

APPENDIX T-10:

Level-of-Service (LOS) Tables

Proposed Action

Table T-10A: Proposed Action **AM Peak Hour** Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		Proposed Action					
			Delay	LOS	Delay	LOS	Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
Glen Cove Avenue / Brewster Street & Pratt Boulevard / Charles Street	WB	L	30.4	C	30.6	C	31.8	C	-	-	-	-
		T	26.4	C	27.3	C	28.8	C	-	-	-	-
		R	9.3	A	9.2	A	8.8	A	-	-	-	-
	NB	L	8.3	A	9.7	A	11.7	B	-	-	-	-
		T	21.9	C	23.2	C	25.1	C	-	-	-	-
		R	10.4	B	11.2	B	18.1	B	-	-	-	-
	SB	L	24.6	C	25.5	C	27.2	C	-	-	-	-
		TR	10.8	B	12.2	B	14.9	B	-	-	-	-
		Overall	17.0	B	17.8	B	20.3	C	-	-	-	-
Glen Cove Avenue & Charles Street	EB	L	16.2	B	15.9	B	20.6	C	-	-	-	-
		T	10.6	B	10.6	B	9.6	A	-	-	-	-
		R	4.7	A	5.9	A	6.8	A	-	-	-	-
	WB	LTR	8.1	A	7.6	A	6.3	A	-	-	-	-
		TR	6.8	A	7.5	A	14.8	B	-	-	-	-
	SB	L	7.2	A	7.6	A	13.5	B	-	-	-	-
		T	6.8	A	7.2	A	13.3	B	-	-	-	-
		Overall	7.5	A	8.0	A	13.9	B	-	-	-	-
Glen Cove Avenue & Morris Avenue	EB	L	13.6	B	13.5	B	13.6	B	-	-	-	-
		R	6.0	A	6.1	A	6.2	A	-	-	-	-
	NB	L	7.2	A	6.9	A	8.0	A	-	-	-	-
		T	4.3	A	4.4	A	4.6	A	-	-	-	-
	SB	TR	4.8	A	4.7	A	5.0	A	-	-	-	-
		Overall	5.1	A	5.0	A	5.2	A	-	-	-	-

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Intersection	Approach	Movement	Existing		No Build		Proposed Action			
			Delay	LOS	Delay	LOS	Delay	LOS	Timing Mitigation	Configuration & Timing Mitigation
Brewster Street & Herb Hill Road / Mill Hill Road	EB	L	30.4	C	30.6	C	34.7	C	-	-
		TR	14.4	B	14.6	B	14.3	B	-	-
	WB	LTR	22.0	C	21.9	C	21.4	C	-	-
		L	5.7	A	5.9	A	6.0	A	-	-
	NB	TR	3.0	A	2.9	A	3.1	A	-	-
		L	2.4	A	2.5	A	2.6	A	-	-
	SB	TR	2.7	A	2.8	A	2.8	A	-	-
		Overall	4.4	A	4.3	A	4.9	A	-	-
	EB	L	15.3	B	15.5	B	15.5	B	-	-
		R	4.8	A	4.6	A	4.4	A	-	-
Glen Cove Avenue & Shore Road	NB	L	7.8	A	8.7	A	9.9	A	-	-
		T	6.8	A	7.5	A	8.7	A	-	-
	SB	TR	5.4	A	5.9	A	7.5	A	-	-
		Overall	7.3	A	7.9	A	9.1	A	-	-
	EB	L	15.4	B	15.4	B	16.0	B	-	-
		TR	15.2	B	15.4	B	15.9	B	-	-
	WB	L	22.3	C	22.3	C	23.2	C	-	-
Glen Cove Avenue & Sea Cliff Avenue	NB	TR	8.9	A	8.9	A	9.2	A	-	-
		LTR	6.2	A	6.2	A	6.5	A	-	-
	SB	LTR	9.7	A	9.8	A	10.4	B	-	-
		Overall	10.4	B	10.4	B	10.8	B	-	-
	EB	L	15.4	B	15.4	B	16.0	B	-	-
		TR	15.2	B	15.4	B	15.9	B	-	-
	WB	L	22.3	C	22.3	C	23.2	C	-	-
Glen Cove Avenue & Glen Head Road	NB	TR	10.7	B	10.9	B	11.3	B	-	-
		L	11.5	B	11.6	B	12.1	B	-	-
	SB	L	30.6	C	34.4	C	41.5	D	-	-
		TR	15.5	B	15.8	B	17.0	B	-	-
	EB	L	18.3	B	18.2	B	18.6	B	-	-
		TR	26.7	C	27.0	C	27.7	C	-	-
	WB	L	10.7	B	10.9	B	11.3	B	-	-
Glen Cove Avenue & Glen Head Road	NB	TR	11.5	B	11.6	B	12.1	B	-	-
		L	30.6	C	34.4	C	41.5	D	-	-
	SB	L	15.5	B	15.8	B	17.0	B	-	-
		TR	20.1	C	20.6	C	22.0	C	-	-
	EB	L	18.3	B	18.2	B	18.6	B	-	-
		TR	26.7	C	27.0	C	27.7	C	-	-
	WB	L	10.7	B	10.9	B	11.3	B	-	-

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Intersection	Approach	Movement	Existing		No Build		Proposed Action					
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Timing Mitigation	Configuration & Timing Mitigation
Glen Cove Road at Route 107 Split	NB	T	17.0	B	17.8	B	19.3	B	35.0	D	-	-
	SB	L	97.1	F	126.5	F	167.7	F	54.2	D	-	-
		T	0.5	A	0.5	A	0.6	A	0.6	A	-	-
	Overall		24.9	C	31.1	C	39.8	D	23.2	C	-	-
Glen Cove Road & Glen Head Road	EB	L	59.2	E	59.3	E	60.7	E	61.7	E	-	-
		T	130.5	F	125.9	F	133.8	F	39.0	D	-	-
		R	0.0	A	0.0	A	0.0	A	0.0	A	-	-
	WB	LTR	100.3	F	98.9	F	104.7	F	76.3	E	-	-
	NB	L	90.3	F	86.2	F	83.5	F	14.6	B	-	-
		T	22.0	C	20.9	C	22.0	C	20.7	C	-	-
		R	13.8	B	13.6	B	13.6	B	13.7	B	-	-
	SB	L	21.0	C	20.4	C	24.3	C	12.3	B	-	-
		TR	31.6	C	34.6	C	44.2	D	46.9	D	-	-
	Overall		45.6	D	45.4	D	50.0	D	40.2	D	-	-
Route 107 & Glen Head Road	EB	LR	39.2	E	47.7	E	65.1	F	-	-	-	-
		R	-	-	-	-	-	-	-	-	58.0	F
	NB	L	11.2	B	11.6	B	12.2	B	-	-	12.2	B
Glen Cove Avenue & Back Road	WB	L	11.5	B	11.7	B	12.3	B	-	-	-	-
		R	7.0	A	7.0	A	7.0	A	-	-	-	-
	NB	T	9.0	A	9.0	A	9.5	A	-	-	-	-
		R	6.5	A	6.5	A	6.5	A	-	-	-	-
	SB	LT	17.9	C	18.3	C	22.5	C	-	-	-	-
	Overall		12.9	B	13.1	B	15.2	C	-	-	-	-

Table T-10A: Proposed Action **AM Peak Hour** Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		Proposed Action			
			Delay	LOS	Delay	LOS	Unmitigated		Timing Mitigation	
Glen Cove Road & Back Road / Mary Lane	EB	LTR	53.9	D	51.8	D	51.5	D	-	-
		R	4.1	A	4.1	A	4.1	A	-	-
	WB	LTR	44.6	D	47.2	D	47.2	D	-	-
		L	58.3	E	55.5	E	55.5	E	-	-
	NB	TR	7.1	A	6.0	A	6.4	A	-	-
		L	23.5	C	21.5	C	22.2	C	-	-
	SB	T	33.9	C	34.2	C	44.7	D	-	-
		R	4.8	A	4.3	A	4.7	A	-	-
	Overall		23.9	C	23.3	C	27.8	C	-	-
Pratt Boulevard & Continental Place / Bridge Street	EB	L	7.2	A	7.2	A	8.5	A	-	-
		TR	7.4	A	7.4	A	8.2	A	-	-
	WB	L	7.7	A	7.9	A	9.7	A	-	-
		TR	6.6	A	6.6	A	7.0	A	-	-
	NB	L	15.6	B	16.4	B	18.4	B	-	-
		TR	11.3	B	11.2	B	12.3	B	-	-
	SB	LT	21.7	C	22.6	C	25.7	C	-	-
		R	6.6	A	6.7	A	6.6	A	-	-
	Overall		8.8	A	8.6	A	9.3	A	-	-
Brewster Street & Cottage Row / School Street	EB	LT	34.4	C	35.8	D	36.6	D	-	-
		R	0.2	A	0.3	A	0.3	A	-	-
	WB	LT	21.8	C	20.8	C	21.1	C	-	-
		R	25.0	C	23.5	C	23.9	C	-	-
	NB	L	9.3	A	10.4	B	10.8	B	-	-
		TR	15.2	B	16.7	B	17.4	B	-	-
	SB	L	11.7	B	12.8	B	13.1	B	-	-
		TR	16.2	B	17.8	B	18.0	B	-	-
	Overall		16.7	B	17.8	B	18.2	B	-	-

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Intersection	Approach	Movement	Existing		No Build		Proposed Action					
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Timing Mitigation	Configuration & Timing Mitigation
Charles Street & Herb Hill Road	EB	LT	28.0	C	27.8	C	28.8	C	23.0	C	-	-
		R	2.6	A	2.5	A	3.9	A	1.3	A	-	-
	WB	LTR	23.5	C	27.5	C	29.4	C	41.6	D	-	-
		L	14.5	B	16.2	B	24.4	C	21.9	C	-	-
	NB	T	14.6	B	15.7	B	17.0	B	16.1	B	-	-
		R	12.0	B	13.0	B	14.0	B	13.0	B	-	-
	SB	L	18.5	B	18.9	B	20.1	C	22.6	C	-	-
		TR	25.1	C	27.0	C	30.1	C	35.5	D	-	-
	Overall		19.7	B	21.1	C	20.1	C	20.6	C	-	-
Herb Hill Road & Dickson Street / Garvies Point Road	WB	LR	9.7	A	11.3	B	47.2	E	-	-	-	-
		L	-	-	-	-	-	-	-	-	0.7	A
		R	-	-	-	-	-	-	-	-	0.1	A
		TR	0.0	A	0.0	A	0.0	A	-	-	-	-
	NB	T	-	-	-	-	-	-	-	-	21.8	C
		R	-	-	-	-	-	-	-	-	0.3	A
	SB	LT	7.0	A	5.3	A	7.0	A	-	-	37.1	D
			-	-	-	-	-	-	-	-	9.6	A
	Overall											
Forest Avenue & Lattingtown Road / Ford Street	EB	L	3.2	A	3.1	A	3.1	A	-	-	-	-
		TR	3.4	A	3.2	A	3.3	A	-	-	-	-
	WB	LTR	6.9	A	6.8	A	6.9	A	-	-	-	-
	NB	LTR	16.1	B	16.1	B	16.1	B	-	-	-	-
	SB	LT	15.8	B	16.0	B	16.0	B	-	-	-	-
		R	0.2	A	0.2	A	0.2	A	-	-	-	-
	Overall		4.1	A	3.9	A	4.0	A	-	-	-	-

Table T-10A: Proposed Action **AM Peak Hour** Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		Proposed Action					
			Delay	LOS	Delay	LOS	Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
							Delay	LOS	Delay	LOS	Delay	LOS
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	74.3	E	73.2	E	78.7	E	91.0	F	72.6	E
		TR	45.6	D	45.5	D	45.5	D	43.3	D	35.8	D
	WB	L	74.5	E	76.1	E	76.1	E	63.2	E	63.2	E
		TR	113.0	F	136.9	F	141.9	F	115.1	F	71.9	E
	NB	L	85.1	F	87.3	F	87.3	F	105.2	F	105.2	F
		T	33.5	C	34.3	C	35.6	D	36.4	D	42.9	D
	SB	R	17.7	B	17.9	B	17.9	B	17.4	B	20.9	C
		L	87.5	F	88.7	F	88.7	F	63.7	E	69.2	E
	Overall	T	72.0	E	95.5	F	129.0	F	119.6	F	77.4	E
		R	24.2	C	24.7	C	25.2	C	23.4	C	70.1	E
Bryant Avenue & Witte Lane (Route 25A Entrance/Exit)	EB	LTR	65.6	E	76.2	E	84.4	F	76.8	E	62.0	E
		L	16.5	B	18.2	B	18.5	B	-	-	-	-
	WB	TR	75.1	E	73.0	E	73.6	E	-	-	-	-
		LTR	18.3	B	18.4	B	18.6	B	-	-	-	-
	NB	L	15.3	B	15.9	B	17.1	B	-	-	-	-
		TR	25.5	C	34.6	C	65.1	E	-	-	-	-
	SB	L	11.9	B	12.6	B	13.5	B	-	-	-	-
		TR	26.9	C	28.7	C	36.1	D	-	-	-	-
	Overall	L	16.5	B	18.2	B	18.5	B	-	-	-	-
		TR	25.5	C	34.6	C	65.1	E	-	-	-	-

Table T-10B: Proposed Action **PM Peak Hour** Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		Proposed Action						
			Delay	LOS	Delay	LOS	Unmitigated		Timing Mitigation		Configuration & Timing Mitigation		
							Delay	LOS	Delay	LOS	Delay	LOS	Delay
Glen Cove Avenue / Brewster Street & Pratt Boulevard / Charles Street	WB	L	30.3	C	31.0	C	33.6	C	-	-	-	-	
		T	26.3	C	27.0	C	29.9	C	-	-	-	-	
		R	10.1	B	10.3	B	9.7	A	-	-	-	-	
	NB	L	9.1	A	9.8	A	13.5	B	-	-	-	-	
		T	23.7	C	24.6	C	27.2	C	-	-	-	-	
		R	9.6	A	10.8	B	18.7	B	-	-	-	-	
	SB	L	24.6	C	25.0	C	26.9	C	-	-	-	-	
		TR	12.3	B	12.7	B	16.5	B	-	-	-	-	
	Overall		17.4	B	17.8	B	21.1	C	-	-	-	-	
	Glen Cove Avenue & Charles Street	EB	L	15.4	B	16.9	B	28.9	C	-	-	-	-
T			11.8	B	12.2	B	12.8	B	-	-	-	-	
R			6.4	A	9.2	A	11.1	B	-	-	-	-	
WB		LTR	8.3	A	8.6	A	8.3	A	-	-	-	-	
		TR	6.8	A	8.0	A	19.3	B	-	-	-	-	
SB		L	7.8	A	9.5	A	21.3	C	-	-	-	-	
		T	6.1	A	6.9	A	14.3	B	-	-	-	-	
Overall		7.1	A	8.4	A	18.0	B	-	-	-	-		
Glen Cove Avenue & Morris Avenue		EB	L	14.4	B	13.9	B	14.3	B	-	-	-	-
			R	5.8	A	6.0	A	6.2	A	-	-	-	-
	NB	L	5.9	A	5.4	A	5.5	A	-	-	-	-	
		T	6.0	A	4.8	A	5.0	A	-	-	-	-	
	SB	TR	6.3	A	5.0	A	5.3	A	-	-	-	-	
		Overall	6.8	A	5.4	A	5.6	A	-	-	-	-	

Table T-10B: Proposed Action **PM Peak Hour** Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		Proposed Action						
			Delay	LOS	Delay	LOS	Unmitigated		Timing Mitigation		Configuration & Timing Mitigation		
							Delay	LOS	Delay	LOS	Delay	LOS	Delay
Brewster Street & Herb Hill Road / Mill Hill Road	EB	L	27.1	C	32.1	C	37.3	D	-	-	-	-	
		TR	18.4	B	18.4	B	17.3	B	-	-	-	-	
	WB	LTR	25.0	C	23.9	C	22.1	C	-	-	-	-	
		L	18.2	B	20.2	C	20.4	C	-	-	-	-	
	NB	TR	4.8	A	4.8	A	5.3	A	-	-	-	-	
		L	3.7	A	4.7	A	5.0	A	-	-	-	-	
	SB	TR	4.1	A	5.3	A	7.1	A	-	-	-	-	
		Overall	7.8	A	8.6	A	9.9	A	-	-	-	-	
	Glen Cove Avenue & Shore Road	EB	L	17.4	B	18.2	B	21.0	C	-	-	-	-
			R	4.1	A	4.5	A	4.9	A	-	-	-	-
NB		L	13.3	B	14.4	B	16.7	B	-	-	-	-	
		T	11.0	B	10.6	B	11.3	B	-	-	-	-	
SB		TR	11.5	B	11.9	B	13.8	B	-	-	-	-	
		Overall	12.5	B	12.6	B	14.3	B	-	-	-	-	
Glen Cove Avenue & Sea Cliff Avenue		EB	L	16.4	B	16.0	B	17.1	B	-	-	-	-
			TR	15.8	B	15.3	B	16.3	B	-	-	-	-
		WB	L	23.7	C	22.8	C	24.3	C	-	-	-	-
			TR	9.7	A	9.4	A	10.0	A	-	-	-	-
	NB	LTR	7.5	A	8.0	A	8.5	A	-	-	-	-	
		LTR	11.3	B	10.9	B	12.0	B	-	-	-	-	
	SB	Overall	11.3	B	11.1	B	11.8	B	-	-	-	-	
		Overall	22.0	C	22.3	C	22.3	C	-	-	-	-	
	Glen Cove Avenue & Glen Head Road	EB	LTR	26.9	C	33.1	C	33.1	C	-	-	-	-
			L	10.1	B	10.3	B	10.7	B	-	-	-	-
NB		TR	13.5	B	14.3	B	15.5	B	-	-	-	-	
		L	45.5	D	73.4	E	135.3	F	-	-	-	-	
SB		TR	14.0	B	14.4	B	15.8	B	-	-	-	-	
		Overall	21.5	C	26.3	C	32.6	C	-	-	-	-	

Table T-10B: Proposed Action **PM Peak Hour** Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		Proposed Action					
			Delay	LOS	Delay	LOS	Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
							Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Road at Route 107 Split	NB	T	20.2	C	21.9	C	27.8	C	34.7	C	-	-
	SB	L	57.0	E	68.5	E	103.0	F	75.3	E	-	-
		T	0.3	A	0.3	A	0.4	A	0.4	A	-	-
	Overall		19.3	B	22.1	C	30.8	C	29.0	C	-	-
Glen Cove Road & Glen Head Road	EB	L	65.7	E	64.5	E	68.9	E	46.1	D		
		T	67.8	E	67.5	E	72.6	E	28.1	C		
		R	0.0	A	0.0	A	0.0	A	0.0	A		
	WB	LTR	69.9	E	71.2	E	81.6	F	74.6	E		
		L	79.8	E	71.5	E	103.1	F	17.8	B		
	NB	T	38.5	D	33.9	C	38.9	D	33.5	C		
		R	26.6	C	20.3	C	19.9	B	17.7	B		
	SB	L	51.3	D	33.2	C	39.4	D	15.7	B		
		TR	47.4	D	35.7	D	41.7	D	45.9	D		
	Overall		49.1	D	43.0	D	48.2	D	41.6	D		
	Route 107 & Glen Head Road	EB	LR	30.5	D	33.2	D	48.0	E	-	-	-
NB		R	-	-	-	-	-	-	-	-	27.7	D
		L	10.1	B	10.4	B	11.0	B	-	-	11.0	B
Glen Cove Avenue & Back Road	WB	L	12.3	B	12.9	B	13.9	B	-	-	-	-
		R	7.4	A	7.6	A	7.6	A	-	-	-	-
	NB	T	9.9	A	10.1	B	11.4	B	-	-	-	-
		R	6.9	A	7.0	A	7.0	A	-	-	-	-
	SB	LT	14.5	B	15.5	C	19.2	C	-	-	-	-
		Overall	10.7	B	11.1	B	12.7	B	-	-	-	-

Table T-10B: Proposed Action **PM Peak Hour** Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		Proposed Action						
			Delay	LOS	Delay	LOS	Unmitigated		Timing Mitigation		Configuration & Timing Mitigation		
							Delay	LOS	Delay	LOS	Delay	LOS	Delay
Glen Cove Road & Back Road / Mary Lane	EB	LTR	74.9	E	67.7	E	67.7	E	-	-	-	-	
		R	3.4	A	3.3	A	3.3	A	-	-	-	-	
	WB	LTR	41.8	D	45.6	D	45.6	D	-	-	-	-	
		L	60.0	E	59.5	E	59.5	E	-	-	-	-	
	NB	TR	13.6	B	11.1	B	13.2	B	-	-	-	-	
		L	37.0	D	32.6	C	32.6	C	-	-	-	-	
	SB	T	38.5	D	35.4	D	44.4	D	-	-	-	-	
		R	3.9	A	3.5	A	4.2	A	-	-	-	-	
	Overall			27.7	C	25.2	C	28.9	C	-	-	-	-
	Pratt Boulevard & Continental Place / Bridge Street	EB	L	10.6	B	11.2	B	25.6	C	-	-	-	-
TR			7.8	A	7.7	A	9.2	A	-	-	-	-	
WB		L	9.6	A	9.6	A	13.9	B	-	-	-	-	
		TR	7.6	A	7.5	A	9.3	A	-	-	-	-	
NB		L	15.0	B	15.7	B	18.9	B	-	-	-	-	
		TR	9.2	A	9.6	A	10.7	B	-	-	-	-	
SB		LT	23.8	C	24.1	C	29.0	C	-	-	-	-	
		R	4.7	A	4.9	A	11.1	B	-	-	-	-	
Overall			9.4	A	9.3	A	11.7	B	-	-	-	-	
Brewster Street & Cottage Row / School Street		EB	LT	38.7	D	44.1	D	45.3	D	-	-	-	-
	R		0.2	A	0.2	A	0.2	A	-	-	-	-	
	WB	LT	25.9	C	24.6	C	24.9	C	-	-	-	-	
		R	35.9	D	32.5	C	33.1	C	-	-	-	-	
	NB	L	25.1	C	30.2	C	30.2	C	-	-	-	-	
		TR	21.2	C	25.4	C	27.1	C	-	-	-	-	
	SB	L	30.9	C	41.3	D	41.9	D	-	-	-	-	
		TR	19.9	B	23.2	C	24.2	C	-	-	-	-	
	Overall			23.5	C	26.7	C	27.7	C	-	-	-	-

Table T-10B: Proposed Action **PM Peak Hour** Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		Proposed Action					
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Timing Mitigation	Configuration & Timing Mitigation
Charles Street & Herb Hill Road	EB	LT	26.5	C	26.9	C	27.5	C	29.4	C	-	-
		R	1.9	A	1.5	A	3.1	A	1.9	A	-	-
	WB	LTR	23.0	C	24.2	C	25.1	C	42.9	D	-	-
		L	13.5	B	13.6	B	26.8	C	21.8	C	-	-
	NB	T	14.5	B	14.2	B	16.4	B	14.8	B	-	-
		R	9.3	A	10.0	A	11.3	B	11.0	B	-	-
	SB	L	19.1	B	19.4	B	20.8	C	24.1	C	-	-
		TR	25.8	C	26.2	C	28.3	C	34.7	C	-	-
	Overall		18.0	B	16.6	B	17.9	B	17.4	B	-	-
Herb Hill Road & Dickson Street / Garvies Point Road	WB	LR	9.0	A	9.8	A	25.0	C	-	-	-	-
		L	-	-	-	-	-	-	-	-	0.3	A
		R	-	-	-	-	-	-	-	-	0.2	A
		TR	0.0	A	0.0	A	0.0	A	-	-	-	-
	NB	T	-	-	-	-	-	-	-	-	28.8	C
		R	-	-	-	-	-	-	-	-	0.6	A
	SB	LT	6.3	A	6.2	A	7.7	A	-	-	37.3	D
			-	-	-	-	-	-	-	-	5.4	A
	Overall											
Forest Avenue & Lattingtown Road / Ford Street	EB	L	4.1	A	4.2	A	4.3	A	-	-	-	-
		TR	3.2	A	3.4	A	3.5	A	-	-	-	-
	WB	LTR	8.3	A	8.1	A	8.3	A	-	-	-	-
		LTR	19.0	B	18.0	B	18.6	B	-	-	-	-
	SB	LT	20.3	C	19.2	B	19.8	B	-	-	-	-
		R	0.2	A	0.2	A	0.2	A	-	-	-	-
	Overall		5.3	A	5.1	A	5.2	A	-	-	-	-

Table T-10B: Proposed Action **PM Peak Hour** Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		Proposed Action					
			Delay	LOS	Delay	LOS	Delay	LOS	Unmitigated	Delay	Timing Mitigation	Configuration & Timing Mitigation
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	79.2	E	97.3	F	151.4	F	104.5	F	76.9	E
		TR	80.5	F	218.6	F	228.0	F	126.8	F	76.8	E
	WB	L	76.0	E	79.6	E	81.7	F	109.2	F	109.2	F
		TR	53.1	D	97.1	F	97.1	F	77.1	E	61.8	E
	NB	L	91.4	F	164.7	F	164.7	F	139.5	F	97.1	F
		T	56.1	E	42.8	D	49.0	D	53.2	D	70.8	E
		R	21.2	C	16.9	B	16.8	B	19.1	B	21.7	C
	SB	L	114.5	F	61.4	E	61.4	E	85.1	F	117.0	F
		T	149.7	F	47.4	D	55.2	E	91.8	F	76.7	E
		R	29.4	C	16.7	B	17.2	B	20.4	C	33.5	C
	Overall		77.6	E	99.1	F	105.6	F	86.3	F	71.8	E
Bryant Avenue & Witte Lane (Route 25A Entrance/Exit)	EB	LTR	11.6	B	13.0	B	13.2	B	-	-	-	-
	WB	L	48.4	D	49.5	D	50.4	D	-	-	-	-
		TR	11.0	B	10.8	B	10.8	B	-	-	-	-
	NB	LTR	20.7	C	22.7	C	29.8	C	-	-	-	-
	SB	L	9.3	A	10.9	B	19.8	B	-	-	-	-
		TR	6.6	A	6.7	A	7.0	A	-	-	-	-
	Overall		19.3	B	20.6	C	25.0	C	-	-	-	-

Table T-10C: Proposed Action **Saturday Peak Hour** Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		Proposed Action					
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Timing Mitigation	Configuration & Timing Mitigation
Glen Cove Avenue / Brewster Street & Pratt Boulevard / Charles Street	WB	L	31.0	C	31.6	C	33.9	C	-	-	-	-
		T	26.5	C	27.2	C	30.4	C	-	-	-	-
		R	9.3	A	9.5	A	9.0	A	-	-	-	-
	NB	L	8.8	A	10.1	B	14.3	B	-	-	-	-
		T	23.9	C	25.6	C	28.4	C	-	-	-	-
		R	10.7	B	11.6	B	20.6	C	-	-	-	-
	SB	L	25.2	C	26.2	C	28.2	C	-	-	-	-
		TR	11.5	B	12.6	B	16.6	B	-	-	-	-
		Overall	17.7	B	18.6	B	22.3	C	-	-	-	-
Glen Cove Avenue & Charles Street	EB	L	15.5	B	15.8	B	24.7	C	-	-	-	-
		T	10.6	B	10.4	B	10.6	B	-	-	-	-
		R	7.1	A	9.0	A	10.0	B	-	-	-	-
	WB	LTR	7.0	A	6.7	A	6.2	A	-	-	-	-
		TR	6.6	A	7.5	A	17.1	B	-	-	-	-
	SB	L	7.1	A	8.1	A	16.2	B	-	-	-	-
		T	6.7	A	7.4	A	15.4	B	-	-	-	-
		Overall	7.3	A	8.2	A	16.6	B	-	-	-	-
Glen Cove Avenue & Morris Avenue	EB	L	12.7	B	12.4	B	12.4	B	-	-	-	-
		R	6.5	A	6.7	A	6.7	A	-	-	-	-
	NB	L	4.4	A	4.1	A	4.3	A	-	-	-	-
		T	3.7	A	3.1	A	3.3	A	-	-	-	-
	SB	TR	3.9	A	3.2	A	3.4	A	-	-	-	-
		Overall	4.1	A	3.4	A	3.5	A	-	-	-	-

Table T-10C: Proposed Action **Saturday Peak Hour** Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		Proposed Action			
			Delay	LOS	Delay	LOS	Delay	LOS	Timing Mitigation	Configuration & Timing Mitigation
Brewster Street & Herb Hill Road / Mill Hill Road	EB	L	27.8	C	29.7	C	35.6	D	-	-
		TR	16.6	B	17.3	B	17.3	B	-	-
	WB	LTR	27.3	C	26.0	C	26.0	C	-	-
		L	8.5	A	11.4	B	11.4	B	-	-
	NB	TR	4.1	A	4.0	A	3.8	A	-	-
		L	3.2	A	3.3	A	3.2	A	-	-
	SB	TR	3.0	A	3.2	A	3.2	A	-	-
		Overall	5.9	A	5.8	A	6.3	A	-	-
	EB	L	15.7	B	15.7	B	16.8	B	-	-
		R	3.8	A	3.8	A	4.0	A	-	-
Glen Cove Avenue & Shore Road	NB	L	11.1	B	11.8	B	13.5	B	-	-
		T	8.8	A	9.0	A	9.9	A	-	-
	SB	TR	8.6	A	8.7	A	9.9	A	-	-
		Overall	9.8	A	9.8	A	10.9	B	-	-
	EB	L	19.4	B	19.8	B	20.8	C	-	-
		TR	12.0	B	12.7	B	13.3	B	-	-
	WB	L	24.6	C	24.7	C	26.2	C	-	-
		TR	18.0	B	17.8	B	18.8	B	-	-
	NB	LTR	8.4	A	8.9	A	9.5	A	-	-
		LTR	12.4	B	12.9	B	14.8	B	-	-
	Overall	Overall	12.9	B	13.1	B	14.1	B	-	-
Glen Cove Avenue & Sea Cliff Avenue	EB	LTR	24.3	C	23.3	C	23.6	C	-	-
		LTR	33.6	C	38.2	D	39.0	D	-	-
	NB	L	11.0	B	11.1	B	11.7	B	-	-
		TR	13.2	B	13.3	B	14.6	B	-	-
	SB	L	54.1	D	66.3	E	117.8	F	-	-
		TR	13.8	B	14.6	B	15.8	B	-	-
	Overall	Overall	24.8	C	27.7	C	33.8	C	-	-
		Overall	24.8	C	27.7	C	33.8	C	-	-
	EB	LTR	24.3	C	23.3	C	23.6	C	-	-
		LTR	33.6	C	38.2	D	39.0	D	-	-
	NB	L	11.0	B	11.1	B	11.7	B	-	-
		TR	13.2	B	13.3	B	14.6	B	-	-
	SB	L	54.1	D	66.3	E	117.8	F	-	-
		TR	13.8	B	14.6	B	15.8	B	-	-
	Overall	Overall	24.8	C	27.7	C	33.8	C	-	-
		Overall	24.8	C	27.7	C	33.8	C	-	-

Table T-10C: Proposed Action **Saturday Peak Hour** Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		Proposed Action					
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Timing Mitigation	Configuration & Timing Mitigation
Glen Cove Road at Route 107 Split	NB	T	15.5	B	16.5	B	19.6	B	-	-	-	-
	SB	L	37.2	D	38.8	D	44.7	D	-	-	-	-
		T	0.4	A	0.5	A	0.6	A	-	-	-	-
	Overall		11.0	B	11.6	B	14.0	B	-	-	-	-
Glen Cove Road & Glen Head Road		L	65.9	E	65.6	E	65.6	E	61.4	E		
	EB	T	65.0	E	65.9	E	65.9	E	31.4	C		
		R	0.0	A	0.0	A	0.0	A	0.0	A		
	WB	LTR	95.4	F	78.0	E	78.0	E	75.7	E		
		L	214.9	F	250.5	F	250.5	F	24.0	C		
	NB	T	25.0	C	25.1	C	28.0	C	22.6	C		
		R	19.1	B	19.2	B	19.2	B	15.5	B		
		L	23.4	C	23.4	C	30.2	C	12.6	B		
	SB	TR	55.6	E	43.7	D	66.7	E	59.3	E		
	Overall		54.2	D	47.5	D	57.5	E	46.0	D		
Route 107 & Glen Head Road	EB	LR	14.7	B	16.0	C	18.4	C	-	-	-	-
		R	-	-	-	-	-	-	-	-	16.7	C
	NB	L	8.8	A	9.0	A	9.3	A	-	-	9.3	A
Glen Cove Avenue & Back Road	WB	L	10.6	B	10.9	B	11.5	B	-	-	-	-
		R	7.4	A	7.5	A	7.5	A	-	-	-	-
	NB	T	9.0	A	9.0	A	9.9	A	-	-	-	-
		R	6.6	A	6.6	A	6.6	A	-	-	-	-
	SB	LT	14.7	B	16.2	C	20.3	C	-	-	-	-
	Overall		10.8	B	11.5	B	13.4	B	-	-	-	-

Table T-10C: Proposed Action **Saturday Peak Hour** Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		Proposed Action			
			Delay	LOS	Delay	LOS	Unmitigated		Timing Mitigation	
Glen Cove Road & Back Road / Mary Lane	EB	LTR	54.5	D	53.4	D	53.4	D	-	-
		R	3.8	A	3.6	A	3.6	A	-	-
	WB	LTR	49.5	D	50.2	D	50.2	D	-	-
		L	52.5	D	50.0	D	50.0	D	-	-
	NB	TR	6.2	A	6.5	A	7.3	A	-	-
		L	23.8	C	26.1	C	35.6	D	-	-
	SB	T	25.7	C	28.8	C	32.5	C	-	-
		R	3.1	A	3.4	A	3.9	A	-	-
	Overall		19.3	B	20.3	C	21.7	C	-	-
Pratt Boulevard & Continental Place / Bridge Street	EB	L	9.7	A	11.7	B	34.5	C	-	-
		TR	6.0	A	6.3	A	7.4	A	-	-
	WB	L	7.1	A	7.8	A	9.9	A	-	-
		TR	5.8	A	6.1	A	7.4	A	-	-
	NB	L	16.0	B	16.8	B	19.6	B	-	-
		TR	10.0	A	10.5	B	11.9	B	-	-
	SB	LT	20.8	C	22.6	C	27.4	C	-	-
		R	5.4	A	5.4	A	12.6	B	-	-
	Overall		7.6	A	8.1	A	10.9	B	-	-
Brewster Street & Cottage Row / School Street	EB	LT	37.3	D	39.5	D	41.0	D	-	-
		R	0.1	A	0.2	A	0.2	A	-	-
	WB	LT	27.8	C	25.8	C	26.4	C	-	-
		R	36.2	D	30.2	C	31.0	C	-	-
	NB	L	11.7	B	12.4	B	14.2	B	-	-
		TR	21.7	C	21.2	C	23.0	C	-	-
	SB	L	23.7	C	29.3	C	30.7	C	-	-
		TR	16.2	B	18.7	B	18.9	B	-	-
	Overall		21.7	C	22.3	C	23.2	C	-	-

Table T-10C: Proposed Action **Saturday Peak Hour** Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		Proposed Action					
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Timing Mitigation	Configuration & Timing Mitigation
Charles Street & Herb Hill Road	EB	LT	26.0	C	27.1	C	27.8	C	30.3	C	-	-
		R	2.3	A	0.0	A	2.8	A	2.4	A	-	-
	WB	LTR	23.3	C	26.2	C	27.7	C	36.3	D	-	-
		L	13.0	B	14.0	B	28.9	C	21.9	C	-	-
	NB	T	13.2	B	14.1	B	15.5	B	13.8	B	-	-
		R	9.3	A	10.3	B	11.0	B	9.7	A	-	-
	SB	L	19.0	B	18.5	B	19.9	B	24.3	C	-	-
		TR	24.3	C	24.4	C	27.7	C	35.4	D	-	-
	Overall		18.2	B	18.3	B	19.8	B	19.1	B	-	-
Herb Hill Road & Dickson Street / Garvies Point Road	WB	LR	9.0	A	9.7	A	20.7	C	-	-	-	-
		L	-	-	-	-	-	-	-	-	1.6	A
		R	-	-	-	-	-	-	-	-	0.3	A
		TR	0.0	A	0.0	A	0.0	A	-	-	-	-
	NB	T	-	-	-	-	-	-	-	-	26.4	C
		R	-	-	-	-	-	-	-	-	0.3	A
	SB	LT	6.2	A	4.8	A	6.7	A	-	-	36.0	D
			-	-	-	-	-	-	-	-	6.6	A
	Overall											
Forest Avenue & Lattingtown Road / Ford Street	EB	L	3.5	A	3.5	A	3.5	A	-	-	-	-
		TR	3.2	A	3.0	A	3.1	A	-	-	-	-
	WB	LTR	7.9	A	7.9	A	8.0	A	-	-	-	-
		LTR	17.6	B	18.0	B	18.6	B	-	-	-	-
	NB	LT	18.5	B	19.1	B	19.8	B	-	-	-	-
		R	0.2	A	0.2	A	0.2	A	-	-	-	-
	SB											
		Overall	4.9	A	4.8	A	4.9	A	-	-	-	-

Table T-10C: Proposed Action **Saturday Peak Hour** Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		Proposed Action						
			Delay	LOS	Delay	LOS	Unmitigated		Timing Mitigation		Configuration & Timing Mitigation		
							Delay	LOS	Delay	LOS	Delay	LOS	Delay
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	74.1	E	80.0	F	126.9	F	174.9	F	174.9	F	F
		TR	72.6	E	85.4	F	85.4	F	79.8	E	79.8	E	E
	WB	L	156.5	F	180.6	F	209.6	F	108.1	F	108.1	F	F
		TR	151.1	F	166.4	F	167.2	F	79.8	E	79.8	E	E
	NB	L	256.7	F	286.6	F	286.6	F	172.4	F	102.7	F	F
		T	41.4	D	43.0	D	48.6	D	51.1	D	56.5	E	E
	SB	R	16.9	B	17.3	B	17.3	B	14.5	B	15.5	B	B
		L	62.3	E	62.5	E	62.5	E	96.5	F	76.0	E	E
	Overall	T	43.3	D	44.3	D	48.2	D	95.7	F	58.0	E	E
		R	17.5	B	17.1	B	17.6	B	24.6	C	43.3	D	D
	Overall			91.0	F	98.8	F	104.6	F	85.9	F	79.3	E
Bryant Avenue & Witte Lane (Route 25A Entrance/Exit)	EB	LTR	17.2	B	18.8	B	19.2	B	-	-	-	-	
	WB	L	41.1	D	41.9	D	43.1	D	-	-	-	-	
		TR	10.6	B	10.5	B	10.7	B	-	-	-	-	
	NB	LTR	13.8	B	14.6	B	16.6	B	-	-	-	-	
	SB	L	7.4	A	8.0	A	10.1	B	-	-	-	-	
		TR	6.5	A	6.8	A	7.0	A	-	-	-	-	
	Overall			15.5	B	16.0	B	16.9	B	-	-	-	-

Full Build-Out

Table T-10D: Full Build Out **AM Peak Hour** Level-of-Service (LOS)

Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Avenue / Brewster Street & Pratt Boulevard / Charles Street	WB	L	33.4	C	-	-	-	-
		T	29.8	C	-	-	-	-
		R	8.7	A	-	-	-	-
	NB	L	13.3	B	-	-	-	-
		T	25.7	C	-	-	-	-
		R	33.5	C	-	-	-	-
	SB	L	27.7	C	-	-	-	-
		TR	15.7	B	-	-	-	-
		Overall	24.2	C	-	-	-	-
Glen Cove Avenue & Charles Street	EB	L	25.9	C	-	-	-	-
		LTR	9.4	A	-	-	-	-
		R	7.3	A	-	-	-	-
	WB	LR	6.3	A	-	-	-	-
		TR	20.3	C	-	-	-	-
		L	15.6	B	-	-	-	-
	SB	T	17.3	B	-	-	-	-
		Overall	18.3	B	-	-	-	-
Glen Cove Avenue & Morris Avenue	EB	L	14.2	B	-	-	-	-
		R	6.6	A	-	-	-	-
	NB	L	8.6	A	-	-	-	-
		T	4.5	A	-	-	-	-
	SB	TR	5.1	A	-	-	-	-
		Overall	5.3	A	-	-	-	-

Table T-10D: Full Build Out **AM Peak Hour** Level-of-Service (LOS)
Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Brewster Street & Herb Hill Road / Mill Hill Road	EB	L	35.7	D	-	-	-	-
		TR	13.3	B	-	-	-	-
	WB	LTR	20.0	B	-	-	-	-
		L	6.5	A	-	-	-	-
	NB	TR	3.5	A	-	-	-	-
		L	2.8	A	-	-	-	-
	SB	TR	3.0	A	-	-	-	-
		Overall	5.4	A	-	-	-	-
Glen Cove Avenue & Shore Road	EB	L	16.0	B	-	-	-	-
		R	4.6	A	-	-	-	-
	NB	L	10.4	B	-	-	-	-
		T	8.9	A	-	-	-	-
	SB	TR	8.1	A	-	-	-	-
		Overall	9.5	A	-	-	-	-
	EB	L	16.4	B	-	-	-	-
		TR	16.3	B	-	-	-	-
Glen Cove Avenue & Sea Cliff Avenue	WB	L	23.6	C	-	-	-	-
		TR	9.4	A	-	-	-	-
	NB	LTR	6.6	A	-	-	-	-
		LTR	10.9	B	-	-	-	-
	SB	LTR	11.1	B	-	-	-	-
		Overall	11.1	B	-	-	-	-
	EB	LTR	19.0	B	-	-	-	-
		LTR	28.4	C	-	-	-	-
Glen Cove Avenue & Glen Head Road	NB	L	11.7	B	-	-	-	-
		TR	12.4	B	-	-	-	-
	SB	L	45.8	D	-	-	-	-
		TR	17.8	B	-	-	-	-
	Overall	Overall	22.9	C	-	-	-	-
		Overall	22.9	C	-	-	-	-
	EB	LTR	19.0	B	-	-	-	-
		LTR	28.4	C	-	-	-	-

Table T-10D: Full Build Out **AM Peak Hour** Level-of-Service (LOS)
Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Road at Route 107 Split	NB	T	20.3	C	46.6	D	-	-
	SB	L	195.8	F	55.5	E	-	-
		T	0.7	A	0.7	A	-	-
	Overall		45.7	D	27.4	C	-	-
Glen Cove Road & Glen Head Road	EB	L	60.7	E	71.9	E	48.4	D
		T	133.8	F	40.3	D	71.9	E
		R	0.0	A	0.0	A	0.0	A
	WB	LTR	104.7	F	76.3	E	66.6	E
	NB	L	83.5	F	14.2	B	24.3	C
		T	22.8	C	20.7	C	31.0	C
		R	13.6	B	13.3	B	24.9	C
	SB	L	27.9	C	12.2	B	24.2	C
		TR	57.5	E	56.1	E	54.7	D
		Overall	55.8	E	44.7	D	48.3	D
Route 107 & Glen Head Road	EB	LR	81.0	F	-	-	71.4	F
		R	-	-	-	-	-	-
	NB	L	12.6	B	-	-	12.6	B
Glen Cove Avenue & Back Road	WB	L	12.6	B	-	-	-	-
		R	7.0	A	-	-	-	-
	NB	T	9.9	A	-	-	-	-
		R	6.5	A	-	-	-	-
	SB	LT	26.3	D	-	-	-	-
		Overall	17.1	C	-	-	-	-

Table T-10D: Full Build Out **AM Peak Hour** Level-of-Service (LOS)
Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Road & Back Road / Mary Lane	EB	LT	51.5	D	-	-	-	-
		R	4.1	A	-	-	-	-
	WB	LTR	47.2	D	-	-	-	-
		L	55.5	E	-	-	-	-
	NB	TR	6.7	A	-	-	-	-
		L	23.0	C	-	-	-	-
	SB	T	58.3	E	-	-	-	-
		R	4.9	A	-	-	-	-
	Overall		33.9	C	-	-	-	-
Pratt Boulevard & Continental Place / Bridge Street	EB	L	10.0	B	-	-	-	-
		TR	9.1	A	-	-	-	-
	WB	L	12.6	B	-	-	-	-
		TR	7.3	A	-	-	-	-
	NB	L	19.0	B	-	-	-	-
		TR	15.6	B	-	-	-	-
	SB	L	27.0	C	-	-	-	-
		TR	6.5	A	-	-	-	-
	Overall		10.0	B	-	-	-	-
Brewster Street & Cottage Row / School Street	EB	LT	37.2	D	-	-	-	-
		R	0.3	A	-	-	-	-
	WB	LT	21.3	C	-	-	-	-
		R	24.1	C	-	-	-	-
	NB	L	10.7	B	-	-	-	-
		TR	17.6	B	-	-	-	-
	SB	L	13.4	B	-	-	-	-
		TR	18.0	B	-	-	-	-
	Overall		18.3	B	-	-	-	-

Table T-10D: Full Build Out **AM Peak Hour** Level-of-Service (LOS)
Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Charles Street & Herb Hill Road	EB	LT	29.5	C	25.6	C	-	-
		R	7.0	A	3.9	A	-	-
	WB	LTR	29.9	C	42.1	D	-	-
		L	35.4	D	28.3	C	-	-
	NB	T	17.4	B	16.2	B	-	-
		R	14.0	B	13.0	B	-	-
	SB	L	20.4	C	23.2	C	-	-
		TR	30.6	C	36.8	D	-	-
	Overall		23.2	C	21.8	C	-	-
Herb Hill Road & Dickson Street / Garvies Point Road	WB	LR	290.6	F	-	-	-	-
		L	-	-	-	-	0.9	A
		R	-	-	-	-	0.1	A
		TR	0.0	A	-	-	-	-
	NB	T	-	-	-	-	20.8	C
		R	-	-	-	-	0.6	A
	SB	LT	7.9	A	-	-	37.0	D
			-	-	-	-	7.6	A
	Overall							
Forest Avenue & Lattingtown Road / Ford Street	EB	L	3.1	A	-	-	-	-
		TR	3.4	A	-	-	-	-
	WB	LTR	7.0	A	-	-	-	-
		LTR	16.1	B	-	-	-	-
	SB	LT	16.0	B	-	-	-	-
		R	0.2	A	-	-	-	-
	Overall		4.1	A	-	-	-	-

Table T-10D: Full Build Out **AM Peak Hour** Level-of-Service (LOS)
Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	82.2	F	119.6	F	78.2	E
		TR	45.5	D	40.0	D	35.8	D
	WB	L	76.1	E	75.1	E	63.2	E
		TR	145.3	F	104.7	F	71.9	E
	NB	L	87.3	F	149.2	F	105.2	F
		T	36.4	D	35.1	D	44.3	D
		R	17.9	B	18.0	B	20.9	C
	SB	L	88.7	F	74.2	E	69.2	E
		T	153.3	F	120.9	F	92.9	F
		R	25.6	C	23.2	C	85.3	F
	Overall		90.6	F	78.0	E	67.6	E
Bryant Avenue & Witte Lane (Route 25A Entrance/Exit)	EB	LTR	18.5	B	-	-	-	-
	WB	L	73.6	E	-	-	-	-
		TR	18.6	B	-	-	-	-
	NB	LTR	17.9	B	-	-	-	-
	SB	L	93.5	F	-	-	-	-
		TR	14.1	B	-	-	-	-
	Overall		43.1	D	-	-	-	-

Table T-10E: Full Build Out **PM Peak Hour** Level-of-Service (LOS)
Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Avenue / Brewster Street & Pratt Boulevard / Charles Street	WB	L	38.4	D	-	-	-	-
		T	32.3	C	-	-	-	-
		R	9.5	A	-	-	-	-
	NB	L	17.3	B	-	-	-	-
		T	27.9	C	-	-	-	-
		R	34.4	C	-	-	-	-
	SB	L	27.2	C	-	-	-	-
		TR	17.2	B	-	-	-	-
		Overall	25.4	C	-	-	-	-
Glen Cove Avenue & Charles Street	EB	L	48.1	D	-	-	-	-
		LTR	13.3	B	-	-	-	-
		R	12.5	B	-	-	-	-
	WB	LR	9.4	A	-	-	-	-
		TR	28.9	C	-	-	-	-
		L	26.9	C	-	-	-	-
	SB	T	16.9	B	-	-	-	-
		Overall	26.6	C	-	-	-	-
Glen Cove Avenue & Morris Avenue	EB	L	14.6	B	-	-	-	-
		R	6.4	A	-	-	-	-
	NB	L	5.6	A	-	-	-	-
		T	5.1	A	-	-	-	-
	SB	TR	5.4	A	-	-	-	-
		Overall	5.7	A	-	-	-	-

Table T-10E: Full Build Out **PM Peak Hour** Level-of-Service (LOS)

Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Brewster Street & Herb Hill Road / Mill Hill Road	EB	L	37.9	D	-	-	-	-
		TR	16.0	B	-	-	-	-
	WB	LTR	20.1	C	-	-	-	-
		L	21.3	C	-	-	-	-
	NB	TR	6.0	A	-	-	-	-
		L	5.6	A	-	-	-	-
	SB	TR	8.8	A	-	-	-	-
		Overall	11.0	B	-	-	-	-
Glen Cove Avenue & Shore Road	EB	L	23.4	C	-	-	-	-
		R	5.2	A	-	-	-	-
	NB	L	17.9	B	-	-	-	-
		T	11.3	B	-	-	-	-
	SB	TR	14.4	B	-	-	-	-
		Overall	15.0	B	-	-	-	-
	EB	L	17.8	B	-	-	-	-
		TR	16.9	B	-	-	-	-
Glen Cove Avenue & Sea Cliff Avenue	WB	L	25.3	C	-	-	-	-
		TR	10.3	B	-	-	-	-
	NB	LTR	8.7	A	-	-	-	-
		LTR	12.9	B	-	-	-	-
	SB	Overall	12.3	B	-	-	-	-
		EB	22.3	C	-	-	-	-
	WB	LTR	33.1	C	-	-	-	-
		L	10.9	B	-	-	-	-
Glen Cove Avenue & Glen Head Road	NB	TR	16.3	B	-	-	-	-
		L	185.1	F	-	-	-	-
	SB	TR	16.6	B	-	-	-	-
		Overall	37.4	D	-	-	-	-

Table T-10E: Full Build Out **PM Peak Hour** Level-of-Service (LOS)

Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Road at Route 107 Split	NB	T	33.7	C	50.3	D	-	-
	SB	L	126.3	F	84.1	F	-	-
		T	0.4	A	0.4	A	-	-
	Overall		37.6	D	37.5	D	-	-
Glen Cove Road & Glen Head Road	EB	L	70.5	E	46.3	D	52.8	D
		T	74.4	E	28.1	C	54.8	D
		R	0.0	A	0.0	A	0.0	A
	WB	LTR	84.8	F	75.0	E	54.5	D
	NB	L	100.3	F	17.8	B	27.7	C
		T	43.6	D	38.2	D	38.9	D
		R	19.8	B	17.7	B	28.9	C
	SB	L	39.1	D	15.7	B	25.6	C
		TR	47.6	D	58.9	E	43.9	D
	Overall		52.3	D	48.1	D	43.6	D
Route 107 & Glen Head Road	EB	LR	60.2	F	-	-	31.2	D
	NB	R	-	-	-	-	-	-
		L	11.3	B	-	-	11.3	B
Glen Cove Avenue & Back Road	WB	L	14.4	B	-	-	-	-
		R	7.6	A	-	-	-	-
	NB	T	12.3	B	-	-	-	-
		R	7.0	A	-	-	-	-
	SB	LT	22.1	C	-	-	-	-
		Overall	13.9	B	-	-	-	-

Table T-10E: Full Build Out **PM Peak Hour** Level-of-Service (LOS)
Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Road & Back Road / Mary Lane	EB	LT	67.7	E	-	-	-	-
		R	3.3	A	-	-	-	-
	WB	LTR	45.6	D	-	-	-	-
		L	59.5	E	-	-	-	-
	NB	TR	14.5	B	-	-	-	-
		L	32.6	C	-	-	-	-
	SB	T	55.4	E	-	-	-	-
		R	4.5	A	-	-	-	-
	Overall		33.0	C	-	-	-	-
Pratt Boulevard & Continental Place / Bridge Street	EB	L	52.3	D	-	-	-	-
		TR	10.0	A	-	-	-	-
	WB	L	19.1	B	-	-	-	-
		TR	10.2	B	-	-	-	-
	NB	L	20.0	C	-	-	-	-
		TR	12.1	B	-	-	-	-
	SB	L	31.1	C	-	-	-	-
		TR	15.0	B	-	-	-	-
	Overall		13.7	B	-	-	-	-
Brewster Street & Cottage Row / School Street	EB	LT	45.3	D	-	-	-	-
		R	0.2	A	-	-	-	-
	WB	LT	24.9	C	-	-	-	-
		R	33.1	C	-	-	-	-
	NB	L	30.7	C	-	-	-	-
		TR	27.5	C	-	-	-	-
	SB	L	43.1	D	-	-	-	-
		TR	25.0	C	-	-	-	-
	Overall		28.1	C	-	-	-	-

Table T-10E: Full Build Out **PM Peak Hour** Level-of-Service (LOS)
Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Charles Street & Herb Hill Road	EB	LT	27.2	C	27.3	C	-	-
		R	5.6	A	3.9	A	-	-
	WB	LTR	25.0	C	43.4	D	-	-
		L	83.8	F	44.8	D	-	-
	NB	T	17.9	B	16.2	B	-	-
		R	12.7	B	11.0	B	-	-
	SB	L	22.1	C	24.1	C	-	-
		TR	29.7	C	34.7	C	-	-
	Overall		38.3	D	25.4	C	-	-
Herb Hill Road & Dickson Street / Garvies Point Road	WB	LR	251.1	F	-	-	-	-
		L	-	-	-	-	0.7	A
		R	-	-	-	-	0.2	A
	NB	TR	0.0	A	-	-	-	-
		T	-	-	-	-	27.5	C
		R	-	-	-	-	1.1	A
	SB	LT	8.7	A	-	-	38.1	D
			-	-	-	-	4.8	A
	Overall							
Forest Avenue & Lattingtown Road / Ford Street	EB	L	4.3	A	-	-	-	-
		TR	3.5	A	-	-	-	-
	WB	LTR	8.3	A	-	-	-	-
	NB	LTR	19.0	B	-	-	-	-
	SB	LT	20.3	C	-	-	-	-
		R	0.2	A	-	-	-	-
	Overall		5.3	A	-	-	-	-

Table T-10E: Full Build Out **PM Peak Hour** Level-of-Service (LOS)
Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	176.7	F	121.2	F	86.8	F
		TR	228.0	F	98.6	F	76.8	E
	WB	L	81.7	F	146.8	F	109.2	F
		TR	97.1	F	70.9	E	61.8	E
	NB	L	164.7	F	161.4	F	97.1	F
		T	56.1	E	58.8	E	85.8	F
	SB	R	16.8	B	19.9	B	21.7	C
		L	61.4	E	117.0	F	117.0	F
		T	64.4	E	111.5	F	89.7	F
		R	17.5	B	20.8	C	35.6	D
Overall		109.7	F	88.8	F	77.9	E	
Bryant Avenue & Witte Lane (Route 25A Entrance/Exit)	EB	LTR	13.2	B	-	-	-	-
	WB	L	50.4	D	-	-	-	-
		TR	10.8	B	-	-	-	-
	NB	LTR	36.2	D	-	-	-	-
	SB	L	28.7	C	-	-	-	-
		TR	7.2	A	-	-	-	-
	Overall		29.3	C	-	-	-	-

Table T-10F: Full Build Out **Saturday Peak Hour** Level-of-Service (LOS)
Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Avenue / Brewster Street & Pratt Boulevard / Charles Street	WB	L	36.2	D	-	-	-	-
		T	31.8	C	-	-	-	-
		R	8.9	A	-	-	-	-
	NB	L	16.7	B	-	-	-	-
		T	28.8	C	-	-	-	-
		R	29.0	C	-	-	-	-
	SB	L	28.5	C	-	-	-	-
		TR	17.2	B	-	-	-	-
		Overall	24.6	C	-	-	-	-
	Overall							
Glen Cove Avenue & Charles Street	EB	L	30.0	C	-	-	-	-
		LTR	11.0	B	-	-	-	-
		R	10.6	B	-	-	-	-
	WB	LR	6.3	A	-	-	-	-
		TR	21.0	C	-	-	-	-
		L	17.7	B	-	-	-	-
	SB	T	17.8	B	-	-	-	-
		Overall	19.9	B	-	-	-	-
	Overall							
Glen Cove Avenue & Morris Avenue	EB	L	12.4	B	-	-	-	-
		R	6.7	A	-	-	-	-
	NB	L	4.4	A	-	-	-	-
		T	3.4	A	-	-	-	-
	SB	TR	3.4	A	-	-	-	-
		Overall	3.6	A	-	-	-	-
	Overall							

Table T-10F: Full Build Out **Saturday Peak Hour** Level-of-Service (LOS)
Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Brewster Street & Herb Hill Road / Mill Hill Road	EB	L	36.6	D	-	-	-	-
		TR	16.7	B	-	-	-	-
	WB	LTR	24.9	C	-	-	-	-
		L	11.6	B	-	-	-	-
	NB	TR	4.3	A	-	-	-	-
		L	3.3	A	-	-	-	-
	SB	TR	3.3	A	-	-	-	-
		Overall	6.6	A	-	-	-	-
Glen Cove Avenue & Shore Road	EB	L	17.1	B	-	-	-	-
		R	4.0	A	-	-	-	-
	NB	L	14.2	B	-	-	-	-
		T	10.2	B	-	-	-	-
	SB	TR	10.3	B	-	-	-	-
		Overall	11.3	B	-	-	-	-
	EB	L	21.1	C	-	-	-	-
		TR	13.6	B	-	-	-	-
Glen Cove Avenue & Sea Cliff Avenue	WB	L	26.6	C	-	-	-	-
		TR	19.1	B	-	-	-	-
	NB	LTR	9.7	A	-	-	-	-
		LTR	15.4	B	-	-	-	-
	SB	Overall	14.5	B	-	-	-	-
		LTR	23.6	C	-	-	-	-
	WB	LTR	39.0	D	-	-	-	-
		L	11.9	B	-	-	-	-
Glen Cove Avenue & Glen Head Road	NB	TR	15.0	B	-	-	-	-
		L	144.6	F	-	-	-	-
	SB	TR	16.2	B	-	-	-	-
		Overall	36.8	D	-	-	-	-

Table T-10F: Full Build Out **Saturday Peak Hour** Level-of-Service (LOS)
Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Road at Route 107 Split	NB	T	20.7	C	-	-	-	-
	SB	L	48.1	D	-	-	-	-
		T	0.6	A	-	-	-	-
	Overall		15.0	B	-	-	-	-
Glen Cove Road & Glen Head Road	EB	L	65.6	E	61.4	E	58.6	E
		T	65.9	E	31.4	C	58.8	E
		R	0.0	A	0.0	A	0.0	A
	WB	LTR	78.0	E	75.7	E	59.0	E
	NB	L	250.5	F	24.0	C	29.9	C
		T	29.2	C	23.5	C	29.8	C
		R	19.2	B	15.5	B	25.7	C
	SB	L	35.4	D	13.0	B	22.3	C
		TR	77.4	E	69.8	E	45.7	D
		Overall	62.3	E	50.8	D	42.2	D
Route 107 & Glen Head Road	EB	LR	19.3	C	-	-	17.4	C
		R	-	-	-	-	-	-
	NB	L	9.4	A	-	-	9.4	A
Glen Cove Avenue & Back Road	WB	L	11.7	B	-	-	-	-
		R	7.5	A	-	-	-	-
	NB	T	10.3	B	-	-	-	-
		R	6.6	A	-	-	-	-
	SB	LT	22.0	C	-	-	-	-
	Overall		14.2	B	-	-	-	-

Table T-10F: Full Build Out **Saturday Peak Hour** Level-of-Service (LOS)
Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Road & Back Road / Mary Lane	EB	LT	53.4	D	-	-	-	-
		R	3.6	A	-	-	-	-
	WB	LTR	50.2	D	-	-	-	-
		L	50.0	D	-	-	-	-
	NB	TR	7.7	A	-	-	-	-
		L	43.5	D	-	-	-	-
	SB	T	34.2	C	-	-	-	-
		R	4.2	A	-	-	-	-
	Overall		22.4	C	-	-	-	-
Pratt Boulevard & Continental Place / Bridge Street	EB	L	58.6	E	-	-	-	-
		TR	7.7	A	-	-	-	-
	WB	L	11.3	B	-	-	-	-
		TR	7.9	A	-	-	-	-
	NB	L	20.0	C	-	-	-	-
		TR	12.1	B	-	-	-	-
	SB	L	28.1	C	-	-	-	-
		TR	15.5	B	-	-	-	-
	Overall		12.7	B	-	-	-	-
Brewster Street & Cottage Row / School Street	EB	LT	41.2	D	-	-	-	-
		R	0.2	A	-	-	-	-
	WB	LT	26.5	C	-	-	-	-
		R	31.1	C	-	-	-	-
	NB	L	14.2	B	-	-	-	-
		TR	23.8	C	-	-	-	-
	SB	L	30.9	C	-	-	-	-
		TR	19.1	B	-	-	-	-
	Overall		23.5	C	-	-	-	-

Table T-10F: Full Build Out **Saturday Peak Hour** Level-of-Service (LOS)
Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Charles Street & Herb Hill Road	EB	LT	27.9	C	29.1	C	-	-
		R	4.2	A	3.5	A	-	-
	WB	LTR	28.1	C	37.2	D	-	-
		L	59.6	E	31.8	C	-	-
	NB	T	16.2	B	14.0	B	-	-
		R	11.7	B	9.7	A	-	-
	SB	L	20.4	C	24.9	C	-	-
		TR	28.3	C	36.5	D	-	-
	Overall		31.5	C	22.6	C	-	-
Herb Hill Road & Dickson Street / Garvies Point Road	WB	LR	80.9	F	-	-	-	-
		L	-	-	-	-	0.8	A
		R	-	-	-	-	0.1	A
		TR	0.0	A	-	-	-	-
	NB	T	-	-	-	-	25.6	C
		R	-	-	-	-	0.5	A
	SB	LT	7.2	A	-	-	36.2	D
			-	-	-	-	5.1	A
	Overall							
Forest Avenue & Lattingtown Road / Ford Street	EB	L	3.5	A	-	-	-	-
		TR	3.1	A	-	-	-	-
	WB	LTR	8.1	A	-	-	-	-
		LTR	18.9	B	-	-	-	-
	SB	LT	20.1	C	-	-	-	-
		R	0.2	A	-	-	-	-
	Overall		5.0	A	-	-	-	-

Table T-10F: Full Build Out **Saturday Peak Hour** Level-of-Service (LOS)
Analysis Results

Intersection	Approach	Movement	Full Build Out of MW-3 District					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	153.8	F	143.0	F	193.7	F
		TR	85.4	F	79.8	E	79.8	E
	WB	L	224.8	F	108.1	F	108.1	F
		TR	167.2	F	97.2	F	79.8	E
	NB	L	286.6	F	172.4	F	102.7	F
		T	51.0	D	52.9	D	63.2	E
		R	17.3	B	14.0	B	15.5	B
	SB	L	62.5	E	123.6	F	76.0	E
		T	49.5	D	108.5	F	61.3	E
		R	17.8	B	23.5	C	45.9	D
		Overall	108.3	F	88.5	F	82.8	F
Bryant Avenue & Witte Lane (Route 25A Entrance/Exit)	EB	LTR	19.2	B	-	-	-	-
	WB	L	43.1	D	-	-	-	-
		TR	10.7	B	-	-	-	-
	NB	LTR	17.3	B	-	-	-	-
	SB	L	11.2	B	-	-	-	-
		TR	7.1	A	-	-	-	-
		Overall	17.3	B	-	-	-	-

Roundabout Option

Table T-10G: Proposed Action Roundabout Option Level-of-Service (LOS) Analysis Results

Herb Hill Road & Dickson Street/Garvies Point Road	AM Peak			
	Upperbound		Lowerbound	
	Capacity	v/c ratio	Capacity	v/c ratio
Approach				
WB	1379	0.31	1156	0.36
NB	1206	0.00	998	0.01
SB	1021	0.21	832	0.25

Herb Hill Road & Dickson Street/Garvies Point Road	PM Peak			
	Upperbound		Lowerbound	
	Capacity	v/c ratio	Capacity	v/c ratio
Approach				
WB	1352	0.31	1132	0.37
NB	1284	0.02	1070	0.03
SB	1103	0.10	906	0.12

Herb Hill Road & Dickson Street/Garvies Point Road	Saturday Peak			
	Upperbound		Lowerbound	
	Capacity	v/c ratio	Capacity	v/c ratio
Approach				
WB	1373	0.31	1151	0.37
NB	1282	0.01	1068	0.01
SB	1063	0.11	870	0.14

Table T-10H: Full Build Out Roundabout Option Level-of-Service (LOS) Analysis Results

Herb Hill Road & Dickson Street/Garvies Point Road	AM Peak			
	Upperbound		Lowerbound	
	Capacity	v/c ratio	Capacity	v/c ratio
Approach				
WB	1379	0.42	1156	0.50
NB	1183	0.00	978	0.01
SB	915	0.26	738	0.32

Herb Hill Road & Dickson Street/Garvies Point Road	PM Peak			
	Upperbound		Lowerbound	
	Capacity	v/c ratio	Capacity	v/c ratio
Approach				
WB	1352	0.49	1132	0.59
NB	1261	0.02	1049	0.03
SB	921	0.14	744	0.18

Herb Hill Road & Dickson Street/Garvies Point Road	Saturday Peak			
	Upperbound		Lowerbound	
	Capacity	v/c ratio	Capacity	v/c ratio
Approach				
WB	1373	0.43	1151	0.52
NB	1269	0.01	1056	0.01
SB	944	0.14	764	0.17