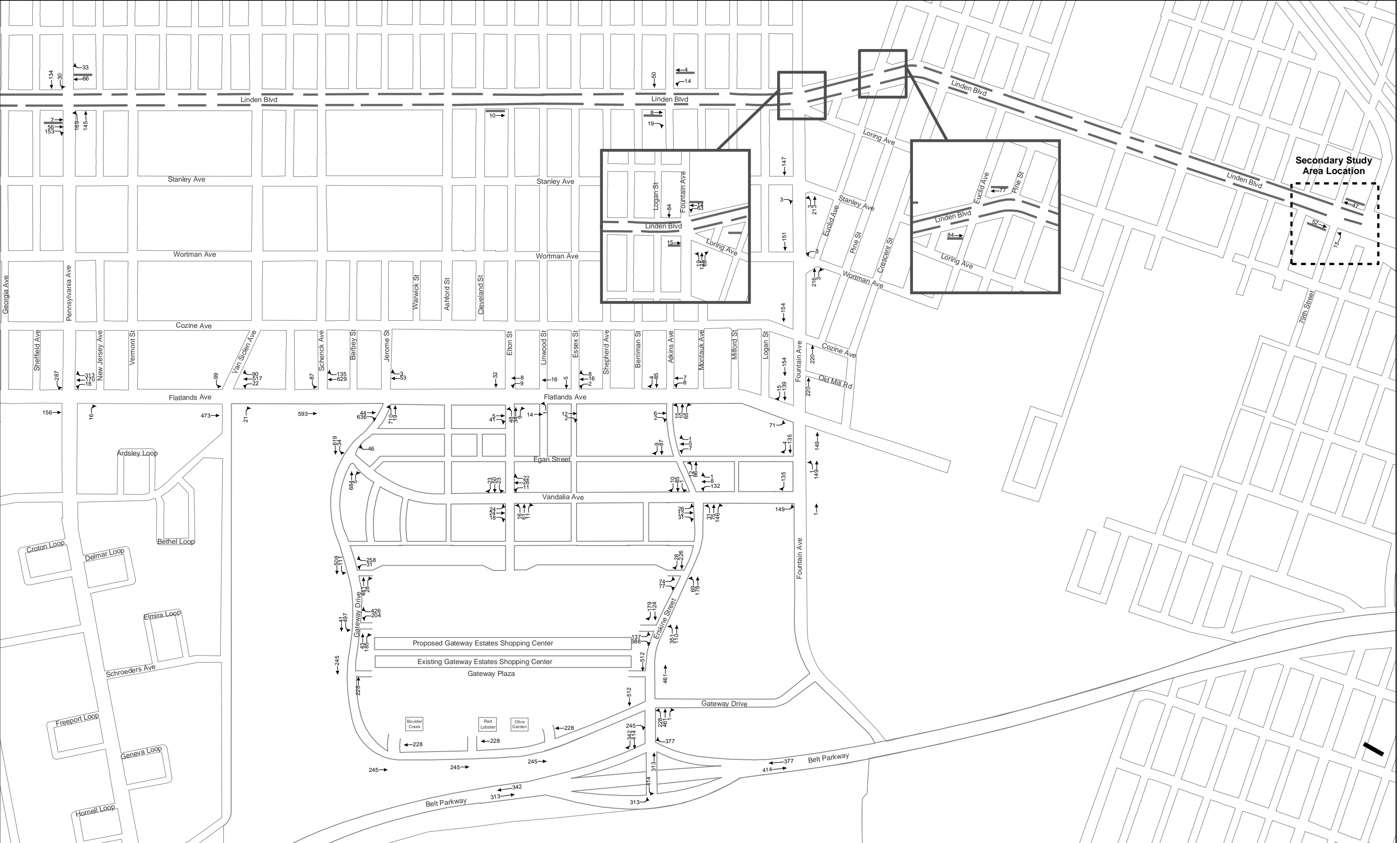
Several blocks are highlighted with numbers and arrows:

- Block 51: Located between Atlantic Ave and Liberty Ave, on the block between the second and third vertical streets from the left.
- Block 98: Located between Liberty Ave and Atlantic Ave, on the block between the second and third vertical streets from the left.
- Block 98: Located between Atlantic Ave and Liberty Ave, on the block between the fourth and fifth vertical streets from the left.
- Block 98: Located between Liberty Ave and Atlantic Ave, on the block between the fourth and fifth vertical streets from the left.

This map illustrates the street network of the Rockaway Peninsula. Key features include:

- Major Roads:** Kings Highway (running north-south), Linden Blvd (running east-west), and Rockaway Pkwy (running diagonally).
- Local Streets:** A series of streets running parallel to Kings Highway, including E 56th St, E 57th St, E 58th St, E 59th St, E 60th St, E 61st St, E 62nd St, E 63rd St, E 64th St, E 65th St, E 66th St, E 67th St, E 68th St, E 69th St, E 70th St, E 71st St, E 72nd St, E 73rd St, E 74th St, E 75th St, E 76th St, E 77th St, E 78th St, E 79th St, E 80th St, E 81st St, E 82nd St, E 83rd St, E 84th St, E 85th St, E 86th St, E 87th St, E 88th St, E 89th St, E 90th St, E 91st St, E 92nd St, E 93rd St, E 94th St, E 95th St, E 96th St, E 97th St, E 98th St, E 99th St, E 100th St, E 101st St, E 102nd St, E 103rd St, E 104th St, E 105th St, E 106th St, E 107th St, E 108th St, and E 109th St.
- Other Streets:** Church Ave, Avenue A, Ralph Ave, Remsen Ave, Rockaway Ave, Thatford Ave, Osborn St, Watkins St, Hegerman Ave, Herzl St, Amboy St, Hopkinson Ave, Bristol St, Chester St, Loft Ave, and Rockaway Ave.
- Map Elements:** The map includes a scale bar at the bottom left, a north arrow at the bottom center, and a legend at the bottom right. The legend defines symbols for street names, street numbers, street types (e.g., Avenue, Blvd, Pkwy, St), and street intersections.







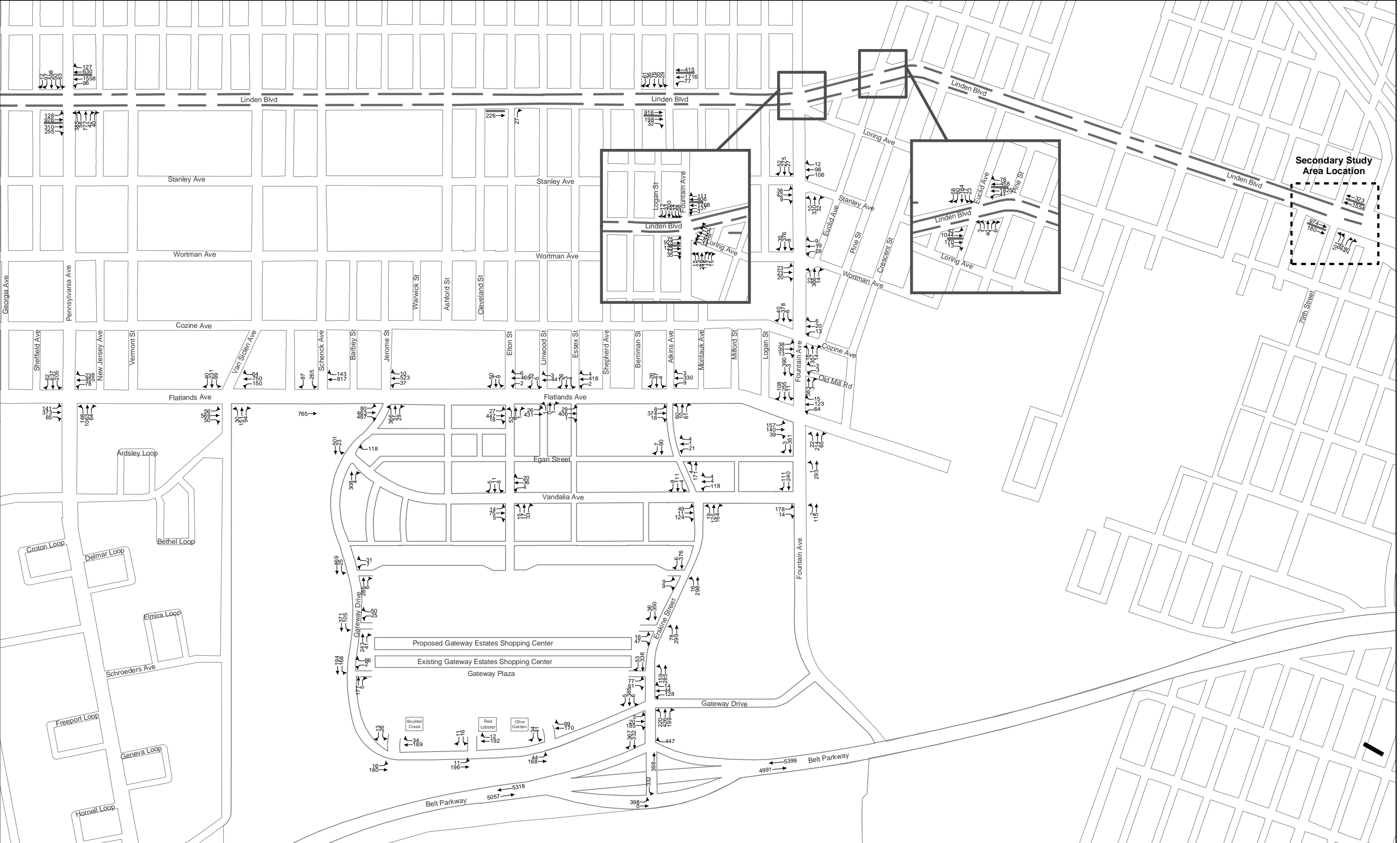
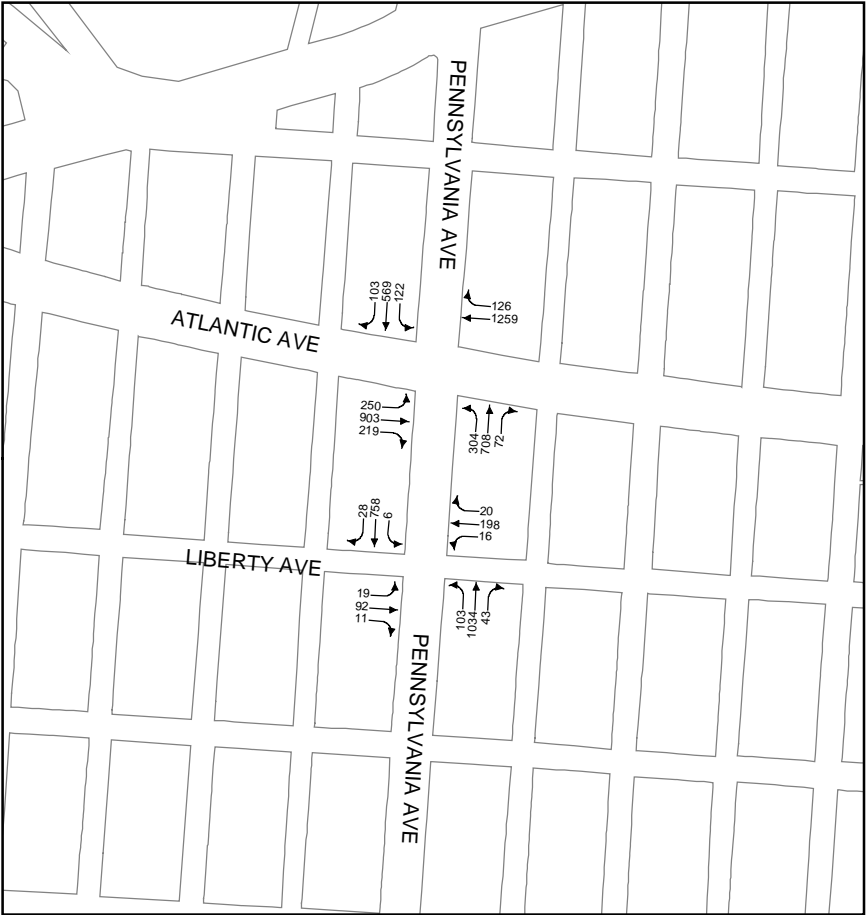


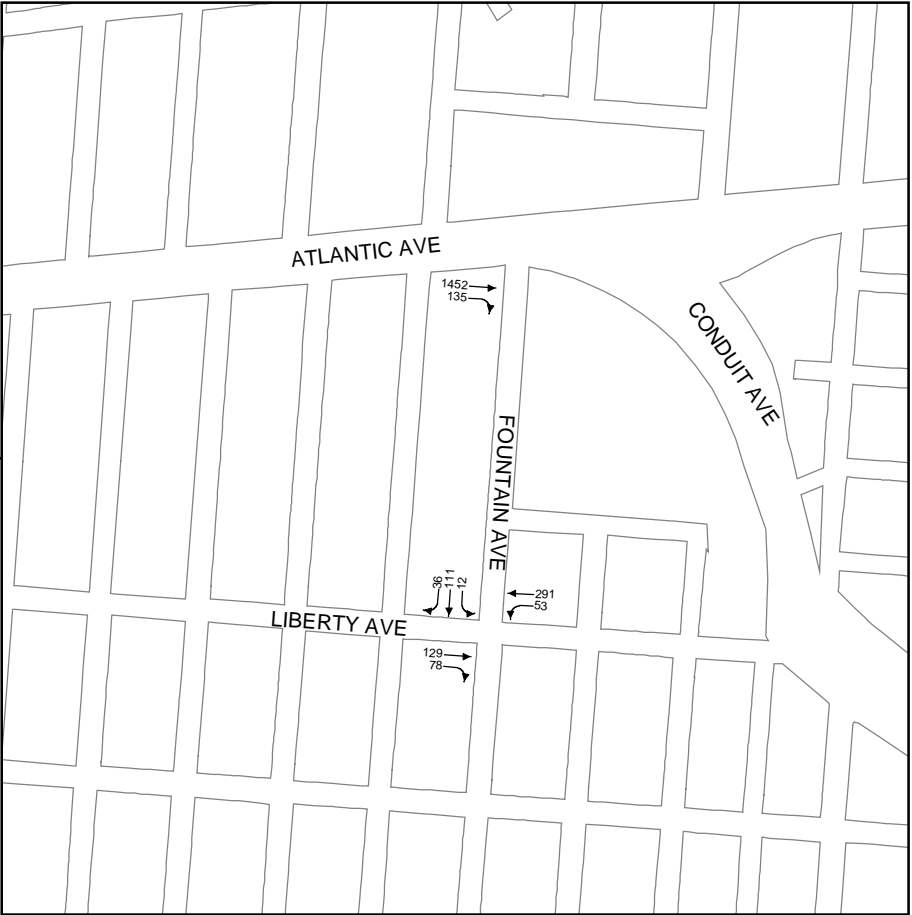
Figure E-21a  
2011 Build Traffic Volumes - Weekday AM Peak Hour (Primary Study Area)  
Gateway Estates II FEIS



Pennsylvania Avenue / G. Payne Avenue



Fountain Avenue



Flatlands Avenue



Linden Boulevard



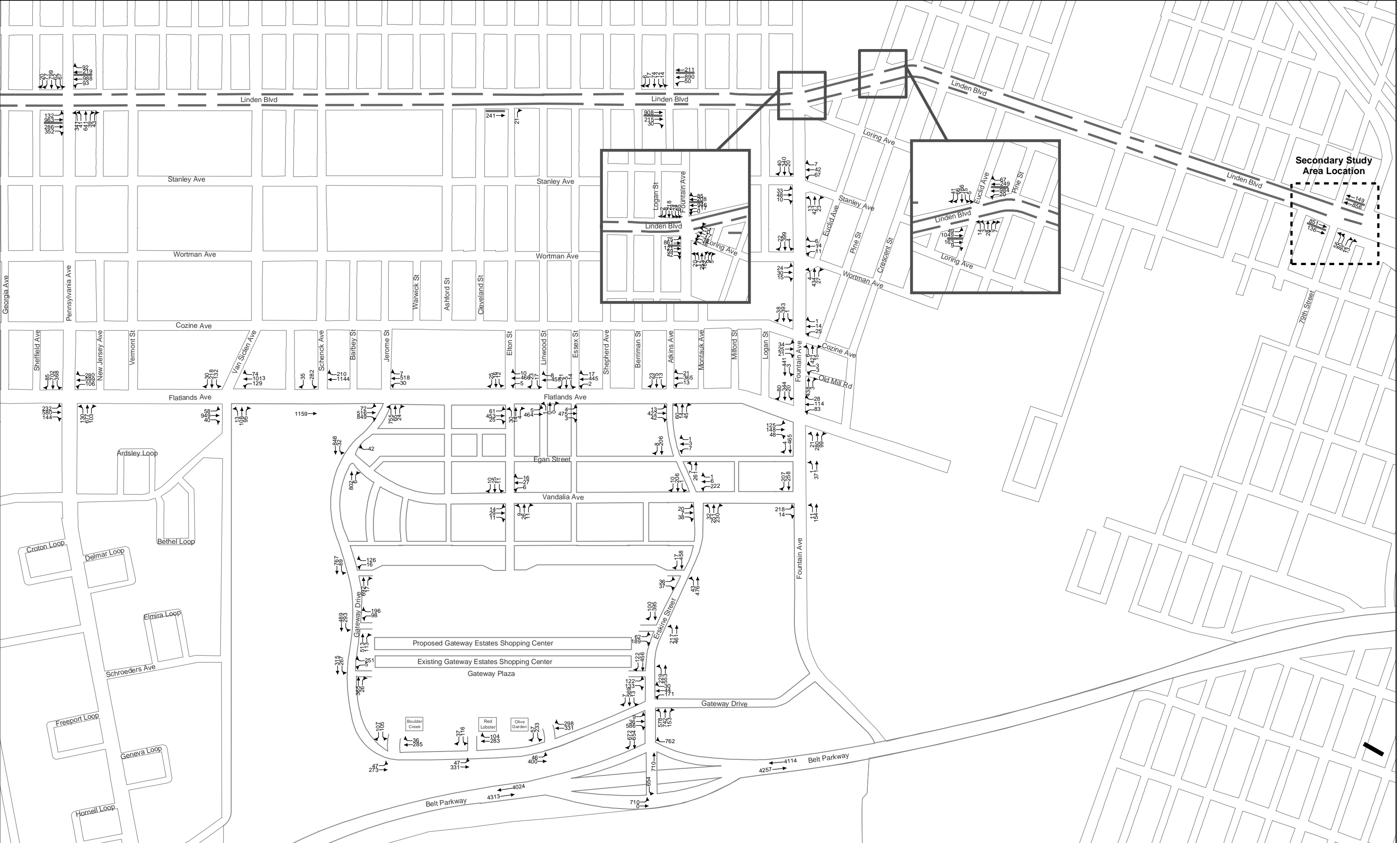


Figure E-22a  
2011 Build Traffic Volumes - Weekday Midday Peak Hour (Primary Study Area)  
Gateway Estates II FEIS



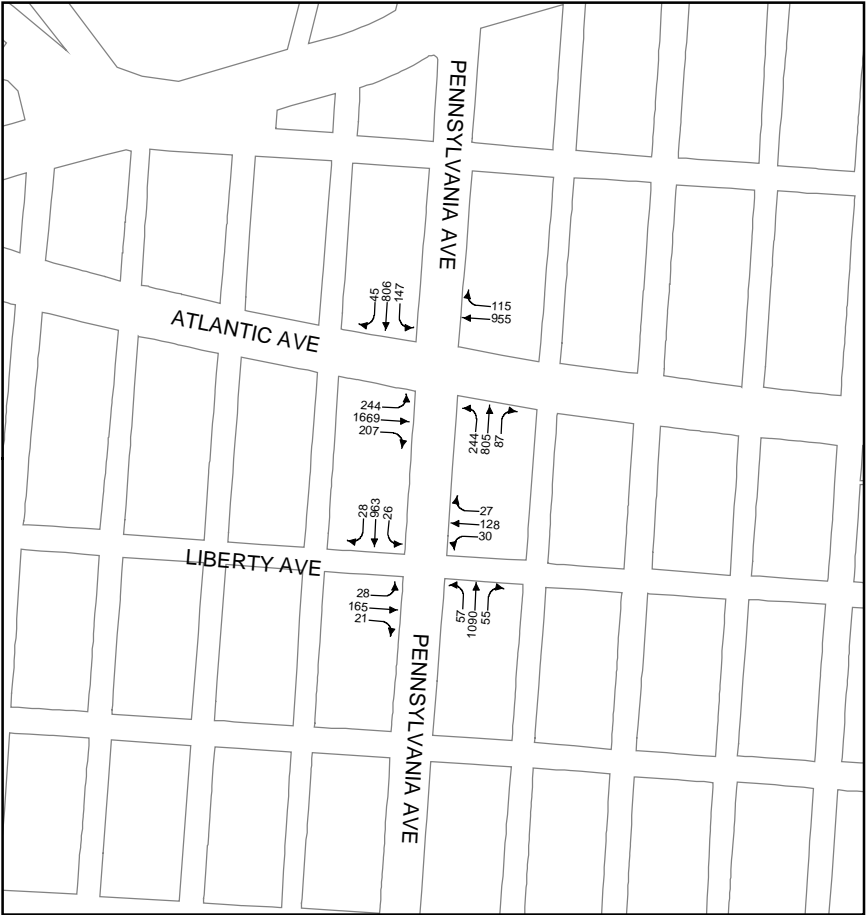




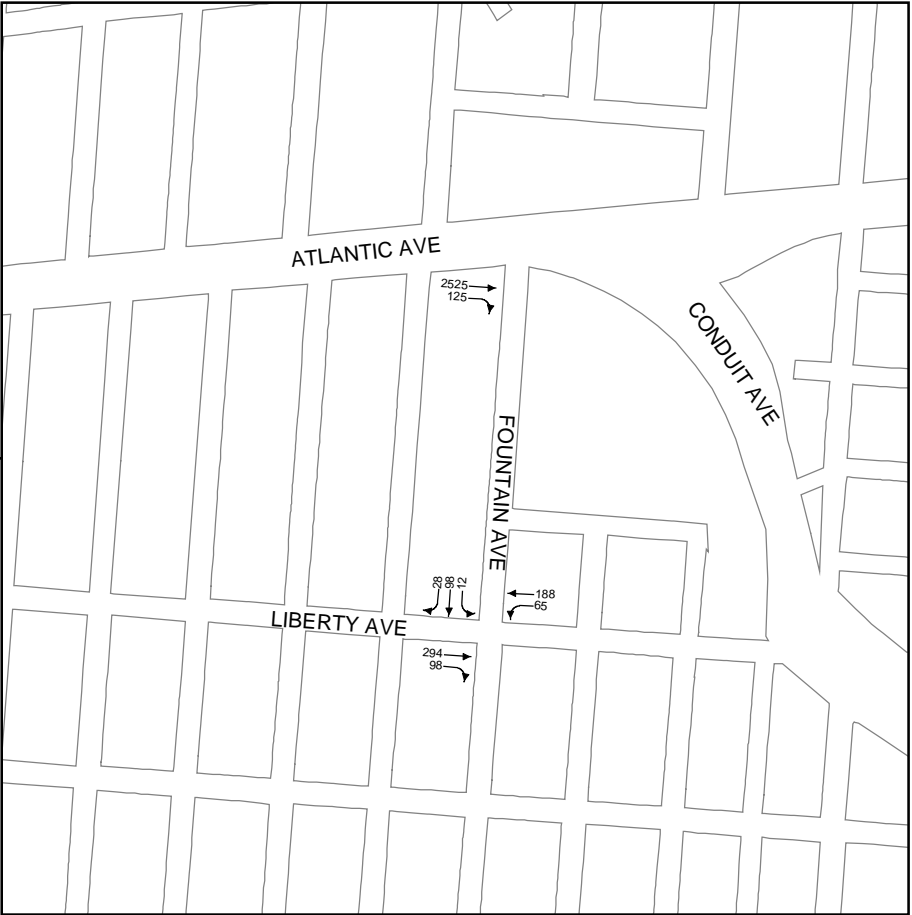
Figure E-23a  
2011 Build Traffic Volumes - Weekday PM Peak Hour (Primary Study Area)  
**Gateway Estates II FEIS**



Pennsylvania Avenue / G. Payne Avenue



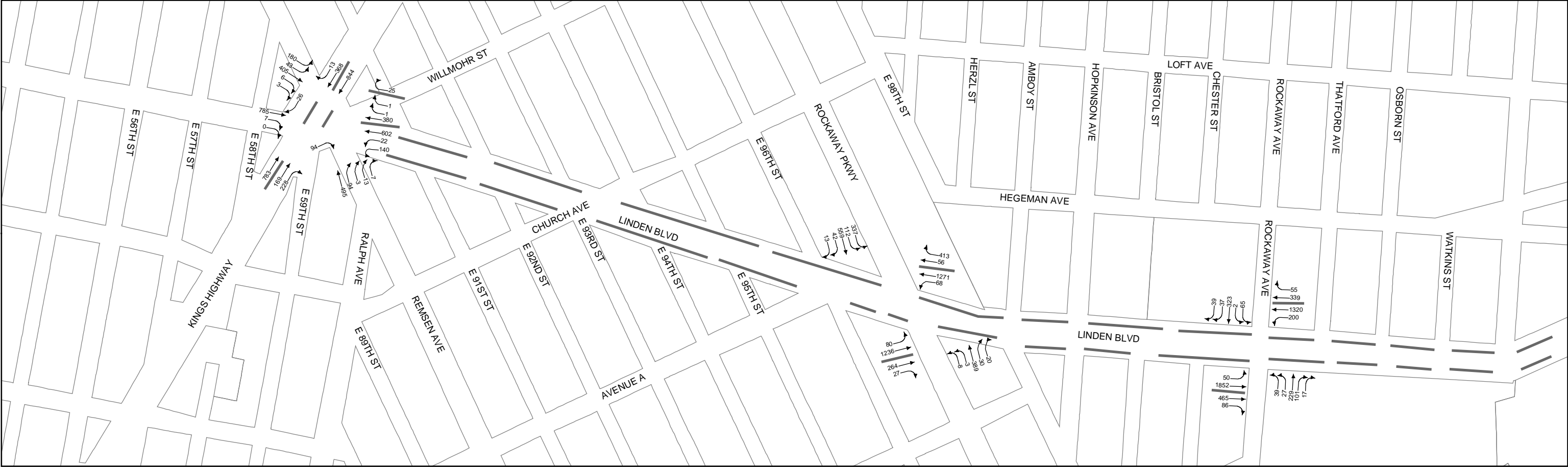
Fountain Avenue



Flatlands Avenue



Linden Boulevard



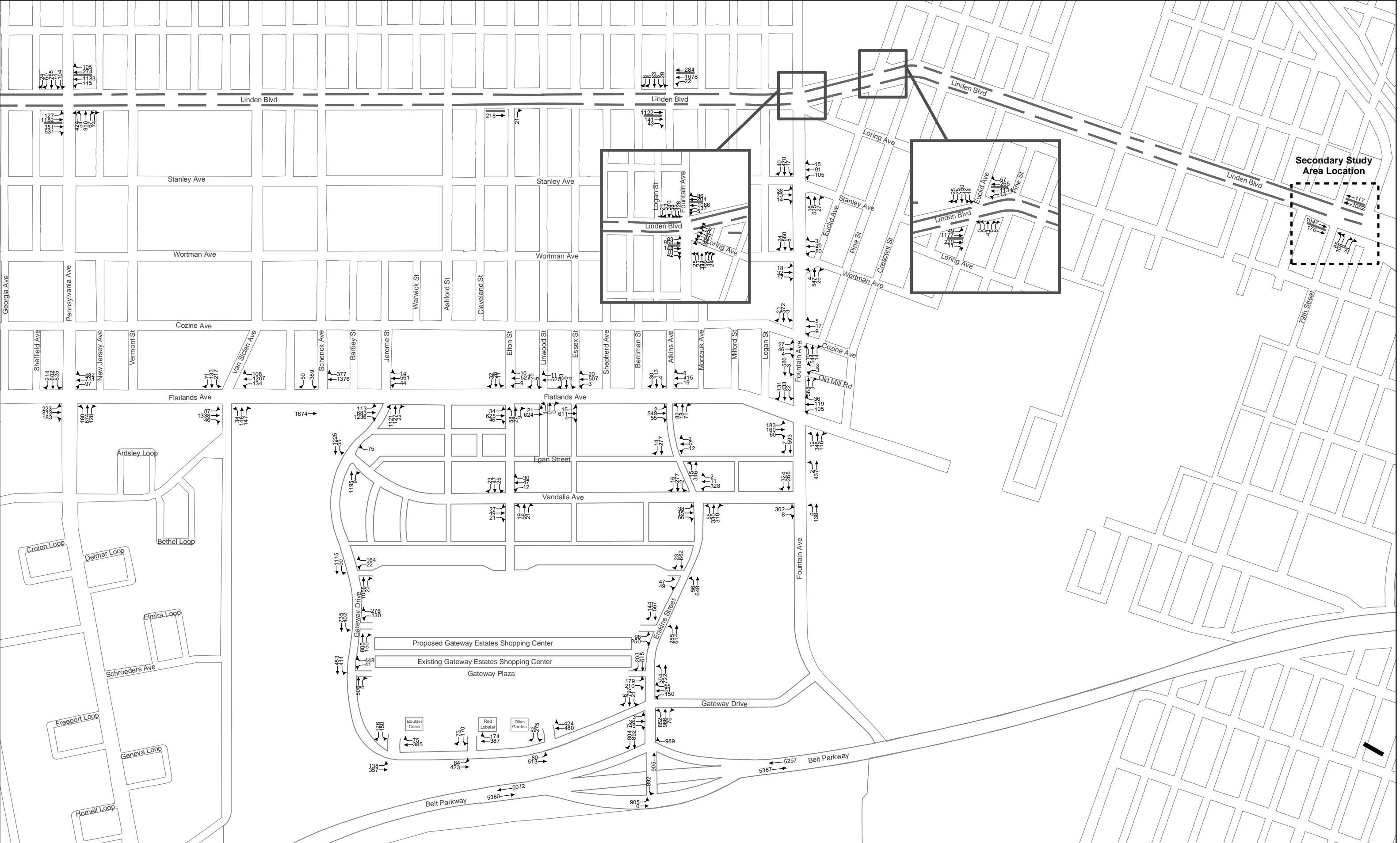


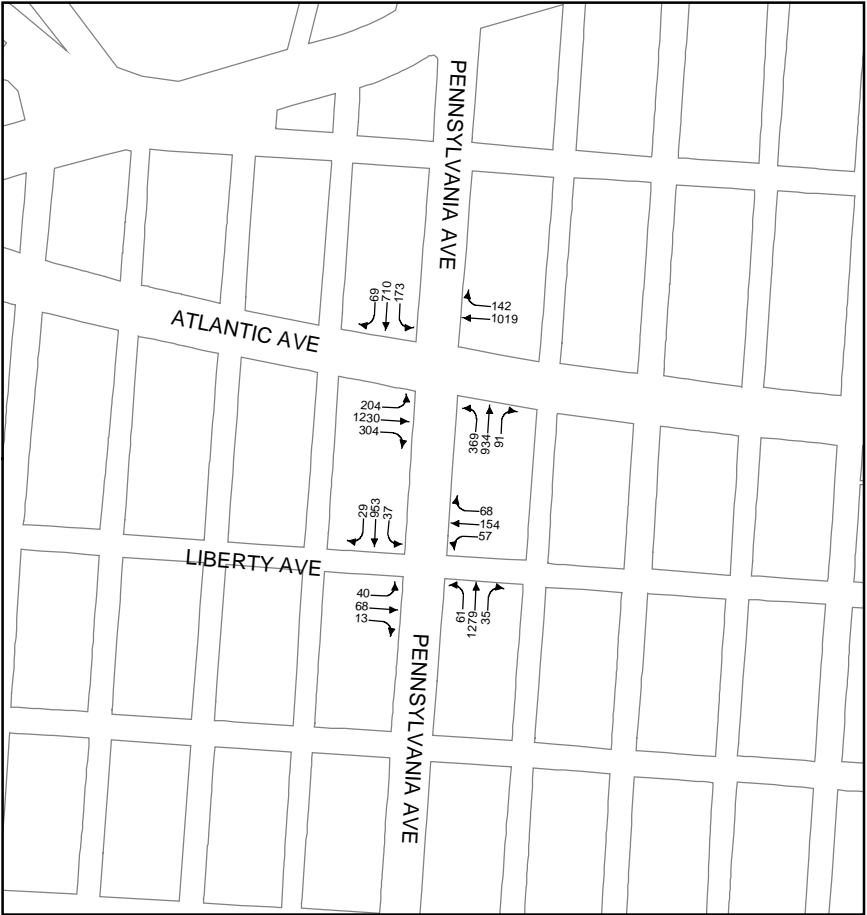
Figure E-24a  
2011 Build Traffic Volumes - Saturday Midday Peak Hour (Primary Study Area)  
Gateway Estates II FEIS



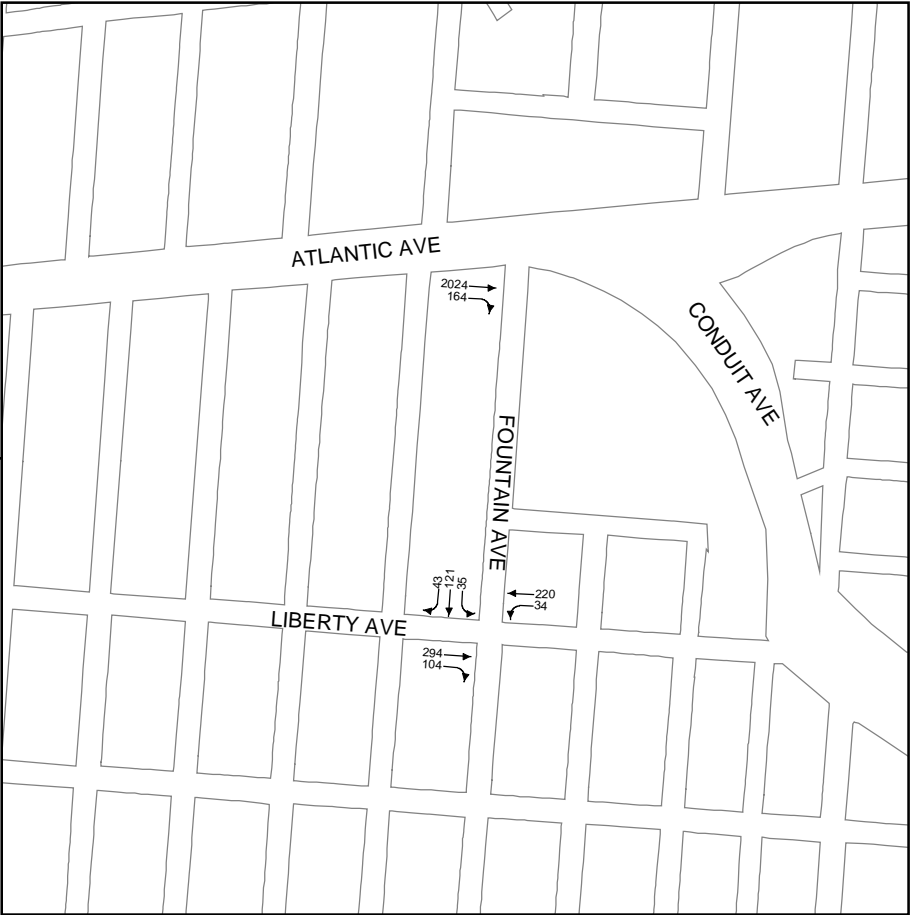




Pennsylvania Avenue / G. Payne Avenue



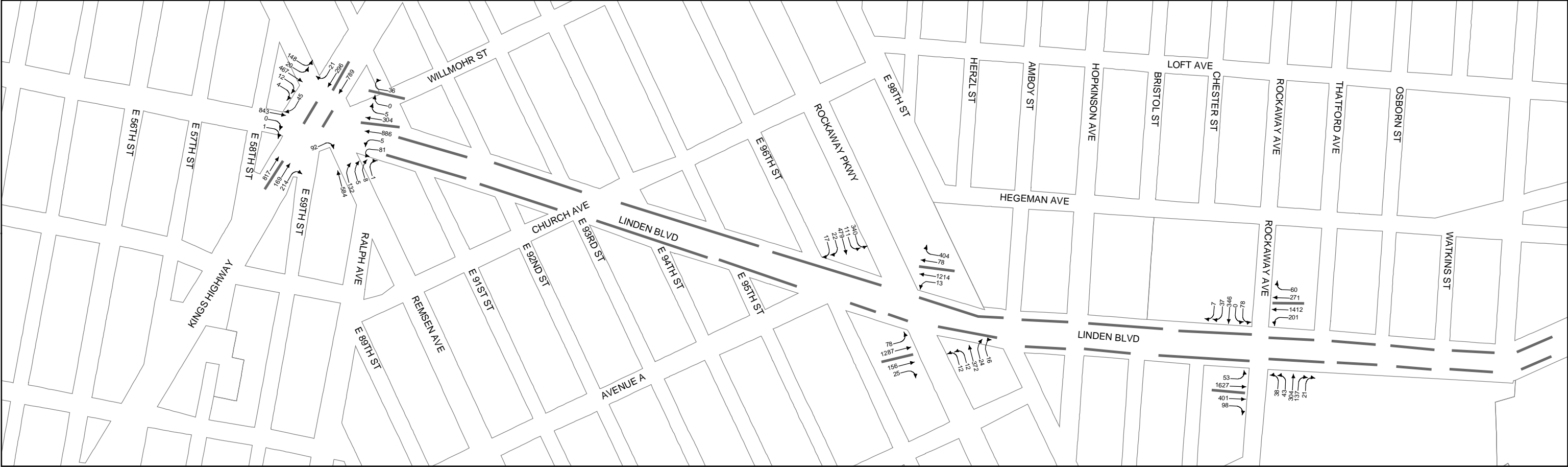
Fountain Avenue

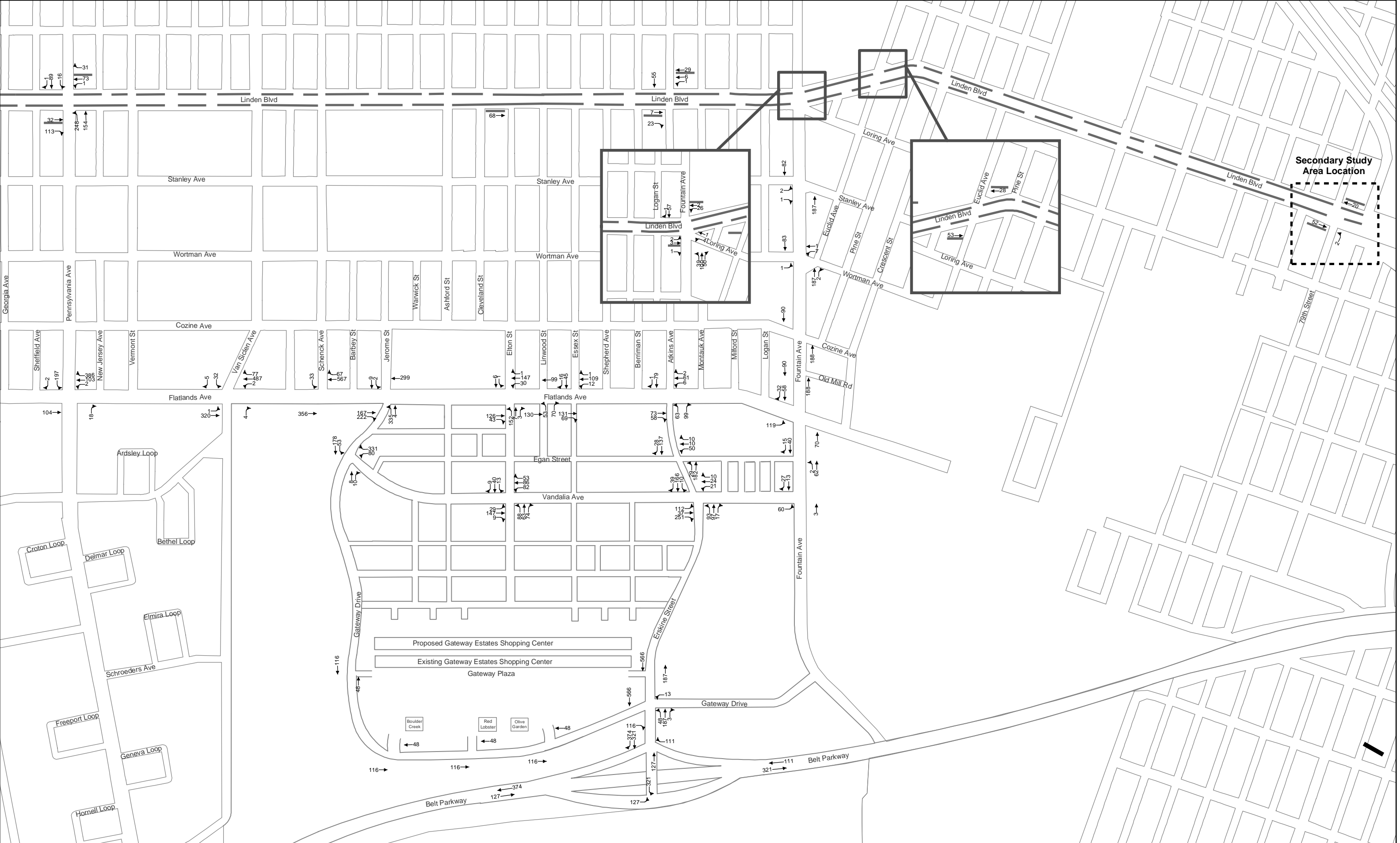


Flatlands Avenue



Linden Boulevard

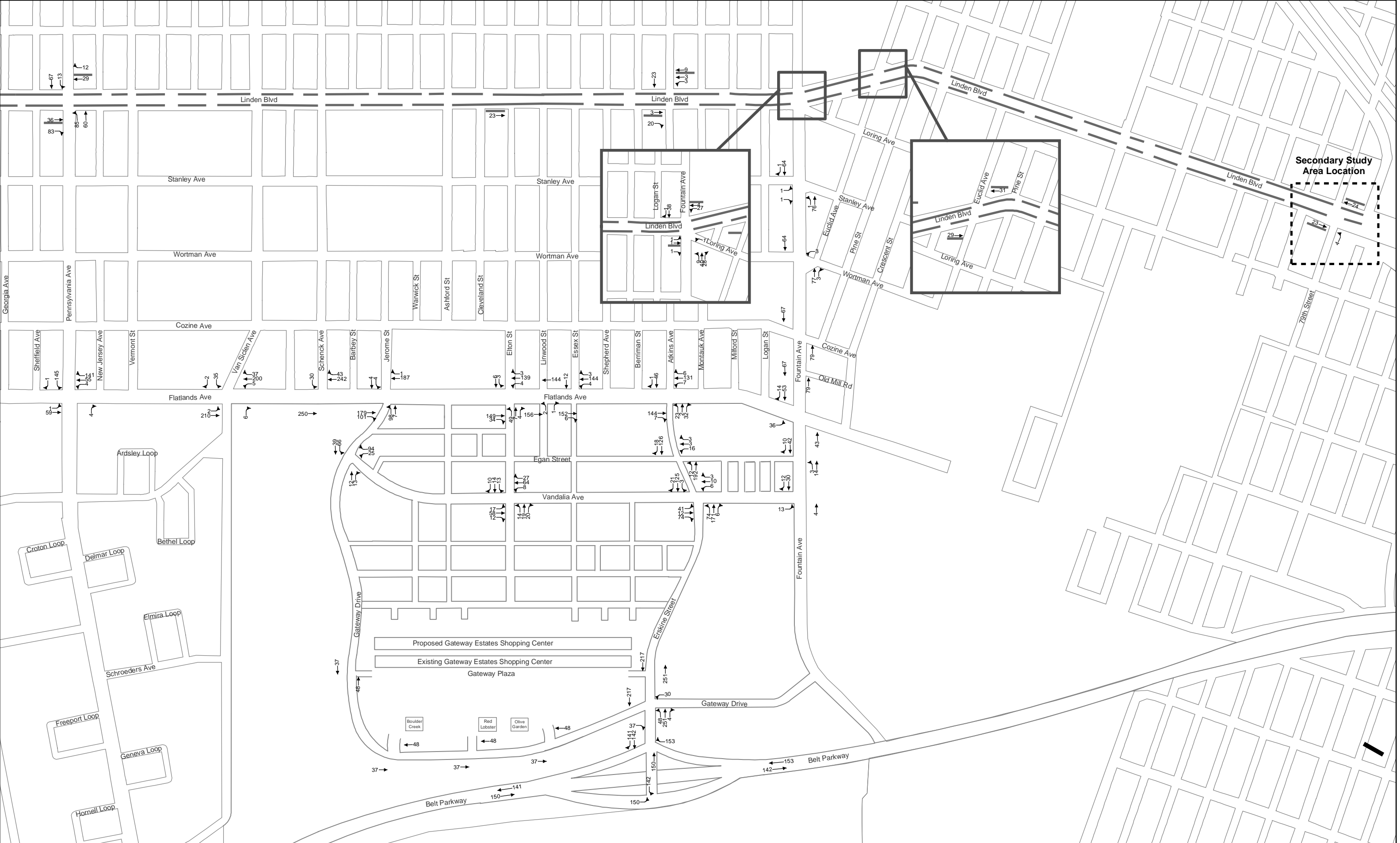




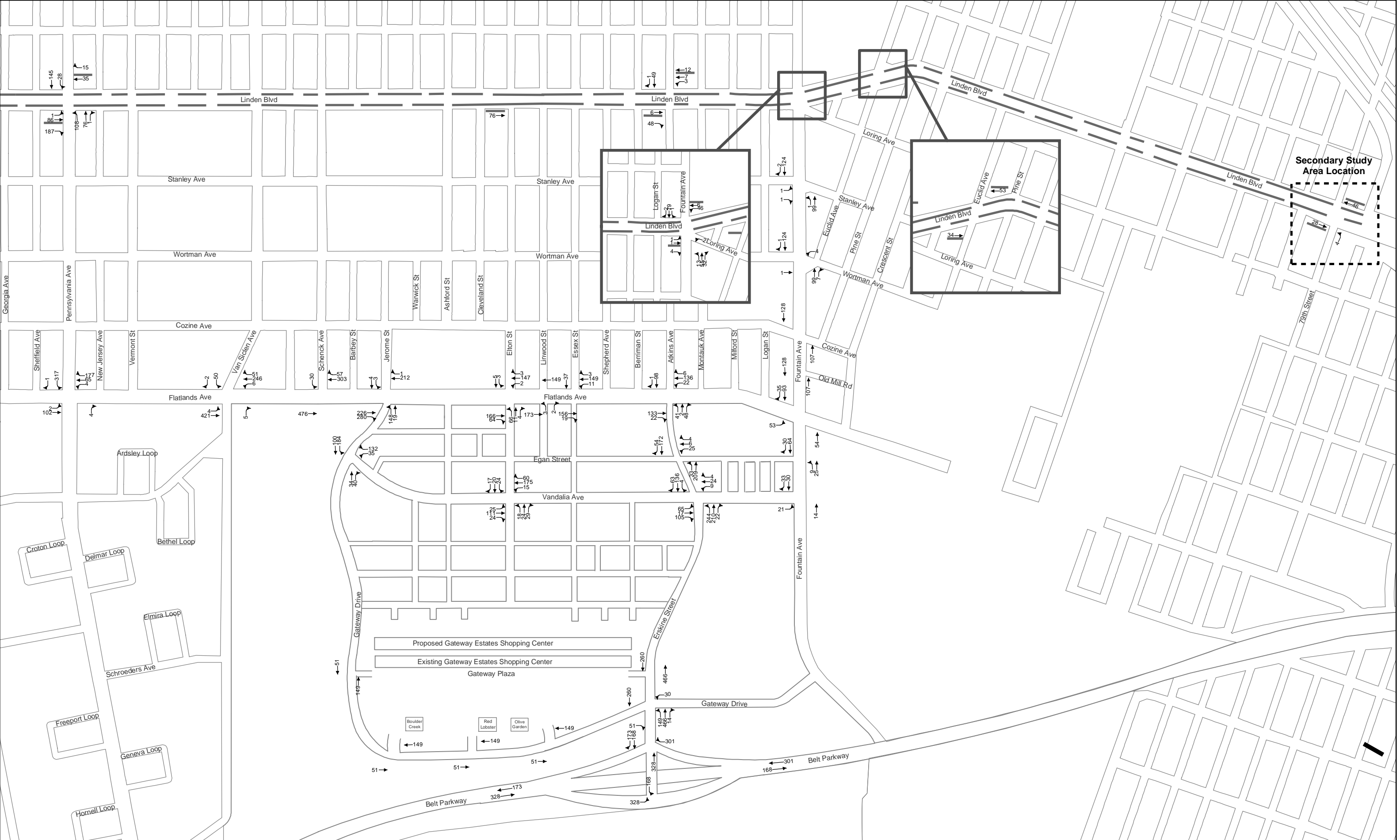
















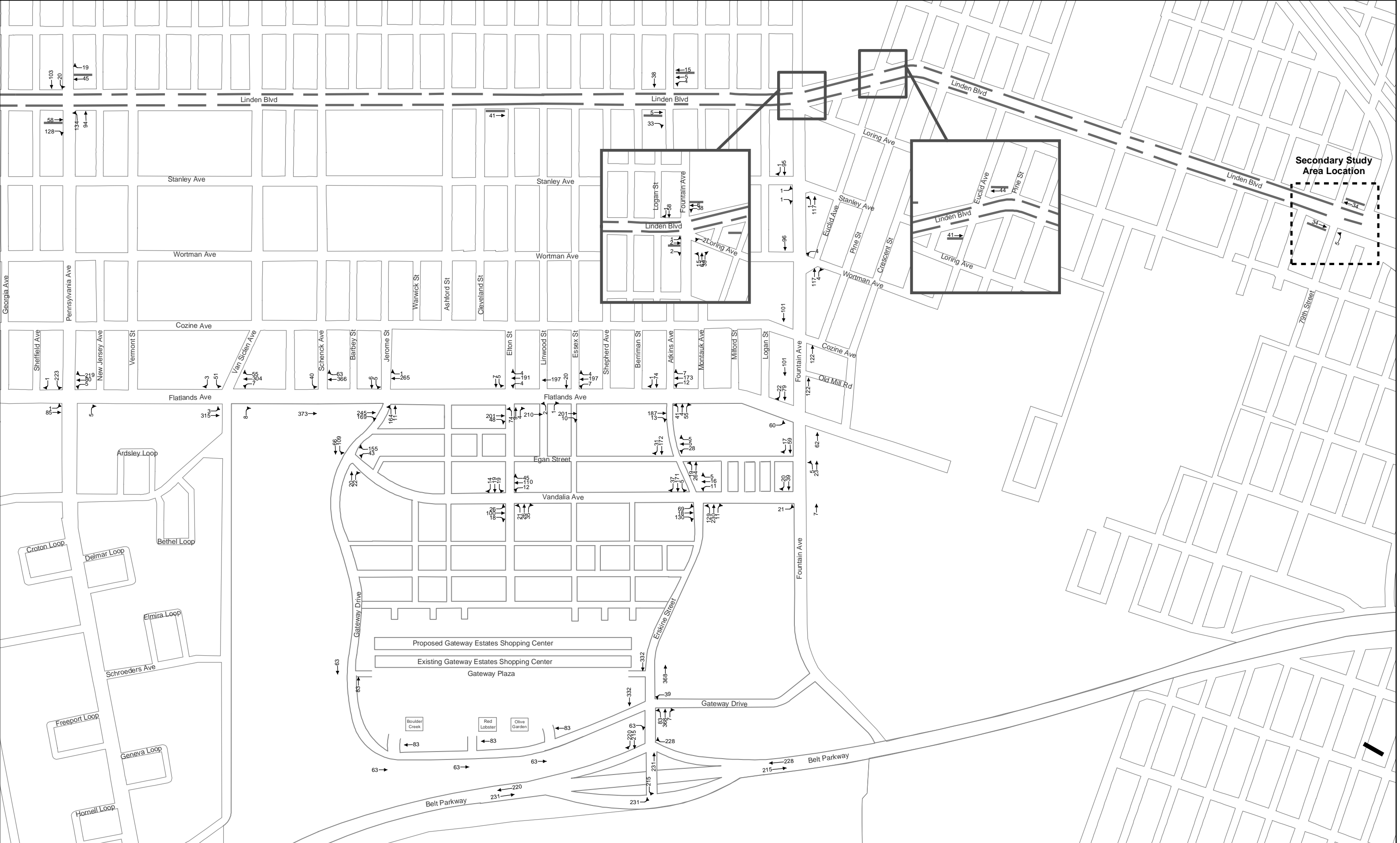


Figure E-29a  
2013 No Build Traffic Volume Increments - Saturday Midday Peak Hour (Primary Study Area)  
Gateway Estates II FEIS







Figure E-30a  
2013 No Build Traffic Volume Increments - Saturday PM Peak Hour (Primary Study Area)  
**Gateway Estates II FEIS**

This map illustrates the street network of the Rockaway Peninsula, with a focus on the area around the Rockaway Parkway and Linden Boulevard. Key streets shown include Willmoehr St, Church Ave, Linden Blvd, Avenue A, and various numbered streets from E 89th St to E 98th St. The map also depicts the Rockaway Ave and Rockaway Pkwy. Numerous directional arrows and numerical markers are present, likely indicating specific locations or distances. The map is oriented with North at the top.

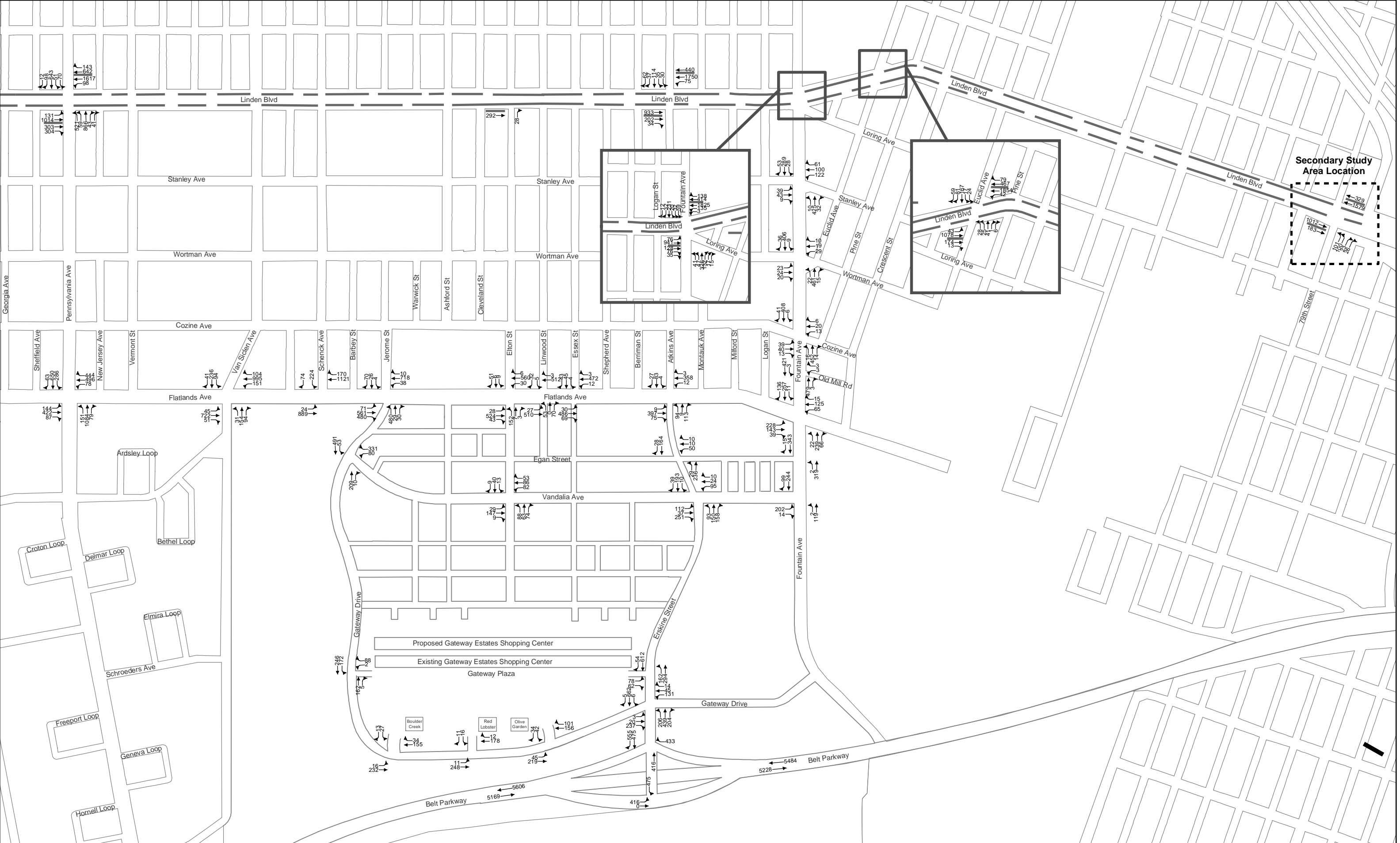
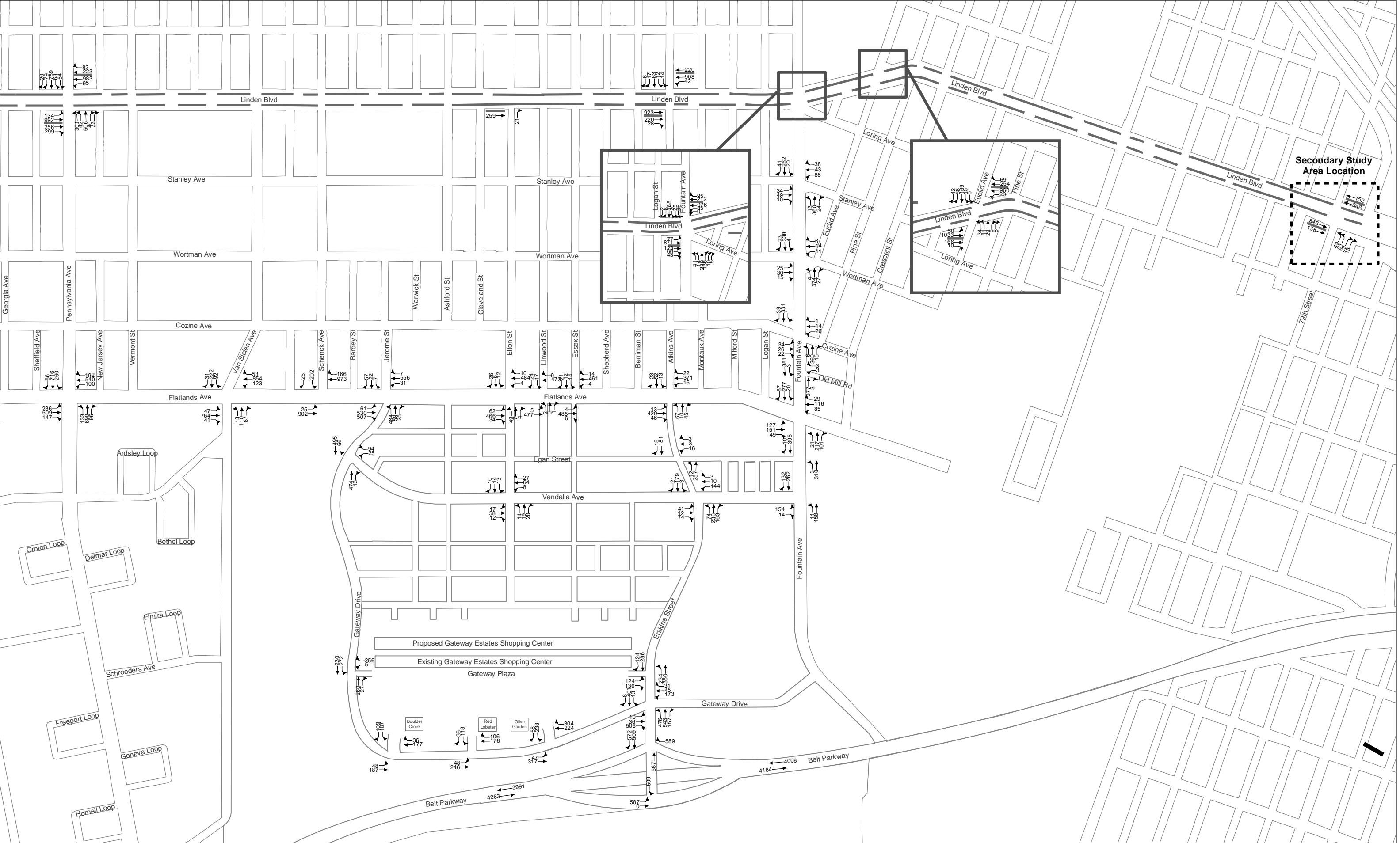


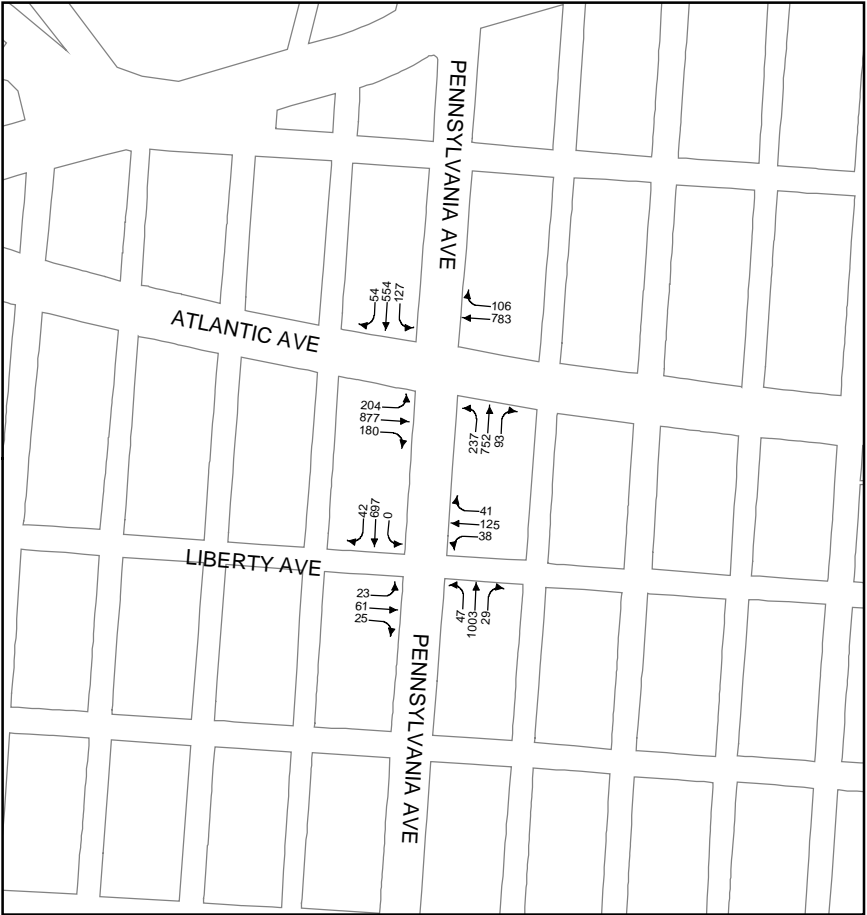
Figure E-31a  
2013 No Build Traffic Volumes - Weekday AM Peak Hour (Primary Study Area)  
Gateway Estates II FEIS



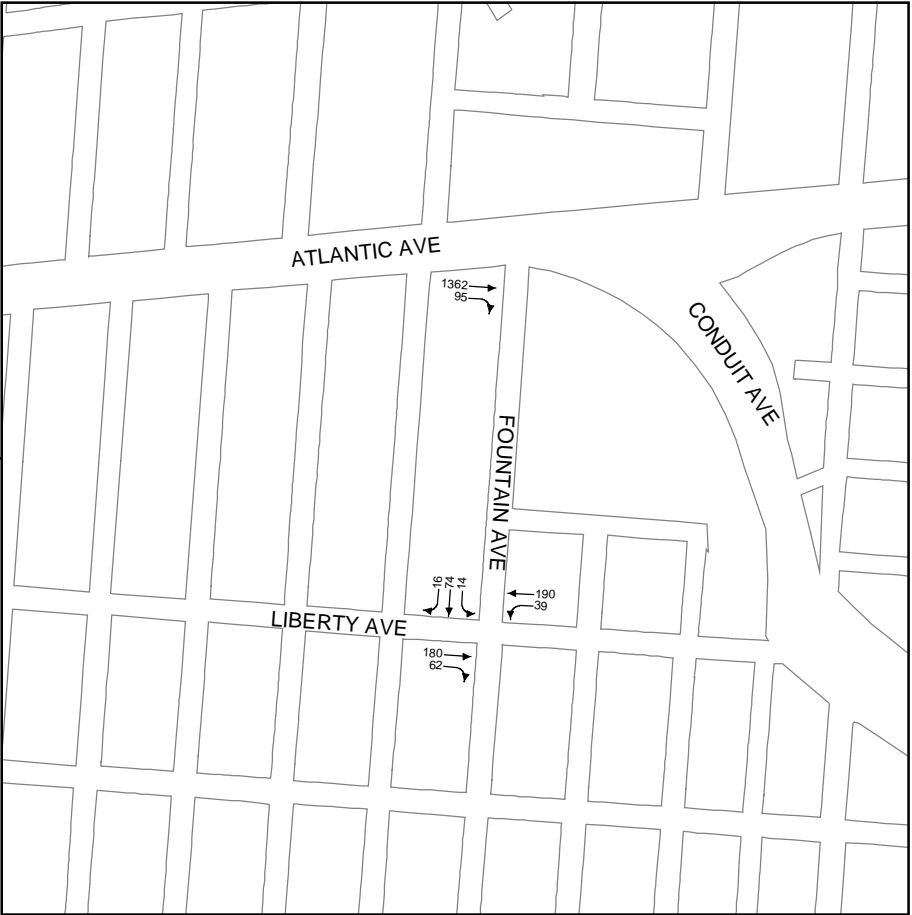




Pennsylvania Avenue / G. Payne Avenue



Fountain Avenue



Flatlands Avenue



Linden Boulevard





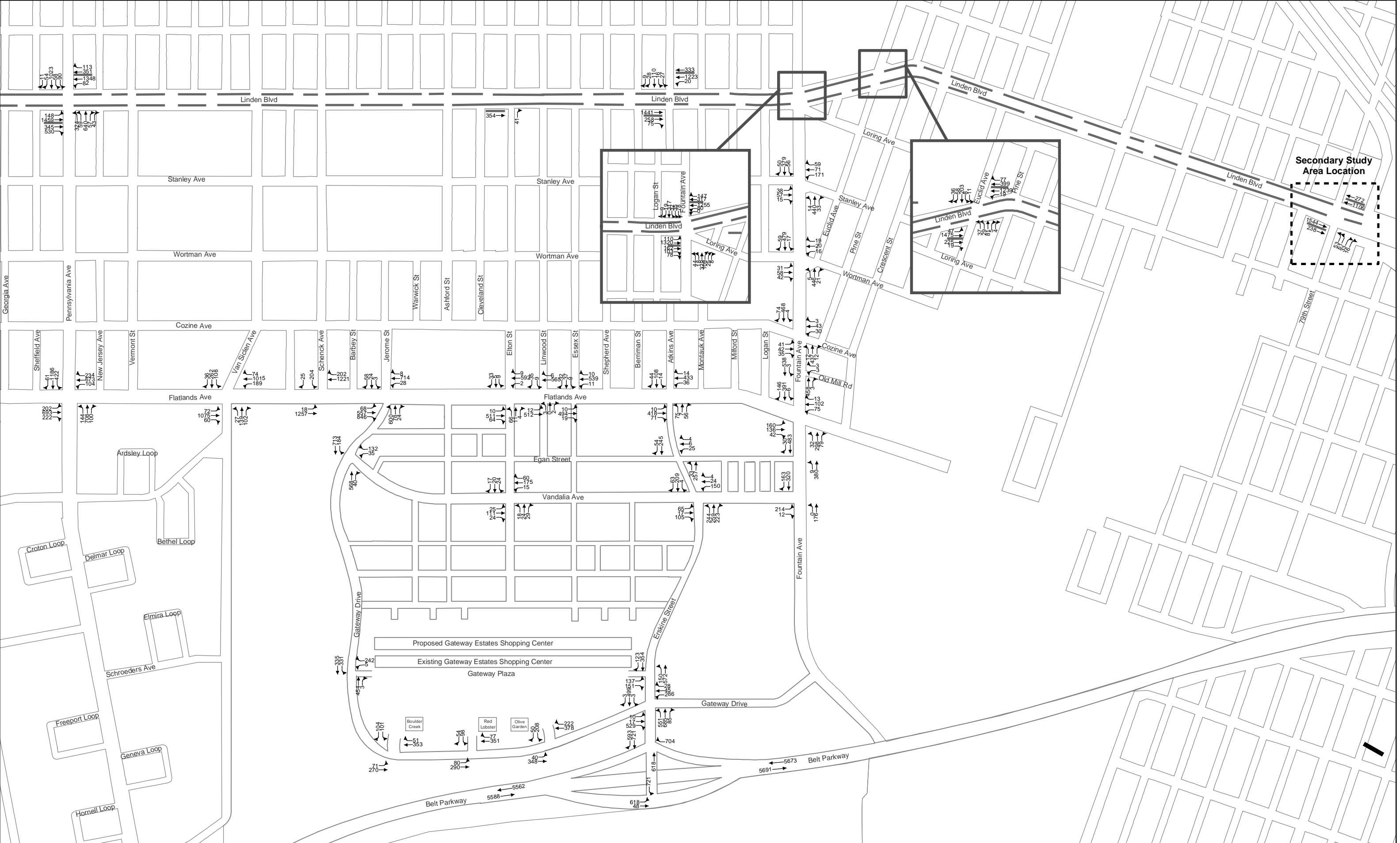
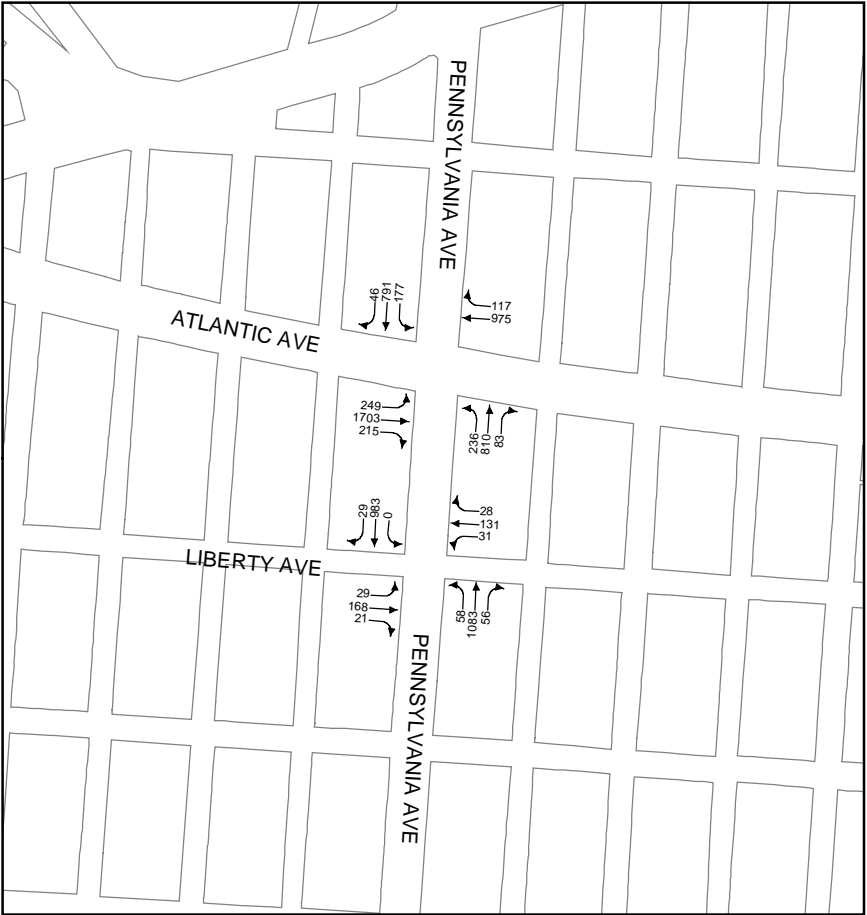
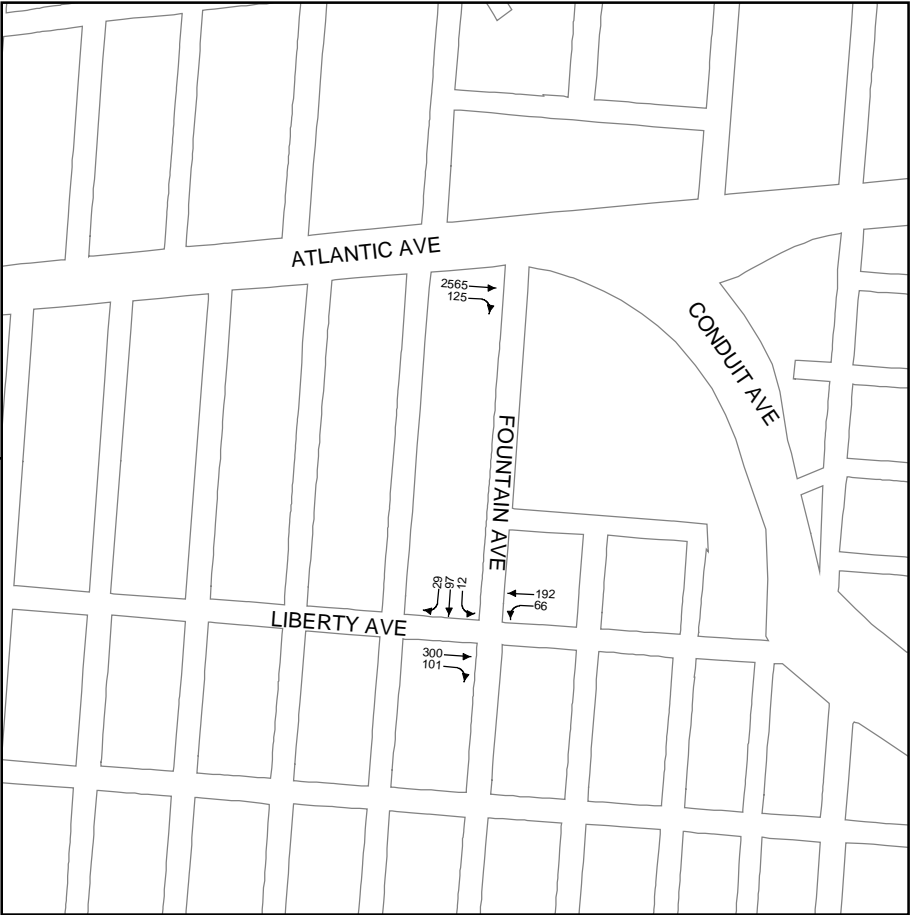


Figure E-33a  
2013 No Build Traffic Volumes - Weekday PM Peak Hour (Primary Study Area)  
Gateway Estates II FEIS

Pennsylvania Avenue / G. Payne Avenue



Fountain Avenue



Flatlands Avenue



Linden Boulevard



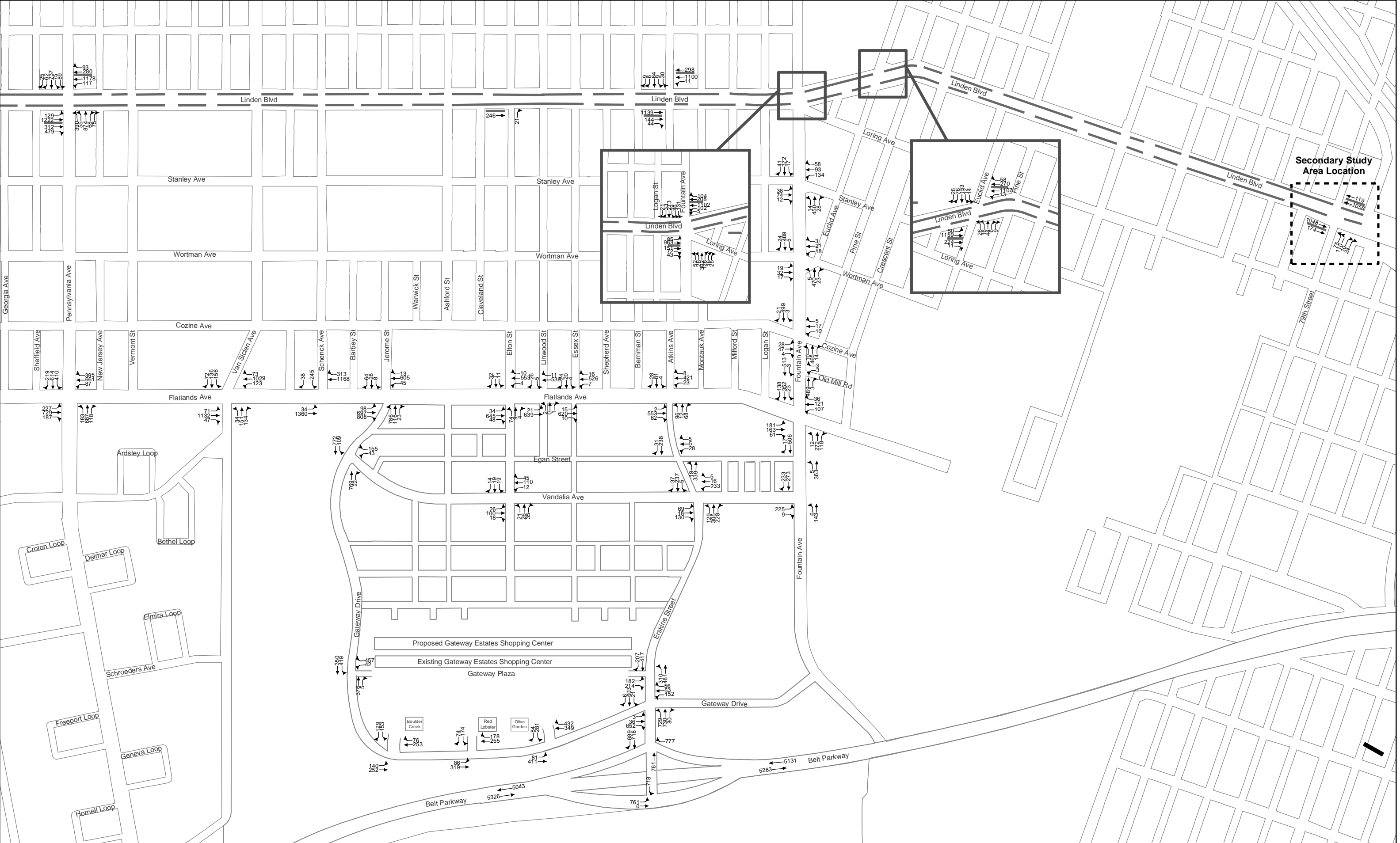


Figure E-34a  
2013 No Build Traffic Volumes - Saturday Midday Peak Hour (Primary Study Area)  
Gateway Estates II FEIS

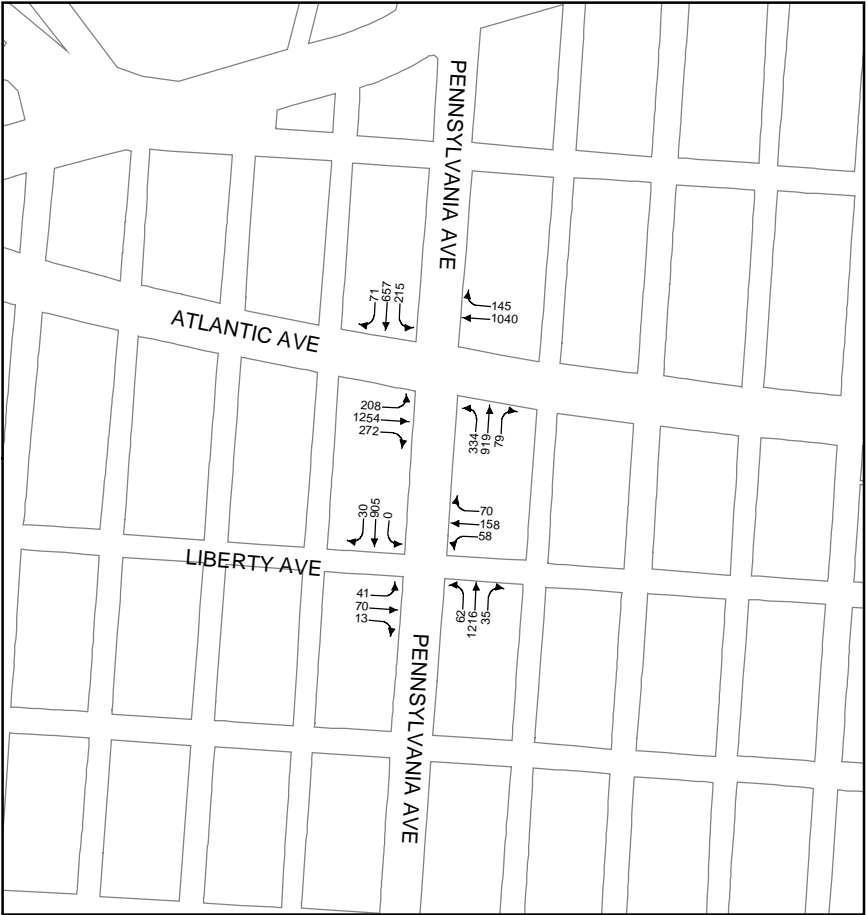




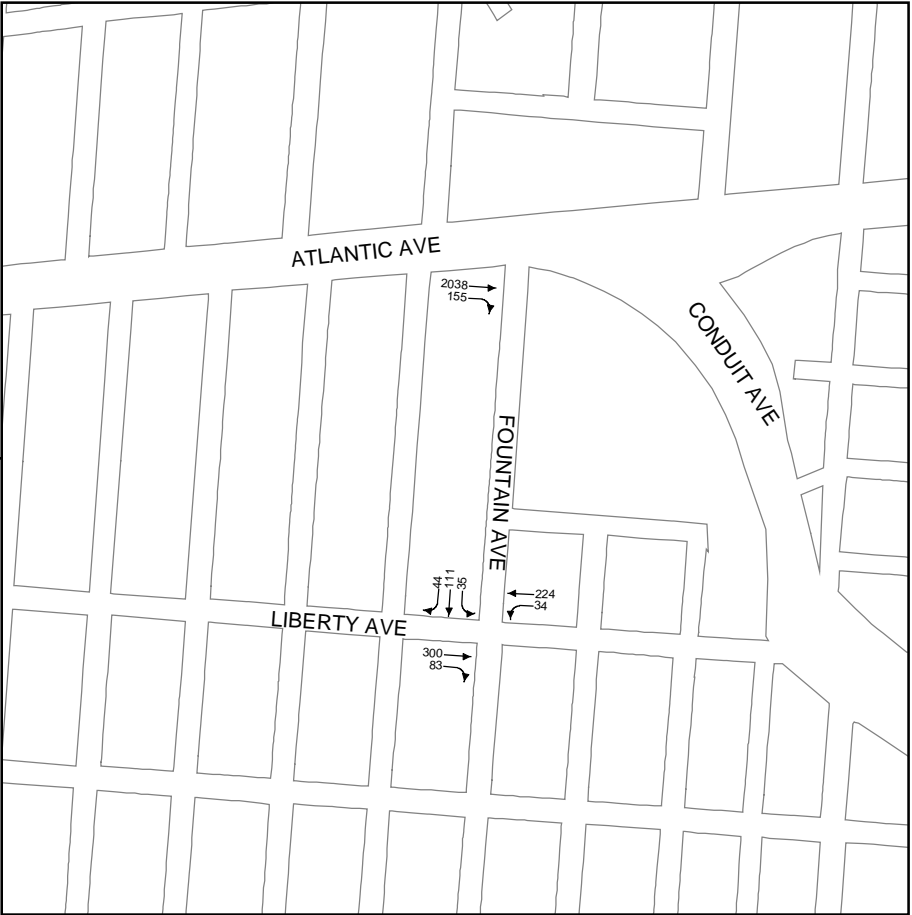


Figure E-35a  
2013 No Build Traffic Volumes - Saturday PM Peak Hour (Primary Study Area)  
**Gateway Estates II FEIS**

Pennsylvania Avenue / G. Payne Avenue



Fountain Avenue



Flatlands Avenue



Linden Boulevard





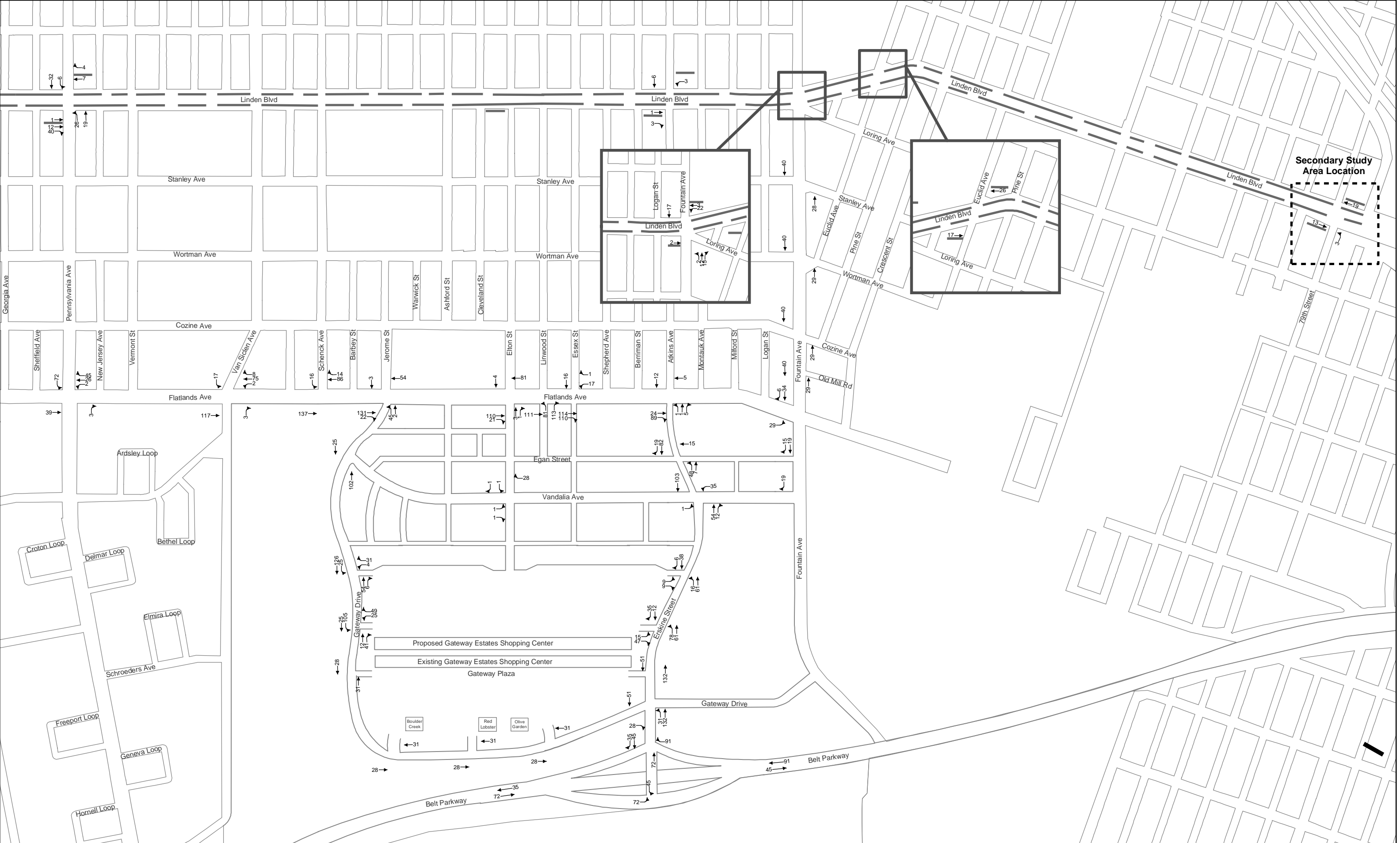






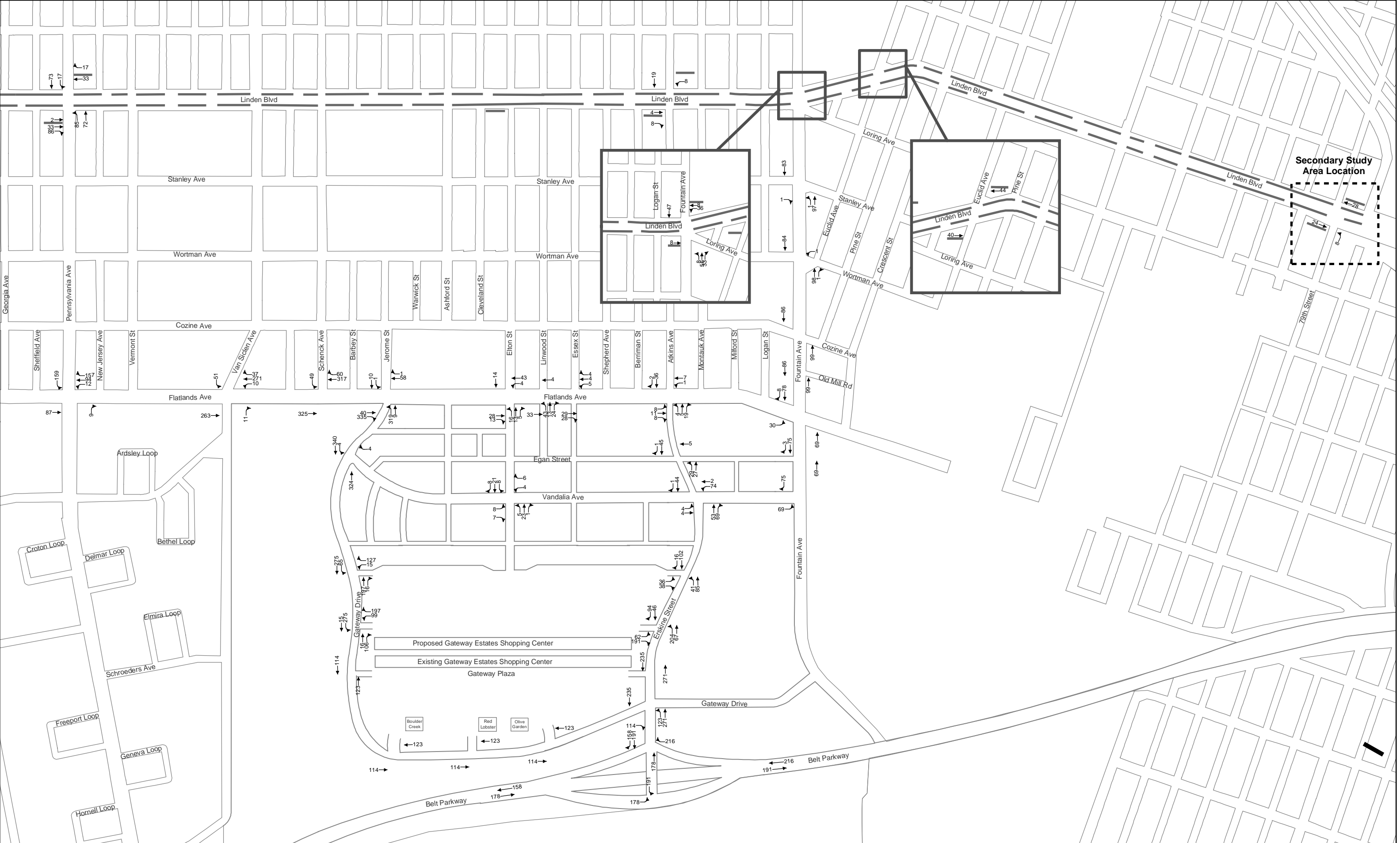
Figure E-37a

2013 Build Traffic Volume Increments - Weekday Midday Peak Hour (Primary Study Area)

**Gateway Estates II FEIS**

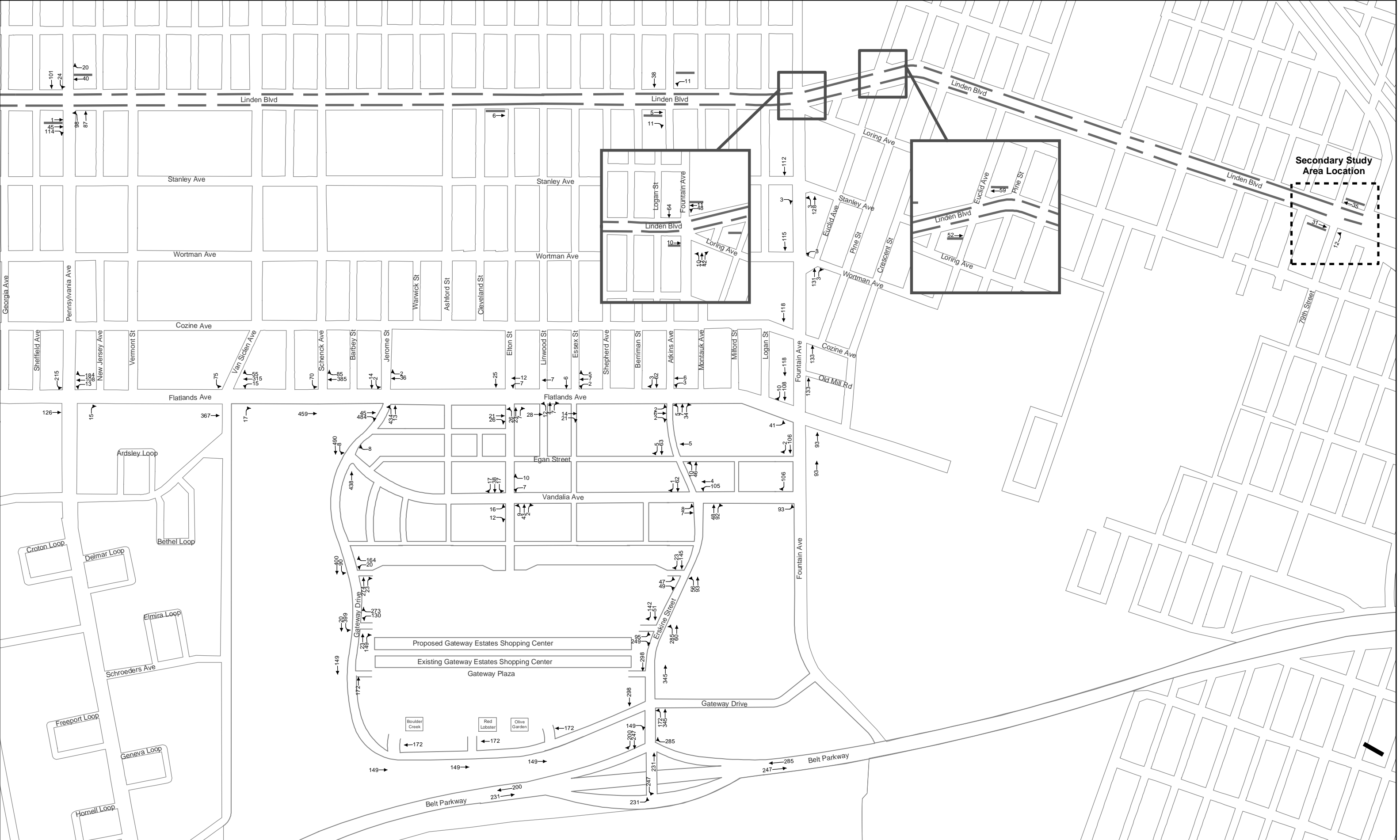




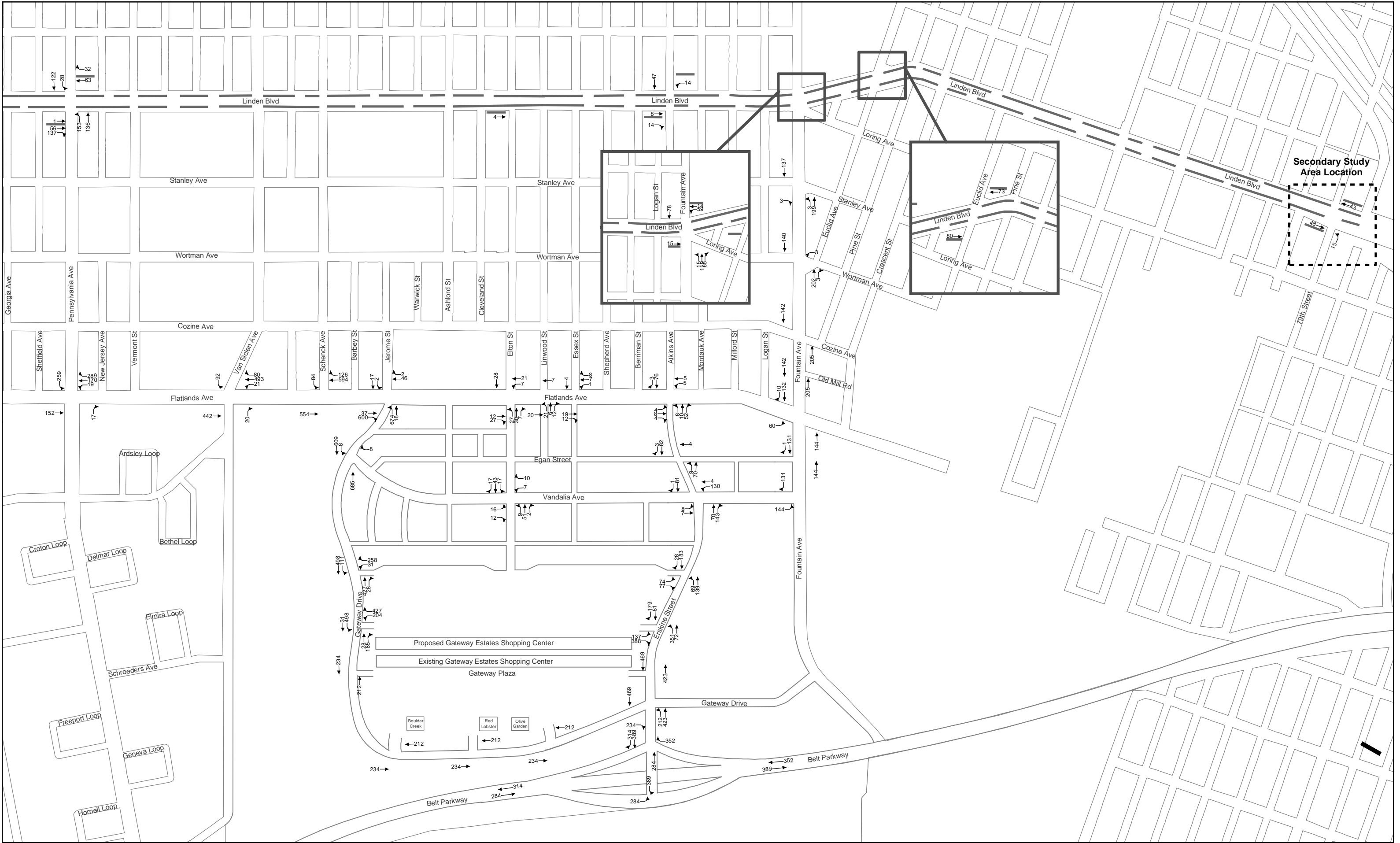






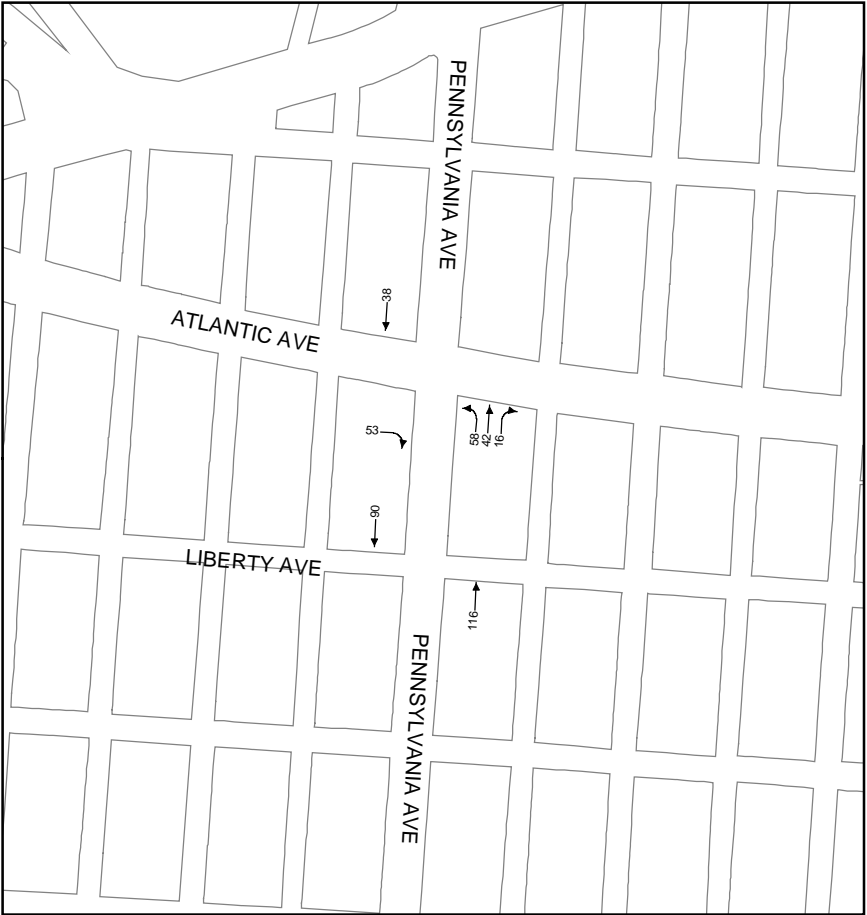




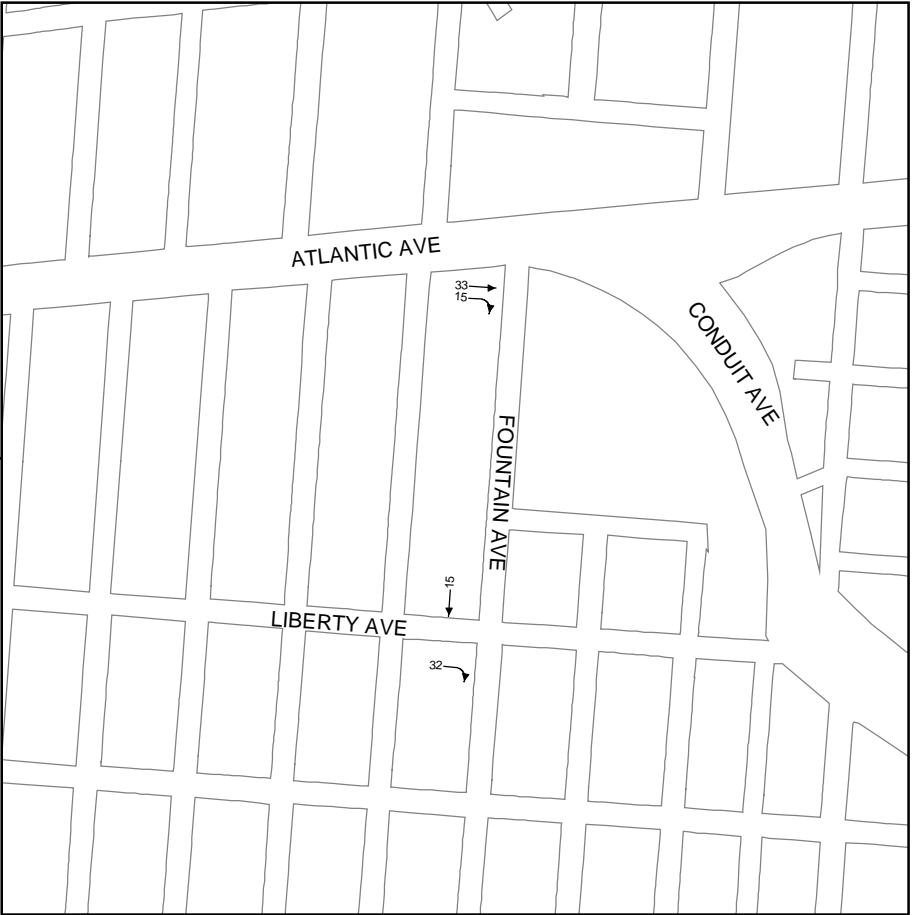




Pennsylvania Avenue / G. Payne Avenue



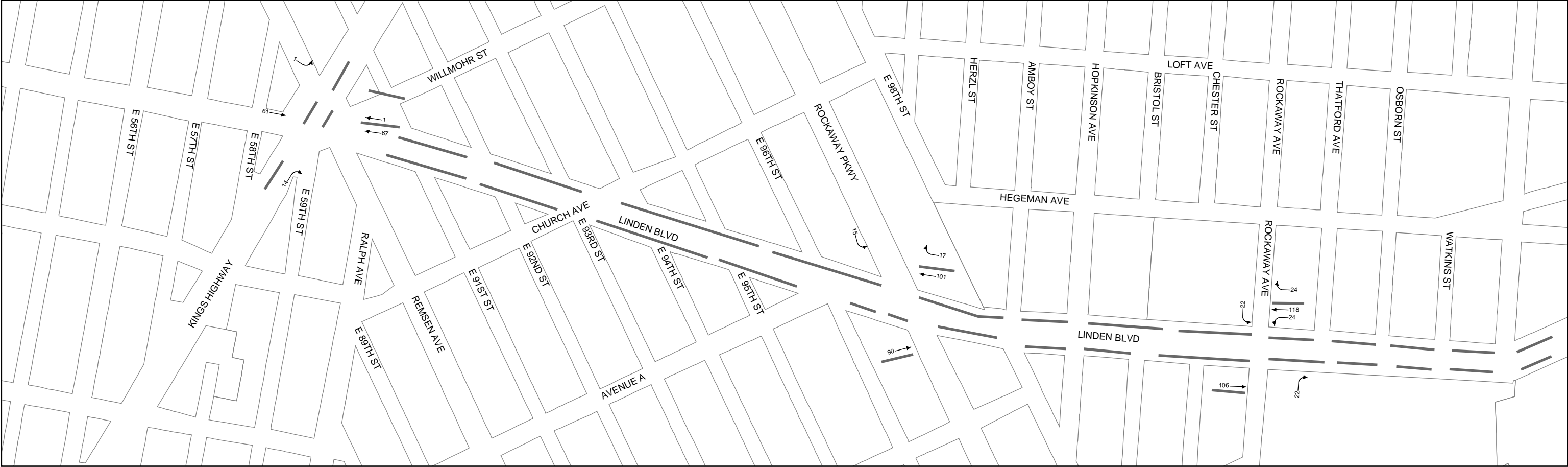
Fountain Avenue



Flatlands Avenue



Linden Boulevard



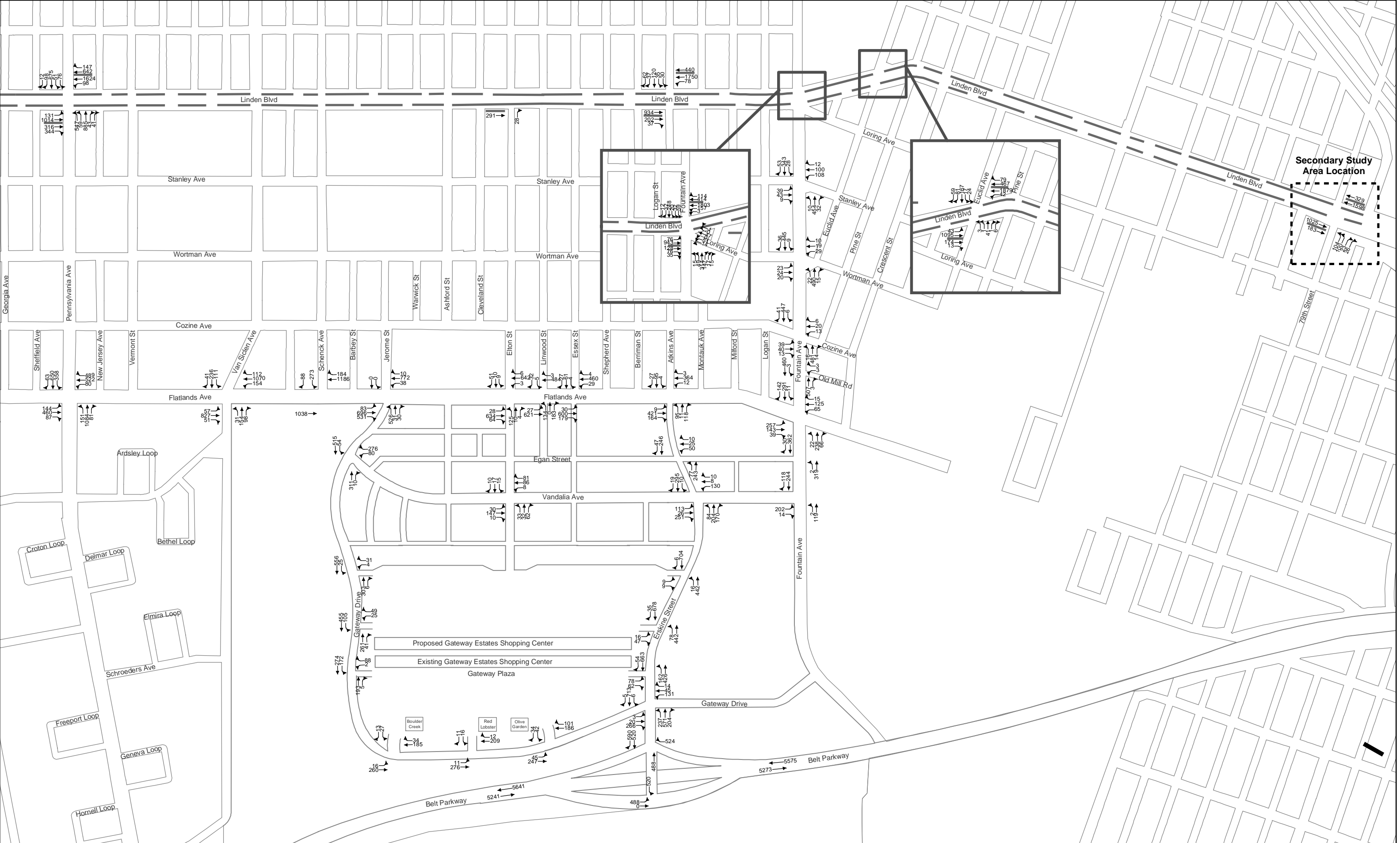


Figure E-41a  
2013 Build Traffic Volumes - Weekday AM Peak Hour (Primary Study Area)  
Gateway Estates II FEIS





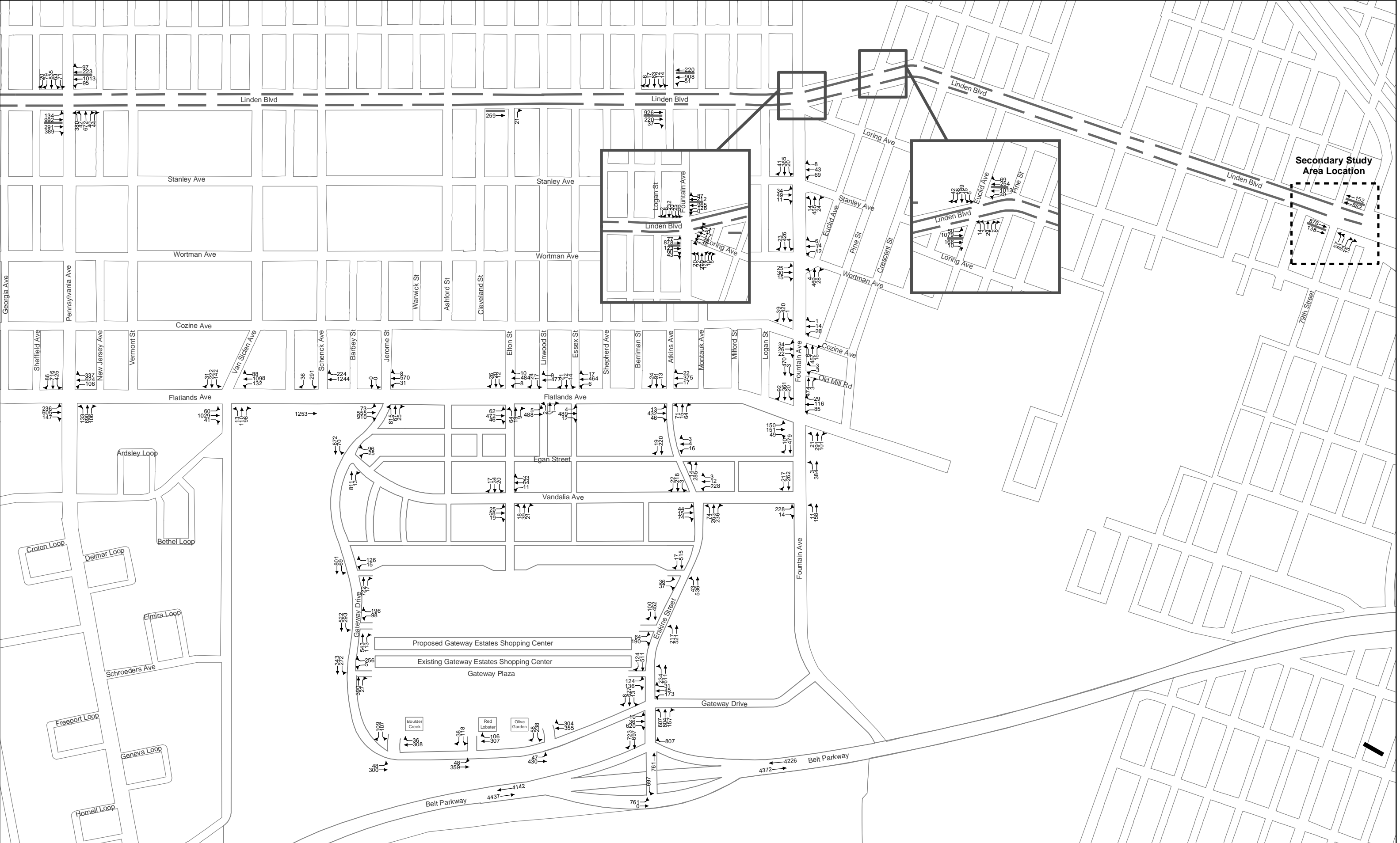


Figure E-42a  
2013 Build Traffic Volumes - Weekday Midday Peak Hour (Primary Study Area)  
Gateway Estates II FEIS



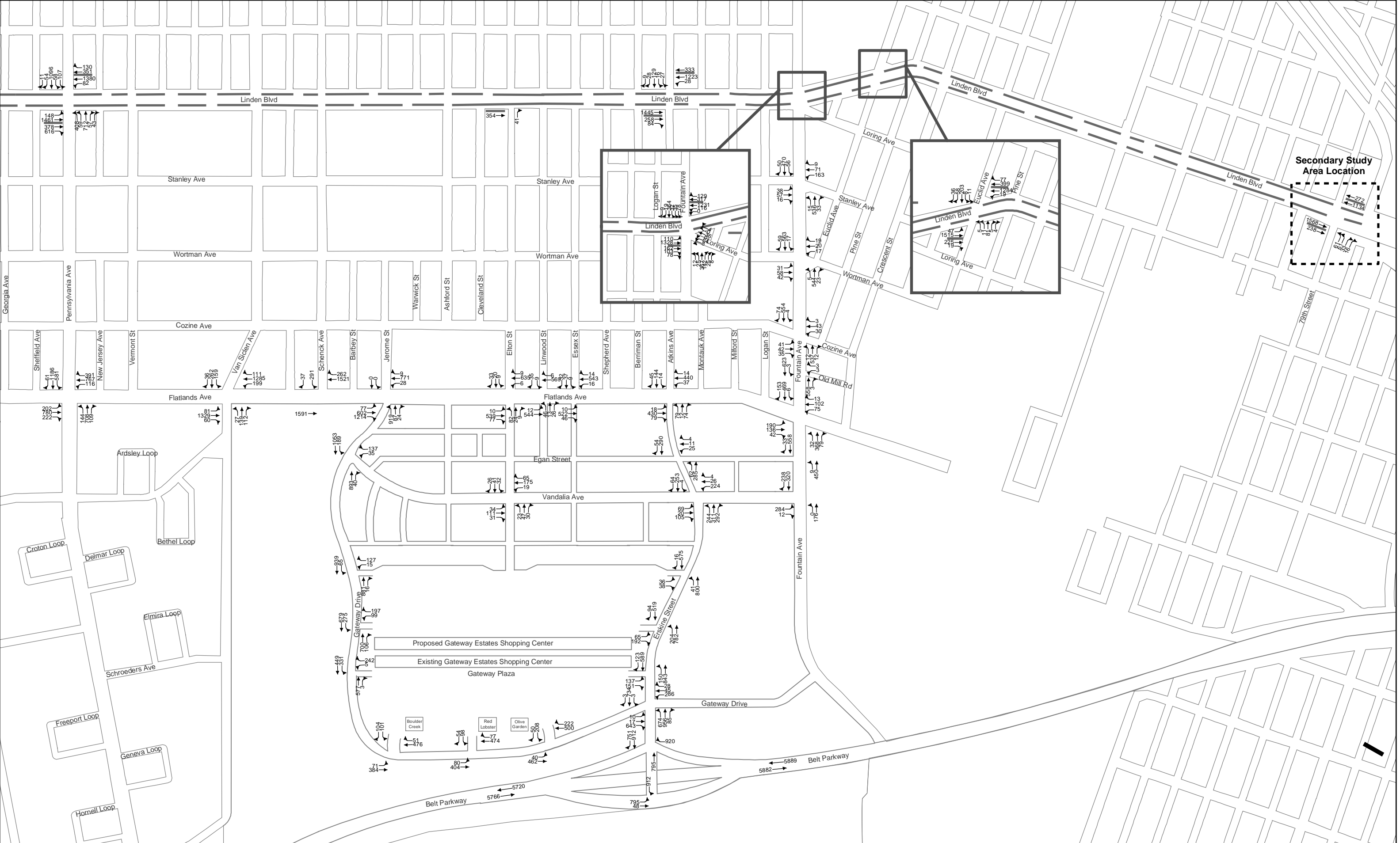
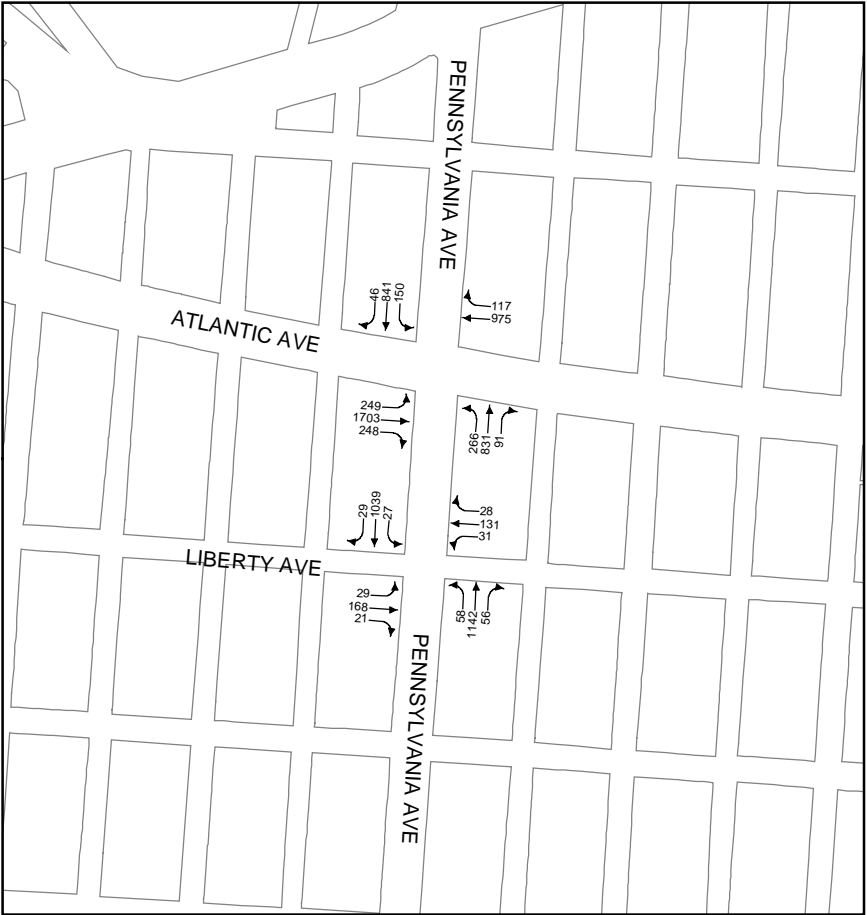


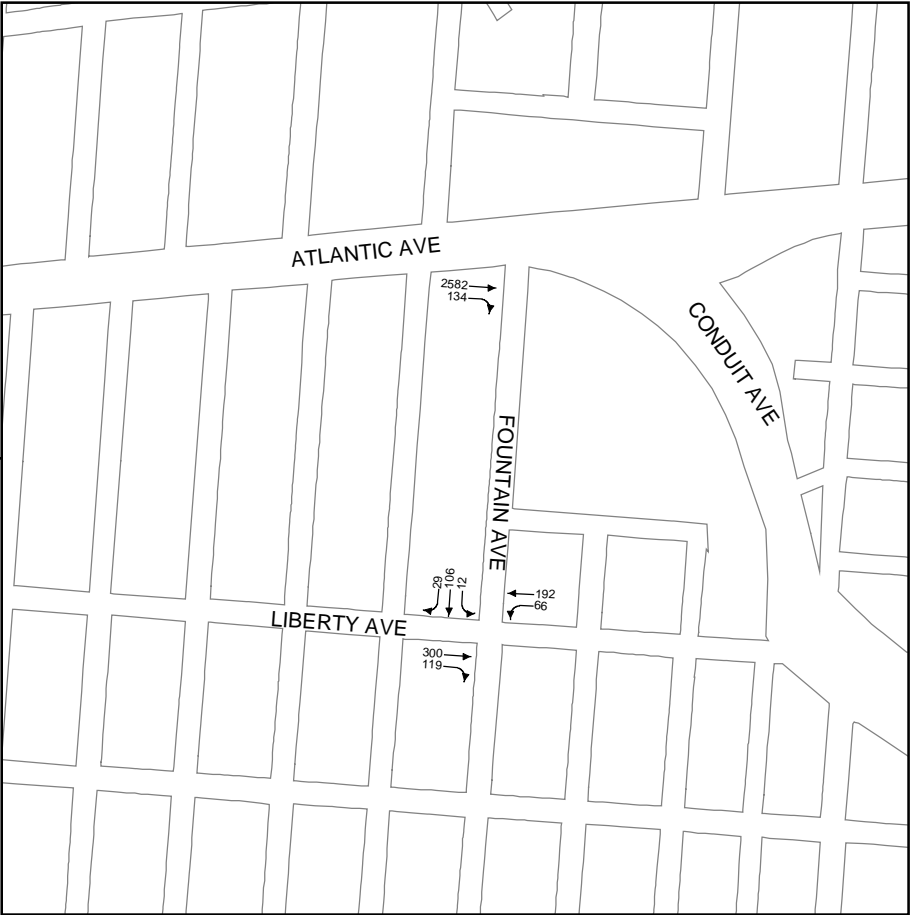
Figure E-43a  
2013 Build Traffic Volumes - Weekday PM Peak Hour (Primary Study Area)  
Gateway Estates II FEIS



Pennsylvania Avenue / G. Payne Avenue



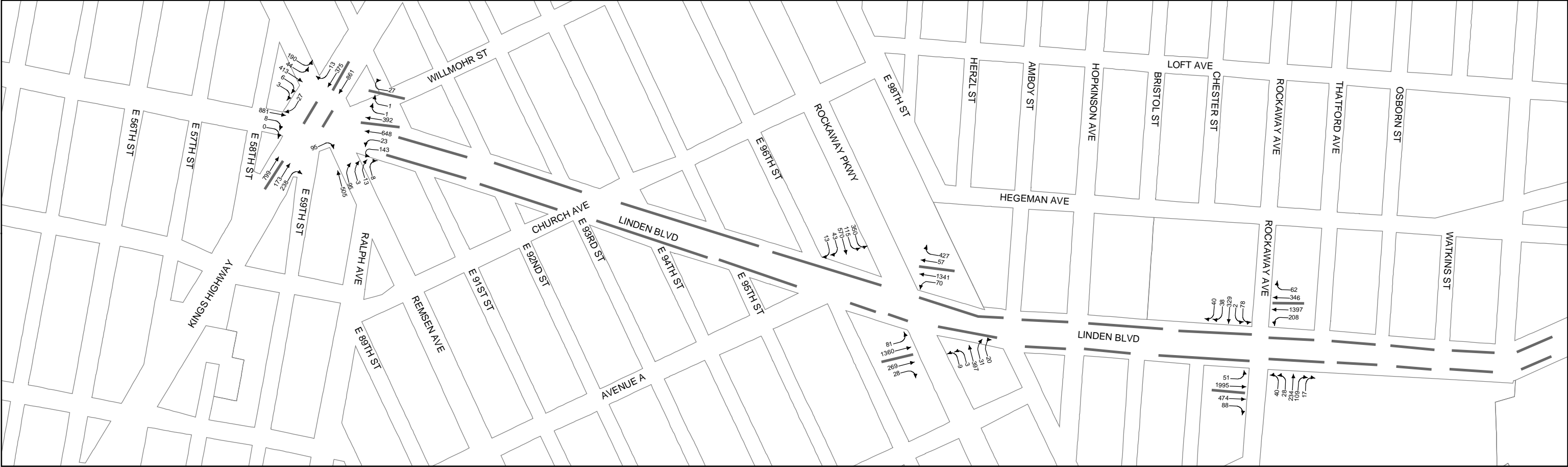
Fountain Avenue



Flatlands Avenue



Linden Boulevard



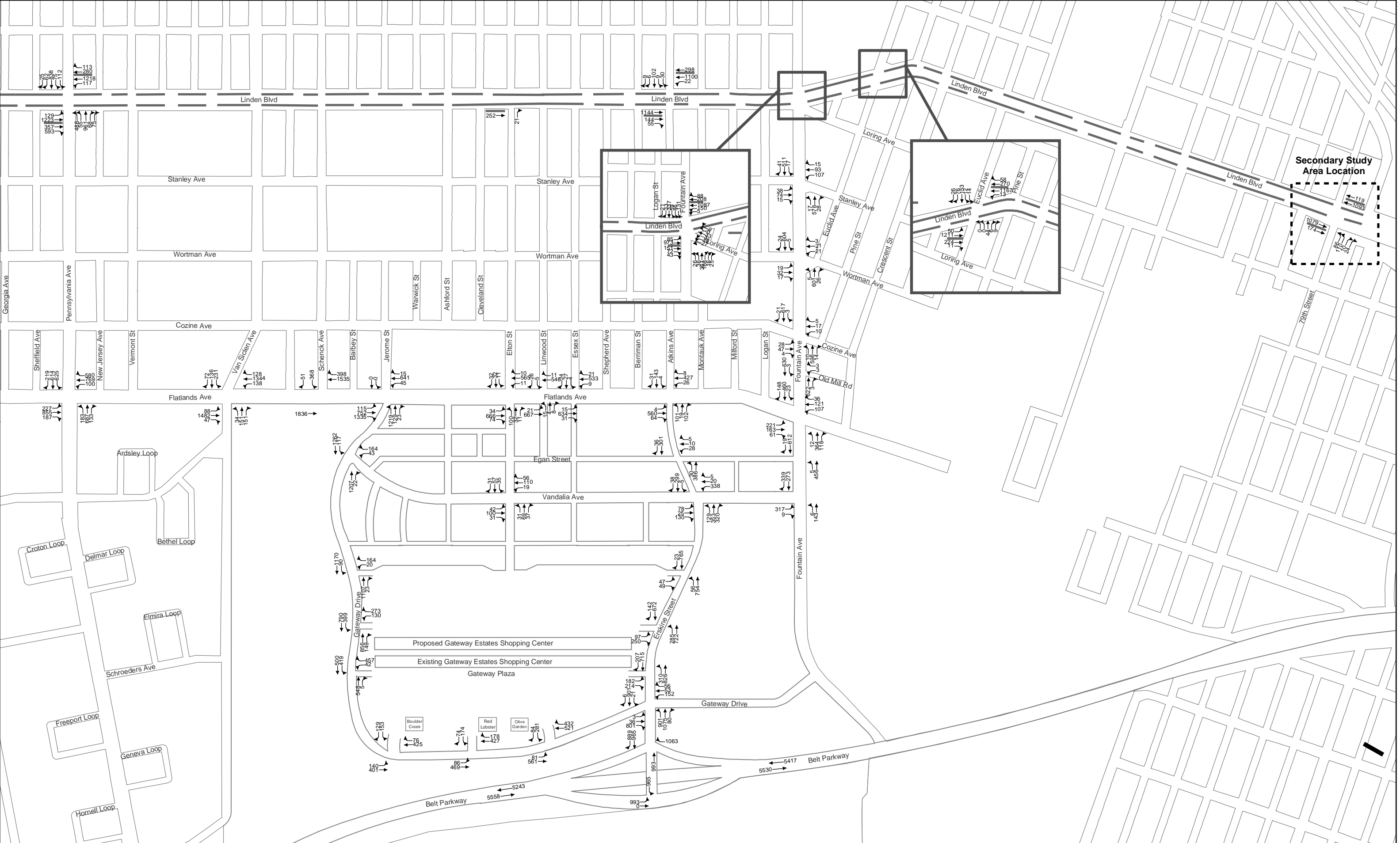
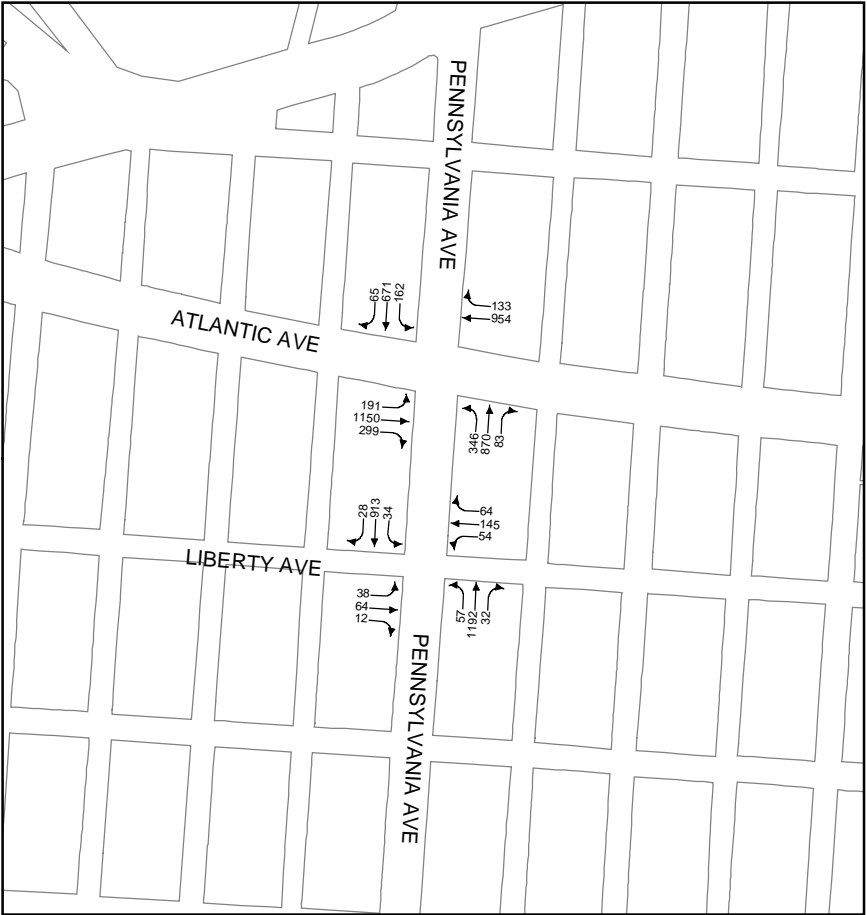


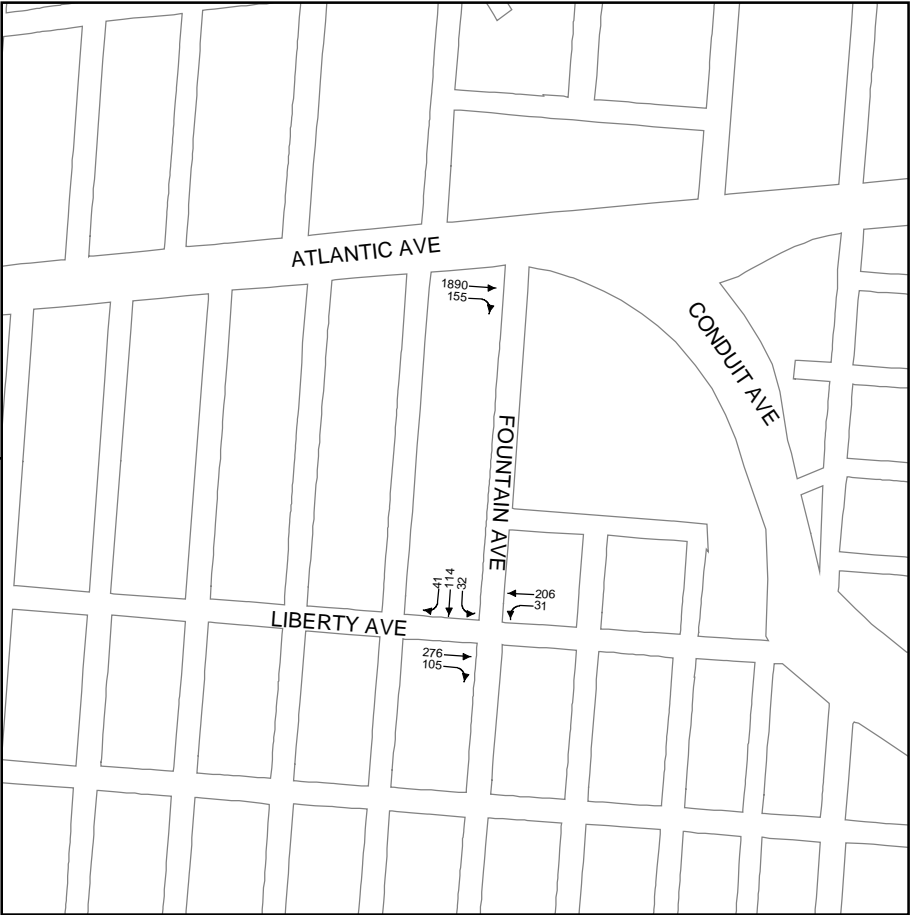
Figure E-44a  
2013 Build Traffic Volumes - Saturday Midday Peak Hour (Primary Study Area)  
Gateway Estates II FEIS



Pennsylvania Avenue / G. Payne Avenue



Fountain Avenue

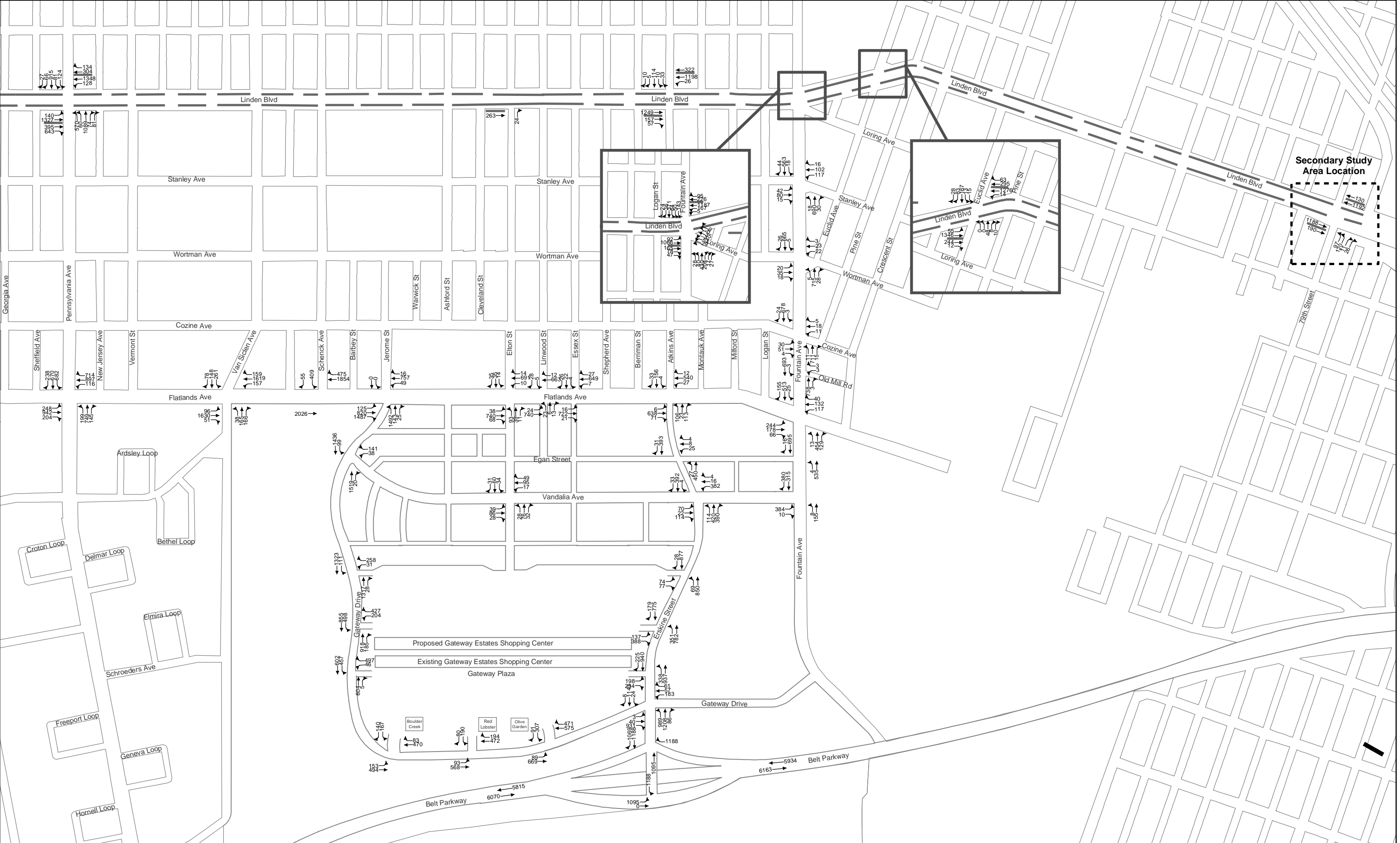


Flatlands Avenue

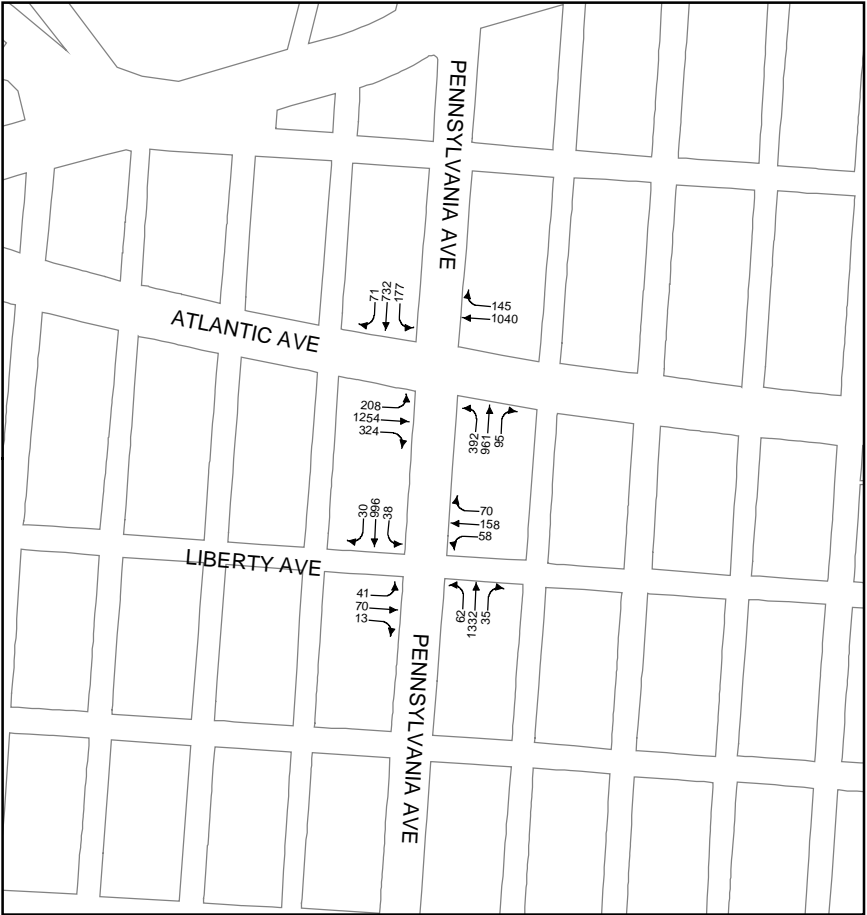


Linden Boulevard

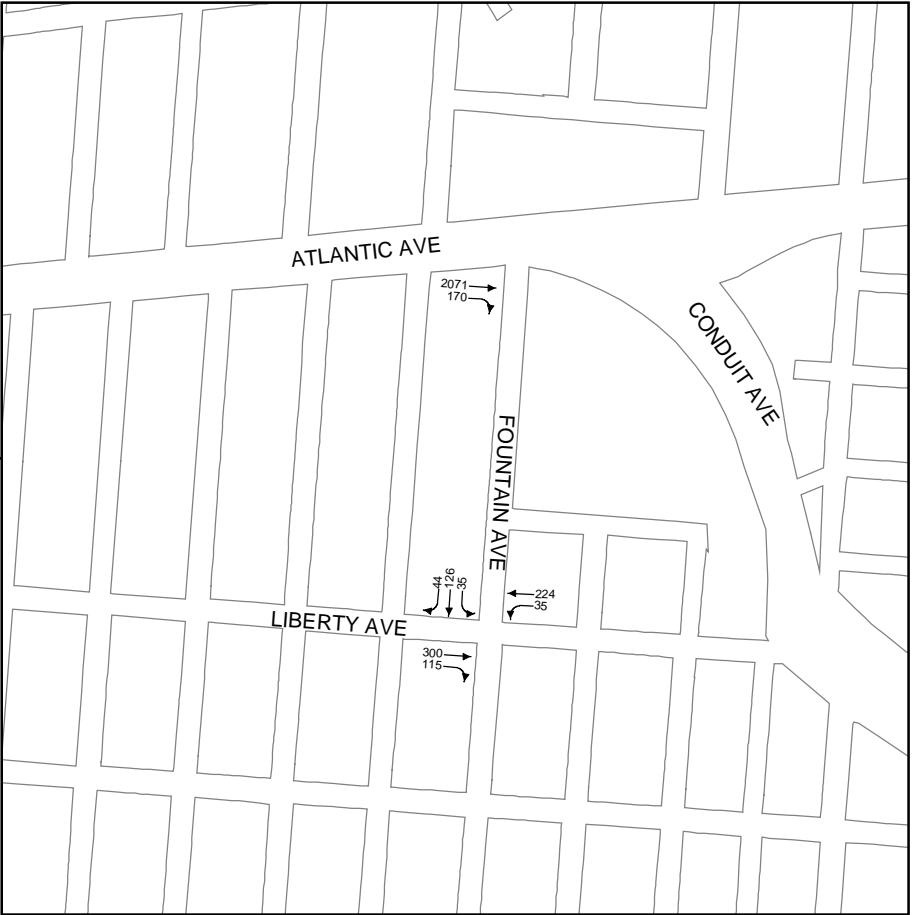




Pennsylvania Avenue / G. Payne Avenue



Fountain Avenue



Flatlands Avenue



Linden Boulevard



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# **CONSTRUCTION LEVELS OF SERVICE TABLES**



TABLE E-17

GATEWAY ESTATES II FEIS

EXISTING CONSTRUCTION TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (6:00 - 7:00 AM)				Weekday PM (3:00 PM - 4:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
ERSKINE STREET & GATEWAY DRIVE									
Erskine Street	NB	L	0.07	21.4	C	L	0.35	24.0	C
		TR	0.11	6.7	A	TR	0.13	6.8	A
Gateway Drive	SB	L	0.02	25.5	C	L	0.03	25.6	C
		T	0.05	25.7	C	T	0.22	27.1	C
	EB	R	0.01	25.4	C	R	0.02	25.5	C
		L	0.00	25.4	C	L	0.05	25.9	C
		T	0.02	25.5	C	T	0.03	25.5	C
	WB	R	0.07	6.5	A	R	0.45	9.5	A
		L	0.24	29.0	C	L	0.75	43.5	D
		TR	0.04	25.7	C	TR	0.15	26.8	C
Overall Intersection	-	0.15	15.2	B	-	0.43	21.7	C	
FOUNTAIN AVENUE & FLATLANDS AVENUE									
Fountain Avenue	NB	LTR	0.32	25.9	C	LTR	0.68	34.3	C
Flatlands Avenue	SB	LTR	0.18	21.3	C	LTR	0.39	23.7	C
	EB	DefL	0.23	13.4	B	DefL	0.37	19.1	B
		TR	0.06	9.9	A	TR	0.12	13.3	B
	WB	LTR	0.25	15.5	B	DefL	0.36	19.3	B
	-	-	-	-	TR	0.17	14.1	B	
Overall Intersection	-	0.25	18.5	B	-	0.49	23.6	C	
FLATLANDS AVENUE & JEROME STREET									
(UNSIGNALIZED INTERSECTION)									
Jerome Street	SB	LR	-	9.3	A	LR	-	10.5	B
Flatlands Avenue	EB	L	-	7.7	A	L	-	8.7	A
Overall Intersection	-	-	1.4	A	-	-	1.3	A	
FLATLANDS AVENUE & PENNSYLVANIA AVENUE									
Pennsylvania Avenue	NB	L	0.31	24.4	C	L	0.60	47.6	D
Flatlands Avenue		TR	0.36	27.5	C	TR	0.50	29.5	C
		SB	L	0.23	21.7	C	L	0.29	25.1
		TR	0.21	25.7	C	TR	0.73	34.2	C
		EB	L	0.24	24.9	C	L	0.62	43.4
		T	0.17	31.9	C	T	0.62	38.9	D
		R	0.09	20.8	C	R	0.39	25.2	C
		WB	L	0.09	22.2	C	L	0.29	33.7
		T	0.23	32.8	C	T	0.59	38.2	D
		R	0.06	20.6	C	R	0.17	21.8	C
	Overall Intersection	-	0.51	27.1	C	-	0.83	34.4	C
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE									
Fountain Avenue	NB	LTR	0.36	41.3	D	LTR	0.66	46.8	D
Linden Boulevard (Mainline)	SB	LTR	0.40	42.0	D	DefL	0.94	87.2	F
		-	-	-	-	TR	0.89	70.3	E
		EB	L	0.13	15.7	B	L	0.46	20.5
		T	0.17	11.5	B	T	0.54	15.0	B
		WB	L	0.26	22.8	C	L	0.29	25.1
Linden Boulevard (Service Road)		T	0.46	24.1	C	T	0.55	25.4	C
		EB	TR	0.17	11.7	B	TR	0.46	14.8
	WB	TR	0.43	24.4	C	TR	0.71	30.2	C
Loring Avenue	NB	LTR	0.29	51.0	D	LTR	0.56	59.7	E
Overall Intersection	-	0.40	24.6	C	-	0.76	29.4	C	
LINDEN BOULEVARD & PENNSYLVANIA AVENUE									
Pennsylvania Avenue	NB	L	0.46	33.0	C	L	0.92	74.1	E
Linden Boulevard (Mainline)		T	0.35	32.9	C	T	0.56	36.3	D
		R	0.11	30.1	C	R	0.24	32.0	C
		SB	L	0.13	21.4	C	L	0.58	70.1
		TR	0.39	33.5	C	TR	0.92	51.7	D
		EB	L	0.43	57.8	E	L	0.92	92.5
		T	0.33	32.4	C	T	0.93	48.9	D
		WB	L	0.43	58.6	E	L	0.65	67.5
Linden Boulevard (Service Road)		T	0.46	34.2	C	T	0.87	44.6	D
		EB	T	0.34	33.4	C	T	0.65	40.2
		R	0.15	19.7	B	R	0.50	25.1	C
		WB	TR	0.41	33.8	C	TR	0.46	34.6
Overall Intersection	-	0.60	33.7	C	-	0.95	47.1	D	

Notes

(1): Control delay is measured in seconds per vehicle.

(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).



TABLE E-18

GATEWAY ESTATES II FEIS

2010 CONSTRUCTION NO BUILD TRAFFIC LEVELS OF SERVICE

Intersection & Approach		Weekday AM (6:00 - 7:00 AM)				Weekday PM (3:00 PM - 4:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
ERSKINE STREET & GATEWAY DRIVE									
Erskine Street	NB	L	0.08	21.5	C	L	0.40	24.5	C
		TR	0.15	6.9	A	TR	0.25	7.5	A
	SB	L	0.02	25.6	C	L	0.04	25.8	C
		T	0.22	27.1	C	T	0.48	30.0	C
	Gateway Drive	R	0.01	25.4	C	R	0.02	25.5	C
EB			L	0.00	25.4	C	L	0.05	25.9
T		0.02	25.5	C	T	0.03	25.5	C	
		R	0.13	6.9	A	R	0.47	9.7	A
WB		L	0.29	29.8	C	L	0.80	47.0	D
	TR	0.04	25.7	C	TR	0.15	26.9	C	
Overall Intersection		-	0.19	16.2	B	-	0.54	22.0	C
FOUNTAIN AVENUE & FLATLANDS AVENUE									
Fountain Avenue	NB	LTR	0.32	25.8	C	LTR	0.68	34.4	C
	SB	LTR	0.21	21.7	C	LTR	0.41	24.0	C
Flatlands Avenue	EB	DefL	0.34	15.9	B	DefL	0.40	20.0	C
		TR	0.06	9.9	A	TR	0.10	13.1	B
	WB	LTR	0.26	15.7	B	LTR	0.14	13.6	B
		Overall Intersection		-	0.33	19.0	B	-	0.51
FLATLANDS AVENUE & JEROME STREET									
Jerome Street	NB	L	0.12	16.0	B	L	0.49	19.3	B
		TR	0.05	15.4	B	TR	0.15	16.3	B
Flatlands Avenue	SB	LTR	0.18	31.0	C	LTR	0.27	32.4	C
	EB	L	0.08	13.5	B	L	0.28	16.4	B
		TR	0.31	15.3	B	TR	0.83	25.1	C
	WB	L	0.05	13.3	B	L	0.24	17.5	B
		TR	0.19	14.2	B	TR	0.46	17.0	B
	Overall Intersection		-	0.26	16.0	B	-	0.72	21.4
FLATLANDS AVENUE & PENNSYLVANIA AVENUE									
Pennsylvania Avenue	NB	L	0.32	25.1	C	L	0.64	50.8	D
		TR	0.37	27.7	C	TR	0.52	29.9	C
Flatlands Avenue	SB	L	0.43	28.3	C	L	0.63	38.6	D
		TR	0.22	25.8	C	TR	0.76	35.1	D
	EB	L	0.25	25.6	C	L	0.69	48.8	D
		T	0.20	32.3	C	T	0.70	41.0	D
		R	0.09	20.9	C	R	0.41	25.6	C
	WB	L	0.10	22.3	C	L	0.34	37.1	D
		T	0.28	33.3	C	T	0.66	39.8	D
		R	0.22	22.5	C	R	0.42	25.8	C
Overall Intersection		-	0.55	27.7	C	-	0.87	36.1	D
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE									
Fountain Avenue	NB	LTR	0.49	43.6	D	LTR	0.82	53.6	D
	SB	LTR	0.45	43.0	D	DefL	0.97	94.9	F
Linden Boulevard (Mainline)	-	-	-	-	-	TR	1.06	108.3	F
	EB	L	0.15	15.9	B	L	0.50	21.6	C
		T	0.18	11.5	B	T	0.56	15.2	B
	WB	L	0.31	23.6	C	L	0.52	33.5	C
		T	0.48	24.4	C	T	0.58	25.8	C
	Linden Boulevard (Service Road)	EB	TR	0.18	11.8	B	TR	0.48	15.2
WB		TR	0.45	24.7	C	TR	0.74	31.1	C
Loring Avenue	NB	LTR	0.38	53.9	D	LTR	0.68	68.0	E
Overall Intersection		-	0.47	25.6	C	-	0.83	33.9	C
LINDEN BOULEVARD & PENNSYLVANIA AVENUE									
Pennsylvania Avenue	NB	L	0.62	40.0	D	L	1.13	120+	F*
		T	0.40	33.7	C	T	0.62	37.6	D
		R	0.11	30.1	C	R	0.26	32.2	C
Linden Boulevard (Mainline)	SB	L	0.15	22.7	C	L	0.67	84.6	F
		TR	0.43	34.2	C	TR	1.02	69.4	E
	EB	L	0.45	58.3	E	L	0.96	101.2	F
		T	0.35	32.7	C	T	1.00	60.5	E
	Linden Boulevard (Service Road)	WB	L	0.46	59.4	E	L	0.68	69.4
T			0.50	34.7	C	T	0.92	48.5	D
EB		T	0.35	33.7	C	T	0.68	41.1	D
		R	0.18	20.2	C	R	0.62	28.0	C
WB		TR	0.44	34.3	C	TR	0.49	35.1	D
Overall Intersection		-	0.66	34.6	C	-	1.03	57.1	E

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

TABLE E-19  
GATEWAY ESTATES II FEIS  
2010 CONSTRUCTION BUILD TRAFFIC LEVELS OF SERVICE

Intersection & Approach		Weekday AM (6:00 - 7:00 AM)				Weekday PM (3:00 PM - 4:00 PM)			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
ERSKINE STREET & GATEWAY DRIVE									
Erskine Street	NB	L	0.08	21.5	C	L	0.40	24.5	C
		TR	0.43	8.9	A	TR	0.25	7.5	A
Gateway Drive	SB	L	0.06	26.4	C	L	0.04	25.8	C
		T	0.22	27.1	C	T	1.17	119.7	F
	R	0.01	25.4	C	R	0.02	25.5	C	
		L	0.00	25.4	C	L	0.05	25.9	C
	EB	T	0.02	25.5	C	T	0.03	25.5	C
		R	0.13	6.9	A	R	0.47	9.7	A
	WB	L	0.29	29.8	C	L	0.80	47.0	D
		TR	0.04	25.7	C	TR	0.15	26.9	C
Overall Intersection		-	0.39	13.6	B	-	0.76	55.3	E
FOUNTAIN AVENUE & FLATLANDS AVENUE									
Fountain Avenue	NB	LTR	0.40	27.5	C	LTR	0.78	39.3	D
	SB	LTR	0.39	23.9	C	LTR	0.41	24.0	C
Flatlands Avenue	EB	DefL	0.45	19.9	B	DefL	0.59	26.8	C
		TR	0.06	9.9	A	TR	0.10	13.1	B
	WB	LTR	0.26	15.7	B	LTR	0.14	13.6	B
		Overall Intersection		-	0.43	21.3	C	-	0.66
FLATLANDS AVENUE & JEROME STREET									
Jerome Street	NB	L	0.26	17.2	B	L	0.58	20.4	C
		TR	0.05	15.4	B	TR	0.15	16.3	B
Flatlands Avenue	SB	LTR	0.18	31.0	C	LTR	0.27	32.4	C
	EB	L	0.08	13.5	B	L	0.33	17.7	B
		TR	0.58	18.9	B	TR	0.83	25.1	C
	WB	L	0.08	13.7	B	L	0.24	17.5	B
		TR	0.22	14.5	B	TR	0.53	17.9	B
	Overall Intersection		-	0.47	17.9	B	-	0.73	21.7
FLATLANDS AVENUE & PENNSYLVANIA AVENUE									
Pennsylvania Avenue	NB	L	0.32	25.1	C	L	0.64	50.8	D
		TR	0.37	27.7	C	TR	0.52	29.9	C
Flatlands Avenue	SB	L	1.20+	120+	F*	L	0.63	38.6	D
		TR	0.22	25.8	C	TR	0.76	35.1	D
	EB	L	0.25	26.2	C	L	0.72	51.8	D
		T	0.32	33.9	C	T	0.70	41.0	D
		R	0.09	20.9	C	R	0.41	25.6	C
	WB	L	0.11	23.6	C	L	0.34	37.1	D
		T	0.35	34.4	C	T	0.70	40.9	D
		R	0.52	29.1	C	R	0.88	45.2	D
Overall Intersection		-	0.93	120+	F*	-	0.89	37.7	D
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE									
Fountain Avenue	NB	LTR	0.64	47.4	D	LTR	1.04	89.2	F
	SB	LTR	0.58	45.7	D	DefL	0.95	90.6	F
	-	-	-	-	-	TR	1.06	108.3	F
Linden Boulevard (Mainline)	EB	L	0.15	15.9	B	L	0.50	21.6	C
		T	0.18	11.5	B	T	0.56	15.2	B
	WB	L	0.74	36.9	D	L	0.52	33.5	C
		T	0.48	24.4	C	T	0.58	25.8	C
Linden Boulevard (Service Road)	EB	TR	0.18	11.8	B	TR	0.48	15.2	B
	WB	TR	0.45	24.7	C	TR	0.74	31.1	C
Loring Avenue	NB	LTR	0.38	53.9	D	LTR	0.68	68.0	E
Overall Intersection		-	0.62	27.8	C	-	0.83	38.4	D
LINDEN BOULEVARD & PENNSYLVANIA AVENUE									
Pennsylvania Avenue	NB	L	0.90	63.6	E	L	1.20+	120+	F*
		T	0.45	34.4	C	T	0.72	40.0	D
		R	0.11	30.1	C	R	0.26	32.2	C
Linden Boulevard (Mainline)	SB	L	0.16	23.1	C	L	0.67	85.2	F
		TR	0.58	36.8	D	TR	1.02	69.4	E
	EB	L	0.45	58.3	E	L	0.96	101.2	F
		T	0.37	32.9	C	T	1.00	60.5	E
	WB	L	0.46	59.4	E	L	0.68	69.4	E
Linden Boulevard (Service Road)	EB	T	0.50	34.7	C	T	0.94	50.4	D
		T	0.35	33.7	C	T	0.68	41.1	D
		R	0.42	23.9	C	R	0.62	28.0	C
	WB	TR	0.44	34.3	C	TR	0.49	35.1	D
	Overall Intersection		-	0.78	36.8	D	-	1.08	63.5

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

TABLE E-20																
GATEWAY ESTATES II FEIS																
2010 CONSTRUCTION NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY AM PEAK HOUR)																
INTERSECTION & APPROACH		Mvt.	2010 No Build Condition			LOS	Mvt.	2010 Build Condition			LOS	Mvt.	2010 Build with Mitigation			Mitigation Measures
			V/C	Delay				V/C	Delay				V/C	Delay		
ERSKINE STREET & GATEWAY DRIVE																
Erskine Street	NB	L	0.08	21.5	C	L	0.08	21.5	C						- Mitigation not required.	
		TR	0.15	6.9	A	TR	0.43	8.9	A							
Gateway Drive	SB	L	0.02	25.6	C	L	0.06	26.4	C							
		T	0.22	27.1	C	T	0.22	27.1	C							
	EB	R	0.01	25.4	C	R	0.01	25.4	C							
		L	0.00	25.4	C	L	0.00	25.4	C							
		T	0.02	25.5	C	T	0.02	25.5	C							
		R	0.13	6.9	A	R	0.13	6.9	A							
	WB	L	0.29	29.8	C	L	0.29	29.8	C							
		TR	0.04	25.7	C	TR	0.04	25.7	C							
Overall Intersection	-	0.19	16.2	B	-	0.39	13.6	B								
FOUNTAIN AVENUE & FLATLANDS AVENUE																
Fountain Avenue	NB	LTR	0.32	25.8	C	LTR	0.40	27.5	C						- Mitigation not required.	
	SB	LTR	0.21	21.7	C	LTR	0.39	23.9	C							
Flatlands Avenue	EB	DefL	0.34	15.9	B	DefL	0.45	19.9	B							
		TR	0.06	9.9	A	TR	0.06	9.9	A							
	WB	LTR	0.26	15.7	B	LTR	0.26	15.7	B							
Overall Intersection	-	0.33	19.0	B	-	0.43	21.3	C								
FLATLANDS AVENUE & JEROME STREET																
Jerome Street	NB	L	0.12	16.0	B	L	0.26	17.2	B						- Mitigation not required.	
		TR	0.05	15.4	B	TR	0.05	15.4	B							
Flatlands Avenue	SB	LTR	0.18	31.0	C	LTR	0.18	31.0	C							
		L	0.08	13.5	B	L	0.08	13.5	B							
	WB	TR	0.31	15.3	B	TR	0.58	18.9	B							
		L	0.05	13.3	B	L	0.08	13.7	B							
		TR	0.19	14.2	B	TR	0.22	14.5	B							
Overall Intersection	-	0.26	16.0	B	-	0.47	17.9	B								
FLATLANDS AVENUE & PENNSYLVANIA AVENUE																
Pennsylvania Avenue	NB	L	0.32	25.1	C	L	0.32	25.1	C	L	0.32	25.1	C		- Unmitigatable Impact.	
		TR	0.37	27.7	C	TR	0.37	27.7	C	TR	0.37	27.7	C			
Flatlands Avenue	SB	L	0.43	28.3	C	L	1.20+	120+	F*	L	1.20+	120+	F*		- Restripe the Pennsylvania Avenue SB approach as one 13 ft. exclusive left-turn lane, two 10 ft. through lanes and one 10 ft. shared through-right lane.	
		TR	0.22	25.8	C	TR	0.22	25.8	C	TR	0.24	26.0	C			
	EB	L	0.25	25.6	C	L	0.25	26.2	C	L	0.25	26.2	C			
		T	0.20	32.3	C	T	0.32	33.9	C	T	0.32	33.9	C			
		R	0.09	20.9	C	R	0.09	20.9	C	R	0.09	20.9	C			
		L	0.10	22.3	C	L	0.11	23.6	C	L	0.11	23.6	C			
	WB	T	0.28	33.3	C	T	0.35	34.4	C	T	0.35	34.4	C			
		R	0.22	22.5	C	R	0.52	29.1	C	R	0.52	29.1	C			
	Overall Intersection	-	0.55	27.7	C	-	0.93	120+	F*	-	0.87	100.2	F			

TABLE E-20  
GATEWAY ESTATES II FEIS  
2010 CONSTRUCTION NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY AM PEAK HOUR)

INTERSECTION & APPROACH		Mvt.	2010 No Build Condition			Mvt.	2010 Build Condition			Mvt.	2010 Build with Mitigation			Mitigation Measures
			V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE														
Fountain Avenue	NB	LTR	0.49	43.6	D	LTR	0.64	47.4	D	- Mitigation not required.				
	SB	LTR	0.45	43.0	D	LTR	0.58	45.7	D					
Linden Boulevard (Mainline)	EB	L	0.15	15.9	B	L	0.15	15.9	B					
		T	0.18	11.5	B	T	0.18	11.5	B					
	WB	L	0.31	23.6	C	L	0.74	36.9	D					
		T	0.48	24.4	C	T	0.48	24.4	C					
Linden Boulevard (Service Road)	EB	TR	0.18	11.8	B	TR	0.18	11.8	B					
	WB	TR	0.45	24.7	C	TR	0.45	24.7	C					
Loring Avenue	NB	LTR	0.38	53.9	D	LTR	0.38	53.9	D					
Overall Intersection		-	0.47	25.6	C	-	0.62	27.8	C					
LINDEN BOULEVARD & PENNSYLVANIA AVENUE														
Pennsylvania Avenue	NB	L	0.62	40.0	D	L	0.90	63.6	E	L	0.68	40.0	D	- Restripe the Pennsylvania Avenue NB approach as one 12.5 ft. exclusive left turn lane, two 11 ft. through lanes and one 10 ft. exclusive right turn lane.
		T	0.40	33.7	C	T	0.45	34.4	C	T	0.45	34.4	C	
		R	0.11	30.1	C	R	0.11	30.1	C	R	0.12	30.2	C	
Linden Boulevard (Mainline)	SB	L	0.15	22.7	C	L	0.16	23.1	C	L	0.13	19.3	B	- Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection.
		TR	0.43	34.2	C	TR	0.58	36.8	D	TR	0.55	36.1	D	
		EB	L	0.45	58.3	E	L	0.45	58.3	E	L	0.45	58.3	E
	T	0.35	32.7	C	T	0.37	32.9	C	T	0.43	38.0	D		
	WB	L	0.46	59.4	E	L	0.46	59.4	E	L	0.46	59.4	E	
Linden Boulevard (Service Road)	EB	T	0.50	34.7	C	T	0.50	34.7	C	T	0.59	40.3	D	- Reduce width of the Linden Boulevard EB service road approach median from 7 ft. to 5 ft. Maintain the 11.5 ft. exclusive left turn lane and restripe the other lanes to provide three 12 ft. through lanes.
		T	0.35	33.7	C	T	0.35	33.7	C	T	0.42	39.3	D	
		R	0.18	20.2	C	R	0.42	23.9	C	R	0.42	23.9	C	
	WB	TR	0.44	34.3	C	TR	0.44	34.3	C	TR	0.53	40.0	D	- Reduce width of the Linden Boulevard WB service road approach median from 7 ft. to 5 ft. Maintain the 10 ft. exclusive left turn lane and restripe the other lanes to provide three 12 ft. through lanes.
Overall Intersection		-	0.66	34.6	C	-	0.78	36.8	D	-	0.71	37.6	D	- Modify signal timing: shift 6 s green time from EB/WB phase to NB-left/SB-left lag phase. [NB/SB green time remains at 37 s; NB-left/SB-left green time shifts from 11 s to 17 s; EB/WB green time shifts from 37 s to 31 s; EB-left/WB-left lag green time remains at 11 s.]

Notes

(1): Control delay is measured in seconds per vehicle.

(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

Denotes a significant impact

**TABLE E-21**  
**GATEWAY ESTATES II FEIS**  
**2010 CONSTRUCTION NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)**

Intersection & Approach		Mvt.	2010 No Build Condition				2010 Build Condition				2010 Build with Mitigation				Mitigation Measures
			V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
ERSKINE STREET & GATEWAY DRIVE															
Erskine Street	NB	L	0.40	24.5	C	L	0.40	24.5	C	L	0.50	30.1	C	- Modify signal timing: shift 6 s green time from NB/EB-right lag phase to NB/SB phase. [NB/SB green time shifts from 22.5 s to 28.5 s; NB/EB-right green time shifts from 28.8 s to 22.8 s; EB/WB green time remains at 22.5 s.]	
		TR	0.25	7.5	A	TR	0.25	7.5	A	TR	0.25	7.5	A		
		SB	L	0.04	25.8	C	L	0.04	25.8	C	L	0.03	21.4		C
Gateway Drive		T	0.48	30.0	C	T	1.17	119.7	F	T	0.93	39.9	D		
		R	0.02	25.5	C	R	0.02	25.5	C	R	0.02	21.2	C		
		EB	L	0.05	25.9	C	L	0.05	25.9	C	L	0.05	25.9		C
		T	0.03	25.5	C	T	0.03	25.5	C	T	0.03	25.5	C		
		WB	R	0.47	9.7	A	R	0.47	9.7	A	R	0.52	13.6		B
			L	0.80	47.0	D	L	0.80	47.0	D	L	0.80	47.0		D
	TR		0.15	26.9	C	TR	0.15	26.9	C	TR	0.15	26.9	C		
	Overall	Intersection	-	0.54	22.0	C	-	0.76	55.3	E	-	0.76	28.5	C	
	FOUNTAIN AVENUE & FLATLANDS AVENUE														
Fountain Avenue	NB	LTR	0.68	34.4	C	LTR	0.78	39.3	D					- Mitigation not required.	
	SB	LTR	0.41	24.0	C	LTR	0.41	24.0	C						
Flatlands Avenue	EB	DefL	0.40	20.0	C	DefL	0.59	26.8	C						
		TR	0.10	13.1	B	TR	0.10	13.1	B						
	WB	LTR	0.14	13.6	B	LTR	0.14	13.6	B						
Overall	Intersection	-	0.51	23.9	C	-	0.66	26.4	C						
FLATLANDS AVENUE & JEROME STREET															
Jerome Street	NB	L	0.49	19.3	B	L	0.58	20.4	C					- Mitigation not required.	
		TR	0.15	16.3	B	TR	0.15	16.3	B						
Flatlands Avenue	SB	LTR	0.27	32.4	C	LTR	0.27	32.4	C						
		EB	L	0.28	16.4	B	L	0.33	17.7	B					
		TR	0.83	25.1	C	TR	0.83	25.1	C						
		WB	L	0.24	17.5	B	L	0.24	17.5	B					
TR	0.46		17.0	B	TR	0.53	17.9	B							
Overall	Intersection	-	0.72	21.4	C	-	0.73	21.7	C						
FLATLANDS AVENUE & PENNSYLVANIA AVENUE															
Pennsylvania Avenue	NB	L	0.64	50.8	D	L	0.64	50.8	D	L	0.62	49.3	D	- Restripe the Pennsylvania Avenue SB approach as one 13 ft. exclusive left-turn lane, two 10 ft. through lanes and one 10 ft. shared through-right lane.	
		TR	0.52	29.9	C	TR	0.52	29.9	C	TR	0.53	30.7	C		
Flatlands Avenue	SB	L	0.63	38.6	D	L	0.63	38.6	D	L	0.54	34.4	C	- Modify signal timing: shift 1 s green time from NB/SB phase to NB-left/EB-right/SB-left/WB-right lag phase. [NB/SB green time shifts from 45 s to 44 s; NB-left/EB-right/SB-left/WB-right green time shifts from 11 s to 12 s; EB/WB green time remains at 35 s; EB-left/WB-left lag green time remains at 9 s.]	
		TR	0.76	35.1	D	TR	0.76	35.1	D	TR	0.82	37.8	D		
	EB	L	0.69	48.8	D	L	0.72	51.8	D	L	0.72	51.8	D		
		T	0.70	41.0	D	T	0.70	41.0	D	T	0.70	41.0	D		
		R	0.41	25.6	C	R	0.41	25.6	C	R	0.40	24.8	C		
	WB	L	0.34	37.1	D	L	0.34	37.1	D	L	0.34	37.1	D		
		T	0.66	39.8	D	T	0.70	40.9	D	T	0.70	40.9	D		
		R	0.42	25.8	C	R	0.88	45.2	D	R	0.86	42.8	D		
	Overall	Intersection	-	0.87	36.1	D	-	0.89	37.7	D	-	0.91	38.1		D



TABLE E-21  
GATEWAY ESTATES II FEIS  
2010 CONSTRUCTION NO BUILD VS. BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON (WEEKDAY PM PEAK HOUR)

INTERSECTION & APPROACH		2010 No Build Condition				2010 Build Condition				2010 Build with Mitigation				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
LINDEN BOULEVARD & FOUNTAIN AVENUE & LORING AVENUE														
Fountain Avenue	NB	LTR	0.82	53.6	D	LTR	1.04	89.2	F	LTR	0.86	52.6	D	- Modify signal timing: shift 5 s green time from EB/WB phase to NB/SB phase. [NB/SB green time shifts from 26 s to 31 s; Loring Avenue NB green time remains at 15 s; EB lead green time remains at 9 s; EB/WB green time shifts from 48 s to 43 s.]
	SB	DefL	0.97	94.9	F	DefL	0.95	90.6	F	DefL	0.80	59.6	E	
Linden Boulevard (Mainline)		TR	1.06	108.3	F	TR	1.06	108.3	F	TR	0.89	63.4	E	
	EB	L	0.50	21.6	C	L	0.50	21.6	C	L	0.56	26.5	C	
		T	0.56	15.2	B	T	0.56	15.2	B	T	0.61	19.6	B	
	Linden Boulevard (Service Road)	WB	L	0.52	33.5	C	L	0.52	33.5	C	L	0.59	42.4	
T			0.58	25.8	C	T	0.58	25.8	C	T	0.64	31.0	C	
EB		TR	0.48	15.2	B	TR	0.48	15.2	B	TR	0.52	19.5	B	
	WB	TR	0.74	31.1	C	TR	0.74	31.1	C	TR	0.82	39.4	D	
	Loring Avenue	NB	LTR	0.68	68.0	E	LTR	0.68	68.0	E	LTR	0.68	68.0	E
Overall Intersection		-	0.83	33.9	C	-	0.83	38.4	D	-	0.82	33.6	C	
LINDEN BOULEVARD & PENNSYLVANIA AVENUE														
Pennsylvania Avenue	NB	L	1.13	120+	F*	L	1.20+	120+	F*	L	1.10	116.5	F	- Restripe the Pennsylvania Avenue NB approach as one 12.5 ft. exclusive left turn lane, two 11 ft. through lanes and one 10 ft. exclusive right turn lane.
		T	0.62	37.6	D	T	0.72	40.0	D	T	0.76	42.7	D	
		R	0.26	32.2	C	R	0.26	32.2	C	R	0.29	34.3	C	
Linden Boulevard (Mainline)	SB	L	0.67	84.6	F	L	0.67	85.2	F	L	0.61	69.1	E	- Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection.
		TR	1.02	69.4	E	TR	1.02	69.4	E	TR	1.02	71.6	E	
	EB	L	0.96	101.2	F	L	0.96	101.2	F	L	0.96	101.2	F	- Shift the Pennsylvania Avenue SB approach centerline 3 ft. to the east tapered 150 ft. from intersection. Maintain the 9.5 ft. exclusive left turn lane, and restripe the other lanes to provide one 11.5 ft. through lane and one 11.5 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving side as two 11 ft. lanes.
		T	1.00	60.5	E	T	1.00	60.5	E	T	1.01	63.7	E	
		WB	L	0.68	69.4	E	L	0.68	69.4	E	L	0.68	69.4	
Linden Boulevard (Service Road)	EB	T	0.92	48.5	D	T	0.94	50.4	D	T	0.95	52.4	D	- Reduce width of the Linden Boulevard EB service road approach median from 7 ft. to 5 ft. Maintain the 11.5 ft. exclusive left turn lane and restripe the other lanes to provide three 12 ft. through lanes.
		T	0.68	41.1	D	T	0.68	41.1	D	T	0.70	42.5	D	
		R	0.62	28.0	C	R	0.62	28.0	C	R	0.60	26.1	C	
	WB	TR	0.49	35.1	D	TR	0.49	35.1	D	TR	0.51	36.0	D	- Reduce width of the Linden Boulevard WB service road approach median from 7 ft. to 5 ft. Maintain the 10 ft. exclusive left turn lane and restripe the other lanes to provide three 12 ft. through lanes.
Overall Intersection		-	1.03	57.1	E	-	1.08	63.5	E	-	1.03	58.8	E	- Modify signal timing: shift 2 s green time from NB/SB phase to NB-left/SB-left lag phase; shift 1 s green time from EB/WB phase to NB-left/SB-left lag phase. [NB/SB green time shifts from 37 s to 35 s; NB-left/SB-left green time shifts from 11 s to 14 s; EB/WB green time shifts from 37 s to 36 s; EB-left/WB-left lag green time remains at 11 s.]

Notes

(1): Control delay is measured in seconds per vehicle.

(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

(5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

Denotes a significant impact

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# CONSTRUCTION VOLUME MAPS

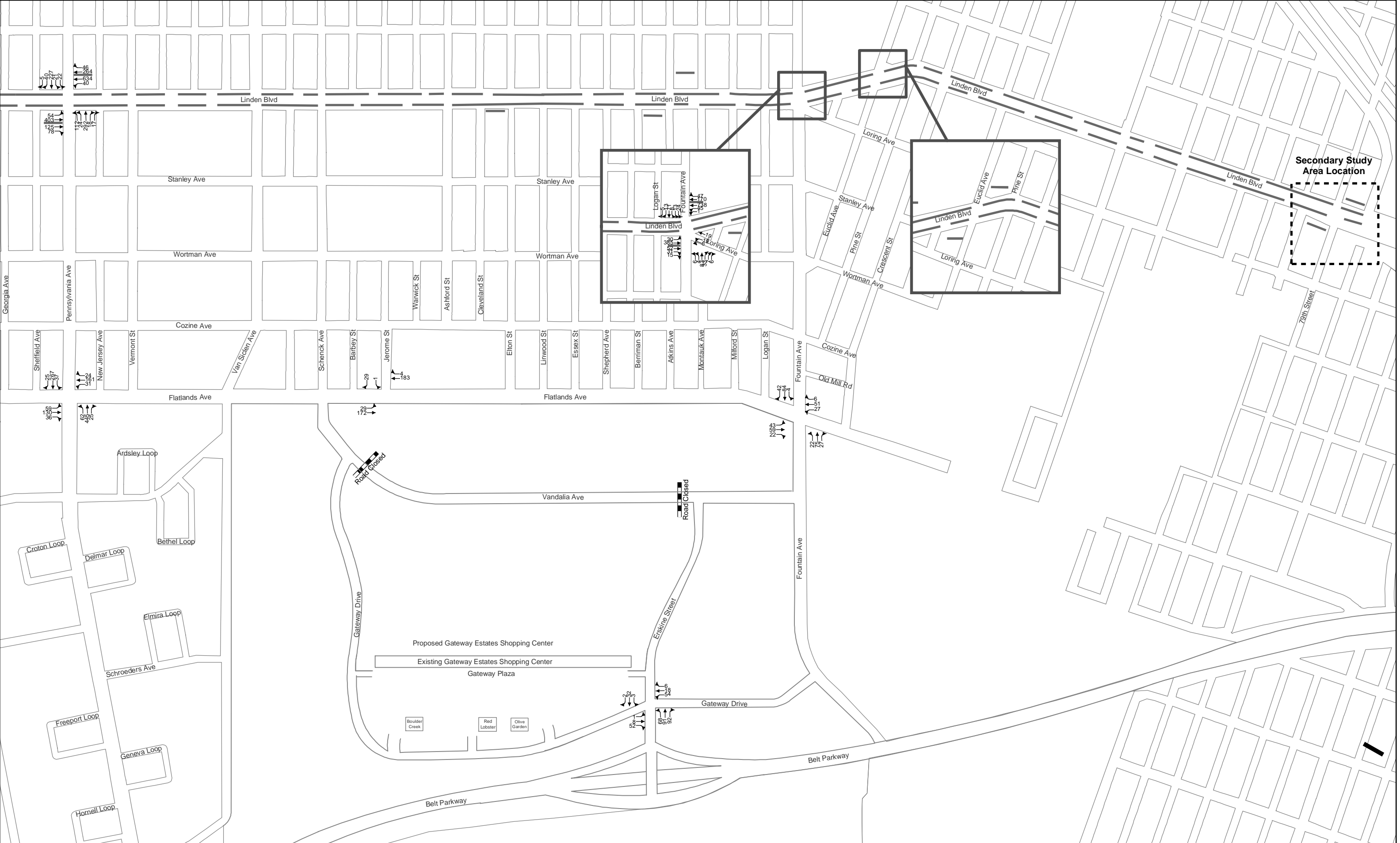


Figure E-46  
Existing Construction Traffic Volumes - Weekday AM Peak Hour  
**Gateway Estates II FEIS**

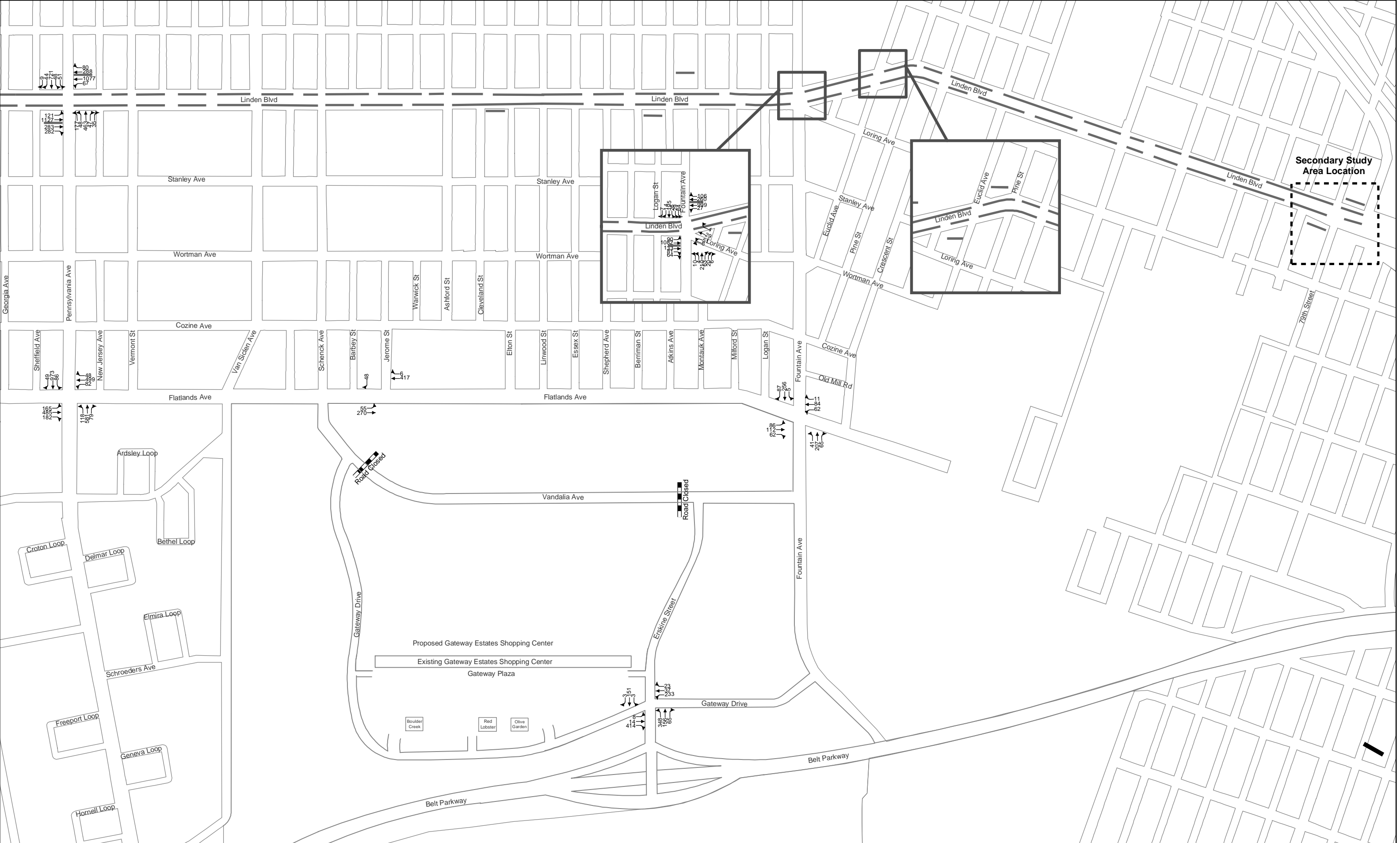
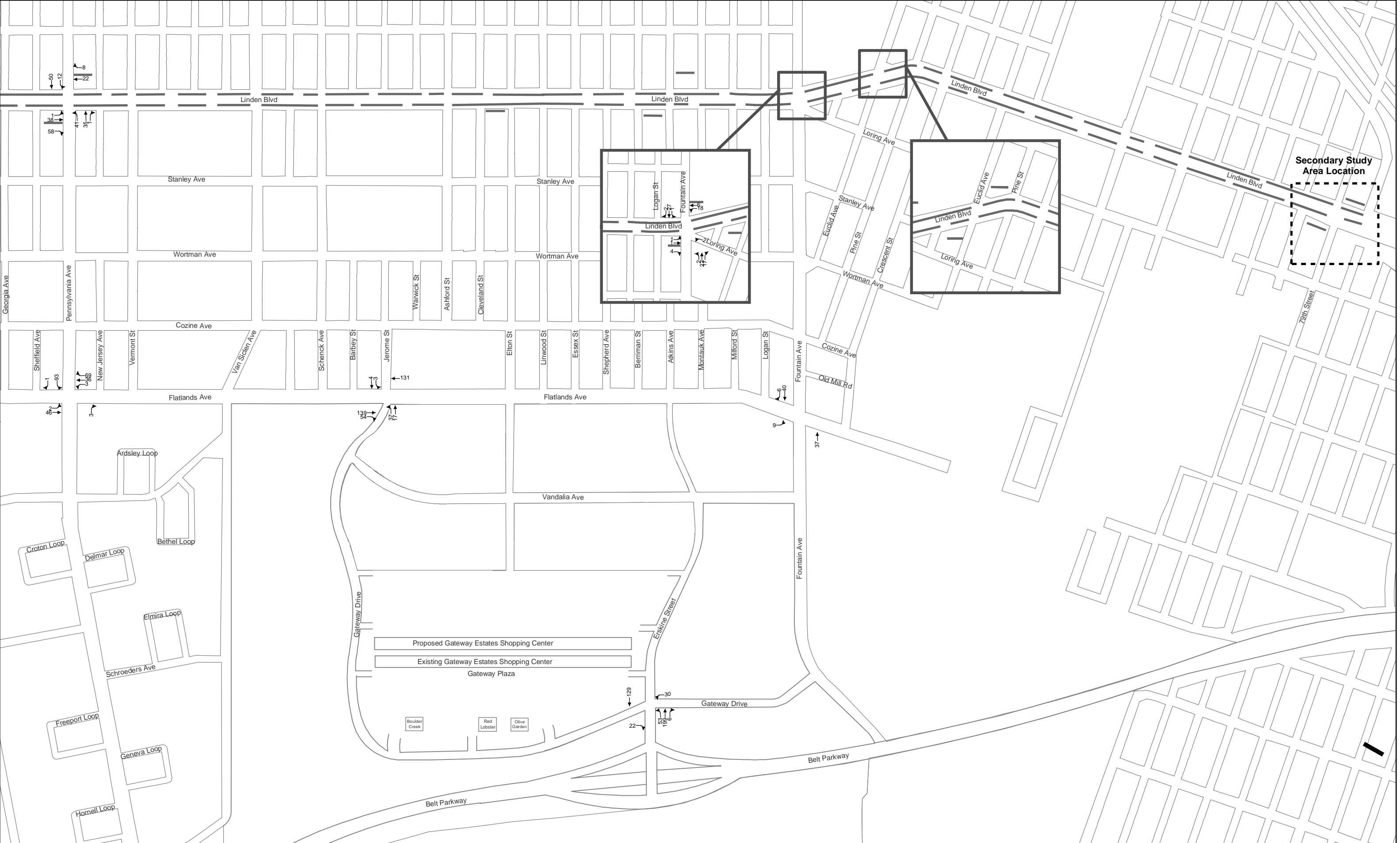


Figure E-47  
Existing Construction Traffic Volumes - Weekday PM Peak Hour  
**Gateway Estates II FEIS**



Figure E-48  
2010 Construction No Build Traffic Volume Increments - Weekday AM Peak Hour  
**Gateway Estates II FEIS**





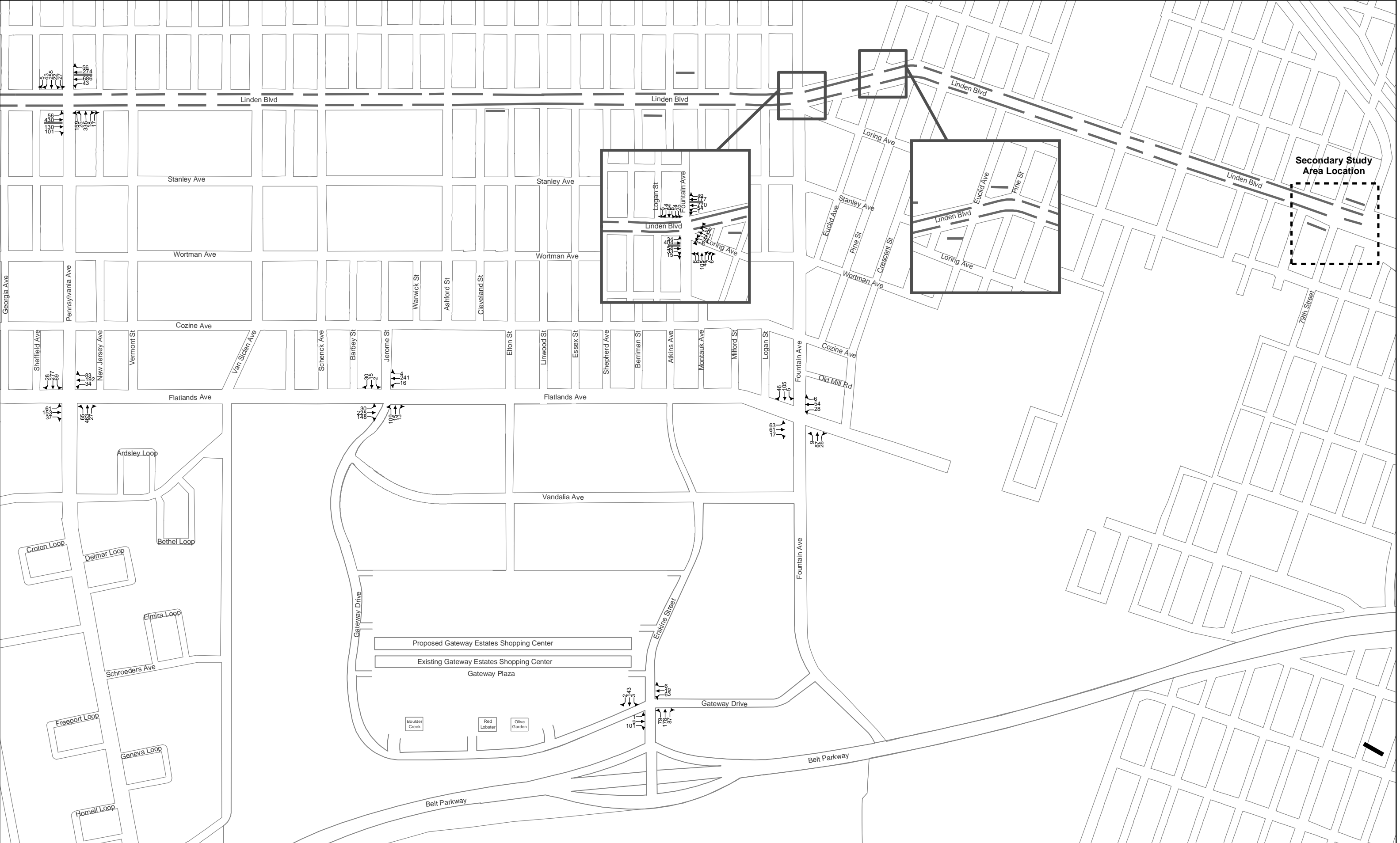
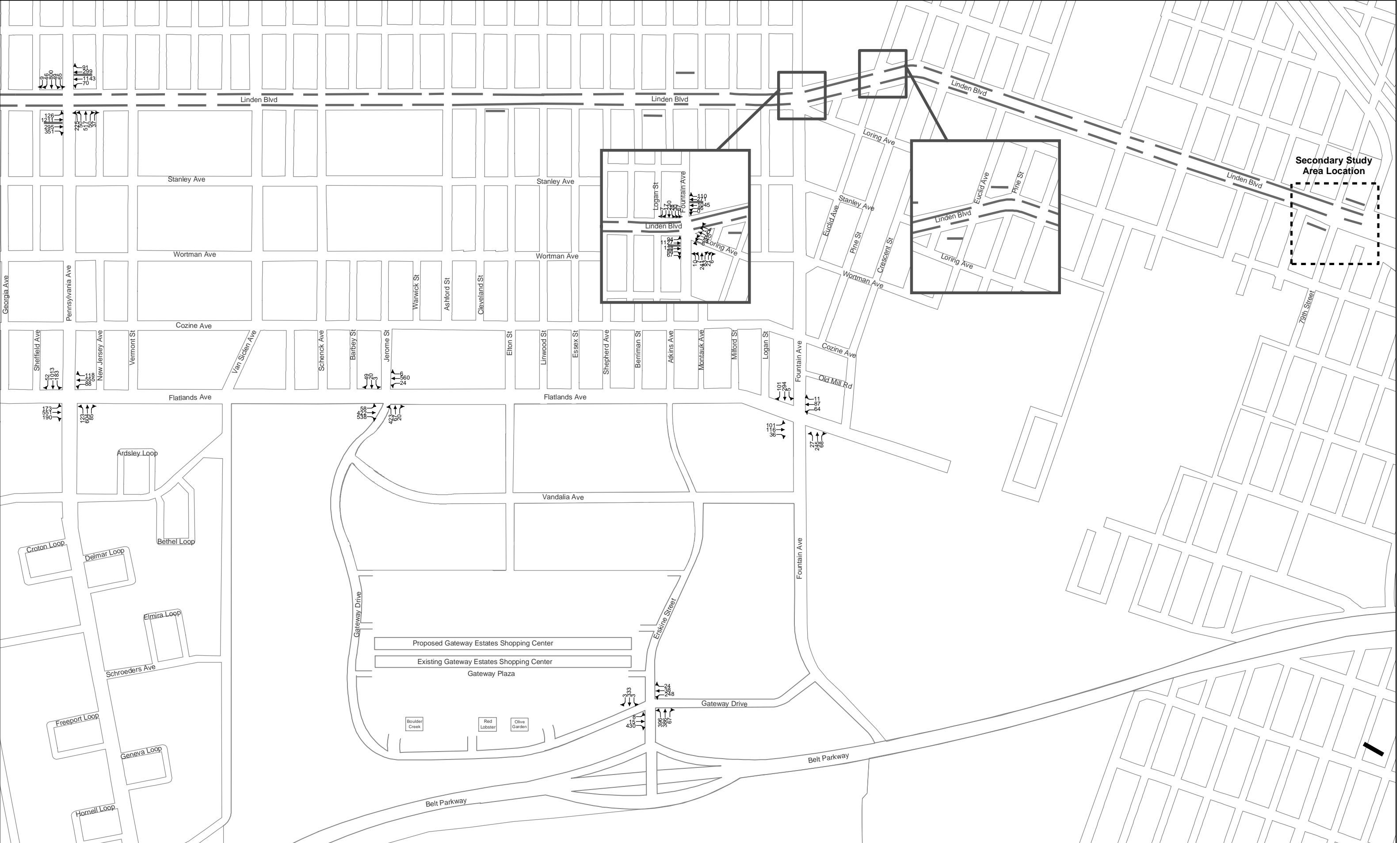
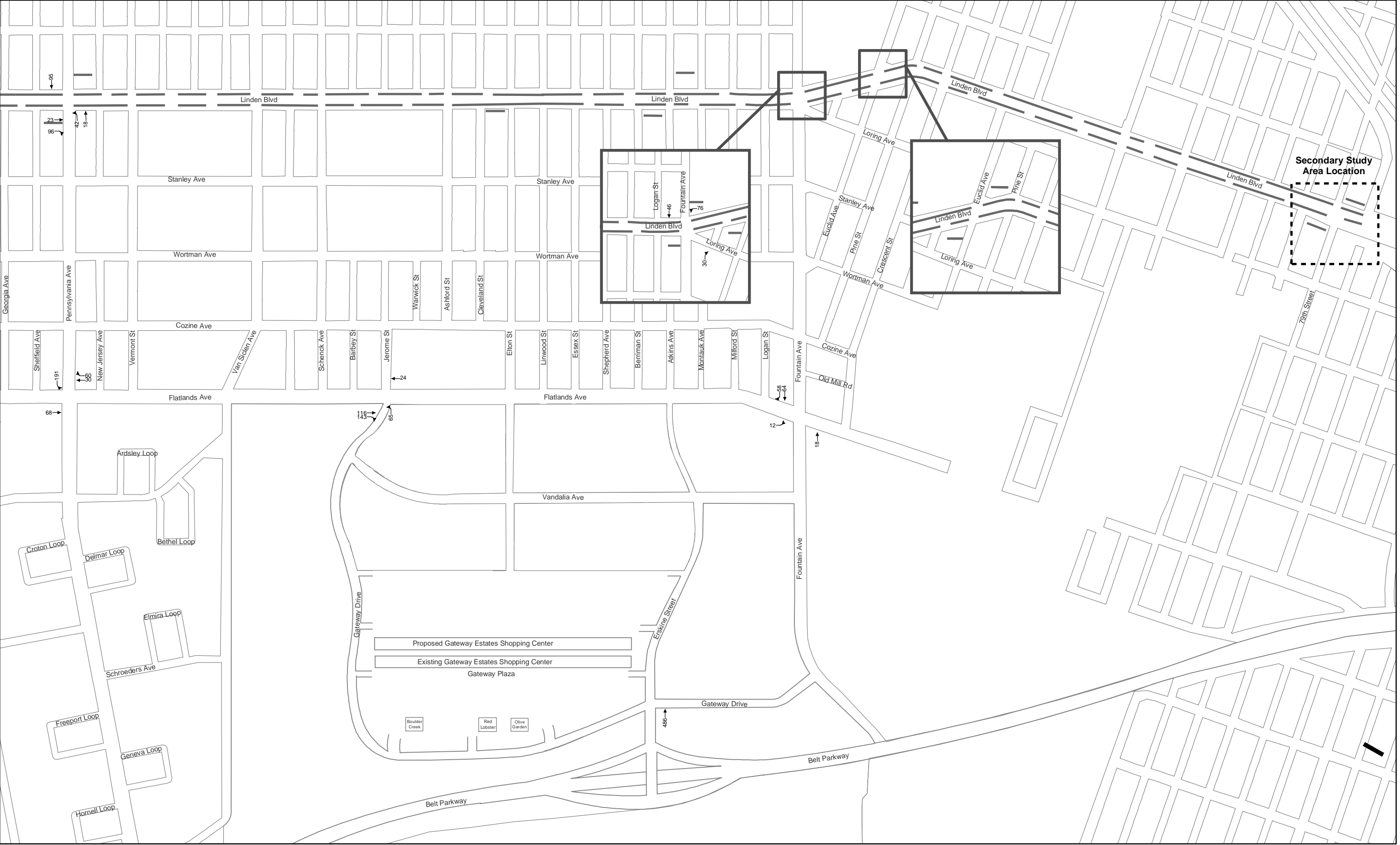


Figure E-50  
2010 Construction No Build Traffic Volumes - Weekday AM Peak Hour  
Gateway Estates II FEIS







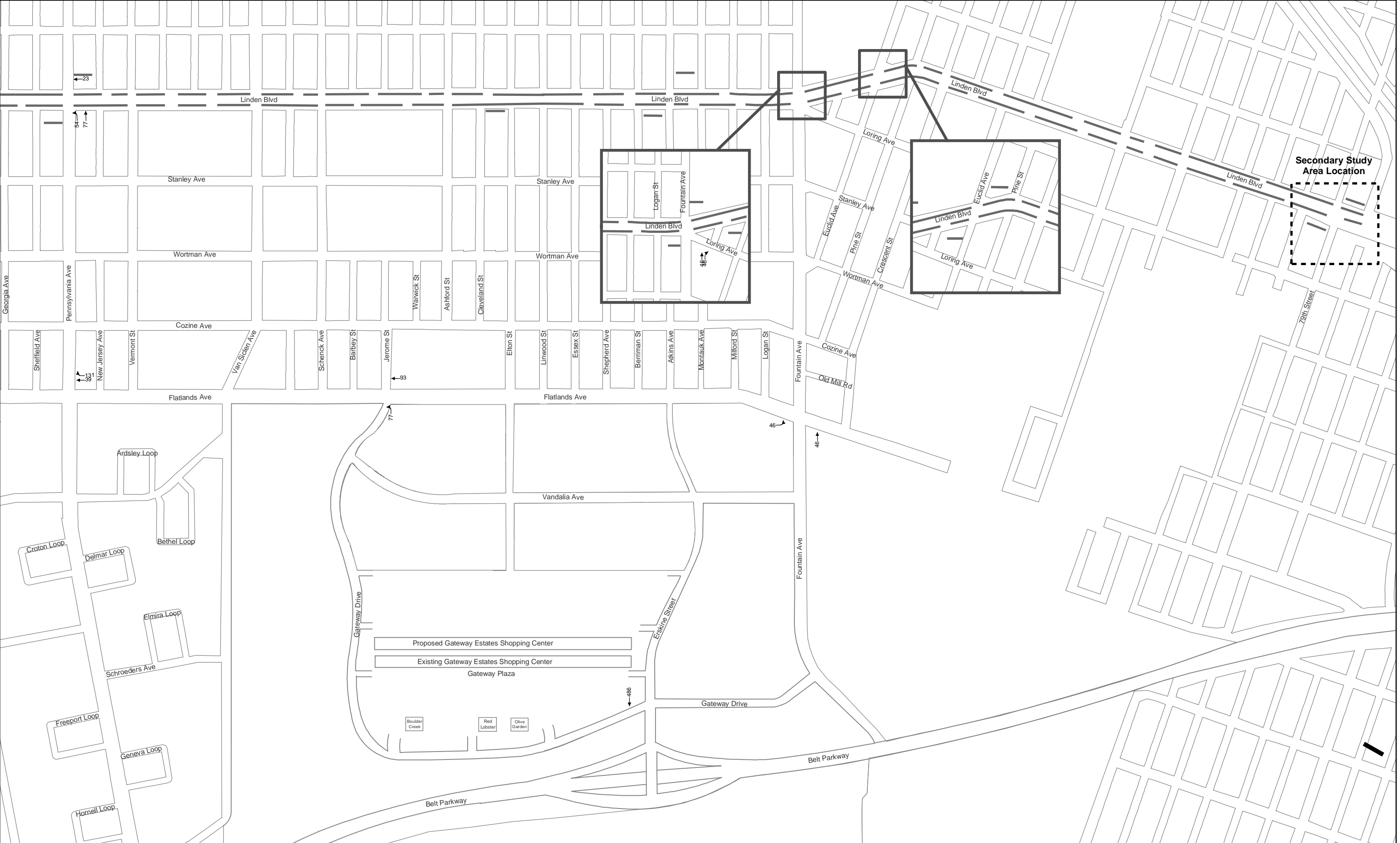






Figure E-54  
2010 Construction Build Traffic Volumes - Weekday AM Peak Hour  
**Gateway Estates II FEIS**

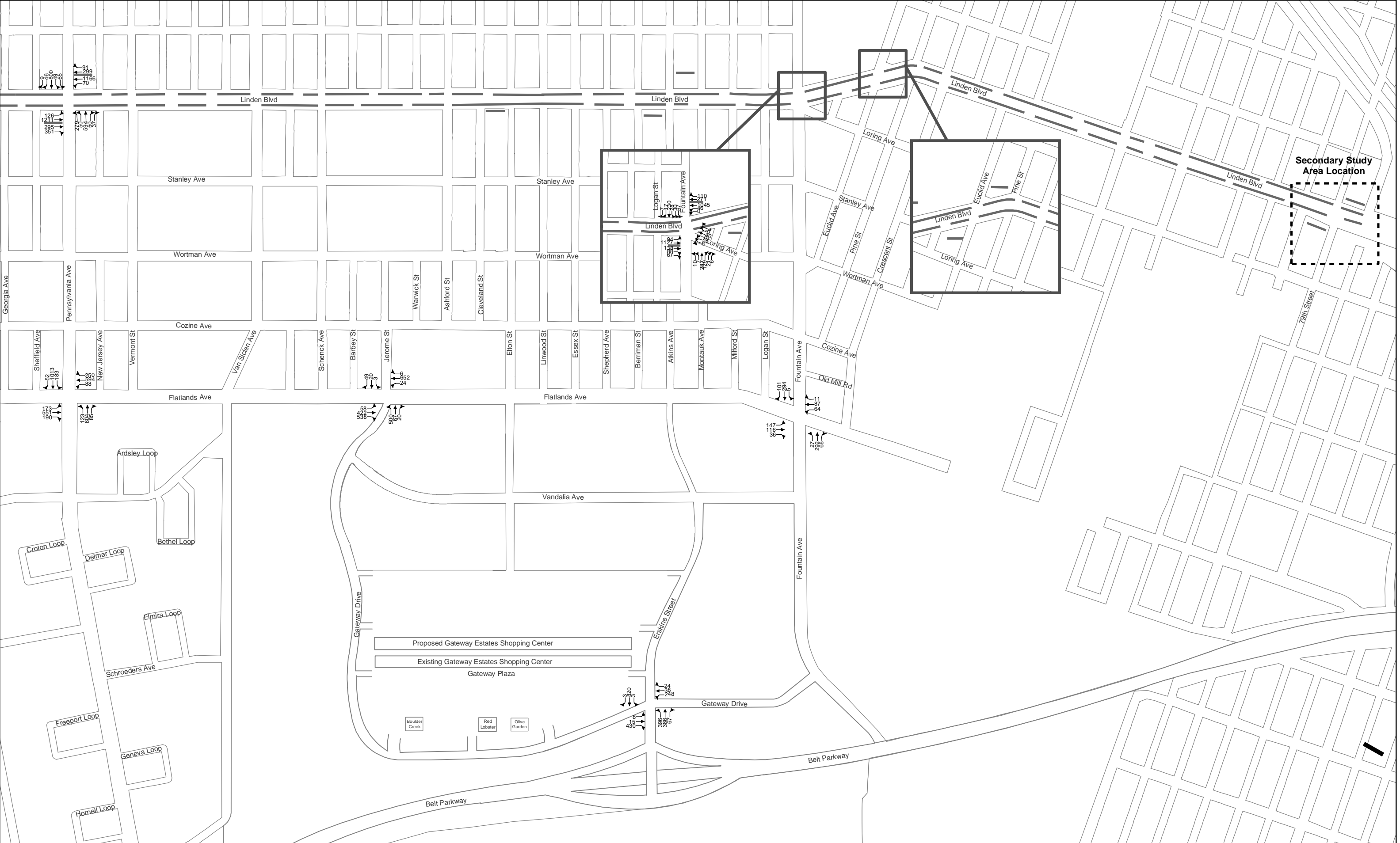


Figure E-55  
2010 Construction Build Traffic Volumes - Weekday PM Peak Hour  
**Gateway Estates II FEIS**