

APPENDIX U-2

LOS Tables

Table U-4A

RXR Glen Isle Partners
FEIS Proposed Action, Alternative 1, Alternative 2
AM Peak without Mitigation

Table U-4A: RXR Glen Isle Partners AM Peak Hour
 Level-of-Service (LOS) Analysis Results
 w/o Mitigation

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action		FEIS Alternative 1		FEIS Alternative 2	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Avenue / Brewster Street & Pratt Boulevard / Charles Street	WB	L	30.4	C	30.6	C	32.0	C	31.8	C	31.6	C
		T	26.4	C	27.3	C	28.9	C	28.8	C	28.7	C
		R	9.3	A	9.2	A	8.8	A	8.8	A	8.8	A
	NB	L	8.3	A	9.7	A	11.9	B	11.7	B	11.7	B
		T	21.9	C	23.2	C	25.2	C	25.1	C	25.2	C
		R	10.4	B	11.2	B	20.0	C	18.1	B	22.4	C
	SB	L	24.6	C	25.5	C	27.3	C	27.2	C	27.3	C
		TR	10.8	B	12.2	B	15.1	B	14.9	B	15.0	B
Overall			17.0	B	17.8	B	20.7	C	20.3	C	21.1	C
Glen Cove Avenue & Charles Street	EB	L	16.2	B	15.9	B	21.4	C	20.6	C	22.0	C
		T	10.6	B	10.6	B	9.5	A	9.6	A	9.4	A
		R	4.7	A	5.9	A	6.9	A	6.8	A	6.9	A
	WB	LTR	8.1	A	7.6	A	6.3	A	6.3	A	6.2	A
	NB	TR	6.8	A	7.5	A	15.8	B	14.8	B	16.8	B
	SB	L	7.2	A	7.6	A	14.2	B	13.5	B	14.7	B
		T	6.8	A	7.2	A	14.2	B	13.3	B	15.1	B
	Overall			7.5	A	8.0	A	14.8	B	13.9	B	15.5

Table U-4A: RXR Glen Isle Partners AM Peak Hour
Level-of-Service (LOS) Analysis Results
w/o Mitigation

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action		FEIS Alternative 1		FEIS Alternative 2	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Charles Street & Herb Hill Road	EB	LT	28.0	C	27.8	C	29.0	C	28.8	C	29.3	C
		R	2.6	A	2.5	A	4.6	A	3.9	A	5.2	A
	WB	LTR	23.5	C	27.5	C	29.3	C	29.4	C	29.3	C
		NB	L	14.5	B	16.2	B	25.2	C	24.4	C	23.9
	T		14.6	B	15.7	B	17.1	B	17.0	B	17.0	B
	R		12.0	B	13.0	B	14.0	B	14.0	B	14.0	B
	SB	L	18.5	B	18.9	B	20.2	C	20.1	C	20.1	C
		TR	25.1	C	27.0	C	30.2	C	30.1	C	30.1	C
Overall			19.7	B	21.1	C	20.1	C	20.1	C	19.5	B
Glen Cove Road at Route 107 Split	NB	T	17.0	B	17.8	B	19.4	B	19.3	B	19.3	B
		SB	L	97.1	F	126.5	F	173.5	F	167.7	F	179.4
	T		0.5	A	0.5	A	0.7	A	0.6	A	0.7	A
	Overall			24.9	C	31.1	C	41.0	D	39.8	D	42.4
Route 107 & Glen Head Road	EB	LR	39.2	E	47.7	E	68.3	F	65.1	F	71.2	F
		R	-	-	-	-	-	-	-	-	-	-
	NB	L	11.2	B	11.6	B	12.3	B	12.2	B	12.4	B
Glen Cove Road & Glen Head Road	EB	L	59.2	E	59.3	E	60.7	E	60.7	E	60.7	E
		T	130.5	F	125.9	F	133.8	F	133.8	F	133.8	F
		R	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	WB	LTR	100.3	F	98.9	F	104.7	F	104.7	F	104.7	F
		NB	L	90.3	F	86.2	F	83.5	F	83.5	F	83.5
	T		22.0	C	20.9	C	22.1	C	22.0	C	22.0	C
	R		13.8	B	13.6	B	13.6	B	13.6	B	13.6	B
	SB	L	21.0	C	20.4	C	24.5	C	24.3	C	24.3	C
		TR	31.6	C	34.6	C	46.7	D	44.2	D	49.4	D
Overall			45.6	D	45.4	D	51.1	D	50.0	D	52.4	D

Table U-4A: RXR Glen Isle Partners AM Peak Hour
 Level-of-Service (LOS) Analysis Results
 w/o Mitigation

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action		FEIS Alternative 1		FEIS Alternative 2	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Avenue & Glen Head Road	EB	LTR	18.3	B	18.2	B	18.7	B	18.6	B	18.6	B
	WB	LTR	26.7	C	27.0	C	27.7	C	27.7	C	27.7	C
	NB	L	10.7	B	10.9	B	11.4	B	11.3	B	11.4	B
		TR	11.5	B	11.6	B	12.1	B	12.1	B	12.1	B
	SB	L	30.6	C	34.4	C	42.2	D	41.5	D	41.1	D
		TR	15.5	B	15.8	B	17.2	B	17.0	B	17.4	B
Overall			20.1	C	20.6	C	22.1	C	22.0	C	22.0	C
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	74.3	E	73.2	E	79.1	E	78.7	E	78.5	E
		TR	45.6	D	45.5	D	45.5	D	45.5	D	45.5	D
	WB	L	74.5	E	76.1	E	76.1	E	76.1	E	76.1	E
		TR	113.0	F	136.9	F	142.2	F	141.9	F	141.9	F
	NB	L	85.1	F	87.3	F	87.3	F	87.3	F	87.3	F
		T	33.5	C	34.3	C	35.7	D	35.6	D	35.6	D
		R	17.7	B	17.9	B	17.9	B	17.9	B	17.9	B
	SB	L	87.5	F	88.7	F	88.7	F	88.7	F	88.7	F
		T	72.0	E	95.5	F	134.4	F	129.0	F	139.2	F
		R	24.2	C	24.7	C	25.3	C	25.2	C	25.4	C
Overall			65.6	E	76.2	E	85.7	F	84.4	F	86.7	F
Pratt Boulevard & Continental Place / Bridge Street	EB	L	7.2	A	7.2	A	8.8	A	8.5	A	8.7	A
		TR	7.4	A	7.4	A	8.4	A	8.2	A	8.6	A
	WB	L	7.7	A	7.9	A	10.2	B	9.7	A	10.7	B
		TR	6.6	A	6.6	A	7.1	A	7.0	A	7.0	A
	NB	L	15.6	B	16.4	B	18.5	B	18.4	B	18.7	B
		TR	11.3	B	11.2	B	13.0	B	12.3	B	13.8	B
	SB	LT	21.7	C	22.6	C	26.1	C	25.7	C	26.4	C
		R	6.6	A	6.7	A	6.6	A	6.6	A	6.6	A
Overall			8.8	A	8.6	A	9.4	A	9.3	A	9.5	A

Table U-4A

Table U-4B

RXR Glen Isle Partners
FEIS Proposed Action, Alternative 1, Alternative 2
PM Peak without Mitigation

Table U-4B: RXR Glen Isle Partners PM Peak Hour
 Level-of-Service (LOS) Analysis Results
 w/o Mitigation

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action		FEIS Alternative 1		FEIS Alternative 2	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Avenue / Brewster Street & Pratt Boulevard / Charles Street	WB	L	30.3	C	31.0	C	34.2	C	33.6	C	34.6	C
		T	26.3	C	27.0	C	30.3	C	29.9	C	30.6	C
		R	10.1	B	10.3	B	9.7	A	9.7	A	9.6	A
	NB	L	9.1	A	9.8	A	13.9	B	13.5	B	14.4	B
		T	23.7	C	24.6	C	27.2	C	27.2	C	27.5	C
		R	9.6	A	10.8	B	19.6	B	18.7	B	19.9	B
	SB	L	24.6	C	25.0	C	26.9	C	26.9	C	27.0	C
		TR	12.3	B	12.7	B	16.6	B	16.5	B	16.7	B
Overall			17.4	B	17.8	B	21.5	C	21.1	C	21.7	C
Glen Cove Avenue & Charles Street	EB	L	15.4	B	16.9	B	29.9	C	28.9	C	30.2	C
		T	11.8	B	12.2	B	12.9	B	12.8	B	12.9	B
		R	6.4	A	9.2	A	11.2	B	11.1	B	11.3	B
	WB	LTR	8.3	A	8.6	A	8.5	A	8.3	A	8.6	A
	NB	TR	6.8	A	8.0	A	20.3	C	19.3	B	20.6	C
	SB	L	7.8	A	9.5	A	22.2	C	21.3	C	22.6	C
		T	6.1	A	6.9	A	14.7	B	14.3	B	14.7	B
	Overall			7.1	A	8.4	A	18.8	B	18.0	B	18.9

Table U-4B: RXR Glen Isle Partners PM Peak Hour
 Level-of-Service (LOS) Analysis Results
 w/o Mitigation

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action		FEIS Alternative 1		FEIS Alternative 2	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Charles Street & Herb Hill Road	EB	LT	26.5	C	26.9	C	27.6	C	27.5	C	27.6	C
		R	1.9	A	1.5	A	3.3	A	3.1	A	3.4	A
	WB	LTR	23.0	C	24.2	C	25.3	C	25.1	C	25.4	C
		NB	L	13.5	B	13.6	B	29.5	C	26.8	C	32.1
	T		14.5	B	14.2	B	16.5	B	16.4	B	16.5	B
	R		9.3	A	10.0	A	11.3	B	11.3	B	11.3	B
	SB	L	19.1	B	19.4	B	20.9	C	20.8	C	20.9	C
		TR	25.8	C	26.2	C	28.3	C	28.3	C	28.3	C
Overall			18.0	B	16.6	B	18.8	B	17.9	B	19.8	B
Glen Cove Road at Route 107 Split	NB	T	20.2	C	21.9	C	28.6	C	27.8	C	29.2	C
		SB	L	57.0	E	68.5	E	105.7	F	103.0	F	105.7
	T		0.3	A	0.3	A	0.4	A	0.4	A	0.4	A
	Overall			19.3	B	22.1	C	31.6	C	30.8	C	31.9
Route 107 & Glen Head Road	EB	LR	30.5	D	33.2	D	49.2	E	48.0	E	49.4	E
		R	-	-	-	-	-	-	-	-	-	-
	NB	L	10.1	B	10.4	B	11.0	B	11.0	B	11.0	B
Glen Cove Road & Glen Head Road	EB	L	65.7	E	64.5	E	69.0	E	68.9	E	69.0	E
		T	67.8	E	67.5	E	72.8	E	72.6	E	72.8	E
		R	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	WB	LTR	69.9	E	71.2	E	81.8	F	81.6	F	81.8	F
		NB	L	79.8	E	71.5	E	103.1	F	103.1	F	103.1
	T		38.5	D	33.9	C	39.5	D	38.9	D	40.2	D
	R		26.6	C	20.3	C	19.9	B	19.9	B	19.9	B
	SB	L	51.3	D	33.2	C	39.4	D	39.4	D	39.4	D
TR		47.4	D	35.7	D	42.2	D	41.7	D	42.3	D	
Overall			49.1	D	43.0	D	48.6	D	48.2	D	48.9	D

Table U-4B: RXR Glen Isle Partners PM Peak Hour
Level-of-Service (LOS) Analysis Results
w/o Mitigation

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action		FEIS Alternative 1		FEIS Alternative 2	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Avenue & Glen Head Road	EB	LTR	22.0	C	22.3	C	22.3	C	22.3	C	22.3	C
	WB	LTR	26.9	C	33.1	C	33.1	C	33.1	C	33.1	C
	NB	L	10.1	B	10.3	B	10.7	B	10.7	B	10.7	B
		TR	13.5	B	14.3	B	15.6	B	15.5	B	15.7	B
	SB	L	45.5	D	73.4	E	140.1	F	135.3	F	146.9	F
		TR	14.0	B	14.4	B	15.8	B	15.8	B	15.8	B
Overall			21.5	C	26.3	C	33.0	C	32.6	C	33.7	C
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	79.2	E	97.3	F	155.0	F	151.4	F	157.9	F
		TR	80.5	F	218.6	F	228.0	F	228.0	F	228.0	F
	WB	L	76.0	E	79.6	E	81.7	F	81.7	F	81.7	F
		TR	53.1	D	97.1	F	97.1	F	97.1	F	97.1	F
	NB	L	91.4	F	164.7	F	164.7	F	164.7	F	164.7	F
		T	56.1	E	42.8	D	49.9	D	49.0	D	50.7	D
		R	21.2	C	16.9	B	16.8	B	16.8	B	16.8	B
	SB	L	114.5	F	61.4	E	61.4	E	61.4	E	61.4	E
		T	149.7	F	47.4	D	55.9	E	55.2	E	56.0	E
R		29.4	C	16.7	B	17.3	B	17.2	B	17.3	B	
Overall			77.6	E	99.1	F	106.1	F	105.6	F	106.5	F
Pratt Boulevard & Continental Place / Bridge Street	EB	L	10.6	B	11.2	B	28.4	C	25.6	C	30.4	C
		TR	7.8	A	7.7	A	9.3	A	9.2	A	9.3	A
	WB	L	9.6	A	9.6	A	14.2	B	13.9	B	14.3	B
		TR	7.6	A	7.5	A	9.4	A	9.3	A	9.6	A
	NB	L	15.0	B	15.7	B	19.1	B	18.9	B	19.2	B
		TR	9.2	A	9.6	A	10.8	B	10.7	B	10.8	B
	SB	LT	23.8	C	24.1	C	29.4	C	29.0	C	29.4	C
R		4.7	A	4.9	A	11.8	B	11.1	B	12.2	B	
Overall			9.4	A	9.3	A	11.9	B	11.7	B	12.1	B

Table U-4C

RXR Glen Isle Partners
FEIS Proposed Action, Alternative 1, Alternative 2
Saturday Peak without Mitigation

Table U-4C: RXR Glen Isle Partners Saturday Peak Hour
 Level-of-Service (LOS) Analysis Results
 w/o Mitigation

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action		FEIS Alternative 1		FEIS Alternative 2	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Avenue / Brewster Street & Pratt Boulevard / Charles Street	WB	L	31.0	C	31.6	C	34.3	C	33.9	C	34.2	C
		T	26.5	C	27.2	C	30.6	C	30.4	C	30.5	C
		R	9.3	A	9.5	A	9.0	A	9.0	A	9.0	A
	NB	L	8.8	A	10.1	B	14.5	B	14.3	B	14.4	B
		T	23.9	C	25.6	C	28.4	C	28.4	C	28.4	C
		R	10.7	B	11.6	B	21.6	C	20.6	C	21.5	C
	SB	L	25.2	C	26.2	C	28.2	C	28.2	C	28.2	C
		TR	11.5	B	12.6	B	16.7	B	16.6	B	16.7	B
Overall			17.7	B	18.6	B	22.6	C	22.3	C	22.5	C
Glen Cove Avenue & Charles Street	EB	L	15.5	B	15.8	B	25.4	C	24.7	C	25.4	C
		T	10.6	B	10.4	B	10.6	B	10.6	B	10.6	B
		R	7.1	A	9.0	A	10.0	B	10.0	B	10.1	B
	WB	LTR	7.0	A	6.7	A	6.1	A	6.2	A	6.2	A
	NB	TR	6.6	A	7.5	A	17.6	B	17.1	B	17.6	B
	SB	L	7.1	A	8.1	A	16.5	B	16.2	B	16.5	B
		T	6.7	A	7.4	A	15.8	B	15.4	B	15.7	B
	Overall			7.3	A	8.2	A	17.0	B	16.6	B	17.0

Table U-4C: RXR Glen Isle Partners Saturday Peak Hour
 Level-of-Service (LOS) Analysis Results
 w/o Mitigation

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action		FEIS Alternative 1		FEIS Alternative 2	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Charles Street & Herb Hill Road	EB	LT	26.0	C	27.1	C	27.8	C	27.8	C	27.8	C
		R	2.3	A	0.0	A	3.0	A	2.8	A	3.0	A
	WB	LTR	23.3	C	26.2	C	27.7	C	27.7	C	27.7	C
	NB	L	13.0	B	14.0	B	30.9	C	28.9	C	30.6	C
		T	13.2	B	14.1	B	15.6	B	15.5	B	15.6	B
		R	9.3	A	10.3	B	11.0	B	11.0	B	11.0	B
	SB	L	19.0	B	18.5	B	20.0	C	19.9	B	20.0	C
		TR	24.3	C	24.4	C	27.8	C	27.7	C	27.8	C
Overall			18.2	B	18.3	B	20.6	C	19.8	B	20.4	C
Glen Cove Road at Route 107 Split	NB	T	15.5	B	16.5	B	19.8	B	19.6	B	19.7	B
	SB	L	37.2	D	38.8	D	45.3	D	44.7	D	45.3	D
		T	0.4	A	0.5	A	0.6	A	0.6	A	0.6	A
	Overall			11.0	B	11.6	B	14.1	B	14.0	B	14.1
Route 107 & Glen Head Road	EB	LR	14.7	B	16.0	C	18.5	C	18.4	C	18.5	C
		R	-	-	-	-	-	-	-	-	-	-
	NB	L	8.8	A	9.0	A	9.4	A	9.3	A	9.4	A
Glen Cove Road & Glen Head Road	EB	L	65.9	E	65.6	E	65.6	E	65.6	E	65.6	E
		T	65.0	E	65.9	E	65.9	E	65.9	E	65.9	E
		R	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	WB	LTR	95.4	F	78.0	E	78.0	E	78.0	E	78.0	E
	NB	L	214.9	F	250.5	F	250.5	F	250.5	F	250.5	F
		T	25.0	C	25.1	C	28.2	C	28.0	C	28.1	C
		R	19.1	B	19.2	B	19.2	B	19.2	B	19.2	B
	SB	L	23.4	C	23.4	C	30.8	C	30.2	C	30.5	C
		TR	55.6	E	43.7	D	67.9	E	66.7	E	67.9	E
Overall			54.2	D	47.5	D	58.0	E	57.5	E	58.0	E

Table U-4C: RXR Glen Isle Partners Saturday Peak Hour
 Level-of-Service (LOS) Analysis Results
 w/o Mitigation

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action		FEIS Alternative 1		FEIS Alternative 2	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Avenue & Glen Head Road	EB	LTR	24.3	C	23.3	C	23.6	C	23.6	C	23.6	C
	WB	LTR	33.6	C	38.2	D	39.0	D	39.0	D	39.0	D
	NB	L	11.0	B	11.1	B	11.7	B	11.7	B	11.7	B
		TR	13.2	B	13.3	B	14.6	B	14.6	B	14.6	B
	SB	L	54.1	D	66.3	E	121.2	F	117.8	F	121.2	F
		TR	13.8	B	14.6	B	15.8	B	15.8	B	15.8	B
Overall			24.8	C	27.7	C	34.2	C	33.8	C	34.2	C
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	74.1	E	80.0	F	130.2	F	126.9	F	129.0	F
		TR	72.6	E	85.4	F	85.4	F	85.4	F	85.4	F
	WB	L	156.5	F	180.6	F	211.1	F	209.6	F	210.7	F
		TR	151.1	F	166.4	F	167.2	F	167.2	F	167.2	F
	NB	L	256.7	F	286.6	F	286.6	F	286.6	F	286.6	F
		T	41.4	D	43.0	D	49.0	D	48.6	D	48.9	D
		R	16.9	B	17.3	B	17.3	B	17.3	B	17.3	B
	SB	L	62.3	E	62.5	E	62.5	E	62.5	E	62.5	E
		T	43.3	D	44.3	D	48.5	D	48.2	D	48.4	D
		R	17.5	B	17.1	B	17.6	B	17.6	B	17.6	B
Overall			91.0	F	98.8	F	105.0	F	104.6	F	104.9	F
Pratt Boulevard & Continental Place / Bridge Street	EB	L	9.7	A	11.7	B	37.4	D	34.5	C	37.4	D
		TR	6.0	A	6.3	A	7.4	A	7.4	A	7.4	A
	WB	L	7.1	A	7.8	A	10.1	B	9.9	A	10.1	B
		TR	5.8	A	6.1	A	7.5	A	7.4	A	7.5	A
	NB	L	16.0	B	16.8	B	19.7	B	19.6	B	19.7	B
		TR	10.0	A	10.5	B	12.0	B	11.9	B	12.0	B
	SB	LT	20.8	C	22.6	C	27.4	C	27.4	C	27.4	C
		R	5.4	A	5.4	A	13.2	B	12.6	B	13.1	B
Overall			7.6	A	8.1	A	11.2	B	10.9	B	11.2	B

Table U-5A

RXR Glen Isle Partners

Roundabout Analysis

FEIS Proposed Action, Alternative 1, Alternative 2

AM Peak

Table U-5A: RXR Glen Isle Partners
AM Peak Hour Level-of-Service (LOS)
 Roundabout Analysis Results

Intersection Gravies Point Road / Herb Hill Road / Dickson Street		FEIS Proposed Action		FEIS Alternative 1		FEIS Alternative 2	
		Delay	LOS	Delay	LOS	Delay	LOS
Approach	Movement						
EB	L	7.2	A	7.2	A	6.7	A
	T	7.2	A		X	6.7	A
	R	7.2	A	7.2	A	6.7	A
	Approach	7.2	A	7.2	A	6.7	A
WB	L	6.1	A		X	6.1	A
	T	6.1	A		X	6.1	A
	R	6.1	A		X	6.1	A
	Approach	6.1	A		X	6.1	A
NB	L	6.8	A	8.1	A	6.5	A
	T	6.8	A	8.1	A	6.5	A
	R	6.8	A		X	6.5	A
	Approach	6.8	A	8.1	A	6.5	A
SB	L	5.7	A		X	5.7	A
	T	5.7	A	6.4	A	5.7	A
	R	5.7	A	6.4	A	5.7	A
	Approach	5.7	A	6.4	A	5.7	A
Overall		6.7	A	7.2	A	6.4	A

Table U-5B

RXR Glen Isle Partners
Roundabout Analysis
FEIS Proposed Action, Alternative 1, Alternative 2
PM Peak

Table U-5B: RXR Glen Isle Partners
PM Peak Hour Level-of-Service (LOS)
 Roundabout Analysis Results

Intersection Gravies Point Road / Herb Hill Road / Dickson Street		FEIS Proposed Action		FEIS Alternative 1		FEIS Alternative 2	
		Delay	LOS	Delay	LOS	Delay	LOS
Approach	Movement						
EB	L	6.6	A	7.4	A	6.6	A
	T	6.6	A		X	6.6	A
	R	6.6	A	7.4	A	6.6	A
	Approach	6.6	A	7.4	A	6.6	A
WB	L	6.2	A		X	6.1	A
	T	6.2	A		X	6.1	A
	R	6.2	A		X	6.1	A
	Approach	6.2	A		X	6.1	A
NB	L	5.2	A	5.7	A	5.2	A
	T	5.2	A	5.7	A	5.2	A
	R	5.2	A		X	5.2	A
	Approach	5.2	A	5.7	A	5.2	A
SB	L	7.9	A		X	7.6	A
	T	7.9	A	8.6	A	7.6	A
	R	7.9	A	8.6	A	7.6	A
	Approach	7.9	A	8.6	A	7.6	A
Overall		6.9	A	7.8	A	6.7	A

Table U-5C

RXR Glen Isle Partners
Roundabout Analysis
FEIS Proposed Action, Alternative 1, Alternative 2
Saturday Peak

**Table U-5C: RXR Glen Isle Partners
Saturday Peak Hour Level-of-Service (LOS)
Roundabout Analysis Results**

Intersection Gravies Point Road / Herb Hill Road / Dickson Street		FEIS Proposed Action		FEIS Alternative 1		FEIS Alternative 2	
		Delay	LOS	Delay	LOS	Delay	LOS
Approach	Movement						
EB	L	6.7	A	7.4	A	6.4	A
	T	6.7	A		X	6.4	A
	R	6.7	A	7.4	A	6.4	A
	Approach	6.7	A	7.4	A	6.4	A
WB	L	5.3	A		X	5.2	A
	T	5.3	A		X	5.2	A
	R	5.3	A		X	5.2	A
	Approach	5.3	A		X	5.2	A
NB	L	5.5	A	6.2	A	5.3	A
	T	5.5	A	6.2	A	5.3	A
	R	5.5	A		X	5.3	A
	Approach	5.5	A	6.2	A	5.3	A
SB	L	5.5	A		X	5.6	A
	T	5.5	A	6.0	A	5.6	A
	R	5.5	A	6.0	A	5.6	A
	Approach	5.5	A	6.0	A	5.6	A
Overall		6.2	A	6.8	A	5.9	A

Table U-6A

RXR Glen Isle Partners
FEIS Proposed Action, Alternative 1, Alternative 2
AM Peak with Mitigation

**Table U-6A: RXR Glen Isle Partners AM Peak Hour
Level-of-Service (LOS) Analysis Results
with Mitigation**

Intersection	Approach	Movement	Proposed Action						Alternative 1						Alternative 2					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation		Unmitigated		Timing Mitigation		Configuration & Timing Mitigation		Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Road at Route 107 Split	NB	T	19.4	B	35.4	D			19.3	B	35.0	D			19.3	B	34.9	C		
		L	173.5	F	56.6	E			167.7	F	54.2	D			179.4	F	59.2	E		
	SB	T	0.7	A	0.7	A			0.6	A	0.6	A			0.7	A	0.7	A		
		Overall	41.0	D	23.7	C			39.8	D	23.2	C			42.4	D	24.0	C		
Route 107 & Glen Head Road	EB	LR	68.3	F			60.8	F	65.1	F			58.0	F	71.2	F			58.0	F
		R	-						-						-					
	NB	L	12.3	B			12.3	B	12.2	B			12.2	B	12.4	B			12.2	B
Glen Cove Road & Glen Head Road	EB	L	60.7	E	61.7	E	47.1	D	60.7	E	61.7	E	47.1	D	60.7	E	61.7	E		
		T	133.8	F	39.0	D	68.1	E	133.8	F	39.0	D	68.1	E	133.8	F	39.0	D		
		R	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A		
	WB	LTR	104.7	F	76.3	E	66.4	E	104.7	F	76.3	E	66.4	E	104.7	F	76.3	E		
		L	83.5	F	14.6	B	24.8	C	83.5	F	14.6	B	24.8	C	83.5	F	14.6	B		
	NB	T	22.1	C	20.8	C	31.1	C	22.0	C	20.7	C	31.0	C	22.0	C	20.7	C		
		R	13.6	B	13.7	B	25.6	C	13.6	B	13.7	B	25.6	C	13.6	B	13.7	B		
	SB	L	24.5	C	12.3	B	24.4	C	24.3	C	12.3	B	24.3	C	24.3	C	12.3	B		
		TR	46.7	D	49.8	D	50.5	D	44.2	D	46.9	D	48.7	D	49.4	D	52.7	D		
	Overall		51.1	D	41.5	D	46.2	D	50.0	D	40.2	D	45.4	D	52.4	D	42.9	D		
Glen Cove Avenue & Glen Head Road	EB	LTR	18.7	B	19.8	B			18.6	B	19.7	B			18.6	B	19.3	B		
		LTR	27.7	C	30.7	C			27.7	C	30.5	C			27.7	C	29.6	C		
	NB	L	11.4	B	10.1	B			11.3	B	10.1	B			11.4	B	10.7	B		
		TR	12.1	B	11.4	B			12.1	B	11.4	B			12.1	B	11.6	B		
	SB	L	42.2	D	36.0	D			41.5	D	35.5	D			41.1	D	37.4	D		
		TR	17.2	B	16.3	B			17.0	B	16.2	B			17.4	B	16.8	B		
Overall		22.1	C	21.8	C			22.0	C	21.6	C			22.0	C	21.8	C			
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	79.1	E	92.0	F	73.1	E	78.7	E	91.0	F	72.6	E	78.5	E	90.5	F	72.4	E
		TR	45.5	D	43.3	D	35.8	D	45.5	D	43.3	D	35.8	D	45.5	D	43.3	D	35.8	D
	WB	L	76.1	E	63.2	E	63.2	E	76.1	E	63.2	E	63.2	E	76.1	E	63.2	E	63.2	E
		TR	142.2	F	115.1	F	71.9	E	141.9	F	115.1	F	71.9	E	141.9	F	115.1	F	71.9	E
	NB	L	87.3	F	105.2	F	105.2	F	87.3	F	105.2	F	105.2	F	87.3	F	105.2	F	105.2	F
		T	35.7	D	36.5	D	43.1	D	35.6	D	36.4	D	42.9	D	35.6	D	36.3	D	42.9	D
	SB	R	17.9	B	17.4	B	20.9	C	17.9	B	17.4	B	20.9	C	17.9	B	17.4	B	20.9	C
		L	88.7	F	63.7	E	69.2	E	88.7	F	63.7	E	69.2	E	88.7	F	63.7	E	69.2	E
	SB	T	134.4	F	125.0	F	80.5	F	129.0	F	119.6	F	77.4	E	139.2	F	129.7	F	83.4	F
		R	25.3	C	23.5	C	73.6	E	25.2	C	23.4	C	70.1	E	25.4	C	23.6	C	76.1	E
Overall		85.7	F	78.0	E	63.1	E	84.4	F	76.8	E	64.0	E	86.7	F	79.0	E	64.0	E	

Table U-6B

RXR Glen Isle Partners
FEIS Proposed Action, Alternative 1, Alternative 2
PM Peak with Mitigation

Table U-6B: RXR Glen Isle Partners PM Peak Hour
Level-of-Service (LOS) Analysis Results
with Mitigation

Intersection	Approach	Movement	Proposed Action						Alternative 1						Alternative 2					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation		Unmitigated		Timing Mitigation		Configuration & Timing Mitigation		Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Road at Route 107 Split	NB	T	28.6	C	36.0	D			27.8	C	34.7	C			29.2	C	37.1	D		
	SB	L	105.7	F	77.2	E			103.0	F	75.3	E			105.7	F	77.2	E		
		T	0.4	A	0.4	A			0.4	A	0.4	A			0.4	A	0.4	A		
	Overall		31.6	C	29.9	C			30.8	C	29.0	C			31.9	C	30.4	C		
Route 107 & Glen Head Road	EB	LR	49.2	E			28.0	D	48.0	E			27.7	D	49.4	E			27.7	D
		R	-						-						-					
	NB	L	11.0	B			11.0	B	11.0	B			11.0	B	11.0	B			11.0	B
Glen Cove Road & Glen Head Road	EB	L	69.0	E	46.3	D	52.3	D	68.9	E	46.1	D	52.1	D	69.0	E	46.3	D		
		T	72.8	E	28.1	C	54.2	D	72.6	E	28.1	C	54.1	D	72.8	E	28.1	C		
		R	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A		
	WB	LTR	81.8	F	75.0	E	53.8	D	81.6	F	74.6	E	53.7	D	81.8	F	75.0	E		
		L	103.1	F	17.8	B	27.7	C	103.1	F	17.8	B	27.7	C	103.1	F	17.8	B		
	NB	T	39.5	D	34.0	C	37.5	D	38.9	D	33.5	C	37.3	D	40.2	D	34.5	C		
		R	19.9	B	17.7	B	28.9	C	19.9	B	17.7	B	28.9	C	19.9	B	17.7	B		
	SB	L	39.4	D	15.7	B	25.5	C	39.4	D	15.7	B	25.5	C	39.4	D	15.7	B		
		TR	42.2	D	46.8	D	41.4	D	41.7	D	45.9	D	41.2	D	42.3	D	46.9	D		
	Overall		48.6	D	42.1	D	42.1	D	48.2	D	41.6	D	41.9	D	48.9	D	42.3	D		
Glen Cove Avenue & Glen Head Road	EB	LTR	22.3	C	29.1	C			22.3	C	27.6	C			22.3	C	29.3	C		
		L	33.1	C	47.8	D			33.1	C	45.8	D			33.1	C	48.8	D		
	NB	L	10.7	B	8.3	A			10.7	B	8.8	A			10.7	B	8.3	A		
		TR	15.6	B	13.4	B			15.5	B	13.6	B			15.7	B	13.4	B		
	SB	L	140.1	F	67.9	E			135.3	F	72.5	E			146.9	F	69.7	E		
		TR	15.8	B	13.5	B			15.8	B	13.8	B			15.8	B	13.5	B		
Overall		33.0	C	29.1	C			32.6	C	29.0	C			33.7	C	29.5	C			
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	155	F	106.7	F	78.2	E	151.4	F	104.5	F	76.9	E	157.9	F	108.5	F	79.2	E
		TR	228	F	126.8	F	76.8	E	228	F	126.8	F	76.8	E	228	F	126.8	F	76.8	E
	WB	L	81.7	F	109.2	F	109.2	F	81.7	F	109.2	F	109.2	F	81.7	F	109.2	F	109.2	F
		TR	97.1	F	77.1	E	61.8	E	97.1	F	77.1	E	61.8	E	97.1	F	77.1	E	61.8	E
	NB	L	164.7	F	139.5	F	97.1	F	164.7	F	139.5	F	97.1	F	164.7	F	139.5	F	97.1	F
		T	49.9	D	54.2	D	72.8	E	49	D	53.2	D	70.8	E	50.7	D	55.1	E	74.5	E
	SB	R	16.8	B	19.1	B	21.7	C	16.8	B	19.1	B	21.7	C	16.8	B	19.1	B	21.7	C
		L	61.4	E	85.1	F	117.0	F	61.4	E	85.1	F	117.0	F	61.4	E	85.1	F	117.0	F
		T	55.9	E	93.6	F	77.9	E	55.2	E	91.8	F	76.7	E	56	E	93.9	F	78.1	E
		R	17.3	B	20.5	C	33.7	C	17.2	B	20.4	C	33.5	C	17.3	B	20.5	C	33.7	C
Overall		106.1	F	87.0	F	72.5	E	105.6	F	86.3	F	71.8	E	106.5	F	87.3	F	73.0	E	

Table U-6C

RXR Glen Isle Partners
FEIS Proposed Action, Alternative 1, Alternative 2
Saturday Peak with Mitigation

**Table U-6C: RXR Glen Isle Partners Saturday Peak Hour
Level-of-Service (LOS) Analysis Results
with Mitigation**

Intersection	Approach	Movement	Proposed Action						Alternative 1						Alternative 2					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation		Unmitigated		Timing Mitigation		Configuration & Timing Mitigation		Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Road at Route 107 Split	NB	T	19.8	B	19.8	B			19.6	B	19.6	B			19.7	B	19.7	B		
		L	45.3	D	45.3	D			44.7	D	44.7	D			45.3	D	45.3	D		
	SB	T	0.6	A	0.6	A			0.6	A	0.6	A			0.6	A	0.6	A		
		Overall	14.1	B	14.1	B			14.0	B	14.0	B			14.1	B	14.1	B		
Route 107 & Glen Head Road	EB	LR	18.5	C			16.8	C	18.4	C			16.7	C	18.5	C			18.5	C
		R	-						-		Table U-				-					
	NB	L	9.4	A			9.4	A	9.3	A			9.3	A	9.4	A			9.4	A
Glen Cove Road & Glen Head Road	EB	L	65.6	E	61.4	E	58.6	E	65.6	E	61.4	E	58.5	E	65.6	E	61.4	E		
		T	65.9	E	31.4	C	58.8	E	65.9	E	31.4	C	58.7	E	65.9	E	31.4	C		
		R	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A		
	WB	LTR	78.0	E	75.7	E	59.0	E	78.0	E	75.7	E	58.8	E	78.0	E	75.7	E		
		L	250.5	F	24.0	C	29.9	C	250.5	F	24.0	C	29.8	C	250.5	F	24.0	C		
	NB	T	28.2	C	22.7	C	29.2	C	28.0	C	22.6	C	29.2	C	28.1	C	22.7	C		
		R	19.2	B	15.5	B	25.7	C	19.2	B	15.5	B	25.7	C	19.2	B	15.5	B		
	SB	L	30.8	C	12.7	B	22.0	C	30.2	C	12.6	B	21.9	C	30.5	C	12.7	B		
		TR	67.9	E	60.5	E	43.0	D	66.7	E	59.3	E	42.9	D	67.9	E	60.5	E		
		Overall	58.0	E	46.6	D	40.9	D	57.5	E	46.0	D	40.9	D	58.0	E	46.6	D		
Glen Cove Avenue & Glen Head Road	EB	LTR	23.6	C	27.8	C			23.6	C	27.8	C			23.6	C	27.8	C		
		LTR	39.0	D	51.8	D			39.0	D	51.8	D			39.0	D	51.8	D		
	NB	L	11.7	B	10.2	B			11.7	B	10.2	B			11.7	B	10.2	B		
		TR	14.6	B	13.2	B			14.6	B	13.1	B			14.6	B	13.2	B		
	SB	L	121.2	F	82.3	F			117.8	F	77.9	E			121.2	F	82.3	F		
		TR	15.8	B	14.3	B			15.8	B	14.3	B			15.8	B	14.3	B		
	Overall	34.2	C	32.6	C			33.8	C	32.2	C			34.2	C	32.6	C			
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	130.2	F	177.4	F	177.4	F	126.9	F	174.9	F	174.9	F	129	F	176.6	F	176.6	F
		TR	85.4	F	79.8	E	79.8	E	85.4	F	79.8	E	79.8	E	85.4	F	79.8	E	79.8	E
	WB	L	211.1	F	108.1	F	108.1	F	209.6	F	108.1	F	108.1	F	210.7	F	108.1	F	108.1	F
		TR	167.2	F	79.8	E	79.8	E	167.2	F	79.8	E	79.8	E	167.2	F	79.8	E	79.8	E
	NB	L	286.6	F	172.4	F	102.7	F	286.6	F	172.4	F	102.7	F	286.6	F	172.4	F	102.7	F
		T	49	D	51.6	D	57.3	E	48.6	D	51.1	D	56.5	E	48.9	D	51.6	D	57.1	E
	SB	R	17.3	B	14.5	B	15.5	B	17.3	B	14.5	B	15.5	B	17.3	B	14.5	B	15.5	B
		L	62.5	E	96.5	F	76	E	62.5	E	96.5	F	76.0	E	62.5	E	96.5	F	76.0	E
		T	48.5	D	97.8	F	58.5	E	48.2	D	95.7	F	58.0	E	48.4	D	97.4	F	58.4	E
		R	17.6	B	24.7	C	43.6	D	17.6	B	24.6	C	43.3	D	17.6	B	24.7	C	43.6	D
		Overall	105	F	86.5	F	79.7	E	104.6	F	85.9	F	79.3	E	104.9	F	86.4	F	79.6	E

Table U-7A

MW-3 Full Build-Out

FEIS Proposed Action, Alternative 1, Alternative 2

AM Peak without Mitigation

Table U-7A: MW-3 Full Build Out AM Peak Hour
Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action w/MW-3 Build Out		FEIS Alternative 1 w/MW-3 Build Out		FEIS Alternative 2 w/MW-3 Build Out	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Avenue / Brewster Street & Pratt Boulevard / Charles Street	WB	L	30.4	C	30.6	C	33.1	C	334.0	F	33.2	C
		T	26.4	C	27.3	C	29.6	C	29.8	C	29.7	C
		R	9.3	A	9.2	A	8.7	A	8.7	A	8.7	A
	NB	L	8.3	A	9.7	A	13.2	B	13.3	B	13.2	B
		T	21.9	C	23.2	C	25.8	C	25.7	C	25.8	C
		R	10.4	B	11.2	B	53.1	D	33.5	C	53.0	D
	SB	L	24.6	C	25.5	C	27.8	C	27.7	C	27.8	C
		TR	10.8	B	12.2	B	15.7	B	15.7	B	15.8	B
Overall			17.0	B	17.8	B	28.8	C	24.2	C	28.8	C
Glen Cove Avenue & Charles Street	EB	L	16.2	B	15.9	B	31.4	C	25.9	C	31.4	C
		T	10.6	B	10.6	B	9.4	A	9.4	A	9.4	A
		R	4.7	A	5.9	A	7.6	A	7.3	A	7.6	A
	WB	LTR	8.1	A	7.6	A	6.3	A	6.3	A	6.3	A
	NB	TR	6.8	A	7.5	A	22.0	C	20.3	C	22.0	C
	SB	L	7.2	A	7.6	A	15.8	B	15.6	B	15.8	B
		T	6.8	A	7.2	A	18.4	B	17.3	B	18.4	B
	Overall			7.5	A	8.0	A	20.5	C	18.3	B	20.5
Charles Street & Herb Hill Road	EB	LT	28.0	C	27.8	C	29.5	C	29.5	C	29.5	C
		R	2.6	A	2.5	A	7.0	A	7.0	A	7.0	A
	WB	LTR	23.5	C	27.5	C	29.9	C	29.9	C	29.9	C
	NB	L	14.5	B	16.2	B	35.4	D	35.4	D	35.4	D
		T	14.6	B	15.7	B	17.4	B	17.4	B	17.4	B
		R	12.0	B	13.0	B	14.0	B	14.0	B	14.0	B
	SB	L	18.5	B	18.9	B	20.4	C	20.4	C	20.4	C
		TR	25.1	C	27.0	C	30.6	C	30.6	C	30.6	C
Overall			19.7	B	21.1	C	23.2	C	23.2	C	23.2	C

**Table U-7A: MW-3 Full Build Out AM Peak Hour
Level-of-Service (LOS) Analysis Results**

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action w/MW-3 Build Out		FEIS Alternative 1 w/MW-3 Build Out		FEIS Alternative 2 w/MW-3 Build Out	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Road at Route 107 Split	NB	T	17.0	B	17.8	B	20.4	C	20.3	C	20.4	C
	SB	L	97.1	F	126.5	F	202.4	F	195.8	F	207.7	F
		T	0.5	A	0.5	A	0.8	A	0.7	A	0.8	A
	Overall			24.9	C	31.1	C	47.1	D	45.7	D	48.2
Route 107 & Glen Head Road	EB	LR	39.2	E	47.7	E	85.0	F	81	F	85.0	F
		R	-	-	-	-	-	-	-	-	-	-
	NB	L	11.2	B	11.6	B	3.9	B	3.9	B	3.9	B
Glen Cove Road & Glen Head Road	EB	L	59.2	E	59.3	E	60.7	E	60.7	E	60.7	E
		T	130.5	F	125.9	F	133.8	F	133.8	F	133.8	F
		R	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	WB	LTR	100.3	F	98.9	F	104.7	F	104.7	F	104.7	F
	NB	L	90.3	F	86.2	F	83.5	F	83.5	F	83.5	F
		T	22.0	C	20.9	C	22.9	C	22.8	C	22.8	C
		R	13.8	B	13.6	B	13.6	B	13.6	B	13.6	B
	SB	L	21.0	C	20.4	C	28.2	C	27.9	C	27.8	C
		TR	31.6	C	34.6	C	61.2	E	57.5	E	64.8	E
Overall			45.6	D	45.4	D	57.5	E	55.8	E	59.2	E
Glen Cove Avenue & Glen Head Road	EB	LTR	18.3	B	18.2	B	19.0	B	19.0	B	19.0	B
	WB	LTR	26.7	C	27.0	C	28.4	C	28.4	C	28.4	C
	NB	L	10.7	B	10.9	B	11.7	B	11.7	B	11.7	B
		TR	11.5	B	11.6	B	12.4	B	12.4	B	12.4	B
	SB	L	30.6	C	34.4	C	46.7	D	45.8	D	46.7	D
		TR	15.5	B	15.8	B	18.1	B	17.8	B	18.1	B
	Overall			20.1	C	20.6	C	23.1	C	22.9	C	23.1

**Table U-7A: MW-3 Full Build Out AM Peak Hour
Level-of-Service (LOS) Analysis Results**

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action w/MW-3 Build Out		FEIS Alternative 1 w/MW-3 Build Out		FEIS Alternative 2 w/MW-3 Build Out	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	74.3	E	73.2	E	82.8	F	82.2	F	82.0	F
		TR	45.6	D	45.5	D	45.5	D	45.5	D	45.5	D
	WB	L	74.5	E	76.1	E	76.1	E	76.1	E	76.1	E
		TR	113.0	F	136.9	F	145.3	F	145.3	F	145.3	F
	NB	L	85.1	F	87.3	F	87.3	F	87.3	F	87.3	F
		T	33.5	C	34.3	C	36.5	D	36.4	D	36.4	D
		R	17.7	B	17.9	B	17.9	B	17.9	B	17.9	B
	SB	L	87.5	F	88.7	F	88.7	F	88.7	F	88.7	F
		T	72.0	E	95.5	F	158.9	F	153.3	F	163.8	F
		R	24.2	C	24.7	C	25.7	C	25.6	C	25.8	C
Overall			65.6	E	76.2	E	92.0	F	90.6	F	93.1	F
Pratt Boulevard & Continental Place / Bridge Street	EB	L	7.2	A	7.2	A	10.3	B	10.0	B	10.2	B
		TR	7.4	A	7.4	A	9.3	A	9.1	A	9.5	A
	WB	L	7.7	A	7.9	A	13.7	B	12.6	B	14.8	B
		TR	6.6	A	6.6	A	7.4	A	7.3	A	7.3	A
	NB	L	15.6	B	16.4	B	19.0	B	19.0	B	19.1	B
		TR	11.3	B	11.2	B	16.1	B	15.6	B	16.6	B
	SB	LT	21.7	C	22.6	C	27.2	C	27.0	C	27.3	C
		R	6.6	A	6.7	A	6.5	A	6.5	A	6.5	A
	Overall			8.8	A	8.6	A	10.2	B	10.0	B	10.3

Table U-7B

MW-3 Full Build-Out
FEIS Proposed Action, Alternative 1, Alternative 2
PM Peak without Mitigation

Table U-7B: MW-3 Full Build Out PM Peak Hour
Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action w/MW-3 Build Out		FEIS Alternative 1 w/MW-3 Build Out		FEIS Alternative 2 w/MW-3 Build Out	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Avenue / Brewster Street & Pratt Boulevard / Charles Street	WB	L	30.3	C	31.0	C	38.4	D	38.4	D	38.4	D
		T	26.3	C	27.0	C	33.2	C	32.3	C	34.2	C
		R	10.1	B	10.3	B	9.5	A	9.5	A	9.5	A
	NB	L	9.1	A	9.8	A	18.2	B	17.3	B	18.8	B
		T	23.7	C	24.6	C	27.9	C	27.9	C	27.9	C
		R	9.6	A	10.8	B	37.8	D	34.4	C	38.4	D
	SB	L	24.6	C	25.0	C	27.2	C	27.2	C	27.2	C
		TR	12.3	B	12.7	B	17.3	B	17.2	B	17.3	B
Overall			17.4	B	17.8	B	26.3	C	25.4	C	26.6	C
Glen Cove Avenue & Charles Street	EB	L	15.4	B	16.9	B	57.0	E	48.1	D	59.3	E
		T	11.8	B	12.2	B	13.3	B	13.3	B	13.4	B
		R	6.4	A	9.2	A	12.7	B	12.5	B	12.8	B
	WB	LTR	8.3	A	8.6	A	9.6	A	9.4	A	9.7	A
	NB	TR	6.8	A	8.0	A	29.6	C	28.9	C	30.2	C
	SB	L	7.8	A	9.5	A	27.1	C	26.9	C	27.0	C
		T	6.1	A	6.9	A	16.9	B	16.9	B	16.8	B
	Overall			7.1	A	8.4	A	28.6	C	26.6	C	29.2
Charles Street & Herb Hill Road	EB	LT	26.5	C	26.9	C	27.3	C	27.2	C	27.3	C
		R	1.9	A	1.5	A	5.9	A	5.6	A	5.9	A
	WB	LTR	23.0	C	24.2	C	25.2	C	25.0	C	25.5	C
	NB	L	13.5	B	13.6	B	103.2	F	83.8	F	119.2	F
		T	14.5	B	14.2	B	18.0	B	17.9	B	18.0	B
		R	9.3	A	10.0	A	12.7	B	12.7	B	12.7	B
	SB	L	19.1	B	19.4	B	22.1	C	22.1	C	22.1	C
		TR	25.8	C	26.2	C	29.7	C	29.7	C	29.7	C
Overall			18.0	B	16.6	B	45.6	D	38.3	D	52.0	D

Table U-7B: MW-3 Full Build Out PM Peak Hour
Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action w/MW-3 Build Out		FEIS Alternative 1 w/MW-3 Build Out		FEIS Alternative 2 w/MW-3 Build Out	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Road at Route 107 Split	NB	T	20.2	C	21.9	C	35.0	D	33.7	C	36.1	D
	SB	L	57.0	E	68.5	E	128.7	F	126.3	F	128.7	F
		T	0.3	A	0.3	A	0.4	A	0.4	A	0.4	A
	Overall		19.3	B	22.1	C	38.5	D	37.6	D	39.0	D
Route 107 & Glen Head Road	EB	LR	30.5	D	33.2	D	61.8	F	60.2	F	62.2	F
		R	-	-	-	-	-	-	-	-	-	-
	NB	L	10.1	B	10.4	B	3.5	B	3.5	B	3.5	B
Glen Cove Road & Glen Head Road	EB	L	65.7	E	64.5	E	70.6	E	70.5	E	70.7	E
		T	67.8	E	67.5	E	74.6	E	74.4	E	74.6	E
		R	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	WB	LTR	69.9	E	71.2	E	85.5	F	84.8	F	85.5	F
		NB	L	79.8	E	71.5	E	99.6	F	100.3	F	99.6
	R		T	38.5	D	33.9	C	44.5	D	43.6	D	45.4
		SB	L	26.6	C	20.3	C	19.8	B	19.8	B	19.8
	TR		L	51.3	D	33.2	C	38.9	D	39.1	D	38.9
		Overall		49.1	D	43.0	D	52.9	D	52.3	D	53.3
Glen Cove Avenue & Glen Head Road	EB	LTR	22.0	C	22.3	C	22.3	C	22.3	C	22.3	C
	WB	LTR	26.9	C	33.1	C	33.1	C	33.1	C	33.1	C
	NB	L	10.1	B	10.3	B	11.0	B	10.9	B	11.0	B
		TR	13.5	B	14.3	B	16.4	B	16.3	B	16.5	B
	SB	L	45.5	D	73.4	E	193.3	F	185.1	F	200.6	F
		TR	14.0	B	14.4	B	16.7	B	16.6	B	16.7	B
	Overall		21.5	C	26.3	C	38.2	D	37.4	D	38.9	D

Table U-7B: MW-3 Full Build Out PM Peak Hour
Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action w/MW-3 Build Out		FEIS Alternative 1 w/MW-3 Build Out		FEIS Alternative 2 w/MW-3 Build Out	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	79.2	E	97.3	F	180.5	F	176.7	F	183.6	F
		TR	80.5	F	218.6	F	228.0	F	228.0	F	228.0	F
	WB	L	76.0	E	79.6	E	81.7	F	81.7	F	81.7	F
		TR	53.1	D	97.1	F	97.1	F	97.1	F	97.1	F
	NB	L	91.4	F	164.7	F	164.7	F	164.7	F	164.7	F
		T	56.1	E	42.8	D	57.6	E	56.1	E	58.9	E
		R	21.2	C	16.9	B	16.8	B	16.8	B	16.8	B
	SB	L	114.5	F	61.4	E	61.4	E	61.4	E	61.4	E
		T	149.7	F	47.4	D	65.6	E	64.4	E	65.8	E
		R	29.4	C	16.7	B	17.6	B	17.5	B	17.6	B
Overall			77.6	E	99.1	F	110.5	F	109.7	F	111.0	F
Pratt Boulevard & Continental Place / Bridge Street	EB	L	10.6	B	11.2	B	61.8	E	52.3	D	67.1	E
		TR	7.8	A	7.7	A	10.1	B	10.0	B	10.1	B
	WB	L	9.6	A	9.6	A	20.4	C	19.1	B	20.3	C
		TR	7.6	A	7.5	A	10.4	B	10.2	B	10.6	B
	NB	L	15.0	B	15.7	B	20.1	C	20.0	C	20.2	C
		TR	9.2	A	9.6	A	12.3	B	12.1	B	12.3	B
	SB	LT	23.8	C	24.1	C	31.1	C	31.1	C	31.5	C
		R	4.7	A	4.9	A	15.5	B	15.0	B	15.7	B
Overall			9.4	A	9.3	A	14.2	B	13.7	B	14.4	B

Table U-7C

MW-3 Full Build-Out

FEIS Proposed Action, Alternative 1, Alternative 2

Saturday Peak without Mitigation

Table U-7C: MW-3 Full Build Out Saturday Peak Hour
Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action w/MW-3 Build Out		FEIS Alternative 1 w/MW-3 Build Out		FEIS Alternative 2 w/MW-3 Build Out	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Avenue / Brewster Street & Pratt Boulevard / Charles Street	WB	L	31.0	C	31.6	C	36.4	D	36.2	D	36.3	D
		T	26.5	C	27.2	C	31.9	C	31.8	C	31.9	C
		R	9.3	A	9.5	A	8.9	A	8.9	A	8.9	A
	NB	L	8.8	A	10.1	B	17.2	B	16.7	B	17.1	B
		T	23.9	C	25.6	C	29.0	C	28.8	C	29.0	C
		R	10.7	B	11.6	B	30.9	C	29.0	C	30.8	C
	SB	L	25.2	C	26.2	C	28.6	C	28.5	C	28.6	C
		TR	11.5	B	12.6	B	17.3	B	17.2	B	17.3	B
Overall			17.7	B	18.6	B	25.1	C	24.6	C	25.1	C
Glen Cove Avenue & Charles Street	EB	L	15.5	B	15.8	B	30.7	C	30.0	C	30.6	C
		T	10.6	B	10.4	B	11.0	B	11.0	B	11.0	B
		R	7.1	A	9.0	A	10.7	B	10.6	B	10.7	B
	WB	LTR	7.0	A	6.7	A	6.3	A	6.3	A	6.3	A
	NB	TR	6.6	A	7.5	A	22.0	C	21.0	C	21.9	C
	SB	L	7.1	A	8.1	A	18.0	B	17.7	B	18.0	B
		T	6.7	A	7.4	A	18.4	B	17.8	B	18.3	B
	Overall			7.3	A	8.2	A	20.6	C	19.9	B	20.6
Charles Street & Herb Hill Road	EB	LT	26.0	C	27.1	C	28.0	C	27.9	C	28.0	C
		R	2.3	A	0.0	A	4.4	A	4.2	A	4.4	A
	WB	LTR	23.3	C	26.2	C	28.1	C	28.1	C	28.1	C
	NB	L	13.0	B	14.0	B	67.9	E	59.6	E	66.3	E
		T	13.2	B	14.1	B	16.3	B	16.2	B	16.3	B
		R	9.3	A	10.3	B	11.7	B	11.7	B	11.7	B
	SB	L	19.0	B	18.5	B	20.5	C	20.4	C	20.5	C
		TR	24.3	C	24.4	C	28.3	C	28.3	C	28.3	C
Overall			18.2	B	18.3	B	34.7	C	31.5	C	34.1	C

Table U-7C: MW-3 Full Build Out Saturday Peak Hour
Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action w/MW-3 Build Out		FEIS Alternative 1 w/MW-3 Build Out		FEIS Alternative 2 w/MW-3 Build Out	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Road at Route 107 Split	NB	T	15.5	B	16.5	B	20.9	C	20.7	C	20.9	C
	SB	L	37.2	D	38.8	D	48.9	D	48.1	D	48.9	D
		T	0.4	A	0.5	A	0.6	A	0.6	A	0.6	A
	Overall		11.0	B	11.6	B	15.2	B	15.0	B	15.2	B
Route 107 & Glen Head Road	EB	LR	14.7	B	16.0	C	19.5	C	19.3	C	19.5	C
		R	-	-	-	-						
	NB	L	8.8	A	9.0	A	2.7	A	2.7	A	2.7	A
Glen Cove Road & Glen Head Road	EB	L	65.9	E	65.6	E	65.6	E	65.6	E	65.6	E
		T	65.0	E	65.9	E	65.9	E	65.9	E	65.9	E
		R	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	WB	LTR	95.4	F	78.0	E	78.0	E	78.0	E	78.0	E
	NB	L	214.9	F	250.5	F	250.5	F	250.5	F	250.5	F
		T	25.0	C	25.1	C	29.3	C	29.2	C	29.3	C
		R	19.1	B	19.2	B	19.2	B	19.2	B	19.2	B
	SB	L	23.4	C	23.4	C	36.3	D	35.4	D	36.3	D
		TR	55.6	E	43.7	D	79.0	E	77.4	E	79.0	E
Overall		54.2	D	47.5	D	63.1	E	62.3	E	63.1	E	
Glen Cove Avenue & Glen Head Road	EB	LTR	24.3	C	23.3	C	23.6	C	23.6	C	23.6	C
	WB	LTR	33.6	C	38.2	D	39.0	D	39.0	D	39.0	D
	NB	L	11.0	B	11.1	B	11.9	B	11.9	B	11.9	B
		TR	13.2	B	13.3	B	15.1	B	15.0	B	15.1	B
	SB	L	54.1	D	66.3	E	144.7	F	144.6	F	144.7	F
		TR	13.8	B	14.6	B	16.2	B	16.2	B	16.2	B
	Overall		24.8	C	27.7	C	36.7	D	36.8	D	36.7	D

Table U-7C: MW-3 Full Build Out Saturday Peak Hour
Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Existing		No Build		FEIS Proposed Action w/MW-3 Build Out		FEIS Alternative 1 w/MW-3 Build Out		FEIS Alternative 2 w/MW-3 Build Out	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	74.1	E	80.0	F	156.0	F	153.8	F	155.3	F
		TR	72.6	E	85.4	F	85.4	F	85.4	F	85.4	F
	WB	L	156.5	F	180.6	F	224.8	F	224.8	F	224.8	F
		TR	151.1	F	166.4	F	167.2	F	167.2	F	167.2	F
	NB	L	256.7	F	286.6	F	286.6	F	286.6	F	286.6	F
		T	41.4	D	43.0	D	51.7	D	51.0	D	51.6	D
		R	16.9	B	17.3	B	17.3	B	17.3	B	17.3	B
	SB	L	62.3	E	62.5	E	62.5	E	62.5	E	62.5	E
		T	43.3	D	44.3	D	49.9	D	49.5	D	49.9	D
		R	17.5	B	17.1	B	17.8	B	17.8	B	17.8	B
Overall			91.0	F	98.8	F	108.6	F	108.3	F	108.5	F
Pratt Boulevard & Continental Place / Bridge Street	EB	L	9.7	A	11.7	B	66.0	E	58.6	E	65.1	E
		TR	6.0	A	6.3	A	7.8	A	7.7	A	7.7	A
	WB	L	7.1	A	7.8	A	11.6	B	11.3	B	11.6	B
		TR	5.8	A	6.1	A	8.0	A	7.9	A	7.9	A
	NB	L	16.0	B	16.8	B	20.1	C	20.0	C	20.1	C
		TR	10.0	A	10.5	B	12.5	B	12.1	B	12.3	B
	SB	LT	20.8	C	22.6	C	28.1	C	28.1	C	28.1	C
		R	5.4	A	5.4	A	15.9	B	15.5	B	15.9	B
	Overall			7.6	A	8.1	A	13.2	B	12.7	B	13.1

Table U-8A

MW-3 Full Build-Out

Roundabout Analysis

FEIS Proposed Action, Alternative 1, Alternative 2

AM Peak

Table U-8A: MW-3 Full Build-Out
AM Peak Hour Level-of-Service (LOS)
 Roundabout Analysis Results

Intersection Gravies Point Road / Herb Hill Road / Dickson Street		FEIS Proposed Action w/ MW-3 Full Build-Out		FEIS Alternative 1 w/ MW-3 Full Build-Out		FEIS Alternative 2 w/ MW-3 Full Build-Out	
		Delay	LOS	Delay	LOS	Delay	LOS
Approach	Movement						
EB	L	9.3	A	9.4	A	8.7	A
	T	9.3	A		X	8.7	A
	R	9.3	A	9.4	A	8.7	A
	Approach	9.3	A	9.4	A	8.7	A
WB	L	7.4	A		X	7.4	A
	T	7.4	A		X	7.4	A
	R	7.4	A		X	7.4	A
	Approach	7.4	A		X	7.4	A
NB	L	8.6	A	10.4	B	8.2	A
	T	8.6	A	10.4	B	8.2	A
	R	8.6	A		X	8.2	A
	Approach	8.6	A	10.4	B	8.2	A
SB	L	9.1	A		X	9.1	A
	T	9.1	A	10.3	B	9.1	A
	R	9.1	A	10.3	B	9.1	A
	Approach	9.1	A	10.3	B	9.1	A
Overall		9.0	A	9.9	A	8.7	A

Table U-8B

MW-3 Full Build-Out
Roundabout Analysis

FEIS Proposed Action, Alternative 1, Alternative 2
PM Peak

Table U-8B: MW-3 Full Build-Out
PM Peak Hour Level-of-Service (LOS)
 Roundabout Analysis Results

Intersection Gravies Point Road / Herb Hill Road / Dickson Street		FEIS Proposed Action w/ MW-3 Full Build-Out		FEIS Alternative 1 w/ MW-3 Full Build-Out		FEIS Alternative 2 w/ MW-3 Full Build-Out	
		Delay	LOS	Delay	LOS	Delay	LOS
Approach	Movement						
EB	L	10.4	B	11.8	B	10.3	B
	T	10.4	B		X	10.3	B
	R	10.4	B	11.8	B	10.3	B
	Approach	10.4	B	11.8	B	10.3	B
WB	L	8.4	A		X	8.3	A
	T	8.4	A		X	8.3	A
	R	8.4	A		X	8.3	A
	Approach	8.4	A		X	8.3	A
NB	L	7.1	A	7.9	A	7.1	A
	T	7.1	A	7.9	A	7.1	A
	R	7.1	A		X	7.1	A
	Approach	7.1	A	7.9	A	7.1	A
SB	L	12.9	B		X	12.4	B
	T	12.9	B	14.0	B	12.4	B
	R	12.9	B	14.0	B	12.4	B
	Approach	12.9	B	14.0	B	12.4	B
Overall		11.0	B	12.4	B	10.6	B

Table U-8C

MW-3 Full Build-Out
Roundabout Analysis

FEIS Proposed Action, Alternative 1, Alternative 2
Saturday Peak

**Table U-8C: MW-3 Full Build-Out
Saturday Peak Hour Level-of-Service (LOS)
Roundabout Analysis Results**

Intersection Gravies Point Road / Herb Hill Road / Dickson Street		FEIS Proposed Action w/ MW-3 Full Build-Out		FEIS Alternative 1 w/ MW-3 Full Build-Out		FEIS Alternative 2 w/ MW-3 Full Build-Out	
		Delay	LOS	Delay	LOS	Delay	LOS
Approach	Movement						
EB	L	9.0	A	9.9	A	8.5	A
	T	9.0	A		X	8.5	A
	R	9.0	A	9.9	A	8.5	A
	Approach	9.0	A	9.9	A	8.5	A
WB	L	6.3	A		X	6.2	A
	T	6.3	A		X	6.2	A
	R	6.3	A		X	6.2	A
	Approach	6.3	A		X	6.2	A
NB	L	6.7	A	7.6	A	6.5	A
	T	6.7	A	7.6	A	6.5	A
	R	6.7	A		X	6.5	A
	Approach	6.7	A	7.6	A	6.5	A
SB	L	7.1	A		X	7.2	A
	T	7.1	A	7.7	A	7.2	A
	R	7.1	A	7.7	A	7.2	A
	Approach	7.1	A	7.7	A	7.2	A
Overall		8.0	A	8.9	A	7.8	A

Table U-9A

MW-3 Full Build-Out
FEIS Proposed Action, Alternative 1, Alternative 2
AM Peak with Mitigation

Table U-9A: MW-3 Full Build Out w/ Mitigation AM Peak Hour Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Proposed Action						Alternative 1						Alternative 2					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation		Unmitigated		Timing Mitigation		Configuration & Timing Mitigation		Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Road at Route 107 Split	NB	T	20.4	C	47.5	D			20.3	C	46.6	D			20.4	C	47.5	D		
	SB	L	202.4	F	58.3	E			195.8	F	55.5	E			207.7	F	60.6	E		
		T	0.8	A	0.8	A			0.7	A	0.7	A			0.8	A	0.8	A		
	Overall		47.1	D	28.2	C			45.7	D	27.4	C			48.2	D	28.6	C		
Route 107 & Glen Head Road	EB	LR	85.0	F			78.8	F	81	F			71.4	F	85.0	F			78.0	F
		R	-												-					
	NB	L	3.9	B			3.9	B	3.9	B			3.9	B	3.9	B			3.9	B
Glen Cove Road & Glen Head Road	EB	L	60.7	E	71.9	E	48.4	D	60.7	E	71.9	E	48.4	D	60.7	E	71.9	E		
		T	133.8	F	40.3	D	71.9	E	133.8	F	40.3	D	71.9	E	133.8	F	40.3	D		
		R	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A		
	WB	LTR	104.7	F	76.3	E	66.6	E	104.7	T	76.3	E	66.6	E	104.7	F	76.3	E		
		L	83.5	F	14.2	B	24.3	C	83.5	F	14.2	B	24.3	C	83.5	F	14.2	B		
	NB	T	22.9	C	20.7	C	31.0	C	22.8	C	20.7	C	31.0	C	22.8	C	20.6	C		
		R	13.6	B	13.3	B	24.9	C	13.6	B	13.3	B	24.9	C	13.6	B	13.3	B		
	SB	L	28.2	C	12.2	B	24.2	C	27.9	C	12.2	B	24.2	C	27.8	C	12.2	B		
		TR	61.2	E	59.8	E	57.4	E	57.5	E	56.1	E	54.7	D	64.8	E	57.7	E		
	Overall		57.5	E	46.4	D	49.5	D	55.8	E	44.7	D	48.3	D	59.2	E	45.5	D		
Glen Cove Avenue & Glen Head Road	EB	LTR	19.0	B	20.4	C			19.0	B	20.4	C			19.0	B	20.3	C		
		LTR	28.4	C	32.1	C			28.4	C	32.1	C			28.4	C	32.0	C		
	NB	L	11.7	B	10.3	B			11.7	B	10.2	B			11.7	B	10.4	B		
		TR	12.4	B	11.5	B			12.4	B	11.5	B			12.4	B	11.5	B		
	SB	L	46.7	D	38.2	D			45.8	D	38.1	D			46.7	D	37.8	D		
		TR	18.1	B	17.0	B			17.8	B	16.8	B			18.1	B	17.2	B		
Overall		23.1	C	22.5	C			22.9	C	22.5	C			23.1	C	22.5	C			
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	82.8	F	121.0	F	78.8	E	82.2	F	119.6	F	78.2	E	82	F	118.9	F	77.9	E
		TR	45.5	D	40.0	D	35.8	D	45.5	D	40.0	D	35.8	D	45.5	D	40.0	D	35.8	D
	WB	L	76.1	E	75.1	E	63.2	E	76.1	E	75.1	E	63.2	E	76.1	E	75.1	E	63.2	E
		TR	145.3	F	104.7	F	71.9	E	145.3	F	104.7	F	71.9	E	145.3	F	104.7	F	71.9	E
	NB	L	87.3	F	149.2	F	105.2	F	87.3	F	149.2	F	105.2	F	87.3	F	149.2	F	105.2	F
		T	36.5	D	35.2	D	44.5	D	36.4	D	35.1	D	44.3	D	36.4	D	35.1	D	44.2	D
		R	17.9	B	18.0	B	20.9	C	17.9	B	18.0	B	20.9	C	17.9	B	18.0	B	20.9	C
	SB	L	88.7	F	74.2	E	69.2	E	88.7	F	74.2	E	69.2	E	88.7	F	74.2	E	69.2	E
		T	158.9	F	126.1	F	96.9	F	153.3	F	120.9	F	92.9	F	163.8	F	130.6	F	100.6	F
		R	25.7	C	23.3	C	88.8	F	25.6	C	23.2	C	85.3	F	25.8	C	23.4	C	92.5	F
	Overall		92.0	F	79.3	E	69.0	E	90.6	F	78.0	E	67.6	E	93.1	F	80.2	F	70.2	E

Table U-9B

MW-3 Full Build-Out
FEIS Proposed Action, Alternative 1, Alternative 2
PM Peak with Mitigation

Table U-9B: MW-3 Full Build Out w/ Mitigation PM Peak Hour Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Proposed Action						Alternative 1						Alternative 2					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation		Unmitigated		Timing Mitigation		Configuration & Timing Mitigation		Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Road at Route 107 Split	NB	T	35.0	D	52.7	D			33.7	C	50.3	D			36.1	D	54.8	D		
		L	128.7	F	85.8	F			126.3	F	84.1	F			128.7	F	85.8	F		
	SB	T	0.4	A	0.4	A			0.4	A	0.4	A			0.4	A	0.4	A		
		Overall	38.5	D	38.9	D			37.6	D	37.5	D			39.0	D	39.8	D		
Route 107 & Glen Head Road	EB	LR	61.8	F			31.6	D	60.2	F			31.2	D	62.2	F			31.6	D
		R	-						-						-					
Route 107 & Glen Head Road	NB	L	3.5	B			3.5	B	3.5	B			11.3	B	3.5	B			3.5	B
		Overall	38.5	D	38.9	D			37.6	D	37.5	D			39.0	D	39.8	D		
Glen Cove Road & Glen Head Road	EB	L	70.6	E	46.3	D	52.8	D	70.5	E	46.3	D	52.8	D	70.7	E	46.3	D		
		T	74.6	E	28.1	C	54.8	D	74.4	E	28.1	C	54.8	D	74.6	E	28.1	C		
		R	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A		
	WB	LTR	85.5	F	75.0	E	54.5	D	84.8	F	75.0	E	54.5	D	85.5	F	75.0	E		
		L	99.6	F	17.8	B	27.7	C	100.3	F	17.8	B	27.7	C	99.6	F	17.8	B		
	NB	T	44.5	D	39.2	D	39.3	D	43.6	D	38.2	D	38.9	D	45.4	D	40.1	D		
		R	19.8	B	17.7	B	28.9	C	19.8	B	17.7	B	28.9	C	19.8	B	17.7	B		
	SB	L	38.9	D	15.7	B	25.6	C	39.1	D	15.7	B	25.6	C	38.9	D	15.7	B		
		TR	48.3	D	60.6	E	44.4	D	47.6	D	58.9	E	43.9	D	48.4	D	60.8	E		
	Overall	52.9	D	49.1	D	43.9	D	52.3	D	48.1	D	43.6	D	53.3	D	49.5	D			
Glen Cove Avenue & Glen Head Road	EB	LTR	22.3	C	31.4	C			22.3	C	31.4	C			22.3	C	31.4	C		
		LTR	33.1	C	57.7	E			33.1	C	57.7	E			33.1	C	57.7	E		
	NB	L	11.0	B	8.3	A			10.9	B	8.3	A			11.0	B	8.3	A		
		TR	16.4	B	13.3	B			16.3	B	13.2	B			16.5	B	13.4	B		
	SB	L	193.3	F	78.1	E			185.1	F	74.4	E			200.6	F	80.7	F		
		TR	16.7	B	13.5	B			16.6	B	13.4	B			16.7	B	13.5	B		
Overall	38.2	D	32.3	C			37.4	D	31.9	C			38.9	D	32.5	C				
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	180.5	F	124.0	F	88.5	F	176.7	F	121.2	F	86.8	F	183.6	F	121.2	F	86.8	F
		TR	228	F	98.6	F	76.8	E	228	F	98.6	F	76.8	E	228.0	F	98.6	F	76.8	E
	WB	L	81.7	F	146.8	F	109.2	F	81.7	F	146.8	F	109.2	F	81.7	F	146.8	F	109.2	F
		TR	97.1	F	70.9	E	61.8	E	97.1	F	70.9	E	61.8	E	97.1	F	70.9	E	61.8	E
	NB	L	164.7	F	161.4	F	97.1	F	164.7	F	161.4	F	97.1	F	164.7	F	161.4	F	97.1	F
		T	57.6	E	60.3	E	88.6	F	56.1	E	58.8	E	85.8	F	58.9	E	61.7	E	90.9	F
		R	16.8	B	19.9	B	21.7	C	16.8	B	19.9	B	21.7	C	16.8	B	19.9	B	21.7	C
	SB	L	61.4	E	117.0	F	117.0	F	61.4	E	117.0	F	117.0	F	61.4	E	117.0	F	117.0	F
		T	65.6	E	113.5	F	91.1	F	64.4	E	111.5	F	89.7	F	65.8	E	113.9	F	91.4	F
		R	17.6	B	20.8	C	36.0	D	17.5	B	20.8	C	35.6	D	17.6	B	20.8	C	35.6	D
Overall	110.5	F	89.6	F	78.8	E	109.7	F	88.8	F	77.9	E	111.0	F	89.6	F	79.2	E		

Table U-9C

MW-3 Full Build-Out
FEIS Proposed Action, Alternative 1, Alternative 2
Saturday Peak with Mitigation

Table U-9C: MW-3 Full Build Out w/ Mitigation Saturday Peak Hour Level-of-Service (LOS) Analysis Results

Intersection	Approach	Movement	Proposed Action						Alternative 1						Alternative 2					
			Unmitigated		Timing Mitigation		Configuration & Timing Mitigation		Unmitigated		Timing Mitigation		Configuration & Timing Mitigation		Unmitigated		Timing Mitigation		Configuration & Timing Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Glen Cove Road at Route 107 Split	NB	T	20.9	C	20.9	C			20.7	C	20.7	C			20.9	C	20.9	C		
		L	48.9	D	48.9	D			48.1	D	48.1	D			48.9	D	48.9	D		
	SB	T	0.6	A	0.6	A			0.6	A	0.6	A			0.6	A	0.6	A		
		Overall	15.2	B	15.2	B			15.0	B	15.0	B			15.2	B	15.2	B		
Route 107 & Glen Head Road	EB	LR	19.5	C			17.5	C	19.3	C			17.4	C	19.5	C			17.5	C
		R																		
	NB	L	2.7	A			2.7	A	2.7	A			2.7	A	2.7	A			2.7	A
Glen Cove Road & Glen Head Road	EB	L	65.6	E	61.4	E	58.6	E	65.6	E	61.4	E	58.6	E	65.6	E	61.4	E		
		T	65.9	E	31.4	C	58.8	E	65.9	E	31.4	C	58.8	E	65.9	E	31.4	C		
		R	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A		
	WB	LTR	78.0	E	75.7	E	59.0	E	78.0	E	75.7	E	59.0	E	78.0	E	75.7	E		
		L	250.5	F	24.0	C	29.9	C	250.5	F	24.0	C	29.9	C	250.5	F	24.0	C		
	NB	T	29.3	C	23.7	C	29.9	C	29.2	C	23.5	C	29.8	C	29.3	C	23.6	C		
		R	19.2	B	15.5	B	25.7	C	19.2	B	15.5	B	25.7	C	19.2	B	15.5	B		
	SB	L	36.3	D	13.1	B	22.3	C	35.4	D	13.0	B	22.3	C	36.3	D	13.0	B		
		TR	79.0	E	71.3	E	46.2	D	77.4	E	69.8	E	45.7	D	79.0	E	71.3	E		
	Overall		63.1	F	51.6	D	42.4	D	62.3	F	50.8	D	42.2	D	63.1	F	51.6	D		
Glen Cove Avenue & Glen Head Road	EB	LTR	23.6	C	31.3	C			23.6	C	27.8	C			23.6	C	31.3	C		
		LTR	39.0	D	64.4	E			39.0	D	51.8	D			39.0	D	64.4	E		
	NB	L	11.9	B	9.6	A			11.9	B	10.3	B			11.9	B	9.6	A		
		TR	15.1	B	12.7	B			15.0	B	13.5	B			15.1	B	12.7	B		
	SB	L	144.7	F	77.4	E			144.6	F	94.9	F			144.7	F	77.4	E		
		TR	16.2	B	13.7	B			16.2	B	14.6	B			16.2	B	13.7	B		
Overall		36.7	D	35.0	D			36.8	D	34.0	C			36.7	D	35.0	D			
Northern Boulevard (Route 25A) & Glen Cove Road	EB	L	156	F	145.1	F	196.3	F	153.8	F	143.0	F	193.7	F	155.3	F	144.4	F	195.4	F
		TR	85.4	F	79.8	E	79.8	E	85.4	F	79.8	E	79.8	E	85.4	F	79.8	E	79.8	E
	WB	L	224.8	F	108.1	F	108.1	F	224.8	F	108.1	F	108.1	F	224.8	F	108.1	F	108.1	F
		TR	167.2	F	97.2	F	79.8	E	167.2	F	97.2	F	79.8	E	167.2	F	97.2	F	79.8	E
	NB	L	286.6	F	172.4	F	102.7	F	286.6	F	172.4	F	102.7	F	286.6	F	172.4	F	102.7	F
		T	51.7	D	53.7	D	64.5	E	51	D	52.9	D	63.2	E	51.6	D	53.6	D	64.3	E
		R	17.3	B	14.0	B	15.5	B	17.3	B	14.0	B	15.5	B	17.3	B	14.0	B	15.5	B
	SB	L	62.5	E	123.6	F	76.0	E	62.5	E	123.6	F	76.0	E	62.5	E	123.6	F	76.0	E
		T	49.9	D	110.7	F	62.0	E	49.5	D	108.5	F	61.3	E	49.9	D	110.4	F	61.9	E
		R	17.8	B	23.5	C	46.2	D	17.8	B	23.5	C	45.9	D	17.8	B	23.5	C	45.9	D
Overall		108.6	F	89.2	F	83.4	F	108.3	F	88.5	F	82.8	F	108.5	F	89.1	F	83.3	F	