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**APPENDIX E:  
TRAFFIC TECHNICAL APPENDIX**

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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	
<b>ERSKINE STREET</b>																					
<b>ERSKINE STREET &amp; BELT PARKWAY EASTBOUND RAMPS</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.19</b>	<b>15.9</b>	<b>B</b>	<b>-</b>	<b>0.37</b>	<b>17.8</b>	<b>B</b>	<b>-</b>	<b>0.34</b>	<b>17.4</b>	<b>B</b>	<b>-</b>	<b>0.39</b>	<b>17.8</b>	<b>B</b>	<b>-</b>	<b>0.43</b>	<b>18.3</b>	<b>B</b>	
<b>ERSKINE STREET &amp; BELT PARKWAY WESTBOUND RAMPS</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.23</b>	<b>16.2</b>	<b>B</b>	<b>-</b>	<b>0.32</b>	<b>17.1</b>	<b>B</b>	<b>-</b>	<b>0.26</b>	<b>16.6</b>	<b>B</b>	<b>-</b>	<b>0.40</b>	<b>18.1</b>	<b>B</b>	<b>-</b>	<b>0.44</b>	<b>18.6</b>	<b>B</b>	
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>																					
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
	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
		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
Gateway Drive	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	25.6	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
	WB	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.33</b>	<b>16.9</b>	<b>B</b>	<b>-</b>	<b>0.46</b>	<b>18.7</b>	<b>B</b>	<b>-</b>	<b>0.49</b>	<b>23.6</b>	<b>C</b>	<b>-</b>	<b>0.50</b>	<b>20.3</b>	<b>C</b>	<b>-</b>	<b>0.55</b>	<b>21.1</b>	<b>C</b>	
<b>ERSKINE STREET &amp; GATEWAY PLAZA</b>																					
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
	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
Gateway Plaza	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.23</b>	<b>21.5</b>	<b>C</b>	<b>-</b>	<b>0.34</b>	<b>23.7</b>	<b>C</b>	<b>-</b>	<b>0.31</b>	<b>21.4</b>	<b>C</b>	<b>-</b>	<b>0.45</b>	<b>25.2</b>	<b>C</b>	<b>-</b>	<b>0.49</b>	<b>26.4</b>	<b>C</b>	
<b>GATEWAY DRIVE</b>																					
<b>GATEWAY DRIVE &amp; DRIVEWAY TO OLIVE GARDEN</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.17</b>	<b>9.4</b>	<b>A</b>	<b>-</b>	<b>0.47</b>	<b>11.8</b>	<b>B</b>	<b>-</b>	<b>0.46</b>	<b>11.5</b>	<b>B</b>	<b>-</b>	<b>0.64</b>	<b>13.2</b>	<b>B</b>	<b>-</b>	<b>0.70</b>	<b>14.0</b>	<b>B</b>	
<b>GATEWAY DRIVE &amp; DRIVEWAY TO RED LOBSTER</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.08</b>	<b>7.7</b>	<b>A</b>	<b>-</b>	<b>0.19</b>	<b>8.9</b>	<b>A</b>	<b>-</b>	<b>0.22</b>	<b>9.0</b>	<b>A</b>	<b>-</b>	<b>0.54</b>	<b>11.3</b>	<b>B</b>	<b>-</b>	<b>0.59</b>	<b>11.8</b>	<b>B</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	
<b>GATEWAY DRIVE &amp; DRIVEWAY TO BOULDER CREEK</b>																					
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	A
<b>Overall Intersection</b>	-		<b>0.13</b>	<b>8.8</b>	<b>A</b>	-	<b>0.26</b>	<b>11.1</b>	<b>B</b>	-	<b>0.33</b>	<b>10.6</b>	<b>B</b>	-	<b>0.42</b>	<b>12.0</b>	<b>B</b>	-	<b>0.47</b>	<b>12.5</b>	<b>B</b>
<b>GATEWAY DRIVE &amp; GATEWAY PLAZA</b>																					
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
<b>Overall Intersection</b>	-		<b>0.53</b>	<b>14.9</b>	<b>B</b>	-	<b>0.80</b>	<b>20.9</b>	<b>C</b>	-	<b>0.79</b>	<b>21.3</b>	<b>C</b>	-	<b>0.93</b>	<b>28.4</b>	<b>C</b>	-	<b>1.02</b>	<b>38.7</b>	<b>D</b>
<b>FOUNTAIN AVENUE</b>																					
<b>FOUNTAIN AVENUE &amp; VANDALIA AVENUE</b>																					
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	A
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
<b>Overall Intersection</b>	-		<b>0.25</b>	<b>10.1</b>	<b>B</b>	-	<b>0.26</b>	<b>9.9</b>	<b>A</b>	-	<b>0.31</b>	<b>10.5</b>	<b>B</b>	-	<b>0.33</b>	<b>10.6</b>	<b>B</b>	-	<b>0.35</b>	<b>10.8</b>	<b>B</b>
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>																					
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	D
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
<b>Overall Intersection</b>	-		<b>0.64</b>	<b>24.9</b>	<b>C</b>	-	<b>0.57</b>	<b>26.1</b>	<b>C</b>	-	<b>0.56</b>	<b>25.4</b>	<b>C</b>	-	<b>0.55</b>	<b>24.4</b>	<b>C</b>	-	<b>0.59</b>	<b>26.2</b>	<b>C</b>
<b>FOUNTAIN AVENUE &amp; OLD MILL ROAD</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
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
<b>Overall Intersection</b>	-		-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>
<b>FOUNTAIN AVENUE &amp; COZINE AVENUE</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
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
	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
Cozine Avenue	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
<b>Overall Intersection</b>	-		-	<b>10.5</b>	<b>B</b>	-	-	<b>10.1</b>	<b>B</b>	-	-	<b>12.1</b>	<b>B</b>	-	-	<b>10.9</b>	<b>B</b>	-	-	<b>11.5</b>	<b>B</b>
<b>FOUNTAIN AVENUE &amp; WORTMAN AVENUE</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
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	A
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
<b>Overall Intersection</b>	-		-	<b>4.5</b>	<b>A</b>	-	-	<b>2.8</b>	<b>A</b>	-	-	<b>5.4</b>	<b>A</b>	-	-	<b>3.5</b>	<b>A</b>	-	-	<b>4.2</b>	<b>A</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	
<b>FOUNTAIN AVENUE &amp; STANLEY AVENUE</b>																					
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	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	-		<b>0.27</b>	<b>11.2</b>	<b>B</b>	-	<b>0.25</b>	<b>11.1</b>	<b>B</b>	-	<b>0.47</b>	<b>12.6</b>	<b>B</b>	-	<b>0.37</b>	<b>11.9</b>	<b>B</b>	-	<b>0.40</b>	<b>12.2</b>	<b>B</b>
<b>FOUNTAIN AVENUE &amp; LIBERTY AVENUE</b>																					
(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
<b>Overall Intersection</b>	-	-	-	<b>7.2</b>	<b>A</b>	-	-	<b>3.9</b>	<b>A</b>	-	-	<b>5.5</b>	<b>A</b>	-	-	<b>5.6</b>	<b>A</b>	-	-	<b>6.8</b>	<b>A</b>
<b>FOUNTAIN AVENUE &amp; ATLANTIC AVENUE</b>																					
(UNSIGNALIZED INTERSECTION)																					
Atlantic Avenue	EB	TR	FREEFLOW		A	TR	FREEFLOW		A	TR	FREEFLOW		A	TR	FREEFLOW		A	TR	FREEFLOW		A
<b>Overall Intersection</b>	-	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>
<b>FLATLANDS AVENUE</b>																					
<b>FLATLANDS AVENUE &amp; ATKINS AVENUE</b>																					
(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
<b>Overall Intersection</b>	-	-	-	<b>0.9</b>	<b>A</b>	-	-	<b>1.0</b>	<b>A</b>	-	-	<b>1.2</b>	<b>A</b>	-	-	<b>0.6</b>	<b>A</b>	-	-	<b>0.6</b>	<b>A</b>
<b>FLATLANDS AVENUE &amp; ESSEX STREET</b>																					
(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
<b>Overall Intersection</b>	-	-	-	<b>1.0</b>	<b>A</b>	-	-	<b>0.8</b>	<b>A</b>	-	-	<b>1.0</b>	<b>A</b>	-	-	<b>0.7</b>	<b>A</b>	-	-	<b>0.7</b>	<b>A</b>
<b>FLATLANDS AVENUE &amp; LINWOOD STREET</b>																					
(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
<b>Overall Intersection</b>	-	-	-	<b>1.1</b>	<b>A</b>	-	-	<b>1.0</b>	<b>A</b>	-	-	<b>1.1</b>	<b>A</b>	-	-	<b>0.9</b>	<b>A</b>	-	-	<b>0.9</b>	<b>A</b>
<b>FLATLANDS AVENUE &amp; ELTON STREET</b>																					
(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
<b>Overall Intersection</b>	-	-	-	<b>1.4</b>	<b>A</b>	-	-	<b>1.4</b>	<b>A</b>	-	-	<b>1.3</b>	<b>A</b>	-	-	<b>1.1</b>	<b>A</b>	-	-	<b>1.2</b>	<b>A</b>
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>																					
(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
<b>Overall Intersection</b>	-	-	-	<b>1.6</b>	<b>A</b>	-	-	<b>1.4</b>	<b>A</b>	-	-	<b>1.4</b>	<b>A</b>	-	-	<b>1.6</b>	<b>A</b>	-	-	<b>1.6</b>	<b>A</b>
<b>FLATLANDS AVENUE &amp; SCHENCK AVENUE / VANDALIA AVENUE</b>																					
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
Flatlands Avenue	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
		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
<b>Overall Intersection</b>	-	-	<b>0.45</b>	<b>17.5</b>	<b>B</b>	-	<b>0.57</b>	<b>20.3</b>	<b>C</b>	-	<b>0.71</b>	<b>24.2</b>	<b>C</b>	-	<b>0.80</b>	<b>28.4</b>	<b>C</b>	-	<b>0.86</b>	<b>31.8</b>	<b>C</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	
<b>FLATLANDS AVENUE &amp; VAN SICLEN AVENUE</b>																					
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
<b>Overall Intersection</b>	-		<b>0.60</b>	<b>20.8</b>	<b>C</b>	-	<b>0.55</b>	<b>16.0</b>	<b>B</b>	-	<b>0.82</b>	<b>21.1</b>	<b>C</b>	-	<b>0.57</b>	<b>15.3</b>	<b>B</b>	-	<b>0.62</b>	<b>16.4</b>	<b>B</b>
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>																					
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
	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
Flatlands Avenue	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
		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
	WB	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
<b>Overall Intersection</b>	-		<b>0.79</b>	<b>34.8</b>	<b>C</b>	-	<b>0.83</b>	<b>33.8</b>	<b>C</b>	-	<b>1.00</b>	<b>37.2</b>	<b>D</b>	-	<b>1.00</b>	<b>34.5</b>	<b>C</b>	-	<b>1.05</b>	<b>39.0</b>	<b>D</b>
<b>FLATLANDS AVENUE &amp; ROCKAWAY PARKWAY</b>																					
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
	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
Flatlands Avenue	EB	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
		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
	WB	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
		TR	0.79	34.8	C	TR	0.64	29.9	C	TR	0.88	39.2	D	TR	1.01	50.4	D	TR	1.05	61.4	E
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>34.9</b>	<b>C</b>	-	<b>0.77</b>	<b>30.5</b>	<b>C</b>	-	<b>0.93</b>	<b>39.9</b>	<b>D</b>	-	<b>1.01</b>	<b>53.5</b>	<b>D</b>	-	<b>1.02</b>	<b>58.5</b>	<b>E</b>
<b>FLATLANDS AVENUE &amp; REMSEN AVENUE</b>																					
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
	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
Flatlands Avenue	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
<b>Overall Intersection</b>	-		<b>0.91</b>	<b>29.4</b>	<b>C</b>	-	<b>0.58</b>	<b>20.9</b>	<b>C</b>	-	<b>0.82</b>	<b>28.2</b>	<b>C</b>	-	<b>0.89</b>	<b>27.1</b>	<b>C</b>	-	<b>0.97</b>	<b>34.6</b>	<b>C</b>
<b>LINDEN BOULEVARD</b>																					
<b>LINDEN BOULEVARD &amp; 79TH STREET</b>																					
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	B
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	B
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>21.7</b>	<b>C</b>	-	<b>0.46</b>	<b>18.7</b>	<b>B</b>	-	<b>0.49</b>	<b>17.9</b>	<b>B</b>	-	<b>0.50</b>	<b>14.2</b>	<b>B</b>	-	<b>0.54</b>	<b>14.8</b>	<b>B</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	
<b>LINDEN BOULEVARD &amp; EUCLID AVENUE</b>																					
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
	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
Linden Boulevard (Unsignalized)	WB	R	-	10.0	A	R	-	9.5	A	R	-	10.0	B	R	-	9.9	A	R	-	10.0	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>19.7</b>	<b>B</b>	<b>-</b>	<b>0.56</b>	<b>14.5</b>	<b>B</b>	<b>-</b>	<b>0.51</b>	<b>15.2</b>	<b>B</b>	<b>-</b>	<b>0.54</b>	<b>13.3</b>	<b>B</b>	<b>-</b>	<b>0.59</b>	<b>13.8</b>	<b>B</b>	
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>																					
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
		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
Linden Boulevard (Mainline)	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
		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
Linden Boulevard (Service Road)	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
	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
Loring Avenue	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.97</b>	<b>50.9</b>	<b>D</b>	<b>-</b>	<b>0.67</b>	<b>28.9</b>	<b>C</b>	<b>-</b>	<b>0.87</b>	<b>33.7</b>	<b>C</b>	<b>-</b>	<b>0.83</b>	<b>31.2</b>	<b>C</b>	<b>-</b>	<b>0.87</b>	<b>33.1</b>	<b>C</b>	
<b>LINDEN BOULEVARD &amp; ATKINS AVENUE</b>																					
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
		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
Linden Boulevard (Service Road)	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.61</b>	<b>12.0</b>	<b>B</b>	<b>-</b>	<b>0.32</b>	<b>17.9</b>	<b>B</b>	<b>-</b>	<b>0.45</b>	<b>16.5</b>	<b>B</b>	<b>-</b>	<b>0.33</b>	<b>13.6</b>	<b>B</b>	<b>-</b>	<b>0.36</b>	<b>14.0</b>	<b>B</b>	
<b>LINDEN BOULEVARD &amp; ELTON STREET (UNSIGNALIZED INTERSECTION)</b>																					
Elton Street	NB	R	-	10.1	B	R	-	10.0	B	R	-	11.0	B	R	-	9.7	A	R	-	9.9	A
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.3</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.3</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.0</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.0</b>	<b>A</b>	
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>																					
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
		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
Linden Boulevard (Mainline)	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
		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
Linden Boulevard (Service Road)	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
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>57.6</b>	<b>E</b>	<b>-</b>	<b>0.94</b>	<b>52.0</b>	<b>D</b>	<b>-</b>	<b>1.06</b>	<b>63.8</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>56.3</b>	<b>E</b>	<b>-</b>	<b>1.10</b>	<b>64.7</b>	<b>E</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	
<b>LINDEN BOULEVARD &amp; ROCKAWAY AVENUE</b>																					
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
Linden Boulevard (Service Road)	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
	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	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>37.0</b>	<b>D</b>	<b>-</b>	<b>0.77</b>	<b>43.2</b>	<b>D</b>	<b>-</b>	<b>0.85</b>	<b>37.6</b>	<b>D</b>	<b>-</b>	<b>0.82</b>	<b>34.0</b>	<b>C</b>	<b>-</b>	<b>0.86</b>	<b>34.1</b>	<b>C</b>	
<b>LINDEN BOULEVARD &amp; ROCKAWAY PARKWAY</b>																					
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	F
Linden Boulevard (Mainline)		TR	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	E
Linden Boulevard (Service Road)		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
	WB	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
		T	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	B
	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>40.2</b>	<b>D</b>	<b>-</b>	<b>0.68</b>	<b>32.4</b>	<b>C</b>	<b>-</b>	<b>0.79</b>	<b>39.6</b>	<b>D</b>	<b>-</b>	<b>0.75</b>	<b>27.3</b>	<b>C</b>	<b>-</b>	<b>0.79</b>	<b>29.0</b>	<b>C</b>	
<b>LINDEN BOULEVARD &amp; KINGS HIGHWAY &amp; REMSEN AVENUE</b>																					
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	F
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	D
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	F
Linden Boulevard (Service Road - Unsignalized)	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	-	-	-	-	-	-	-	
		R	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	B
<b>Overall Intersection</b>	<b>-</b>	<b>1.06</b>	<b>70.9</b>	<b>E</b>	<b>-</b>	<b>1.01</b>	<b>62.6</b>	<b>E</b>	<b>-</b>	<b>1.01</b>	<b>73.3</b>	<b>E</b>	<b>-</b>	<b>1.00</b>	<b>67.9</b>	<b>E</b>	<b>-</b>	<b>1.01</b>	<b>76.2</b>	<b>E</b>	
<b>PENNSYLVANIA AVENUE</b>																					
<b>PENNSYLVANIA AVENUE &amp; LIBERTY AVENUE</b>																					
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	A
Liberty Avenue		TR	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	D
	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>33.4</b>	<b>C</b>	<b>-</b>	<b>0.83</b>	<b>24.4</b>	<b>C</b>	<b>-</b>	<b>0.86</b>	<b>25.8</b>	<b>C</b>	<b>-</b>	<b>0.92</b>	<b>23.2</b>	<b>C</b>	<b>-</b>	<b>1.00</b>	<b>33.4</b>	<b>C</b>	

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

INTERSECTION & APPROACH	Weekday AM (8:00 - 9:00 AM)				Weekday Middav (12:45 - 1:45 PM)				Weekday PM (4:45 - 5:45 PM)				Saturday Middav (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	
<b>PENNSYLVANIA AVENUE &amp; ATLANTIC AVENUE</b>																					
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	
<b>Overall Intersection</b>		-	<b>0.88</b>	<b>56.8</b>	<b>E</b>	-	<b>0.88</b>	<b>38.9</b>	<b>D</b>	-	<b>0.98</b>	<b>53.5</b>	<b>D</b>	-	<b>1.08</b>	<b>55.9</b>	<b>E</b>	-	<b>1.07</b>	<b>64.5</b>	<b>E</b>

**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	
<b>ERSKINE STREET</b>																					
<b>ERSKINE STREET &amp; BELT PARKWAY EASTBOUND RAMPS</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.25</b>	<b>16.1</b>	<b>B</b>	<b>-</b>	<b>0.47</b>	<b>19.0</b>	<b>B</b>	<b>-</b>	<b>0.46</b>	<b>18.4</b>	<b>B</b>	<b>-</b>	<b>0.51</b>	<b>19.1</b>	<b>B</b>	<b>-</b>	<b>0.57</b>	<b>20.1</b>	<b>C</b>	
<b>ERSKINE STREET &amp; BELT PARKWAY WESTBOUND RAMPS</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.28</b>	<b>16.4</b>	<b>B</b>	<b>-</b>	<b>0.41</b>	<b>18.0</b>	<b>B</b>	<b>-</b>	<b>0.37</b>	<b>17.7</b>	<b>B</b>	<b>-</b>	<b>0.52</b>	<b>19.6</b>	<b>B</b>	<b>-</b>	<b>0.57</b>	<b>20.6</b>	<b>C</b>	
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>																					
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
		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
Gateway Drive	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
		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
	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	0.17	27.1	C	TR	0.19	27.1	C	TR	0.21	27.4	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.38</b>	<b>17.5</b>	<b>B</b>	<b>-</b>	<b>0.48</b>	<b>19.2</b>	<b>B</b>	<b>-</b>	<b>0.61</b>	<b>24.3</b>	<b>C</b>	<b>-</b>	<b>0.61</b>	<b>21.6</b>	<b>C</b>	<b>-</b>	<b>0.68</b>	<b>23.6</b>	<b>C</b>	
<b>ERSKINE STREET &amp; GATEWAY PLAZA</b>																					
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
	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
Gateway Plaza	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.29</b>	<b>19.4</b>	<b>B</b>	<b>-</b>	<b>0.43</b>	<b>21.0</b>	<b>C</b>	<b>-</b>	<b>0.42</b>	<b>19.5</b>	<b>B</b>	<b>-</b>	<b>0.56</b>	<b>22.9</b>	<b>C</b>	<b>-</b>	<b>0.64</b>	<b>24.2</b>	<b>C</b>	
<b>ERSKINE STREET &amp; VANDALIA AVENUE</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
Erskine Street	NB	L	-	7.5	A	L	-	7.7	A	L	-	7.8	A	L	-	7.8	A	L	-	8.1	A
	SB	LTR	-	7.5	A	LTR	-	7.8	A	LTR	-	7.8	A	LTR	-	8.0	A	LTR	-	8.1	A
Vandalia Avenue	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
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>6.0</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>5.9</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>6.9</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>11.7</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>22.3</b>	<b>C</b>	
<b>ERSKINE STREET &amp; EGAN STREET</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.5</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.2</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.2</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.2</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>A</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	
<b>GATEWAY DRIVE</b>																					
<b>GATEWAY DRIVE &amp; DRIVEWAY TO OLIVE GARDEN</b>																					
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
<b>Overall Intersection</b>	-		<b>0.18</b>	<b>9.3</b>	<b>A</b>	-	<b>0.49</b>	<b>12.0</b>	<b>B</b>	-	<b>0.50</b>	<b>11.9</b>	<b>B</b>	-	<b>0.67</b>	<b>13.7</b>	<b>B</b>	-	<b>0.73</b>	<b>14.6</b>	<b>B</b>
<b>GATEWAY DRIVE &amp; DRIVEWAY TO RED LOBSTER</b>																					
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
<b>Overall Intersection</b>	-		<b>0.09</b>	<b>7.7</b>	<b>A</b>	-	<b>0.20</b>	<b>9.0</b>	<b>A</b>	-	<b>0.25</b>	<b>9.1</b>	<b>A</b>	-	<b>0.57</b>	<b>11.6</b>	<b>B</b>	-	<b>0.62</b>	<b>12.2</b>	<b>B</b>
<b>GATEWAY DRIVE &amp; DRIVEWAY TO BOULDER CREEK</b>																					
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	A
<b>Overall Intersection</b>	-		<b>0.16</b>	<b>8.9</b>	<b>A</b>	-	<b>0.27</b>	<b>11.2</b>	<b>B</b>	-	<b>0.35</b>	<b>10.7</b>	<b>B</b>	-	<b>0.45</b>	<b>12.2</b>	<b>B</b>	-	<b>0.49</b>	<b>12.8</b>	<b>B</b>
<b>GATEWAY DRIVE &amp; GATEWAY PLAZA</b>																					
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	E
<b>Overall Intersection</b>	-		<b>0.55</b>	<b>15.4</b>	<b>B</b>	-	<b>0.84</b>	<b>23.7</b>	<b>C</b>	-	<b>0.83</b>	<b>24.2</b>	<b>C</b>	-	<b>0.98</b>	<b>33.8</b>	<b>C</b>	-	<b>1.07</b>	<b>47.7</b>	<b>D</b>
<b>VANDALIA AVENUE</b>																					
<b>VANDALIA AVENUE &amp; ELTON STREET</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
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	A
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
<b>Overall Intersection</b>	-		-	<b>7.2</b>	<b>A</b>	-	-	<b>7.1</b>	<b>A</b>	-	-	<b>7.3</b>	<b>A</b>	-	-	<b>7.2</b>	<b>A</b>	-	-	<b>7.2</b>	<b>A</b>
<b>VANDALIA AVENUE &amp; GATEWAY DRIVE</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
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	-	40.6	E
		R	-	9.4	A	R	-	10.4	B	R	-	11.6	B	R	-	12.2	B	R	-	12.5	B
<b>Overall Intersection</b>	-		-	<b>1.0</b>	<b>A</b>	-	-	<b>0.3</b>	<b>A</b>	-	-	<b>0.5</b>	<b>A</b>	-	-	<b>0.5</b>	<b>A</b>	-	-	<b>0.4</b>	<b>A</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					
<b>FOUNTAIN AVENUE</b>																									
<b>FOUNTAIN AVENUE &amp; VANDALIA AVENUE</b>																									
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				
<b>Overall Intersection</b>	-	-	<b>0.24</b>	<b>10.0</b>	<b>B</b>	-	-	<b>0.26</b>	<b>9.8</b>	<b>A</b>	-	-	<b>0.32</b>	<b>10.4</b>	<b>B</b>	-	-	<b>0.33</b>	<b>10.5</b>	<b>B</b>	-	-	<b>0.36</b>	<b>10.7</b>	<b>B</b>
<b>FOUNTAIN AVENUE &amp; OLD VANDALIA STREET</b>																									
<b>(UNSIGNALIZED INTERSECTION)</b>																									
Fountain Avenue	NB	LT	-	8.1	A	LT	-	8.3	A	LT	-	8.6	A	LT	-	8.7	A	LT	-	8.9	A				
<b>Overall Intersection</b>	-	-	-	<b>0.1</b>	<b>A</b>	-	-	-	<b>0.1</b>	<b>A</b>	-	-	-	<b>0.1</b>	<b>A</b>	-	-	-	<b>0.1</b>	<b>A</b>	-	-	-	<b>0.1</b>	<b>A</b>
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>																									
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				
<b>Overall Intersection</b>	-	-	<b>0.67</b>	<b>25.1</b>	<b>C</b>	-	-	<b>0.63</b>	<b>28.6</b>	<b>C</b>	-	-	<b>0.62</b>	<b>27.5</b>	<b>C</b>	-	-	<b>0.63</b>	<b>28.0</b>	<b>C</b>	-	-	<b>0.69</b>	<b>32.8</b>	<b>C</b>
<b>FOUNTAIN AVENUE &amp; OLD MILL ROAD</b>																									
<b>(UNSIGNALIZED INTERSECTION)</b>																									
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				
<b>Overall Intersection</b>	-	-	-	<b>0.1</b>	<b>A</b>	-	-	-	<b>0.1</b>	<b>A</b>	-	-	-	<b>0.1</b>	<b>A</b>	-	-	-	<b>0.1</b>	<b>A</b>	-	-	-	<b>0.1</b>	<b>A</b>
<b>FOUNTAIN AVENUE &amp; COZINE AVENUE</b>																									
<b>(UNSIGNALIZED INTERSECTION)</b>																									
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				
	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				
Cozine Avenue	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				
<b>Overall Intersection</b>	-	-	-	<b>11.1</b>	<b>B</b>	-	-	-	<b>10.7</b>	<b>B</b>	-	-	<b>13.4</b>	<b>B</b>	-	-	<b>11.9</b>	<b>B</b>	-	-	<b>13.0</b>	<b>B</b>			
<b>FOUNTAIN AVENUE &amp; WORTMAN AVENUE</b>																									
<b>(UNSIGNALIZED INTERSECTION)</b>																									
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				
<b>Overall Intersection</b>	-	-	-	<b>5.2</b>	<b>A</b>	-	-	-	<b>2.9</b>	<b>A</b>	-	-	<b>6.7</b>	<b>A</b>	-	-	<b>3.9</b>	<b>A</b>	-	-	<b>5.2</b>	<b>A</b>			
<b>FOUNTAIN AVENUE &amp; STANLEY AVENUE</b>																									
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	-	-	-	-	-	-	-	-				
<b>Overall Intersection</b>	-	-	<b>0.31</b>	<b>11.7</b>	<b>B</b>	-	-	<b>0.30</b>	<b>11.6</b>	<b>B</b>	-	-	<b>0.55</b>	<b>13.6</b>	<b>B</b>	-	-	<b>0.43</b>	<b>12.5</b>	<b>B</b>	-	-	<b>0.47</b>	<b>13.0</b>	<b>B</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	
<b>FOUNTAIN AVENUE &amp; LIBERTY AVENUE</b>																					
(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
<b>Overall Intersection</b>	-	-	-	<b>8.6</b>	<b>A</b>	-	-	<b>4.2</b>	<b>A</b>	-	-	<b>6.7</b>	<b>A</b>	-	-	<b>6.6</b>	<b>A</b>	-	-	<b>9.1</b>	<b>A</b>
<b>FOUNTAIN AVENUE &amp; ATLANTIC AVENUE</b>																					
(UNSIGNALIZED INTERSECTION)																					
Atlantic Avenue	EB	TR	FREEFLOW		A	TR	FREEFLOW		A	TR	FREEFLOW		A	TR	FREEFLOW		A	TR	FREEFLOW		A
<b>Overall Intersection</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>	
<b>FLATLANDS AVENUE</b>																					
<b>FLATLANDS AVENUE &amp; ATKINS AVENUE</b>																					
(UNSIGNALIZED INTERSECTION)																					
Atkins Avenue	NB	LTR	-	20.9	C	LTR	-	27.3	D	LTR	-	35.9	E	LTR	-	74.3	F	LTR	-	120+	F*
	SB	LTR	-	16.6	C	LTR	-	20.7	C	LTR	-	23.4	C	LTR	-	29.9	D	LTR	-	51.2	F
Flatlands Avenue	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
<b>Overall Intersection</b>	-	-	-	<b>3.5</b>	<b>A</b>	-	-	<b>3.8</b>	<b>A</b>	-	-	<b>4.9</b>	<b>A</b>	-	-	<b>7.9</b>	<b>A</b>	-	-	<b>20.9</b>	<b>C</b>
<b>FLATLANDS AVENUE &amp; ESSEX STREET</b>																					
(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
<b>Overall Intersection</b>	-	-	-	<b>0.9</b>	<b>A</b>	-	-	<b>0.7</b>	<b>A</b>	-	-	<b>1.1</b>	<b>A</b>	-	-	<b>0.6</b>	<b>A</b>	-	-	<b>0.7</b>	<b>A</b>
<b>FLATLANDS AVENUE &amp; LINWOOD STREET</b>																					
(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
	SB	LR	-	12.2	B	LR	-	15.4	C	LR	-	14.3	B	LR	-	15.2	C	LR	-	18.0	C
Flatlands Avenue	EB	LT	-	8.8	A	LT	-	9.2	A	LT	-	9.8	A	LT	-	9.5	A	LT	-	10.3	B
<b>Overall Intersection</b>	-	-	-	<b>1.1</b>	<b>A</b>	-	-	<b>0.9</b>	<b>A</b>	-	-	<b>1.0</b>	<b>A</b>	-	-	<b>0.8</b>	<b>A</b>	-	-	<b>0.8</b>	<b>A</b>
<b>FLATLANDS AVENUE &amp; ELTON STREET</b>																					
(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
	SB	LTR	-	16.7	C	LTR	-	16.7	C	LTR	-	24.6	C	LTR	-	22.3	C	LTR	-	31.4	D
Flatlands Avenue	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
<b>Overall Intersection</b>	-	-	-	<b>2.4</b>	<b>A</b>	-	-	<b>1.5</b>	<b>A</b>	-	-	<b>2.3</b>	<b>A</b>	-	-	<b>1.7</b>	<b>A</b>	-	-	<b>2.0</b>	<b>A</b>
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>																					
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
		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
Flatlands Avenue	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
<b>Overall Intersection</b>	-	<b>0.51</b>	<b>18.6</b>	<b>B</b>	-	<b>0.69</b>	<b>20.7</b>	<b>C</b>	-	<b>0.79</b>	<b>24.8</b>	<b>C</b>	-	<b>0.98</b>	<b>47.9</b>	<b>D</b>	-	<b>1.09</b>	<b>71.7</b>	<b>E</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	
<b>FLATLANDS AVENUE &amp; SCHENCK AVENUE</b>																					
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*
<b>Overall Intersection</b>	-		<b>0.62</b>	<b>17.5</b>	<b>B</b>	-	<b>0.79</b>	<b>21.5</b>	<b>C</b>	-	<b>0.78</b>	<b>21.2</b>	<b>C</b>	-	<b>1.17</b>	<b>117.3</b>	<b>F</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>
<b>FLATLANDS AVENUE &amp; VAN SICLEN AVENUE</b>																					
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
<b>Overall Intersection</b>	-		<b>0.70</b>	<b>24.6</b>	<b>C</b>	-	<b>0.68</b>	<b>17.9</b>	<b>B</b>	-	<b>0.93</b>	<b>24.9</b>	<b>C</b>	-	<b>0.69</b>	<b>17.2</b>	<b>B</b>	-	<b>0.83</b>	<b>19.9</b>	<b>B</b>
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>																					
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	38.6	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
Flatlands Avenue	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
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>36.4</b>	<b>D</b>	-	<b>0.92</b>	<b>36.6</b>	<b>D</b>	-	<b>1.04</b>	<b>40.1</b>	<b>D</b>	-	<b>1.07</b>	<b>42.0</b>	<b>D</b>	-	<b>1.11</b>	<b>52.6</b>	<b>D</b>
<b>FLATLANDS AVENUE &amp; ROCKAWAY PARKWAY</b>																					
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
		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
Flatlands Avenue	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
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>38.1</b>	<b>D</b>	-	<b>0.82</b>	<b>32.4</b>	<b>C</b>	-	<b>1.00</b>	<b>50.5</b>	<b>D</b>	-	<b>1.09</b>	<b>81.0</b>	<b>F</b>	-	<b>1.10</b>	<b>89.7</b>	<b>F</b>
<b>FLATLANDS AVENUE &amp; REMSEN AVENUE</b>																					
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	0.96	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
Flatlands Avenue	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
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>35.2</b>	<b>D</b>	-	<b>0.64</b>	<b>22.2</b>	<b>C</b>	-	<b>0.89</b>	<b>34.6</b>	<b>C</b>	-	<b>0.96</b>	<b>33.5</b>	<b>C</b>	-	<b>1.05</b>	<b>47.2</b>	<b>D</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	
<b>LINDEN BOULEVARD</b>																					
<b>LINDEN BOULEVARD &amp; 79TH STREET</b>																					
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	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.84</b>	<b>24.5</b>	<b>C</b>	<b>-</b>	<b>0.48</b>	<b>19.3</b>	<b>B</b>	<b>-</b>	<b>0.53</b>	<b>18.7</b>	<b>B</b>	<b>-</b>	<b>0.53</b>	<b>14.6</b>	<b>B</b>	<b>-</b>	<b>0.57</b>	<b>15.4</b>	<b>B</b>	
<b>LINDEN BOULEVARD &amp; EUCLID AVENUE</b>																					
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	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	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.82</b>	<b>20.9</b>	<b>C</b>	<b>-</b>	<b>0.59</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.54</b>	<b>15.7</b>	<b>B</b>	<b>-</b>	<b>0.57</b>	<b>15.1</b>	<b>B</b>	<b>-</b>	<b>0.64</b>	<b>14.1</b>	<b>B</b>	
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>																					
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	F
		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	24.5	C
		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	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
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>68.6</b>	<b>E</b>	<b>-</b>	<b>0.77</b>	<b>36.0</b>	<b>D</b>	<b>-</b>	<b>0.96</b>	<b>41.3</b>	<b>D</b>	<b>-</b>	<b>0.93</b>	<b>45.5</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>52.6</b>	<b>D</b>	
<b>LINDEN BOULEVARD &amp; ATKINS AVENUE</b>																					
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	B
		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	11.9	B
	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	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.64</b>	<b>12.5</b>	<b>B</b>	<b>-</b>	<b>0.35</b>	<b>18.5</b>	<b>B</b>	<b>-</b>	<b>0.50</b>	<b>17.2</b>	<b>B</b>	<b>-</b>	<b>0.35</b>	<b>13.9</b>	<b>B</b>	<b>-</b>	<b>0.39</b>	<b>14.4</b>	<b>B</b>	
<b>LINDEN BOULEVARD &amp; ELTON STREET</b>																					
	<b>(UNSIGNALIZED INTERSECTION)</b>																				
Elton Street	NB	R	-	10.2	B	R	-	10.2	B	R	-	11.3	B	R	-	9.8	A	R	-	10.0	A
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.3</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.3</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.9</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.0</b>	<b>A</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		
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>																						
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*	
		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	
Linden Boulevard (Mainline)	SB	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*	
		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*	
		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
Linden Boulevard (Service Road)	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	
		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	
Linden Boulevard (Service Road)	EB	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	
		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	
		WB	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
<b>Overall Intersection</b>	-	<b>1.12</b>	<b>73.4</b>	<b>E</b>	-	<b>1.08</b>	<b>65.1</b>	<b>E</b>	-	<b>1.17</b>	<b>87.5</b>	<b>F</b>	-	<b>1.17</b>	<b>85.1</b>	<b>F</b>	-	<b>1.20+</b>	<b>100.7</b>	<b>F</b>		
<b>LINDEN BOULEVARD &amp; ROCKAWAY AVENUE</b>																						
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	
		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
Linden Boulevard (Mainline)	EB	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	
		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
Linden Boulevard (Service Road)	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	B	
		<b>Overall Intersection</b>	-	<b>1.01</b>	<b>42.5</b>	<b>D</b>	-	<b>0.94</b>	<b>60.9</b>	<b>E</b>	-	<b>0.94</b>	<b>43.2</b>	<b>D</b>	-	<b>0.89</b>	<b>40.6</b>	<b>D</b>	-	<b>0.94</b>	<b>41.4</b>	<b>D</b>
		<b>LINDEN BOULEVARD &amp; ROCKAWAY PARKWAY</b>																				
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	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	
Linden Boulevard (Mainline)	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	0.37	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	
		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
Linden Boulevard (Service Road)	WB	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	
		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	0.85	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
<b>Overall Intersection</b>	-	<b>0.96</b>	<b>46.9</b>	<b>D</b>	-	<b>0.72</b>	<b>34.9</b>	<b>C</b>	-	<b>0.84</b>	<b>45.2</b>	<b>D</b>	-	<b>0.79</b>	<b>29.9</b>	<b>C</b>	-	<b>0.85</b>	<b>32.2</b>	<b>C</b>		
<b>LINDEN BOULEVARD &amp; KINGS HIGHWAY &amp; REMSEN AVENUE</b>																						
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
		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	
Kings Highway (Service Road)	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	
		EB	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	
Remsen Avenue	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	0.87	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
Linden Boulevard (Mainline)	-	-	-	-	-	-	-	-	-	T	1.02	76.2	E	-	-	-	-	-	-	-		
		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	
		WB	R	-	13.2	B	R	-	9.8	A	R	-	10.2	B	R	-	10.4	B	R	-	10.6	B
<b>Overall Intersection</b>	-	<b>1.09</b>	<b>86.7</b>	<b>F</b>	-	<b>1.05</b>	<b>75.3</b>	<b>E</b>	-	<b>1.09</b>	<b>90.9</b>	<b>F</b>	-	<b>1.03</b>	<b>85.4</b>	<b>F</b>	-	<b>1.06</b>	<b>97.4</b>	<b>F</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	
<b>PENNSYLVANIA AVENUE</b>																					
<b>PENNSYLVANIA AVENUE &amp; LIBERTY AVENUE</b>																					
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
<b>Overall Intersection</b>		-	<b>1.01</b>	<b>45.3</b>	<b>D</b>	-	<b>0.90</b>	<b>29.8</b>	<b>C</b>	-	<b>0.93</b>	<b>32.3</b>	<b>C</b>	-	<b>1.00</b>	<b>34.3</b>	<b>C</b>	-	<b>1.09</b>	<b>64.5</b>	<b>E</b>
<b>PENNSYLVANIA AVENUE &amp; ATLANTIC AVENUE</b>																					
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
<b>Overall Intersection</b>		-	<b>0.98</b>	<b>72.0</b>	<b>E</b>	-	<b>0.99</b>	<b>44.9</b>	<b>D</b>	-	<b>1.04</b>	<b>69.9</b>	<b>E</b>	-	<b>1.20+</b>	<b>79.2</b>	<b>E</b>	-	<b>1.20+</b>	<b>91.9</b>	<b>F</b>

**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	
<b>ERSKINE STREET</b>																					
<b>ERSKINE STREET &amp; BELT PARKWAY EASTBOUND RAMPS</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.33</b>	<b>16.9</b>	<b>B</b>	<b>-</b>	<b>0.66</b>	<b>23.8</b>	<b>C</b>	<b>-</b>	<b>0.66</b>	<b>21.7</b>	<b>C</b>	<b>-</b>	<b>0.73</b>	<b>24.0</b>	<b>C</b>	<b>-</b>	<b>0.86</b>	<b>29.6</b>	<b>C</b>	
<b>ERSKINE STREET &amp; BELT PARKWAY WESTBOUND RAMPS</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.34</b>	<b>17.2</b>	<b>B</b>	<b>-</b>	<b>0.58</b>	<b>21.0</b>	<b>C</b>	<b>-</b>	<b>0.57</b>	<b>21.0</b>	<b>C</b>	<b>-</b>	<b>0.75</b>	<b>26.6</b>	<b>C</b>	<b>-</b>	<b>0.84</b>	<b>36.5</b>	<b>D</b>	
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>																					
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
	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*
		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
Gateway Drive	EB	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.42</b>	<b>19.3</b>	<b>B</b>	<b>-</b>	<b>0.64</b>	<b>21.3</b>	<b>C</b>	<b>-</b>	<b>0.79</b>	<b>27.1</b>	<b>C</b>	<b>-</b>	<b>0.85</b>	<b>43.7</b>	<b>D</b>	<b>-</b>	<b>1.05</b>	<b>92.7</b>	<b>F</b>	
<b>ERSKINE STREET &amp; GATEWAY PLAZA</b>																					
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
	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
Gateway Plaza	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.37</b>	<b>19.1</b>	<b>B</b>	<b>-</b>	<b>0.55</b>	<b>21.0</b>	<b>C</b>	<b>-</b>	<b>0.58</b>	<b>22.1</b>	<b>C</b>	<b>-</b>	<b>0.73</b>	<b>26.0</b>	<b>C</b>	<b>-</b>	<b>0.87</b>	<b>58.2</b>	<b>E</b>	
<b>ERSKINE STREET &amp; PARKING LOT SE CORNER</b>																					
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
	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
Parking Lot SE Corner	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.24</b>	<b>14.0</b>	<b>B</b>	<b>-</b>	<b>0.45</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.44</b>	<b>14.6</b>	<b>B</b>	<b>-</b>	<b>0.61</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>0.72</b>	<b>20.0</b>	<b>C</b>	
<b>ERSKINE STREET &amp; PARKING LOT NE CORNER</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.5</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.5</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.4</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>2.4</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>8.4</b>	<b>A</b>	

**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	
<b>ERSKINE STREET &amp; VANDALIA AVENUE</b>																					
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)		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
	NB	R	-	9.4	A	R	-	9.8	A	R	-	10.1	B	R	-	10.4	B	R	-	11.2	B
<b>Overall Intersection</b>	-	<b>0.36</b>	<b>20.7</b>	<b>C</b>	-	<b>0.45</b>	<b>19.6</b>	<b>B</b>	-	<b>0.50</b>	<b>20.5</b>	<b>C</b>	-	<b>0.63</b>	<b>23.8</b>	<b>C</b>	-	<b>0.76</b>	<b>27.3</b>	<b>C</b>	
<b>ERSKINE STREET &amp; EGAN STREET (UNSIGNALIZED INTERSECTION)</b>																					
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
<b>Overall Intersection</b>	-	-	<b>1.0</b>	<b>A</b>	-	-	<b>0.4</b>	<b>A</b>	-	-	<b>0.7</b>	<b>A</b>	-	-	<b>0.7</b>	<b>A</b>	-	-	<b>0.6</b>	<b>A</b>	
<b>GATEWAY DRIVE</b>																					
<b>GATEWAY DRIVE &amp; DRIVEWAY TO OLIVE GARDEN</b>																					
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
<b>Overall Intersection</b>	-	<b>0.21</b>	<b>9.3</b>	<b>A</b>	-	<b>0.58</b>	<b>12.5</b>	<b>B</b>	-	<b>0.60</b>	<b>12.7</b>	<b>B</b>	-	<b>0.67</b>	<b>14.0</b>	<b>B</b>	-	<b>0.73</b>	<b>15.2</b>	<b>B</b>	
<b>GATEWAY DRIVE &amp; DRIVEWAY TO RED LOBSTER</b>																					
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
<b>Overall Intersection</b>	-	<b>0.11</b>	<b>7.7</b>	<b>A</b>	-	<b>0.26</b>	<b>8.9</b>	<b>A</b>	-	<b>0.33</b>	<b>9.3</b>	<b>A</b>	-	<b>0.57</b>	<b>11.1</b>	<b>B</b>	-	<b>0.62</b>	<b>11.5</b>	<b>B</b>	
<b>GATEWAY DRIVE &amp; DRIVEWAY TO BOULDER CREEK</b>																					
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
<b>Overall Intersection</b>	-	<b>0.18</b>	<b>8.8</b>	<b>A</b>	-	<b>0.35</b>	<b>10.9</b>	<b>B</b>	-	<b>0.43</b>	<b>11.1</b>	<b>B</b>	-	<b>0.62</b>	<b>13.9</b>	<b>B</b>	-	<b>0.77</b>	<b>23.1</b>	<b>C</b>	
<b>GATEWAY DRIVE &amp; GATEWAY PLAZA</b>																					
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
	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
Gateway Plaza	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
	<b>Overall Intersection</b>	-	<b>0.55</b>	<b>14.8</b>	<b>B</b>	-	<b>0.84</b>	<b>21.6</b>	<b>C</b>	-	<b>0.83</b>	<b>22.7</b>	<b>C</b>	-	<b>0.98</b>	<b>30.6</b>	<b>C</b>	-	<b>1.07</b>	<b>41.5</b>	<b>D</b>
<b>GATEWAY DRIVE &amp; PARKING LOT SW CORNER</b>																					
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	D
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
<b>Overall Intersection</b>	-	<b>0.35</b>	<b>11.0</b>	<b>B</b>	-	<b>0.73</b>	<b>15.5</b>	<b>B</b>	-	<b>0.86</b>	<b>16.4</b>	<b>B</b>	-	<b>1.07</b>	<b>22.9</b>	<b>C</b>	-	<b>1.17</b>	<b>28.1</b>	<b>C</b>	

**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	
<b>GATEWAY DRIVE &amp; PARKING LOT NW CORNER</b>																					
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
<b>Overall Intersection</b>	-		<b>0.37</b>	<b>9.2</b>	<b>A</b>	-	<b>0.58</b>	<b>13.1</b>	<b>B</b>	-	<b>0.62</b>	<b>14.0</b>	<b>B</b>	-	<b>0.72</b>	<b>20.6</b>	<b>C</b>	-	<b>0.83</b>	<b>31.2</b>	<b>C</b>
<b>VANDALIA AVENUE</b>																					
<b>VANDALIA AVENUE &amp; ELTON STREET (UNSIGNALIZED INTERSECTION)</b>																					
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
		TR	-	7.8	A	TR	-	7.4	A	TR	-	7.8	A	TR	-	7.9	A	TR	-	7.9	A
	WB	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
<b>Overall Intersection</b>	-		-	<b>7.7</b>	<b>A</b>	-	-	<b>7.6</b>	<b>A</b>	-	-	<b>8.0</b>	<b>A</b>	-	-	<b>8.2</b>	<b>A</b>	-	-	<b>8.2</b>	<b>A</b>
<b>VANDALIA AVENUE &amp; GATEWAY DRIVE (UNSIGNALIZED INTERSECTION)</b>																					
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
<b>Overall Intersection</b>	-		-	<b>1.5</b>	<b>A</b>	-	-	<b>0.5</b>	<b>A</b>	-	-	<b>0.9</b>	<b>A</b>	-	-	<b>0.9</b>	<b>A</b>	-	-	<b>0.8</b>	<b>A</b>
<b>FOUNTAIN AVENUE</b>																					
<b>FOUNTAIN AVENUE &amp; VANDALIA AVENUE</b>																					
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
<b>Overall Intersection</b>	-		<b>0.29</b>	<b>10.5</b>	<b>B</b>	-	<b>0.35</b>	<b>10.7</b>	<b>B</b>	-	<b>0.41</b>	<b>11.4</b>	<b>B</b>	-	<b>0.44</b>	<b>11.7</b>	<b>B</b>	-	<b>0.52</b>	<b>12.7</b>	<b>B</b>
<b>FOUNTAIN AVENUE &amp; EGAN STREET (UNSIGNALIZED INTERSECTION)</b>																					
Fountain Avenue	NB	LT	-	8.2	A	LT	-	8.7	A	LT	-	8.9	A	LT	-	9.2	A	LT	-	9.5	A
<b>Overall Intersection</b>	-		-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>																					
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
		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	12.3	B	TR	0.20	14.5	B	TR	0.25	11.7	B	TR	0.27	12.0	B
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>29.0</b>	<b>C</b>	-	<b>0.81</b>	<b>44.3</b>	<b>D</b>	-	<b>0.76</b>	<b>35.2</b>	<b>D</b>	-	<b>0.86</b>	<b>49.8</b>	<b>D</b>	-	<b>0.96</b>	<b>73.3</b>	<b>E</b>
<b>FOUNTAIN AVENUE &amp; OLD MILL ROAD (UNSIGNALIZED INTERSECTION)</b>																					
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
<b>Overall Intersection</b>	-		-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>

**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	
<b>FOUNTAIN AVENUE &amp; COZINE AVENUE</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
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
	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
Cozine Avenue	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
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>12.0</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>12.3</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>17.0</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>15.4</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>19.9</b>	<b>C</b>	
<b>FOUNTAIN AVENUE &amp; WORTMAN AVENUE</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
Fountain Avenue	NB	LT	-	8.9	A	LT	-	9.2	A	LT	-	10.0	A	LT	-	10.1	B	LT	-	10.6	B
	SB	LT	-	9.2	A	LT	-	8.5	A	LT	-	10.2	B	LT	-	9.4	A	LT	-	9.9	A
Wortman Avenue	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*
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>5.7</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>3.3</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>11.7</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>6.4</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>15.6</b>	<b>C</b>	
<b>FOUNTAIN AVENUE &amp; STANLEY AVENUE</b>																					
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
	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
Stanley Avenue	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	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	<b>-</b>	<b>0.33</b>	<b>12.1</b>	<b>B</b>	<b>-</b>	<b>0.36</b>	<b>12.5</b>	<b>B</b>	<b>-</b>	<b>0.62</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>0.49</b>	<b>13.7</b>	<b>B</b>	<b>-</b>	<b>0.57</b>	<b>14.9</b>	<b>B</b>	
<b>FOUNTAIN AVENUE &amp; LIBERTY AVENUE</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>9.2</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>4.6</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>8.0</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>8.2</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>12.7</b>	<b>B</b>	
<b>FOUNTAIN AVENUE &amp; ATLANTIC AVENUE</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
Atlantic Avenue	EB	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW
<b>Overall Intersection</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>
<b>FLATLANDS AVENUE</b>																					
<b>FLATLANDS AVENUE &amp; ATKINS AVENUE</b>																					
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
	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
Flatlands Avenue	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.29</b>	<b>15.7</b>	<b>B</b>	<b>-</b>	<b>0.33</b>	<b>16.2</b>	<b>B</b>	<b>-</b>	<b>0.36</b>	<b>16.4</b>	<b>B</b>	<b>-</b>	<b>0.42</b>	<b>16.9</b>	<b>B</b>	<b>-</b>	<b>0.48</b>	<b>17.7</b>	<b>B</b>	
<b>FLATLANDS AVENUE &amp; ESSEX STREET</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.0</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.8</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.4</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.8</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.9</b>	<b>A</b>	

**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	
<b>FLATLANDS AVENUE &amp; LINWOOD STREET</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
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
<b>Overall Intersection</b>	-	-	<b>1.0</b>	<b>A</b>	-	-	<b>0.9</b>	<b>A</b>	-	-	<b>1.0</b>	<b>A</b>	-	-	<b>0.7</b>	<b>A</b>	-	-	<b>0.8</b>	<b>A</b>	
<b>FLATLANDS AVENUE &amp; ELTON STREET</b>																					
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
<b>Overall Intersection</b>	-	<b>0.35</b>	<b>17.0</b>	<b>B</b>	-	<b>0.32</b>	<b>17.2</b>	<b>B</b>	-	<b>0.40</b>	<b>17.9</b>	<b>B</b>	-	<b>0.46</b>	<b>18.1</b>	<b>B</b>	-	<b>0.50</b>	<b>19.3</b>	<b>B</b>	
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>																					
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
		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
	WB	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
<b>Overall Intersection</b>	-	<b>0.39</b>	<b>12.3</b>	<b>B</b>	-	<b>0.66</b>	<b>13.8</b>	<b>B</b>	-	<b>0.81</b>	<b>14.6</b>	<b>B</b>	-	<b>1.01</b>	<b>23.2</b>	<b>C</b>	-	<b>1.00</b>	<b>27.3</b>	<b>C</b>	
<b>FLATLANDS AVENUE &amp; SCHENCK AVENUE</b>																					
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
<b>Overall Intersection</b>	-	<b>0.58</b>	<b>15.6</b>	<b>B</b>	-	<b>0.76</b>	<b>18.9</b>	<b>B</b>	-	<b>0.74</b>	<b>19.1</b>	<b>B</b>	-	<b>0.81</b>	<b>28.2</b>	<b>C</b>	-	<b>0.97</b>	<b>67.3</b>	<b>E</b>	
<b>FLATLANDS AVENUE &amp; VAN SICLEN AVENUE</b>																					
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
<b>Overall Intersection</b>	-	<b>0.81</b>	<b>29.3</b>	<b>C</b>	-	<b>1.05</b>	<b>31.0</b>	<b>C</b>	-	<b>1.07</b>	<b>40.2</b>	<b>D</b>	-	<b>1.20+</b>	<b>37.8</b>	<b>D</b>	-	<b>1.20+</b>	<b>68.8</b>	<b>E</b>	
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>																					
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
	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
Flatlands Avenue	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*
		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	0.31	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*
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>49.2</b>	<b>D</b>	-	<b>1.14</b>	<b>70.0</b>	<b>E</b>	-	<b>1.20+</b>	<b>67.8</b>	<b>E</b>	-	<b>1.20+</b>	<b>90.3</b>	<b>F</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	

**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	
<b>FLATLANDS AVENUE &amp; ROCKAWAY PARKWAY</b>																					
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
		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*
	WB	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*	
<b>Overall Intersection</b>	-	<b>0.90</b>	<b>39.6</b>	<b>D</b>	-	<b>0.87</b>	<b>34.8</b>	<b>C</b>	-	<b>1.05</b>	<b>66.2</b>	<b>E</b>	-	<b>1.15</b>	<b>113.0</b>	<b>F</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	
<b>FLATLANDS AVENUE &amp; REMSEN AVENUE</b>																					
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*	
<b>Overall Intersection</b>	-	<b>0.99</b>	<b>38.1</b>	<b>D</b>	-	<b>0.70</b>	<b>23.8</b>	<b>C</b>	-	<b>0.97</b>	<b>42.4</b>	<b>D</b>	-	<b>1.03</b>	<b>41.8</b>	<b>D</b>	-	<b>1.15</b>	<b>63.5</b>	<b>E</b>	
<b>LINDEN BOULEVARD</b>																					
<b>LINDEN BOULEVARD &amp; 79TH STREET</b>																					
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
<b>Overall Intersection</b>	-	<b>0.86</b>	<b>25.4</b>	<b>C</b>	-	<b>0.51</b>	<b>19.7</b>	<b>B</b>	-	<b>0.56</b>	<b>19.0</b>	<b>B</b>	-	<b>0.55</b>	<b>15.0</b>	<b>B</b>	-	<b>0.61</b>	<b>15.8</b>	<b>B</b>	
<b>LINDEN BOULEVARD &amp; EUCLID AVENUE</b>																					
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
<b>Overall Intersection</b>	-	<b>0.82</b>	<b>21.2</b>	<b>C</b>	-	<b>0.61</b>	<b>14.8</b>	<b>B</b>	-	<b>0.55</b>	<b>15.8</b>	<b>B</b>	-	<b>0.59</b>	<b>13.7</b>	<b>B</b>	-	<b>0.66</b>	<b>14.3</b>	<b>B</b>	
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>																					
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
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>87.4</b>	<b>F</b>	-	<b>1.00</b>	<b>64.6</b>	<b>E</b>	-	<b>1.20+</b>	<b>64.7</b>	<b>E</b>	-	<b>1.20+</b>	<b>92.1</b>	<b>F</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	

**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	
<b>LINDEN BOULEVARD &amp; ATKINS AVENUE</b>																					
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
<b>Overall Intersection</b>	-		<b>0.65</b>	<b>12.8</b>	<b>B</b>	-	<b>0.43</b>	<b>18.9</b>	<b>B</b>	-	<b>0.54</b>	<b>17.6</b>	<b>B</b>	-	<b>0.38</b>	<b>14.1</b>	<b>B</b>	-	<b>0.41</b>	<b>14.6</b>	<b>B</b>
<b>LINDEN BOULEVARD &amp; ELTON STREET (UNSIGNALIZED INTERSECTION)</b>																					
Elton Street	NB	R	-	10.2	B	R	-	10.2	B	R	-	11.6	B	R	-	9.9	A	R	-	10.1	B
<b>Overall Intersection</b>	-		-	<b>1.3</b>	<b>A</b>	-	-	<b>1.1</b>	<b>A</b>	-	-	<b>1.2</b>	<b>A</b>	-	-	<b>0.9</b>	<b>A</b>	-	-	<b>0.9</b>	<b>A</b>
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>																					
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	0.94	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
Linden Boulevard (Mainline)	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
Linden Boulevard (Service Road)		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*
	EB	TR	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
<b>Overall Intersection</b>	-		<b>1.19</b>	<b>86.4</b>	<b>F</b>	-	<b>1.20</b>	<b>87.7</b>	<b>F</b>	-	<b>1.20+</b>	<b>110.9</b>	<b>F</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>
<b>LINDEN BOULEVARD &amp; ROCKAWAY AVENUE</b>																					
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	0.45	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
Linden Boulevard (Mainline)	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
Linden Boulevard (Service Road)		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*
		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
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>45.9</b>	<b>D</b>	-	<b>1.15</b>	<b>84.7</b>	<b>F</b>	-	<b>0.98</b>	<b>46.9</b>	<b>D</b>	-	<b>0.98</b>	<b>46.6</b>	<b>D</b>	-	<b>1.02</b>	<b>48.7</b>	<b>D</b>
<b>LINDEN BOULEVARD &amp; ROCKAWAY PARKWAY</b>																					
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	1.12	120+	F*	L	1.15	120+	F*	L	1.14	120+	F*	L	1.14	114.6	F	L	1.16	120+	F*
Linden Boulevard (Mainline)		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
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>47.1</b>	<b>D</b>	-	<b>0.77</b>	<b>36.2</b>	<b>D</b>	-	<b>0.85</b>	<b>45.8</b>	<b>D</b>	-	<b>0.82</b>	<b>31.2</b>	<b>C</b>	-	<b>0.89</b>	<b>33.8</b>	<b>C</b>

**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	
<b>LINDEN BOULEVARD &amp; KINGS HIGHWAY &amp; REMSEN AVENUE</b>																					
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*
Linden Boulevard (Service Road - Unsignalized)	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	-	-	-	-	-	-	-	-
	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
<b>Overall Intersection</b>	-	<b>1.09</b>	<b>91.8</b>	<b>F</b>	-	<b>1.14</b>	<b>85.4</b>	<b>F</b>	-	<b>1.20</b>	<b>100.0</b>	<b>F</b>	-	<b>1.12</b>	<b>97.1</b>	<b>F</b>	-	<b>1.09</b>	<b>111.9</b>	<b>F</b>	
<b>PENNSYLVANIA AVENUE</b>																					
<b>PENNSYLVANIA AVENUE &amp; LIBERTY AVENUE</b>																					
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
<b>Overall Intersection</b>	-	<b>1.04</b>	<b>52.9</b>	<b>D</b>	-	<b>0.96</b>	<b>40.1</b>	<b>D</b>	-	<b>0.99</b>	<b>43.0</b>	<b>D</b>	-	<b>1.08</b>	<b>60.9</b>	<b>E</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	
<b>PENNSYLVANIA AVENUE &amp; ATLANTIC AVENUE</b>																					
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
<b>Overall Intersection</b>	-	<b>1.05</b>	<b>78.0</b>	<b>E</b>	-	<b>1.17</b>	<b>53.9</b>	<b>D</b>	-	<b>1.19</b>	<b>82.3</b>	<b>F</b>	-	<b>1.20+</b>	<b>98.5</b>	<b>F</b>	-	<b>1.20+</b>	<b>116.6</b>	<b>F</b>	

**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			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	0.17	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							
<b>Overall Intersection</b>	<b>-</b>	<b>0.25</b>	<b>16.1</b>	<b>B</b>	<b>-</b>	<b>0.33</b>	<b>16.9</b>	<b>B</b>	<b>-</b>	<b>0.33</b>	<b>16.9</b>	<b>B</b>	<b>-</b>	<b>0.33</b>	<b>16.9</b>	<b>B</b>
<b>ERSKINE STREET &amp; BELT PARKWAY WESTBOUND RAMP</b>																
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			- [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]
<b>Overall Intersection</b>	<b>-</b>	<b>0.28</b>	<b>16.4</b>	<b>B</b>	<b>-</b>	<b>0.34</b>	<b>17.2</b>	<b>B</b>	<b>-</b>	<b>0.34</b>	<b>17.1</b>	<b>B</b>	<b>-</b>	<b>0.34</b>	<b>17.1</b>	<b>B</b>
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>																
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. - [Measures reflect geometric improvements needed for the Saturday midday and PM peak period; otherwise mitigation is not needed.]
		T	0.30	27.9	C	T	0.58	31.5	C	TR	0.40	28.8	C			
		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			
Gateway Drive	EB	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			
Gateway Drive	WB	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			
<b>Overall Intersection</b>	<b>-</b>	<b>0.38</b>	<b>17.5</b>	<b>B</b>	<b>-</b>	<b>0.42</b>	<b>19.3</b>	<b>B</b>	<b>-</b>	<b>0.61</b>	<b>20.0</b>	<b>B</b>	<b>-</b>	<b>0.61</b>	<b>20.0</b>	<b>B</b>
<b>ERSKINE STREET &amp; GATEWAY PLAZA</b>																
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. - [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]
		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			
<b>Overall Intersection</b>	<b>-</b>	<b>0.29</b>	<b>19.4</b>	<b>B</b>	<b>-</b>	<b>0.37</b>	<b>19.1</b>	<b>B</b>	<b>-</b>	<b>0.32</b>	<b>18.5</b>	<b>B</b>	<b>-</b>	<b>0.32</b>	<b>18.5</b>	<b>B</b>
<b>ERSKINE STREET &amp; PARKING LOT SE CORNER</b>																
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							
		-	-	-	-	L	0.03	23.8	C							
Parking Lot SE Corner	EB	-	-	-	-	R	0.06	11.8	B							
		-	-	-	-											
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.24</b>	<b>14.0</b>	<b>B</b>	<b>-</b>	<b>0.24</b>	<b>14.0</b>	<b>B</b>	<b>-</b>	<b>0.24</b>	<b>14.0</b>	<b>B</b>
<b>ERSKINE STREET &amp; PARKING LOT NE CORNER</b>																
Erskine Street	NB	-	-	-	-	(UNSIGNALIZED INTERSECTION)			L	-	8.4	A				- Mitigation not required.
		-	-	-	-	L	-	15.0	B							
Parking Lot NE Corner	EB	-	-	-	-	R	-	9.9	A							
		-	-	-	-											
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.5</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.5</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.5</b>	<b>A</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		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			
<b>ERSKINE STREET &amp; VANDALIA AVENUE</b>																
(UN SIGNALIZED INTERSECTION)																
Erskine Street	NB	L	-	7.5	A	L	0.05	16.7	B						- Mitigation not required.	
		-	-	-	-	T	0.21	18.2	B							
	SB	LTR	-	7.5	A	LTR	0.23	18.4	B							
Vandalia Avenue	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							
		TR	-	9.1	A	TR	0.02	11.9	B							
Erskine Street (channelized stop)	NB	R	-	9.2	A	R	-	9.4	A							
	<b>Overall Intersection</b>	-	-	<b>6.0</b>	<b>A</b>	-	<b>0.36</b>	<b>20.7</b>	<b>C</b>							
<b>ERSKINE STREET &amp; EGAN STREET</b>																
(UN SIGNALIZED 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							
	<b>Overall Intersection</b>	-	-	<b>0.5</b>	<b>A</b>	-	-	<b>1.0</b>	<b>A</b>							
<b>GATEWAY DRIVE</b>																
<b>GATEWAY DRIVE &amp; DRIVEWAY TO OLIVE GARDEN</b>																
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							
	<b>Overall Intersection</b>	-	<b>0.18</b>	<b>9.3</b>	<b>A</b>	-	<b>0.21</b>	<b>9.3</b>	<b>A</b>							
<b>GATEWAY DRIVE &amp; DRIVEWAY TO RED LOBSTER</b>																
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							
	<b>Overall Intersection</b>	-	<b>0.09</b>	<b>7.7</b>	<b>A</b>	-	<b>0.11</b>	<b>7.7</b>	<b>A</b>							
<b>GATEWAY DRIVE &amp; DRIVEWAY TO BOULDER CREEK</b>																
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							
		TR	0.11	7.5	A	TR	0.15	7.7	A							
	<b>Overall Intersection</b>	-	<b>0.16</b>	<b>8.9</b>	<b>A</b>	-	<b>0.18</b>	<b>8.8</b>	<b>A</b>							
<b>GATEWAY DRIVE &amp; GATEWAY PLAZA</b>																
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							
	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							
Gateway Plaza	WB	LR	0.21	15.9	B	LR	0.21	15.9	B							
	<b>Overall Intersection</b>	-	<b>0.55</b>	<b>15.4</b>	<b>B</b>	-	<b>0.55</b>	<b>14.8</b>	<b>B</b>							
<b>GATEWAY DRIVE &amp; PARKING LOT SW CORNER</b>																
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							
	<b>Overall Intersection</b>	-	-	-	-	-	<b>0.35</b>	<b>11.0</b>	<b>B</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		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		
<b>GATEWAY DRIVE &amp; PARKING LOT NW CORNER</b>															
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						
	<b>Overall Intersection</b>	-	-	-	-	-	<b>0.37</b>	<b>9.2</b>	<b>A</b>						
<b>VANDALIA AVENUE</b>															
<b>VANDALIA AVENUE &amp; ELTON STREET</b>															
		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>									
Elton Street	NB	LTR	-	6.9	A	LTR	-	7.5	A						- Mitigation not required.
	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						
	<b>Overall Intersection</b>	-	-	<b>7.2</b>	<b>A</b>	-	-	<b>7.7</b>	<b>A</b>						
<b>VANDALIA AVENUE &amp; GATEWAY DRIVE</b>															
		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>									
Gateway Drive	SB	LT	-	7.9	A	LT	-	8.4	A						- Mitigation not required.
Vandalia Avenue	WB	L	-	12.4	B	-	-	-	-						
		R	-	9.4	A	R	-	10.5	B						
	<b>Overall Intersection</b>	-	-	<b>1.0</b>	<b>A</b>	-	-	<b>1.5</b>	<b>A</b>						
<b>FOUNTAIN AVENUE</b>															
<b>FOUNTAIN AVENUE &amp; VANDALIA AVENUE</b>															
Fountain Avenue	NB	LT	0.09	7.3	A	LT	0.09	7.3	A						- Mitigation not required.
	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						
	<b>Overall Intersection</b>	-	<b>0.24</b>	<b>10.0</b>	<b>B</b>	-	<b>0.29</b>	<b>10.5</b>	<b>B</b>						
<b>FOUNTAIN AVENUE &amp; EGAN STREET</b>															
		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>									
Fountain Avenue	NB	LT	-	8.1	A	LT	-	8.2	A						- Mitigation not required.
	<b>Overall Intersection</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>						
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>															
Fountain Avenue	NB	LTR	0.66	34.9	C	LTR	0.74	39.0	D	LTR	0.73	38.1	D		<ul style="list-style-type: none"> <li>- 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.</li> <li>- Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection.</li> <li>- 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.</li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</li> <li>- 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).</li> </ul>
	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		
	<b>Overall Intersection</b>	-	<b>0.67</b>	<b>25.1</b>	<b>C</b>	-	<b>0.81</b>	<b>29.0</b>	<b>C</b>	-	<b>0.64</b>	<b>26.3</b>	<b>C</b>		
<b>FOUNTAIN AVENUE &amp; OLD MILL ROAD</b>															
		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>									
Fountain Avenue	SB	LT	-	8.3	A	LT	-	8.5	A						- Mitigation not required.
Old Mill Road	WB	LR	-	12.1	B	LR	-	13.1	B						
	<b>Overall Intersection</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</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		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	
<b>FOUNTAIN AVENUE &amp; COZINE AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
Fountain Avenue	NB	LT	-	10.9	B	LT	-	11.9	B					- Mitigation not required.
		TR	-	10.6	B	TR	-	11.6	B					
	SB	LT	-	11.7	B	LT	-	12.8	B					
		TR	-	11.4	B	TR	-	12.3	B					
Cozine Avenue	EB	LTR	-	10.7	B	LTR	-	11.0	B					
	WB	LTR	-	10.0	A	LTR	-	10.3	B					
	<b>Overall Intersection</b>	-	-	<b>11.1</b>	<b>B</b>	-	-	<b>12.0</b>	<b>B</b>					
<b>FOUNTAIN AVENUE &amp; WORTMAN AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
Fountain Avenue	NB	LT	-	8.8	A	LT	-	8.9	A					- Mitigation not required.
	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					
	<b>Overall Intersection</b>	-	-	<b>5.2</b>	<b>A</b>	-	-	<b>5.7</b>	<b>A</b>					
<b>FOUNTAIN AVENUE &amp; STANLEY AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				
Fountain Avenue	NB	LTR	0.33	11.8	B	LTR	0.40	12.5	B	LTR	0.40	12.5	B	- Mitigation not required.
	SB	LTR	0.37	11.9	B	LTR	0.41	12.3	B	LTR	0.40	12.2	B	- [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
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	-	-	-	-	
	<b>Overall Intersection</b>	-	<b>0.31</b>	<b>11.7</b>	<b>B</b>	-	<b>0.33</b>	<b>12.1</b>	<b>B</b>	-	<b>0.36</b>	<b>12.1</b>	<b>B</b>	
<b>FOUNTAIN AVENUE &amp; LIBERTY AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				
Fountain Avenue	SB	LTR	-	29.3	D	LTR	-	31.2	D	L	-	14.8	B	- Remove parking on the east side of the Fountain Avenue SB approach 120 ft. from intersection.
		-	-	-	-	-	-	-	-	TR	-	26.7	D	- Restripe the Fountain Avenue SB approach as one 12 ft. exclusive left turn lane and one 18 ft. shared through-right lane with parking.
Liberty Avenue	WB	LT	-	8.0	A	LT	-	8.0	A	LT	-	8.0	A	- [Measures reflect geometric improvements needed for the weekday PM, Saturday midday & PM peak periods; otherwise mitigation is not needed.]
	<b>Overall Intersection</b>	-	-	<b>8.6</b>	<b>A</b>	-	-	<b>9.2</b>	<b>A</b>	-	-	<b>7.5</b>	<b>A</b>	
<b>FOUNTAIN AVENUE &amp; ATLANTIC AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
Atlantic Avenue	EB	TR	FREEFLOW		A	TR	FREEFLOW		A					- Mitigation not required.
	<b>Overall Intersection</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>					
<b>FLATLANDS AVENUE</b>														
<b>FLATLANDS AVENUE &amp; ATKINS AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
Atkins Avenue	NB	LTR	-	20.9	C	LTR	0.28	17.8	B					- Mitigation not required.
	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					
	<b>Overall Intersection</b>	-	-	<b>3.5</b>	<b>A</b>	-	<b>0.29</b>	<b>15.7</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; ESSEX STREET</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
Essex Street	SB	LTR	-	11.7	B	LTR	-	12.3	B					- Mitigation not required.
Flatlands Avenue	EB	L	-	8.7	A	L	-	8.8	A					
	WB	L	-	8.4	A	L	-	8.4	A					
	<b>Overall Intersection</b>	-	-	<b>0.9</b>	<b>A</b>	-	-	<b>1.0</b>	<b>A</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		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	
<b>FLATLANDS AVENUE &amp; LINWOOD STREET</b>		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								
Linwood Street	NB	LTR	-	17.9	C	LTR	-	15.7	C					- Mitigation not required.
	SB	LR	-	12.2	B	LR	-	12.4	B					
Flatlands Avenue	EB	LT	-	8.8	A	LT	-	8.9	A					
	<b>Overall Intersection</b>	-	-	<b>1.1</b>	<b>A</b>	-	-	<b>1.0</b>	<b>A</b>					
<b>FLATLANDS AVENUE &amp; ELTON STREET</b>		(UNSIGNALIZED INTERSECTION)												
Elton Street	NB	LTR	-	34.9	D	LTR	0.15	16.8	B					- Mitigation not required.
	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					
	<b>Overall Intersection</b>	-	-	<b>2.4</b>	<b>A</b>	-	<b>0.35</b>	<b>17.0</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>														
Jerome Street	NB	L	0.24	17.1	B	L	0.35	18.7	B					- Mitigation not required.
		TR	0.10	15.9	B	TR	0.11	16.5	B					
	SB	LTR	0.36	34.0	C	-	-	-	-					
Flatlands Avenue	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					
	<b>Overall Intersection</b>	-	<b>0.51</b>	<b>18.6</b>	<b>B</b>	-	<b>0.39</b>	<b>12.3</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; SCHENCK AVENUE</b>														
Schenck Avenue	SB	LR	0.62	29.8	C	L	0.43	25.3	C					- Mitigation not required.
		-	-	-	-	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					
	<b>Overall Intersection</b>	-	<b>0.62</b>	<b>17.5</b>	<b>B</b>	-	<b>0.58</b>	<b>15.6</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; VAN SICLEN AVENUE</b>														
Van Siclen Avenue	NB	LTR	0.68	32.6	C	LTR	0.68	32.9	C	L	0.36	34.7	C	- Remove parking on the east side of the Van Siclen Avenue NB approach 220 ft. from intersection.
		-	-	-	-	-	-	-	-	T	0.46	30.7	C	- Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from
		-	-	-	-	-	-	-	-	R	0.37	29.3	C	intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one
	SB	LTR	0.96	50.9	D	LTR	1.04	70.8	E	L	0.52	30.4	C	10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB
		-	-	-	-	-	-	-	-	TR	0.91	49.8	D	receiving side as one 24 ft. lane with parking.
Flatlands Avenue	EB	L	0.23	12.8	B	L	0.44	20.3	C	L	0.26	11.3	B	- Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from
		TR	0.41	13.0	B	TR	0.50	14.2	B	T	0.45	16.6	B	intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and
		-	-	-	-	-	-	-	-	R	0.17	14.0	B	one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving
	WB	L	0.53	19.0	B	L	0.67	26.7	C	L	0.49	13.1	B	side as one 20 ft. lane.
		TR	0.48	13.8	B	TR	0.64	16.4	B	T	0.59	18.7	B	- Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection.
		-	-	-	-	-	-	-	-	R	0.23	14.7	B	- Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10
	<b>Overall Intersection</b>	-	<b>0.70</b>	<b>24.6</b>	<b>C</b>	-	<b>0.81</b>	<b>29.3</b>	<b>C</b>	-	<b>0.73</b>	<b>23.5</b>	<b>C</b>	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).

**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			LOS	Mitigation Measures
		V/C	Delay				V/C	Delay				V/C	Delay			
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>																
Pennsylvania Avenue	NB	L	0.73	49.8	D	L	0.73	49.8	D	L	0.73	49.8	D	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> <li>- 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.</li> <li>- [Measures reflect geometric improvements needed for the weekday midday peak period.]</li> </ul>		
		TR	0.86	38.6	D	TR	0.86	38.8	D	TR	0.86	38.8	D			
Flatlands Avenue	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			
	WB	R	0.21	22.4	C	R	0.21	22.4	C	R	0.21	22.4	C			
		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				
<b>Overall Intersection</b>	-	<b>0.81</b>	<b>36.4</b>	<b>D</b>	-	<b>0.94</b>	<b>49.2</b>	<b>D</b>	-	<b>0.90</b>	<b>43.2</b>	<b>D</b>				
<b>FLATLANDS AVENUE &amp; ROCKAWAY PARKWAY</b>																
Rockaway Parkway	NB	L	0.70	34.9	C	L	0.70	34.8	C	L	0.67	30.1	C		<ul style="list-style-type: none"> <li>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</li> <li>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</li> <li>- 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).</li> <li>- [Measures reflect geometric improvements needed for the weekday PM, Saturday midday &amp; Saturday PM peak periods; otherwise mitigation is not needed.]</li> </ul>	
		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			
		EB	L	0.29	27.5	C	L	0.31	28.5	C	L	0.30	27.2			C
Flatlands Avenue	WB	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			
	WB	TR	0.85	38.1	D	TR	0.89	40.9	D	TR	0.87	38.8	D			
		TR	0.85	38.1	D	TR	0.89	40.9	D	TR	0.87	38.8	D			
<b>Overall Intersection</b>	-	<b>0.88</b>	<b>38.1</b>	<b>D</b>	-	<b>0.90</b>	<b>39.6</b>	<b>D</b>	-	<b>0.90</b>	<b>34.5</b>	<b>C</b>				
<b>FLATLANDS AVENUE &amp; REMSEN AVENUE</b>																
Remsen Avenue	NB	L	0.78	37.8	D	L	0.78	37.8	D	L	0.77	37.1	D	<ul style="list-style-type: none"> <li>- 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.</li> <li>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</li> <li>- 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).</li> </ul>		
		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			
Flatlands Avenue	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			
	WB	-	-	-	-	-	-	-	-	R	0.22	16.4	B			
		L	0.21	18.0	B	L	0.27	19.7	B	L	0.23	18.0	B			
Flatlands Avenue	WB	TR	0.99	43.8	D	TR	1.01	51.1	D	T	0.69	22.2	C			
		-	-	-	-	-	-	-	-	R	0.73	29.6	C			
<b>Overall Intersection</b>	-	<b>0.97</b>	<b>35.2</b>	<b>D</b>	-	<b>0.99</b>	<b>38.1</b>	<b>D</b>	-	<b>0.85</b>	<b>27.2</b>	<b>C</b>				
<b>LINDEN BOULEVARD</b>																
<b>LINDEN BOULEVARD &amp; 79TH STREET</b>																
79th Street	NB	L	0.66	45.1	D	L	0.67	45.7	D	<ul style="list-style-type: none"> <li>- Mitigation not required.</li> </ul>						
		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
<b>Overall Intersection</b>	-	<b>0.84</b>	<b>24.5</b>	<b>C</b>	-	<b>0.86</b>	<b>25.4</b>	<b>C</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				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>LINDEN BOULEVARD &amp; EUCLID AVENUE</b>														
Euclid Avenue	NB	LTR	0.40	43.6	D	LTR	0.40	43.6	D	LTR	0.58	42.2	D	<ul style="list-style-type: none"> <li>- Prohibit parking on the east side of the Euclid Avenue NB approach 120 ft. from intersection during weekday AM peak period (7-9 AM).</li> <li>- 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.]</li> <li>- [Mitigation required due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]</li> </ul>
	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	
<b>Overall Intersection</b>	<b>-</b>	<b>0.82</b>	<b>20.9</b>	<b>C</b>	<b>-</b>	<b>0.82</b>	<b>21.2</b>	<b>C</b>	<b>-</b>	<b>0.82</b>	<b>26.0</b>	<b>C</b>		
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>														
Fountain Avenue	NB	LTR	1.05	95.7	F	LTR	1.20+	120+	F*	LTR	0.84	40.6	D	<ul style="list-style-type: none"> <li>- 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.)</li> <li>- Restripe the Loring Avenue SB receiving as one 12 ft. and one 20 ft. lane with parking.</li> <li>- 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).</li> </ul>
	SB	DefL	1.10	120+	F*	DefL	1.09	120+	F*	DefL	0.61	37.7	D	
	TR		1.04	99.9	F	TR	1.12	120+	F*	TR	0.62	33.7	C	
Linden Boulevard (Mainline)	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	
	T		1.10	83.5	F	T	1.11	84.2	F	T	1.06	61.8	E	
Linden Boulevard (Service Road)	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	-	-	-	-	
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>68.6</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>87.4</b>	<b>F</b>	<b>-</b>	<b>0.92</b>	<b>48.3</b>	<b>D</b>		
<b>LINDEN BOULEVARD &amp; ATKINS AVENUE</b>														
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					
	T		0.63	10.6	B	T	0.63	10.6	B					
Linden Boulevard (Service Road)	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					
<b>Overall Intersection</b>	<b>-</b>	<b>0.64</b>	<b>12.5</b>	<b>B</b>	<b>-</b>	<b>0.65</b>	<b>12.8</b>	<b>B</b>	<b>-</b>	<b>0.65</b>	<b>12.8</b>	<b>B</b>		
<b>LINDEN BOULEVARD &amp; ELTON STREET</b>														
Elton Street	NB	R	-	10.2	B	R	-	10.2	B					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.3</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.3</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.3</b>	<b>A</b>		
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>														
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	<ul style="list-style-type: none"> <li>- <b>Partially Mitigated.</b></li> <li>- 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.</li> <li>- Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection.</li> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> </ul>
	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	
	L		0.50	43.9	D	L	0.56	47.5	D	L	0.56	47.5	D	
Linden Boulevard (Mainline)	EB	TR	0.96	57.8	E	TR	1.01	68.7	E	TR	0.96	57.0	E	
	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	
	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	
Linden Boulevard (Service Road)	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	
<b>Overall Intersection</b>	<b>-</b>	<b>1.12</b>	<b>73.4</b>	<b>E</b>	<b>-</b>	<b>1.19</b>	<b>86.4</b>	<b>F</b>	<b>-</b>	<b>1.15</b>	<b>78.9</b>	<b>E</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				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>LINDEN BOULEVARD &amp; ROCKAWAY AVENUE</b>														
Rockaway Avenue	NB	LT	1.10	113.2	F	LT	1.10	113.2	F	LT	1.06	100.1	F	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- 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.]</li> </ul>
	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	
	R	0.49	50.4	D	R	0.49	50.4	D	R	0.47	48.4	D		
Linden Boulevard (Service Road)	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		
	WB	L	1.14	120+	F*	L	1.19	120+	F*	L	1.11	120+	F*	
	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	
<b>Overall Intersection</b>	-	<b>1.01</b>	<b>42.5</b>	<b>D</b>	-	<b>1.05</b>	<b>45.9</b>	<b>D</b>	-	<b>1.03</b>	<b>45.4</b>	<b>D</b>		
<b>LINDEN BOULEVARD &amp; ROCKAWAY PARKWAY</b>														
Rockaway Parkway	NB	LTR	1.13	116.0	F	LTR	1.13	116.0	F					<ul style="list-style-type: none"> <li>- Mitigation not required.</li> <li>- SB left is not considered an impact because less than 5 vehicles were added to the movement.</li> </ul>
	SB	L	1.11	116.6	F	L	1.12	120+	F*					
Linden Boulevard (Mainline)	TR	0.78	47.7	D	TR	0.78	47.7	D						
	EB	L	1.11	120+	F*	L	1.11	120+	F*					
Linden Boulevard (Service Road)	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						
	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					
<b>Overall Intersection</b>	-	<b>0.96</b>	<b>46.9</b>	<b>D</b>	-	<b>0.97</b>	<b>47.1</b>	<b>D</b>						
<b>LINDEN BOULEVARD &amp; KINGS HIGHWAY &amp; REMSEN AVENUE</b>														
Kings Highway (Mainline)	NB	T	1.08	97.1	F	T	1.08	97.1	F	T	1.08	97.1	F	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> <li>- EB Remsen Avenue left is not considered an impact because less than 5 vehicles were added to the movement.</li> </ul>
	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	
	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	
	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	
	EB	TR	0.87	55.6	E	TR	0.92	60.5	E	TR	0.83	52.1	D	
Linden Boulevard (Service Road - Unsignalized)	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		
	WB	R	-	13.2	B	R	-	13.2	B	R	-	13.2	B	
<b>Overall Intersection</b>	-	<b>1.09</b>	<b>86.7</b>	<b>F</b>	-	<b>1.09</b>	<b>91.8</b>	<b>F</b>	-	<b>1.02</b>	<b>84.7</b>	<b>F</b>		
<b>PENNSYLVANIA AVENUE</b>														
<b>PENNSYLVANIA AVENUE &amp; LIBERTY AVENUE</b>														
Pennsylvania Avenue	NB	LTR	1.06	60.0	E	LTR	1.10	75.2	E	LTR	0.98	36.9	D	<ul style="list-style-type: none"> <li>- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.</li> <li>- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane.</li> <li>- Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane.</li> <li>- Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking.</li> <li>- Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking.</li> </ul>
	SB	L	0.04	8.6	A	L	0.05	8.7	A	LTR	0.55	13.4	B	
Liberty Avenue	TR	0.72	17.4	B	TR	0.75	18.3	B	-	-	-	-		
	EB	LTR	0.61	43.5	D	LTR	0.61	43.5	D	LTR	0.60	43.4	D	
	WB	LTR	0.90	59.7	E	LTR	0.90	59.7	E	LTR	0.89	59.3	E	
<b>Overall Intersection</b>	-	<b>1.01</b>	<b>45.3</b>	<b>D</b>	-	<b>1.04</b>	<b>52.9</b>	<b>D</b>	-	<b>0.95</b>	<b>32.8</b>	<b>C</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			LOS	2011 Build Condition			LOS	2011 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay			Mvt.	V/C	Delay			Mvt.	V/C		
<b>PENNSYLVANIA AVENUE &amp; ATLANTIC AVENUE</b>														
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					
<b>Overall Intersection</b>		-	<b>0.98</b>	<b>72.0</b>	<b>E</b>	-	<b>1.05</b>	<b>78.0</b>	<b>E</b>					

**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		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	
<b>ERSKINE STREET &amp; VANDALIA AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>												
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					
		TR	-	9.8	A	TR	0.01	11.8	B					
Erskine Street (channelized stop)	NB	R	-	9.3	A	R	-	9.8	A					
	<b>Overall Intersection</b>	-	-	<b>5.9</b>	<b>A</b>	-	<b>0.45</b>	<b>19.6</b>	<b>B</b>					
<b>ERSKINE STREET &amp; EGAN STREET</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
Erskine Street	NB	LT	-	7.6	A	LT	-	7.9	A					- Mitigation not required.
Egan Street	WB	LTR	-	11.6	B	LTR	-	13.5	B					
	<b>Overall Intersection</b>	-	-	<b>0.2</b>	<b>A</b>	-	-	<b>0.4</b>	<b>A</b>					
<b>GATEWAY DRIVE</b>														
<b>GATEWAY DRIVE &amp; DRIVEWAY TO OLIVE GARDEN</b>														
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					
	<b>Overall Intersection</b>	-	<b>0.49</b>	<b>12.0</b>	<b>B</b>	-	<b>0.58</b>	<b>12.5</b>	<b>B</b>					
<b>GATEWAY DRIVE &amp; DRIVEWAY TO RED LOBSTER</b>														
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					
	<b>Overall Intersection</b>	-	<b>0.20</b>	<b>9.0</b>	<b>A</b>	-	<b>0.26</b>	<b>8.9</b>	<b>A</b>					
<b>GATEWAY DRIVE &amp; DRIVEWAY TO BOULDER CREEK</b>														
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					
		TR	0.12	7.6	A	TR	0.21	8.0	A					
	<b>Overall Intersection</b>	-	<b>0.27</b>	<b>11.2</b>	<b>B</b>	-	<b>0.35</b>	<b>10.9</b>	<b>B</b>					
<b>GATEWAY DRIVE &amp; GATEWAY PLAZA</b>														
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					
		T	0.26	8.8	A	T	0.40	10.2	B					
Gateway Plaza	WB	LR	0.67	24.8	C	LR	0.67	24.8	C					
	<b>Overall Intersection</b>	-	<b>0.84</b>	<b>23.7</b>	<b>C</b>	-	<b>0.84</b>	<b>21.6</b>	<b>C</b>					
<b>GATEWAY DRIVE &amp; PARKING LOT SW CORNER</b>														
Gateway Drive	NB	-	-	-	-	TR	0.58	23.5	C					- Mitigation not required.
	SB	-	-	-	-	DefL	0.50	8.7	A					
		-	-	-	-	T	0.46	6.0	A					
Parking Lot SW Corner	WB	-	-	-	-	L	0.36	36.3	D					
		-	-	-	-	R	0.26	13.2	B					
	<b>Overall Intersection</b>	-	-	-	-	-	<b>0.73</b>	<b>15.5</b>	<b>B</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	
<b>GATEWAY DRIVE &amp; PARKING LOT NW CORNER</b>														
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					
	<b>Overall Intersection</b>	-	-	-	-	-	<b>0.58</b>	<b>13.1</b>	<b>B</b>					
<b>VANDALIA AVENUE</b>														
<b>VANDALIA AVENUE &amp; ELTON STREET</b>														
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					
	<b>Overall Intersection</b>	-	-	<b>7.1</b>	<b>A</b>	-	-	<b>7.6</b>	<b>A</b>					
<b>VANDALIA AVENUE &amp; GATEWAY DRIVE</b>														
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					
	<b>Overall Intersection</b>	-	-	<b>0.3</b>	<b>A</b>	-	-	<b>0.5</b>	<b>A</b>					
<b>FOUNTAIN AVENUE</b>														
<b>FOUNTAIN AVENUE &amp; VANDALIA AVENUE</b>														
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					
	<b>Overall Intersection</b>	-	<b>0.26</b>	<b>9.8</b>	<b>A</b>	-	<b>0.35</b>	<b>10.7</b>	<b>B</b>					
<b>FOUNTAIN AVENUE &amp; EGAN STREET</b>														
Fountain Avenue	NB	LT	-	8.3	A	LT	-	8.7	A					- Mitigation not required.
	<b>Overall Intersection</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>					
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>														
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.
	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	- Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection.
		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	- 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	0.28	12.2	B	TR	0.28	12.3	B	TR	0.22	21.6	C	
	<b>Overall Intersection</b>	-	<b>0.63</b>	<b>28.6</b>	<b>C</b>	-	<b>0.81</b>	<b>44.3</b>	<b>D</b>	-	<b>0.67</b>	<b>31.1</b>	<b>C</b>	- 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).
<b>FOUNTAIN AVENUE &amp; OLD MILL ROAD</b>														
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					
	<b>Overall Intersection</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</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		
<b>FOUNTAIN AVENUE &amp; COZINE AVENUE</b>		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)									
Fountain Avenue	NB	LT	-	10.7	B	LT	-	12.5	B						- Mitigation not required.
		TR	-	10.8	B	TR	-	12.7	B						
	SB	LT	-	10.8	B	LT	-	12.7	B						
		TR	-	10.6	B	TR	-	12.3	B						
Cozine Avenue	EB	LTR	-	10.5	B	LTR	-	11.2	B						
	WB	LTR	-	9.8	A	LTR	-	10.4	B						
	<b>Overall Intersection</b>	-	-	<b>10.7</b>	<b>B</b>	-	-	<b>12.3</b>	<b>B</b>						
<b>FOUNTAIN AVENUE &amp; WORTMAN AVENUE</b>		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)									
Fountain Avenue	NB	LT	-	8.7	A	LT	-	9.2	A						- Mitigation not required.
	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						
	<b>Overall Intersection</b>	-	-	<b>2.9</b>	<b>A</b>	-	-	<b>3.3</b>	<b>A</b>						
<b>FOUNTAIN AVENUE &amp; STANLEY AVENUE</b>		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)					
Fountain Avenue	NB	LTR	0.39	12.4	B	LTR	0.50	13.7	B	LTR	0.50	13.7	B		- Mitigation not required.
	SB	LTR	0.30	11.3	B	LTR	0.38	12.0	B	LTR	0.37	11.9	B		- [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
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		
	<b>Overall Intersection</b>	-	<b>0.30</b>	<b>11.6</b>	<b>B</b>	-	<b>0.36</b>	<b>12.5</b>	<b>B</b>	-	<b>0.36</b>	<b>12.5</b>	<b>B</b>		
<b>FOUNTAIN AVENUE &amp; LIBERTY AVENUE</b>		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)					
Fountain Avenue	SB	LTR	-	18.2	C	LTR	-	19.6	C	L	-	14.2	B		- Remove parking on the east side of the Fountain Avenue SB approach 120 ft. from intersection.
		-	-	-	-	-	-	-	-	TR	-	18.5	C		- Restripe the Fountain Avenue SB approach as one 12 ft. exclusive left turn lane and one 18 ft. shared through-right lane with parking.
Liberty Avenue	WB	LT	-	8.1	A	LT	-	8.2	A	LT	-	8.2	A		- [Measures reflect geometric improvements needed for the weekday PM, Saturday midday & PM peak periods; otherwise mitigation is not needed.]
	<b>Overall Intersection</b>	-	-	<b>4.2</b>	<b>A</b>	-	-	<b>4.6</b>	<b>A</b>	-	-	<b>4.2</b>	<b>A</b>		
<b>FOUNTAIN AVENUE &amp; ATLANTIC AVENUE</b>		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)									
Atlantic Avenue	EB	TR	FREEFLOW		A	TR	FREEFLOW		A						- Mitigation not required.
	<b>Overall Intersection</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>						
<b>FLATLANDS AVENUE</b>															
<b>FLATLANDS AVENUE &amp; ATKINS AVENUE</b>		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)									
Atkins Avenue	NB	LTR	-	27.3	D	LTR	0.25	17.5	B						- Mitigation not required.
	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						
	<b>Overall Intersection</b>	-	-	<b>3.8</b>	<b>A</b>	-	<b>0.33</b>	<b>16.2</b>	<b>B</b>						
<b>FLATLANDS AVENUE &amp; ESSEX STREET</b>		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)									
Essex Street	SB	LTR	-	14.3	B	LTR	-	15.3	C						- Mitigation not required.
Flatlands Avenue	EB	L	-	9.1	A	L	-	9.2	A						
	WB	L	-	8.7	A	L	-	8.7	A						
	<b>Overall Intersection</b>	-	-	<b>0.7</b>	<b>A</b>	-	-	<b>0.8</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	
<b>FLATLANDS AVENUE &amp; LINWOOD STREET</b>		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)								
Linwood Street	NB	LTR	-	17.8	C	LTR	-	20.6	C					- Mitigation not required.
	SB	LR	-	15.4	C	LR	-	15.6	C					
Flatlands Avenue	EB	LT	-	9.2	A	LT	-	9.2	A					
	<b>Overall Intersection</b>	-	-	<b>0.9</b>	<b>A</b>	-	-	<b>0.9</b>	<b>A</b>					
<b>FLATLANDS AVENUE &amp; ELTON STREET</b>		(UN SIGNALIZED INTERSECTION)												
Elton Street	NB	LTR	-	24.9	C	LTR	0.12	16.3	B					- Mitigation not required.
	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					
	<b>Overall Intersection</b>	-	-	<b>1.5</b>	<b>A</b>	-	<b>0.32</b>	<b>17.2</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>														
Jerome Street	NB	L	0.47	19.1	B	L	0.69	23.9	C					- Mitigation not required.
		TR	0.14	16.2	B	TR	0.15	17.0	B					
	SB	LTR	0.29	32.7	C	-	-	-	-					
Flatlands Avenue	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					
	<b>Overall Intersection</b>	-	<b>0.69</b>	<b>20.7</b>	<b>C</b>	-	<b>0.66</b>	<b>13.8</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; SCHENCK AVENUE</b>														
Schenck Avenue	SB	LR	0.83	40.3	D	L	0.67	31.2	C					- Mitigation not required.
		-	-	-	-	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					
	<b>Overall Intersection</b>	-	<b>0.79</b>	<b>21.5</b>	<b>C</b>	-	<b>0.76</b>	<b>18.9</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; VAN SICLEN AVENUE</b>														
Van Siclen Avenue	NB	LTR	0.50	26.0	C	LTR	0.53	26.8	C	L	0.12	24.1	C	- Remove parking on the east side of the Van Siclen Avenue NB approach 220 ft. from intersection.
		-	-	-	-	-	-	-	-	T	0.27	25.0	C	- Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from
		-	-	-	-	-	-	-	-	R	0.35	26.9	C	intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one
	SB	LTR	0.84	36.3	D	LTR	1.07	83.3	F	L	0.42	27.3	C	10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB
		-	-	-	-	-	-	-	-	TR	0.82	39.7	D	receiving side as one 24 ft. lane with parking.
Flatlands Avenue	EB	L	0.22	12.8	B	L	0.51	25.7	C	L	0.31	15.2	B	- Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from
		TR	0.47	13.8	B	TR	0.67	17.2	B	T	0.69	22.2	C	intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and
		-	-	-	-	-	-	-	-	R	0.09	14.3	B	one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving
	WB	L	0.58	17.5	B	L	1.03	86.2	F	L	0.72	27.7	C	side as one 20 ft. lane.
		TR	0.54	10.7	B	TR	0.77	14.7	B	T	0.79	21.5	C	- Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection.
		-	-	-	-	-	-	-	-	R	0.18	12.7	B	- Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10
	<b>Overall Intersection</b>	-	<b>0.68</b>	<b>17.9</b>	<b>B</b>	-	<b>1.05</b>	<b>31.0</b>	<b>C</b>	-	<b>0.82</b>	<b>24.1</b>	<b>C</b>	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).

**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>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>																
Pennsylvania Avenue	NB	L	0.58	39.7	D	L	0.58	39.7	D	L	0.62	44.6	D	<ul style="list-style-type: none"> <li>- <b>Partially Mitigated.</b></li> <li>- 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.</li> <li>- 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.]</li> </ul>		
		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			
Flatlands Avenue	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			
	R	0.39	25.2	C	R	0.39	25.2	C	R	0.36	22.3	C				
	WB	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				
<b>Overall Intersection</b>	-	<b>0.92</b>	<b>36.6</b>	<b>D</b>	-	<b>1.14</b>	<b>70.0</b>	<b>E</b>	-	<b>1.09</b>	<b>62.3</b>	<b>E</b>				
<b>FLATLANDS AVENUE &amp; ROCKAWAY PARKWAY</b>																
Rockaway Parkway	NB	L	0.46	22.4	C	L	0.46	22.5	C	L	0.52	27.9	C	<ul style="list-style-type: none"> <li>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</li> <li>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</li> <li>- 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).</li> <li>- [Measures reflect geometric improvements needed for the weekday PM, Saturday midday &amp; Saturday PM peak periods; otherwise mitigation is not needed.]</li> </ul>		
		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			
		EB	L	0.35	28.0	C	L	0.40	30.4	C	L	0.32	23.7		C	
Flatlands Avenue	WB	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			
	TR	0.70	31.6	C	TR	0.78	34.4	C	TR	0.70	27.7	C				
<b>Overall Intersection</b>	-	<b>0.82</b>	<b>32.4</b>	<b>C</b>	-	<b>0.87</b>	<b>34.8</b>	<b>C</b>	-	<b>0.66</b>	<b>27.1</b>	<b>C</b>				
<b>FLATLANDS AVENUE &amp; REMSEN AVENUE</b>																
Remsen Avenue	NB	L	0.34	18.9	B	L	0.34	18.9	B	L	0.34	18.7	B		<ul style="list-style-type: none"> <li>- 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.</li> <li>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</li> <li>- 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).</li> <li>- [Measures reflect geometric improvements needed for the weekday AM, PM, Saturday midday and Saturday PM peak periods; otherwise mitigation is not needed.]</li> </ul>	
		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			
Flatlands Avenue	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			
	-	-	-	-	-	-	-	-	R	0.23	16.4	B				
	WB	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					
<b>Overall Intersection</b>	-	<b>0.64</b>	<b>22.2</b>	<b>C</b>	-	<b>0.70</b>	<b>23.8</b>	<b>C</b>	-	<b>0.60</b>	<b>19.7</b>	<b>B</b>				
<b>LINDEN BOULEVARD</b>																
<b>LINDEN BOULEVARD &amp; 79TH STREET</b>																
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
<b>Overall Intersection</b>	-	<b>0.48</b>	<b>19.3</b>	<b>B</b>	-	<b>0.51</b>	<b>19.7</b>	<b>B</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			
<b>LINDEN BOULEVARD &amp; EUCLID AVENUE</b>																
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			
Linden Boulevard (Unsignalized)	WB	R	-	9.6	A	R	-	9.6	A	R	-	9.6	A			
<b>Overall Intersection</b>	<b>-</b>	<b>0.59</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.61</b>	<b>14.8</b>	<b>B</b>	<b>-</b>	<b>0.64</b>	<b>19.8</b>	<b>B</b>	<b>-</b>			
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>																
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			
Linden Boulevard (Mainline)	EB	L	0.41	20.3	C	L	0.42	20.4	C	L	0.42	20.7	C			
		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			
Linden Boulevard (Service Road)	EB	TR	0.33	13.2	B	TR	0.33	13.2	B	TR	0.42	24.6	C			
	WB	TR	0.53	26.2	C	TR	0.53	26.2	C	TR	0.55	26.6	C			
Loring Avenue	NB	LTR	0.65	65.8	E	LTR	0.65	65.8	E	-	-	-	-			
<b>Overall Intersection</b>	<b>-</b>	<b>0.77</b>	<b>36.0</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>64.6</b>	<b>E</b>	<b>-</b>	<b>0.75</b>	<b>28.7</b>	<b>C</b>	<b>-</b>			
<b>LINDEN BOULEVARD &amp; ATKINS AVENUE</b>																
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							
Linden Boulevard (Service Road)	EB	TR	0.35	17.3	B	TR	0.38	17.9	B							
	WB	T	0.30	16.5	B	T	0.30	16.5	B							
<b>Overall Intersection</b>	<b>-</b>	<b>0.35</b>	<b>18.5</b>	<b>B</b>	<b>-</b>	<b>0.43</b>	<b>18.9</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>			
<b>LINDEN BOULEVARD &amp; ELTON STREET</b>																
Elton Street	NB	R	-	10.2	B	R	-	10.2	B						- Mitigation not required.	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>			
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>																
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*		- <b>Unmitigatable Impact.</b> - 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			
		TR	1.14	112.4	F	TR	1.20+	120+	F*	TR	1.19	120+	F*			
Linden Boulevard (Mainline)	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*			
		T	0.87	44.2	D	T	0.90	46.4	D	T	0.89	45.2	D			
Linden Boulevard (Service Road)	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			
<b>Overall Intersection</b>	<b>-</b>	<b>1.08</b>	<b>65.1</b>	<b>E</b>	<b>-</b>	<b>1.20</b>	<b>87.7</b>	<b>F</b>	<b>-</b>	<b>1.14</b>	<b>79.0</b>	<b>E</b>	<b>-</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				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures	
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>LINDEN BOULEVARD &amp; ROCKAWAY AVENUE</b>															
Rockaway Avenue	NB	LT	1.11	118.9	F	LT	1.11	118.9	F	LT	1.04	96.1	F	<ul style="list-style-type: none"> <li>- <b>Partially Mitigated.</b></li> <li>- 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.</li> <li>- 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.</li> <li>- 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.]</li> </ul>	
		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 (Mainline)	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		
Linden Boulevard (Service Road)	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		
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>60.9</b>	<b>E</b>	<b>-</b>	<b>1.15</b>	<b>84.7</b>	<b>F</b>	<b>-</b>	<b>1.07</b>	<b>68.0</b>	<b>E</b>			
<b>LINDEN BOULEVARD &amp; ROCKAWAY PARKWAY</b>															
Rockaway Parkway	NB	LTR	0.59	39.4	D	LTR	0.59	39.4	D	LTR	0.56	37.3	D		<ul style="list-style-type: none"> <li>- 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.]</li> </ul>
		SB	L	1.11	117.8	F	L	1.15	120+	F*	L	1.09	108.5		
Linden Boulevard (Mainline)	EB	TR	0.47	37.0	D	TR	0.47	37.0	D	TR	0.45	35.1	D		
		L	0.65	72.3	E	L	0.65	72.3	E	L	0.65	72.3	E		
	WB	T	0.50	20.0	C	T	0.54	20.8	C	T	0.56	22.2	C		
		L	0.56	67.0	E	L	0.56	67.0	E	L	0.56	67.0	E		
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		
<b>Overall Intersection</b>	<b>-</b>	<b>0.72</b>	<b>34.9</b>	<b>C</b>	<b>-</b>	<b>0.77</b>	<b>36.2</b>	<b>D</b>	<b>-</b>	<b>0.77</b>	<b>34.6</b>	<b>C</b>			
<b>LINDEN BOULEVARD &amp; KINGS HIGHWAY &amp; REMSEN AVENUE</b>															
Kings Highway (Mainline)	NB	T	0.94	62.5	E	T	0.94	62.5	E	T	0.94	62.5	E	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> </ul>	
		SB	T	0.84	52.1	D	T	0.84	52.1	D	T	0.84	52.1		
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		
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		
Linden Boulevard (Mainline)	WB	TR	1.06	96.7	F	TR	1.06	96.7	F	TR	1.06	96.7	F		
		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		
<b>Overall Intersection</b>	<b>-</b>	<b>1.05</b>	<b>75.3</b>	<b>E</b>	<b>-</b>	<b>1.14</b>	<b>85.4</b>	<b>F</b>	<b>-</b>	<b>1.05</b>	<b>74.2</b>	<b>E</b>			
<b>PENNSYLVANIA AVENUE</b>															
<b>PENNSYLVANIA AVENUE &amp; LIBERTY AVENUE</b>															
Pennsylvania Avenue	NB	LTR	0.86	22.4	C	LTR	0.94	29.8	C	LTR	0.81	19.8	B		<ul style="list-style-type: none"> <li>- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.</li> <li>- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane.</li> <li>- Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane.</li> <li>- Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking.</li> <li>- Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking.</li> </ul>
		SB	L	0.18	5.9	A	L	0.21	6.4	A	LTR	0.62	7.9	A	
Liberty Avenue	EB	TR	0.97	29.8	C	TR	1.05	52.4	D	-	-	-	-		
		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		
		<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>29.8</b>	<b>C</b>	<b>-</b>	<b>0.96</b>	<b>40.1</b>	<b>D</b>	<b>-</b>	<b>0.80</b>	<b>21.6</b>	<b>C</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	2011 Build Condition			Mvt.	2011 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay			Mvt.	V/C	Delay			Mvt.	V/C		
<b>PENNSYLVANIA AVENUE &amp; ATLANTIC AVENUE</b>														
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						
<b>Overall Intersection</b>		-	<b>0.99</b>	<b>44.9</b>	<b>D</b>	-	<b>1.17</b>	<b>53.9</b>	<b>D</b>					

**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		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	
<b>ERSKINE STREET &amp; VANDALIA AVENUE</b>		(UNSIGNALIZED INTERSECTION)												
Erskine Street	NB	L	-	7.8	A	L	0.35	20.6	C					- Mitigation not required.
			-	-	-	T	0.43	20.8	C					
	SB	LTR	-	7.8	A	LTR	0.47	21.7	C					
Vandalia Avenue	EB	LT	-	14.2	B	LTR	0.22	26.6	C					
			-	9.9	A	-	-	-	-					
	WB	LT	-	20.8	C	DefL	0.49	16.5	B					
			-	12.5	B	TR	0.02	11.9	B					
Erskine Street (channelized stop)	NB	R	-	9.5	A	R	-	10.1	B					
	<b>Overall Intersection</b>	-	-	<b>6.9</b>	<b>A</b>	-	<b>0.50</b>	<b>20.5</b>	<b>C</b>					
<b>ERSKINE STREET &amp; EGAN STREET</b>		(UNSIGNALIZED INTERSECTION)				(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					
	<b>Overall Intersection</b>	-	-	<b>0.2</b>	<b>A</b>	-	-	<b>0.7</b>	<b>A</b>					
<b>GATEWAY DRIVE</b>														
<b>GATEWAY DRIVE &amp; DRIVEWAY TO OLIVE GARDEN</b>														
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					
	<b>Overall Intersection</b>	-	<b>0.50</b>	<b>11.9</b>	<b>B</b>	-	<b>0.60</b>	<b>12.7</b>	<b>B</b>					
<b>GATEWAY DRIVE &amp; DRIVEWAY TO RED LOBSTER</b>														
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					
	<b>Overall Intersection</b>	-	<b>0.25</b>	<b>9.1</b>	<b>A</b>	-	<b>0.33</b>	<b>9.3</b>	<b>A</b>					
<b>GATEWAY DRIVE &amp; DRIVEWAY TO BOULDER CREEK</b>														
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	0.19	7.9	A	TR	0.29	8.5	A				
	<b>Overall Intersection</b>	-	<b>0.35</b>	<b>10.7</b>	<b>B</b>	-	<b>0.43</b>	<b>11.1</b>	<b>B</b>					
<b>GATEWAY DRIVE &amp; GATEWAY PLAZA</b>														
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				
	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				
Gateway Plaza	WB	LR	0.60	22.3	C	LR	0.60	22.3	C					
	<b>Overall Intersection</b>	-	<b>0.83</b>	<b>24.2</b>	<b>C</b>	-	<b>0.83</b>	<b>22.7</b>	<b>C</b>					
<b>GATEWAY DRIVE &amp; PARKING LOT SW CORNER</b>														
Gateway Drive	NB	-	-	-	-	TR	0.66	25.0	C					- Mitigation not required.
	SB	-	-	-	-	DefL	0.51	10.7	B					
		-	-	-	-	T	0.57	7.0	A					
Parking Lot SW Corner	WB	-	-	-	-	L	0.36	36.4	D					
		-	-	-	-	R	0.27	13.2	B					
	<b>Overall Intersection</b>	-	-	-	-	-	<b>0.86</b>	<b>16.4</b>	<b>B</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		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	
<b>GATEWAY DRIVE &amp; PARKING LOT NW CORNER</b>														
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					
<b>Overall Intersection</b>		-	-	-	-	-	<b>0.62</b>	<b>14.0</b>	<b>B</b>					
<b>VANDALIA AVENUE</b>														
<b>VANDALIA AVENUE &amp; ELTON STREET</b>														
		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)								
Elton Street	NB	LTR	-	6.9	A	LTR	-	7.9	A					- Mitigation not required.
	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					
<b>Overall Intersection</b>		-	-	<b>7.3</b>	<b>A</b>	-	-	<b>8.0</b>	<b>A</b>					
<b>VANDALIA AVENUE &amp; GATEWAY DRIVE</b>														
		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)								
Gateway Drive	SB	LT	-	9.5	A	LT	-	11.7	B					- Mitigation not required.
Vandalia Avenue	WB	L	-	27.8	D	-	-	-	-					
		R	-	11.6	B	R	-	14.1	B					
<b>Overall Intersection</b>		-	-	<b>0.5</b>	<b>A</b>	-	-	<b>0.9</b>	<b>A</b>					
<b>FOUNTAIN AVENUE</b>														
<b>FOUNTAIN AVENUE &amp; VANDALIA AVENUE</b>														
Fountain Avenue	NB	LT	0.12	7.5	A	LT	0.12	7.5	A					- Mitigation not required.
	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					
<b>Overall Intersection</b>		-	<b>0.32</b>	<b>10.4</b>	<b>B</b>	-	<b>0.41</b>	<b>11.4</b>	<b>B</b>					
<b>FOUNTAIN AVENUE &amp; EGAN STREET</b>														
		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)								
Fountain Avenue	NB	LT	-	8.6	A	LT	-	8.9	A					- Mitigation not required.
<b>Overall Intersection</b>		-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>					
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>														
Fountain Avenue	NB	LTR	0.83	42.8	D	LTR	0.97	62.8	E	LTR	0.84	41.2	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.
	SB	LTR	0.51	25.5	C	LTR	0.63	27.7	C	LTR	0.55	23.1	C	- Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection.
Flatlands Avenue	EB	DefL	0.49	22.8	C	DefL	0.64	29.4	C	L	0.56	19.9	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	0.12	13.3	B	TR	0.12	13.3	B	TR	0.17	21.7	C	- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.
	WB	DefL	0.43	21.3	C	DefL	0.43	21.3	C	L	0.34	15.1	B	- 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).
		TR	0.20	14.5	B	TR	0.20	14.5	B	TR	0.15	21.5	C	
<b>Overall Intersection</b>		-	<b>0.62</b>	<b>27.5</b>	<b>C</b>	-	<b>0.76</b>	<b>35.2</b>	<b>D</b>	-	<b>0.61</b>	<b>27.3</b>	<b>C</b>	
<b>FOUNTAIN AVENUE &amp; OLD MILL ROAD</b>														
		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)								
Fountain Avenue	SB	LT	-	8.2	A	LT	-	8.6	A					- Mitigation not required.
Old Mill Road	WB	LR	-	12.3	B	LR	-	14.1	B					
<b>Overall Intersection</b>		-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</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		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	
<b>FOUNTAIN AVENUE &amp; COZINE AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
Fountain Avenue	NB	LT	-	13.0	B	LT	-	16.2	C					- Mitigation not required.
		TR	-	12.8	B	TR	-	16.0	C					
	SB	LT	-	14.8	B	LT	-	20.8	C					
		TR	-	13.7	B	TR	-	17.3	C					
Cozine Avenue	EB	LTR	-	11.7	B	LTR	-	12.6	B					
	WB	LTR	-	12.6	B	LTR	-	13.4	B					
	<b>Overall Intersection</b>	-	-	<b>13.4</b>	<b>B</b>	-	-	<b>17.0</b>	<b>C</b>					
<b>FOUNTAIN AVENUE &amp; WORTMAN AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
Fountain Avenue	NB	LT	-	9.4	A	LT	-	10.0	A					- Mitigation not required.
	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					
	<b>Overall Intersection</b>	-	-	<b>6.7</b>	<b>A</b>	-	-	<b>11.7</b>	<b>B</b>					
<b>FOUNTAIN AVENUE &amp; STANLEY AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				
Fountain Avenue	NB	LTR	0.41	12.5	B	LTR	0.52	13.8	B	LTR	0.52	13.8	B	- Mitigation not required.
	SB	LTR	0.58	14.3	B	LTR	0.72	16.8	B	LTR	0.71	16.7	B	- [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
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	
	<b>Overall Intersection</b>	-	<b>0.55</b>	<b>13.6</b>	<b>B</b>	-	<b>0.62</b>	<b>14.9</b>	<b>B</b>	-	<b>0.63</b>	<b>14.9</b>	<b>B</b>	
<b>FOUNTAIN AVENUE &amp; LIBERTY AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				
Fountain Avenue	SB	LTR	-	29.0	D	LTR	-	34.6	D	L	-	16.8	C	- Remove parking on the east side of the Fountain Avenue SB approach 120 ft. from intersection.
		-	-	-	-	-	-	-	-	TR	-	28.8	D	- Restripe the Fountain Avenue SB approach as one 12 ft. exclusive left turn lane and one 18 ft. shared through-right lane with parking.
Liberty Avenue	WB	LT	-	8.6	A	LT	-	8.7	A	LT	-	8.7	A	
	<b>Overall Intersection</b>	-	-	<b>6.7</b>	<b>A</b>	-	-	<b>8.0</b>	<b>A</b>	-	-	<b>6.4</b>	<b>A</b>	
<b>FOUNTAIN AVENUE &amp; ATLANTIC AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
Atlantic Avenue	EB	TR	FREEFLOW		A	TR	FREEFLOW		A					- Mitigation not required.
	<b>Overall Intersection</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>					
<b>FLATLANDS AVENUE</b>														
<b>FLATLANDS AVENUE &amp; ATKINS AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
Atkins Avenue	NB	LTR	-	35.9	E	LTR	0.27	17.7	B					- Mitigation not required.
	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					
	<b>Overall Intersection</b>	-	-	<b>4.9</b>	<b>A</b>	-	<b>0.36</b>	<b>16.4</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; ESSEX STREET</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
Essex Street	SB	LTR	-	15.0	B	LTR	-	18.4	C					- Mitigation not required.
Flatlands Avenue	EB	L	-	9.7	A	L	-	9.8	A					
	WB	L	-	8.6	A	L	-	8.7	A					
	<b>Overall Intersection</b>	-	-	<b>1.1</b>	<b>A</b>	-	-	<b>1.4</b>	<b>A</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		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	
<b>FLATLANDS AVENUE &amp; LINWOOD STREET</b>		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								
Linwood Street	NB	LTR	-	19.9	C	LTR	-	17.1	C					- Mitigation not required.
	SB	LR	-	14.3	B	LR	-	14.5	B					
Flatlands Avenue	EB	LT	-	9.8	A	LT	-	9.9	A					
	<b>Overall Intersection</b>	-	-	<b>1.0</b>	<b>A</b>	-	-	<b>1.0</b>	<b>A</b>					
<b>FLATLANDS AVENUE &amp; ELTON STREET</b>		(UNSIGNALIZED INTERSECTION)												
Elton Street	NB	LTR	-	31.1	D	LTR	0.17	17.1	B					- Mitigation not required.
	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					
	<b>Overall Intersection</b>	-	-	<b>2.3</b>	<b>A</b>	-	<b>0.40</b>	<b>17.9</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>														
Jerome Street	NB	L	0.57	20.3	C	L	0.75	25.2	C					- Mitigation not required.
		TR	0.16	16.5	B	TR	0.19	17.3	B					
	SB	LTR	0.30	33.0	C	-	-	-	-					
Flatlands Avenue	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					
	<b>Overall Intersection</b>	-	<b>0.79</b>	<b>24.8</b>	<b>C</b>	-	<b>0.81</b>	<b>14.6</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; SCHENCK AVENUE</b>														
Schenck Avenue	SB	LR	0.70	32.4	C	L	0.55	27.6	C					- Mitigation not required.
			-	-	-	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					
	<b>Overall Intersection</b>	-	<b>0.78</b>	<b>21.2</b>	<b>C</b>	-	<b>0.74</b>	<b>19.1</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; VAN SICLEN AVENUE</b>														
Van Siclen Avenue	NB	LTR	0.63	29.5	C	LTR	0.66	30.8	C	L	0.23	27.9	C	- Remove parking on the east side of the Van Siclen Avenue NB approach 220 ft. from intersection.
			-	-	-	-	-	-	-	T	0.35	28.1	C	- Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from
			-	-	-	-	-	-	-	R	0.38	29.7	C	intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one
	SB	LTR	0.92	45.9	D	LTR	1.20+	120+	F*	L	0.59	33.2	C	10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB
			-	-	-	-	-	-	-	TR	0.81	42.1	D	receiving side as one 24 ft. lane with parking.
Flatlands Avenue	EB	L	0.50	23.9	C	L	0.57	27.3	C	L	0.33	14.9	B	- Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from
		TR	0.58	15.3	B	TR	0.80	20.8	C	T	0.79	23.6	C	intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and
			-	-	-	-	-	-	-	R	0.11	13.3	B	one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving
	WB	L	0.93	57.8	E	L	0.99	71.0	E	L	0.69	26.3	C	side as one 20 ft. lane.
		TR	0.59	15.4	B	TR	0.81	21.0	C	T	0.75	22.4	C	- Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection.
			-	-	-	-	-	-	-	R	0.27	15.2	B	- Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10
	<b>Overall Intersection</b>	-	<b>0.93</b>	<b>24.9</b>	<b>C</b>	-	<b>1.07</b>	<b>40.2</b>	<b>D</b>	-	<b>0.82</b>	<b>25.0</b>	<b>C</b>	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).

**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	2011 Build Condition			LOS	2011 Build with Mitigation			LOS	Mitigation Measures	
		V/C	Delay			Mvt.	V/C	Delay		Mvt.	V/C	Delay			
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>															
Pennsylvania Avenue	NB	L	0.74	58.2	E	L	0.74	58.2	E	L	0.74	58.2	E	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> <li>- 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.</li> <li>- [Measures reflect geometric improvements needed for the weekday midday peak period.]</li> </ul>	
		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		
	WB	R	0.47	26.8	C	R	0.47	26.8	C	R	0.47	26.8	C		
		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		
<b>Overall Intersection</b>	-	<b>1.04</b>	<b>40.1</b>	<b>D</b>	-	<b>1.20+</b>	<b>67.8</b>	<b>E</b>	-	<b>1.18</b>	<b>61.4</b>	<b>E</b>			
<b>FLATLANDS AVENUE &amp; ROCKAWAY PARKWAY</b>															
Rockaway Parkway	NB	L	0.58	26.2	C	L	0.58	26.2	C	L	0.68	35.1	D		<ul style="list-style-type: none"> <li>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</li> <li>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</li> <li>- 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).</li> </ul>
		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		
		L	0.57	42.5	D	L	0.68	56.3	E	L	0.50	32.8	C		
	EB	TR	1.01	59.9	E	TR	1.09	83.9	F	TR	0.97	45.4	D		
		L	0.38	34.6	C	L	0.62	54.6	D	L	0.47	34.8	C		
	WB	TR	0.95	47.6	D	TR	1.02	63.7	E	TR	0.91	38.2	D		
<b>Overall Intersection</b>	-	<b>1.00</b>	<b>50.5</b>	<b>D</b>	-	<b>1.05</b>	<b>66.2</b>	<b>E</b>	-	<b>0.82</b>	<b>37.5</b>	<b>D</b>			
<b>FLATLANDS AVENUE &amp; REMSEN AVENUE</b>															
Remsen Avenue	NB	L	0.74	31.6	C	L	0.74	31.6	C	L	0.70	27.3	C	<ul style="list-style-type: none"> <li>- 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.</li> <li>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</li> <li>- 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).</li> </ul>	
		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		
	WB	-	-	-	-	-	-	-	-	R	0.54	23.3	C		
		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		
<b>Overall Intersection</b>	-	<b>0.89</b>	<b>34.6</b>	<b>C</b>	-	<b>0.97</b>	<b>42.4</b>	<b>D</b>	-	<b>0.78</b>	<b>24.2</b>	<b>C</b>			
<b>LINDEN BOULEVARD</b>															
<b>LINDEN BOULEVARD &amp; 79TH STREET</b>															
79th Street	NB	L	0.29	30.2	C	L	0.31	30.6	C						- Mitigation not required.
		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	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	0.34	14.4	B	T	0.34	14.4	B						
<b>Overall Intersection</b>	-	<b>0.53</b>	<b>18.7</b>	<b>B</b>	-	<b>0.56</b>	<b>19.0</b>	<b>B</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				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures	
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>LINDEN BOULEVARD &amp; EUCLID AVENUE</b>															
Euclid Avenue	NB	LTR	0.44	37.1	D	LTR	0.44	37.1	D	LTR	0.62	36.2	D	<ul style="list-style-type: none"> <li>- Prohibit parking on the east side of the Euclid Avenue NB approach 120 ft. from intersection during weekday PM peak period (4-6 PM).</li> <li>- 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.]</li> <li>- [Mitigation required due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]</li> </ul>	
	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		
<b>Overall Intersection</b>	<b>-</b>	<b>0.54</b>	<b>15.7</b>	<b>B</b>	<b>-</b>	<b>0.55</b>	<b>15.8</b>	<b>B</b>	<b>-</b>	<b>0.65</b>	<b>21.6</b>	<b>C</b>			
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>															
Fountain Avenue	NB	LTR	0.93	65.2	E	LTR	1.20+	120+	F*	LTR	0.75	35.3	D		<ul style="list-style-type: none"> <li>- 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.)</li> <li>- Restripe the Loring Avenue SB receiving as one 12 ft. and one 20 ft. lane with parking.</li> <li>- 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).</li> </ul>
	SB	DefL	1.11	120+	F*	DefL	1.09	120+	F*	DefL	0.60	34.2	C		
Linden Boulevard (Mainline)	EB	TR	1.20	120+	F*	TR	1.20+	120+	F*	TR	0.79	40.2	D		
		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)	EB	TR	0.55	16.4	B	TR	0.55	16.4	B	TR	0.71	31.8	C		
	WB	TR	0.84	35.8	D	TR	0.84	35.8	D	TR	0.89	39.1	D		
Loring Avenue	NB	LTR	0.76	75.5	E	LTR	0.76	75.5	E	-	-	-	-		
<b>Overall Intersection</b>	<b>-</b>	<b>0.96</b>	<b>41.3</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>64.7</b>	<b>E</b>	<b>-</b>	<b>0.84</b>	<b>32.8</b>	<b>C</b>			
<b>LINDEN BOULEVARD &amp; ATKINS AVENUE</b>															
Atkins Avenue	SB	LTR	0.26	30.6	C	LTR	0.30	31.3	C					<ul style="list-style-type: none"> <li>- Mitigation not required.</li> </ul>	
Linden Boulevard (Mainline)	EB	T	0.57	16.4	B	T	0.57	16.4	B						
		L	0.25	17.0	B	L	0.35	21.0	C						
		T	0.51	15.6	B	T	0.51	15.6	B						
	WB	L	0.25	17.0	B	L	0.35	21.0	C						
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						
<b>Overall Intersection</b>	<b>-</b>	<b>0.50</b>	<b>17.2</b>	<b>B</b>	<b>-</b>	<b>0.54</b>	<b>17.6</b>	<b>B</b>	<b>-</b>	<b>0.54</b>	<b>17.6</b>	<b>B</b>			
<b>LINDEN BOULEVARD &amp; ELTON STREET</b>															
Elton Street	NB	R	-	11.3	B	R	-	11.6	B						<ul style="list-style-type: none"> <li>- Mitigation not required.</li> </ul>
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.3</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.2</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.2</b>	<b>A</b>			
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>															
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*		<ul style="list-style-type: none"> <li>- <b>Partially Mitigated.</b></li> <li>- 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.</li> <li>- Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection.</li> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> </ul>
		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		
		L	0.76	107.8	F	L	0.88	120+	F*	L	0.88	120+	F*		
Linden Boulevard (Mainline)	SB	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		
		L	0.78	77.7	E	L	0.78	77.7	E	L	0.78	77.7	E		
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		
<b>Overall Intersection</b>	<b>-</b>	<b>1.17</b>	<b>87.5</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>110.9</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>99.8</b>	<b>F</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				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>LINDEN BOULEVARD &amp; ROCKAWAY AVENUE</b>														
Rockaway Avenue	NB	LT	1.10	114.2	F	LT	1.10	114.2	F	LT	1.03	90.8	F	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- 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.]</li> </ul>
	R	0.68	53.8	D	R	0.78	61.0	E	R	0.66	49.6	D		
Linden Boulevard (Mainline)	SB	LT	1.14	120+	F*	LT	1.20+	120+	F*	LT	1.06	96.9	F	
	R	1.11	120+	F*	R	1.11	120+	F*	R	1.03	110.7	F		
	EB	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		
Linden Boulevard (Service Road)	WB	L	1.14	120+	F*	L	1.20+	120+	F*	L	1.13	120+	F*	
	T	0.60	19.5	B	T	0.64	20.2	C	T	0.67	22.5	C		
	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	
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>43.2</b>	<b>D</b>	-	<b>0.98</b>	<b>46.9</b>	<b>D</b>	-	<b>0.96</b>	<b>41.2</b>	<b>D</b>		
<b>LINDEN BOULEVARD &amp; ROCKAWAY PARKWAY</b>														
Rockaway Parkway	NB	LTR	0.93	63.1	E	LTR	0.93	63.1	E	LTR	0.89	55.7	E	<ul style="list-style-type: none"> <li>- 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.]</li> </ul>
	SB	L	1.11	115.4	F	L	1.14	120+	F*	L	1.11	112.3	F	
Linden Boulevard (Mainline)	TR	1.09	101.6	F	TR	1.09	101.6	F	TR	1.06	88.4	F		
	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	
Linden Boulevard (Service Road)	T	0.60	19.4	B	T	0.63	20.0	C	T	0.64	20.8	C		
	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		
<b>Overall Intersection</b>	-	<b>0.84</b>	<b>45.2</b>	<b>D</b>	-	<b>0.85</b>	<b>45.8</b>	<b>D</b>	-	<b>0.85</b>	<b>42.8</b>	<b>D</b>		
<b>LINDEN BOULEVARD &amp; KINGS HIGHWAY &amp; REMSEN AVENUE</b>														
Kings Highway (Mainline)	NB	T	1.06	91.1	F	T	1.06	91.1	F	T	1.06	91.1	F	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> <li>- EB Remsen Avenue left is not considered an impact because less than 5 vehicles were added to the movement.</li> </ul>
	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	
	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	
	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	TR	1.08	100.3	F	TR	1.18	120+	F*	TR	1.07	94.4	F	
	WB	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)	R	0.98	72.0	E	R	0.98	72.6	E	R	0.98	72.6	E		
	WB	R	-	10.2	B	R	-	10.2	B	R	-	10.2	B	
<b>Overall Intersection</b>	-	<b>1.09</b>	<b>90.9</b>	<b>F</b>	-	<b>1.20</b>	<b>100.0</b>	<b>F</b>	-	<b>1.08</b>	<b>89.4</b>	<b>F</b>		
<b>PENNSYLVANIA AVENUE</b>														
<b>PENNSYLVANIA AVENUE &amp; LIBERTY AVENUE</b>														
Pennsylvania Avenue	NB	LTR	0.93	28.5	C	LTR	0.98	36.9	D	LTR	0.87	23.1	C	<ul style="list-style-type: none"> <li>- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.</li> <li>- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane.</li> <li>- Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane.</li> <li>- Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking.</li> <li>- Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking.</li> <li>- [Measures reflect geometric improvements needed for the weekday AM, midday, Saturday midday &amp; Saturday PM peak periods; otherwise mitigation is not needed.]</li> </ul>
	SB	L	0.17	5.9	A	L	0.19	6.4	A	LTR	0.80	10.9	B	
Liberty Avenue	TR	0.96	24.8	C	TR	1.04	43.9	D	-	-	-	-		
	EB	LTR	0.84	55.0	D	LTR	0.84	55.0	D	LTR	0.83	54.7	D	
WB	LTR	0.86	59.6	E	LTR	0.86	59.6	E	LTR	0.86	59.2	E		
<b>Overall Intersection</b>	-	<b>0.93</b>	<b>32.3</b>	<b>C</b>	-	<b>0.99</b>	<b>43.0</b>	<b>D</b>	-	<b>0.87</b>	<b>24.3</b>	<b>C</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			LOS	2011 Build Condition			Mvt.	2011 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay			V/C	Delay			V/C	Delay			
<b>PENNSYLVANIA AVENUE &amp; ATLANTIC AVENUE</b>														
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					
	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					
Atlantic Avenue	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	TR	0.95	52.9	D	TR	0.95	52.9	D					
<b>Overall Intersection</b>		-	<b>1.04</b>	<b>69.9</b>	<b>E</b>	-	<b>1.19</b>	<b>82.3</b>	<b>F</b>					

**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		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		
<b>ERSKINE STREET &amp; VANDALIA AVENUE</b>		(UNSIGNALIZED INTERSECTION)													
Erskine Street	NB	L	-	7.8	A	L	0.21	18.7	B					- Mitigation not required.	
		-	-	-	-	T	0.57	23.1	C						
	SB	LTR	-	8.0	A	LTR	0.55	23.0	C						
Vandalia Avenue	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						
	<b>Overall Intersection</b>	-	-	<b>11.7</b>	<b>B</b>	-	<b>0.63</b>	<b>23.8</b>	<b>C</b>						
<b>ERSKINE STREET &amp; EGAN STREET</b>		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.	
Erskine Street	NB	LT	-	7.7	A	LT	-	8.6	A						
Egan Street	WB	LTR	-	12.7	B	LTR	-	19.9	C						
	<b>Overall Intersection</b>	-	-	<b>0.2</b>	<b>A</b>	-	-	<b>0.7</b>	<b>A</b>						
<b>GATEWAY DRIVE</b>															
<b>GATEWAY DRIVE &amp; DRIVEWAY TO OLIVE GARDEN</b>															- Mitigation not required.
Driveway to Olive Garden	SB	L	0.55	20.8	C	L	0.55	20.8	C						
		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	B						
	<b>Overall Intersection</b>	-	<b>0.67</b>	<b>13.7</b>	<b>B</b>	-	<b>0.67</b>	<b>14.0</b>	<b>B</b>						
<b>GATEWAY DRIVE &amp; DRIVEWAY TO RED LOBSTER</b>															- Mitigation not required.
Driveway to Red Lobster	SB	L	0.44	18.7	B	L	0.44	18.7	B						
		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	A						
	<b>Overall Intersection</b>	-	<b>0.57</b>	<b>11.6</b>	<b>B</b>	-	<b>0.57</b>	<b>11.1</b>	<b>B</b>						
<b>GATEWAY DRIVE &amp; DRIVEWAY TO BOULDER CREEK</b>															- Mitigation not required.
Driveway to Boulder Creek	SB	L	0.38	18.4	B	L	0.38	18.4	B						
		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						
		TR	0.20	8.0	A	TR	0.34	8.9	A						
	WB	TR	0.20	8.0	A	TR	0.34	8.9	A						
	<b>Overall Intersection</b>	-	<b>0.45</b>	<b>12.2</b>	<b>B</b>	-	<b>0.62</b>	<b>13.9</b>	<b>B</b>						
<b>GATEWAY DRIVE &amp; GATEWAY PLAZA</b>															- Mitigation not required.
Gateway Drive	NB	T	0.40	9.6	A	T	0.63	12.5	B						
		R	0.01	7.1	A	R	0.01	7.1	A						
	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						
Gateway Plaza	WB	LR	0.93	43.5	D	LR	0.93	43.5	D						
	<b>Overall Intersection</b>	-	<b>0.98</b>	<b>33.8</b>	<b>C</b>	-	<b>0.98</b>	<b>30.6</b>	<b>C</b>						
<b>GATEWAY DRIVE &amp; PARKING LOT SW CORNER</b>															- Mitigation not required.
Gateway Drive	NB	-	-	-	-	TR	0.87	31.4	C						
	SB	-	-	-	-	DefL	0.80	29.8	C						
		-	-	-	-	T	0.67	8.5	A						
Parking Lot SW Corner	WB	-	-	-	-	L	0.48	38.9	D						
		-	-	-	-	R	0.37	14.5	B						
	<b>Overall Intersection</b>	-	-	-	-	-	<b>1.07</b>	<b>22.9</b>	<b>C</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	
<b>GATEWAY DRIVE &amp; PARKING LOT NW CORNER</b>														
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					
	<b>Overall Intersection</b>	-	-	-	-	-	<b>0.72</b>	<b>20.6</b>	<b>C</b>					
<b>VANDALIA AVENUE</b>														
<b>VANDALIA AVENUE &amp; ELTON STREET</b>														
		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)								
Elton Street	NB	LTR	-	6.9	A	LTR	-	8.2	A					- Mitigation not required.
	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					
	<b>Overall Intersection</b>	-	-	<b>7.2</b>	<b>A</b>	-	-	<b>8.2</b>	<b>A</b>					
<b>VANDALIA AVENUE &amp; GATEWAY DRIVE</b>														
		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)								
Gateway Drive	SB	LT	-	10.1	B	LT	-	14.3	B					- Mitigation not required.
Vandalia Avenue	WB	L	-	35.2	E	-	-	-	-					
		R	-	12.2	B	R	-	18.5	C					
	<b>Overall Intersection</b>	-	-	<b>0.5</b>	<b>A</b>	-	-	<b>0.9</b>	<b>A</b>					
<b>FOUNTAIN AVENUE</b>														
<b>FOUNTAIN AVENUE &amp; VANDALIA AVENUE</b>														
Fountain Avenue	NB	LT	0.11	7.4	A	LT	0.11	7.5	A					- Mitigation not required.
	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					
	<b>Overall Intersection</b>	-	<b>0.33</b>	<b>10.5</b>	<b>B</b>	-	<b>0.44</b>	<b>11.7</b>	<b>B</b>					
<b>FOUNTAIN AVENUE &amp; EGAN STREET</b>														
		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)								
Fountain Avenue	NB	LT	-	8.7	A	LT	-	9.2	A					- Mitigation not required.
	<b>Overall Intersection</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>					
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>														
Fountain Avenue	NB	LTR	0.66	30.6	C	LTR	0.82	38.9	D	LTR	0.68	26.6	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.
	SB	LTR	0.86	45.4	D	LTR	1.09	97.6	F	LTR	0.91	45.4	D	- Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection.
Flatlands Avenue	EB	DefL	0.49	22.5	C	DefL	0.71	33.2	C	L	0.62	22.5	C	- 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	0.15	13.6	B	TR	0.15	13.6	B	TR	0.24	23.5	C	- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.
	WB	DefL	0.22	11.6	B	DefL	0.22	11.6	B	L	0.26	14.7	B	- 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).
		TR	0.25	11.7	B	TR	0.25	11.7	B	TR	0.20	21.2	C	
	<b>Overall Intersection</b>	-	<b>0.63</b>	<b>28.0</b>	<b>C</b>	-	<b>0.86</b>	<b>49.8</b>	<b>D</b>	-	<b>0.68</b>	<b>30.7</b>	<b>C</b>	
<b>FOUNTAIN AVENUE &amp; OLD MILL ROAD</b>														
		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)								
Fountain Avenue	SB	LT	-	8.3	A	LT	-	8.8	A					- Mitigation not required.
Old Mill Road	WB	LR	-	12.3	B	LR	-	14.7	B					
	<b>Overall Intersection</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</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		
<b>FOUNTAIN AVENUE &amp; COZINE AVENUE</b>		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)									
Fountain Avenue	NB	LT	-	11.5	B	LT	-	14.8	B						- Mitigation not required.
		TR	-	11.4	B	TR	-	14.8	B						
	SB	LT	-	12.1	B	LT	-	15.7	C						
		TR	-	12.9	B	TR	-	17.6	C						
Cozine Avenue	EB	LTR	-	10.5	B	LTR	-	11.2	B						
	WB	LTR	-	9.9	A	LTR	-	10.5	B						
	<b>Overall Intersection</b>	-	-	<b>11.9</b>	<b>B</b>	-	-	<b>15.4</b>	<b>C</b>						
<b>FOUNTAIN AVENUE &amp; WORTMAN AVENUE</b>		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)									
Fountain Avenue	NB	LT	-	9.3	A	LT	-	10.1	B						- Mitigation not required.
	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						
	<b>Overall Intersection</b>	-	-	<b>3.9</b>	<b>A</b>	-	-	<b>6.4</b>	<b>A</b>						
<b>FOUNTAIN AVENUE &amp; STANLEY AVENUE</b>		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)					
Fountain Avenue	NB	LTR	0.40	12.4	B	LTR	0.55	14.2	B	LTR	0.54	14.1	B		- Mitigation not required.
	SB	LTR	0.42	12.2	B	LTR	0.55	13.5	B	LTR	0.52	13.2	B		- [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
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		
	<b>Overall Intersection</b>	-	<b>0.43</b>	<b>12.5</b>	<b>B</b>	-	<b>0.49</b>	<b>13.7</b>	<b>B</b>	-	<b>0.57</b>	<b>14.2</b>	<b>B</b>		
<b>FOUNTAIN AVENUE &amp; LIBERTY AVENUE</b>		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)					
Fountain Avenue	SB	LTR	-	26.7	D	LTR	-	33.1	D	L	-	16.4	C		- Remove parking on the east side of the Fountain Avenue SB approach 120 ft. from intersection.
		-	-	-	-	-	-	-	-	TR	-	27.5	D		- Restripe the Fountain Avenue SB approach as one 12 ft. exclusive left turn lane and one 18 ft. shared through-right lane.
Liberty Avenue	WB	LT	-	8.4	A	LT	-	8.6	A	LT	-	8.6	A		
	<b>Overall Intersection</b>	-	-	<b>6.6</b>	<b>A</b>	-	-	<b>8.2</b>	<b>A</b>	-	-	<b>6.4</b>	<b>A</b>		
<b>FOUNTAIN AVENUE &amp; ATLANTIC AVENUE</b>		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)									
Atlantic Avenue	EB	TR	FREEFLOW		A	TR	FREEFLOW		A						- Mitigation not required.
	<b>Overall Intersection</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>						
<b>FLATLANDS AVENUE</b>															
<b>FLATLANDS AVENUE &amp; ATKINS AVENUE</b>		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)									
Atkins Avenue	NB	LTR	-	74.3	F	LTR	0.38	19.2	B						- Mitigation not required.
	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						
	<b>Overall Intersection</b>	-	-	<b>7.9</b>	<b>A</b>	-	<b>0.42</b>	<b>16.9</b>	<b>B</b>						
<b>FLATLANDS AVENUE &amp; ESSEX STREET</b>		(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)									
Essex Street	SB	LTR	-	15.0	B	LTR	-	19.3	C						- Mitigation not required.
Flatlands Avenue	EB	L	-	9.5	A	L	-	9.6	A						
	WB	L	-	9.2	A	L	-	9.3	A						
	<b>Overall Intersection</b>	-	-	<b>0.6</b>	<b>A</b>	-	-	<b>0.8</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			
<b>FLATLANDS AVENUE &amp; LINWOOD STREET</b>															
(UNSIGNALIZED INTERSECTION)															
Linwood Street	NB	LTR	-	25.1	D	LTR	-	21.1	C					- Mitigation not required.	
	SB	LR	-	15.2	C	LR	-	15.5	C						
Flatlands Avenue	EB	LT	-	9.5	A	LT	-	9.6	A						
	<b>Overall Intersection</b>		-	-	<b>0.8</b>	<b>A</b>			<b>0.7</b>	<b>A</b>					
<b>FLATLANDS AVENUE &amp; ELTON STREET</b>															
(UNSIGNALIZED INTERSECTION)															
Elton Street	NB	LTR	-	37.1	E	LTR	0.28	18.7	B					- Mitigation not required.	
	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						
	<b>Overall Intersection</b>		-	-	<b>1.7</b>	<b>A</b>		<b>0.46</b>	<b>18.1</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>															
Jerome Street	NB	L	0.88	34.1	C	L	0.91	29.9	C					- Mitigation not required.	
		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						
	<b>Overall Intersection</b>		-	<b>0.98</b>	<b>47.9</b>	<b>D</b>		<b>1.01</b>	<b>23.2</b>	<b>C</b>					
<b>FLATLANDS AVENUE &amp; SCHENCK AVENUE</b>															
Schenck Avenue	SB	LR	0.84	40.9	D	L	0.70	32.3	C					- Mitigation not required.	
			-	-	-	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						
	<b>Overall Intersection</b>		-	<b>1.17</b>	<b>117.3</b>	<b>F</b>		<b>0.81</b>	<b>28.2</b>	<b>C</b>					
<b>FLATLANDS AVENUE &amp; VAN SICLEN AVENUE</b>															
Van Siclen Avenue	NB	LTR	0.67	30.1	C	LTR	0.71	31.6	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 = 8 s of green time, and EB/WB = 43 s of green time (each phase has 3 s amber and 2 s red).	
			-	-	-					T	0.38	29.4	C		
			-	-	-					R	0.51	32.7	C		
Flatlands Avenue	SB	LTR	0.80	33.5	C	LTR	1.00	59.2	E	L	0.70	36.1	D		
			-	-	-					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		
	<b>Overall Intersection</b>		-	<b>0.69</b>	<b>17.2</b>	<b>B</b>		<b>1.20+</b>	<b>37.8</b>	<b>D</b>		<b>0.82</b>	<b>23.2</b>		<b>C</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			LOS	2011 Build Condition			LOS	2011 Build with Mitigation			LOS	Mitigation Measures	
		V/C	Delay			Mvt.	V/C	Delay		Mvt.	V/C	Delay			
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>															
Pennsylvania Avenue	NB	L	1.03	85.1	F	L	1.03	85.1	F	L	1.03	85.1	F	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> <li>- 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.</li> <li>- [Measures reflect geometric improvements needed for the weekday midday peak period.]</li> </ul>	
		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*		
<b>Overall Intersection</b>	-	<b>1.07</b>	<b>42.0</b>	<b>D</b>	-	<b>1.20+</b>	<b>90.3</b>	<b>F</b>	-	<b>1.17</b>	<b>81.5</b>	<b>F</b>			
<b>FLATLANDS AVENUE &amp; ROCKAWAY PARKWAY</b>															
Rockaway Parkway	NB	L	0.31	20.9	C	L	0.30	20.9	C	L	0.40	24.7	C		<ul style="list-style-type: none"> <li>- <b>Partially Mitigated.</b></li> <li>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</li> <li>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</li> <li>- 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).</li> </ul>
		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	
	WB	TR	1.14	97.2	F	TR	1.20+	120+	F*	TR	1.09	70.9	E		
		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		
<b>Overall Intersection</b>	-	<b>1.09</b>	<b>81.0</b>	<b>F</b>	-	<b>1.15</b>	<b>113.0</b>	<b>F</b>	-	<b>1.10</b>	<b>54.3</b>	<b>D</b>			
<b>FLATLANDS AVENUE &amp; REMSEN AVENUE</b>															
Remsen Avenue	NB	L	0.45	22.8	C	L	0.45	22.8	C	L	0.42	20.0	C	<ul style="list-style-type: none"> <li>- 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.</li> <li>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</li> <li>- 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).</li> </ul>	
		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		
<b>Overall Intersection</b>	-	<b>0.96</b>	<b>33.5</b>	<b>C</b>	-	<b>1.03</b>	<b>41.8</b>	<b>D</b>	-	<b>0.85</b>	<b>24.8</b>	<b>C</b>			
<b>LINDEN BOULEVARD</b>															
<b>LINDEN BOULEVARD &amp; 79TH STREET</b>															
79th Street	NB	L	0.35	23.6	C	L	0.37	24.0	C						- Mitigation not required.
		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					
<b>Overall Intersection</b>	-	<b>0.53</b>	<b>14.6</b>	<b>B</b>	-	<b>0.55</b>	<b>15.0</b>	<b>B</b>							

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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>LINDEN BOULEVARD &amp; EUCLID AVENUE</b>																
Euclid Avenue	NB	LTR	0.19	23.7	C	LTR	0.19	23.7	C	LTR	0.40	28.2	C		- Mitigation not required.	
	SB	LTR	0.55	28.6	C	LTR	0.55	28.6	C	LTR	0.55	28.6	C		- [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]	
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			
	WB	T	0.39	15.8	B	T	0.39	15.8	B	T	0.39	15.8	B			
Linden Boulevard (Unsignalized)	WB	R	-	10.0	A	R	-	10.0	A	R	-	10.0	A			
<b>Overall Intersection</b>	<b>-</b>	<b>0.57</b>	<b>15.1</b>	<b>B</b>	<b>-</b>	<b>0.59</b>	<b>13.7</b>	<b>B</b>	<b>-</b>	<b>0.59</b>	<b>14.0</b>	<b>B</b>	<b>-</b>			
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>																
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.)	
	SB	DefL	1.10	104.9	F	DefL	1.09	102.5	F	DefL	0.61	26.9	C		- Restripe the Loring Avenue SB receiving as one 12 ft. and one 20 ft. lane with parking.	
Linden Boulevard (Mainline)	EB	TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	0.85	37.7	D		- 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).	
		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			
		T	0.65	13.8	B	T	0.66	13.9	B	T	0.67	14.1	B			
Linden Boulevard (Service Road)	EB	TR	0.45	18.7	B	TR	0.45	18.7	B	TR	0.60	27.4	C			
	WB	TR	0.78	18.7	B	TR	0.78	18.7	B	TR	0.84	21.3	C			
Loring Avenue	NB	LTR	0.80	70.4	E	LTR	0.80	70.4	E	-	-	-	-			
<b>Overall Intersection</b>	<b>-</b>	<b>0.93</b>	<b>45.5</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>92.1</b>	<b>F</b>	<b>-</b>	<b>0.91</b>	<b>26.8</b>	<b>C</b>	<b>-</b>			
<b>LINDEN BOULEVARD &amp; ATKINS AVENUE</b>																
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							
Linden Boulevard (Service Road)	EB	TR	0.22	11.7	B	TR	0.25	12.0	B							
	WB	T	0.34	12.9	B	T	0.34	13.0	B							
<b>Overall Intersection</b>	<b>-</b>	<b>0.35</b>	<b>13.9</b>	<b>B</b>	<b>-</b>	<b>0.38</b>	<b>14.1</b>	<b>B</b>	<b>-</b>				<b>-</b>			
<b>LINDEN BOULEVARD &amp; ELTON STREET</b>																
Elton Street	NB	R	-	9.8	A	R	-	9.9	A						- Mitigation not required.	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.9</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.9</b>	<b>A</b>	<b>-</b>				<b>-</b>			
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>																
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*		- Unmitigatable Impact.	
		T	1.10	92.8	F	T	1.20+	120+	F*	T	1.20+	120+	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.	
		R	0.50	31.9	C	R	0.50	31.9	C	R	0.53	32.9	C		- Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection.	
	SB	L	0.82	113.0	F	L	0.95	120+	F*	L	0.95	120+	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 ft. through lane and one 12 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving side as two 11 ft. lanes.	
Linden Boulevard (Mainline)	EB	TR	1.19	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*		- 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.	
		L	0.87	68.9	E	L	0.87	68.9	E	L	0.87	68.9	E			
		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			
		T	1.11	92.2	F	T	1.16	109.8	F	T	1.14	101.6	F			
Linden Boulevard (Service Road)	EB	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			
<b>Overall Intersection</b>	<b>-</b>	<b>1.17</b>	<b>85.1</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>114.9</b>	<b>F</b>	<b>-</b>		- [Measures reflect geometric improvements needed for the weekday AM & PM peak periods.]	

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INTERSECTION & APPROACH	Mvt.	2011 No Build Condition			LOS	2011 Build Condition			LOS	2011 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay			Mvt.	V/C	Delay			Mvt.	V/C		
<b>LINDEN BOULEVARD &amp; ROCKAWAY AVENUE</b>														
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. - 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 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.]
	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	
	R	0.53	40.0	D	R	0.53	40.0	D	R	0.50	37.5	D		
Linden Boulevard (Service Road)	EB	L	0.44	44.3	D	L	0.44	44.3	D	L	0.36	40.0	D	
	T	0.69	19.0	B	T	0.75	20.2	C	T	0.80	23.4	C		
	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	B	
<b>Overall Intersection</b>	-	-	<b>0.89</b>	<b>40.6</b>	<b>D</b>	-	<b>0.98</b>	<b>46.6</b>	<b>D</b>	-	<b>0.96</b>	<b>39.0</b>	<b>D</b>	
<b>LINDEN BOULEVARD &amp; ROCKAWAY PARKWAY</b>														
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	
Linden Boulevard (Mainline)	TR	0.76	37.4	D	TR	0.76	37.4	D	TR	0.72	35.4	D		
	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	
Linden Boulevard (Service Road)	T	0.51	15.7	B	T	0.56	16.3	B	T	0.57	17.0	B		
	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	
<b>Overall Intersection</b>	-	-	<b>0.79</b>	<b>29.9</b>	<b>C</b>	-	<b>0.82</b>	<b>31.2</b>	<b>C</b>	-	<b>0.88</b>	<b>29.6</b>	<b>C</b>	
<b>LINDEN BOULEVARD &amp; KINGS HIGHWAY &amp; REMSEN AVENUE</b>														
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. - 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	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	
	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	
	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	
<b>Overall Intersection</b>	-	-	<b>1.03</b>	<b>85.4</b>	<b>F</b>	-	<b>1.12</b>	<b>97.1</b>	<b>F</b>	-	<b>1.08</b>	<b>85.0</b>	<b>F</b>	
<b>PENNSYLVANIA AVENUE</b>														
<b>PENNSYLVANIA AVENUE &amp; LIBERTY AVENUE</b>														
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. - 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	0.36	8.8	A	L	0.42	10.9	B	LTR	0.78	10.2	B	
Liberty Avenue	TR	1.05	47.6	D	TR	1.16	88.6	F	-	-	-	-		
	EB	LTR	0.66	38.3	D	LTR	0.66	38.3	D	LTR	0.66	38.1	D	
	WB	LTR	0.90	51.0	D	LTR	0.90	51.0	D	LTR	0.90	49.9	D	
<b>Overall Intersection</b>	-	-	<b>1.00</b>	<b>34.3</b>	<b>C</b>	-	<b>1.08</b>	<b>60.9</b>	<b>E</b>	-	<b>0.84</b>	<b>19.6</b>	<b>B</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			LOS	2011 Build Condition			Mvt.	2011 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay			Mvt.	V/C	Delay		LOS	Mvt.	V/C		
<b>PENNSYLVANIA AVENUE &amp; ATLANTIC AVENUE</b>														
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						
<b>Overall Intersection</b>		-	<b>1.20+</b>	<b>79.2</b>	<b>E</b>	-	<b>1.20+</b>	<b>98.5</b>	<b>F</b>					

**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			LOS	Mvt.	2011 Build Condition			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	0.51	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						
<b>Overall Intersection</b>		-	<b>0.57</b>	<b>20.1</b>	<b>C</b>	-	<b>0.86</b>	<b>29.6</b>	<b>C</b>						
<b>ERSKINE STREET &amp; BELT PARKWAY WESTBOUND RAMP</b>															
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		
<b>Overall Intersection</b>		-	<b>0.57</b>	<b>20.6</b>	<b>C</b>	-	<b>0.84</b>	<b>36.5</b>	<b>D</b>	-	<b>0.84</b>	<b>33.8</b>	<b>C</b>		
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>															
Erskine Street	NB	L	0.69	29.2	C	L	0.92	38.9	D	L	0.95	43.0	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.	
		TR	0.38	8.4	A	TR	0.61	10.9	B	TR	1.05	52.7	D		
Gateway Drive	EB	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		
		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		
Gateway Drive	WB	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	0.96	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		
<b>Overall Intersection</b>		-	<b>0.68</b>	<b>23.6</b>	<b>C</b>	-	<b>1.05</b>	<b>92.7</b>	<b>F</b>	-	<b>0.92</b>	<b>49.6</b>	<b>D</b>		
<b>ERSKINE STREET &amp; GATEWAY PLAZA</b>															
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		
Gateway Plaza	EB	SB	TR	0.59	26.9	C	TR	1.16	110.7	F	TR	0.84	32.8		C
		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		
<b>Overall Intersection</b>		-	<b>0.64</b>	<b>24.2</b>	<b>C</b>	-	<b>0.87</b>	<b>58.2</b>	<b>E</b>	-	<b>0.74</b>	<b>25.0</b>	<b>C</b>		
<b>ERSKINE STREET &amp; PARKING LOT SE CORNER</b>															
Erskine Street	NB	-	-	-	-	L	0.86	33.4	C					- Mitigation not required.	
		-	-	-	-	T	0.34	5.6	A						
Parking Lot SE Corner	EB	-	-	-	-	TR	0.71	23.3	C						
		-	-	-	-	L	0.44	36.2	D						
		-	-	-	-	R	0.58	20.5	C						
<b>Overall Intersection</b>		-	-	-	-	<b>0.72</b>	<b>20.0</b>	<b>C</b>							
<b>ERSKINE STREET &amp; PARKING LOT NE CORNER</b>															
Erskine Street	NB	-	-	-	-	(UNSIGNALIZED INTERSECTION)			L	-	10.8	B	- Mitigation not required.		
		-	-	-	-	L	-	120+	F*						
		-	-	-	-	R	-	13.6	B						
<b>Overall Intersection</b>		-	-	-	-	-	<b>8.4</b>	<b>A</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		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			
<b>ERSKINE STREET &amp; VANDALIA AVENUE</b>		(UNSIGNALIZED INTERSECTION)														
Erskine Street	NB	L	-	8.1	A	L	0.23	19.2	B					- Mitigation not required.		
		-	-	-	-	T	0.69	26.0	C							
	SB	LTR	-	8.1	A	LTR	0.71	27.1	C							
Vandalia Avenue	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							
		TR	-	13.6	B	TR	0.02	11.9	B							
Erskine Street (channelized stop)	NB	R	-	9.7	A	R	-	11.2	B							
	<b>Overall Intersection</b>	-	-	<b>22.3</b>	<b>C</b>	-	<b>0.76</b>	<b>27.3</b>	<b>C</b>							
<b>ERSKINE STREET &amp; EGAN STREET</b>		(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							
	<b>Overall Intersection</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.6</b>	<b>A</b>							
<b>GATEWAY DRIVE</b>																
<b>GATEWAY DRIVE &amp; DRIVEWAY TO OLIVE GARDEN</b>																
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							
	<b>Overall Intersection</b>	-	<b>0.73</b>	<b>14.6</b>	<b>B</b>	-	<b>0.73</b>	<b>15.2</b>	<b>B</b>							
<b>GATEWAY DRIVE &amp; DRIVEWAY TO RED LOBSTER</b>																
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							
	<b>Overall Intersection</b>	-	<b>0.62</b>	<b>12.2</b>	<b>B</b>	-	<b>0.62</b>	<b>11.5</b>	<b>B</b>							
<b>GATEWAY DRIVE &amp; DRIVEWAY TO BOULDER CREEK</b>																
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							
		TR	0.22	8.1	A	TR	0.39	9.2	A							
	<b>Overall Intersection</b>	-	<b>0.49</b>	<b>12.8</b>	<b>B</b>	-	<b>0.77</b>	<b>23.1</b>	<b>C</b>							
<b>GATEWAY DRIVE &amp; GATEWAY PLAZA</b>																
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							
	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							
Gateway Plaza	WB	LR	1.02	61.5	E	LR	1.02	61.5	E							
	<b>Overall Intersection</b>	-	<b>1.07</b>	<b>47.7</b>	<b>D</b>	-	<b>1.07</b>	<b>41.5</b>	<b>D</b>							
<b>GATEWAY DRIVE &amp; PARKING LOT SW CORNER</b>																
Gateway Drive	NB	-	-	-	-	TR	0.92	35.2	D					- Mitigation not required.		
	SB	-	-	-	-	DefL	0.94	43.2	D							
		-	-	-	-	T	0.69	8.9	A							
Parking Lot SW Corner	WB	-	-	-	-	L	0.75	50.4	D							
		-	-	-	-	R	0.57	18.0	B							
	<b>Overall Intersection</b>	-	-	-	-	-	<b>1.17</b>	<b>28.1</b>	<b>C</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		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	
<b>GATEWAY DRIVE &amp; PARKING LOT NW CORNER</b>														
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					
	<b>Overall Intersection</b>	-	-	-	-	-	<b>0.83</b>	<b>31.2</b>	<b>C</b>					
<b>VANDALIA AVENUE</b>														
<b>VANDALIA AVENUE &amp; ELTON STREET</b>														
(UN SIGNALIZED INTERSECTION)														
Elton Street	NB	LTR	-	6.8	A	LTR	-	8.3	A					- Mitigation not required.
	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					
	<b>Overall Intersection</b>	-	-	<b>7.2</b>	<b>A</b>	-	-	<b>8.2</b>	<b>A</b>					
<b>VANDALIA AVENUE &amp; GATEWAY DRIVE</b>														
(UN SIGNALIZED INTERSECTION)														
Gateway Drive	SB	LT	-	10.5	B	LT	-	18.3	C					- Mitigation not required.
Vandalia Avenue	WB	L	-	40.6	E	-	-	-	-					
		R	-	12.5	B	R	-	23.6	C					
	<b>Overall Intersection</b>	-	-	<b>0.4</b>	<b>A</b>	-	-	<b>0.8</b>	<b>A</b>					
<b>FOUNTAIN AVENUE</b>														
<b>FOUNTAIN AVENUE &amp; VANDALIA AVENUE</b>														
Fountain Avenue	NB	LT	0.12	7.5	A	LT	0.12	7.5	A					- Mitigation not required.
	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					
	<b>Overall Intersection</b>	-	<b>0.36</b>	<b>10.7</b>	<b>B</b>	-	<b>0.52</b>	<b>12.7</b>	<b>B</b>					
<b>FOUNTAIN AVENUE &amp; EGAN STREET</b>														
(UN SIGNALIZED INTERSECTION)														
Fountain Avenue	NB	LT	-	8.9	A	LT	-	9.5	A					- Mitigation not required.
	<b>Overall Intersection</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>					
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>														
Fountain Avenue	NB	LTR	0.75	34.3	C	LTR	1.00	64.6	E	LTR	0.78	29.4	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	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	- Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection.
		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	- 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	
	<b>Overall Intersection</b>	-	<b>0.69</b>	<b>32.8</b>	<b>C</b>	-	<b>0.96</b>	<b>73.3</b>	<b>E</b>	-	<b>0.79</b>	<b>34.3</b>	<b>C</b>	- 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).
<b>FOUNTAIN AVENUE &amp; OLD MILL ROAD</b>														
(UN SIGNALIZED INTERSECTION)														
Fountain Avenue	SB	LT	-	8.4	A	LT	-	9.2	A					- Mitigation not required.
Old Mill Road	WB	LR	-	13.0	B	LR	-	16.8	C					
	<b>Overall Intersection</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</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		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		
<b>FOUNTAIN AVENUE &amp; COZINE AVENUE</b>		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)									
Fountain Avenue	NB	LT	-	12.6	B	LT	-	19.5	C						- Mitigation not required.
		TR	-	12.5	B	TR	-	19.6	C						
	SB	LT	-	13.3	B	LT	-	19.8	C						
		TR	-	14.5	B	TR	-	23.6	C						
Cozine Avenue	EB	LTR	-	10.9	B	LTR	-	11.8	B						
	WB	LTR	-	10.3	B	LTR	-	11.0	B						
	<b>Overall Intersection</b>	-	-	<b>13.0</b>	<b>B</b>	-	-	<b>19.9</b>	<b>C</b>						
<b>FOUNTAIN AVENUE &amp; WORTMAN AVENUE</b>		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)									
Fountain Avenue	NB	LT	-	9.6	A	LT	-	10.6	B						- Mitigation not required.
	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*						
	<b>Overall Intersection</b>	-	-	<b>5.2</b>	<b>A</b>	-	-	<b>15.6</b>	<b>C</b>						
<b>FOUNTAIN AVENUE &amp; STANLEY AVENUE</b>		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)					
Fountain Avenue	NB	LTR	0.45	12.9	B	LTR	0.66	16.0	B	LTR	0.65	16.0	B		- Mitigation not required.
	SB	LTR	0.47	12.6	B	LTR	0.62	14.4	B	LTR	0.59	14.0	B		- [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
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		
	<b>Overall Intersection</b>	-	<b>0.47</b>	<b>13.0</b>	<b>B</b>	-	<b>0.57</b>	<b>14.9</b>	<b>B</b>	-	<b>0.66</b>	<b>15.5</b>	<b>B</b>		
<b>FOUNTAIN AVENUE &amp; LIBERTY AVENUE</b>		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)					
Fountain Avenue	SB	LTR	-	36.9	E	LTR	-	52.0	F	L	-	18.2	C		- Remove parking on the east side of the Fountain Avenue SB approach 120 ft. from intersection.
		-	-	-	-	-	-	-	-	TR	-	35.2	E		- Restripe the Fountain Avenue SB approach as one 12 ft. exclusive left turn lane and one 18 ft. shared through-right lane.
Liberty Avenue	WB	LT	-	8.6	A	LT	-	8.8	A	LT	-	8.8	A		- Prohibit parking on the west side of the Fountain Avenue SB approach 120 ft. from intersection during Saturday PM peak period (4-6 PM).
	<b>Overall Intersection</b>	-	-	<b>9.1</b>	<b>A</b>	-	-	<b>12.7</b>	<b>B</b>	-	-	<b>8.1</b>	<b>A</b>		
<b>FOUNTAIN AVENUE &amp; ATLANTIC AVENUE</b>		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)									
Atlantic Avenue	EB	TR	FREEFLOW		A	TR	FREEFLOW		A						- Mitigation not required.
	<b>Overall Intersection</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>						
<b>FLATLANDS AVENUE</b>															
<b>FLATLANDS AVENUE &amp; ATKINS AVENUE</b>		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)									
Atkins Avenue	NB	LTR	-	120+	F*	LTR	0.43	20.0	C						- Mitigation not required.
	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						
	<b>Overall Intersection</b>	-	-	<b>20.9</b>	<b>C</b>	-	<b>0.48</b>	<b>17.7</b>	<b>B</b>						
<b>FLATLANDS AVENUE &amp; ESSEX STREET</b>		(UN SIGNALIZED INTERSECTION)				(UN SIGNALIZED INTERSECTION)									
Essex Street	SB	LTR	-	17.6	C	LTR	-	23.6	C						- Mitigation not required.
Flatlands Avenue	EB	L	-	10.2	B	L	-	10.3	B						
	WB	L	-	9.6	A	L	-	9.7	A						
	<b>Overall Intersection</b>	-	-	<b>0.7</b>	<b>A</b>	-	-	<b>0.9</b>	<b>A</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	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			
<b>FLATLANDS AVENUE &amp; LINWOOD STREET</b>															
(UNSIGNALIZED INTERSECTION)															
Linwood Street	NB	LTR	-	25.5	D	LTR	-	26.1	D					- Mitigation not required.	
	SB	LR	-	18.0	C	LR	-	18.3	C						
Flatlands Avenue	EB	LT	-	10.3	B	LT	-	10.3	B						
	<b>Overall Intersection</b>		-	-	<b>0.8</b>	<b>A</b>			<b>0.8</b>	<b>A</b>					
<b>FLATLANDS AVENUE &amp; ELTON STREET</b>															
(UNSIGNALIZED INTERSECTION)															
Elton Street	NB	LTR	-	52.3	F	LTR	0.28	18.7	B					- Mitigation not required.	
	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						
	<b>Overall Intersection</b>		-	-	<b>2.0</b>	<b>A</b>		<b>0.50</b>	<b>19.3</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>															
Jerome Street	NB	L	0.96	44.0	D	L	1.00	43.4	D					- Mitigation not required.	
		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						
			-	-	-	R	1.00	18.3	B						
	WB	L	0.70	45.5	D	L	0.47	26.8	C						
		TR	0.44	15.0	B	TR	0.55	20.1	C						
	<b>Overall Intersection</b>		-	<b>1.09</b>	<b>71.7</b>	<b>E</b>		<b>1.00</b>	<b>27.3</b>	<b>C</b>					
<b>FLATLANDS AVENUE &amp; SCHENCK AVENUE</b>															
Schenck Avenue	SB	LR	0.92	50.6	D	L	0.78	36.2	D					- Mitigation not required.	
			-	-	-	LR	0.75	35.8	D						
Flatlands Avenue	EB	L	0.64	47.4	D	-	-	-	-						
		T	0.82	21.6	C	T	0.87	22.8	C						
	WB	TR	1.20+	120+	F*	T	1.20+	120+	F*						
			-	-	-	R	0.97	13.0	B						
	<b>Overall Intersection</b>		-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>		<b>0.97</b>	<b>67.3</b>	<b>E</b>					
<b>FLATLANDS AVENUE &amp; VAN SICLEN AVENUE</b>															
Van Siclen Avenue	NB	LTR	0.73	32.6	C	LTR	0.78	35.0	D	L	0.12	25.5	C	- Remove parking on the east side of the Van Siclen Avenue NB approach 220 ft. from intersection.	
			-	-	-	-	-	-	-	T	0.42	30.0	C	- Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from	
			-	-	-	-	-	-	-	R	0.56	34.3	C	intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one	
	SB	LTR	0.87	39.1	D	LTR	1.12	96.7	F	L	0.80	41.1	D	10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB	
			-	-	-	-	-	-	-	TR	0.71	37.2	D	receiving side as one 24 ft. lane with parking.	
Flatlands Avenue	EB	L	0.50	18.2	B	L	1.20+	120+	F*	L	0.53	25.8	C	- Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from	
		TR	0.69	12.8	B	TR	0.97	28.9	C	T	0.96	32.7	C	intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and	
			-	-	-	-	-	-	-	R	0.11	10.7	B	one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving	
	WB	L	0.80	43.2	D	L	1.20+	120+	F*	L	0.71	38.1	D	side as one 20 ft. lane.	
		TR	0.64	11.9	B	TR	1.05	49.9	D	T	0.95	31.1	C	- Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection.	
			-	-	-	-	-	-	-	R	0.42	14.3	B	- Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10	
	<b>Overall Intersection</b>		-	<b>0.83</b>	<b>19.9</b>	<b>B</b>		<b>1.20+</b>	<b>68.8</b>	<b>E</b>		<b>0.92</b>	<b>31.6</b>	<b>C</b>	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).	

**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	2011 Build Condition			LOS	2011 Build with Mitigation			LOS	Mitigation Measures	
		V/C	Delay			Mvt.	V/C	Delay		Mvt.	V/C	Delay			
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>															
Pennsylvania Avenue	NB	L	1.14	120+	F*	L	1.14	120+	F*	L	1.14	120+	F*	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> <li>- 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.</li> <li>- [Measures reflect geometric improvements needed for the weekday midday peak period.]</li> </ul>	
		TR	0.65	26.4	C	TR	0.66	26.7	C	TR	0.66	26.7	C		
Flatlands Avenue	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		
	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*		
	R	L	0.44	19.5	B	R	0.44	19.5	B	R	0.44	19.5	B		
		TR	0.77	29.3	C	TR	1.20+	120+	F*	TR	1.20+	120+	F*		
	WB	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*		
	<b>Overall Intersection</b>	-	<b>1.11</b>	<b>52.6</b>	<b>D</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>		
<b>FLATLANDS AVENUE &amp; ROCKAWAY PARKWAY</b>															
Rockaway Parkway	NB	L	0.36	22.1	C	L	0.35	22.1	C	L	0.42	23.4	C		<ul style="list-style-type: none"> <li>- <b>Partially Mitigated.</b></li> <li>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</li> <li>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</li> <li>- 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).</li> </ul>
		TR	0.83	30.1	C	TR	0.86	32.5	C	TR	0.93	41.7	D		
Flatlands Avenue	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	
	TR	L	1.15	101.0	F	L	1.20+	120+	F*	L	1.18	112.2	F		
		TR	0.85	70.6	E	TR	1.15	120+	F*	TR	1.15	120+	F*		
	WB	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*		
	<b>Overall Intersection</b>	-	<b>1.10</b>	<b>89.7</b>	<b>F</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>90.3</b>	<b>F</b>		
<b>FLATLANDS AVENUE &amp; REMSEN AVENUE</b>															
Remsen Avenue	NB	L	0.54	26.6	C	L	0.54	26.6	C	L	0.50	23.0	C	<ul style="list-style-type: none"> <li>- 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.</li> <li>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</li> <li>- 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).</li> </ul>	
		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		
	-	-	-	-	-	-	-	-	-	R	0.22	17.3	B		
		WB	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		
	<b>Overall Intersection</b>	-	<b>1.05</b>	<b>47.2</b>	<b>D</b>	-	<b>1.15</b>	<b>63.5</b>	<b>E</b>	-	<b>0.96</b>	<b>29.5</b>	<b>C</b>		
<b>LINDEN BOULEVARD</b>															
<b>LINDEN BOULEVARD &amp; 79TH STREET</b>															
79th Street	NB	L	0.38	24.2	C	L	0.41	24.7	C						- Mitigation not required.
		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					
	<b>Overall Intersection</b>	-	<b>0.57</b>	<b>15.4</b>	<b>B</b>	-	<b>0.61</b>	<b>15.8</b>	<b>B</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				2011 Build Condition				2011 Build with Mitigation				Mitigation Measures
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>LINDEN BOULEVARD &amp; EUCLID AVENUE</b>														
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		
<b>Overall Intersection</b>	<b>-</b>	<b>0.64</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>0.66</b>	<b>14.3</b>	<b>B</b>	<b>-</b>	<b>0.66</b>	<b>14.7</b>	<b>B</b>		
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>														
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	
Linden Boulevard (Mainline)	EB	TR	1.17	120+	F*	TR	1.20+	120+	F*	TR	0.89	42.3	D	
		L	0.66	24.5	C	L	0.66	25.0	C	L	0.53	18.1	B	
		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	
Linden Boulevard (Service Road)	EB	TR	0.50	19.5	B	TR	0.50	19.5	B	TR	0.65	28.9	C	
	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	-	-	-	-	
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>52.6</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	<b>-</b>	<b>1.07</b>	<b>45.3</b>	<b>D</b>		
<b>LINDEN BOULEVARD &amp; ATKINS AVENUE</b>														
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					
Linden Boulevard (Service Road)	EB	TR	0.24	11.9	B	TR	0.27	12.2	B					
	WB	T	0.37	13.3	B	T	0.37	13.3	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.39</b>	<b>14.4</b>	<b>B</b>	<b>-</b>	<b>0.41</b>	<b>14.6</b>	<b>B</b>	<b>-</b>					
<b>LINDEN BOULEVARD &amp; ELTON STREET</b>														
Elton Street	NB	R	-	10.0	A	R	-	10.1	B					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.0</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.9</b>	<b>A</b>	<b>-</b>					
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>														
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	- <b>Unmitigatable Impact.</b> - 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	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>100.7</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</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			LOS	2011 Build Condition			LOS	2011 Build with Mitigation			LOS	Mitigation Measures	
		V/C	Delay			Mvt.	V/C	Delay		Mvt.	V/C	Delay			
<b>LINDEN BOULEVARD &amp; ROCKAWAY AVENUE</b>															
Rockaway Avenue	NB	LT	1.10	102.3	F	LT	1.10	102.3	F	LT	1.06	86.0	F	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- 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.]</li> </ul>	
	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		
	R	0.60	44.3	D	R	0.60	44.3	D	R	0.57	41.0	D			
Linden Boulevard (Service Road)	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			
	WB	L	1.17	120+	F*	L	1.20+	120+	F*	L	1.13	120+	F*		
	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	C		
<b>Overall Intersection</b>	-	-	<b>0.94</b>	<b>41.4</b>	<b>D</b>	-	<b>1.02</b>	<b>48.7</b>	<b>D</b>	-	<b>0.99</b>	<b>41.6</b>	<b>D</b>		
<b>LINDEN BOULEVARD &amp; ROCKAWAY PARKWAY</b>															
Rockaway Parkway	NB	LTR	0.88	45.4	D	LTR	0.88	45.4	D	LTR	0.82	40.3	D	<ul style="list-style-type: none"> <li>- 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.]</li> </ul>	
	SB	L	1.12	107.4	F	L	1.16	120+	F*	L	1.11	103.5	F		
Linden Boulevard (Mainline)	TR	0.82	40.4	D	TR	0.82	40.4	D	TR	0.79	37.7	D			
	EB	L	0.75	61.6	E	L	0.75	61.6	E	L	0.75	61.6	E		
	T	0.60	16.9	B	T	0.66	17.8	B	T	0.67	18.6	B			
	WB	L	0.18	39.8	D	L	0.18	39.8	D	L	0.18	39.8	D		
Linden Boulevard (Service Road)	T	0.56	16.4	B	T	0.62	17.2	B	T	0.64	18.0	B			
	EB	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		
<b>Overall Intersection</b>	-	-	<b>0.85</b>	<b>32.2</b>	<b>C</b>	-	<b>0.89</b>	<b>33.8</b>	<b>C</b>	-	<b>0.89</b>	<b>31.7</b>	<b>C</b>		
<b>LINDEN BOULEVARD &amp; KINGS HIGHWAY &amp; REMSEN AVENUE</b>															
Kings Highway (Mainline)	NB	T	1.11	106.2	F	T	1.11	106.2	F	T	1.11	106.2	F	<ul style="list-style-type: none"> <li>- <b>Partially Mitigated.</b></li> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> </ul>	
	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		
	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		
	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		
	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+	F*		
	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		
<b>Overall Intersection</b>	-	-	<b>1.06</b>	<b>97.4</b>	<b>F</b>	-	<b>1.09</b>	<b>111.9</b>	<b>F</b>	-	<b>1.03</b>	<b>98.6</b>	<b>F</b>		
<b>PENNSYLVANIA AVENUE</b>															
<b>PENNSYLVANIA AVENUE &amp; LIBERTY AVENUE</b>															
Pennsylvania Avenue	NB	LTR	1.06	56.7	E	LTR	1.20+	120+	F*	LTR	0.93	24.1	C	<ul style="list-style-type: none"> <li>- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.</li> <li>- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane.</li> <li>- Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane.</li> <li>- Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking.</li> <li>- Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking.</li> </ul>	
	SB	L	0.48	12.9	B	L	0.61	21.5	C	LTR	0.92	17.6	B		
Liberty Avenue	TR	1.14	82.8	F	TR	1.20+	120+	F*	-	-	-	-			
	EB	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		
<b>Overall Intersection</b>	-	-	<b>1.09</b>	<b>64.5</b>	<b>E</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>0.95</b>	<b>27.2</b>	<b>C</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			LOS	2011 Build Condition			Mvt.	2011 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay			Mvt.	V/C	Delay		LOS	Mvt.	V/C		
<b>PENNSYLVANIA AVENUE &amp; ATLANTIC AVENUE</b>														
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*					- Unmitigatable Impact.
		TR	1.14	103.6	F	TR	1.20+	120+	F*					
	SB	L	1.00	81.1	F	L	1.00	77.5	E					
		TR	1.13	100.4	F	TR	1.19	120+	F*					
Atlantic Avenue	EB	L	0.36	28.4	C	L	0.36	28.4	C					
		TR	1.13	90.6	F	TR	1.19	114.4	F					
	WB	TR	1.09	81.7	F	TR	1.09	81.7	F					
<b>Overall Intersection</b>		-	<b>1.20+</b>	<b>91.9</b>	<b>F</b>	-	<b>1.20+</b>	<b>116.6</b>	<b>F</b>					

**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	
<b>ERSKINE STREET</b>																					
<b>ERSKINE STREET &amp; BELT PARKWAY EASTBOUND RAMP</b>																					
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
<b>Overall Intersection</b>	-	<b>0.39</b>	<b>17.4</b>	<b>B</b>	-	<b>0.53</b>	<b>20.3</b>	<b>C</b>	-	<b>0.60</b>	<b>20.5</b>	<b>C</b>	-	<b>0.60</b>	<b>20.8</b>	<b>C</b>	-	<b>0.65</b>	<b>21.8</b>	<b>C</b>	
<b>ERSKINE STREET &amp; BELT PARKWAY WESTBOUND RAMP</b>																					
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
<b>Overall Intersection</b>	-	<b>0.34</b>	<b>17.1</b>	<b>B</b>	-	<b>0.46</b>	<b>18.7</b>	<b>B</b>	-	<b>0.52</b>	<b>19.9</b>	<b>B</b>	-	<b>0.60</b>	<b>21.2</b>	<b>C</b>	-	<b>0.65</b>	<b>22.3</b>	<b>C</b>	
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>																					
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
	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
		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
Gateway Drive	EB	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
		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
	WB	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
<b>Overall Intersection</b>	-	<b>0.57</b>	<b>30.6</b>	<b>C</b>	-	<b>0.52</b>	<b>19.8</b>	<b>B</b>	-	<b>0.71</b>	<b>24.5</b>	<b>C</b>	-	<b>0.71</b>	<b>24.2</b>	<b>C</b>	-	<b>0.77</b>	<b>28.8</b>	<b>C</b>	
<b>ERSKINE STREET &amp; GATEWAY PLAZA</b>																					
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
	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
Gateway Plaza	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
<b>Overall Intersection</b>	-	<b>0.49</b>	<b>22.5</b>	<b>C</b>	-	<b>0.48</b>	<b>20.9</b>	<b>C</b>	-	<b>0.50</b>	<b>19.3</b>	<b>B</b>	-	<b>0.65</b>	<b>23.4</b>	<b>C</b>	-	<b>0.71</b>	<b>25.3</b>	<b>C</b>	
<b>ERSKINE STREET &amp; VANDALIA AVENUE</b>																					
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
	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
Vandalia Avenue	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
		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
Erskine Street (channelized stop)	NB	R	-	9.4	A	R	-	9.4	A	R	-	9.8	A	R	-	9.8	A	R	-	9.9	A
<b>Overall Intersection</b>	-	<b>0.64</b>	<b>27.5</b>	<b>C</b>	-	<b>0.41</b>	<b>19.5</b>	<b>B</b>	-	<b>0.68</b>	<b>22.6</b>	<b>C</b>	-	<b>0.52</b>	<b>22.6</b>	<b>C</b>	-	<b>0.60</b>	<b>23.8</b>	<b>C</b>	
<b>ERSKINE STREET &amp; EGAN STREET</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
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
<b>Overall Intersection</b>	-	-	<b>3.0</b>	<b>A</b>	-	-	<b>0.8</b>	<b>A</b>	-	-	<b>1.4</b>	<b>A</b>	-	-	<b>1.5</b>	<b>A</b>	-	-	<b>1.0</b>	<b>A</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	
<b>GATEWAY DRIVE</b>																					
<b>GATEWAY DRIVE &amp; DRIVEWAY TO OLIVE GARDEN</b>																					
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
<b>Overall Intersection</b>	-	-	<b>0.21</b>	<b>9.2</b>	<b>A</b>	-	<b>0.52</b>	<b>12.2</b>	<b>B</b>	-	<b>0.57</b>	<b>12.5</b>	<b>B</b>	-	<b>0.69</b>	<b>13.9</b>	<b>B</b>	-	<b>0.75</b>	<b>15.0</b>	<b>B</b>
<b>GATEWAY DRIVE &amp; DRIVEWAY TO RED LOBSTER</b>																					
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
<b>Overall Intersection</b>	-	-	<b>0.11</b>	<b>7.7</b>	<b>A</b>	-	<b>0.22</b>	<b>9.0</b>	<b>A</b>	-	<b>0.30</b>	<b>9.3</b>	<b>A</b>	-	<b>0.58</b>	<b>11.6</b>	<b>B</b>	-	<b>0.63</b>	<b>12.2</b>	<b>B</b>
<b>GATEWAY DRIVE &amp; DRIVEWAY TO BOULDER CREEK</b>																					
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	A
<b>Overall Intersection</b>	-	-	<b>0.22</b>	<b>9.0</b>	<b>A</b>	-	<b>0.29</b>	<b>11.1</b>	<b>B</b>	-	<b>0.39</b>	<b>10.8</b>	<b>B</b>	-	<b>0.50</b>	<b>12.5</b>	<b>B</b>	-	<b>0.55</b>	<b>13.2</b>	<b>B</b>
<b>GATEWAY DRIVE &amp; GATEWAY PLAZA</b>																					
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
	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
Gateway Plaza	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
<b>Overall Intersection</b>	-	-	<b>0.57</b>	<b>15.3</b>	<b>B</b>	-	<b>0.85</b>	<b>24.4</b>	<b>C</b>	-	<b>0.84</b>	<b>24.4</b>	<b>C</b>	-	<b>1.00</b>	<b>35.3</b>	<b>D</b>	-	<b>1.09</b>	<b>49.9</b>	<b>D</b>
<b>VANDALIA AVENUE</b>																					
<b>VANDALIA AVENUE &amp; ELTON STREET (UNSIGNALIZED INTERSECTION)</b>																					
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	A
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
<b>Overall Intersection</b>	-	-	-	<b>10.4</b>	<b>B</b>	-	-	<b>7.8</b>	<b>A</b>	-	-	<b>8.8</b>	<b>A</b>	-	-	<b>8.4</b>	<b>A</b>	-	-	<b>8.2</b>	<b>A</b>
<b>VANDALIA AVENUE &amp; GATEWAY DRIVE</b>																					
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	A
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
<b>Overall Intersection</b>	-	-	<b>0.48</b>	<b>16.3</b>	<b>B</b>	-	<b>0.45</b>	<b>12.2</b>	<b>B</b>	-	<b>0.53</b>	<b>13.4</b>	<b>B</b>	-	<b>0.61</b>	<b>15.3</b>	<b>B</b>	-	<b>0.63</b>	<b>15.8</b>	<b>B</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	
<b>FOUNTAIN AVENUE</b>																					
<b>FOUNTAIN AVENUE &amp; VANDALIA AVENUE</b>																					
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
<b>Overall Intersection</b>	-	<b>0.30</b>	<b>10.9</b>	<b>B</b>	-	<b>0.28</b>	<b>9.9</b>	<b>A</b>	-	<b>0.35</b>	<b>10.7</b>	<b>B</b>	-	<b>0.36</b>	<b>10.8</b>	<b>B</b>	-	<b>0.39</b>	<b>11.0</b>	<b>B</b>	
<b>FOUNTAIN AVENUE &amp; OLD VANDALIA STREET (UNSIGNALIZED INTERSECTION)</b>																					
Fountain Avenue	NB	LT	-	8.3	A	LT	-	8.4	A	LT	-	8.8	A	LT	-	8.9	A	LT	-	9.1	A
<b>Overall Intersection</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>																					
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
	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
Flatlands Avenue	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
<b>Overall Intersection</b>	-	<b>1.07</b>	<b>49.0</b>	<b>D</b>	-	<b>0.77</b>	<b>32.9</b>	<b>C</b>	-	<b>0.76</b>	<b>30.4</b>	<b>C</b>	-	<b>0.80</b>	<b>35.4</b>	<b>D</b>	-	<b>0.84</b>	<b>42.2</b>	<b>D</b>	
<b>FOUNTAIN AVENUE &amp; OLD MILL ROAD (UNSIGNALIZED INTERSECTION)</b>																					
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
<b>Overall Intersection</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>	
<b>FOUNTAIN AVENUE &amp; COZINE AVENUE (UNSIGNALIZED INTERSECTION)</b>																					
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
<b>Overall Intersection</b>	-	-	<b>13.2</b>	<b>B</b>	-	-	<b>11.3</b>	<b>B</b>	-	-	<b>16.1</b>	<b>C</b>	-	-	<b>13.3</b>	<b>B</b>	-	-	<b>14.5</b>	<b>B</b>	
<b>FOUNTAIN AVENUE &amp; WORTMAN AVENUE (UNSIGNALIZED INTERSECTION)</b>																					
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
<b>Overall Intersection</b>	-	-	<b>6.9</b>	<b>A</b>	-	-	<b>3.1</b>	<b>A</b>	-	-	<b>10.0</b>	<b>B</b>	-	-	<b>5.0</b>	<b>A</b>	-	-	<b>6.9</b>	<b>A</b>	
<b>FOUNTAIN AVENUE &amp; STANLEY AVENUE</b>																					
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
	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
Stanley Avenue	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	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	-	<b>0.41</b>	<b>12.7</b>	<b>B</b>	-	<b>0.34</b>	<b>12.0</b>	<b>B</b>	-	<b>0.63</b>	<b>14.7</b>	<b>B</b>	-	<b>0.54</b>	<b>13.8</b>	<b>B</b>	-	<b>0.59</b>	<b>14.5</b>	<b>B</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	
<b>FOUNTAIN AVENUE &amp; LIBERTY AVENUE</b>																						
(UNSIGNALIZED INTERSECTION)																						
Fountain 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	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>11.2</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>4.4</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>8.3</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>7.6</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>10.5</b>	<b>B</b>		
<b>FOUNTAIN AVENUE &amp; ATLANTIC AVENUE</b>																						
(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
<b>Overall Intersection</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	
<b>FLATLANDS AVENUE</b>																						
<b>FLATLANDS AVENUE &amp; ATKINS AVENUE</b>																						
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	
	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	
<b>Overall Intersection</b>	<b>-</b>	<b>0.43</b>	<b>16.9</b>	<b>B</b>	<b>-</b>	<b>0.34</b>	<b>16.2</b>	<b>B</b>	<b>-</b>	<b>0.38</b>	<b>16.6</b>	<b>B</b>	<b>-</b>	<b>0.45</b>	<b>17.0</b>	<b>B</b>	<b>-</b>	<b>0.48</b>	<b>17.6</b>	<b>B</b>		
<b>FLATLANDS AVENUE &amp; ESSEX STREET</b>																						
(UNSIGNALIZED INTERSECTION)																						
Essex Street	SB	LTR	-	69.5	F	LTR	-	18.1	C	LTR	-	29.2	D	LTR	-	25.5	D	LTR	-	37.5	E	
Flatlands Avenue	EB	L	-	9.6	A	L	-	9.3	A	L	-	9.9	A	L	-	9.7	A	L	-	10.6	B	
	WB	L	-	9.8	A	L	-	8.8	A	L	-	8.9	A	L	-	9.4	A	L	-	10.0	A	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>7.4</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>2.6</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.3</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.6</b>	<b>A</b>		
<b>FLATLANDS AVENUE &amp; LINWOOD STREET</b>																						
(UNSIGNALIZED INTERSECTION)																						
Linwood Street	NB	LTR	-	120+	F*	LTR	-	20.6	C	LTR	-	31.3	D	LTR	-	30.2	D	LTR	-	34.0	D	
	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	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>98.8</b>	<b>F</b>	<b>-</b>	<b>-</b>	<b>1.0</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.5</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.8</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.8</b>	<b>A</b>		
<b>FLATLANDS AVENUE &amp; ELTON STREET</b>																						
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	
	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	
<b>Overall Intersection</b>	<b>-</b>	<b>0.57</b>	<b>19.0</b>	<b>B</b>	<b>-</b>	<b>0.35</b>	<b>17.5</b>	<b>B</b>	<b>-</b>	<b>0.43</b>	<b>18.6</b>	<b>B</b>	<b>-</b>	<b>0.47</b>	<b>18.3</b>	<b>B</b>	<b>-</b>	<b>0.49</b>	<b>19.5</b>	<b>B</b>		
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>																						
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	
		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	
Flatlands Avenue	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	
	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	
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>23.5</b>	<b>C</b>	<b>-</b>	<b>0.78</b>	<b>23.8</b>	<b>C</b>	<b>-</b>	<b>0.93</b>	<b>68.2</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>103.7</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</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	
<b>FLATLANDS AVENUE &amp; SCHENCK AVENUE</b>																					
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*
<b>Overall Intersection</b>	-		<b>0.91</b>	<b>41.8</b>	<b>D</b>	-	<b>0.87</b>	<b>24.5</b>	<b>C</b>	-	<b>0.88</b>	<b>31.2</b>	<b>C</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>
<b>FLATLANDS AVENUE &amp; VAN SICLEN AVENUE</b>																					
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
Flatlands Avenue	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
	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
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>33.3</b>	<b>C</b>	-	<b>0.79</b>	<b>20.3</b>	<b>C</b>	-	<b>1.01</b>	<b>32.2</b>	<b>C</b>	-	<b>0.87</b>	<b>20.3</b>	<b>C</b>	-	<b>1.06</b>	<b>26.1</b>	<b>C</b>
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>																					
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
Flatlands Avenue	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
	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
<b>Overall Intersection</b>	-		<b>1.07</b>	<b>88.4</b>	<b>F</b>	-	<b>1.01</b>	<b>43.9</b>	<b>D</b>	-	<b>1.20+</b>	<b>67.4</b>	<b>E</b>	-	<b>1.12</b>	<b>57.1</b>	<b>E</b>	-	<b>1.15</b>	<b>72.0</b>	<b>E</b>
<b>FLATLANDS AVENUE &amp; ROCKAWAY PARKWAY</b>																					
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
Flatlands Avenue	SB	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
		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
	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*
<b>Overall Intersection</b>	-		<b>0.93</b>	<b>42.6</b>	<b>D</b>	-	<b>0.84</b>	<b>33.4</b>	<b>C</b>	-	<b>1.04</b>	<b>60.9</b>	<b>E</b>	-	<b>1.13</b>	<b>96.5</b>	<b>F</b>	-	<b>1.13</b>	<b>103.7</b>	<b>F</b>
<b>FLATLANDS AVENUE &amp; REMSEN AVENUE</b>																					
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
Flatlands Avenue	SB	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
		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
	EB	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
		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
	WB	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
		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
	<b>Overall Intersection</b>	-		<b>1.02</b>	<b>44.1</b>	<b>D</b>	-	<b>0.67</b>	<b>22.9</b>	<b>C</b>	-	<b>0.96</b>	<b>41.2</b>	<b>D</b>	-	<b>1.00</b>	<b>38.2</b>	<b>D</b>	-	<b>1.09</b>	<b>53.1</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	
<b>LINDEN BOULEVARD</b>																					
<b>LINDEN BOULEVARD &amp; 79TH STREET</b>																					
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	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
<b>Overall Intersection</b>	-	-	<b>0.87</b>	<b>26.8</b>	<b>C</b>	-	<b>0.49</b>	<b>19.6</b>	<b>B</b>	-	<b>0.56</b>	<b>19.1</b>	<b>B</b>	-	<b>0.54</b>	<b>14.9</b>	<b>B</b>	-	<b>0.59</b>	<b>15.6</b>	<b>B</b>
<b>LINDEN BOULEVARD &amp; EUCLID AVENUE</b>																					
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	C
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	B
Linden Boulevard (Unsignalized)	WB	R	-	10.1	B	R	-	9.6	A	R	-	10.2	B	R	-	10.0	A	R	-	10.2	B
<b>Overall Intersection</b>	-	-	<b>0.89</b>	<b>23.7</b>	<b>C</b>	-	<b>0.76</b>	<b>19.9</b>	<b>B</b>	-	<b>0.78</b>	<b>22.8</b>	<b>C</b>	-	<b>0.58</b>	<b>14.0</b>	<b>B</b>	-	<b>0.65</b>	<b>14.7</b>	<b>B</b>
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>																					
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	D
		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	95.2	F
		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	A
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>43.2</b>	<b>D</b>	-	<b>0.67</b>	<b>22.2</b>	<b>C</b>	-	<b>0.91</b>	<b>28.2</b>	<b>C</b>	-	<b>0.85</b>	<b>27.2</b>	<b>C</b>	-	<b>0.91</b>	<b>32.6</b>	<b>C</b>
<b>LINDEN BOULEVARD &amp; ATKINS AVENUE</b>																					
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	A
		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	7.6	A
	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	A
<b>Overall Intersection</b>	-	-	<b>0.68</b>	<b>15.8</b>	<b>B</b>	-	<b>0.37</b>	<b>12.0</b>	<b>B</b>	-	<b>0.56</b>	<b>13.6</b>	<b>B</b>	-	<b>0.38</b>	<b>9.6</b>	<b>A</b>	-	<b>0.41</b>	<b>9.9</b>	<b>A</b>
<b>LINDEN BOULEVARD &amp; ELTON STREET</b>																					
	<b>(UNSIGNALIZED INTERSECTION)</b>																				
Elton Street	NB	R	-	10.8	B	R	-	10.3	B	R	-	12.3	B	R	-	10.1	B	R	-	10.3	B
<b>Overall Intersection</b>	-	-	-	<b>1.1</b>	<b>A</b>	-	-	<b>1.1</b>	<b>A</b>	-	-	<b>1.2</b>	<b>A</b>	-	-	<b>0.8</b>	<b>A</b>	-	-	<b>0.9</b>	<b>A</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	
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>																					
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
Linden Boulevard (Mainline)	SB	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
		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*
	EB	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*
		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
Linden Boulevard (Service Road)	WB	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
		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
	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
		R	0.79	46.1	D	R	0.60	36.8	D	R	0.76	43.6	D	R	0.64	38.6	D	R	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	
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>88.1</b>	<b>F</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>116.6</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0</b>	<b>F</b>	
<b>LINDEN BOULEVARD &amp; ROCKAWAY AVENUE</b>																					
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
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
		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
Linden Boulevard (Service Road)	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
	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
		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
<b>Overall Intersection</b>	-	<b>1.13</b>	<b>58.6</b>	<b>E</b>	-	<b>1.08</b>	<b>75.2</b>	<b>E</b>	-	<b>1.01</b>	<b>48.2</b>	<b>D</b>	-	<b>0.96</b>	<b>44.7</b>	<b>D</b>	-	<b>0.98</b>	<b>45.0</b>	<b>D</b>	
<b>LINDEN BOULEVARD &amp; ROCKAWAY PARKWAY</b>																					
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+
Linden Boulevard (Mainline)	EB	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
		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
	WB	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
		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
Linden Boulevard (Service Road)	EB	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
		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
<b>Overall Intersection</b>	-	<b>1.00</b>	<b>51.9</b>	<b>D</b>	-	<b>0.76</b>	<b>36.4</b>	<b>D</b>	-	<b>0.87</b>	<b>48.4</b>	<b>D</b>	-	<b>0.82</b>	<b>31.4</b>	<b>C</b>	-	<b>0.88</b>	<b>34.1</b>	<b>C</b>	
<b>LINDEN BOULEVARD &amp; KINGS HIGHWAY &amp; REMSEN AVENUE</b>																					
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
Kings Highway (Service Road)	NB	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
		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
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+
	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
<b>Overall Intersection</b>	-	<b>1.12</b>	<b>109.6</b>	<b>F</b>	-	<b>1.16</b>	<b>87.5</b>	<b>F</b>	-	<b>1.20+</b>	<b>111.8</b>	<b>F</b>	-	<b>1.13</b>	<b>102.4</b>	<b>F</b>	-	<b>1.09</b>	<b>113.4</b>	<b>F</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	
<b>PENNSYLVANIA AVENUE</b>																					
<b>PENNSYLVANIA AVENUE &amp; LIBERTY AVENUE</b>																					
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
Liberty Avenue	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
<b>Overall Intersection</b>		-	<b>1.12</b>	<b>74.2</b>	<b>E</b>	-	<b>0.83</b>	<b>25.6</b>	<b>C</b>	-	<b>1.04</b>	<b>49.6</b>	<b>D</b>	-	<b>0.91</b>	<b>27.3</b>	<b>C</b>	-	<b>0.99</b>	<b>34.9</b>	<b>C</b>
<b>PENNSYLVANIA AVENUE &amp; ATLANTIC AVENUE</b>																					
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
	SB	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
		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	EB	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
		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
	WB	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
		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
<b>Overall Intersection</b>		-	<b>1.20+</b>	<b>63.3</b>	<b>E</b>	-	<b>1.16</b>	<b>48.8</b>	<b>D</b>	-	<b>1.20+</b>	<b>83.8</b>	<b>F</b>	-	<b>1.20+</b>	<b>87.6</b>	<b>F</b>	-	<b>1.20+</b>	<b>92.3</b>	<b>F</b>

**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	
<b>ERSKINE STREET</b>																					
<b>ERSKINE STREET &amp; BELT PARKWAY EASTBOUND RAMP</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.44</b>	<b>18.2</b>	<b>B</b>	<b>-</b>	<b>0.71</b>	<b>26.1</b>	<b>C</b>	<b>-</b>	<b>0.76</b>	<b>24.8</b>	<b>C</b>	<b>-</b>	<b>0.79</b>	<b>27.0</b>	<b>C</b>	<b>-</b>	<b>0.92</b>	<b>35.0</b>	<b>C</b>	
<b>ERSKINE STREET &amp; BELT PARKWAY WESTBOUND RAMP</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.41</b>	<b>18.0</b>	<b>B</b>	<b>-</b>	<b>0.62</b>	<b>21.8</b>	<b>C</b>	<b>-</b>	<b>0.68</b>	<b>24.0</b>	<b>C</b>	<b>-</b>	<b>0.81</b>	<b>31.0</b>	<b>C</b>	<b>-</b>	<b>0.90</b>	<b>46.2</b>	<b>D</b>	
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>																					
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
	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*
		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
Gateway Drive	EB	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
		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
	WB	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.61</b>	<b>38.0</b>	<b>D</b>	<b>-</b>	<b>0.68</b>	<b>22.2</b>	<b>C</b>	<b>-</b>	<b>0.87</b>	<b>33.5</b>	<b>C</b>	<b>-</b>	<b>0.93</b>	<b>61.8</b>	<b>E</b>	<b>-</b>	<b>1.12</b>	<b>113.8</b>	<b>F</b>	
<b>ERSKINE STREET &amp; GATEWAY PLAZA</b>																					
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
	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*
Gateway Plaza	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.51</b>	<b>22.0</b>	<b>C</b>	<b>-</b>	<b>0.58</b>	<b>21.6</b>	<b>C</b>	<b>-</b>	<b>0.63</b>	<b>25.1</b>	<b>C</b>	<b>-</b>	<b>0.78</b>	<b>33.0</b>	<b>C</b>	<b>-</b>	<b>0.92</b>	<b>77.0</b>	<b>E</b>	
<b>ERSKINE STREET &amp; PARKING LOT SE CORNER</b>																					
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
	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
Parking Lot SE Corner	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.37</b>	<b>17.1</b>	<b>B</b>	<b>-</b>	<b>0.46</b>	<b>15.1</b>	<b>B</b>	<b>-</b>	<b>0.48</b>	<b>15.3</b>	<b>B</b>	<b>-</b>	<b>0.65</b>	<b>16.2</b>	<b>B</b>	<b>-</b>	<b>0.76</b>	<b>21.9</b>	<b>C</b>	
<b>ERSKINE STREET &amp; PARKING LOT NE CORNER</b>																					
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
	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
Parking Lot NE Corner	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
<b>Overall Intersection</b>	<b>-</b>	<b>0.28</b>	<b>9.1</b>	<b>A</b>	<b>-</b>	<b>0.24</b>	<b>9.5</b>	<b>A</b>	<b>-</b>	<b>0.35</b>	<b>10.2</b>	<b>B</b>	<b>-</b>	<b>0.34</b>	<b>10.5</b>	<b>B</b>	<b>-</b>	<b>0.40</b>	<b>11.5</b>	<b>B</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					
<b>ERSKINE STREET &amp; VANDALIA AVENUE</b>																									
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)		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				
	NB	R	-	9.6	A	R	-	9.9	A	R	-	10.4	B	R	-	10.6	B	R	-	11.4	B				
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>26.2</b>	<b>C</b>	-		<b>0.51</b>	<b>20.8</b>	<b>C</b>	-		<b>0.69</b>	<b>24.4</b>	<b>C</b>	-		<b>0.73</b>	<b>29.2</b>	<b>C</b>	-		<b>0.87</b>	<b>34.6</b>	<b>C</b>
<b>ERSKINE STREET &amp; EGAN STREET (UNSIGNALIZED INTERSECTION)</b>																									
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				
<b>Overall Intersection</b>	-	-	-	<b>3.9</b>	<b>A</b>	-	-	<b>0.8</b>	<b>A</b>	-	-	<b>1.9</b>	<b>A</b>	-	-	<b>1.5</b>	<b>A</b>	-	-	<b>1.3</b>	<b>A</b>				
<b>GATEWAY DRIVE</b>																									
<b>GATEWAY DRIVE &amp; DRIVEWAY TO OLIVE GARDEN</b>																									
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				
<b>Overall Intersection</b>	-		<b>0.22</b>	<b>9.2</b>	<b>A</b>	-		<b>0.61</b>	<b>12.7</b>	<b>B</b>	-		<b>0.66</b>	<b>13.6</b>	<b>B</b>	-		<b>0.69</b>	<b>14.4</b>	<b>B</b>	-		<b>0.75</b>	<b>15.8</b>	<b>B</b>
<b>GATEWAY DRIVE &amp; DRIVEWAY TO RED LOBSTER</b>																									
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				
<b>Overall Intersection</b>	-		<b>0.12</b>	<b>7.8</b>	<b>A</b>	-		<b>0.27</b>	<b>9.0</b>	<b>A</b>	-		<b>0.36</b>	<b>9.6</b>	<b>A</b>	-		<b>0.58</b>	<b>11.2</b>	<b>B</b>	-		<b>0.63</b>	<b>11.7</b>	<b>B</b>
<b>GATEWAY DRIVE &amp; DRIVEWAY TO BOULDER CREEK</b>																									
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				
<b>Overall Intersection</b>	-		<b>0.24</b>	<b>9.1</b>	<b>A</b>	-		<b>0.38</b>	<b>11.0</b>	<b>B</b>	-		<b>0.47</b>	<b>11.4</b>	<b>B</b>	-		<b>0.68</b>	<b>15.8</b>	<b>B</b>	-		<b>0.84</b>	<b>34.7</b>	<b>C</b>
<b>GATEWAY DRIVE &amp; GATEWAY PLAZA</b>																									
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				
	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				
Gateway Plaza	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				
	<b>Overall Intersection</b>	-		<b>0.57</b>	<b>15.0</b>	<b>B</b>	-		<b>0.85</b>	<b>22.4</b>	<b>C</b>	-		<b>0.84</b>	<b>23.6</b>	<b>C</b>	-		<b>1.00</b>	<b>32.5</b>	<b>C</b>	-		<b>1.09</b>	<b>44.2</b>
<b>GATEWAY DRIVE &amp; PARKING LOT SW CORNER</b>																									
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	D				
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				
<b>Overall Intersection</b>	-		<b>0.39</b>	<b>10.8</b>	<b>B</b>	-		<b>0.75</b>	<b>15.7</b>	<b>B</b>	-		<b>0.93</b>	<b>17.9</b>	<b>B</b>	-		<b>1.13</b>	<b>24.2</b>	<b>C</b>	-		<b>1.20+</b>	<b>30.0</b>	<b>C</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	
<b>GATEWAY DRIVE &amp; PARKING LOT NW CORNER</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.40</b>	<b>9.0</b>	<b>A</b>	<b>-</b>	<b>0.59</b>	<b>13.2</b>	<b>B</b>	<b>-</b>	<b>0.65</b>	<b>15.0</b>	<b>B</b>	<b>-</b>	<b>0.78</b>	<b>24.2</b>	<b>C</b>	<b>-</b>	<b>0.87</b>	<b>39.1</b>	<b>D</b>	
<b>VANDALIA AVENUE</b>																					
<b>VANDALIA AVENUE &amp; ELTON STREET (UNSIGNALIZED INTERSECTION)</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>8.8</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>8.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>9.4</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>9.4</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>9.2</b>	<b>A</b>	
<b>VANDALIA AVENUE &amp; GATEWAY DRIVE</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.46</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.58</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>0.74</b>	<b>20.0</b>	<b>B</b>	<b>-</b>	<b>0.86</b>	<b>36.8</b>	<b>D</b>	<b>-</b>	<b>0.85</b>	<b>41.0</b>	<b>D</b>	
<b>FOUNTAIN AVENUE</b>																					
<b>FOUNTAIN AVENUE &amp; VANDALIA AVENUE</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.31</b>	<b>10.9</b>	<b>B</b>	<b>-</b>	<b>0.36</b>	<b>10.8</b>	<b>B</b>	<b>-</b>	<b>0.44</b>	<b>11.7</b>	<b>B</b>	<b>-</b>	<b>0.47</b>	<b>12.1</b>	<b>B</b>	<b>-</b>	<b>0.55</b>	<b>13.1</b>	<b>B</b>	
<b>FOUNTAIN AVENUE &amp; EGAN STREET (UNSIGNALIZED INTERSECTION)</b>																					
Fountain Avenue	NB	LT	-	8.4	A	LT	-	8.7	A	LT	-	9.2	A	LT	-	9.3	A	LT	-	9.7	A
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>A</b>	
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>1.17</b>	<b>61.8</b>	<b>E</b>	<b>-</b>	<b>0.92</b>	<b>53.0</b>	<b>D</b>	<b>-</b>	<b>0.89</b>	<b>39.9</b>	<b>D</b>	<b>-</b>	<b>0.98</b>	<b>63.6</b>	<b>E</b>	<b>-</b>	<b>1.08</b>	<b>88.9</b>	<b>F</b>	
<b>FOUNTAIN AVENUE &amp; OLD MILL ROAD (UNSIGNALIZED INTERSECTION)</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>A</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	
<b>FOUNTAIN AVENUE &amp; COZINE AVENUE</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
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
	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
Cozine Avenue	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
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>13.1</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>21.1</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>17.5</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>23.2</b>	<b>C</b>	
<b>FOUNTAIN AVENUE &amp; WORTMAN AVENUE</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
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*
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>8.6</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>3.6</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>23.7</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>9.5</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>30.8</b>	<b>D</b>	
<b>FOUNTAIN AVENUE &amp; STANLEY AVENUE</b>																					
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	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	<b>-</b>	<b>0.39</b>	<b>13.1</b>	<b>B</b>	<b>-</b>	<b>0.39</b>	<b>12.8</b>	<b>B</b>	<b>-</b>	<b>0.68</b>	<b>16.6</b>	<b>B</b>	<b>-</b>	<b>0.52</b>	<b>14.2</b>	<b>B</b>	<b>-</b>	<b>0.60</b>	<b>15.6</b>	<b>B</b>	
<b>FOUNTAIN AVENUE &amp; LIBERTY AVENUE</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>11.9</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>4.8</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>9.9</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>9.4</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>15.4</b>	<b>C</b>	
<b>FOUNTAIN AVENUE &amp; ATLANTIC AVENUE</b>																					
<b>(UNSIGNALIZED INTERSECTION)</b>																					
Atlantic Avenue	EB	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW	A	TR	FREEFLOW
<b>Overall Intersection</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>	<b>-</b>	<b>FREEFLOW</b>	<b>A</b>
<b>FLATLANDS AVENUE</b>																					
<b>FLATLANDS AVENUE &amp; ATKINS AVENUE</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.49</b>	<b>17.4</b>	<b>B</b>	<b>-</b>	<b>0.38</b>	<b>16.6</b>	<b>B</b>	<b>-</b>	<b>0.42</b>	<b>17.1</b>	<b>B</b>	<b>-</b>	<b>0.50</b>	<b>17.6</b>	<b>B</b>	<b>-</b>	<b>0.58</b>	<b>18.6</b>	<b>B</b>	
<b>FLATLANDS AVENUE &amp; ESSEX STREET</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.51</b>	<b>19.6</b>	<b>B</b>	<b>-</b>	<b>0.32</b>	<b>17.0</b>	<b>B</b>	<b>-</b>	<b>0.38</b>	<b>17.5</b>	<b>B</b>	<b>-</b>	<b>0.37</b>	<b>17.6</b>	<b>B</b>	<b>-</b>	<b>0.40</b>	<b>18.8</b>	<b>B</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	
<b>FLATLANDS AVENUE &amp; LINWOOD STREET</b>																					
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
Flatlands Avenue	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
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>21.1</b>	<b>C</b>	-	<b>0.34</b>	<b>17.2</b>	<b>B</b>	-	<b>0.38</b>	<b>17.8</b>	<b>B</b>	-	<b>0.39</b>	<b>18.4</b>	<b>B</b>	-	<b>0.44</b>	<b>19.8</b>	<b>B</b>
<b>FLATLANDS AVENUE &amp; ELTON STREET</b>																					
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
<b>Overall Intersection</b>	-		<b>0.61</b>	<b>20.6</b>	<b>C</b>	-	<b>0.43</b>	<b>17.8</b>	<b>B</b>	-	<b>0.52</b>	<b>19.5</b>	<b>B</b>	-	<b>0.59</b>	<b>19.6</b>	<b>B</b>	-	<b>0.61</b>	<b>20.7</b>	<b>C</b>
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>																					
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
	WB	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
		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	
<b>Overall Intersection</b>	-		<b>0.53</b>	<b>14.6</b>	<b>B</b>	-	<b>0.74</b>	<b>14.6</b>	<b>B</b>	-	<b>0.92</b>	<b>16.9</b>	<b>B</b>	-	<b>1.03</b>	<b>28.8</b>	<b>C</b>	-	<b>1.06</b>	<b>39.4</b>	<b>D</b>
<b>FLATLANDS AVENUE &amp; SCHENCK AVENUE</b>																					
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+
	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	
<b>Overall Intersection</b>	-		<b>0.77</b>	<b>22.9</b>	<b>C</b>	-	<b>0.81</b>	<b>20.5</b>	<b>C</b>	-	<b>0.82</b>	<b>24.7</b>	<b>C</b>	-	<b>1.00</b>	<b>45.1</b>	<b>D</b>	-	<b>1.18</b>	<b>89.3</b>	<b>F</b>
<b>FLATLANDS AVENUE &amp; VAN SICLEN AVENUE</b>																					
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
<b>Overall Intersection</b>	-		<b>1.11</b>	<b>43.8</b>	<b>D</b>	-	<b>1.19</b>	<b>39.1</b>	<b>D</b>	-	<b>1.14</b>	<b>53.2</b>	<b>D</b>	-	<b>1.20+</b>	<b>50.6</b>	<b>D</b>	-	<b>1.20+</b>	<b>91.7</b>	<b>F</b>
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>																					
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*
	WB	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
		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*
<b>Overall Intersection</b>	-		<b>1.18</b>	<b>120+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>91.4</b>	<b>F</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</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	
<b>FLATLANDS AVENUE &amp; ROCKAWAY PARKWAY</b>																					
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+	F*
		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*
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>44.7</b>	<b>D</b>	<b>-</b>	<b>0.89</b>	<b>36.1</b>	<b>D</b>	<b>-</b>	<b>1.09</b>	<b>79.4</b>	<b>E</b>	<b>-</b>	<b>1.20</b>	<b>120+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	
<b>FLATLANDS AVENUE &amp; REMSEN AVENUE</b>																					
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	D
		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	C
		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*
<b>Overall Intersection</b>	<b>-</b>	<b>1.03</b>	<b>47.4</b>	<b>D</b>	<b>-</b>	<b>0.73</b>	<b>24.7</b>	<b>C</b>	<b>-</b>	<b>1.04</b>	<b>50.8</b>	<b>D</b>	<b>-</b>	<b>1.06</b>	<b>47.0</b>	<b>D</b>	<b>-</b>	<b>1.18</b>	<b>70.3</b>	<b>E</b>	
<b>LINDEN BOULEVARD</b>																					
<b>LINDEN BOULEVARD &amp; 79TH STREET</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.88</b>	<b>28.0</b>	<b>C</b>	<b>-</b>	<b>0.52</b>	<b>20.0</b>	<b>B</b>	<b>-</b>	<b>0.58</b>	<b>19.5</b>	<b>B</b>	<b>-</b>	<b>0.56</b>	<b>15.2</b>	<b>B</b>	<b>-</b>	<b>0.62</b>	<b>16.1</b>	<b>B</b>	
<b>LINDEN BOULEVARD &amp; EUCLID AVENUE</b>																					
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	C
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
<b>Overall Intersection</b>	<b>-</b>	<b>0.85</b>	<b>22.1</b>	<b>C</b>	<b>-</b>	<b>0.63</b>	<b>15.0</b>	<b>B</b>	<b>-</b>	<b>0.56</b>	<b>16.1</b>	<b>B</b>	<b>-</b>	<b>0.60</b>	<b>13.9</b>	<b>B</b>	<b>-</b>	<b>0.66</b>	<b>14.5</b>	<b>B</b>	
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>																					
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
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	<b>-</b>	<b>1.09</b>	<b>80.1</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>92.9</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>116.9</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</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	
<b>LINDEN BOULEVARD &amp; ATKINS AVENUE</b>																					
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
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>14.2</b>	<b>B</b>	-	<b>0.44</b>	<b>19.1</b>	<b>B</b>	-	<b>0.58</b>	<b>18.2</b>	<b>B</b>	-	<b>0.40</b>	<b>14.3</b>	<b>B</b>	-	<b>0.43</b>	<b>14.9</b>	<b>B</b>
<b>LINDEN BOULEVARD &amp; ELTON STREET (UNSIGNALIZED INTERSECTION)</b>																					
Elton Street	NB	R	-	10.8	B	R	-	10.3	B	R	-	12.3	B	R	-	10.2	B	R	-	10.3	B
<b>Overall Intersection</b>	-		-	<b>1.1</b>	<b>A</b>	-	-	<b>1.1</b>	<b>A</b>	-	-	<b>1.2</b>	<b>A</b>	-	-	<b>0.8</b>	<b>A</b>	-	-	<b>0.9</b>	<b>A</b>
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>																					
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	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
	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*
Linden Boulevard (Service Road)	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
		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
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>99.8</b>	<b>F</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>
<b>LINDEN BOULEVARD &amp; ROCKAWAY AVENUE</b>																					
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
Linden Boulevard (Mainline)		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
	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
<b>Overall Intersection</b>	-		<b>1.16</b>	<b>61.8</b>	<b>E</b>	-	<b>1.20+</b>	<b>93.3</b>	<b>F</b>	-	<b>1.06</b>	<b>51.9</b>	<b>D</b>	-	<b>1.03</b>	<b>51.7</b>	<b>D</b>	-	<b>1.06</b>	<b>52.5</b>	<b>D</b>
<b>LINDEN BOULEVARD &amp; ROCKAWAY PARKWAY</b>																					
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
Linden Boulevard (Mainline)	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*
		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
Linden Boulevard (Service Road)		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
	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
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>52.1</b>	<b>D</b>	-	<b>0.78</b>	<b>37.4</b>	<b>D</b>	-	<b>0.88</b>	<b>49.1</b>	<b>D</b>	-	<b>0.84</b>	<b>32.9</b>	<b>C</b>	-	<b>0.91</b>	<b>35.5</b>	<b>D</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	
<b>LINDEN BOULEVARD &amp; KINGS HIGHWAY &amp; REMSEN AVENUE</b>																					
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*
Linden Boulevard (Service Road - Unsignalized)	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*	-	-	-	-	-	-	-	-
	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
<b>Overall Intersection</b>	-	<b>1.19</b>	<b>112.0</b>	<b>F</b>	-	<b>1.19</b>	<b>97.5</b>	<b>F</b>	-	<b>1.20+</b>	<b>119.6</b>	<b>F</b>	-	<b>1.09</b>	<b>114.6</b>	<b>F</b>	-	<b>1.11</b>	<b>120+</b>	<b>F*</b>	
<b>PENNSYLVANIA AVENUE</b>																					
<b>PENNSYLVANIA AVENUE &amp; LIBERTY AVENUE</b>																					
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
<b>Overall Intersection</b>	-	<b>1.11</b>	<b>75.4</b>	<b>E</b>	-	<b>1.00</b>	<b>50.6</b>	<b>D</b>	-	<b>1.05</b>	<b>60.1</b>	<b>E</b>	-	<b>1.13</b>	<b>94.5</b>	<b>F</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	
<b>PENNSYLVANIA AVENUE &amp; ATLANTIC AVENUE</b>																					
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
<b>Overall Intersection</b>	-	<b>1.20</b>	<b>97.5</b>	<b>F</b>	-	<b>1.20+</b>	<b>60.9</b>	<b>E</b>	-	<b>1.20+</b>	<b>99.2</b>	<b>F</b>	-	<b>1.20+</b>	<b>114.6</b>	<b>F</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	

**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			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	0.35	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			
<b>Overall Intersection</b>		-	<b>0.39</b>	<b>17.4</b>	<b>B</b>	-	<b>0.44</b>	<b>18.2</b>	<b>B</b>	-	<b>0.44</b>	<b>18.2</b>	<b>B</b>			
<b>ERSKINE STREET &amp; BELT PARKWAY WESTBOUND RAMP</b>																
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			
<b>Overall Intersection</b>		-	<b>0.34</b>	<b>17.1</b>	<b>B</b>	-	<b>0.41</b>	<b>18.0</b>	<b>B</b>	-	<b>0.41</b>	<b>17.8</b>	<b>B</b>			
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>																
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			
Gateway Drive	EB	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			
		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			
Gateway Drive	WB	T	0.04	25.7	C	T	0.04	25.7	C	T	0.04	25.7	C			
		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				
<b>Overall Intersection</b>		-	<b>0.57</b>	<b>30.6</b>	<b>C</b>	-	<b>0.61</b>	<b>38.0</b>	<b>D</b>	-	<b>0.72</b>	<b>23.3</b>	<b>C</b>			
<b>ERSKINE STREET &amp; GATEWAY PLAZA</b>																
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	EB	SB	TR	0.68	28.9	C	TR	0.73	30.4	C	TR	0.53	25.2		C	
		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			
											0.00	0.0				
<b>Overall Intersection</b>		-	<b>0.49</b>	<b>22.5</b>	<b>C</b>	-	<b>0.51</b>	<b>22.0</b>	<b>C</b>	-	<b>0.42</b>	<b>19.6</b>	<b>B</b>			
<b>ERSKINE STREET &amp; PARKING LOT SE CORNER</b>																
Erskine Street	NB	-	-	-	-	L	0.22	10.1	B					- Mitigation not required.		
		-	-	-	-	T	0.26	8.3	A							
Parking Lot SE Corner	EB	-	-	-	-	TR	0.62	23.5	C							
		-	-	-	-	L	0.04	23.8	C							
		-	-	-	-	R	0.06	11.8	B							
<b>Overall Intersection</b>		-	-	-	-	<b>0.37</b>	<b>17.1</b>	<b>B</b>								
<b>ERSKINE STREET &amp; PARKING LOT NE CORNER</b>																
Erskine Street	NB	-	-	-	-	L	0.06	7.3	A					- Mitigation not required.		
		-	-	-	-	T	0.26	8.3	A							
Parking Lot NE Corner	EB	-	-	-	-	TR	0.40	9.4	A							
		-	-	-	-	L	0.02	23.7	C							
		-	-	-	-	R	0.02	23.7	C							
<b>Overall Intersection</b>		-	-	-	-	<b>0.28</b>	<b>9.1</b>	<b>A</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						
<b>ERSKINE STREET &amp; VANDALIA AVENUE</b>																			
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										
	SB	LTR	0.47	21.7	C	LTR	0.59	23.2	C										
Vandalia Avenue	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										
		TR	0.07	12.3	B	TR	0.04	12.6	B										
Erskine Street (channelized stop)	NB	R	-	9.4	A	R	-	9.6	A										
	<b>Overall Intersection</b>	-	<b>0.64</b>	<b>27.5</b>	<b>C</b>	-	<b>0.71</b>	<b>26.2</b>	<b>C</b>										
<b>ERSKINE STREET &amp; EGAN STREET</b>																			
		(UNSIGNALIZED INTERSECTION)										(UNSIGNALIZED INTERSECTION)							
Erskine Street	NB	LT	-	8.2	A	LT	-	8.6	A							- Mitigation not required.			
Egan Street	WB	LTR	-	19.5	C	LTR	-	24.4	C										
	<b>Overall Intersection</b>	-	-	<b>3.0</b>	<b>A</b>	-	-	<b>3.9</b>	<b>A</b>										
<b>GATEWAY DRIVE</b>																			
<b>GATEWAY DRIVE &amp; DRIVEWAY TO OLIVE GARDEN</b>																			
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										
		T	0.17	7.8	A	T	0.19	7.9	A										
	WB	TR	0.24	8.2	A	TR	0.26	8.4	A										
	<b>Overall Intersection</b>	-	<b>0.21</b>	<b>9.2</b>	<b>A</b>	-	<b>0.22</b>	<b>9.2</b>	<b>A</b>										
<b>GATEWAY DRIVE &amp; DRIVEWAY TO RED LOBSTER</b>																			
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										
		T	0.15	7.3	A	T	0.17	7.4	A										
	WB	TR	0.14	7.3	A	TR	0.16	7.4	A										
	<b>Overall Intersection</b>	-	<b>0.11</b>	<b>7.7</b>	<b>A</b>	-	<b>0.12</b>	<b>7.8</b>	<b>A</b>										
<b>GATEWAY DRIVE &amp; DRIVEWAY TO BOULDER CREEK</b>																			
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										
	<b>Overall Intersection</b>	-	<b>0.22</b>	<b>9.0</b>	<b>A</b>	-	<b>0.24</b>	<b>9.1</b>	<b>A</b>										
<b>GATEWAY DRIVE &amp; GATEWAY PLAZA</b>																			
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										
		T	0.36	9.7	A	T	0.41	10.2	B										
Gateway Plaza	WB	LR	0.22	15.9	B	LR	0.22	15.9	B										
	<b>Overall Intersection</b>	-	<b>0.57</b>	<b>15.3</b>	<b>B</b>	-	<b>0.57</b>	<b>15.0</b>	<b>B</b>										
<b>GATEWAY DRIVE &amp; PARKING LOT SW CORNER</b>																			
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										
	<b>Overall Intersection</b>	-	-	-	-	-	<b>0.39</b>	<b>10.8</b>	<b>B</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	
<b>GATEWAY DRIVE &amp; PARKING LOT NW CORNER</b>														
Gateway Drive	NB	-	-	-	-	TR	0.27	16.1	B					- Mitigation not required.
	SB	-	-	-	-	LT	0.33	4.8	A					
Parking Lot NW Corner	WB	-	-	-	-	L	0.02	31.4	C					
		-	-	-	-	R	0.05	14.3	B					
<b>Overall Intersection</b>		-	-	-	-	-	<b>0.4</b>	<b>9.0</b>	<b>A</b>					
<b>VANDALIA AVENUE</b>														
<b>VANDALIA AVENUE &amp; ELTON STREET (UNIGNALIZED INTERSECTION)</b>														
Elton Street	NB	LTR	-	11.3	B	LTR	-	8.9	A					- Mitigation not required.
	SB	LTR	-	9.3	A	LTR	-	8.4	A					
Vandalia Avenue	EB	LT	-	10.2	B	LT	-	9.3	A					
		TR	-	9.5	A	TR	-	8.7	A					
	WB	LT	-	10.9	B	LT	-	8.6	A					
		TR	-	9.2	A	TR	-	8.7	A					
<b>Overall Intersection</b>		-	-	<b>10.4</b>	<b>B</b>	-	-	<b>8.8</b>	<b>A</b>					
<b>VANDALIA AVENUE &amp; GATEWAY DRIVE</b>														
Gateway Drive	NB	TR	0.18	15.9	B	TR	0.26	15.4	B					- Mitigation not required.
	SB	LT	0.3	5.4	A	LT	0.33	5.6	A					
Vandalia Avenue	WB	L	0.29	33.7	C	L	0.29	33.7	C					
		R	0.76	30.5	C	R	0.67	27.3	C					
<b>Overall Intersection</b>		-	<b>0.48</b>	<b>16.3</b>	<b>B</b>	-	<b>0.46</b>	<b>14.7</b>	<b>B</b>					
<b>FOUNTAIN AVENUE</b>														
<b>FOUNTAIN AVENUE &amp; VANDALIA AVENUE</b>														
Fountain Avenue	NB	LT	0.09	7.4	A	LT	0.09	7.4	A					- Mitigation not required.
	SB	TR	0.25	8.3	A	TR	0.27	8.4	A					
Vandalia Avenue	EB	L	0.39	18.1	B	L	0.39	18.1	B					
		LR	0.08	14.6	B	LR	0.08	14.6	B					
<b>Overall Intersection</b>		-	<b>0.30</b>	<b>10.9</b>	<b>B</b>	-	<b>0.31</b>	<b>10.9</b>	<b>B</b>					
<b>FOUNTAIN AVENUE &amp; EGAN STREET (UNIGNALIZED INTERSECTION)</b>														
Fountain Avenue	NB	LT	-	8.3	A	LT	-	8.4	A					- Mitigation not required.
<b>Overall Intersection</b>		-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>					
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>														
Fountain Avenue	NB	LTR	0.81	43.5	D	LTR	0.80	43.1	D	LTR	0.79	42.0	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.
	SB	LTR	0.57	26.7	C	LTR	0.61	27.8	C	LTR	0.60	27.3	C	
Flatlands Avenue	EB	DefL	1.20+	120+	F*	DefL	1.20+	120+	F*	L	1.11	117.3	F	- Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection.
		TR	0.14	10.5	B	TR	0.14	10.5	B	TR	0.18	17.2	B	
	WB	LTR	0.61	24.3	C	LTR	0.61	24.3	C	L	0.13	9.4	A	- 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	0.32	21.8	C	- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.
<b>Overall Intersection</b>		-	<b>1.07</b>	<b>49.0</b>	<b>D</b>	-	<b>1.17</b>	<b>61.8</b>	<b>E</b>	-	<b>1.01</b>	<b>43.0</b>	<b>D</b>	- 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). - [Mitigation same as 2011 weekday AM.]
<b>FOUNTAIN AVENUE &amp; OLD MILL ROAD (UNIGNALIZED INTERSECTION)</b>														
Fountain Avenue	SB	LT	-	9.0	A	LT	-	9.0	A					- Mitigation not required.
Old Mill Road	WB	LR	-	14.8	B	LR	-	15.4	C					
<b>Overall Intersection</b>		-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</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	
<b>FOUNTAIN AVENUE &amp; COZINE AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
Fountain Avenue	NB	LT	-	13.6	B	LT	-	14.4	B					- Mitigation not required.
		TR	-	13.3	B	TR	-	14.1	B					
	SB	LT	-	13.9	B	LT	-	15.1	C					
		TR	-	13.3	B	TR	-	14.3	B					
Cozine Avenue	EB	LTR	-	11.5	B	LTR	-	11.7	B					
	WB	LTR	-	10.7	B	LTR	-	10.8	B					
	<b>Overall Intersection</b>	-	-	<b>13.2</b>	<b>B</b>	-	-	<b>14.1</b>	<b>B</b>					
<b>FOUNTAIN AVENUE &amp; WORTMAN AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
Fountain Avenue	NB	LT	-	9.1	A	LT	-	9.3	A					- Mitigation not required.
	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					
	<b>Overall Intersection</b>	-	-	<b>6.9</b>	<b>A</b>	-	-	<b>8.6</b>	<b>A</b>					
<b>FOUNTAIN AVENUE &amp; STANLEY AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				
Fountain Avenue	NB	LTR	0.50	13.6	B	LTR	0.53	14.1	B	LTR	0.53	14.1	B	- Mitigation not required.
	SB	LTR	0.44	12.5	B	LTR	0.49	13.1	B	LTR	0.48	13.0	B	- [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
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	-	-	-	-	
	<b>Overall Intersection</b>	-	<b>0.41</b>	<b>12.7</b>	<b>B</b>	-	<b>0.39</b>	<b>13.1</b>	<b>B</b>	-	<b>0.43</b>	<b>13.0</b>	<b>B</b>	
<b>FOUNTAIN AVENUE &amp; LIBERTY AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				
Fountain Avenue	SB	LTR	-	38.5	E	LTR	-	41.0	E	L	-	15.4	C	- Remove parking on the east side of the Fountain Avenue SB approach 120 ft. from intersection.
		-	-	-	-	-	-	-	-	TR	-	33.8	D	- Restripe the Fountain Avenue SB approach as one 12 ft. exclusive left turn lane and one 18 ft. shared through-right lane with parking.
Liberty Avenue	WB	LT	-	8.1	A	LT	-	8.2	A	LT	-	8.2	A	- [Measures reflect changes needed for the weekday PM, Saturday midday & Saturday PM peak periods; otherwise mitigation is not needed.]
	<b>Overall Intersection</b>	-	-	<b>11.2</b>	<b>B</b>	-	-	<b>11.9</b>	<b>B</b>	-	-	<b>9.4</b>	<b>A</b>	
<b>FOUNTAIN AVENUE &amp; ATLANTIC AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
Atlantic Avenue	EB	TR	FREEFLOW		A	TR	FREEFLOW		A					- Mitigation not required.
	<b>Overall Intersection</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>					
<b>FLATLANDS AVENUE</b>														
<b>FLATLANDS AVENUE &amp; ATKINS AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				
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					
	<b>Overall Intersection</b>	-	<b>0.43</b>	<b>16.9</b>	<b>B</b>	-	<b>0.49</b>	<b>17.4</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; ESSEX STREET</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
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					
	<b>Overall Intersection</b>	-	-	<b>7.4</b>	<b>A</b>	-	<b>0.51</b>	<b>19.6</b>	<b>B</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		
<b>FLATLANDS AVENUE &amp; LINWOOD STREET</b>															
(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						
Flatlands Avenue	EB	LT	-	11.7	B	LT	0.65	20.1	C						
	WB	-	-	-	-	TR	0.44	16.9	B						
	<b>Overall Intersection</b>	-	-	<b>98.8</b>	<b>F</b>	-	<b>0.68</b>	<b>21.1</b>	<b>C</b>						
<b>FLATLANDS AVENUE &amp; ELTON STREET</b>															
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						
Flatlands Avenue	EB	L	0.16	14.8	B	L	0.19	15.3	B						
		TR	0.59	19.1	B	TR	0.73	22.1	C						
	WB	L	0.17	15.0	B	L	0.02	13.1	B						
		TR	0.52	17.9	B	TR	0.59	19.0	B						
	<b>Overall Intersection</b>	-	<b>0.57</b>	<b>19.0</b>	<b>B</b>	-	<b>0.61</b>	<b>20.6</b>	<b>C</b>						
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>															
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	-	-	-	-						
Flatlands Avenue	EB	L	0.38	18.8	B	L	0.47	20.4	C						
		TR	0.88	27.9	C	T	0.51	17.0	B						
		-	-	-	-	R	0.42	0.6	A						
	WB	L	0.43	24.3	C	L	0.18	14.4	B						
		TR	0.56	18.3	B	TR	0.58	18.2	B						
	<b>Overall Intersection</b>	-	<b>0.78</b>	<b>23.5</b>	<b>C</b>	-	<b>0.53</b>	<b>14.6</b>	<b>B</b>						
<b>FLATLANDS AVENUE &amp; SCHENCK AVENUE</b>															
Schenck Avenue	SB	LR	0.65	30.6	C	L	0.45	25.5	C						- Mitigation not required.
		-	-	-	-	LR	0.40	25.2	C						
Flatlands Avenue	EB	L	0.46	30.0	C	-	-	-	-						
		T	0.68	17.5	B	T	0.57	14.9	B						
	WB	TR	1.07	62.6	E	T	0.97	33.5	C						
		-	-	-	-	R	0.14	0.1	A						
	<b>Overall Intersection</b>	-	<b>0.91</b>	<b>41.8</b>	<b>D</b>	-	<b>0.77</b>	<b>22.9</b>	<b>C</b>						
<b>FLATLANDS AVENUE &amp; VAN SICLEN AVENUE</b>															
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.	
		-	-	-	-	-	-	-	-	T	0.44	30.1	C	- Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from	
		-	-	-	-	-	-	-	-	R	0.35	28.7	C	intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one	
	SB	LTR	1.04	69.8	E	LTR	1.10	90.9	F	L	0.59	31.9	C	10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB	
		-	-	-	-	-	-	-	-	TR	0.93	52.5	D	receiving side as one 24 ft. lane with parking.	
Flatlands Avenue	EB	L	0.77	67.8	E	L	0.98	114.0	F	L	0.39	18.8	B	- Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from	
		TR	0.62	16.2	B	TR	0.70	17.9	B	T	0.66	20.1	C	intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and	
		-	-	-	-	-	-	-	-	R	0.17	14.1	B	one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving	
	WB	L	0.89	57.1	E	L	1.12	120+	F*	L	0.70	24.5	C	side as one 20 ft. lane.	
		TR	0.87	24.6	C	TR	0.94	30.9	C	T	0.84	26.0	C	- Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection.	
		-	-	-	-	-	-	-	-	R	0.40	17.3	B	- Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10	
	<b>Overall Intersection</b>	-	<b>0.95</b>	<b>33.3</b>	<b>C</b>	-	<b>1.11</b>	<b>43.8</b>	<b>D</b>	-	<b>0.88</b>	<b>26.9</b>	<b>C</b>	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.]	

**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	2013 Build Condition			LOS	2013 Build with Mitigation			LOS	Mitigation Measures	
		V/C	Delay			Mvt.	V/C	Delay		Mvt.	V/C	Delay			
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>															
Pennsylvania Avenue	NB	L	0.75	51.0	D	L	0.75	51.0	D	L	0.75	51.0	D	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> <li>- 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.</li> <li>- [Measures reflect geometric improvements needed for the weekday midday peak period.]</li> </ul>	
		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		
Flatlands Avenue	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*			
<b>Overall Intersection</b>	-	<b>1.07</b>	<b>88.4</b>	<b>F</b>	-	<b>1.18</b>	<b>120+</b>	<b>F*</b>	-	<b>1.11</b>	<b>112.2</b>	<b>F</b>			
<b>FLATLANDS AVENUE &amp; ROCKAWAY PARKWAY</b>															
Rockaway Parkway	NB	L	0.72	36.3	D	L	0.72	36.3	D	L	0.70	31.3	C		<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> <li>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</li> <li>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</li> <li>- 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).</li> <li>- [Measures reflect geometric improvements needed for the weekday PM, Saturday midday &amp; Saturday PM peak periods.]</li> </ul>
		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	
Flatlands Avenue	EB	TR	0.84	36.4	D	TR	0.87	38.4	D	TR	0.85	36.6	D		
		WB	L	0.61	44.9	D	L	0.70	55.2	E	L	0.67	50.4	D	
	WB	TR	0.93	44.5	D	TR	0.95	47.9	D	TR	0.93	44.3	D		
		<b>Overall Intersection</b>	-	<b>0.93</b>	<b>42.6</b>	<b>D</b>	-	<b>0.95</b>	<b>44.7</b>	<b>D</b>	-	<b>0.95</b>	<b>38.7</b>	<b>D</b>	
<b>FLATLANDS AVENUE &amp; REMSEN AVENUE</b>															
Remsen Avenue	NB	L	0.80	40.3	D	L	0.80	40.3	D	L	0.80	39.6	D	<ul style="list-style-type: none"> <li>- 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.</li> <li>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</li> <li>- 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).</li> <li>- [Mitigation same as 2011 weekday AM.]</li> </ul>	
		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		
Flatlands Avenue	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		
	WB	-	-	-	-	-	-	-	-	R	0.23	16.6	B		
		L	0.35	22.2	C	L	0.40	24.6	C	L	0.34	21.1	C		
Flatlands Avenue	WB	TR	1.05	62.8	E	TR	1.07	69.3	E	T	0.74	23.2	C		
		-	-	-	-	-	-	-	-	R	0.77	32.0	C		
<b>Overall Intersection</b>	-	<b>1.02</b>	<b>44.1</b>	<b>D</b>	-	<b>1.03</b>	<b>47.4</b>	<b>D</b>	-	<b>0.89</b>	<b>29.6</b>	<b>C</b>			
<b>LINDEN BOULEVARD</b>															
<b>LINDEN BOULEVARD &amp; 79TH STREET</b>															
79th Street	NB	L	0.68	46.0	D	L	0.69	46.6	D						- Mitigation not required.
		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					
<b>Overall Intersection</b>	-	<b>0.87</b>	<b>26.8</b>	<b>C</b>	-	<b>0.88</b>	<b>28.0</b>	<b>C</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				2013 Build Condition				2013 Build with Mitigation				Mitigation Measures	
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>LINDEN BOULEVARD &amp; EUCLID AVENUE</b>															
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		
<b>Overall Intersection</b>	<b>-</b>	<b>0.89</b>	<b>23.7</b>	<b>C</b>	<b>-</b>	<b>0.85</b>	<b>22.1</b>	<b>C</b>	<b>-</b>	<b>0.90</b>	<b>24.1</b>	<b>C</b>			
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>															
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	-	-	-	-		
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>43.2</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>34.3</b>	<b>C</b>			
<b>LINDEN BOULEVARD &amp; ATKINS AVENUE</b>															
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		
Linden Boulevard (Service Road)	EB	TR	0.34	10.5	B	TR	0.33	7.9	A	TR	0.34	9.2	A		
	WB	T	0.49	12.3	B	T	0.45	9.2	A	T	0.47	10.7	B		
<b>Overall Intersection</b>	<b>-</b>	<b>0.68</b>	<b>15.8</b>	<b>B</b>	<b>-</b>	<b>0.68</b>	<b>14.2</b>	<b>B</b>	<b>-</b>	<b>0.65</b>	<b>16.3</b>	<b>B</b>			
<b>LINDEN BOULEVARD &amp; ELTON STREET</b>															
Elton Street	NB	R	-	10.8	B	R	-	10.8	B					- Mitigation not required.	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.1</b>	<b>A</b>							
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>															
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	- <b>Unmitigatable Impact.</b> - 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		
	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		
Linden Boulevard (Mainline)	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		
	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		
Linden Boulevard (Service Road)	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		
	WB	TR	1.02	70.1	E	TR	1.07	85.8	F	TR	1.07	85.8	F		
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>116.8</b>	<b>F</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				2013 Build Condition				2013 Build with Mitigation				Mitigation Measures
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>LINDEN BOULEVARD &amp; ROCKAWAY AVENUE</b>														
Rockaway Avenue	NB	LT	1.13	120+	F*	LT	1.13	120+	F*	LT	1.13	120+	F*	- Mitigation not required. - 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. - WB left and SB left turns and through movements are not considered an impact because less than 5 vehicles were added to the movement. - [Measures reflect geometric improvements needed for the weekday midday, PM, Saturday midday and Saturday PM peak periods.]
	R	0.47	45.0	D	R	0.50	45.9	D	R	0.47	44.5	D		
Linden Boulevard (Mainline)	SB	LT	1.20+	120+	F*	LT	1.20+	120+	F*	LT	1.20	120+	F*	
	R	0.50	51.2	D	R	0.50	51.2	D	R	0.50	51.2	D		
Linden Boulevard (Service Road)	EB	L	0.79	78.7	E	L	0.79	78.7	E	L	0.79	78.7	E	
	T	0.63	19.9	B	T	0.64	20.2	C	T	0.64	20.2	C		
	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	TR	0.55	19.7	B	TR	0.56	19.8	B	TR	0.56	19.8	B	
<b>Overall Intersection</b>	-	<b>1.13</b>	<b>58.6</b>	<b>E</b>	-	<b>1.16</b>	<b>61.8</b>	<b>E</b>	-	<b>1.14</b>	<b>60.4</b>	<b>E</b>		
<b>LINDEN BOULEVARD &amp; ROCKAWAY PARKWAY</b>														
Rockaway Parkway	NB	LTR	1.17	120+	F*	LTR	1.17	120+	F*					- Mitigation not required. - SB left is not considered an impact because less than 5 vehicles were added to the movement.
	SB	L	1.17	120+	F*	L	1.18	120+	F*					
Linden Boulevard (Mainline)	TR	0.80	48.5	D	TR	0.80	48.5	D						
	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					
Linden Boulevard (Service Road)	T	0.91	22.3	C	T	0.92	22.9	C						
	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					
<b>Overall Intersection</b>	-	<b>1.00</b>	<b>51.9</b>	<b>D</b>	-	<b>1.01</b>	<b>52.1</b>	<b>D</b>						
<b>LINDEN BOULEVARD &amp; KINGS HIGHWAY &amp; REMSEN AVENUE</b>														
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. - 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. - [Mitigation same as 2011 weekday AM.]
	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	
Remsen Avenue	EB	DefL	1.06	115.0	F	DefL	1.07	117.6	F	DefL	1.07	117.6	F	
	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	
	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	
<b>Overall Intersection</b>	-	<b>1.12</b>	<b>109.6</b>	<b>F</b>	-	<b>1.19</b>	<b>112.0</b>	<b>F</b>	-	<b>1.10</b>	<b>101.7</b>	<b>F</b>		
<b>PENNSYLVANIA AVENUE</b>														
<b>PENNSYLVANIA AVENUE &amp; LIBERTY AVENUE</b>														
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. - 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 AM.]
	SB	-	-	-	-	L	0.06	8.9	A	LTR	0.53	13.0	B	
Liberty Avenue	TR	0.77	19.2	B	TR	0.80	20.2	C	-	-	-	-		
	EB	LTR	0.68	48.8	D	LTR	0.62	43.9	D	LTR	0.62	43.9	D	
	WB	LTR	0.97	74.7	E	LTR	0.91	61.8	E	LTR	0.91	61.4	E	
<b>Overall Intersection</b>	-	<b>1.12</b>	<b>74.2</b>	<b>E</b>	-	<b>1.11</b>	<b>75.4</b>	<b>E</b>	-	<b>1.02</b>	<b>46.3</b>	<b>D</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	2013 Build Condition			LOS	2013 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay			Mvt.	V/C	Delay		Mvt.	V/C	Delay		
<b>PENNSYLVANIA AVENUE &amp; ATLANTIC AVENUE</b>														
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					
<b>Overall Intersection</b>		-	<b>1.20+</b>	<b>63.3</b>	<b>E</b>	-	<b>1.20</b>	<b>97.5</b>	<b>F</b>					

**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			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	0.39	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				
<b>Overall Intersection</b>		-	<b>0.53</b>	<b>20.3</b>	<b>C</b>	-	<b>0.71</b>	<b>26.1</b>	<b>C</b>	-	<b>0.71</b>	<b>24.6</b>	<b>C</b>				
<b>ERSKINE STREET &amp; BELT PARKWAY WESTBOUND RAMP</b>																	
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				
<b>Overall Intersection</b>		-	<b>0.46</b>	<b>18.7</b>	<b>B</b>	-	<b>0.62</b>	<b>21.8</b>	<b>C</b>	-	<b>0.62</b>	<b>21.3</b>	<b>C</b>				
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>																	
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				
Gateway Drive	EB	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				
	WB	R	0.57	11.2	B	R	0.70	13.8	B	R	0.70	13.8	B				
		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				
<b>Overall Intersection</b>		-	<b>0.52</b>	<b>19.8</b>	<b>B</b>	-	<b>0.68</b>	<b>22.2</b>	<b>C</b>	-	<b>0.86</b>	<b>26.4</b>	<b>C</b>				
<b>ERSKINE STREET &amp; GATEWAY PLAZA</b>																	
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	EB	TR	0.46	24.7	C	TR	0.71	29.6	C	TR	0.51	25.0	C				
		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				
<b>Overall Intersection</b>		-	<b>0.48</b>	<b>20.9</b>	<b>C</b>	-	<b>0.58</b>	<b>21.6</b>	<b>C</b>	-	<b>0.50</b>	<b>19.8</b>	<b>B</b>				
<b>ERSKINE STREET &amp; PARKING LOT SE CORNER</b>																	
Erskine Street	NB	-	-	-	-	L	0.53	12.2	B					- Mitigation not required.			
		-	-	-	-	T	0.30	8.6	A								
Parking Lot SE Corner	EB	-	-	-	-	TR	0.50	21.7	C								
		-	-	-	-	L	0.13	24.8	C								
		-	-	-	-	R	0.26	13.7	B								
<b>Overall Intersection</b>		-	-	-	-	-	<b>0.46</b>	<b>15.1</b>	<b>B</b>								
<b>ERSKINE STREET &amp; PARKING LOT NE CORNER</b>																	
Erskine Street	NB	-	-	-	-	L	0.12	7.8	A					- Mitigation not required.			
		-	-	-	-	T	0.31	8.6	A								
Parking Lot NE Corner	EB	-	-	-	-	TR	0.3	8.6	A								
		-	-	-	-	L	0.08	24.3	C								
		-	-	-	-	R	0.09	24.5	C								
<b>Overall Intersection</b>		-	-	-	-	-	<b>0.24</b>	<b>9.5</b>	<b>A</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			LOS	Mvt.	2013 Build Condition			LOS	Mvt.	2013 Build with Mitigation			Mitigation Measures
		V/C	Delay				V/C	Delay				V/C	Delay		
<b>ERSKINE STREET &amp; VANDALIA AVENUE</b>															
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					
			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						
<b>Overall Intersection</b>	<b>-</b>	<b>0.41</b>	<b>19.5</b>	<b>B</b>	<b>-</b>	<b>0.51</b>	<b>20.8</b>	<b>C</b>							
<b>ERSKINE STREET &amp; EGAN STREET</b>															
(UNSIGNALIZED INTERSECTION)															
Erskine Street	NB	LT	-	8.0	A	LT	-	8.1	A						- Mitigation not required.
		WB	LTR	-	14.2	B	LTR	-	16.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.8</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.8</b>	<b>A</b>							
<b>GATEWAY DRIVE</b>															
<b>GATEWAY DRIVE &amp; DRIVEWAY TO OLIVE GARDEN</b>															
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						
		T	0.22	8.1	A	T	0.30	8.6	A						
		WB	TR	0.52	10.7	B	TR	0.66	12.6	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.52</b>	<b>12.2</b>	<b>B</b>	<b>-</b>	<b>0.61</b>	<b>12.7</b>	<b>B</b>							
<b>GATEWAY DRIVE &amp; DRIVEWAY TO RED LOBSTER</b>															
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						
		T	0.16	7.4	A	T	0.23	7.8	A						
		WB	TR	0.22	7.7	A	TR	0.31	8.2	A					
<b>Overall Intersection</b>	<b>-</b>	<b>0.22</b>	<b>9.0</b>	<b>A</b>	<b>-</b>	<b>0.27</b>	<b>9.0</b>	<b>A</b>							
<b>GATEWAY DRIVE &amp; DRIVEWAY TO BOULDER CREEK</b>															
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					
<b>Overall Intersection</b>	<b>-</b>	<b>0.29</b>	<b>11.1</b>	<b>B</b>	<b>-</b>	<b>0.38</b>	<b>11.0</b>	<b>B</b>							
<b>GATEWAY DRIVE &amp; GATEWAY PLAZA</b>															
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						
<b>Overall Intersection</b>	<b>-</b>	<b>0.85</b>	<b>24.4</b>	<b>C</b>	<b>-</b>	<b>0.85</b>	<b>22.4</b>	<b>C</b>							
<b>GATEWAY DRIVE &amp; PARKING LOT SW CORNER</b>															
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						
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.75</b>	<b>15.7</b>	<b>B</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			LOS	Mvt.	2013 Build Condition			LOS	Mvt.	2013 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay				V/C	Delay				V/C	Delay			
<b>GATEWAY DRIVE &amp; PARKING LOT NW CORNER</b>																
Gateway Drive	NB	-	-	-	-	TR	0.58	19.8	B							- Mitigation not required.
	SB	-	-	-	-	LT	0.58	6.9	A							
Parking Lot NW Corner	WB	-	-	-	-	L	0.06	31.9	C							
		-	-	-	-	R	0.2	15.8	B							
<b>Overall Intersection</b>		-	-	-	-	-	<b>0.59</b>	<b>13.2</b>	<b>B</b>							
<b>VANDALIA AVENUE</b>																
<b>VANDALIA AVENUE &amp; ELTON STREET (UNIGNALIZED INTERSECTION)</b>																
Elton Street	NB	LTR	-	7.7	A	LTR	-	8.1	A							- Mitigation not required.
	SB	LTR	-	7.7	A	LTR	-	8.1	A							
Vandalia Avenue	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							
<b>Overall Intersection</b>		-	-	<b>7.8</b>	<b>A</b>	-	-	<b>8.1</b>	<b>A</b>							
<b>VANDALIA AVENUE &amp; GATEWAY DRIVE</b>																
Gateway Drive	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							
Vandalia Avenue	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							
<b>Overall Intersection</b>		-	<b>0.45</b>	<b>12.2</b>	<b>B</b>	-	<b>0.58</b>	<b>14.1</b>	<b>B</b>							
<b>FOUNTAIN AVENUE</b>																
<b>FOUNTAIN AVENUE &amp; VANDALIA AVENUE</b>																
Fountain 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							
Vandalia Avenue	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							
<b>Overall Intersection</b>		-	<b>0.28</b>	<b>9.9</b>	<b>A</b>	-	<b>0.36</b>	<b>10.8</b>	<b>B</b>							
<b>FOUNTAIN AVENUE &amp; EGAN STREET (UNIGNALIZED INTERSECTION)</b>																
Fountain Avenue	NB	LT	-	8.4	A	LT	-	8.7	A							- Mitigation not required.
<b>Overall Intersection</b>		-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>							
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>																
Fountain 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.
	SB	LTR	0.89	51.5	D	LTR	1.08	96.7	F	LTR	0.89	46.5	D			- Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection.
Flatlands Avenue	EB	DefL	0.69	34.7	C	DefL	0.82	47.6	D	L	0.76	40.9	D			- 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	0.17	13.8	B	TR	0.17	13.8	B	TR	0.26	23.8	C			- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.
	WB	DefL	0.53	21.6	C	DefL	0.53	21.6	C	L	0.43	18.0	B			- 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).
		TR	0.29	12.3	B	TR	0.29	12.3	B	TR	0.23	21.6	C			- [Mitigation same as 2011 weekday midday.]
<b>Overall Intersection</b>		-	<b>0.77</b>	<b>32.9</b>	<b>C</b>	-	<b>0.92</b>	<b>53.0</b>	<b>D</b>	-	<b>0.79</b>	<b>34.5</b>	<b>C</b>			
<b>FOUNTAIN AVENUE &amp; OLD MILL ROAD (UNIGNALIZED INTERSECTION)</b>																
Fountain Avenue	SB	LT	-	8.3	A	LT	-	8.5	A							- Mitigation not required.
Old Mill Road	WB	LR	-	12.1	B	LR	-	13.4	B							
<b>Overall Intersection</b>		-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</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		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		
<b>FOUNTAIN AVENUE &amp; COZINE AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>									
Fountain Avenue	NB	LT	-	11.5	B	LT	-	13.3	B						- Mitigation not required.
		TR	-	11.5	B	TR	-	13.5	B						
	SB	LT	-	11.5	B	LT	-	13.5	B						
		TR	-	11.3	B	TR	-	13.0	B						
Cozine Avenue	EB	LTR	-	10.8	B	LTR	-	11.5	B						
	WB	LTR	-	10.1	B	LTR	-	10.6	B						
	<b>Overall Intersection</b>	-	-	<b>11.3</b>	<b>B</b>	-	-	<b>13.1</b>	<b>B</b>						
<b>FOUNTAIN AVENUE &amp; WORTMAN AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>									
Fountain Avenue	NB	LT	-	8.9	A	LT	-	9.3	A						- Mitigation not required.
	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						
	<b>Overall Intersection</b>	-	-	<b>3.1</b>	<b>A</b>	-	-	<b>3.6</b>	<b>A</b>						
<b>FOUNTAIN AVENUE &amp; STANLEY AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>					
Fountain Avenue	NB	LTR	0.44	12.9	B	LTR	0.54	14.3	B	LTR	0.54	14.3	B		- Mitigation not required.
	SB	LTR	0.32	11.4	B	LTR	0.41	12.2	B	LTR	0.40	12.1	B		- [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
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		
	<b>Overall Intersection</b>	-	<b>0.34</b>	<b>12.0</b>	<b>B</b>	-	<b>0.39</b>	<b>12.8</b>	<b>B</b>	-	<b>0.39</b>	<b>12.8</b>	<b>B</b>		
<b>FOUNTAIN AVENUE &amp; LIBERTY AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>					
Fountain Avenue	SB	LTR	-	19.2	C	LTR	-	20.7	C	L	-	14.5	B		- Remove parking on the east side of the Fountain Avenue SB approach 120 ft. from intersection.
		-	-	-	-	-	-	-	-	TR	-	19.5	C		- Restripe the Fountain Avenue SB approach as one 12 ft. exclusive left turn lane and one 18 ft. shared through-right lane with parking.
Liberty Avenue	WB	LT	-	8.1	A	LT	-	8.2	A	LT	-	8.2	A		- [Measures reflect geometric improvements needed for the weekday PM, Saturday midday & Saturday PM peak periods; otherwise mitigation is not needed.]
	<b>Overall Intersection</b>	-	-	<b>4.4</b>	<b>A</b>	-	-	<b>4.8</b>	<b>A</b>	-	-	<b>4.4</b>	<b>A</b>		
<b>FOUNTAIN AVENUE &amp; ATLANTIC AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>									
Atlantic Avenue	EB	TR	FREEFLOW		A	TR	FREEFLOW		A						- Mitigation not required.
	<b>Overall Intersection</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>						
<b>FLATLANDS AVENUE</b>															
<b>FLATLANDS AVENUE &amp; ATKINS AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>					
Atkins Avenue	NB	LTR	0.27	17.7	B	LTR	0.33	18.6	B						- Mitigation not required.
	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						
	<b>Overall Intersection</b>	-	<b>0.34</b>	<b>16.2</b>	<b>B</b>	-	<b>0.38</b>	<b>16.6</b>	<b>B</b>						
<b>FLATLANDS AVENUE &amp; ESSEX STREET</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>									
Essex Street	SB	LTR	-	18.1	C	LTR	0.14	16.6	B						- Mitigation not required.
Flatlands Avenue	EB	L	-	9.3	A	L	0.02	13.0	B						
		-	-	-	-	TR	0.48	17.4	B						
	WB	L	-	8.8	A	L	0.03	13.1	B						
		-	-	-	-	TR	0.43	16.7	B						
	<b>Overall Intersection</b>	-	-	<b>1.1</b>	<b>A</b>	-	<b>0.32</b>	<b>17.0</b>	<b>B</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		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			
<b>FLATLANDS AVENUE &amp; LINWOOD STREET</b>																
(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							
Flatlands Avenue	EB	LT	-	9.4	A	LT	0.50	17.7	B							
	WB	-	-	-	-	TR	0.43	16.7	B							
	<b>Overall Intersection</b>		<b>-</b>	<b>-</b>	<b>1.0</b>	<b>A</b>	<b>-</b>	<b>0.34</b>	<b>17.2</b>	<b>B</b>						
<b>FLATLANDS AVENUE &amp; ELTON STREET</b>																
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							
	<b>Overall Intersection</b>		<b>-</b>	<b>0.35</b>	<b>17.5</b>	<b>B</b>	<b>-</b>	<b>0.43</b>	<b>17.8</b>	<b>B</b>						
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>																
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							
	SB	LTR	0.31	33.1	C	-	-	-	-							
Flatlands Avenue	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							
	<b>Overall Intersection</b>		<b>-</b>	<b>0.78</b>	<b>23.8</b>	<b>C</b>	<b>-</b>	<b>0.74</b>	<b>14.6</b>	<b>B</b>						
<b>FLATLANDS AVENUE &amp; SCHENCK AVENUE</b>																
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							
	<b>Overall Intersection</b>		<b>-</b>	<b>0.87</b>	<b>24.5</b>	<b>C</b>	<b>-</b>	<b>0.81</b>	<b>20.5</b>	<b>C</b>						
<b>FLATLANDS AVENUE &amp; VAN SICLEN AVENUE</b>																
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.	
		-	-	-	-	-	-	-	-	T	0.27	25.1	C		- Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from	
		-	-	-	-	-	-	-	-	R	0.36	27.1	C		intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one	
	SB	LTR	0.92	44.8	D	LTR	1.13	103.2	F	L	0.45	27.8	C		10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB	
		-	-	-	-	-	-	-	-	TR	0.84	40.9	D		receiving side as one 24 ft. lane with parking.	
Flatlands Avenue	EB	L	0.28	14.7	B	L	0.67	42.3	D	L	0.36	17.9	B		- Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from	
		TR	0.55	14.9	B	TR	0.72	18.5	B	T	0.75	23.9	C		intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and	
		-	-	-	-	-	-	-	-	R	0.09	14.3	B		one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving	
	WB	L	0.71	26.0	C	L	1.20+	120+	F*	L	0.82	38.5	D		side as one 20 ft. lane.	
		TR	0.64	12.0	B	TR	0.84	17.2	B	T	0.85	24.4	C		- Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection.	
		-	-	-	-	-	-	-	-	R	0.21	13.1	B		- Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.79</b>	<b>20.3</b>	<b>C</b>	<b>-</b>	<b>1.19</b>	<b>39.1</b>	<b>D</b>	<b>-</b>	<b>0.86</b>	<b>26.3</b>	<b>C</b>	<b>-</b>	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			LOS	2013 Build Condition			LOS	2013 Build with Mitigation			LOS	Mitigation Measures		
		V/C	Delay			Mvt.	V/C	Delay			Mvt.	V/C			Delay	
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>																
Pennsylvania Avenue	NB	L	0.60	41.3	D	L	0.60	41.3	D	L	0.64	46.2	D	<ul style="list-style-type: none"> <li>- <b>Partially Mitigated.</b></li> <li>- 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.</li> <li>- 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.]</li> <li>- [Mitigation same as 2011 weekday midday.]</li> </ul>		
		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			
Flatlands Avenue	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			
	R	0.40	25.3	C	R	0.40	25.3	C	R	0.37	22.4	C				
	WB	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				
<b>Overall Intersection</b>	-	<b>1.01</b>	<b>43.9</b>	<b>D</b>	-	<b>1.20+</b>	<b>91.4</b>	<b>F</b>	-	<b>1.15</b>	<b>80.3</b>	<b>F</b>				
<b>FLATLANDS AVENUE &amp; ROCKAWAY PARKWAY</b>																
Rockaway Parkway	NB	L	0.48	22.7	C	L	0.48	22.8	C	L	0.54	28.5	C		<ul style="list-style-type: none"> <li>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</li> <li>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</li> <li>- 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).</li> <li>- [Measures reflect geometric improvements needed for the weekday PM, Saturday midday &amp; Saturday PM peak periods; otherwise mitigation is not needed.]</li> </ul>	
		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			
		EB	L	0.37	29.0	C	L	0.43	31.8	C	L	0.34	24.3	C		
Flatlands Avenue	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			
	WB	TR	0.73	32.5	C	TR	0.81	35.6	D	TR	0.72	28.3	C			
		Overall Intersection	-	<b>0.84</b>	<b>33.4</b>	<b>C</b>	-	<b>0.89</b>	<b>36.1</b>	<b>D</b>	-	<b>0.68</b>	<b>27.7</b>	<b>C</b>		
<b>FLATLANDS AVENUE &amp; REMSEN AVENUE</b>																
Remsen Avenue	NB	L	0.35	19.3	B	L	0.35	19.3	B	L	0.35	19.0	B	<ul style="list-style-type: none"> <li>- 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.</li> <li>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</li> <li>- 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).</li> <li>- [Measures reflect geometric improvements needed for the weekday AM, PM, Saturday midday and Saturday PM peak periods; otherwise mitigation is not needed.]</li> <li>- [Mitigation same as 2011 weekday midday.]</li> </ul>		
		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			
Flatlands Avenue	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			
	WB	-	-	-	-	-	-	-	-	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				
<b>Overall Intersection</b>	-	<b>0.67</b>	<b>22.9</b>	<b>C</b>	-	<b>0.73</b>	<b>24.7</b>	<b>C</b>	-	<b>0.62</b>	<b>20.0</b>	<b>C</b>				
<b>LINDEN BOULEVARD</b>																
<b>LINDEN BOULEVARD &amp; 79TH STREET</b>																
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						
<b>Overall Intersection</b>	-	<b>0.49</b>	<b>19.6</b>	<b>B</b>	-	<b>0.52</b>	<b>20.0</b>	<b>B</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			LOS	Mvt.	2013 Build Condition			LOS	Mvt.	2013 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay				V/C	Delay				V/C	Delay			
<b>LINDEN BOULEVARD &amp; EUCLID AVENUE</b>																
Euclid Avenue	NB	LTR	1.11	120+	F*	LTR	0.37	38.7	D	LTR	1.11	120+	F*		- Mitigation not required.	
	SB	LTR	0.69	44.1	D	LTR	0.69	44.1	D	LTR	0.69	44.1	D		- [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]	
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			
Linden Boulevard (Unsignalized)	WB	R	-	9.6	A	R	-	10.4	B	R	-	10.4	B			
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>19.9</b>	<b>B</b>	<b>-</b>	<b>0.63</b>	<b>15.0</b>	<b>B</b>	<b>-</b>	<b>0.77</b>	<b>19.8</b>	<b>B</b>	<b>-</b>	<b>B</b>		
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>																
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.)	
	SB	DefL	0.43	34.3	C	DefL	0.66	54.8	D	DefL	0.37	28.0	C		- Restripe the Loring Avenue SB receiving as one 12 ft. and one 20 ft. lane with parking.	
Linden Boulevard (Mainline)	EB	TR	0.57	36.3	D	TR	1.05	104.2	F	TR	0.58	31.8	C		- Restripe the Linden Boulevard EB mainline approach as one 13 ft. exclusive left turn lane and three 10 ft. through lanes.	
		L	0.62	32.5	C	L	0.43	20.9	C	L	0.60	35.7	D		- Restripe the Linden Boulevard WB mainline approach as one 14 ft. exclusive left turn lane and three 10 ft. through lanes.	
		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	C		- 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).	
	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	-	-	-	-			
<b>Overall Intersection</b>	<b>-</b>	<b>0.67</b>	<b>22.2</b>	<b>C</b>	<b>-</b>	<b>1.09</b>	<b>80.1</b>	<b>F</b>	<b>-</b>	<b>0.76</b>	<b>25.7</b>	<b>C</b>	<b>-</b>	<b>C</b>		
<b>LINDEN BOULEVARD &amp; ATKINS AVENUE</b>																
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							
<b>Overall Intersection</b>	<b>-</b>	<b>0.37</b>	<b>12.0</b>	<b>B</b>	<b>-</b>	<b>0.44</b>	<b>19.1</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>B</b>		
<b>LINDEN BOULEVARD &amp; ELTON STREET</b>																
Elton Street	NB	R	-	10.3	B	R	-	10.3	B						- Mitigation not required.	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>A</b>		
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>																
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*		- <b>Partially Mitigated.</b>	
		T	0.50	24.4	C	T	0.81	43.6	D	T	0.81	43.6	D		- 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.	
		R	0.18	20.3	C	R	0.27	32.4	C	R	0.28	32.8	C		- Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection.	
	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*			
Linden Boulevard (Mainline)	EB	L	0.87	52.4	D	L	1.12	120+	F*	L	1.12	120+	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 ft. through lane and one 12 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving side as two 11 ft. lanes.	
		T	0.88	43.3	D	T	0.91	47.2	D	T	0.90	45.8	D			
	WB	L	0.83	51.9	D	L	1.04	120+	F*	L	1.04	120+	F*			
		T	0.86	42.5	D	T	0.92	48.4	D	T	0.91	46.9	D			
Linden Boulevard (Service Road)	EB	T	0.60	36.8	D	T	0.70	41.5	D	T	0.70	41.5	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.	
		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		- 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.	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>88.1</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>99.8</b>	<b>F</b>	<b>-</b>	<b>1.20</b>	<b>90.1</b>	<b>F</b>	<b>-</b>	<b>F</b>	- [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				2013 Build Condition				2013 Build with Mitigation				Mitigation Measures
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>LINDEN BOULEVARD &amp; ROCKAWAY AVENUE</b>														
Rockaway Avenue	NB	LT	1.13	120+	F*	LT	1.13	120+	F*	LT	1.06	102.3	F	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- 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.]</li> </ul>
	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	
	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	
	WB	TR	0.34	18.3	B	TR	0.37	18.8	B	TR	0.40	21.5	C	
<b>Overall Intersection</b>	-	<b>1.08</b>	<b>75.2</b>	<b>E</b>	-	<b>1.20+</b>	<b>93.3</b>	<b>F</b>	-	<b>1.15</b>	<b>75.0</b>	<b>E</b>		
<b>LINDEN BOULEVARD &amp; ROCKAWAY PARKWAY</b>														
Rockaway Parkway	NB	LTR	0.61	39.8	D	LTR	0.61	39.8	D	LTR	0.59	38.7	D	<ul style="list-style-type: none"> <li>- 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.]</li> </ul>
	SB	L	1.15	120+	F*	L	1.18	120+	F*	L	1.15	120+	F*	
Linden Boulevard (Mainline)	TR	0.48	37.1	D	TR	0.48	37.1	D	TR	0.47	36.2	D		
	EB	L	0.66	73.0	E	L	0.66	73.0	E	L	0.66	73.0	E	
WB	T	0.53	20.6	C	T	0.57	21.3	C	T	0.58	22.0	C		
	L	0.58	68.0	E	L	0.58	68.0	E	L	0.58	68.0	E		
Linden Boulevard (Service Road)	T	0.54	20.6	C	T	0.57	21.2	C	T	0.58	21.9	C		
	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		
<b>Overall Intersection</b>	-	<b>0.76</b>	<b>36.4</b>	<b>D</b>	-	<b>0.78</b>	<b>37.4</b>	<b>D</b>	-	<b>0.78</b>	<b>36.5</b>	<b>D</b>		
<b>LINDEN BOULEVARD &amp; KINGS HIGHWAY &amp; REMSEN AVENUE</b>														
Kings Highway (Mainline)	NB	T	0.96	65.6	E	T	0.96	65.6	E	T	0.96	65.6	E	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> <li>- [Mitigation same as 2011 weekday midday.]</li> </ul>
	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	
	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	
	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	
	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	
<b>Overall Intersection</b>	-	<b>1.16</b>	<b>87.5</b>	<b>F</b>	-	<b>1.19</b>	<b>97.5</b>	<b>F</b>	-	<b>1.15</b>	<b>83.9</b>	<b>F</b>		
<b>PENNSYLVANIA AVENUE</b>														
<b>PENNSYLVANIA AVENUE &amp; LIBERTY AVENUE</b>														
Pennsylvania Avenue	NB	LTR	0.81	19.9	B	LTR	1.00	40.9	D	LTR	0.85	21.5	C	<ul style="list-style-type: none"> <li>- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.</li> <li>- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane.</li> <li>- Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane.</li> <li>- Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking.</li> <li>- Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking.</li> <li>- [Mitigation same as 2011 weekday midday.]</li> </ul>
	SB	-	-	-	-	L	0.22	6.7	A	LTR	0.65	8.3	A	
Liberty Avenue	TR	0.84	14.5	B	TR	1.10	68.5	E	-	-	-	-		
	EB	LTR	0.81	59.3	E	LTR	0.73	50.7	D	LTR	0.72	50.0	D	
WB	LTR	0.82	51.7	D	LTR	0.77	47.1	D	LTR	0.77	47.1	D		
<b>Overall Intersection</b>	-	<b>0.83</b>	<b>25.6</b>	<b>C</b>	-	<b>1.00</b>	<b>50.6</b>	<b>D</b>	-	<b>0.82</b>	<b>22.6</b>	<b>C</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			LOS	2013 Build Condition			Mvt.	2013 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay			Mvt.	V/C	Delay		LOS	Mvt.	V/C		
<b>PENNSYLVANIA AVENUE &amp; ATLANTIC AVENUE</b>														
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				
<b>Overall Intersection</b>		-	<b>1.16</b>	<b>48.8</b>	<b>D</b>	-	<b>1.20+</b>	<b>60.9</b>	<b>E</b>					

**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-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	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.] - [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]	
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>			
<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.] - [Measures reflect changes needed for the Saturday PM peak period; otherwise mitigation is not needed.]	
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>			
<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. - 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	8.8	A	TR	0.56	10.3	B	TR	0.97	31.5	C			
Gateway Drive	EB	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			
		R	0.02	25.5	C	R	0.02	25.5	C	-	-	-	-			
Gateway Drive	WB	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			
		R	0.57	11.2	B	R	0.70	13.7	B	R	0.70	13.7	B			
		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. - 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	0.35	7.8	A	T	0.52	9.4	A	T	0.52	9.4	A			
Gateway Plaza	EB	SB	TR	0.61	27.1	C	TR	0.92	40.9	D	TR	0.66	27.4		C	
		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>			
<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	EB	-	-	-	-	TR	0.55	22.4	C							
		-	-	-	-	L	0.14	25.0	C							
<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	EB	-	-	-	-	TR	0.33	8.8	A							
		-	-	-	-	L	0.08	24.3	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			LOS	Mvt.	2013 Build Condition			LOS	Mvt.	2013 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay				V/C	Delay				V/C	Delay			
<b>GATEWAY DRIVE &amp; PARKING LOT NW CORNER</b>																
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							
<b>Overall Intersection</b>		-	-	-	-	-	<b>0.65</b>	<b>15.0</b>	<b>B</b>							
<b>VANDALIA AVENUE</b>																
<b>VANDALIA AVENUE &amp; ELTON STREET (UNIGNALIZED INTERSECTION)</b>																
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							
<b>Overall Intersection</b>		-	-	<b>8.8</b>	<b>A</b>	-	-	<b>9.4</b>	<b>A</b>							
<b>VANDALIA AVENUE &amp; GATEWAY DRIVE</b>																
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							
<b>Overall Intersection</b>		-	<b>0.53</b>	<b>13.4</b>	<b>B</b>	-	<b>0.74</b>	<b>20.0</b>	<b>B</b>							
<b>FOUNTAIN AVENUE</b>																
<b>FOUNTAIN AVENUE &amp; VANDALIA AVENUE</b>																
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							
<b>Overall Intersection</b>		-	<b>0.35</b>	<b>10.7</b>	<b>B</b>	-	<b>0.44</b>	<b>11.7</b>	<b>B</b>							
<b>FOUNTAIN AVENUE &amp; EGAN STREET (UNIGNALIZED INTERSECTION)</b>																
Fountain Avenue	NB	LT	-	8.8	A	LT	-	9.2	A							- Mitigation not required.
<b>Overall Intersection</b>		-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>							
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>																
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.
	SB	LTR	0.62	27.5	C	LTR	0.71	29.8	C	LTR	0.62	24.5	C			- Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection.
Flatlands Avenue	EB	DefL	0.68	32.4	C	DefL	0.81	44.2	D	L	0.71	33.0	C			- 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	0.12	13.3	B	TR	0.12	13.3	B	TR	0.18	21.7	C			- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.
	WB	DefL	0.43	21.5	C	DefL	0.43	21.5	C	L	0.34	15.1	B			- 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).
		TR	0.20	14.5	B	TR	0.20	14.5	B	TR	0.15	21.6	C			- [Mitigation same as 2011 weekday PM.]
<b>Overall Intersection</b>		-	<b>0.76</b>	<b>30.4</b>	<b>C</b>	-	<b>0.89</b>	<b>39.9</b>	<b>D</b>	-	<b>0.74</b>	<b>30.0</b>	<b>C</b>			
<b>FOUNTAIN AVENUE &amp; OLD MILL ROAD (UNIGNALIZED INTERSECTION)</b>																
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							
<b>Overall Intersection</b>		-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</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		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	
<b>FOUNTAIN AVENUE &amp; COZINE AVENUE</b>														
Fountain Avenue	NB	(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
		LT	-	15.1	C	LT	-	19.1	C					
		TR	-	14.9	B	TR	-	18.9	C					
	SB	LT	-	19.5	C	LT	-	28.9	D					
		TR	-	16.7	C	TR	-	21.3	C					
Cozine Avenue	EB	LTR	-	12.5	B	LTR	-	13.2	B					
	WB	LTR	-	13.3	B	LTR	-	14.0	B					
	<b>Overall Intersection</b>	-	-	<b>16.1</b>	<b>C</b>	-	-	<b>21.1</b>	<b>C</b>					
<b>FOUNTAIN AVENUE &amp; WORTMAN AVENUE</b>														
Fountain Avenue	NB	(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
	SB	LT	-	9.9	A	LT	-	10.4	B					
		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*					
	<b>Overall Intersection</b>	-	-	<b>10.0</b>	<b>B</b>	-	-	<b>23.7</b>	<b>C</b>					
<b>FOUNTAIN AVENUE &amp; STANLEY AVENUE</b>														
Fountain Avenue	NB	LTR	0.48	13.2	B	LTR	0.57	14.5	B	LTR	0.57	14.5	B	- Mitigation not required. - [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
	SB	LTR	0.69	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	
	WB	DefL	0.56	17.5	B	DefL	0.54	16.8	B	DefL	0.57	17.5	B	
		TR	0.35	12.7	B	TR	0.17	10.8	B	TR	0.35	12.7	B	
	<b>Overall Intersection</b>	-	<b>0.63</b>	<b>14.7</b>	<b>B</b>	-	<b>0.68</b>	<b>16.6</b>	<b>B</b>	-	<b>0.69</b>	<b>16.4</b>	<b>B</b>	
<b>FOUNTAIN AVENUE &amp; LIBERTY AVENUE</b>														
Fountain Avenue	SB	(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. - [Mitigation same as 2011 weekday PM.]
		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	
	<b>Overall Intersection</b>	-	-	<b>8.3</b>	<b>A</b>	-	-	<b>9.9</b>	<b>A</b>	-	-	<b>7.5</b>	<b>A</b>	
<b>FOUNTAIN AVENUE &amp; ATLANTIC AVENUE</b>														
Atlantic Avenue	EB	(UNSIGNALIZED INTERSECTION)				(UNSIGNALIZED INTERSECTION)								- Mitigation not required.
		TR	FREEFLOW		A	TR	FREEFLOW		A					
	<b>Overall Intersection</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>					
<b>FLATLANDS AVENUE</b>														
<b>FLATLANDS AVENUE &amp; ATKINS AVENUE</b>														
Atkins Avenue	NB	LTR	0.31	18.4	B	LTR	0.38	19.2	B					- Mitigation not required.
	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					
	<b>Overall Intersection</b>	-	<b>0.38</b>	<b>16.6</b>	<b>B</b>	-	<b>0.42</b>	<b>17.1</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; ESSEX STREET</b>														
Essex Street	SB	LTR	-	29.2	D	LTR	0.22	17.6	B					- Mitigation not required.
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					
	<b>Overall Intersection</b>	-	-	<b>2.6</b>	<b>A</b>	-	<b>0.38</b>	<b>17.5</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		
<b>FLATLANDS AVENUE &amp; LINWOOD STREET</b>																
(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							
	<b>Overall Intersection</b>			<b>1.5</b>	<b>A</b>		<b>0.38</b>	<b>17.8</b>	<b>B</b>							
<b>FLATLANDS AVENUE &amp; ELTON STREET</b>																
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							
	<b>Overall Intersection</b>		<b>0.43</b>	<b>18.6</b>	<b>B</b>		<b>0.52</b>	<b>19.5</b>	<b>B</b>							
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>																
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							
	SB	LTR	0.32	33.2	C	-	-	-	-							
Flatlands Avenue	EB	L	0.45	21.1	C	L	0.55	24.4	C							
		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							
	<b>Overall Intersection</b>		<b>0.93</b>	<b>68.2</b>	<b>E</b>		<b>0.92</b>	<b>16.9</b>	<b>B</b>							
<b>FLATLANDS AVENUE &amp; SCHENCK AVENUE</b>																
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							
	<b>Overall Intersection</b>		<b>0.88</b>	<b>31.2</b>	<b>C</b>		<b>0.82</b>	<b>24.7</b>	<b>C</b>							
<b>FLATLANDS AVENUE &amp; VAN SICLEN AVENUE</b>																
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			- Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from
		-	-	-	-	-	-	-	-	R	0.40	29.9	C			intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one
	SB	LTR	1.08	86.8	F	LTR	1.20+	120+	F*	L	0.69	36.8	D			10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB
		-	-	-	-	-	-	-	-	TR	0.83	43.3	D			receiving side as one 24 ft. lane with parking.
Flatlands Avenue	EB	L	0.51	24.2	C	L	0.57	27.7	C	L	0.33	17.1	B			- Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from
		TR	0.78	20.1	C	TR	0.95	33.1	C	T	0.95	35.5	D			intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and
		-	-	-	-	-	-	-	-	R	0.11	13.4	B			one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving
	WB	L	0.97	65.7	E	L	1.02	79.3	E	L	0.72	23.7	C			side as one 20 ft. lane.
		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.
		-	-	-	-	-	-	-	-	R	0.32	15.9	B			- Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10
	<b>Overall Intersection</b>		<b>1.01</b>	<b>32.2</b>	<b>C</b>		<b>1.14</b>	<b>53.2</b>	<b>D</b>		<b>0.91</b>	<b>30.5</b>	<b>C</b>			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 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			LOS	Mvt.	2013 Build Condition			Mvt.	2013 Build with Mitigation			LOS	Mitigation Measures	
		V/C	Delay				V/C	Delay			V/C	Delay				
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>																
Pennsylvania Avenue	NB	L	0.75	59.5	E	L	0.75	59.5	E	L	0.75	59.5	E	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> <li>- 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.</li> <li>- [Measures reflect geometric improvements needed for the weekday midday peak period.]</li> </ul>		
		TR	0.61	31.5	C	TR	0.61	31.7	C	TR	0.61	31.7	C			
Flatlands Avenue	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			
	WB	R	0.48	26.9	C	R	0.48	26.9	C	R	0.48	26.9	C			
		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*			
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>67.4</b>	<b>E</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>114.1</b>	<b>F</b>				
<b>FLATLANDS AVENUE &amp; ROCKAWAY PARKWAY</b>																
Rockaway Parkway	NB	L	0.60	26.8	C	L	0.60	26.8	C	L	0.74	41.3	D		<ul style="list-style-type: none"> <li>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</li> <li>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</li> <li>- 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).</li> </ul>	
		TR	0.58	23.5	C	TR	0.61	24.0	C	TR	0.70	31.9	C			
Flatlands Avenue	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			
	WB	TR	0.99	55.5	E	TR	1.07	78.1	E	TR	0.92	37.5	D			
		<b>Overall Intersection</b>	-	<b>1.04</b>	<b>60.9</b>	<b>E</b>	-	<b>1.09</b>	<b>79.4</b>	<b>E</b>	-	<b>0.87</b>	<b>38.7</b>	<b>D</b>		
<b>FLATLANDS AVENUE &amp; REMSEN AVENUE</b>																
Remsen Avenue	NB	L	0.75	32.5	C	L	0.75	32.5	C	L	0.71	27.8	C	<ul style="list-style-type: none"> <li>- 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.</li> <li>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</li> <li>- 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).</li> <li>- [Mitigation same as 2011 weekday PM.]</li> </ul>		
		TR	0.78	24.9	C	TR	0.80	25.9	C	TR	0.76	22.8	C			
Flatlands Avenue	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			
	WB	-	-	-	-	-	-	-	-	R	0.56	23.8	C			
		L	0.43	27.8	C	L	0.60	38.9	D	L	0.48	29.5	C			
Flatlands Avenue	WB	TR	1.00	47.8	D	TR	1.06	65.5	E	T	0.82	27.0	C			
		-	-	-	-	-	-	-	-	R	0.47	22.2	C			
<b>Overall Intersection</b>	-	<b>0.96</b>	<b>41.2</b>	<b>D</b>	-	<b>1.04</b>	<b>50.8</b>	<b>D</b>	-	<b>0.84</b>	<b>25.4</b>	<b>C</b>				
<b>LINDEN BOULEVARD</b>																
<b>LINDEN BOULEVARD &amp; 79TH STREET</b>																
79th Street	NB	L	0.30	30.3	C	L	0.32	30.7	C						- Mitigation not required.	
		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							
<b>Overall Intersection</b>	-	<b>0.56</b>	<b>19.1</b>	<b>B</b>	-	<b>0.58</b>	<b>19.5</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			LOS	Mvt.	2013 Build Condition			LOS	Mvt.	2013 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay				V/C	Delay				V/C	Delay			
<b>LINDEN BOULEVARD &amp; EUCLID AVENUE</b>																
Euclid Avenue	NB	LTR	1.19	120+	F*	LTR	0.44	37.2	D	LTR	1.19	120+	F*		- Mitigation not required.	
	SB	LTR	0.52	36.7	D	LTR	0.52	36.6	D	LTR	0.52	36.7	D		- [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]	
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			
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>22.8</b>	<b>C</b>	<b>-</b>	<b>0.56</b>	<b>16.1</b>	<b>B</b>	<b>-</b>	<b>0.79</b>	<b>22.8</b>	<b>C</b>	<b>-</b>			
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>																
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.)	
	SB	DefL	0.72	45.0	D	DefL	1.11	120+	F*	DefL	0.57	34.7	C		- Restripe the Loring Avenue SB receiving as one 12 ft. and one 20 ft. lane with parking.	
		TR	0.92	58.8	E	TR	1.20+	120+	F*	TR	0.83	44.3	D		- Prohibit parking on the east side of the Fountain Avenue NB approach 250 ft. from intersection during weekday PM peak period (4-6 PM).	
Linden Boulevard (Mainline)	EB	L	1.07	109.5	F	L	0.69	30.3	C	L	0.96	77.3	E		- Prohibit parking on the west side of the Fountain Avenue SB approach 120 ft. from intersection during weekday PM peak period (4-6 PM).	
		T	0.76	24.7	C	T	0.66	16.7	B	T	0.85	31.1	C		- Restripe the Linden Boulevard EB mainline approach as one 13 ft. exclusive left turn lane and three 10 ft. through lanes.	
	WB	L	0.44	40.9	D	L	1.20+	120+	F*	L	0.74	38.3	D		- Restripe the Linden Boulevard WB mainline approach as one 14 ft. exclusive left turn lane and three 10 ft. through lanes.	
		T	0.49	10.4	B	T	0.68	27.5	C	T	0.54	12.9	B		- 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).	
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	-	-	-	-			
<b>Overall Intersection</b>	<b>-</b>	<b>0.91</b>	<b>28.2</b>	<b>C</b>	<b>-</b>	<b>1.20+</b>	<b>92.9</b>	<b>F</b>	<b>-</b>	<b>0.90</b>	<b>28.6</b>	<b>C</b>	<b>-</b>			
<b>LINDEN BOULEVARD &amp; ATKINS AVENUE</b>																
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							
<b>Overall Intersection</b>	<b>-</b>	<b>0.56</b>	<b>13.6</b>	<b>B</b>	<b>-</b>	<b>0.58</b>	<b>18.2</b>	<b>B</b>	<b>-</b>	<b>0.58</b>	<b>18.2</b>	<b>B</b>	<b>-</b>			
<b>LINDEN BOULEVARD &amp; ELTON STREET</b>																
Elton Street	NB	R	-	12.3	B	R	-	12.3	B						- Mitigation not required.	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.2</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.2</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.2</b>	<b>A</b>	<b>-</b>			
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>																
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*		- Unmitigatable Impact.	
		T	0.55	26.7	C	T	0.86	46.0	D	T	0.86	46.0	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.	
		R	0.21	22.1	C	R	0.30	32.9	C	R	0.32	33.3	C		- Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection.	
	SB	L	0.68	76.0	E	L	0.96	120+	F*	L	0.96	120+	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 ft. through lane and one 12 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving side as two 11 ft. lanes.	
		TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	1.20+	120+	F*		- 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.	
Linden Boulevard (Mainline)	EB	L	0.84	52.0	D	L	1.13	120+	F*	L	1.13	120+	F*		- 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	1.16	117.2	F	T	1.20	120+	F*	T	1.18	120+	F*		- [Measures reflect geometric improvements needed for the weekday midday peak period.]	
	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			
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</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				2013 Build Condition				2013 Build with Mitigation				Mitigation Measures	
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>LINDEN BOULEVARD &amp; ROCKAWAY AVENUE</b>															
Rockaway Avenue	NB	LT	1.13	120+	F*	LT	1.13	120+	F*	LT	1.09	110.1	F	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- 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.]</li> </ul>	
		R	0.76	59.2	E	R	0.84	68.3	E	R	0.75	56.2	E		
Linden Boulevard (Mainline)	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 (Service Road)	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		
<b>Overall Intersection</b>	-	<b>1.01</b>	<b>48.2</b>	<b>D</b>	-	<b>1.06</b>	<b>51.9</b>	<b>D</b>	-	<b>1.03</b>	<b>47.1</b>	<b>D</b>			
<b>LINDEN BOULEVARD &amp; ROCKAWAY PARKWAY</b>															
Rockaway Parkway	NB	LTR	0.98	72.7	E	LTR	0.98	72.7	E	LTR	0.93	61.9	E		<ul style="list-style-type: none"> <li>- 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.]</li> <li>- [Mitigation same as 2011 weekday PM.]</li> </ul>
		L	1.16	120+	F*	L	1.18	120+	F*	L	1.15	120+	F*		
Linden Boulevard (Mainline)	SB	TR	1.11	109.6	F	TR	1.11	109.6	F	TR	1.08	95.4	F		
		L	0.82	88.5	F	L	0.82	88.5	F	L	0.82	88.5	F		
	WB	T	0.65	20.4	C	T	0.68	21.0	C	T	0.69	21.8	C		
		L	0.73	78.8	E	L	0.73	78.8	E	L	0.73	78.8	E		
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		
<b>Overall Intersection</b>	-	<b>0.87</b>	<b>48.4</b>	<b>D</b>	-	<b>0.88</b>	<b>49.1</b>	<b>D</b>	-	<b>0.88</b>	<b>45.6</b>	<b>D</b>			
<b>LINDEN BOULEVARD &amp; KINGS HIGHWAY &amp; REMSEN AVENUE</b>															
Kings Highway (Mainline)	NB	T	1.09	99.1	F	T	1.09	99.1	F	T	1.09	99.1	F	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> <li>- [Mitigation same as 2011 weekday PM.]</li> </ul>	
		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		
		SB	TR	1.06	98.6	F	TR	1.06	98.6	F	TR	1.06	98.6		
Remsen Avenue	EB	DefL	1.12	120+	F*	DefL	1.12	120+	F*	DefL	1.12	120+	F*		
		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		
		EB	TR	1.20+	120+	F*	TR	1.20+	120+	F*	TR	1.20	120+		F*
	Linden Boulevard (Service Road - Unsignalized)	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		
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>111.8</b>	<b>F</b>	-	<b>1.20+</b>	<b>119.6</b>	<b>F</b>	-	<b>1.20</b>	<b>106.4</b>	<b>F</b>			
<b>PENNSYLVANIA AVENUE</b>															
<b>PENNSYLVANIA AVENUE &amp; LIBERTY AVENUE</b>															
Pennsylvania Avenue	NB	LTR	0.97	36.1	D	LTR	1.02	47.6	D	LTR	0.91	25.9	C	<ul style="list-style-type: none"> <li>- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.</li> <li>- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane.</li> <li>- Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane.</li> <li>- Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking.</li> <li>- Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking.</li> <li>- [Mitigation same as 2011 weekday PM.]</li> </ul>	
		SB	-	-	-	L	0.22	6.9	A	LTR	0.81	11.0	B		
Liberty Avenue	EB	TR	1.06	51.5	D	TR	1.12	74.1	E	-	-	-			
		LTR	0.93	69.1	E	LTR	0.86	57.6	E	LTR	0.71	45.0	D		
Liberty Avenue	WB	LTR	0.98	83.7	F	LTR	0.90	64.6	E	LTR	0.74	47.5	D		
		<b>Overall Intersection</b>	-	<b>1.04</b>	<b>49.6</b>	<b>D</b>	-	<b>1.05</b>	<b>60.1</b>	<b>E</b>	-	<b>0.86</b>	<b>23.4</b>		<b>C</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	2013 Build Condition			Mvt.	2013 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay			Mvt.	V/C	Delay		LOS	Mvt.	V/C		
<b>PENNSYLVANIA AVENUE &amp; ATLANTIC AVENUE</b>														
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				
<b>Overall Intersection</b>		-	<b>1.20+</b>	<b>83.8</b>	<b>F</b>	-	<b>1.20+</b>	<b>99.2</b>	<b>F</b>					

**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			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 RAMPS</b>																
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			
<b>Overall Intersection</b>	-	-	<b>0.60</b>	<b>20.8</b>	<b>C</b>	-	<b>0.79</b>	<b>27.0</b>	<b>C</b>	-	<b>0.79</b>	<b>26.0</b>	<b>C</b>			
<b>ERSKINE STREET &amp; BELT PARKWAY WESTBOUND RAMPS</b>																
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			
<b>Overall Intersection</b>	-	-	<b>0.60</b>	<b>21.2</b>	<b>C</b>	-	<b>0.81</b>	<b>31.0</b>	<b>C</b>	-	<b>0.81</b>	<b>27.6</b>	<b>C</b>			
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>																
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			
Gateway Drive	EB	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			
		R	0.03	25.6	C	R	0.03	25.6	C	-	-	-	-			
Gateway Drive	WB	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			
		TR	0.19	27.2	C	TR	0.19	27.2	C	TR	0.21	27.4	C			
<b>Overall Intersection</b>	-	-	<b>0.71</b>	<b>24.2</b>	<b>C</b>	-	<b>0.93</b>	<b>61.8</b>	<b>E</b>	-	<b>0.91</b>	<b>36.1</b>	<b>D</b>			
<b>ERSKINE STREET &amp; GATEWAY PLAZA</b>																
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			
Gateway Plaza	EB	SB	TR	0.68	28.7	C	TR	1.00	55.1	E	TR	0.72	28.8		C	
		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			
<b>Overall Intersection</b>	-	-	<b>0.65</b>	<b>23.4</b>	<b>C</b>	-	<b>0.78</b>	<b>33.0</b>	<b>C</b>	-	<b>0.67</b>	<b>22.5</b>	<b>C</b>			
<b>ERSKINE STREET &amp; PARKING LOT SE CORNER</b>																
Erskine Street	NB	-	-	-	-	L	0.68	18.9	B					- Mitigation not required.		
		-	-	-	-	T	0.36	5.7	A							
Parking Lot SE Corner	EB	-	-	-	-	TR	0.66	22.5	C							
		-	-	-	-	L	0.29	33.3	C							
		-	-	-	-	R	0.37	16.8	B							
<b>Overall Intersection</b>	-	-	-	-	-	<b>0.65</b>	<b>16.2</b>	<b>B</b>								
<b>ERSKINE STREET &amp; PARKING LOT NE CORNER</b>																
Erskine Street	NB	-	-	-	-	L	0.24	9.3	A					- Mitigation not required.		
		-	-	-	-	T	0.43	9.6	A							
Parking Lot NE Corner	EB	-	-	-	-	TR	0.43	9.7	A							
		-	-	-	-	L	0.1	24.5	C							
		-	-	-	-	R	0.12	24.8	C							
<b>Overall Intersection</b>	-	-	-	-	-	<b>0.34</b>	<b>10.5</b>	<b>B</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		
<b>ERSKINE STREET &amp; VANDALIA AVENUE</b>																
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							
		TR	0.04	12.1	B	TR	0.05	11.1	B							
Erskine Street (channelized stop)	NB	R	-	9.8	A	R	-	10.6	B							
<b>Overall Intersection</b>	<b>-</b>	<b>0.52</b>	<b>22.6</b>	<b>C</b>	<b>-</b>	<b>0.73</b>	<b>29.2</b>	<b>C</b>								
<b>ERSKINE STREET &amp; EGAN STREET</b>																
		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>										
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							
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.5</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>1.5</b>	<b>A</b>								
<b>GATEWAY DRIVE</b>																
<b>GATEWAY DRIVE &amp; DRIVEWAY TO OLIVE GARDEN</b>																
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							
		T	0.24	8.2	A	T	0.33	8.8	A							
	WB	TR	0.60	11.3	B	TR	0.73	13.5	B							
<b>Overall Intersection</b>	<b>-</b>	<b>0.69</b>	<b>13.9</b>	<b>B</b>	<b>-</b>	<b>0.69</b>	<b>14.4</b>	<b>B</b>								
<b>GATEWAY DRIVE &amp; DRIVEWAY TO RED LOBSTER</b>																
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							
		T	0.19	7.5	A	T	0.27	8.0	A							
	WB	TR	0.29	8.1	A	TR	0.40	8.9	A							
<b>Overall Intersection</b>	<b>-</b>	<b>0.58</b>	<b>11.6</b>	<b>B</b>	<b>-</b>	<b>0.58</b>	<b>11.2</b>	<b>B</b>								
<b>GATEWAY DRIVE &amp; DRIVEWAY TO BOULDER CREEK</b>																
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						
	<b>Overall Intersection</b>	<b>-</b>	<b>0.50</b>	<b>12.5</b>	<b>B</b>	<b>-</b>	<b>0.68</b>	<b>15.8</b>	<b>B</b>							
<b>GATEWAY DRIVE &amp; GATEWAY PLAZA</b>																
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							
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>35.3</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>32.5</b>	<b>C</b>								
<b>GATEWAY DRIVE &amp; PARKING LOT SW CORNER</b>																
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							
		<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1.13</b>	<b>24.2</b>	<b>C</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	Mvt.	2013 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay				V/C	Delay				V/C	Delay			
<b>GATEWAY DRIVE &amp; PARKING LOT NW CORNER</b>																
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							
<b>Overall Intersection</b>		-	-	-	-	-	<b>0.78</b>	<b>24.2</b>	<b>C</b>							
<b>VANDALIA AVENUE</b>																
<b>VANDALIA AVENUE &amp; ELTON STREET (UNIGNALIZED INTERSECTION)</b>																
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							
<b>Overall Intersection</b>		-	-	<b>8.4</b>	<b>A</b>	-	-	<b>9.4</b>	<b>A</b>							
<b>VANDALIA AVENUE &amp; GATEWAY DRIVE</b>																
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							
<b>Overall Intersection</b>		-	<b>0.61</b>	<b>15.3</b>	<b>B</b>	-	<b>0.86</b>	<b>36.8</b>	<b>D</b>							
<b>FOUNTAIN AVENUE</b>																
<b>FOUNTAIN AVENUE &amp; VANDALIA AVENUE</b>																
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							
<b>Overall Intersection</b>		-	<b>0.36</b>	<b>10.8</b>	<b>B</b>	-	<b>0.47</b>	<b>12.1</b>	<b>B</b>							
<b>FOUNTAIN AVENUE &amp; EGAN STREET (UNIGNALIZED INTERSECTION)</b>																
Fountain Avenue	NB	LT	-	8.9	A	LT	-	9.3	A							- Mitigation not required.
<b>Overall Intersection</b>		-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>							
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>																
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.
	SB	LTR	0.97	62.7	E	LTR	1.18	120+	F*	LTR	0.95	51.9	D			- Remove parking on the south side of the Flatlands Avenue EB receiving side 150 ft. from intersection.
Flatlands Avenue	EB	DefL	0.70	32.7	C	DefL	0.85	48.1	D	L	0.73	36.2	D			- 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	0.16	13.6	B	TR	0.16	13.6	B	TR	0.26	24.9	C			- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.
	WB	DefL	0.22	11.7	B	DefL	0.22	11.7	B	L	0.28	15.5	B			- 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).
		TR	0.25	11.8	B	TR	0.25	11.8	B	TR	0.21	22.7	C			
<b>Overall Intersection</b>		-	<b>0.80</b>	<b>35.4</b>	<b>D</b>	-	<b>0.98</b>	<b>63.6</b>	<b>E</b>	-	<b>0.78</b>	<b>34.8</b>	<b>C</b>			
<b>FOUNTAIN AVENUE &amp; OLD MILL ROAD (UNIGNALIZED INTERSECTION)</b>																
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							
<b>Overall Intersection</b>		-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</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		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	
<b>FOUNTAIN AVENUE &amp; COZINE AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
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					
	<b>Overall Intersection</b>	-	-	<b>13.3</b>	<b>B</b>	-	-	<b>17.5</b>	<b>C</b>					
<b>FOUNTAIN AVENUE &amp; WORTMAN AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
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					
	<b>Overall Intersection</b>	-	-	<b>5.0</b>	<b>A</b>	-	-	<b>9.5</b>	<b>A</b>					
<b>FOUNTAIN AVENUE &amp; STANLEY AVENUE</b>														
Fountain Avenue	NB	LTR	0.47	13.1	B	LTR	0.60	15.0	B	LTR	0.60	15.0	B	- Mitigation not required.
	SB	LTR	0.45	12.5	B	LTR	0.59	14.1	B	LTR	0.57	13.7	B	- [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
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	
	<b>Overall Intersection</b>	-	<b>0.54</b>	<b>13.8</b>	<b>B</b>	-	<b>0.52</b>	<b>14.2</b>	<b>B</b>	-	<b>0.61</b>	<b>14.8</b>	<b>B</b>	
<b>FOUNTAIN AVENUE &amp; LIBERTY AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				
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.
		-	-	-	-	-	-	-	-	TR	-	31.1	D	- Restripe the Fountain Avenue SB approach as one 12 ft. exclusive left turn lane and one 18 ft. shared through-right lane.
Liberty Avenue	WB	LT	-	8.5	A	LT	-	8.7	A	LT	-	8.7	A	- [Mitigation same as 2011 Saturday midday.]
	<b>Overall Intersection</b>	-	-	<b>7.6</b>	<b>A</b>	-	-	<b>9.4</b>	<b>A</b>	-	-	<b>7.1</b>	<b>A</b>	
<b>FOUNTAIN AVENUE &amp; ATLANTIC AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
Atlantic Avenue	EB	TR	FREEFLOW		A	TR	FREEFLOW		A					- Mitigation not required.
	<b>Overall Intersection</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>					
<b>FLATLANDS AVENUE</b>														
<b>FLATLANDS AVENUE &amp; ATKINS AVENUE</b>														
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					
	<b>Overall Intersection</b>	-	<b>0.45</b>	<b>17.0</b>	<b>B</b>	-	<b>0.50</b>	<b>17.6</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; ESSEX STREET</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
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					
	<b>Overall Intersection</b>	-	-	<b>1.3</b>	<b>A</b>	-	<b>0.37</b>	<b>17.6</b>	<b>B</b>					

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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		
<b>FLATLANDS AVENUE &amp; LINWOOD STREET</b>																
(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							
	<b>Overall Intersection</b>	-	-	<b>0.8</b>	<b>A</b>	-	<b>0.39</b>	<b>18.4</b>	<b>B</b>							
<b>FLATLANDS AVENUE &amp; ELTON STREET</b>																
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							
	<b>Overall Intersection</b>	-	<b>0.47</b>	<b>18.3</b>	<b>B</b>	-	<b>0.59</b>	<b>19.6</b>	<b>B</b>							
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>																
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							
	SB	LTR	0.42	35.7	D	-	-	-	-							
Flatlands Avenue	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							
	<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>103.7</b>	<b>F</b>	-	<b>1.03</b>	<b>28.8</b>	<b>C</b>							
<b>FLATLANDS AVENUE &amp; SCHENCK AVENUE</b>																
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							
	<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>1.00</b>	<b>45.6</b>	<b>D</b>							
<b>FLATLANDS AVENUE &amp; VAN SICLEN AVENUE</b>																
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.
		-	-	-	-	-	-	-	-	T	0.39	29.5	C			- Shift the Van Siclen Avenue NB approach centerline 3 ft. to the west tapered 220 ft. from
		-	-	-	-	-	-	-	-	R	0.52	33.2	C			intersection. Restripe the Van Siclen Avenue NB approach as one 10 ft. exclusive left turn lane, one
	SB	LTR	0.86	37.7	D	LTR	1.04	71.0	E	L	0.75	38.0	D			10 ft. through lane and one 10 ft. exclusive right turn lane. Restripe the Van Siclen Avenue SB
		-	-	-	-	-	-	-	-	TR	0.66	35.4	D			receiving side as one 24 ft. lane with parking.
Flatlands Avenue	EB	L	0.56	22.8	C	L	1.20+	120+	F*	L	0.53	23.3	C			- Shift the Van Siclen Avenue SB approach centerline 4.5 ft. to the east tapered 270 ft. from
		TR	0.73	13.8	B	TR	0.95	25.8	C	T	0.92	26.4	C			intersection. Restripe the Van Siclen Avenue SB approach as one 10 ft. exclusive left turn lane and
		-	-	-	-	-	-	-	-	R	0.10	10.0	B			one 19.5 ft. shared through-right lane with parking. Restripe the Van Siclen Avenue NB receiving
	WB	L	0.87	58.5	E	L	1.20+	120+	F*	L	0.71	36.6	D			side as one 20 ft. lane.
		TR	0.70	13.0	B	TR	0.95	25.8	C	T	0.84	20.7	C			- Remove parking on the south side of the Flatlands Avenue EB approach 120 ft. from intersection.
		-	-	-	-	-	-	-	-	R	0.37	12.9	B			- Reduce width of the Flatlands Avenue EB approach median from 6.5 ft. to 3.5 ft. Maintain the 10
	<b>Overall Intersection</b>	-	<b>0.87</b>	<b>20.3</b>	<b>C</b>	-	<b>1.20+</b>	<b>50.6</b>	<b>D</b>	-	<b>0.87</b>	<b>25.6</b>	<b>C</b>			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).

**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	2013 Build Condition			LOS	2013 Build with Mitigation			LOS	Mitigation Measures	
		V/C	Delay			Mvt.	V/C	Delay			Mvt.	V/C			Delay
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>															
Pennsylvania Avenue	NB	L	1.05	89.9	F	L	1.05	89.9	F	L	1.05	89.9	F	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> <li>- 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.</li> <li>- [Measures reflect geometric improvements needed for the weekday midday peak period.]</li> </ul>	
		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	L	0.41	19.0	B	R	0.41	19.0	B	R	0.41	19.0	B		
		L	0.54	80.3	F	L	0.62	91.2	F	L	0.62	91.2	F		
	WB	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*		
<b>Overall Intersection</b>	-	<b>1.12</b>	<b>57.1</b>	<b>E</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>116.9</b>	<b>F</b>			
<b>FLATLANDS AVENUE &amp; ROCKAWAY PARKWAY</b>															
Rockaway Parkway	NB	L	0.32	21.1	C	L	0.32	21.2	C	L	0.40	24.0	C		<ul style="list-style-type: none"> <li>- <b>Partially Mitigated.</b></li> <li>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</li> <li>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</li> <li>- 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).</li> </ul>
		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	L	1.20	118.9	F	TR	1.20+	120+	F*	TR	1.16	98.7	F		
		L	0.85	70.6	E	L	1.05	120+	F*	L	1.05	117.6	F		
	WB	TR	1.15	101.8	F	TR	1.20+	120+	F*	TR	1.10	77.6	E		
		<b>Overall Intersection</b>	-	<b>1.13</b>	<b>96.5</b>	<b>F</b>	-	<b>1.20</b>	<b>120+</b>	<b>F*</b>	-	<b>1.15</b>	<b>71.8</b>	<b>E</b>	
<b>FLATLANDS AVENUE &amp; REMSEN AVENUE</b>															
Remsen Avenue	NB	L	0.48	23.7	C	L	0.48	23.7	C	L	0.44	20.7	C	<ul style="list-style-type: none"> <li>- 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.</li> <li>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</li> <li>- 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).</li> <li>- [Mitigation same as 2011 Saturday midday.]</li> </ul>	
		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	L	1.06	65.5	E	TR	1.12	88.0	F	T	0.84	27.8	C		
		-	-	-	-	-	-	-	-	R	0.82	37.0	D		
<b>Overall Intersection</b>	-	<b>1.00</b>	<b>38.2</b>	<b>D</b>	-	<b>1.06</b>	<b>47.0</b>	<b>D</b>	-	<b>0.87</b>	<b>25.6</b>	<b>C</b>			
<b>LINDEN BOULEVARD</b>															
<b>LINDEN BOULEVARD &amp; 79TH STREET</b>															
79th Street	NB	L	0.35	23.8	C	L	0.38	24.1	C						- Mitigation not required.
		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	T	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	T	0.14	10.4	B	T	0.14	10.4	B					
<b>Overall Intersection</b>	-	<b>0.54</b>	<b>14.9</b>	<b>B</b>	-	<b>0.56</b>	<b>15.2</b>	<b>B</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				2013 Build Condition				2013 Build with Mitigation				Mitigation Measures	
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>LINDEN BOULEVARD &amp; EUCLID AVENUE</b>															
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		
<b>Overall Intersection</b>	<b>-</b>	<b>0.58</b>	<b>14.0</b>	<b>B</b>	<b>-</b>	<b>0.60</b>	<b>13.9</b>	<b>B</b>	<b>-</b>	<b>0.60</b>	<b>14.1</b>	<b>B</b>			
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>															
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	-	-	-	-		
<b>Overall Intersection</b>	<b>-</b>	<b>0.85</b>	<b>27.2</b>	<b>C</b>	<b>-</b>	<b>1.20+</b>	<b>116.9</b>	<b>F</b>	<b>-</b>	<b>0.88</b>	<b>22.2</b>	<b>C</b>			
<b>LINDEN BOULEVARD &amp; ATKINS AVENUE</b>															
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						
<b>Overall Intersection</b>	<b>-</b>	<b>0.38</b>	<b>9.6</b>	<b>A</b>	<b>-</b>	<b>0.40</b>	<b>14.3</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>			
<b>LINDEN BOULEVARD &amp; ELTON STREET</b>															
Elton Street	NB	R	-	10.1	B	R	-	10.2	B					- Mitigation not required.	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.8</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.8</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>			
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>															
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	- <b>Unmitigatable Impact.</b> - 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		
	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*		
Linden Boulevard (Mainline)	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		
	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		
Linden Boulevard (Service Road)	EB	T	0.64	38.6	D	T	0.88	45.9	D	T	0.88	45.9	D		
		R	0.76	32.3	C	R	0.98	49.3	D	R	0.98	49.3	D		
	WB	TR	0.49	34.2	C	TR	0.59	30.8	C	TR	0.59	30.8	C		
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>116.6</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</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				2013 Build Condition				2013 Build with Mitigation				Mitigation Measures		
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS				
<b>LINDEN BOULEVARD &amp; ROCKAWAY AVENUE</b>																
Rockaway Avenue	NB	LT	1.12	108.8	F	LT	1.12	108.8	F	LT	1.07	91.6	F	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- 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.]</li> </ul>		
		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*			
		R	0.53	40.3	D	R	0.53	40.3	D	R	0.50	37.8	D			
Linden Boulevard (Mainline)	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			
	WB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.14	120+	F*			
		T	0.70	19.3	B	T	0.76	20.4	C	T	0.81	23.7	C			
Linden Boulevard (Service Road)	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	B			
<b>Overall Intersection</b>	-	<b>0.96</b>	<b>44.7</b>	<b>D</b>	-	<b>1.03</b>	<b>51.7</b>	<b>D</b>	-	<b>0.99</b>	<b>43.4</b>	<b>D</b>				
<b>LINDEN BOULEVARD &amp; ROCKAWAY PARKWAY</b>																
Rockaway Parkway	NB	LTR	0.79	39.4	D	LTR	0.79	39.4	D	LTR	0.74	36.5	D		<ul style="list-style-type: none"> <li>- 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.]</li> <li>- [Mitigation same as 2011 Saturday midday.]</li> </ul>	
		L	1.14	114.6	F	L	1.17	120+	F*	L	1.13	110.4	F			
Linden Boulevard (Mainline)	EB	TR	0.77	37.9	D	TR	0.77	37.9	D	TR	0.73	35.8	D			
		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)	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			
<b>Overall Intersection</b>	-	<b>0.82</b>	<b>31.4</b>	<b>C</b>	-	<b>0.84</b>	<b>32.9</b>	<b>C</b>	-	<b>0.84</b>	<b>31.2</b>	<b>C</b>				
<b>LINDEN BOULEVARD &amp; KINGS HIGHWAY &amp; REMSEN AVENUE</b>																
Kings Highway (Mainline)	NB	T	1.06	88.3	F	T	1.06	88.3	F	T	1.06	88.3	F	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> <li>- [Mitigation same as 2011 Saturday midday.]</li> </ul>		
		SB	T	1.08	94.6	F	SB	T	1.08	94.6	F	SB	T			1.08
Kings Highway (Service Road)	NB	TR	0.68	46.5	D	TR	0.71	47.3	D	TR	0.68	46.4	D			
		SB	TR	0.73	50.0	D	SB	TR	0.73	50.0	D	SB	TR			0.73
Remsen Avenue	EB	DefL	0.74	62.5	E	DefL	0.74	62.8	E	DefL	0.72	61.1	E			
		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			
		EB	TR	1.20	120+	F*	TR	1.20+	120+	F*	TR	1.17	120+		F*	
	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			
<b>Overall Intersection</b>	-	<b>1.13</b>	<b>102.4</b>	<b>F</b>	-	<b>1.09</b>	<b>114.6</b>	<b>F</b>	-	<b>1.06</b>	<b>100.3</b>	<b>F</b>				
<b>PENNSYLVANIA AVENUE</b>																
<b>PENNSYLVANIA AVENUE &amp; LIBERTY AVENUE</b>																
Pennsylvania Avenue	NB	LTR	0.80	19.3	B	LTR	1.17	98.5	F	LTR	0.88	19.6	B	<ul style="list-style-type: none"> <li>- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.</li> <li>- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane.</li> <li>- Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane.</li> <li>- Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking.</li> <li>- Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking.</li> <li>- [Mitigation same as 2011 Saturday midday.]</li> </ul>		
		SB	-	-	-	L	0.47	13.0	B	LTR	0.83	11.8	B			
Liberty Avenue	EB	TR	0.89	16.9	B	TR	1.20+	116.2	F	-	-	-	-			
		LTR	0.70	51.2	D	LTR	0.67	38.7	D	LTR	0.67	38.5	D			
Liberty Avenue	WB	LTR	0.97	73.4	E	LTR	0.93	54.0	D	LTR	0.88	47.5	D			
		<b>Overall Intersection</b>	-	<b>0.91</b>	<b>27.3</b>	<b>C</b>	-	<b>1.13</b>	<b>94.5</b>	<b>F</b>	-	<b>0.88</b>	<b>21.1</b>		<b>C</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	2013 Build Condition			LOS	2013 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay			Mvt.	V/C	Delay			Mvt.	V/C		
<b>PENNSYLVANIA AVENUE &amp; ATLANTIC AVENUE</b>														
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				
<b>Overall Intersection</b>		-	<b>1.20+</b>	<b>87.6</b>	<b>F</b>	-	<b>1.20+</b>	<b>114.6</b>	<b>F</b>					

**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			LOS	2013 Build Condition			LOS	2013 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay			Mvt.	V/C	Delay		Mvt.	V/C	Delay		
<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	
<b>Overall Intersection</b>	-	-	<b>0.65</b>	<b>21.8</b>	<b>C</b>	-	<b>0.92</b>	<b>35.0</b>	<b>C</b>	-	<b>0.92</b>	<b>33.8</b>	<b>C</b>	
<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	
<b>Overall Intersection</b>	-	-	<b>0.65</b>	<b>22.3</b>	<b>C</b>	-	<b>0.90</b>	<b>46.2</b>	<b>D</b>	-	<b>0.90</b>	<b>36.3</b>	<b>D</b>	
<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	
	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		
	WB	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	
<b>Overall Intersection</b>	-	-	<b>0.77</b>	<b>28.8</b>	<b>C</b>	-	<b>1.12</b>	<b>113.8</b>	<b>F</b>	-	<b>0.98</b>	<b>78.8</b>	<b>E</b>	
<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	
Gateway Plaza	SB	TR	0.75	31.1	C	TR	1.20+	120+	F*	TR	0.91	37.5	D	
		EB	L	0.53	34.4	C	L	0.53	34.4	C	L	0.53	34.4	
		R	0.33	12.7	B	R	0.33	12.7	B	R	0.33	12.7	B	
<b>Overall Intersection</b>	-	-	<b>0.71</b>	<b>25.3</b>	<b>C</b>	-	<b>0.92</b>	<b>77.0</b>	<b>E</b>	-	<b>0.78</b>	<b>27.2</b>	<b>C</b>	
<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	-	-	-	-	
Parking Lot SE Corner	EB	-	-	-	-	TR	0.78	25.2	C	-	-	-	-	
		-	-	-	-	L	0.44	36.2	D	-	-	-	-	
		-	-	-	-	R	0.58	20.5	C	-	-	-	-	
<b>Overall Intersection</b>	-	-	-	-	-	-	<b>0.76</b>	<b>21.9</b>	<b>C</b>	-	-	-	-	
<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	-	-	-	-	
Parking Lot NE Corner	EB	-	-	-	-	TR	0.5	10.3	B	-	-	-	-	
		-	-	-	-	L	0.16	25.2	C	-	-	-	-	
		-	-	-	-	R	0.19	25.7	C	-	-	-	-	
<b>Overall Intersection</b>	-	-	-	-	-	-	<b>0.4</b>	<b>11.5</b>	<b>B</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				2013 Build Condition				2013 Build with Mitigation				Mitigation Measures	
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>ERSKINE STREET &amp; VANDALIA AVENUE</b>															
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					
			DefL	0.63	21.7	C	DefL	0.92	41.3	D					
		WB	TR	0.03	12.0	B	TR	0.04	11.1	B					
Erskine Street (channelized stop)	NB	R	-	9.9	A	R	-	11.4	B						
		<b>Overall Intersection</b>	-	<b>0.6</b>	<b>23.8</b>	<b>C</b>	-	<b>0.87</b>	<b>34.6</b>	<b>C</b>					
<b>ERSKINE STREET &amp; EGAN STREET</b>															
(UNIGNALIZED 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				
<b>Overall Intersection</b>	-			-	<b>1.0</b>	<b>A</b>	-	-	<b>1.3</b>	<b>A</b>					
<b>GATEWAY DRIVE</b>															
<b>GATEWAY DRIVE &amp; DRIVEWAY TO OLIVE GARDEN</b>															
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						
		T	0.26	8.3	A	T	0.40	9.2	A						
		WB	TR	0.63	11.8	B	TR	0.80	15.2	B					
<b>Overall Intersection</b>	-	<b>0.75</b>	<b>15.0</b>	<b>B</b>	-	<b>0.75</b>	<b>15.8</b>	<b>B</b>							
<b>GATEWAY DRIVE &amp; DRIVEWAY TO RED LOBSTER</b>															
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						
		T	0.19	7.5	A	T	0.33	8.3	A						
		WB	TR	0.30	8.2	A	TR	0.44	9.2	A					
<b>Overall Intersection</b>	-	<b>0.63</b>	<b>12.2</b>	<b>B</b>	-	<b>0.63</b>	<b>11.7</b>	<b>B</b>							
<b>GATEWAY DRIVE &amp; DRIVEWAY TO BOULDER CREEK</b>															
Driveway to Boulder Creek	SB	L	0.42	19.2	B	L	0.42	19.2	B	L	0.47	21.9	C	- 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.]	
		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
				<b>Overall Intersection</b>	-	<b>0.55</b>	<b>13.2</b>	<b>B</b>	-	<b>0.84</b>	<b>34.7</b>	<b>C</b>	-		<b>0.81</b>
<b>GATEWAY DRIVE &amp; GATEWAY PLAZA</b>															
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					
			T	0.41	10.2	B	T	0.67	14.5	B					
Gateway Plaza	WB	LR	1.03	66.7	E	LR	1.03	66.7	E						
		<b>Overall Intersection</b>	-	<b>1.09</b>	<b>49.9</b>	<b>D</b>	-	<b>1.09</b>	<b>44.2</b>	<b>D</b>					
<b>GATEWAY DRIVE &amp; PARKING LOT SW CORNER</b>															
Gateway Drive	NB	-	-	-	-	TR	0.96	40.2	D					- Mitigation not required.	
		SB	-	-	-	DefL	0.94	43.7	D						
		-	-	-	-	T	0.73	9.8	A						
		Parking Lot SW Corner	WB	-	-	-	-	L	0.75	50.4	D				
-	-			-	-	R	0.58	18.0	B						
<b>Overall Intersection</b>	-	-	-	-	-	<b>1.20+</b>	<b>30.0</b>	<b>C</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		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	
<b>GATEWAY DRIVE &amp; PARKING LOT NW CORNER</b>														
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					
<b>Overall Intersection</b>		-	-	-	-	-	<b>0.87</b>	<b>39.1</b>	<b>D</b>					
<b>VANDALIA AVENUE</b>														
<b>VANDALIA AVENUE &amp; ELTON STREET (UNIGNALIZED INTERSECTION)</b>														
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					
<b>Overall Intersection</b>		-	-	<b>8.2</b>	<b>A</b>	-	-	<b>9.2</b>	<b>A</b>					
<b>VANDALIA AVENUE &amp; GATEWAY DRIVE</b>														
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					
<b>Overall Intersection</b>		-	<b>0.63</b>	<b>15.8</b>	<b>B</b>	-	<b>0.85</b>	<b>41.0</b>	<b>D</b>					
<b>FOUNTAIN AVENUE</b>														
<b>FOUNTAIN AVENUE &amp; VANDALIA AVENUE</b>														
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					
<b>Overall Intersection</b>		-	<b>0.39</b>	<b>11.0</b>	<b>B</b>	-	<b>0.55</b>	<b>13.1</b>	<b>B</b>					
<b>FOUNTAIN AVENUE &amp; EGAN STREET (UNIGNALIZED INTERSECTION)</b>														
Fountain Avenue	NB	LT	-	9.1	A	LT	-	9.7	A					- Mitigation not required.
<b>Overall Intersection</b>		-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</b>					
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>														
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. - 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	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	
		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	
		TR	0.27	12.0	B	TR	0.27	12.0	B	TR	0.23	22.9	C	
<b>Overall Intersection</b>		-	<b>0.84</b>	<b>42.2</b>	<b>D</b>	-	<b>1.08</b>	<b>88.9</b>	<b>F</b>	-	<b>0.88</b>	<b>44.8</b>	<b>D</b>	
<b>FOUNTAIN AVENUE &amp; OLD MILL ROAD (UNIGNALIZED INTERSECTION)</b>														
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					
<b>Overall Intersection</b>		-	-	<b>0.1</b>	<b>A</b>	-	-	<b>0.1</b>	<b>A</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		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	
<b>FOUNTAIN AVENUE &amp; COZINE AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
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					
	<b>Overall Intersection</b>	-	-	<b>14.5</b>	<b>B</b>	-	-	<b>23.2</b>	<b>C</b>					
<b>FOUNTAIN AVENUE &amp; WORTMAN AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
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*					
	<b>Overall Intersection</b>	-	-	<b>6.9</b>	<b>A</b>	-	-	<b>30.8</b>	<b>D</b>					
<b>FOUNTAIN AVENUE &amp; STANLEY AVENUE</b>														
Fountain Avenue	NB	LTR	0.51	13.7	B	LTR	0.71	17.2	B	LTR	0.71	17.1	B	- Mitigation not required.
	SB	LTR	0.49	12.8	B	LTR	0.66	15.0	B	LTR	0.63	14.5	B	- [Build with Mitigation delays due to diversions from the Linden Boulevard and Fountain Avenue/Loring Avenue intersection mitigation.]
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	
	<b>Overall Intersection</b>	-	<b>0.59</b>	<b>14.5</b>	<b>B</b>	-	<b>0.60</b>	<b>15.6</b>	<b>B</b>	-	<b>0.69</b>	<b>16.2</b>	<b>B</b>	
<b>FOUNTAIN AVENUE &amp; LIBERTY AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>				
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.
		-	-	-	-	-	-	-	-	TR	-	41.5	E	- Restripe the Fountain Avenue SB approach as one 12 ft. exclusive left turn lane and one 18 ft. shared through-right lane.
Liberty Avenue	WB	LT	-	8.7	A	LT	-	8.9	A	LT	-	8.9	A	- Prohibit parking on the west side of the Fountain Avenue SB approach 120 ft. from intersection during Saturday PM peak period (4-6 PM).
	<b>Overall Intersection</b>	-	-	<b>10.5</b>	<b>B</b>	-	-	<b>15.4</b>	<b>C</b>	-	-	<b>9.3</b>	<b>A</b>	- [Mitigation same as 2011 Saturday PM.]
<b>FOUNTAIN AVENUE &amp; ATLANTIC AVENUE</b>		<b>(UNSIGNALIZED INTERSECTION)</b>				<b>(UNSIGNALIZED INTERSECTION)</b>								
Atlantic Avenue	EB	TR	FREEFLOW		A	TR	FREEFLOW		A					- Mitigation not required.
	<b>Overall Intersection</b>	-	FREEFLOW		<b>A</b>	-	FREEFLOW		<b>A</b>					
<b>FLATLANDS AVENUE</b>														
<b>FLATLANDS AVENUE &amp; ATKINS AVENUE</b>														
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					
	<b>Overall Intersection</b>	-	<b>0.48</b>	<b>17.6</b>	<b>B</b>	-	<b>0.58</b>	<b>18.6</b>	<b>B</b>					
<b>FLATLANDS AVENUE &amp; ESSEX STREET</b>		<b>(UNSIGNALIZED INTERSECTION)</b>												
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					
	<b>Overall Intersection</b>	-	-	<b>1.6</b>	<b>A</b>	-	<b>0.40</b>	<b>18.8</b>	<b>B</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				2013 Build Condition				2013 Build with Mitigation				Mitigation Measures	
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>FLATLANDS AVENUE &amp; LINWOOD STREET</b>															
(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						
<b>Overall Intersection</b>				<b>0.8</b>	<b>A</b>		<b>0.44</b>	<b>19.8</b>	<b>B</b>						
<b>FLATLANDS AVENUE &amp; ELTON STREET</b>															
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						
<b>Overall Intersection</b>			<b>0.49</b>	<b>19.5</b>	<b>B</b>		<b>0.61</b>	<b>20.7</b>	<b>C</b>						
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>															
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		
	SB	LTR	0.47	36.8	D	-	-	-	-	-	-	-	-		
Flatlands Avenue	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		
<b>Overall Intersection</b>			<b>1.20+</b>	<b>120+</b>	<b>F*</b>		<b>1.06</b>	<b>39.4</b>	<b>D</b>		<b>1.06</b>	<b>41.6</b>	<b>D</b>		
<b>FLATLANDS AVENUE &amp; SCHENCK AVENUE</b>															
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						
<b>Overall Intersection</b>			<b>1.20+</b>	<b>120+</b>	<b>F*</b>		<b>1.18</b>	<b>45.6</b>	<b>F</b>						
<b>FLATLANDS AVENUE &amp; VAN SICLEN AVENUE</b>															
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		
<b>Overall Intersection</b>			<b>1.06</b>	<b>26.1</b>	<b>C</b>		<b>1.20+</b>	<b>91.7</b>	<b>F</b>		<b>0.96</b>	<b>39.7</b>	<b>D</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	2013 Build Condition			LOS	2013 Build with Mitigation			LOS	Mitigation Measures	
		V/C	Delay			Mvt.	V/C	Delay		Mvt.	V/C	Delay			
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>															
Pennsylvania Avenue	NB	L	1.18	120+	F*	L	1.18	120+	F*	L	1.18	120+	F*	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> <li>- 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.</li> <li>- [Measures reflect geometric improvements needed for the weekday midday peak period.]</li> </ul>	
		TR	0.66	26.6	C	TR	0.68	26.9	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*		
		TR	0.73	27.9	C	TR	0.73	27.9	C	TR	0.77	28.9	C		
	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	L	0.44	19.6	B	R	0.44	19.6	B	R	0.44	19.6	B		
		T	0.97	53.4	D	T	1.20	120+	F*	T	1.20	120+	F*		
WB	L	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	L	1.06	75.4	E	R	1.20+	120+	F*	R	1.20+	120+	F*		
		T	0.97	53.4	D	T	1.20	120+	F*	T	1.20	120+	F*		
<b>Overall Intersection</b>	-	<b>1.15</b>	<b>72.0</b>	<b>E</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>			
<b>FLATLANDS AVENUE &amp; ROCKAWAY PARKWAY</b>															
Rockaway Parkway	NB	L	0.37	22.5	C	L	0.36	22.4	C	L	0.43	22.8	C		<ul style="list-style-type: none"> <li>- <b>Partially Mitigated.</b></li> <li>- Remove parking on the west side of the Rockaway Parkway SB approach 120 ft. from intersection.</li> <li>- Restripe the Rockaway Parkway SB approach as one 10 ft. shared left-through lane and one 10 ft. shared through-right lane.</li> <li>- 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).</li> </ul>
		TR	0.86	31.9	C	TR	0.89	34.8	C	TR	0.93	40.8	D		
Flatlands Avenue	SB	LTR	1.14	109.9	F	LTR	1.17	120+	F*	LTR	0.58	20.0	C		
		EB	L	0.82	66.1	E	L	0.82	66.1	E	L	0.82	65.0	E	
	TR	L	1.20	119.5	F	TR	1.20+	120+	F*	TR	1.20+	120+	F*		
		T	0.94	89.5	F	L	1.20+	120+	F*	L	1.20+	120+	F*		
WB	L	L	0.94	89.5	F	TR	1.20+	120+	F*	TR	1.20+	120+	F*		
		T	1.20	120+	F*	T	1.20	120+	F*	T	1.20	120+	F*		
<b>Overall Intersection</b>	-	<b>1.13</b>	<b>103.7</b>	<b>F</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>110.3</b>	<b>F</b>			
<b>FLATLANDS AVENUE &amp; REMSEN AVENUE</b>															
Remsen Avenue	NB	L	0.57	27.9	C	L	0.57	27.9	C	L	0.53	24.0	C	<ul style="list-style-type: none"> <li>- 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.</li> <li>- Remove parking on the south side of the Flatlands Avenue EB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Remove parking on the north side of the Flatlands Avenue WB approach and receiving side 120 ft. from intersection.</li> <li>- 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.</li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate different timing plans for each peak period.</li> <li>- 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).</li> <li>- [Mitigation same as 2011 Saturday PM.]</li> </ul>	
		TR	0.69	22.5	C	TR	0.72	23.1	C	TR	0.68	20.6	C		
Flatlands Avenue	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		
	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	L	-	-	-	L	-	-	-	R	0.22	17.4	B		
		T	-	-	-	T	-	-	-	L	0.50	30.6	C		
WB	L	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	L	-	-	-	L	-	-	-	R	0.86	39.9	D		
		T	-	-	-	T	-	-	-	T	0.97	40.9	D		
<b>Overall Intersection</b>	-	<b>1.09</b>	<b>53.1</b>	<b>D</b>	-	<b>1.18</b>	<b>70.3</b>	<b>E</b>	-	<b>0.99</b>	<b>31.6</b>	<b>C</b>			
<b>LINDEN BOULEVARD</b>															
<b>LINDEN BOULEVARD &amp; 79TH STREET</b>															
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					
<b>Overall Intersection</b>	-	<b>0.59</b>	<b>15.6</b>	<b>B</b>	-	<b>0.62</b>	<b>16.1</b>	<b>B</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				2013 Build Condition				2013 Build with Mitigation				Mitigation Measures	
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>LINDEN BOULEVARD &amp; EUCLID AVENUE</b>															
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		
<b>Overall Intersection</b>	<b>-</b>	<b>0.65</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.66</b>	<b>14.5</b>	<b>B</b>	<b>-</b>	<b>0.67</b>	<b>14.9</b>	<b>B</b>			
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>															
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	-	-	-	-		
<b>Overall Intersection</b>	<b>-</b>	<b>0.91</b>	<b>32.6</b>	<b>C</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	<b>-</b>	<b>1.05</b>	<b>34.9</b>	<b>C</b>			
<b>LINDEN BOULEVARD &amp; ATKINS AVENUE</b>															
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						
<b>Overall Intersection</b>	<b>-</b>	<b>0.41</b>	<b>9.9</b>	<b>A</b>	<b>-</b>	<b>0.43</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>			
<b>LINDEN BOULEVARD &amp; ELTON STREET</b>															
Elton Street	NB	R	-	10.3	B	R	-	10.3	B					- Mitigation not required.	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.9</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>0.9</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>			
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>															
Pennsylvania Avenue	NB	L	1.20+	120+	F*	L	1.20+	120+	F*	L	1.20+	120+	F*	- <b>Unmitigatable Impact.</b> - 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		
	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*		
Linden Boulevard (Mainline)	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		
	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*		
Linden Boulevard (Service Road)	EB	T	0.70	40.4	D	T	0.97	59.8	E	T	0.97	59.8	E		
		R	0.81	34.6	C	R	1.07	72.9	E	R	1.07	72.9	E		
	WB	TR	0.54	35.0	C	TR	0.66	32.2	C	TR	0.66	32.2	C		
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120+</b>	<b>F*</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				2013 Build Condition				2013 Build with Mitigation				Mitigation Measures		
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS				
<b>LINDEN BOULEVARD &amp; ROCKAWAY AVENUE</b>																
Rockaway Avenue	NB	LT	1.13	110.9	F	LT	1.13	110.9	F	LT	1.08	93.5	F	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- 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.]</li> </ul>		
		R	0.75	46.3	D	R	0.86	58.1	E	R	0.75	44.4	D			
Linden Boulevard (Mainline)	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 (Service Road)	EB	L	0.49	46.1	D	L	0.49	46.1	D	L	0.40	41.0	D			
		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			
	WB	TR	0.50	17.1	B	TR	0.55	18.0	B	TR	0.59	20.7	C			
<b>Overall Intersection</b>	-	<b>0.98</b>	<b>45.0</b>	<b>D</b>	-	<b>1.06</b>	<b>52.5</b>	<b>D</b>	-	<b>1.03</b>	<b>44.8</b>	<b>D</b>				
<b>LINDEN BOULEVARD &amp; ROCKAWAY PARKWAY</b>																
Rockaway Parkway	NB	LTR	0.90	48.2	D	LTR	0.90	48.2	D	LTR	0.84	41.7	D		<ul style="list-style-type: none"> <li>- 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.]</li> <li>- [Mitigation same as 2011 Saturday PM.]</li> </ul>	
		L	1.16	120+	F*	L	1.20	120+	F*	L	1.14	115.1	F			
Linden Boulevard (Mainline)	SB	TR	0.84	41.4	D	TR	0.84	41.4	D	TR	0.80	38.5	D			
		L	0.76	63.0	E	L	0.76	63.0	E	L	0.76	63.0	E			
	WB	T	0.64	17.6	B	T	0.69	18.4	B	T	0.70	19.3	B			
		L	0.18	39.8	D	L	0.18	39.8	D	L	0.18	39.8	D			
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			
<b>Overall Intersection</b>	-	<b>0.88</b>	<b>34.1</b>	<b>C</b>	-	<b>0.91</b>	<b>35.5</b>	<b>D</b>	-	<b>0.91</b>	<b>33.3</b>	<b>C</b>				
<b>LINDEN BOULEVARD &amp; KINGS HIGHWAY &amp; REMSEN AVENUE</b>																
Kings Highway (Mainline)	NB	T	1.13	114.4	F	T	1.13	114.4	F	T	1.13	114.4	F	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- Restripe the Linden Boulevard WB receiving side as two 10 ft. lanes.</li> <li>- 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.</li> <li>- [Mitigation same as 2011 Saturday PM.]</li> </ul>		
		SB	T	1.12	110.8	F	SB	T	1.12	110.8	F	SB	T			1.12
Kings Highway (Service Road)	NB	TR	0.74	48.5	D	TR	0.77	49.7	D	TR	0.74	48.4	D			
		SB	TR	0.80	53.3	D	SB	TR	0.80	53.3	D	SB	TR			0.80
Remsen Avenue	EB	DefL	0.80	62.6	E	DefL	0.80	63.0	E	DefL	0.78	60.8	E			
		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			
		EB	TR	1.20+	120+	F*	EB	TR	1.20+	120+	F*	EB	TR		1.20+	120+
	WB	LT	1.20+	120+	F*	WB	LT	1.20+	120+	F*	WB	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			
<b>Overall Intersection</b>	-	<b>1.09</b>	<b>113.4</b>	<b>F</b>	-	<b>1.11</b>	<b>120+</b>	<b>F*</b>	-	<b>1.08</b>	<b>111.5</b>	<b>F</b>				
<b>PENNSYLVANIA AVENUE</b>																
<b>PENNSYLVANIA AVENUE &amp; LIBERTY AVENUE</b>																
Pennsylvania Avenue	NB	LTR	0.88	23.1	C	LTR	1.20+	120+	F*	LTR	0.98	30.7	C		<ul style="list-style-type: none"> <li>- Remove parking on the east side of the Pennsylvania Avenue NB approach and receiving side 120 ft. from the intersection.</li> <li>- Restripe the Pennsylvania Avenue NB approach as one 14 ft. shared left-through lane and one 14 ft. shared through-right lane.</li> <li>- Restripe the Pennsylvania Avenue NB receiving as one 14 ft. lane and one 15 ft. lane.</li> <li>- Restripe the Pennsylvania Avenue SB approach as one 11 ft. shared left-through lane and one 18 ft. shared through-right lane with parking.</li> <li>- Restripe the Pennsylvania Avenue SB receiving as one 11 ft. lane and one 19 ft. lane with parking.</li> <li>- [Mitigation same as 2011 Saturday PM.]</li> </ul>	
		SB	-	-	-	L	0.71	31.4	C	LTR	0.99	28.0	C			
Liberty Avenue	EB	TR	0.96	24.9	C	TR	1.20+	120+	F*	-	-	-				
		LTR	0.76	55.4	E	LTR	0.73	42.0	D	LTR	0.72	41.8	D			
	WB	LTR	1.05	95.0	F	LTR	1.00	70.0	E	LTR	1.00	68.6	E			
		Overall Intersection	-	<b>0.99</b>	<b>34.9</b>	<b>C</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>	-	<b>0.99</b>	<b>34.8</b>	<b>C</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	2013 Build Condition			LOS	2013 Build with Mitigation			LOS	Mitigation Measures
		V/C	Delay			Mvt.	V/C	Delay		Mvt.	V/C	Delay		
<b>PENNSYLVANIA AVENUE &amp; ATLANTIC AVENUE</b>														
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	F				
<b>Overall Intersection</b>		-	<b>1.20+</b>	<b>92.3</b>	<b>F</b>	-	<b>1.20+</b>	<b>120+</b>	<b>F*</b>					

**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			PARKING REGULATIONS	
				AM			Midday			PM			Midday				
				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		
		Total Legal Spaces	Metered Spaces	Non-metered Spaces													
<b>North - South Routes</b>																	
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**

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

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

		Total Legal Spaces	Metered Spaces	Non- metered Spaces	Weekday									Saturday			PARKING REGULATIONS
					AM			Midday			PM			Midday			
					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	

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

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

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

		Total Legal Spaces			Weekday			Saturday			PARKING REGULATIONS						
					AM			Midday						Midday			
		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	15	0	15	9	9	9	10	10	11	4	8	5	1	1	1	Night Regulation, No Parking Mid - 3 AM Tues & Fri
	East	16	0	16	8	9	9	10	9	8	8	7	7	6	6	7	Night Regulation, No Parking Mid - 3 AM Mon & Thurs
Fountain Ave. between Gateway Dr. and Vandalia Ave.	West	0	0	0	0	2	2	0	2	0	0	1	0	0	0	0	No Standing Anytime
	East	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	No Standing Anytime
Fountain Ave. between Vandalia Ave. and Flatlands Ave.	West	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	No Standing Anytime
	East	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	No Standing Anytime
Fountain Ave. between Flatlands Ave. and Old Mill Rd.	West	15	0	15	5	4	4	3	3	4	0	0	0	2	2	1	No Regulation
	East	12	0	12	8	8	8	8	8	9	13	4	3	9	5	7	No Regulation
Fountain Ave. between Old Mill Rd. and Cozine Ave.	West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Regulation
	East	3	0	3	1	3	5	5	5	5	4	4	4	1	1	2	No Regulation
Fountain Ave. between Cozine Ave. and Wortman Ave.	West	50	0	50	45	46	23	9	15	42	33	22	15	5	5	5	No Regulation [Angled Parking]
	East	14	0	14	18	23	14	14	19	14	13	10	9	11	10	10	Night Regulation, No Parking Mid - 3 AM Tues & Fri
Fountain Ave. between Wortman Ave. and Stanley Ave.	West	17	0	17	21	18	18	22	15	18	7	3	2	5	5	0	Night Regulation, No Parking Mid - 3 AM Mon & Thurs
	East	20	0	20	19	23	21	17	7	19	14	10	9	5	5	5	Night Regulation, No Parking Mid - 3 AM Tues & Fri
Fountain Ave. between Stanley Ave. and Loring Ave./ Linden Blvd.	West	21	0	21	14	16	13	19	13	13	13	10	10	3	3	1	Night Regulation, No Parking Mid - 3 AM Mon & Thurs
	East	16	0	16	7	10	12	8	10	7	5	4	4	3	5	4	Night Regulation, No Parking Mid - 3 AM Tues & Fri
Holly St. between Loring Ave. and Linden Blvd.	West	4	0	4	3	3	3	4	1	2	3	2	3	2	2	3	No Regulation
	East	2	0	2	2	2	1	1	4	4	3	3	4	1	1	1	No Regulation
Euclid Ave. between Wortman Ave. and Stanley Ave.	West	26	0	26	9	11	11	13	10	13	8	4	0	0	0	0	No Regulation
	East	20	0	20	2	3	1	1	0	1	0	0	0	0	0	0	No Regulation
Euclid Ave. between Stanley Ave. and Loring Ave.	West	14	0	14	14	10	12	9	9	10	8	6	4	4	4	4	No Parking 11 AM - 12:30 PM Tues & Fri
	East	18	0	18	17	13	12	12	11	12	6	5	7	12	10	11	No Parking 11 AM - 12:30 PM Mon & Thurs
Euclid Ave. between Loring Ave. and Linden Blvd.	West	18	0	18	4	2	5	3	3	3	1	1	1	2	1	1	Night Regulation, No Parking Mid - 3 AM Mon & Thurs
	East	13	0	13	1	3	3	3	3	3	9	6	6	1	2	1	Night Regulation, No Parking Mid - 3 AM Tues & Fri
Pine St. between Cozine Ave. and Wortman Ave.	West	16	0	16	15	8	13	6	4	9	11	10	8	10	8	8	No Parking 11 AM - 12:30 PM Mon & Thurs
	East	20	0	20	11	9	8	8	11	7	11	6	7	11	11	9	No Parking 11 AM - 12:30 PM Tues & Fri
Pine St. between Wortman Ave. and Stanley Ave.	West	18	0	18	16	13	11	11	10	10	10	6	11	9	10	13	No Parking 11 AM - 12:30 PM Mon & Thurs
	East	16	0	16	4	7	11	8	7	8	11	9	12	7	7	9	No Parking 11 AM - 12:30 PM Tues & Fri
Pine St. between Stanley Ave. and Loring Ave.	West	14	0	14	11	9	9	10	9	8	9	9	9	6	7	9	No Parking 11 AM - 12:30 PM Mon & Thurs
	East	16	0	16	5	2	2	3	4	3	3	5	8	3	3	4	No Parking 11 AM - 12:30 PM Tues & Fri
Pine St. between Loring Ave. and Linden Blvd.	West	14	0	14	6	3	10	10	9	13	20	11	7	8	5	5	No Parking 11 AM - 12:30 PM Mon & Thurs
	East	18	0	18	11	4	8	11	6	13	18	13	13	13	8	9	No Parking 11 AM - 12:30 PM Tues & Fri
Crescent St. between Flatlands Ave. and Old Mill Rd.	West	13	0	13	6	2	4	0	4	4	3	3	5	8	9	5	No Parking 11 AM - 12:30 PM Tues & Fri
	East	10	0	10	1	4	0	6	0	0	0	0	0	0	0	0	No Parking 11 AM - 12:30 PM Mon & Thurs [Bus Stop]
Crescent St. between Old Mill Rd. and Cozine Ave.	West	4	0	4	6	6	6	4	4	4	4	1	1	2	2	2	No Parking 11 AM - 12:30 PM Tues & Fri
	East	2	0	2	2	2	2	0	0	0	0	0	2	1	2	1	No Parking 11 AM - 12:30 PM Mon & Thurs
Crescent St. between Cozine Ave. and Wortman Ave.	West	13	0	13	6	6	6	8	7	7	5	6	10	8	7	7	No Parking 11 AM - 12:30 PM Tues & Fri [Bus Stop]
	East	11	0	11	3	3	2	2	2	1	6	5	7	5	5	5	No Regulation [Bus Stop]
Crescent St. between Wortman Ave. and Stanley Ave.	West	15	0	15	7	8	5	4	6	5	6	9	9	15	14	12	No Parking 11 AM - 12:30 PM Tues & Fri [Bus Stop]
	East	9	0	9	4	5	8	9	6	9	8	9	5	12	13	9	No Parking 11 AM - 12:30 PM Mon & Thurs [Bus Stop]
Crescent St. between Stanley Ave. and Loring Ave.	West	14	0	14	8	5	6	3	9	6	7	12	13	15	16	19	No Parking 11 AM - 12:30 PM Tues & Fri
	East	19	0	19	15	11	12	6	3	9	9	13	13	16	23	21	No Parking 11 AM - 12:30 PM Mon & Thurs
Crescent St. between Loring Ave. and Linden Blvd.	West	14	0	14	8	9	7	9	10	5	7	11	11	5	7	9	No Parking 11 AM - 12:30 PM Tues & Fri
	East	21	0	21	15	11	13	9	9	10	9	10	17	12	12	14	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				
				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		Total Legal Spaces	Metered Spaces	Non-metered Spaces													
		Linden Blvd. between Granville Payne Ave. and New Jersey Ave.	North South	4 4	0 0	4 4	2 0	2 0	0 1	1 2	2 1	0 0	1 0	1 0	1 0	0 0	0 0
Linden Blvd. between New Jersey Ave. and Vermont St.	North South	7 7	0 0	7 7	1 0	7 1	7 1	7 3	6 1	4 0	0 0	0 1	0 5	1 0	0 0	0 0	No Parking 11:30 AM - 1 PM Mon & Thurs No Parking 11 AM - 12:30 PM Tues & Fri
Linden Blvd. between Vermont St. and Wyona 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
between Wyona Ave. and Bradford St.	North	2	0	2	3	2	1	1	1	3	3	3	4	2	3	4	No Parking 11:30 AM - 1 PM Mon & Thurs
between Bradford St. and Miller Ave.	North	5	0	5	0	8	8	0	8	8	0	0	0	0	0	0	No Parking 11:30 AM - 1 PM Mon & Thurs
between Bradford St. and Van Siclen Ave.	North	4	0	4	0	7	7	6	6	6	1	0	0	0	0	0	No Parking 11:30 AM - 1 PM Mon & Thurs
between Vermont St. and Van Siclen Ave.	South	37	0	37	8	12	16	15	14	16	15	16	16	14	17	22	No Parking 11 AM - 12:30 PM Tues & Fri, No Parking 7 AM - 4 PM School Days
Linden Blvd. between Van Siclen Ave. and Hendrix St.	North South	5 9	0 0	5 9	0 1	5 9	5 10	6 9	5 8	3 9	3 4	0 4	0 5	3 11	1 11	2 11	No Parking 11:30 AM - 1 PM Mon & Thurs No Parking 7:30 AM - 8 AM Tues & Fri
Linden Blvd. between Hendrix St. and Schenck Ave.	North South	6 8	0 0	6 8	1 4	0 9	1 7	0 7	1 8	1 5	0 2	0 3	0 3	0 8	0 7	0 8	No Parking 11:30 AM - 1 PM Mon & Thurs No Parking 7:30 AM - 8 AM Tues & Fri [No Standing Anytime]
Linden Blvd. between Schenck Ave. and Barbey 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
between Barbey St. and Jerome St.	North	6	0	6	6	3	2	1	2	3	2	2	1	4	3	4	No Parking 11:30 AM - 1 PM Mon & Thurs
between Jerome St. and Warwick St.	North	8	0	8	4	5	8	6	5	3	4	3	5	6	4	3	No Parking 11:30 AM - 1 PM Mon & Thurs
between Warwick St. and Ashford St.	North	2	0	2	2	2	2	2	1	2	1	0	0	1	1	2	No Parking 11:30 AM - 1 PM Mon & Thurs [No Standing Anytime]
between Schenck Ave. and Ashford St.	South	31	0	31	25	26	28	25	21	26	22	25	26	29	23	24	No Parking 11:30 AM - 1 PM Tues & Fri [No Standing Anytime]
Linden Blvd. between Ashford St. and Cleveland St.	North South	1 8	0 0	1 8	0 1	2 6	1 7	4 6	2 6	1 5	0 8	0 3	1 4	1 8	1 9	1 5	No Parking 8 AM - 9:30 AM Mon & Thurs [No Parking Anytime] No Parking Anytime
Linden Blvd. between Cleveland St. and Elton St.	North South	7 3	0 0	7 3	0 0	5 1	6 0	6 1	5 0	4 0	2 0	2 0	1 0	4 0	3 0	3 0	No Parking 8 AM - 9:30 AM Mon & Thurs No Regulation
Linden Blvd. between Elton St. and Linwood St.	North South	0 0	0 0	0 0	0 0	0 0	0 0	6 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	No Parking Anytime No Parking Anytime
Linden Blvd. between Linwood St. and Essex St.	North South	5 5	0 0	5 5	0 0	0 0	0 0	0 0	0 0	0 0	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
Linden Blvd. between Essex St. and Shepherd Ave.	North South	4 2	0 0	4 2	0 2	0 2	0 2	3 2	2 3	2 2	1 1	2 1	2 2	2 2	1 3	1 2	No Parking 8 AM - 9:30 AM Mon & Thurs No Parking 8 AM - 9:30 AM Tues & Fri
Linden Blvd. between Shepherd Ave. and Berriman St.	North South	3 7	0 0	3 7	0 2	0 9	1 7	2 6	1 6	1 10	1 8	0 2	1 0	2 4	2 4	2 5	No Parking 8 AM - 9:30 AM Mon & Thurs [Bus Stop] No Parking 8 AM - 9:30 AM Tues & Fri
Linden Blvd. between Berriman St. and Atkins Ave.	North South	3 5	0 0	3 5	0 0	1 1	1 5	1 5	1 6	1 5	2 1	1 0	1 0	1 0	1 0	0 0	No Parking 8 AM - 9:30 AM Mon & Thurs [Bus Stop] No Parking 8 AM - 9:30 AM Tues & Fri
Linden Blvd. between Atkins Ave. and Montauk Ave.	North South	5 6	0 0	5 6	0 0	0 1	2 1	1 1	1 2	2 2	2 2	2 1	1 0	1 0	2 0	2 0	No Regulation No Parking 8 AM - 9:30 AM Tues & Fri [Bus Stop]
Linden Blvd. between Montauk Ave. and Milford St.	North South	3 2	0 0	3 2	0 0	0 0	0 1	0 1	0 2	0 1	1 0	2 0	0 4	0 1	0 1	0 1	No Parking 8 AM - 9:30 AM Mon & Thurs No Parking 8 AM - 9:30 AM Tues & Fri [No Parking Anytime]
Linden Blvd. between Milford St. and Logan St.	North South	2 4	0 0	2 4	0 2	0 1	0 0	1 1	0 1	2 2	0 1	0 0	3 1	1 1	1 2	1 1	No Parking 8 AM - 9:30 AM Mon & Thurs [Bus Stop] No Parking 8 AM - 9:30 AM Tues & Fri
Linden Blvd. between Logan St. and Fountain Ave.	North South	5 4	0 0	5 4	0 6	2 4	0 4	0 3	0 3	0 4	1 3	1 4	2 3	2 2	1 3	1 5	No Parking 8 AM - 9:30 AM Mon & Thurs No Parking 8 AM - 9:30 AM Tues & Fri [Bus Stop]
Linden Blvd. between Fountain Ave. and Holly St.	North South	14 6	0 0	14 6	14 3	14 3	3 4	12 3	5 2	6 1	10 1	14 4	11 4	14 3	10 2	11 3	No Parking 11:30 AM - 1 PM Mon & Thurs No Parking 8:30 AM - 9:30 AM Tues & Fri
Linden Blvd. between Holly St. and Euclid Ave.	North South	14 5	0 0	14 5	14 2	14 2	13 5	4 2	8 4	10 2	8 4	9 7	9 6	7 3	8 6	7 4	No Parking 11:30 AM - 1 PM Mon & Thurs [Bus Stop] No Regulation

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

		Total Legal Spaces			Metered Spaces			Non- metered Spaces			Weekday						Saturday			PARKING REGULATIONS			
											AM			Midday			PM				Midday		
											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 - 11 AM 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 - 3 AM 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**

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

		Total Legal Spaces Metered Spaces Non-metered Spaces			Weekday									Saturday			PARKING REGULATIONS
					AM			Midday			PM			Midday			
					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 0	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 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 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**

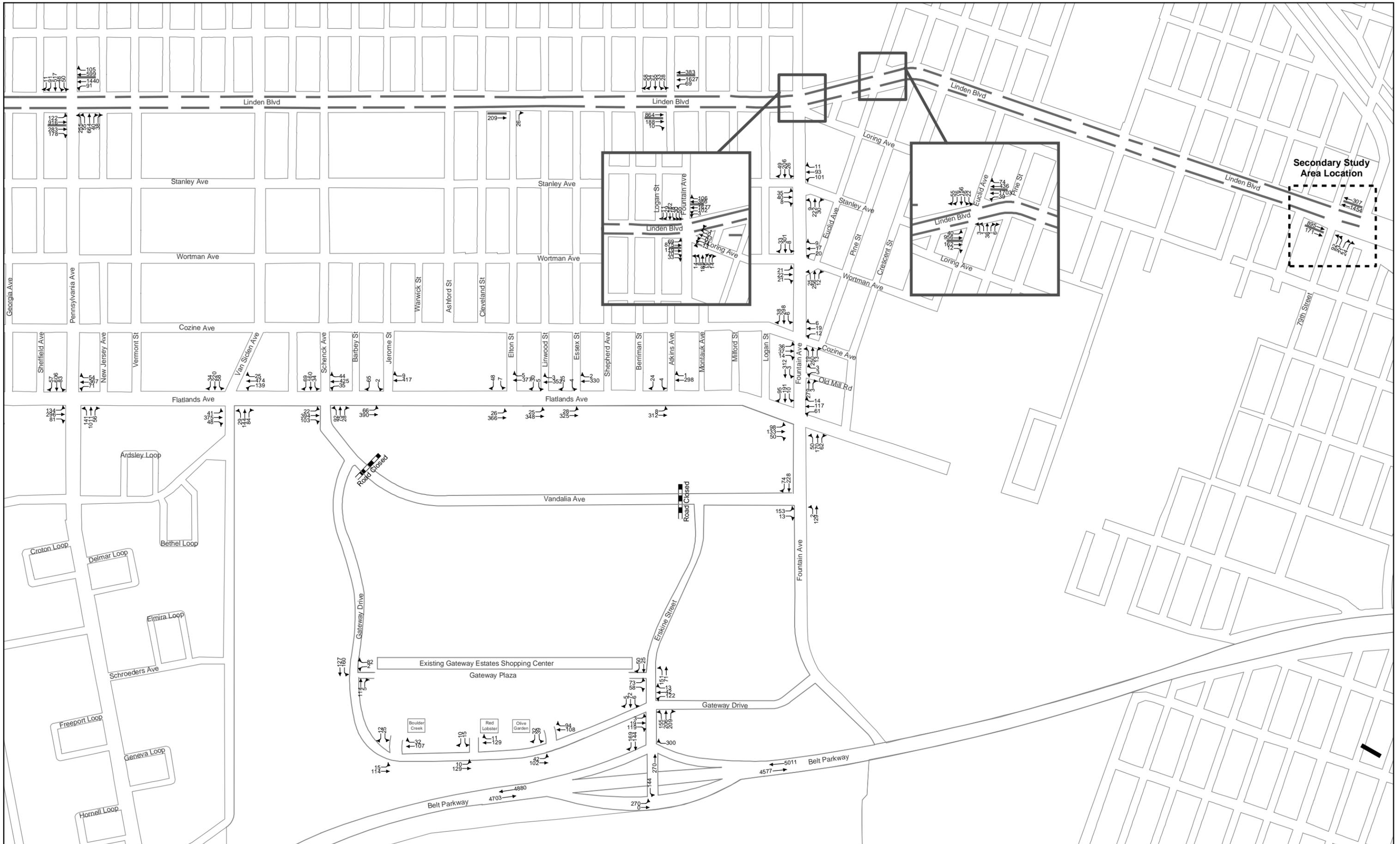
		Total Legal Spaces			Metered Spaces			Non- metered Spaces			Weekday						Saturday			PARKING REGULATIONS			
											AM			Midday			PM				Midday		
											7 - 8 AM	8 - 9 AM	9 - 10 AM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM		11 AM - 12 PM	12 - 1 PM	1 - 2 PM
Cozine Ave. between Logan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

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

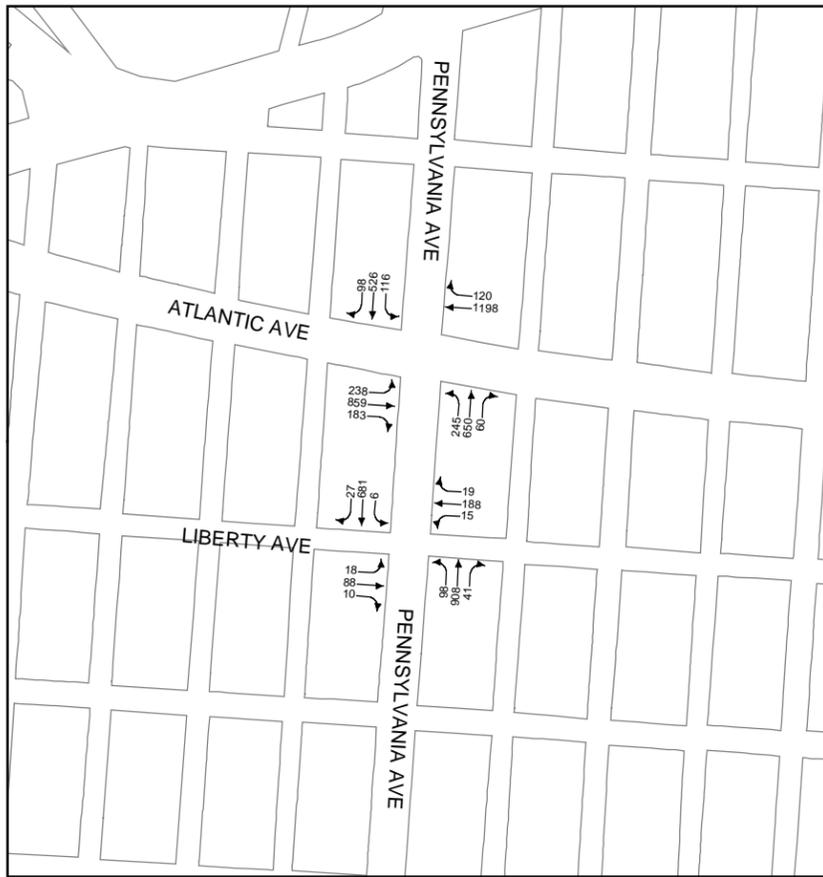
		Total Legal Spaces	Metered Spaces	Non- metered Spaces	Weekday									Saturday			PARKING REGULATIONS
					AM			Midday			PM			Midday			
					7 - 8 AM	8 - 9 AM	9 - 10 AM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	4 - 5 PM	5 - 6 PM	6 - 7 PM	11 AM - 12 PM	12 - 1 PM	1 - 2 PM	
Flatlands Ave. between Crescent St. and Dead End	North	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	No Standing Anytime No Parking 7 PM - 6 AM Including Sun
	South	20	0	20	0	1	7	0	0	0	0	0	0	1	0	0	
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	27	0	27	20	20	24	27	21	19	17	19	23	14	14	18	No Parking 11 AM - 12:30 PM Thurs
	South	24	0	24	18	13	7	5	9	10	10	21	29	20	22	21	No Parking 11 AM - 12:30 PM Wed
<b>Totals</b>		<b>6180</b>	<b>71</b>	<b>6099</b>	<b>3796</b>	<b>3818</b>	<b>3742</b>	<b>3718</b>	<b>3622</b>	<b>3689</b>	<b>3384</b>	<b>3117</b>	<b>3269</b>	<b>3139</b>	<b>3121</b>	<b>3133</b>	
<b>Percent Capacity Full (%)</b>					<b>63%</b>	<b>64%</b>	<b>63%</b>	<b>63%</b>	<b>61%</b>	<b>62%</b>	<b>56%</b>	<b>51%</b>	<b>53%</b>	<b>51%</b>	<b>51%</b>	<b>51%</b>	

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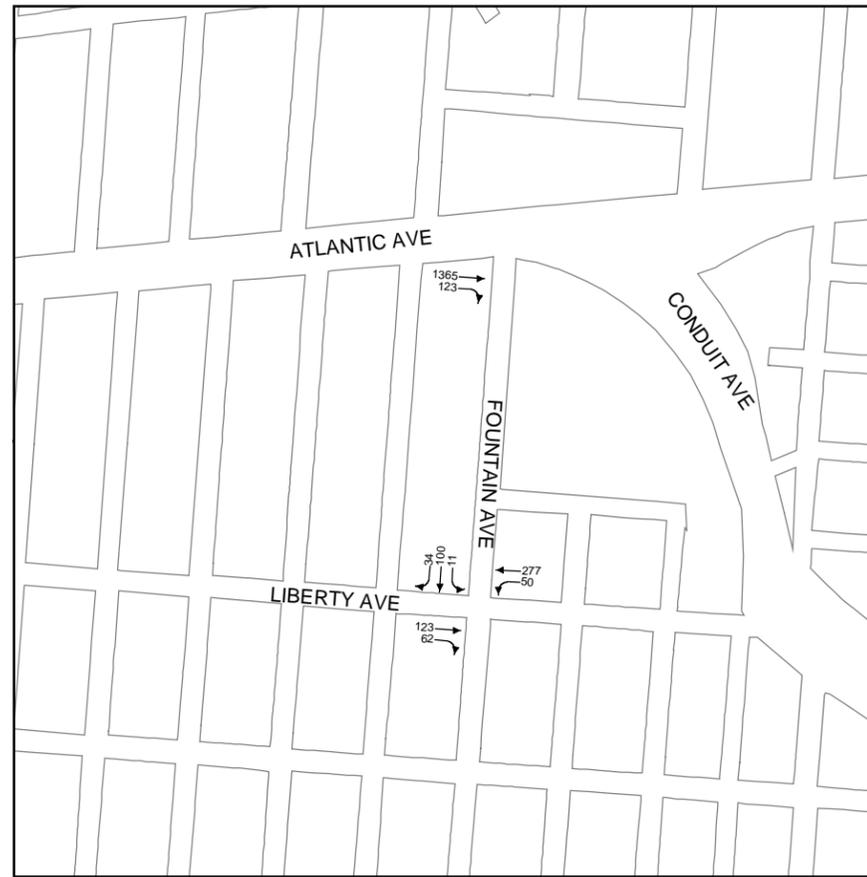
# **TRAFFIC VOLUME MAPS**



**Pennsylvania Avenue / G. Payne Avenue**



**Fountain Avenue**



**Flatlands Avenue**



**Linden Boulevard**

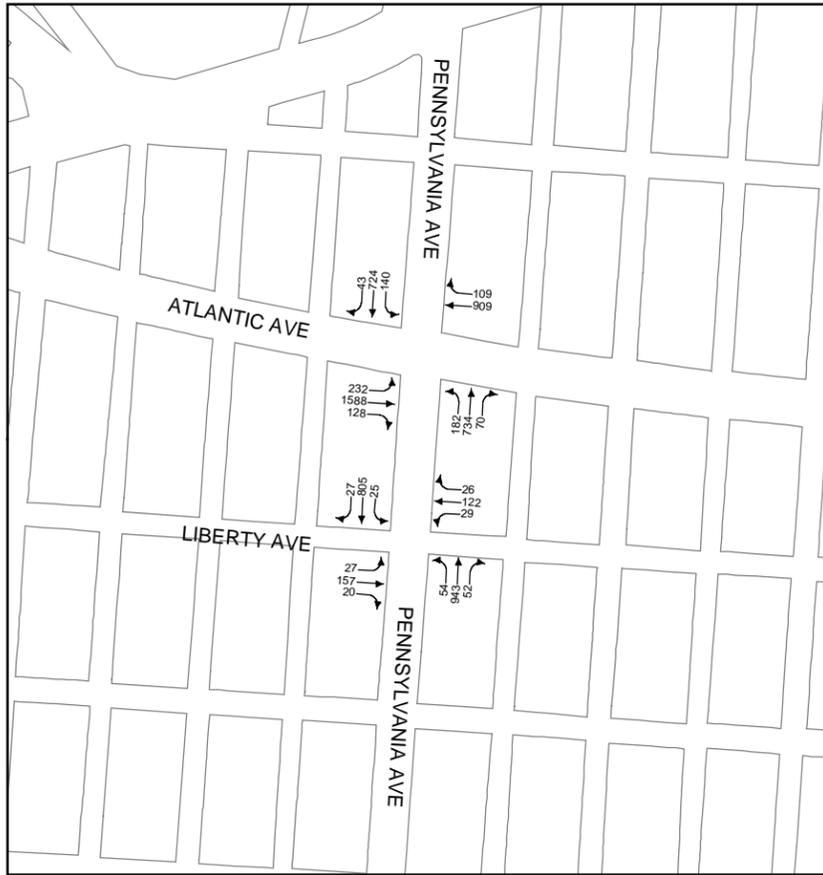




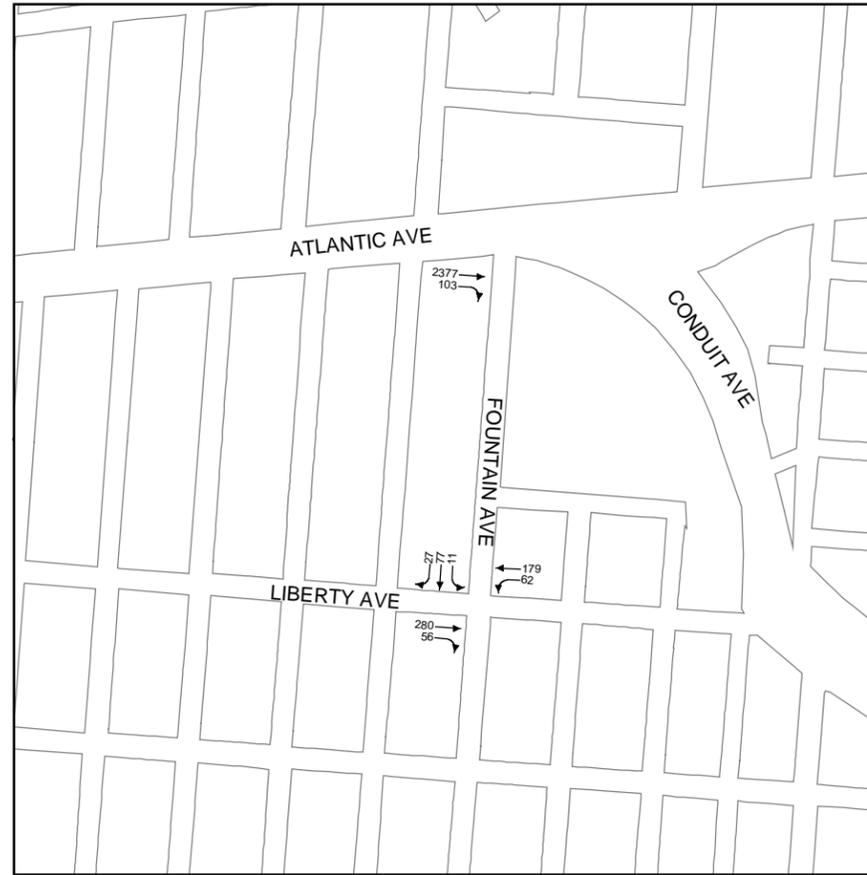




**Pennsylvania Avenue / G. Payne Avenue**



**Fountain Avenue**

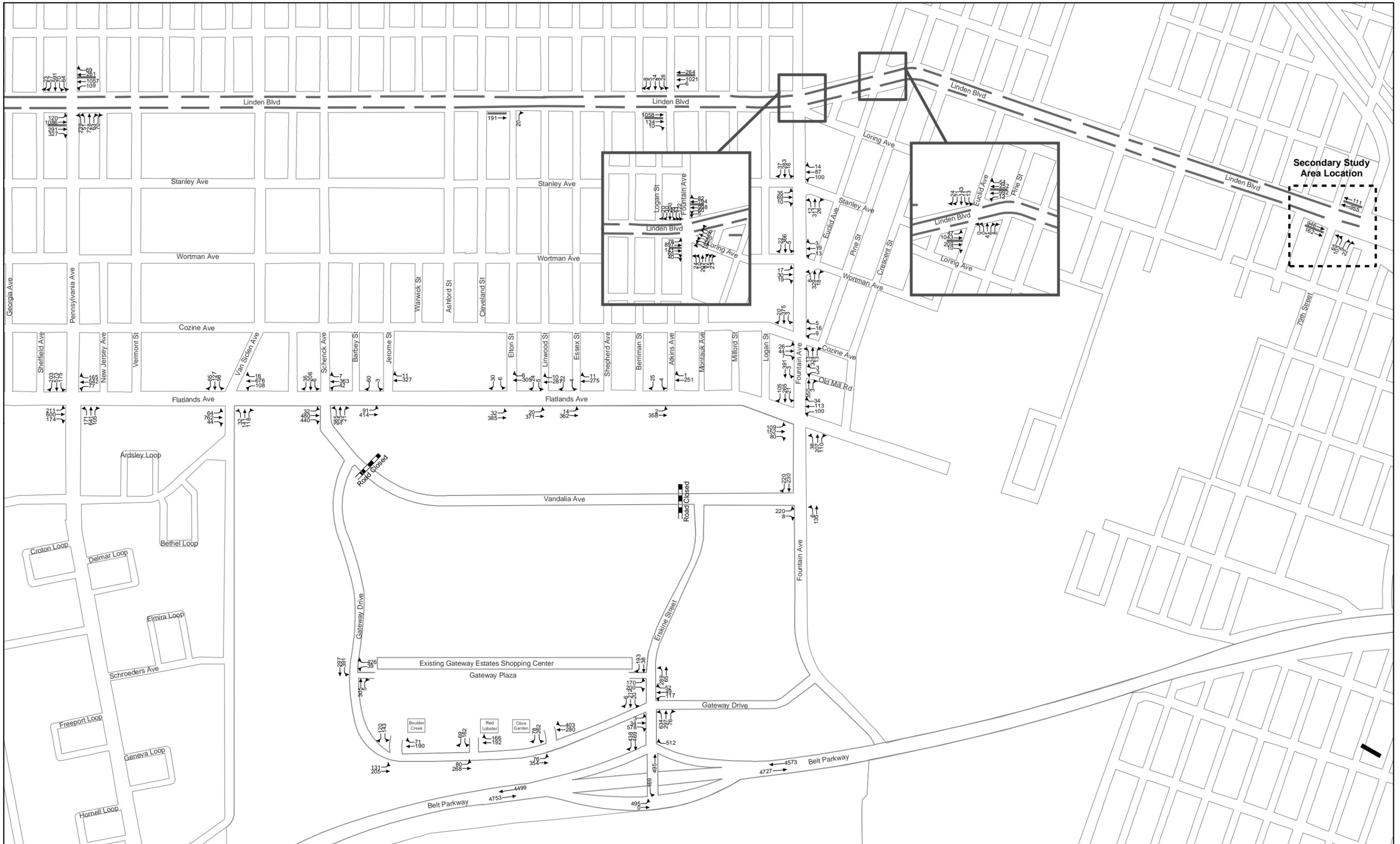


**Flatlands Avenue**

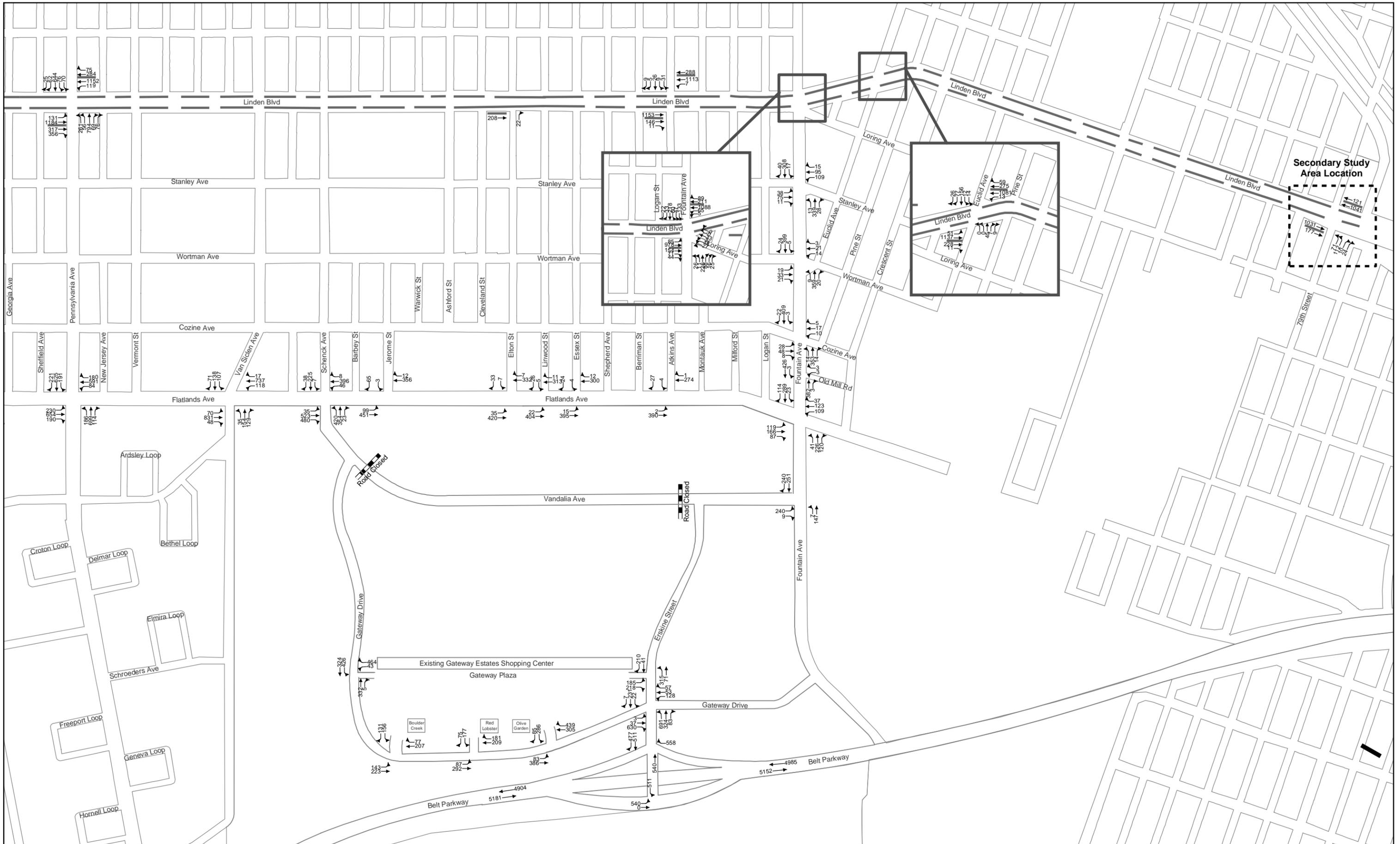


**Linden Boulevard**





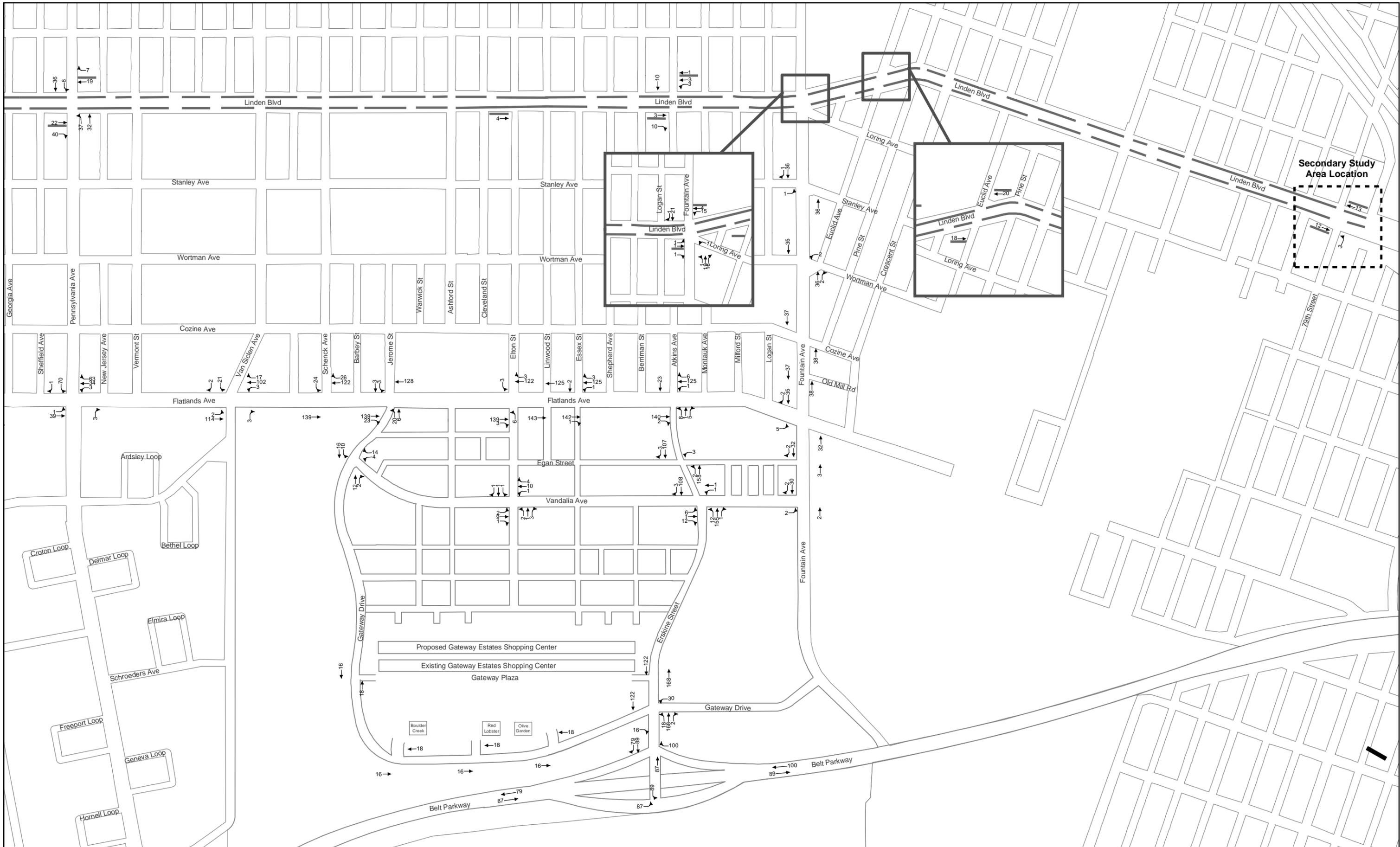




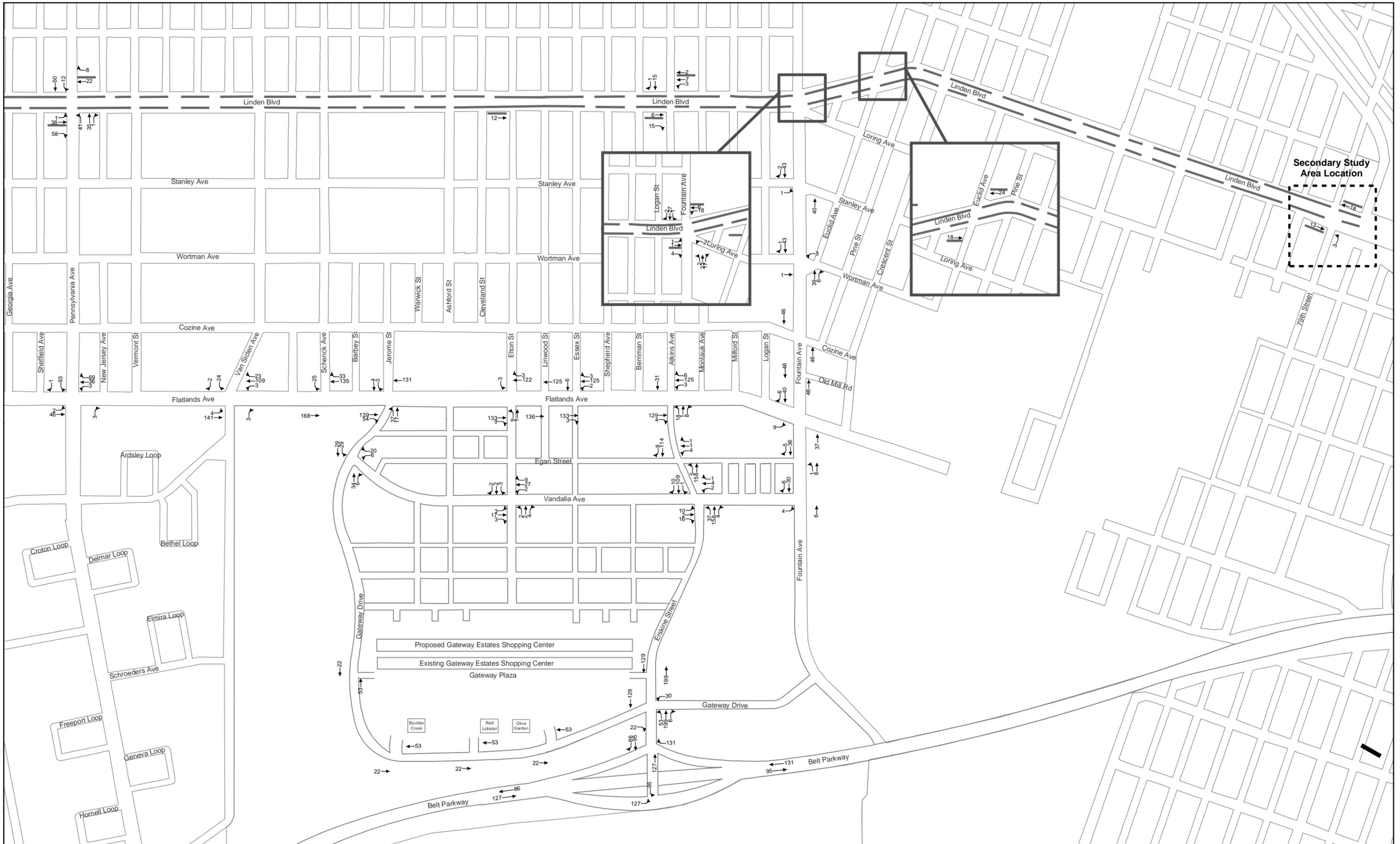




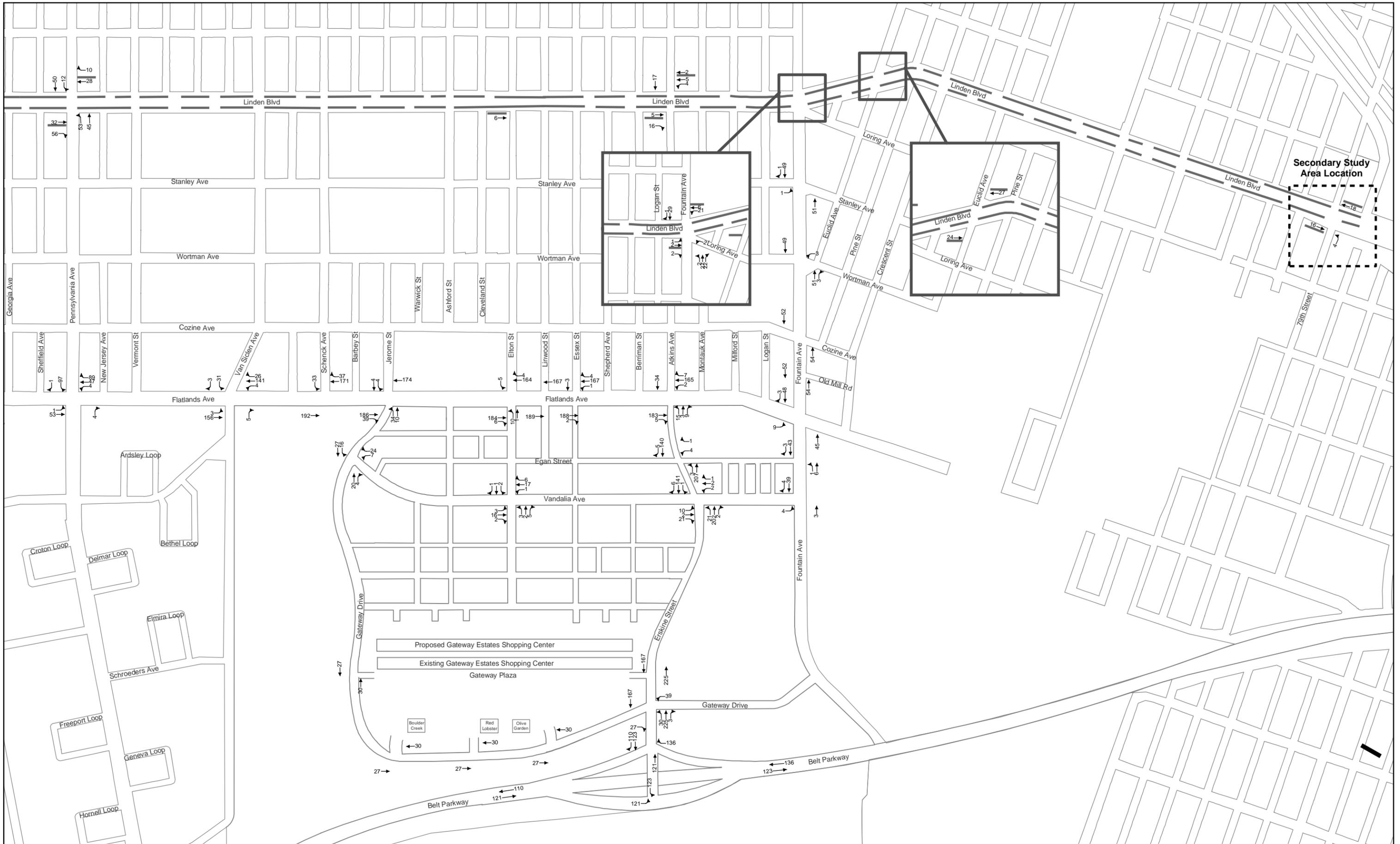




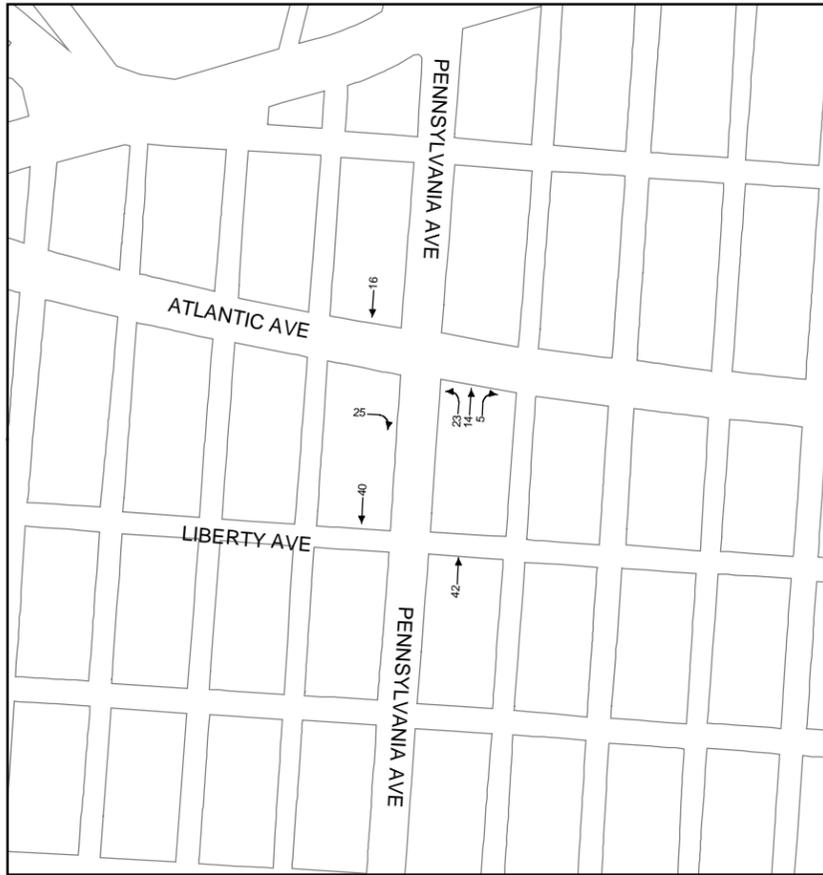




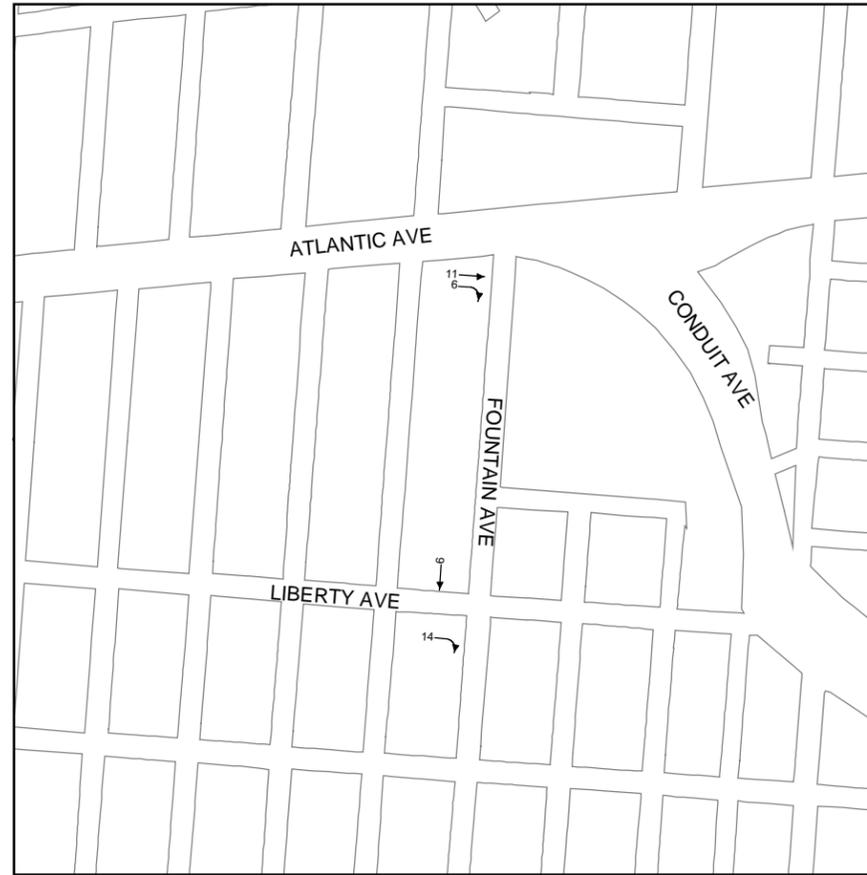




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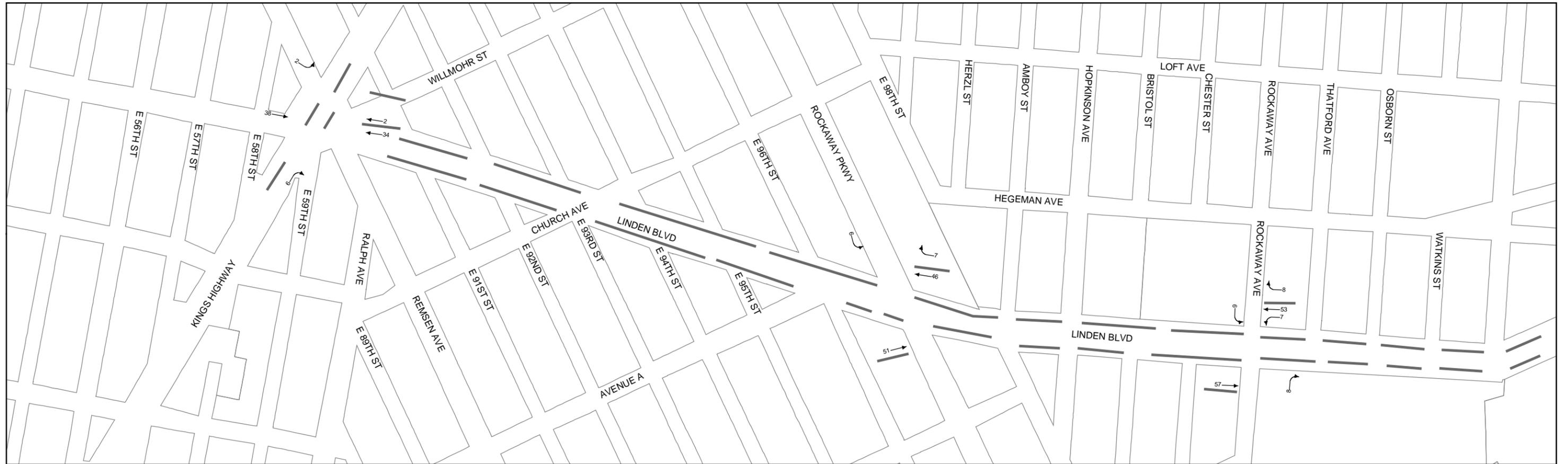
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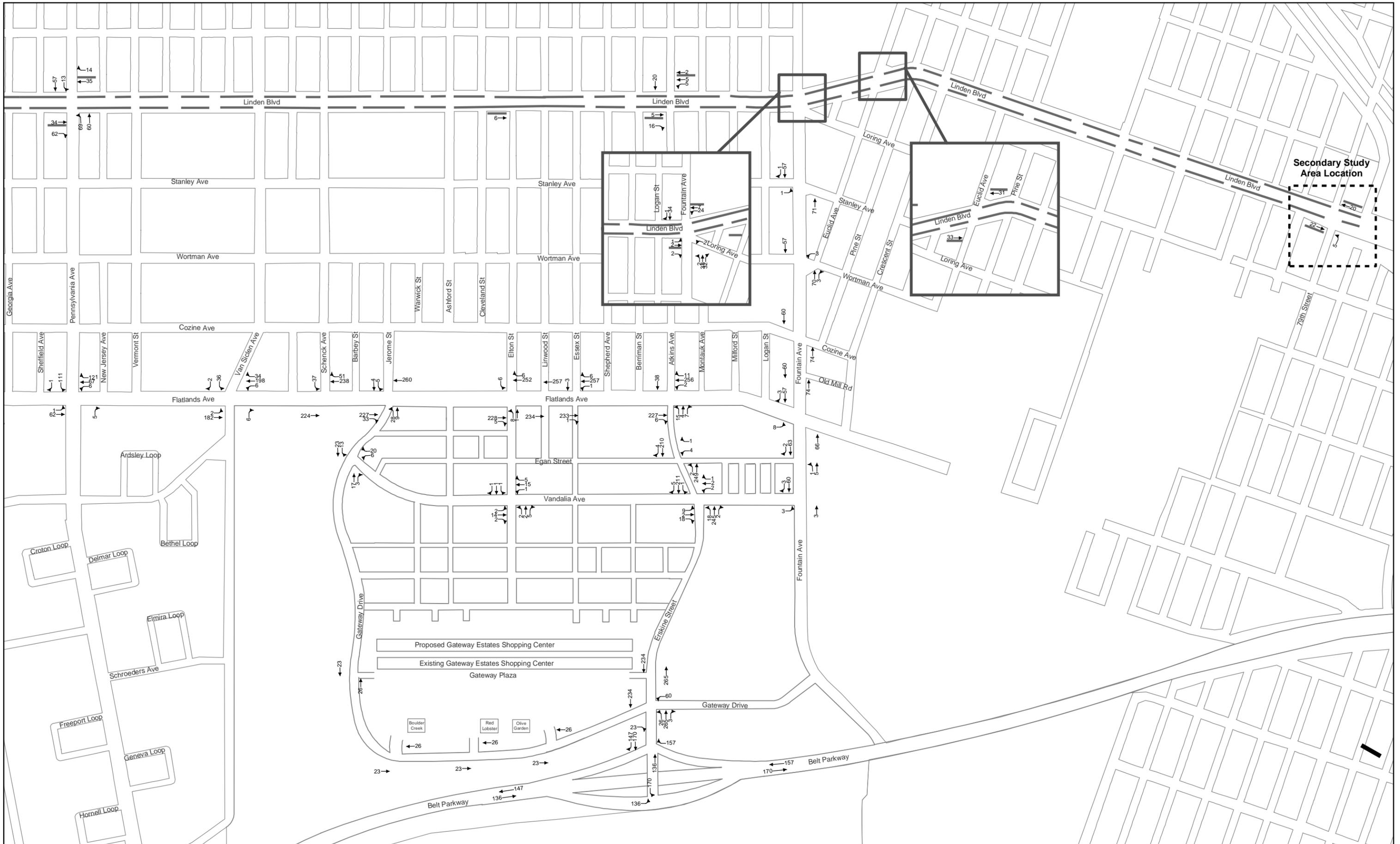


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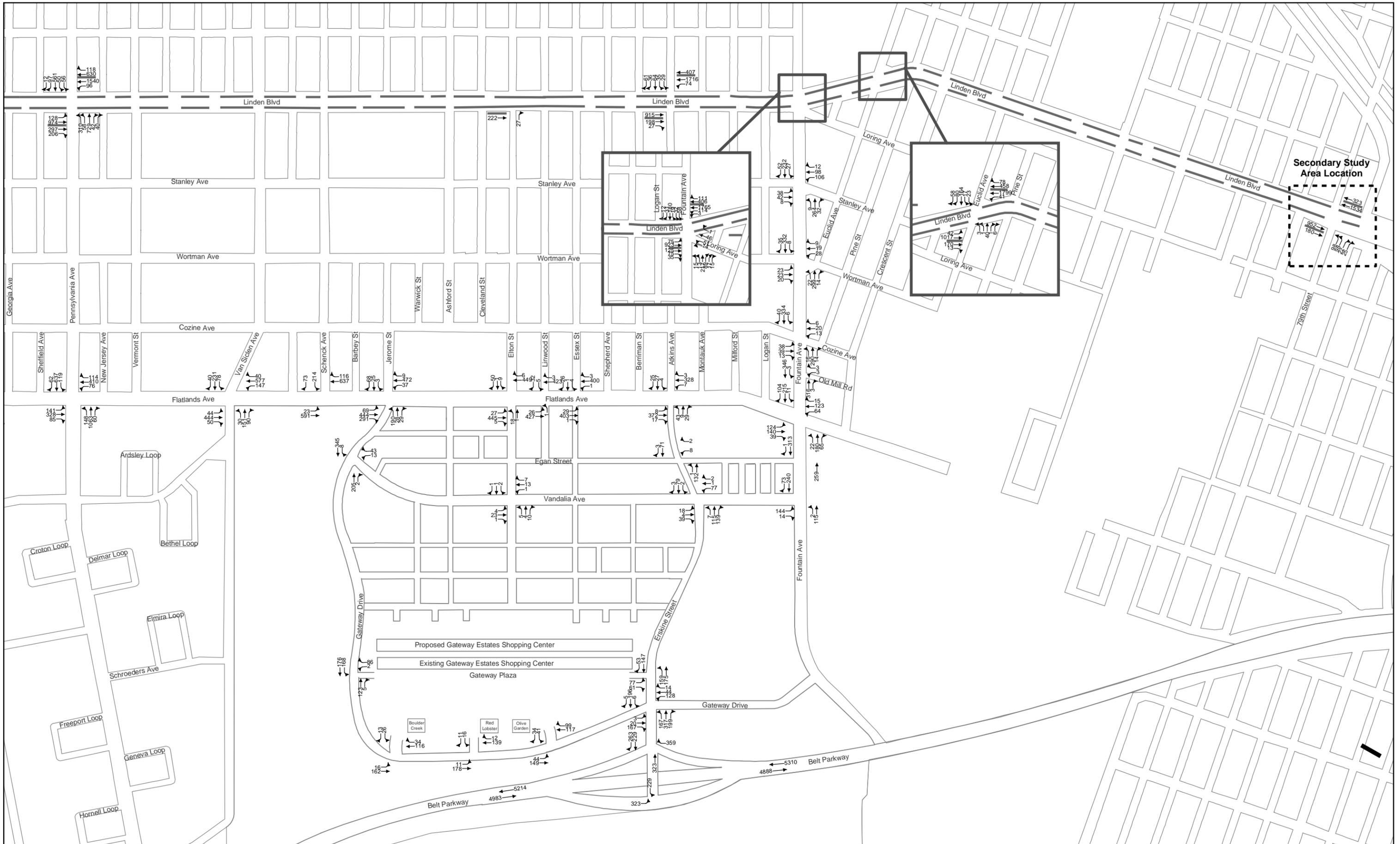


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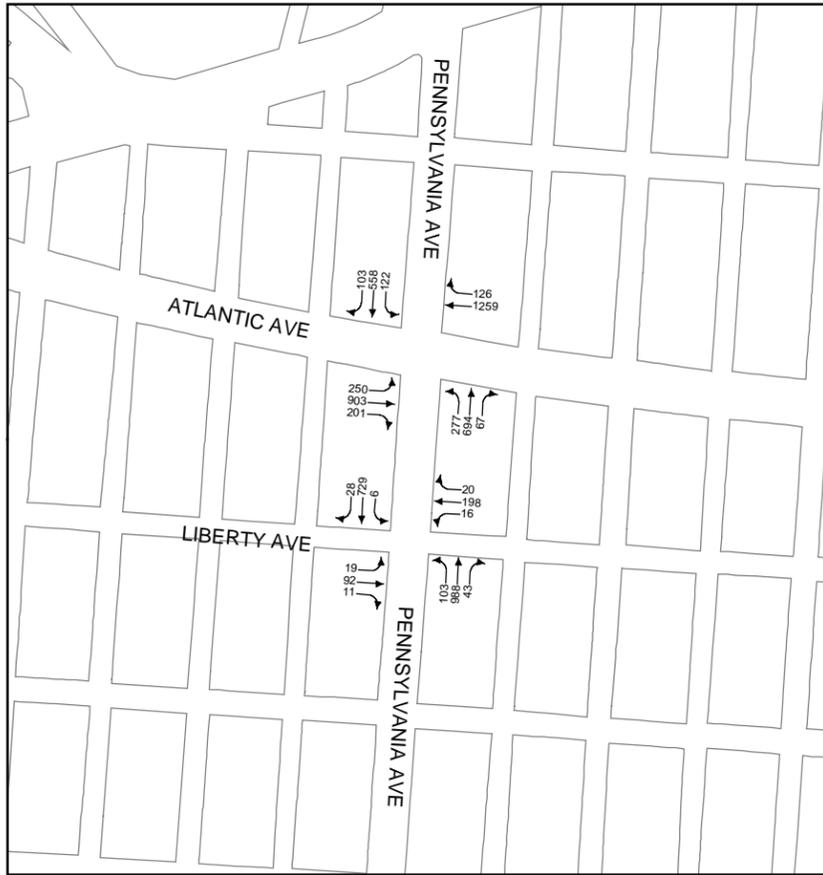




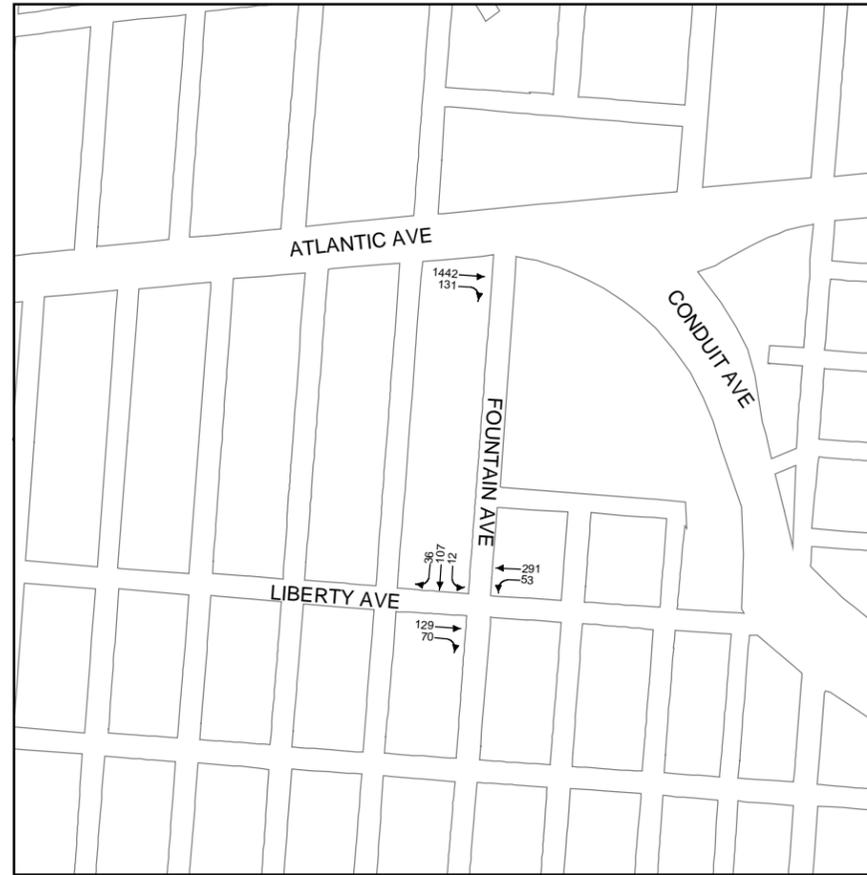




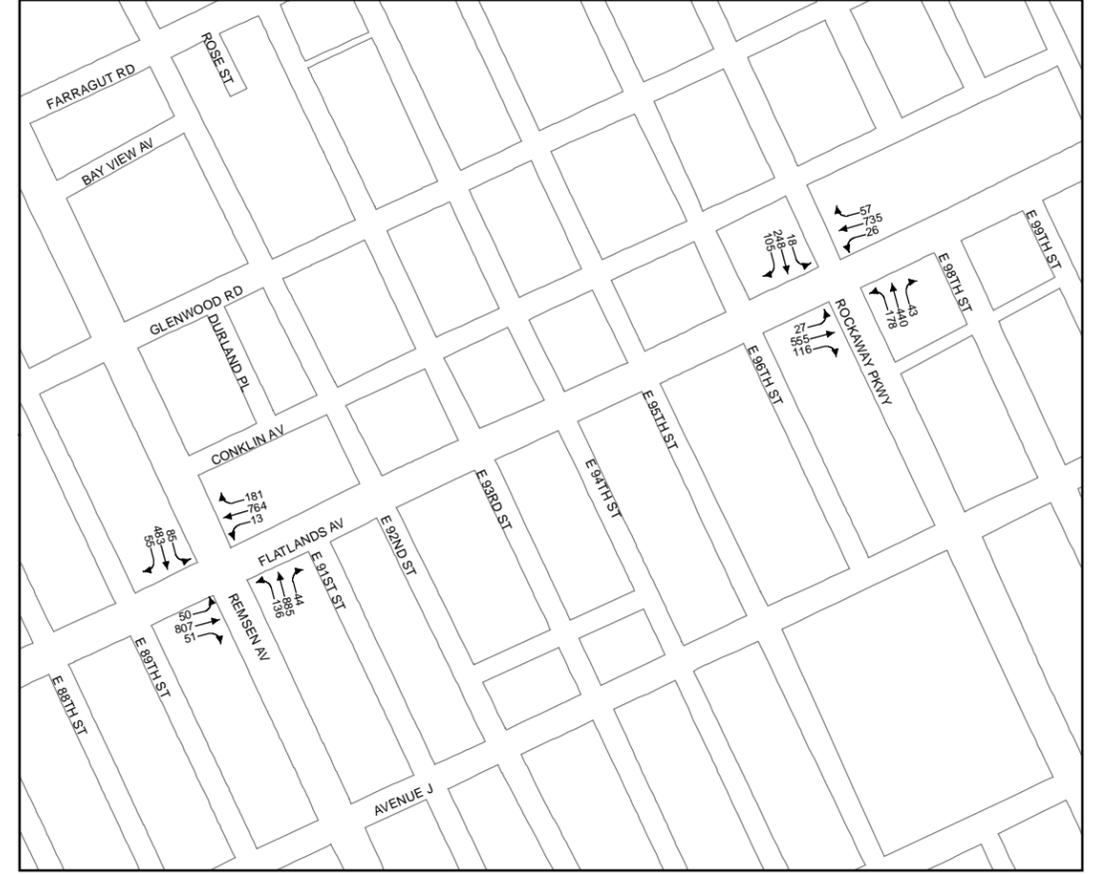
**Pennsylvania Avenue / G. Payne Avenue**



**Fountain Avenue**



**Flatlands Avenue**

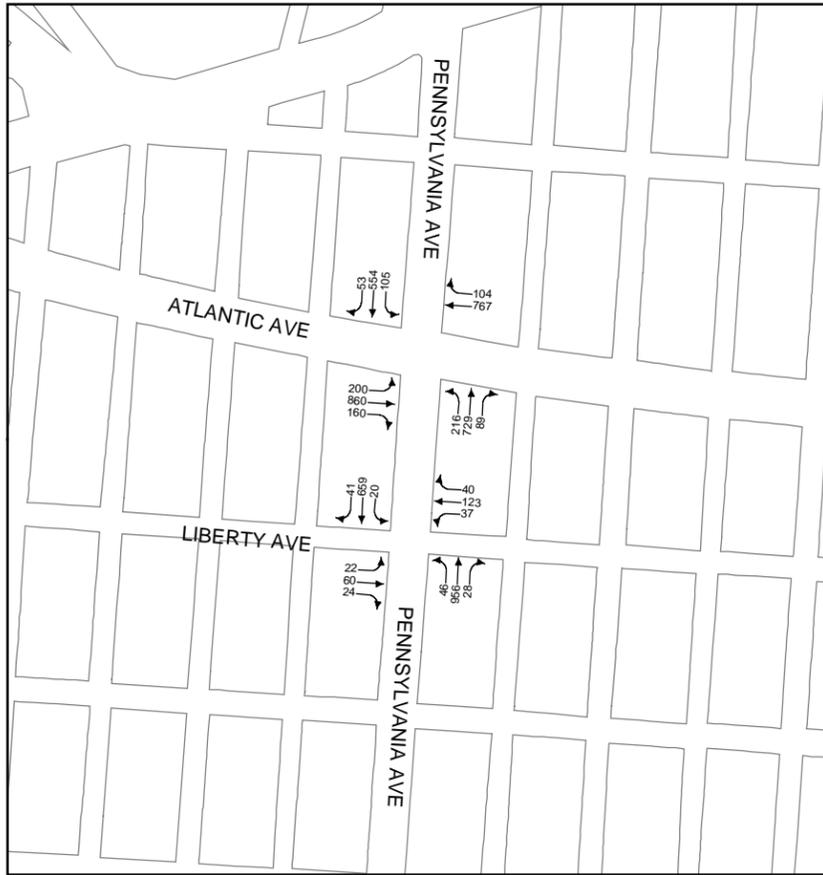


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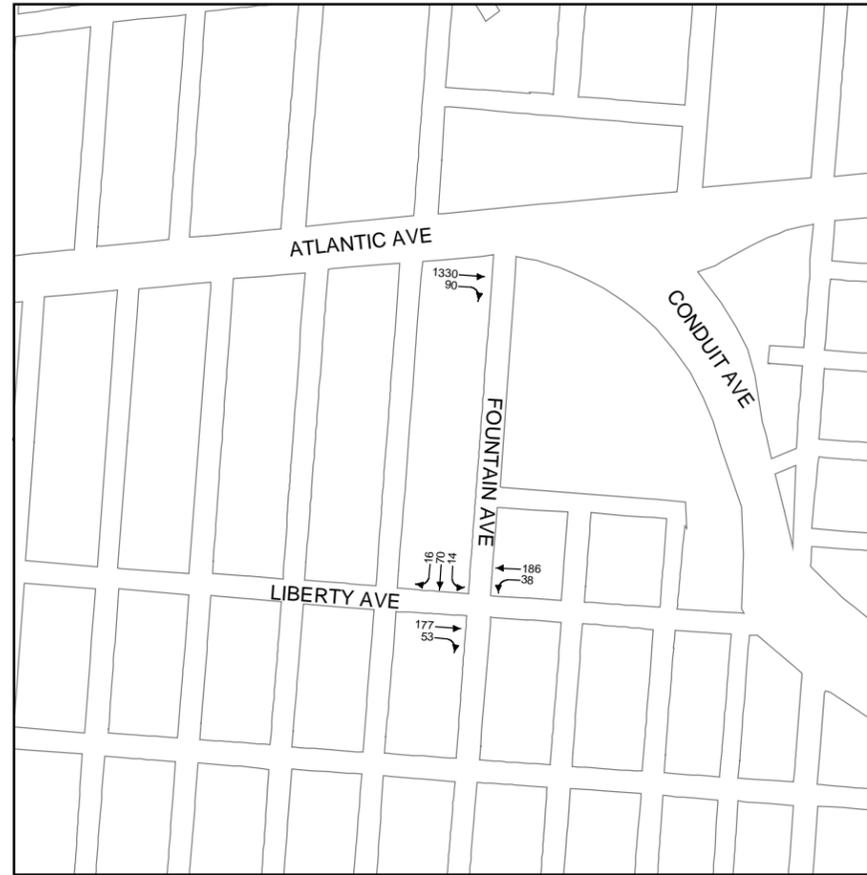




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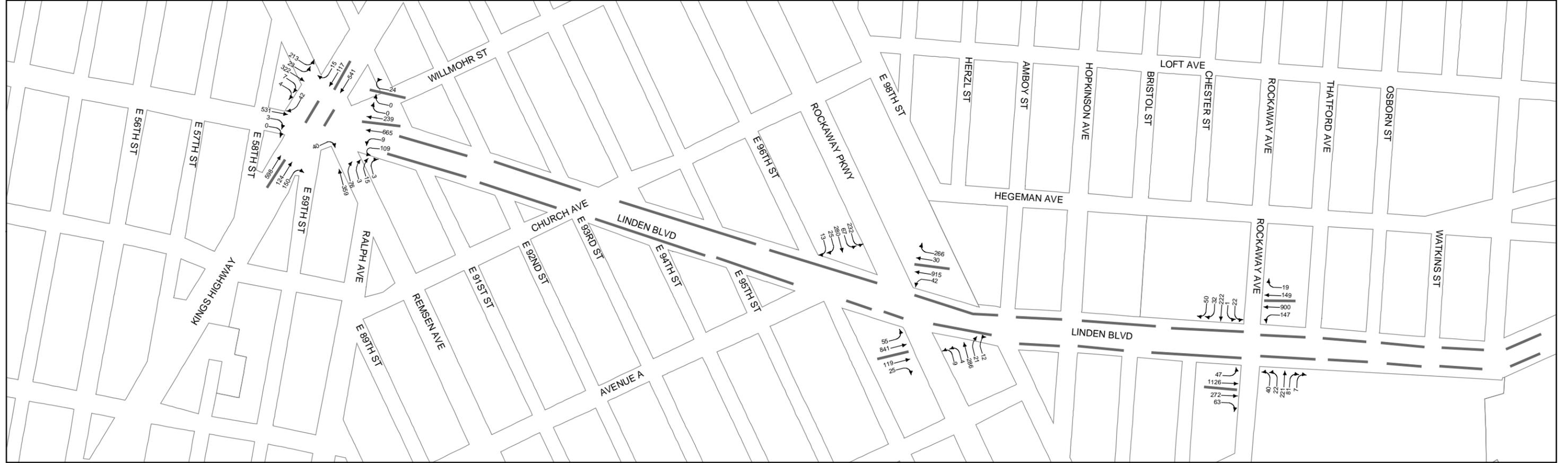
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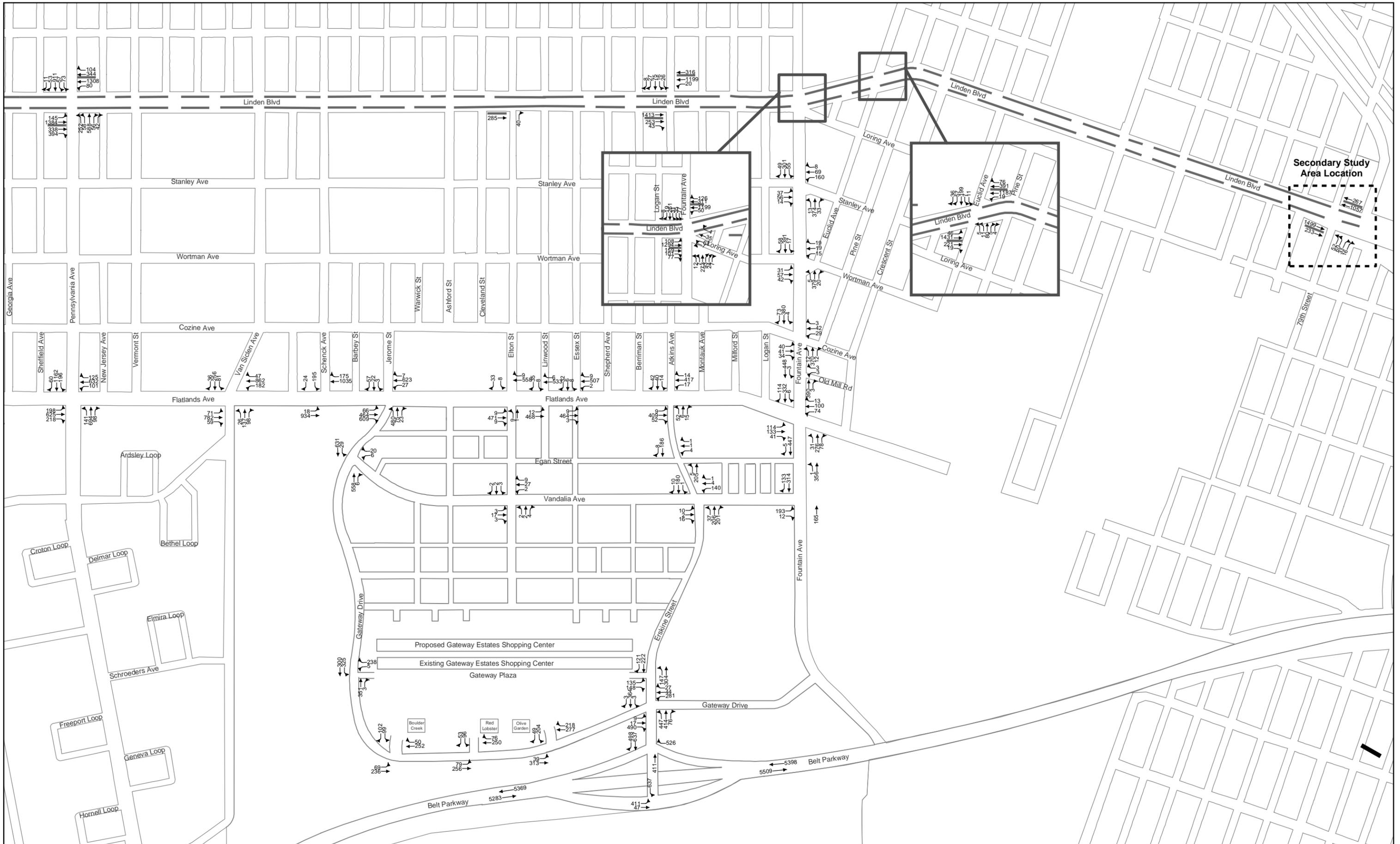


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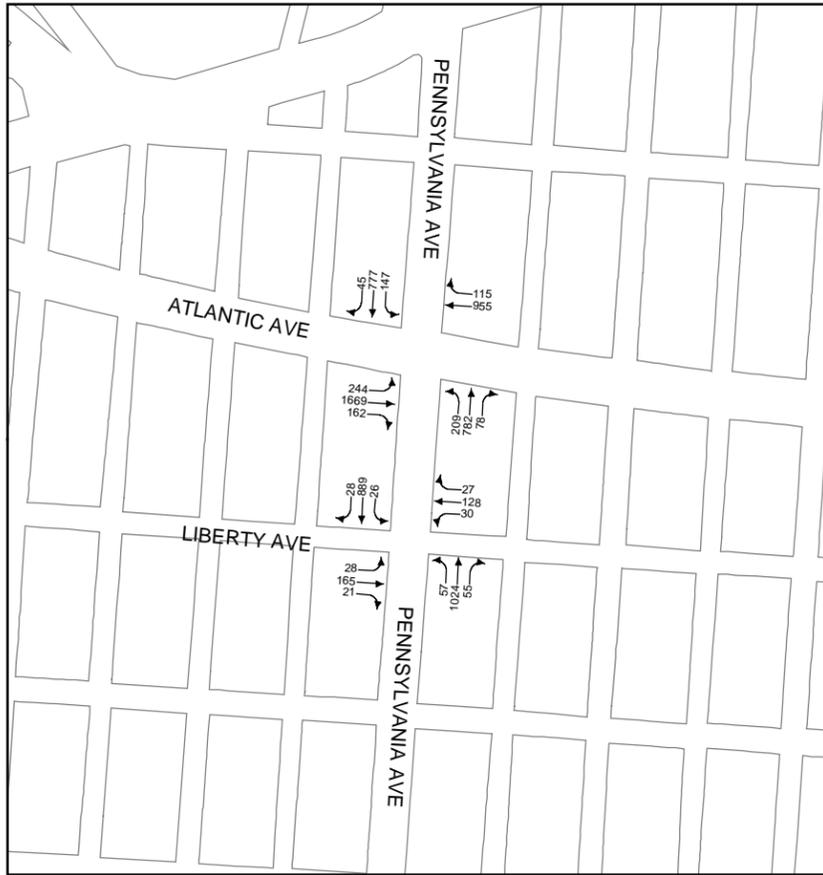


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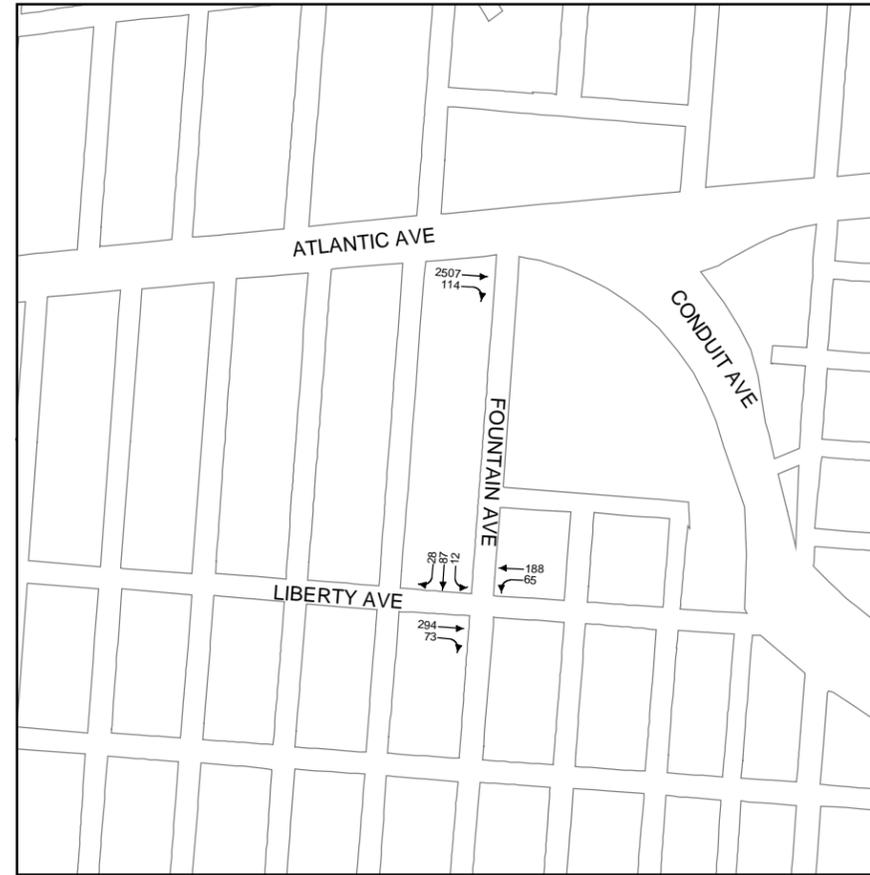




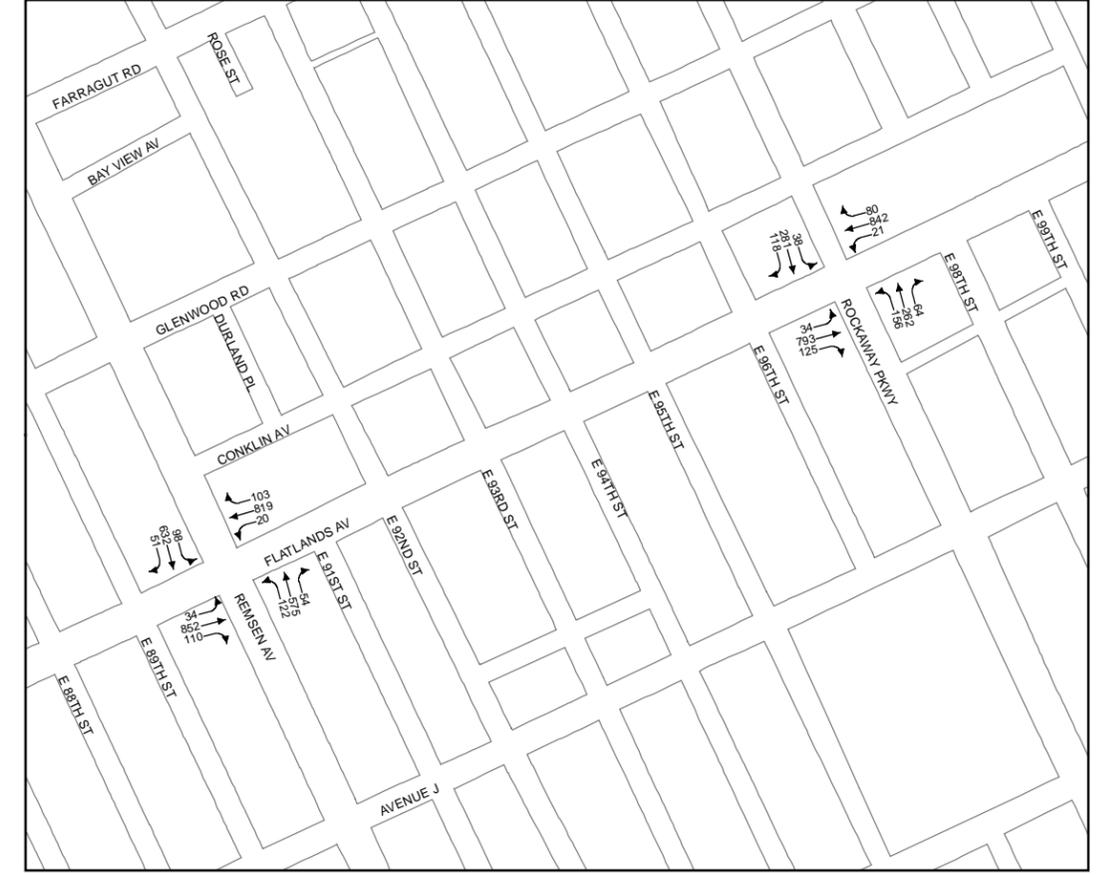
**Pennsylvania Avenue / G. Payne Avenue**



**Fountain Avenue**

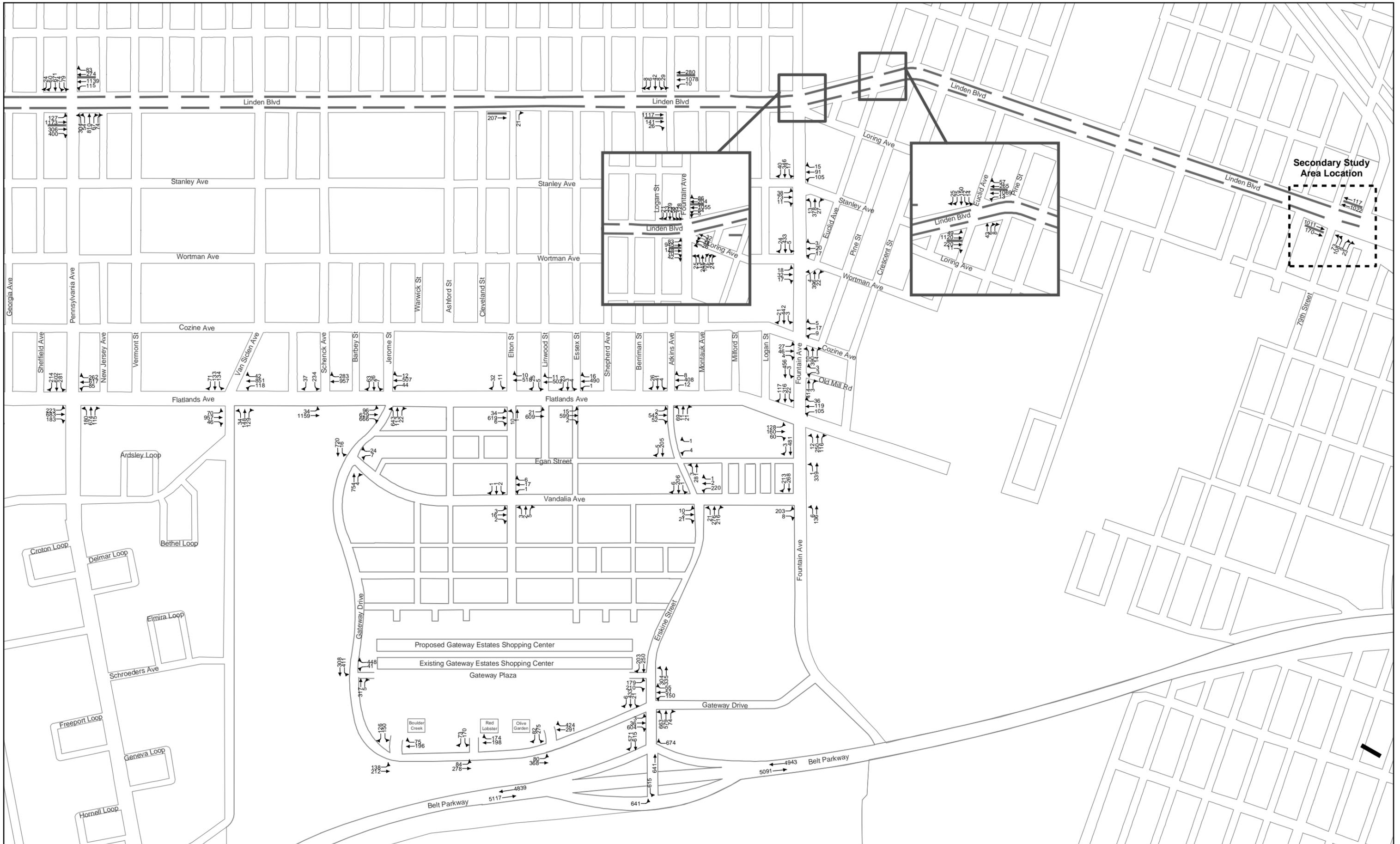


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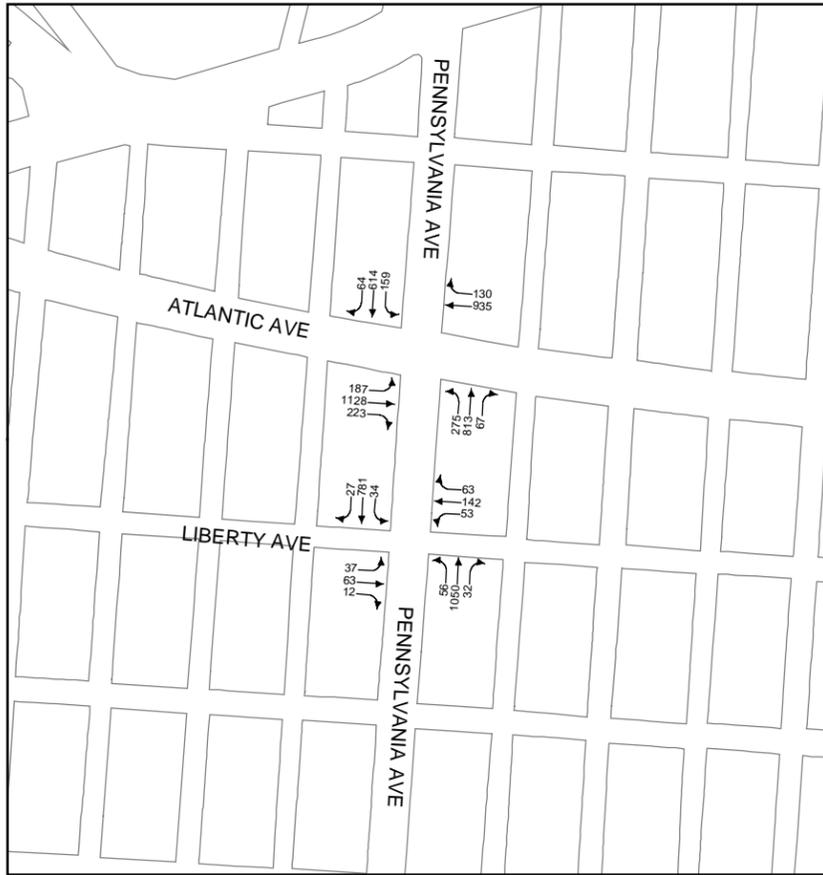


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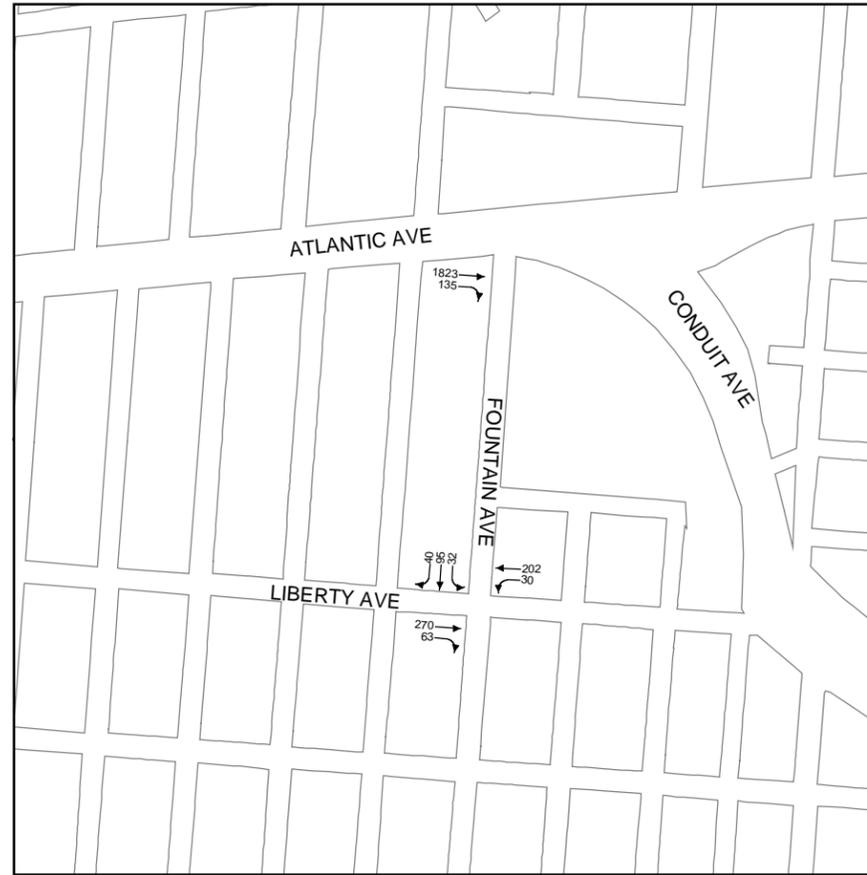




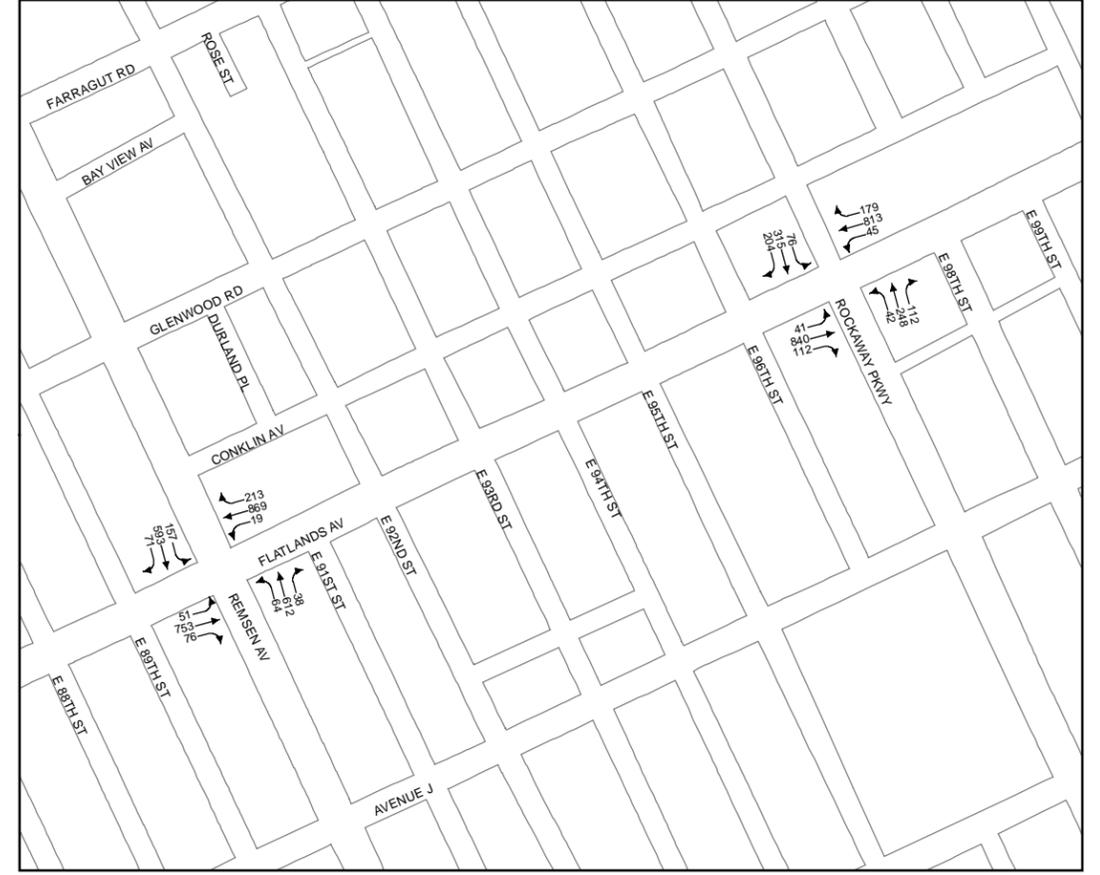
**Pennsylvania Avenue / G. Payne Avenue**



**Fountain Avenue**

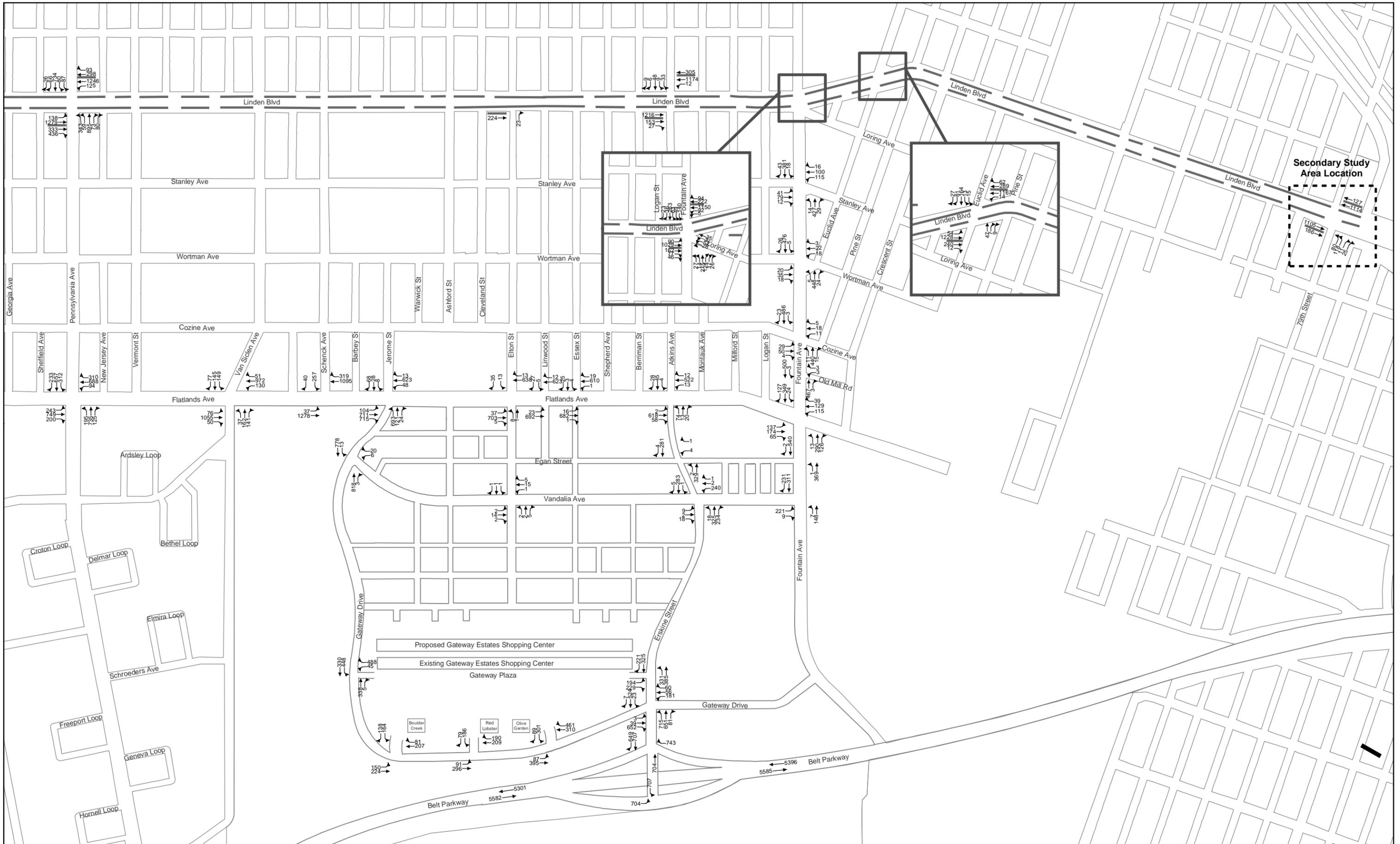


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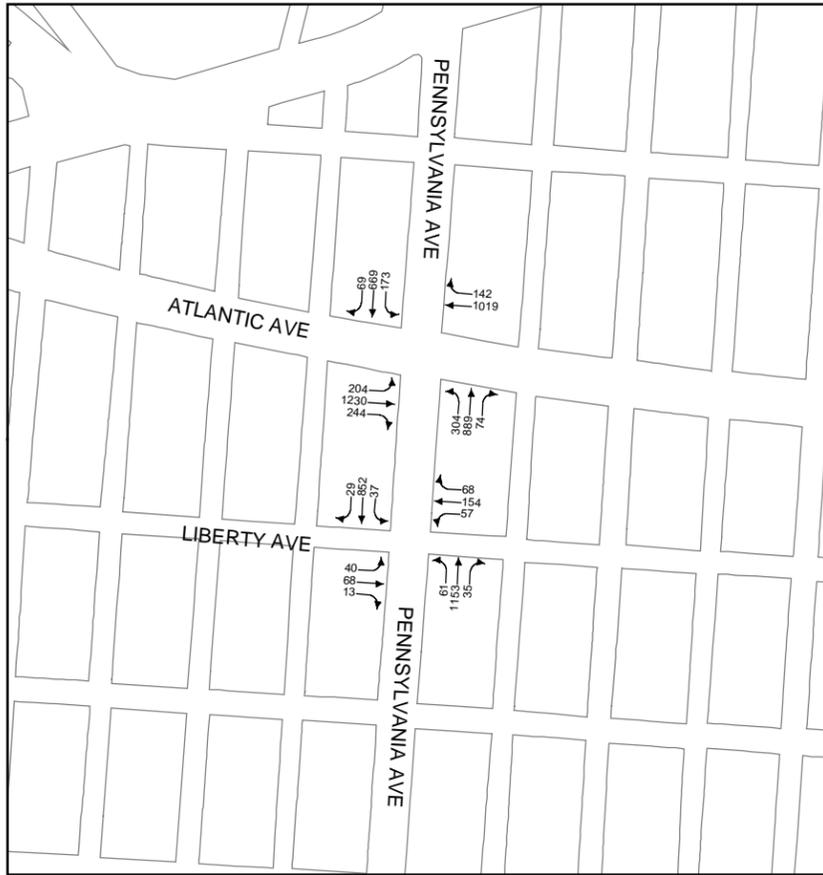


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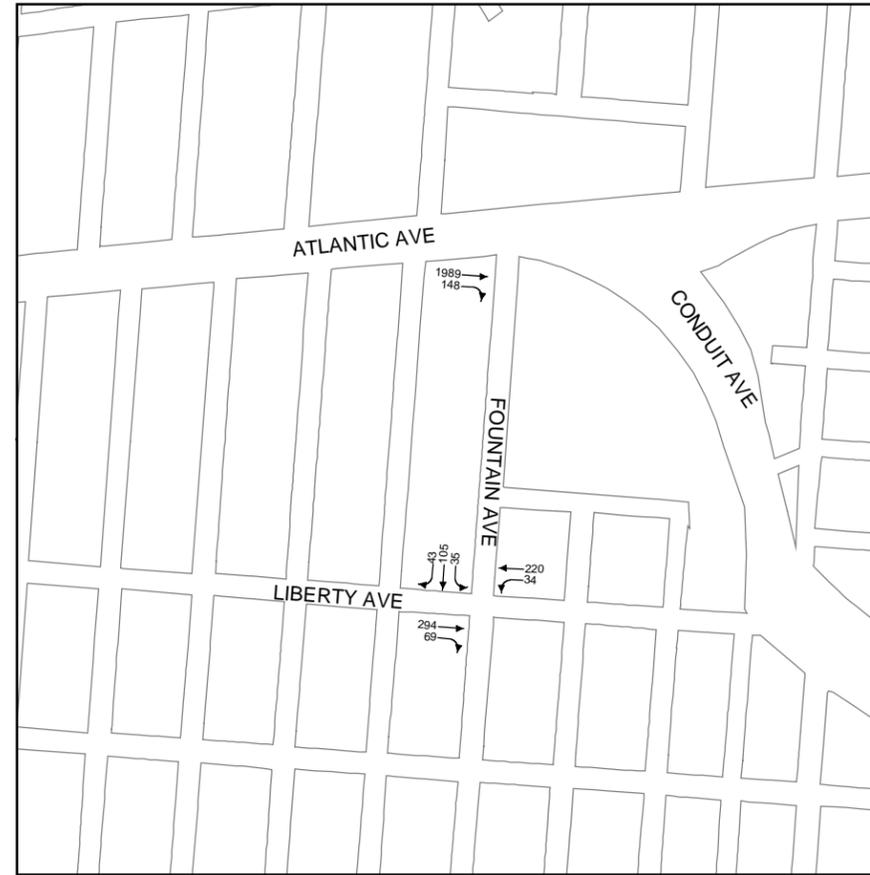




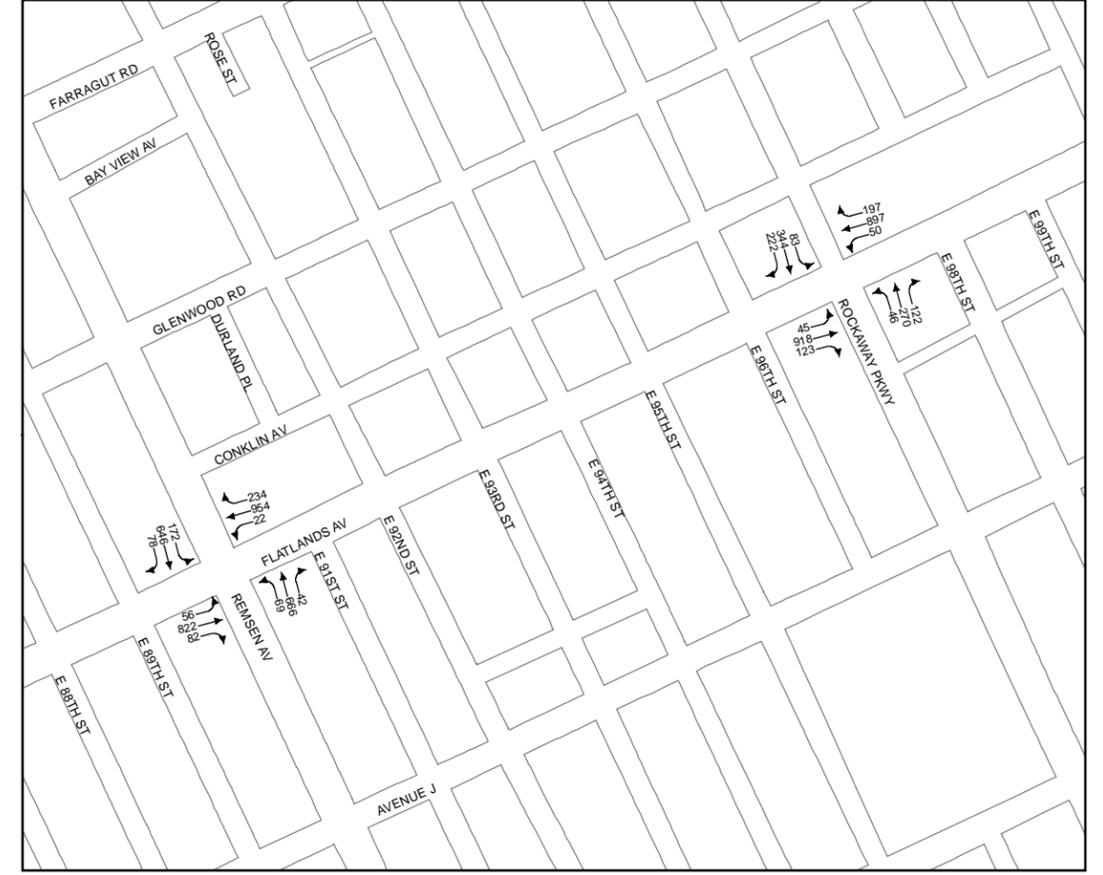
**Pennsylvania Avenue / G. Payne Avenue**



**Fountain Avenue**

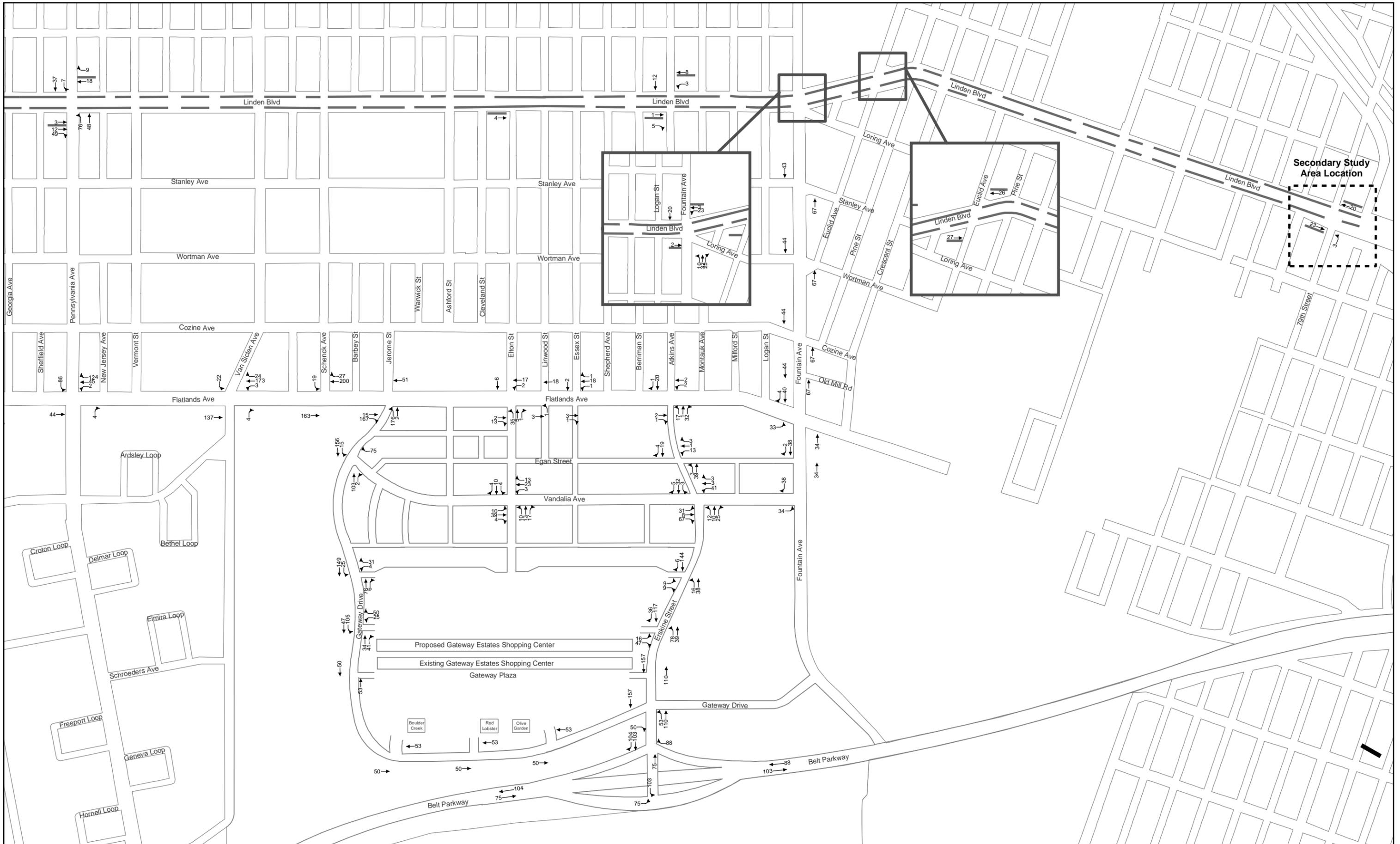


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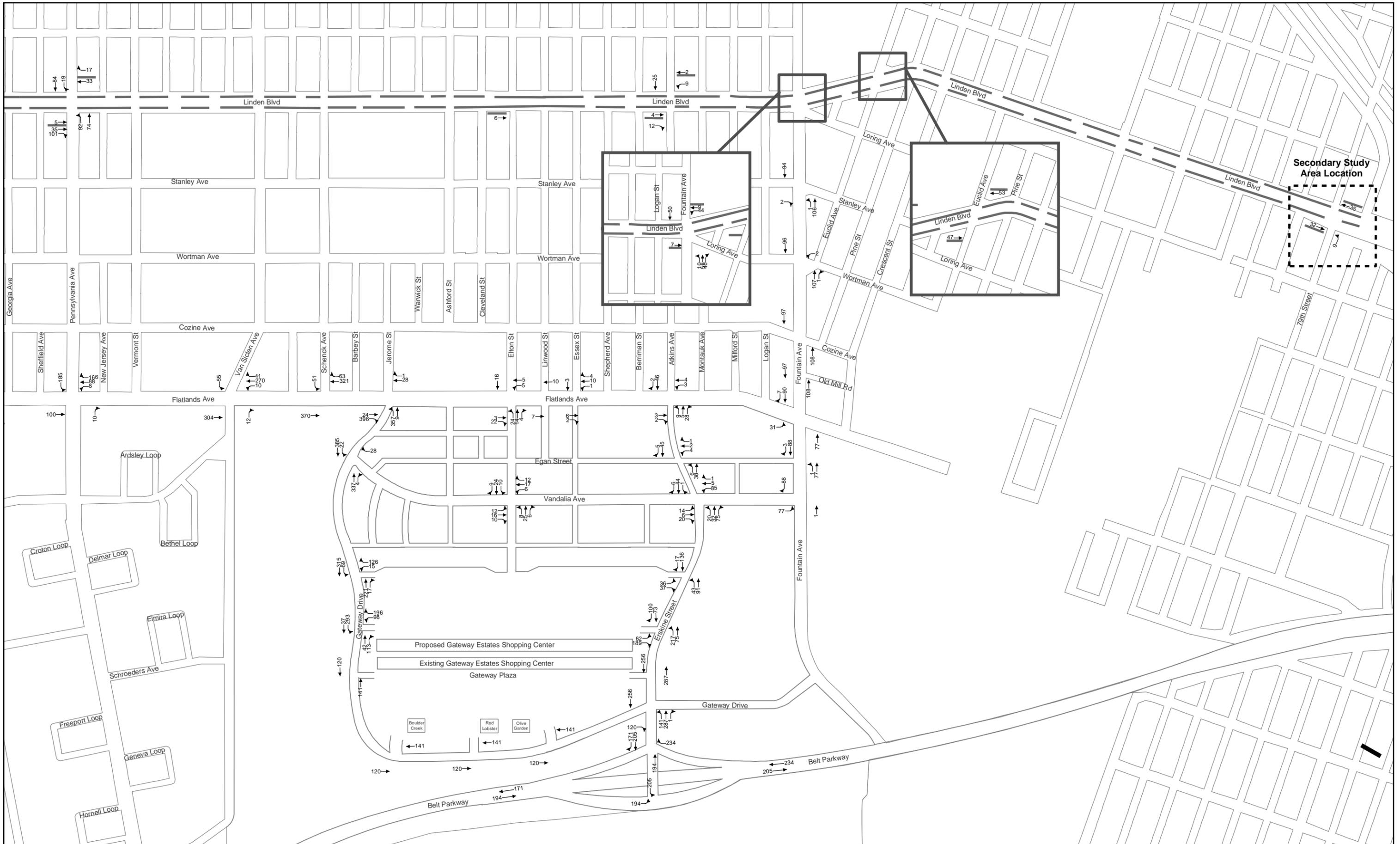


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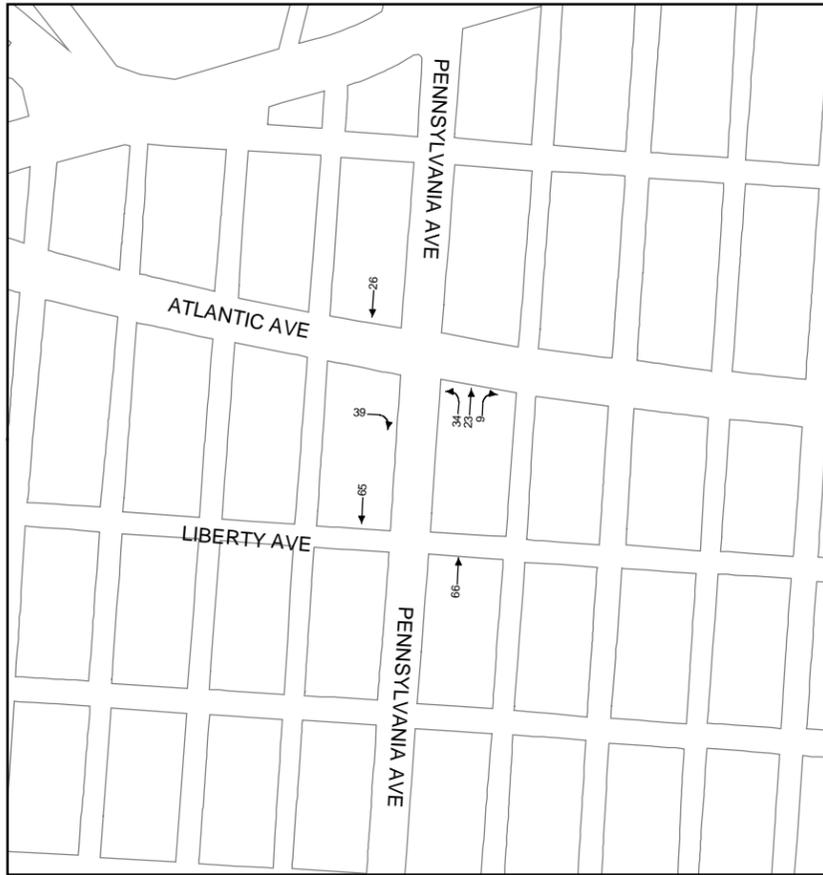




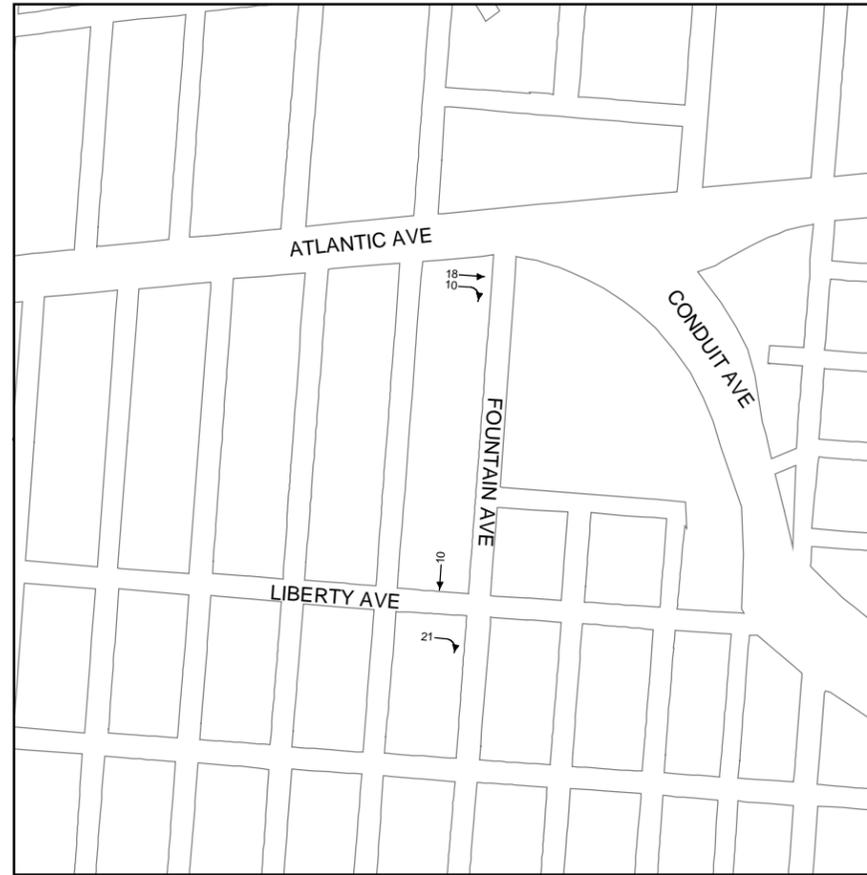




**Pennsylvania Avenue / G. Payne Avenue**



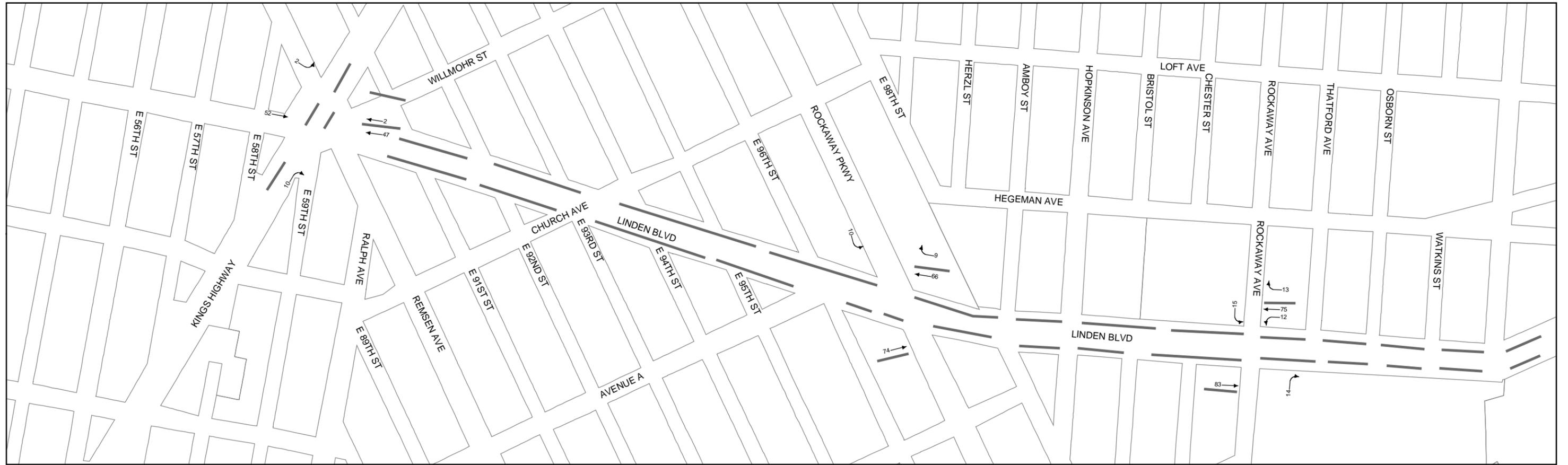
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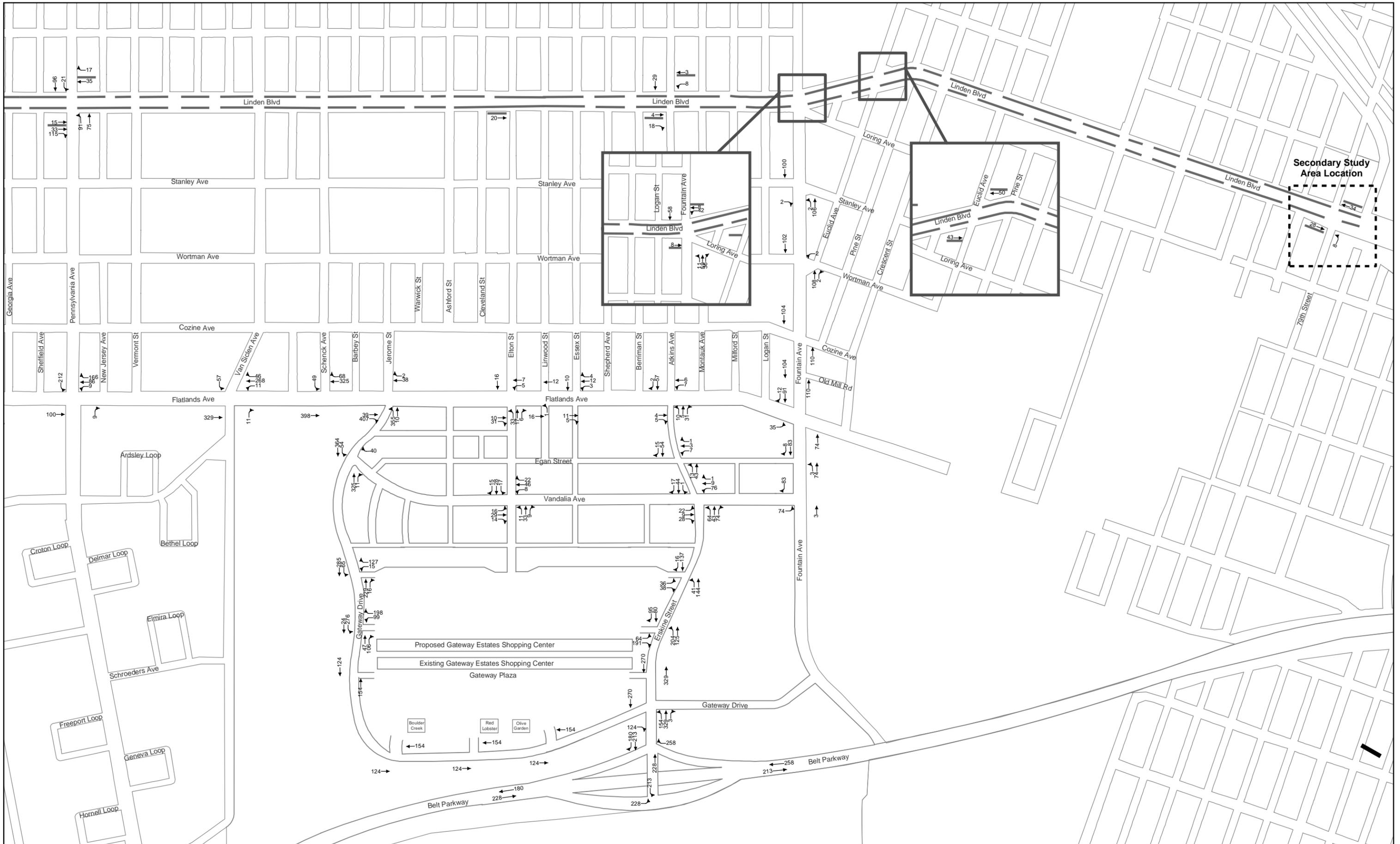


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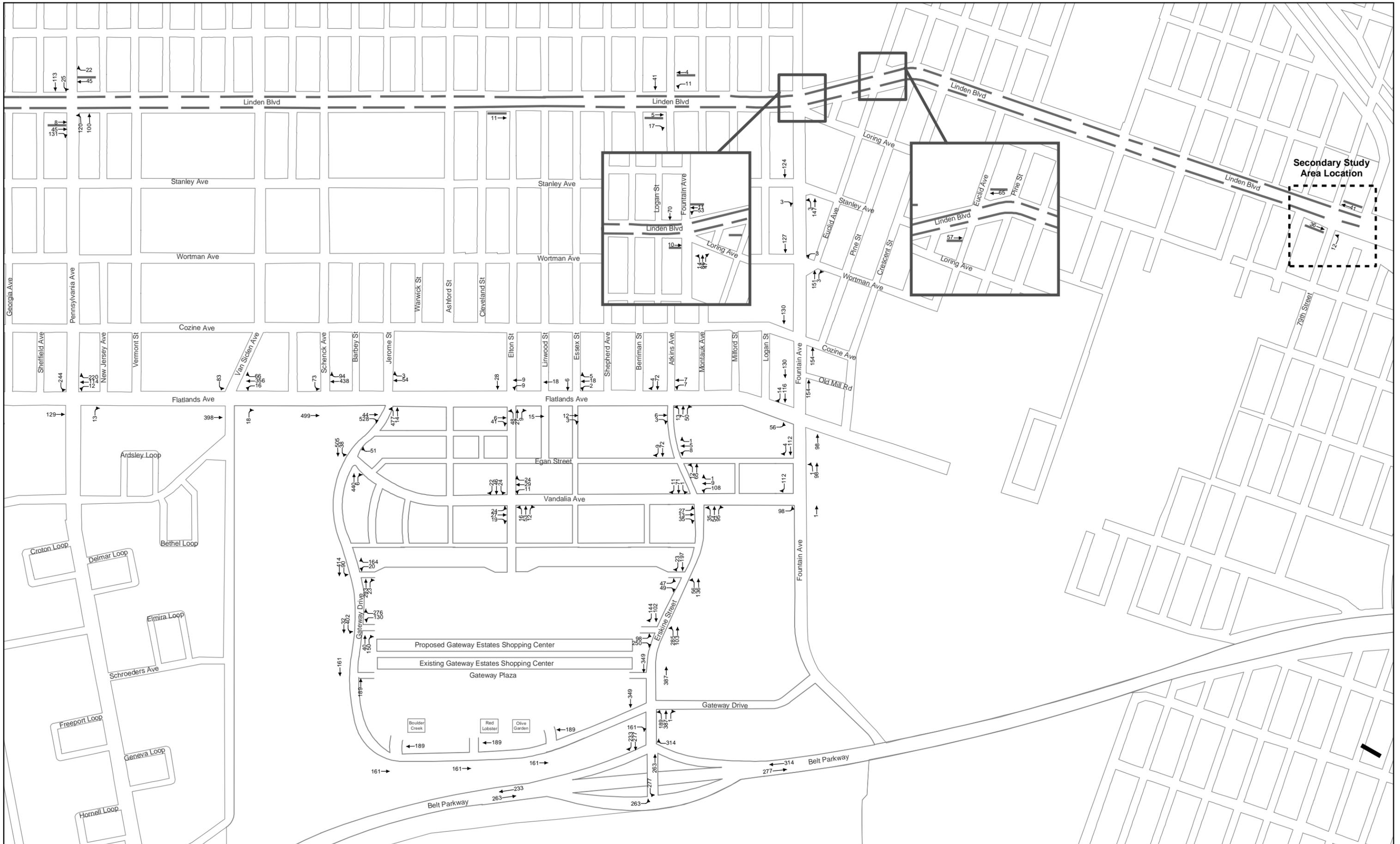


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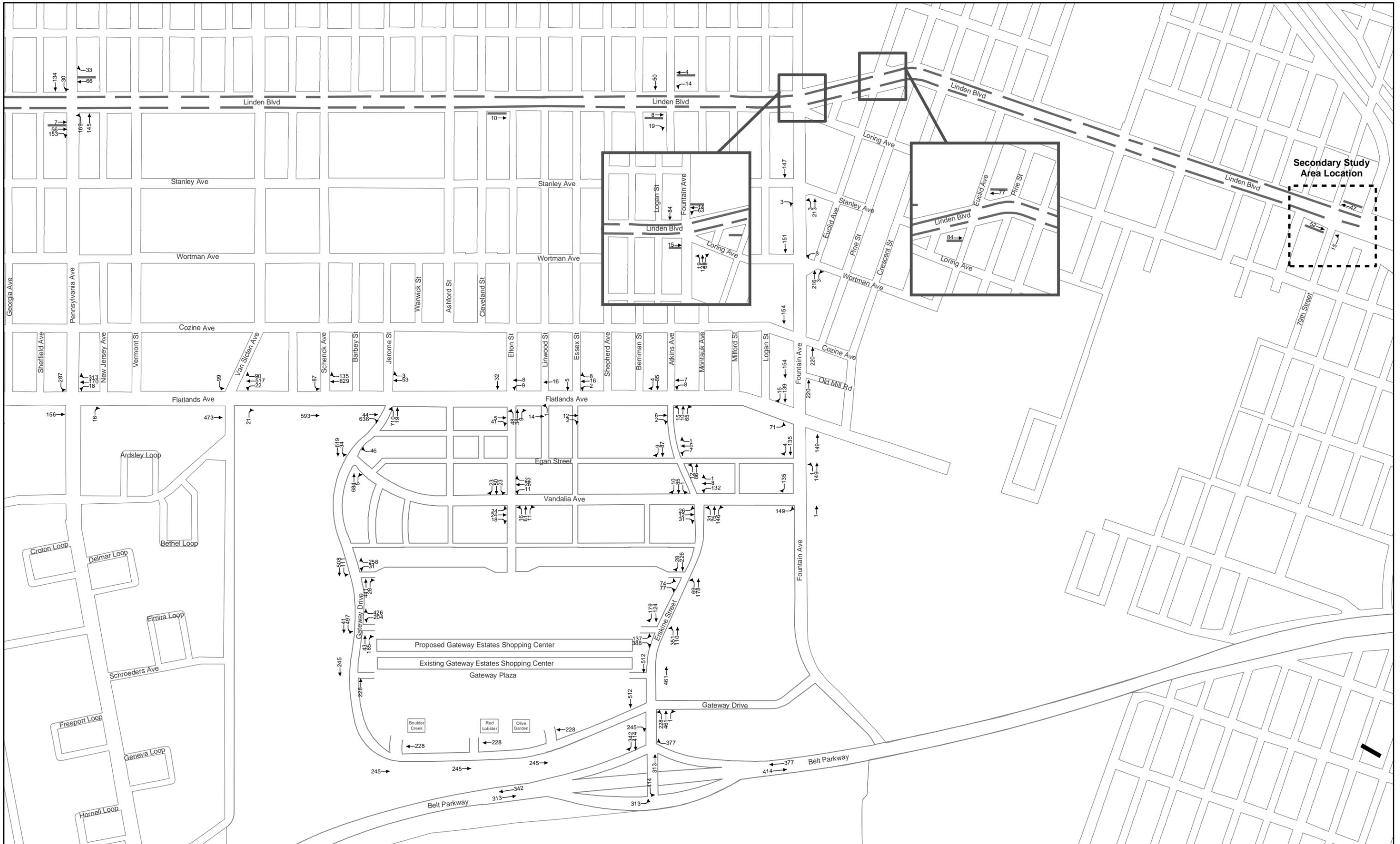




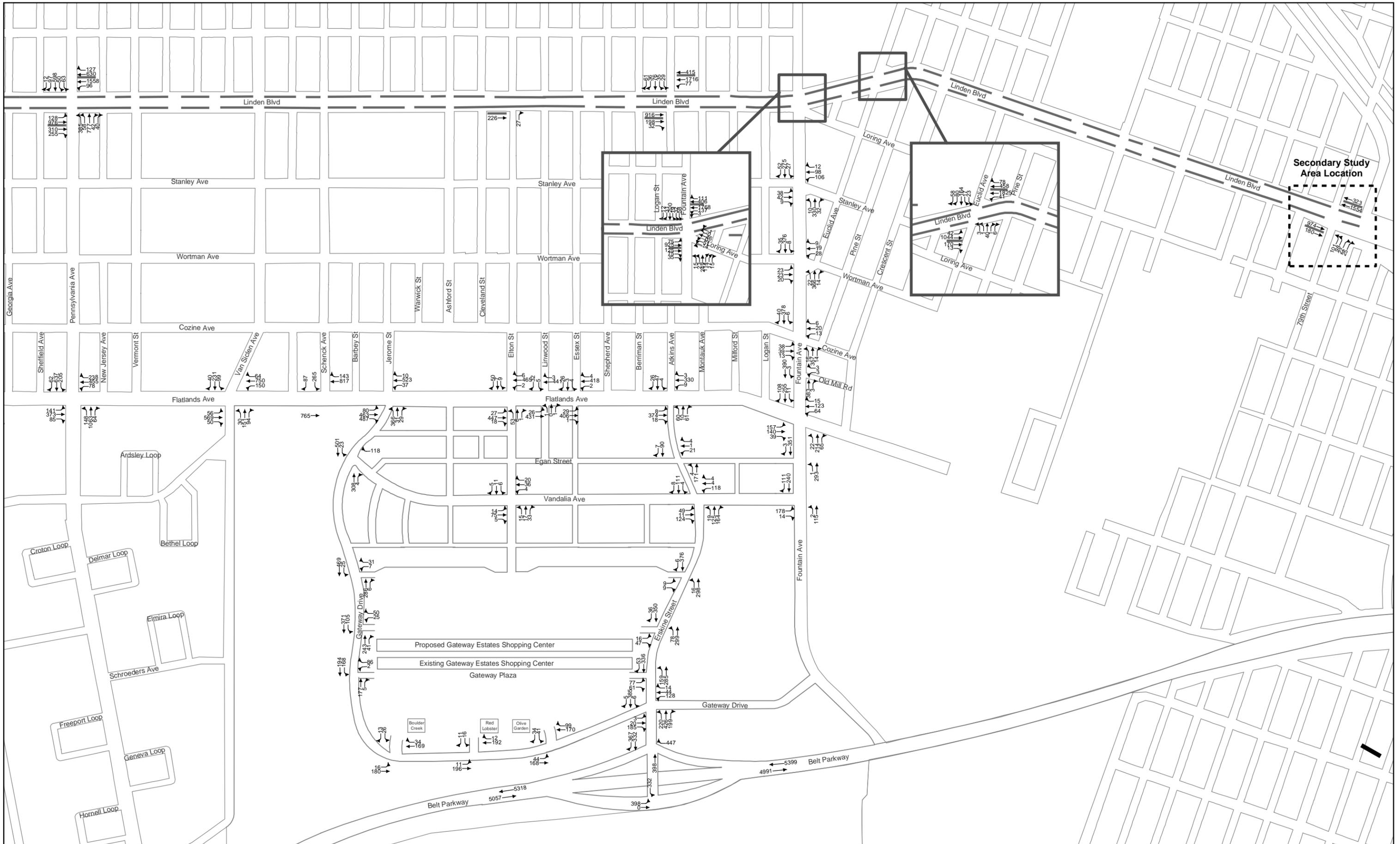




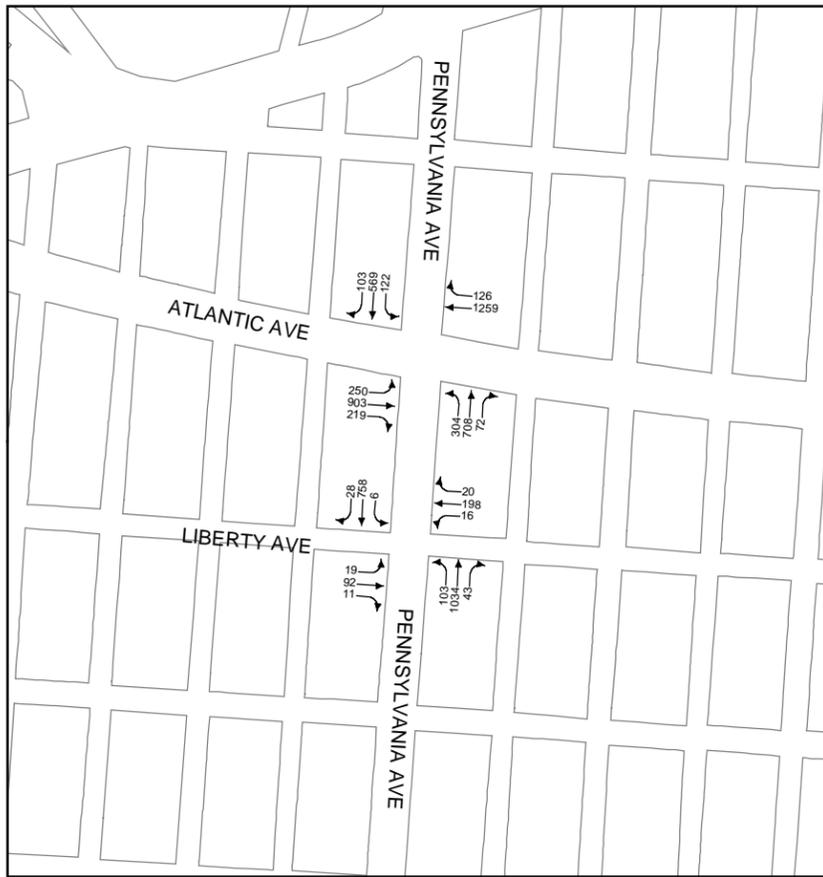




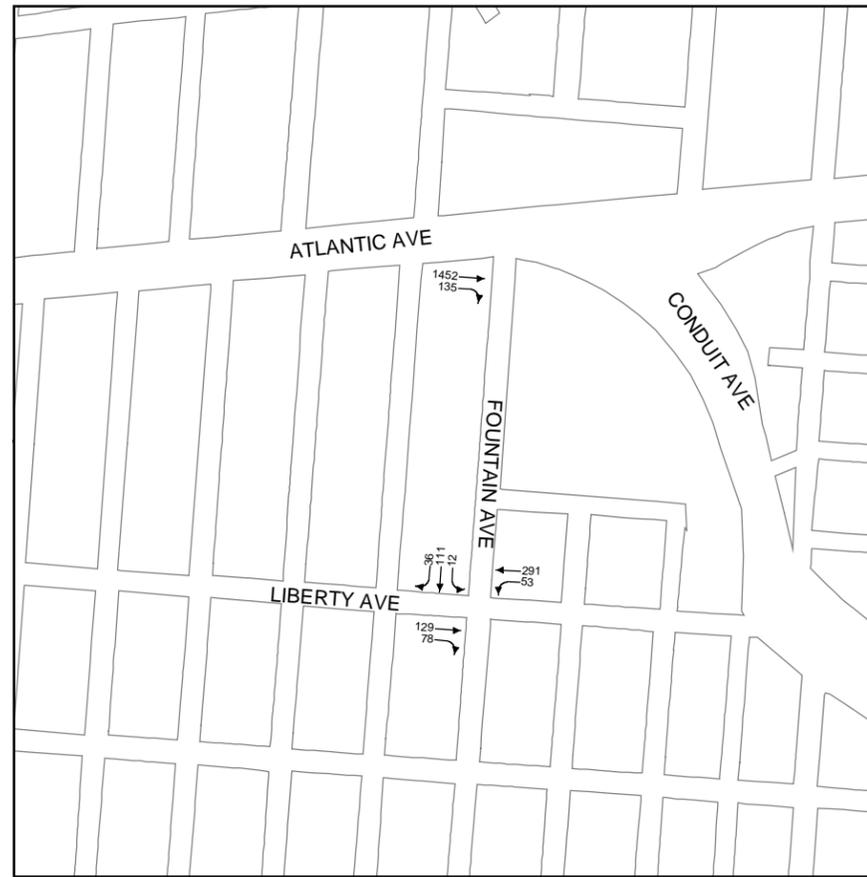




**Pennsylvania Avenue / G. Payne Avenue**



**Fountain Avenue**

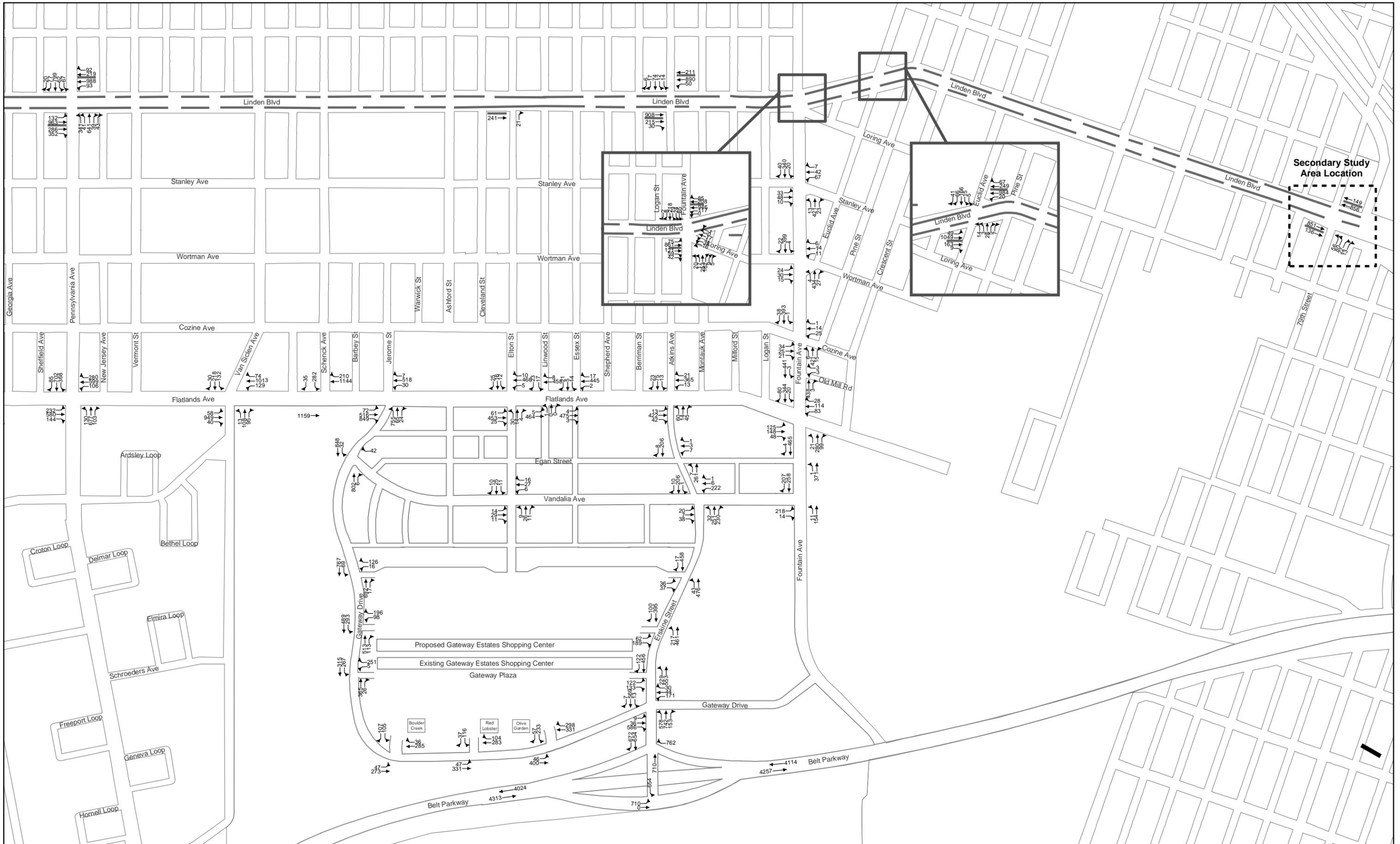


**Flatlands Avenue**



**Linden Boulevard**

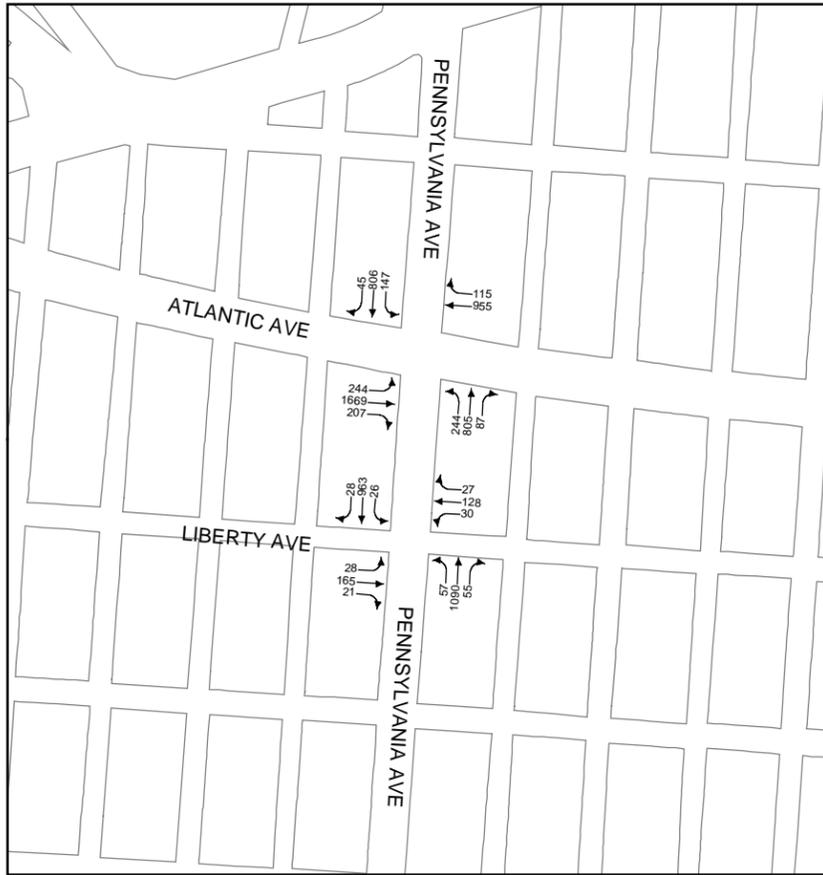




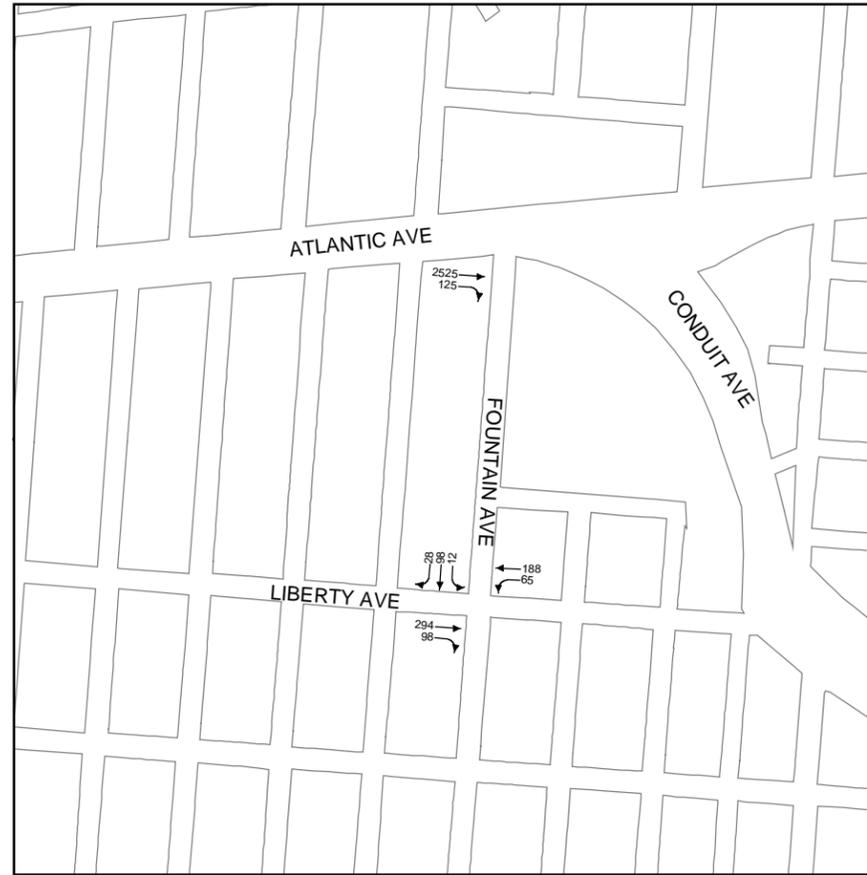




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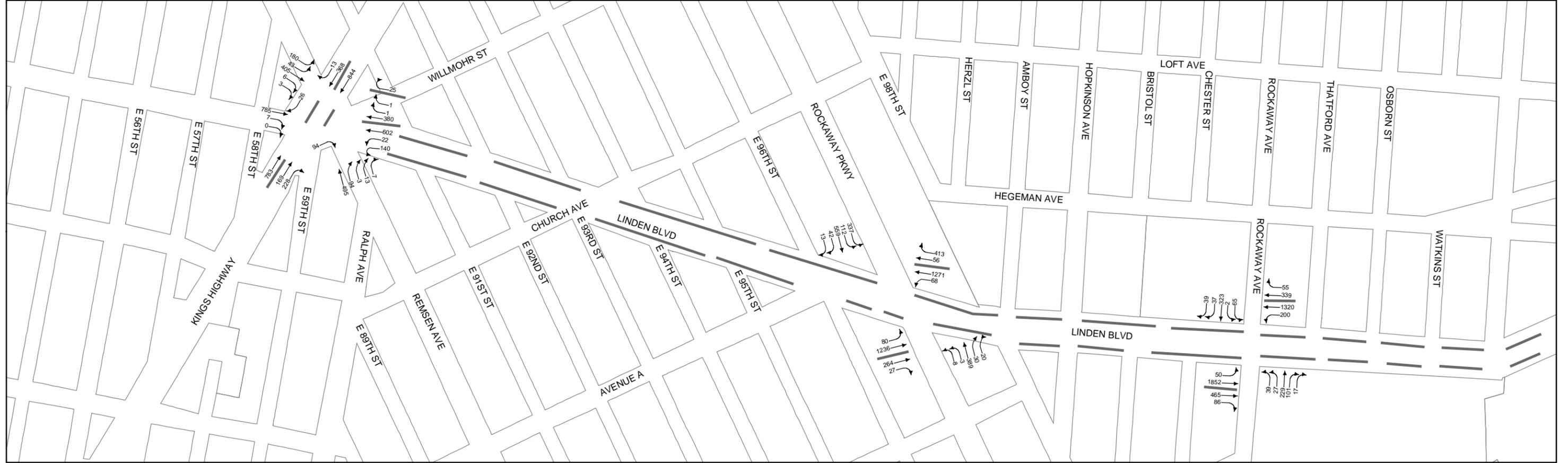
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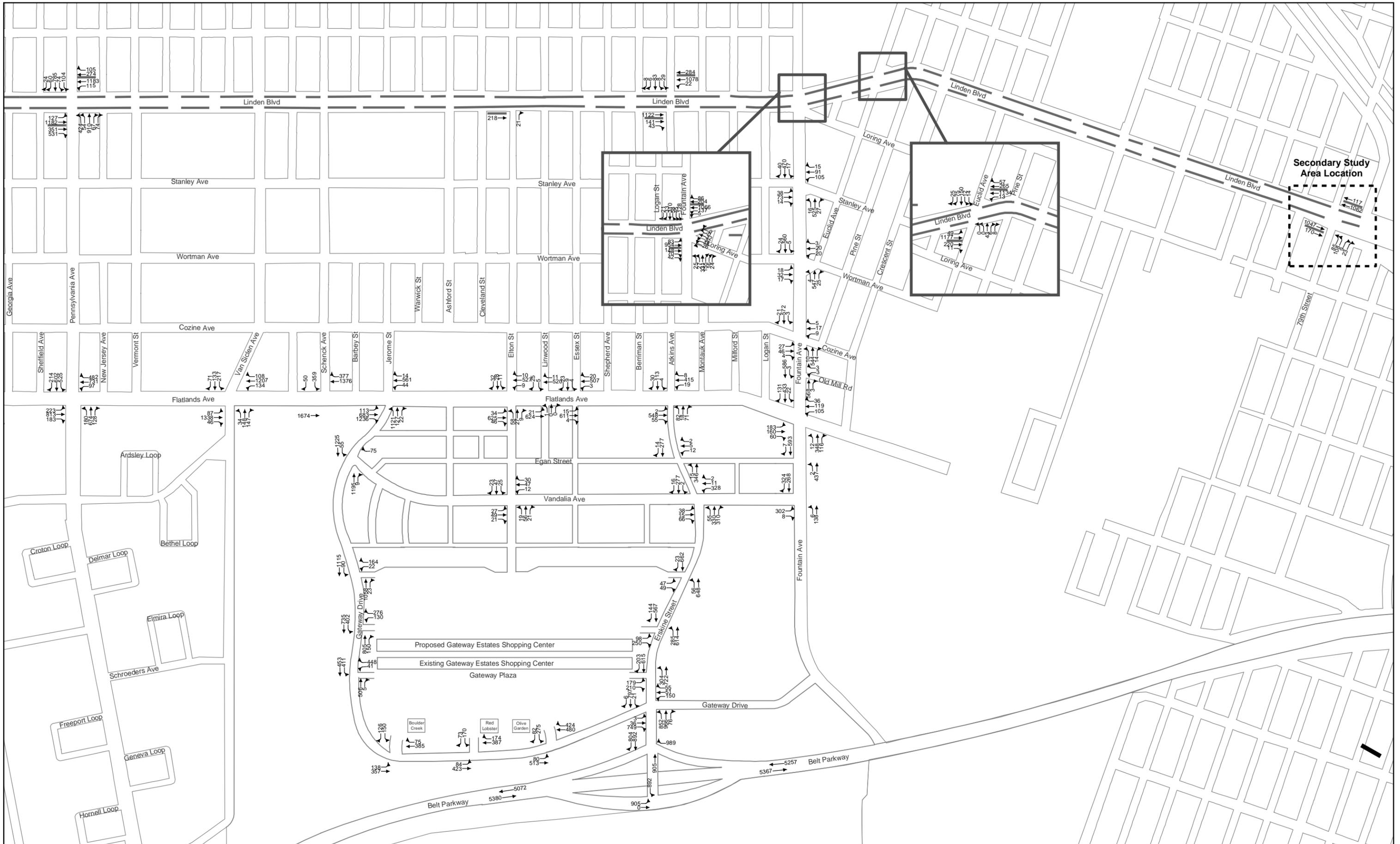


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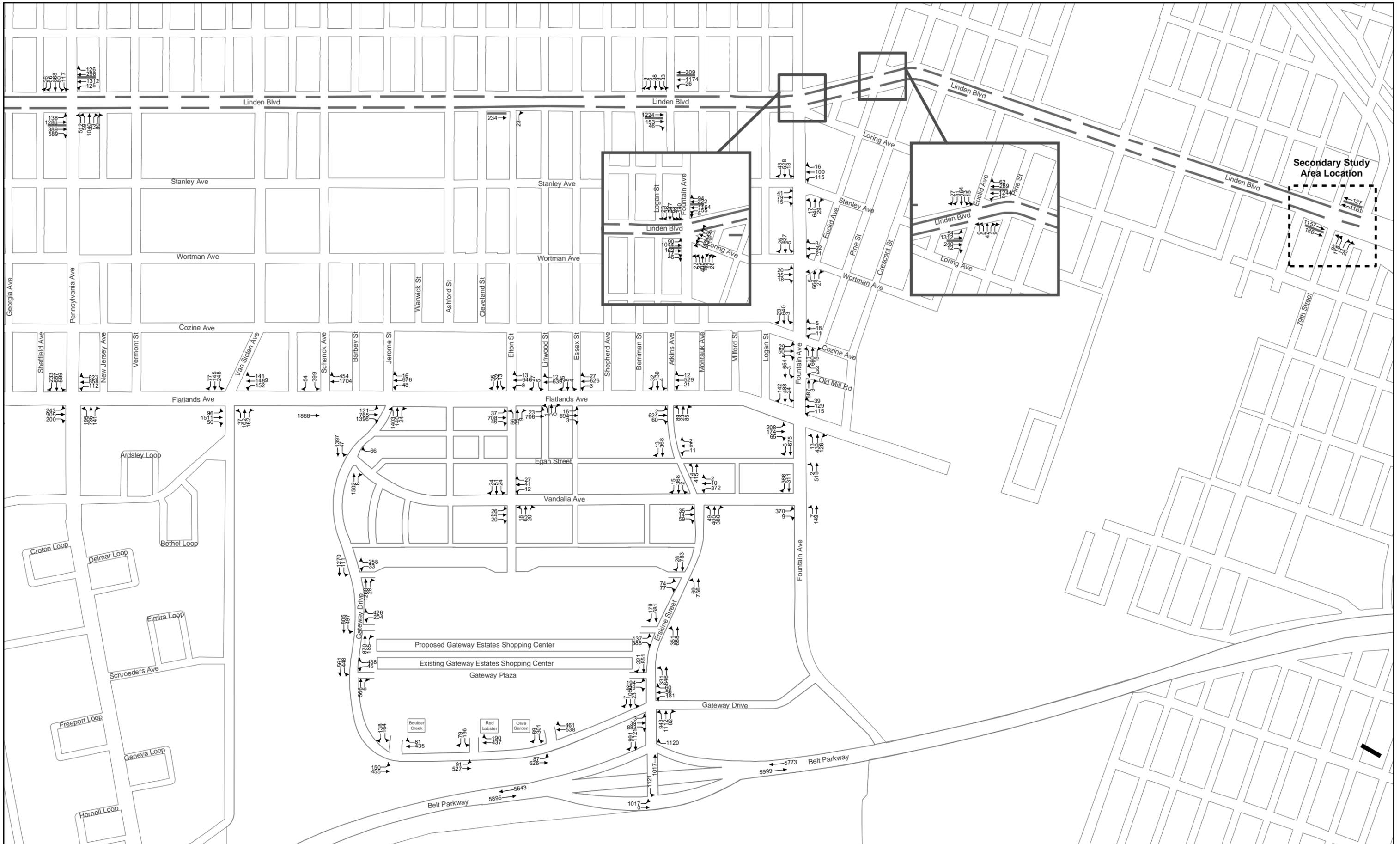


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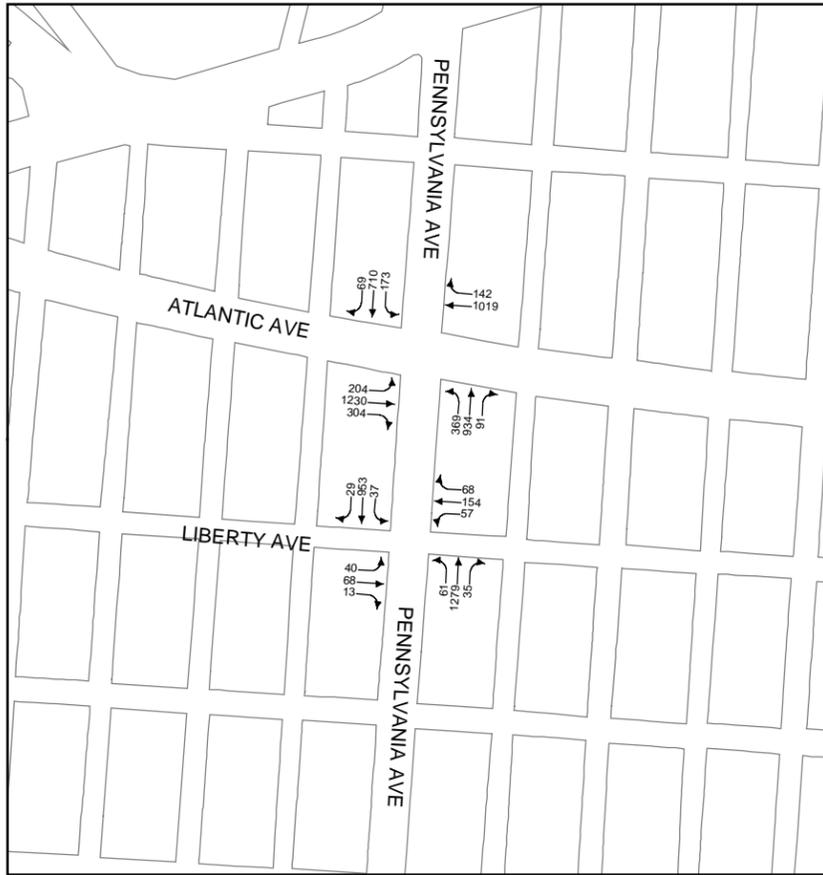




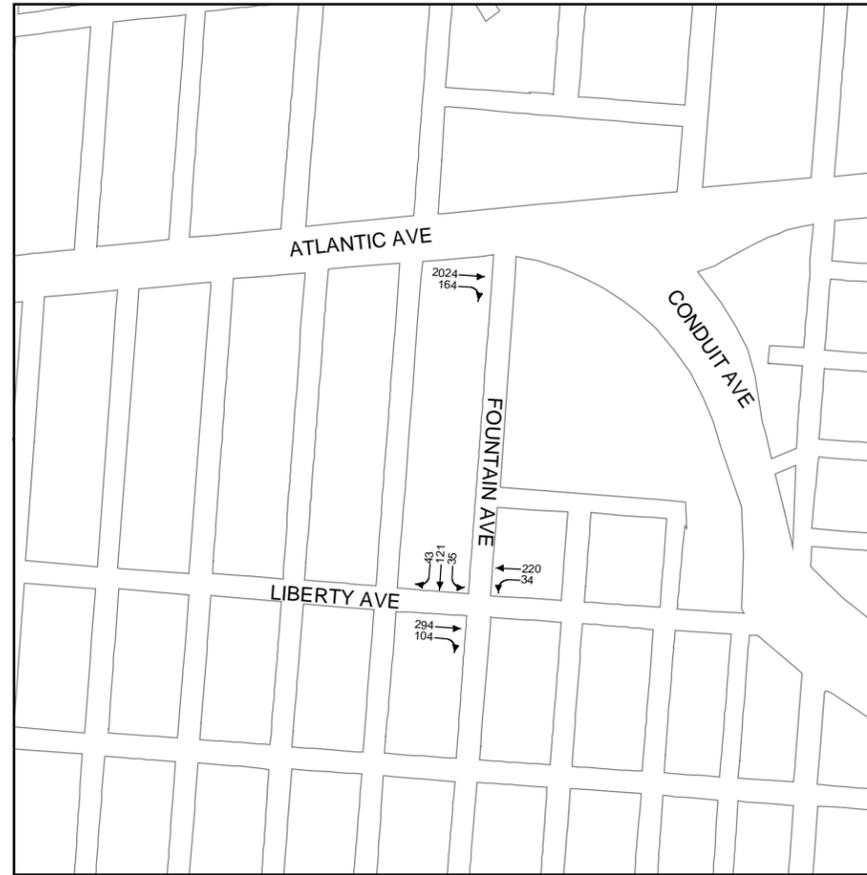




**Pennsylvania Avenue / G. Payne Avenue**



**Fountain Avenue**

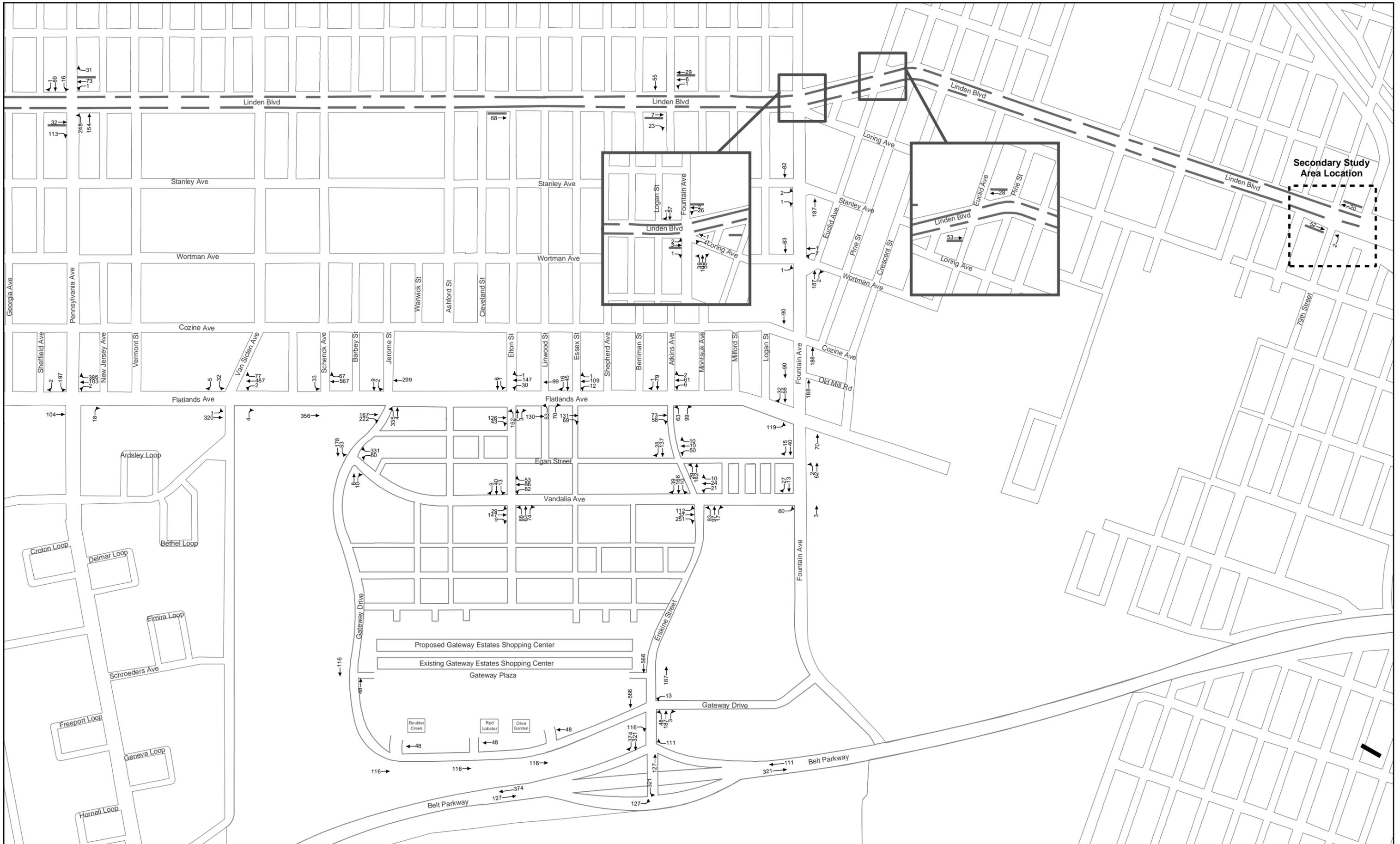


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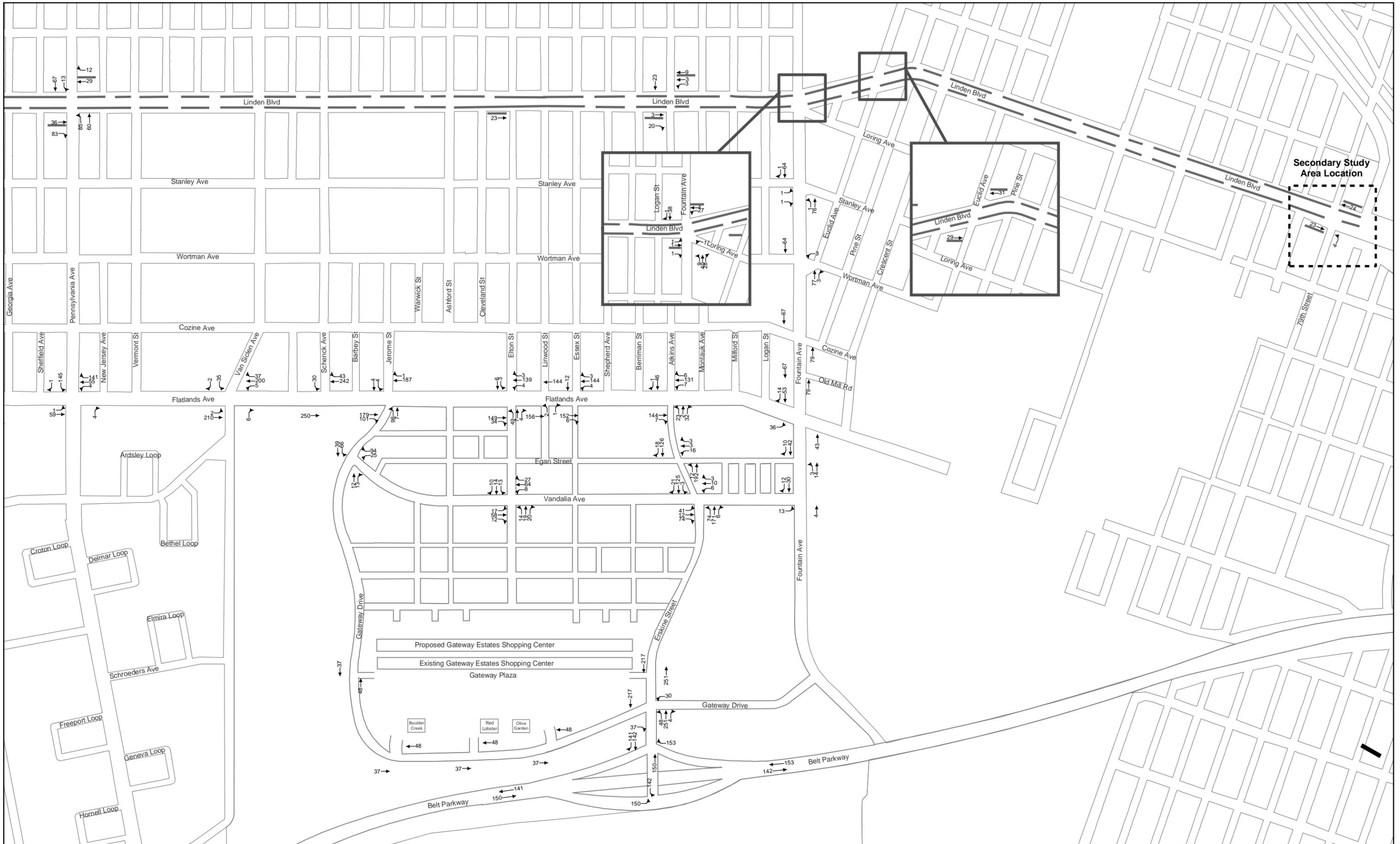


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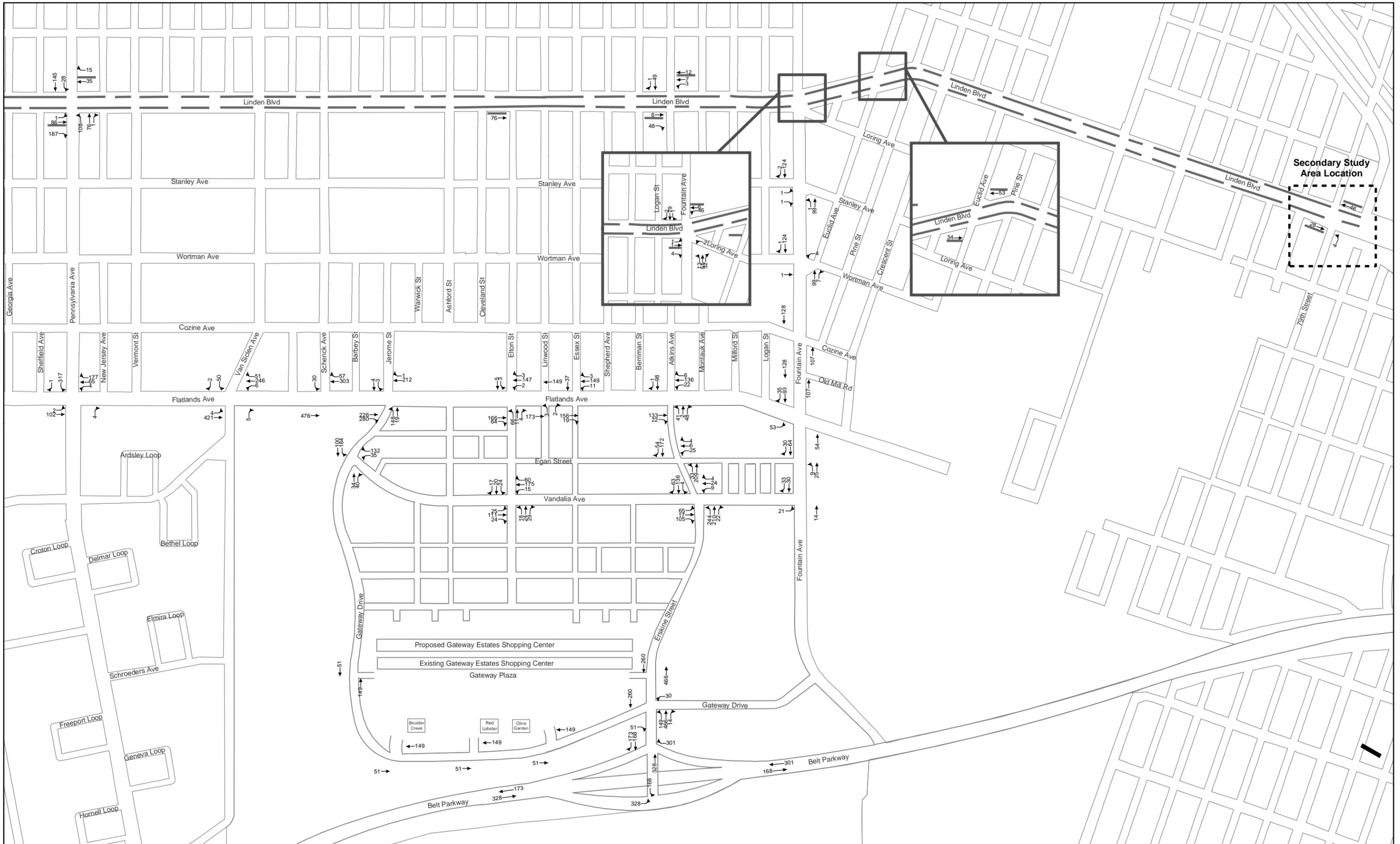




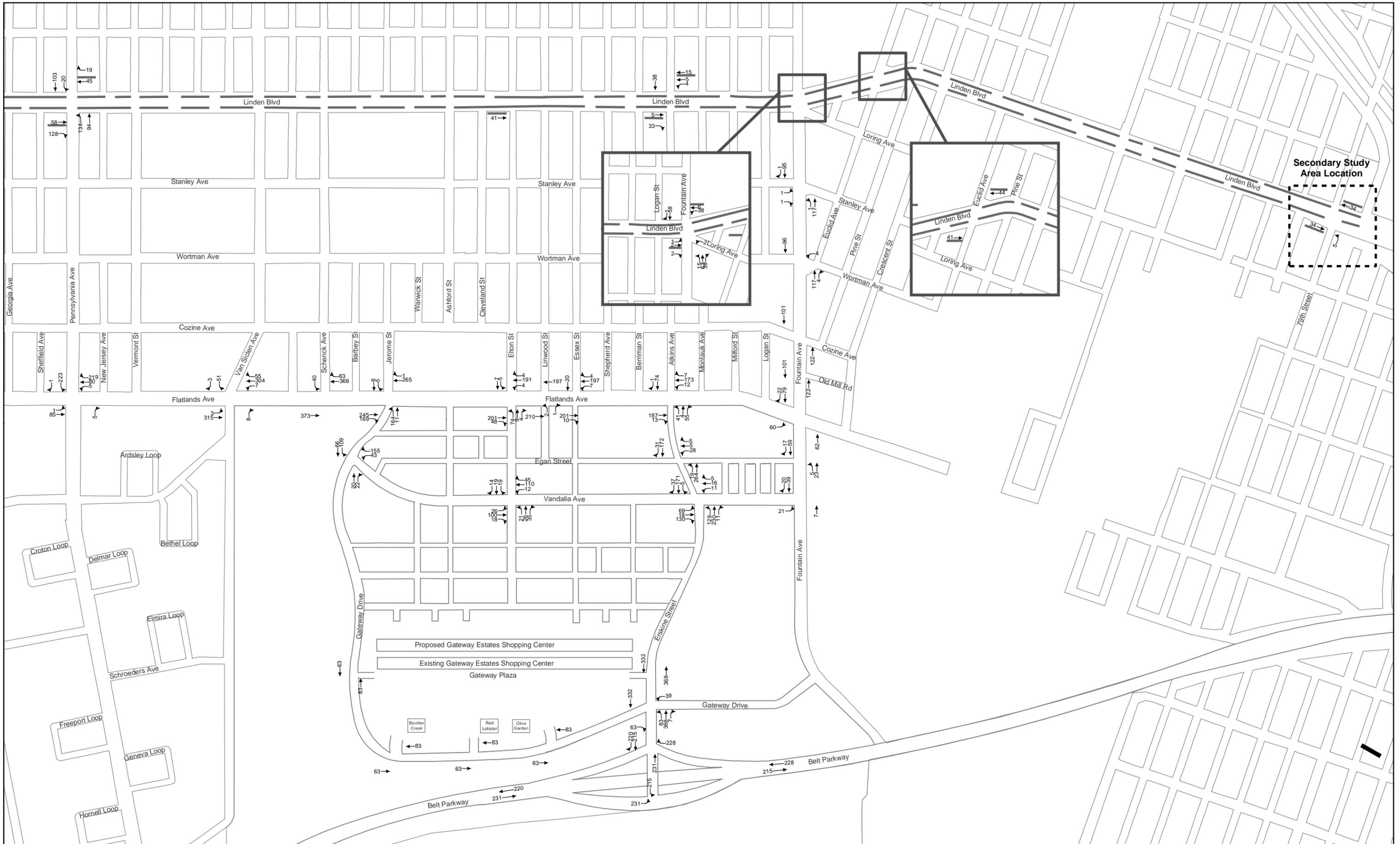




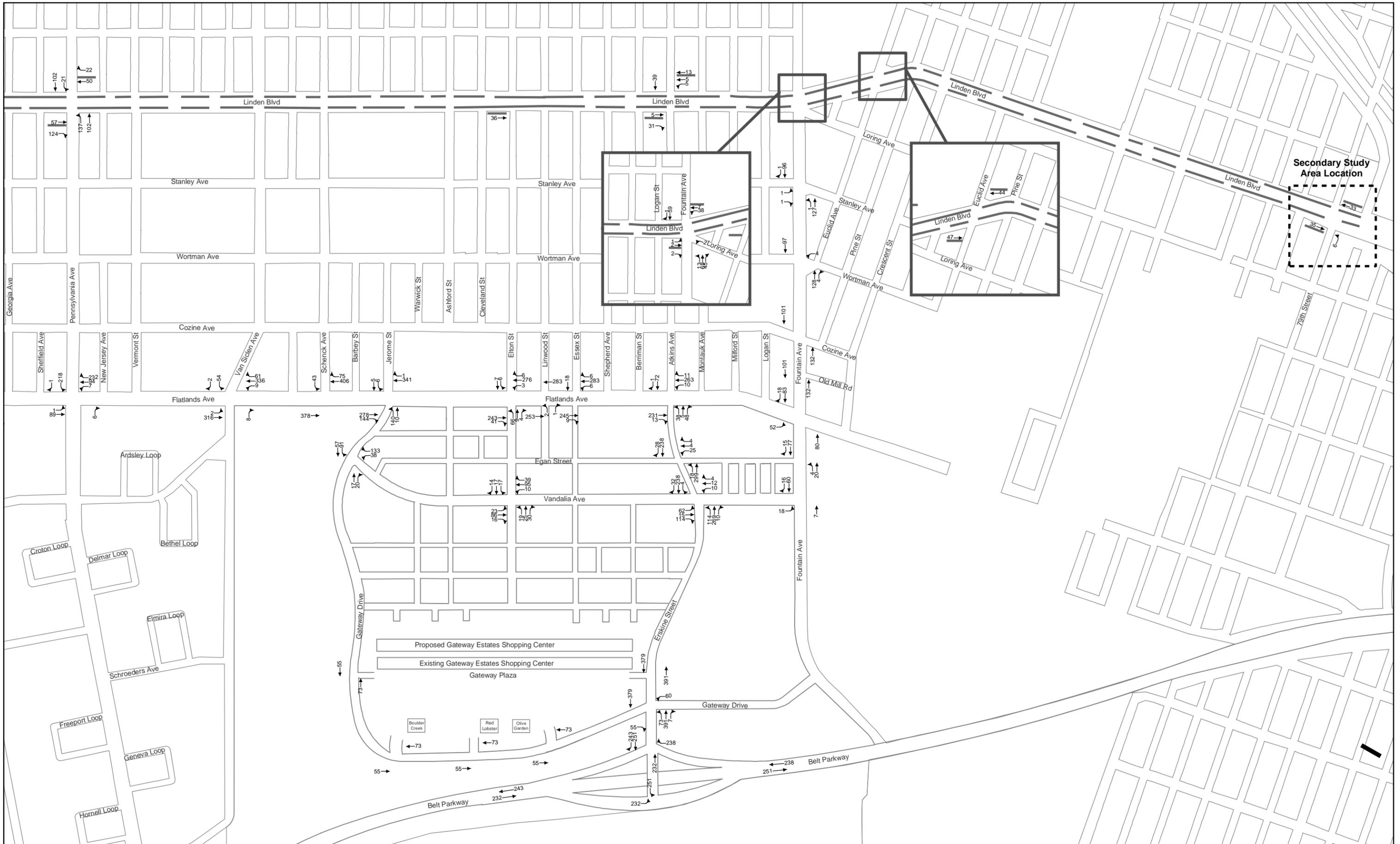




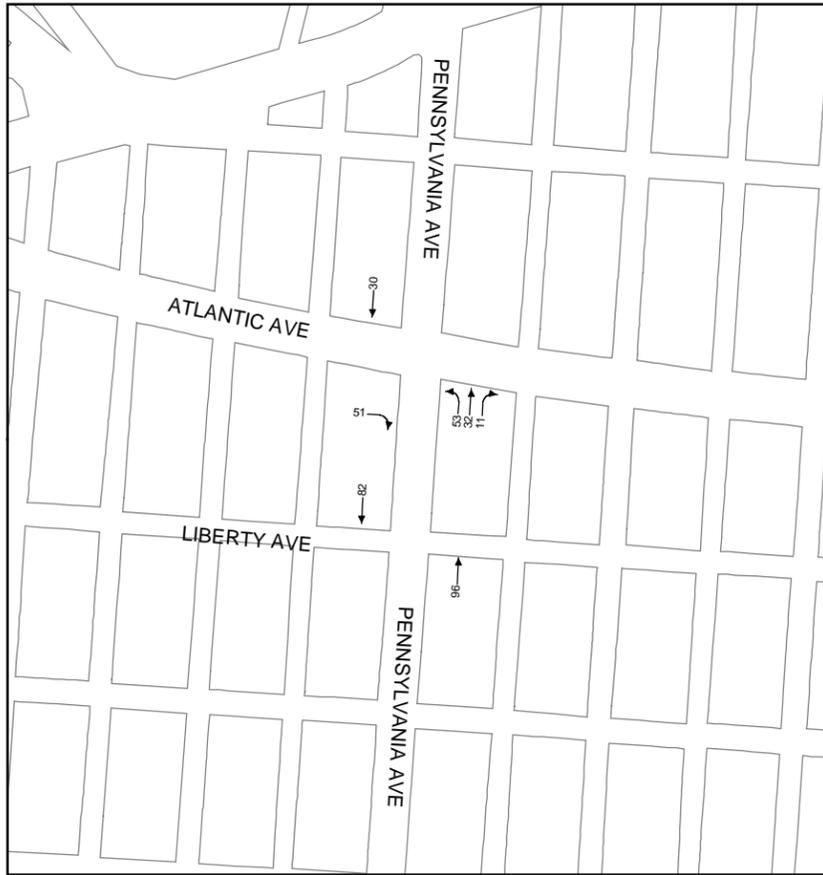




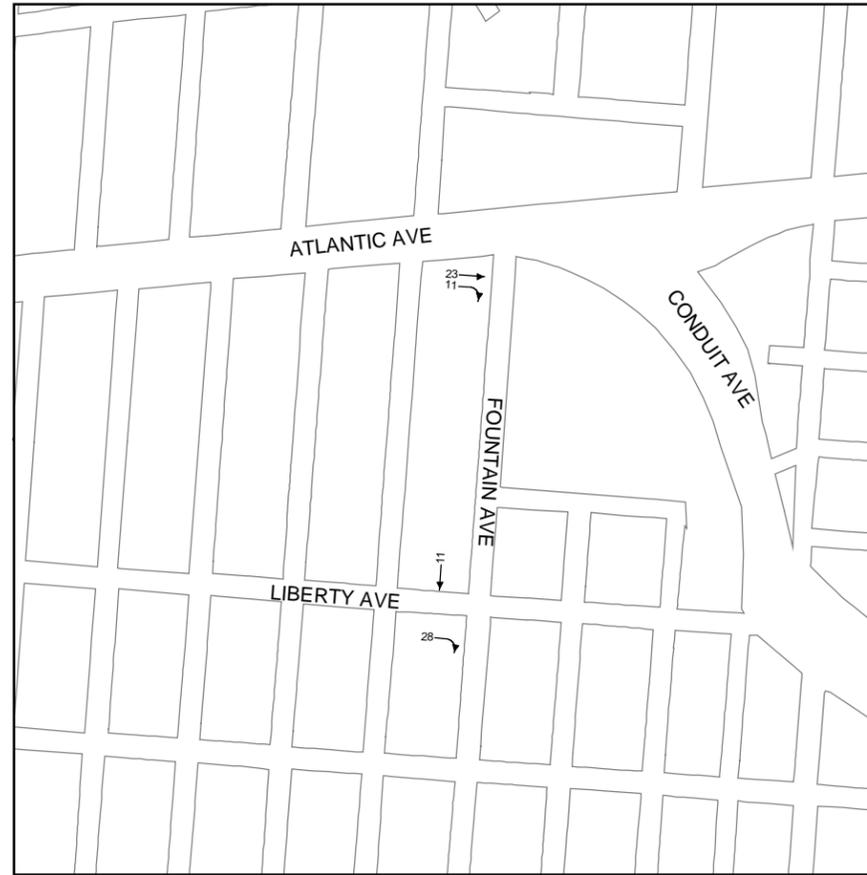




**Pennsylvania Avenue / G. Payne Avenue**



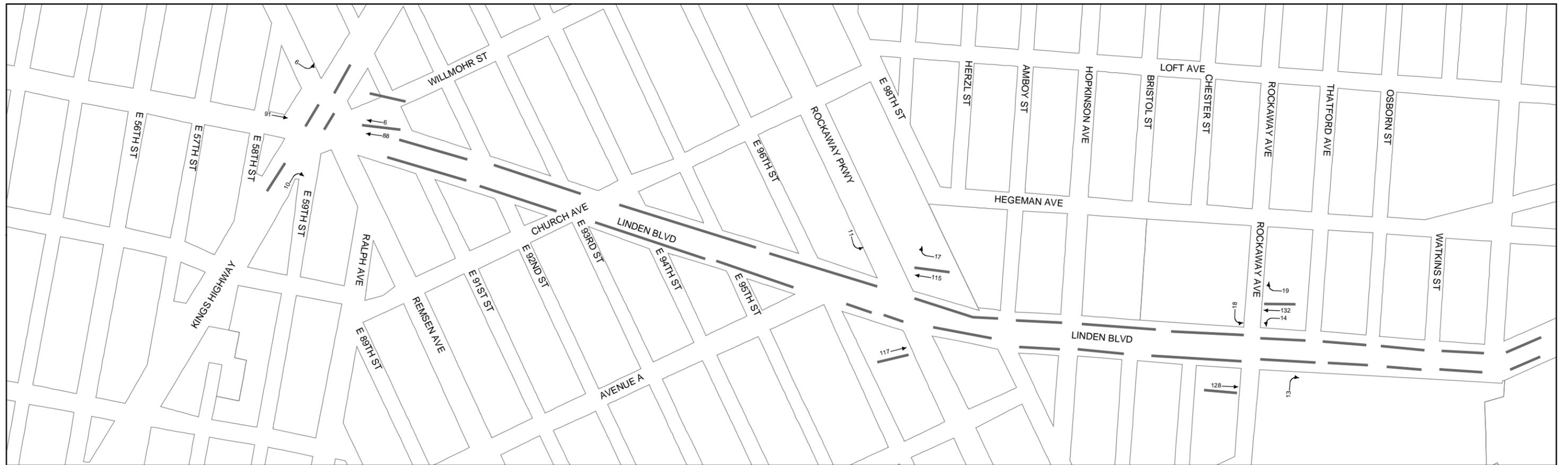
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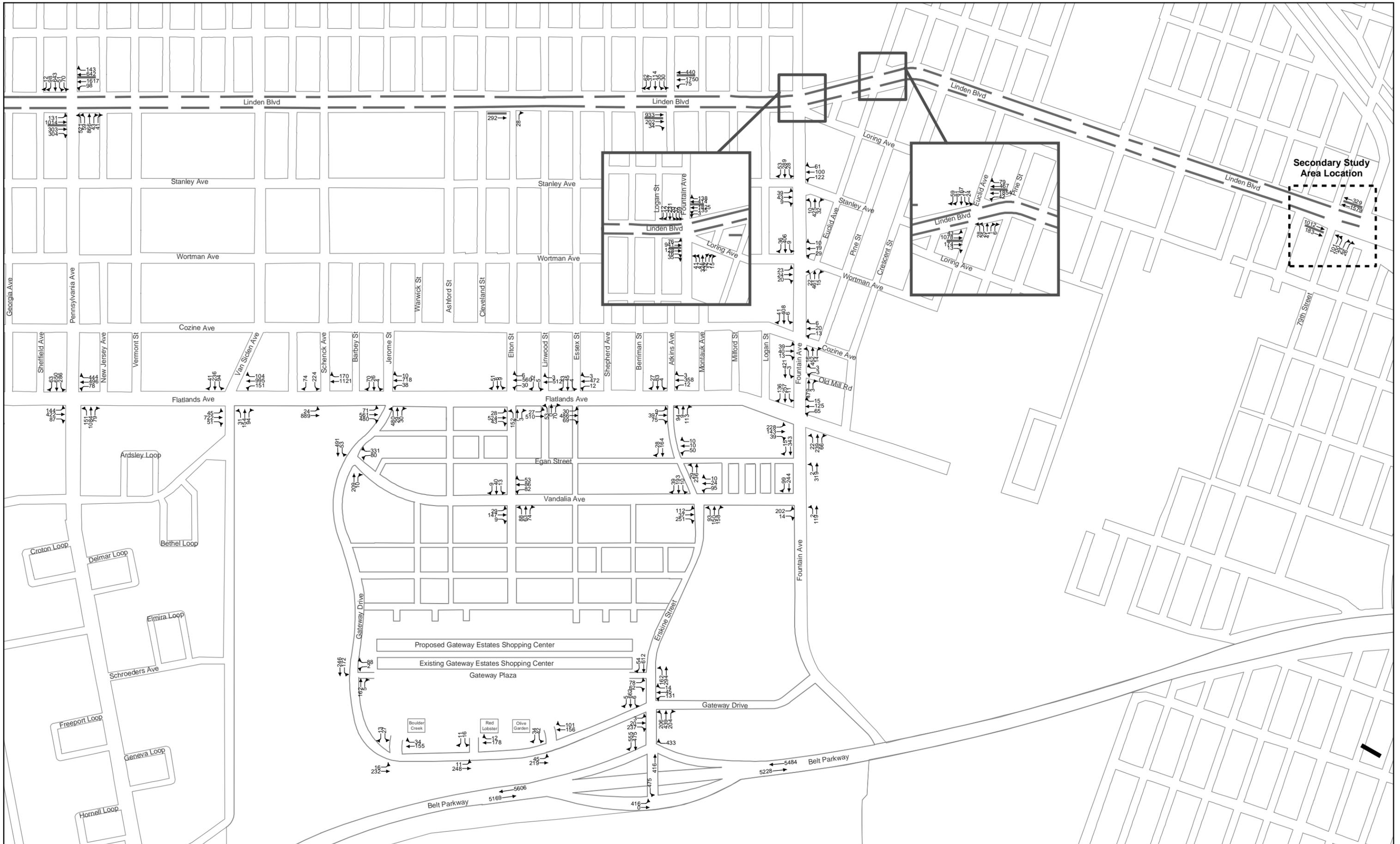


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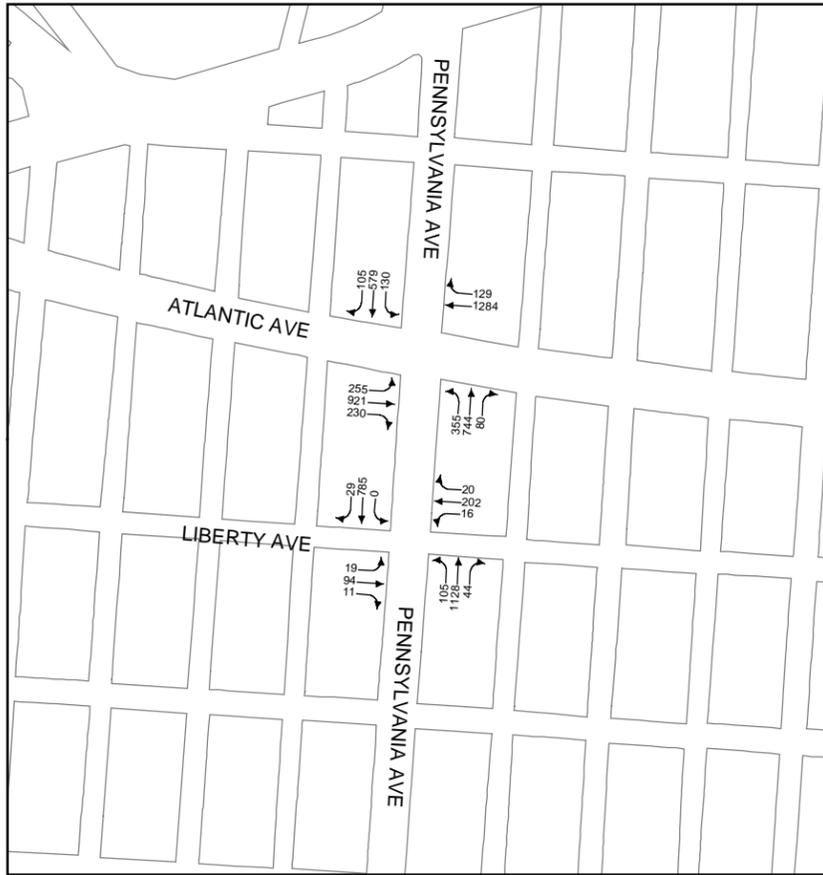


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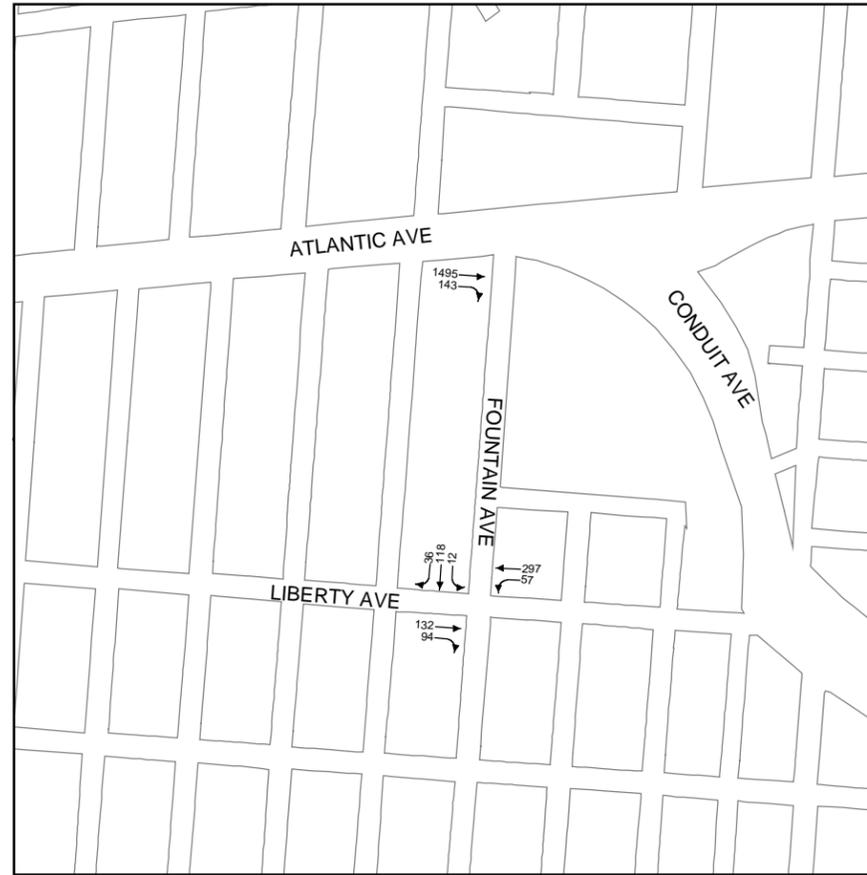




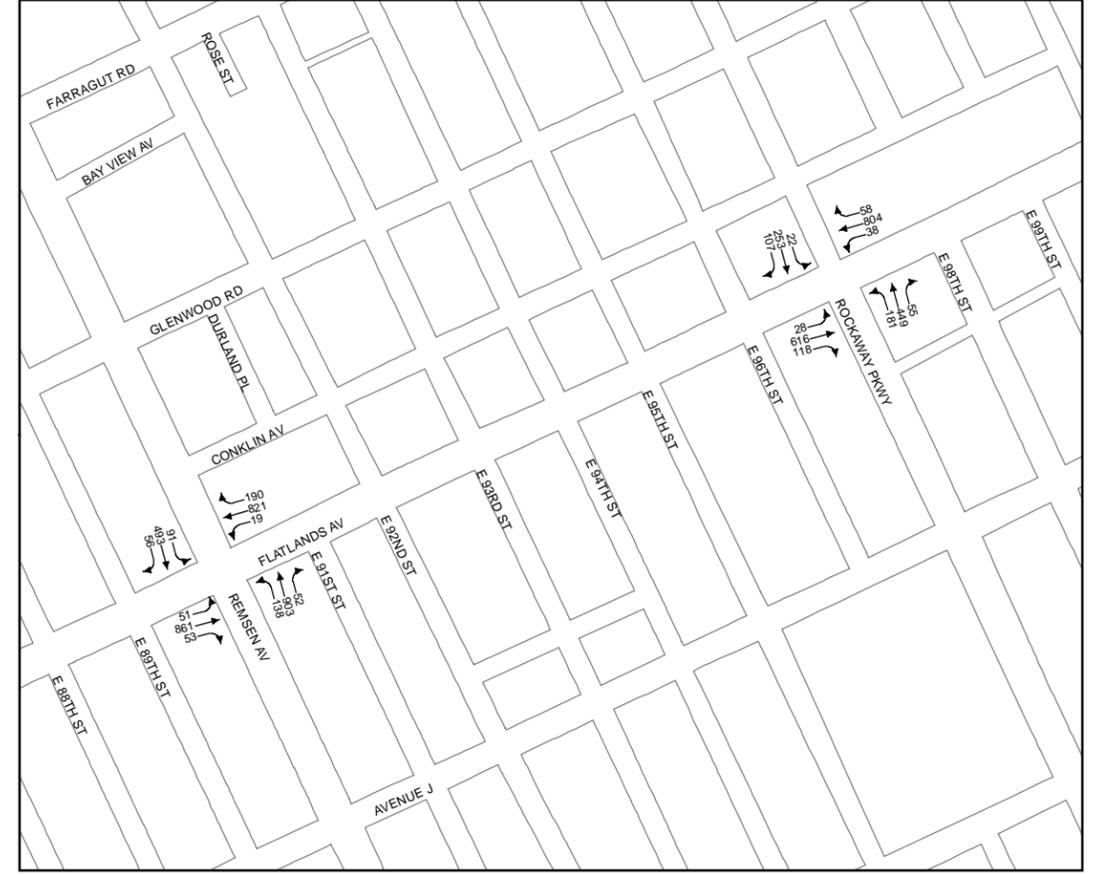
**Pennsylvania Avenue / G. Payne Avenue**



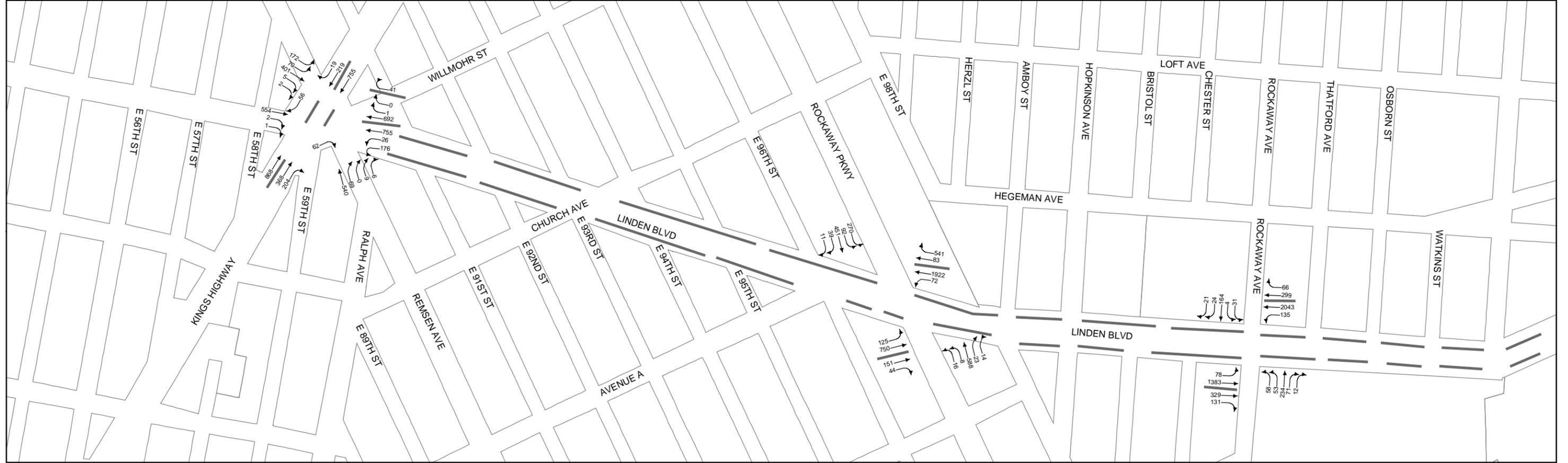
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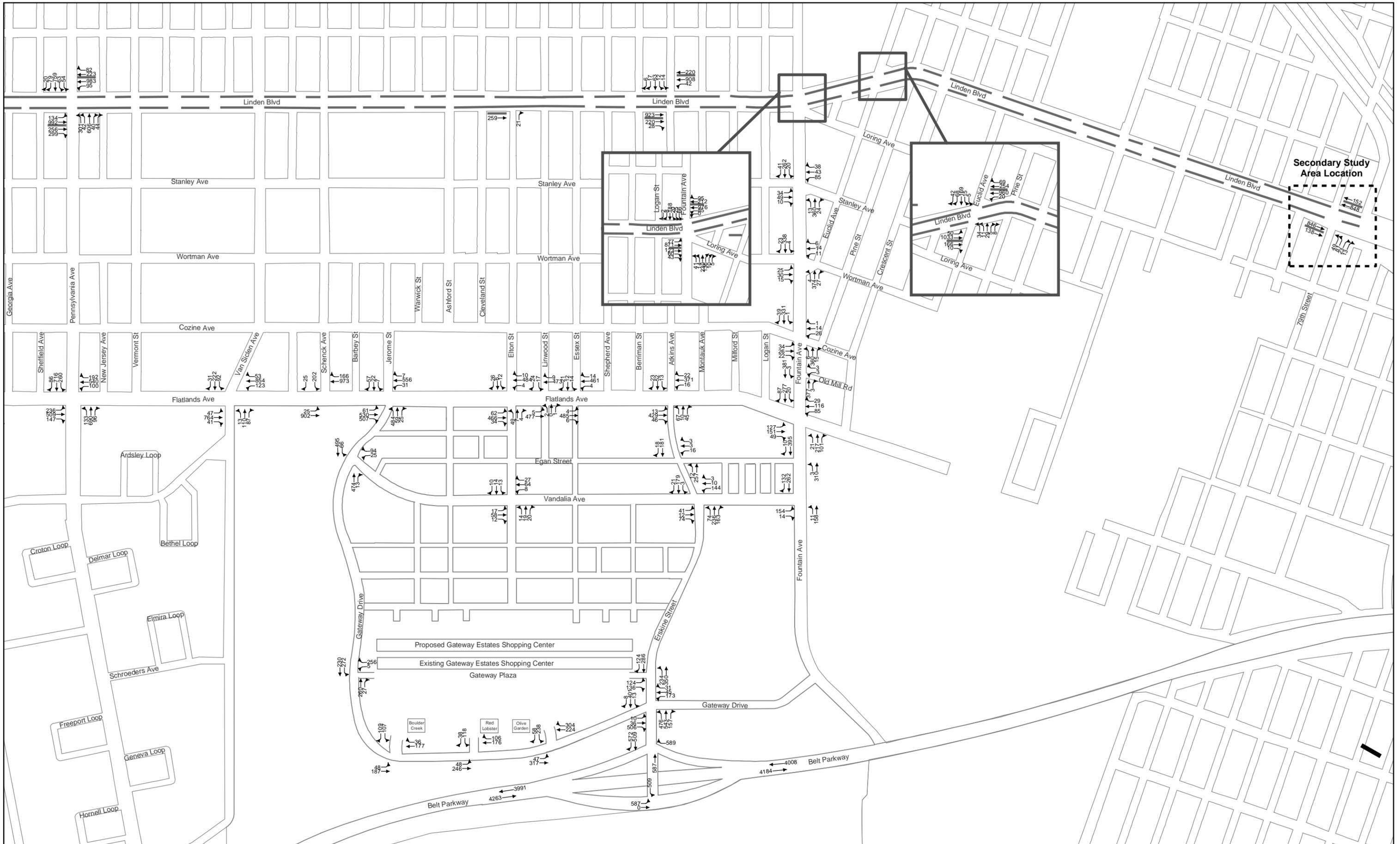


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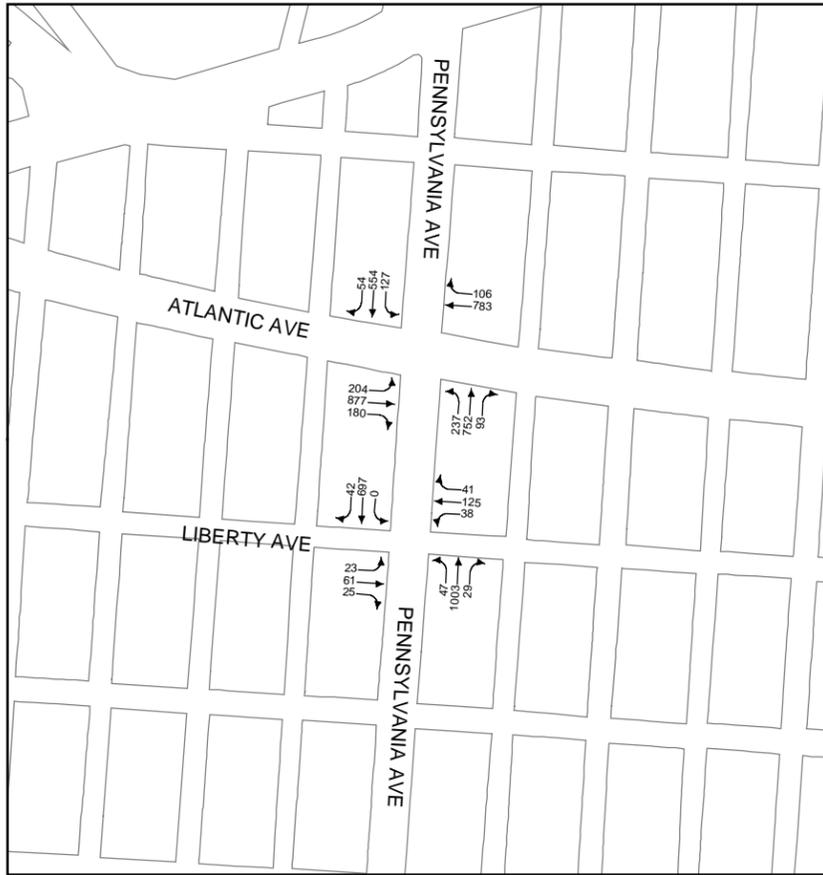


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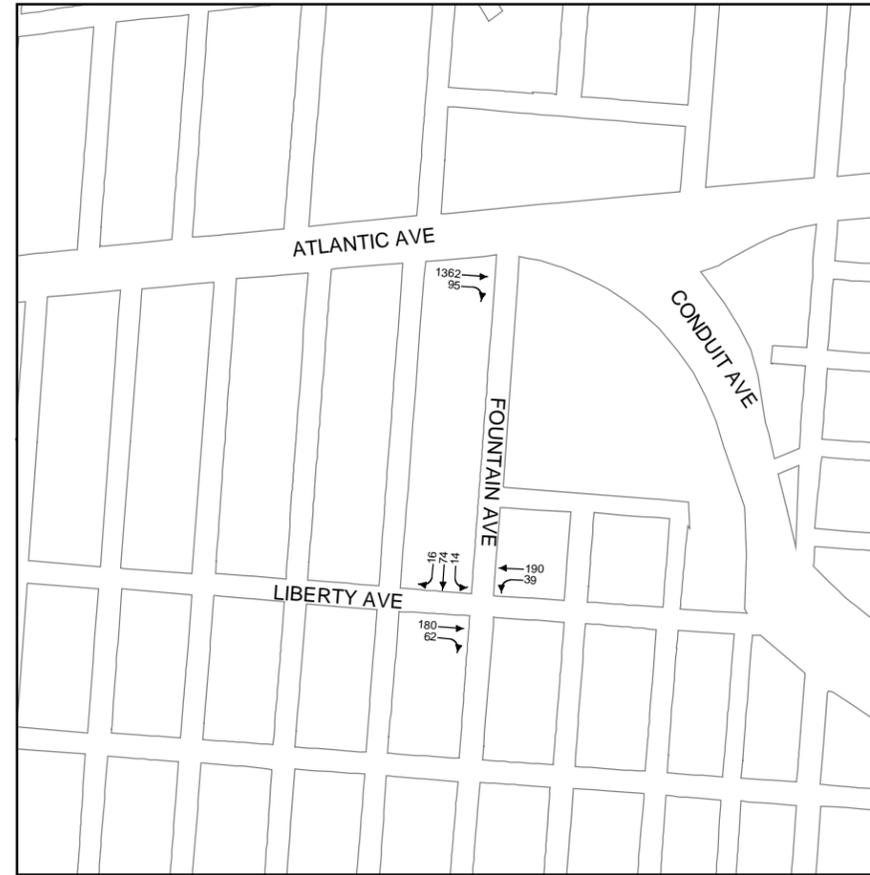




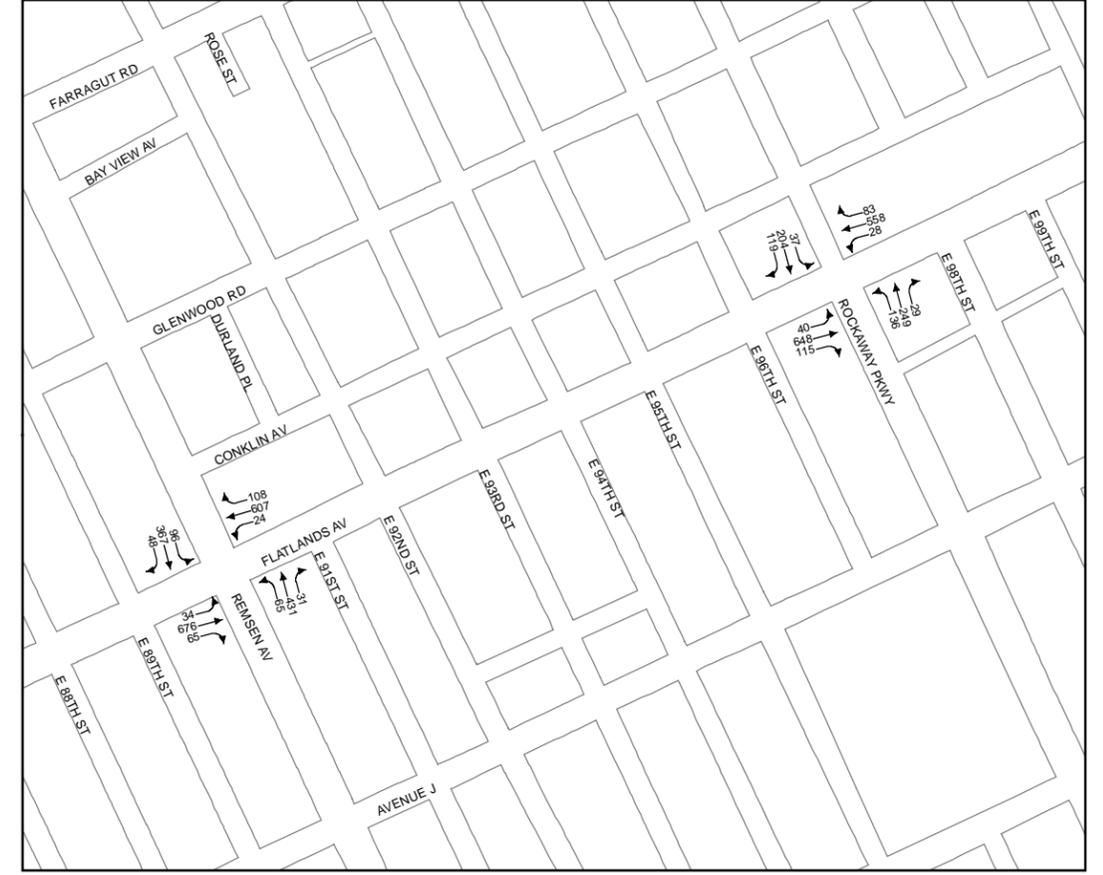
**Pennsylvania Avenue / G. Payne Avenue**



**Fountain Avenue**

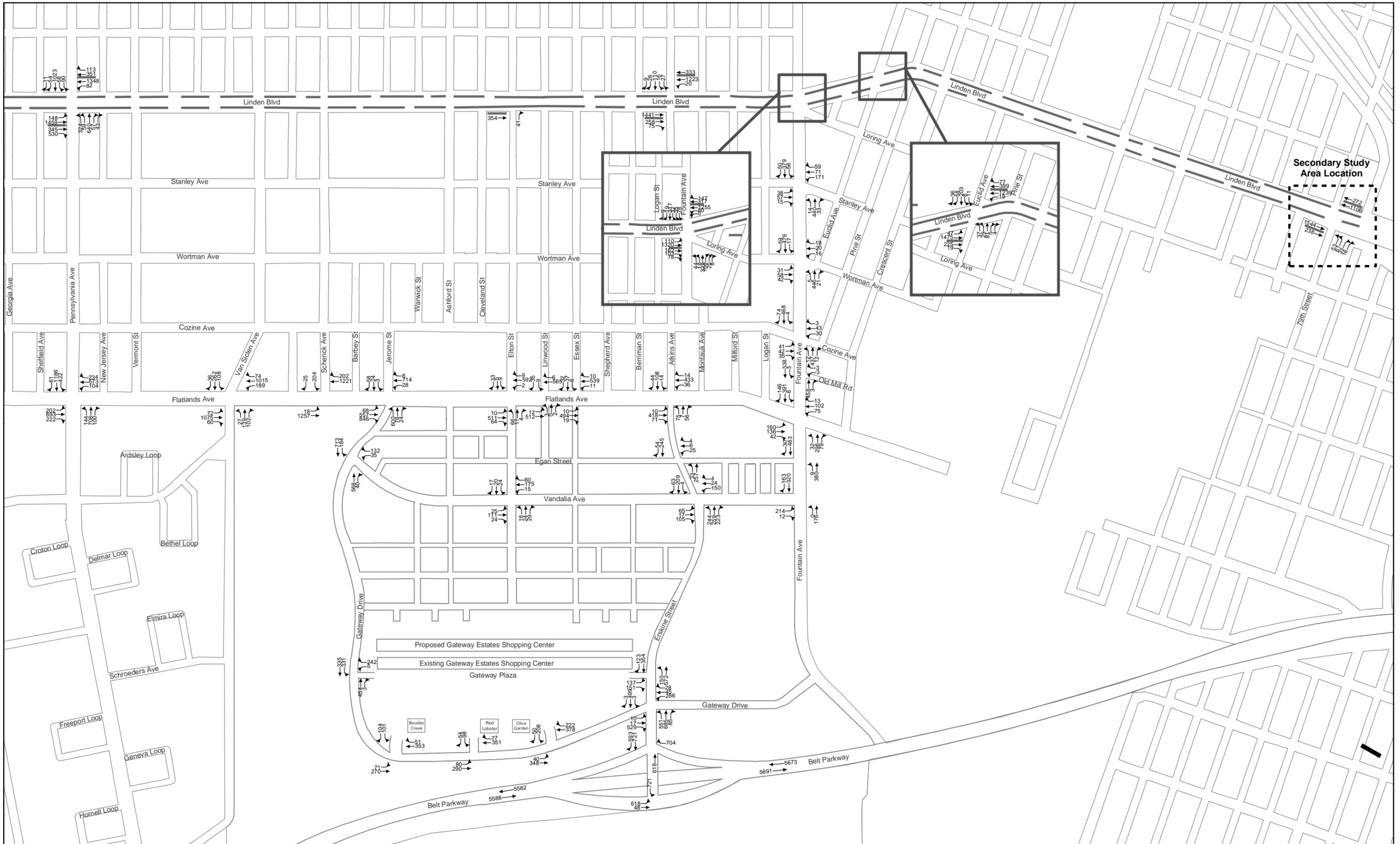


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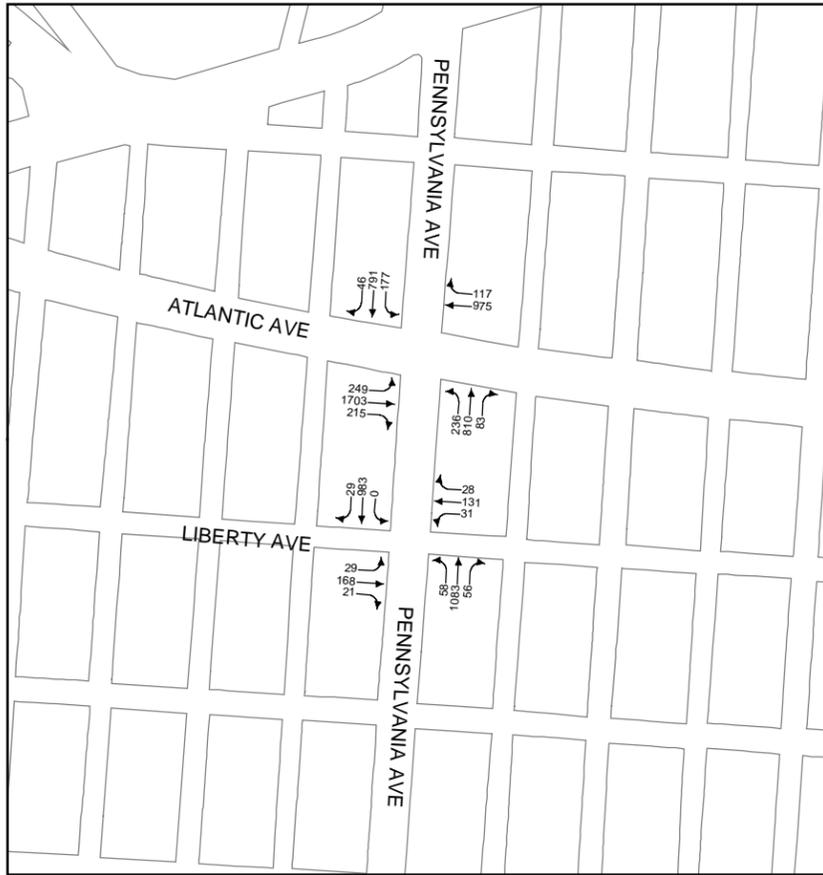


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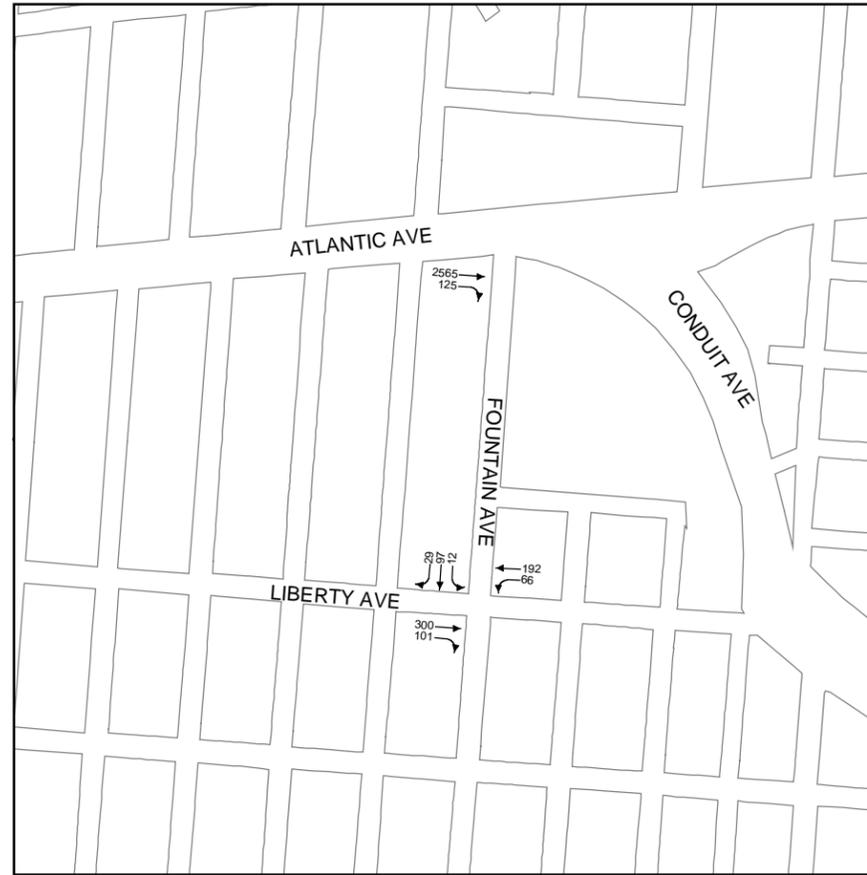




**Pennsylvania Avenue / G. Payne Avenue**



**Fountain Avenue**

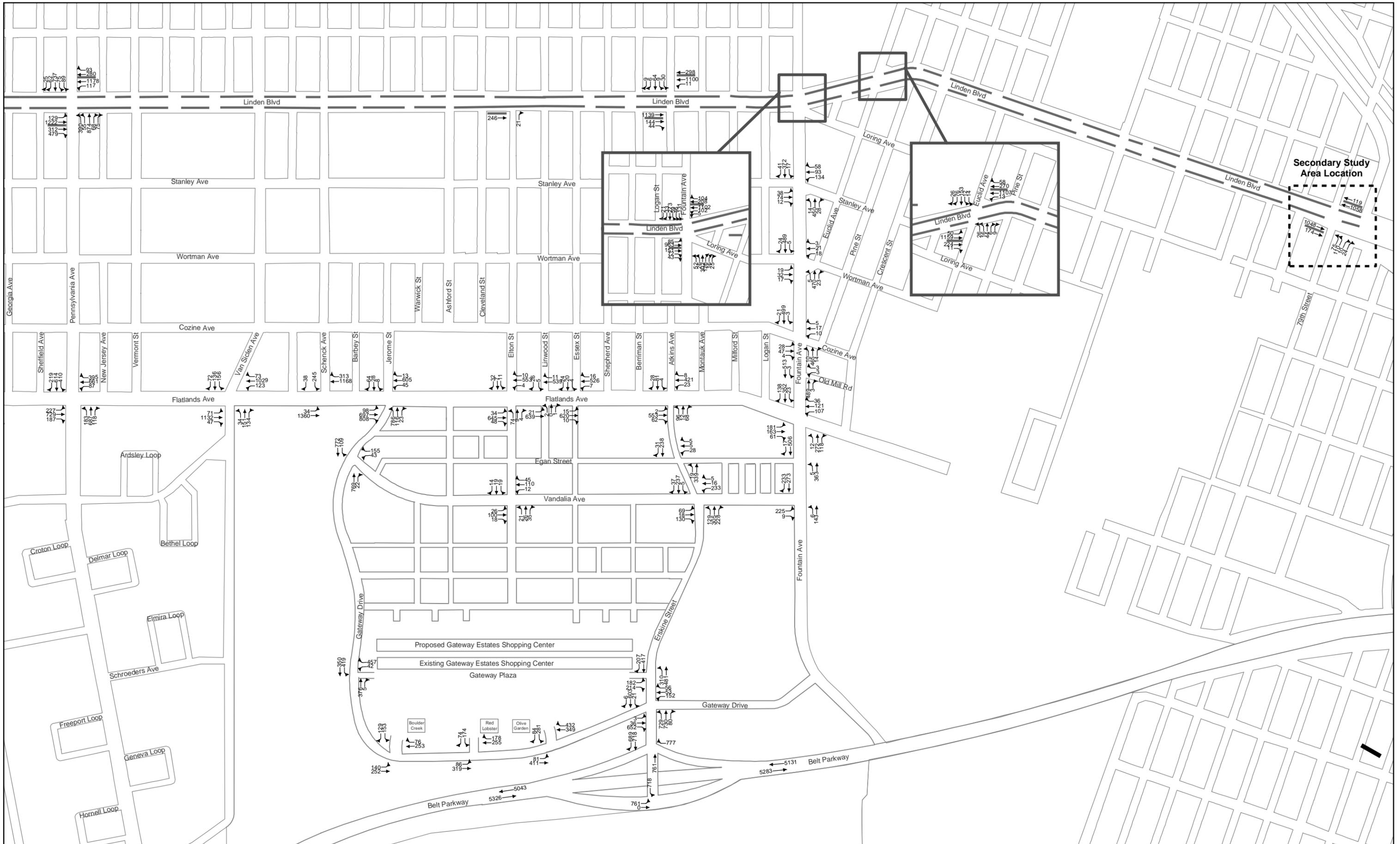


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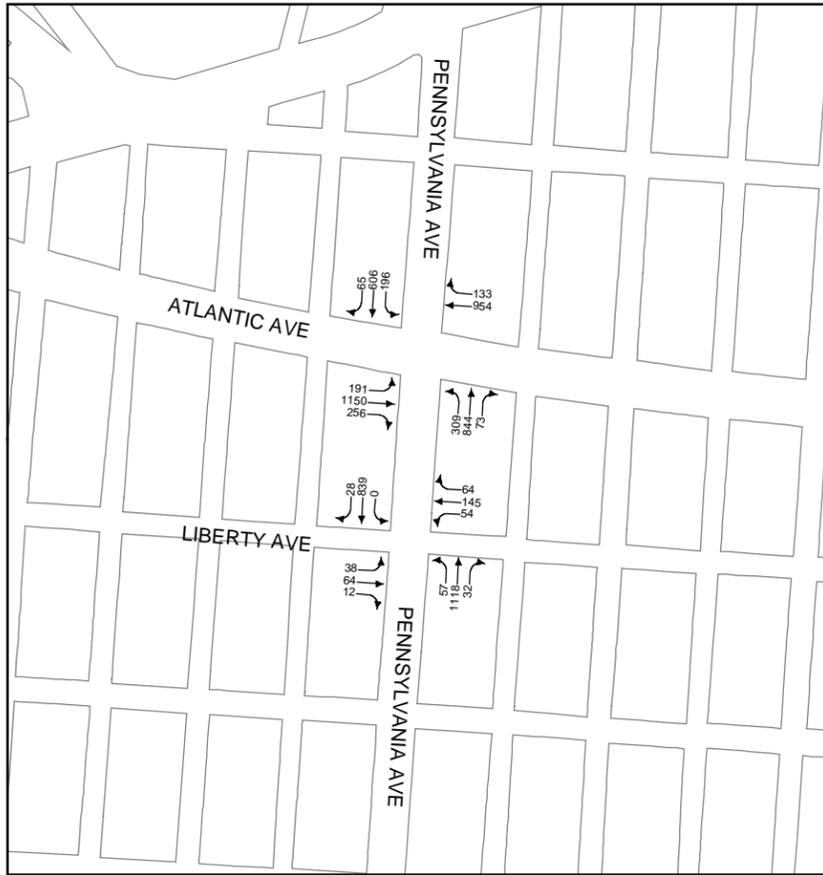


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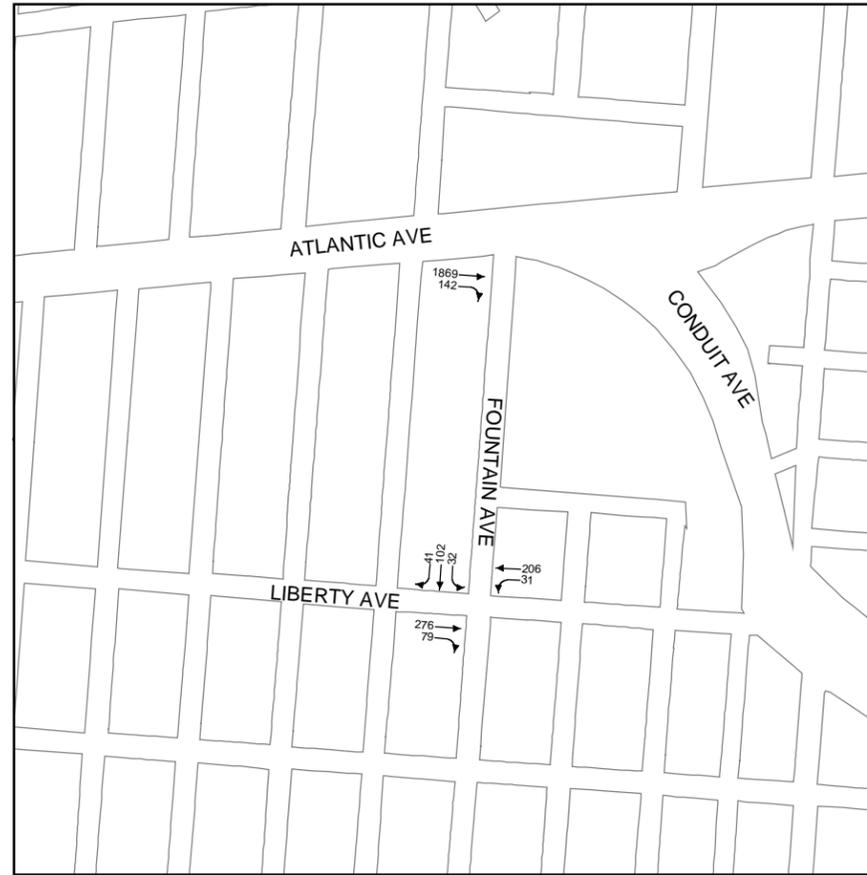




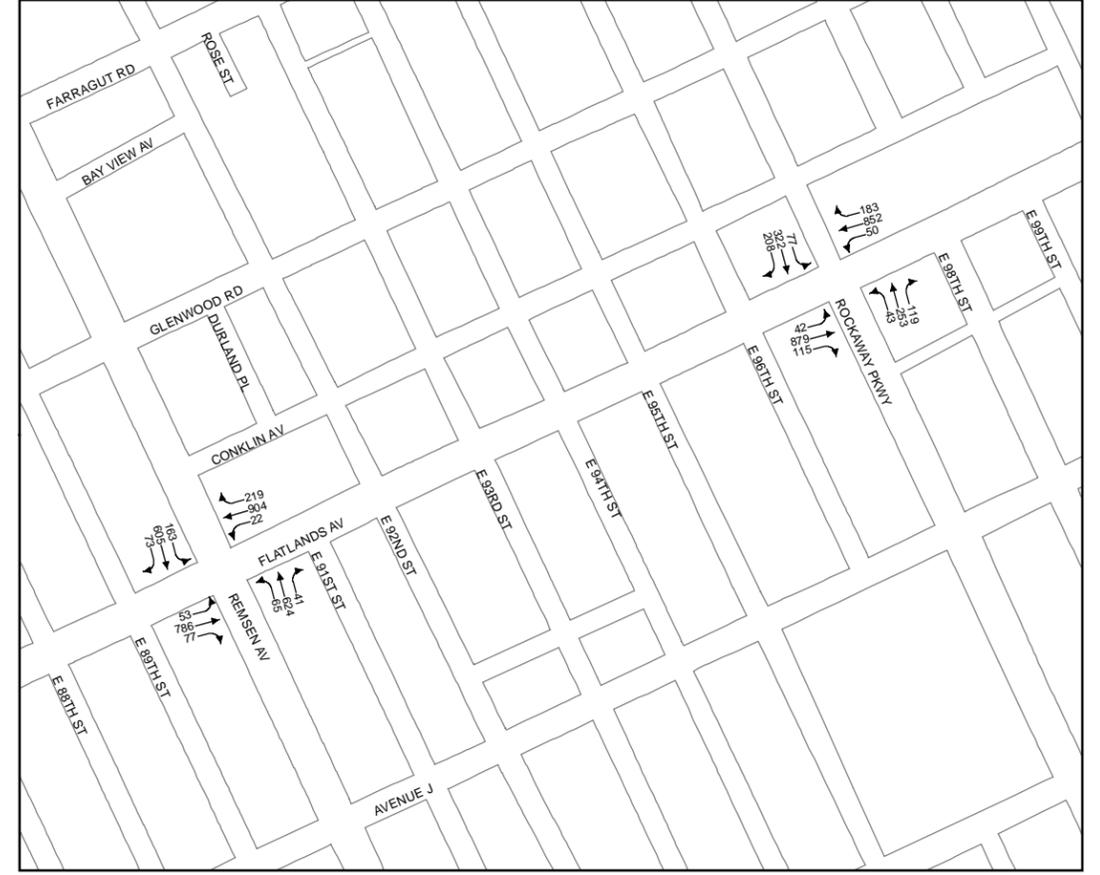
**Pennsylvania Avenue / G. Payne Avenue**



**Fountain Avenue**

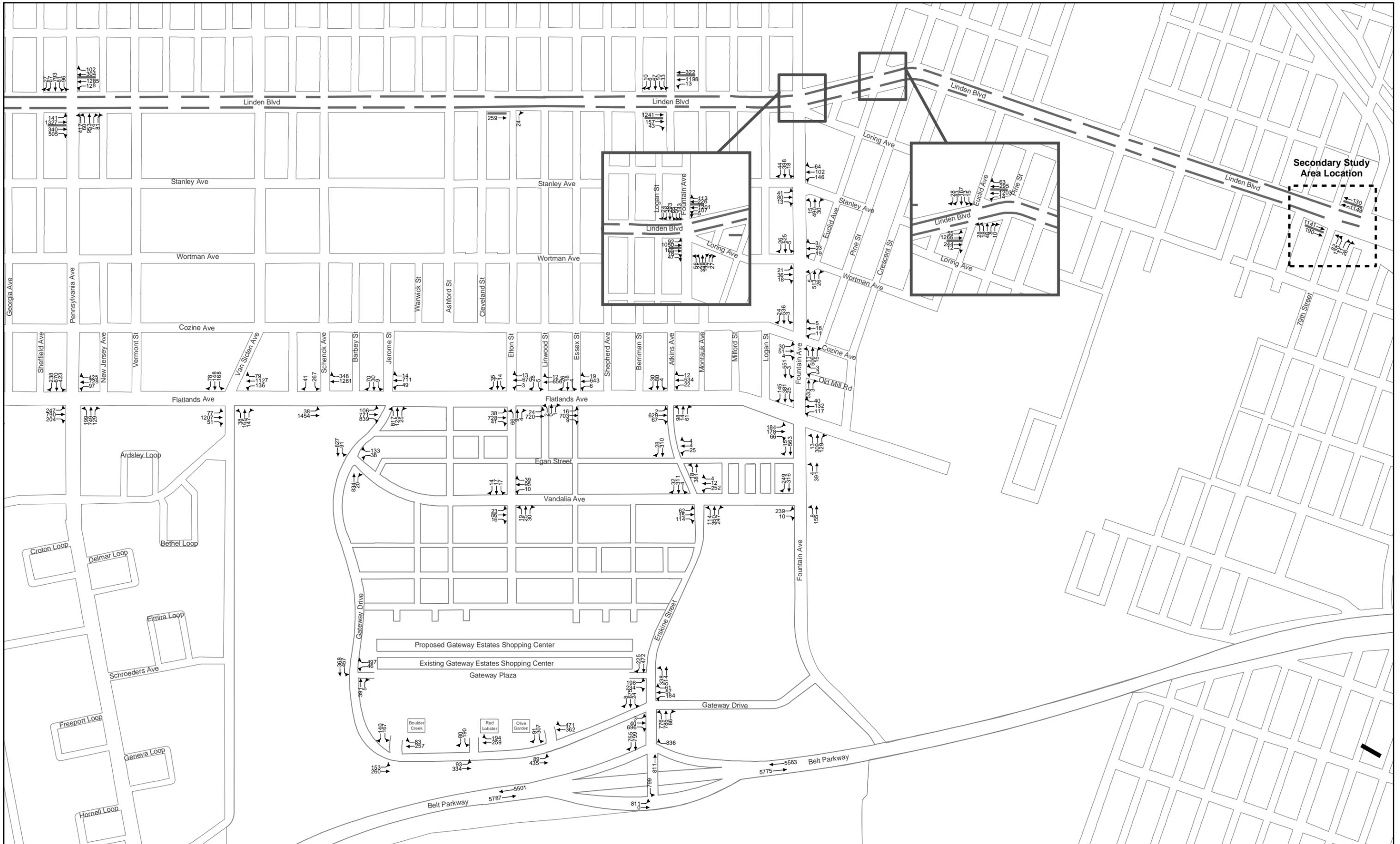


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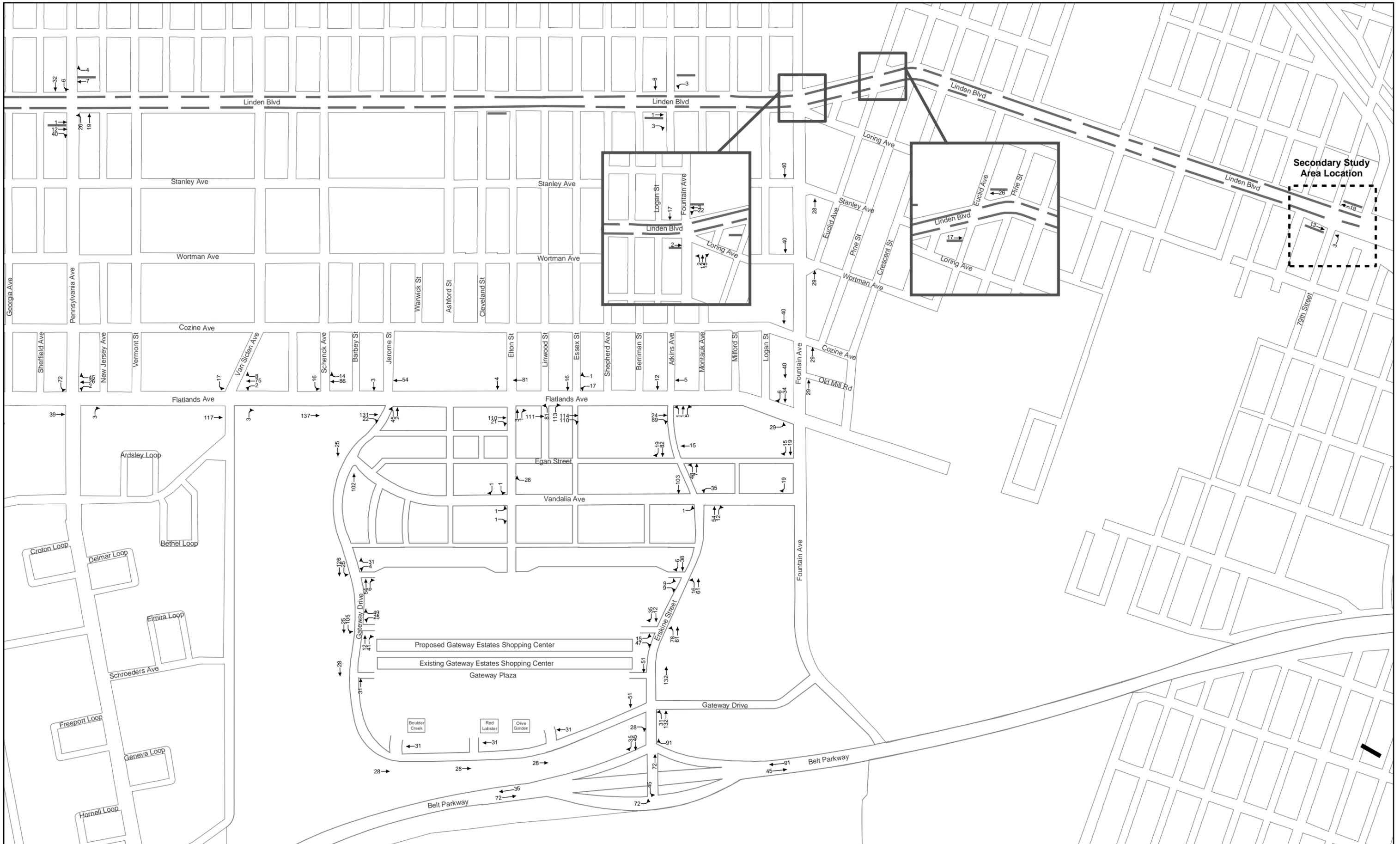


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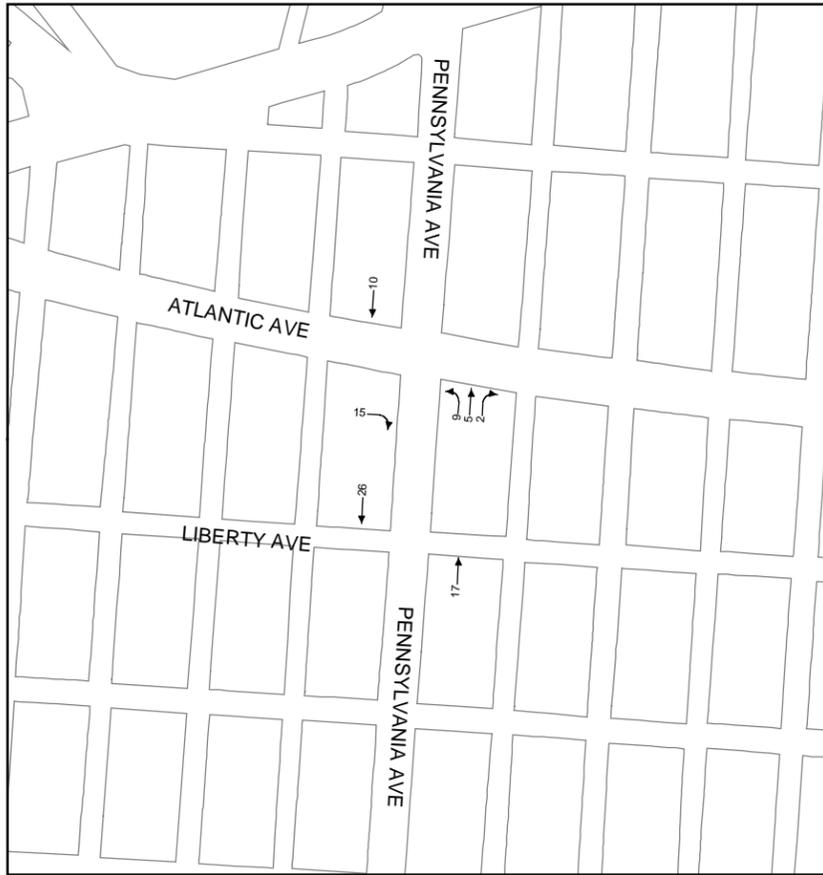




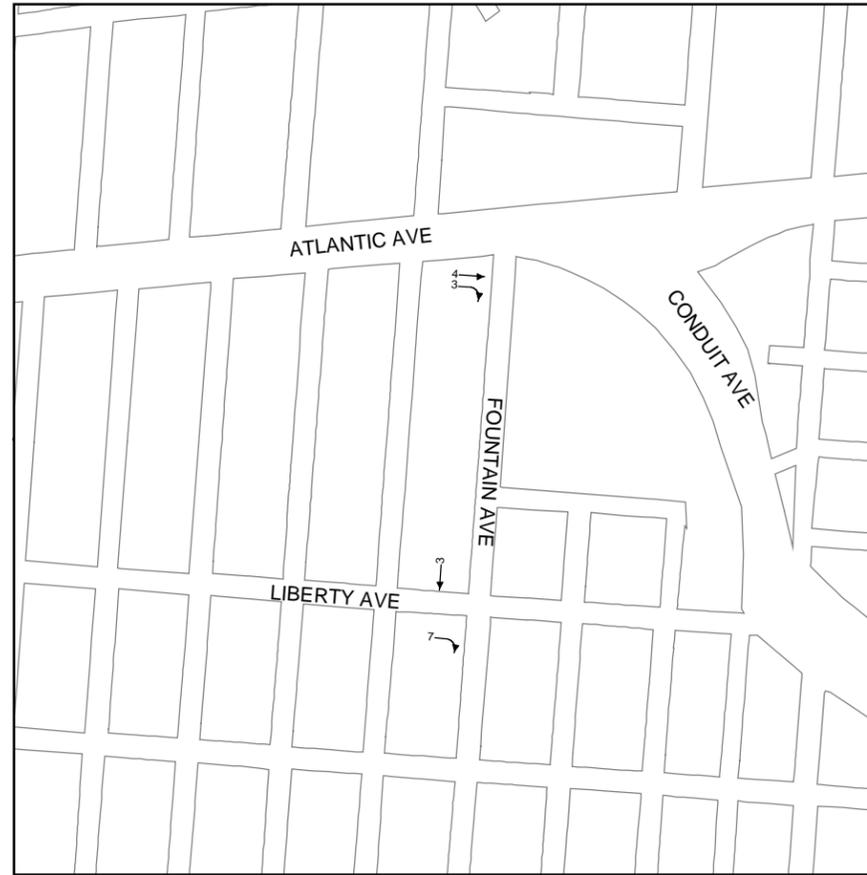




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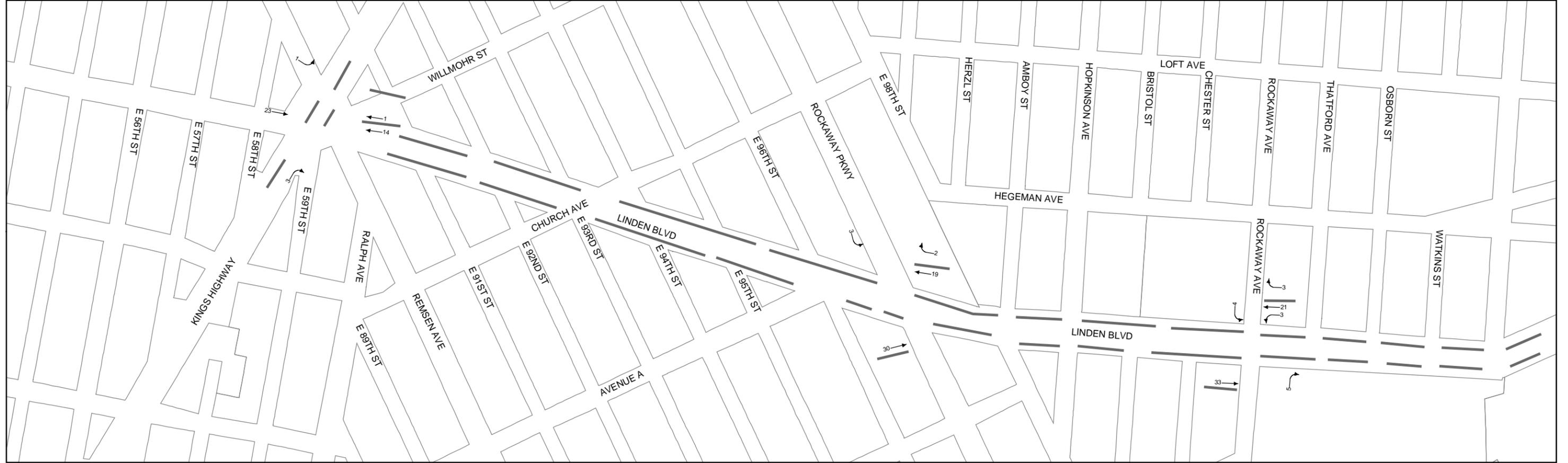
**Fountain Avenue**

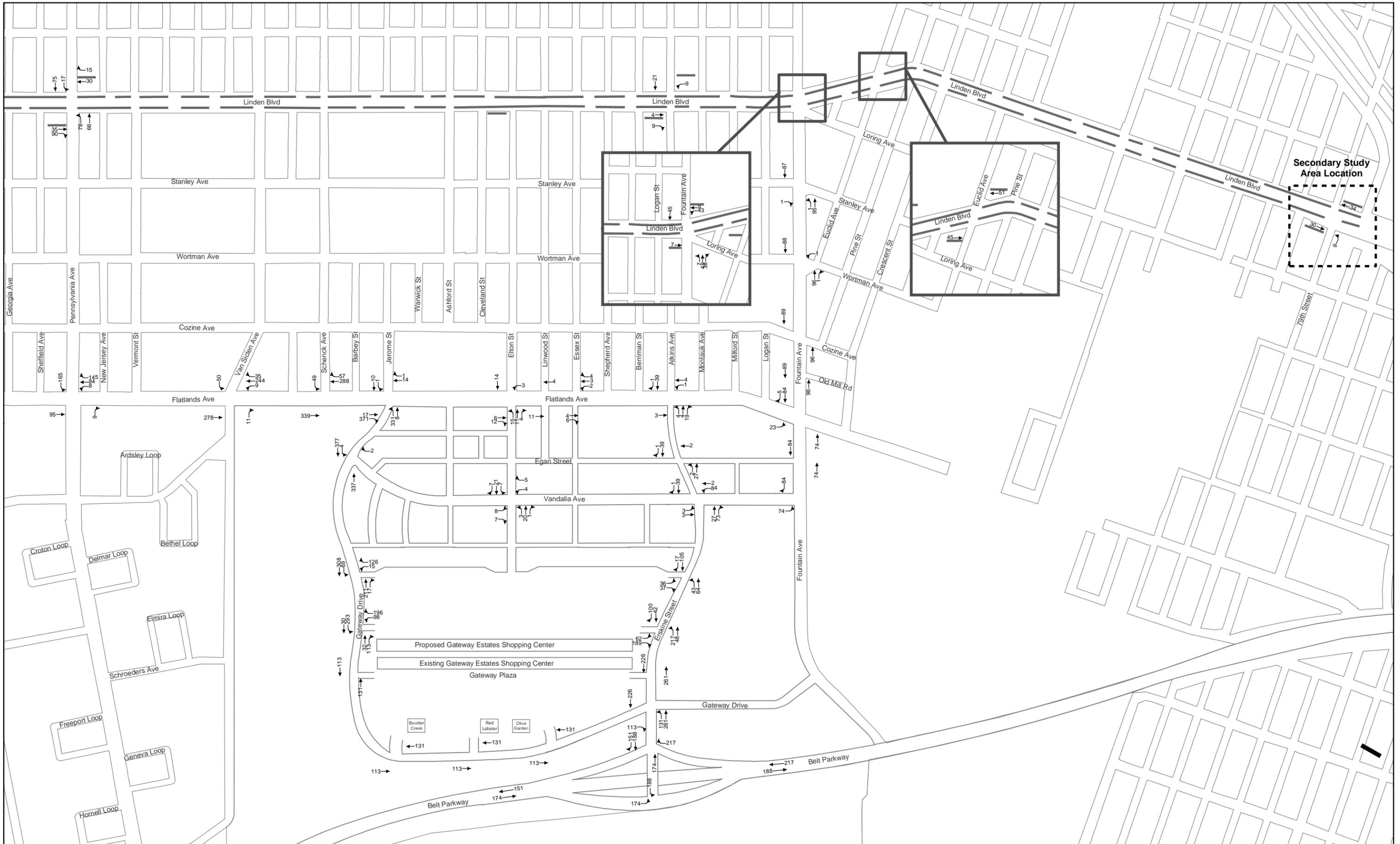


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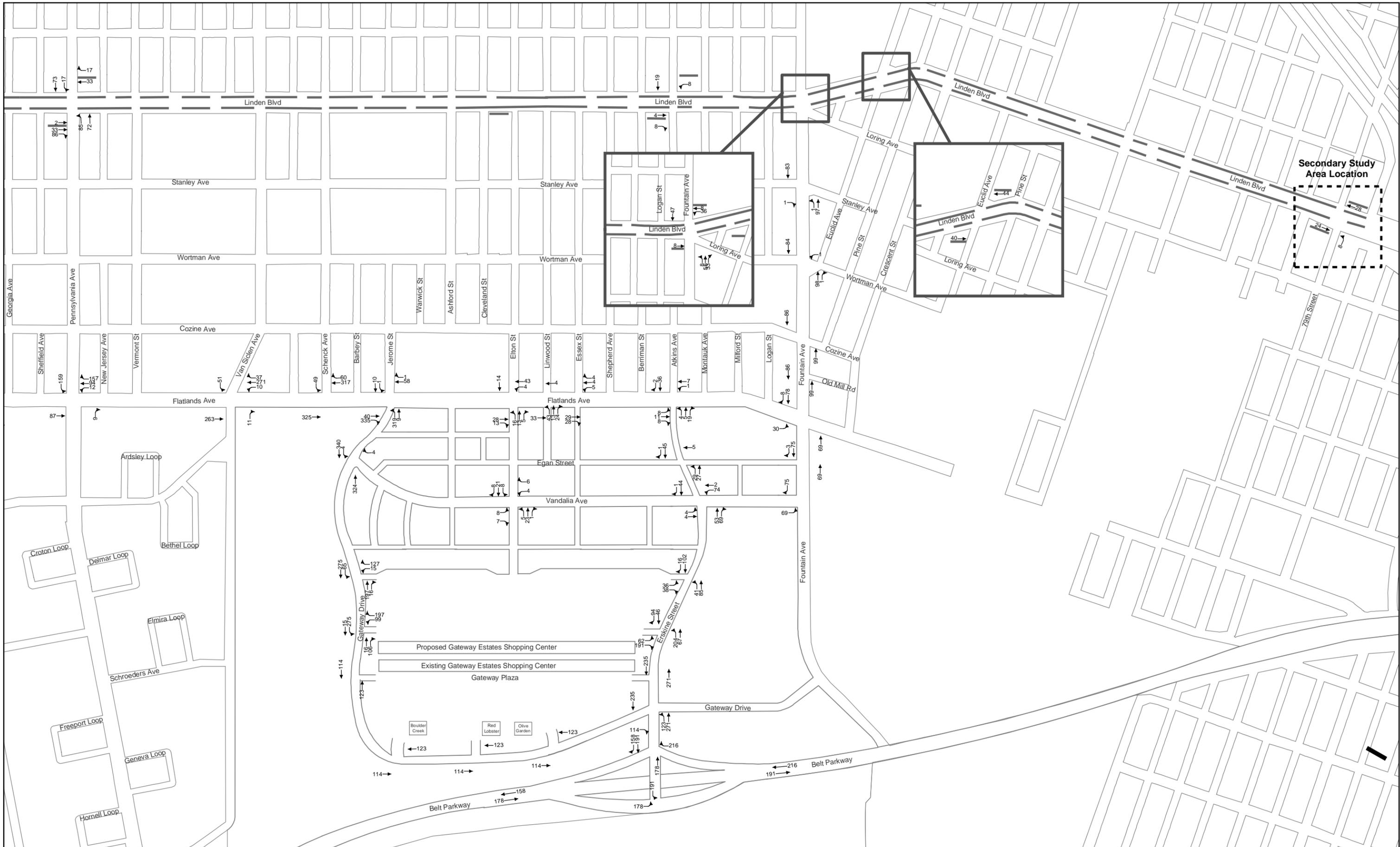


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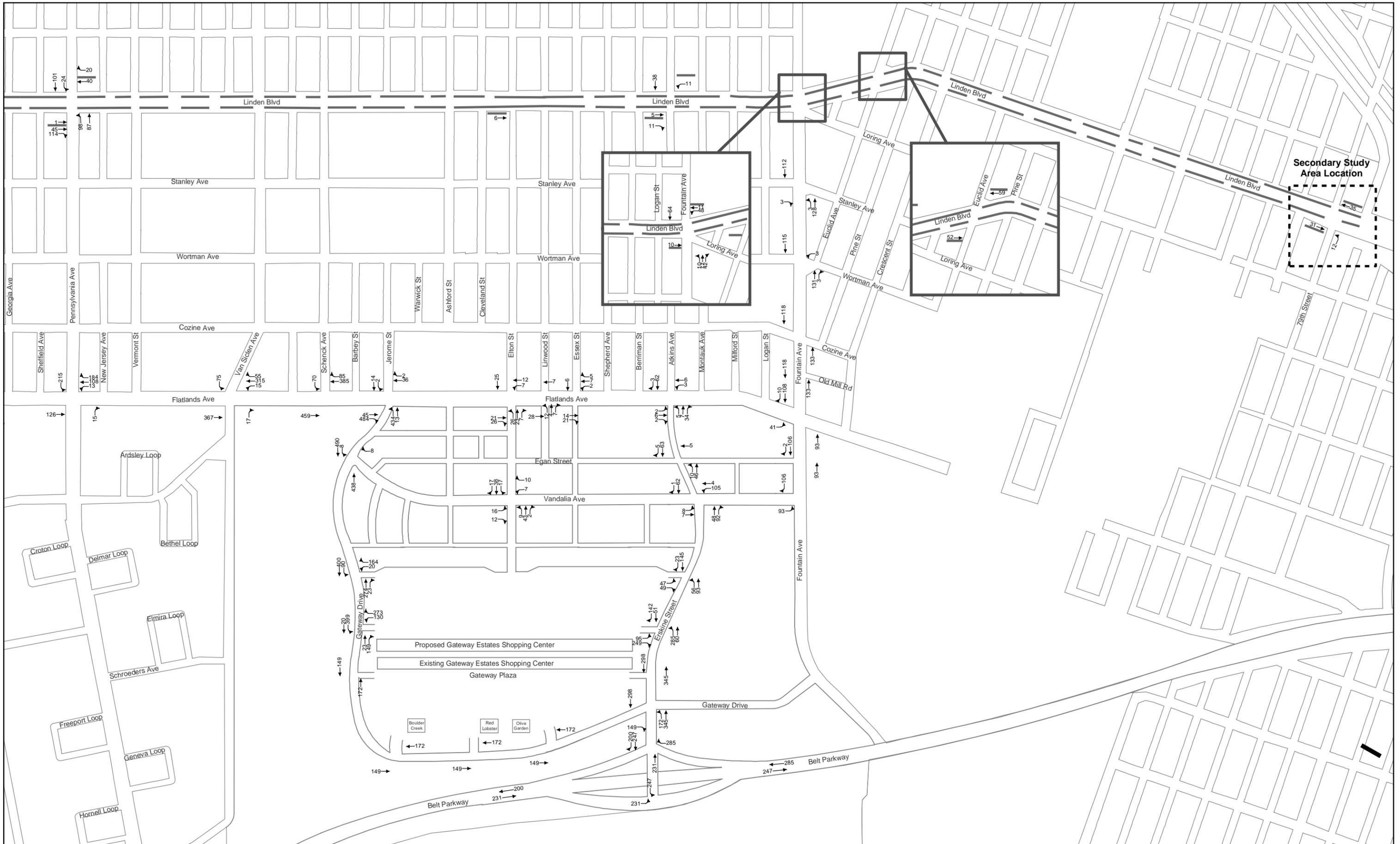




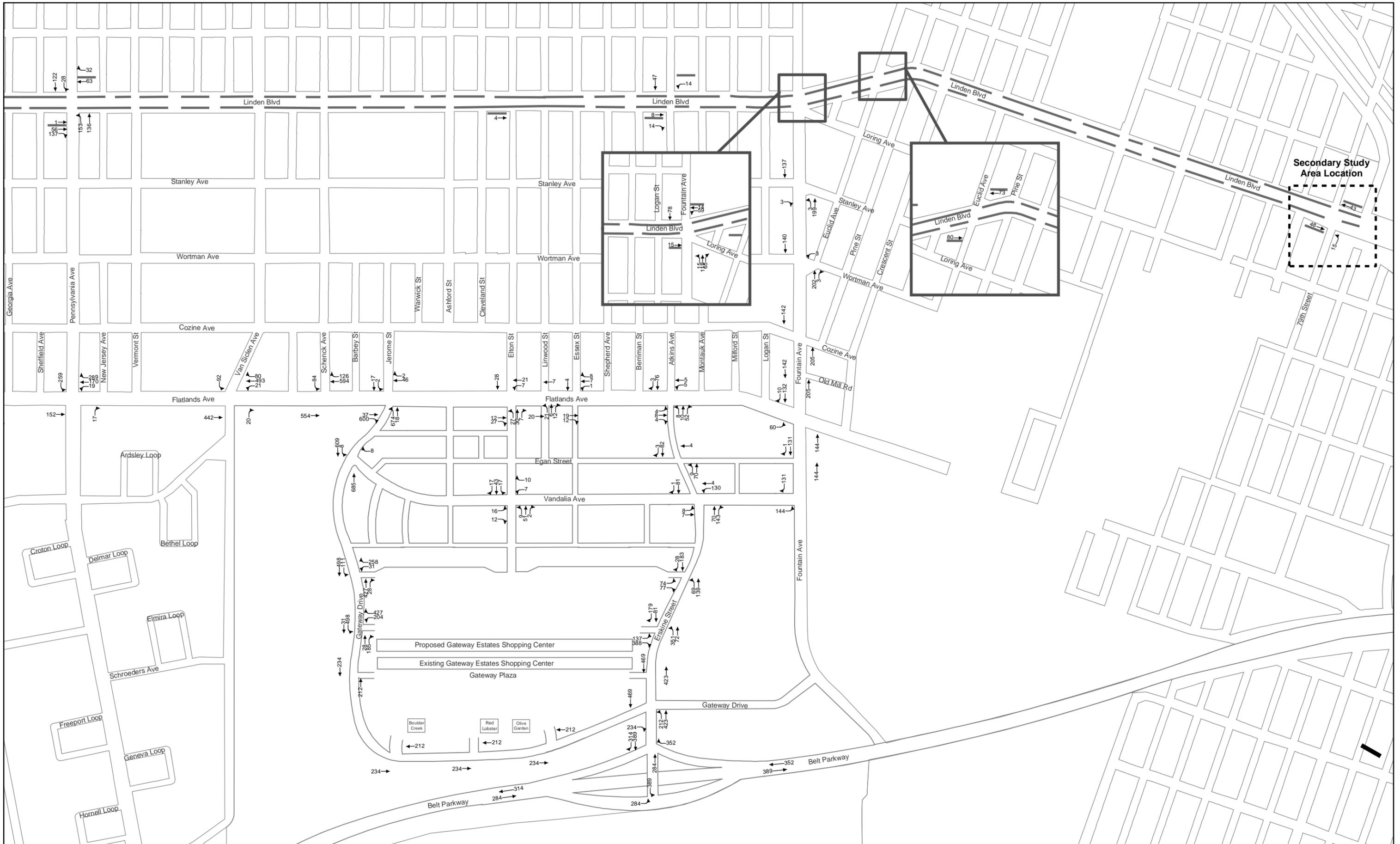




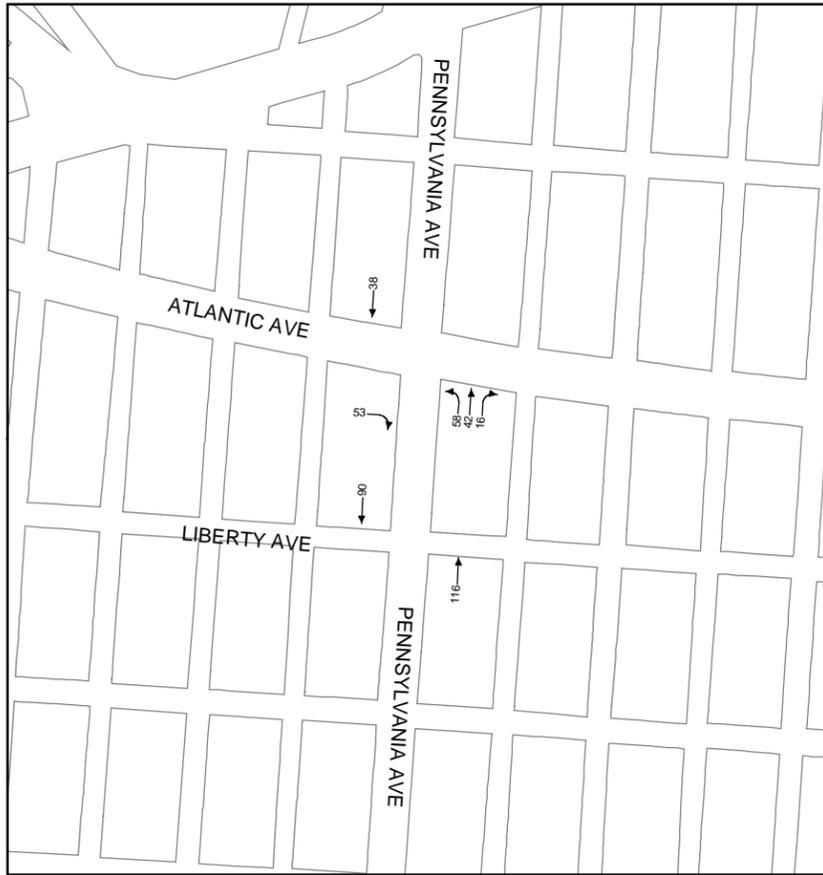




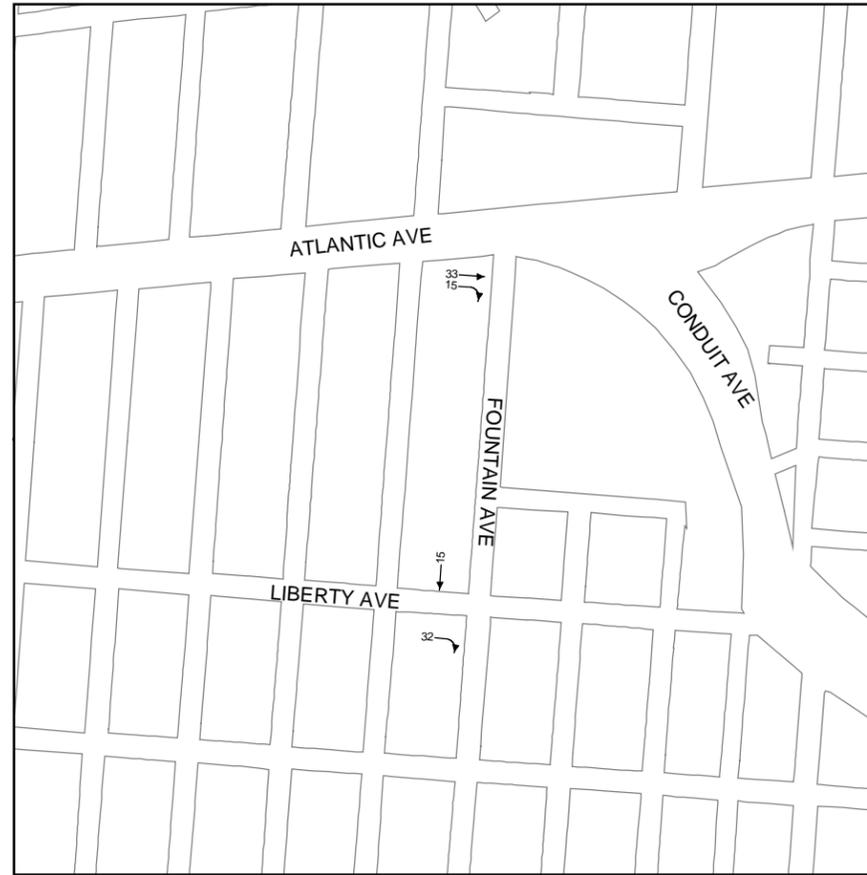




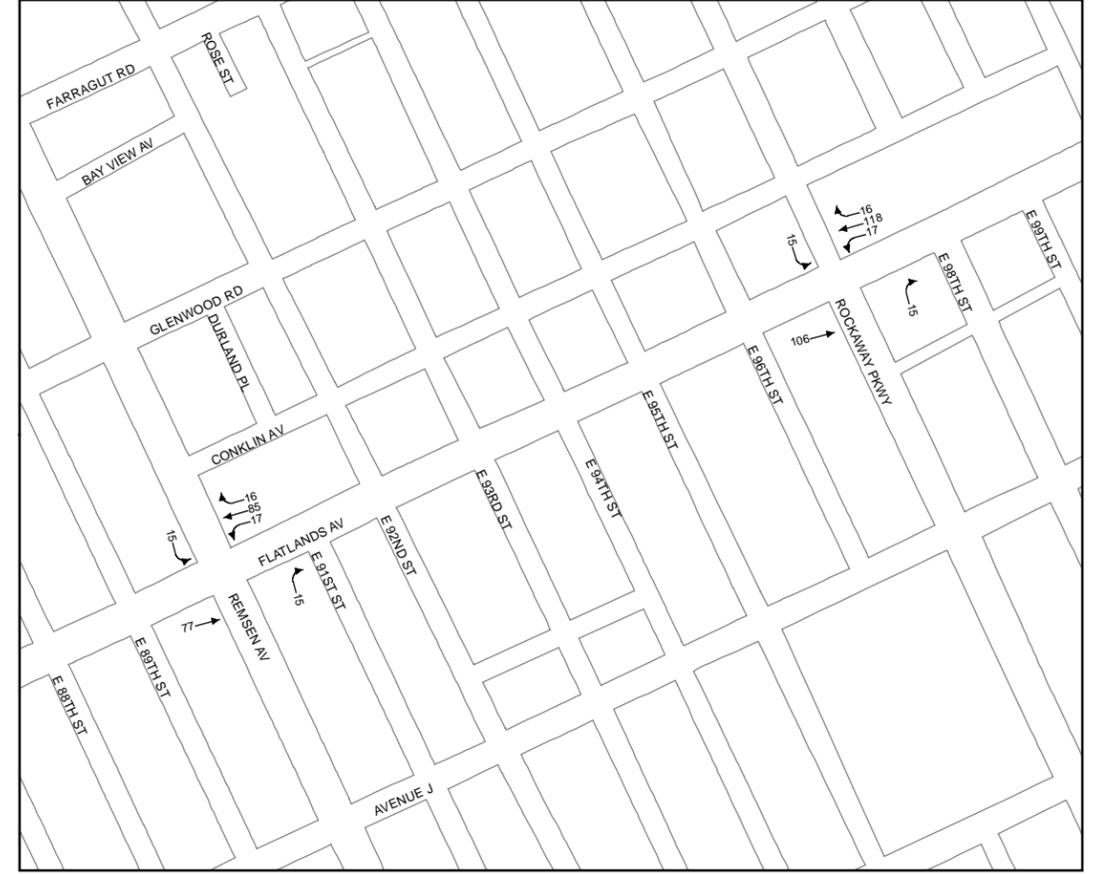
**Pennsylvania Avenue / G. Payne Avenue**



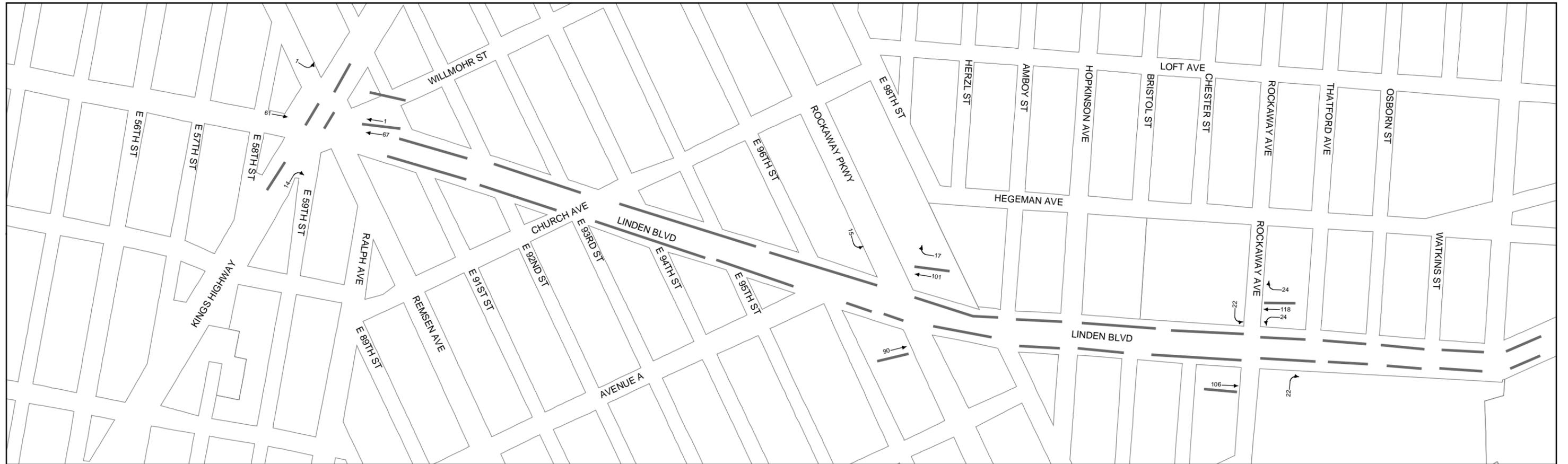
**Fountain Avenue**



**Flatlands Avenue**

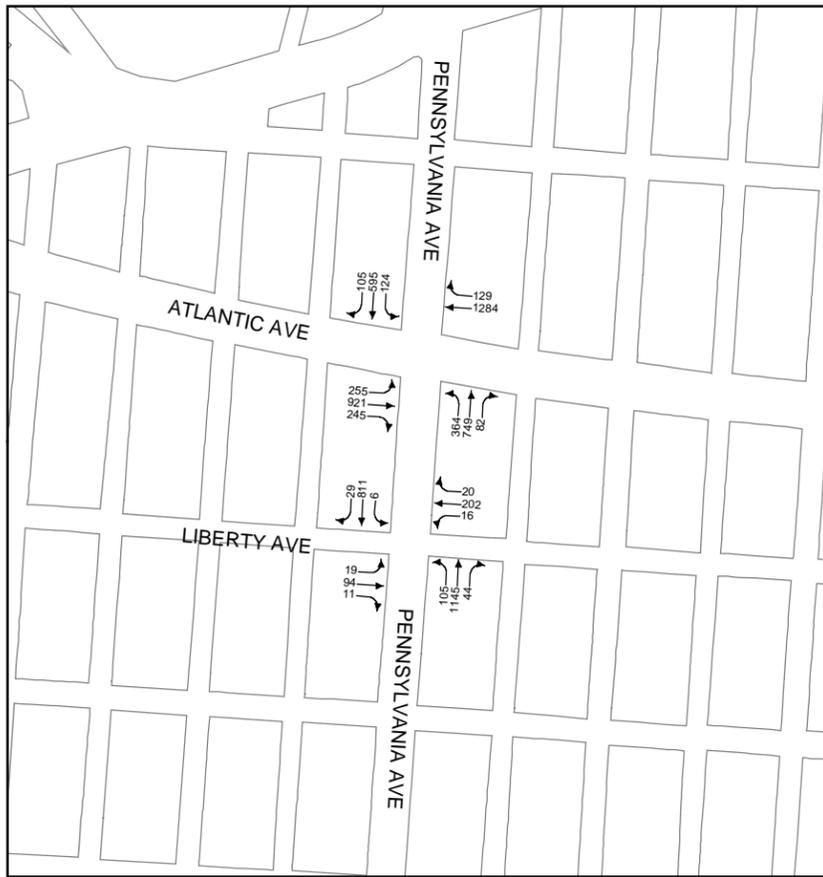


**Linden Boulevard**

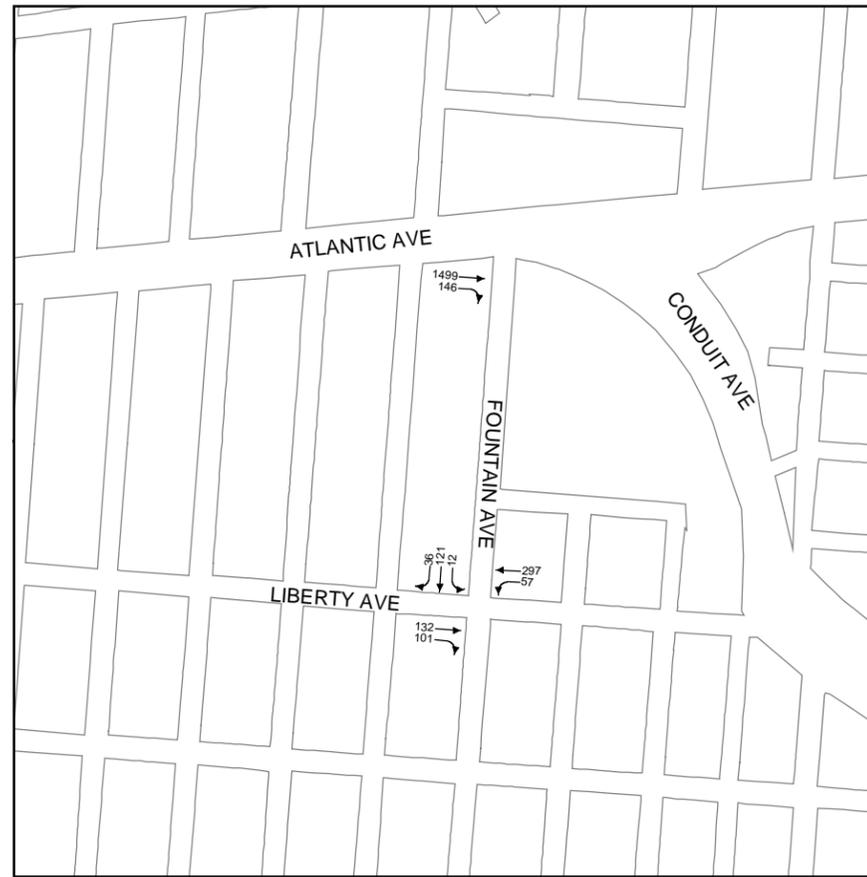




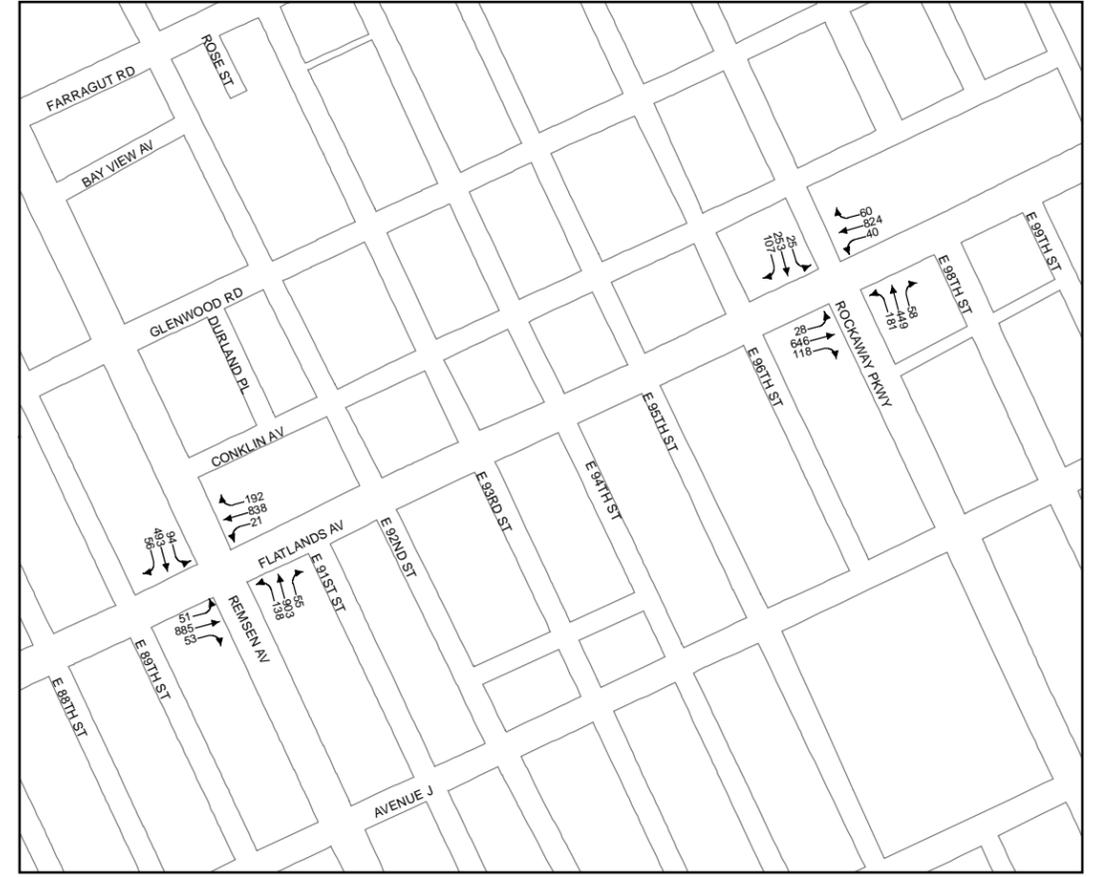
**Pennsylvania Avenue / G. Payne Avenue**



**Fountain Avenue**



**Flatlands Avenue**

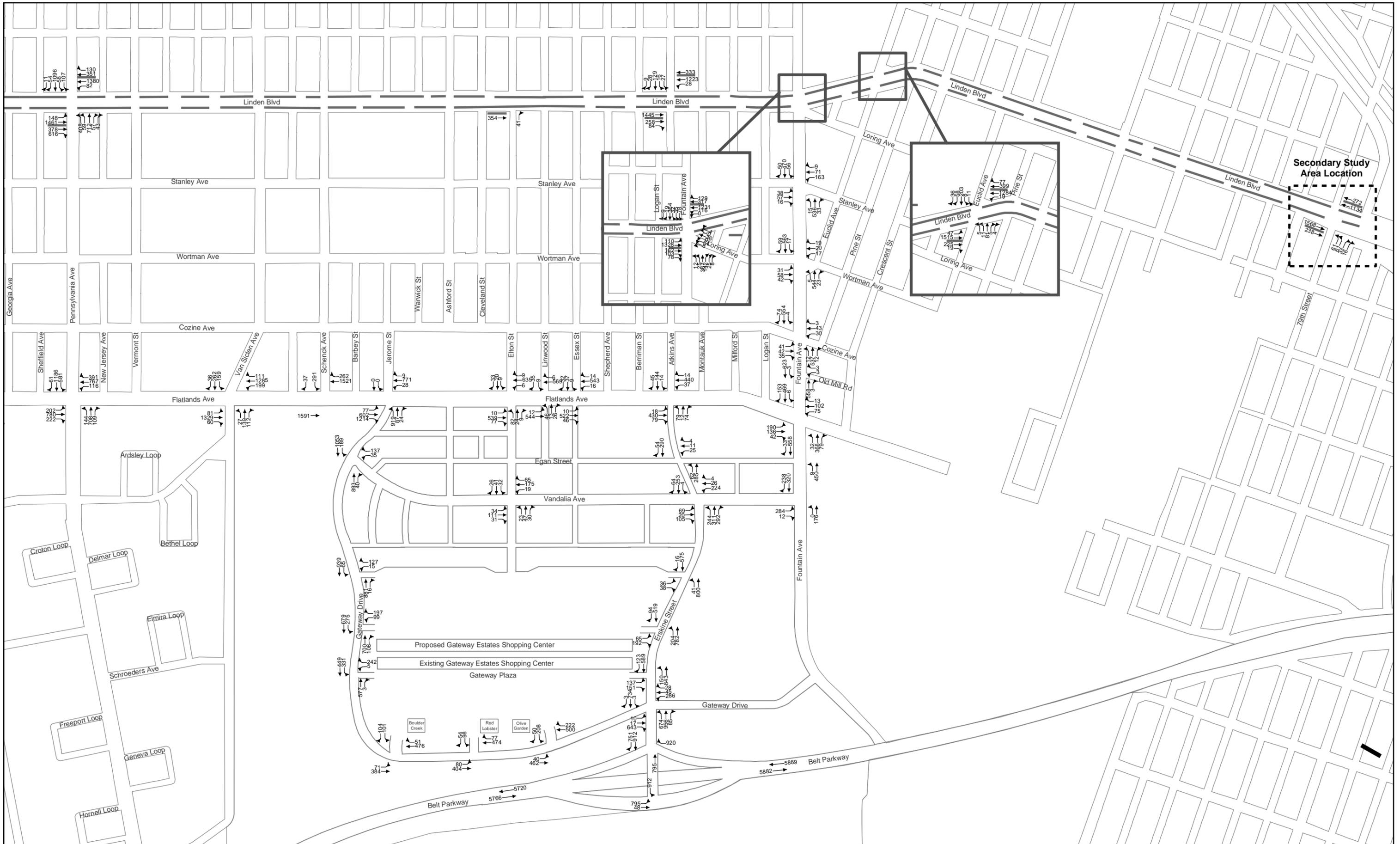


**Linden Boulevard**

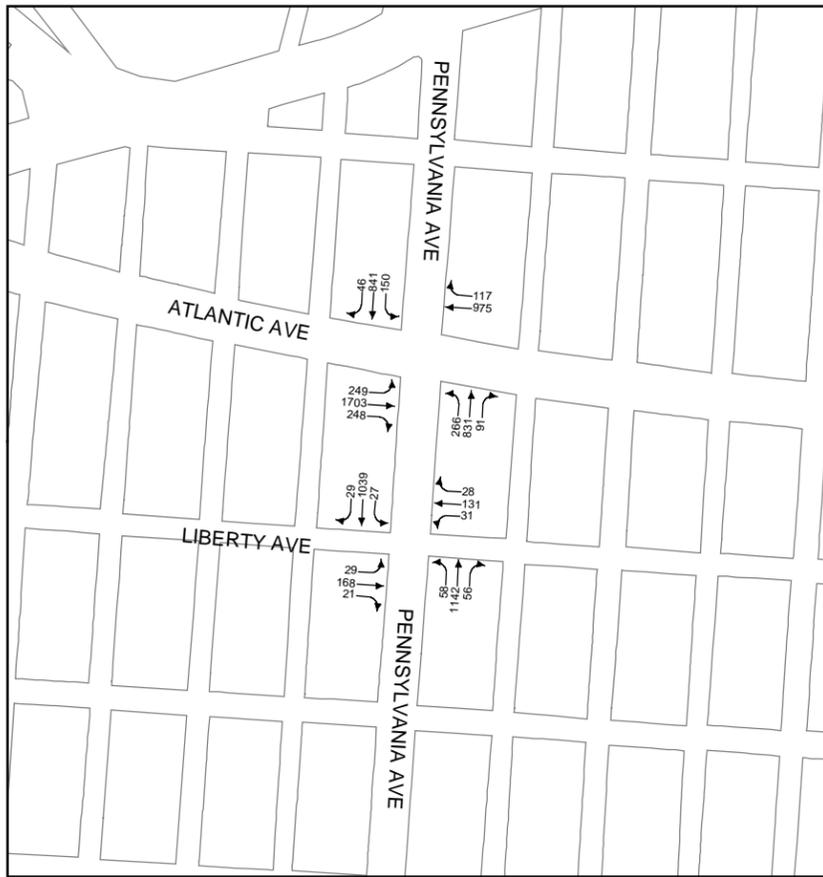




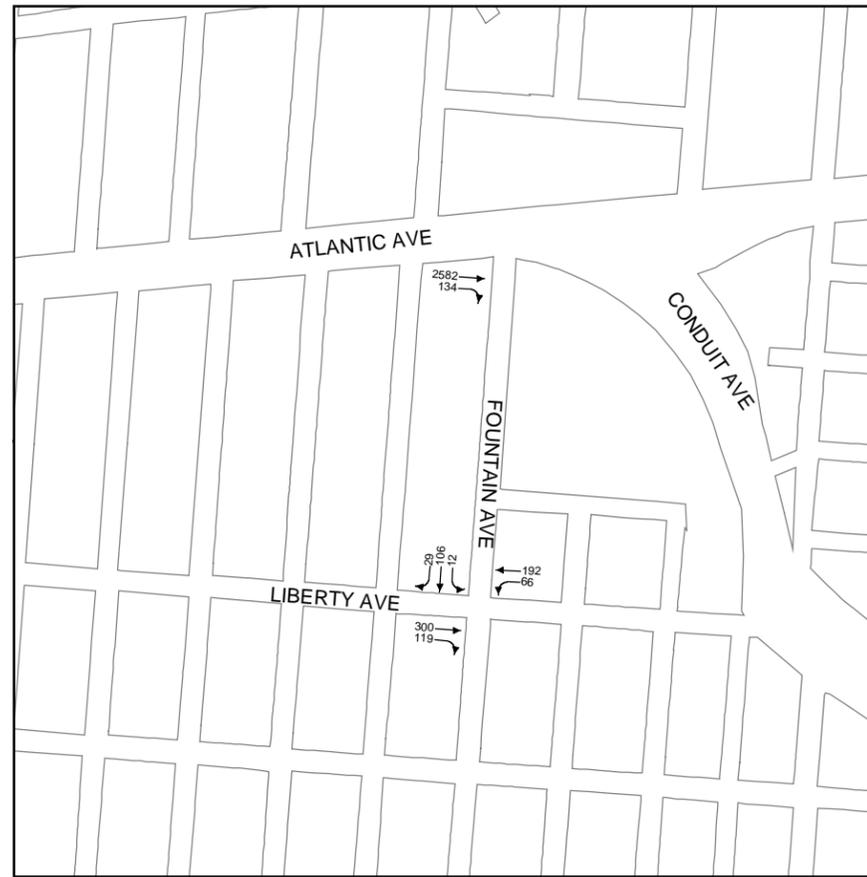




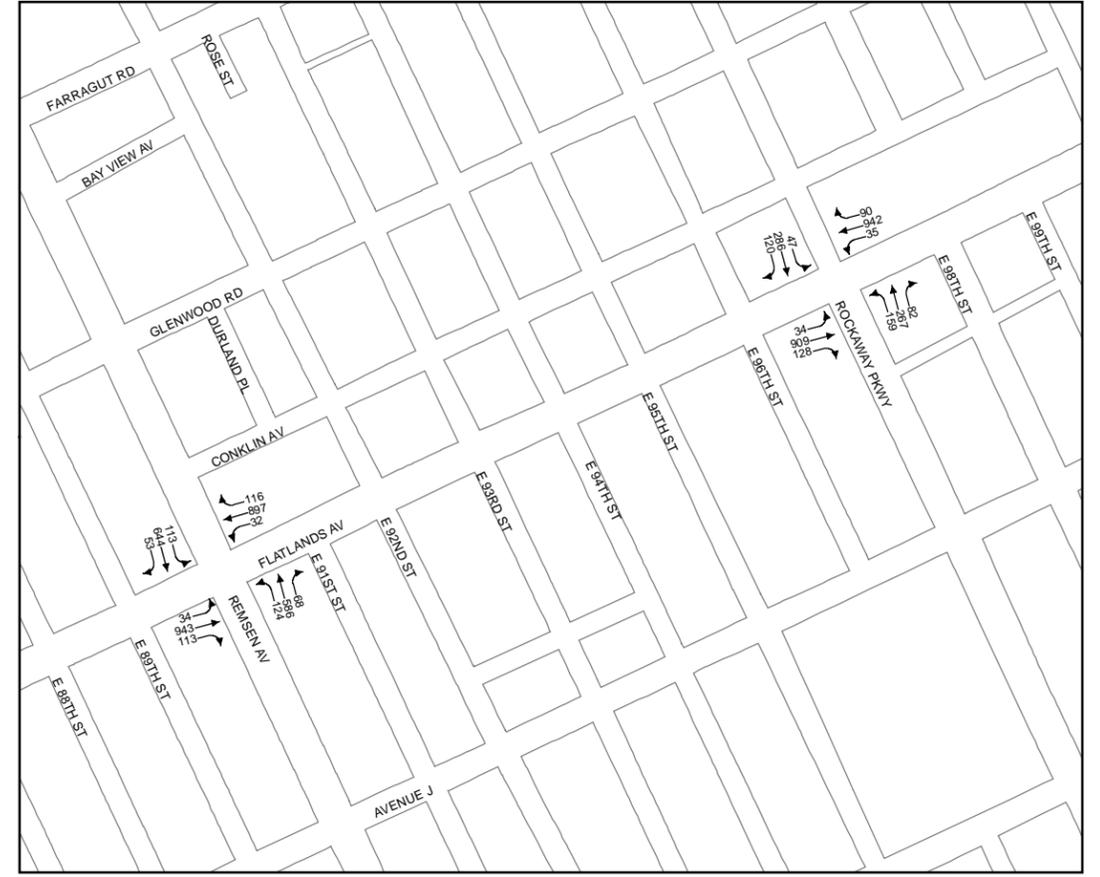
**Pennsylvania Avenue / G. Payne Avenue**



**Fountain Avenue**



**Flatlands Avenue**

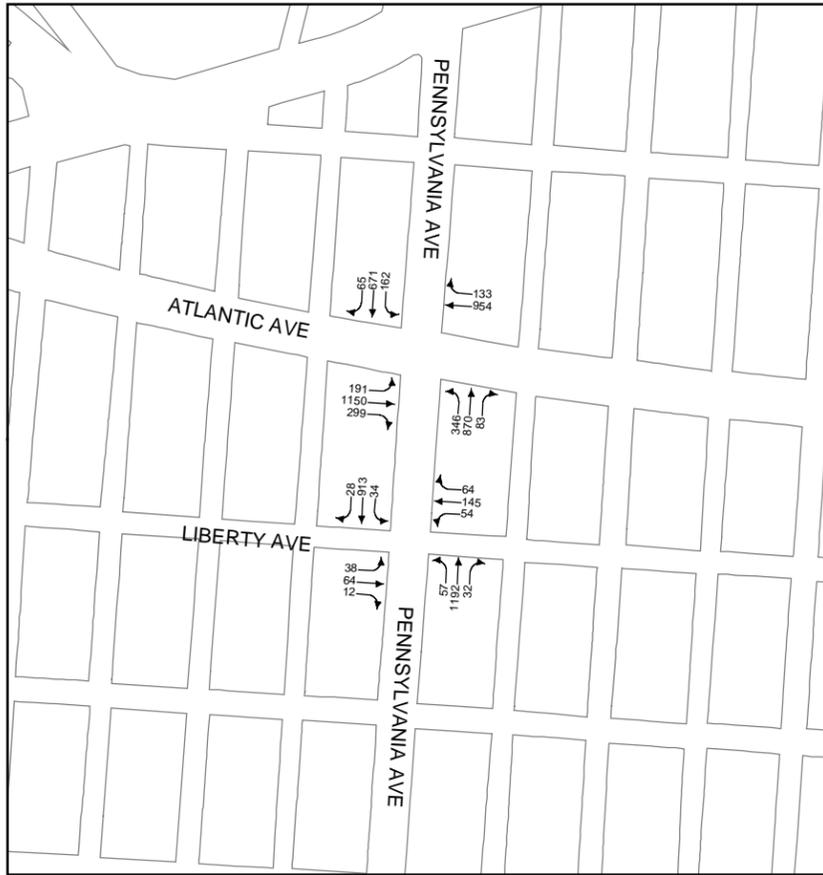


**Linden Boulevard**

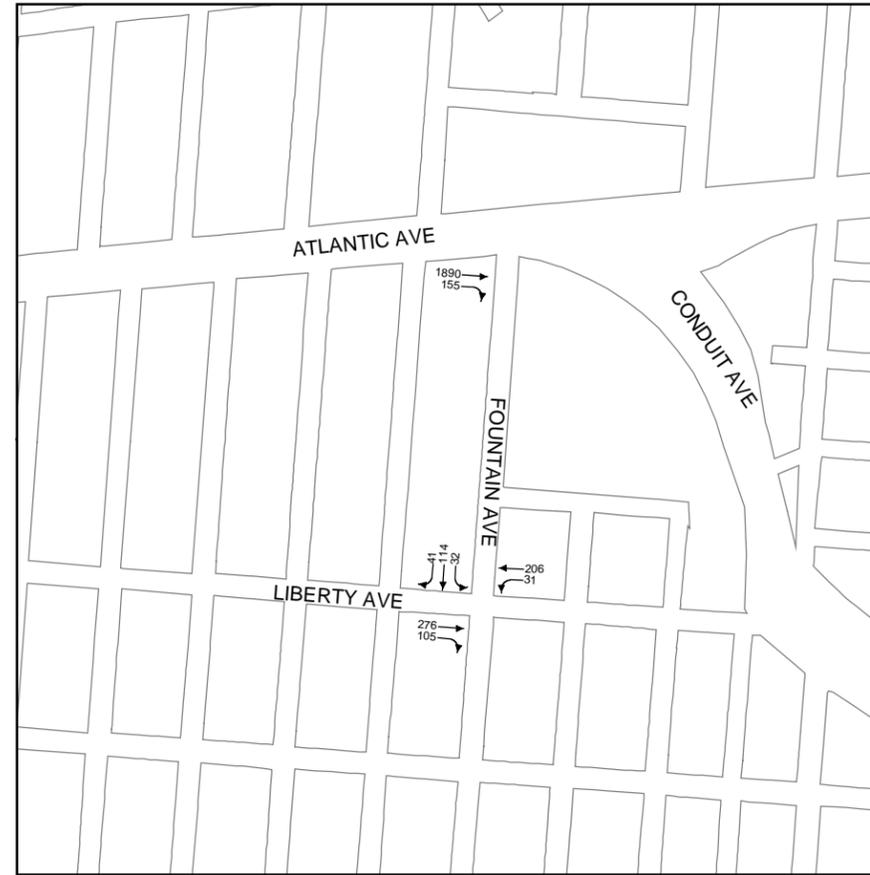




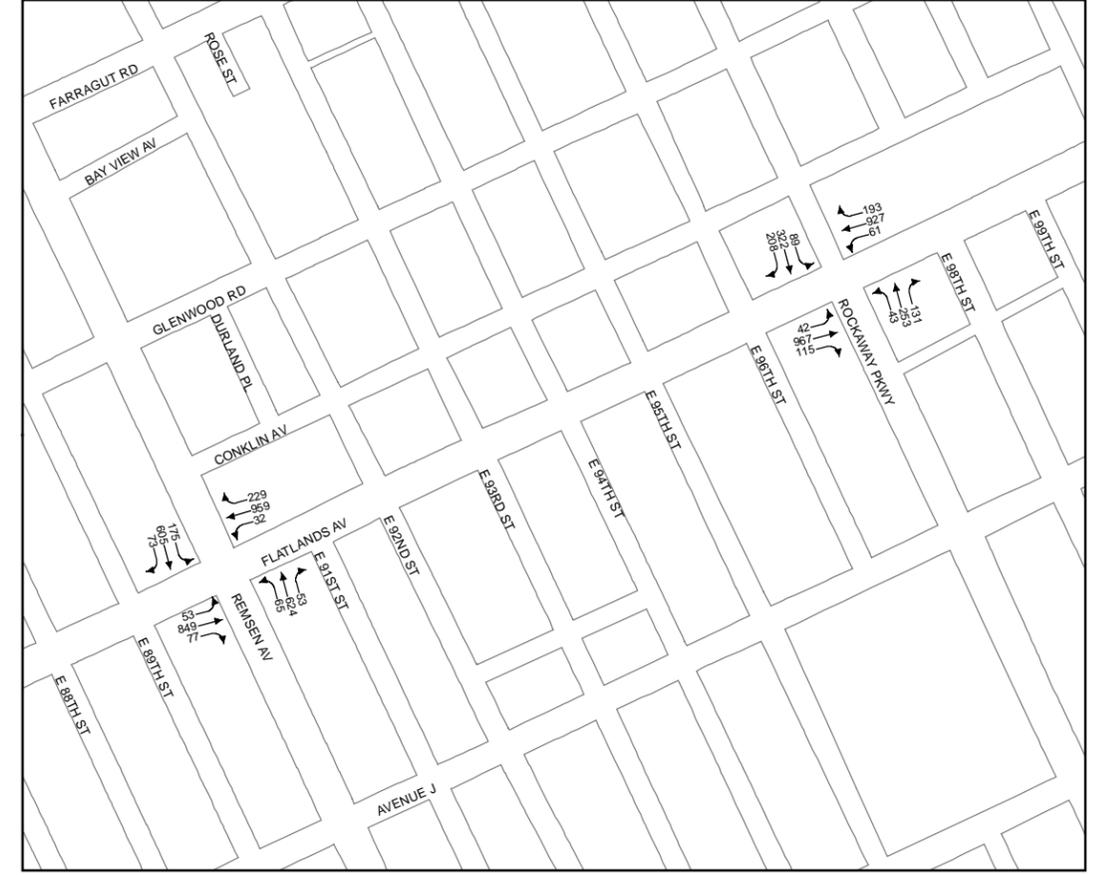
**Pennsylvania Avenue / G. Payne Avenue**



**Fountain Avenue**

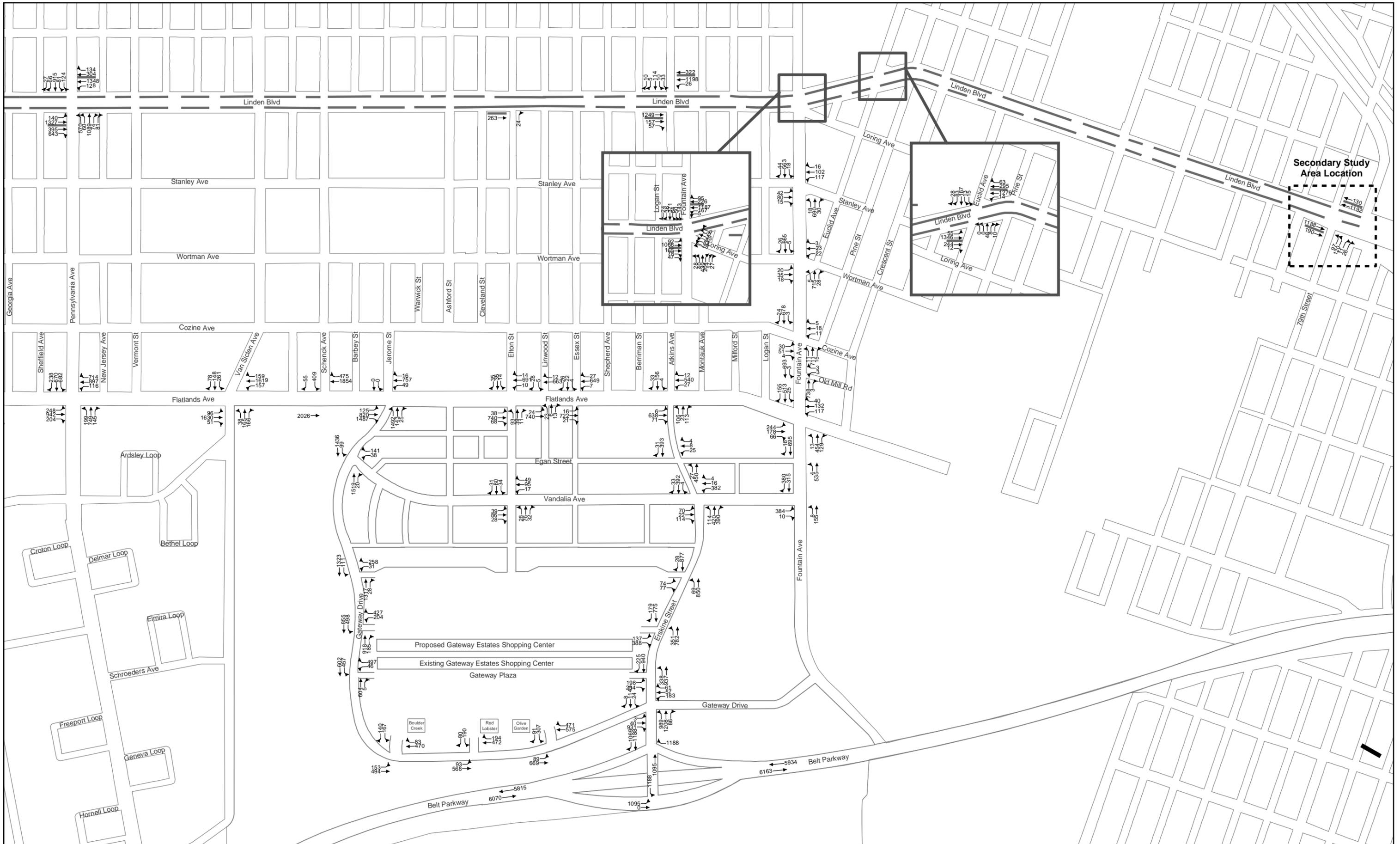


**Flatlands Avenue**

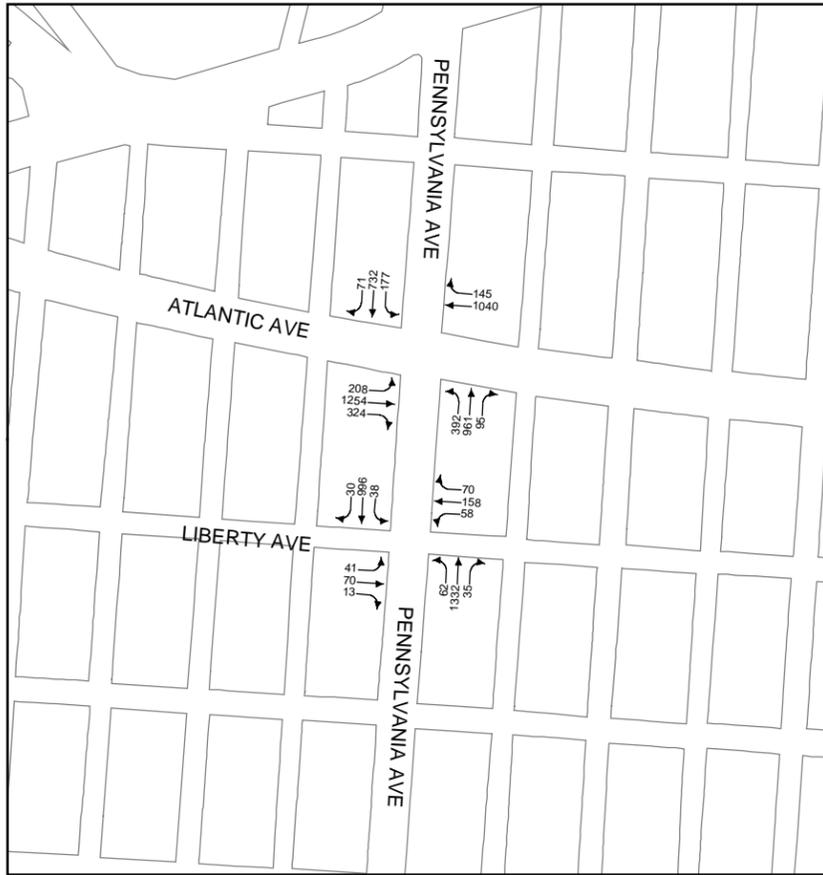


**Linden Boulevard**

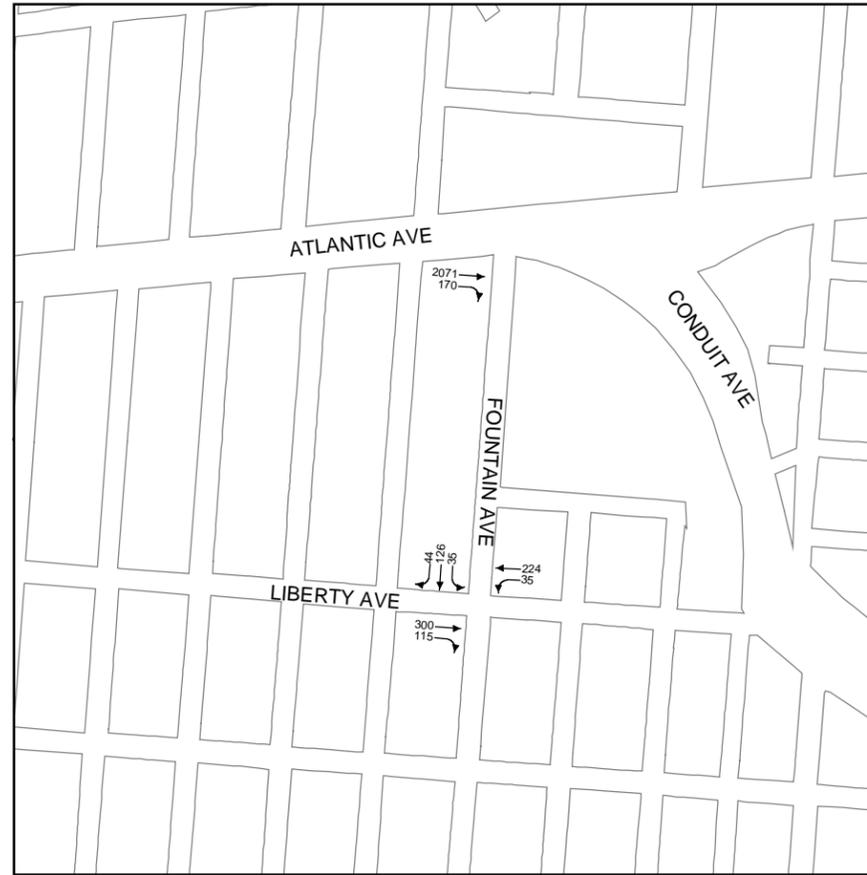




**Pennsylvania Avenue / G. Payne Avenue**



**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	
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>									
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
	WB	T	0.02	25.5	C	T	0.03	25.5	C
		R	0.07	6.5	A	R	0.45	9.5	A
		TR	0.04	25.7	C	TR	0.15	26.8	C
<b>Overall Intersection</b>		-	<b>0.15</b>	<b>15.2</b>	<b>B</b>	-	<b>0.43</b>	<b>21.7</b>	<b>C</b>
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>									
Fountain Avenue	NB	LTR	0.32	25.9	C	LTR	0.68	34.3	C
		SB	LTR	0.18	21.3	C	LTR	0.39	23.7
Flatlands Avenue	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
<b>Overall Intersection</b>		-	<b>0.25</b>	<b>18.5</b>	<b>B</b>	-	<b>0.49</b>	<b>23.6</b>	<b>C</b>
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>									
(UNSIGNALIZED INTERSECTION)									
Jerome Street	SB	LR	-	9.3	A	LR	-	10.5	B
Flatlands Avenue	EB	L	-	7.7	A	L	-	8.7	A
<b>Overall Intersection</b>		-	-	<b>1.4</b>	<b>A</b>	-	-	<b>1.3</b>	<b>A</b>
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>									
Pennsylvania Avenue	NB	L	0.31	24.4	C	L	0.60	47.6	D
		TR	0.36	27.5	C	TR	0.50	29.5	C
	SB	L	0.23	21.7	C	L	0.29	25.1	C
		TR	0.21	25.7	C	TR	0.73	34.2	C
Flatlands Avenue	EB	L	0.24	24.9	C	L	0.62	43.4	D
		T	0.17	31.9	C	T	0.62	38.9	D
	WB	R	0.09	20.8	C	R	0.39	25.2	C
		L	0.09	22.2	C	L	0.29	33.7	C
		T	0.23	32.8	C	T	0.59	38.2	D
		R	0.06	20.6	C	R	0.17	21.8	C
<b>Overall Intersection</b>		-	<b>0.51</b>	<b>27.1</b>	<b>C</b>	-	<b>0.83</b>	<b>34.4</b>	<b>C</b>
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>									
Fountain Avenue	NB	LTR	0.36	41.3	D	LTR	0.66	46.8	D
		SB	LTR	0.40	42.0	D	DefL	0.94	87.2
Linden Boulevard (Mainline)	EB	-	-	-	-	TR	0.89	70.3	E
		L	0.13	15.7	B	L	0.46	20.5	C
	WB	T	0.17	11.5	B	T	0.54	15.0	B
		L	0.26	22.8	C	L	0.29	25.1	C
Linden Boulevard (Service Road)	EB	T	0.46	24.1	C	T	0.55	25.4	C
		TR	0.17	11.7	B	TR	0.46	14.8	B
Loring Avenue	WB	TR	0.43	24.4	C	TR	0.71	30.2	C
		NB	LTR	0.29	51.0	D	LTR	0.56	59.7
<b>Overall Intersection</b>		-	<b>0.40</b>	<b>24.6</b>	<b>C</b>	-	<b>0.76</b>	<b>29.4</b>	<b>C</b>
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>									
Pennsylvania Avenue	NB	L	0.46	33.0	C	L	0.92	74.1	E
		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	E
		TR	0.39	33.5	C	TR	0.92	51.7	D
Linden Boulevard (Mainline)	EB	L	0.43	57.8	E	L	0.92	92.5	F
		T	0.33	32.4	C	T	0.93	48.9	D
	WB	L	0.43	58.6	E	L	0.65	67.5	E
Linden Boulevard (Service Road)	EB	T	0.46	34.2	C	T	0.87	44.6	D
		T	0.34	33.4	C	T	0.65	40.2	D
	WB	R	0.15	19.7	B	R	0.50	25.1	C
		TR	0.41	33.8	C	TR	0.46	34.6	C
<b>Overall Intersection</b>		-	<b>0.60</b>	<b>33.7</b>	<b>C</b>	-	<b>0.95</b>	<b>47.1</b>	<b>D</b>

- 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		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		
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>															
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						
	WB	T	0.02	25.5	C	T	0.02	25.5	C						
		R	0.13	6.9	A	R	0.13	6.9	A						
		L	0.29	29.8	C	L	0.29	29.8	C						
		TR	0.04	25.7	C	TR	0.04	25.7	C						
		<b>Overall Intersection</b>	<b>-</b>	<b>0.19</b>	<b>16.2</b>	<b>B</b>	<b>-</b>	<b>0.39</b>	<b>13.6</b>	<b>B</b>					
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>															
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	L	0.26	15.7	B	L	0.26	15.7	B						
		LTR	0.26	15.7	B	LTR	0.26	15.7	B						
		<b>Overall Intersection</b>	<b>-</b>	<b>0.33</b>	<b>19.0</b>	<b>B</b>	<b>-</b>	<b>0.43</b>	<b>21.3</b>	<b>C</b>					
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>															
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						
		EB	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					
			<b>Overall Intersection</b>	<b>-</b>	<b>0.26</b>	<b>16.0</b>	<b>B</b>	<b>-</b>	<b>0.47</b>	<b>17.9</b>	<b>B</b>				
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>															
Pennsylvania Avenue	NB	L	0.32	25.1	C	L	0.32	25.1	C	L	0.32	25.1	C		- <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.
		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*		
		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		
		WB	L	0.10	22.3	C	L	0.11	23.6	C	L	0.11	23.6	C	
			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	
		<b>Overall Intersection</b>	<b>-</b>	<b>0.55</b>	<b>27.7</b>	<b>C</b>	<b>-</b>	<b>0.93</b>	<b>120+</b>	<b>F*</b>	<b>-</b>	<b>0.87</b>	<b>100.2</b>	<b>F</b>	

**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				
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>																
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							
	<b>Overall Intersection</b>	-	<b>0.47</b>	<b>25.6</b>	<b>C</b>	-	<b>0.62</b>	<b>27.8</b>	<b>C</b>							
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>																
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		- Remove parking on the east side of the Pennsylvania Avenue NB receiving side 150 ft. from intersection.	
	SB	L	0.15	22.7	C	L	0.16	23.1	C	L	0.13	19.3	B			
		TR	0.43	34.2	C	TR	0.58	36.8	D	TR	0.55	36.1	D		- 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.	
Linden Boulevard (Mainline)	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			
		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.	
Linden Boulevard (Service Road)	EB	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		- 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.	
	WB	TR	0.44	34.3	C	TR	0.44	34.3	C	TR	0.53	40.0	D			
	<b>Overall Intersection</b>	-	<b>0.66</b>	<b>34.6</b>	<b>C</b>	-	<b>0.78</b>	<b>36.8</b>	<b>D</b>	-	<b>0.71</b>	<b>37.6</b>	<b>D</b>		- 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		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	
<b>ERSKINE STREET &amp; GATEWAY DRIVE</b>														
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	
Gateway Drive	SB	L	0.04	25.8	C	L	0.04	25.8	C	L	0.03	21.4	C	
		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	
<b>Overall Intersection</b>		-	<b>0.54</b>	<b>22.0</b>	<b>C</b>	-	<b>0.76</b>	<b>55.3</b>	<b>E</b>	-	<b>0.76</b>	<b>28.5</b>	<b>C</b>	
<b>FOUNTAIN AVENUE &amp; FLATLANDS AVENUE</b>														
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					
<b>Overall Intersection</b>		-	<b>0.51</b>	<b>23.9</b>	<b>C</b>	-	<b>0.66</b>	<b>26.4</b>	<b>C</b>					
<b>FLATLANDS AVENUE &amp; JEROME STREET</b>														
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				
	WB	TR	0.83	25.1	C	TR	0.83	25.1	C					
		L	0.24	17.5	B	L	0.24	17.5	B					
		TR	0.46	17.0	B	TR	0.53	17.9	B					
<b>Overall Intersection</b>		-	<b>0.72</b>	<b>21.4</b>	<b>C</b>	-	<b>0.73</b>	<b>21.7</b>	<b>C</b>					
<b>FLATLANDS AVENUE &amp; PENNSYLVANIA AVENUE</b>														
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. - 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	0.52	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	
		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	
	WB	R	0.41	25.6	C	R	0.41	25.6	C	R	0.40	24.8	C	
		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	
<b>Overall Intersection</b>		-	<b>0.87</b>	<b>36.1</b>	<b>D</b>	-	<b>0.89</b>	<b>37.7</b>	<b>D</b>	-	<b>0.91</b>	<b>38.1</b>	<b>D</b>	

**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			
<b>LINDEN BOULEVARD &amp; FOUNTAIN AVENUE &amp; LORING AVENUE</b>															
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		
		TR	1.06	108.3	F	TR	1.06	108.3	F	TR	0.89	63.4	E		
Linden Boulevard (Mainline)	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		
	WB	L	0.52	33.5	C	L	0.52	33.5	C	L	0.59	42.4	D		
		T	0.58	25.8	C	T	0.58	25.8	C	T	0.64	31.0	C		
Linden Boulevard (Service Road)	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		
<b>Overall Intersection</b>	-	-	<b>0.83</b>	<b>33.9</b>	<b>C</b>	-	<b>0.83</b>	<b>38.4</b>	<b>D</b>	-	<b>0.82</b>	<b>33.6</b>	<b>C</b>		
<b>LINDEN BOULEVARD &amp; PENNSYLVANIA AVENUE</b>															
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. - 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 11.5 ft. through lane and one 11.5 ft. shared through-right lane. Restripe the Pennsylvania Avenue NB receiving side as two 11 ft. lanes. - 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. - 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.]
		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		
	SB	L	0.67	84.6	F	L	0.67	85.2	F	L	0.61	69.1	E		
		TR	1.02	69.4	E	TR	1.02	69.4	E	TR	1.02	71.6	E		
Linden Boulevard (Mainline)	EB	L	0.96	101.2	F	L	0.96	101.2	F	L	0.96	101.2	F		
		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	E		
		T	0.92	48.5	D	T	0.94	50.4	D	T	0.95	52.4	D		
Linden Boulevard (Service Road)	EB	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		
<b>Overall Intersection</b>	-	-	<b>1.03</b>	<b>57.1</b>	<b>E</b>	-	<b>1.08</b>	<b>63.5</b>	<b>E</b>	-	<b>1.03</b>	<b>58.8</b>	<b>E</b>		

**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**

