

**TABLE D.3-4  
125TH STREET STATION AREA  
2002 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM PEAK HOUR				PM PEAK HOUR				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b><u>SIGNALIZED INTERSECTIONS</u></b>									
<b>(H1A) FIRST AVENUE at EAST 125th STREET</b>									
First Avenue	NB	LTR	0.43	9.9	A	LTR	0.46	10.1	B
		R	0.31	9.7	A	R	0.26	9.2	A
East 125th Street	EB	LT	0.57	21.7	C	LT	0.63	22.8	C
<b>Overall Intersection</b>	-		<b>0.49</b>	<b>13.1</b>	<b>B</b>	-	<b>0.54</b>	<b>13.7</b>	<b>B</b>
<b>(H2) SECOND AVENUE at EAST 124th STREET</b>									
Second Avenue	SB	LT	0.74	10.2	B	LT	0.51	8.0	A
East 124th Street	EB	TR	0.77	27.9	C	TR	0.92	34.8	C
	WB	L	0.43	23.8	C	L	0.60	28.5	C
		R	0.15	9.5	A	R	0.25	10.4	B
<b>Overall Intersection</b>	-		<b>0.75</b>	<b>15.5</b>	<b>B</b>	-	<b>0.67</b>	<b>19.5</b>	<b>B</b>
<b>(H3) SECOND AVENUE at EAST 125th STREET</b>									
Second Avenue	SB	LTR	0.74	20.7	C	LTR	0.67	19.6	B
Triborough Bridge Ramp	SB	TR	0.94	53.6	D	TR	0.55	33.1	C
East 125th Street	EB	TR	0.92	46.4	D	TR	0.98	53.4	D
	WB	LT	0.84	47.0	D	LT	0.42	31.1	C
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>33.7</b>	<b>C</b>	-	<b>0.72</b>	<b>29.9</b>	<b>C</b>
<b>(H4) SECOND AVENUE at EAST 126th STREET</b>									
Second Avenue	NB	L	0.60	36.0	D	L	0.49	36.0	D
		T	0.69	12.8	B	T	0.45	7.5	A
	SB	TR	0.84	25.1	C	TR	0.98	38.6	D
East 126th Street	WB	LTR	0.39	28.7	C	LTR	0.44	29.4	C
<b>Overall Intersection</b>	-		<b>0.65</b>	<b>24.1</b>	<b>C</b>	-	<b>0.67</b>	<b>29.7</b>	<b>C</b>
<b>(H5A) SECOND AVENUE at EAST 127th STREET</b>									
Second Avenue	NB	TR	0.46	8.0	A	TR	0.57	8.7	A
	SB	LT	1.01	46.6	D	LT	1.00	36.9	D
East 127th Street	EB	LTR	0.43	22.4	C	LTR	0.81	30.5	C
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>34.4</b>	<b>C</b>	-	<b>0.92</b>	<b>27.7</b>	<b>C</b>
<b>(H7) THIRD AVENUE at EAST 124th STREET</b>									
Third Avenue	NB	TR	0.50	7.9	A	TR	0.73	9.9	A
East 124th Street	EB	LT	0.37	21.5	C	LT	0.54	23.6	C
<b>Overall Intersection</b>	-		<b>0.45</b>	<b>10.7</b>	<b>B</b>	-	<b>0.65</b>	<b>12.9</b>	<b>B</b>
<b>(H8) THIRD AVENUE at EAST 125th STREET</b>									
Third Avenue	NB	LTR	0.30	9.0	A	LTR	0.53	10.7	B
East 125th Street	EB	LT	0.92	39.0	D	LT	0.67	24.1	C
	WB	TR	0.56	21.7	C	TR	0.38	19.1	B
<b>Overall Intersection</b>	-		<b>0.57</b>	<b>21.6</b>	<b>C</b>	-	<b>0.59</b>	<b>14.9</b>	<b>B</b>

**TABLE D.3-4 CONTINUED**  
**125TH STREET STATION AREA**  
**2002 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM PEAK HOUR					PM PEAK HOUR			
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control	
			Delay	LOS				Delay	LOS
<b><u>SIGNALIZED INTERSECTIONS</u></b>									
<b>(H9) THIRD AVENUE at EAST 126th STREET</b>									
Third Avenue	NB	LT	0.18	6.1	A	LT	0.34	6.9	A
East 126th Street	WB	TR	0.59	24.8	C	TR	0.27	20.4	C
<b>Overall Intersection</b>	-		<b>0.34</b>	<b>14.9</b>	<b>B</b>	-	<b>0.31</b>	<b>9.3</b>	<b>A</b>
<b>(H10) THIRD AVENUE at EAST 127th STREET</b>									
Third Avenue	NB	LTR	0.18	6.2	A	LTR	0.34	6.9	A
<b>Overall Intersection</b>	-		<b>0.11</b>	<b>6.2</b>	<b>A</b>	-	<b>0.20</b>	<b>6.9</b>	<b>A</b>
<b>(H12) LEXINGTON AVENUE at EAST 124th STREET</b>									
Lexington Avenue	SB	LT	0.78	12.0	B	LT	0.71	10.7	B
East 124th Street	EB	TR	0.36	21.4	C	TR	0.49	22.9	C
<b>Overall Intersection</b>	-		<b>0.62</b>	<b>14.4</b>	<b>B</b>	-	<b>0.63</b>	<b>15.1</b>	<b>B</b>
<b>(H13) LEXINGTON AVENUE at EAST 125th STREET</b>									
Lexington Avenue	SB	LTR	0.82	16.4	B	LTR	0.73	13.9	B
East 125th Street	EB	TR	0.80	27.9	C	TR	0.71	24.9	C
	WB	LT	1.00	52.1	D	LT	0.68	24.6	C
<b>Overall Intersection</b>	-		<b>0.90</b>	<b>30.2</b>	<b>C</b>	-	<b>0.72</b>	<b>20.1</b>	<b>C</b>
<b>(H14) LEXINGTON AVENUE at EAST 126th STREET</b>									
Lexington Avenue	SB	TR	0.78	12.2	B	TR	0.71	10.7	B
East 126th Street	WB	LT	0.46	22.5	C	LT	0.36	21.3	C
<b>Overall Intersection</b>	-		<b>0.66</b>	<b>16.1</b>	<b>B</b>	-	<b>0.57</b>	<b>14.3</b>	<b>B</b>
<b>(H15) LEXINGTON AVENUE at EAST 127th STREET</b>									
Lexington Avenue	SB	T	0.97	36.2	D	T	0.66	9.9	A
East 127th Street	WB	L	0.17	19.9	B	L	0.15	19.7	B
<b>Overall Intersection</b>	-		<b>0.60</b>	<b>35.3</b>	<b>D</b>	-	<b>0.46</b>	<b>10.5</b>	<b>B</b>
<b>(H16) LEXINGTON AVENUE at EAST 128th STREET</b>									
Lexington Avenue	SB	LT	1.00	42.8	D	LT	0.79	12.3	B
East 128th Street	EB	TR	0.17	20.0	B	TR	0.31	21.7	C
<b>Overall Intersection</b>	-		<b>0.61</b>	<b>41.7</b>	<b>D</b>	-	<b>0.60</b>	<b>13.3</b>	<b>B</b>
<b>(H17) LEXINGTON AVENUE at EAST 129th STREET</b>									
Lexington Avenue	SB	TR	0.64	25.4	C	TR	0.56	24.0	C
East 129th Street	WB	L	0.99	73.2	E	L	0.74	20.3	C
		LT	0.98	65.4	E	LT	0.38	11.8	B
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>52.1</b>	<b>D</b>	-	<b>0.67</b>	<b>19.4</b>	<b>B</b>
<b>(H18) PARK AVENUE at EAST 124th STREET</b>									
Park Avenue	NB	TR	0.19	8.5	A	TR	0.41	9.9	A
	SB	L	0.22	10.9	B	L	0.32	12.1	B
		LT	1.00	40.3	D	LT	0.59	12.2	B
East 124th Street	EB	LTR	0.36	19.0	B	LTR	0.40	19.4	B
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>28.1</b>	<b>C</b>	-	<b>0.51</b>	<b>13.5</b>	<b>B</b>

**TABLE D.3-4 CONTINUED  
125TH STREET STATION AREA  
2002 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM PEAK HOUR					PM PEAK HOUR			
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b><u>SIGNALIZED INTERSECTIONS</u></b>									
<b>(H19) PARK AVENUE at EAST 125th STREET</b>									
Park Avenue	NB	TR	0.19	19.6	B	TR	0.34	19.5	B
	SB	TR	0.98	46.1	D	TR	0.53	25.2	C
East 125th Street	EB	LT	0.77	21.5	C	LTR	0.65	17.9	B
	WB	LTR	0.76	20.9	C	LTR	0.62	17.2	B
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>30.5</b>	<b>C</b>	-	<b>0.60</b>	<b>19.9</b>	<b>B</b>
<b>(H20) PARK AVENUE at EAST 126th STREET</b>									
Park Avenue	NB	LT	0.13	4.1	A	LT	0.22	4.5	A
	SB	TR	0.89	28.8	C	TR	0.33	4.9	A
East 126th Street	WB	LTR	0.59	26.9	C	LTR	0.45	25.0	C
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>25.5</b>	<b>C</b>	-	<b>0.37</b>	<b>12.4</b>	<b>B</b>
<b>(H21) MADISON AVENUE at EAST 125th STREET</b>									
Madison Avenue	NB	LTR	0.42	13.3	B	LTR	0.55	14.4	B
	EB	LT	0.87	30.0	C	LT	0.80	25.6	C
East 125th Street	WB	TR	0.68	21.0	C	TR	0.50	17.7	B
<b>Overall Intersection</b>	-		<b>0.65</b>	<b>20.6</b>	<b>C</b>	-	<b>0.67</b>	<b>18.1</b>	<b>B</b>

**TABLE D.3-4 CONTINUED  
125TH STREET STATION AREA  
2002 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM PEAK HOUR			PM PEAK HOUR			
	Mvt.	Control Delay	LOS	Mvt.	Control Delay	LOS	
<b>UNIGNALIZED INTERSECTIONS</b>							
<b>(H1B) SOUTHBOUND SERVICE ROAD just west of FIRST AVENUE at EAST 125th STREET</b>							
Service Road	SB	R	9.5	A	R	9.0	A
<b>Overall Intersection</b>			<b>9.5</b>	<b>A</b>		<b>9.0</b>	<b>A</b>
<b>(H5B) SECOND AVENUE CHANNELIZED LEFT TURN RAMP to HARLEM RIVER DRIVE at EAST 127th STREET</b>							
Second Avenue Ramp	SB	L	25.3	D	L	43.2	E
<b>Overall Intersection</b>			<b>25.3</b>	<b>D</b>		<b>43.2</b>	<b>E</b>
<b>(H6) SECOND AVENUE at EAST 128th STREET</b>							
Second Avenue	SB	T	36.2	E	T	23.1	C
<b>Overall Intersection</b>			<b>36.2</b>	<b>E</b>		<b>23.1</b>	<b>C</b>
<b>(H11A) THIRD AVENUE BRIDGE RAMP at EAST 128th STREET</b>							
128th Street	EB	T	16.7	C	T	26.8	D
<b>Overall Intersection</b>			<b>16.7</b>	<b>C</b>		<b>26.8</b>	<b>D</b>
<b>(H11B) THIRD AVENUE at EAST 128th STREET</b>							
Third Avenue	NB	R	17.5	C	R	26.1	D
<b>Overall Intersection</b>			<b>17.5</b>	<b>C</b>		<b>26.1</b>	<b>D</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s). TL is a combined through-left turn lane(s), R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

**TABLE D.3-4 CONTINUED**  
**125TH STREET STATION AREA**  
**2002 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM PEAK HOUR					PM PEAK HOUR			
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control	
			Delay	LOS				Delay	LOS
<b><u>SIGNALIZED INTERSECTIONS</u></b>									
<b>(H9) THIRD AVENUE at EAST 126th STREET</b>									
Third Avenue	NB	LT	0.18	6.1	A	LT	0.34	6.9	A
East 126th Street	WB	TR	0.59	24.8	C	TR	0.27	20.4	C
<b>Overall Intersection</b>	-		<b>0.34</b>	<b>14.9</b>	<b>B</b>	-	<b>0.31</b>	<b>9.3</b>	<b>A</b>
<b>(H10) THIRD AVENUE at EAST 127th STREET</b>									
Third Avenue	NB	LTR	0.18	6.2	A	LTR	0.34	6.9	A
<b>Overall Intersection</b>	-		<b>0.11</b>	<b>6.2</b>	<b>A</b>	-	<b>0.20</b>	<b>6.9</b>	<b>A</b>
<b>(H12) LEXINGTON AVENUE at EAST 124th STREET</b>									
Lexington Avenue	SB	LT	0.78	12.0	B	LT	0.71	10.7	B
East 124th Street	EB	TR	0.36	21.4	C	TR	0.49	22.9	C
<b>Overall Intersection</b>	-		<b>0.62</b>	<b>14.4</b>	<b>B</b>	-	<b>0.63</b>	<b>15.1</b>	<b>B</b>
<b>(H13) LEXINGTON AVENUE at EAST 125th STREET</b>									
Lexington Avenue	SB	LTR	0.82	16.4	B	LTR	0.73	13.9	B
East 125th Street	EB	TR	0.80	27.9	C	TR	0.71	24.9	C
	WB	LT	1.00	52.1	D	LT	0.68	24.6	C
<b>Overall Intersection</b>	-		<b>0.90</b>	<b>30.2</b>	<b>C</b>	-	<b>0.72</b>	<b>20.1</b>	<b>C</b>
<b>(H14) LEXINGTON AVENUE at EAST 126th STREET</b>									
Lexington Avenue	SB	TR	0.78	12.2	B	TR	0.71	10.7	B
East 126th Street	WB	LT	0.46	22.5	C	LT	0.36	21.3	C
<b>Overall Intersection</b>	-		<b>0.66</b>	<b>16.1</b>	<b>B</b>	-	<b>0.57</b>	<b>14.3</b>	<b>B</b>
<b>(H15) LEXINGTON AVENUE at EAST 127th STREET</b>									
Lexington Avenue	SB	T	0.97	36.2	D	T	0.66	9.9	A
East 127th Street	WB	L	0.17	19.9	B	L	0.15	19.7	B
<b>Overall Intersection</b>	-		<b>0.60</b>	<b>35.3</b>	<b>D</b>	-	<b>0.46</b>	<b>10.5</b>	<b>B</b>
<b>(H16) LEXINGTON AVENUE at EAST 128th STREET</b>									
Lexington Avenue	SB	LT	1.00	42.8	D	LT	0.79	12.3	B
East 128th Street	EB	TR	0.17	20.0	B	TR	0.31	21.7	C
<b>Overall Intersection</b>	-		<b>0.61</b>	<b>41.7</b>	<b>D</b>	-	<b>0.60</b>	<b>13.3</b>	<b>B</b>
<b>(H17) LEXINGTON AVENUE at EAST 129th STREET</b>									
Lexington Avenue	SB	TR	0.64	25.4	C	TR	0.56	24.0	C
East 129th Street	WB	L	0.99	73.2	E	L	0.74	20.3	C
		LT	0.98	65.4	E	LT	0.38	11.8	B
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>52.1</b>	<b>D</b>	-	<b>0.67</b>	<b>19.4</b>	<b>B</b>
<b>(H18) PARK AVENUE at EAST 124th STREET</b>									
Park Avenue	NB	TR	0.19	8.5	A	TR	0.41	9.9	A
	SB	L	0.22	10.9	B	L	0.32	12.1	B
		LT	1.00	40.3	D	LT	0.59	12.2	B
East 124th Street	EB	LTR	0.36	19.0	B	LTR	0.40	19.4	B
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>28.1</b>	<b>C</b>	-	<b>0.51</b>	<b>13.5</b>	<b>B</b>

**TABLE D.3-4 CONTINUED  
125TH STREET STATION AREA  
2002 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM PEAK HOUR				PM PEAK HOUR				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b><u>SIGNALIZED INTERSECTIONS</u></b>									
<b>(H19) PARK AVENUE at EAST 125th STREET</b>									
Park Avenue	NB	TR	0.19	19.6	B	TR	0.34	19.5	B
	SB	TR	0.98	46.1	D	TR	0.53	25.2	C
East 125th Street	EB	LT	0.77	21.5	C	LTR	0.65	17.9	B
	WB	LTR	0.76	20.9	C	LTR	0.62	17.2	B
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>30.5</b>	<b>C</b>	-	<b>0.60</b>	<b>19.9</b>	<b>B</b>
<b>(H20) PARK AVENUE at EAST 126th STREET</b>									
Park Avenue	NB	LT	0.13	4.1	A	LT	0.22	4.5	A
	SB	TR	0.89	28.8	C	TR	0.33	4.9	A
East 126th Street	WB	LTR	0.59	26.9	C	LTR	0.45	25.0	C
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>25.5</b>	<b>C</b>	-	<b>0.37</b>	<b>12.4</b>	<b>B</b>
<b>(H21) MADISON AVENUE at EAST 125th STREET</b>									
Madison Avenue	NB	LTR	0.42	13.3	B	LTR	0.55	14.4	B
	EB	LT	0.87	30.0	C	LT	0.80	25.6	C
East 125th Street	WB	TR	0.68	21.0	C	TR	0.50	17.7	B
<b>Overall Intersection</b>	-		<b>0.65</b>	<b>20.6</b>	<b>C</b>	-	<b>0.67</b>	<b>18.1</b>	<b>B</b>

TABLE D.3-5  
125TH STREET STATION AREA  
COMPARISON OF AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>(H1A) FIRST AVENUE at EAST 125th STREET</b>														
First Avenue	NB	LTR	0.47	10.2	B	LTR	0.48	10.3	B					- Mitigation not required.
		R	0.33	9.9	A	R	0.33	9.9	A					
East 125th Street	EB	LT	0.59	22.2	C	LT	0.59	22.2	C					
Overall Intersection	-		0.53	13.4	B	-	0.53	13.4	B					
<b>(H2) SECOND AVENUE at EAST 124th STREET</b>														
Second Avenue	SB	LT	0.79	10.8	B	LT	1.08	59.4	E	LT	1.02	36.1	D	- Shift 3 seconds of green time from EB / WB phase to SB phase.
East 124th Street	EB	TR	0.81	29.1	C	TR	0.90	33.4	C	TR	0.99	47.8	D	
	WB	L	0.46	24.3	C	L	0.46	24.3	C	L	0.50	27.4	C	
		R	0.17	9.7	A	R	0.21	10.1	B	R	0.20	8.6	A	
Overall Intersection	-		0.80	16.2	B	-	1.01	47.4	D	-	1.01	38.4	D	
<b>(H3) SECOND AVENUE at EAST 125th STREET</b>														
Second Avenue	SB	LTR	0.99	62.8	E	LTR	1.23	132.9	F	LTR	1.14	90.9	F	<u>Option 1:</u> - Daylight the EB approach to create two 10-foot through lanes and one 10-foot exclusive right-turn lane. - Shift 2 seconds of green time from SB Triborough Ramp phase to NB / SB phase. - Shift 1 second of green time from EB /WB phase to NB / SB phase. [PARTIALLY MITIGATED]
Triborough Bridge Ramp	SB	TR	0.78	21.3	C	TR	0.81	41.6	D	TR	0.90	50.9	D	
East 125th Street	EB	TR	0.99	58.5	E	TR	1.17	121.4	F	TR	1.02	72.6	E	
	-	-	-	-	-	-	-	-	-	R	0.50	35.7	D	
	WB	LT	0.91	55.8	E	DefL	1.16	170.4	F	LT	0.98	70.3	E	
						T	0.75	41.9	D	-	-	-	-	
Overall Intersection	-		0.89	38.7	D	-	1.20	109.0	F	-	1.05	76.9	E	
	SB									LTR	0.92	26.8	C	
	SB									TR	0.81	41.6	D	
	EB									TR	0.97	58.5	E	
	WB									R	0.48	34.0	C	
										LT	0.93	58.3	E	
Overall Intersection	-					-				-	0.91	37.8	D	
<b>(H4) SECOND AVENUE at EAST 126th STREET</b>														
Second Avenue	NB	L	0.63	36.8	D	L	0.84	47.7	D	L	0.84	47.7	D	- Shift 4 seconds of green time from EB / WB phase to NB / SB phase.
		T	0.72	13.8	B	T	0.82	18.4	B	T	0.77	13.4	B	
	SB	TR	0.86	25.5	C	TR	1.15	96.8	F	TR	1.04	50.3	D	
East 126th Street	WB	LTR	0.41	29.0	C	LTR	0.41	29.0	C	LTR	0.50	33.2	C	
Overall Intersection	-		0.67	24.6	C	-	0.86	65.9	E	-	0.86	39.9	D	
<b>(H5A) SECOND AVENUE at EAST 127th STREET</b>														
Second Avenue	NB	TR	0.49	8.2	A	TR	0.54	8.7	A					- Mitigation not required.
	SB	LT	1.06	66.2	E	LT	0.89	21.3	C					
East 127th Street	EB	LTR	0.45	22.7	C	LTR	0.47	23.0	C					
Overall Intersection	-		0.82	47.0	D	-	0.72	17.7	B					
<b>(H7) THIRD AVENUE at EAST 124th STREET</b>														
Third Avenue	NB	TR	0.52	8.1	A	TR	0.53	8.1	A					- Mitigation not required.
East 124th Street	EB	LT	0.39	21.7	C	LT	0.50	23.2	C					
Overall Intersection	-		0.47	10.9	B	-	0.52	11.9	B					
<b>(H8) THIRD AVENUE at EAST 125th STREET</b>														
Third Avenue	NB	LTR	0.31	9.1	A	LTR	0.32	9.2	A	LTR	0.45	19.6	B	- Shift 13 seconds of green time from NB / SB phase to EB / WB phase.
East 125th Street	EB	LT	1.01	58.4	E	LT	1.79	390.6	F	LT	0.96	39.7	D	
	WB	TR	0.59	22.1	C	TR	0.72	26.8	C	TR	0.53	14.2	B	
Overall Intersection	-		0.62	27.9	C	-	0.97	124.2	F	-	0.75	24.2	C	

TABLE D.3-5 CONTINUED  
125TH STREET STATION AREA  
COMPARISON OF AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD CONDITION					CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		Mvt.	V/C	Control			LOS
			Delay	LOS				Delay	LOS			Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>															
<b>(H9) THIRD AVENUE at EAST 126th STREET</b>															
Third Avenue	NB	LT	0.19	6.2	A	LT	0.19	6.2	A						- Mitigation not required.
East 126th Street	WB	TR	0.62	25.3	C	TR	0.75	28.7	C						
Overall Intersection	-		0.35	15.1	B	-		0.41	17.8	B					
<b>(H10) THIRD AVENUE at EAST 127th STREET</b>															
Third Avenue	NB	LTR	0.19	6.2	A	LTR	0.20	6.3	A						- Mitigation not required.
Overall Intersection	-		0.19	6.2	A	-		0.19	6.3	A					
<b>(H12) LEXINGTON AVENUE at EAST 124th STREET</b>															
Lexington Avenue	SB	LT	0.82	13.0	B	LT	0.96	21.4	C						- Mitigation not required.
East 124th Street	EB	TR	0.38	21.6	C	TR	0.49	23.0	C						
Overall Intersection	-		0.65	15.2	B	-		0.77	21.9	C					
<b>(H13) LEXINGTON AVENUE at EAST 125th STREET</b>															
Lexington Avenue	SB	LTR	0.86	17.9	B	LTR	1.02	44.8	D	LTR	1.04	52.4	D		<u>Option 1:</u>
East 125th Street	EB	TR	0.85	30.7	C	TR	1.17	114.0	F	T	0.82	31.5	C		- Offset the center line 5 feet in the EB / WB approaches to provide one 10-foot through lane and one 10-foot exclusive right-turn lane in the EB approach; one 10-foot through lane and one 10-foot exclusive left-turn lane in the WB approach.
										R	0.55	23.0	C		- Shift 1 second of green time from NB / SB phase to EB / WB phase.
	WB	LT	1.09	80.6	F	LT	2.17	561.7	F	L	0.54	27.6	C		
										T	0.99	53.7	D		
Overall Intersection	-		0.96	39.9	D	-		1.53	191.1	F	-		1.02	45.7	D
	SB									LT	1.02	50.0	D		<u>Option 2:</u>
										R	0.28	13.5	B		- Daylight the SB approach to create one 10-foot exclusive right lane.
	EB									TR	1.00	50.5	D		- Provide one 10-foot through lane and one 10-foot exclusive left-turn lane in the WB approach.
	WB									L	0.62	29.5	C		- Shift 6 seconds of green time from SB phase to EB / WB phase.
										T	0.87	31.6	C		
Overall Intersection	-					-				-		1.01	43.7	D	
<b>(H14) LEXINGTON AVENUE at EAST 126th STREET</b>															
Lexington Avenue	SB	TR	0.82	13.3	B	TR	0.97	23.6	C						- Mitigation not required.
East 126th Street	WB	LT	0.49	22.7	C	LT	0.58	24.0	C						
Overall Intersection	-		0.69	16.9	B	-		0.82	23.8	C					
<b>(H15) LEXINGTON AVENUE at EAST 127th STREET</b>															
Lexington Avenue	SB	T	1.02	51.5	D	T	1.21	127.6	F	T	1.03	47.9	D		- Shift 7 seconds of green time from WB phase to SB phase.
East 127th Street	WB	L	0.18	20.0	B	L	0.18	20.0	B	L	0.24	25.9	C		
Overall Intersection	-		0.63	49.9	D	-		0.73	122.7	F	-		0.74	46.9	D
<b>(H16) LEXINGTON AVENUE at EAST 128th STREET</b>															
Lexington Avenue	SB	LT	1.05	60.2	E	LT	1.24	140.6	F	LT	1.05	56.0	E		- Shift 7 seconds of green time from EB phase to SB phase.
East 128th Street	EB	TR	0.17	20.1	C	TR	0.19	20.4	C	TR	0.26	26.4	C		
Overall Intersection	-		0.64	58.3	E	-		0.76	135.4	F	-		0.76	54.7	D
<b>(H17) LEXINGTON AVENUE at EAST 129th STREET</b>															
Lexington Avenue	SB	TR	0.67	26.1	C	TR	0.67	26.1	C	TR	0.90	41.8	D		- Shift 8 seconds of green time from SB phase to WB phase.
East 129th Street	WB	L	1.04	87.8	F	L	1.45	250.0	F	L	1.10	95.4	F		
		LT	1.03	78.8	E	LT	1.12	111.0	F	LT	0.87	39.7	D		
Overall Intersection	-		0.84	60.9	E	-		1.03	129.2	F	-		1.02	59.3	E



**TABLE D.3-5 CONTINUED**  
**125TH STREET STATION AREA**  
**COMPARISON OF AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>(H18) PARK AVENUE at EAST 124th STREET</b>														
Park Avenue	NB	TR	0.20	8.5	A	TR	0.20	8.5	A	TR	0.17	3.8	A	- Shift 9 seconds of green time from EB phase to NB / SB phase.
	SB	L	0.24	11.0	B	L	0.24	11.0	B	L	0.20	5.6	A	
		LT	1.05	59.2	E	LT	1.28	154.4	F	LT	1.06	58.1	E	
East 124th Street	EB	LTR	0.38	19.2	B	LTR	0.49	20.7	C	LTR	0.65	29.7	C	
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>38.3</b>	<b>D</b>	-	<b>0.92</b>	<b>91.7</b>	<b>F</b>	-	<b>0.92</b>	<b>40.2</b>	<b>D</b>	
<b>(H19) PARK AVENUE at EAST 125th STREET</b>														
Park Avenue	NB	TR	0.20	19.7	B	TR	0.20	19.7	B	TR	0.18	15.8	B	- Shift 6 seconds of green time from EB / WB phase to NB / SB phase.
	SB	TR	1.03	58.7	E	TR	1.23	137.5	F	TR	1.03	53.9	D	
East 125th Street	EB	LTR	0.82	23.9	C	LTR	0.79	23.2	C	LTR	0.91	36.7	D	
	WB	LTR	0.80	22.3	C	LTR	0.80	23.3	C	LTR	0.92	37.2	D	
<b>Overall Intersection</b>	-		<b>0.90</b>	<b>36.3</b>	<b>D</b>	-	<b>0.96</b>	<b>74.7</b>	<b>E</b>		<b>0.97</b>	<b>42.9</b>	<b>D</b>	
<b>(H20) PARK AVENUE at EAST 126th STREET</b>														
Park Avenue	NB	LT	0.14	4.2	A	LT	0.15	4.2	A	LT	0.14	2.9	A	- Shift 3 seconds of green time from WB phase to NB / SB phase.
	SB	TR	0.94	32.7	C	TR	1.12	88.1	F	TR	1.03	53.7	D	
East 126th Street	WB	LTR	0.62	27.4	C	LTR	0.72	29.5	C	LTR	0.81	34.3	C	
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>27.7</b>	<b>C</b>	-	<b>0.94</b>	<b>58.4</b>	<b>E</b>	-	<b>0.94</b>	<b>41.7</b>	<b>D</b>	
<b>(H21) MADISON AVENUE at EAST 125th STREET</b>														
Madison Avenue	NB	LTR	0.45	13.5	B	LTR	0.45	13.5	B	LTR	0.54	19.8	B	- Shift 7 seconds of green time from NB phase to EB / WB phase.
	EB	LT	0.95	40.1	D	LT	1.43	224.9	F	LT	1.02	54.6	D	
East 125th Street	WB	TR	0.71	21.8	C	TR	0.89	32.5	C	TR	0.76	20.2	C	
<b>Overall Intersection</b>	-		<b>0.70</b>	<b>24.0</b>	<b>C</b>	-	<b>0.94</b>	<b>78.2</b>	<b>E</b>	-	<b>0.82</b>	<b>29.7</b>	<b>C</b>	

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): \*MVT\* references the specific intersection approach lane(s). TR is a combined through-right turn lane(s). TL is a combined through-left turn lane(s). R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

TABLE D.3-5 CONTINUED  
125TH STREET STATION AREA  
COMPARISON OF AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD CONDITION			CONSTRUCTION PHASE			MITIGATED CONDITION			MITIGATION MEASURES
	Mvt.	Control Delay	LOS	Mvt.	Control Delay	LOS	Mvt.	Control Delay	LOS	
<b>UNSIGNALIZED INTERSECTIONS</b>										
(H1B) SOUTHBOUND SERVICE ROAD just west of FIRST AVENUE at EAST 125th STREET Service Road	SB	R	9.6	A	R	10.0	A			- Mitigation not required.
	Overall Intersection		9.6	A		10.0	A			
(H5B) SECOND AVENUE CHANNELIZED LEFT TURN RAMP to HARLEM RIVER DRIVE at EAST 127th STREET Second Avenue Ramp	SB	L	27.8	D	L	33.7	D			- Mitigation not required.
	Overall Intersection		27.8	D		33.7	D			
(H6) SECOND AVENUE at EAST 128th STREET Second Avenue	SB	T	47.2	E	T	21.9	C			- Mitigation not required.
	Overall Intersection		47.2	E		21.9	C			
(H11A) THIRD AVENUE BRIDGE RAMP at EAST 128th STREET 128th Street	EB	T	17.7	C	T	14.8	B			- Mitigation not required.
	Overall Intersection		17.7	C		14.8	B			
(H11B) THIRD AVENUE at EAST 128th STREET Third Avenue	NB	R	18.6	C	R	15.1	C			- Mitigation not required.
	Overall Intersection		18.6	C		15.1	C			

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s). TL is a combined through-left turn lane(s), R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

**TABLE D.3-6  
125TH STREET STATION AREA  
COMPARISON OF PM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>(H1A) FIRST AVENUE at EAST 125th STREET</b>														
First Avenue	NB	LTR	0.55	10.8	B	LTR	0.56	10.9	B					- Mitigation not required.
		R	0.27	9.3	A	R	0.27	9.3	A					
East 125th Street	EB	LT	0.66	23.4	C	LT	0.66	23.4	C					
<b>Overall Intersection</b>	-		<b>0.60</b>	<b>14.0</b>	<b>B</b>	-	<b>0.61</b>	<b>14.1</b>	<b>B</b>					
<b>(H2) SECOND AVENUE at EAST 124th STREET</b>														
Second Avenue	SB	LT	0.55	8.3	A	LT	0.71	10.2	B	LT	0.74	12.0	B	- Shift 2 seconds of green time from SB phase to EB / WB phase.
East 124th Street	EB	TR	0.97	40.6	D	TR	1.04	59.8	E	TR	0.98	41.6	D	
	WB	L	0.63	29.5	C	L	0.63	29.5	C	L	0.59	26.8	C	
		R	0.27	10.5	B	R	0.35	11.4	B	R	0.36	12.6	B	
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>21.7</b>	<b>C</b>	-	<b>0.84</b>	<b>33.1</b>	<b>C</b>	-	<b>0.84</b>	<b>25.9</b>	<b>C</b>	
<b>(H3) SECOND AVENUE at EAST 125th STREET</b>														
Second Avenue	SB	LTR	0.71	20.1	C	LTR	1.15	96.5	F	LTR	1.15	96.5	F	<u>Option 1:</u> - Daylight the EB approach to provide two 10-foot through lanes and one 10-foot exclusive right-turn lane. - Shift 2 seconds of green time from SB Triborough Ramp phase to EB / WB phase. [Partially Mitigated]
Triborough Bridge Ramp	SB	TR	0.58	33.7	C	TR	0.40	30.7	C	TR	0.44	33.0	C	
East 125th Street	EB	TR	1.09	88.1	F	TR	1.19	129.4	F	TR	1.06	78.9	E	
			-	-	-		-	-	-	R	0.37	29.9	C	
	WB	LT	0.48	32.2	C	LT	0.59	35.0	C	LT	0.51	31.4	C	
<b>Overall Intersection</b>	-		<b>0.77</b>	<b>39.2</b>	<b>D</b>	-	<b>0.96</b>	<b>94.8</b>	<b>F</b>	-	<b>0.95</b>	<b>79.7</b>	<b>E</b>	
	SB									LTR	0.86	23.8	C	<u>Option 2:</u> - Daylight the EB approach to provide two 10-foot through lanes and one 10-foot exclusive right-turn lane. - Provide four 10-foot lanes in the SB approach. - Shift 2 seconds of green time from SB Triborough Ramp phase to EB / WB phase.
	SB									TR	0.44	33.0	C	
	EB									TR	1.06	78.9	E	
										R	0.37	29.9	C	
<b>Overall Intersection</b>	-					-	<b>0.82</b>	<b>38.1</b>	<b>D</b>					
<b>(H4) SECOND AVENUE at EAST 126th STREET</b>														
Second Avenue	NB	L	0.52	36.8	D	L	0.88	61.5	E	L	0.76	45.2	D	- Shift 1 second of green time from WB phase to NB / SB phase. - Shift 3 seconds of green time from WB phase to the protected NB phase.
		T	0.47	7.7	A	T	0.50	8.0	A	T	0.47	6.0	A	
	SB	TR	1.03	53.5	D	TR	1.06	59.5	E	TR	1.03	49.2	D	
East 126th Street	WB	LTR	0.47	29.7	C	LTR	0.47	29.7	C	LTR	0.57	34.5	C	
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>39.0</b>	<b>D</b>	-	<b>0.85</b>	<b>41.9</b>	<b>D</b>	-	<b>0.85</b>	<b>35.1</b>	<b>D</b>	
<b>(H5A) SECOND AVENUE at EAST 127th STREET</b>														
Second Avenue	NB	TR	0.59	9.0	A	TR	0.62	9.2	A					- Mitigation not required.
	SB	LT	1.06	54.9	D	LT	0.89	23.9	C					
East 127th Street	EB	LTR	0.85	32.5	C	LTR	0.87	34.0	C					
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>37.6</b>	<b>D</b>	-	<b>0.88</b>	<b>21.4</b>	<b>C</b>					
<b>(H7) THIRD AVENUE at EAST 124th STREET</b>														
Third Avenue	NB	TR	0.76	10.5	B	TR	0.77	10.6	B					- Mitigation not required.
East 124th Street	EB	LT	0.57	24.0	C	LT	0.67	25.7	C					
<b>Overall Intersection</b>	-		<b>0.69</b>	<b>13.4</b>	<b>B</b>	-	<b>0.73</b>	<b>14.2</b>	<b>B</b>					
<b>(H8) THIRD AVENUE at EAST 125th STREET</b>														
Third Avenue	NB	LTR	0.55	10.9	B	LTR	0.56	11.0	B	LTR	0.57	11.8	B	- Shift one second of green time from NB phase to the EB / WB phase.
East 125th Street	EB	LT	0.76	26.7	C	LT	1.04	70.0	E	LT	0.99	54.7	D	
	WB	TR	0.40	19.3	B	TR	0.57	22.9	C	TR	0.48	20.4	C	
<b>Overall Intersection</b>	-		<b>0.64</b>	<b>15.8</b>	<b>B</b>	-	<b>0.77</b>	<b>24.6</b>	<b>C</b>	-	<b>0.76</b>	<b>21.7</b>	<b>C</b>	

TABLE D.3-6 CONTINUED  
125TH STREET STATION AREA  
COMPARISON OF PM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES
			Control				Control				Control		
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>													
(H9) THIRD AVENUE at EAST 126th STREET													- Mitigation not required.
Third Avenue	NB	LT	0.36	7.0	A	LT	0.37	7.1	A				
East 126th Street	WB	TR	0.28	20.5	C	TR	0.38	21.7	C				
Overall Intersection	-		0.33	9.4	A	-	0.37	10.4	B				
(H10) THIRD AVENUE at EAST 127th STREET													- Mitigation not required.
Third Avenue	NB	LTR	0.35	7.0	A	LTR	0.36	7.1	A				
Overall Intersection	-		0.12	7.0	A	-	0.21	7.1	A				
(H12) LEXINGTON AVENUE at EAST 124th STREET													- Mitigation not required.
Lexington Avenue	SB	LT	0.75	11.3	B	LT	0.85	13.9	B				
East 124th Street	EB	TR	0.52	23.3	C	TR	0.61	24.8	C				
Overall Intersection	-		0.66	15.6	B	-	0.76	18.0	B				
(H13) LEXINGTON AVENUE at EAST 125th STREET													<u>Option 1:</u> - Offset the center line 5 feet in the EB / WB approaches to provide one 10-foot through lane and one 10-foot exclusive right-turn lane in the EB approach; one 10-foot through lane and one 10-foot exclusive left-turn lane in the WB approach.
Lexington Avenue	SB	LTR	0.77	14.7	B	LTR	0.89	18.9	B	LTR	0.89	18.8	B
East 125th Street	EB	TR	0.79	27.4	C	TR	1.08	81.5	F	T	0.77	29.2	C
			-	-	-		-	-	-	R	0.53	23.1	C
	WB	LT	0.76	27.0	C	LT	1.46	244.3	F	L	0.44	24.0	C
			-	-	-		-	-	-	T	0.72	27.0	C
Overall Intersection	-		0.78	21.9	C	-	1.14	85.6	F	-	0.84	22.9	C
	SB									LT	0.87	22.2	C
										R	0.24	12.3	B
	EB									TR	0.95	40.2	D
	WB									L	0.50	24.1	C
										T	0.64	21.1	C
Overall Intersection	-					-				-	0.91	26.6	C
(H14) LEXINGTON AVENUE at EAST 126th STREET													- Mitigation not required.
Lexington Avenue	SB	TR	0.75	11.3	B	TR	0.86	14.2	B				
East 126th Street	WB	LT	0.38	21.5	C	LT	0.45	22.3	C				
Overall Intersection	-		0.60	14.8	B	-	0.70	17.1	B				
(H15) LEXINGTON AVENUE at EAST 127th STREET													- Mitigation not required.
Lexington Avenue	SB	T	0.69	10.4	B	T	0.81	12.6	B				
East 127th Street	WB	L	0.16	19.8	B	L	0.16	19.8	B				
Overall Intersection	-		0.48	10.9	B	-	0.55	13.0	B				
(H16) LEXINGTON AVENUE at EAST 128th STREET													- Mitigation not required.
Lexington Avenue	SB	LT	0.83	13.4	B	LT	0.95	20.0	B				
East 128th Street	EB	TR	0.33	21.9	C	TR	0.34	22.2	C				
Overall Intersection	-		0.63	14.3	B	-	0.71	20.2	C				
(H17) LEXINGTON AVENUE at EAST 129th STREET													- Mitigation not required.
Lexington Avenue	SB	TR	0.60	24.5	C	TR	0.60	24.5	C				
East 129th Street	WB	L	0.77	21.9	C	L	0.92	34.9	C				
		LT	0.40	12.0	B	LT	0.46	12.9	B				
Overall Intersection	-		0.70	20.3	C	-	0.79	25.9	C				

TABLE D.3-6 CONTINUED  
125TH STREET STATION AREA  
COMPARISON OF PM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>(H18) PARK AVENUE at EAST 124th STREET</b>														
Park Avenue	NB	TR	0.43	10.2	B	TR	0.43	10.2	B				- Mitigation not required.	
	SB	L	0.34	12.4	B	L	0.34	12.4	B					
		LT	0.62	12.6	B	LT	0.80	16.7	B					
East 124th Street	EB	LTR	0.42	19.6	B	LTR	0.52	21.0	C					
Overall Intersection	-	0.53	13.8	B	-	0.68	15.9	B						
<b>(H19) PARK AVENUE at EAST 125th STREET</b>														
Park Avenue	NB	TR	0.36	19.7	B	TR	0.36	19.7	B				- Mitigation not required.	
	SB	TR	0.56	25.6	C	TR	0.72	28.2	C					
		LTR	0.73	20.1	C	LTR	0.66	18.4	B					
East 125th Street	WB	LTR	0.66	18.0	B	LTR	0.63	17.8	B					
Overall Intersection	-	0.66	20.8	C	-	0.68	21.8	C						
<b>(H20) PARK AVENUE at EAST 126th STREET</b>														
Park Avenue	NB	LT	0.23	4.5	A	LT	0.24	4.6	A				- Mitigation not required.	
	SB	TR	0.35	5.0	A	TR	0.44	5.5	A					
		LTR	0.47	25.2	C	LTR	0.56	26.3	C					
East 126th Street	WB	LTR	0.47	25.2	C	LTR	0.56	26.3	C					
Overall Intersection	-	0.39	12.6	B	-	0.48	13.3	B						
<b>(H21) MADISON AVENUE at EAST 125th STREET</b>														
Madison Avenue	NB	LTR	0.57	14.7	B	LTR	0.57	14.7	B	LTR	0.69	21.8	C	- Shift 7 seconds of green time from NB phase to EB / WB phase.
	EB	LT	0.91	33.5	C	LT	1.35	190.5	F	LT	0.98	45.2	D	
		TR	0.53	18.1	B	TR	0.66	21.3	C	TR	0.56	15.1	B	
East 125th Street	WB	TR	0.53	18.1	B	TR	0.66	21.3	C	TR	0.56	15.1	B	
Overall Intersection	-	0.74	20.6	C	-	0.96	60.2	E	-	0.86	26.3	C		

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s). TL is a combined through-left turn lane(s), R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

TABLE D.3-6 CONTINUED  
125TH STREET STATION AREA  
COMPARISON OF PM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO. BUILD CONDITION			CONSTRUCTION PHASE			MITIGATED CONDITION			MITIGATION MEASURES
	Mvt.	Control Delay	LOS	Mvt.	Control Delay	LOS	Mvt.	Control Delay	LOS	
<b>UNSIGNALIZED INTERSECTIONS</b>										
<b>(H1B) SOUTHBOUND SERVICE ROAD just west of FIRST AVENUE at EAST 125th STREET</b>										
Service Road	SB	R	9.1	A	R	9.3	A			- Mitigation not required.
	Overall Intersection		9.1	A		9.3	A			
<b>(H5B) SECOND AVENUE CHANNELIZED LEFT TURN RAMP to HARLEM RIVER DRIVE at EAST 127th STREET</b>										
Second Avenue Ramp	SB	L	55.7	F	L	54.9	F			- Mitigation not required.
	Overall Intersection		55.7	F		54.9	F			
<b>(H6) SECOND AVENUE at EAST 128th STREET</b>										
Second Avenue	SB	T	27.3	D	T	16.7	C			- Mitigation not required.
	Overall Intersection		27.3	D		16.7	C			
<b>(H11A) THIRD AVENUE BRIDGE RAMP at EAST 128th STREET</b>										
128th Street	EB	T	32.3	D	T	21.9	C			- Mitigation not required.
	Overall Intersection		32.3	D		21.9	C			
<b>(H11B) THIRD AVENUE at EAST 128th STREET</b>										
Third Avenue	NB	R	30.8	D	R	21.8	C			- Mitigation not required.
	Overall Intersection		30.8	D		21.8	C			

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s). TL is a combined through-left turn lane(s). R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

**TABLE D.3-7  
96TH STREET STATION AREA  
2002 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM PEAK HOUR				PM PEAK HOUR				
	Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>									
<b>(UE1) FIRST AVENUE at EAST 96th STREET</b>									
First Avenue	NB	LTR	0.67	16.3	B	LT	0.83	18.8	B
		R	1.01	67.4	E	-	-	-	-
East 96th Street	EB	L	0.27	16.2	B	L	0.66	35.4	D
		T	0.47	17.0	B	T	0.47	17.0	B
	WB	T	0.39	16.2	B	T	0.41	16.4	B
		R	0.30	15.7	B	R	0.23	14.9	B
<b>Overall Intersection</b>	-	-	<b>0.72</b>	<b>23.9</b>	<b>C</b>	-	<b>0.74</b>	<b>18.2</b>	<b>B</b>
<b>(UE2) FIRST AVENUE at EAST 97th STREET</b>									
First Avenue	NB	LT	0.50	10.6	B	LT	0.79	14.1	B
East 97th Street	EB	L	0.72	34.4	C	L	0.53	27.0	C
	WB	TR	0.38	19.2	B	TR	0.44	19.9	B
<b>Overall Intersection</b>	-	-	<b>0.60</b>	<b>14.5</b>	<b>B</b>	-	<b>0.68</b>	<b>15.6</b>	<b>B</b>
<b>(UE3) SECOND AVENUE at EAST 93rd STREET</b>									
Second Avenue	SB	TR	0.88	13.2	B	TR	0.87	13.0	B
East 93rd Street	WB	LT	0.52	25.1	C	LT	0.49	24.4	C
<b>Overall Intersection</b>	-	-	<b>0.74</b>	<b>14.2</b>	<b>B</b>	-	<b>0.72</b>	<b>13.9</b>	<b>B</b>
<b>(UE4) SECOND AVENUE at EAST 94th STREET</b>									
Second Avenue	SB	LT	0.85	12.4	B	LT	0.86	12.5	B
East 94th Street	EB	TR	0.93	49.8	D	TR	0.65	28.5	C
<b>Overall Intersection</b>	-	-	<b>0.88</b>	<b>18.0</b>	<b>B</b>	-	<b>0.77</b>	<b>14.2</b>	<b>B</b>
<b>(UE5) SECOND AVENUE at EAST 95th STREET</b>									
Second Avenue	SB	TR	0.84	12.2	B	TR	0.85	12.2	B
East 95th Street	WB	LT	0.46	24.1	C	LT	0.46	23.8	C
<b>Overall Intersection</b>	-	-	<b>0.69</b>	<b>13.1</b>	<b>B</b>	-	<b>0.69</b>	<b>13.2</b>	<b>B</b>
<b>(UE6) SECOND AVENUE at EAST 96th STREET</b>									
Second Avenue	SB	LTR	1.01	43.2	D	LTR	1.01	51.5	D
East 96th Street	EB	TR	0.99	52.2	D	TR	1.03	76.8	E
	WB	L	0.67	26.7	C	L	0.74	30.1	C
		T	0.89	34.3	C	T	0.77	26.0	C
<b>Overall Intersection</b>	-	-	<b>1.02</b>	<b>43.1</b>	<b>D</b>	-	<b>1.04</b>	<b>52.8</b>	<b>D</b>
<b>(UE7) SECOND AVENUE at EAST 97th STREET</b>									
Second Avenue	SB	LTR	0.97	20.5	C	LTR	0.99	23.3	C
East 97th Street	EB	TR	0.19	20.1	C	TR	0.16	19.7	B
	WB	LT	0.30	20.9	C	DfL	0.54	27.5	C
		-	-	-	-	T	0.46	23.6	C
<b>Overall Intersection</b>	-	-	<b>0.71</b>	<b>20.5</b>	<b>C</b>	-	<b>0.82</b>	<b>23.5</b>	<b>C</b>
<b>(UE8) THIRD AVENUE at EAST 96th STREET</b>									
Third Avenue	NB	LTR	0.61	11.5	B	LTR	0.58	11.2	B
East 96th Street	EB	LT	0.91	36.4	D	LT	1.00	54.6	D
	WB	TR	0.61	22.6	C	TR	0.56	21.7	C
<b>Overall Intersection</b>	-	-	<b>0.74</b>	<b>19.1</b>	<b>B</b>	-	<b>0.77</b>	<b>23.2</b>	<b>C</b>
<b>(UE9) THIRD AVENUE at EAST 97th STREET</b>									
Third Avenue	NB	LTR	0.74	10.6	B	LTR	0.75	10.6	B
East 97th Street	WB	TR	0.34	21.3	C	TR	0.42	22.2	C
<b>Overall Intersection</b>	-	-	<b>0.58</b>	<b>12.4</b>	<b>B</b>	-	<b>0.62</b>	<b>12.8</b>	<b>B</b>
<b>(UE10) LEXINGTON AVENUE at EAST 96th STREET</b>									
Lexington Avenue	SB	LTR	0.85	24.1	C	LTR	0.71	20.7	C
East 96th Street	EB	TR	0.88	35.1	D	TR	0.89	35.3	D
	WB	LT	0.82	24.9	C	LT	0.63	17.9	B
<b>Overall Intersection</b>	-	-	<b>0.86</b>	<b>28.0</b>	<b>C</b>	-	<b>0.72</b>	<b>25.6</b>	<b>C</b>

**TABLE D.3-7 CONTINUED  
96TH STREET STATION AREA  
2002 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM PEAK HOUR					PM PEAK HOUR				
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		LOS
			Delay	LOS				Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>										
<b>(UE11) FIRST AVENUE at EAST 86th STREET</b>										
First Avenue	NB	LTR	0.61	11.6	B	LTR	0.66	12.2	B	
East 86th Street	EB	LT	0.77	28.3	C	LT	0.62	23.4	C	
	WB	TR	0.45	20.1	C	TR	0.30	18.3	B	
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>16.6</b>	<b>B</b>	-	<b>0.64</b>	<b>15.0</b>	<b>B</b>	
<b>(UE12) SECOND AVENUE at EAST 86th STREET</b>										
Second Avenue	SB	LTR	0.99	26.5	C	LTR	1.00	30.7	C	
East 86th Street	EB	TR	0.65	23.7	C	TR	0.59	22.3	C	
	WB	LT	0.56	22.0	C	LT	0.49	20.9	C	
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>25.4</b>	<b>C</b>	-	<b>0.82</b>	<b>28.2</b>	<b>C</b>	
<b>(UE13) SECOND AVENUE at EAST 92nd STREET</b>										
Second Avenue	SB	LTR	0.92	15.4	B	LTR	0.88	13.4	B	
East 92nd Street	EB	TR	0.96	53.5	D	TR	0.84	38.2	D	
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>21.0</b>	<b>C</b>	-	<b>0.87</b>	<b>16.7</b>	<b>B</b>	
<b>(UE14) THIRD AVENUE at EAST 86th STREET</b>										
Third Avenue	NB	LTR	0.60	11.4	B	LTR	0.65	11.9	B	
East 86th Street	EB	LT	0.66	23.9	C	LT	0.76	28.1	C	
	WB	TR	0.48	20.6	C	TR	0.48	20.5	C	
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>15.4</b>	<b>B</b>	-	<b>0.70</b>	<b>16.1</b>	<b>B</b>	

**Notes**

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- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual – TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s). TL is a combined through-left turn lane(s). R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.



**TABLE D.3-8  
96TH STREET STATION AREA  
COMPARISON OF AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>(UE1) FIRST AVENUE at EAST 96th STREET</b>														
First Avenue	NB	LTR	0.73	17.1	B	LTR	0.76	17.7	B					- Mitigation not required.
		R	1.06	82.6	F	R	1.06	82.8	F					
East 96th Street	EB	L	0.35	17.7	B	L	0.43	19.9	B					
		T	0.50	17.3	B	T	0.50	17.3	B					
	WB	T	0.42	16.5	B	T	0.42	16.5	B					
		R	0.35	16.3	B	R	0.35	16.3	B					
Overall Intersection	-		0.76	26.4	C	-	0.76	26.6	C					
<b>(UE2) FIRST AVENUE at EAST 97th STREET</b>														
First Avenue	NB	LT	0.56	11.0	B	LT	0.58	11.3	B					- Mitigation not required.
East 97th Street	EB	L	0.78	39.3	D	L	0.78	39.3	D					
	WB	TR	0.40	19.4	B	TR	0.40	19.4	B					
Overall Intersection	-		0.66	15.2	B	-	0.67	15.3	B					
<b>(UE3) SECOND AVENUE at EAST 93rd STREET</b>														
Second Avenue	SB	TR	1.04	44.3	D	TR	1.20	110.5	F	TR	1.05	46.0	D	- Modify signal timing (shift 7 seconds green time from WB phase to SB phase).
East 93rd Street	WB	LT	0.55	25.7	C	LT	0.55	25.7	C	LT	0.70	35.8	D	
Overall Intersection	-		0.85	42.6	D	-	0.94	101.7	F	-	0.94	44.9	D	
<b>(UE4) SECOND AVENUE at EAST 94th STREET</b>														
Second Avenue	SB	LT	0.90	13.9	B	LT	0.99	25.1	C					- Mitigation not required.
East 94th Street	EB	TR	0.98	59.1	E	TR	0.98	59.1	E					
Overall Intersection	-		0.93	20.6	C	-	0.99	30.9	C					
<b>(UE5) SECOND AVENUE at EAST 95th STREET</b>														
Second Avenue	SB	TR	0.89	13.5	B	TR	1.02	38.0	D					- Mitigation not required.
East 95th Street	WB	LT	0.49	24.6	C	LT	0.49	24.6	C					
Overall Intersection	-		0.73	14.4	B	-	0.81	36.8	D					
<b>(UE6) SECOND AVENUE at EAST 96th STREET</b>														
Second Avenue	SB	LTR	1.06	63.0	E	LTR	1.16	105.0	F	LTR	1.08	69.1	E	- Restripe 96th Street WB approach from one 11 ft. left-turn lane and one 19 ft. thru lane to one 10 ft. left-turn lane and two 10 ft. thru lanes. - Provide an additional 96th Street EB travel lane through daylighting and restripe EB approach from two 10 ft. shared through-right lanes to one 10 ft. right-turn and two 10 ft. thru lanes.
East 96th Street	EB	TR	1.05	70.0	E	TR	1.06	72.9	E	T	0.92	41.4	D	
		-	-	-	-	-	-	-	-	R	0.39	28.2	C	
	WB	L	0.70	28.6	C	L	0.73	29.9	C	L	0.85	43.1	D	
		T	0.95	42.1	D	T	0.95	42.1	D	T	0.52	20.3	C	
Overall Intersection	-		1.08	59.8	E	-	1.13	82.6	F	-	1.04	52.2	D	
<b>(UE6) SECOND AVENUE at EAST 96th STREET (Option 2)</b>														
Second Avenue	SB	LTR	1.06	63.0	E	LTR	1.16	105.0	F	LTR	0.87	19.7	B	- Provide an additional SB travel lane.
East 96th Street	EB	TR	1.05	70.0	E	TR	1.06	72.9	E	TR	1.06	72.9	E	
	WB	L	0.70	28.6	C	L	0.73	29.9	C	L	0.73	29.9	C	
		T	0.95	42.1	D	T	0.95	42.1	D	T	0.95	42.1	D	
Overall Intersection	-		1.08	59.8	E	-	1.13	82.6	F	-	0.98	37.3	D	
<b>(UE7) SECOND AVENUE at EAST 97th STREET</b>														
Second Avenue	SB	LTR	1.03	41.2	D	LTR	1.12	77.7	E	LTR	1.04	42.9	D	- Modify signal timing (shift 4 seconds green time from EB/WB phase to SB phase).
East 97th Street	EB	TR	0.20	20.2	C	TR	0.22	20.4	C	TR	0.25	23.6	C	
	WB	LT	0.31	21.0	C	LT	0.32	21.1	C	LT	0.37	24.4	C	
Overall Intersection	-		0.75	38.7	D	-	0.81	69.7	E	-	0.81	40.2	D	

**TABLE D.3-8 CONTINUED**  
**96TH STREET STATION AREA**  
**COMPARISON OF AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>(UE8) THIRD AVENUE at EAST 96th STREET</b>													- Mitigation not required.	
Third Avenue	NB	LTR	0.64	11.8	B	LTR	0.65	12.0	B					
East 96th Street	EB	LT	0.97	45.3	D	LT	0.97	45.3	D					
	WB	TR	0.65	23.5	C	TR	0.67	23.9	C					
<b>Overall Intersection</b>	-		<b>0.79</b>	<b>21.4</b>	<b>C</b>	-	<b>0.79</b>	<b>21.6</b>	<b>C</b>					
<b>(UE9) THIRD AVENUE at EAST 97th STREET</b>													- Mitigation not required.	
Third Avenue	NB	LTR	0.78	11.2	B	LTR	0.80	11.6	B					
East 97th Street	WB	TR	0.36	21.5	C	TR	0.36	21.5	C					
<b>Overall Intersection</b>	-		<b>0.61</b>	<b>13.0</b>	<b>B</b>	-	<b>0.63</b>	<b>13.2</b>	<b>B</b>					
<b>(UE10) LEXINGTON AVENUE at EAST 96th STREET</b>													- Mitigation not required.	
Lexington Avenue	SB	LTR	0.91	29.1	C	LTR	1.03	54.6	D					
East 96th Street	EB	TR	0.94	40.9	D	TR	0.94	40.9	D					
	WB	LT	0.87	27.0	C	LT	0.87	27.0	C					
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>32.4</b>	<b>C</b>	-	<b>1.00</b>	<b>42.2</b>	<b>D</b>					
<b>(UE11) FIRST AVENUE at EAST 86th STREET</b>													- Modify signal timing (shift 3 seconds green time from NB phase to EB/WB phase).	
First Avenue	NB	LTR	0.64	12.0	B	LTR	0.66	12.1	B	LTR	0.70	15.0		B
East 86th Street	EB	LT	0.82	31.1	C	DfL	0.90	55.1	E	DfL	0.80	39.4		D
			-	-	-	T	0.69	26.7	C	T	0.64	23.0		C
	WB	TR	0.47	20.4	C	TR	0.47	20.4	C	TR	0.43	18.0		B
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>17.5</b>	<b>B</b>	-	<b>0.76</b>	<b>18.6</b>	<b>B</b>	-	<b>0.75</b>	<b>18.3</b>	<b>B</b>	
<b>(UE12) SECOND AVENUE at EAST 86th STREET</b>													- Modify signal timing (shift 4 seconds green time from EB/WB phase to SB phase).	
Second Avenue	SB	LTR	1.05	48.9	D	LTR	1.14	90.1	F	LTR	1.05	50.1		D
East 86th Street	EB	TR	0.69	24.5	C	TR	0.69	24.5	C	TR	0.78	30.1		C
	WB	LT	0.60	22.9	C	LT	0.60	22.9	C	LT	0.70	28.0		C
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>41.0</b>	<b>D</b>	-	<b>0.94</b>	<b>67.0</b>	<b>E</b>	-	<b>0.94</b>	<b>42.8</b>	<b>D</b>	
<b>(UE13) SECOND AVENUE at EAST 92nd STREET</b>													- Mitigation not required.	
Second Avenue														
East 92nd Street	SB	LTR	0.98	20.5	C	LT	1.06	52.7	D					
	EB	TR	1.01	66.1	E	TR	1.01	66.1	E					
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>27.1</b>	<b>C</b>	-	<b>1.04</b>	<b>55.0</b>	<b>D</b>					
<b>(UE14) THIRD AVENUE at EAST 86th STREET</b>													- Mitigation not required.	
Third Avenue														
East 86th Street	NB	LTR	0.63	11.7	B	LTR	0.64	11.8	B					
	EB	LT	0.71	25.2	C	LT	0.71	25.3	C					
	WB	TR	0.51	20.9	C	TR	0.52	21.1	C					
<b>Overall Intersection</b>	-		<b>0.66</b>	<b>15.9</b>	<b>B</b>	-	<b>0.67</b>	<b>16.0</b>	<b>B</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall Intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s). TL is a combined through-left turn lane(s), R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

TABLE D.3-9  
96TH STREET STATION AREA  
COMPARISON OF PM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>(UE1) FIRST AVENUE at EAST 96th STREET</b>														
First Avenue	NB	LT	0.92	21.8	C	LT	0.93	22.9	C	LT	0.93	22.9	C	- Modify signal timing (shift 10 seconds green time from EB/WB phase to new exclusive EB phase; allocate 5 seconds green time for new exclusive EB phase).
East 96th Street	EB	L	1.02	97.6	F	L	1.19	155.2	F	L	0.79	45.5	D	
		T	0.50	17.3	B	T	0.50	17.3	B	T	0.50	17.3	B	
	WB	T	0.45	16.9	B	T	0.45	16.9	B	T	0.59	25.2	C	
		R	0.35	16.3	B	R	0.35	16.3	B	R	0.47	24.5	C	
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>22.0</b>	<b>C</b>	-	<b>1.06</b>	<b>24.5</b>	<b>C</b>	-	<b>0.83</b>	<b>22.7</b>	<b>C</b>	
<b>(UE2) FIRST AVENUE at EAST 97th STREET</b>														
First Avenue	NB	LT	0.83	14.9	B	LT	0.85	15.4	B					- Mitigation not required.
East 97th Street	EB	L	0.58	29.3	C	L	0.58	29.3	C					
		WB	TR	0.47	20.2	C	TR	0.47	20.2	C				
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>16.4</b>	<b>B</b>	-	<b>0.73</b>	<b>16.7</b>	<b>B</b>					
<b>(UE3) SECOND AVENUE at EAST 93rd STREET</b>														
Second Avenue	SB	TR	0.93	15.5	B	TR	1.02	40.0	D					- Mitigation not required.
East 93rd Street	WB	LT	0.52	24.9	C	LT	0.52	24.9	C					
	<b>Overall Intersection</b>	-	<b>0.77</b>	<b>16.3</b>	<b>B</b>	-	<b>0.82</b>	<b>38.5</b>	<b>D</b>					
<b>(UE4) SECOND AVENUE at EAST 94th STREET</b>														
Second Avenue	SB	LT	0.91	14.6	B	LT	0.98	21.9	C					- Mitigation not required.
East 94th Street	EB	TR	0.68	29.6	C	TR	0.68	29.6	C					
	<b>Overall Intersection</b>	-	<b>0.82</b>	<b>16.2</b>	<b>B</b>	-	<b>0.86</b>	<b>22.8</b>	<b>C</b>					
<b>(UE5) SECOND AVENUE at EAST 95th STREET</b>														
Second Avenue	SB	TR	0.90	14.1	B	TR	1.00	25.9	C					- Mitigation not required.
East 95th Street	WB	LT	0.48	24.2	C	LT	0.48	24.2	C					
	<b>Overall Intersection</b>	-	<b>0.74</b>	<b>14.9</b>	<b>B</b>	-	<b>0.79</b>	<b>25.7</b>	<b>C</b>					
<b>(UE6) SECOND AVENUE at EAST 96th STREET</b>														
Second Avenue	SB	LTR	1.08	77.9	E	LTR	1.19	126.0	F	LTR	1.10	86.9	F	- Restripe 96th Street WB approach from one 11 ft. left-turn lane and one 19 ft. thru lane to one 10 ft. left-turn lane and two 10 ft. thru lanes. - Provide an additional 96th Street EB approach from two 10 ft. shared daylighting and restripe EB approach from two 10 ft. shared through-right lanes to one 10 ft. right-turn and two 10 ft. thru lanes. - Modify signal timing (shift 2 seconds green time from exclusive allocate to SB phase).
East 96th Street	EB	TR	1.12	110.5	F	TR	1.13	112.6	F	T	0.98	57.4	E	
		-	-	-	-	-	-	-	-	R	0.41	28.5	C	
	WB	L	0.77	32.4	C	L	0.78	33.4	C	L	0.92	52.3	D	
		T	0.85	30.5	C	T	0.85	30.5	C	T	0.47	19.6	B	
<b>Overall Intersection</b>	-		<b>1.11</b>	<b>76.8</b>	<b>E</b>	-	<b>1.17</b>	<b>103.6</b>	<b>F</b>	-	<b>1.07</b>	<b>66.8</b>	<b>E</b>	
<b>(UE6) SECOND AVENUE at EAST 96th STREET (Option 2)</b>														
Second Avenue	SB	LTR	1.08	77.9	E	LTR	1.19	126.0	F	LTR	0.89	21.4	C	- Provide an additional SB travel lane.
East 96th Street	EB	TR	1.12	110.5	F	TR	1.13	112.6	F	TR	1.13	112.6	F	
		WB	L	0.77	32.4	C	L	0.78	33.4	C	L	0.78	33.4	
		T	0.85	30.5	C	T	0.85	30.5	C	T	0.85	30.5	C	
<b>Overall Intersection</b>	-		<b>1.11</b>	<b>76.8</b>	<b>E</b>	-	<b>1.17</b>	<b>103.6</b>	<b>F</b>	-	<b>1.01</b>	<b>46.3</b>	<b>D</b>	
<b>(UE7) SECOND AVENUE at EAST 97th STREET</b>														
Second Avenue	SB	LTR	1.06	51.6	D	LTR	1.19	108.7	F	LTR	1.08	60.0	E	- Modify signal timing (shift 5 seconds green time from EB/WB phase to SB phase).
East 97th Street	EB	TR	0.17	19.8	B	TR	0.18	19.9	B	TR	0.21	23.8	C	
		WB	DfL	0.57	28.2	C	DfL	0.59	28.7	C	DfL	0.72	38.0	
		T	0.48	24.0	C	T	0.48	24.0	C	T	0.57	29.4	C	
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>47.0</b>	<b>D</b>	-	<b>0.96</b>	<b>91.9</b>	<b>F</b>	-	<b>0.97</b>	<b>54.4</b>	<b>D</b>	

**TABLE D.3-9 CONTINUED**  
**96TH STREET STATION AREA**  
**COMPARISON OF PM PEAK HOUR NO BULD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BULD CONDITION					CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
(UE8) THIRD AVENUE at EAST 96th STREET														
Third Avenue	NB	LTR	0.61	11.5	B	LTR	0.61	11.5	B					- Mitigation not required.
East 96th Street	EB	LT	1.10	86.9	F	LT	1.10	86.9	F					
	WB	TR	0.62	22.7	C	TR	0.63	22.9	C					
Overall Intersection	-		0.82	31.6	C	-	0.83	31.6	C					
(UE9) THIRD AVENUE at EAST 97th STREET														
Third Avenue	NB	LTR	0.78	11.2	B	LTR	0.80	11.5	B					- Mitigation not required.
East 97th Street	WB	TR	0.44	22.4	C	TR	0.44	22.4	C					
Overall Intersection	-		0.65	13.4	B	-	0.66	13.5	B					
(UE10) LEXINGTON AVENUE at EAST 96th STREET														
Lexington Avenue	SB	LTR	0.74	21.4	C	LTR	0.85	25.0	C					- Mitigation not required.
East 96th Street	EB	TR	0.97	45.4	D	TR	0.97	45.4	D					
	WB	LT	0.71	19.8	B	LT	0.71	19.8	B					
Overall Intersection	-		0.81	30.4	C	-	0.86	31.2	C					
(UE11) FIRST AVENUE at EAST 86th STREET														
First Avenue	NB	LTR	0.70	12.6	B	LTR	0.70	12.6	B					- Mitigation not required.
East 86th Street	EB	LT	0.66	24.4	C	LT	0.70	25.8	C					
	WB	TR	0.32	18.5	B	TR	0.32	18.5	B					
Overall Intersection	-		0.68	15.5	B	-	0.70	15.8	B					
(UE12) SECOND AVENUE at EAST 86th STREET														
Second Avenue	SB	LTR	1.07	56.8	E	LTR	1.13	83.1	F	LTR	1.08	62.4	E	- Modify signal timing (shift 2 seconds green time from EB/WB phase to SB phase).
East 86th Street	EB	TR	0.62	22.9	C	TR	0.62	22.9	C	TR	0.66	25.0	C	
	WB	LT	0.53	21.6	C	LT	0.53	21.6	C	LT	0.57	23.6	C	
Overall Intersection	-		0.87	47.2	D	-	0.90	64.2	E	-	0.90	50.6	D	
(UE13) SECOND AVENUE at EAST 92nd STREET														
Second Avenue	SB	LTR	0.94	16.5	B	LT	0.99	25.3	C					- Mitigation not required.
East 92nd Street	EB	TR	0.89	42.3	D	TR	0.89	42.3	D					
Overall Intersection	-		0.92	20.0	B	-	0.95	27.9	C					
(UE14) THIRD AVENUE at EAST 86th STREET														
Third Avenue	NB	LTR	0.69	12.3	B	LTR	0.69	12.4	B					- Mitigation not required.
East 86th Street	EB	LT	0.82	30.9	C	LT	0.82	31.1	C					
	WB	TR	0.50	20.9	C	TR	0.51	21.0	C					
Overall Intersection	-		0.74	16.9	B	-	0.75	17.0	B					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s). TL is a combined through-left turn lane(s), R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

**TABLE D.3-10  
66TH STREET SHAFT AREA  
2003 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM PEAK HOUR (8AM-9AM)					PM PEAK HOUR (5PM-6PM)			
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control	
			Delay	LOS				Delay	LOS
<b><u>SIGNALIZED INTERSECTIONS</u></b>									
<b>1 SECOND AVENUE &amp; 68th STREET</b>									
Second Avenue	SB	LT	0.68	11.0	B	LT	0.69	11.0	B
68th Street	EB	TR	0.54	16.2	C	TR	0.66	18.6	C
<b>Overall Intersection</b>	-	<b>0.62</b>	<b>11.6</b>	<b>B</b>	-	<b>0.68</b>	<b>12.0</b>	<b>B</b>	
<b>2 PARK AVENUE &amp; 67th STREET</b>									
Park Avenue	NB	DfL	0.39	9.4	B	DfL	0.40	9.7	B
		T	0.82	13.9	B	T	0.89	16.6	C
	SB	TR	0.69	10.7	B	TR	0.54	9.1	B
67th Street	WB	LTR	0.72	21.0	C	LTR	0.71	20.4	C
<b>Overall Intersection</b>	-	<b>0.78</b>	<b>13.1</b>	<b>B</b>	-	<b>0.81</b>	<b>13.7</b>	<b>B</b>	
<b>3 LEXINGTON AVENUE &amp; 67th STREET</b>									
Lexington Avenue	SB	TR	0.69	10.4	B	TR	0.75	11.4	B
67th Street	WB	LT	1.03	64.7	F	LT	1.03	66.1	F
<b>Overall Intersection</b>	-	<b>0.83</b>	<b>20.6</b>	<b>C</b>	-	<b>0.86</b>	<b>22.3</b>	<b>C</b>	
<b>4 THIRD AVENUE &amp; 67th STREET</b>									
Third Avenue	NB	LT	0.71	10.4	B	LT	0.77	11.4	B
67th Street	WB	TR	0.78	22.0	C	TR	0.84	26.5	D
<b>Overall Intersection</b>	-	<b>0.74</b>	<b>12.8</b>	<b>B</b>	-	<b>0.80</b>	<b>14.0</b>	<b>B</b>	
<b>5 SECOND AVENUE &amp; 67th STREET</b>									
Second Avenue	SB	TR	0.97	24.4	C	TR	0.77	13.3	B
67th Street	WB	LT	0.62	16.9	C	LT	0.41	13.7	B
<b>Overall Intersection</b>	-	<b>0.81</b>	<b>23.5</b>	<b>C</b>	-	<b>0.61</b>	<b>13.3</b>	<b>B</b>	
<b>6 PARK AVENUE &amp; 66th STREET</b>									
Park Avenue	NB	L	0.87	37.7	D	L	0.92	41.9	E
		T	0.75	12.1	B	T	0.83	14.3	B
	SB	TR	0.73	11.3	B	TR	0.64	10.1	B
66th Street	WB	LTR	0.93	34.2	D	LTR	1.02	56.6	E
<b>Overall Intersection</b>	-	<b>0.90</b>	<b>16.1</b>	<b>C</b>	-	<b>0.96</b>	<b>19.9</b>	<b>C</b>	
<b>7 LEXINGTON AVENUE &amp; 66th STREET</b>									
Lexington Avenue	SB	TR	0.72	10.8	B	TR	0.71	10.8	B
66th Street	WB	LT	0.88	25.9	D	LT	0.71	19.2	C
<b>Overall Intersection</b>	-	<b>0.79</b>	<b>15.9</b>	<b>C</b>	-	<b>0.71</b>	<b>13.5</b>	<b>B</b>	
<b>8 THIRD AVENUE &amp; 66th STREET</b>									
Third Avenue	NB	LTR	0.78	13.1	B	LTR	0.98	24.7	C
66th Street	WB	TR	1.03	61.8	F	TR	0.88	33.3	D
<b>Overall Intersection</b>	-	<b>0.82</b>	<b>19.8</b>	<b>C</b>	-	<b>0.88</b>	<b>25.8</b>	<b>D</b>	
<b>9 SECOND AVENUE &amp; 66th STREET</b>									
Second Avenue	SB	TR	0.85	15.7	C	TR	1.02	35.2	D
66th Street	EB	R	0.04	11.2	B	R	0.04	11.2	B
	WB	LT	0.72	18.4	C	LT	0.85	24.8	C
<b>Overall Intersection</b>	-	<b>0.80</b>	<b>16.2</b>	<b>C</b>	-	<b>0.94</b>	<b>32.8</b>	<b>D</b>	

**TABLE D.3-10 CONTINUED**  
**66TH STREET SHAFT AREA**  
**2003 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM PEAK HOUR (8AM - 9AM)					PM PEAK HOUR (5PM - 6PM)				
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	
<b>10 FIRST AVENUE &amp; 66th STREET</b>										
First Avenue	NB	LT	0.95	18.1	C	LT	1.03	26.2	D	
66th Street	WB	TR	0.30	14.5	B	TR	0.27	14.3	B	
<b>Overall Intersection</b>	-		<b>0.69</b>	<b>17.8</b>	<b>C</b>	-		<b>0.73</b>	<b>25.4</b>	<b>D</b>
<b>11 YORK AVENUE &amp; 66th STREET</b>										
York Avenue	NB	LTR	0.88	19.7	C	LTR	0.72	12.7	B	
	SB	LTR	0.53	9.1	B	LTR	0.61	10.0	B	
66th Street	WB	LTR	0.01	19.8	C	LTR	0.13	20.7	C	
<b>Overall Intersection</b>	-		<b>0.58</b>	<b>14.8</b>	<b>B</b>	-		<b>0.51</b>	<b>11.3</b>	<b>B</b>
<b>12 PARK AVENUE &amp; 65th STREET</b>										
Park Avenue	NB	TR	0.52	8.9	B	TR	0.67	10.4	B	
	SB	DfL	0.84	45.5	E	DfL	0.65	20.9	C	
		T	0.88	16.4	C	T	0.77	12.5	B	
65th Street	EB	LTR	0.48	15.4	C	LTR	0.43	15.0	B	
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>13.9</b>	<b>B</b>	-		<b>0.63</b>	<b>12.1</b>	<b>B</b>
<b>13 LEXINGTON AVENUE &amp; 65th STREET</b>										
Lexington Avenue	SB	LT	0.82	12.8	B	LT	0.67	10.0	B	
65th Street	EB	TR	0.60	17.4	C	TR	0.59	17.2	C	
<b>Overall Intersection</b>	-		<b>0.73</b>	<b>14.0</b>	<b>B</b>	-		<b>0.64</b>	<b>12.1</b>	<b>B</b>
<b>14 THIRD AVENUE &amp; 65th STREET</b>										
Third Avenue	NB	TR	0.68	10.4	B	TR	0.65	10.0	B	
65th Street	EB	LT	0.69	18.3	C	LT	0.65	17.7	C	
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>12.0</b>	<b>B</b>	-		<b>0.65</b>	<b>11.5</b>	<b>B</b>
<b>15 SECOND AVENUE &amp; 65th STREET</b>										
Second Avenue	SB	LT	0.69	11.9	B	LT	0.58	9.5	B	
65th Street	EB	T	0.29	12.6	B	T	0.29	21.9	C	
		R	0.51	15.1	C	R	0.89	46.0	E	
<b>Overall Intersection</b>	-		<b>0.61</b>	<b>12.2</b>	<b>B</b>	-		<b>0.69</b>	<b>14.7</b>	<b>B</b>
<b>16 PARK AVENUE &amp; 64th STREET</b>										
Park Avenue	NB	TR	0.63	10.0	B	TR	0.72	11.1	B	
	SB	DfL	0.71	26.8	D	DfL	0.66	21.9	C	
		T	0.96	24.3	C	T	0.81	13.6	B	
64th Street	EB	LTR	0.71	20.8	C	LTR	0.75	23.3	C	
<b>Overall Intersection</b>	-		<b>0.86</b>	<b>17.8</b>	<b>C</b>	-		<b>0.79</b>	<b>13.1</b>	<b>B</b>
<b>17 LEXINGTON AVENUE &amp; 64th STREET</b>										
Lexington Avenue	SB	LT	0.80	12.3	B	LT	0.63	9.6	B	
64th Street	EB	TR	0.66	19.5	C	TR	0.74	22.0	C	
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>13.4</b>	<b>B</b>	-		<b>0.67</b>	<b>12.0</b>	<b>B</b>
<b>18 THIRD AVENUE &amp; 64th STREET</b>										
Third Avenue	NB	TR	0.66	9.7	B	TR	0.62	9.3	B	
64th Street	EB	LT	0.91	37.9	D	LT	0.95	42.9	E	
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>13.1</b>	<b>B</b>	-		<b>0.75</b>	<b>13.5</b>	<b>B</b>

**TABLE D.3-10 CONTINUED  
66TH STREET SHAFT AREA  
2003 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM PEAK HOUR (8AM - 9AM)					PM PEAK HOUR (5PM - 6PM)			
	Mvt.	V/C	Control			Mvt.	V/C	Control	
			Delay	LOS	Delay			LOS	
<b>19 SECOND AVENUE &amp; 64th STREET</b>									
Second Avenue	SB	LT	0.81	14.1	B	LT	1.03	38.9	D
64th Street	EB	TR	0.92	37.1	D	TR	1.00	54.9	E
<b>Overall Intersection</b>	-	<b>0.86</b>	<b>17.7</b>	<b>C</b>	-	<b>1.02</b>	<b>41.2</b>	<b>E</b>	
<b>20 YORK AVENUE &amp; 64th STREET</b>									
York Avenue	NB	TR	0.30	9.2	B	TR	0.17	8.5	B
	SB	LT	0.47	10.7	B	LT	0.46	10.6	B
64th Street	EB	LTR	0.90	40.8	E	LTR	1.04	76.9	F
	WB	LR	0.02	17.0	C	LR	0.01	16.9	C
<b>Overall Intersection</b>	-	<b>0.64</b>	<b>15.9</b>	<b>C</b>	-	<b>0.69</b>	<b>22.5</b>	<b>C</b>	
<b>21 LEXINGTON AVENUE &amp; EAST 59th STREET</b>									
Lexington Avenue	SB	LT	0.60	8.0	B	LT	0.54	11.0	B
East 59th Street	EB	TR	0.51	13.9	B	TR	0.62	14.8	B
<b>Overall Intersection</b>	-	<b>0.56</b>	<b>9.7</b>	<b>B</b>	-	<b>0.58</b>	<b>12.2</b>	<b>B</b>	
<b>22 THIRD AVENUE &amp; EAST 59th STREET</b>									
Third Avenue	NB	T	0.56	12.5	B	T	0.67	13.8	B
		R	0.87	30.3	D	R	1.00	51.7	E
East 59th Street	EB	L	0.18	9.8	B	L	0.29	10.5	B
		T	0.51	12.1	B	T	0.58	12.9	B
<b>Overall Intersection</b>	-	<b>0.53</b>	<b>15.7</b>	<b>C</b>	-	<b>0.63</b>	<b>20.0</b>	<b>C</b>	
<b>23 SECOND AVENUE &amp; EAST 59th STREET</b>									
Second Avenue	SB	LT	1.05	43.4	E	LT	1.04	42.9	E
East 59th Street	EB	TR	1.04	53.8	E	TR	1.02	47.6	E
<b>Overall Intersection</b>	-	<b>1.01</b>	<b>46.6</b>	<b>E</b>	-	<b>0.90</b>	<b>44.5</b>	<b>E</b>	
<b>24 FIRST AVENUE &amp; EAST 59th STREET</b>									
First Avenue	NB	L	1.02	48.8	E	L	0.22	7.9	B
		LTR	0.71	11.1	B	LTR	0.63	10.3	B
East 59th Street	EB	DfL	0.22	11.8	B	DfL	0.46	14.6	B
		T	0.12	11.1	B	T	0.13	11.1	B
	WB	TR	0.40	12.9	B	TR	0.58	14.7	B
<b>Overall Intersection</b>	-	<b>0.72</b>	<b>16.2</b>	<b>C</b>	-	<b>0.61</b>	<b>11.4</b>	<b>B</b>	
<b>25 YORK AVE/SUTTON PL &amp; EAST 59th STREET</b>									
York/Sutton Avenue	NB	LTR	0.52	11.3	B	LTR	0.51	11.3	B
	SB	LTR	0.43	10.3	B	LTR	0.58	11.9	B
East 59th Street	EB	LTR	0.36	19.9	C	LTR	0.46	21.2	C
	WB	LTR	0.03	17.1	C	LTR	0.01	16.9	C
<b>Overall Intersection</b>	-	<b>0.46</b>	<b>11.5</b>	<b>B</b>	-	<b>0.54</b>	<b>12.6</b>	<b>B</b>	

**TABLE D.3-11  
66TH STREET SHAFT AREA  
COMPARISON OF AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD PEAK HOUR (8AM-9AM)					CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>														
<b>1 SECOND AVENUE &amp; 68th STREET</b>														
Second Avenue	SB	LT	0.78	12.5	B	LT	0.82	13.7	B					- Mitigation not required.
68th Street	EB	TR	0.70	19.7	C	TR	0.80	24.3	C					
Overall Intersection	-		0.75	13.5	B	-	0.81	15.4	C					
<b>2 PARK AVENUE &amp; 67th STREET</b>														
Park Avenue	NB	D/L	0.43	10.3	B	D/L	0.43	10.3	B					- Mitigation not required.
		T	0.89	17.2	C	T	0.89	17.2	C					
67th Street	SB	TR	0.75	11.7	B	TR	0.79	12.5	B					
	WB	LTR	0.79	23.8	C	LTR	0.79	23.8	C					
Overall Intersection	-		0.85	15.1	C	-	0.85	15.5	C					
<b>3 LEXINGTON AVENUE &amp; 67th STREET</b>														
Lexington Avenue	SB	TR	0.77	11.7	B	TR	0.84	13.3	B					- Mitigation not required.
67th Street	WB	LT	1.13	104.0	F	LT	1.13	104.0	F					
Overall Intersection	-		0.91	28.8	D	-	0.95	29.0	D					
<b>4 THIRD AVENUE &amp; 67th STREET</b>														
Third Avenue	NB	LT	0.77	11.4	B	LT	0.79	11.7	B					- Mitigation not required.
67th Street	WB	TR	0.85	25.5	D	TR	0.85	25.5	D					
Overall Intersection	-		0.80	14.3	B	-	0.81	14.5	B					
<b>5 SECOND AVENUE &amp; 67th STREET</b>														
Second Avenue	SB	TR	1.10	65.7	F	TR	0.91	18.4	C					- Mitigation not required.
67th Street	WB	LT	0.68	18.3	C	LT	0.68	18.3	C					
Overall Intersection	-		0.91	60.2	F	-	0.81	18.4	C					
<b>6 PARK AVENUE &amp; 66th STREET</b>														
Park Avenue	NB	L	0.95	53.4	E	L	0.95	53.4	E					- Mitigation not required.
		T	0.82	13.8	B	T	0.82	13.8	B					
66th Street	SB	TR	0.79	12.5	B	TR	0.83	13.6	B					
	WB	LTR	1.01	51.1	E	LTR	1.01	51.1	E					
Overall Intersection	-		0.97	20.4	C	-	0.97	20.8	C					
<b>7 LEXINGTON AVENUE &amp; 66th STREET</b>														
Lexington Avenue	SB	TR	0.80	12.4	B	TR	0.87	14.7	B					- Mitigation not required.
66th Street	WB	LT	0.96	34.0	D	LT	0.96	34.0	D					
Overall Intersection	-		0.87	19.6	C	-	0.91	20.7	C					
<b>8 THIRD AVENUE &amp; 66th STREET</b>														
Third Avenue	NB	LTR	0.85	14.8	B	LTR	0.85	14.8	B	LTR	0.93	19.8	C	- Shift 4 seconds of green time from NB phase to WB phase.
66th Street	WB	TR	1.12	96.5	F	TR	1.25	175.9	F	TR	1.11	91.6	F	
Overall Intersection	-		0.89	26.0	D	-	0.94	38.4	D	-	0.94	30.3	D	



**TABLE D.3-11 CONTINUED**  
**66TH STREET SHAFT AREA**  
**COMPARISON OF AM PEAK HOUR NO BULD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BULD PEAK HOUR (8AM-9AM)					CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		Mvt.	V/C	Control			LOS
			Delay	LOS				Delay	LOS			Delay	LOS		
<b>9 SECOND AVENUE &amp; 66th STREET</b>															
Second Avenue	SB	TR	0.98	25.8	D	TR	0.82	14.8	B						- Mitigation not required.
66th Street	EB	R	0.05	11.2	B	-	-	-	-						
	WB	LT	0.78	20.5	C	LT	0.80	21.1	C						
Overall Intersection	-	-	0.89	24.5	C	-	0.81	16.3	C						
<b>10 FIRST AVENUE &amp; 66th STREET</b>															
First Avenue	NB	LT	1.05	41.8	E	LT	1.06	43.3	E						- Mitigation not required.
66th Street	WB	TR	0.33	14.7	B	TR	0.33	14.7	B						
Overall Intersection	-	-	0.76	39.5	D	-	0.77	40.9	E						
<b>11 YORK AVENUE &amp; 66th STREET</b>															
York Avenue	NB	LTR	1.05	52.2	E	LTR	0.81	79.2	E	LTR	1.07	58.0	E		- Shift 4 seconds of green time from WB phase to NB phase.
	SB	LTR	0.58	9.7	B	LTR	0.64	10.6	B	LTR	0.62	9.1	B		
66th Street	WB	LTR	0.01	19.8	C	LTR	0.01	19.8	C	LTR	0.01	21.4	C		
Overall Intersection	-	-	0.69	32.4	D	-	0.73	45.3	E	-	0.73	33.9	D		
<b>12 PARK AVENUE &amp; 65th STREET</b>															
Park Avenue	NB	TR	0.57	9.3	B	TR	0.57	9.3	B						- Mitigation not required.
	SB	D/L	0.91	63.1	F	D/L	0.91	63.1	F						
		T	0.96	23.5	C	T	1.01	33.9	D						
65th Street	EB	LTR	0.52	15.8	C	LTR	0.52	15.8	C						
Overall Intersection	-	-	0.80	17.3	C	-	0.81	21.8	C						
<b>13 LEXINGTON AVENUE &amp; 65th STREET</b>															
Lexington Avenue	SB	LT	0.90	16.4	C	LT	0.97	23.3	C						- Mitigation not required.
65th Street	EB	TR	0.65	18.2	C	TR	0.65	18.2	C						
Overall Intersection	-	-	0.80	16.8	C	-	0.85	22.1	C						
<b>14 THIRD AVENUE &amp; 65th STREET</b>															
Third Avenue	NB	TR	0.74	11.2	B	TR	0.74	11.2	B						- Mitigation not required.
65th Street	EB	LT	0.75	19.7	C	LT	0.75	19.7	C						
Overall Intersection	-	-	0.74	13.0	B	-	0.74	13.0	B						
<b>15 SECOND AVENUE &amp; 65th STREET</b>															
Second Avenue	SB	LT	0.79	13.5	B	LT	0.82	14.6	B						- Mitigation not required.
64th Street	EB	T	0.32	12.8	B	T	0.32	12.8	B						
		R	0.56	15.9	C	R	0.56	15.9	C						
Overall Intersection	-	-	0.69	13.6	B	-	0.70	14.4	B						
<b>16 PARK AVENUE &amp; 64th STREET</b>															
Park Avenue	NB	TR	0.69	10.7	B	TR	0.69	10.7	B	TR	0.65	9.0	B		- Shift 1 second of green time from EB phase to NB/SB phase.
	SB	D/L	0.78	34.8	D	D/L	0.78	34.8	D	D/L	0.78	33.6	D		
		T	1.05	44.8	E	T	0.81	63.0	E	T	1.05	42.2	E		
64th Street	EB	LTR	0.77	23.4	C	LTR	0.77	23.4	C	LTR	0.84	30.0	D		
Overall Intersection	-	-	0.93	28.0	D	-	0.97	39.4	D	-	0.97	26.9	D		
<b>17 LEXINGTON AVENUE &amp; 64th STREET</b>															
Lexington Avenue	SB	LT	0.89	15.3	C	LT	0.96	20.6	C						- Mitigation not required.
64th Street	EB	TR	0.72	21.1	C	TR	0.72	21.1	C						
Overall Intersection	-	-	0.82	16.2	C	-	0.86	20.7	C						

TABLE D.3-11 CONTINUED  
 66TH STREET SHAFT AREA  
 COMPARISON OF AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD PEAK HOUR (8AM-9AM)					CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
18 THIRD AVENUE & 64th STREET														
Third Avenue	NB	TR	0.72	10.4	B	TR	0.72	10.5	B					- Mitigation not required.
64th Street	EB	LT	1.00	54.3	E	LT	1.00	54.3	E					
Overall Intersection	-		0.83	15.6	C	-	0.83	15.7	C					
19 SECOND AVENUE & 64th STREET														
Second Avenue	SB	LT	0.92	18.7	C	LT	1.03	38.2	D	LT	1.01	32.4	D	- Shift 1 second of green time from EB phase to SB phase.
64th Street	EB	TR	1.00	54.4	E	TR	1.00	54.5	E	TR	1.03	62.8	F	
Overall Intersection	-		0.96	24.1	C	-	1.02	41.1	E	-	1.02	37.8	D	
20 YORK AVENUE & 64th STREET														
York Avenue	NB	TR	0.32	9.4	B	TR	0.32	9.4	B					- Mitigation not required.
	SB	LT	0.51	11.1	B	LT	0.57	11.7	B					
64th Street	EB	LTR	0.98	54.8	E	LTR	0.98	54.8	E					
	WB	LR	0.03	17.0	C	LR	0.03	17.0	C					
Overall Intersection	-		0.70	18.9	C	-	0.73	18.8	C					
21 LEXINGTON AVENUE & EAST 59th STREET														
Lexington Avenue	SB	LT	0.81	10.5	B	LT	0.87	11.9	B					- Mitigation not required.
East 59th Street	EB	TR	0.56	14.4	B	TR	0.56	14.4	B					
Overall Intersection	-		0.70	11.5	B	-	0.73	12.6	B					
22 THIRD AVENUE & EAST 59th STREET														
Third Avenue	NB	T	0.64	13.4	B	T	0.64	13.4	B					- Mitigation not required.
		R	0.95	39.4	D	R	0.95	39.4	D					
East 59th Street	EB	L	0.29	10.5	B	L	0.29	10.5	B					
		T	0.55	12.6	B	T	0.55	12.6	B					
Overall Intersection	-		0.60	17.8	C	-	0.60	17.8	C					
23 SECOND AVENUE & EAST 59th STREET														
Second Avenue	SB	LT	1.25	152.2	F	LT	1.78	876.7	F	LT	1.07	49.6	F	- Provide five 10-foot SB lanes.
East 59th Street	EB	TR	1.13	91.4	F	TR	1.13	91.4	F	TR	1.13	91.4	F	
Overall Intersection	-		1.16	134.2	F	-	1.48	622.7	F	-	1.05	63.1	F	
24 FIRST AVENUE & EAST 59th STREET														
First Avenue	NB	L	1.20	130.2	F	L	1.20	130.2	F					- Mitigation not required.
		LTR	0.80	12.4	B	LTR	0.80	12.4	B					
East 59th Street	EB	DfL	0.26	12.0	B	DfL	0.26	12.0	B					
		T	0.13	11.2	B	T	0.13	11.2	B					
	WB	TR	0.43	13.2	B	TR	0.43	13.2	B					
Overall Intersection	-		0.83	28.0	D	-	0.83	28.0	D					
25 YORK AVE/SUTTON PL & EAST 59th STREET														
York/Sutton Avenue	NB	LTR	0.61	12.5	B	LTR	0.65	13.3	B					- Mitigation not required.
	SB	LTR	0.47	10.7	B	LTR	0.50	11.0	B					
East 59th Street	EB	LTR	0.39	20.3	C	LTR	0.39	20.3	C					
	WB	LTR	0.03	17.1	C	LTR	0.03	17.1	C					
Overall Intersection	-		0.52	12.2	B	-	0.55	12.6	B					

TABLE D.3-12  
66TH STREET SHAFT AREA  
COMPARISON OF PM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD PEAK HOUR (5PM - 6PM)				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
1 SECOND AVENUE & 68th STREET														
Second Avenue	SB	LT	0.78	12.4	B	LT	0.80	13.1	B				- Mitigation not required.	
68th Street	EB	TR	0.71	20.3	C	TR	0.78	23.6	C					
Overall Intersection	-		0.75	13.4	B	-	0.79	14.7	B					
2 PARK AVENUE & 67th STREET														
Park Avenue	NB	DfL	0.45	10.9	B	DfL	0.45	10.9	B				- Mitigation not required.	
		T	0.96	23.7	C	T	0.96	23.7	C					
67th Street	SB	TR	0.59	9.5	B	TR	0.63	10.0	B					
	WB	LTR	0.77	22.9	C	LTR	0.77	22.9	C					
Overall Intersection	-		0.88	17.6	C	-	0.88	17.5	C					
3 LEXINGTON AVENUE & 67th STREET														
Lexington Avenue	SB	TR	0.83	13.5	B	TR	0.92	18.0	C				- Mitigation not required.	
67th Street	WB	LT	1.12	103.1	F	LT	1.12	103.1	F					
Overall Intersection	-		0.95	31.1	D	-	1.00	33.3	D					
4 THIRD AVENUE & 67th STREET														
Third Avenue	NB	LT	0.84	13.1	B	LT	0.81	12.2	B				- Mitigation not required.	
67th Street	WB	TR	0.92	33.7	D	TR	0.92	33.7	D					
Overall Intersection	-		0.87	16.7	C	-	0.85	16.1	C					
5 SECOND AVENUE & 67th STREET														
Second Avenue	SB	TR	0.87	15.9	C	TR	0.61	10.9	B				- Mitigation not required.	
67th Street	WB	LT	0.45	14.1	B	LT	0.45	14.1	B					
Overall Intersection	-		0.68	15.8	C	-	0.54	11.2	B					
6 PARK AVENUE & 66th STREET														
Park Avenue	NB	L	1.00	62.6	F	L	1.00	62.6	F				- Mitigation not required.	
		T	0.91	18.0	C	T	1.00	24.4	C					
66th Street	SB	TR	0.70	10.9	B	TR	0.70	10.9	B					
	WB	LTR	1.11	89.8	F	LTR	1.11	89.8	F					
Overall Intersection	-		1.05	27.4	D	-	1.05	29.8	D					
7 LEXINGTON AVENUE & 66th STREET														
Lexington Avenue	SB	TR	0.79	12.3	B	TR	0.79	12.3	B				- Mitigation not required.	
66th Street	WB	LT	0.77	20.8	C	LT	0.77	20.8	C					
Overall Intersection	-		0.78	15.0	B	-	0.78	15.0	B					
8 THIRD AVENUE & 66th STREET														
Third Avenue	NB	LTR	1.08	52.8	E	LTR	1.08	52.8	E	LTR	1.08	52.8	E	- Shift 2 seconds of green time from pedestrian phase to WB phase.
66th Street	WB	TR	0.95	44.4	E	TR	0.95	44.4	E	TR	0.99	50.4	E	
Overall Intersection	-		0.95	51.8	E	-	0.99	55.0	E	-	0.99	52.5	E	

**TABLE D.3-12 CONTINUED**  
**66TH STREET SHAFT AREA**  
**COMPARISON OF PM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD PEAK HOUR (5PM - 6PM)				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
9 SECOND AVENUE & 66th STREET Second Avenue 66th Street	SB	TR	1.15	90.4	F	TR	<del>1.26</del>	<del>66.9</del>	F	TR	1.17	99.4	F	- Eliminate parking along the north curb on westbound approach.
	EB	R	0.05	11.2	B	-	-	-	-	-	-	-	-	
	WB	LT	0.92	32.2	D	LT	<del>1.00</del>	<del>47.7</del>	B	LT	0.95	37.5	D	
	Overall Intersection	-	1.05	77.8	F	-	<del>1.14</del>	<del>137.8</del>	F	-	1.08	84.5	F	
10 FIRST AVENUE & 66th STREET First Avenue 66th Street	NB	LT	1.15	85.9	F	LT	1.15	86.5	F	-	-	-	-	- Mitigation not required.
	WB	TR	0.29	14.5	B	TR	0.29	14.5	B	-	-	-	-	
	Overall Intersection	-	0.81	81.7	F	-	0.81	81.7	F	-	-	-	-	
11 YORK AVENUE & 66th STREET York Avenue 66th Street	NB	LTR	0.80	15.6	C	D/L	<del>1.66</del>	<del>748.0</del>	F	LTR	0.60	10.1	B	- Shift 7 seconds of green time from NB/SB phase to provide a lead NB phase with 4 seconds green time and 3s yellow time.
	-	-	-	-	-	TR	0.71	12.8	B	-	-	-	-	
	SB	LTR	0.66	10.9	B	LTR	0.73	12.2	B	LTR	0.81	17.5	C	
	WB	LTR	0.14	20.8	C	LTR	0.14	20.8	C	LTR	0.14	20.8	C	
	Overall Intersection	-	0.57	12.9	B	-	<del>1.13</del>	<del>61.1</del>	F	-	0.44	14.8	B	
12 PARK AVENUE & 65th STREET Park Avenue 65th Street	NB	TR	0.73	11.2	B	TR	0.73	11.2	B	-	-	-	-	- Mitigation not required.
	SB	D/L	0.70	25.5	D	D/L	0.70	25.5	D	-	-	-	-	
	T	T	0.84	14.4	B	T	0.90	17.5	C	-	-	-	-	
	EB	LTR	0.47	15.3	C	LTR	0.47	15.3	C	-	-	-	-	
	Overall Intersection	-	0.69	13.3	B	-	0.72	14.4	B	-	-	-	-	
13 LEXINGTON AVENUE & 65th STREET Lexington Avenue 65th Street	SB	LT	0.74	11.1	B	LT	0.81	12.7	B	-	-	-	-	- Mitigation not required.
	EB	TR	0.64	17.9	C	TR	0.64	17.9	C	-	-	-	-	
	Overall Intersection	-	0.70	13.1	B	-	0.74	14.1	B	-	-	-	-	
14 THIRD AVENUE & 65th STREET Third Avenue 65th Street	NB	TR	0.71	10.7	B	TR	0.71	10.7	B	-	-	-	-	- Mitigation not required.
	EB	LT	0.71	18.8	C	LT	0.71	18.8	C	-	-	-	-	
	Overall Intersection	-	0.71	12.3	B	-	0.71	12.3	B	-	-	-	-	
15 SECOND AVENUE & 65th STREET Second Avenue 64th Street	SB	LT	0.65	10.4	B	LT	0.68	10.9	B	-	-	-	-	- Mitigation not required.
	EB	T	0.31	22.2	C	T	0.31	22.2	C	-	-	-	-	
	R	R	0.96	59.8	E	R	0.96	59.8	E	-	-	-	-	
	Overall Intersection	-	0.76	16.6	C	-	0.78	18.1	C	-	-	-	-	
16 PARK AVENUE & 64th STREET Park Avenue 64th Street	NB	TR	0.78	12.2	B	TR	0.78	12.2	B	-	-	-	-	- Mitigation not required.
	SB	D/L	0.71	26.8	D	D/L	0.71	26.8	D	-	-	-	-	
	T	T	0.88	16.5	C	T	0.94	21.5	C	-	-	-	-	
	EB	LTR	0.82	27.7	D	LTR	0.82	27.7	D	-	-	-	-	
	Overall Intersection	-	0.86	15.3	C	-	0.89	17.3	C	-	-	-	-	
17 LEXINGTON AVENUE & 64th STREET Lexington Avenue 64th Street	SB	LT	0.70	10.4	B	LT	0.77	11.7	B	-	-	-	-	- Mitigation not required.
	EB	TR	0.81	25.3	D	TR	0.81	25.3	D	-	-	-	-	
	Overall Intersection	-	0.74	13.3	B	-	0.79	14.1	B	-	-	-	-	

TABLE D.3-12 CONTINUED  
66TH STREET SHAFT AREA  
COMPARISON OF PM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD PEAK HOUR (5PM - 6PM)				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
			Control				Control				Control			
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
18 THIRD AVENUE & 64th STREET														
Third Avenue	NB	TR	0.69	10.0	B	TR	0.69	10.0	B					- Mitigation not required.
64th Street	EB	LT	1.03	63.1	F	LT	1.03	63.1	F					
Overall Intersection	-		0.82	16.5	C	-	0.82	16.5	C					
19 SECOND AVENUE & 64th STREET														
Second Avenue	SB	LT	1.16	98.0	F	LT	1.29	53.1	E					- Mitigation not required.
64th Street	EB	TR	1.09	84.9	F	TR	1.09	84.9	F					
Overall Intersection	-		1.13	96.1	F	-	1.20	58.2	E					
20 YORK AVENUE														
First Avenue	NB	TR	0.18	8.5	B	TR	0.18	8.5	B					- Mitigation not required.
	SB	LT	0.50	11.0	B	LT	0.55	11.4	B					
64th Street	EB	LTR	1.14	116.4	F	LTR	1.14	116.4	F					
	WB	LR	0.01	16.9	C	LR	0.01	16.9	C					
Overall Intersection	-		0.75	30.2	D	-	0.78	29.5	D					
21 LEXINGTON AVENUE & EAST 59th STREET														
Lexington Avenue	SB	LT	0.72	13.1	B	LT	0.78	14.2	B					- Mitigation not required.
East 59th Street	EB	TR	0.67	15.6	C	TR	0.67	15.6	C					
Overall Intersection	-		0.70	13.9	B	-	0.73	14.6	B					
22 THIRD AVENUE & EAST 59th STREET														
Third Avenue	NB	T	0.76	15.1	C	T	0.76	15.1	C					- Mitigation not required.
	R		1.08	79.8	F	R	1.08	79.8	F					
East 59th Street	EB	L	0.62	14.7	B	L	0.62	14.7	B					
	T		0.63	13.6	B	T	0.63	13.6	B					
Overall Intersection	-		0.70	25.3	D	-	0.70	25.3	D					
23 SECOND AVENUE & EAST 59th STREET														
Second Avenue	SB	LT	1.18	111.6	F	LT	1.67	670.3	F	LT	1.00	31.6	D	- Provide five 10-foot SB lanes.
East 59th Street	EB	TR	1.11	81.4	F	TR	1.11	81.4	F	TR	1.11	80.9	F	
Overall Intersection	-		1.00	101.6	F	-	1.25	456.6	F	-	0.91	49.5	E	
24 FIRST AVENUE & EAST 59th STREET														
First Avenue	NB	L	0.26	8.1	B	L	0.26	8.1	B					- Mitigation not required.
	LTR		0.76	11.7	B	LTR	0.76	11.7	B					
East 59th Street	EB	D/L	0.51	15.5	C	D/L	0.51	15.5	C					
	T		0.14	11.2	B	T	0.14	11.2	B					
East 59th Street	WB	TR	0.63	15.4	C	TR	0.63	15.4	C					
Overall Intersection	-		0.70	12.4	B	-	0.70	12.4	B					
25 YORK AVE/SUTTON PL & EAST 59th STREET														
York/Sutton Avenue	NB	D/L	0.35	10.9	B	D/L	0.36	11.2	B					- Mitigation not required.
	TR		0.88	24.4	C	TR	0.88	24.4	C					
	SB	LTR	0.64	12.6	B	LTR	0.68	13.2	B					
East 59th Street	EB	LTR	0.50	21.8	C	LTR	0.50	21.8	C					
	WB	LTR	0.01	16.9	C	LTR	0.01	16.9	C					
Overall Intersection	-		0.73	16.8	C	-	0.73	17.0	C					

**TABLE D.3-13  
55TH STREET STATION AREA  
2002 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM PEAK HOUR					PM PEAK HOUR				
	Mvt.	V/C	Control			Mvt.	V/C	Control		
			Delay	LOS	Delay			LOS		
<b><u>SIGNALIZED INTERSECTIONS</u></b>										
<b>(E31) SUTTON PLACE at EAST 57th STREET</b>										
Sutton Place	NB	LTR	0.35	11.1	B	LTR	0.48	12.6	B	
	SB	LTR	0.41	11.7	B	LTR	0.66	15.6	B	
E. 57th Street	EB	DfL	0.81	50.9	D	DfL	0.42	34.7	C	
	TR		0.24	31.2	C	TR	0.15	29.6	C	
	WB	LTR	0.01	27.5	C	LTR	0.01	27.4	C	
<b>Overall Intersection</b>	-		<b>0.54</b>	<b>19.2</b>	<b>B</b>	-	<b>0.58</b>	<b>16.0</b>	<b>B</b>	
<b>(E32) FIRST AVENUE at EAST 57th STREET</b>										
First Avenue	NB	L	0.61	27.5	C	L	1.03	77.1	E	
	TR		1.00	42.8	D	TR	1.04	66.9	E	
East 57th Street	EB	DfL	0.73	34.1	C	DfL	0.55	29.6	C	
	T		0.46	24.2	C	T	0.24	20.6	C	
	WB	TR	0.31	21.3	C	TR	0.64	25.9	C	
<b>Overall Intersection</b>	-		<b>0.86</b>	<b>38.1</b>	<b>D</b>	-	<b>0.85</b>	<b>59.6</b>	<b>E</b>	
<b>(E33) FIRST AVENUE at EAST 59th STREET</b>										
First Avenue	NB	L	0.96	45.6	D	L	0.59	15.5	B	
	LTR		1.01	50.7	D	LTR	0.81	16.6	B	
East 59th Street	EB	LT	0.40	18.7	B	LT	0.32	17.4	B	
	WB	TR	0.40	17.5	B	TR	0.45	18.2	B	
<b>Overall Intersection</b>	-		<b>0.70</b>	<b>43.3</b>	<b>D</b>	-	<b>0.64</b>	<b>16.8</b>	<b>B</b>	
<b>(E34) SECOND AVENUE at EAST 53rd STREET</b>										
Second Avenue	SB	TR	1.03	46.5	D	TR	0.74	10.2	B	
East 53rd Street	WB	LT	0.74	28.2	C	LT	0.86	33.5	C	
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>43.4</b>	<b>D</b>	-	<b>0.79</b>	<b>15.5</b>	<b>B</b>	
<b>(E35) SECOND AVENUE at EAST 54th STREET</b>										
Second Avenue	SB	LT	1.03	45.0	D	LT	0.81	11.2	B	
East 54th Street	EB	TR	0.54	24.2	C	TR	0.54	24.0	C	
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>42.5</b>	<b>D</b>	-	<b>0.71</b>	<b>13.1</b>	<b>B</b>	
<b>(E36) SECOND AVENUE at EAST 55th STREET</b>										
Second Avenue	SB	TR	1.03	43.8	D	TR	0.77	10.6	B	
East 55th Street	WB	LT	0.54	24.0	C	LT	0.81	34.5	C	
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>41.3</b>	<b>D</b>	-	<b>0.79</b>	<b>13.8</b>	<b>B</b>	
<b>(E37) SECOND AVENUE at EAST 56th STREET</b>										
Second Avenue	SB	LT	1.02	42.9	D	LT	0.72	9.9	A	
East 56th Street	EB	TR	0.61	25.3	C	TR	1.00	59.6	E	
<b>Overall Intersection</b>	-		<b>0.86</b>	<b>40.6</b>	<b>D</b>	-	<b>0.83</b>	<b>18.0</b>	<b>B</b>	
<b>(E38) SECOND AVENUE at EAST 57th STREET</b>										
Second Avenue	SB	LTR	1.03	68.2	E	LTR	0.86	23.3	C	
East 57th Street	EB	TR	0.61	29.4	C	TR	1.02	71.8	E	
	WB	L	1.03	80.9	F	LT	0.20	14.3	B	
	LT		0.69	18.4	B	-	-	-	-	
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>56.0</b>	<b>E</b>	-	<b>0.88</b>	<b>37.1</b>	<b>D</b>	
<b>(E39) SECOND AVENUE at EAST 58th STREET</b>										
Second Avenue	SB	LT	1.03	55.8	E	L	1.03	92.8	F	
	-		-	-	-	LT	0.81	20.1	C	
East 58th Street	EB	TR	0.28	18.1	B	TR	1.03	84.6	F	
<b>Overall Intersection</b>	-		<b>0.66</b>	<b>52.4</b>	<b>D</b>	-	<b>1.03</b>	<b>43.5</b>	<b>D</b>	
<b>(E40) SECOND AVENUE at EAST 59th STREET</b>										
Second Avenue	SB	L	1.00	61.3	E	L	1.03	78.6	E	
	T		1.03	62.0	E	T	1.02	60.3	E	
East 59th Street	EB	TR	1.03	101.5	F	TR	1.03	83.7	F	
<b>Overall Intersection</b>	-		<b>1.03</b>	<b>71.9</b>	<b>E</b>	-	<b>1.03</b>	<b>70.1</b>	<b>E</b>	

**TABLE D.3-13 CONTINUED  
55TH STREET STATION AREA  
2002 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM PEAK HOUR					PM PEAK HOUR			
	Mvt.	V/C	Control			Mvt.	V/C	Control	
			Delay	LOS	Delay			LOS	
<b>(E41) THIRD AVENUE at EAST 57th STREET</b>									
Third Avenue	NB	LT	0.75	21.3	C	LT	1.03	55.2	E
		R	0.36	17.1	B	R	0.56	22.3	C
East 57th Street	EB	LT	0.60	18.9	B	LT	1.02	55.3	E
	WB	TR	0.92	40.6	D	TR	0.45	25.8	C
<b>Overall Intersection</b>	-		<b>0.87</b>	<b>25.2</b>	<b>C</b>	-	<b>1.02</b>	<b>48.1</b>	<b>D</b>
<b>(E42) THIRD AVENUE at EAST 59th STREET</b>									
Third Avenue	NB	T	0.81	18.9	B	T	0.80	21.9	C
		R	0.95	46.5	D	R	0.67	31.7	C
East 59th Street	EB	L	0.38	25.9	C	LT	1.02	63.6	E
		T	1.03	80.4	F	-	-	-	-
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>41.1</b>	<b>D</b>	-	<b>0.89</b>	<b>35.6</b>	<b>D</b>
<b>(E43) LEXINGTON AVENUE at EAST 57th STREET</b>									
Lexington Avenue	SB	LTR	0.84	19.2	B	LTR	0.56	12.5	B
East 57th Street	EB	TR	0.91	31.9	C	TR	0.99	45.0	D
	WB	LT	0.67	20.8	C	LT	0.49	19.5	B
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>22.6</b>	<b>C</b>	-	<b>0.76</b>	<b>24.7</b>	<b>C</b>
<b>(E44) LEXINGTON AVENUE at EAST 59th STREET</b>									
Lexington Avenue	SB	LT	1.03	55.4	E	LT	0.76	15.1	B
East 59th Street	EB	TR	0.72	21.6	C	TR	0.89	31.4	C
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>46.2</b>	<b>D</b>	-	<b>0.82</b>	<b>20.5</b>	<b>C</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s), TL is a combined through-left turn lane(s), R or L refers to exclusive right- or left-turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

TABLE D.3-14  
55TH STREET STATION AREA  
COMPARISON OF AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD CONDITION					CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS				Delay	LOS			Delay	LOS	
<b>(E31) SUTTON PLACE at EAST 57th STREET</b>														
Sutton Place	NB	LTR	0.37	11.4	B	LTR	0.38	11.4	B					
	SB	LTR	0.43	12.0	B	LTR	0.49	12.7	B					
East 57th Street	EB	DfL	0.85	55.1	E	DfL	0.85	55.1	E					- No mitigation required.
		TR	0.26	31.5	C	TR	0.26	31.5	C					
	WB	LTR	0.01	27.5	C	LTR	0.01	27.5	C					
	<b>Overall Intersection</b>	-	<b>0.57</b>	<b>20.1</b>	<b>C</b>	-	<b>0.61</b>	<b>19.9</b>	<b>B</b>					
<b>(E32) FIRST AVENUE at EAST 57th STREET</b>														
First Avenue	NB	L	0.61	27.5	C	L	0.62	27.8	C					
		TR	1.11	83.2	F	TR	1.11	83.2	F					
East 57th Street	EB	DfL	0.77	37.1	D	DfL	0.77	37.1	D					- No mitigation required.
		T	0.49	24.7	C	T	0.49	24.7	C					
	WB	TR	0.33	21.5	C	TR	0.33	21.5	C					
	<b>Overall Intersection</b>	-	<b>0.93</b>	<b>67.6</b>	<b>E</b>	-	<b>0.93</b>	<b>67.6</b>	<b>E</b>					
<b>(E33) FIRST AVENUE at EAST 59th STREET</b>														
First Avenue	NB	L	1.35	192.8	F	L	1.35	192.8	F					
		LTR	1.06	68.4	E	LTR	1.06	68.4	E					
East 59th Street	EB	LT	0.43	19.4	B	LT	0.43	19.4	B					- No mitigation required.
	WB	TR	0.42	17.7	B	TR	0.42	17.7	B					
	<b>Overall Intersection</b>	-	<b>0.88</b>	<b>77.3</b>	<b>E</b>	-	<b>0.88</b>	<b>77.3</b>	<b>E</b>					
<b>(E34) SECOND AVENUE at EAST 53rd STREET</b>														
Second Avenue	SB	TR	1.16	103.1	F	TR	1.56	288.3	F	TR	1.16	99.5	F	- Shift 11 sec. of green time from the WB to SB approach.
East 53rd Street	WB	LT	0.78	29.5	C	LT	0.88	34.7	C	LT	0.87	39.8	D	- Eliminate WB parking to gain an additional lane.
	<b>Overall Intersection</b>	-	<b>1.01</b>	<b>91.4</b>	<b>F</b>	-	<b>1.29</b>	<b>237.5</b>	<b>F</b>	-	<b>1.08</b>	<b>87.5</b>	<b>F</b>	
<b>(E35) SECOND AVENUE at EAST 54th STREET</b>														
Second Avenue	SB	LT	1.16	103.1	F	LT	1.51	270.2	F	LT	1.17	106.6	F	- Shift 9 sec. of green time from the EB to SB approach.
East 54th Street	EB	TR	0.57	24.6	C	TR	0.57	24.6	C	TR	0.79	37.6	D	
	<b>Overall Intersection</b>	-	<b>0.93</b>	<b>94.3</b>	<b>F</b>	-	<b>1.14</b>	<b>238.5</b>	<b>F</b>	-	<b>1.06</b>	<b>97.7</b>	<b>F</b>	
<b>(E36) SECOND AVENUE at EAST 55th STREET</b>														
Second Avenue	SB	TR	1.15	99.9	F	TR	1.54	283.1	F	TR	1.17	105.8	F	- Shift 10 sec. of green time from the WB to SB approach.
East 55th Street	WB	LT	0.57	24.5	C	LT	0.57	24.5	C	LT	0.83	39.6	D	
	<b>Overall Intersection</b>	-	<b>0.92</b>	<b>91.1</b>	<b>F</b>	-	<b>1.16</b>	<b>248.1</b>	<b>F</b>		<b>1.08</b>	<b>96.9</b>	<b>F</b>	



**TABLE D.3-14 CONTINUED**  
**55TH STREET STATION AREA**  
**COMPARISON OF AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD CONDITION					CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>(E37) SECOND AVENUE at EAST 56th STREET</b>														
Second Avenue	SB	LT	1.15	100.7	F	LT	1.53	278.7	F	LT	1.16	104.4	F	- Shift 10 sec. of green time from the EB to SB approach.
East 56th Street	EB	TR	0.64	26.0	C	TR	0.64	26.0	C	TR	0.93	50.1	D	
<b>Overall Intersection</b>	-	-	<b>0.95</b>	<b>91.4</b>	<b>F</b>	-	<b>1.18</b>	<b>242.3</b>	<b>F</b>	-	<b>1.10</b>	<b>96.6</b>	<b>F</b>	
<b>(E38) SECOND AVENUE at EAST 57th STREET</b>														
Second Avenue	SB	LTR	1.17	134.7	F	L	0.07	16.1	B	LTR	1.17	142.0	F	- Provide four 10 ft. SB lanes.
			-	-	-	TR	1.49	293.1	F		-	-	-	
East 57th Street	EB	TR	0.64	30.0	C	TR	0.65	30.1	C	TR	0.65	30.1	C	
	WB	L	1.11	112.9	F	L	1.11	114.6	F	L	1.11	114.6	F	
		LT	0.73	19.4	B	LT	0.73	19.4	B	LT	0.73	19.4	B	
<b>Overall Intersection</b>	-	-	<b>1.19</b>	<b>101.4</b>	<b>F</b>	-	<b>1.34</b>	<b>186.5</b>	<b>F</b>	-	<b>1.20</b>	<b>101.4</b>	<b>F</b>	
<b>(E39) SECOND AVENUE at EAST 58th STREET</b>														
Second Avenue	SB	LT	1.18	121.9	F	LT	0.91	27.1	C					- No mitigation required.
East 58th Street	EB	TR	0.30	18.3	B	TR	0.30	18.3	B					
<b>Overall Intersection</b>	-	-	<b>0.74</b>	<b>113.2</b>	<b>F</b>	-	<b>0.61</b>	<b>26.2</b>	<b>C</b>					
<b>(E40) SECOND AVENUE at EAST 59th STREET</b>														
Second Avenue	SB	L	1.05	80.6	F	L	1.05	80.6	F					- No mitigation required.
		T	1.18	130.5	F	T	0.93	25.4	C					
East 59th Street	EB	TR	1.08	121.5	F	TR	1.09	123.9	F					
<b>Overall Intersection</b>	-	-	<b>1.14</b>	<b>118.5</b>	<b>F</b>	-	<b>1.06</b>	<b>64.2</b>	<b>E</b>					
<b>(E41) THIRD AVENUE at EAST 57th STREET</b>														
Third Avenue	NB	LTR	0.79	22.1	C	LT	0.80	22.1	C					- No mitigation required.
		R	0.38	17.3	B	R	0.39	17.5	B					
East 57th Street	EB	LT	0.63	19.4	B	LT	0.63	19.4	B					
	WB	TR	0.96	46.8	D	TR	0.96	46.8	D					
<b>Overall Intersection</b>	-	-	<b>0.91</b>	<b>27.2</b>	<b>C</b>	-	<b>0.91</b>	<b>27.2</b>	<b>C</b>					
<b>(E42) THIRD AVENUE at EAST 59th STREET</b>														
Third Avenue	NB	T	0.85	20.3	C	T	0.85	20.3	C					- No mitigation required.
		R	1.00	56.4	E	R	1.02	64.4	E					
East 59th Street	EB	L	0.40	26.1	C	L	0.40	26.1	C					
		T	1.08	104.3	F	T	1.08	104.3	F					
<b>Overall Intersection</b>	-	-	<b>0.93</b>	<b>50.2</b>	<b>D</b>	-	<b>0.93</b>	<b>51.6</b>	<b>D</b>					

**TABLE D.3-14 CONTINUED**  
**55TH STREET STATION AREA**  
**COMPARISON OF AM PEAK HOUR NO BULD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>(E43) LEXINGTON AVENUE at EAST 57th STREET</b>														
Lexington Avenue	SB	LTR	0.89	20.7	C	LTR	0.97	26.4	C					- No mitigation required.
East 57th Street	EB	TR	0.95	37.6	D	TR	0.95	37.6	D					
	WB	LT	0.71	21.6	C	LT	0.71	21.6	C					
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>24.9</b>	<b>C</b>	-	<b>0.96</b>	<b>28.0</b>	<b>C</b>					
<b>(E44) LEXINGTON AVENUE at EAST 59th STREET</b>														
Lexington Avenue	SB	LT	1.09	76.3	E	LT	1.16	108.2	F	LT	1.11	82.7	F	- Shift 2 sec. of green time from the EB to the SB approach.
East 59th Street	EB	TR	0.75	22.6	C	TR	0.75	22.6	C	TR	0.79	25.1	C	
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>61.7</b>	<b>E</b>	-	<b>0.96</b>	<b>86.1</b>	<b>F</b>	-	<b>0.96</b>	<b>67.9</b>	<b>E</b>	

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s). TL is a combined through-left turn lane(s), R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

**TABLE D.3-15**  
**55TH STREET STATION AREA**  
**COMPARISON OF PM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD CONDITION					CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		Mvt.	V/C	Control			LOS
			Delay	LOS				Delay	LOS			Delay	LOS		
<b>(E31) SUTTON PLACE at EAST 57th STREET</b>															
Sutton Place	NB	LTR	0.51	13.0	B	LTR	0.51	13.1	B						- No mitigation required.
	SB	LTR	0.70	16.4	B	LTR	0.73	17.3	B						
E. 57th Street	EB	DfL	0.44	35.3	D	DfL	0.44	35.3	D						
	TR		0.16	29.8	C	TR	0.16	29.8	C						
	WB	LTR	0.01	27.4	C	LTR	0.01	27.4	C						
Overall Intersection	-		0.61	16.6	B	-	0.63	17.1	B						
<b>(E32) FIRST AVENUE at EAST 57th STREET</b>															
First Avenue	NB	L	1.09	95.7	F	L	1.09	96.2	F						- No mitigation required.
	TR		1.20	133.4	F	TR	1.20	133.4	F						
East 57th Street	EB	DfL	0.61	32.6	C	DfL	0.61	32.6	C						
	T		0.25	20.7	C	T	0.25	20.7	C						
	WB	TR	0.67	26.6	C	TR	0.67	26.6	C						
Overall Intersection	-		0.94	104.3	F	-	0.94	104.4	F						
<b>(E33) FIRST AVENUE at EAST 59th STREET</b>															
First Avenue	NB	L	1.07	73.7	E	L	1.07	73.7	E						- No mitigation required.
	LTR		0.85	17.6	B	LTR	0.85	17.6	B						
East 59th Street	EB	LT	0.35	17.9	B	LT	0.35	17.9	B						
	WB	TR	0.47	18.5	B	TR	0.47	18.5	B						
Overall Intersection	-		0.79	26.3	C	-	0.79	26.3	C						
<b>(E34) SECOND AVENUE at EAST 53rd STREET</b>															
Second Avenue	SB	TR	0.81	11.2	B	TR	1.06	51.0	D						- No mitigation required.
East 53rd Street	WB	LT	0.90	36.8	D	LT	0.99	49.4	D						
Overall Intersection	-		0.85	16.9	B	-	1.06	50.6	D						
<b>(E35) SECOND AVENUE at EAST 54th STREET</b>															
Second Avenue	SB	LT	0.89	13.1	B	LT	1.15	89.6	F	LT	1.03	36.6	D	- Shift 6 sec. of green time from the EB to SB approach.	
East 54th Street	EB	TR	0.57	24.5	C	TR	0.57	24.5	C	TR	0.70	31.5	C		
Overall Intersection	-		0.77	14.7	B	-	0.92	79.1	E	-	0.92	35.8	D		
<b>(E36) SECOND AVENUE at EAST 55th STREET</b>															
Second Avenue	SB	TR	0.85	11.9	B	TR	1.11	74.0	E	TR	1.05	46.0	D	- Shift 3 sec. of green time from the WB to the SB approach.	
East 55th Street	WB	LT	0.86	37.7	D	LT	0.86	37.7	D	LT	0.95	51.9	D		
Overall Intersection	-		0.85	15.3	B	-	1.01	68.5	E	-	1.01	46.9	D		

**TABLE D.3-15 CONTINUED**  
**55TH STREET STATION AREA**  
**COMPARISON OF PM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD CONDITION					CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		Mvt.	V/C	Control			LOS
			Delay	LOS				Delay	LOS			Delay	LOS		
<b>(E37) SECOND AVENUE at EAST 56th STREET</b>															
Second Avenue	SB	LT	0.79	10.9	B	LT	1.01	35.1	D						- No mitigation required.
East 56th Street	EB	TR	1.04	73.6	E	TR	1.04	73.6	E						
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>20.7</b>	<b>C</b>	-	<b>1.02</b>	<b>42.2</b>	<b>D</b>						
<b>(E38) SECOND AVENUE at EAST 57th STREET</b>															
Second Avenue	SB	LTR	0.95	27.4	C	L	0.08	13.4	B	LTR	1.08	64.9	E	<u>Option 1:</u> - Shift 4 sec. of green time from the WB exclusive phase to the SB approach.	
			-	-	-	TR	1.16	99.4	F	LT	0.10	11.5	B		
East 57th Street	EB	TR	1.08	89.8	F	TR	1.08	90.8	F	TR	1.08	90.8	F		
		WB	0.21	14.4	B	LT	0.21	14.4	B	LT	0.24	17.0	B		
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>44.5</b>	<b>D</b>	-	<b>1.06</b>	<b>89.4</b>	<b>F</b>	-	<b>1.07</b>	<b>69.2</b>	<b>E</b>		
	SB									LTR	0.93	26.6	C	<u>Option 2:</u> - See AM mitigation.	
	EB									TR	1.08	90.8	F		
	WB									LT	0.21	14.4	B		
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>46.5</b>	<b>D</b>	-	<b>0.94</b>	<b>46.5</b>	<b>D</b>						
<b>(E39) SECOND AVENUE at EAST 58th STREET</b>															
Second Avenue	SB	L	1.09	111.8	F	L	1.05	97.0	F					- No mitigation required.	
		LT	0.89	22.4	C	LT	0.71	18.0	B						
East 58th Street	EB	TR	1.08	102.9	F	TR	1.08	102.9	F						
<b>Overall Intersection</b>	-		<b>1.08</b>	<b>50.6</b>	<b>D</b>	-	<b>1.06</b>	<b>49.3</b>	<b>D</b>						
<b>(E40) SECOND AVENUE at EAST 59th STREET</b>															
Second Avenue	SB	L	1.09	99.0	F	L	1.09	99.0	F					- No mitigation required.	
		T	1.12	99.4	F	T	0.96	32.7	C						
East 59th Street	EB	TR	1.08	103.0	F	TR	1.08	103.0	F						
<b>Overall Intersection</b>	-		<b>1.10</b>	<b>100.2</b>	<b>F</b>	-	<b>1.08</b>	<b>66.7</b>	<b>E</b>						
<b>(E41) THIRD AVENUE at EAST 57th STREET</b>															
Third Avenue	NB	LTR	1.08	74.7	E	LT	1.08	75.5	E					- No mitigation required.	
		R	0.59	22.8	C	R	0.59	22.8	C						
East 57th Street	EB	LT	1.07	73.3	E	LT	1.07	73.3	E						
		WB	0.48	26.1	C	TR	0.48	26.1	C						
<b>Overall Intersection</b>	-		<b>1.08</b>	<b>62.9</b>	<b>E</b>	-	<b>1.08</b>	<b>63.3</b>	<b>E</b>						
<b>(E42) THIRD AVENUE at EAST 59th STREET</b>															
Third Avenue	NB	T	0.84	23.0	C	T	0.84	23.0	C					- No mitigation required.	
		R	0.70	32.5	C	R	0.72	32.9	C						
East 59th Street	EB	LT	1.07	80.4	F	LT	1.07	80.4	F						
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>41.3</b>	<b>D</b>	-	<b>0.94</b>	<b>41.4</b>	<b>D</b>						

TABLE D.3-15 CONTINUED  
 55TH STREET STATION AREA  
 COMPARISON OF PM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
(E43) LEXINGTON AVENUE at EAST 57th STREET													
Lexington Avenue	SB	LTR	0.59	12.8	B	LTR	0.65	13.4	B				- No mitigation required.
East 57th Street	EB	TR	1.04	59.2	E	TR	1.04	59.2	E				
	WB	LT	0.51	19.9	B	LT	0.51	19.9	B				
Overall Intersection	-		0.80	29.8	C	-	0.83	29.4	C				
(E44) LEXINGTON AVENUE at EAST 59th STREET													
Lexington Avenue	SB	LT	0.80	15.8	B	LT	0.85	17.0	B				- No mitigation required.
East 59th Street	EB	TR	0.94	36.0	D	TR	0.94	36.0	D				
Overall Intersection	-		0.87	22.6	C	-	0.89	23.1	C				

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s), TL is a combined through-left turn lane(s), R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

**TABLE D.3-16  
34TH STREET STATION AREA  
2002 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM PEAK HOUR				PM PEAK HOUR			
		V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b><u>SIGNALIZED INTERSECTIONS</u></b>									
<b>(E1) FIRST AVENUE at EAST 30th STREET</b>									
First Avenue	NB	TR	0.86	15.7	B	TR	0.74	17.6	B
East 30th Street	EB	LT	0.57	25.3	C	LT	0.68	27.2	C
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>18.1</b>	<b>B</b>	-	<b>0.72</b>	<b>20.6</b>	<b>C</b>
<b>(E2) FIRST AVENUE at EAST 34th STREET</b>									
First Avenue	NB	LTR	0.81	22.0	C	LTR	0.82	18.4	B
East 34th Street	EB	LT	0.98	41.6	D	LT	1.00	48.4	D
	WB	TR	0.50	25.0	C	TR	0.67	27.7	C
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>27.5</b>	<b>C</b>	-	<b>0.91</b>	<b>26.6</b>	<b>C</b>
<b>(E3) FIRST AVENUE at EAST 37th STREET</b>									
First Avenue	NB	LT	0.60	8.7	A	LT	0.54	8.1	A
East 37th Street	WB	TR	0.15	19.3	B	TR	0.30	20.8	C
<b>Overall Intersection</b>	-		<b>0.42</b>	<b>9.3</b>	<b>A</b>	-	<b>0.44</b>	<b>9.3</b>	<b>A</b>
<b>(E4) TUNNEL APPROACH STREET at EAST 35th STREET</b>									
Tunnel Approach Street	NB	LT	0.15	10.2	B	LT	0.92	60.7	E
East 35th Street	WB	TR	0.54	22.8	C	TR	0.93	57.3	E
<b>Overall Intersection</b>	-		<b>0.31</b>	<b>18.0</b>	<b>B</b>	-	<b>0.93</b>	<b>59.0</b>	<b>E</b>
<b>(E5) SECOND AVENUE at EAST 30th STREET</b>									
Second Avenue	SB	LT	0.81	11.1	B	LT	0.52	8.0	A
East 30th Street	EB	TR	0.47	22.8	C	TR	0.51	23.4	C
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>12.6</b>	<b>B</b>	-	<b>0.52</b>	<b>11.0</b>	<b>B</b>
<b>(E6) SECOND AVENUE at EAST 31st STREET</b>									
Second Avenue	SB	TR	0.89	14.7	B	TR	0.58	8.5	A
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>14.7</b>	<b>B</b>	-	<b>0.58</b>	<b>8.5</b>	<b>A</b>
<b>(E7) SECOND AVENUE at EAST 32nd STREET</b>									
Second Avenue	SB	T	0.80	11.7	B	T	0.49	7.8	A
East 32nd Street	EB	R	0.36	22.5	C	R	0.48	24.7	C
<b>Overall Intersection</b>	-		<b>0.62</b>	<b>12.1</b>	<b>B</b>	-	<b>0.49</b>	<b>9.1</b>	<b>A</b>
<b>(E8) SECOND AVENUE at EAST 33rd STREET</b>									
Second Avenue	SB	T	0.85	11.8	B	T	0.57	8.4	A
		R	0.31	7.5	A	R	0.23	6.9	A
East 33rd Street	WB	LT	0.19	19.6	B	LT	0.17	19.4	B
<b>Overall Intersection</b>	-		<b>0.59</b>	<b>12.2</b>	<b>B</b>	-	<b>0.41</b>	<b>9.4</b>	<b>A</b>
<b>(E9) SECOND AVENUE at EAST 34th STREET</b>									
Second Avenue	SB	LTR	1.02	52.4	D	LTR	0.69	18.3	B
East 34th Street	EB	TR	0.88	37.0	D	TR	0.95	45.9	D
	WB	LT	0.33	16.6	B	LT	0.33	16.7	B
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>46.2</b>	<b>D</b>	-	<b>0.69</b>	<b>24.8</b>	<b>C</b>

**TABLE D.3-16 CONTINUED  
34TH STREET STATION AREA  
2002 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM PEAK HOUR			PM PEAK HOUR			LOS	
		V/C	Control Delay	LOS	V/C	Control Delay	LOS		
<b>(E10) SECOND AVENUE at EAST 35th STREET</b>									
Second Avenue	SB	TR	0.94	19.0	B	TR	0.52	10.6	B
		R	0.73	20.1	C	R	0.33	10.5	B
East 35th Street	EB	R	0.91	47.4	D	R	0.56	22.1	C
	WB	LT	0.44	28.6	C	LT	0.22	17.5	B
<b>Overall Intersection</b>	-		<b>0.93</b>	<b>23.2</b>	<b>C</b>	-	<b>0.54</b>	<b>13.3</b>	<b>B</b>
<b>(E11) SECOND AVENUE at East 36th STREET</b>									
Second Avenue	SB	LT	1.05	56.6	E	L	0.91	37.1	D
		T				T	0.50	10.6	B
East 36th Street	EB	TR	0.97	57.1	E	TR	0.98	43.0	D
	WB	L	1.02	70.6	E	-	-	-	-
<b>Overall Intersection</b>	-		<b>1.02</b>	<b>59.5</b>	<b>E</b>	-	<b>0.68</b>	<b>27.9</b>	<b>C</b>
<b>(E12) SECOND AVENUE at EAST 37th STREET</b>									
Second Avenue	SB	TR	0.83	20.1	C	TR	0.65	9.1	A
East 37th Street	WB	LT	0.63	25.8	C	LT	0.29	20.8	C
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>21.0</b>	<b>C</b>	-	<b>0.51</b>	<b>10.0</b>	<b>B</b>
<b>(E13) THIRD AVENUE at EAST 31st STREET</b>									
Third Avenue	NB	LT	0.51	8.0	A	LT	0.58	8.5	A
East 31st Street	WB	TR	0.82	35.7	D	TR	0.55	25.5	C
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>13.1</b>	<b>B</b>	-	<b>0.57</b>	<b>10.4</b>	<b>B</b>
<b>(E14) THIRD AVENUE at EAST 36th STREET</b>									
Third Avenue	NB	TR	0.49	10.4	B	TR	0.62	11.6	B
		R	0.81	24.4	C	R	1.02	72.1	E
East 36th Street	EB	LT	0.60	26.3	C	LT	0.93	40.3	D
<b>Overall Intersection</b>	-		<b>0.73</b>	<b>15.7</b>	<b>B</b>	-	<b>0.98</b>	<b>26.6</b>	<b>C</b>
<b>(E15) LEXINGTON AVENUE at EAST 34th STREET</b>									
Lexington Avenue	SB	LTR	0.56	14.9	B	LTR	0.51	14.3	B
East 34th Street	EB	TR	0.63	23.0	C	TR	0.84	29.5	C
	WB	LT	0.93	39.5	D	LT	0.82	29.9	C
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>23.2</b>	<b>C</b>	-	<b>0.65</b>	<b>22.5</b>	<b>C</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual – TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual – TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s), TL is a combined through-left turn lane(s), R or L refers to exclusive right- or left-turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

**TABLE D.3-17**  
**34TH STREET STATION AREA**  
**COMPARISON OF AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
(E1) FIRST AVENUE at EAST 30th STREET														
First Avenue	NB	TR	0.92	18.4	B	TR	0.93	18.6	B					- Mitigation not required.
East 30th Street	EB	LT	0.60	25.8	C	LT	0.63	26.3	C					
Overall Intersection	-		0.80	20.3	C	-	0.81	20.6	C					
(E2) FIRST AVENUE at EAST 34th STREET														
First Avenue	NB	LTR	0.88	24.0	C	LTR	0.90	24.7	C					- Mitigation not required.
East 34th Street	EB	LT	1.27	152.6	F	LT	1.27	152.6	F					
	WB	TR	0.83	32.4	C	TR	0.83	32.4	C					
Overall Intersection	-		1.10	57.1	E	-	1.11	57.3	E					
(E3) FIRST AVENUE at EAST 37th STREET														
First Avenue	NB	LT	0.74	10.1	B	LT	0.74	10.1	B					- Mitigation not required.
East 37th Street	WB	TR	0.16	19.4	B	TR	0.16	19.4	B					
Overall Intersection	-		0.51	10.6	B	-	0.51	10.6	B					
(E4) TUNNEL APPROACH STREET at EAST 35th STREET														
Tunnel Approach Street	NB	LT	0.15	10.3	B	LT	0.15	10.3	B					- Mitigation not required.
East 35th Street	WB	TR	0.62	24.2	C	TR	0.68	25.6	C					
Overall Intersection	-		0.35	19.2	B	-	0.37	20.2	C					
(E5) SECOND AVENUE at EAST 30th STREET														
Second Avenue	SB	LT	0.86	12.2	B	LT	0.76	10.3	B					- Mitigation not required.
East 30th Street	EB	TR	0.49	23.2	C	TR	0.49	23.2	C					
Overall Intersection	-		0.72	13.5	B	-	0.65	12.0	B					
(E6) SECOND AVENUE at EAST 31st STREET														
Second Avenue	SB	TR	0.95	18.6	B	TR	1.61	297.5	F	TR	1.06	49.9	D	- Provide four 11 ft. Second Avenue SB travel lanes. - Modify signal timing (shift 7 seconds of green time from pedestrian phase to SB phase).
Overall Intersection	-		0.95	18.6	B	-	1.61	297.5	F	-	1.06	49.9	D	
(E7) SECOND AVENUE at EAST 32nd STREET														
Second Avenue	SB	T	0.85	12.9	B	T	1.44	221.2	F	T	1.02	40.0	D	- Provide four 11 ft. Second Avenue SB travel lanes. - Modify signal timing (shift 3 seconds of green time from EB phase to SB phase).
East 32nd Street	EB	R	0.38	22.8	C	R	0.38	22.8	C	R	0.42	25.8	C	
Overall Intersection	-		0.66	13.3	B	-	1.02	212.5	F	-	0.81	39.4	D	
(E8) SECOND AVENUE at EAST 33rd STREET														
Second Avenue	SB	T	0.90	13.3	B	TR	1.37	186.1	F	TR	1.03	38.1	D	- Provide four 11 ft. Second Avenue SB travel lanes.
		R	0.32	7.6	A	-	-	-	-	-	-	-	-	
East 33rd Street	WB	LT	0.20	19.7	B	LT	0.20	19.7	B	LT	0.20	19.7	B	
Overall Intersection	-		0.63	13.5	B	-	0.91	172.5	F	-	0.70	36.6	D	



**TABLE D.3-17 CONTINUED**  
**34TH STREET STATION AREA**  
**COMPARISON OF AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>(E9) SECOND AVENUE at EAST 34th STREET</b>														
Second Avenue	SB	LTR	1.09	83.5	F	LTR	1.91	463.8	F	LTR	1.43	181.9	F	- Provide four 11 ft. Second Avenue SB travel lanes. [PARTIALLY MITIGATED]
East 34th Street	EB	TR	0.98	48.7	D	TR	0.99	51.8	D	TR	0.99	51.8	D	
	WB	LT	0.35	16.9	B	LT	0.35	16.9	B	LT	0.35	16.9	B	
<b>Overall Intersection</b>	-	-	<b>0.92</b>	<b>70.7</b>	<b>E</b>	-	<b>1.37</b>	<b>333.8</b>	<b>F</b>	-	<b>1.11</b>	<b>138.5</b>	<b>F</b>	
	SB	LTR				LTR	1.58	316.7	F	LTR	1.08	83.7	F	<b>SCENARIO WITH MORE AGGRESSIVE DIVERSION PLAN</b> - Needs aggressive diversion plan so that 32% of traffic from Second Avenue will be diverted onto Lexington and Park Avenues and the F.D.R. Drive. - Provide four 11 ft. Second Avenue SB travel lanes.
	EB	TR				TR	0.99	51.8	D	TR	0.99	51.8	D	
	WB	LT				LT	0.35	16.9	B	LT	0.35	16.9	B	
<b>Overall Intersection</b>	-	-	-	-	-	-	<b>1.19</b>	<b>220.1</b>	<b>F</b>	-	<b>0.92</b>	<b>68.7</b>	<b>E</b>	
<b>(E10) SECOND AVENUE at EAST 35th STREET</b>														
Second Avenue	SB	TR	1.01	36.3	D	TR	1.59	288.9	F	TR	1.09	64.1	E	- Provide four 11 ft. Second Avenue SB travel lanes. [PARTIALLY MITIGATED]
		R	0.77	21.8	C	-	-	-	-	-	-	-	-	
East 35th Street	EB	R	0.97	56.9	E	R	0.97	56.9	E	R	0.97	56.9	E	
	WB	LT	0.49	29.4	C	LT	0.49	29.4	C	LT	0.49	29.4	C	
<b>Overall Intersection</b>	-	-	<b>1.00</b>	<b>37.4</b>	<b>D</b>	-	<b>1.38</b>	<b>235.4</b>	<b>F</b>	-	<b>1.05</b>	<b>60.0</b>	<b>E</b>	
Second Avenue	SB	TR				TR	1.29	153.6	F	TR	0.88	16.1	B	<b>SCENARIO WITH MORE AGGRESSIVE DIVERSION PLAN</b> - Needs aggressive diversion plan so that 32% of traffic from Second Avenue will be diverted onto Lexington and Park Avenues and the F.D.R. Drive. - Provide four 11 ft. Second Avenue SB travel lanes.
	EB	R				R	0.97	56.9	E	R	0.97	56.9	E	
	WB	LT				LT	0.49	29.4	C	LT	0.49	29.4	C	
<b>Overall Intersection</b>	-	-	-	-	-	-	<b>1.18</b>	<b>125.6</b>	<b>F</b>	-	<b>0.91</b>	<b>23.8</b>	<b>C</b>	
<b>(E11) SECOND AVENUE at East 36th STREET</b>														
Second Avenue	SB	LT	1.15	101.0	F	L	1.03	67.2	E	L	1.03	67.2	E	- Restripe the 36th Street WB (tunnel exit) approach from two 11 ft. lanes to two 12 ft. lanes.
		-	-	-	-	T	1.53	270.4	F	T	1.53	270.4	F	
East 36th Street	EB	TR	1.03	73.0	E	TR	1.03	73.0	E	TR	1.03	73.0	E	
	WB	L	1.09	91.5	F	L	1.14	111.3	F	L	1.10	96.6	F	
<b>Overall Intersection</b>	-	-	<b>1.10</b>	<b>95.0</b>	<b>F</b>	-	<b>1.27</b>	<b>181.0</b>	<b>F</b>	-	<b>1.26</b>	<b>177.7</b>	<b>F</b>	
	SB	LT				L	1.03	67.2	E		1.03	67.2	E	<b>SCENARIO WITH MORE AGGRESSIVE DIVERSION PLAN (SEE LOCATION E-9)</b> - Restripe the 36th Street WB (tunnel exit) approach from two 11 ft. lanes to two 12 ft. lanes.
		-				T	1.08	72.8	E		1.08	72.8	E	
	EB	TR				TR	1.03	73.0	E		1.03	73.0	E	
	WB	L				L	1.14	111.3	F		1.10	96.6	F	
<b>Overall Intersection</b>	-	-	-	-	-	-	<b>1.09</b>	<b>82.1</b>	<b>F</b>	-	<b>1.08</b>	<b>78.3</b>	<b>E</b>	
<b>(E12) SECOND AVENUE at EAST 37th STREET</b>														
Second Avenue	SB	TR	0.91	22.7	C	TR	0.72	17.9	B					- Mitigation not required.
East 37th Street	WB	LT	0.68	27.1	C	LT	0.68	27.1	C					
<b>Overall Intersection</b>	-	-	<b>0.81</b>	<b>23.4</b>	<b>C</b>	-	<b>0.70</b>	<b>19.7</b>	<b>B</b>					
<b>(E13) THIRD AVENUE at EAST 31st STREET</b>														
Third Avenue	NB	LT	0.54	8.2	A	LT	0.54	8.2	A					- Mitigation not required.
East 31st Street	WB	TR	0.86	38.8	D	TR	0.87	40.7	D					
<b>Overall Intersection</b>	-	-	<b>0.66</b>	<b>13.8</b>	<b>B</b>	-	<b>0.67</b>	<b>14.2</b>	<b>B</b>					

TABLE D.3-17 CONTINUED  
 34TH STREET STATION AREA  
 COMPARISON OF AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>(E14) THIRD AVENUE at EAST 36th STREET</b>														
Third Avenue	NB	TR	0.52	10.6	B	TR	0.52	10.6	B					- Mitigation not required.
		R	0.87	29.0	C	R	0.87	29.0	C					
East 36th Street	EB	LT	0.63	26.9	C	LT	0.63	26.9	C					
<b>Overall Intersection</b>	-		<b>0.77</b>	<b>16.4</b>	<b>B</b>	-	<b>0.77</b>	<b>16.4</b>	<b>B</b>					
<b>(E15) LEXINGTON AVENUE at EAST 34th STREET</b>														
Lexington Avenue	SB	LTR	0.58	15.3	B	LTR	0.64	16.1	B					- Mitigation not required.
East 34th Street	EB	TR	0.71	24.8	C	TR	0.72	25.1	C					
	WB	LT	1.08	80.2	F	LT	1.10	86.9	F					
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>34.7</b>	<b>C</b>	-	<b>0.85</b>	<b>36.0</b>	<b>D</b>					
	SB	LTR				LTR	0.74	17.7	B					SCENARIO WITH MORE AGGRESSIVE DIVERSION PLAN (SEE LOCATION E-9)
	EB	TR				TR	0.72	25.1	C					
	WB	LT				LT	1.10	86.9	F					
<b>Overall Intersection</b>	-					-	<b>0.90</b>	<b>35.4</b>	<b>D</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s), TL is a combined through-left turn lane(s), R or L refers to exclusive right- or left-turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

TABLE D.3-18  
34TH STREET STATION AREA  
COMPARISON OF PM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD CONDITION					CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		Mvt.	V/C	Control			LOS
			Delay	LOS				Delay	LOS			Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>															
(E1) FIRST AVENUE at EAST 30th STREET															
First Avenue	NB	TR	0.79	18.7	B	TR	0.79	18.8	B					- Mitigation not required.	
East 30th Street	EB	LT	0.72	28.0	C	LT	0.74	28.6	C						
Overall Intersection	-		0.76	21.6	C	-	0.77	21.8	C						
(E2) FIRST AVENUE at EAST 34th STREET															
First Avenue	NB	LTR	0.89	20.1	C	LTR	0.90	20.7	C					- Mitigation not required.	
East 34th Street	EB	LT	1.15	100.4	F	LT	1.15	100.4	F						
	WB	TR	0.88	34.7	C	TR	0.88	34.7	C						
Overall Intersection	-		1.03	40.2	D	-	1.04	40.5	D						
(E3) FIRST AVENUE at EAST 37th STREET															
First Avenue	NB	LT	0.59	8.5	A	LT	0.60	8.6	A					- Mitigation not required.	
East 37th Street	WB	TR	0.31	20.9	C	TR	0.31	20.9	C						
Overall Intersection	-		0.48	9.6	A	-	0.49	9.6	A						
(E4) TUNNEL APPROACH STREET at EAST 35th STREET															
Tunnel Approach Street	NB	LT	0.97	68.6	E	LT	0.97	68.6	E					- Mitigation not required.	
East 35th Street	WB	TR	1.36	211.1	F	TR	1.36	211.1	F						
Overall Intersection	-		1.23	150.8	F	-	1.23	150.8	F						
(E5) SECOND AVENUE at EAST 30th STREET															
Second Avenue	SB	LT	0.56	8.3	A	LT	0.49	7.8	A					- Mitigation not required.	
East 30th Street	EB	TR	0.53	23.8	C	TR	0.53	23.8	C						
Overall Intersection	-		0.55	11.2	B	-	0.50	11.1	B						
(E6) SECOND AVENUE at EAST 31st STREET															
Second Avenue	SB	TR	0.62	8.8	A	TR	1.05	48.5	D					- Mitigation not required.	
Overall Intersection	-		0.62	8.8	A	-	1.05	48.5	D						
(E7) SECOND AVENUE at EAST 32nd STREET															
Second Avenue	SB	T	0.53	8.0	A	T	0.90	14.4	B					- Mitigation not required.	
East 32nd Street	EB	R	0.51	25.3	C	R	0.51	25.3	C						
Overall Intersection	-		0.52	9.4	A	-	0.75	15.3	B						
(E8) SECOND AVENUE at EAST 33rd STREET															
Second Avenue	SB	T	0.61	8.7	A	TR	0.92	15.6	B					- Mitigation not required.	
		R	0.25	7.0	A	-	-	-	-						
East 33rd Street	WB	LT	0.18	19.5	B	LT	0.18	19.5	B						
Overall Intersection	-		0.44	9.7	A	-	0.63	16.0	B						

**TABLE D.3-18 CONTINUED**  
**34TH STREET STATION AREA**  
**COMPARISON OF PM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>(E9) SECOND AVENUE at EAST 34th STREET</b>														
Second Avenue	SB	LTR	0.75	19.4	B	LTR	1.29	157.3	F	LTR	0.97	30.2	C	- Provide four 11 ft. Second Avenue SB travel lanes.
East 34th Street	EB	TR	1.05	68.8	E	TR	1.05	70.7	E	TR	1.05	70.7	E	
	WB	LT	0.35	16.9	B	LT	0.35	16.9	B	LT	0.35	16.9	B	
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>31.1</b>	<b>C</b>	-	<b>1.05</b>	<b>115.5</b>	<b>F</b>	-	<b>0.88</b>	<b>38.9</b>	<b>D</b>	
<b>(E10) SECOND AVENUE at EAST 35th STREET</b>														
Second Avenue	SB	TR	0.56	11.0	B	TR	0.84	15.4	B					- Mitigation not required.
		R	0.35	10.7	B	-	-	-	-					
East 35th Street	EB	R	0.59	22.6	C	R	0.64	23.7	C					
	WB	LT	0.25	17.7	B	LT	0.25	17.7	B					
<b>Overall Intersection</b>	-		<b>0.58</b>	<b>13.7</b>	<b>B</b>	-	<b>0.75</b>	<b>17.3</b>	<b>B</b>					
<b>(E11) SECOND AVENUE at East 36th STREET</b>														
Second Avenue	SB	L	0.97	44.1	D	L	0.97	44.7	D					- Mitigation not required.
		T	0.55	11.1	B	T	0.60	11.8	B					
East 36th Street	EB	TR	1.03	57.8	E	TR	1.03	57.8	E					
	WB	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-		<b>0.73</b>	<b>34.4</b>	<b>C</b>	-	<b>0.76</b>	<b>36.7</b>	<b>D</b>					
<b>(E12) SECOND AVENUE at EAST 37th STREET</b>														
Second Avenue	SB	TR	0.99	19.8	B	TR	0.61	8.7	A					- Mitigation not required.
East 37th Street	WB	LT	0.32	21.1	C	LT	0.32	21.1	C					
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>19.8</b>	<b>B</b>	-	<b>0.49</b>	<b>9.7</b>	<b>A</b>					
<b>(E13) THIRD AVENUE at EAST 31st STREET</b>														
Third Avenue	NB	LT	0.61	8.8	A	LT	0.61	8.8	A					- Mitigation not required.
East 31st Street	WB	TR	0.58	26.2	C	TR	0.58	26.3	C					
<b>Overall Intersection</b>	-		<b>0.60</b>	<b>10.7</b>	<b>B</b>	-	<b>0.60</b>	<b>10.8</b>	<b>B</b>					
<b>(E14) THIRD AVENUE at EAST 36th STREET</b>														
Third Avenue	NB	TR	0.66	12.0	B	TR	0.66	12.0	B					- Mitigation not required.
		R	1.28	178.3	F	R	1.28	178.3	F					
East 36th Street	EB	LT	0.98	47.7	D	LT	0.98	47.7	D					
<b>Overall Intersection</b>	-		<b>1.16</b>	<b>41.7</b>	<b>D</b>	-	<b>1.16</b>	<b>41.7</b>	<b>D</b>					
<b>(E15) LEXINGTON AVENUE at EAST 34th STREET</b>														
Lexington Avenue	SB	LTR	0.53	14.6	B	LTR	0.58	15.2	B					- Mitigation not required.
East 34th Street	EB	TR	0.92	35.1	D	TR	0.92	35.3	D					
	WB	LT	0.97	45.5	D	LT	0.97	46.3	D					
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>28.1</b>	<b>C</b>	-	<b>0.75</b>	<b>28.2</b>	<b>C</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (E13)  
Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s), TL is a combined through-left turn lane(s), R or L

**TABLE D.3-19  
HOUSTON STREET STATION AREA  
2002 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM PEAK HOUR				PM PEAK HOUR				
	Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS	
<b><u>SIGNALIZED INTERSECTIONS</u></b>									
<b>(LE1) FORSYTH STREET at EAST HOUSTON STREET</b>									
Forsyth Street	NB	L	0.12	22.7	C	L	0.19	23.5	C
		R	0.14	22.9	C	R	0.09	22.3	C
East Houston Street	EB	T	0.76	23.2	C	T	1.02	66.8	E
	WB	T	0.62	20.3	C	T	0.59	21.6	C
<b>Overall Intersection</b>	-		<b>0.51</b>	<b>21.9</b>	<b>C</b>	-	<b>0.66</b>	<b>48.9</b>	<b>D</b>
<b>(LE2) SECOND AVENUE / CHRYSTIE STREET at EAST HOUSTON STREET</b>									
Chrystie Street	NB	L	0.87	45.3	D	L	0.82	43.3	D
		LR	0.88	48.1	D	LR	0.78	42.4	D
Second Avenue	SB	L	0.64	34.7	C	L	1.01	80.8	F
		LT	0.64	32.1	C	LT	0.91	42.9	D
		R	0.87	41.9	D	R	0.87	42.9	D
East Houston Street	EB	TR	0.77	27.5	C	TR	1.02	80.6	F
	WB	L	0.43	28.6	C	L	0.38	29.5	C
		T	0.71	26.1	C	T	0.66	25.3	C
<b>Overall Intersection</b>	-		<b>0.83</b>	<b>32.9</b>	<b>C</b>	-	<b>0.95</b>	<b>51.8</b>	<b>D</b>
<b>(LE3) SECOND AVENUE at 1st STREET</b>									
Second Avenue	SB	TR	0.81	25.6	C	TR	0.85	26.7	C
1st Street	WB	LT	0.21	10.5	B	LT	0.22	10.6	B
<b>Overall Intersection</b>	-		<b>0.45</b>	<b>23.6</b>	<b>C</b>	-	<b>0.48</b>	<b>24.6</b>	<b>C</b>
<b>(LE4) SECOND AVENUE at 2nd STREET</b>									
Second Avenue	SB	LT	0.75	21.8	C	LT	0.78	22.2	C
2nd Street	EB	TR	0.10	11.0	B	TR	0.21	12.0	B
<b>Overall Intersection</b>	-		<b>0.39</b>	<b>21.2</b>	<b>C</b>	-	<b>0.46</b>	<b>21.1</b>	<b>C</b>
<b>(LE5) SECOND AVENUE at 3rd STREET</b>									
Second Avenue	SB	TR	0.82	21.8	C	TR	0.85	22.5	C
3rd Street	WB	LT	0.31	14.1	B	LT	0.33	14.3	B
<b>Overall Intersection</b>	-		<b>0.55</b>	<b>20.6</b>	<b>C</b>	-	<b>0.57</b>	<b>21.3</b>	<b>C</b>
<b>(LE6) SECOND AVENUE at 4th STREET</b>									
Second Avenue	SB	LT	0.75	18.3	B	LT	0.78	18.8	B
4th Street	EB	TR	0.28	14.9	B	TR	0.40	16.3	B
<b>Overall Intersection</b>	-		<b>0.51</b>	<b>17.9</b>	<b>B</b>	-	<b>0.58</b>	<b>18.4</b>	<b>B</b>
<b>(LE7) EAST HOUSTON STREET at BOWERY</b>									
Bowery	NB	L	0.36	21.4	C	L	0.50	28.6	C
		TR	0.59	24.9	C	TR	0.58	24.6	C
	SB	L	0.26	18.5	B	L	0.49	24.1	C
		TR	0.66	26.4	C	TR	0.83	31.7	C
East Houston Street	EB	LTR	0.90	31.3	C	LTR	1.03	89.0	F
	WB	L	0.76	50.3	D	L	0.76	50.5	D
		TR	0.99	41.6	D	TR	0.96	35.6	D
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>33.6</b>	<b>C</b>	-	<b>0.90</b>	<b>46.4</b>	<b>D</b>
<b>(LE8) DELANCEY STREET at ALLEN STREET</b>									
Allen Street	NB	LT	0.70	34.9	C	LT	0.65	33.3	C
		R	0.24	10.1	B	R	0.54	23.1	C
	SB	L	0.53	34.7	C	L	0.56	34.9	C
		TR	0.33	28.6	C	TR	0.34	28.7	C
Delancey Street	EB	LTR	0.72	25.2	C	LTR	0.75	13.7	B
	WB	LTR	0.99	18.4	B	LTR	1.00	24.7	C
<b>Overall Intersection</b>	-		<b>0.91</b>	<b>23.8</b>	<b>C</b>	-	<b>0.91</b>	<b>22.2</b>	<b>C</b>

**TABLE D.3-19 CONTINUED  
HOUSTON STREET STATION AREA  
2002 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM PEAK HOUR					PM PEAK HOUR			
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control	
			Delay	LOS				Delay	LOS
<b>(LE9) DELANCEY STREET at CHRYSTIE STREET</b>									
Chrystie Street	NB	L	0.93	55.2	E	L	0.89	48.4	D
		TR	0.45	28.2	C	TR	0.41	27.6	C
Delancey Street	SB	LTR	0.91	40.1	D	LTR	0.99	56.0	E
	EB	LTR	0.46	15.6	B	LTR	0.51	16.2	B
	WB	LTR	0.46	15.6	B	LTR	0.48	15.8	B
<b>Overall Intersection</b>		-	<b>0.71</b>	<b>27.4</b>	<b>C</b>	-	<b>0.71</b>	<b>29.4</b>	<b>C</b>
<b>(LE10) EAST HOUSTON STREET at ALLEN STREET / FIRST AVENUE</b>									
Allen Street	NB	LTR	0.80	30.3	C	LTR	0.76	28.8	C
East Houston Street	EB	L	0.79	38.0	D	L	1.03	80.5	F
		TR	0.97	45.6	D	TR	1.01	65.1	E
	WB	L	0.33	24.4	C	L	0.41	29.0	C
		TR	0.63	25.7	C	TR	0.59	24.8	C
<b>Overall Intersection</b>		-	<b>0.88</b>	<b>34.5</b>	<b>C</b>	-	<b>1.00</b>	<b>44.8</b>	<b>D</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s). TL is a combined through-left turn lane(s), R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

TABLE D.3-20  
HOUSTON STREET STATION AREA  
COMPARISON OF AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>(LE1) FORSYTH STREET at EAST HOUSTON STREET</b>														
Forsyth Street	NB	L	0.13	22.8	C	L	0.13	22.8	C					- Mitigation not required.
		R	0.15	23.0	C	R	0.15	23.0	C					
East Houston Street	EB	T	0.80	24.2	C	T	0.78	23.8	C					
	WB	T	0.65	20.8	C	T	0.65	20.8	C					
<b>Overall Intersection</b>	-	-	<b>0.53</b>	<b>22.7</b>	<b>C</b>	-	<b>0.52</b>	<b>22.5</b>	<b>C</b>					
<b>(LE2) SECOND AVENUE / CHRYSTIE STREET at EAST HOUSTON STREET [Option # 1]</b>														
Chrystie Street	NB	L	0.92	50.5	D	L	0.95	57.2	E	L	0.95	57.2	E	- Prohibit parking along the south side of Houston Street through daylighting and provide an additional EB right-turn lane. - Modify signal timing (shift 10 seconds green time from EB/WB phase to SB phase).
		LR	0.93	54.6	D	LR	0.90	49.9	D	LR	0.90	49.9	D	
Second Avenue	SB	L	0.67	35.7	D	L	0.89	49.3	D	L	0.61	24.5	C	
		LT	0.67	32.7	C	LT	0.93	53.6	D	T	0.65	25.2	C	
		R	0.91	46.1	D	R	1.44	242.6	F	R	0.99	54.4	D	
East Houston Street	EB	TR	0.81	28.7	C	TR	0.82	28.8	C	T	0.83	35.6	D	
		-	-	-	-	-	-	-	-	R	0.60	35.6	D	
	WB	L	0.50	32.4	C	L	0.50	32.4	C	L	0.52	40.7	D	
		T	0.75	26.9	C	T	0.75	26.9	C	T	0.98	49.1	D	
<b>Overall Intersection</b>	-	-	<b>0.88</b>	<b>35.1</b>	<b>D</b>	-	<b>1.04</b>	<b>59.4</b>	<b>E</b>	-	<b>0.97</b>	<b>42.5</b>	<b>D</b>	
<b>SECOND AVENUE / CHRYSTIE STREET at EAST HOUSTON STREET [Option # 2]</b>														
Chrystie Street	NB	L	0.92	50.5	D	L	0.95	57.2	E	L	0.95	57.2	E	- Provide four travel lanes for Second Avenue SB (additional SB right-turn lane).
		LR	0.93	54.6	D	LR	0.90	49.9	D	R	0.90	49.9	D	
Second Avenue	SB	L	0.67	35.7	D	L	0.89	49.3	D	L	0.89	49.3	D	
		LT	0.67	32.7	C	LT	0.93	53.6	D	LT	0.93	53.6	D	
		R	0.91	46.1	D	R	1.44	242.6	F	R	0.82	39.0	D	
East Houston Street	EB	TR	0.81	28.7	C	TR	0.82	28.8	C	TR	0.78	27.7	C	
	WB	L	0.50	32.4	C	L	0.50	32.4	C	L	0.50	32.4	C	
		T	0.75	26.9	C	T	0.75	26.9	C	T	0.75	26.9	C	
<b>Overall Intersection</b>	-	-	<b>0.88</b>	<b>35.1</b>	<b>D</b>	-	<b>1.04</b>	<b>59.4</b>	<b>E</b>	-	<b>0.88</b>	<b>37.0</b>	<b>D</b>	
<b>(LE3) SECOND AVENUE at 1st STREET</b>														
Second Avenue	SB	TR	0.85	27.0	C	TR	0.75	24.3	C					- Mitigation not required.
1st Street	WB	LT	0.23	10.6	B	LT	0.23	10.6	B					
<b>Overall Intersection</b>	-	-	<b>0.48</b>	<b>24.8</b>	<b>C</b>	-	<b>0.44</b>	<b>22.3</b>	<b>C</b>					
<b>(LE4) SECOND AVENUE at 2nd STREET</b>														
Second Avenue	SB	LT	0.79	22.7	C	LT	0.71	21.0	C					- Mitigation not required.
2nd Street	EB	TR	0.10	11.0	B	TR	0.10	11.0	B					
<b>Overall Intersection</b>	-	-	<b>0.41</b>	<b>22.0</b>	<b>C</b>	-	<b>0.37</b>	<b>20.4</b>	<b>C</b>					
<b>(LE5) SECOND AVENUE at 3rd STREET</b>														
Second Avenue	SB	TR	0.86	23.2	C	TR	0.76	20.3	C					- Mitigation not required.
3rd Street	WB	LT	0.33	14.3	B	LT	0.33	14.3	B					
<b>Overall Intersection</b>	-	-	<b>0.57</b>	<b>21.9</b>	<b>C</b>	-	<b>0.53</b>	<b>19.3</b>	<b>B</b>					

**TABLE D.3-20 CONTINUED**  
**HOUSTON STREET STATION AREA**  
**COMPARISON OF AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>(LE6) SECOND AVENUE at 4th STREET</b>													
Second Avenue	SB	LT	0.78	19.1	B	LT	0.73	17.9	B				- Mitigation not required.
4th Street	EB	TR	0.29	15.1	B	TR	0.29	15.1	B				
<b>Overall Intersection</b>	-	0.53	18.6	B	-	0.50	17.5	B					
<b>(LE7) EAST HOUSTON STREET at BOWERY</b>													
Bowery	NB	L	0.39	22.7	C	L	0.43	26.7	C				- Mitigation not required.
		TR	0.62	25.5	C	TR	0.62	25.5	C				
	SB	L	0.29	19.4	B	L	0.29	19.4	B				
		TR	0.69	27.2	C	TR	0.83	31.9	C				
East Houston Street	EB	LTR	0.94	35.8	D	LTR	0.96	38.6	D				
	WB	L	0.80	55.4	E	L	0.80	55.4	E				
		TR	1.04	55.5	E	TR	1.01	45.4	D				
<b>Overall Intersection</b>	-	0.81	40.6	D	-	0.86	37.9	D					
<b>(LE8) DELANCEY STREET at ALLEN STREET</b>													
Allen Street	NB	LT	0.74	35.9	D	LT	0.74	35.9	D				- Mitigation not required.
		R	0.25	10.1	B	R	0.25	10.1	B				
	SB	L	0.55	35.3	D	DR	0.55	35.3	D				
		TR	0.34	28.8	C	TR	0.34	28.8	C				
Delancey Street	EB	LTR	0.75	25.9	C	LTR	0.77	26.3	C				
	WB	LTR	1.04	41.1	D	LTR	1.06	48.3	D				
<b>Overall Intersection</b>	-	0.96	33.5	C	-	0.97	36.6	D					
<b>(LE9) DELANCEY STREET at CHRYSTIE STREET</b>													
Chrystie Street	NB	L	0.98	64.2	E	L	0.98	64.8	E				- Mitigation not required.
		TR	0.47	28.5	C	TR	0.47	28.5	C				
	SB	LTR	0.96	48.0	D	LTR	0.90	39.4	D				
Delancey Street	EB	LTR	0.48	15.9	B	LTR	0.48	15.9	B				
	WB	LTR	0.49	15.9	B	LTR	0.49	15.9	B				
<b>Overall Intersection</b>	-	0.74	30.4	C	-	0.74	28.5	C					
<b>(LE10) EAST HOUSTON STREET at ALLEN STREET / FIRST AVENUE</b>													
Allen Street	NB	LTR	0.84	31.8	C	LTR	0.86	32.9	C				- Mitigation not required.
East Houston Street	EB	L	0.84	43.3	D	L	0.86	45.8	D				
		TR	1.02	57.7	E	TR	1.00	52.1	D				
	WB	L	0.35	26.0	C	L	0.35	25.4	C				
		TR	0.67	26.3	C	TR	0.67	26.3	C				
<b>Overall Intersection</b>	-	0.95	39.5	D	-	0.93	38.0	D					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s). TL is a combined through-left turn lane(s). R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.



**TABLE D.3-21  
HOUSTON STREET STATION AREA  
COMPARISON OF PM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>(LE1) FORSYTH STREET at EAST HOUSTON STREET</b>														
Forsyth Street	NB	L	0.20	23.6	C	L	0.20	23.6	C					- Mitigation not required.
		R	0.10	22.4	C	R	0.10	22.4	C					
East Houston Street	EB	T	1.07	85.2	F	T	1.05	77.3	E					
	WB	T	0.62	22.1	C	T	0.62	22.1	C					
<b>Overall Intersection</b>	-		<b>0.69</b>	<b>60.2</b>	<b>E</b>	-	<b>0.68</b>	<b>55.2</b>	<b>E</b>					
<b>(LE2) SECOND AVENUE / CHRYSTIE STREET at EAST HOUSTON STREET [Option # 1]</b>														
Chrystie Street	NB	L	0.85	46.0	D	L	0.91	53.2	D	L	0.91	53.2	D	- Prohibit parking along the south side of Houston Street through daylighting and provide an additional EB right-turn lane. - Modify signal timing (shift 6 seconds green time from EB/WB phase to SB phase). [PARTIALLY MITIGATED]
		LR	0.82	45.3	D	LR	0.80	43.4	D	LR	0.80	43.4	D	
Second Avenue	SB	L	1.01	82.6	F	L	1.34	204.5	F	L	1.00	67.1	E	
		LT	0.98	53.0	D	LT	1.40	221.9	F	T	1.11	95.5	F	
		R	0.89	44.8	D	R	1.34	200.8	F	R	1.00	64.5	E	
East Houston Street	EB	TR	1.08	99.3	F	TR	1.09	106.9	F	T	1.04	92.5	F	
		-	-	-	-	-	-	-	-	R	0.73	41.6	D	
	WB	L	0.39	30.1	C	L	0.39	30.1	C	L	0.39	34.0	C	
		T	0.69	25.9	C	T	0.69	25.9	C	T	0.77	31.5	C	
<b>Overall Intersection</b>	-		<b>0.98</b>	<b>59.6</b>	<b>E</b>	-	<b>1.13</b>	<b>109.6</b>	<b>F</b>	-	<b>1.02</b>	<b>64.2</b>	<b>E</b>	
<b>SECOND AVENUE / CHRYSTIE STREET at EAST HOUSTON STREET [Option # 2]</b>														
Chrystie Street	NB	L	0.85	46.0	D	L	0.91	53.2	D	L	0.91	53.2	D	- Provide four travel lanes for Second Avenue SB (additional SB right-turn lane). [PARTIALLY MITIGATED]
		LR	0.82	45.3	D	LR	0.80	43.4	D	LR	0.80	43.4	D	
Second Avenue	SB	L	1.01	82.6	F	L	1.34	204.5	F	L	1.00	67.1	E	
		LT	0.98	53.0	D	LT	1.40	221.9	F	T	1.11	95.5	F	
		R	0.89	44.8	D	R	1.34	200.8	F	R	0.57	26.5	C	
East Houston Street	EB	TR	1.08	99.3	F	TR	1.09	106.9	F	T	1.04	92.5	F	
		-	-	-	-	-	-	-	-	R	0.73	41.6	D	
	WB	L	0.39	30.1	C	L	0.39	30.1	C	L	0.39	34.0	C	
		T	0.69	25.9	C	T	0.69	25.9	C	T	0.77	31.5	C	
<b>Overall Intersection</b>	-		<b>0.98</b>	<b>59.6</b>	<b>E</b>	-	<b>1.13</b>	<b>109.6</b>	<b>F</b>	-	<b>1.02</b>	<b>61.1</b>	<b>E</b>	
<b>(LE3) SECOND AVENUE at 1st STREET</b>														
Second Avenue	SB	TR	0.89	28.6	C	TR	0.77	24.6	C					- Mitigation not required.
1st Street	WB	LT	0.24	10.7	B	LT	0.24	10.7	B					
<b>Overall Intersection</b>	-		<b>0.50</b>	<b>26.3</b>	<b>C</b>	-	<b>0.45</b>	<b>22.6</b>	<b>C</b>					
<b>(LE4) SECOND AVENUE at 2nd STREET</b>														
Second Avenue	SB	LT	0.82	23.2	C	LT	0.72	20.9	C					- Mitigation not required.
2nd Street	EB	TR	0.22	12.1	B	TR	0.22	12.1	B					
<b>Overall Intersection</b>	-		<b>0.48</b>	<b>22.0</b>	<b>C</b>	-	<b>0.44</b>	<b>19.9</b>	<b>B</b>					
<b>(LE5) SECOND AVENUE at 3rd STREET</b>														
Second Avenue	SB	TR	0.89	24.2	C	TR	0.79	20.7	C					- Mitigation not required.
3rd Street	WB	LT	0.35	14.5	B	LT	0.35	14.5	B					
<b>Overall Intersection</b>	-		<b>0.60</b>	<b>22.8</b>	<b>C</b>	-	<b>0.55</b>	<b>19.7</b>	<b>B</b>					

**TABLE D.3-21 CONTINUED**  
**HOUSTON STREET STATION AREA**  
**COMPARISON OF PM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATION TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>(LE6) SECOND AVENUE at 4th STREET</b>														
Second Avenue	SB	LT	0.82	19.8	B	LT	0.74	18.1	B					- Mitigation not required.
4th Street	EB	TR	0.42	16.5	B	TR	0.42	16.5	B					
<b>Overall Intersection</b>	-		<b>0.61</b>	<b>19.2</b>	<b>B</b>	-	<b>0.58</b>	<b>17.8</b>	<b>B</b>					
<b>(LE7) EAST HOUSTON STREET at BOWERY</b>														
Bowery	NB	L	0.54	30.9	C	L	0.60	36.0	D	L	0.64	37.6	D	- Modify signal timing (shift 2 seconds of green time from the exclusive NB/SB left-turn phase to the NB/SB phase).
		TR	0.61	25.1	C	TR	0.61	25.1	C	TR	0.58	23.2	C	
East Houston Street	SB	L	0.53	25.9	C	L	0.53	25.9	C	L	0.55	25.9	C	
		TR	0.87	34.1	C	TR	1.01	55.4	E	TR	0.95	41.0	D	
	EB	LTR	1.09	109.1	F	LTR	1.10	115.6	F	LTR	1.10	115.6	F	
	WB	L	0.89	74.9	E	L	0.90	77.3	E	L	0.90	77.3	E	
		TR	1.01	45.8	D	TR	0.97	37.1	D	TR	0.97	37.1	D	
<b>Overall Intersection</b>	-		<b>0.93</b>	<b>56.2</b>	<b>E</b>	-	<b>0.98</b>	<b>58.9</b>	<b>E</b>	-	<b>0.99</b>	<b>55.9</b>	<b>E</b>	
<b>(LE8) DELANCEY STREET at ALLEN STREET</b>														
Allen Street	NB	LT	0.69	34.2	C	LT	0.69	34.2	C					- Mitigation not required.
		R	0.56	23.7	C	R	0.56	23.7	C					
Delancey Street	SB	L	0.59	35.7	D	DR	0.59	35.7	D					
		TR	0.36	28.9	C	TR	0.36	28.9	C					
	EB	LTR	0.79	14.4	B	LTR	0.81	14.7	B					
	WB	LTR	1.05	44.8	D	LTR	1.06	50.1	D					
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>29.9</b>	<b>C</b>	-	<b>0.97</b>	<b>31.9</b>	<b>C</b>					
<b>(LE9) DELANCEY STREET at CHRYSTIE STREET</b>														
Christie Street	NB	L	0.93	54.5	D	L	0.94	54.9	D					- Mitigation not required.
		TR	0.43	27.9	C	TR	0.43	27.9	C					
Delancey Street	SB	LTR	1.05	73.3	E	LTR	0.98	53.1	D					
	EB	LTR	0.54	16.6	B	LTR	0.54	16.6	B					
	WB	LTR	0.50	16.1	B	LTR	0.50	16.1	B					
<b>Overall Intersection</b>	-		<b>0.75</b>	<b>34.0</b>	<b>C</b>	-	<b>0.72</b>	<b>29.4</b>	<b>C</b>					
<b>(LE10) EAST HOUSTON STREET at ALLEN STREET / FIRST AVENUE</b>														
Allen Street	NB	LTR	0.80	29.8	C	LTR	0.80	30.1	C					
East Houston Street	EB	L	1.07	95.3	F	L	1.08	96.5	F					
		TR	1.06	82.1	F	TR	1.04	74.7	E					
	WB	L	0.43	29.7	C	L	0.43	29.6	C					
		TR	0.62	25.3	C	TR	0.62	25.3	C					
<b>Overall Intersection</b>	-		<b>1.02</b>	<b>52.4</b>	<b>D</b>	-	<b>1.04</b>	<b>49.7</b>	<b>D</b>					

**Notes**

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- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s). TL is a combined through-left turn lane(s), R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

**TABLE D.3-22  
HANOVER SQUARE / WATER STREET STATION AREA  
2002 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM Peak Hour			LOS	PM Peak Hour			LOS
		V/C	Control Delay			V/C	Control Delay		
<b>SIGNALIZED INTERSECTIONS</b>									
<b>(LM1) OLD SLIP at SOUTH STREET</b>									
South Street	SB	TR	0.21	9.9	A	TR	0.46	12.4	B
Old Slip	EB	R	0.27	20.8	C	R	0.57	25.7	C
	WB	L	0.24	20.3	C	L	0.07	18.7	B
		TR	0.63	27.0	C	TR	0.54	25.1	C
<b>Overall Intersection</b>		-	<b>0.38</b>	<b>20.5</b>	<b>C</b>	-	<b>0.50</b>	<b>19.8</b>	<b>B</b>
<b>(LM3) WALL STREET at SOUTH STREET</b>									
South Street	NB	LT	0.35	11.3	B	LT	0.27	10.4	B
Wall Street	SB	TR	0.13	9.3	A	TR	0.48	12.8	B
	EB	LR	0.43	23.2	C	LR	0.55	25.7	C
<b>Overall Intersection</b>		-	<b>0.38</b>	<b>14.9</b>	<b>B</b>	-	<b>0.51</b>	<b>15.7</b>	<b>B</b>
<b>(LM4) WHITEHALL STREET at WATER STREET</b>									
Water Street	NB	LT	0.31	16.2	B	LT	0.21	15.3	B
Whitehall Street	SB	T	0.35	16.6	B	T	0.27	15.9	B
	EB	L	0.80	46.7	D	L	0.72	39.9	D
		R	0.06	24.3	C	R	0.12	24.9	C
	WB	L	0.29	26.7	C	L	0.22	25.9	C
		TR	0.28	27.0	C	TR	0.28	27.1	C
<b>Overall Intersection</b>		-	<b>0.41</b>	<b>24.0</b>	<b>C</b>	-	<b>0.34</b>	<b>23.4</b>	<b>C</b>
<b>(LM5) BROAD STREET at WATER STREET</b>									
Water Street	NB	LTR	0.95	42.8	D	LTR	0.72	26.7	C
Broad Street	SB	LTR	1.03	73.2	E	LTR	0.74	29.1	C
	EB	LTR	0.52	13.9	B	LTR	0.36	11.1	B
	WB	LT	0.57	14.0	B	LTR	0.81	23.5	C
		R	0.56	15.2	B				
<b>Overall Intersection</b>		-	<b>0.75</b>	<b>37.1</b>	<b>D</b>	-	<b>0.78</b>	<b>24.0</b>	<b>C</b>
<b>(LM6) OLD SLIP at WATER STREET</b>									
Water Street	NB	LTR	0.79	15.2	B	LTR	0.51	9.9	A
Old Slip	SB	LTR	0.69	12.5	B	LTR	0.58	10.8	B
	EB	LTR	0.15	18.3	B	LTR	0.22	19.1	B
<b>Overall Intersection</b>		-	<b>0.53</b>	<b>14.1</b>	<b>B</b>	-	<b>0.43</b>	<b>11.2</b>	<b>B</b>
<b>(LM8) WALL STREET at WATER STREET</b>									
Water Street	NB	TR	0.73	18.4	B	TR	0.61	16.1	B
Wall Street	SB	LT	0.93	31.0	C	LT	0.70	18.3	B
	EB	LTR	0.59	21.0	C	LTR	0.54	19.7	B
	WB	LR	0.45	18.6	B	LR	0.39	17.5	B
<b>Overall Intersection</b>		-	<b>0.76</b>	<b>23.4</b>	<b>C</b>	-	<b>0.62</b>	<b>17.6</b>	<b>B</b>
<b>(LM9) PINE STREET at WATER STREET</b>									
Water Street	NB	LT	0.79	12.8	B	LT	0.63	9.9	A
	SB	TR	0.58	9.2	A	TR	0.47	8.2	A
<b>Overall Intersection</b>		-	<b>0.48</b>	<b>11.3</b>	<b>B</b>	-	<b>0.39</b>	<b>9.1</b>	<b>A</b>
<b>(LM10) MAIDEN LANE at WATER STREET</b>									
Water Street	NB	LTR	0.89	17.4	B	LTR	0.68	10.7	B
Maiden Lane	SB	LTR	0.69	11.0	B	LTR	0.56	9.3	A
	EB	DfL	0.63	31.4	C	LTR	0.38	21.9	C
		TR	0.51	25.5	C	-	-	-	-
	WB	LTR	0.37	22.8	C	LTR	0.33	22.1	C
<b>Overall Intersection</b>		-	<b>0.79</b>	<b>17.7</b>	<b>B</b>	-	<b>0.56</b>	<b>13.1</b>	<b>B</b>
<b>(LM13) MAIDEN LANE at PEARL STREET</b>									
Pearl Street	SB	LTR	0.64	29.1	C	LTR	0.49	25.4	C
Maiden Lane	EB	TR	0.92	48.3	D	TR	0.76	33.9	C
	WB	LT	0.33	22.6	C	LT	0.37	23.1	C
<b>Overall Intersection</b>		-	<b>0.62</b>	<b>37.5</b>	<b>D</b>	-	<b>0.50</b>	<b>28.8</b>	<b>C</b>

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- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s). TL is a combined through-left turn lane(s), R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

**TABLE D.3-22 CONTINUED  
HANOVER SQUARE / WATER STREET STATION AREA  
2002 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM PEAK HOUR			PM PEAK HOUR			
	Mvt.	Control Delay	LOS	Mvt.	Control Delay	LOS	
<b><u>UNSIGNALIZED INTERSECTIONS</u></b>							
(LM2) SOUTH STREET at GOUVERNEUR LANE							
Gouverneur Lane	EB	LR	10.7	B	LR	12.1	B
	<b>Overall Intersection</b>		<b>10.7</b>	<b>B</b>		<b>12.1</b>	<b>B</b>
(LM11) WALL STREET at PEARL STREET							
Pearl Street	SB	LT	13.2	B	LT	13.6	B
	<b>Overall Intersection</b>		<b>13.2</b>	<b>B</b>		<b>13.6</b>	<b>B</b>
(LM12) PINE STREET at PEARL STREET							
Pearl Street	SB	TR	9.1	A	TR	8.9	A
Pine Street	WB	LT	8.5	A	LT	8.1	A
	<b>Overall Intersection</b>		<b>9.0</b>	<b>A</b>		<b>8.8</b>	<b>A</b>

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- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s). TL is a combined through-left turn lane(s), R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

TABLE D.3-23  
HANOVER SQUARE / WATER STREET STATION AREA  
COMPARISON OF 2010 AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATED BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>(LM1) OLD SLIP at SOUTH STREET</b>														
South Street	SB	TR	0.23	10.1	B	TR	0.36	11.3	B					
Old Slip	EB	R	0.30	21.2	C	R	0.30	21.2	C					
	WB	L	0.32	21.3	C	L	0.32	21.3	C					
	TR		0.67	28.1	C	TR	0.92	44.3	D					- Mitigation not required.
<b>Overall Intersection</b>	-		<b>0.41</b>	<b>21.2</b>	<b>C</b>	-	<b>0.58</b>	<b>27.8</b>	<b>C</b>					
<b>(LM3) WALL STREET at SOUTH STREET</b>														
South Street	NB	LT	0.37	11.6	B	LT	0.49	13.2	B					
Wall Street	SB	TR	0.15	9.4	A	TR	0.24	10.2	B					
	EB	LR	0.45	23.7	C	LR	0.45	23.7	C					- Mitigation not required.
<b>Overall Intersection</b>	-		<b>0.40</b>	<b>15.1</b>	<b>B</b>	-	<b>0.48</b>	<b>15.2</b>	<b>B</b>					
<b>(LM4) WHITEHALL STREET at WATER STREET</b>														
Water Street	NB	LT	0.33	16.4	B	LT	0.48	18.7	B	LT	0.52	21.9	C	
Whitehall Street	SB	T	0.37	16.8	B	T	0.64	22.0	C	T	0.70	26.2	C	- Shift 3 seconds of green time from NB / SB phase to EB / WB phase.
	EB	L	0.84	50.4	D	L	1.06	104.5	F	L	0.89	55.8	E	
		R	0.06	24.3	C	R	0.06	24.3	C	R	0.06	22.0	C	
	WB	L	0.31	26.9	C	L	0.31	26.9	C	L	0.25	24.0	C	
	TR		0.29	27.2	C	TR	0.38	29.4	C	TR	0.31	25.6	C	
<b>Overall Intersection</b>	-		<b>0.62</b>	<b>24.8</b>	<b>C</b>	-	<b>0.51</b>	<b>39.2</b>	<b>D</b>	-	<b>0.60</b>	<b>30.7</b>	<b>C</b>	
<b>(LM5) BROAD STREET at WATER STREET</b>														
Water Street	NB	LTR	1.01	57.0	E	LTR	1.42	227.9	F	LTR	1.11	33.3	C	<u>Option 1:</u>
Broad Street	SB	LTR	1.08	90.7	F	LTR	1.61	324.0	F	LTR	0.95	96.0	F	- Remove Parking from the EB & WB approaches.
	EB	LTR	0.57	15.0	B	LTR	0.59	15.6	B	L	0.62	30.7	C	- Widen the WB lanes from 9 to 11 feet.
										TR	0.30	18.1	B	- Widen the EB approach from one 13-foot lane to two 10-foot lanes.
	WB	LT	0.60	14.7	B	LT	0.61	14.8	B	LT	0.76	28.0	C	- Shift 14 seconds of green time from EB / WB phase to NB / SB phase.
		R	0.65	17.7	B	R	0.85	31.8	-	R	0.61	24.1	C	
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>45.7</b>	<b>D</b>	-	<b>1.14</b>	<b>146.2</b>	<b>F</b>	-	<b>0.95</b>	<b>44.1</b>	<b>D</b>	
	NB									L	0.15	12.5	B	<u>Option 2:</u>
										TR	1.04	66.0	E	- Provide one 10-foot left turn lane for the NB and SB approaches.
	SB									L	0.80	36.6	D	
										TR	0.98	53.5	D	- Shift 9 seconds of green time from EB / WB phase to NB / SB phase.
	EB									LTR	0.76	28.9	C	
	WB									LT	0.72	23.5	C	
										R	0.65	22.7	C	
<b>Overall Intersection</b>	-					-				-	<b>0.90</b>	<b>40.5</b>	<b>D</b>	
<b>(LM6) OLD SLIP at WATER STREET</b>														
Water Street	NB	LTR	0.88	19.3	B	LTR	1.15	96.8	F	LTR	1.01	46.2	D	
Old Slip	SB	LTR	0.79	15.1	B	LTR	1.11	84.0	F	LTR	0.99	31.7	C	- Shift 6 seconds of green time from EB / WB phase to NB / SB phase.
	EB	LTR	0.16	18.4	B	LTR	0.16	18.4	B	LTR	0.20	22.8	C	
<b>Overall Intersection</b>	-		<b>0.58</b>	<b>17.3</b>	<b>B</b>	-	<b>0.74</b>	<b>86.3</b>	<b>F</b>	-	<b>0.73</b>	<b>38.2</b>	<b>D</b>	
<b>(LM8) WALL STREET at WATER STREET</b>														
Water Street	NB	TR	0.77	19.7	B	TR	1.06	67.7	E	TR	0.87	18.1	B	
Wall Street	SB	LT	1.01	52.3	D	LT	1.35	207.0	F	LT	1.00	59.1	E	- Shift 9 seconds of green time from EB / WB phase to NB / SB phase.
	EB	LTR	0.62	21.8	C	LTR	0.67	24.0	C	LTR	0.92	51.4	D	
	WB	LR	0.48	19.1	B	LR	0.53	20.7	C	LR	0.73	36.0	D	
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>32.0</b>	<b>C</b>	-	<b>1.01</b>	<b>105.7</b>	<b>F</b>	-	<b>0.97</b>	<b>40.7</b>	<b>D</b>	

TABLE D.3-23 CONTINUED  
HANOVER SQUARE / WATER STREET STATION AREA  
COMPARISON OF 2010 AM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATED BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>(LM9) PINE STREET at WATER STREET</b>													- Shift 11 seconds of green time from all red phase to NB / SB phase.	
Water Street	NB	LT	0.84	14.4	B	LT	1.25	136.6	F	LT	1.02	42.2		D
	SB	TR	0.62	9.7	A	TR	0.96	28.3	C	TR	0.78	6.5		A
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>12.4</b>	<b>B</b>	-	<b>0.61</b>	<b>89.9</b>	<b>F</b>	-	<b>0.76</b>	<b>26.8</b>		<b>C</b>
<b>(LM10) MAIDEN LANE at WATER STREET</b>													<u>Option 1:</u> - Remove parking from the WB approach to create two 9-foot lanes. - Restripe EB approach from existing two 9-foot(thru and shared right) lanes to one 9-foot exclusive left-turn lane and one 9-foot shared thru and right lane. - Provide an EB lead green phase of 9 seconds. - Shift 10 seconds of green time from EB / WB phase to NB / SB phase.  <u>Option 2:</u> - Provide two 10-foot lanes for the NB approach and one 10-foot lane in the SB approach. - Shift 2 seconds of green time from EB / WB phase to NB / SB phase.	
Water Street	NB	LTR	0.95	23.3	C	LTR	1.26	141.9	F	LTR	1.05	51.6		D
	SB	LTR	0.75	12.3	B	LTR	0.97	31.4	C	LTR	0.80	7.9		A
Maiden Lane	EB	DfL	0.67	33.2	C	DfL	0.71	35.3	D	L	0.82	51.7		D
		TR	0.54	26.3	C	TR	0.56	26.8	C	TR	0.82	50.2		D
	WB	LTR	0.39	23.2	C	LTR	0.40	23.4	C	LTR	0.49	38.8		D
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>20.9</b>	<b>C</b>	-	<b>1.05</b>	<b>78.3</b>	<b>E</b>	-	<b>1.04</b>	<b>36.8</b>		<b>D</b>
	NB									LTR	0.70	9.5		A
	SB									LTR	1.01	45.7		D
	EB									DefL	0.73	37.8		D
										TR	0.60	29.5	C	
<b>Overall Intersection</b>	-					-				LTR	0.42	25.2	C	
										-	<b>0.91</b>	<b>26.5</b>	<b>C</b>	
<b>(LM13) MAIDEN LANE at PEARL STREET</b>													- Mitigation not required.	
Pearl Street	SB	LTR	0.68	30.2	C	LTR	0.68	30.2	C					
Maiden Lane	EB	TR	0.98	58.2	E	TR	0.98	58.2	E					
	WB	LT	0.35	22.9	C	LT	0.35	22.9	C					
<b>Overall Intersection</b>	-		<b>0.66</b>	<b>42.8</b>	<b>D</b>	-	<b>0.53</b>	<b>42.8</b>	<b>D</b>					

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- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): "MVT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s). TL is a combined through-left turn lane(s), R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

TABLE D.3-24  
HANOVER SQUARE / WATER STREET STATION AREA  
COMPARISON OF 2010 PM PEAK HOUR NO BUILD vs CONSTRUCTION PHASE vs MITIGATED BUILD TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>(LM1) OLD SLIP at SOUTH STREET</b>														
South Street	SB	TR	0.48	12.8	B	TR	0.59	14.4	B					
Old Slip	EB	R	0.75	30.9	C	R	0.75	30.9	C					
	WB	L	0.08	18.7	B	L	0.08	18.7	B					
	TR		0.57	25.8	C	TR	0.78	32.9	C					- Mitigation not required.
<b>Overall Intersection</b>	-		<b>0.59</b>	<b>22.3</b>	<b>C</b>	-	<b>0.66</b>	<b>24.6</b>	<b>C</b>					
<b>(LM3) WALL STREET at SOUTH STREET</b>														
South Street	NB	LT	0.28	10.6	B	LT	0.37	11.5	B					
Wall Street	SB	TR	0.51	13.1	B	TR	0.57	14.3	B					
	EB	LR	0.58	26.4	C	LR	0.57	26.4	C					- Mitigation not required.
<b>Overall Intersection</b>	-		<b>0.54</b>	<b>16.1</b>	<b>B</b>	-	<b>0.58</b>	<b>16.4</b>	<b>B</b>					
<b>(LM4) WHITEHALL STREET at WATER STREET</b>														
Water Street	NB	LT	0.22	15.4	B	LT	0.33	16.6	B	LT	0.36	19.4	B	
	SB	T	0.29	16.0	B	T	0.46	18.6	B	T	0.50	21.8	C	- Shift 3 seconds of green time from NB / SB phase to EB / WB phase.
Whitehall Street	EB	L	0.76	42.0	D	L	0.96	73.2	E	L	0.80	44.4	D	
		R	0.12	25.0	C	R	0.12	25.0	C	R	0.10	22.6	C	
	WB	L	0.23	26.0	C	L	0.23	26.0	C	L	0.19	23.3	C	
		TR	0.29	27.2	C	TR	0.38	29.7	C	TR	0.31	25.7	C	
<b>Overall Intersection</b>	-		<b>0.62</b>	<b>23.9</b>	<b>C</b>	-	<b>0.51</b>	<b>33.8</b>	<b>C</b>	-	<b>0.70</b>	<b>27.4</b>	<b>C</b>	
<b>(LM5) BROAD STREET at WATER STREET</b>														
Water Street	NB	LTR	0.76	27.8	C	LTR	1.14	105.6	F	LTR	0.93	37.7	D	<u>Option 1:</u>
	SB	LTR	0.79	31.4	C	LTR	1.10	97.2	F	LTR	0.88	35.1	D	- Remove Parking from the EB & WB approaches.
Broad Street	EB	LTR	0.38	11.4	B	LTR	0.40	11.7	B	L	0.24	13.6	B	- Widen the WB lanes from 9 to 11 feet .
										TR	0.24	12.8	B	- Widen the EB approach from one 13-foot lane to two 10-foot lanes.
	WB	LTR	0.87	28.3	C	LTR	0.96	42.0	D	LT	0.38	14.4	B	- Shift 6 seconds of green time from EB / WB phase to NB / SB phase.
										R	0.67	23.6	C	
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>26.3</b>	<b>C</b>	-	<b>1.02</b>	<b>69.4</b>	<b>E</b>	-	<b>0.79</b>	<b>27.4</b>	<b>C</b>	
	NB									L	0.16	16.9	B	<u>Option 2:</u>
	SB									TR	0.97	48.2	D	- Provide one 10-foot left turn lane for the NB and SB approach.
										L	0.56	29.6	C	
										TR	0.71	26.8	C	- Add new parking regulation: No standing from 4 - 6 PM to utilize the additional lane space similar to the AM.
	EB									LTR	0.42	13.6	B	- Shift 3 seconds of green time from EB / WB phase to NB / SB phase.
	WB									LTR	0.90	34.2	C	
<b>Overall Intersection</b>	-					-				-	<b>0.93</b>	<b>33.1</b>	<b>C</b>	
<b>(LM6) OLD SLIP at WATER STREET</b>														
Water Street	NB	LTR	0.55	10.2	B	LTR	0.75	14.9	B					
	SB	LTR	0.62	11.4	B	LTR	0.90	23.7	C					- Mitigation not required.
Old Slip	EB	LTR	0.23	19.2	B	LTR	0.24	19.2	B					
<b>Overall Intersection</b>	-		<b>0.46</b>	<b>11.6</b>	<b>B</b>	-	<b>0.62</b>	<b>19.3</b>	<b>B</b>					

**TABLE D.3-24 CONTINUED**  
**HANOVER SQUARE / WATER STREET STATION AREA**  
**COMPARISON OF 2010 PM PEAK NO BUILD vs CONSTRUCTION PHASE vs MITIGATED BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD CONDITION				CONSTRUCTION PHASE				MITIGATED CONDITION				MITIGATION MEASURES	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>(LM8) WALL STREET at WATER STREET</b>													- Shift 1 second of green time from EB / WB phase to NB / SB phase.	
Water Street	NB	TR	0.65	16.8	B	TR	0.93	32.1	C	TR	0.90	28.5		C
	SB	LT	0.75	19.6	B	LT	1.01	55.5	E	LT	0.96	39.1		D
Wall Street	EB	LTR	0.57	20.3	C	LTR	0.61	21.6	C	LTR	0.63	22.8		C
	WB	LR	0.42	17.9	B	LR	0.46	18.9	B	LR	0.48	19.9		B
<b>Overall Intersection</b>	-	-	<b>0.65</b>	<b>18.5</b>	<b>B</b>	-	<b>0.81</b>	<b>36.2</b>	<b>D</b>	-	<b>0.80</b>	<b>29.9</b>		<b>C</b>
<b>(LM9) PINE STREET at WATER STREET</b>													- Mitigation not required.	
Water Street	NB	LT	0.68	10.5	B	LT	1.00	36.8	D					
	SB	TR	0.50	8.4	A	TR	0.77	13.9	B					
<b>Overall Intersection</b>	-	-	<b>0.76</b>	<b>9.6</b>	<b>A</b>	-	<b>0.61</b>	<b>27.2</b>	<b>C</b>					
<b>(LM10) MAIDEN LANE at WATER STREET</b>													<u>Option 1:</u> - Remove parking from the WB approach to create two 9-foot lanes. - Restripe EB approach from existing two 9-foot(thru and shared right) lanes to one 9-foot exclusive left-turn lane and one 9-foot shared thru and right lane.	
Water Street	NB	LTR	0.73	11.6	B	LTR	0.99	34.6	C	LTR	0.99	35.5		D
	SB	LTR	0.60	9.8	A	LTR	0.82	16.5	B	LTR	0.82	16.0		B
Maiden Lane	EB	DfL	0.40	22.1	C	LTR	0.41	22.3	C	L	0.45	24.8		C
	-	-	-	-	-	-	-	-	-	TR	0.47	24.6		C
	WB	LTR	0.35	22.4	C	LTR	0.36	22.5	C	LTR	0.19	19.8		B
<b>Overall Intersection</b>	-	-	<b>0.60</b>	<b>13.7</b>	<b>B</b>	-	<b>0.76</b>	<b>25.7</b>	<b>C</b>	-	<b>0.79</b>	<b>26.1</b>		<b>C</b>
	NB									LTR	0.57	9.1		A
	SB									LTR	0.89	21.2		C
	EB									LTR	0.37	21.8		C
	WB									LTR	0.35	22.5	C	
<b>Overall Intersection</b>	-	-	-	-	-	-	-	-	-	-	<b>0.70</b>	<b>16.3</b>	<b>B</b>	
<b>(LM13) MAIDEN LANE at PEARL STREET</b>													- Mitigation not required.	
Pearl Street	SB	LTR	0.52	26.0	C	LTR	0.52	26.0	C					
Maiden Lane	EB	TR	0.80	36.5	D	TR	0.80	36.5	D					
	WB	LT	0.40	23.6	C	LT	0.40	23.6	C					
<b>Overall Intersection</b>	-	-	<b>0.66</b>	<b>30.3</b>	<b>C</b>	-	<b>0.53</b>	<b>30.3</b>	<b>C</b>					

- Notes:**
- (1): Control delay is measured in seconds per vehicle.
  - (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
  - (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
  - (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
  - (5): "MYT" references the specific intersection approach lane(s). TR is a combined through-right turn lane(s). TL is a combined through-left turn lane(s), R or L refers to exclusive right- or left- turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.