

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 4B.3, Transportation: Traffic LOS: Existing And No Action Alternative

2023

9A Study Area - No-Action - AM Peak Hour														
Intersection #	Intersection Name	Approach	Lane Group	Movement	Existing Volume	No-Action Volume	V/C		Delay		LOS			
							Existing	No-Action	Existing	No-Action	Existing	No-Action		
1	24th Street & 12th Ave	NB	TR	T	1865	1874	0.71	0.71	19.1	19.2	B	B		
				R	20	20	-	-	-	-	-	-		
		SB	L	L	110	109	0.97	0.96	135.5	133.8	F	F		
				T	1775	1765	0.61	0.60	16.4	16.4	B	B		
		WB	L	L	200	200	0.71	0.71	71.3	71.3	E	E		
				R	165	165	0.92	0.92	116.4	116.4	F	F		
		Intersection							-	-	27.9	27.9	C	C

9A Study Area - No-Action - Midday Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Existing Volume	No-Action Volume	V/C		Delay		LOS	
							Existing	No-Action	Existing	No-Action	Existing	No-Action
1	24th Street & 12th Ave	NB	TR	T	1505	1523	0.68	0.69	21.2	21.4	C	C
				R	20	20	-	-	-	-	-	-
		SB	L	L	80	80	0.78	0.78	91.3	91.3	F	F
				T	1540	1536	0.64	0.64	20.3	20.2	C	C
		WB	L	L	130	130	0.45	0.45	43.7	43.7	D	D
				R	195	195	0.54	0.54	51.7	51.7	D	D
		Intersection					-	-	25.1	25.1	C	C

9A Study Area - No-Action - PM Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Existing Volume	No-Action Volume	V/C		Delay		LOS		
							Existing	No-Action	Existing	No-Action	Existing	No-Action	
1	24th Street & 12th Ave	NB	TR	T	2365	2323	0.81	0.80	24.3	23.6	C	C	
				R	10	10	-	-	-	-	-	-	
		SB	L	L	85	85	0.80	0.80	105.1	105.1	F	F	
				T	2060	2048	0.70	0.69	20.1	20.0	C	B	
		WB	L	L	235	235	0.80	0.80	72.4	72.4	E	E	
				R	275	275	0.88	0.88	96.6	96.6	F	F	
		Intersection								30.3	30.1	C	C

9A Study Area - No-Action - Late Night Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Existing Volume	No-Action Volume	V/C		Delay		LOS	
							Existing	No-Action	Existing	No-Action	Existing	No-Action
1	24th Street & 12th Ave	NB	TR	T	1630	1605	0.67	0.66	20.8	20.6	C	C
				R	15	15	-	-	-	-	-	-
		SB	L	L	45	45	0.39	0.39	60.4	60.4	E	E
				T	1240	1240	0.49	0.49	17.4	17.4	B	B
		WB	L	L	135	135	0.43	0.43	43.2	43.2	D	D
				R	195	195	0.48	0.48	48.5	48.5	D	D
		Intersection					-	-	22.8	22.7	C	C

Downtown Brooklyn Study Area - Existing vs No-Action - AM Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
1	Flatbush Avenue and Tillary Street	NB	L	L	570	570	0.99	1.38	58.1	230.0	E	F	
			TR	T		915	1158	0.88	1.41	38.1	222.1	D	F
				R		260	260	-	0.47	-	6.1	-	-
		SB	T	T	715	724	0.68	0.73	40.5	43.5	D	D	
			R	R	90	91	0.32	0.35	36.3	38.6	D	D	
		EB	L	L	135	172	0.78	1.11	73.5	145.1	E	F	
			T	T	605	611	0.64	0.83	41.5	48.4	D	D	
			R	R	225	227	0.96	0.85	89.8	63.8	F	E	
		WB	L	L	235	235	0.70	0.78	58.3	66.0	E	E	
			T	T	375	376	0.89	0.93	60.0	62.9	E	E	
			R	R	365	463	1.05	1.06	113.6	111.9	F	F	
		Intersection				0	0	-	-	52.3	116.9	D	F
		2	Adam Street and Tillary Street	NB	L	L	0	0	-	-	-	-	-
T	T				751	617	1.04	0.83	83.4	48.7	F	D	
R	R					59	59	0.72	0.72	52.6	51.8	D	D
	R2					150	157	-	-	-	-	-	-
SB	L			L	600	609	0.92	0.88	61.0	54.3	E	D	
	T			T	820	833	0.62	0.61	24.7	23.3	C	C	
	R			R	15	15	0.04	0.03	9.7	8.5	A	A	
EB	L			L	0	0	-	-	-	-	-	-	
	TR			T		195	205	0.47	0.36	45.1	37.1	D	D
R					90	90	-	-	-	-	-	-	
WB	L			L	140	141	0.74	0.83	56.8	75.0	E	E	
	T			T	230	232	0.61	0.36	43.9	37.3	D	D	
	R			R		525	0	1.02	-	82.3	-	F	-
R2			35	39	-	0.10	-	32.8	-	-	C		
Intersection				0	0	-	-	57.9	42.0	E	D		
3	Old Fulton Street and Vine Street	NB	L	L	1120	1127	0.98	0.99	50.2	51.5	D	D	
			T	T	175	176	0.34	0.34	20.0	20.0	C	C	
		SB	T	T	690	663	0.59	0.56	62.8	62.5	E	E	
			R	R	0	0	-	-	-	-	-	-	
		EB	L	L	0	0	-	-	-	-	-	-	
			R	R	0	0	-	-	-	-	-	-	
Intersection				0	0	-	-	51.9	52.4	D	D		

Downtown Brooklyn Study Area - Existing vs No-Action - Midday Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
					1	Flatbush Avenue and Tillary Street	NB	L	L	585	585	0.97	1.20
TR	T	755	820	0.75				1.21dl	31.9	69.7	C	E	
R	R	345	345	-				0.51	-	5.8	-	-	A
SB	T	T	660	636			0.58	0.59	37.8	39.5	D	D	
	R	R	80	77			0.31	0.31	35.6	37.4	D	D	
EB	L	L	115	123			0.57	0.68	57.4	66.4	E	E	
	T	T	695	683			0.65	0.82	41.6	47.2	D	D	
	R	R	260	255			0.90	0.77	73.4	53.8	E	D	
WB	L	L	235	233			0.66	0.73	55.9	61.6	E	E	
	T	T	370	366			0.92	0.85	63.1	51.5	E	D	
	R	R	355	382			1.04	0.96	109.2	83.4	F	F	
Intersection			0	0	-	-	49.3	59.6	D	E			
2	Adam Street and Tillary Street	NB	L	L	0	0	-	-	-	-	-	-	
			T	T	556	474	0.80	0.66	47.8	41.2	D	D	
			R	R	44	44	0.79	0.81	57.3	57.9	E	E	
		SB	R2	R2	185	188	-	-	-	-	-	-	-
			L	L	660	634	0.98	0.88	71.4	54.8	E	D	
			T	T	765	735	0.58	0.54	23.6	21.6	C	C	
		EB	R	R	20	19	0.05	0.04	9.9	8.6	A	A	
			L	L	0	0	-	-	-	-	-	-	-
			TR	T	275	279	0.54	0.41	46.1	37.6	D	D	
		WB	R	R	85	85	-	-	-	-	-	-	-
			L	L	170	169	0.97	1.10	96.2	138.4	F	F	
T	T		215	214	0.54	0.31	41.4	36.6	D	D			
Intersection			0	0	-	-	51.4	45.3	D	D			
3	Old Fulton Street and Vine Street	NB	L	L	1120	1094	1.05	1.03	70.2	63.0	E	E	
			T	T	125	122	0.25	0.25	20.8	20.7	C	C	
		SB	T	T	535	509	0.43	0.41	38.4	23.5	D	C	
			R	R	0	0	-	-	-	-	-	-	
		EB	L	L	0	0	-	-	-	-	-	-	
			R	R	0	0	-	-	-	-	-	-	
Intersection			0	0	-	-	56.2	47.2	E	D			

Downtown Brooklyn Study Area - Existing vs No-Action - PM Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
1	Flatbush Avenue and Tillary Street	NB	L	L	520	520	1.05	1.45	83.1	263.4	F	F	
			TR	T	800	971	0.76	1.47dl	31.9	111.1	C	F	
				R	310	311	-	0.48	-	5.4	-	-	A
		SB	T	T	955	955	0.85	0.90	47.0	52.5	D	D	
			R	R	80	80	0.28	0.30	34.7	36.6	C	D	
		EB	L	L	105	128	0.48	0.66	54.1	65.3	D	E	
			T	T	730	733	0.70	0.89	42.7	53.0	D	D	
			R	R	230	230	0.85	0.75	65.1	51.3	E	D	
		WB	L	L	225	223	0.56	0.62	52.1	55.9	D	E	
			T	T	650	643	1.04	0.93	87.0	58.4	F	E	
			R	R	240	289	0.89	0.88	73.9	65.7	E	E	
Intersection				0	0	-	-	54.6	75.7	D	E		
2	Adam Street and Tillary Street	NB	L	L	0	0	-	-	-	-	-	-	
			T	T	769	621	0.97	0.76	66.9	44.9	E	D	
			R	R	61	61	0.91	0.92	71.9	72.2	E	E	
		SB		R2	230	236	-	-	-	-	-	-	-
			L	L	535	536	0.78	0.74	49.0	45.3	D	D	
			T	T	1025	1027	0.76	0.74	29.1	26.9	C	C	
		EB	R	R	20	20	0.04	0.04	9.7	8.5	A	A	
			L	L	0	0	-	-	-	-	-	-	-
			TR	T	320	329	0.56	0.43	46.5	37.9	D	D	
		WB	R	R	85	85	-	-	-	-	-	-	-
			L	L	225	225	1.05	1.34	107.9	219.1	F	F	
T	T		365	365	0.86	0.49	59.0	39.6	E	D			
Intersection	R	R	562	0	1.04	-	85.0	-	F	-			
	R2	R2	38	38	-	0.11	-	32.9	-	-	C		
Intersection				0	0	-	-	57.8	51.7	E	D		
3	Old Fulton Street and Vine Street	NB	L	L	1150	1151	0.73	0.73	22.0	22.0	C	C	
			T	T	245	245	0.33	0.33	14.6	14.6	B	B	
		SB	T	T	305	280	0.37	0.34	24.4	14.0	C	B	
			R	R	0	0	-	-	-	-	-	-	
		EB	L	L	0	0	-	-	-	-	-	-	
			R	R	0	0	-	-	-	-	-	-	
Intersection				0	0	-	-	21.3	19.4	C	B		

Downtown Brooklyn Study Area - Existing vs No-Action - Late Night Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
					1	Flatbush Avenue and Tillary Street	NB	L	L	465	465	1.01	1.29
TR	T	835	847	0.76				1.29	31.6	47.9	C	D	
	R	415	415	-				1.29	-	7.1	-	-	A
SB	T	T	895	866			0.78	1.29	43.1	45.3	D	D	
	R	R	55	53			0.18	1.29	32.8	34.3	C	C	
EB	L	L	105	106			0.51	1.29	55.9	61.5	E	E	
	T	T	530	528			0.52	1.29	38.7	40.4	D	D	
	R	R	150	149			0.52	1.29	43.0	37.9	D	D	
WB	L	L	250	250			0.62	1.29	54.0	59.1	D	E	
	T	T	410	410			0.79	1.29	49.1	42.3	D	D	
	R	R	290	294			0.84	1.29	65.5	52.1	E	D	
Intersection			0	0			-	1.29	44.9	50.7	D	D	
2	Adam Street and Tillary Street	NB	L	L			0	0	-	1.29	-	-	-
			T	T	556	511	0.71	1.29	43.6	40.4	D	D	
			R	R	44	44	0.46	1.29	39.4	38.6	D	D	
		SB	R2	R2	105	106	-	1.29	-	-	-	-	-
			L	L	375	371	0.58	1.29	41.8	39.3	D	D	
		EB	T	T	625	619	0.49	1.29	21.9	20.4	C	C	
			R	R	0	0	-	1.29	-	-	-	-	-
			L	L	0	0	-	1.29	-	-	-	-	-
		WB	TR	T	140	141	0.25	1.29	41.4	34.4	D	C	
			R	R	45	45	-	1.29	-	-	-	-	-
			L	L	115	115	0.51	1.29	40.5	47.0	D	D	
		WB	T	T	120	120	0.32	1.29	35.6	34.7	D	C	
			R	R	576	0	0.95	1.29	64.1	-	E	-	
R2	R2		39	37	-	1.29	-	34.2	-	-	C		
Intersection			0	0	-	1.29	41.5	33.5	D	C			
3	Old Fulton Street and Vine Street	NB	L	L	1195	1190	0.79	1.29	24.4	24.3	C	C	
			T	T	130	129	0.17	1.29	12.6	12.6	B	B	
		SB	T	T	325	307	0.38	1.29	30.7	20.2	C	C	
			R	R	0	0	-	1.29	-	-	-	-	
		EB	L	L	0	0	-	1.29	-	-	-	-	
			R	R	0	0	-	1.29	-	-	-	-	
		Intersection			0	0	-	1.29	24.7	22.5	C	C	

Long Island City Study Area - Existing vs No-Action - AM Peak Hour														
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS			
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action		
1a	Pulaski Bridge / 11th Street & Jackson Avenue	NB	LT	L	70	71	-	-	-	-	-	-		
				T	715	715	1.05	1.18	83.2	128.5	F	F		
			R	385	390	0.65	0.66	43.6	43.9	D	D			
		SB	TR	T	445	445	0.68	0.68	8.6	8.6	A	A		
				R	60	60	-	-	-	-	-	-		
		EB	LT	L	35	35	-	-	-	-	-	-		
				T	55	71	0.23	0.26	37.3	37.8	D	D		
		WB	L	L	490	480	0.70	0.69	45.1	44.6	D	D		
				T	210	206	0.29	0.29	14.6	14.6	B	B		
Intersection								45.7	61.3	D	E			
1b	11th Street & 48TH Avenue	NB	L	L	65	65	0.39	0.39	5.6	3.2	A	A		
				T	685	685	0.65	0.65	12.4	23.2	B	C		
		SB	TR	T	495	495	0.66	0.66	39.1	39.1	D	D		
				R	15	15	-	-	-	-	-	-		
		WB	LTR	L	10	10	-	-	-	-	-	-		
				T	25	25	0.08	0.08	17.8	17.8	B	B		
		Intersection								22.4	28.0	C	C	
2	50TH Avenue @ Vernon Blvd	NB	T	T	205	218	0.35	0.37	13.9	14.2	B	B		
				R	10	11	0.03	0.03	10.6	10.6	B	B		
		SB	LT	L	35	35	-	-	-	-	-	-		
				T	165	165	0.47	0.47	16.9	16.9	B	B		
		EB	LTR	L	35	35	-	-	-	-	-	-		
				T	50	50	0.29	0.29	13.7	13.7	B	B		
		Intersection								14.9	15.0	B	B	
3	Green Street & McGuinness Blvd	NB	TR	T	1160	1176	0.84	0.85	26.5	27.2	C	C		
				R	30	30	-	-	-	-	-	-		
		SB	L	L	75	74	0.78	0.80	63.9	68.0	E	E		
				T	970	962	0.61	0.61	18.0	17.9	B	B		
		EB	LTR	L	185	185	-	-	-	-	-	-		
				T	20	20	0.63	0.63	40.7	40.7	D	D		
		Intersection								25.9	26.3	C	C	
4	McGuinness Blvd & Freeman Street	NB	T	T	1345	1361	-	-	-	-	-	-		
				R	1045	1036	-	-	-	-	-	-		
		WB	R	R	115	115	-	-	-	-	-	-		
				T	220	211	-	-	-	-	-	-		
Intersection		Unsignalized												
5	21th Street & 49th Avenue	NB	LTR	L	35	35	-	-	-	-	-	-		
				T	90	90	0.57	0.57	33.0	33.0	C	C		
			SB	LTR	L	40	40	-	-	-	-	-	-	
					T	130	129	1.05	1.04	100.2	97.1	F	F	
		EB	LTR	L	100	99	-	-	-	-	-	-		
				T	130	141	0.45	0.49	23.6	24.5	C	C		
			WB	LT	L	5	5	-	-	-	-	-	-	
					R	10	11	-	-	-	-	-	-	
		Intersection								56.1	54.9	E	D	
		7	11th Street & Borden Avenue	NB	LTR	L	15	17	-	-	-	-	-	-
						T	60	67	-	-	-	-	-	-
					SB	LTR	L	20	23	-	-	-	-	-
T	0						0	-	-	-	-	-	-	
EB	LTR			L	560	561	-	-	-	-	-	-		
				T	50	50	-	-	-	-	-	-		
	WB			LTR	L	25	26	-	-	-	-	-	-	
					T	40	40	-	-	-	-	-	-	
Intersection				Unsignalized										
8a	Van Dam Street & QMT Expy			NB	LT	L	25	26	-	-	-	-	-	-
						T	295	303	0.44	0.45	8.3	8.3	A	A
				SB	TR	T	900	842	0.74	0.70	81.4	80.0	F	E
		R	20			19	-	-	-	-	-	-		
		WB	TR	T	895	891	0.70	0.70	26.6	26.6	C	C		
				R	260	263	-	-	-	-	-	-		
		Intersection								43.9	42.3	D	D	
8b	Van Dam Street & Borden Avenue	NB	TR	T	290	299	0.56	0.57	43.2	43.7	D	D		
				R	5	5	-	-	-	-	-	-		
		SB	L	L	680	636	1.04	0.97	94.4	95.6	F	F		
				T	220	206	0.31	0.29	3.9	3.4	A	A		
		WB	LTR	L	30	30	-	-	-	-	-	-		
				T	185	185	0.31	0.31	29.0	29.0	C	C		
Intersection								58.0	57.9	E	E			
9	Jackson Ave / Northern Blvd & Queens Plaza	NB	TR	L	0	0	-	-	-	-	-	-		
				T	190	260	0.48	0.65	46.8	51.3	D	D		
			SB	LT	L	15	16	-	-	-	-	-	-	
		T			130	132	0.39	0.40	38.5	38.9	D	D		
		EB	R	T	1045	963	0.51	0.47	23.5	22.8	C	C		
				R	355	327	0.71	0.66	33.8	31.1	C	C		
		WB	LTR	L	50	50	-	-	-	-	-	-		
				T	730	733	0.50	0.50	15.5	15.5	B	B		
		Intersection								25.4	26.0	C	C	
11a	Thomson Avenue & Dutch Kills Street	SB	LR	L	0	0	-	-	-	-	-	-		
				R	0	0	-	-	-	-	-	-		
		WB	T	T	400	400	-	-	-	-	-	-		
				R	385	385	-	-	-	-	-	-		
Intersection		Unsignalized												
11b	Thomson Avenue & Dutch Kills Street	WB	TR	T	1280	1281	-	-	-	-	-	-		
				R	830	842	-	-	-	-	-	-		
		Intersection		Unsignalized										
12	21th Street & Queens Plaza N	NB	LT	L	40	0	-	-	-	-	-	-		
				T	315	365	0.37	0.47	15.5	17.6	B	B		
		SB	TR	T	945	947	0.82	1.05	25.9	70.5	C	E		
				R	405	401	-	0.51	-	18.3	-	-	B	
		WB	LTR	L	125	123	-	-	-	-	-	-		
				T	80	78	0.72	0.71	47.8	47.3	D	D		
Intersection								27.4	46.5	C	D			

Long Island City Study Area - Existing vs No-Action- PM Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
1a	Pulaski Bridge / 11th Street & Jackson Avenue	NB	LT	L	70	70	1.01	1.01	145.9	145.9	F	F	
				T	610	610	0.81	0.81	48.5	48.5	D	D	
		SB	TR	R	380	379	0.50	0.50	35.7	35.7	D	D	
				T	555	556	0.89	0.89	20.0	20.1	B	C	
		EB	LT	L	55	55	-	-	-	-	-	-	
				T	85	145	0.31	0.41	38.4	40.2	D	D	
		WB	L	L	685	666	0.89	0.86	52.2	49.9	D	D	
				T	165	159	0.18	0.18	11.0	10.9	B	B	
		Intersection								40.9	40.4	D	D
		1b	11th Street & 48TH Avenue	NB	L	L	70	70	0.63	0.64	22.5	22.7	C
T	590					590	0.56	0.56	4.7	4.6	A	A	
SB	TR			T	600	601	0.91	0.92	59.9	60.1	E	E	
				R	35	35	-	-	-	-	-	-	
WB	LTR			L	10	10	-	-	-	-	-	-	
				T	40	40	0.10	0.10	15.3	15.3	B	B	
Intersection										32.8	32.8	C	C
2	50TH Avenue @ Vernon Blvd	NB	T	T	240	277	0.43	0.50	15.0	16.1	B	B	
				R	40	45	0.10	0.12	11.5	11.6	B	B	
		SB	LT	L	50	48	-	-	-	-	-	-	
				T	180	179	0.52	0.51	17.4	17.3	B	B	
		EB	LTR	L	50	50	-	-	-	-	-	-	
				T	35	34	0.29	0.29	13.9	13.9	B	B	
		Intersection								15.5	15.8	B	B
3	Green Street & McGuiness Blvd	NB	TR	T	885	892	0.60	0.61	18.0	18.1	B	B	
				R	20	20	-	-	-	-	-	-	
		SB	L	L	60	59	0.35	0.35	19.1	19.2	B	B	
				T	985	970	0.56	0.55	16.8	16.7	B	B	
		EB	LTR	L	170	170	-	-	-	-	-	-	
				T	35	35	0.63	0.63	40.4	40.4	D	D	
		Intersection								20.4	20.4	C	C
4	McGuinness Blvd & Freeman Street	NB	T	T	1055	1062	-	-	-	-	-	-	
				TR	1045	1029	-	-	-	-	-	-	
		WB	R	R	340	340	-	-	-	-	-	-	
				R	155	139	-	-	-	-	-	-	
Intersection		Unsignalized											
5	21th Street & 49th Avenue	NB	LTR	L	40	40	-	-	-	-	-	-	
				T	105	105	0.62	0.63	33.4	33.5	C	C	
				R	65	65	-	-	-	-	-	-	
		SB	LTR	L	165	163	-	-	-	-	-	-	
				T	80	79	1.05	1.17	97.5	137.6	F	F	
				R	30	30	-	-	-	-	-	-	
		EB	LTR	L	40	48	-	-	-	-	-	-	
				T	80	97	0.41	0.50	23.0	25.1	C	C	
				R	30	36	-	-	-	-	-	-	
		WB	LT	L	5	5	-	-	-	-	-	-	
				T	85	85	0.20	0.20	18.8	18.8	B	B	
Intersection								47.0	47.0	D	D		
7	11th Street & Borden Avenue	NB	LTR	L	10	11	-	-	-	-	-	-	
				T	40	42	-	-	-	-	-	-	
				R	15	16	-	-	-	-	-	-	
		SB	LTR	L	30	53	-	-	-	-	-	-	
				T	5	9	-	-	-	-	-	-	
				R	150	263	-	-	-	-	-	-	
		EB	LTR	L	570	567	-	-	-	-	-	-	
				T	70	70	-	-	-	-	-	-	
				R	10	10	-	-	-	-	-	-	
		WB	LTR	L	0	0	-	-	-	-	-	-	
				T	330	334	-	-	-	-	-	-	
Intersection								50.2	60.9	D	E		
8a	Van Dam Street & QMT Expy	NB	LT	L	30	30	-	-	-	-	-	-	
				T	265	265	0.29	0.29	4.8	4.7	A	A	
		SB	TR	T	575	508	0.51	0.45	27.6	25.2	C	C	
				R	10	9	-	-	-	-	-	-	
		WB	TR	T	860	867	0.73	0.74	26.7	26.8	C	C	
				R	395	393	-	-	-	-	-	-	
Intersection								24.0	23.3	C	C		
8b	Van Dam Street & Borden Avenue	NB	TR	T	265	265	0.44	0.44	39.5	39.5	D	D	
				R	10	10	-	-	-	-	-	-	
		SB	L	L	335	296	0.63	0.56	97.9	96.8	F	F	
				T	240	212	0.64	0.57	85.5	85.6	F	F	
		EB	LTR	L	30	30	-	-	-	-	-	-	
				T	545	545	0.59	0.59	34.0	34.0	C	C	
		Intersection								56.7	55.1	E	E
9	Jackson Ave / Northern Blvd & Queens Plaza	NB	TR	L	35	35	-	-	-	-	-	-	
				T	375	410	0.84	0.91	61.7	69.6	E	E	
				R	15	17	-	-	-	-	-	-	
		SB	LT	L	20	20	-	-	-	-	-	-	
				T	140	143	0.34	0.35	36.5	36.7	D	D	
		EB	T	T	1255	926	0.60	0.44	24.5	21.7	C	C	
				R	270	199	0.55	0.40	26.6	23.0	C	C	
		WB	LTR	L	20	20	-	-	-	-	-	-	
T	750			752	0.38	0.38	14.2	14.1	B	B			
Intersection								27.9	29.0	C	C		
11a	Thomson Avenue & Dutch Kills Street	SB	LR	L	1385	1385	0.70	0.70	19.3	19.3	B	B	
				R	15	15	-	-	-	-	-	-	
		EB	T	T	340	342	0.36	0.36	43.6	43.6	D	D	
				R	400	401	0.58	0.58	49.0	49.1	D	D	
		Intersection		Unsignalized						29.3	29.3	C	C
11b	Thomson Avenue & Dutch Kills Street	WB	TR	T	400	401	-	-	-	-	-	-	
				R	670	670	-	-	-	-	-	-	
		Intersection		Unsignalized									
12	21th Street & Queens Plaza N	NB	LT	L	25	0	-	-	-	-	-	-	
				T	1030	1063	0.64	1.12	19.7	95.6	B	F	
		SB	TR	T	625	629	0.54	0.70	17.6	23.5	B	C	
				R	265	272	-	0.34	-	15.2	-	B	B
		WB	LTR	L	80	77	-	-	-	-	-	-	
				T	115	113	0.84	0.82	56.4	54.4	E	D	
Intersection								24.8	59.1	C	E		

Lower Manhattan Study Area - Existing vs No-Action Comparison - AM Peak Hour												
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)		V/C		Delay		LOS	
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	Trinity Place & Edgar Street	NEB	L	L2	0	0	-	-	-	-	-	-
				L	0	0	-	-	-	-	-	-
		NB	LT	L	15	3	-	-	-	-	-	-
				T	200	79	0.18	0.09	13.9	10.1	B	B
2	Trinity Place & Rector Street	EB	L	L	35	35	0.30	0.09	43.4	20.7	D	C
				Intersection					18.4	13.5	B	B
		NB	TR	T	220	104	0.33	0.16	18.1	10.7	B	B
				R	15	10	-	-	-	-	-	-
3a	HCT Entrance/Exit & West Street	EB	LT	L	100	102	-	-	-	-	-	-
				T	35	35	0.51	0.52	31.5	31.9	C	C
		NB	T	T	1070	1056	0.74	0.73	45.6	45.2	D	D
				R2	400	424	0.25	0.27	0.5	0.5	A	A
3b	HCT Exit & West Street & West Thams Street	SB	TR	T	1040	1044	0.65	0.65	1.4	1.4	A	A
				Intersection					28.7	53.0	D	D
		WB	L	L	1560	1692	0.90	0.97	42.4	32.7	C	C
				Intersection					28.4	32.7	C	C
4	Chambers Street & Centre Street	NB	L	L	1070	1056	0.61	0.61	1.3	1.2	A	A
				T	1040	1044	0.75	0.76	46.0	46.1	D	D
		SB	TR	R	0	0	-	-	-	-	-	-
				R	0	0	-	-	-	-	-	-
5a	Canal Street & Hudson Street/Holland Tunnel On-Ramp	EB	L	L2	45	46	0.24	0.24	27.8	27.9	C	C
				L	50	50	-	-	-	-	-	-
		WB	TR	T	435	438	0.79	0.80	42.6	42.9	D	D
				T	575	589	0.69	0.71	19.2	19.8	B	B
5b	Canal Street & Holland Tunnel On-Ramp	WB	R	R	460	409	0.91	0.81	56.5	28.9	E	C
				Intersection					39.4	33.6	D	C
		EB	T	T	620	635	0.41	0.42	5.0	5.1	A	A
				R	560	498	1.17	1.08	122.4	97.8	F	F
7a	Canal Street S & West Street	NB	R	R	290	291	0.61	0.61	28.2	28.2	C	C
				L	730	734	0.75	0.75	115.1	115.1	F	F
		SB	T	T	2105	2144	0.74	0.76	7.9	8.2	A	A
				Intersection					41.9	41.9	D	D
7b	Canal Street N & West Street	NB	T	T	2680	2680	0.60	0.60	0.9	0.9	A	A
				T	2835	2878	0.56	0.57	8.2	8.3	A	A
		WB	LR	L	0	0	-	-	-	-	-	-
				R	0	0	-	-	-	-	-	-
9	West Street & Albany Street	NB	TR	T	2205	2267	0.77	0.79	4.6	4.7	A	A
				R	90	93	-	-	-	-	-	-
		SB	TR	L	5	5	-	-	-	-	-	-
				T	1580	1644	0.56	0.58	19.3	19.8	B	B
10	West Street & Vesey Street	EB	LTR	L	140	140	-	-	-	-	-	-
				L	135	135	-	-	-	-	-	-
		WB	R	R	90	90	0.75	0.76	57.5	57.9	E	E
				R	60	62	-	-	-	-	-	-
11	West Street & Chambers Street	NB	TR	L	5	5	-	-	-	-	-	-
				T	2250	2296	0.69	0.71	19.9	20.3	B	C
		SB	TR	T	1805	1855	0.67	0.69	19.6	20.0	B	C
				R	330	330	0.85	0.86	43.4	44.0	D	D
14	Canal Street/Manhattan Bridge & Bowery	EB	LTR	L	105	105	0.58	0.58	58.0	58.1	E	E
				R	75	77	0.37	0.38	48.0	48.5	D	D
		WB	LT	L	0	0	-	-	-	-	-	-
				T	0	0	-	-	-	-	-	-
15	Manhattan Bridge & Bowery	NB	TR	T	2345	2328	0.88	0.88	23.1	23.5	C	C
				T	65	65	-	-	-	-	-	-
		SB	TR	L	230	230	0.77	0.77	80.2	80.2	F	F
				T	1750	1793	0.62	0.63	16.8	17.1	B	B
18	6th Avenue & Watts Street	EB	LTR	R	50	50	0.27	0.27	57.3	57.3	E	E
				L	105	105	-	-	-	-	-	-
		WB	LT	T	30	30	0.57	0.58	55.2	55.5	E	E
				R	15	15	-	-	-	-	-	-
19	Canal Street & 6th Avenue/Laight Street	NB	LTR	L	65	67	-	-	-	-	-	-
				T	60	60	0.55	0.56	55.3	56.0	E	E
		WB	TR	L	310	310	0.75	0.75	46.7	46.7	D	D
				Intersection					35.2	35.0	D	D

Lower Manhattan Study Area - Existing vs No-Action Comparison - PM Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
1	Trinity Place & Edgar Street	NEB	L	L2	0	0	0	-	0	-	0	-	
				L	80	0	0.29	-	30.0	-	C	-	
		NB	LT	L	15	1	-	-	-	-	-	-	-
				T	125	9	0.12	0.01	13.3	9.5	B	A	
		EB	L	L	55	134	0.40	0.28	46.1	23.2	D	C	
Intersection				0	-	-	-	24.2	22.2	C	C		
2	Trinity Place & Rector Street	NB	TR	T	225	125	0.38	0.21	18.0	34.1	B	C	
				R	35	18	-	-	-	-	-	-	-
		EB	LT	L	80	81	-	-	-	-	-	-	-
				T	40	40	0.35	0.35	23.1	23.2	C	C	
		Intersection				0	-	-	-	19.6	29.1	B	C
3a	HCT Entrance/Exit & West Street	NB	T	T	575	566	0.33	0.32	23.5	23.4	C	C	
				R2	1230	1297	0.62	0.65	1.3	1.5	A	A	
		SB	T	T	1295	1297	0.61	0.61	1.0	1.0	A	A	
				L	350	351	0.29	0.29	35.8	35.8	D	D	
		Intersection				0	-	-	-	8.5	8.4	A	A
3b	HCT Exit & West Street & West Thams Street	NB	TR	T	575	566	0.28	0.28	0.5	0.5	A	A	
				R	1295	1297	0.69	0.69	31.2	31.2	C	C	
		SB	R	R	0	0	-	-	-	-	-	-	
				R	0	0	-	-	-	-	-	-	
		EB	R	R	0	0	-	-	-	-	-	-	
Intersection				510	510	0.48	0.48	39.5	39.5	D	D		
4	Chambers Street & Centre Street	NB	L	L	560	445	0.76	0.51	23.9	27.1	C	C	
				T	670	533	0.73	0.66	14.9	16.0	B	B	
		SB	TR	T	365	370	0.62	1.24	34.0	160.8	C	F	
				R	15	15	-	0.17	-	33.1	-	D	C
		EB	R	R	510	510	0.81	1.18	39.9	131.1	D	F	
Intersection								26.0	80.0	C	E		
5a	Canal Street & Hudson Street/Holland Tunnel On-Ramp	NB	L	L	45	45	-	-	-	-	-	-	
				T	585	585	0.88	0.88	44.6	44.6	D	D	
		SB	TR	R	180	189	0.29	0.31	26.3	26.5	C	C	
				R2	10	10	0.05	0.05	24.0	24.0	C	C	
		EB	L	L2	5	5	-	-	-	-	-	-	
5b	Canal Street & Holland Tunnel On-Ramp	NB	L	L	215	225	0.39	0.41	31.1	31.3	C	C	
				T	460	462	0.54	0.54	15.0	15.0	B	B	
		WB	TR	T	75	10	0.23	0.03	5.6	3.8	A	A	
				R	15	2	0.07	0.01	4.1	4.0	A	A	
		Intersection								29.6	31.1	C	C
7a	Canal Street S & West Street	NB	T	T	2790	2698	1.02	0.98	54.0	45.7	D	D	
				R	5	5	0.01	0.01	14.8	14.8	B	B	
		SB	L	L	555	559	0.61	0.62	114.2	114.2	F	F	
				T	1850	1884	0.64	0.65	5.3	5.4	A	A	
		Intersection								43.6	39.0	D	D
7b	Canal Street N & West Street	NB	T	T	2790	2698	0.64	0.62	1.0	0.9	A	A	
				T	2405	2443	0.48	0.48	9.0	9.1	A	A	
		WB	LR	L	0	0	-	-	-	-	-	-	
				R	0	0	-	-	-	-	-	-	
		Intersection								4.7	4.8	A	A
9	West Street & Albany Street	NB	TR	T	1310	1284	0.49	0.48	20.6	20.5	C	C	
				R	50	49	-	-	-	-	-	-	
		SB	TR	L	0	0	-	-	-	-	-	-	
				T	2265	2324	0.68	0.70	24.7	25.1	C	C	
		EB	LTR	R	80	80	-	-	-	-	-	-	
10	West Street & Vesey Street	NB	T	L	140	140	-	-	-	-	-	-	
				T	90	90	0.71	0.71	50.3	50.7	D	D	
		SB	R	R	80	82	-	-	-	-	-	-	
				L	0	0	-	-	-	-	-	-	
		Intersection								25.4	25.7	C	C
11	West Street & Chambers Street	NB	T	L	0	0	-	-	-	-	-	-	
				T	1560	1536	0.45	0.45	15.1	15.0	B	B	
		SB	R	R	2420	2465	0.82	0.83	24.4	25.1	C	C	
				L	140	140	0.32	0.33	15.4	15.5	B	B	
		EB	LTR	L	100	100	0.57	0.58	58.1	58.3	E	E	
R	120			122	0.59	0.60	58.1	58.7	E	E			
14	Canal Street/Manhattan Bridge & Bowery	NB	TR	L	10	10	-	-	-	-	-	-	
				T	0	0	0.05	0.05	39.7	39.7	D	D	
		WB	R	R	0	0	-	-	-	-	-	-	
				L	125	127	-	-	-	-	-	-	
		Intersection								39.7	39.7	D	D
15	Manhattan Bridge & Bowery	EB	T	T	1040	1051	0.98	0.99	50.0	52.4	D	D	
				R	75	85	0.28	0.30	21.2	21.3	C	C	
		WB	T	T	440	542	0.42	0.52	20.7	22.2	C	C	
				T	185	177	0.32	0.30	29.4	29.2	C	C	
		Intersection								35.3	34.4	D	C
18	6th Avenue & Watts Street	NB	L	L	195	195	0.82	0.82	89.8	89.8	F	F	
				T	1910	1945	0.71	0.72	23.2	23.6	C	C	
		SB	TR	R	95	95	0.47	0.47	67.4	67.4	E	E	
				L	50	50	-	-	-	-	-	-	
		Intersection								39.8	39.9	D	D
19	Canal Street & 6th Avenue/Laight Street	NB	LTR	T	20	20	0.27	0.27	39.8	39.9	D	D	
				R	5	5	-	-	-	-	-	-	
		WB	T	L	125	127	-	-	-	-	-	-	
				T	90	90	0.72	0.74	57.9	58.8	E	E	
		Intersection								40.7	40.9	D	D
19	Canal Street & 6th Avenue/Laight Street	NEB	L	L	55	44	0	-	44.0	44.3	D	D	
				T	870	698	0.53	0.43	24.3	22.9	C	C	
		SB	TR	R	5	4	0	-	-	-	-	-	
				T	395	396	0.53	0.53	30.2	30.2	C	C	
		EB	T	T	1300	1333	0.94	0.96	35.3	38.9	D	D	
Intersection								32.7	34.6	C	C		

New Jersey Study Area - Existing vs No-Action - AM Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					Existing	No-Action	Increment	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	14th Street / Holland Tunnel (E-W) & Marin Boulevard (N-S)	WB	TR	T	1970	1988	18	1.03	1.03	58.5	61.3	E	E
				R	205	207	2	-	-	-	-	-	-
		WB2	TR	T	195	197	2	0.83	0.84	80.2	80.9	F	F
				R	5	5	0	-	-	-	-	-	-
		NB	L	L	270	273	3	0.95	0.97	69.9	76.7	E	E
				T	170	172	2	0.29	0.29	25.7	25.8	C	C
		SB	TR	T	185	187	2	0.98	0.99	87.2	89.9	F	F
				R	150	152	2	-	-	-	-	-	-
Intersection									62.4	65.2	E	E	
4	14th Street (E-W) & Jersey Avenue (N-S)	WB	TR	L	60	61	1	0.10	0.11	16.9	16.9	B	B
				T	2795	2821	26	0.78	0.78	27.4	27.6	C	C
				R	40	40	0	-	-	-	-	-	-
		NB	L	L	85	86	1	0.25	0.25	26.6	26.7	C	C
				T	720	727	7	0.56	0.57	32.6	32.7	C	C
		SB	TR	T	135	136	1	0.32	0.33	37.9	37.9	D	D
				R	810	818	8	1.03	1.04	83.6	86.2	F	F
		Intersection									38.4	39.0	D
5	12th Street (E-W) & Jersey Avenue (N-S)	SE	TR	L	430	434	4	0.27	0.28	4.9	5.0	A	A
				T	655	662	7	1.04	1.05	103.8	107.3	F	F
				R	365	369	4	-	-	-	-	-	-
		EB	LTR	L	375	379	4	-	-	-	-	-	-
				T	1045	1064	19	1.04	1.06	77.6	83.2	E	F
				R	660	667	7	-	-	-	-	-	-
		SB	L	L	125	126	1	0.72	0.73	109.0	109.1	F	F
				T	70	71	1	0.72	0.72	107.9	107.4	F	F
Intersection									78.3	82.4	E	F	
8	12th Street/Holland Tunnel (E-W) & Marin Boulevard (N S)	EB	TR	L	70	71	1	0.11	0.12	17.1	17.1	B	B
				T	1920	1948	28	1.03	1.04	57.6	62.3	E	E
				R	55	56	1	-	-	-	-	-	-
		NB	T	T	370	374	4	0.57	0.58	26.7	26.9	C	C
				R	445	449	4	1.03	1.04	78.4	81.3	E	F
		SB	T	185	187	2	0.29	0.29	21.3	21.4	C	C	
Intersection									53.0	56.5	D	E	

New Jersey Study Area - Existing vs No-Action - Midday Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					Existing	No-Action	Increment	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	14th Street / Holland Tunnel (E-W) & Marin Boulevard (N-S)	WB	TR	T	1780	1779	-1	0.95	0.95	38.8	39.5	D	D
				R	175	177	2	-	-	-	-	-	-
		WB2	TR	T	235	237	2	0.94	0.95	95.8	97.1	F	F
				R	5	5	0	-	-	-	-	-	-
		NB	L	L	300	303	3	0.91	0.92	62.1	64.1	E	E
				T	280	283	3	0.46	0.46	31.9	31.9	C	C
		SB	TR	T	150	152	2	0.81	0.82	67.9	68.2	E	E
				R	115	116	1	-	-	-	-	-	-
Intersection									47.9	48.7	D	D	
4	14th Street (E-W) & Jersey Avenue (N-S)	WB	TR	L	60	61	1	0.10	0.10	16.9	16.9	B	B
				T	2340	2344	4	0.77	0.77	27.6	27.7	C	C
				R	70	71	1	-	-	-	-	-	-
		NB	L	L	110	111	1	0.38	0.39	29.2	29.4	C	C
				T	495	500	5	0.38	0.39	28.4	28.4	C	C
		SB	TR	T	115	116	1	0.56	0.57	43.2	43.3	D	D
				R	530	535	5	0.79	0.80	59.8	60.5	E	E
		Intersection									31.5	31.6	C
5	12th Street (E-W) & Jersey Avenue (N-S)	SE	TR	L	295	298	3	0.23	0.23	5.5	5.5	A	A
				T	680	687	7	0.95	0.96	66.0	68.8	E	E
				R	200	202	2	-	-	-	-	-	-
		EB	LTR	L	310	313	3	-	-	-	-	-	-
				T	895	894	-1	0.83	0.83	49.2	49.1	D	D
				R	115	116	1	-	-	-	-	-	-
		SB	L	L	85	86	1	0.57	0.57	81.2	81.4	F	F
				T	90	91	1	0.67	0.67	85.9	86.5	F	F
Intersection									52.7	53.7	D	D	
8	12th Street/Holland Tunnel (E-W) & Marin Boulevard (N-S)	EB	TR	L	155	157	2	0.21	0.21	15.4	15.5	B	B
				T	1565	1571	6	0.81	0.81	24.9	25.2	C	C
				R	90	91	1	-	-	-	-	-	-
		NB	L	L	425	429	4	0.81	0.82	41.9	42.0	D	D
				R	175	177	2	0.38	0.38	22.3	22.3	C	C
		SB	T	150	152	2	0.27	0.27	24.7	24.6	C	C	
		Intersection									27.0	27.2	C

New Jersey Study Area - Existing vs No-Action - PM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					Existing	No-Action	Increment	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	14th Street / Holland Tunnel (E-W) & Marin Boulevard (N-S)	WB	TR	T	1360	1407	47	1.02	1.06	61.9	73.5	E	E
				R	95	96	1	-	-	-	-	-	-
		WB2	TR	T	280	283	3	1.01	1.02	109.1	110.9	F	F
				R	10	10	0	-	-	-	-	-	-
		NB	L	L	425	429	4	1.04	1.05	83.7	86.1	F	F
				T	395	399	4	0.53	0.53	32.1	32.2	C	C
		SB	TR	T	110	111	1	0.96	0.97	84.9	85.6	F	F
				R	225	227	2	-	-	-	-	-	-
Intersection									68.8	75.2	E	E	
4	14th Street (E-W) & Jersey Avenue (N-S)	WB	TR	L	35	35	0	0.05	0.05	16.3	16.3	B	B
				T	3560	3629	69	1.04	1.06	58.3	65.2	E	E
				R	30	30	0	-	-	-	-	-	-
		NB	L	L	165	167	2	0.41	0.42	30.5	30.6	C	C
				T	810	818	8	0.59	0.60	33.4	33.6	C	C
		SB	TR	T	70	71	1	0.16	0.16	34.9	34.9	C	C
				R	905	914	9	1.04	1.05	85.4	88.1	F	F
		Intersection									57.5	62.4	E
5	12th Street (E-W) & Jersey Avenue (N-S)	SE	TR	L	355	359	4	0.23	0.23	4.0	4.0	A	A
				T	670	677	7	1.04	1.06	104.4	107.6	F	F
				R	175	177	2	-	-	-	-	-	-
		EB	LTR	L	620	626	6	-	-	-	-	-	-
				T	1605	1617	12	1.04	1.05	74.6	78.0	E	E
		SB	L	L	185	187	2	-	-	-	-	-	-
				T	40	40	0	0.38	0.38	92.5	91.9	F	F
		Intersection									106.9	106.6	F
Intersection									76.4	79.4	E	E	
8	12th Street/Holland Tunnel (E-W) & Marin Boulevard (N-S)	EB	TR	L	245	247	2	0.34	0.34	19.3	19.4	B	B
				T	2165	2183	18	0.56	0.57	20.4	20.6	C	C
				R	110	111	1	-	-	-	-	-	-
		NB	L	L	575	581	6	0.90	0.91	46.2	46.8	D	D
				R	340	343	3	0.62	0.62	27.3	27.3	C	C
		SB	T	110	111	1	0.19	0.19	20.7	20.6	C	C	
		Intersection									25.3	25.5	C

Queens Midtown Tunnel (Manhattan) Study Area - Existing vs No-Action - AM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
1	E 37th Street & 3rd Avenue	NB	LT	L	20	20	0.09	0.09	4.1	4.1	A	A	
			T	T	835	826	0.61	0.60	6.1	6.8	A	A	
		WB	T	T	725	728	0.50	0.58	16.8	18.6	B	B	
			R	R	260	263	1.05	0.75	117.7	47.9	F	D	
Intersection								21.6	17.4	C	B		
2	E 36th Street & 2nd Avenue	SB	L	L	415	438	0.45	0.65	19.3	33.2	B	C	
			T	T	1020	1006	0.55	0.52	20.7	12.1	C	B	
		EB	TR	T	390	431	0.99	0.48	76.9	27.5	E	C	
			R	R	45	47	-	-	-	-	-	-	
		WB	L	L	515	515	1.05	1.67	87.6	340.7	F	F	
Intersection								46.2	93.6	D	F		
3	E 34th Street & 3rd Avenue	NB	LT	L	95	94	-	-	-	-	-	-	
			T	T	1000	1005	0.54	0.54	19.4	19.4	B	B	
			R	R	105	104	1.04	1.02	121.2	116.9	F	F	
		EB	T	T	415	416	1.01	1.01	72.9	73.5	E	E	
			T	T	400	402	1.03	1.04	82.7	84.1	F	F	
		WB	R	R	50	50	0.18	0.18	21.3	21.3	C	C	
Intersection								47.5	47.5	D	D		
4	E 35th Street & 3rd Avenue	NB	LT	L	110	109	-	-	-	-	-	-	
			T	T	940	946	0.57	0.48	3.7	2.5	A	A	
		WB	T	T	575	574	0.61	0.61	26.4	26.4	C	C	
			R	R	55	55	0.16	0.16	20.7	20.7	C	C	
Intersection								11.8	11.0	B	B		
5	E 34th Street & 2nd Ave	SB	L	L	370	370	0.48	0.66	12.3	34.1	B	C	
			TR	T	T	1465	1453	0.78	0.83	21.4	24.7	C	C
				R	R	120	120	-	1.18	-	162.2	-	F
		EB	TR	T	560	572	0.69	0.76	31.3	34.8	C	C	
			R	R	115	116	-	0.63	-	42.3	-	D	
		WB	T	T	205	195	0.56	0.51	32.1	30.5	C	C	
Intersection								23.2	35.3	C	D		
6	E 35th Street & 2nd Ave	SB	TR	T	1405	1393	0.82	0.56	25.5	16.1	C	B	
			R	R	175	175	-	0.55	-	19.5	-	B	
		EB	R	R	470	473	0.64	0.64	26.7	26.8	C	C	
			T	T	90	87	0.22	0.14	19.9	18.3	B	B	
		WB	L	L	80	77	0.10	0.14	17.9	18.9	B	B	
Intersection								25.2	19.0	C	B		

Queens Midtown Tunnel (Manhattan) Study Area - Existing vs No-Action - Midday Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS	
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
					1	E 37th Street & 3rd Avenue	NB	LT	L	45	44	0.17
T	T	650	635	0.50				0.49	8.1	5.9	A	A
WB	T	T	575	577			0.83	0.95	30.6	49.3	C	D
	R	R	260	265			1.01	0.73	103.5	44.8	F	D
Intersection										29.5	29.2	C
2	E 36th Street & 2nd Avenue	SB	L	L	235	242	0.23	0.43	12.3	28.6	B	C
			T	T	1045	1035	0.57	0.50	16.7	11.7	B	B
		EB	TR	T	1230	1278	0.83	1.34	31.1	189.4	C	F
			R	R	85	85	-	-	-	-	-	-
		Intersection								23.7	106.1	C
3	E 34th Street & 3rd Avenue	NB	LT	L	25	24	-	-	-	-	-	-
			T	T	1070	1075	0.48	0.48	19.0	18.5	B	B
		WB	R	R	175	173	0.79	0.78	48.2	47.2	D	D
			T	T	450	445	0.98	0.96	64.6	62.0	E	E
		WB	T	T	450	450	0.98	0.98	65.0	65.0	E	E
			R	R	80	80	0.30	0.30	23.4	23.4	C	C
Intersection								39.8	38.9	D	D	
4	E 35th Street & 3rd Avenue	NB	LT	L	85	83	-	-	-	-	-	-
			T	T	1065	1072	1.02	0.82	66.8	14.3	E	B
		WB	T	T	520	519	0.57	0.57	25.4	25.4	C	C
			R	R	60	60	0.19	0.19	21.4	21.4	C	C
Intersection								52.2	18.0	D	B	
5	E 34th Street & 2nd Ave	SB	L	L	230	229	0.35	0.37	12.2	29.5	B	C
			TR	T	1335	1325	0.62	0.73	16.9	21.9	B	C
			R	R	45	45	-	0.34	-	18.9	-	B
		EB	TR	T	585	591	0.70	0.75	31.2	34.3	C	C
			R	R	130	130	-	0.59	-	37.9	-	D
		WB	T	T	260	253	0.67	0.63	35.8	33.8	D	C
Intersection								22.4	27.4	C	C	
6	E 35th Street & 2nd Ave	SB	TR	T	1050	1040	0.98	0.58	38.1	12.1	D	B
			R	R	80	80	-	-	-	-	-	-
		EB	R	R	475	476	0.62	0.62	26.1	26.1	C	C
			T	T	90	88	0.21	0.15	19.8	18.4	B	B
		WB	L	L	85	83	0.11	0.15	18.0	19.0	B	B
Intersection								32.8	16.6	C	B	

Queens Midtown Tunnel (Manhattan) Study Area - Existing vs No-Action - PM Peak Hour												
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS	
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	E 37th Street & 3rd Avenue	NB	LT	L	25	25	-	-	-	-	-	-
			T	T	890	873	0.53	0.52	3.4	2.9	A	A
		WB	T	T	625	618	0.42	0.51	15.7	17.2	B	B
			R	R	270	274	1.05	0.69	111.8	42.1	F	D
Intersection								20.6	14.0	C	B	
2	E 36th Street & 2nd Avenue	SB	L	L	325	364	0.32	0.55	13.3	30.2	B	C
			T	T	1590	1567	0.61	0.67	16.4	14.4	B	B
		EB	TR	T	910	1044	0.57	0.79	24.4	33.4	C	C
			R	R	60	61	-	-	-	-	-	-
Intersection								18.7	23.4	B	C	
3	E 34th Street & 3rd Avenue	NB	LT	L	70	69	-	-	-	-	-	-
			T	T	1410	1418	0.65	0.65	21.9	21.2	C	C
			R	R	125	124	0.69	0.68	38.9	38.6	D	D
		EB	T	T	385	386	0.81	0.81	40.2	40.3	D	D
			T	T	435	431	1.05	1.04	83.6	80.6	F	F
		WB	R	R	80	79	0.30	0.30	23.5	23.4	C	C
Intersection								37.0	35.9	D	D	
4	E 35th Street & 3rd Avenue	NB	LT	L	175	173	-	-	-	-	-	-
			T	T	1315	1324	0.95	0.81	20.7	9.0	C	A
		WB	T	T	435	429	0.49	0.48	24.0	23.9	C	C
			R	R	35	35	0.13	0.13	20.4	20.4	C	C
Intersection								21.5	12.6	C	B	
5	E 34th Street & 2nd Ave	SB	L	L	260	259	0.27	0.42	7.3	24.3	A	C
			TR	T	1680	1657	0.73	0.84	14.8	28.5	B	C
			R	R	55	55	-	1.28	-	231.7	-	F
		EB	TR	T	415	428	0.57	0.58	28.5	29.4	C	C
			R	R	110	111	-	0.60	-	39.0	-	D
		WB	T	T	215	202	0.55	0.50	31.6	30.0	C	C
Intersection								18.2	33.5	B	C	
6	E 35th Street & 2nd Ave	SB	TR	T	1555	1533	0.82	0.61	13.7	10.8	B	B
			R	R	95	95	-	0.29	-	10.2	-	B
		EB	R	R	435	437	0.56	0.56	24.7	24.8	C	C
			T	T	5	1	0.01	-	17.0	17.0	B	B
WB	L	L	5	1	0.01	-	17.0	17.0	B	B		
Intersection								16.0	13.8	B	B	

Queens Midtown Tunnel (Manhattan) Study Area - Existing vs No-Action - Late Night Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS	
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	E 37th Street & 3rd Avenue	NB	LT	L	25	25	0.08	0.08	3.6	3.7	A	A
			T	T	1075	1063	0.56	0.55	4.4	4.9	A	A
		WB	T	T	370	372	0.34	0.29	14.8	14.4	B	B
			R	R	335	339	1.00	0.98	101.9	78.4	F	E
Intersection								17.4	21.8	B	C	
2	E 36th Street & 2nd Avenue	SB	L	L	410	421	0.32	0.53	13.1	29.6	B	C
			T	T	1540	1530	0.60	0.67	16.3	14.3	B	B
		EB	TR	T	560	580	0.35	0.56	21.4	28.7	C	C
			R	R	50	50	-	-	-	-	-	-
Intersection								17.0	20.3	B	C	
3	E 34th Street & 3rd Avenue	NB	LT	L	40	39	-	-	-	-	-	-
			T	T	1260	1257	0.52	0.52	19.0	18.9	B	B
		EB	R	R	195	193	0.58	0.57	26.1	25.8	C	C
			T	T	500	500	0.52	0.52	24.5	24.5	C	C
		WB	T	T	320	321	0.36	0.36	22.1	22.1	C	C
			R	R	100	100	0.32	0.33	23.5	23.6	C	C
Intersection								21.3	21.3	C	C	
4	E 35th Street & 3rd Avenue	NB	LT	L	55	54	-	-	-	-	-	-
			T	T	1305	1303	0.62	0.52	5.9	4.3	A	A
		WB	T	T	460	461	0.51	0.51	24.3	24.3	C	C
			R	R	60	60	0.17	0.17	20.7	20.7	C	C
Intersection								11.2	10.1	B	B	
5	E 34th Street & 2nd Ave	SB	L	L	350	350	0.31	0.57	7.7	26.7	A	C
			TR	T	1420	1406	0.55	0.72	8.8	14.3	A	B
			R	R	105	105	-	0.28	-	8.0	-	A
		EB	TR	T	620	623	0.65	0.66	29.8	29.9	C	C
			R	R	75	75	-	-	-	-	-	-
		WB	T	T	225	210	0.31	0.28	24.9	24.5	C	C
Intersection								15.4	20.6	B	C	
6	E 35th Street & 2nd Ave	SB	TR	T	1495	1485	0.81	0.68	12.5	11.5	B	B
			R	R	95	95	-	-	-	-	-	-
		EB	R	R	295	295	0.37	0.37	21.1	21.2	C	C
			T	T	90	86	0.18	0.13	19.3	18.2	B	B
		WB	L	L	85	81	0.10	0.13	17.8	18.6	B	B
Intersection								14.3	13.5	B	B	

Lincoln Tunnel Study Area - Existing vs No-Action - AM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS	
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
					1	9th Ave and 33rd Street	SB	TR	T	1065	1059	0.46
R	60	60	-	-					-	-	-	-
WB		L	50	50			0.19	0.19	25.1	25.1	C	C
		T	100	100			0.25	0.25	24.9	24.9	C	C
Intersection								16.5	16.5	B	B	
2	Dyer Ave and 34th Street	SB		L	245	245	0.81	0.81	54.1	54.1	D	D
				R	155	155	0.87	0.87	81.2	81.2	F	F
		EB	LT	L	0	0	-	-	-	-	-	-
				T	410	411	0.62	0.62	19.2	19.2	B	B
		WB		T	350	350	0.52	0.52	16.8	16.8	B	B
				R	75	75	0.11	0.11	8.6	8.6	A	A
Intersection								32.0	32.1	C	C	
3	12th Ave and 34th Street	NB		T	1825	1833	0.73	0.73	29.4	29.5	C	C
				R	220	222	0.55	0.56	29.3	29.4	C	C
		SB		L	170	169	0.41	0.41	53.2	53.0	D	D
				T	2010	2023	0.68	0.69	2.9	2.9	A	A
		WB		L	140	141	0.60	0.60	61.5	61.6	E	E
				R	200	200	0.34	0.34	34.7	34.7	C	C
Intersection								20.7	20.7	C	C	
4	11th Ave and 42nd Street	SB	LT	L	60	60	-	-	-	-	-	-
				T	1065	1068	0.48	0.48	21.4	21.4	C	C
				R	90	90	0.28	0.28	21.3	21.4	C	C
		EB		T	200	199	0.48	0.48	24.6	24.6	C	C
				R	230	230	0.56	0.56	32.1	32.2	C	C
		WB		L	125	126	0.57	0.57	23.1	23.3	C	C
T	395			396	0.40	0.40	14.3	14.3	B	B		
Intersection								21.2	21.2	C	C	
5	12th Ave and 34th Street	NB	TR	T	70	70	0.31	0.31	32.2	32.2	C	C
				R	20	20	-	-	-	-	-	-
		SB		L	435	434	0.69	0.69	37.5	37.4	D	D
				T	635	633	0.77	0.77	33.5	33.5	C	C
		EB	LTR	R	210	209	0.65	0.65	36.1	36.0	D	D
				L	0	0	-	-	-	-	-	-
		WB		T	140	140	0.27	0.27	25.2	25.2	C	C
				R	25	25	-	-	-	-	-	-
Intersection								33.5	33.4	C	C	
6	10th Ave and 33rd Street	NB	LT	L	0	0	-	-	-	-	-	-
				T	1240	1241	0.51	0.51	16.2	16.2	B	B
		WB	TR	T	0	0	0.34	0.34	22.4	22.5	C	C
				R	160	160	-	-	-	-	-	-
Intersection								16.9	16.9	B	B	
7	11th Ave and 34th Street	SB	LTR	L	115	115	-	-	-	-	-	-
				T	905	907	0.76	0.76	24.8	24.9	C	C
				R	110	110	-	-	-	-	-	-
		EB		L	110	110	0.76	0.76	47.0	47.0	D	D
				T	200	201	0.29	0.29	26.1	26.1	C	C
		WB	TR	R	80	80	0.60	0.61	45.6	46.0	D	D
				L	175	176	0.77	0.78	39.8	40.6	D	D
		WB		T	230	231	0.83	0.83	50.7	51.3	D	D
R	25			25	-	-	-	-	-	-		
Intersection								32.2	32.5	C	C	
8	10th Ave and 41st Street	NB	LT	L	170	172	-	-	-	-	-	-
				T	1225	1224	0.71	0.71	25.3	25.4	C	C
		WB		T	525	531	0.38	0.38	14.7	14.8	B	B
				R	485	484	0.99	0.99	72.2	71.8	E	E
Intersection								32.4	32.3	C	C	
9	12th Ave and 42nd Street	NB		T	2250	2254	0.98	0.98	72.7	73.0	E	E
				R	155	155	0.40	0.40	46.2	46.1	D	D
		SB		L	275	274	0.50	0.50	56.0	55.9	E	E
				T	2215	2220	0.88	0.88	30.4	30.5	C	C
		EB	LTR	L	5	5	-	-	-	-	-	-
				T	0	0	0.03	0.03	47.0	47.0	D	D
		WB		R	0	0	-	-	-	-	-	-
				L	125	126	0.37	0.37	53.1	53.2	D	D
WB		R	360	360	0.50	0.50	29.1	29.1	C	C		
		Intersection								50.1	50.2	D

Lincoln Tunnel Study Area - Existing vs No-Action - Midday Peak Hour												
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS	
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	9th Ave and 33rd Street	SB	TR	T	980	977	0.43	0.42	14.9	14.9	B	B
				R	65	64	-	-	-	-	-	-
		WB		L	70	70	0.28	0.28	26.5	26.5	C	C
				T	110	108	0.27	0.27	25.2	25.1	C	C
Intersection								16.6	16.5	B	B	
2	Dyer Ave and 34th Street	SB		L	160	159	0.44	0.44	37.2	37.2	D	D
				R	95	95	0.54	0.54	47.3	47.3	D	D
		EB	LT	L	5	5	-	-	-	-	-	-
				T	370	370	0.52	0.52	16.5	16.5	B	B
		WB		T	405	405	0.59	0.59	18.2	18.2	B	B
				R	170	170	0.25	0.25	9.9	9.9	A	A
Intersection								21.1	21.1	C	C	
3	12th Ave and 34th Street	NB		T	1385	1396	0.61	0.61	23.5	23.6	C	C
				R	215	217	0.58	0.58	28.4	28.6	C	C
		SB		L	180	180	0.62	0.62	63.4	63.3	E	E
				T	1665	1675	0.60	0.60	16.2	16.3	B	B
		WB		L	130	131	0.49	0.49	42.4	42.5	D	D
				R	220	220	0.30	0.30	26.2	26.2	C	C
Intersection								24.1	24.2	C	C	
4	11th Ave and 42nd Street	SB	LT	L	50	50	-	-	-	-	-	-
				T	1115	1102	0.63	0.48	36.6	21.5	D	C
				R	100	100	0.44	0.32	38.6	22.1	D	C
		EB		T	185	185	0.66	0.50	43.1	24.9	D	C
				R	280	277	0.78	0.59	64.1	33.0	E	C
		WB		L	135	135	0.34	0.50	12.7	19.2	B	B
				T	580	581	0.43	0.51	12.7	16.1	B	B
		Intersection								32.2	21.2	C
5	12th Ave and 34th Street	NB	TR	T	265	263	0.88	0.87	59.5	58.7	E	E
				R	10	10	-	-	-	-	-	-
		SB		L	190	189	0.28	0.28	25.6	25.6	C	C
				T	250	249	0.33	0.33	24.8	24.8	C	C
		EB	LTR	R	80	80	0.25	0.25	25.2	25.2	C	C
				L	0	0	-	-	-	-	-	-
		WB		T	200	198	0.30	0.30	25.5	25.5	C	C
				R	30	30	-	-	-	-	-	-
Intersection								34.9	34.6	C	C	
6	10th Ave and 33rd Street	NB	LT	L	0	0	-	-	-	-	-	-
				T	1310	1310	0.49	0.49	15.9	15.9	B	B
		WB	TR	T	30	27	0.42	0.41	23.5	23.5	C	C
				R	145	145	-	-	-	-	-	-
Intersection								17.0	17.0	B	B	
7	11th Ave and 34th Street	SB	LTR	L	75	75	-	-	-	-	-	-
				T	735	736	0.67	0.67	22.3	22.3	C	C
				R	120	120	-	-	-	-	-	-
		EB		L	160	160	0.96	0.96	79.8	81.2	E	F
				T	180	182	0.29	0.29	26.1	26.1	C	C
		WB	TR	R	55	55	0.38	0.39	33.4	33.5	C	C
				L	140	140	0.51	0.51	23.4	23.4	C	C
		WB		T	230	231	0.84	0.84	51.0	51.3	D	D
R	35			35	-	-	-	-	-	-		
Intersection								32.9	33.1	C	C	
8	10th Ave and 41st Street	NB	LT	L	240	233	-	-	-	-	-	-
				T	1450	1450	0.78	0.78	27.1	27.0	C	C
		WB		T	710	690	0.42	0.40	15.1	14.9	B	B
				R	540	540	0.97	0.97	65.4	65.4	E	E
Intersection								31.3	31.3	C	C	
9	12th Ave and 42nd Street	NB		T	1850	1860	1.02	1.03	53.3	54.8	D	D
				R	125	125	0.45	0.45	22.9	22.8	C	C
		SB		L	340	337	0.65	0.65	49.2	48.9	D	D
				T	1775	1783	0.93	0.93	38.6	39.1	D	D
		EB	LTR	L	5	5	-	-	-	-	-	-
				T	0	0	0.19	0.19	35.5	35.5	D	D
		WB		R	40	40	-	-	-	-	-	-
				L	140	141	0.41	0.41	39.1	39.3	D	D
		WB		R	540	540	0.64	0.64	21.9	21.9	C	C
Intersection										42.5	43.3	D

Lincoln Tunnel Study Area - Existing vs No-Action - PM Peak Hour												
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS	
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	9th Ave and 33rd Street	SB	TR	T	1050	1042	0.41	0.41	14.7	14.7	B	B
				R	85	85	-	-	-	-	-	-
		WB		L	95	95	0.37	0.37	28.6	28.6	C	C
				T	210	211	0.48	0.48	28.9	29.0	C	C
Intersection								18.0	18.0	B	B	
2	Dyer Ave and 34th Street	SB		L	165	167	0.47	0.48	37.7	37.8	D	D
				R	105	105	0.52	0.52	45.2	45.2	D	D
		EB	LT	L	0	0	-	-	-	-	-	-
				T	400	400	0.55	0.55	17.2	17.2	B	B
		WB		T	555	553	0.79	0.78	25.7	25.5	C	C
				R	90	90	0.13	0.13	8.8	8.8	A	A
Intersection								24.9	24.8	C	C	
3	12th Ave and 34th Street	NB		T	2355	2322	0.75	0.74	23.0	22.7	C	C
				R	290	286	0.51	0.50	20.1	19.9	C	B
		SB		L	295	293	1.05	1.04	118.2	116.8	F	F
				T	2285	2288	0.74	0.74	24.0	24.0	C	C
		WB		L	85	86	0.47	0.48	57.6	57.6	E	E
				R	220	220	0.39	0.39	44.9	44.9	D	D
Intersection								30.0	29.9	C	C	
4	11th Ave and 42nd Street	SB	LT	L	15	15	-	-	-	-	-	-
				T	700	700	0.43	0.33	33.3	19.8	C	B
				R	45	45	0.21	0.15	32.9	19.3	C	B
		EB		T	185	183	0.72	0.55	46.2	26.1	D	C
				R	290	288	0.90	0.65	83.5	37.0	F	D
		WB		L	175	176	0.33	0.50	12.7	19.4	B	B
				T	185	185	0.23	0.30	10.5	12.6	B	B
		Intersection								35.9	21.6	D
5	12th Ave and 34th Street	NB	TR	T	145	142	0.48	0.47	35.4	35.1	D	D
				R	5	5	-	-	-	-	-	-
		SB		L	355	356	0.54	0.54	31.0	31.0	C	C
				T	535	536	0.59	0.59	28.4	28.4	C	C
		EB	LTR	R	105	105	0.31	0.31	26.1	26.1	C	C
				L	120	120	-	-	-	-	-	-
		WB		T	150	150	0.49	0.49	28.5	28.5	C	C
				R	35	35	-	-	-	-	-	-
Intersection								29.4	29.3	C	C	
6	10th Ave and 33rd Street	NB	LT	L	0	0	-	-	-	-	-	-
				T	1650	1641	0.61	0.61	17.5	17.5	B	B
		WB	TR	T	180	181	0.45	0.45	18.9	18.9	B	B
				R	115	115	-	-	-	-	-	-
Intersection								17.8	17.7	B	B	
7	11th Ave and 34th Street	SB	LTR	L	35	35	-	-	-	-	-	-
				T	245	245	0.26	0.26	16.3	16.3	B	B
				R	60	60	-	-	-	-	-	-
		EB		L	220	218	0.97	0.96	74.4	72.4	E	E
				T	305	302	0.42	0.42	28.0	27.9	C	C
		WB	TR	R	60	59	0.40	0.39	33.4	33.3	C	C
				L	110	110	0.42	0.42	20.2	20.2	C	C
		WB		T	245	246	0.90	0.90	58.6	59.0	E	E
R	45			45	-	-	-	-	-	-		
Intersection								38.5	38.3	D	D	
8	10th Ave and 41st Street	NB	LT	L	285	292	-	-	-	-	-	-
				T	1610	1603	0.84	0.88dl	29.0	29.1	C	C
		WB		T	210	214	0.14	0.14	12.4	12.4	B	B
				R	80	79	0.22	0.22	31.7	31.7	C	C
Intersection								27.3	27.4	C	C	
9	12th Ave and 42nd Street	NB		T	2640	2609	0.88	0.87	16.7	16.4	B	B
				R	125	123	0.28	0.28	7.6	7.6	A	A
		SB		L	350	348	1.05	1.05	124.7	123.4	F	F
				T	2510	2509	0.91	0.91	29.2	29.2	C	C
		EB	LTR	L	5	5	-	-	-	-	-	-
				T	0	0	0.04	0.04	47.0	47.0	D	D
		WB		R	0	0	-	-	-	-	-	-
				L	95	95	0.37	0.37	53.8	53.8	D	D
WB		R	135	135	0.28	0.28	35.3	35.3	D	D		
		Intersection								29.5	29.3	C

Red Hook Study Area - Existing vs No-Action - AM Peak Hour											
Intersection #	Intersection Name	Approach	Lane Group	Volume		V/C		Delay		LOS	
				Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	Hamilton Avenue, Clinton Street & West 9th Street	EB	TR	110	112	0.42	0.42	44.5	44.6	D	D
				0	0	-	-	-	-	-	-
		NB	LT	260	260	-	-	-	-	-	-
				2445	2425	0.65	0.65	7.5	7.8	A	A
		SB (at West 9th)	TR	1085	1118	0.39	0.40	8.2	8.3	A	A
				80	82	-	-	-	-	-	-
		SB (at Clinton St)	L	240	249	0.28	0.29	4.8	4.7	A	A
			TR	845	866	0.52	0.53	6.6	6.7	A	A
		WB		L	115	118	-	-	-	-	-
			T	115	115	0.14	0.14	54.2	54.5	D	D
T	145	145	0.24	0.24	58.3	58.4	E	E			
Intersection								9.8	10.0	A	A
2	Hamilton Avenue NB & West 9th Street	NB	T	2110	2081	0.61	0.60	14.6	14.5	B	B
		WB	R	245	243	0.42	0.42	36.6	36.5	D	D
		Intersection						17.3	17.1	B	B

Red Hook Study Area - Existing vs No-Action - Midday Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Volume		V/C		Delay		LOS	
				Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	Hamilton Avenue, Clinton Street & West 9th Street	EB	TR	110	114	0.37	0.39	41.5	41.8	D	D
				0	0	-	-	-	-	-	-
		NB	LT	245	245	-	-	-	-	-	-
				2185	2226	0.61	0.62	8.0	8.4	A	A
		SB (at West 9th)	TR	1125	1167	0.42	0.43	9.3	9.5	A	A
				90	93	-	-	-	-	-	-
		SB (at Clinton St)	L	245	258	0.27	0.28	4.8	4.7	A	A
			TR	880	905	0.56	0.57	7.2	7.3	A	A
		WB	L	130	130	0.14	0.14	55.7	55.6	E	E
			T	115	115	0.16	0.16	56.2	56.1	E	E
Intersection						10.2	10.4	B	B		
2	Hamilton Avenue NB & West 9th Street	NB	T	1945	1967	0.53	0.54	10.8	10.9	B	B
		WB	R	130	132	0.28	0.29	38.7	38.8	D	D
		Intersection					12.8	13.0	B	B	

Red Hook Study Area - Existing vs No-Action - PM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Volume		V/C		Delay		LOS	
				Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	Hamilton Avenue, Clinton Street & West 9th Street	EB	TR	120	120	0.35	0.35	40.8	40.8	D	D
				0	0	-	-	-	-	-	-
		NB	LT	200	200	-	-	-	-	-	-
				2145	2066	0.58	0.56	9.4	9.6	A	A
		SB (at West 9th)	TR	1280	1312	0.45	0.46	9.6	9.7	A	A
				55	57	-	-	-	-	-	-
		SB (at Clinton St)	L	285	287	0.29	0.29	4.1	4.1	A	A
			TR	995	1022	0.61	0.63	7.0	7.1	A	A
		WB	L	105	108	-	-	-	-	-	-
			T	105	105	0.15	0.15	57.9	58.6	E	E
Intersection							10.6	10.7	B	B	
2	Hamilton Avenue NB & West 9th Street	NB	T	1805	1729	0.50	0.48	12.3	11.3	B	B
		WB	R	135	130	0.29	0.27	38.7	38.5	D	D
		Intersection						14.4	13.5	B	B

Red Hook Study Area - Existing vs No-Action - Late Night Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Volume		V/C		Delay		LOS	
				Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	Hamilton Avenue, Clinton Street & West 9th Street	EB	TR	55	55	0.17	0.17	37.4	37.4	D	D
				0	0	-	-	-	-	-	-
		NB	LT	75	75	-	-	-	-	-	-
				1345	1282	0.37	0.36	7.7	8.0	A	A
		SB (at West 9th)	TR	735	739	0.25	0.25	7.8	7.8	A	A
				45	45	-	-	-	-	-	-
		SB (at Clinton St)	L	190	192	0.20	0.20	2.6	2.6	A	A
			TR	545	547	0.29	0.29	2.5	2.5	A	A
		WB	L	25	25	-	-	-	-	-	-
			T	25	25	0.03	0.03	60.1	59.8	E	E
Intersection							60.4	61.0	E	E	
2	Hamilton Avenue NB & West 9th Street	NB	T	1095	1034	0.29	0.27	7.9	8.1	A	A
				80	76	0.16	0.15	36.8	36.7	D	D
		WB	R					10.3	10.2	B	B
		Intersection									

RFK Bridge Study Area - Existing vs No-Action - AM Peak Hour												
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS	
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	126th Street and 2nd Avenue	NW	L	L2	30	30	-	-	-	-	-	-
				L	190	190	0.97	0.97	85.0	85.0	F	F
		SB	TR	R	415	415	0.31	0.31	7.3	7.3	A	A
				T	1240	1240	0.56	0.56	21.9	21.9	C	C
		WB	LTR	R	45	45	-	-	-	-	-	-
				L	40	40	-	-	-	-	-	-
		T	30	30	0.81	0.80	58.1	57.6	E	E		
R	95	94	-	-	-	-	-	-	-			
Intersection								28.9	28.9	C	C	
2	125th Street and 2nd Avenue	SB	L	L	495	501	0.54	0.54	7.3	7.4	A	A
				T	760	754	0.58	0.58	6.9	6.9	A	A
		SW	LR	R	55	55	-	-	-	-	-	-
				L	385	394	1.04	1.06	83.2	90.2	F	F
		EB	TR	R	130	133	-	-	-	-	-	-
				T	600	627	0.83	0.86	41.7	44.2	D	D
		WB	LT	R	40	40	-	-	-	-	-	-
L	25			22	-	-	-	-	-	-		
T	70	61	0.26	0.22	29.5	28.9	C	C				
Intersection								32.5	34.9	C	C	
11	E 134th Street & St. Ann's Avenue	NB	TR	T	140	140	0.46	0.46	18.5	18.5	B	B
				R	80	80	-	-	-	-	-	-
		SB	LT	L	145	145	-	-	-	-	-	-
				T	105	105	0.62	0.62	20.2	20.2	C	C
		EB	LTR	L	140	140	-	-	-	-	-	-
				T	120	120	0.80	0.80	33.1	33.1	C	C
		R	45	45	-	-	-	-	-	-		
Intersection								24.8	24.8	C	C	
22	St Ann's Ave and Bruckner Blvd	NB	LTR	L	25	25	-	-	-	-	-	-
				T	105	105	0.56	0.56	46.0	46.0	D	D
		SB	LTR	R	30	30	-	-	-	-	-	-
				L	55	55	-	-	-	-	-	-
		EB	LTR	T	70	70	0.57	0.57	48.6	48.6	D	D
				R	25	25	-	-	-	-	-	-
		WB	LTR	L	50	50	-	-	-	-	-	-
T	1440			1440	0.90	0.90	25.6	25.6	C	C		
R	30	30	-	-	-	-	-	-				
L	40	40	-	-	-	-	-	-				
T	480	480	0.50	0.50	11.6	11.6	B	B				
R	65	65	-	-	-	-	-	-				
Intersection								24.9	24.9	C	C	
17	31st St & Astoria Blvd	NB	L	T	110	96	0.29	0.26	38.0	37.3	D	D
				R	20	17	0.03	0.02	7.3	7.3	A	A
		SB	TR	T	545	558	0.61	0.62	25.8	26.5	C	C
				R	170	174	0.40	0.41	23.5	23.9	C	C
		EB	LTR	L	10	10	-	-	-	-	-	-
				T	350	362	0.49	0.51	32.3	32.6	C	C
		R	25	26	-	-	-	-	-	-		
Intersection								28.5	28.8	C	C	
24	Hoyt N & 31st St	NB	LT	L	20	18	-	-	-	-	-	-
				T	105	94	0.23	0.21	24.1	21.0	C	C
		SB	TR	T	250	262	0.78	0.81	108.0	109.4	F	F
				R	130	131	-	-	-	-	-	-
		WB	LTR	L	400	401	0.26	0.26	9.3	9.3	A	A
				T	2120	2135	0.66	0.66	14.0	14.1	B	B
		R	35	35	0.10	0.10	8.5	8.5	A	A		
Intersection								26.8	27.3	C	C	
3	Hoyt S & 31st St	NB	TR	T	110	97	0.18	0.16	21.9	21.9	C	C
				R	10	9	-	-	-	-	-	-
		SB	LT	L	20	20	-	-	-	-	-	-
				T	630	643	0.37	0.38	15.2	15.7	B	B
		EB	LTR	L	15	15	-	-	-	-	-	-
				T	865	893	0.77	0.79	45.6	46.5	D	D
		R	85	89	0.36	0.38	41.1	41.7	D	D		
Intersection								32.7	33.6	C	C	

RFK Bridge Study Area - Existing vs No-Action - Midday Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
1	126th Street and 2nd Avenue	NW	L	L2	0	0	-	-	-	-	-	-	
				L	120	120	0.55	0.55	41.3	41.3	D	D	
		SB	TR	R	1050	1050	0.70	0.70	13.0	13.0	B	B	
				T	1045	1042	0.47	0.47	20.8	20.7	C	C	
		WB	LTR	R	50	49	-	-	-	-	-	-	-
				L	45	45	-	-	-	-	-	-	-
				T	20	20	0.68	0.68	46.0	46.0	D	D	
					R	90	90	-	-	-	-	-	-
					Intersection					20.3	20.3	C	C
2	125th Street and 2nd Avenue	SB	L	L	315	318	0.37	0.38	6.2	6.2	A	A	
				T	730	724	0.54	0.54	6.8	6.8	A	A	
				R	45	45	-	-	-	-	-	-	-
		SW	LR	L	305	314	0.98	1.02	72.7	80.0	E	F	
				R	125	129	-	-	-	-	-	-	-
		EB	TR	T	545	555	0.71	0.72	36.4	36.8	D	D	
				R	50	50	-	-	-	-	-	-	-
		WB	LT	L	20	18	-	-	-	-	-	-	-
				T	70	64	0.21	0.19	28.5	28.3	C	C	
			Intersection					28.6	30.6	C	C		
11	E 134th Street & St. Ann's Avenue	NB	TR	T	170	170	0.51	0.51	14.0	14.1	B	B	
				R	80	80	-	-	-	-	-	-	-
		SB	LT	L	110	110	-	-	-	-	-	-	
				T	95	95	0.53	0.53	17.9	18.0	B	B	
		EB	LTR	L	155	155	-	-	-	-	-	-	
				T	140	140	0.94	0.94	51.5	51.5	D	D	
					R	85	85	-	-	-	-	-	
			Intersection					31.7	31.7	C	C		
22	St Ann's Ave and Bruckner Blvd	NB	LTR	L	20	20	-	-	-	-	-	-	
				T	140	140	0.80	0.80	55.7	55.7	E	E	
				R	75	75	-	-	-	-	-	-	
		SB	LTR	L	85	85	-	-	-	-	-	-	
				T	60	60	0.72	0.73	59.0	59.3	E	E	
		WB	LTR	R	35	35	-	-	-	-	-	-	
				L	55	55	-	-	-	-	-	-	
				T	1260	1260	0.98	0.98	41.0	41.0	D	D	
		WB	LTR	R	35	35	-	-	-	-	-	-	
				L	40	40	-	-	-	-	-	-	
T	760			760	0.70	0.70	19.9	19.9	B	B			
			R	55	55	-	-	-	-	-			
			Intersection					37.1	37.1	D	D		
17	31st St & Astoria Blvd	NB	TR	T	165	117	0.45	0.32	32.9	30.4	C	C	
				R	5	3	0.01	-	4.4	4.3	A	A	
		SB	TR	T	240	242	0.29	0.29	11.6	11.6	B	B	
				R	115	115	0.38	0.38	14.7	14.8	B	B	
		EB	LTR	L	20	20	-	-	-	-	-	-	
				T	360	364	0.45	0.46	22.2	22.3	C	C	
			R	40	40	-	-	-	-	-			
			Intersection					20.5	19.5	C	B		
24	Hoyt N & 31st St	NB	LT	L	130	102	-	-	-	-	-	-	
				T	60	41	0.38	0.29	11.4	9.5	B	A	
		SB	TR	T	205	206	0.37	0.37	23.1	23.1	C	C	
				R	70	70	-	-	-	-	-	-	
		WB	LTR	L	215	215	0.17	0.17	11.2	11.2	B	B	
				T	1680	1684	0.67	0.67	16.7	16.7	B	B	
			R	65	65	0.17	0.17	12.0	12.0	B	B		
			Intersection					16.4	16.4	B	B		
3	Hoyt S & 31st St	NB	TR	T	180	133	0.22	0.16	9.8	11.4	A	B	
				R	5	4	-	-	-	-	-	-	
		SB	LT	L	140	140	-	-	-	-	-	-	
				T	280	281	0.41	0.41	13.3	13.2	B	B	
		EB	LTR	L	10	10	-	-	-	-	-	-	
				T	850	861	0.55	0.55	25.9	26.0	C	C	
			R	75	76	0.23	0.23	23.8	23.9	C	C		
			Intersection					20.4	20.9	C	C		

RFK Bridge Study Area - Existing vs No-Action - PM Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
1	126th Street and 2nd Avenue	NW	L	L2	25	25	-	-	-	-	-	-	
				L	180	180	0.93	0.93	76.4	76.4	E	E	
		SB	TR	R	765	765	0.55	0.55	10.0	10.0	B	B	
				T	1405	1472	0.56	0.58	21.8	22.2	C	C	
		WB	LTR	R	35	35	-	-	-	-	-	-	-
				L	45	47	-	-	-	-	-	-	-
				T	25	25	0.56	0.57	39.5	40.0	D	D	
		Intersection								23.9	24.1	C	C
2	125th Street and 2nd Avenue	SB	L	L	580	663	0.61	0.69	8.4	9.9	A	A	
				T	835	822	0.55	0.55	6.6	6.4	A	A	
				R	60	59	-	-	-	-	-	-	-
		SW	LR	L	400	369	0.96	0.88	62.5	51.0	E	D	
				R	150	138	-	-	-	-	-	-	-
		EB	TR	T	595	686	0.70	0.81	35.8	39.9	D	D	
				R	20	20	-	-	-	-	-	-	-
		WB	LT	L	25	55	-	-	-	-	-	-	-
T	80			176	0.23	0.63	28.7	38.3	C	D			
Intersection								25.3	25.0	C	C		
11	E 134th Street & St. Ann's Avenue	NB	TR	T	110	110	0.41	0.41	10.9	10.9	B	B	
				R	100	100	-	-	-	-	-	-	-
		SB	LT	L	110	110	-	-	-	-	-	-	-
				T	50	50	0.38	0.38	13.8	13.8	B	B	
		EB	LTR	L	155	155	-	-	-	-	-	-	-
				T	140	140	0.78	0.78	30.3	30.3	C	C	
Intersection								20.5	20.5	C	C		
22	St Ann's Ave and Bruckner Blvd	NB	LTR	L	20	20	-	-	-	-	-	-	
				T	95	95	0.50	0.50	43.0	43.0	D	D	
				R	30	30	-	-	-	-	-	-	-
		SB	LTR	L	35	35	-	-	-	-	-	-	-
				T	20	20	0.29	0.29	39.6	39.6	D	D	
		EB	LTR	R	25	25	-	-	-	-	-	-	-
				L	50	50	-	-	-	-	-	-	-
				T	1300	1300	0.85	0.85	22.5	22.5	C	C	
		WB	LTR	R	45	45	-	-	-	-	-	-	-
				L	25	25	-	-	-	-	-	-	-
T	610			610	0.46	0.46	11.4	11.4	B	B			
Intersection								21.1	21.1	C	C		
17	31st St & Astoria Blvd	NB	TR	T	175	42	0.47	0.11	33.5	27.5	C	C	
				R	20	5	0.03	0.01	4.6	4.4	A	A	
		SB	TR	T	475	478	0.58	0.58	76.7	76.7	E	E	
				R	220	222	0.74	0.75	93.8	94.5	F	F	
		EB	LTR	L	15	16	-	-	-	-	-	-	-
				T	360	388	0.47	0.50	22.4	23.0	C	C	
Intersection								54.9	57.3	D	E		
24	Hoyt N & 31st St	NB	LT	L	50	17	-	-	-	-	-	-	
				T	135	47	0.36	0.12	97.0	27.8	F	C	
		SB	TR	T	125	121	0.36	0.36	38.5	38.4	D	D	
				R	70	70	-	-	-	-	-	-	-
		WB	LTR	L	510	513	0.33	0.34	9.7	9.7	A	A	
				T	1515	1523	0.47	0.47	10.7	10.7	B	B	
Intersection								7.8	7.8	A	A		
3	Hoyt S & 31st St	NB	TR	T	175	53	0.25	0.08	103.7	37.4	F	D	
				R	15	5	-	-	-	-	-	-	-
		SB	LT	L	20	20	-	-	-	-	-	-	-
				T	615	614	0.39	0.39	13.6	13.2	B	B	
		EB	LTR	L	10	11	-	-	-	-	-	-	-
				T	990	1071	0.56	0.61	32.3	33.2	C	C	
Intersection								29.0	29.3	C	C		
Intersection								33.5	26.4	C	C		

RFK Bridge Study Area - Existing vs No-Action - Late Night Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
1	126th Street and 2nd Avenue	NW	L	L2	5	5	-	-	-	-	-	-	
				L	75	75	0.36	0.36	35.3	35.3	D	D	
		SB	TR	R	535	535	0.40	0.40	8.1	8.1	A	A	
				T	570	560	0.24	0.24	18.2	18.2	B	B	
		WB	LTR	R	20	20	-	-	-	-	-	-	-
				L	20	20	-	-	-	-	-	-	-
				T	35	35	0.46	0.46	35.7	35.7	D	D	
				R	60	60	-	-	-	-	-	-	-
		Intersection								16.7	16.6	B	B
		2	125th Street and 2nd Avenue	SB	L	L	110	109	0.13	0.13	5.7	5.7	A
T	465					456	0.32	0.31	6.3	6.3	A	A	
R	20					20	-	-	-	-	-	-	-
SW	LR			L	165	174	0.58	0.61	36.8	37.6	D	D	
				R	145	153	-	-	-	-	-	-	-
EB	TR			T	530	535	0.67	0.68	34.8	34.9	C	C	
				R	50	50	-	-	-	-	-	-	-
WB	LT			L	10	9	-	-	-	-	-	-	-
				T	80	70	0.17	0.15	27.8	27.5	C	C	
Intersection								23.3	23.8	C	C		
11	E 134th Street & St. Ann's Avenue	NB	TR	T	100	100	0.21	0.21	17.0	17.0	B	B	
				R	20	20	-	-	-	-	-	-	-
		SB	LT	L	40	40	-	-	-	-	-	-	-
				T	50	50	0.18	0.18	10.9	10.9	B	B	
		EB	LTR	L	190	190	-	-	-	-	-	-	-
				T	90	90	0.70	0.70	25.0	25.0	C	C	
				R	35	35	-	-	-	-	-	-	-
				Intersection								20.6	20.6
22	St Ann's Ave and Bruckner Blvd	NB	LTR	L	10	10	-	-	-	-	-	-	
				T	55	55	0.24	0.24	33.0	33.0	C	C	
				R	15	15	-	-	-	-	-	-	-
		SB	LTR	L	30	30	-	-	-	-	-	-	-
				T	10	10	0.25	0.25	35.0	35.0	C	C	
				R	45	45	-	-	-	-	-	-	-
				L	40	40	-	-	-	-	-	-	-
		EB	LTR	T	1515	1515	0.88	0.88	26.6	26.6	C	C	
				R	10	10	-	-	-	-	-	-	-
		WB	LTR	L	10	10	-	-	-	-	-	-	-
T	500			500	0.33	0.33	12.2	12.2	B	B			
		R	25	25	-	-	-	-	-	-	-		
		Intersection								23.7	23.7	C	C
17	31st St & Astoria Blvd	NB	T	T	140	120	0.40	0.34	31.8	30.7	C	C	
				R	15	13	0.02	0.02	4.5	4.5	A	A	
		SB	R	T	345	345	0.47	0.47	9.3	9.2	A	A	
				R	165	165	0.38	0.39	10.0	10.0	A	A	
		EB	LTR	L	10	10	-	-	-	-	-	-	-
				T	285	286	0.32	0.32	20.2	20.2	C	C	
				R	15	15	-	-	-	-	-	-	-
				Intersection								16.0	15.5
24	Hoyt N & 31st St	NB	LT	L	90	80	-	-	-	-	-	-	
				T	60	51	0.27	0.23	8.7	7.7	A	A	
		SB	TR	T	220	220	0.28	0.28	21.7	21.7	C	C	
				R	40	40	-	-	-	-	-	-	-
		WB	LTR	L	440	440	0.33	0.33	48.5	45.6	D	D	
				T	1105	1105	0.42	0.42	13.2	13.2	B	B	
		R	20	20	0.04	0.04	10.4	10.4	B	B			
		Intersection								21.8	21.2	C	C
3	Hoyt S & 31st St	NB	TR	T	145	126	0.18	0.16	7.8	8.3	A	A	
				R	5	4	-	-	-	-	-	-	-
		SB	LT	L	205	205	-	-	-	-	-	-	-
				T	455	455	0.65	0.65	27.2	26.9	C	C	
		EB	LTR	L	5	5	-	-	-	-	-	-	-
				T	740	744	0.44	0.44	24.3	24.3	C	C	
		R	55	55	0.17	0.17	22.7	22.7	C	C			
		Intersection								24.0	24.1	C	C

Upper East Study Area - Existing vs No-Action - AM Peak Hour														
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS			
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action		
1	E 60th Street & Queensboro Bridge Exit	NB	LTR	L	15	14	-	-	-	-	-	-		
				T	310	296	-	-	-	-	-	-		
				R	510	487	-	-	-	-	-	-		
		EB	LT	L	0	0	-	-	-	-	-	-		
				T	10	10	-	-	-	-	-	-		
Intersection		Unsignalized												
2	E 60th Street & 3rd Ave	NB	L	L	95	94	0.24	0.24	19.9	19.8	B	B		
				T	1050	1000	0.57	0.55	22.5	22.1	C	C		
		WB	R	T	350	384	0.65	0.72	16.1	19.1	B	B		
				R	225	242	1.03	1.11	87.7	110.3	F	F		
		Intersection												
3	E 60th Street & York Ave	NB	T	T	670	670	0.38	0.38	20.3	20.3	C	C		
				SB	T	460	447	0.28	0.27	19.0	18.9	B	B	
		EB	L	L	250	219	0.34	0.29	29.6	28.7	C	C		
				T	0	0	0.35	0.31	30.0	29.0	C	C		
				R	50	50	0.13	0.13	25.7	25.7	C	C		
		WB	L	L	0	0	-	-	-	-	-	-		
				T	0	0	-	-	-	-	-	-		
				R	0	0	-	-	-	-	-	-		
		Intersection												
		4	E 59th Street & 2nd Ave	EB	T	T	765	1023	1.02	1.36	67.5	198.1	E	F
RR2	R					15	15	0.11	0.11	25.5	25.5	C	C	
	R2					15	15	-	-	-	-	-	-	
SB	L2			L2	980	1332	0.65	0.88	11.1	27.1	B	C		
				L2L	5	5	-	-	-	-	-	-		
				T	840	856	0.45	0.46	7.3	7.1	A	A		
Intersection														
5	E 60th Street & 2nd Ave	NWB	L2	L2	700	769	0.49	0.54	20.2	20.9	C	C		
				L	525	577	0.59	0.65	22.8	24.1	C	C		
		SB	LT	L2	10	10	-	-	-	-	-	-		
				T	1120	1420	0.58	0.73	20.1	23.6	C	C		
				R	40	39	0.13	0.13	16.0	16.0	B	B		
		WB	LT	L	5	4	-	-	-	-	-	-		
				T	10	10	0.03	0.03	15.5	15.4	B	B		
		Intersection												
		6	E 60th Street & 1st Ave	NB	TR	T	1260	1196	0.54	0.51	16.9	16.5	B	B
						R	50	47	-	-	-	-	-	-
EB	L			L	270	275	0.76	0.77	42.6	43.8	D	D		
				T	250	222	0.23	0.20	16.6	16.4	B	B		
Intersection														
7	E 60th Street & Lexington Ave	SB	TR	T	960	939	0.68	0.58	22.4	20.4	C	C		
				R	80	78	-	0.25	-	17.9	-	B		
		WB	L	L	95	101	0.32	0.34	34.6	34.1	C	C		
				T	350	377	0.42	0.45	35.1	34.8	D	C		
Intersection														
8a	E 60th Street & Park Ave NB	NB	LT	L	105	104	-	-	-	-	-	-		
				T	950	917	0.54	0.53	19.4	21.5	B	C		
		WB	TR	T	335	357	0.59	0.59	41.3	30.6	D	C		
				R	95	98	-	-	-	-	-	-		
		Intersection												
8b	E 60th Street & Park Ave NB	SB	TR	T	1200	1198	0.70	0.68	21.9	24.0	C	C		
				R	95	95	-	-	-	-	-	-		
		WB	LT	L	75	80	-	-	-	-	-	-		
T	365			381	0.58	0.58	13.5	15.3	B	B				
Intersection														
9	E 60th Street & Madison Ave	NB	L	L	140	134	0.37	0.32	20.9	20.5	C	C		
				T	815	782	0.66	0.61	18.1	18.3	B	B		
		WB	TR	T	335	348	0.55	0.59	24.1	21.7	C	C		
				R	125	128	-	-	-	-	-	-		
		Intersection												
10	E 62nd Street & Queensboro Bridge Exit	NB	T	T	715	681	0.41	0.61	8.5	11.2	A	B		
				R	750	715	0.99	0.62	45.9	13.9	D	B		
		EB	LT	L	10	10	-	-	-	-	-	-		
				T	240	232	0.42	0.41	30.8	30.6	C	C		
Intersection														
11	E 60th Street & 5th Ave	SB	T	T	870	851	0.63	0.90	13.5	27.1	B	C		
				R	280	274	0.80	0.78	30.5	29.1	C	C		
		WB	L	L	150	153	0.43	0.44	27.5	27.4	C	C		
				T	325	329	0.77	0.41	39.7	24.2	D	C		
		Intersection												
12	E 63rd Street & York Ave	NB	TR	T	490	472	0.84	0.81	43.3	40.9	D	D		
				R	550	527	0.68	0.65	8.7	7.9	A	A		
		SB	L	L	355	353	0.67	0.65	42.1	39.2	D	D		
				TR	T	375	372	0.47	0.47	13.8	13.8	B	B	
					R	75	75	-	-	-	-	-	-	
		WB	L	L	275	270	0.57	0.56	42.7	42.3	D	D		
				TR	T	255	251	0.59	0.58	40.2	39.9	D	D	
					R	75	74	-	-	-	-	-	-	
Intersection														
13	E 53rd Street & FDR Drive	SB	R	R	235	233	-	-	-	-	-	-		
				SWB	R	260	258	-	-	-	-	-	-	
		Intersection		Unsignalized										

Upper East Study Area - Existing vs No-Action - AM Peak Hour												
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS	
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
14	E 61st Street & 5th Ave	SB	T	T	880	867	0.58	0.57	22.3	22.4	C	C
		WB	L	L	270	258	0.27	0.26	19.0	18.8	B	B
		Intersection			0	0	-	-	21.5	21.6	C	C
15	E 65th Street & 5th Ave	SB	LT	L	90	89	-	-	-	-	-	-
				T	785	773	0.54	0.54	5.0	4.9	A	A
		EB	T	T	785	781	0.97	0.97	56.7	55.7	E	E
			R	R	340	338	0.97	0.97	70.8	69.7	E	E
		Intersection							36.5	36.0	D	D
16	E 66th Street & 5th Avenue	SB	TR	T	810	798	0.70	0.70	21.2	21.0	C	C
				R	320	318	-	-	-	-	-	-
		WB	LT	L	65	64	-	-	-	-	-	-
				T	420	410	0.55	0.54	28.4	28.1	C	C
		Intersection							23.3	23.1	C	C
17	E 79th Street & 5th Ave	SB	LTR	L	75	74	-	-	-	-	-	-
				T	665	660	0.74	0.73	29.4	29.2	C	C
				R	100	99	-	-	-	-	-	-
		EB	T	T	400	397	0.74	0.74	40.1	39.8	D	D
			R	R	245	243	1.04	1.03	102.1	101.2	F	F
		WB	L	L	100	98	0.88	0.87	93.4	90.7	F	F
			T	T	450	441	0.50	0.49	24.3	24.1	C	C
18	E 71st Street & York Ave	NB	LTR	L	55	53	-	-	-	-	-	-
				T	395	380	0.48	0.46	22.8	22.4	C	C
				R	0	0	-	-	-	-	-	-
		SB	LTR	L	0	0	-	-	-	-	-	-
				T	390	384	0.43	0.43	21.8	21.7	C	C
				R	60	59	-	-	-	-	-	-
		WB	L	L	160	160	0.41	0.42	31.5	31.5	C	C
			T	T	125	125	0.63	0.62	38.0	37.9	D	D
			R	R	115	114	-	-	-	-	-	-
		Intersection							26.4	26.3	C	C

Upper East Study Area - Existing vs No-Action - Midday Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
1	E 60th Street & Queensboro Bridge Exit	NB	LTR	L	15	15	-	-	-	-	-	-	
				T	280	277	-	-	-	-	-	-	
				R	635	628	-	-	-	-	-	-	
		EB	LT	L	5	5	-	-	-	-	-	-	
				T	15	15	-	-	-	-	-	-	
Intersection		Unsignalized											
2	E 60th Street & 3rd Ave	NB	LTR	L	75	74	0.19	0.19	19.0	19.0	B	B	
				T	985	969	0.59	0.58	22.8	22.7	C	C	
				R	265	264	0.56	0.55	4.9	4.8	A	A	
		WB	LTR	L	275	275	1.05	1.05	88.6	88.7	F	F	
				R									
Intersection		Unsignalized						29.4	29.4	C	C		
3	E 60th Street & York Ave	NB	LTR	T	525	525	0.31	0.31	19.3	19.3	B	B	
				R	690	681	0.39	0.39	20.5	20.4	C	C	
		EB	LTR	L	420	412	0.56	0.55	35.9	35.6	D	D	
				T	0	0	0.58	0.57	37.0	36.5	D	D	
				R	35	35	0.10	0.10	25.3	25.3	C	C	
		WB	LTR	L	0	0	-	-	-	-	-	-	
				T	0	0	-	-	-	-	-	-	
				R	0	0	-	-	-	-	-	-	
		Intersection		Unsignalized						24.2	24.0	C	C
		4	E 59th Street & 2nd Ave	EB	LTR	T	670	875	0.78	1.02	33.2	65.5	C
R	90					112	0.42	0.47	25.9	27.2	C	C	
RR2	70					70	-	-	-	-	-	-	
SB	LTR			L2	800	1044	0.56	0.73	17.8	46.4	B	D	
				L2L	5	6	-	-	-	-	-	-	
				T	1585	1579	0.73	0.73	31.4	40.7	C	D	
Intersection				Unsignalized						28.0	47.7	C	D
5	E 60th Street & 2nd Ave			NWB	LTR	L2	965	963	0.79	0.79	28.9	28.8	C
		L	515			514	0.64	0.64	25.5	25.4	C	C	
		SB	LTR	L2	20	20	-	-	-	-	-	-	
				T	1415	1656	0.75	0.87	26.6	40.8	C	D	
		WB	LTR	R	20	20	0.06	0.06	14.9	14.9	B	B	
				L	10	10	-	-	-	-	-	-	
		Intersection		Unsignalized						27.0	34.2	C	C
6	E 60th Street & 1st Ave	NB	TR	T	955	940	0.46	0.44	16.0	15.7	B	B	
				R	85	84	0.24	-	15.2	-	B	-	
		EB	LTR	L	280	280	0.81	0.81	45.4	45.6	D	D	
				T	370	363	0.34	0.34	17.9	17.8	B	B	
Intersection		Unsignalized						21.4	21.3	C	C		
7	E 60th Street & Lexington Ave	SB	TR	T	950	938	0.66	0.88	22.0	33.6	C	C	
				R	70	69	-	0.26	-	19.4	-	B	-
		WB	LTR	L	65	66	-	0.25	-	18.7	-	B	-
				T	275	272	0.39	0.29	18.0	17.9	B	B	
Intersection		Unsignalized						21.0	29.0	C	C		
8a	E 60th Street & Park Ave NB	NB	LTR	L	65	64	-	-	-	-	-	-	
				T	910	900	0.51	0.51	18.8	21.6	B	C	
		WB	TR	T	270	266	0.42	0.42	16.6	28.3	B	C	
R	75			75	-	-	-	-	-	-			
Intersection		Unsignalized						18.2	23.4	B	C		
8b	E 60th Street & Park Ave NB	SB	TR	T	920	915	0.56	0.55	19.3	22.1	B	C	
				R	100	99	-	-	-	-	-	-	
		WB	LTR	L	115	116	-	-	-	-	-	-	
T	220			214	0.43	0.43	14.1	13.8	B	B			
Intersection		Unsignalized						17.9	20.0	B	B		
9	E 60th Street & Madison Ave	NB	LTR	L	110	109	0.30	0.27	19.7	19.7	B	B	
				T	660	652	0.56	0.51	15.9	14.5	B	B	
		WB	TR	T	250	243	0.37	0.40	20.3	19.6	C	B	
				R	70	70	-	-	-	-	-	-	
Intersection		Unsignalized						17.5	16.5	B	B		
10	E 62nd Street & Queensboro Bridge Exit	NB	LTR	T	775	810	0.42	0.67	8.6	12.3	A	B	
				R	745	779	0.96	0.69	40.1	16.0	D	B	
		EB	LTR	L	0	0	-	-	-	-	-	-	
				T	210	206	0.23	0.33	27.9	29.4	C	C	
Intersection		Unsignalized						24.8	15.4	C	B		
11	E 60th Street & 5th Ave	SB	LTR	T	640	632	0.49	0.71	15.3	21.5	B	C	
				R	290	286	1.02	1.01	79.3	76.2	E	E	
				L	150	151	-	0.42	-	27.0	-	C	-
		WB	LTR	L	210	201	0.49	0.25	12.8	22.1	B	C	
				T									
Intersection		Unsignalized						28.3	33.9	C	C		
12	E 63rd Street & York Ave	NB	TR	T	425	424	0.73	0.73	36.9	36.8	D	D	
				R	435	432	0.77	0.67	20.3	16.1	C	B	
		SB	LTR	L	430	428	0.79	0.45	35.5	16.4	D	B	
				T	465	463	0.30	0.40	6.6	8.0	A	A	
				R	70	70	-	-	-	-	-	-	
		WB	TR	L	320	317	0.93	0.92	86.4	85.0	F	F	
				T	260	258	0.94	0.94	74.5	73.6	E	E	
				R	65	65	-	-	-	-	-	-	
Intersection		Unsignalized						38.8	34.2	D	C		
13	E 53rd Street & FDR Drive	SB	LTR	R	150	149	-	-	-	-	-	-	
				R	355	353	-	-	-	-	-	-	
		Intersection		Unsignalized									

Upper East Study Area - Existing vs No-Action - Midday Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
14	E 61st Street & 5th Ave	SB	T	T	640	628	0.42	0.41	19.9	19.8	B	B	
		WB	L	L	290	290	0.28	0.28	19.1	19.1	B	B	
		Intersection								19.6	19.6	B	B
15	E 65th Street & 5th Ave	SB	LT	L	85	85	-	-	-	-	-	-	
		T		535	533	0.39	0.39	7.5	7.6	A	A		
		EB	T	T	640	638	0.75	0.75	34.3	34.2	C	C	
			R	R	300	299	0.88	0.88	54.6	54.5	D	D	
		Intersection								27.5	27.5	C	C
16	E 66th Street & 5th Avenue	SB	TR	T	540	538	0.65	0.65	20.2	20.2	C	C	
		R		410	410	-	-	-	-	-	-	-	
		WB	L	L	80	80	-	-	-	-	-	-	
			T	T	475	474	0.66	0.66	30.8	30.8	C	C	
		Intersection								24.1	24.1	C	C
17	E 79th Street & 5th Ave	SB	LTR	L	65	65	-	-	-	-	-	-	
				T	445	445	0.66	0.66	27.7	27.7	C	C	
				R	150	150	-	-	-	-	-	-	-
		EB	T	T	460	458	0.72	0.72	38.8	38.7	D	D	
			R	R	190	189	0.92	0.92	79.8	78.1	E	E	
		WB	L	L	70	70	0.82	0.82	92.6	92.6	F	F	
			T	T	545	543	0.56	0.56	25.2	25.1	C	C	
Intersection								37.1	36.9	D	D		
18	E 71st Street & York Ave	NB	LTR	L	65	64	-	-	-	-	-	-	
				T	395	390	0.50	0.49	23.1	23.0	C	C	
				R	0	0	-	-	-	-	-	-	-
		SB	LTR	L	0	0	-	-	-	-	-	-	-
				T	350	348	0.40	0.40	21.2	21.2	C	C	
				R	55	55	-	-	-	-	-	-	-
		WB	TR	L	L	205	205	0.66	0.66	41.1	41.1	D	D
				T	160	160	0.78	0.78	46.8	46.3	D	D	
				R	140	139	-	-	-	-	-	-	-
Intersection								30.7	30.6	C	C		

Upper East Study Area - Existing vs No-Action- PM Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
1	E 60th Street & Queensboro Bridge Exit	NB	LTR	L	5	5	-	-	-	-	-	-	
				T	125	130	-	-	-	-	-	-	
				R	315	328	-	-	-	-	-	-	
		EB	LT	L	0	0	-	-	-	-	-	-	
				T	10	10	-	-	-	-	-	-	
Intersection		Unsignalized											
2	E 60th Street & 3rd Ave	NB	L	L	90	92	0.24	0.25	19.8	19.9	B	B	
				T	875	892	0.49	0.50	21.3	21.4	C	C	
		WB	R	T	350	331	0.56	0.53	7.4	7.0	A	A	
				R	165	162	0.77	0.75	41.6	40.6	D	D	
		Intersection								20.4	20.4	C	C
3	E 60th Street & York Ave	NB	T	T	445	445	0.24	0.24	18.6	18.6	B	B	
				SB	T	1050	1016	0.55	0.53	23.1	22.8	C	C
		EB	L	L	170	170	0.24	0.26	27.7	28.1	C	C	
				T	0	15	0.25	0.27	27.9	28.3	C	C	
				R	45	45	0.11	0.11	25.3	25.3	C	C	
		WB	L	L	0	0	-	-	-	-	-	-	
				T	0	0	-	-	-	-	-	-	
				R	0	0	-	-	-	-	-	-	
		Intersection								22.5	22.4	C	C
		4	E 59th Street & 2nd Ave	EB	T	T	780	1063	0.88	1.20	39.0	127.9	D
RR2	R					40	47	0.39	0.41	25.6	25.9	C	C
	R2					105	104	-	-	-	-	-	-
SB	L2			L2	1155	1561	0.83	1.12	24.5	78.7	C	E	
				L2L	0	0	-	-	-	-	-	-	
				T	1050	1028	0.50	0.49	11.7	8.9	B	A	
Intersection										24.1	72.4	C	E
5	E 60th Street & 2nd Ave	NWB	L2	L2	700	670	0.43	0.41	19.2	19.0	B	B	
				L	475	454	0.42	0.41	19.5	19.3	B	B	
		SB	LT	L2	10	10	-	-	-	-	-	-	
				T	1500	1914	0.57	0.86	19.7	33.3	B	C	
				R	40	39	0.12	0.12	15.8	15.8	B	B	
		WB	LT	L	5	5	-	-	-	-	-	-	
				T	0	0	-	-	15.2	15.2	B	B	
Intersection								19.5	27.8	B	C		
6	E 60th Street & 1st Ave	NB	TR	T	1080	1091	0.45	0.46	15.8	15.8	B	B	
				R	40	40	-	-	-	-	-	-	
		EB	L	L	150	148	0.51	0.51	30.7	30.7	C	C	
				T	175	190	0.16	0.18	16.0	16.1	B	B	
Intersection								17.5	17.5	B	B		
7	E 60th Street & Lexington Ave	SB	TR	T	745	724	0.57	0.49	20.2	18.9	C	B	
				R	60	58	-	0.19	-	16.9	-	B	B
		WB	L	L	100	98	0.33	0.32	19.3	19.4	B	B	
				T	340	325	0.36	0.35	18.1	18.1	B	B	
Intersection								19.6	18.7	B	B		
8a	E 60th Street & Park Ave NB	NB	LT	L	75	77	-	-	-	-	-	-	
				T	990	1014	0.52	0.53	18.8	21.3	B	C	
		WB	TR	T	315	298	0.44	0.40	14.9	26.4	B	C	
				R	85	85	-	-	-	-	-	-	
Intersection								17.7	22.7	B	C		
8b	E 60th Street & Park Ave NB	SB	TR	T	860	851	0.52	0.50	18.6	20.5	B	C	
				R	100	99	-	-	-	-	-	-	
		WB	LT	L	110	109	-	-	-	-	-	-	
				T	280	266	0.47	0.44	12.9	12.4	B	B	
Intersection								16.9	18.1	B	B		
9	E 60th Street & Madison Ave	NB	L	L	105	106	0.29	0.26	19.4	19.5	B	B	
				T	890	901	0.78	0.77	22.2	23.0	C	C	
		WB	TR	T	285	271	0.42	0.41	21.3	14.1	C	B	
				R	95	94	-	-	-	-	-	-	
Intersection								21.8	20.4	C	C		
10	E 62nd Street & Queensboro Bridge Exit	NB	T	T	365	387	0.22	0.52	7.0	9.9	A	A	
				R	770	816	0.94	0.55	36.3	12.1	D	B	
		EB	LT	L	0	0	-	-	-	-	-	-	
				T	105	105	0.17	0.17	27.6	27.6	C	C	
Intersection								26.2	12.1	C	B		
11	E 60th Street & 5th Ave	SB	T	T	585	566	0.48	0.68	9.8	15.2	A	B	
				R	275	266	0.88	0.85	41.1	37.6	D	D	
		WB	L	L	150	150	0.46	0.46	13.5	27.7	B	C	
				T	240	227	0.49	0.24	13.1	21.9	B	C	
				Intersection								17.5	22.8
12	E 63rd Street & York Ave	NB	TR	T	395	389	0.96	0.94	71.1	68.3	E	E	
				R	245	239	0.33	0.32	9.2	9.1	A	A	
		SB	L	L	420	416	1.01	1.00	99.2	97.1	F	F	
				T	675	671	0.87	0.86	44.7	44.0	D	D	
				R	75	75	-	-	-	-	-	-	
		WB	L	L	410	398	0.53	0.51	39.8	39.3	D	D	
				T	175	171	0.53	0.52	37.1	36.8	D	D	
Intersection								50.4	49.4	D	D		
13	E 53rd Street & FDR Drive	SB	R	R	210	207	-	-	-	-	-	-	
				SWB	R	325	321	-	-	-	-	-	-
		Intersection		Unsignalized									

Upper East Study Area - Existing vs No-Action- PM Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
14	E 61st Street & 5th Ave	SB	T	T	690	661	0.49	0.47	20.9	20.6	C	C	
		WB	L	L	170	171	0.18	0.18	18.0	18.0	B	B	
		Intersection								20.3	20.1	C	C
15	E 65th Street & 5th Ave	SB	LT	L	65	65	-	-	-	-	-	-	
		T		660	656	0.42	0.42	7.3	7.3	A	A		
		EB	T	735	737	0.88	0.88	42.7	42.9	D	D		
			R	360	361	0.97	0.97	70.6	71.2	E	E		
		Intersection								34.2	34.4	C	C
16	E 66th Street & 5th Avenue	SB	TR	T	635	631	0.85dr	0.71	21.7	21.6	C	C	
		R		380	378	-	-	-	-	-	-	-	
		WB	L	90	90	-	-	-	-	-	-	-	
			T	515	517	0.65	0.65	30.6	30.6	C	C		
		Intersection								24.8	24.8	C	C
17	E 79th Street & 5th Ave	SB	LTR	L	70	69	-	-	-	-	-	-	
		T		565	561	0.73	0.72	29.3	29.2	C	C		
		R		180	178	-	-	-	-	-	-	-	
		EB	T	415	416	0.72	0.73	39.0	39.1	D	D		
			R	215	216	0.98	0.99	88.8	90.9	F	F		
		WB	L	50	50	0.53	0.53	58.7	58.7	E	E		
			T	555	554	0.60	0.60	26.1	26.1	C	C		
Intersection								37.8	38.1	D	D		
18	E 71st Street & York Ave	NB	LTR	L	35	35	-	-	-	-	-	-	
				T	430	421	0.48	0.47	22.6	22.4	C	C	
				R	0	0	-	-	-	-	-	-	-
		SB	LTR	L	0	0	-	-	-	-	-	-	-
				T	565	556	0.66	0.65	27.0	26.8	C	C	
				R	85	84	-	-	-	-	-	-	-
		WB	TR	L	115	115	0.31	0.31	29.0	29.0	C	C	
				T	125	125	0.52	0.52	33.8	33.7	C	C	
				R	95	94	-	-	-	-	-	-	-
Intersection								26.8	26.6	C	C		

Upper East Study Area - Existing vs No-Action - Late Night Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
1	E 60th Street & Queensboro Bridge Exit	NB	LTR	L	10	10	-	-	-	-	-	-	
				T	90	89	-	-	-	-	-	-	
				R	310	308	-	-	-	-	-	-	
		EB	LT	L	0	0	-	-	-	-	-	-	
				T	30	30	-	-	-	-	-	-	
Intersection		Unsignalized											
2	E 60th Street & 3rd Ave	NB	L	L	80	79	0.16	0.16	18.2	18.2	B	B	
				T	1070	1059	0.52	0.52	21.6	21.5	C	C	
		WB	R	T	375	378	0.65	0.66	13.3	13.3	B	B	
				R	160	160	0.74	0.74	43.4	43.2	D	D	
		Intersection				0	0	-	-	21.7	21.6	C	C
3	E 60th Street & York Ave	NB	T	T	475	475	0.27	0.27	18.8	18.8	B	B	
				SB	T	640	635	0.32	0.32	19.5	19.5	B	B
		EB	L	L	250	247	0.34	0.34	29.7	29.6	C	C	
				T	0	0	0.36	0.35	30.1	30.0	C	C	
				R	45	45	0.11	0.11	25.2	25.2	C	C	
		WB	L	L	0	0	-	-	-	-	-	-	
				T	0	0	-	-	-	-	-	-	
				R	0	0	-	-	-	-	-	-	
		Intersection								21.5	21.4	C	C
		4	E 59th Street & 2nd Ave	EB	RR2	T	705	819	0.78	0.90	32.4	41.2	C
R	155					166	0.83	0.86	46.3	50.2	D	D	
R2	120					120	-	-	-	-	-	-	
SB	L2			L2	995	1151	0.69	0.80	12.0	17.3	B	B	
				L2L	10	11	-	-	-	-	-	-	
				T	1215	1209	0.58	0.58	8.6	7.7	A	A	
Intersection								18.5	22.7	B	C		
5	E 60th Street & 2nd Ave	NWB	L2	L2	470	474	0.29	0.29	17.6	17.6	B	B	
				L	440	444	0.40	0.40	19.2	19.2	B	B	
		SB	LT	L2	30	30	-	-	-	-	-	-	
				T	1745	1892	0.64	0.82	20.7	25.9	C	C	
				R	90	89	0.24	0.24	17.2	17.2	B	B	
		WB	LT	L	5	5	-	-	-	-	-	-	
				T	5	5	0.01	0.01	15.2	15.2	B	B	
Intersection								19.8	23.1	B	C		
6	E 60th Street & 1st Ave	NB	TR	T	1305	1290	0.52	0.52	16.6	16.5	B	B	
				R	100	99	-	-	-	-	-	-	
		EB	L	L	145	145	0.41	0.41	27.3	27.3	C	C	
				T	195	193	0.18	0.18	16.1	16.1	B	B	
Intersection								17.5	17.5	B	B		
7	E 60th Street & Lexington Ave	SB	TR	T	1120	1113	0.69	0.94	22.5	40.4	C	D	
				R	70	70	-	0.17	-	16.7	-	-	
		WB	L	L	160	160	0.35	0.37	19.4	21.4	B	C	
				T	295	297	0.33	0.35	18.0	19.8	B	B	
Intersection								21.3	33.3	C	C		
8a	E 60th Street & Park Ave NB	NB	LT	L	55	55	-	-	-	-	-	-	
				T	555	552	0.32	0.32	16.2	18.7	B	B	
		WB	TR	T	330	332	0.46	0.46	12.6	28.9	B	C	
				R	35	35	-	-	-	-	-	-	
Intersection								14.8	22.8	B	C		
8b	E 60th Street & Park Ave NB	SB	TR	T	885	877	0.55	0.54	19.1	21.8	B	C	
				R	105	104	-	-	-	-	-	-	
		WB	LT	L	110	110	-	-	-	-	-	-	
				T	275	277	0.47	0.48	7.5	10.0	A	B	
Intersection								15.6	18.3	B	B		
9	E 60th Street & Madison Ave	NB	L	L	85	82	0.18	0.16	17.3	17.5	B	B	
				T	920	911	0.73	0.66	19.9	17.7	B	B	
		WB	TR	T	265	266	0.43	0.48	18.1	16.1	B	B	
				R	115	115	-	-	-	-	-	-	
Intersection								19.3	17.2	B	B		
10	E 62nd Street & Queensboro Bridge Exit	NB	T	T	995	982	0.55	0.70	10.1	13.0	B	B	
				R	755	746	0.90	0.71	29.9	16.7	C	B	
		EB	LT	L	10	10	-	-	-	-	-	-	
				T	145	142	0.25	0.25	28.6	28.5	C	C	
Intersection								19.3	15.4	B	B		
11	E 60th Street & 5th Ave	SB	T	T	880	876	0.63	0.91	11.8	26.0	B	C	
				R	285	284	0.71	0.71	20.3	20.1	C	C	
		WB	L	L	170	169	0.38	0.37	11.3	24.9	B	C	
				T	180	179	0.44	0.21	12.3	21.7	B	C	
				Intersection								13.4	24.3
12	E 63rd Street & York Ave	NB	TR	T	195	189	0.47	0.46	35.5	35.1	D	D	
				R	390	377	0.48	0.47	8.1	7.9	A	A	
		SB	L	L	370	370	0.50	0.50	26.1	25.7	C	C	
				T	385	385	0.46	0.46	19.4	19.3	B	B	
				R	50	50	-	-	-	-	-	-	
		WB	L	L	330	330	0.54	0.54	40.2	40.2	D	D	
				T	295	295	0.54	0.54	37.2	37.2	D	D	
				R	25	25	-	-	-	-	-	-	
Intersection								25.3	25.3	C	C		
13	E 53rd Street & FDR Drive	SB	R	R	160	158	-	-	-	-	-	-	
				SWB	R	365	365	-	-	-	-	-	-
		Intersection		Unsignalized									

Upper East Study Area - Existing vs No-Action - Late Night Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
14	E 61st Street & 5th Ave	SB	T	T	975	976	0.59	0.59	22.3	22.6	C	C	
		WB	L	L	190	184	0.20	0.19	18.2	18.2	B	B	
		Intersection								21.6	21.8	C	C
15	E 65th Street & 5th Ave	SB	LT	L	75	75	-	-	-	-	-	-	
		T		735	731	0.47	0.47	6.7	6.6	A	A		
		EB	T	T	670	669	0.75	0.74	33.7	33.6	C	C	
			R	R	205	205	0.58	0.58	32.7	32.7	C	C	
		Intersection								20.0	20.0	C	C
16	E 66th Street & 5th Avenue	SB	TR	T	750	747	0.56	0.56	18.2	18.2	B	B	
		R		255	255	-	-	-	-	-	-	-	
		WB	L	L	60	59	-	-	-	-	-	-	
			T	T	475	468	0.61	0.60	29.6	29.4	C	C	
		Intersection								22.2	22.1	C	C
17	E 79th Street & 5th Ave	SB	LTR	L	60	60	-	-	-	-	-	-	
				T	615	617	0.56	0.56	25.1	25.1	C	C	
				R	70	70	-	-	-	-	-	-	-
		EB	T	T	355	354	0.56	0.56	34.1	34.1	C	C	
			R	R	110	110	0.41	0.38	34.0	33.0	C	C	
		WB	L	L	55	54	0.60	0.55	63.5	57.9	E	E	
			T	T	395	388	0.41	0.40	22.6	22.5	C	C	
		Intersection								28.4	28.1	C	C
18	E 71st Street & York Ave	NB	LTR	L	10	10	-	-	-	-	-	-	
				T	245	236	0.22	0.21	18.5	18.4	B	B	
				R	0	0	-	-	-	-	-	-	-
		SB	LTR	L	0	0	-	-	-	-	-	-	-
				T	315	317	0.31	0.32	19.8	19.8	B	B	
				R	40	40	-	-	-	-	-	-	-
		WB	TR	L	L	80	80	0.20	0.20	26.7	26.7	C	C
				T	180	180	0.59	0.59	35.3	35.3	D	D	
				R	100	100	-	-	-	-	-	-	-
Intersection								24.6	24.6	C	C		

Upper West Side Study Area - Existing vs No-Action - AM Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
1	W 72nd Street & West End Ave	NB	L	L	105	104	0.37	0.36	20.5	20.4	C	C	
				T	190	187	0.36	0.35	16.8	16.7	B	B	
				R	65	64	0.22	0.22	15.8	15.7	B	B	
		SB	TR	T	415	414	0.60	0.60	27.8	27.8	C	C	
				R	30	30	-	-	-	-	-	-	
				L	10	10	-	-	-	-	-	-	
		EB	LTR	T	135	131	0.67	0.64	38.3	37.4	D	D	
				R	120	116	-	-	-	-	-	-	
				L	85	84	-	-	-	-	-	-	
		WB	LTR	T	140	138	0.77	0.75	45.3	43.9	D	D	
R	45			44	-	-	-	-	-	-			
Intersection							30.5	30.0	C	C			
2	W 61st Street & West End Ave	NB	LTR	L	20	19	-	-	-	-	-	-	
				T	385	370	0.49	0.47	10.2	10.1	B	B	
				R	60	57	-	-	-	-	-	-	
		SB	TR	L	55	55	0.25	0.25	15.0	14.8	B	B	
				T	585	574	0.37	0.36	13.4	13.4	B	B	
				R	35	35	-	-	-	-	-	-	
		EB	LTR	L	20	20	-	-	-	-	-	-	
				T	15	15	0.34	0.34	28.9	28.9	C	C	
				R	55	55	-	-	-	-	-	-	
		Intersection							13.5	13.5	B	B	
3a	W 79th Street & Riverside Drive	NB	LTR	L	60	60	-	-	-	-	-	-	
				T	30	30	0.66	0.66	48.3	48.3	D	D	
				R	10	10	-	-	-	-	-	-	
		SB	LTR	L	15	15	-	-	-	-	-	-	
				T	130	130	1.03	1.03	88.6	87.9	F	F	
				R	155	154	-	-	-	-	-	-	
		EB	TR	L	5	5	-	-	-	-	-	-	
				T	510	502	0.60	0.59	12.7	12.6	B	B	
				R	335	330	-	-	-	-	-	-	
		WB	TR	L	5	5	-	-	-	-	-	-	
T	595			590	0.46	0.46	10.7	10.6	B	B			
R	25			25	-	-	-	-	-	-			
Intersection							26.8	26.7	C	C			
4a	W 56th Street & 12th Avenue	NB	TR	L	210	2143	0.35	1.05	22.2	65.6	C	E	
				R	100	1170	-	0.91	-	47.9	-	D	
		EB	LT	L	465	2958	-	0.52	-	0.7	-	A	
				T	705	0	0.86	-	7.0	32.1	A	C	
Intersection							10.6	206.8	B	F			
4b	W 56th Street & West Side Highway	NB	T	T	2145	2013	1.05	0.59	65.9	15.6	E	B	
				L	1170	2958	0.91	0.92	47.9	33.2	D	C	
		SB	T	2950	0	0.52	-	0.7	-	A	-		
Intersection								32.2	-	C	-		
5a	W 55th Street & West Side Highway	NB	L	L	75	30	1.01	0.77	206.8	30.1	F	C	
				T	2015	130	0.59	0.36	15.6	6.2	B	A	
		SB	TR	T	2950	0	0.92	-	33.0	28.2	C	C	
				R	0	0	-	-	-	-	-	-	
		WB	LT	L	125	282	-	0.36	-	11.8	-	-	B
				T	30	0	0.76	-	29.2	-	C	-	
Intersection								6.1	-	A	-		
Intersection								28.1	-	C	-		
5b	W 55th Street & 12th Avenue	NB	LT	L	0	286	-	0.54	-	57.9	-	E	
				T	280	30	0.36	-	11.8	-	B	-	
		WB	LTR	L	0	105	-	0.41	-	37.2	-	D	
				T	285	0	0.54	-	57.9	37.2	E	D	
				R	30	328	-	0.78	-	48.5	-	D	
Intersection								36.2	14.3	D	B		
5c	W 55th Street & West Side Highway Arterial	WB	L	L	105	64	0.41	-	36.3	-	D	-	
				Intersection							36.3	27.9	D

Upper West Side Study Area - Existing vs No-Action - AM Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
6	W 60th Street & Broadway	NB	L	L	330	972	0.79	0.73	49.0	5.9	D	A	
			T	T	510	78	0.42	-	14.4	-	B	-	
		SB	TR	T	860	235	0.90	0.92	29.2	46.5	C	D	
			R	R	65	157	-	0.29	-	3.8	-	-	A
Intersection								28.7	12.5	C	B		
7	W 60th Street & Columbus Ave	SB	TR	T	995	91	0.74	-	6.4	-	A	-	
			R	R	80	912	-	0.47	-	14.5	-	-	B
		WB	L	L	235	170	0.91	0.48	45.5	44.6	D	D	
			T	T	160	65	0.30	0.31	3.8	42.9	A	D	
Intersection								12.6	20.9	B	C		
8	W 60th Street & Amsterdam Ave	NB	LT	L	95	19	-	0.09	-	11.1	-	B	
			T	T	955	372	0.50	0.34	14.8	12.3	B	B	
		WB	T	T	175	609	0.50	0.33	44.9	3.1	D	A	
			R	R	65	20	0.31	-	42.8	-	D	-	
Intersection								21.0	-	C	-		
9	W 60th Street & West End Ave	NB	L	L	20	0	0.10	0.12	11.2	21.3	B	C	
			T	T	390	30	0.35	-	12.5	-	B	-	
		SB	TR	T	620	140	0.33	-	3.0	-	A	-	
			R	R	20	52	-	0.68	-	56.0	-	-	E
		EB	LTR	L	5	69	-	-	-	-	-	-	-
			T	T	0	0	0.12	-	21.3	16.7	C	B	
		WB	LTR	R	30	972	-	0.44	-	3.2	-	-	A
			L	L	140	5	-	-	-	-	-	-	-
		WB	LTR	T	60	117	0.70	-	56.3	-	E	-	-
			R	R	70	10	-	0.46	-	38.9	-	-	D
Intersection								16.9	23.6	B	C		
10	W 61st Street & Amsterdam Ave	NB	TR	T	1015	0	0.46	-	3.2	8.1	A	A	
			R	R	5	182	-	-	-	-	-	-	
		EB	LT	L	120	1050	-	0.77	-	22.2	-	-	C
			T	T	10	0	0.47	-	39.1	22.2	D	C	
WB	R	R	10	493	0.04	0.34	23.6	9.6	C	A			
Intersection								8.0	-	A	-		
11	W 61st Street & Columbus Ave	SB	LT	L	185	20	-	-	-	-	-	-	
			T	T	1075	801	0.79	0.56	22.8	19.7	C	B	
Intersection								22.8	-	C	-		
12	W 61st Street & Broadway	NB	TR	T	495	44	0.35	0.54	9.6	25.7	A	C	
			R	R	15	108	-	-	-	-	-	-	
		SB	LT	L	20	0	-	-	-	17.0	-	-	B
			T	T	815	598	0.57	0.32	19.9	13.4	B	B	
		EB	LTR	L	30	74	-	0.23	-	28.1	-	-	C
			T	T	45	0	0.55	-	25.6	15.1	C	B	
R	R	110	15	-	-	-	-	-	-	-			
Intersection								17.1	19.1	B	B		
13	W 61st Street & Columbus Ave	NB	T	T	610	169	0.33	0.44	13.4	23.2	B	C	
		EB	L	L	80	165	0.25	0.57	29.3	28.7	C	C	
		Intersection								15.4	43.6	B	D
14	W 81st Street & Central Park West	NB	LTR	L	15	45	-	-	-	-	-	-	
			T	T	225	15	0.54	0.18	23.3	44.0	C	D	
			R	R	170	312	-	0.92	-	61.6	-	-	E
		SB	LTR	L	165	10	-	0.04	-	23.5	-	-	C
			T	T	385	167	0.96	0.84	51.3	52.4	D	D	
			R	R	45	224	-	0.71	-	40.8	-	-	D
		EB	L	L	15	118	0.18	0.41	44.0	30.1	D	C	
			TR	T	315	0	0.93	-	63.4	39.7	E	D	
		WB	L	L	10	65	0.03	-	23.5	-	C	-	
			TR	T	170	353	0.85	0.43	54.4	3.4	D	A	
WB	L	L	230	656	0.73	0.57	42.0	20.4	D	C			
	R	R	120	45	0.41	-	30.2	-	C	-			
Intersection								44.8	31.3	D	C		
15	W 66th Street & Central Park West	NB	LT	L	65	314	-	0.80	-	44.6	-	D	
			T	T	355	231	0.43	0.65	3.5	37.0	A	D	
		SB	TR	T	665	0	0.58	-	20.5	23.6	C	C	
			R	R	45	388	-	0.84	-	37.7	-	-	D
		WB	L	L	180	255	0.52	-	31.5	-	C	-	
			TR	T	320	370	0.81	0.98	46.0	59.2	D	E	
R	R	235	463	0.66	0.56	37.5	9.8	D	A				
Intersection								24.1	22.9	C	C		
16	W 65th Street & Central Park West	NB	TR	T	390	499	0.84	0.77	37.9	36.1	D	D	
			R	R	255	25	-	-	-	-	-	-	
		SB	LT	L	375	0	1.00	-	62.9	35.2	E	D	
			T	T	470	0	0.57	-	10.1	-	B	-	
		EB	L	L	30	0	0.09	-	22.9	-	C	-	
			TR	T	505	0	0.77	-	36.5	-	D	-	
R	R	25	0	-	-	-	-	-	-	-			
Intersection								36.1	-	D	-		

Upper West Side Study Area - Existing vs No-Action - Midday Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
1	W 72nd Street & West End Ave	NB	L	L	115	115	0.34	0.34	19.0	19.0	B	B	
				T	285	284	0.49	0.49	19.8	19.8	B	B	
				R	70	70	0.23	0.23	16.5	16.5	B	B	
		SB	TR	T	330	329	0.57	0.57	29.4	29.4	C	C	
				R	55	55	-	-	-	-	-	-	
		EB	LTR	L	25	25	-	-	-	-	-	-	
				T	110	108	0.64	0.63	38.8	38.5	D	D	
				R	90	89	-	-	-	-	-	-	
		WB	LTR	L	80	80	-	-	-	-	-	-	
				T	155	155	0.89	0.89	60.0	59.6	E	E	
R	50			50	-	-	-	-	-	-			
Intersection								34.3	34.2	C	C		
2	W 61st Street & West End Ave	NB	LTR	L	5	5	-	-	-	-	-	-	
				T	370	366	0.42	0.42	9.4	9.5	A	A	
				R	60	60	-	-	-	-	-	-	
		SB	TR	L	15	14	0.07	0.07	12.7	12.6	B	B	
				T	575	568	0.33	0.32	14.0	14.0	B	B	
		EB	LTR	R	15	15	-	-	-	-	-	-	
				L	5	5	-	-	-	-	-	-	
				T	20	20	0.17	0.17	24.0	24.0	C	C	
		Intersection								12.8	12.8	B	B
		3a	W 79th Street & Riverside Drive	NB	LTR	L	70	70	-	-	-	-	-
T	45					45	0.46	0.46	31.6	31.6	C	C	
R	5					5	-	-	-	-	-	-	
SB	LTR			L	5	5	-	-	-	-	-	-	
				T	65	65	0.68	0.68	38.8	38.8	D	D	
EB	TR			R	130	130	-	-	-	-	-	-	
				L	20	20	-	-	-	-	-	-	
				T	315	313	0.53	0.53	12.7	12.7	B	B	
WB	TR			R	360	357	-	-	-	-	-	-	
				L	0	0	-	-	-	-	-	-	
		T	535	533	0.38	0.38	10.6	10.6	B	B			
Intersection								16.8	16.8	B	B		
4a	W 56th Street & 12th Avenue	NB	TR	L	255	2417	0.25	0.78	4.0	10.5	A	B	
				R	85	560	-	0.91	-	63.0	-	E	
		EB	LT	L	270	2307	-	0.81	-	49.6	-	D	
				T	290	0	0.84	-	16.8	33.6	B	C	
Intersection								11.6	165.1	B	F		
4b	W 56th Street & West Side Highway	NB	T	T	2415	2232	0.78	0.71	10.5	19.0	B	B	
				L	560	2307	0.91	0.91	63.0	79.9	E	E	
		SB	T	2305	0	0.81	-	49.6	-	D	-		
Intersection								33.6	-	C	-		
5a	W 55th Street & West Side Highway	NB	L	L	155	65	1.05	0.80	165.1	26.5	F	C	
				T	2230	185	0.71	0.42	19.0	5.9	B	A	
		SB	TR	T	2305	0	0.91	-	79.9	50.5	E	D	
				R	0	0	-	-	-	-	-	-	
		WB	LT	L	160	298	-	0.43	-	15.5	-	-	B
				T	65	0	0.80	-	25.7	-	C	-	
Intersection								5.9	-	A	-		
5b	W 55th Street & 12th Avenue	NB	LT	L	0	412	-	0.56	-	42.7	-	D	
				T	295	45	0.43	-	15.4	-	B	-	
		WB	LTR	L	0	220	-	0.57	-	66.0	-	E	
				T	410	0	0.56	-	42.6	66.0	D	E	
		Intersection								45	338	-	0.83
Intersection								31.9	13.6	C	B		
5c	W 55th Street & West Side Highway Arterial	WB	L	L	220	79	0.57	-	64.5	-	E	-	
				Intersection								64.5	32.6

Upper West Side Study Area - Existing vs No-Action - Midday Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
6	W 60th Street & Broadway	NB	L	L	340	967	0.84	-	52.7	6.6	D	A	
			T	T	455	123	0.37	-	13.7	-	B	-	
		SB	TR	T	760	214	0.87	0.75	35.3	25.2	D	C	
			R	R	80	203	-	0.32	-	3.5	-	-	A
Intersection								33.1	8.8	C	A		
7	W 60th Street & Columbus Ave	SB	TR	T	980	64	0.75	-	6.8	-	A	-	
			R	R	125	1031	-	0.48	-	14.6	-	-	B
		WB	L	L	215	241	0.75	0.60	25.0	45.3	C	D	
			T	T	205	85	0.32	0.36	3.5	41.1	A	D	
Intersection								9.0	22.0	A	C		
8	W 60th Street & Amsterdam Ave	NB	LT	L	65	10	-	0.05	-	10.3	-	B	
			T	T	1045	356	0.49	0.29	14.7	11.8	B	B	
		WB	T	T	245	588	0.61	0.30	45.5	5.2	D	A	
			R	R	85	15	0.36	-	41.1	-	D	-	
Intersection								22.1	-	C	-		
9	W 60th Street & West End Ave	NB	L	L	10	0	0.05	0.07	10.4	20.6	B	C	
			T	T	360	20	0.30	-	11.9	-	B	-	
		SB	TR	T	595	170	0.31	-	5.1	-	A	-	
			R	R	15	60	-	0.72	-	47.9	-	-	D
		EB	LTR	L	0	75	-	-	-	-	-	-	-
				T	0	0	0.07	-	20.6	17.9	C	B	
		WB	LTR	R	20	1106	-	0.47	-	3.6	-	-	A
				L	170	10	-	-	-	-	-	-	-
Intersection								48.1	-	D	-		
Intersection								34.0	-	-	C		
Intersection								18.0	23.9	B	C		
10	W 61st Street & Amsterdam Ave	NB	TR	T	1120	0	0.48	-	3.6	6.8	A	A	
			R	R	10	224	-	-	-	-	-	-	
		EB	LT	L	85	1090	-	0.82	-	23.8	-	-	C
			T	T	10	0	0.29	-	34.0	23.8	C	C	
WB	R	R	20	442	0.06	0.28	23.9	5.1	C	A			
Intersection								6.7	-	A	-		
11	W 61st Street & Columbus Ave	SB	LT	L	225	30	-	-	-	-	-	-	
			T	T	1105	688	0.83	0.53	24.2	19.2	C	B	
Intersection								24.2	-	C	-		
12	W 61st Street & Broadway	NB	TR	T	445	35	0.29	0.66	5.1	37.9	A	D	
			R	R	10	144	-	-	-	-	-	-	
		SB	LT	L	30	0	-	-	-	18.0	-	-	B
			T	T	695	617	0.54	0.34	19.3	13.6	B	B	
		EB	LTR	L	45	73	-	0.25	-	24.0	-	-	C
				T	35	0	0.66	-	37.8	14.7	D	B	
R	R	145	40	-	-	-	-	-	-	-			
Intersection								18.0	21.7	B	C		
13	W 61st Street & Columbus Ave	NB	T	T	630	255	0.35	0.91	13.6	60.8	B	E	
		EB	L	L	75	85	0.26	0.48	24.9	29.3	C	C	
		Intersection								14.9	35.8	B	D
14	W 81st Street & Central Park West	NB	LTR	L	40	40	-	-	-	-	-	-	
				T	395	15	0.94	0.20	46.5	44.7	D	D	
				R	255	299	-	0.74	-	40.7	-	D	D
		SB	LTR	L	85	30	0.75	0.19	58.2	27.2	E	C	
				T	305	178	0.77	0.91	35.8	64.5	D	E	
				R	40	261	-	0.64	-	36.0	-	-	D
		EB	TR	L	15	158	0.20	0.57	44.7	35.2	D	D	
				T	300	0	0.74	-	40.9	38.7	D	D	
		WB	LTR	R	30	45	0.19	-	27.2	-	C	-	
				L	180	474	0.92	0.44	67.1	1.6	E	A	
WB	LTR	T	265	585	0.65	0.55	36.3	20.6	D	C			
		R	160	55	0.57	-	35.4	-	D	-			
Intersection								44.0	36.1	D	D		
15	W 66th Street & Central Park West	NB	LT	L	45	387	-	0.98	-	71.1	-	E	
			T	T	475	273	0.44	0.81	1.6	49.0	A	D	
		SB	TR	T	590	0	0.56	-	20.6	30.9	C	C	
			R	R	55	464	-	0.81	-	34.6	-	-	C
		WB	L	L	220	200	0.66	-	36.3	-	D	-	
			T	T	390	332	0.99	0.78	72.8	34.0	E	C	
R	R	275	471	0.82	0.54	49.6	11.0	D	B				
Intersection								31.4	25.5	C	C		
16	W 65th Street & Central Park West	NB	TR	T	465	363	0.81	0.61	34.6	32.0	C	C	
			R	R	200	30	-	-	-	-	-	-	
		SB	LT	L	335	0	0.78	-	34.6	28.1	C	C	
			T	T	475	0	0.54	-	11.0	-	B	-	
		EB	TR	L	55	0	0.18	-	25.5	-	C	-	
				T	365	0	0.62	-	32.1	-	C	-	
R	R	30	0	-	-	-	-	-	-				
Intersection								28.3	-	C	-		

Upper West Side Study Area - Existing vs No-Action - PM Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
1	W 72nd Street & West End Ave	NB	L	L	150	150	0.37	0.37	18.3	18.3	B	B	
				T	625	626	0.87	0.87	33.9	34.0	C	C	
				R	135	135	0.34	0.34	15.8	15.8	B	B	
		SB	TR	T	365	363	0.65	0.64	35.8	35.7	D	D	
				R	30	30	-	-	-	-	-	-	
		EB	LTR	L	20	20	-	-	-	-	-	-	
				T	95	96	0.65	0.65	41.5	41.7	D	D	
				R	90	90	-	-	-	-	-	-	
		WB	LTR	L	80	79	-	-	-	-	-	-	
				T	120	120	0.83	0.83	55.3	55.3	E	E	
R	45			45	-	-	-	-	-	-			
Intersection								35.5	35.6	D	D		
2	W 61st Street & West End Ave	NB	LTR	L	15	15	-	-	-	-	-	-	
				T	750	746	0.68	0.68	10.9	10.9	B	B	
				R	45	48	-	-	-	-	-	-	
		SB	L	L	35	35	0.23	0.23	15.6	15.6	B	B	
				T	740	723	0.40	0.39	13.7	13.6	B	B	
		EB	LTR	R	20	20	-	-	-	-	-	-	
				L	25	25	-	-	-	-	-	-	
				T	20	20	0.27	0.27	27.2	27.2	C	C	
		Intersection								13.1	13.0	B	B
		3a	W 79th Street & Riverside Drive	NB	LTR	L	40	40	-	-	-	-	-
T	185					185	0.78	0.78	46.6	46.6	D	D	
R	15					15	-	-	-	-	-	-	
SB	LTR			L	5	5	-	-	-	-	-	-	
				T	60	60	0.63	0.62	39.1	39.0	D	D	
EB	TR			R	100	99	-	-	-	-	-	-	
				L	60	60	-	-	-	-	-	-	
				T	610	605	0.78	0.78	17.3	17.1	B	B	
WB	TR			R	355	352	-	-	-	-	-	-	
				L	0	0	-	-	-	-	-	-	
		T	420	419	0.41	0.41	9.5	9.5	A	A			
Intersection								20.7	20.6	C	C		
4a	W 56th Street & 12th Avenue	NB	TR	L	295	2667	0.29	0.79	4.2	8.7	A	A	
				R	130	570	-	0.92	-	77.6	-	E	
		EB	LT	L	160	2014	-	0.36	-	0.2	-	A	
				T	410	0	0.76	-	17.2	13.9	B	B	
Intersection								11.4	73.1	B	E		
4b	W 56th Street & West Side Highway	NB	T	T	2690	2478	0.80	0.68	8.8	15.9	A	B	
				L	570	2014	0.92	0.66	77.6	23.7	E	C	
		SB	T	2010	0	0.36	-	0.2	-	A	-		
Intersection								13.9	25.3	B	C		
5a	W 55th Street & West Side Highway	NB	L	L	15	10	0.21	0.88	73.1	39.1	E	D	
				T	2500	189	0.68	0.77	16.1	22.9	B	C	
		SB	TR	T	2010	0	0.66	-	23.7	20.8	C	C	
				R	0	0	-	-	-	-	-	-	
		WB	LT	L	315	399	0.80	0.46	25.3	13.4	C	B	
				T	10	0	0.88	-	39.1	-	D	-	
Intersection								23.6	-	C	-		
5b	W 55th Street & 12th Avenue	NB	LT	L	0	514	-	0.76	-	64.7	-	E	
				T	405	20	0.47	-	13.5	-	B	-	
				L	0	25	-	0.08	-	7.1	-	A	
		WB	LTR	T	515	0	0.76	-	64.7	7.1	E	A	
				R	20	303	-	0.71	-	44.1	-	D	
Intersection								42.6	15.3	D	B		
5c	W 55th Street & West Side Highway Arterial	WB	L	L	25	88	0.08	-	7.1	-	A	-	
				Intersection								7.1	34.1

Upper West Side Study Area - Existing vs No-Action - PM Peak Hour														
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS			
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action		
6	W 60th Street & Broadway	NB	L	L	305	1133	0.71	0.82	44.3	8.1	D	A		
			T	T	645	126	0.49	-	15.3	-	B	-		
		SB	TR	T	865	190	0.95	0.69	47.0	25.9	D	C		
			R	R	90	201	-	0.35	-	5.0	-	A	-	
Intersection								35.8	9.7	D	A			
7	W 60th Street & Columbus Ave	SB	TR	T	1170	97	0.84	-	9.0	-	A	-		
			R	R	130	1371	-	0.65	-	17.1	-	B	-	
		WB	L	L	190	222	0.69	0.60	25.7	45.7	C	D		
			T	T	205	105	0.36	0.49	5.1	46.1	A	D		
Intersection								10.4	22.6	B	C			
8	W 60th Street & Amsterdam Ave	NB	LT	L	95	10	-	0.05	-	10.5	-	B		
			T	T	1345	679	0.64	0.54	16.8	15.1	B	B		
		WB	T	T	230	748	0.62	0.39	46.1	5.8	D	A		
			R	R	105	10	0.49	-	45.8	-	D	-		
Intersection								22.6	-	C	-			
9	W 60th Street & West End Ave	NB	L	L	10	0	0.06	0.10	10.5	21.0	B	C		
			T	T	680	25	0.54	-	15.2	-	B	-		
		SB	TR	T	765	130	0.40	-	5.9	-	A	-		
			R	R	10	69	-	0.74	-	44.2	-	D	-	
		EB	LTR	L	L	10	120	-	-	-	-	-	-	
				T	T	0	0	0.10	-	21.0	16.9	C	B	
				R	R	25	1456	-	0.61	-	3.4	-	A	-
		WB	LTR	L	L	130	20	-	-	-	-	-	-	
				T	T	75	98	0.74	-	45.0	-	D	-	
		Intersection								17.0	23.9	B	C	
10	W 61st Street & Amsterdam Ave	NB	TR	T	1430	0	0.60	-	3.3	5.7	A	A		
			R	R	20	194	-	-	-	-	-	-		
		EB	LT	L	95	1259	-	0.83	-	24.4	-	C	-	
			T	T	5	0	0.31	-	32.1	24.4	C	C		
Intersection								5.6	-	A	-			
11	W 61st Street & Columbus Ave	SB	LT	L	195	40	-	-	-	-	-	-		
			T	T	1300	814	0.85	0.60	25.7	20.6	C	C		
Intersection								25.7	-	C	-			
12	W 61st Street & Broadway	NB	TR	T	635	38	0.38	0.51	5.3	32.7	A	C		
			R	R	10	121	-	-	-	-	-	-		
		SB	LT	L	40	0	-	-	-	16.2	-	B	-	
			T	T	835	806	0.62	0.42	20.9	14.5	C	B		
		EB	LTR	L	L	35	88	-	0.29	-	26.1	-	C	-
				T	T	40	0	0.51	-	32.4	15.7	C	B	
Intersection								16.3	22.8	B	C			
13	W 61st Street & Columbus Ave	NB	T	T	825	255	0.44	0.80	14.6	41.6	B	D		
		EB	L	L	90	59	0.30	0.44	25.8	30.8	C	C		
		Intersection								15.8	29.1	B	C	
14	W 81st Street & Central Park West	NB	LTR	L	L	25	34	-	-	-	-	-	-	
				T	T	620	25	0.98	0.28	49.5	47.1	D	D	
				R	R	255	306	-	0.89	-	55.4	-	E	-
		SB	LTR	L	L	60	25	0.91	0.13	113.0	25.5	F	C	
				T	T	275	204	0.66	0.99	29.5	79.0	C	E	
				R	R	35	283	-	0.74	-	40.9	-	D	-
		EB	TR	L	L	25	209	0.28	0.75	47.1	45.6	D	D	
				T	T	305	0	0.88	-	55.0	40.2	E	D	
		WB	LTR	R	R	25	35	0.13	-	25.5	-	C	-	
				L	L	205	645	0.99	0.55	78.9	13.0	E	B	
T	T			285	586	0.74	0.54	41.2	20.3	D	C			
Intersection								45.6	-	D	-			
15	W 66th Street & Central Park West	NB	LT	L	L	35	391	-	1.03	-	85.6	-	F	
				T	T	645	292	0.55	0.85	13.0	51.7	B	D	
		SB	TR	T	T	585	0	0.54	-	20.3	34.6	C	C	
				R	R	40	630	-	0.94	-	51.0	-	D	-
		WB	LTR	L	L	175	250	0.46	-	29.9	-	C	-	
				T	T	395	326	1.04	0.91	88.2	95.3	F	F	
Intersection								53.0	9.8	D	A			
16	W 65th Street & Central Park West	NB	TR	T	T	630	462	0.94	0.78	50.8	38.3	D	D	
				R	R	250	40	-	-	-	-	-	-	
		SB	LT	L	L	330	0	0.92	-	96.2	46.0	F	D	
				T	T	430	0	0.50	-	9.7	-	A	-	
		EB	TR	L	L	50	0	0.17	-	25.4	-	C	-	
				T	T	460	0	0.78	-	38.1	-	D	-	
Intersection								46.2	-	D	-			

Upper West Side Study Area - Existing vs No-Action - Late Night Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
1	W 72nd Street & West End Ave	NB	L	L	95	93	0.24	0.23	16.1	16.0	B	B	
			T	T	135	133	0.20	0.20	15.1	15.1	B	B	
			R	R	60	59	0.16	0.15	15.0	15.0	B	B	
		SB	TR	T	T	295	295	0.41	0.41	26.2	26.2	C	C
				R	R	25	25	-	-	-	-	-	-
		EB	LTR	L	L	10	10	-	-	-	-	-	-
				T	T	105	104	0.47	0.46	33.1	33.1	C	C
				R	R	80	79	-	-	-	-	-	-
		WB	LTR	L	L	65	65	-	-	-	-	-	-
				T	T	125	126	0.58	0.58	36.4	36.5	D	D
				R	R	30	30	-	-	-	-	-	-
Intersection								27.0	27.0	C	C		
2	W 61st Street & West End Ave	NB	LTR	L	L	10	10	-	-	-	-	-	-
				T	T	275	269	0.27	0.26	8.4	8.2	A	A
				R	R	25	24	-	-	-	-	-	-
		SB	TR	L	L	30	30	0.10	0.10	12.8	12.7	B	B
				T	T	555	555	0.28	0.28	13.5	13.5	B	B
		EB	LTR	R	R	15	15	-	-	-	-	-	-
				L	L	10	10	-	-	-	-	-	-
				T	T	20	20	0.16	0.16	23.8	23.8	C	C
		Intersection								12.5	12.5	B	B
		3a	W 79th Street & Riverside Drive	NB	LTR	L	L	40	40	-	-	-	-
T	T					35	35	0.25	0.25	26.1	26.1	C	C
R	R					5	5	-	-	-	-	-	-
SB	LTR			L	L	5	5	-	-	-	-	-	-
				T	T	50	50	0.46	0.46	30.4	30.4	C	C
				R	R	85	85	-	-	-	-	-	-
EB	TR			L	L	5	5	-	-	-	-	-	-
				T	T	400	396	0.42	0.42	11.1	11.1	B	B
				R	R	175	173	-	-	-	-	-	-
WB	TR			L	L	0	0	-	-	-	-	-	-
				T	T	485	484	0.36	0.36	10.4	10.4	B	B
		R	R	30	30	-	-	-	-	-	-		
Intersection								13.8	13.8	B	B		
4a	W 56th Street & 12th Avenue	NB	TR	L	L	155	2966	0.13	0.85	0.2	21.3	A	C
				R	R	45	420	-	0.84	-	60.8	-	E
		EB	LT	L	L	140	1338	-	0.25	-	0.1	-	A
				T	T	280	0	0.76	-	14.6	19.0	B	B
Intersection								9.6	55.0	A	D		
4b	W 56th Street & West Side Highway	NB	T	T	T	2980	2696	0.85	0.83	22.5	24.6	C	C
				L	L	420	1338	0.84	0.55	60.8	23.7	E	C
		SB	T	T	1340	0	0.25	-	0.1	-	A	-	
Intersection								19.7	-	B	-		
5a	W 55th Street & West Side Highway	NB	L	L	L	5	5	0.06	0.39	55.0	6.9	D	A
				T	T	2710	270	0.83	0.54	25.0	7.4	C	A
		SB	TR	T	T	1340	0	0.55	-	23.7	22.7	C	C
				R	R	0	0	-	-	-	-	-	-
		WB	LT	L	L	105	195	-	0.26	-	12.7	-	B
				T	T	5	0	0.39	-	7.0	-	A	-
Intersection								7.6	-	A	-		
Intersection								22.9	-	C	-		
5b	W 55th Street & 12th Avenue	NB	LT	L	L	0	380	-	0.45	-	40.4	-	D
				T	T	200	10	0.26	-	12.8	-	B	-
		WB	LTR	L	L	0	10	-	0.03	-	2.5	-	A
				T	T	380	0	0.44	-	40.1	2.5	D	A
Intersection								0.68	-	42.1	-	D	
Intersection								30.6	13.3	C	B		
5c	W 55th Street & West Side Highway Arterial	WB	L	L	L	10	85	0.03	-	2.5	-	A	-
				Intersection								2.5	25.3

Upper West Side Study Area - Existing vs No-Action - Late Night Peak Hour														
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS			
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action		
6	W 60th Street & Broadway	NB	L	L	315	1024	0.68	0.70	42.3	5.8	D	A		
			T	T	480	70	0.34	-	13.3	-	B	-		
		SB	T	T	625	235	0.76	0.75	25.7	28.6	C	C		
			R	R	85	162	-	0.27	-	4.9	-	A	-	
		Intersection								25.4	9.4	C	A	
7	W 60th Street & Columbus Ave	SB	T	T	1030	40	0.71	-	5.9	-	A	-		
			R	R	70	949	-	0.40	-	13.5	-	B	-	
		WB	L	L	235	147	0.74	0.38	28.2	44.0	C	D		
			T	T	165	85	0.27	0.30	4.9	43.6	A	D		
		Intersection							9.4	20.0	A	B		
8	W 60th Street & Amsterdam Ave	NB	L	L	40	15	-	0.06	-	10.4	-	B	B	
			T	T	960	258	0.40	0.18	13.5	10.8	B	B		
		WB	T	T	150	570	0.39	0.29	28.5	5.2	C	A		
			R	R	85	10	0.30	-	27.9	-	C	-		
		Intersection							16.7	-	B	-		
9	W 60th Street & West End Ave	NB	L	L	15	0	0.06	0.04	10.4	20.0	B	B		
			T	T	265	15	0.19	-	10.8	-	B	-		
		SB	T	T	570	100	0.29	-	5.2	-	A	-		
			R	R	10	42	-	0.47	-	41.8	-	D	-	
		EB	LTR	L	L	0	45	-	-	-	-	-	-	
				T	T	0	0	0.04	-	20.0	13.8	B	B	
			LTR	L	L	15	1019	-	0.43	-	5.0	-	A	-
				T	T	100	15	-	-	-	-	-	-	-
		WB	LTR	T	T	45	70	0.47	-	41.7	-	D	-	
				R	R	45	4	-	0.20	-	30.3	-	C	-
Intersection								13.9	22.6	B	C			
10	W 61st Street & Amsterdam Ave	NB	T	T	1030	0	0.44	-	5.0	7.2	A	A		
			R	R	15	184	-	-	-	-	-	-		
		EB	L	L	70	1094	-	0.70	-	19.8	-	B	-	
			T	T	5	0	0.20	-	30.4	19.8	C	B		
		WB	R	R	25	476	0.07	0.26	22.6	5.0	C	A		
Intersection							7.2	-	A	-				
11	W 61st Street & Columbus Ave	SB	L	L	185	20	-	-	-	-	-	-		
			T	T	1100	590	0.71	0.39	19.9	17.1	B	B		
		Intersection							19.9	-	B	-		
12	W 61st Street & Broadway	NB	T	T	480	29	0.27	0.49	5.0	34.8	A	C		
			R	R	0	115	-	-	-	-	-	-		
		SB	L	L	20	0	-	-	-	15.4	-	B	-	
			T	T	595	683	0.39	0.34	17.2	13.6	B	B		
		EB	LTR	L	L	40	49	-	0.16	-	19.0	-	B	-
				T	T	30	0	0.49	-	34.8	14.0	C	B	
			R	R	115	30	-	-	-	-	-	-	-	
Intersection							15.4	20.5	B	C				
13	W 61st Street & Columbus Ave	NB	T	T	695	170	0.34	0.36	13.6	21.4	B	C		
		EB	L	L	50	55	0.16	0.19	18.9	19.5	B	B		
		Intersection							14.0	24.4	B	C		
14	W 81st Street & Central Park West	NB	L	L	30	25	-	-	-	-	-	-		
			T	T	320	15	0.59	0.18	24.3	44.0	C	D		
			R	R	170	244	-	0.66	-	36.4	-	D	-	
		SB	LTR	L	L	55	30	-	0.09	-	24.2	-	C	-
				T	T	200	93	0.38	0.37	20.8	21.2	C	C	
			R	R	25	210	-	0.56	-	32.7	-	C	-	
		EB	TR	L	L	15	137	0.18	0.43	44.0	30.2	D	C	
				T	T	245	0	0.66	-	36.5	26.8	D	C	
		WB	LTR	R	R	30	30	0.09	-	24.2	-	C	-	
				L	L	95	444	0.38	0.34	21.3	1.2	C	A	
				T	T	215	403	0.57	0.36	33.1	17.5	C	B	
R	R	140	30	0.44	-	30.4	-	C	-					
Intersection								27.5	26.3	C	C			
15	W 66th Street & Central Park West	NB	L	L	30	360	-	0.86	-	49.0	-	D		
			T	T	445	242	0.34	0.73	1.2	41.4	A	D		
		SB	T	T	410	0	0.37	-	17.6	24.5	B	C		
			R	R	30	439	-	0.84	-	35.8	-	D	-	
		WB	L	L	105	305	0.29	-	26.4	-	C	-		
			T	T	365	212	0.87	0.57	50.5	22.3	D	C		
R	R	245	295	0.74	0.32	41.9	6.8	D	A					
Intersection								25.0	24.5	C	C			
16	W 65th Street & Central Park West	NB	T	T	440	419	0.84	0.61	35.9	31.6	D	C		
			R	R	305	30	-	-	-	-	-	-		
		SB	LT	L	L	215	0	-	-	-	28.0	-	C	
				T	T	300	0	0.48	-	10.4	-	B	-	
		EB	TR	L	L	35	0	0.10	-	24.5	-	C	-	
				T	T	420	0	0.61	-	31.5	-	C	-	
		R	R	30	0	-	-	-	-	-	-	-		
Intersection								26.9	-	C	-			

LDR Study Area - Existing vs No-Action - AM Peak Hour												
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS	
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	W 179th St & Broadway	NB	NBL	L	55	55	0.15	0.15	11.1	11.1	B	B
			NBT	T	210	210	0.18	0.18	10.3	10.3	B	B
		SB	SBT	T	220	220	0.44	0.44	23.0	23.0	C	C
			SBR	R	80	80	-	-	-	-	-	-
		WB	WBL	L	45	45	-	-	-	-	-	-
			WBT	T	145	153	0.70	0.72	38.4	39.8	D	D
			WBR	R	50	50	-	-	-	-	-	-
Intersection								23.5	24.0	C	C	

LDR Study Area - Existing vs No-Action - MD Peak Hour												
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS	
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	W 179th St & Broadway	NB	NBL	L	140	140	0.36	0.36	15.6	15.6	B	B
			NBT	T	330	330	0.25	0.25	11.4	11.4	B	B
		SB	SBT	T	220	220	0.44	0.44	24.1	24.1	C	C
			SBR	R	105	105	-	-	-	-	-	-
		WB	WBL	L	40	40	-	-	-	-	-	-
			WBT	T	200	196	0.74	0.73	38.4	37.7	D	D
			WBR	R	50	50	-	-	-	-	-	-
		Intersection								23.2	22.9	C

LDR Study Area - Existing vs No-Action - PM Peak Hour												
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS	
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	W 179th St & Broadway	NB	NBL	L	135	135	0.30	0.30	14.1	14.1	B	B
			NBT	T	340	340	0.27	0.27	11.6	11.6	B	B
		SB	SBT	T	230	230	0.41	0.41	23.7	23.7	C	C
			SBR	R	100	100	-	-	-	-	-	-
		WB	WBL	L	35	35	-	-	-	-	-	-
			WBT	T	220	217	0.77	0.76	40.2	39.6	D	D
			WBR	R	60	60	-	-	-	-	-	-
		Intersection								23.5	23.3	C

LES Study Area - Existing vs No-Action - AM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action	
1	Park Row/Chatham Square & Worth/Oliver St & Mott St	NB	NBL	L	10	10							
			NBT	T	355	355	0.76	0.76	39.1	39.1	D	D	
			NBR2	R2	155	165	0.42	0.45	28.8	29.5	C	C	
		SB	SBL	T	75	85	0.69	0.78	66.7	86.2	E	F	
			SBT	T	50	50	0.15	0.15	23.6	23.6	C	C	
			SBR	R	10	10							
		EB	EBT	T	20	20	0.09	0.09	22	22	C	C	
			EBR	R	10	10	0	0	0	0	O	O	
		WB	WBL	L	135	133	0.46	0.46	29.6	29.6	C	C	
			WBT	T	15	15	0.3	0.3	21.3	21.5	C	C	
			WBR	R	170	168							
		SWB	SWL2	L2	55	55							
			SWL	L	0	0	0.24	0.24	33	33	C	C	
SWR	R		0	0									
Intersection								33.5	35.5	C	D		
2	Chatham Square & E Broadway	NB	NBL	L	95	95	0.2	0.2	16.4	16.4	B	B	
			NBR	R	30	30	0.07	0.07	14.9	14.9	B	B	
		EB	EBT	T	170	190	0.16	0.18	18.4	19.2	B	B	
			EBR	R	135	135	0.29	0.29	57	59.7	E	E	
		WB	WBL	L	120	120	0.35	0.35	10.2	10.4	B	B	
			WBT	T	225	221	0.22	0.21	6.4	6.4	A	A	
Intersection								20.1	20.9	C	C		
3	Chatham Square/Bowery & Divison St	NB	NBL	L	140	140	0.58	0.58	41.5	41.5	D	D	
			NBR	T	250	250	0.55	0.55	19.8	19.8	B	B	
		EB	EBT	T	195	215	0.24	0.27	6.2	5.8	A	A	
			EBR2	R2	5	5							
		WB	WBL	L	5	5							
			WBT	T	205	201	0.25	0.25	20.2	20.1	C	C	
Intersection								20.6	20.1	C	C		

Node	Intersection #	Intersection Name	Approach	Lane Group	Movement	LES Study Area - Existing vs No-Action - Midday Peak Hour						Calibration Edits		Notes		
						Volume		V/C		Delay					LOS	
						Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action			
1	1	Park Row/Chatham Square & Worthy/Oliver St & Mott St	NB	NBL	L	10	10									Based on video observation.
1				NBT	T	215	215	0.49	0.49	29.3	29.3	C	C			
1				NBR2	R2	170	172	0.46	0.47	30	30.2	C	C			
1				SBL	T	160	163	0.82	0.84	88	95.2	F	F			
1			SB	SBT	T	75	75	0.22	0.22	24.6	24.6	C	C			
1				SBR	R	10	10									
1				EBT	T	20	20	0.11	0.11	22.2	22.2	C	C			
1			EB	EBR	R	20	20									
1				WBL	L	155	140	0.48	0.44	25.6	25.6	C	C			
1			WB	WBT	T	20	20	0.3	0.27	17.4	18.2	B	B			
1				WBR	R	180	165									
2			SWB	SWL2	L2	40	40									
2				SWL	L	0	0	0.17	0.17	31.8	31.8	C	C			
2			Intersection	SWR	R	0	0									
2								35.4	37.3	D	D					
2	2	Chatham Square & E Broadway	NB	NBL	L	85	85	0.15	0.15	15.8	15.8	B	B			
2				NBR	R	35	35	0.08	0.08	14.9	14.9	B	B			
2			EB	EBT	T	205	210	0.2	0.2	19.4	20	B	B			
2				EBR	R	185	185	0.37	0.37	84.9	84.7	F	F			
2			WB	WBL	L	130	130	0.35	0.35	7.1	7.7	A	A			
2				WBT	T	270	240	0.23	0.21	4.7	4.7	A	A			
2	Intersection							26.5	27.3	C	C					
2	3	Chatham Square/Bowery & Divison St	NB	NBL	L	110	110	0.43	0.43	36.6	36.6	D	D			
2				NBR	R	225	225	0.41	0.41	16.3	16.3	B	B			
2			EB	EBT	T	230	235	0.28	0.29	5.5	5.7	A	A			
2				EBR2	R2	10	10	0	0	0	0	0	0			
3			WB	WBL	L	5	5	0	0	0	0	0	0			
3	WBT	T	290	260	0.33	0.3	21.1	20.7	C	C						
3	Intersection							17.7	17.4	B	B					

A 3 3
 B 5 5
 C 7 7
 D 1 1
 E - -
 F 2 2

LES Study Area - Existing vs No-Action - PM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume		V/C		Delay		LOS	
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	Park Row/Chatham Square & Worth/Oliver St & Mott St	NB	NBL	L	5	5						
			NBT	T	175	175	0.37	0.37	26.8	26.8	C	C
			NBR2	R2	225	230	0.61	0.62	37.5	39	D	D
		SB	SBL	T	190	195	0.71	0.73	61.6	68.8	E	E
			SBT	T	95	95	0.24	0.24	24.7	24.7	C	C
			SBR	R	5	5						
		EB	EBT	T	25	25	0.09	0.09	22.1	22.1	C	C
			EBR	R	10	10	0	0	0	0	O	O
		WB	WBL	L	150	143	0.48	0.46	28.6	28.7	C	C
			WBT	T	20	20	0.32	0.31	20.5	21	C	C
			WBR	R	195	188						
		SWB	SWL2	L2	55	55						
			SWL	L	0	0	0.24	0.24	33	33	C	C
SWR	R	0	0									
Intersection								33.3	35.1	C	D	
2	Chatham Square & E Broadway	NB	NBL	L	105	105	0.2	0.2	16.3	16.3	B	B
			NBR	R	45	45	0.09	0.09	15	15	B	B
		EB	EBT	T	270	280	0.25	0.26	38.2	45.5	D	D
			EBR	R	225	225	0.39	0.39	84.5	84.4	F	F
		WB	WBL	L	125	125	0.34	0.35	9.4	9.9	A	A
			WBT	T	260	246	0.24	0.22	6.2	6.4	A	A
Intersection								32.8	35.4	C	D	
3	Chatham Square/Bowery & Divison St	NB	NBL	L	155	155	0.62	0.62	43	43	D	D
			NBR	T	395	395	0.74	0.74	26.5	26.5	C	C
		EB	EBT	T	305	315	0.37	0.38	6.3	6.2	A	A
			EBR2	R2	10	10	0	0	0	0	O	O
		WB	WBL	L	5	5	0	0	0	0	O	O
			WBT	T	230	216	0.26	0.25	20.3	20.1	C	C
Intersection								21.7	21.5	C	C	