

APPENDIX “B”

**LEVEL OF SERVICE SUMMARY TABLES
AND
LEVEL OF SERVICE STANDARDS**

LEVEL OF SERVICE SUMMARY TABLES

LOS TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
1	NEPPERHAN AVENUE & ELM STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	D [39.2]	D [48.2]	C [33.9]
	EASTBOUND APPROACH	D [39.2]	D [48.2]	C [33.9]
	WESTBOUND LEFT / RIGHT	D [41.0]	D [41.7]	C [32.1]
	WESTBOUND APPROACH	D [41.0]	D [41.7]	C [32.1]
	NORTHBOUND THROUGH / RIGHT	B [19.6]	C [22.4]	B [19.4]
	NORTHBOUND APPROACH	B [19.6]	C [22.4]	B [19.4]
	SOUTHBOUND LEFT	C [22.4]	C [29.7]	B [19.8]
	SOUTHBOUND THROUGH	B [14.2]	B [10.9]	A [9.6]
	SOUTHBOUND APPROACH	B [14.8]	B [12.9]	B [10.7]
OVERALL INTERSECTION	C [20.1]	C [22.0]	B [17.8]	
2	NEPPERHAN AVENUE & NEW SCHOOL STREET			
	SIGNALIZED			
	EASTBOUND LEFT	C [25.5]	B [19.4]	B [13.3]
	EASTBOUND THROUGH / RIGHT	B [18.7]	C [23.1]	B [19.7]
	EASTBOUND APPROACH	B [19.3]	C [22.9]	B [19.3]
	WESTBOUND LEFT	B [14.8]	C [21.9]	B [14.8]
	WESTBOUND THROUGH	C [26.7]	C [20.8]	B [18.6]
	WESTBOUND RIGHT	B [17.4]	B [16.3]	B [15.7]
	WESTBOUND APPROACH	C [25.0]	C [20.3]	B [18.1]
	SOUTHBOUND LEFT / THROUGH / RIGHT	C [28.3]	C [33.6]	C [29.3]
	SOUTHBOUND APPROACH	C [28.3]	C [33.6]	C [29.3]
OVERALL INTERSECTION	C [23.3]	C [22.7]	B [19.7]	
3	NEPPERHAN AVENUE & NEW MAIN STREET			
	SIGNALIZED			
	EASTBOUND LEFT	A [9.7]	A [8.0]	A [7.5]
	EASTBOUND THROUGH / RIGHT	B [18.0]	C [20.8]	B [18.6]
	EASTBOUND APPROACH	B [17.7]	C [20.5]	B [18.3]
	WESTBOUND LEFT	B [12.8]	E [63.3]	B [14.2]
	WESTBOUND THROUGH	C [21.1]	B [18.1]	B [17.1]
	WESTBOUND RIGHT	B [17.3]	B [16.8]	B [16.1]
	WESTBOUND APPROACH	B [19.7]	C [25.7]	B [16.4]
	NORTHBOUND LEFT / THROUGH / RIGHT	D [39.5]	E [78.5]	D [40.8]
	NORTHBOUND APPROACH	D [39.5]	E [78.5]	D [40.8]
OVERALL INTERSECTION	C [21.2]	C [30.9]	C [20.6]	

LOS TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
4	NEPPERHAN AVENUE & SOUTH BROADWAY			
	SIGNALIZED			
	EASTBOUND LEFT	C [20.4]	B [19.8]	B [19.1]
	EASTBOUND THROUGH / RIGHT	C [28.3]	C [27.2]	C [24.0]
	EASTBOUND APPROACH	C [27.9]	C [26.9]	C [23.8]
	WESTBOUND LEFT	F [84.6]	F [84.2]	D [39.9]
	WESTBOUND THROUGH	C [24.8]	C [23.5]	C [22.0]
	WESTBOUND RIGHT	B [19.9]	C [21.6]	C [20.7]
	WESTBOUND APPROACH	D [43.6]	D [42.9]	C [27.7]
	NORTHBOUND LEFT	C [26.4]	C [26.2]	C [25.8]
	NORTHBOUND THROUGH / RIGHT	D [38.6]	E [74.1]	D [41.4]
	NORTHBOUND APPROACH	D [36.5]	E [68.2]	D [39.4]
	SOUTHBOUND LEFT	C [27.6]	F [209.3]	D [39.4]
	SOUTHBOUND THROUGH / RIGHT	C [25.7]	C [26.2]	C [25.9]
SOUTHBOUND APPROACH	C [26.5]	F [134.8]	C [33.9]	
OVERALL INTERSECTION	D [36.5]	D [49.4]	C [28.9]	
5	SOUTH BROADWAY & HUDSON STREET			
	ALL-WAY STOP			
	EASTBOUND APPROACH	B (10.20)	C (16.93)	B (12.22)
	NORTHBOUND APPROACH	B (10.45)	C (15.41)	B (11.76)
OVERALL INTERSECTION	B (10.33)	C (16.23)	B (12.01)	
6	SOUTH BROADWAY & MAIN STREET			
	SIGNALIZED			
	WESTBOUND THROUGH / RIGHT	B [17.5]	B [17.4]	B [16.6]
	WESTBOUND APPROACH	B [17.5]	B [17.4]	B [16.6]
	NORTHBOUND LEFT / THROUGH	B [15.3]	B [16.1]	B [15.6]
	NORTHBOUND APPROACH	B [15.3]	B [16.1]	B [15.6]
OVERALL INTERSECTION	B [16.7]	B [16.8]	B [16.1]	

LOS TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
7	MAIN STREET & PALISADE AVENUE			
	SIGNALIZED			
	WESTBOUND THROUGH / RIGHT	B [18.2]	B [19.9]	B [18.0]
	WESTBOUND APPROACH	B [18.2]	B [19.9]	B [18.0]
	NORTHBOUND LEFT / THROUGH	B [15.7]	B [16.6]	B [16.0]
	NORTHBOUND APPROACH	B [15.7]	B [16.6]	B [16.0]
	OVERALL INTERSECTION	B [17.3]	B [18.5]	B [17.2]
8	PALISADE AVENUE & LOCUST HILL AVENUE			
	ALL-WAY STOP			
	EASTBOUND APPROACH	A (9.65)	B (12.14)	B (10.19)
	NORTHBOUND APPROACH	A (8.22)	A (9.35)	A (8.60)
	SOUTHBOUND APPROACH	A (9.12)	A (9.46)	A (8.79)
OVERALL INTERSECTION	A (9.26)	B (10.97)	A (9.55)	
9	PALISADE AVENUE / ELM STREET / NEW SCHOOL STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [16.0]	C [20.0]	B [17.2]
	EASTBOUND APPROACH	B [16.0]	C [20.0]	B [17.2]
	NORTHBOUND THROUGH / RIGHT	B [15.2]	B [16.4]	B [15.5]
	NORTHBOUND APPROACH	B [15.2]	B [16.4]	B [15.5]
	SOUTHBOUND LEFT / THROUGH	C [21.6]	C [27.8]	B [17.7]
	SOUTHBOUND APPROACH	C [21.6]	C [27.8]	B [17.7]
OVERALL INTERSECTION	B [18.2]	C [21.5]	B [16.9]	

LOS TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
10	ASHBURTON AVENUE & WARBURTON AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [15.2]	B [16.3]	B [15.7]
	EASTBOUND APPROACH	B [15.2]	B [16.3]	B [15.7]
	WESTBOUND LEFT / THROUGH / RIGHT	B [17.2]	B [16.5]	B [15.8]
	WESTBOUND APPROACH	B [17.2]	B [16.5]	B [15.8]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [18.5]	B [19.7]	B [17.8]
	NORTHBOUND APPROACH	B [18.5]	B [19.7]	B [17.8]
	SOUTHBOUND LEFT / THROUGH / RIGHT	C [30.0]	C [27.8]	B [19.7]
	SOUTHBOUND APPROACH	C [30.0]	C [27.8]	B [19.7]
	OVERALL INTERSECTION	C [22.6]	C [21.4]	B [17.8]
11	ASHBURTON AVENUE & NORTH BROADWAY			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [16.7]	B [18.0]	B [17.0]
	EASTBOUND APPROACH	B [16.7]	B [18.0]	B [17.0]
	WESTBOUND LEFT / THROUGH / RIGHT	B [18.9]	C [21.5]	B [18.4]
	WESTBOUND APPROACH	B [18.9]	C [21.5]	B [18.4]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [19.0]	C [20.4]	B [18.2]
	NORTHBOUND APPROACH	B [19.0]	C [20.4]	B [18.2]
	SOUTHBOUND LEFT	C [21.5]	B [18.0]	B [16.5]
	SOUTHBOUND THROUGH / RIGHT	B [18.6]	B [17.0]	B [16.3]
	SOUTHBOUND APPROACH	B [19.6]	B [17.3]	B [16.3]
	OVERALL INTERSECTION	B [18.8]	B [19.5]	B [17.5]
12	ASHBURTON AVENUE & LOCUST HILL ROAD			
	UNSIGNALIZED			
	WESTBOUND LEFT / THROUGH NORTHBOUND LEFT / RIGHT	A (8.6) C (15.4)	A (8.9) C (20.0)	A (8.5) C (15.1)
13	ASHBURTON AVENUE & PALISADE AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [18.8]	C [25.3]	C [20.1]
	EASTBOUND APPROACH	B [18.8]	C [25.3]	C [20.1]
	WESTBOUND LEFT	A [9.5]	B [10.8]	A [9.6]
	WESTBOUND THROUGH / RIGHT	A [9.3]	A [9.1]	A [8.5]
	WESTBOUND APPROACH	A [9.4]	A [9.7]	A [8.9]
	NORTHBOUND LEFT / THROUGH / RIGHT	D [38.1]	D [40.6]	C [31.7]
	NORTHBOUND APPROACH	D [38.1]	D [40.6]	C [31.7]
	OVERALL INTERSECTION	B [19.4]	C [22.8]	B [18.4]

LOS TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
14	ASHBURTON AVENUE & NEPPERHAN AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT	C [30.1]	C [34.8]	C [27.9]
	EASTBOUND THROUGH / RIGHT	E [61.2]	F [101.1]	D [48.7]
	EASTBOUND APPROACH	E [55.6]	F [89.8]	D [45.2]
	WESTBOUND LEFT	C [30.2]	C [33.9]	C [27.6]
	WESTBOUND THROUGH / RIGHT	D [54.0]	F [95.3]	D [46.9]
	WESTBOUND APPROACH	D [50.6]	F [87.2]	D [44.3]
	NORTHBOUND LEFT	B [19.4]	C [22.0]	B [19.3]
	NORTHBOUND THROUGH / RIGHT	C [28.6]	C [28.9]	C [27.9]
	NORTHBOUND APPROACH	C [28.0]	C [27.9]	C [26.6]
	SOUTHBOUND LEFT	C [21.6]	C [23.6]	C [20.2]
	SOUTHBOUND THROUGH	C [29.2]	C [30.2]	C [28.6]
	SOUTHBOUND RIGHT	C [27.5]	C [28.2]	C [27.3]
	SOUTHBOUND APPROACH	C [27.5]	C [28.5]	C [26.6]
OVERALL INTERSECTION	D [39.9]	E [56.9]	D [35.2]	
15	ASHBURTON AVENUE & NYS ROUTE 9A / WALNUT STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [26.6]	C [31.8]	C [21.5]
	EASTBOUND APPROACH	C [26.6]	C [31.8]	C [21.5]
	WESTBOUND LEFT / THROUGH	C [20.1]	B [19.9]	B [17.9]
	WESTBOUND RIGHT	B [17.1]	B [17.6]	B [16.7]
	WESTBOUND APPROACH	B [19.1]	B [19.0]	B [17.5]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [17.3]	B [16.9]	B [16.1]
	NORTHBOUND APPROACH	B [17.3]	B [16.9]	B [16.1]
	SOUTHBOUND LEFT	C [23.8]	B [18.7]	B [17.1]
	SOUTHBOUND THROUGH / RIGHT	B [15.9]	B [16.2]	B [15.7]
	SOUTHBOUND APPROACH	C [20.4]	B [17.4]	B [16.4]
OVERALL INTERSECTION	C [21.3]	C [22.4]	B [18.3]	

LOS TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
16	YONKERS AVENUE & WALNUT STREET			
	SIGNALIZED			
	EASTBOUND LEFT	B [16.6]	B [13.2]	B [10.5]
	EASTBOUND THROUGH / RIGHT	C [22.4]	C [22.8]	B [18.8]
	EASTBOUND APPROACH	C [22.3]	C [22.7]	B [18.7]
	WESTBOUND LEFT	B [18.9]	C [25.3]	B [15.9]
	WESTBOUND THROUGH / RIGHT	C [22.8]	B [19.5]	B [17.2]
	WESTBOUND APPROACH	C [22.6]	C [20.2]	B [17.1]
	NORTHBOUND LEFT / THROUGH / RIGHT	D [43.9]	D [36.3]	C [33.1]
	NORTHBOUND APPROACH	D [43.9]	D [36.3]	C [33.1]
	SOUTHBOUND LEFT / THROUGH / RIGHT	D [38.7]	D [37.2]	C [33.0]
	SOUTHBOUND APPROACH	D [38.7]	D [37.2]	C [33.0]
	OVERALL INTERSECTION	C [25.6]	C [23.9]	C [20.3]
17	YONKERS AVENUE & PRESCOTT STREET			
	SIGNALIZED			
	EASTBOUND LEFT	B [13.1]	B [13.6]	B [12.9]
	EASTBOUND THROUGH / RIGHT	C [21.4]	C [27.8]	C [20.6]
	EASTBOUND APPROACH	C [21.3]	C [27.7]	C [20.5]
	WESTBOUND LEFT	B [11.2]	F [86.3]	B [15.7]
	WESTBOUND THROUGH / RIGHT	B [13.5]	B [16.6]	B [11.7]
	WESTBOUND APPROACH	B [13.4]	C [25.0]	B [12.2]
	NORTHBOUND LEFT / THROUGH / RIGHT	D [42.4]	C [31.0]	C [30.3]
	NORTHBOUND APPROACH	D [42.4]	C [31.0]	C [30.3]
OVERALL INTERSECTION	B [19.2]	C [26.3]	B [16.2]	
18	YONKERS AVENUE & ASHBURTON AVENUE			
	SIGNALIZED			
	EASTBOUND THROUGH	C [24.3]	B [19.6]	B [14.3]
	EASTBOUND APPROACH	C [24.3]	B [19.6]	B [14.3]
	WESTBOUND THROUGH	C [25.1]	C [28.3]	B [16.3]
	WESTBOUND RIGHT	C [28.7]	D [35.3]	B [18.3]
	WESTBOUND APPROACH	C [26.2]	C [30.4]	B [16.9]
	SOUTHBOUND LEFT	E [72.5]	D [48.3]	D [35.2]
	SOUTHBOUND LEFT / RIGHT	E [65.9]	D [49.1]	D [35.3]
	SOUTHBOUND APPROACH	E [69.2]	D [48.7]	D [35.3]
OVERALL INTERSECTION	C [33.3]	C [30.0]	B [19.1]	

LOS TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
19	YONKERS AVENUE & SAW MILL RIVER PARKWAY SB RAMP UN SIGNALIZED SOUTHBOUND RIGHT	F (402.4)	F (559.1)	F (176.8)
20	YONKERS AVENUE & SAW MILL RIVER PARKWAY NB RAMP SIGNALIZED			
	EASTBOUND LEFT	F [149.3]	C [28.6]	B [14.9]
	EASTBOUND THROUGH	A [5.0]	A [5.7]	A [4.8]
	EASTBOUND APPROACH	E [59.0]	B [11.6]	A [7.4]
	WESTBOUND THROUGH	B [19.2]	B [17.7]	B [16.3]
	WESTBOUND RIGHT	A [5.6]	A [5.3]	A [5.1]
	WESTBOUND APPROACH	B [16.4]	B [15.3]	B [14.1]
	SOUTHBOUND LEFT	D [36.9]	D [37.1]	D [36.9]
	SOUTHBOUND RIGHT	F [194.2]	F [290.4]	F [154.7]
	SOUTHBOUND APPROACH	F [189.1]	F [281.9]	F [150.8]
	OVERALL INTERSECTION	E [72.2]	F [80.1]	D [45.1]

LOS TABLE NO. 1
LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
21	BUENA VISTA AVENUE & DOCK STREET ALL-WAY STOP WESTBOUND APPROACH NORTHBOUND APPROACH SOUTHBOUND APPROACH OVERALL INTERSECTION	 A (9.86) B (10.97) A (9.58) B (10.34)	 B (10.46) A (9.33) B (13.73) B (11.99)	 A (9.42) A (8.55) B (11.01) B (10.09)
22	BUENA VISTA AVENUE & MAIN STREET SIGNALIZED EASTBOUND LEFT / THROUGH / RIGHT EASTBOUND APPROACH WESTBOUND LEFT / THROUGH / RIGHT WESTBOUND APPROACH NORTHBOUND LEFT / THROUGH / RIGHT NORTHBOUND APPROACH SOUTHBOUND LEFT / THROUGH / RIGHT SOUTHBOUND APPROACH OVERALL INTERSECTION	 B [10.8] B [10.8] B [12.7] B [12.7] B [13.0] B [13.0] B [12.1] B [12.1] B [12.5]	 B [10.8] B [10.8] B [11.3] B [11.3] B [11.9] B [11.9] B [13.3] B [13.3] B [12.4]	 B [10.7] B [10.7] B [11.1] B [11.1] B [11.5] B [11.5] B [12.5] B [12.5] B [11.8]
23	BUENA VISTA AVENUE & HUDSON STREET UNSIGNALIZED SOUTHBOUND LEFT / THROUGH WESTBOUND LEFT / RIGHT	 A (8.0) B (11.6)	 A (7.7) B (11.4)	 A (7.6) B (10.5)

LOS TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
24	WARBURTON AVENUE & DOCK STREET / NEPPERHAN STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [11.3]	B [11.9]	B [11.5]
	EASTBOUND APPROACH	B [11.3]	B [11.9]	B [11.5]
	NORTHBOUND LEFT	E [70.7]	B [14.3]	B [12.1]
	NORTHBOUND THROUGH / RIGHT	B [15.4]	B [15.0]	B [13.3]
	NORTHBOUND APPROACH	C [33.7]	B [14.9]	B [13.0]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [15.3]	B [16.0]	B [13.8]
	SOUTHBOUND APPROACH	B [15.3]	B [16.0]	B [13.8]
	OVERALL INTERSECTION	C [22.1]	B [15.1]	B [13.2]
25	WARBURTON AVENUE / RIVERDALE AVENUE & MAIN STREET			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	C [26.0]	C [26.7]	C [26.2]
	EASTBOUND APPROACH	C [26.0]	C [26.7]	C [26.2]
	WESTBOUND LEFT / THROUGH / RIGHT	C [32.4]	C [32.2]	C [29.4]
	WESTBOUND APPROACH	C [32.4]	C [32.2]	C [29.4]
	NORTHBOUND LEFT	B [13.1]	B [13.5]	B [11.4]
	NORTHBOUND THROUGH	A [9.5]	A [9.0]	A [8.8]
	NORTHBOUND APPROACH	A [9.9]	A [9.5]	A [9.1]
	SOUTHBOUND THROUGH / RIGHT	C [23.1]	C [23.7]	C [22.2]
SOUTHBOUND APPROACH	C [23.1]	C [23.7]	C [22.2]	
OVERALL INTERSECTION	C [20.5]	C [22.0]	C [20.5]	
26	RIVERDALE AVENUE & HUDSON STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [26.5]	C [26.6]	C [26.2]
	EASTBOUND APPROACH	C [26.5]	C [26.6]	C [26.2]
	NORTHBOUND THROUGH	C [21.5]	C [20.1]	B [19.7]
	NORTHBOUND RIGHT	C [20.3]	B [19.6]	B [19.3]
	NORTHBOUND APPROACH	C [21.3]	C [20.0]	B [19.6]
	SOUTHBOUND LEFT	B [13.1]	B [11.1]	A [9.8]
	SOUTHBOUND THROUGH	A [9.9]	B [10.2]	A [9.7]
	SOUTHBOUND APPROACH	B [10.6]	B [10.4]	A [9.7]
OVERALL INTERSECTION	B [16.4]	B [14.7]	B [14.1]	

LOS TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
27	RIVERDALE AVENUE & NEPPERHAN AVE / PROSPECT STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [26.7]	C [27.9]	C [27.2]
	EASTBOUND APPROACH	C [26.7]	C [27.9]	C [27.2]
	WESTBOUND LEFT	F [80.4]	F [141.3]	D [50.4]
	WESTBOUND THROUGH	D [35.4]	D [35.1]	C [30.8]
	WESTBOUND RIGHT	C [31.6]	C [27.9]	C [27.1]
	WESTBOUND APPROACH	D [49.4]	E [73.5]	D [37.4]
	NORTHBOUND LEFT	B [16.9]	B [17.3]	B [16.6]
	NORTHBOUND THROUGH / RIGHT	C [22.9]	B [19.6]	B [18.5]
	NORTHBOUND APPROACH	C [22.3]	B [19.2]	B [18.2]
	SOUTHBOUND LEFT	C [25.0]	C [28.1]	C [22.0]
	SOUTHBOUND THROUGH	B [17.7]	B [18.0]	B [17.3]
	SOUTHBOUND RIGHT	B [15.6]	B [15.9]	B [15.7]
	SOUTHBOUND APPROACH	B [19.8]	C [21.3]	B [18.8]
	OVERALL INTERSECTION	C [30.7]	D [36.8]	C [25.1]
28	RIVERDALE AVENUE & VARK STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	D [36.8]	C [29.9]	C [27.6]
	EASTBOUND APPROACH	D [36.8]	C [29.9]	C [27.6]
	WESTBOUND LEFT / THROUGH / RIGHT	C [26.7]	C [26.7]	C [25.9]
	WESTBOUND APPROACH	C [26.7]	C [26.7]	C [25.9]
	NORTHBOUND LEFT	A [9.4]	A [9.7]	A [8.4]
	NORTHBOUND THROUGH / RIGHT	C [20.0]	B [18.8]	B [17.5]
	NORTHBOUND APPROACH	B [19.6]	B [18.3]	B [16.9]
	SOUTHBOUND LEFT	B [17.8]	B [17.5]	B [12.5]
	SOUTHBOUND THROUGH / RIGHT	B [17.2]	B [17.4]	B [16.6]
	SOUTHBOUND APPROACH	B [17.4]	B [17.4]	B [15.4]
	OVERALL INTERSECTION	C [21.6]	B [19.9]	B [18.2]
29	RIVERDALE AVENUE & HERRIOT STREET			
	SIGNALIZED			
	WESTBOUND LEFT / THROUGH / RIGHT	C [26.0]	C [25.0]	C [24.6]
	WESTBOUND APPROACH	C [26.0]	C [25.0]	C [24.6]
	NORTHBOUND LEFT	A [10.0]	B [10.0]	A [8.6]
	NORTHBOUND THROUGH	A [8.9]	A [8.8]	A [8.3]
	NORTHBOUND APPROACH	A [9.0]	A [8.8]	A [8.3]
	SOUTHBOUND THROUGH / RIGHT	B [17.5]	B [17.8]	B [16.8]
	SOUTHBOUND APPROACH	B [17.5]	B [17.8]	B [16.8]
	OVERALL INTERSECTION	B [14.0]	B [13.8]	B [13.1]

LOS TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
30	RIVERDALE AVENUE & LUDLOW STREET			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	C [28.0]	C [30.6]	C [27.4]
	EASTBOUND APPROACH	C [28.0]	C [30.6]	C [27.4]
	WESTBOUND LEFT / THROUGH / RIGHT	E [55.6]	C [32.2]	C [28.7]
	WESTBOUND APPROACH	E [55.6]	C [32.2]	C [28.7]
	NORTHBOUND LEFT	B [11.1]	B [11.1]	A [9.4]
	NORTHBOUND THROUGH	A [8.5]	A [8.1]	A [7.8]
	NORTHBOUND APPROACH	A [8.7]	A [8.4]	A [7.9]
	SOUTHBOUND THROUGH / RIGHT	B [18.3]	B [18.5]	B [17.3]
	SOUTHBOUND APPROACH	B [18.3]	B [18.5]	B [17.3]
OVERALL INTERSECTION	C [23.9]	B [19.0]	B [17.4]	
31	RIVERDALE AVENUE & RADFORD STREET			
	SIGNALIZED			
	WESTBOUND LEFT / RIGHT	C [27.7]	C [27.9]	C [26.8]
	WESTBOUND APPROACH	C [27.7]	C [27.9]	C [26.8]
	NORTHBOUND THROUGH / RIGHT	B [15.9]	B [16.1]	B [15.6]
	NORTHBOUND APPROACH	B [15.9]	B [16.1]	B [15.6]
	SOUTHBOUND LEFT	A [8.7]	A [9.2]	A [8.0]
	SOUTHBOUND THROUGH / RIGHT	A [7.9]	A [8.0]	A [7.7]
	SOUTHBOUND APPROACH	A [8.1]	A [8.3]	A [7.8]
	OVERALL INTERSECTION	B [14.2]	B [14.3]	B [13.7]
32	RIVERDALE AVENUE & VALENTINE LANE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [27.3]	C [26.1]	C [25.5]
	EASTBOUND APPROACH	C [27.3]	C [26.1]	C [25.5]
	WESTBOUND LEFT / THROUGH / RIGHT	C [30.2]	C [28.9]	C [27.2]
	WESTBOUND APPROACH	C [30.2]	C [28.9]	C [27.2]
	NORTHBOUND LEFT	A [7.7]	A [7.9]	A [7.3]
	NORTHBOUND THROUGH / RIGHT	B [15.4]	B [15.6]	B [15.2]
	NORTHBOUND APPROACH	B [14.3]	B [14.2]	B [13.7]
	SOUTHBOUND LEFT	A [7.7]	A [7.7]	A [7.5]
	SOUTHBOUND THROUGH / RIGHT	B [15.9]	B [15.8]	B [15.4]
SOUTHBOUND APPROACH	B [14.2]	B [14.1]	B [13.7]	
OVERALL INTERSECTION	B [19.4]	B [18.2]	B [17.5]	

LOS TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
33	SOUTH BROADWAY & VARK STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	D [36.7]	D [41.2]	D [35.1]
	EASTBOUND APPROACH	D [36.7]	D [41.2]	D [35.1]
	WESTBOUND LEFT / THROUGH / RIGHT	D [40.8]	D [35.9]	D [35.1]
	WESTBOUND APPROACH	D [40.8]	D [35.9]	D [35.1]
	NORTHBOUND LEFT / THROUGH / RIGHT	C [24.4]	C [22.0]	C [21.0]
	NORTHBOUND APPROACH	C [24.4]	C [22.0]	C [21.0]
	SOUTHBOUND LEFT / THROUGH / RIGHT	C [22.5]	C [24.4]	C [22.4]
	SOUTHBOUND APPROACH	C [22.5]	C [24.4]	C [22.4]
OVERALL INTERSECTION	C [30.2]	C [30.3]	C [27.6]	
34	SOUTH BROADWAY & HERRIOT STREET			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	C [22.4]	C [21.2]	C [20.9]
	EASTBOUND APPROACH	C [22.4]	C [21.2]	C [20.9]
	WESTBOUND LEFT / THROUGH / RIGHT	C [23.6]	C [26.1]	C [24.2]
	WESTBOUND APPROACH	C [23.6]	C [26.1]	C [24.2]
	NORTHBOUND LEFT / THROUGH	B [11.5]	B [11.2]	B [10.6]
	NORTHBOUND APPROACH	B [11.5]	B [11.2]	B [10.6]
	SOUTHBOUND THROUGH / RIGHT	B [11.2]	B [12.0]	B [11.2]
	SOUTHBOUND APPROACH	B [11.2]	B [12.0]	B [11.2]
OVERALL INTERSECTION	B [15.5]	B [16.6]	B [15.5]	
35	SOUTH BROADWAY & BRIGHT PLACE			
	SIGNALIZED			
	WESTBOUND LEFT / RIGHT	C [20.7]	C [21.1]	C [20.9]
	WESTBOUND APPROACH	C [20.7]	C [21.1]	C [20.9]
	NORTHBOUND THROUGH / RIGHT	B [16.0]	B [17.0]	B [13.7]
	NORTHBOUND APPROACH	B [16.0]	B [17.0]	B [13.7]
	SOUTHBOUND LEFT / THROUGH	B [11.3]	B [13.0]	B [11.8]
	SOUTHBOUND APPROACH	B [11.3]	B [13.0]	B [11.8]
OVERALL INTERSECTION	B [14.7]	B [15.7]	B [13.4]	
36	SOUTH BROADWAY & LUDLOW STREET			
	SIGNALIZED			
	NORTHBOUND LEFT	A [1.3]	A [1.9]	A [1.2]
	NORTHBOUND THROUGH	A [10.0]	B [10.9]	A [9.6]
	NORTHBOUND APPROACH	A [7.0]	A [8.3]	A [7.2]
	SOUTHBOUND THROUGH / RIGHT	B [10.3]	B [12.9]	B [10.5]
	SOUTHBOUND APPROACH	B [10.3]	B [12.9]	B [10.5]
OVERALL INTERSECTION	A [8.3]	B [10.4]	A [8.7]	

LOS TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
37	SOUTH BROADWAY & MCLEAN AVENUE			
	SIGNALIZED			
	WESTBOUND LEFT	C [23.6]	C [23.0]	C [22.3]
	WESTBOUND RIGHT	D [36.7]	C [32.1]	C [26.7]
	WESTBOUND APPROACH	C [31.8]	C [28.8]	C [25.1]
	NORTHBOUND THROUGH / RIGHT	B [10.9]	B [11.9]	B [11.1]
	NORTHBOUND APPROACH	B [10.9]	B [11.9]	B [11.1]
	SOUTHBOUND LEFT	B [14.5]	C [21.2]	B [13.6]
	SOUTHBOUND THROUGH	B [10.9]	B [12.6]	B [11.6]
	SOUTHBOUND APPROACH	B [12.7]	B [16.1]	B [12.4]
	OVERALL INTERSECTION	C [20.1]	B [19.1]	B [16.1]
38	SOUTH BROADWAY & RADFORD STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [24.5]	C [26.2]	C [23.9]
	EASTBOUND APPROACH	C [24.5]	C [26.2]	C [23.9]
	WESTBOUND LEFT / THROUGH / RIGHT	C [33.1]	C [34.7]	C [26.6]
	WESTBOUND APPROACH	C [33.1]	C [34.7]	C [26.6]
	NORTHBOUND LEFT	B [10.2]	B [10.5]	A [9.9]
	NORTHBOUND THROUGH / RIGHT	C [20.6]	C [22.2]	C [20.7]
	NORTHBOUND APPROACH	B [17.9]	B [19.8]	B [18.5]
	SOUTHBOUND LEFT	A [9.6]	B [10.2]	A [9.9]
	SOUTHBOUND THROUGH / RIGHT	C [21.0]	C [22.1]	C [20.6]
SOUTHBOUND APPROACH	B [19.9]	C [20.5]	B [19.2]	
OVERALL INTERSECTION	C [24.1]	C [25.0]	C [21.8]	
39	SOUTH BROADWAY & VALENTINE LANE			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	B [19.6]	C [22.2]	B [19.0]
	EASTBOUND APPROACH	B [19.6]	C [22.2]	B [19.0]
	NORTHBOUND LEFT	B [11.1]	B [10.7]	B [10.0]
	NORTHBOUND THROUGH	B [11.7]	B [12.5]	B [11.4]
	NORTHBOUND APPROACH	B [11.6]	B [12.1]	B [11.1]
	SOUTHBOUND THROUGH / RIGHT	B [12.2]	B [12.1]	B [11.3]
	SOUTHBOUND APPROACH	B [12.2]	B [12.1]	B [11.3]
	OVERALL INTERSECTION	B [13.9]	B [15.1]	B [13.5]

LOS TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
40	YONKERS AVENUE & MIDLAND AVENUE (WEST)			
	SIGNALIZED			
	EASTBOUND LEFT	C [26.7]	C [22.1]	B [13.8]
	EASTBOUND THROUGH	B [18.7]	B [13.6]	B [10.6]
	EASTBOUND APPROACH	B [19.5]	B [14.7]	B [11.0]
	WESTBOUND THROUGH	C [20.4]	B [18.0]	B [16.4]
	WESTBOUND RIGHT	B [13.8]	B [14.1]	B [13.8]
	WESTBOUND APPROACH	B [19.8]	B [17.5]	B [16.0]
	SOUTHBOUND LEFT	C [32.1]	C [30.4]	C [29.9]
	SOUTHBOUND LEFT / RIGHT	C [31.9]	C [31.0]	C [30.4]
	SOUTHBOUND RIGHT	D [46.5]	D [39.1]	C [34.3]
	SOUTHBOUND APPROACH	D [38.7]	D [35.0]	C [32.3]
	OVERALL INTERSECTION	C [22.5]	B [18.3]	B [15.5]
41	YONKERS AVENUE & MIDLAND AVENUE (EAST)			
	SIGNALIZED			
	EASTBOUND LEFT	B [13.4]	B [14.5]	B [13.7]
	EASTBOUND THROUGH / RIGHT	B [19.0]	B [16.8]	B [15.7]
	EASTBOUND APPROACH	B [18.9]	B [16.6]	B [15.6]
	WESTBOUND LEFT	B [16.8]	B [12.3]	A [9.7]
	WESTBOUND THROUGH / RIGHT	A [8.6]	A [8.3]	A [7.8]
	WESTBOUND APPROACH	A [9.7]	A [8.8]	A [8.0]
	NORTHBOUND LEFT	F [116.1]	D [49.1]	D [37.9]
	NORTHBOUND THROUGH / RIGHT	C [29.5]	C [29.8]	C [29.4]
	NORTHBOUND APPROACH	F [91.6]	D [41.8]	C [34.7]
	SOUTHBOUND LEFT / THROUGH / RIGHT	C [30.4]	C [29.7]	C [29.5]
	SOUTHBOUND APPROACH	C [30.4]	C [29.7]	C [29.5]
	OVERALL INTERSECTION	C [27.1]	B [17.8]	B [15.9]
42	YONKERS AVENUE & SEMINARY AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH	A [7.9]	A [8.5]	A [7.7]
	EASTBOUND APPROACH	A [7.9]	A [8.5]	A [7.7]
	WESTBOUND THROUGH / RIGHT	C [23.4]	C [26.8]	C [23.8]
	WESTBOUND APPROACH	C [23.4]	C [26.8]	C [23.8]
	SOUTHBOUND LEFT / RIGHT	C [31.4]	C [32.0]	C [31.1]
	SOUTHBOUND APPROACH	C [31.4]	C [32.0]	C [31.1]
	OVERALL INTERSECTION	B [17.6]	B [19.8]	B [17.9]

LOS TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
43	YONKERS AVENUE & CENTRAL PARK AVENUE (SB)			
	SIGNALIZED			
	EASTBOUND THROUGH / RIGHT	C [32.8]	C [34.6]	C [32.1]
	EASTBOUND APPROACH	C [32.8]	C [34.6]	C [32.1]
	WESTBOUND LEFT	B [10.9]	B [12.8]	B [10.3]
	WESTBOUND THROUGH	A [8.9]	A [9.0]	A [8.6]
	WESTBOUND APPROACH	A [9.5]	B [10.2]	A [9.1]
	SOUTHBOUND LEFT / THROUGH / RIGHT	D [44.5]	D [51.9]	D [47.3]
	SOUTHBOUND APPROACH	D [44.5]	D [51.9]	D [47.3]
	OVERALL INTERSECTION	C [24.0]	C [28.8]	C [26.4]
44	YONKERS AVENUE & CENTRAL PARK AVENUE (NB)			
	SIGNALIZED			
	EASTBOUND LEFT	A [9.8]	A [9.7]	A [8.9]
	EASTBOUND THROUGH	A [8.4]	A [8.6]	A [8.3]
	EASTBOUND APPROACH	A [8.8]	A [9.0]	A [8.5]
	WESTBOUND THROUGH	C [32.6]	C [30.8]	C [29.6]
	WESTBOUND RIGHT	C [30.3]	D [40.3]	C [34.7]
	WESTBOUND APPROACH	C [32.1]	C [35.0]	C [31.9]
	NORTHBOUND LEFT / THROUGH	D [44.2]	D [52.9]	D [47.7]
	NORTHBOUND RIGHT	D [44.1]	D [52.1]	D [47.0]
	NORTHBOUND APPROACH	D [44.2]	D [52.6]	D [47.5]
	OVERALL INTERSECTION	C [27.7]	C [33.1]	C [30.1]

LOS TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
45	WARBURTON AVENUE & GLENWOOD AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [15.6]	B [14.5]	B [14.2]
	EASTBOUND APPROACH	B [15.6]	B [14.5]	B [14.2]
	WESTBOUND LEFT / THROUGH / RIGHT	B [14.8]	B [15.0]	B [14.6]
	WESTBOUND APPROACH	B [14.8]	B [15.0]	B [14.6]
	NORTHBOUND LEFT / THROUGH / RIGHT	A [9.5]	B [10.5]	A [9.7]
	NORTHBOUND APPROACH	A [9.5]	B [10.5]	A [9.7]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [11.1]	A [9.9]	A [9.3]
	SOUTHBOUND APPROACH	B [11.1]	A [9.9]	A [9.3]
	OVERALL INTERSECTION	B [11.6]	B [11.3]	B [10.7]
46	WARBURTON AVENUE & LAMARTINE AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [14.1]	B [14.9]	B [14.6]
	EASTBOUND APPROACH	B [14.1]	B [14.9]	B [14.6]
	WESTBOUND LEFT / THROUGH / RIGHT	B [15.6]	B [14.3]	B [14.1]
	WESTBOUND APPROACH	B [15.6]	B [14.3]	B [14.1]
	NORTHBOUND LEFT / THROUGH / RIGHT	A [9.7]	B [10.8]	A [9.9]
	NORTHBOUND APPROACH	A [9.7]	B [10.8]	A [9.9]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [11.6]	B [10.7]	A [9.8]
	SOUTHBOUND APPROACH	B [11.6]	B [10.7]	A [9.8]
	OVERALL INTERSECTION	B [11.8]	B [11.5]	B [10.7]
47	NORTH BROADWAY & GLENWOOD AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [25.2]	C [21.1]	C [20.6]
	EASTBOUND APPROACH	C [25.2]	C [21.1]	C [20.6]
	WESTBOUND LEFT / THROUGH / RIGHT	C [23.5]	C [23.3]	C [22.2]
	WESTBOUND APPROACH	C [23.5]	C [23.3]	C [22.2]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [11.8]	B [10.6]	A [9.8]
	NORTHBOUND APPROACH	B [11.8]	B [10.6]	A [9.8]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [12.4]	B [11.0]	B [10.1]
	SOUTHBOUND APPROACH	B [12.4]	B [11.0]	B [10.1]
	OVERALL INTERSECTION	B [16.0]	B [14.3]	B [13.5]
48	NORTH BROADWAY & LAMARTINE AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	B [15.6]	B [15.4]	B [14.9]
	EASTBOUND APPROACH	B [15.6]	B [15.4]	B [14.9]
	NORTHBOUND LEFT / THROUGH	B [12.3]	B [11.9]	B [10.6]
	NORTHBOUND APPROACH	B [12.3]	B [11.9]	B [10.6]
	SOUTHBOUND THROUGH / RIGHT	B [15.7]	B [11.4]	B [10.3]
	SOUTHBOUND APPROACH	B [15.7]	B [11.4]	B [10.3]
	OVERALL INTERSECTION	B [14.6]	B [12.2]	B [11.1]

LOS TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2006 EXISTING CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
49	NEPPERHAN AVENUE & LAKE STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH	D [35.7]	C [26.6]	C [26.4]
	EASTBOUND RIGHT	C [27.3]	C [26.2]	C [26.2]
	EASTBOUND APPROACH	C [33.8]	C [26.5]	C [26.3]
	WESTBOUND LEFT	C [35.0]	C [23.7]	C [21.5]
	WESTBOUND RIGHT	B [19.3]	B [19.3]	B [19.0]
	WESTBOUND APPROACH	C [32.0]	C [22.6]	C [20.9]
	NORTHBOUND THROUGH	C [20.9]	C [22.0]	B [18.9]
	NORTHBOUND RIGHT	C [22.5]	C [22.5]	B [19.0]
	NORTHBOUND APPROACH	C [21.7]	C [22.2]	B [18.9]
	SOUTHBOUND LEFT / THROUGH	C [20.6]	C [20.5]	B [17.8]
	SOUTHBOUND APPROACH	C [20.6]	C [20.5]	B [17.8]
OVERALL INTERSECTION	C [25.0]	C [21.9]	B [19.2]	
50	PROSPECT STREET & BUENA VISTA AVENUE			
	ALL-WAY STOP			
	WESTBOUND APPROACH	A (9.65)	A (9.74)	A (8.83)
	NORTHBOUND APPROACH	B (10.28)	A (9.20)	B (8.42)
	SOUTHBOUND APPROACH	B (11.05)	B (13.77)	B (11.13)
OVERALL INTERSECTION	B (10.39)	B (11.72)	A (9.93)	
51	PROSPECT STREET & HAWTHORNE AVENUE			
	ALL-WAY STOP			
	EASTBOUND APPROACH	A (9.75)	B (12.09)	B (10.34)
	WESTBOUND APPROACH	A (9.96)	B (10.20)	A (9.34)
OVERALL INTERSECTION	A (9.88)	B (11.05)	A (9.79)	

THE ABOVE REPRESENTS
 THE LEVELS OF SERVICE AND VEHICLE DELAY IN SECONDS, B [13.2],
 FOR EACH MOVEMENT, FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION
 FOR THE SIGNALIZED INTERSECTIONS
 AND THE LEVELS OF SERVICE AND AVERAGE TOTAL DELAY IN SECONDS, B (13.2)
 FOR THE UNSIGNALIZED INTERSECTIONS

LOS TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
1	NEPPERHAN AVENUE & ELM STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	D [43.2]	E [57.2]	D [36.1]
	EASTBOUND APPROACH	D [43.2]	E [57.2]	D [36.1]
	WESTBOUND LEFT / RIGHT	D [45.7]	D [46.0]	C [33.7]
	WESTBOUND APPROACH	D [45.7]	D [46.0]	C [33.7]
	NORTHBOUND THROUGH / RIGHT	C [21.8]	C [28.0]	C [21.2]
	NORTHBOUND APPROACH	C [21.8]	C [28.0]	C [21.2]
	SOUTHBOUND LEFT	C [28.6]	C [31.9]	C [25.3]
	SOUTHBOUND THROUGH	B [17.9]	B [12.3]	B [10.5]
	SOUTHBOUND APPROACH	B [18.6]	B [14.2]	B [11.9]
	OVERALL INTERSECTION	C [23.3]	C [25.6]	B [19.1]
2	NEPPERHAN AVENUE & NEW SCHOOL STREET			
	SIGNALIZED			
	EASTBOUND LEFT	C [28.1]	C [24.2]	B [17.0]
	EASTBOUND THROUGH / RIGHT	C [20.5]	C [30.0]	C [21.6]
	EASTBOUND APPROACH	C [21.1]	C [29.7]	C [21.3]
	WESTBOUND LEFT	B [19.7]	C [24.9]	B [18.5]
	WESTBOUND THROUGH	D [43.3]	C [24.1]	C [20.2]
	WESTBOUND RIGHT	B [17.6]	B [16.4]	B [15.9]
	WESTBOUND APPROACH	D [39.3]	C [23.3]	B [19.7]
	SOUTHBOUND LEFT / THROUGH / RIGHT	C [28.8]	D [35.7]	C [30.1]
	SOUTHBOUND APPROACH	C [28.8]	D [35.7]	C [30.1]
	OVERALL INTERSECTION	C [32.2]	C [27.3]	C [21.3]
3	NEPPERHAN AVENUE & NEW MAIN STREET			
	SIGNALIZED			
	EASTBOUND LEFT	B [11.1]	A [8.8]	A [8.0]
	EASTBOUND THROUGH / RIGHT	B [19.4]	C [24.2]	B [20.0]
	EASTBOUND APPROACH	B [19.1]	C [23.9]	B [19.7]
	WESTBOUND LEFT	C [22.2]	F [97.7]	C [23.9]
	WESTBOUND THROUGH	C [24.4]	B [19.8]	B [18.1]
	WESTBOUND RIGHT	B [17.5]	B [17.0]	B [16.3]
	WESTBOUND APPROACH	C [23.3]	C [31.5]	B [18.7]
	NORTHBOUND LEFT / THROUGH / RIGHT	D [43.6]	F [95.5]	D [46.2]
	NORTHBOUND APPROACH	D [43.6]	F [95.5]	D [46.2]
	OVERALL INTERSECTION	C [24.0]	D [36.4]	C [22.6]

LOS TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
4	NEPPERHAN AVENUE & SOUTH BROADWAY			
	SIGNALIZED			
	EASTBOUND LEFT	C [22.1]	C [20.8]	B [19.8]
	EASTBOUND THROUGH / RIGHT	D [41.3]	D [38.2]	C [27.0]
	EASTBOUND APPROACH	D [40.5]	D [37.5]	C [26.7]
	WESTBOUND LEFT	F [151.9]	F [148.6]	D [53.2]
	WESTBOUND THROUGH	C [28.6]	C [26.5]	C [23.7]
	WESTBOUND RIGHT	C [20.1]	C [22.2]	C [21.2]
	WESTBOUND APPROACH	E [64.9]	E [61.9]	C [32.1]
	NORTHBOUND LEFT	C [27.1]	C [26.9]	C [26.3]
	NORTHBOUND THROUGH / RIGHT	D [42.7]	F [104.3]	D [49.8]
	NORTHBOUND APPROACH	D [39.6]	F [92.8]	D [46.3]
	SOUTHBOUND LEFT	C [28.5]	F [444.3]	E [59.5]
	SOUTHBOUND THROUGH / RIGHT	C [25.8]	C [26.3]	C [26.0]
	SOUTHBOUND APPROACH	C [26.9]	F [274.0]	D [45.7]
OVERALL INTERSECTION	D [51.2]	E [73.3]	C [33.6]	
5	SOUTH BROADWAY & HUDSON STREET			
	ALL-WAY STOP			
	EASTBOUND APPROACH	B (10.65)	C (20.25)	B (13.32)
	NORTHBOUND APPROACH	B (11.05)	C (18.92)	B (13.01)
	OVERALL INTERSECTION	B (10.85)	C (19.62)	B (13.17)
6	SOUTH BROADWAY & MAIN STREET			
	SIGNALIZED			
	WESTBOUND THROUGH / RIGHT	B [17.8]	B [17.7]	B [16.7]
	WESTBOUND APPROACH	B [17.8]	B [17.7]	B [16.7]
	NORTHBOUND LEFT / THROUGH	B [15.5]	B [16.6]	B [15.9]
	NORTHBOUND APPROACH	B [15.5]	B [16.6]	B [15.9]
	OVERALL INTERSECTION	B [17.0]	B [17.2]	B [16.4]

LOS TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
7	MAIN STREET & PALISADE AVENUE			
	SIGNALIZED			
	WESTBOUND THROUGH / RIGHT	B [18.6]	C [20.7]	B [18.3]
	WESTBOUND APPROACH	B [18.6]	C [20.7]	B [18.3]
	NORTHBOUND LEFT / THROUGH	B [15.8]	B [16.8]	B [16.1]
	NORTHBOUND APPROACH	B [15.8]	B [16.8]	B [16.1]
	OVERALL INTERSECTION	B [17.6]	B [19.1]	B [17.4]
8	PALISADE AVENUE & LOCUST HILL AVENUE			
	ALL-WAY STOP			
	EASTBOUND APPROACH	A (9.95)	B (13.00)	B (10.57)
	NORTHBOUND APPROACH	A (8.34)	A (9.62)	A (8.76)
	SOUTHBOUND APPROACH	A (9.32)	A (9.70)	A (8.93)
OVERALL INTERSECTION	A (9.50)	B (11.58)	A (9.83)	
9	PALISADE AVENUE / ELM STREET / NEW SCHOOL STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [16.2]	C [21.2]	B [17.7]
	EASTBOUND APPROACH	B [16.2]	C [21.2]	B [17.7]
	NORTHBOUND THROUGH / RIGHT	B [15.4]	B [16.7]	B [15.7]
	NORTHBOUND APPROACH	B [15.4]	B [16.7]	B [15.7]
	SOUTHBOUND LEFT / THROUGH	C [24.6]	D [37.2]	B [18.9]
	SOUTHBOUND APPROACH	C [24.6]	D [37.2]	B [18.9]
OVERALL INTERSECTION	B [19.6]	C [25.1]	B [17.5]	

LOS TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
10	ASHBURTON AVENUE & WARBURTON AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [15.2]	B [16.5]	B [15.9]
	EASTBOUND APPROACH	B [15.2]	B [16.5]	B [15.9]
	WESTBOUND LEFT / THROUGH / RIGHT	B [18.1]	B [17.1]	B [16.4]
	WESTBOUND APPROACH	B [18.1]	B [17.1]	B [16.4]
	NORTHBOUND LEFT / THROUGH / RIGHT	C [20.1]	C [21.4]	B [18.4]
	NORTHBOUND APPROACH	C [20.1]	C [21.4]	B [18.4]
	SOUTHBOUND LEFT / THROUGH / RIGHT	D [41.5]	D [43.7]	C [22.0]
	SOUTHBOUND APPROACH	D [41.5]	D [43.7]	C [22.0]
OVERALL INTERSECTION	C [27.7]	C [27.5]	B [18.9]	
11	ASHBURTON AVENUE & NORTH BROADWAY			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [17.2]	B [19.2]	B [17.5]
	EASTBOUND APPROACH	B [17.2]	B [19.2]	B [17.5]
	WESTBOUND LEFT / THROUGH / RIGHT	C [20.1]	C [23.7]	B [19.2]
	WESTBOUND APPROACH	C [20.1]	C [23.7]	B [19.2]
	NORTHBOUND LEFT / THROUGH / RIGHT	C [21.0]	C [22.1]	B [19.1]
	NORTHBOUND APPROACH	C [21.0]	C [22.1]	B [19.1]
	SOUTHBOUND LEFT	C [26.1]	B [19.3]	B [17.1]
	SOUTHBOUND THROUGH / RIGHT	B [19.4]	B [17.4]	B [16.6]
SOUTHBOUND APPROACH	C [21.8]	B [18.0]	B [16.7]	
OVERALL INTERSECTION	C [20.5]	C [21.0]	B [18.2]	
12	ASHBURTON AVENUE & LOCUST HILL ROAD			
	UNSIGNALIZED			
	WESTBOUND LEFT / THROUGH NORTHBOUND LEFT / RIGHT	A (8.8) C (17.2)	A (9.2) C (23.3)	A (8.7) C (16.6)
13	ASHBURTON AVENUE & PALISADE AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [20.3]	C [30.6]	C [21.7]
	EASTBOUND APPROACH	C [20.3]	C [30.6]	C [21.7]
	WESTBOUND LEFT	A [9.9]	B [11.6]	B [10.0]
	WESTBOUND THROUGH / RIGHT	A [9.7]	A [9.4]	A [8.8]
	WESTBOUND APPROACH	A [9.8]	B [10.1]	A [9.2]
	NORTHBOUND LEFT / THROUGH / RIGHT	D [35.7]	D [37.6]	C [30.7]
	NORTHBOUND APPROACH	D [35.7]	D [37.6]	C [30.7]
OVERALL INTERSECTION	B [19.3]	C [24.3]	B [18.9]	

LOS TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
14	ASHBURTON AVENUE & NEPPERHAN AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT	C [34.7]	D [36.5]	C [34.5]
	EASTBOUND THROUGH / RIGHT	F [189.3]	F [192.9]	F [112.2]
	EASTBOUND APPROACH	F [163.8]	F [167.0]	F [99.6]
	WESTBOUND LEFT	D [35.5]	D [35.7]	C [34.6]
	WESTBOUND THROUGH / RIGHT	E [78.7]	F [191.4]	F [89.3]
	WESTBOUND APPROACH	E [71.5]	F [169.5]	F [81.4]
	NORTHBOUND LEFT	C [20.6]	C [24.7]	C [21.0]
	NORTHBOUND THROUGH / RIGHT	C [29.6]	C [30.1]	C [28.5]
	NORTHBOUND APPROACH	C [28.9]	C [29.1]	C [27.2]
	SOUTHBOUND LEFT	C [23.5]	C [26.1]	C [21.6]
	SOUTHBOUND THROUGH	C [30.0]	C [31.3]	C [29.2]
	SOUTHBOUND RIGHT	C [27.8]	C [28.9]	C [27.8]
	SOUTHBOUND APPROACH	C [28.4]	C [29.8]	C [27.4]
	OVERALL INTERSECTION	E [76.6]	F [97.9]	E [59.1]
15	ASHBURTON AVENUE & NYS ROUTE 9A / WALNUT STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	F [186.6]	F [199.1]	D [50.2]
	EASTBOUND APPROACH	F [186.6]	F [199.1]	D [50.2]
	WESTBOUND LEFT / THROUGH	C [22.0]	C [24.0]	B [19.7]
	WESTBOUND RIGHT	B [17.4]	B [17.9]	B [16.9]
	WESTBOUND APPROACH	C [20.4]	C [21.9]	B [18.8]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [17.7]	B [17.3]	B [16.3]
	NORTHBOUND APPROACH	B [17.7]	B [17.3]	B [16.3]
	SOUTHBOUND LEFT	C [26.7]	B [19.6]	B [17.5]
	SOUTHBOUND THROUGH / RIGHT	B [16.4]	B [16.9]	B [16.2]
	SOUTHBOUND APPROACH	C [22.0]	B [18.1]	B [16.8]
	OVERALL INTERSECTION	E [74.4]	E [77.5]	C [28.4]

LOS TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
16	YONKERS AVENUE & WALNUT STREET			
	SIGNALIZED			
	EASTBOUND LEFT	C [20.3]	B [16.2]	B [12.2]
	EASTBOUND THROUGH / RIGHT	C [27.8]	C [28.9]	C [20.6]
	EASTBOUND APPROACH	C [27.7]	C [28.8]	C [20.5]
	WESTBOUND LEFT	C [24.5]	C [32.4]	B [19.4]
	WESTBOUND THROUGH / RIGHT	C [27.8]	C [22.4]	B [18.7]
	WESTBOUND APPROACH	C [27.6]	C [23.5]	B [18.7]
	NORTHBOUND LEFT / THROUGH / RIGHT	D [48.3]	D [37.9]	C [33.8]
	NORTHBOUND APPROACH	D [48.3]	D [37.9]	C [33.8]
	SOUTHBOUND LEFT / THROUGH / RIGHT	D [42.6]	D [39.7]	C [33.6]
	SOUTHBOUND APPROACH	D [42.6]	D [39.7]	C [33.6]
	OVERALL INTERSECTION	C [30.5]	C [28.1]	C [21.8]
17	YONKERS AVENUE & PRESCOTT STREET			
	SIGNALIZED			
	EASTBOUND LEFT	B [13.4]	B [13.9]	B [13.1]
	EASTBOUND THROUGH / RIGHT	C [25.5]	D [45.6]	C [23.1]
	EASTBOUND APPROACH	C [25.5]	D [45.5]	C [23.1]
	WESTBOUND LEFT	B [14.2]	F [110.0]	C [25.5]
	WESTBOUND THROUGH / RIGHT	B [16.6]	C [25.1]	B [13.6]
	WESTBOUND APPROACH	B [16.5]	C [34.7]	B [14.9]
	NORTHBOUND LEFT / THROUGH / RIGHT	D [45.9]	C [31.2]	C [30.5]
	NORTHBOUND APPROACH	D [45.9]	C [31.2]	C [30.5]
OVERALL INTERSECTION	C [22.7]	D [39.0]	B [18.7]	
18	YONKERS AVENUE & ASHBURTON AVENUE			
	SIGNALIZED			
	EASTBOUND THROUGH	D [44.2]	C [29.1]	B [16.1]
	EASTBOUND APPROACH	D [44.2]	C [29.1]	B [16.1]
	WESTBOUND THROUGH	D [44.1]	E [56.7]	B [19.9]
	WESTBOUND RIGHT	D [43.0]	E [75.3]	C [26.0]
	WESTBOUND APPROACH	D [43.8]	E [62.5]	C [21.8]
	SOUTHBOUND LEFT	F [125.2]	E [68.5]	D [41.5]
	SOUTHBOUND LEFT / RIGHT	F [111.1]	E [69.7]	D [41.6]
	SOUTHBOUND APPROACH	F [118.3]	E [69.1]	D [41.6]
OVERALL INTERSECTION	E [57.9]	D [52.9]	C [23.3]	

LOS TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
19	YONKERS AVENUE & SAW MILL RIVER PARKWAY SB RAMP UN SIGNALIZED SOUTHBOUND RIGHT	F (638.1)	F (928.5)	F (350.9)
20	YONKERS AVENUE & SAW MILL RIVER PARKWAY NB RAMP SIGNALIZED			
	EASTBOUND LEFT	F [236.1]	D [44.5]	C [20.4]
	EASTBOUND THROUGH	A [5.4]	A [6.2]	A [5.1]
	EASTBOUND APPROACH	F [92.7]	B [16.3]	A [9.1]
	WESTBOUND THROUGH	C [20.4]	B [18.6]	B [16.8]
	WESTBOUND RIGHT	A [5.7]	A [5.4]	A [5.2]
	WESTBOUND APPROACH	B [17.3]	B [16.1]	B [14.6]
	SOUTHBOUND LEFT	D [37.0]	D [37.1]	D [36.9]
	SOUTHBOUND RIGHT	F [270.6]	F [409.4]	F [242.7]
	SOUTHBOUND APPROACH	F [263.2]	F [398.1]	F [236.5]
	OVERALL INTERSECTION	F [105.2]	F [116.4]	E [69.8]

LOS TABLE NO. 2
LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
21	BUENA VISTA AVENUE & DOCK STREET			
	ALL-WAY STOP			
	WESTBOUND APPROACH	B (10.88)	B (11.71)	B (10.14)
	NORTHBOUND APPROACH	B (13.43)	B (11.19)	A (9.59)
	SOUTHBOUND APPROACH	B (11.44)	C (20.56)	B (13.21)
	OVERALL INTERSECTION	B (12.26)	C (16.35)	B (11.63)
22	BUENA VISTA AVENUE & MAIN STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [10.9]	B [10.9]	B [10.7]
	EASTBOUND APPROACH	B [10.9]	B [10.9]	B [10.7]
	WESTBOUND LEFT / THROUGH / RIGHT	B [12.9]	B [11.4]	B [11.1]
	WESTBOUND APPROACH	B [12.9]	B [11.4]	B [11.1]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [14.2]	B [12.8]	B [12.1]
	NORTHBOUND APPROACH	B [14.2]	B [12.8]	B [12.1]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [13.1]	B [15.4]	B [13.3]
	SOUTHBOUND APPROACH	B [13.1]	B [15.4]	B [13.3]
	OVERALL INTERSECTION	B [13.3]	B [13.7]	B [12.4]
23	BUENA VISTA AVENUE & HUDSON STREET			
	UNSIGNALIZED			
	SOUTHBOUND LEFT / THROUGH WESTBOUND LEFT / RIGHT	A (8.1) B (12.9)	A (7.9) B (12.9)	A (7.8) B (11.4)

LOS TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
24	WARBURTON AVENUE & DOCK STREET / NEPPERHAN STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [11.5]	B [12.1]	B [11.6]
	EASTBOUND APPROACH	B [11.5]	B [12.1]	B [11.6]
	NORTHBOUND LEFT	F [137.7]	B [17.2]	B [12.6]
	NORTHBOUND THROUGH / RIGHT	B [16.6]	B [16.3]	B [13.7]
	NORTHBOUND APPROACH	E [56.2]	B [16.4]	B [13.5]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [16.6]	B [17.7]	B [14.5]
	SOUTHBOUND APPROACH	B [16.6]	B [17.7]	B [14.5]
	OVERALL INTERSECTION	C [31.4]	B [16.5]	B [13.8]
25	WARBURTON AVENUE / RIVERDALE AVENUE & MAIN STREET			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	C [27.9]	C [30.0]	C [27.8]
	EASTBOUND APPROACH	C [27.9]	C [30.0]	C [27.8]
	WESTBOUND LEFT / THROUGH / RIGHT	C [33.5]	C [33.3]	C [29.9]
	WESTBOUND APPROACH	C [33.5]	C [33.3]	C [29.9]
	NORTHBOUND LEFT	B [17.0]	B [16.7]	B [13.4]
	NORTHBOUND THROUGH	A [9.6]	A [9.1]	A [8.9]
	NORTHBOUND APPROACH	B [11.3]	B [10.9]	B [10.0]
	SOUTHBOUND THROUGH / RIGHT	C [23.9]	C [24.6]	C [22.6]
SOUTHBOUND APPROACH	C [23.9]	C [24.6]	C [22.6]	
OVERALL INTERSECTION	C [21.4]	C [23.2]	C [21.0]	
26	RIVERDALE AVENUE & HUDSON STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [26.7]	C [26.8]	C [26.3]
	EASTBOUND APPROACH	C [26.7]	C [26.8]	C [26.3]
	NORTHBOUND THROUGH	C [22.7]	C [20.8]	C [20.3]
	NORTHBOUND RIGHT	C [20.5]	B [19.8]	B [19.4]
	NORTHBOUND APPROACH	C [22.2]	C [20.6]	C [20.1]
	SOUTHBOUND LEFT	B [15.7]	B [12.7]	B [10.8]
	SOUTHBOUND THROUGH	B [10.3]	B [10.9]	B [10.1]
	SOUTHBOUND APPROACH	B [11.4]	B [11.3]	B [10.2]
OVERALL INTERSECTION	B [17.2]	B [15.4]	B [14.7]	

LOS TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
27	RIVERDALE AVENUE & NEPPERHAN AVE / PROSPECT STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [28.5]	C [30.3]	C [28.2]
	EASTBOUND APPROACH	C [28.5]	C [30.3]	C [28.2]
	WESTBOUND LEFT	F [221.3]	F [319.1]	F [115.3]
	WESTBOUND THROUGH	D [46.5]	E [56.6]	D [37.0]
	WESTBOUND RIGHT	D [43.1]	C [30.3]	C [28.9]
	WESTBOUND APPROACH	F [98.4]	F [135.3]	E [60.5]
	NORTHBOUND LEFT	B [17.3]	B [17.8]	B [17.0]
	NORTHBOUND THROUGH / RIGHT	C [24.2]	C [20.3]	B [18.9]
	NORTHBOUND APPROACH	C [23.5]	B [19.9]	B [18.6]
	SOUTHBOUND LEFT	D [35.9]	D [52.8]	C [27.8]
	SOUTHBOUND THROUGH	B [18.0]	B [18.3]	B [17.6]
	SOUTHBOUND RIGHT	B [15.6]	B [15.9]	B [15.8]
	SOUTHBOUND APPROACH	C [24.2]	C [31.9]	C [21.4]
	OVERALL INTERSECTION	D [48.9]	E [60.3]	C [33.8]
28	RIVERDALE AVENUE & VARK STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	D [40.8]	C [31.2]	C [27.9]
	EASTBOUND APPROACH	D [40.8]	C [31.2]	C [27.9]
	WESTBOUND LEFT / THROUGH / RIGHT	C [27.0]	C [27.0]	C [26.0]
	WESTBOUND APPROACH	C [27.0]	C [27.0]	C [26.0]
	NORTHBOUND LEFT	B [10.3]	B [10.5]	A [9.0]
	NORTHBOUND THROUGH / RIGHT	C [21.1]	B [19.8]	B [18.0]
	NORTHBOUND APPROACH	C [20.7]	B [19.3]	B [17.5]
	SOUTHBOUND LEFT	C [20.7]	C [21.4]	B [14.1]
	SOUTHBOUND THROUGH / RIGHT	B [17.8]	B [17.9]	B [16.9]
	SOUTHBOUND APPROACH	B [18.5]	B [18.9]	B [16.2]
	OVERALL INTERSECTION	C [22.9]	C [21.0]	B [18.7]
29	RIVERDALE AVENUE & HERRIOT STREET			
	SIGNALIZED			
	WESTBOUND LEFT / THROUGH / RIGHT	C [26.1]	C [25.1]	C [24.7]
	WESTBOUND APPROACH	C [26.1]	C [25.1]	C [24.7]
	NORTHBOUND LEFT	B [10.9]	B [10.9]	A [9.2]
	NORTHBOUND THROUGH	A [9.2]	A [9.1]	A [8.5]
	NORTHBOUND APPROACH	A [9.3]	A [9.1]	A [8.5]
	SOUTHBOUND THROUGH / RIGHT	B [18.1]	B [18.4]	B [17.2]
	SOUTHBOUND APPROACH	B [18.1]	B [18.4]	B [17.2]
	OVERALL INTERSECTION	B [14.4]	B [14.2]	B [13.4]

LOS TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
30	RIVERDALE AVENUE & LUDLOW STREET			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	C [28.7]	C [32.4]	C [27.8]
	EASTBOUND APPROACH	C [28.7]	C [32.4]	C [27.8]
	WESTBOUND LEFT / THROUGH / RIGHT	E [67.1]	C [33.8]	C [29.3]
	WESTBOUND APPROACH	E [67.1]	C [33.8]	C [29.3]
	NORTHBOUND LEFT	B [12.3]	B [12.2]	B [10.1]
	NORTHBOUND THROUGH	A [8.7]	A [8.4]	A [8.0]
	NORTHBOUND APPROACH	A [9.0]	A [8.6]	A [8.1]
	SOUTHBOUND THROUGH / RIGHT	B [19.2]	B [19.3]	B [17.8]
	SOUTHBOUND APPROACH	B [19.2]	B [19.3]	B [17.8]
OVERALL INTERSECTION	C [26.5]	B [19.7]	B [17.7]	
31	RIVERDALE AVENUE & RADFORD STREET			
	SIGNALIZED			
	WESTBOUND LEFT / RIGHT	C [28.1]	C [28.3]	C [27.1]
	WESTBOUND APPROACH	C [28.1]	C [28.3]	C [27.1]
	NORTHBOUND THROUGH / RIGHT	B [16.2]	B [16.5]	B [15.9]
	NORTHBOUND APPROACH	B [16.2]	B [16.5]	B [15.9]
	SOUTHBOUND LEFT	A [9.3]	B [10.1]	A [8.6]
	SOUTHBOUND THROUGH / RIGHT	A [8.1]	A [8.2]	A [7.9]
	SOUTHBOUND APPROACH	A [8.4]	A [8.6]	A [8.0]
	OVERALL INTERSECTION	B [14.3]	B [14.6]	B [13.9]
32	RIVERDALE AVENUE & VALENTINE LANE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [27.5]	C [26.3]	C [25.6]
	EASTBOUND APPROACH	C [27.5]	C [26.3]	C [25.6]
	WESTBOUND LEFT / THROUGH / RIGHT	C [31.1]	C [29.7]	C [27.6]
	WESTBOUND APPROACH	C [31.1]	C [29.7]	C [27.6]
	NORTHBOUND LEFT	A [8.2]	A [8.4]	A [7.5]
	NORTHBOUND THROUGH / RIGHT	B [15.6]	B [16.0]	B [15.5]
	NORTHBOUND APPROACH	B [14.6]	B [14.7]	B [14.1]
	SOUTHBOUND LEFT	A [7.9]	A [8.3]	A [7.5]
	SOUTHBOUND THROUGH / RIGHT	B [16.3]	B [16.2]	B [15.7]
SOUTHBOUND APPROACH	B [14.7]	B [14.6]	B [14.1]	
OVERALL INTERSECTION	B [19.7]	B [18.5]	B [17.7]	

LOS TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
33	SOUTH BROADWAY & VARK STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	D [38.1]	D [44.1]	D [36.2]
	EASTBOUND APPROACH	D [38.1]	D [44.1]	C [36.2]
	WESTBOUND LEFT / THROUGH / RIGHT	D [42.4]	D [36.2]	D [35.3]
	WESTBOUND APPROACH	D [42.4]	D [36.2]	D [35.3]
	NORTHBOUND LEFT / THROUGH / RIGHT	C [26.4]	C [23.1]	C [21.8]
	NORTHBOUND APPROACH	C [26.4]	C [23.1]	C [21.8]
	SOUTHBOUND LEFT / THROUGH / RIGHT	C [23.9]	C [26.6]	C [23.5]
	SOUTHBOUND APPROACH	C [23.9]	C [26.6]	C [23.5]
	OVERALL INTERSECTION	C [31.4]	C [31.8]	C [28.1]
34	SOUTH BROADWAY & HERRIOT STREET			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	C [22.7]	C [21.3]	C [21.0]
	EASTBOUND APPROACH	C [22.7]	C [21.3]	C [21.0]
	WESTBOUND LEFT / THROUGH / RIGHT	C [23.8]	C [27.0]	C [24.6]
	WESTBOUND APPROACH	C [23.8]	C [27.0]	C [24.6]
	NORTHBOUND LEFT / THROUGH	B [12.0]	B [11.8]	B [11.0]
	NORTHBOUND APPROACH	B [12.0]	B [11.8]	B [11.0]
	SOUTHBOUND THROUGH / RIGHT	B [11.8]	B [12.7]	B [11.7]
	SOUTHBOUND APPROACH	B [11.8]	B [12.7]	B [11.7]
		B [15.7]	B [16.9]	B [15.6]
35	SOUTH BROADWAY & BRIGHT PLACE			
	SIGNALIZED			
	WESTBOUND LEFT / RIGHT	C [20.8]	C [21.2]	C [21.0]
	WESTBOUND APPROACH	C [20.8]	C [21.2]	C [21.0]
	NORTHBOUND THROUGH / RIGHT	B [18.0]	C [20.2]	B [15.0]
	NORTHBOUND APPROACH	B [18.0]	C [20.2]	B [15.0]
	SOUTHBOUND LEFT / THROUGH	B [11.9]	B [14.1]	B [12.4]
	SOUTHBOUND APPROACH	B [11.9]	B [14.1]	B [12.4]
	OVERALL INTERSECTION	B [16.0]	B [17.8]	B [14.3]
36	SOUTH BROADWAY & LUDLOW STREET			
	SIGNALIZED			
	NORTHBOUND LEFT	A [1.7]	A [2.4]	A [1.5]
	NORTHBOUND THROUGH	B [10.6]	B [12.2]	B [10.2]
	NORTHBOUND APPROACH	A [7.6]	A [9.5]	A [7.8]
	SOUTHBOUND THROUGH / RIGHT	B [11.3]	B [14.9]	B [11.4]
	SOUTHBOUND APPROACH	B [11.3]	B [14.9]	B [11.4]
		OVERALL INTERSECTION	A [9.2]	B [11.9]

LOS TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
37	SOUTH BROADWAY & MCLEAN AVENUE			
	SIGNALIZED			
	WESTBOUND LEFT	C [23.9]	C [23.2]	C [22.5]
	WESTBOUND RIGHT	D [44.0]	D [37.7]	C [28.7]
	WESTBOUND APPROACH	D [36.6]	C [32.7]	C [26.5]
	NORTHBOUND THROUGH / RIGHT	B [11.2]	B [12.4]	B [11.5]
	NORTHBOUND APPROACH	B [11.2]	B [12.4]	B [11.5]
	SOUTHBOUND LEFT	B [17.3]	C [33.7]	B [15.9]
	SOUTHBOUND THROUGH	B [11.3]	B [13.2]	B [12.0]
	SOUTHBOUND APPROACH	B [14.2]	C [21.7]	B [13.6]
	OVERALL INTERSECTION	C [22.4]	C [22.9]	B [17.1]
38	SOUTH BROADWAY & RADFORD STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [25.0]	C [27.4]	C [24.3]
	EASTBOUND APPROACH	C [25.0]	C [27.4]	C [24.3]
	WESTBOUND LEFT / THROUGH / RIGHT	D [38.0]	D [40.3]	C [27.8]
	WESTBOUND APPROACH	D [38.0]	D [40.3]	C [27.8]
	NORTHBOUND LEFT	B [10.6]	B [10.9]	A [10.2]
	NORTHBOUND THROUGH / RIGHT	C [21.1]	C [23.7]	C [21.3]
	NORTHBOUND APPROACH	B [18.5]	C [21.1]	B [19.1]
	SOUTHBOUND LEFT	A [9.8]	B [10.5]	A [9.9]
	SOUTHBOUND THROUGH / RIGHT	C [21.9]	C [23.3]	C [21.2]
SOUTHBOUND APPROACH	C [20.8]	C [21.7]	B [19.8]	
OVERALL INTERSECTION	C [25.8]	C [27.3]	C [22.4]	
39	SOUTH BROADWAY & VALENTINE LANE			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	C [20.4]	C [23.7]	B [19.6]
	EASTBOUND APPROACH	C [20.4]	C [23.7]	B [19.6]
	NORTHBOUND LEFT	B [11.7]	B [11.1]	B [10.2]
	NORTHBOUND THROUGH	B [12.1]	B [13.4]	B [11.8]
	NORTHBOUND APPROACH	B [12.0]	B [13.0]	B [11.5]
	SOUTHBOUND THROUGH / RIGHT	B [13.1]	B [12.8]	B [11.6]
	SOUTHBOUND APPROACH	B [13.1]	B [12.8]	B [11.6]
	OVERALL INTERSECTION	B [14.6]	B [16.0]	B [13.9]

LOS TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
40	YONKERS AVENUE & MIDLAND AVENUE (WEST)			
	SIGNALIZED			
	EASTBOUND LEFT	C [31.8]	C [27.7]	B [16.1]
	EASTBOUND THROUGH	C [25.7]	B [15.6]	B [11.4]
	EASTBOUND APPROACH	C [26.3]	B [17.2]	B [12.0]
	WESTBOUND THROUGH	C [22.0]	B [19.0]	B [17.0]
	WESTBOUND RIGHT	B [13.8]	B [14.3]	B [13.9]
	WESTBOUND APPROACH	C [21.2]	B [18.4]	B [16.6]
	SOUTHBOUND LEFT	C [32.4]	C [30.6]	C [30.0]
	SOUTHBOUND LEFT / RIGHT	C [32.2]	C [31.2]	C [30.5]
	SOUTHBOUND RIGHT	D [51.3]	D [41.2]	D [35.2]
	SOUTHBOUND APPROACH	D [41.1]	D [36.2]	C [32.8]
	OVERALL INTERSECTION	C [26.9]	C [20.1]	B [16.2]
41	YONKERS AVENUE & MIDLAND AVENUE (EAST)			
	SIGNALIZED			
	EASTBOUND LEFT	B [13.5]	B [15.0]	B [13.9]
	EASTBOUND THROUGH / RIGHT	C [20.4]	B [17.5]	B [16.1]
	EASTBOUND APPROACH	C [20.2]	B [17.3]	B [16.0]
	WESTBOUND LEFT	C [20.0]	B [13.9]	B [10.6]
	WESTBOUND THROUGH / RIGHT	A [8.9]	A [8.7]	A [8.0]
	WESTBOUND APPROACH	B [10.3]	A [9.3]	A [8.3]
	NORTHBOUND LEFT	F [142.2]	E [55.0]	D [40.0]
	NORTHBOUND THROUGH / RIGHT	C [29.6]	C [29.9]	C [29.5]
	NORTHBOUND APPROACH	F [110.0]	D [45.5]	D [36.0]
	SOUTHBOUND LEFT / THROUGH / RIGHT	C [30.5]	C [29.8]	C [29.5]
	SOUTHBOUND APPROACH	C [30.5]	C [29.8]	C [29.5]
	OVERALL INTERSECTION	C [30.5]	B [18.7]	B [16.3]
42	YONKERS AVENUE & SEMINARY AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH	A [8.2]	A [9.0]	A [8.1]
	EASTBOUND APPROACH	A [8.2]	A [9.0]	A [8.1]
	WESTBOUND THROUGH / RIGHT	C [24.2]	C [29.2]	C [25.0]
	WESTBOUND APPROACH	C [24.2]	C [29.2]	C [25.0]
	SOUTHBOUND LEFT / RIGHT	C [31.7]	C [32.3]	C [31.3]
	SOUTHBOUND APPROACH	C [31.7]	C [32.3]	C [31.3]
	OVERALL INTERSECTION	B [18.0]	C [21.2]	B [18.6]

LOS TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
43	YONKERS AVENUE & CENTRAL PARK AVENUE (SB)			
	SIGNALIZED			
	EASTBOUND THROUGH / RIGHT	C [34.3]	D [36.3]	C [33.1]
	EASTBOUND APPROACH	C [34.3]	D [36.3]	C [33.1]
	WESTBOUND LEFT	B [11.9]	B [15.0]	B [11.0]
	WESTBOUND THROUGH	A [9.1]	A [9.2]	A [8.7]
	WESTBOUND APPROACH	A [9.9]	B [11.0]	A [9.5]
	SOUTHBOUND LEFT / THROUGH / RIGHT	D [45.1]	E [55.6]	D [48.8]
	SOUTHBOUND APPROACH	D [45.1]	E [55.6]	D [48.8]
	OVERALL INTERSECTION	C [25.0]	C [30.7]	C [27.3]
44	YONKERS AVENUE & CENTRAL PARK AVENUE (NB)			
	SIGNALIZED			
	EASTBOUND LEFT	B [10.4]	B [10.2]	A [9.2]
	EASTBOUND THROUGH	A [8.5]	A [8.7]	A [8.4]
	EASTBOUND APPROACH	A [9.0]	A [9.2]	A [8.7]
	WESTBOUND THROUGH	C [33.2]	C [31.2]	C [30.0]
	WESTBOUND RIGHT	C [30.6]	D [42.8]	D [35.8]
	WESTBOUND APPROACH	C [32.6]	D [36.3]	C [32.5]
	NORTHBOUND LEFT / THROUGH	D [44.7]	E [57.1]	D [49.3]
	NORTHBOUND RIGHT	D [44.5]	D [54.2]	D [48.0]
NORTHBOUND APPROACH	D [44.7]	E [56.3]	D [48.9]	
OVERALL INTERSECTION	C [28.0]	C [34.9]	C [30.8]	

LOS TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
45	WARBURTON AVENUE & GLENWOOD AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [15.8]	B [14.6]	B [14.3]
	EASTBOUND APPROACH	B [15.8]	B [14.6]	B [14.3]
	WESTBOUND LEFT / THROUGH / RIGHT	B [14.9]	B [15.1]	B [14.7]
	WESTBOUND APPROACH	B [14.9]	B [15.1]	B [14.7]
	NORTHBOUND LEFT / THROUGH / RIGHT	A [9.9]	B [11.1]	B [10.0]
	NORTHBOUND APPROACH	A [9.9]	B [11.1]	B [10.0]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [11.6]	B [10.3]	A [9.6]
	SOUTHBOUND APPROACH	B [11.6]	B [10.3]	A [9.6]
	OVERALL INTERSECTION	B [12.0]	B [11.6]	B [10.9]
46	WARBURTON AVENUE & LAMARTINE AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [14.2]	B [15.0]	B [14.6]
	EASTBOUND APPROACH	B [14.2]	B [15.0]	B [14.6]
	WESTBOUND LEFT / THROUGH / RIGHT	B [15.8]	B [14.4]	B [14.2]
	WESTBOUND APPROACH	B [15.8]	B [14.4]	B [14.2]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [10.1]	B [11.3]	B [10.3]
	NORTHBOUND APPROACH	B [10.1]	B [11.3]	B [10.3]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [12.2]	B [11.3]	B [10.2]
	SOUTHBOUND APPROACH	B [12.2]	B [11.3]	B [10.2]
	OVERALL INTERSECTION	B [12.2]	B [11.9]	B [11.0]
47	NORTH BROADWAY & GLENWOOD AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [25.8]	C [21.3]	C [20.7]
	EASTBOUND APPROACH	C [25.8]	C [21.3]	C [20.7]
	WESTBOUND LEFT / THROUGH / RIGHT	C [23.8]	C [23.6]	C [22.5]
	WESTBOUND APPROACH	C [23.8]	C [23.6]	C [22.5]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [12.6]	B [11.0]	B [10.1]
	NORTHBOUND APPROACH	B [12.6]	B [11.0]	B [10.1]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [13.2]	B [11.5]	B [10.4]
	SOUTHBOUND APPROACH	B [13.2]	B [11.5]	B [10.4]
	OVERALL INTERSECTION	B [16.6]	B [14.6]	B [13.7]
48	NORTH BROADWAY & LAMARTINE AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	B [15.8]	B [15.6]	B [15.0]
	EASTBOUND APPROACH	B [15.8]	B [15.6]	B [15.0]
	NORTHBOUND LEFT / THROUGH	B [13.7]	B [12.8]	B [11.1]
	NORTHBOUND APPROACH	B [13.7]	B [12.8]	B [11.1]
	SOUTHBOUND THROUGH / RIGHT	B [17.4]	B [12.1]	B [10.8]
	SOUTHBOUND APPROACH	B [17.4]	B [12.1]	B [10.8]
	OVERALL INTERSECTION	B [16.0]	B [12.8]	B [11.5]

LOS TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 NO-BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
49	NEPPERHAN AVENUE & LAKE STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH	D [38.5]	C [26.7]	C [26.4]
	EASTBOUND RIGHT	C [27.4]	C [26.3]	C [26.2]
	EASTBOUND APPROACH	D [36.0]	C [26.6]	C [26.4]
	WESTBOUND LEFT	D [40.7]	C [24.7]	C [21.8]
	WESTBOUND RIGHT	B [19.4]	B [19.4]	B [19.1]
	WESTBOUND APPROACH	D [36.7]	C [23.4]	C [21.1]
	NORTHBOUND THROUGH	C [24.5]	C [26.0]	C [20.5]
	NORTHBOUND RIGHT	C [24.2]	C [24.2]	B [19.7]
	NORTHBOUND APPROACH	C [24.4]	C [25.2]	C [20.2]
	SOUTHBOUND LEFT / THROUGH	C [24.2]	C [24.8]	B [18.7]
	SOUTHBOUND APPROACH	C [24.2]	C [24.8]	B [18.7]
OVERALL INTERSECTION	C [28.3]	C [24.8]	C [20.0]	
50	PROSPECT STREET & BUENA VISTA AVENUE			
	ALL-WAY STOP			
	WESTBOUND APPROACH	B (11.94)	B (12.84)	B (10.39)
	NORTHBOUND APPROACH	B (11.99)	B (10.64)	B (9.22)
	SOUTHBOUND APPROACH	C (16.28)	D (25.35)	B (14.85)
OVERALL INTERSECTION	B (13.75)	C (18.85)	B (12.45)	
51	PROSPECT STREET & HAWTHORNE AVENUE			
	ALL-WAY STOP			
	EASTBOUND APPROACH	B (12.22)	C (16.83)	B (12.42)
	WESTBOUND APPROACH	B (11.51)	B (12.62)	B (10.66)
OVERALL INTERSECTION	B (11.81)	B (14.54)	B (11.46)	

THE ABOVE REPRESENTS
 THE LEVELS OF SERVICE AND VEHICLE DELAY IN SECONDS, B [13.2],
 FOR EACH MOVEMENT, FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION
 FOR THE SIGNALIZED INTERSECTIONS
 AND THE LEVELS OF SERVICE AND AVERAGE TOTAL DELAY IN SECONDS, B (13.2)
 FOR THE UNSIGNALIZED INTERSECTIONS

LOS TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
1	NEPPERHAN AVENUE & ELM STREET			
	W/ NEW TRAFFIC PATTERN AND GEOMETRIC IMPROVEMENTS			
	SIGNALIZED			
	WESTBOUND LEFT / THROUGH / RIGHT	D [36.8]	D [49.9]	D [42.1]
	WESTBOUND APPROACH	D [36.8]	D [49.9]	D [42.1]
	NORTHBOUND LEFT	D [37.0]	C [23.1]	B [11.5]
	NORTHBOUND THROUGH / RIGHT	C [21.6]	D [50.0]	B [18.3]
	NORTHBOUND APPROACH	C [23.3]	D [48.6]	B [17.9]
	SOUTHBOUND LEFT	C [28.9]	C [30.6]	C [26.8]
	SOUTHBOUND THROUGH	C [25.9]	B [14.7]	B [12.5]
	SOUTHBOUND RIGHT	C [29.2]	D [50.9]	D [53.5]
SOUTHBOUND APPROACH	C [26.7]	C [26.8]	C [28.0]	
OVERALL INTERSECTION	C [25.8]	D [38.6]	C [23.8]	
2	NEPPERHAN AVENUE & NEW SCHOOL STREET			
	W/ NEW TRAFFIC PATTERN			
	SIGNALIZED			
	EASTBOUND THROUGH / RIGHT	A [4.2]	A [7.4]	A [4.9]
	EASTBOUND APPROACH	A [4.2]	A [7.4]	A [4.9]
	WESTBOUND LEFT	A [6.4]	B [11.7]	A [4.9]
	WESTBOUND THROUGH	A [0.1]	A [0.0]	A [0.0]
	WESTBOUND APPROACH	A [0.4]	A [0.7]	A [0.3]
OVERALL INTERSECTION	A [2.3]	A [5.1]	A [3.3]	
3	NEPPERHAN AVENUE & NEW MAIN STREET			
	W/ NEW TRAFFIC PATTERN			
	SIGNALIZED			
	EASTBOUND THROUGH / RIGHT	C [26.4]	D [41.9]	C [33.8]
	EASTBOUND APPROACH	C [26.4]	D [41.9]	C [33.8]
	WESTBOUND LEFT	D [36.8]	D [50.8]	D [38.6]
	WESTBOUND THROUGH	B [10.8]	B [11.9]	B [14.1]
	WESTBOUND APPROACH	B [15.2]	B [19.9]	B [19.3]
	NORTHBOUND LEFT	C [33.0]	F [576.5]	D [43.6]
	NORTHBOUND RIGHT	C [29.6]	C [27.0]	C [20.4]
	NORTHBOUND APPROACH	C [30.9]	F [232.3]	C [29.2]
	SOUTHBOUND LEFT	C [29.7]	D [53.1]	C [25.2]
	SOUTHBOUND LEFT / THROUGH	C [29.1]	E [55.2]	C [27.9]
	SOUTHBOUND RIGHT	C [27.7]	C [32.7]	C [24.1]
SOUTHBOUND APPROACH	C [28.9]	D [48.6]	C [25.9]	
OVERALL INTERSECTION	C [22.2]	D [54.7]	C [26.9]	

LOS TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
4	NEPPERHAN AVENUE & SOUTH BROADWAY			
	W/ GEOMETRIC IMPROVEMENTS			
	SIGNALIZED			
	EASTBOUND LEFT	C [21.1]	C [23.6]	C [25.1]
	EASTBOUND THROUGH / RIGHT	D [53.5]	D [49.7]	C [34.4]
	EASTBOUND APPROACH	D [52.3]	D [48.8]	C [34.1]
	WESTBOUND LEFT	D [40.1]	E [79.0]	D [39.5]
	WESTBOUND THROUGH	B [14.9]	C [22.5]	C [22.3]
	WESTBOUND RIGHT	B [12.3]	B [19.9]	B [19.6]
	WESTBOUND APPROACH	C [21.5]	D [36.0]	C [25.8]
	NORTHBOUND LEFT	D [36.0]	C [29.4]	C [26.6]
	NORTHBOUND THROUGH	D [40.1]	C [32.5]	C [29.7]
	NORTHBOUND RIGHT	D [37.7]	D [47.8]	C [29.2]
	NORTHBOUND APPROACH	D [38.5]	D [39.0]	C [29.1]
	SOUTHBOUND LEFT	D [35.8]	D [43.8]	C [30.2]
SOUTHBOUND THROUGH / RIGHT	C [33.6]	C [27.6]	C [25.8]	
SOUTHBOUND APPROACH	C [34.5]	D [37.2]	C [28.4]	
OVERALL INTERSECTION	D [35.5]	D [40.3]	C [28.8]	
5	SOUTH BROADWAY & HUDSON STREET			
	W/ SIGNALIZATION			
	EASTBOUND LEFT / RIGHT	B [18.2]	C [31.7]	C [30.2]
	EASTBOUND APPROACH	B [18.2]	C [31.7]	C [30.2]
	NORTHBOUND APPROACH	B [18.6]	C [34.9]	C [31.8]
	NORTHBOUND APPROACH	B [18.6]	C [34.9]	C [31.8]
OVERALL INTERSECTION	B [18.4]	C [33.2]	C [30.9]	
6	SOUTH BROADWAY & MAIN STREET			
	SIGNALIZED			
	WESTBOUND THROUGH / RIGHT	B [16.5]	B [18.3]	B [16.3]
	WESTBOUND APPROACH	B [16.5]	B [18.3]	B [16.3]
	NORTHBOUND LEFT / THROUGH	B [17.8]	C [23.4]	C [21.4]
	NORTHBOUND APPROACH	B [17.8]	C [23.4]	C [21.4]
OVERALL INTERSECTION	B [17.3]	C [21.5]	B [19.4]	

LOS TABLE NO. 3
LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
7	MAIN STREET & PALISADE AVENUE			
	W/ NEW TRAFFIC PATTERN			
	SIGNALIZED			
	NORTHBOUND LEFT / RIGHT	B [16.2]	D [40.9]	C [30.9]
	NORTHBOUND APPROACH	B [16.2]	D [40.9]	C [30.9]
	SOUTHBOUND LEFT	C [22.6]	D [41.3]	C [33.4]
	SOUTHBOUND RIGHT	B [17.0]	B [12.2]	B [17.0]
	SOUTHBOUND APPROACH	C [20.8]	C [32.8]	C [28.0]
	OVERALL INTERSECTION	B [19.8]	C [35.0]	C [29.0]
8	PALISADE AVENUE & LOCUST HILL AVENUE			
	W/ NEW TRAFFIC PATTERN			
	ALL-WAY STOP			
	WESTBOUND APPROACH	B (10.44)	C (23.01)	B (13.67)
	SOUTHBOUND APPROACH	A (8.49)	A (9.72)	A (9.50)
	OVERALL INTERSECTION	B (10.17)	C (21.54)	B (13.02)
9	PALISADE AVENUE / ELM STREET / SITE ACCESS			
	W/ NEW TRAFFIC PATTERN			
	SIGNALIZED			
	WESTBOUND LEFT / THROUGH / RIGHT	B [17.4]	C [20.6]	B [19.3]
	WESTBOUND APPROACH	B [17.4]	C [20.6]	B [19.3]
	NORTHBOUND LEFT / THROUGH	B [13.2]	C [24.2]	C [33.9]
	NORTHBOUND APPROACH	B [13.2]	C [24.2]	C [33.9]
	SOUTHBOUND THROUGH / RIGHT	B [17.2]	B [16.8]	B [16.4]
	SOUTHBOUND APPROACH	B [17.2]	B [16.8]	B [16.4]
		OVERALL INTERSECTION	B [17.2]	C [20.4]

LOS TABLE NO. 3
LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
10	ASHBURTON AVENUE & WARBURTON AVENUE W/ TIMING CHANGES SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [22.0]	C [24.0]	C [23.0]
	EASTBOUND APPROACH	C [22.0]	C [24.0]	C [23.0]
	WESTBOUND LEFT / THROUGH / RIGHT	C [32.0]	C [27.6]	C [24.7]
	WESTBOUND APPROACH	C [32.0]	C [27.6]	C [24.7]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [13.1]	B [15.8]	B [13.5]
	NORTHBOUND APPROACH	B [13.1]	B [15.8]	B [13.5]
	SOUTHBOUND LEFT / THROUGH / RIGHT	C [20.7]	C [27.6]	B [17.0]
	SOUTHBOUND APPROACH	C [20.7]	C [27.6]	B [17.0]
	OVERALL INTERSECTION	C [21.3]	C [23.0]	B [17.8]
11	ASHBURTON AVENUE & NORTH BROADWAY W/ TIMING CHANGES SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [21.2]	C [25.2]	C [21.6]
	EASTBOUND APPROACH	C [21.2]	C [25.2]	C [21.6]
	WESTBOUND LEFT / THROUGH / RIGHT	C [26.5]	D [50.2]	C [28.7]
	WESTBOUND APPROACH	C [26.5]	D [50.2]	C [28.7]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [17.2]	C [21.1]	B [17.8]
	NORTHBOUND APPROACH	B [17.2]	C [21.1]	B [17.8]
	SOUTHBOUND LEFT	C [24.5]	E [56.3]	D [46.6]
	SOUTHBOUND THROUGH / RIGHT	B [16.2]	B [14.5]	B [13.7]
	SOUTHBOUND APPROACH	B [19.3]	C [34.1]	C [31.6]
	OVERALL INTERSECTION	C [20.7]	C [33.1]	C [25.4]
12	ASHBURTON AVENUE & LOCUST HILL ROAD UNSIGNALIZED			
	WESTBOUND LEFT / THROUGH	A (9.0)	A (9.7)	A (9.3)
	NORTHBOUND LEFT / RIGHT	C (17.7)	D (29.5)	C (20.7)
13	ASHBURTON AVENUE & PALISADE AVENUE W/ TIMING CHANGES SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [20.9]	D [46.9]	C [26.0]
	EASTBOUND APPROACH	C [20.9]	D [46.9]	C [26.0]
	WESTBOUND LEFT	B [10.7]	B [18.1]	B [11.7]
	WESTBOUND THROUGH / RIGHT	A [9.7]	B [10.5]	A [8.8]
	WESTBOUND APPROACH	B [10.1]	B [13.4]	A [10.0]
	NORTHBOUND LEFT / THROUGH / RIGHT	D [38.1]	D [53.2]	D [49.7]
	NORTHBOUND APPROACH	D [38.1]	D [53.2]	D [49.7]
	OVERALL INTERSECTION	C [20.1]	D [36.3]	C [26.6]

LOS TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
14	ASHBURTON AVENUE & NEPPERHAN AVENUE W/ TIMING CHANGES SIGNALIZED			
	EASTBOUND LEFT	D [35.8]	D [37.1]	D [35.6]
	EASTBOUND THROUGH / RIGHT	F [197.9]	F [245.7]	F [158.1]
	EASTBOUND APPROACH	F [171.0]	F [210.6]	F [139.4]
	WESTBOUND LEFT	D [38.0]	D [41.5]	D [36.7]
	WESTBOUND THROUGH / RIGHT	F [97.0]	F [230.4]	F [134.0]
	WESTBOUND APPROACH	F [83.2]	F [188.7]	F [110.4]
	NORTHBOUND LEFT	C [22.4]	C [30.1]	C [26.3]
	NORTHBOUND THROUGH / RIGHT	C [32.6]	D [43.5]	D [35.6]
	NORTHBOUND APPROACH	C [31.9]	D [41.9]	C [34.5]
	SOUTHBOUND LEFT	C [27.3]	D [37.3]	C [30.2]
	SOUTHBOUND THROUGH	C [31.9]	D [37.3]	C [34.1]
	SOUTHBOUND RIGHT	C [28.3]	C [29.0]	C [27.9]
	SOUTHBOUND APPROACH	C [30.5]	D [36.0]	C [32.6]
	OVERALL INTERSECTION	E [79.0]	F [112.5]	E [75.0]
15	ASHBURTON AVENUE & NYS ROUTE 9A / WALNUT STREET W/ TIMING CHANGES SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	F [233.9]	F [258.5]	F [109.9]
	EASTBOUND APPROACH	F [233.9]	F [258.5]	F [109.9]
	WESTBOUND LEFT / THROUGH	B [17.1]	B [14.1]	B [12.3]
	WESTBOUND RIGHT	B [14.0]	B [11.4]	B [10.8]
	WESTBOUND APPROACH	B [16.0]	B [13.1]	B [11.8]
	NORTHBOUND LEFT / THROUGH / RIGHT	C [23.6]	D [51.0]	C [27.5]
	NORTHBOUND APPROACH	C [23.6]	D [51.0]	C [27.5]
	SOUTHBOUND LEFT	D [44.7]	D [38.8]	C [26.8]
	SOUTHBOUND THROUGH / RIGHT	C [21.7]	C [32.7]	C [30.5]
	SOUTHBOUND APPROACH	C [32.4]	C [34.8]	C [29.3]
	OVERALL INTERSECTION	F [93.3]	F [107.3]	D [52.2]

LOS TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
16	YONKERS AVENUE & WALNUT STREET			
	W/ CORRIDOR IMPROVEMENTS			
	SIGNALIZED			
	EASTBOUND LEFT	C [32.2]	C [22.2]	C [20.6]
	EASTBOUND THROUGH / RIGHT	C [34.8]	D [49.1]	C [26.2]
	EASTBOUND APPROACH	C [34.7]	D [48.9]	C [26.2]
	WESTBOUND LEFT	C [31.1]	D [35.3]	C [31.3]
	WESTBOUND THROUGH / RIGHT	D [45.8]	C [23.8]	C [23.6]
	WESTBOUND APPROACH	D [45.2]	C [24.7]	C [24.2]
	NORTHBOUND LEFT / THROUGH / RIGHT	D [41.1]	D [44.1]	C [32.8]
	NORTHBOUND APPROACH	D [41.1]	D [44.1]	C [32.8]
	SOUTHBOUND LEFT / THROUGH / RIGHT	D [38.0]	D [51.4]	C [32.7]
	SOUTHBOUND APPROACH	D [38.0]	D [51.4]	C [32.7]
	OVERALL INTERSECTION	D [40.2]	D [38.6]	C [26.0]
17	YONKERS AVENUE & PRESCOTT STREET			
	W/ CORRIDOR IMPROVEMENTS			
	SIGNALIZED			
	EASTBOUND LEFT	B [13.7]	B [11.4]	B [13.7]
	EASTBOUND THROUGH / RIGHT	C [30.7]	E [71.9]	C [32.8]
	EASTBOUND APPROACH	C [30.6]	E [71.7]	C [32.7]
	WESTBOUND LEFT	B [18.5]	F [87.8]	D [43.2]
	WESTBOUND THROUGH / RIGHT	C [21.7]	C [23.4]	B [18.0]
	WESTBOUND APPROACH	C [21.5]	C [29.6]	C [20.3]
	NORTHBOUND LEFT / THROUGH / RIGHT	D [39.7]	D [35.3]	C [30.2]
	NORTHBOUND APPROACH	D [39.7]	D [35.3]	C [30.2]
OVERALL INTERSECTION	C [26.5]	D [48.1]	C [25.8]	
18	YONKERS AVENUE & ASHBURTON AVENUE			
	W/ CORRIDOR IMPROVEMENTS			
	SIGNALIZED			
	EASTBOUND THROUGH	D [53.1]	E [75.1]	C [20.5]
	EASTBOUND APPROACH	D [53.1]	E [75.1]	C [20.5]
	WESTBOUND THROUGH	E [69.2]	F [92.6]	C [32.2]
	WESTBOUND RIGHT	C [26.0]	D [42.5]	B [19.3]
	WESTBOUND APPROACH	E [58.0]	E [79.1]	C [28.9]
	SOUTHBOUND LEFT	F [83.9]	D [48.3]	D [35.9]
	SOUTHBOUND LEFT / RIGHT	E [75.2]	D [49.0]	D [36.0]
	SOUTHBOUND APPROACH	E [79.6]	D [48.6]	D [35.9]
OVERALL INTERSECTION	E [59.9]	E [73.4]	C [27.0]	

LOS TABLE NO. 3
LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
19	YONKERS AVENUE & SAW MILL RIVER PARKWAY SB RAMP W/ GEOMETRIC IMPROVEMENTS & SIGNALIZATION SIGNALIZED			
	EASTBOUND THROUGH	C [24.0]	C [33.1]	B [18.1]
	EASTBOUND RIGHT	B [13.4]	A [9.7]	A [9.7]
	EASTBOUND APPROACH	C [21.1]	C [27.6]	B [16.2]
	WESTBOUND THROUGH	D [39.5]	D [51.0]	C [25.2]
	WESTBOUND APPROACH	D [39.5]	D [51.0]	C [25.2]
	SOUTHBOUND RIGHT	E [78.1]	F [155.7]	D [42.8]
	SOUTHBOUND APPROACH	E [78.1]	F [155.7]	D [42.8]
	OVERALL INTERSECTION	C [33.6]	D [50.9]	C [22.9]
20	YONKERS AVENUE & SAW MILL RIVER PARKWAY NB RAMP W/ GEOMETRIC IMPROVEMENTS SIGNALIZED			
	EASTBOUND LEFT	F [310.2]	F [122.7]	D [35.9]
	EASTBOUND THROUGH	A [5.6]	A [7.0]	A [5.5]
	EASTBOUND APPROACH	F [122.3]	D [39.5]	B [14.0]
	WESTBOUND THROUGH	C [21.8]	C [20.2]	B [18.1]
	WESTBOUND RIGHT	A [5.7]	A [5.4]	A [5.2]
	WESTBOUND APPROACH	B [18.6]	B [17.7]	B [16.0]
	SOUTHBOUND LEFT	D [37.0]	D [37.1]	D [36.9]
	SOUTHBOUND RIGHT	E [65.8]	F [127.6]	D [50.6]
	SOUTHBOUND APPROACH	E [65.0]	F [125.2]	D [50.2]
	OVERALL INTERSECTION	E [76.3]	E [56.6]	C [24.2]

LOS TABLE NO. 3
LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
21	BUENA VISTA AVENUE & DOCK STREET ALL-WAY STOP WESTBOUND APPROACH NORTHBOUND APPROACH SOUTHBOUND APPROACH OVERALL INTERSECTION	 B (10.88) B (13.43) B (11.44) B (12.26)	 B (11.71) B (11.19) C (20.56) C (16.35)	 B (10.14) A (9.59) B (13.21) B (11.63)
22	BUENA VISTA AVENUE & MAIN STREET SIGNALIZED EASTBOUND LEFT / THROUGH / RIGHT EASTBOUND APPROACH WESTBOUND LEFT / THROUGH / RIGHT WESTBOUND APPROACH NORTHBOUND LEFT / THROUGH / RIGHT NORTHBOUND APPROACH SOUTHBOUND LEFT / THROUGH / RIGHT SOUTHBOUND APPROACH OVERALL INTERSECTION	 B [12.3] B [12.3] B [13.1] B [13.1] B [15.9] B [15.9] B [13.1] B [13.1] B [13.9]	 B [11.6] B [11.6] B [11.7] B [11.7] C [22.9] C [22.9] B [15.5] B [15.5] B [16.8]	 B [11.6] B [11.6] B [11.3] B [11.3] B [14.2] B [14.2] B [13.3] B [13.3] B [13.0]
23	BUENA VISTA AVENUE & HUDSON STREET UNSIGNALIZED SOUTHBOUND LEFT / THROUGH WESTBOUND LEFT / RIGHT	 A (8.2) B (14.2)	 A (8.2) B (14.7)	 A (8.0) B (12.6)

LOS TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
24	WARBURTON AVENUE & DOCK STREET / NEPPERHAN STREET			
	W/ TIMING CHANGES			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [15.0]	B [12.1]	B [11.6]
	EASTBOUND APPROACH	B [15.0]	B [12.1]	B [11.6]
	NORTHBOUND LEFT	E [78.2]	C [31.0]	B [14.1]
	NORTHBOUND THROUGH / RIGHT	B [12.2]	C [24.4]	B [17.8]
	NORTHBOUND APPROACH	C [32.2]	C [25.3]	B [17.3]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [12.3]	C [22.6]	B [16.9]
	SOUTHBOUND APPROACH	B [12.3]	C [22.6]	B [16.9]
OVERALL INTERSECTION	C [20.2]	C [22.3]	B [16.5]	
25	WARBURTON AVENUE / RIVERDALE AVENUE & MAIN STREET			
	W/ TIMING CHANGES			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	C [24.6]	C [26.4]	C [24.5]
	EASTBOUND APPROACH	C [24.6]	C [26.4]	C [24.5]
	WESTBOUND LEFT / THROUGH / RIGHT	C [28.6]	D [36.4]	C [29.8]
	WESTBOUND APPROACH	C [28.6]	D [36.4]	C [29.8]
	NORTHBOUND LEFT	C [23.6]	C [24.7]	C [20.0]
	NORTHBOUND THROUGH	B [12.3]	B [11.6]	B [11.3]
	NORTHBOUND APPROACH	B [14.9]	B [14.9]	B [13.6]
SOUTHBOUND THROUGH / RIGHT	C [25.3]	C [27.1]	C [24.7]	
SOUTHBOUND APPROACH	C [25.3]	C [27.1]	C [24.7]	
OVERALL INTERSECTION	C [22.3]	C [26.0]	C [23.1]	
26	RIVERDALE AVENUE & HUDSON STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [26.7]	C [26.8]	C [26.3]
	EASTBOUND APPROACH	C [26.7]	C [26.8]	C [26.3]
	NORTHBOUND THROUGH	C [22.9]	C [21.1]	C [20.5]
	NORTHBOUND RIGHT	C [21.7]	C [23.9]	C [25.9]
	NORTHBOUND APPROACH	C [22.6]	C [22.2]	C [23.1]
	SOUTHBOUND LEFT	B [17.2]	B [15.9]	B [13.7]
	SOUTHBOUND THROUGH	B [10.7]	B [11.2]	B [10.2]
	SOUTHBOUND APPROACH	B [12.1]	B [12.4]	B [11.3]
OVERALL INTERSECTION	B [17.6]	B [16.9]	B [16.9]	

LOS TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
27	RIVERDALE AVENUE & NEPPERHAN AVE / PROSPECT STREET W/ GEOMETRIC IMPROVEMENTS & PHASING / TIMING CHANGES SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	D [39.0]	D [38.7]	D [42.7]
	EASTBOUND APPROACH	D [39.0]	D [38.7]	D [42.7]
	WESTBOUND LEFT	F [122.8]	F [256.6]	F [134.9]
	WESTBOUND THROUGH / RIGHT	C [31.6]	C [25.8]	C [23.3]
	WESTBOUND APPROACH	E [61.6]	F [118.8]	E [72.6]
	NORTHBOUND LEFT	C [22.9]	C [29.9]	C [24.0]
	NORTHBOUND THROUGH / RIGHT	D [54.3]	D [48.8]	C [33.9]
	NORTHBOUND APPROACH	D [51.3]	D [46.4]	C [32.8]
	SOUTHBOUND LEFT	F [88.4]	F [156.0]	E [61.2]
	SOUTHBOUND THROUGH	C [22.3]	C [24.5]	C [24.7]
	SOUTHBOUND RIGHT	B [19.2]	C [20.9]	C [22.1]
	SOUTHBOUND APPROACH	D [47.7]	E [76.6]	D [38.9]
	OVERALL INTERSECTION	D [52.4]	E [77.9]	D [49.3]
28	RIVERDALE AVENUE & VARK STREET SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	D [40.8]	C [31.2]	C [27.9]
	EASTBOUND APPROACH	D [40.8]	C [31.2]	C [27.9]
	WESTBOUND LEFT / THROUGH / RIGHT	C [27.0]	C [27.0]	C [26.0]
	WESTBOUND APPROACH	C [27.0]	C [27.0]	C [26.0]
	NORTHBOUND LEFT	B [11.3]	B [14.1]	B [11.9]
	NORTHBOUND THROUGH / RIGHT	C [23.4]	C [23.7]	C [21.4]
	NORTHBOUND APPROACH	C [23.0]	C [23.3]	C [21.0]
	SOUTHBOUND LEFT	C [24.6]	C [30.0]	C [21.9]
	SOUTHBOUND THROUGH / RIGHT	B [18.6]	C [20.8]	B [19.1]
	SOUTHBOUND APPROACH	B [19.8]	C [22.8]	B [19.7]
	OVERALL INTERSECTION	C [24.2]	C [24.0]	C [21.3]
29	RIVERDALE AVENUE & HERRIOT STREET SIGNALIZED			
	WESTBOUND LEFT / THROUGH / RIGHT	C [26.1]	C [25.1]	C [24.7]
	WESTBOUND APPROACH	C [26.1]	C [25.1]	C [24.7]
	NORTHBOUND LEFT	B [12.0]	B [14.5]	B [12.2]
	NORTHBOUND THROUGH	A [9.7]	B [10.0]	A [9.6]
	NORTHBOUND APPROACH	A [9.8]	B [10.2]	A [9.7]
	SOUTHBOUND THROUGH / RIGHT	B [18.9]	C [21.7]	B [19.7]
	SOUTHBOUND APPROACH	B [18.9]	C [21.7]	B [19.7]
	OVERALL INTERSECTION	B [14.8]	B [16.3]	B [14.9]

LOS TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
30	RIVERDALE AVENUE & LUDLOW STREET			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	C [28.7]	C [32.4]	C [27.8]
	EASTBOUND APPROACH	C [28.7]	C [32.4]	C [27.8]
	WESTBOUND LEFT / THROUGH / RIGHT	E [67.1]	C [33.8]	C [29.3]
	WESTBOUND APPROACH	E [67.1]	C [33.8]	C [29.3]
	NORTHBOUND LEFT	B [13.5]	B [16.5]	B [13.5]
	NORTHBOUND THROUGH	A [9.2]	A [9.2]	A [9.0]
	NORTHBOUND APPROACH	A [9.4]	A [9.5]	A [9.2]
	SOUTHBOUND THROUGH / RIGHT	C [20.2]	C [23.5]	C [20.6]
	SOUTHBOUND APPROACH	C [20.2]	C [23.5]	C [20.6]
OVERALL INTERSECTION	C [25.9]	C [20.8]	B [18.0]	
31	RIVERDALE AVENUE & RADFORD STREET			
	SIGNALIZED			
	WESTBOUND LEFT / RIGHT	C [28.1]	C [28.3]	C [27.1]
	WESTBOUND APPROACH	C [28.1]	C [28.3]	C [27.1]
	NORTHBOUND THROUGH / RIGHT	B [16.9]	B [18.1]	B [17.8]
	NORTHBOUND APPROACH	B [16.9]	B [18.1]	B [17.8]
	SOUTHBOUND LEFT	B [10.8]	B [13.5]	B [12.0]
	SOUTHBOUND THROUGH / RIGHT	A [8.4]	A [9.1]	A [8.7]
	SOUTHBOUND APPROACH	A [8.9]	A [9.9]	A [9.3]
	OVERALL INTERSECTION	B [14.6]	B [15.2]	B [14.7]
32	RIVERDALE AVENUE & VALENTINE LANE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [27.5]	C [26.3]	C [25.6]
	EASTBOUND APPROACH	C [27.5]	C [26.3]	C [25.6]
	WESTBOUND LEFT / THROUGH / RIGHT	C [31.1]	C [29.7]	C [27.6]
	WESTBOUND APPROACH	C [31.1]	C [29.7]	C [27.6]
	NORTHBOUND LEFT	A [9.0]	B [11.3]	A [10.0]
	NORTHBOUND THROUGH / RIGHT	B [16.4]	B [17.4]	B [17.3]
	NORTHBOUND APPROACH	B [15.6]	B [16.7]	B [16.6]
	SOUTHBOUND LEFT	A [9.0]	B [10.7]	B [10.1]
	SOUTHBOUND THROUGH / RIGHT	B [16.8]	B [18.0]	B [17.3]
SOUTHBOUND APPROACH	B [15.5]	B [17.0]	B [16.5]	
OVERALL INTERSECTION	B [19.7]	B [19.3]	B [18.5]	

LOS TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
33	SOUTH BROADWAY & VARK STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	D [38.1]	D [43.9]	D [36.1]
	EASTBOUND APPROACH	D [38.1]	D [43.9]	D [36.1]
	WESTBOUND LEFT / THROUGH / RIGHT	D [46.2]	D [48.0]	D [43.4]
	WESTBOUND APPROACH	D [46.2]	D [48.0]	D [43.4]
	NORTHBOUND LEFT / THROUGH / RIGHT	C [32.5]	C [28.5]	C [26.3]
	NORTHBOUND APPROACH	C [32.5]	C [28.5]	C [26.3]
	SOUTHBOUND LEFT / THROUGH / RIGHT	C [25.6]	C [30.5]	C [24.9]
	SOUTHBOUND APPROACH	C [25.6]	C [30.5]	C [24.9]
	OVERALL INTERSECTION	C [34.2]	D [35.9]	C [31.1]
34	SOUTH BROADWAY & HERRIOT STREET			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	C [22.7]	C [21.3]	C [21.0]
	EASTBOUND APPROACH	C [22.7]	C [21.3]	C [21.0]
	WESTBOUND LEFT / THROUGH / RIGHT	C [23.8]	C [27.0]	C [24.6]
	WESTBOUND APPROACH	C [23.8]	C [27.0]	C [24.6]
	NORTHBOUND LEFT / THROUGH	B [13.3]	B [13.8]	B [12.7]
	NORTHBOUND APPROACH	B [13.3]	B [13.8]	B [12.7]
	SOUTHBOUND THROUGH / RIGHT	B [12.5]	B [16.0]	B [13.6]
	SOUTHBOUND APPROACH	B [12.5]	B [16.0]	B [13.6]
		B [15.9]	B [18.0]	B [15.9]
35	SOUTH BROADWAY & BRIGHT PLACE			
	SIGNALIZED			
	WESTBOUND LEFT / RIGHT	C [20.8]	C [21.2]	C [21.0]
	WESTBOUND APPROACH	C [20.8]	C [21.2]	C [21.0]
	NORTHBOUND THROUGH / RIGHT	C [23.0]	C [33.8]	C [21.1]
	NORTHBOUND APPROACH	C [23.0]	C [33.8]	C [21.1]
	SOUTHBOUND LEFT / THROUGH	B [12.6]	B [19.1]	B [15.0]
	SOUTHBOUND APPROACH	B [12.6]	B [19.1]	B [15.0]
	OVERALL INTERSECTION	B [19.2]	C [26.9]	B [18.5]
36	SOUTH BROADWAY & LUDLOW STREET			
	SIGNALIZED			
	NORTHBOUND LEFT	A [2.1]	A [3.5]	A [2.2]
	NORTHBOUND THROUGH	B [12.2]	B [16.0]	B [12.9]
	NORTHBOUND APPROACH	A [9.1]	B [13.0]	B [10.5]
	SOUTHBOUND THROUGH / RIGHT	B [12.6]	C [24.4]	B [15.0]
	SOUTHBOUND APPROACH	B [12.6]	C [24.4]	B [15.0]
		OVERALL INTERSECTION	B [10.6]	B [18.3]

LOS TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
37	SOUTH BROADWAY & MCLEAN AVENUE			
	W/ PHASING & TIMING CHANGES			
	SIGNALIZED			
	WESTBOUND LEFT	C [28.5]	C [33.0]	C [26.5]
	WESTBOUND RIGHT	C [25.1]	C [25.1]	C [21.2]
	WESTBOUND APPROACH	C [26.2]	C [27.6]	C [22.7]
	NORTHBOUND THROUGH / RIGHT	B [18.3]	C [22.3]	B [19.7]
	NORTHBOUND APPROACH	B [18.3]	C [22.3]	B [19.7]
	SOUTHBOUND LEFT	B [15.0]	C [23.2]	C [25.2]
	SOUTHBOUND THROUGH	A [8.9]	A [8.1]	A [9.8]
	SOUTHBOUND APPROACH	B [11.9]	B [14.6]	B [16.4]
	OVERALL INTERSECTION	B [18.7]	C [20.2]	B [19.1]
38	SOUTH BROADWAY & RADFORD STREET			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [25.0]	C [27.4]	C [24.3]
	EASTBOUND APPROACH	C [25.0]	C [27.4]	C [24.3]
	WESTBOUND LEFT / THROUGH / RIGHT	D [38.0]	D [40.3]	C [27.8]
	WESTBOUND APPROACH	D [38.0]	D [40.3]	C [27.8]
	NORTHBOUND LEFT	B [10.9]	B [11.8]	B [10.7]
	NORTHBOUND THROUGH / RIGHT	C [22.2]	C [26.9]	C [23.7]
	NORTHBOUND APPROACH	B [19.7]	C [24.3]	C [21.6]
	SOUTHBOUND LEFT	B [10.0]	B [11.2]	B [10.5]
	SOUTHBOUND THROUGH / RIGHT	C [22.9]	C [27.4]	C [23.3]
	SOUTHBOUND APPROACH	C [21.9]	C [25.7]	C [22.0]
OVERALL INTERSECTION	C [26.1]	C [28.9]	C [23.5]	
39	SOUTH BROADWAY & VALENTINE LANE			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	C [20.4]	C [23.7]	B [19.6]
	EASTBOUND APPROACH	C [20.4]	C [23.7]	B [19.6]
	NORTHBOUND LEFT	B [11.9]	B [11.6]	B [10.5]
	NORTHBOUND THROUGH	B [12.9]	B [15.1]	B [13.0]
	NORTHBOUND APPROACH	B [12.7]	B [14.5]	B [12.6]
	SOUTHBOUND THROUGH / RIGHT	B [13.8]	B [14.8]	B [12.6]
	SOUTHBOUND APPROACH	B [13.8]	B [14.8]	B [12.6]
	OVERALL INTERSECTION	B [15.0]	B [17.0]	B [14.4]

LOS TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
40	YONKERS AVENUE & MIDLAND AVENUE (WEST)			
	SIGNALIZED			
	EASTBOUND LEFT	D [35.9]	C [34.6]	C [21.0]
	EASTBOUND THROUGH	C [31.6]	B [20.0]	B [12.8]
	EASTBOUND APPROACH	C [32.0]	C [21.7]	B [13.8]
	WESTBOUND THROUGH	C [24.1]	C [21.0]	B [18.6]
	WESTBOUND RIGHT	B [13.8]	B [14.3]	B [13.9]
	WESTBOUND APPROACH	C [23.2]	C [20.2]	B [18.1]
	SOUTHBOUND LEFT	C [32.4]	C [30.6]	C [30.0]
	SOUTHBOUND LEFT / RIGHT	C [32.2]	C [31.2]	C [30.5]
	SOUTHBOUND RIGHT	D [51.3]	D [41.2]	D [35.2]
	SOUTHBOUND APPROACH	D [41.1]	D [36.2]	C [32.8]
	OVERALL INTERSECTION	C [30.4]	C [23.0]	B [17.5]
41	YONKERS AVENUE & MIDLAND AVENUE (EAST)			
	SIGNALIZED			
	EASTBOUND LEFT	B [13.7]	B [15.8]	B [14.4]
	EASTBOUND THROUGH / RIGHT	C [20.8]	B [19.3]	B [17.3]
	EASTBOUND APPROACH	C [20.7]	B [19.1]	B [17.1]
	WESTBOUND LEFT	C [20.9]	B [17.5]	B [12.7]
	WESTBOUND THROUGH / RIGHT	A [9.3]	A [9.2]	A [8.6]
	WESTBOUND APPROACH	B [10.7]	B [10.1]	A [9.0]
	NORTHBOUND LEFT	F [142.2]	E [55.0]	D [40.0]
	NORTHBOUND THROUGH / RIGHT	C [29.6]	C [29.9]	C [29.5]
	NORTHBOUND APPROACH	F [110.0]	D [45.5]	D [36.0]
	SOUTHBOUND LEFT / THROUGH / RIGHT	C [30.5]	C [29.8]	C [29.5]
	SOUTHBOUND APPROACH	C [30.5]	C [29.8]	C [29.5]
	OVERALL INTERSECTION	C [30.1]	B [19.2]	B [16.4]
42	YONKERS AVENUE & SEMINARY AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH	A [8.6]	B [10.4]	A [8.8]
	EASTBOUND APPROACH	A [8.6]	B [10.4]	A [8.8]
	WESTBOUND THROUGH / RIGHT	C [25.8]	D [35.4]	C [28.3]
	WESTBOUND APPROACH	C [25.8]	D [35.4]	C [28.3]
	SOUTHBOUND LEFT / RIGHT	C [31.7]	C [32.3]	C [31.3]
	SOUTHBOUND APPROACH	C [31.7]	C [32.3]	C [31.3]
	OVERALL INTERSECTION	B [18.8]	C [24.5]	C [20.3]

LOS TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
43	YONKERS AVENUE & CENTRAL PARK AVENUE (SB)			
	SIGNALIZED			
	EASTBOUND THROUGH / RIGHT	D [35.7]	D [42.0]	D [36.3]
	EASTBOUND APPROACH	D [35.7]	D [42.0]	D [36.3]
	WESTBOUND LEFT	B [12.8]	C [25.3]	B [12.8]
	WESTBOUND THROUGH	A [9.2]	A [9.4]	A [9.0]
	WESTBOUND APPROACH	B [10.3]	B [14.2]	B [10.1]
	SOUTHBOUND LEFT / THROUGH / RIGHT	D [46.2]	E [65.7]	D [53.5]
	SOUTHBOUND APPROACH	D [46.2]	E [65.7]	D [53.5]
	OVERALL INTERSECTION	C [26.3]	D [37.0]	C [30.4]
44	YONKERS AVENUE & CENTRAL PARK AVENUE (NB)			
	SIGNALIZED			
	EASTBOUND LEFT	B [10.8]	B [11.3]	A [9.9]
	EASTBOUND THROUGH	A [8.5]	A [8.7]	A [8.4]
	EASTBOUND APPROACH	A [9.2]	A [9.7]	A [9.0]
	WESTBOUND THROUGH	C [33.2]	C [31.2]	C [30.0]
	WESTBOUND RIGHT	C [30.6]	D [42.8]	D [35.8]
	WESTBOUND APPROACH	C [32.6]	D [36.3]	C [32.5]
	NORTHBOUND LEFT / THROUGH	D [45.6]	E [66.8]	D [53.4]
	NORTHBOUND RIGHT	D [44.5]	D [54.2]	D [48.0]
	NORTHBOUND APPROACH	D [45.3]	E [63.6]	D [52.1]
	OVERALL INTERSECTION	C [28.3]	D [37.3]	C [32.0]

LOS TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
45	WARBURTON AVENUE & GLENWOOD AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [15.8]	B [14.6]	B [14.3]
	EASTBOUND APPROACH	B [15.8]	B [14.6]	B [14.3]
	WESTBOUND LEFT / THROUGH / RIGHT	B [14.9]	B [15.1]	B [14.7]
	WESTBOUND APPROACH	B [14.9]	B [15.1]	B [14.7]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [10.4]	B [13.3]	B [11.8]
	NORTHBOUND APPROACH	B [10.4]	B [13.3]	B [11.8]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [12.6]	B [11.9]	B [11.3]
	SOUTHBOUND APPROACH	B [12.6]	B [11.9]	B [11.3]
	OVERALL INTERSECTION	B [12.5]	B [13.0]	B [12.0]
46	WARBURTON AVENUE & LAMARTINE AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	B [14.2]	B [15.0]	B [14.6]
	EASTBOUND APPROACH	B [14.2]	B [15.0]	B [14.6]
	WESTBOUND LEFT / THROUGH / RIGHT	B [15.8]	B [14.4]	B [14.2]
	WESTBOUND APPROACH	B [15.8]	B [14.4]	B [14.2]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [10.6]	B [13.4]	B [12.0]
	NORTHBOUND APPROACH	B [10.6]	B [13.4]	B [12.0]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [13.4]	B [13.2]	B [12.1]
	SOUTHBOUND APPROACH	B [13.4]	B [13.2]	B [12.1]
	OVERALL INTERSECTION	B [12.8]	B [13.5]	B [12.4]
47	NORTH BROADWAY & GLENWOOD AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / THROUGH / RIGHT	C [25.8]	C [21.3]	C [20.7]
	EASTBOUND APPROACH	C [25.8]	C [21.3]	C [20.7]
	WESTBOUND LEFT / THROUGH / RIGHT	C [23.8]	C [23.6]	C [22.5]
	WESTBOUND APPROACH	C [23.8]	C [23.6]	C [22.5]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [13.5]	B [13.7]	B [12.5]
	NORTHBOUND APPROACH	B [13.5]	B [13.7]	B [12.5]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [14.6]	B [14.0]	B [13.1]
	SOUTHBOUND APPROACH	B [14.6]	B [14.0]	B [13.1]
	OVERALL INTERSECTION	B [17.1]	B [15.9]	B [14.6]
48	NORTH BROADWAY & LAMARTINE AVENUE			
	SIGNALIZED			
	EASTBOUND LEFT / RIGHT	B [15.8]	B [15.6]	B [15.0]
	EASTBOUND APPROACH	B [15.8]	B [15.6]	B [15.0]
	NORTHBOUND LEFT / THROUGH	B [16.2]	B [18.6]	B [15.2]
	NORTHBOUND APPROACH	B [16.2]	B [18.6]	B [15.2]
	SOUTHBOUND THROUGH / RIGHT	C [20.9]	B [15.3]	B [14.1]
	SOUTHBOUND APPROACH	C [20.9]	B [15.3]	B [14.1]
	OVERALL INTERSECTION	B [18.8]	B [16.7]	B [14.7]

LOS TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
49	NEPPERHAN AVENUE & LAKE STREET W/ TIMING CHANGES SIGNALIZED			
	EASTBOUND LEFT / THROUGH	D [52.7]	D [37.0]	C [32.0]
	EASTBOUND RIGHT	D [35.9]	D [36.4]	C [31.7]
	EASTBOUND APPROACH	D [48.9]	D [36.8]	C [31.9]
	WESTBOUND LEFT	D [52.0]	D [47.5]	C [28.5]
	WESTBOUND RIGHT	C [25.5]	C [29.8]	C [25.0]
	WESTBOUND APPROACH	D [47.0]	D [43.2]	C [27.7]
	NORTHBOUND THROUGH	C [25.7]	C [24.2]	D [38.9]
	NORTHBOUND RIGHT	C [21.8]	B [15.6]	C [22.0]
	NORTHBOUND APPROACH	C [24.1]	C [21.3]	C [33.4]
	SOUTHBOUND LEFT / THROUGH	C [26.2]	C [20.3]	C [34.5]
	SOUTHBOUND APPROACH	C [26.2]	C [20.3]	C [34.5]
	OVERALL INTERSECTION	C [31.9]	C [24.9]	C [32.9]
50	PROSPECT STREET & BUENA VISTA AVENUE ALL-WAY STOP			
	WESTBOUND APPROACH	B (13.92)	C (17.91)	B (12.44)
	NORTHBOUND APPROACH	B (13.15)	B (11.90)	B (9.92)
	SOUTHBOUND APPROACH	D (26.49)	E (47.89)	C (20.59)
	OVERALL INTERSECTION	C (19.45)	D (31.80)	C (16.14)
51	PROSPECT STREET & HAWTHORNE AVENUE ALL-WAY STOP			
	EASTBOUND APPROACH	C (15.65)	C (21.59)	B (14.82)
	WESTBOUND APPROACH	B (12.54)	C (16.43)	B (12.31)
	OVERALL INTERSECTION	B (13.96)	C (18.73)	B (13.45)

THE ABOVE REPRESENTS
 THE LEVELS OF SERVICE AND VEHICLE DELAY IN SECONDS, B [13.2],
 FOR EACH MOVEMENT, FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION
 FOR THE SIGNALIZED INTERSECTIONS
 AND THE LEVELS OF SERVICE AND AVERAGE TOTAL DELAY IN SECONDS, B (13.2)
 FOR THE UNSIGNALIZED INTERSECTIONS

LOS TABLE NO. 4

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
1	NEPPERHAN AVENUE & ELM STREET		
	W/ NEW TRAFFIC PATTERN AND GEOMETRIC IMPROVEMENTS		
	SIGNALIZED		
	WESTBOUND LEFT / THROUGH / RIGHT	D [49.9]	D [42.1]
	WESTBOUND APPROACH	D [49.9]	D [42.1]
	NORTHBOUND LEFT	C [26.0]	C [24.2]
	NORTHBOUND THROUGH / RIGHT	D [50.0]	B [18.3]
	NORTHBOUND APPROACH	D [48.8]	B [18.6]
	SOUTHBOUND LEFT	C [30.6]	C [26.8]
	SOUTHBOUND THROUGH	B [17.7]	B [17.5]
	SOUTHBOUND RIGHT	D [50.9]	D [53.5]
SOUTHBOUND APPROACH	C [27.3]	C [27.6]	
OVERALL INTERSECTION	D [38.2]	C [24.4]	
2	NEPPERHAN AVENUE & NEW SCHOOL STREET		
	W/ NEW TRAFFIC PATTERN		
	SIGNALIZED		
	EASTBOUND THROUGH / RIGHT	A [7.4]	A [4.9]
	EASTBOUND APPROACH	A [7.4]	A [4.9]
	WESTBOUND LEFT	B [11.7]	A [4.9]
	WESTBOUND THROUGH	A [0.1]	A [0.1]
	WESTBOUND APPROACH	A [0.6]	A [0.2]
OVERALL INTERSECTION	A [4.7]	A [2.8]	
3	NEPPERHAN AVENUE & NEW MAIN STREET		
	W/ NEW TRAFFIC PATTERN		
	SIGNALIZED		
	EASTBOUND THROUGH / RIGHT	D [41.9]	C [33.8]
	EASTBOUND APPROACH	D [41.9]	C [33.8]
	WESTBOUND LEFT	F [82.8]	F [88.2]
	WESTBOUND THROUGH	B [13.2]	B [17.6]
	WESTBOUND APPROACH	C [26.6]	C [30.7]
	NORTHBOUND LEFT	F [576.5]	D [43.6]
	NORTHBOUND RIGHT	C [27.0]	C [20.4]
	NORTHBOUND APPROACH	F [232.3]	C [29.2]
	SOUTHBOUND LEFT	D [53.1]	C [25.2]
	SOUTHBOUND LEFT / THROUGH	E [55.2]	C [27.9]
	SOUTHBOUND RIGHT	C [32.7]	C [24.1]
SOUTHBOUND APPROACH	D [48.6]	C [25.9]	
OVERALL INTERSECTION	D [54.5]	C [30.2]	

LOS TABLE NO. 4

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
4	NEPPERHAN AVENUE & SOUTH BROADWAY		
	W/ GEOMETRIC IMPROVEMENTS		
	SIGNALIZED		
	EASTBOUND LEFT	C [23.6]	C [25.1]
	EASTBOUND THROUGH / RIGHT	D [49.7]	C [34.4]
	EASTBOUND APPROACH	D [48.8]	C [34.1]
	WESTBOUND LEFT	E [79.0]	D [39.5]
	WESTBOUND THROUGH	C [22.5]	C [22.3]
	WESTBOUND RIGHT	B [19.9]	B [19.6]
	WESTBOUND APPROACH	D [36.0]	C [25.8]
	NORTHBOUND LEFT	C [29.4]	C [26.6]
	NORTHBOUND THROUGH	C [32.5]	C [29.7]
	NORTHBOUND RIGHT	D [47.8]	C [29.2]
	NORTHBOUND APPROACH	D [39.0]	C [29.1]
	SOUTHBOUND LEFT	D [43.8]	C [30.2]
SOUTHBOUND THROUGH / RIGHT	C [27.6]	C [25.8]	
SOUTHBOUND APPROACH	D [37.2]	C [28.4]	
OVERALL INTERSECTION	D [40.3]	C [28.8]	
5	SOUTH BROADWAY & HUDSON STREET		
	W/ SIGNALIZATION		
	EASTBOUND LEFT / RIGHT	D [36.8]	D [53.7]
	EASTBOUND APPROACH	D [36.8]	D [53.7]
	NORTHBOUND APPROACH	D [43.1]	D [38.0]
	NORTHBOUND APPROACH	D [43.1]	D [38.0]
OVERALL INTERSECTION	D [39.7]	D [47.4]	
6	SOUTH BROADWAY & MAIN STREET		
	SIGNALIZED		
	WESTBOUND THROUGH / RIGHT	B [18.3]	B [16.3]
	WESTBOUND APPROACH	B [18.3]	B [16.3]
	NORTHBOUND LEFT / THROUGH	C [23.4]	C [21.4]
	NORTHBOUND APPROACH	C [23.4]	C [21.4]
OVERALL INTERSECTION	C [21.5]	B [19.4]	

LOS TABLE NO. 4

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
7	MAIN STREET & PALISADE AVENUE		
	W/ NEW TRAFFIC PATTERN		
	SIGNALIZED		
	NORTHBOUND LEFT / RIGHT	E [73.4]	E [79.3]
	NORTHBOUND APPROACH	E [73.4]	E [79.3]
	SOUTHBOUND LEFT	D [49.2]	D [45.1]
	SOUTHBOUND RIGHT	B [12.2]	B [17.0]
	SOUTHBOUND APPROACH	D [38.6]	D [36.5]
	OVERALL INTERSECTION	D [49.0]	D [54.1]
8	PALISADE AVENUE & LOCUST HILL AVENUE		
	W/ NEW TRAFFIC PATTERN		
	ALL-WAY STOP		
	WESTBOUND APPROACH	C (24.48)	B (14.69)
	SOUTHBOUND APPROACH	A (9.74)	A (9.59)
	OVERALL INTERSECTION	C (22.88)	B (13.94)
9	PALISADE AVENUE / ELM STREET / SITE ACCESS		
	W/ NEW TRAFFIC PATTERN		
	SIGNALIZED		
	WESTBOUND LEFT / THROUGH / RIGHT	C [20.6]	B [19.3]
	WESTBOUND APPROACH	C [20.6]	B [19.3]
	NORTHBOUND LEFT / THROUGH	C [26.9]	D [50.0]
	NORTHBOUND APPROACH	C [26.9]	D [50.0]
	SOUTHBOUND THROUGH / RIGHT	B [17.5]	B [17.6]
	SOUTHBOUND APPROACH	B [17.5]	B [17.6]
		OVERALL INTERSECTION	C [20.9]

LOS TABLE NO. 4

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
10	ASHBURTON AVENUE & WARBURTON AVENUE		
	W/ TIMING CHANGES		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH / RIGHT	C [24.0]	C [23.0]
	EASTBOUND APPROACH	C [24.0]	C [23.0]
	WESTBOUND LEFT / THROUGH / RIGHT	C [33.1]	C [30.7]
	WESTBOUND APPROACH	C [33.1]	C [30.7]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [15.8]	B [13.5]
	NORTHBOUND APPROACH	B [15.8]	B [13.5]
	SOUTHBOUND LEFT / THROUGH / RIGHT	C [30.9]	B [19.4]
SOUTHBOUND APPROACH	C [30.9]	B [19.4]	
OVERALL INTERSECTION	C [25.3]	C [20.0]	
11	ASHBURTON AVENUE & NORTH BROADWAY		
	W/ TIMING CHANGES		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH / RIGHT	C [25.2]	C [21.6]
	EASTBOUND APPROACH	C [25.2]	C [21.6]
	WESTBOUND LEFT / THROUGH / RIGHT	D [50.2]	C [28.7]
	WESTBOUND APPROACH	D [50.2]	C [28.7]
	NORTHBOUND LEFT / THROUGH / RIGHT	C [21.2]	B [17.9]
	NORTHBOUND APPROACH	C [21.2]	B [17.9]
	SOUTHBOUND LEFT	E [57.2]	D [46.6]
SOUTHBOUND THROUGH / RIGHT	B [14.9]	B [14.6]	
SOUTHBOUND APPROACH	C [33.9]	C [30.3]	
OVERALL INTERSECTION	C [33.0]	C [25.2]	
12	ASHBURTON AVENUE & LOCUST HILL ROAD		
	UNSIGNALIZED		
	WESTBOUND LEFT / THROUGH NORTHBOUND LEFT / RIGHT	A (9.7) D (29.5)	A (9.3) C (20.7)
13	ASHBURTON AVENUE & PALISADE AVENUE		
	W/ TIMING CHANGES		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH / RIGHT	D [46.9]	C [26.0]
	EASTBOUND APPROACH	D [46.9]	C [26.0]
	WESTBOUND LEFT	C [27.4]	B [14.4]
	WESTBOUND THROUGH / RIGHT	B [10.5]	A [8.8]
	WESTBOUND APPROACH	B [17.5]	A [11.4]
	NORTHBOUND LEFT / THROUGH / RIGHT	D [53.2]	D [49.7]
NORTHBOUND APPROACH	D [53.2]	D [49.7]	
OVERALL INTERSECTION	D [37.4]	C [26.5]	

LOS TABLE NO. 4

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
14	ASHBURTON AVENUE & NEPPERHAN AVENUE		
	W/ TIMING CHANGES		
	SIGNALIZED		
	EASTBOUND LEFT	D [37.1]	D [35.8]
	EASTBOUND THROUGH / RIGHT	F [245.7]	F [158.1]
	EASTBOUND APPROACH	F [210.6]	F [139.4]
	WESTBOUND LEFT	D [46.5]	D [46.3]
	WESTBOUND THROUGH / RIGHT	F [255.7]	F [179.4]
	WESTBOUND APPROACH	F [205.8]	F [142.5]
	NORTHBOUND LEFT	C [31.1]	C [28.0]
	NORTHBOUND THROUGH / RIGHT	D [43.5]	D [35.6]
	NORTHBOUND APPROACH	D [42.0]	C [34.7]
	SOUTHBOUND LEFT	D [37.3]	C [30.2]
	SOUTHBOUND THROUGH	D [39.1]	D [36.4]
SOUTHBOUND RIGHT	C [29.0]	C [27.9]	
SOUTHBOUND APPROACH	D [37.3]	C [34.3]	
	OVERALL INTERSECTION	F [117.6]	F [84.3]
15	ASHBURTON AVENUE & NYS ROUTE 9A / WALNUT STREET		
	W/ TIMING CHANGES		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH / RIGHT	F [258.5]	F [109.9]
	EASTBOUND APPROACH	F [258.5]	F [109.9]
	WESTBOUND LEFT / THROUGH	B [14.1]	B [12.3]
	WESTBOUND RIGHT	B [11.4]	B [10.8]
	WESTBOUND APPROACH	B [13.1]	B [11.8]
	NORTHBOUND LEFT / THROUGH / RIGHT	F [81.6]	D [36.5]
	NORTHBOUND APPROACH	F [81.6]	D [36.5]
	SOUTHBOUND LEFT	D [38.8]	C [26.8]
	SOUTHBOUND THROUGH / RIGHT	D [42.6]	D [53.8]
	SOUTHBOUND APPROACH	D [41.4]	D [46.6]
	OVERALL INTERSECTION	F [110.4]	E [57.0]

LOS TABLE NO. 4

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
16	YONKERS AVENUE & WALNUT STREET		
	W/ CORRIDOR IMPROVEMENTS		
	SIGNALIZED		
	EASTBOUND LEFT	C [32.9]	C [33.0]
	EASTBOUND THROUGH / RIGHT	D [49.1]	B [17.8]
	EASTBOUND APPROACH	D [49.0]	B [17.9]
	WESTBOUND LEFT	D [35.3]	C [23.9]
	WESTBOUND THROUGH / RIGHT	D [53.5]	D [54.5]
	WESTBOUND APPROACH	D [52.3]	D [52.9]
	NORTHBOUND LEFT / THROUGH / RIGHT	D [44.1]	D [44.1]
	NORTHBOUND APPROACH	D [44.1]	D [44.1]
	SOUTHBOUND LEFT / THROUGH / RIGHT	D [51.4]	D [47.6]
	SOUTHBOUND APPROACH	D [51.4]	D [47.6]
OVERALL INTERSECTION	D [50.4]	D [39.4]	
17	YONKERS AVENUE & PRESCOTT STREET		
	W/ CORRIDOR IMPROVEMENTS		
	SIGNALIZED		
	EASTBOUND LEFT	B [11.4]	B [11.3]
	EASTBOUND THROUGH / RIGHT	E [71.9]	C [22.7]
	EASTBOUND APPROACH	E [71.7]	C [22.6]
	WESTBOUND LEFT	F [87.8]	D [43.3]
	WESTBOUND THROUGH / RIGHT	E [65.0]	E [61.7]
	WESTBOUND APPROACH	E [66.9]	E [60.4]
	NORTHBOUND LEFT / THROUGH / RIGHT	D [35.3]	C [34.6]
	NORTHBOUND APPROACH	D [35.3]	C [34.6]
	OVERALL INTERSECTION	E [68.0]	D [46.4]
	18	YONKERS AVENUE & ASHBURTON AVENUE	
W/ CORRIDOR IMPROVEMENTS			
SIGNALIZED			
EASTBOUND THROUGH		D [41.8]	B [14.7]
EASTBOUND APPROACH		D [41.8]	B [14.7]
WESTBOUND THROUGH		F [116.4]	F [110.0]
WESTBOUND RIGHT		C [25.4]	B [14.0]
WESTBOUND APPROACH		F [94.1]	F [90.0]
SOUTHBOUND LEFT		F [93.6]	D [51.6]
SOUTHBOUND LEFT / RIGHT		F [95.2]	D [51.9]
SOUTHBOUND APPROACH		F [94.4]	D [51.7]
OVERALL INTERSECTION		E [76.5]	E [62.5]

LOS TABLE NO. 4
LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
19	YONKERS AVENUE & SAW MILL RIVER PARKWAY SB RAMP		
	W/ GEOMETRIC IMPROVEMENTS & SIGNALIZATION		
	SIGNALIZED		
	EASTBOUND THROUGH	C [28.7]	B [12.5]
	EASTBOUND RIGHT	A [9.1]	A [7.1]
	EASTBOUND APPROACH	C [24.1]	B [11.3]
	WESTBOUND THROUGH	E [76.1]	D [45.5]
	WESTBOUND APPROACH	E [76.1]	D [45.5]
	SOUTHBOUND RIGHT	F [295.7]	F [280.2]
	SOUTHBOUND APPROACH	F [295.7]	F [280.2]
	OVERALL INTERSECTION	E [79.2]	E [65.6]
20	YONKERS AVENUE & SAW MILL RIVER PARKWAY NB RAMP		
	W/ GEOMETRIC IMPROVEMENTS		
	SIGNALIZED		
	EASTBOUND LEFT	F [136.9]	E [78.3]
	EASTBOUND THROUGH	A [7.0]	A [6.9]
	EASTBOUND APPROACH	D [43.5]	C [26.8]
	WESTBOUND THROUGH	C [21.0]	B [17.7]
	WESTBOUND RIGHT	A [5.4]	A [3.6]
	WESTBOUND APPROACH	B [18.4]	B [15.6]
	SOUTHBOUND LEFT	D [37.1]	C [34.3]
SOUTHBOUND RIGHT	F [180.2]	F [167.7]	
SOUTHBOUND APPROACH	F [176.8]	F [165.0]	
	OVERALL INTERSECTION	E [74.6]	E [65.8]

LOS TABLE NO. 4

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
21	BUENA VISTA AVENUE & DOCK STREET		
	ALL-WAY STOP		
	WESTBOUND APPROACH	B (11.71)	B (10.14)
	NORTHBOUND APPROACH	B (11.19)	A (9.59)
	SOUTHBOUND APPROACH	C (20.56)	B (13.21)
	OVERALL INTERSECTION	C (16.35)	B (11.63)
22	BUENA VISTA AVENUE & MAIN STREET		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH / RIGHT	B [11.6]	B [11.6]
	EASTBOUND APPROACH	B [11.6]	B [11.6]
	WESTBOUND LEFT / THROUGH / RIGHT	B [11.7]	B [11.3]
	WESTBOUND APPROACH	B [11.7]	B [11.3]
	NORTHBOUND LEFT / THROUGH / RIGHT	C [22.9]	B [14.2]
	NORTHBOUND APPROACH	C [22.9]	B [14.2]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [15.5]	B [13.3]
	SOUTHBOUND APPROACH	B [15.5]	B [13.3]
	OVERALL INTERSECTION	B [16.8]	B [13.0]
23	BUENA VISTA AVENUE & HUDSON STREET		
	UNSIGNALIZED		
	SOUTHBOUND LEFT / THROUGH WESTBOUND LEFT / RIGHT	A (8.2) B (14.7)	A (8.0) B (12.6)

LOS TABLE NO. 4

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
24	WARBURTON AVENUE & DOCK STREET / NEPPERHAN STREET		
	W/ TIMING CHANGES		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH / RIGHT	B [12.1]	B [11.6]
	EASTBOUND APPROACH	B [12.1]	B [11.6]
	NORTHBOUND LEFT	C [31.0]	B [17.2]
	NORTHBOUND THROUGH / RIGHT	C [24.4]	B [17.8]
	NORTHBOUND APPROACH	C [25.3]	B [17.7]
	SOUTHBOUND LEFT / THROUGH / RIGHT	C [26.5]	C [20.2]
	SOUTHBOUND APPROACH	C [26.5]	C [20.2]
	OVERALL INTERSECTION	C [24.5]	B [18.5]
25	WARBURTON AVENUE / RIVERDALE AVENUE & MAIN STREET		
	W/ TIMING CHANGES		
	SIGNALIZED		
	EASTBOUND LEFT / RIGHT	C [26.4]	C [24.5]
	EASTBOUND APPROACH	C [26.4]	C [24.5]
	WESTBOUND LEFT / THROUGH / RIGHT	D [36.4]	C [29.8]
	WESTBOUND APPROACH	D [36.4]	C [29.8]
	NORTHBOUND LEFT	C [26.6]	C [23.1]
	NORTHBOUND THROUGH	B [11.6]	B [11.3]
	NORTHBOUND APPROACH	B [15.4]	B [14.4]
	SOUTHBOUND THROUGH / RIGHT	C [28.5]	C [26.8]
	SOUTHBOUND APPROACH	C [28.5]	C [26.8]
	OVERALL INTERSECTION	C [26.8]	C [24.4]
26	RIVERDALE AVENUE & HUDSON STREET		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH / RIGHT	C [26.8]	C [26.3]
	EASTBOUND APPROACH	C [26.8]	C [26.3]
	NORTHBOUND THROUGH	C [21.1]	C [20.5]
	NORTHBOUND RIGHT	C [25.2]	C [29.9]
	NORTHBOUND APPROACH	C [22.8]	C [25.4]
	SOUTHBOUND LEFT	B [18.8]	B [18.4]
	SOUTHBOUND THROUGH	B [11.2]	B [10.2]
	SOUTHBOUND APPROACH	B [13.5]	B [13.3]
	OVERALL INTERSECTION	B [17.6]	B [18.7]

LOS TABLE NO. 4

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
27	RIVERDALE AVENUE & NEPPERHAN AVE / PROSPECT STREET		
	W/ GEOMETRIC IMPROVEMENTS & PHASING / TIMING CHANGES		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH / RIGHT	D [38.7]	D [42.7]
	EASTBOUND APPROACH	D [38.7]	D [42.7]
	WESTBOUND LEFT	F [256.6]	F [134.9]
	WESTBOUND THROUGH / RIGHT	C [25.8]	C [23.3]
	WESTBOUND APPROACH	F [118.8]	E [72.6]
	NORTHBOUND LEFT	C [29.9]	C [24.0]
	NORTHBOUND THROUGH / RIGHT	D [54.1]	D [37.0]
	NORTHBOUND APPROACH	D [51.1]	D [35.6]
	SOUTHBOUND LEFT	F [161.0]	E [72.6]
	SOUTHBOUND THROUGH	C [24.5]	C [24.7]
	SOUTHBOUND RIGHT	C [20.9]	C [22.1]
SOUTHBOUND APPROACH	E [78.5]	D [43.3]	
OVERALL INTERSECTION	E [79.5]	D [50.9]	
28	RIVERDALE AVENUE & VARK STREET		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH / RIGHT	C [31.2]	C [27.9]
	EASTBOUND APPROACH	C [31.2]	C [27.9]
	WESTBOUND LEFT / THROUGH / RIGHT	C [27.0]	C [26.0]
	WESTBOUND APPROACH	C [27.0]	C [26.0]
	NORTHBOUND LEFT	B [14.1]	B [11.9]
	NORTHBOUND THROUGH / RIGHT	C [24.4]	C [22.4]
	NORTHBOUND APPROACH	C [24.4]	C [22.0]
	SOUTHBOUND LEFT	C [31.2]	C [23.7]
	SOUTHBOUND THROUGH / RIGHT	C [20.8]	B [19.1]
SOUTHBOUND APPROACH	C [23.1]	C [20.1]	
OVERALL INTERSECTION	C [24.4]	C [21.9]	
29	RIVERDALE AVENUE & HERRIOT STREET		
	SIGNALIZED		
	WESTBOUND LEFT / THROUGH / RIGHT	C [25.1]	C [24.7]
	WESTBOUND APPROACH	C [25.1]	C [24.7]
	NORTHBOUND LEFT	B [14.5]	B [12.2]
	NORTHBOUND THROUGH	B [10.2]	A [9.9]
	NORTHBOUND APPROACH	B [10.3]	A [9.9]
	SOUTHBOUND THROUGH / RIGHT	C [21.7]	B [19.7]
	SOUTHBOUND APPROACH	C [21.7]	B [19.7]
OVERALL INTERSECTION	B [16.3]	B [14.9]	

LOS TABLE NO. 4

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
30	RIVERDALE AVENUE & LUDLOW STREET		
	SIGNALIZED		
	EASTBOUND LEFT / RIGHT	C [32.4]	C [27.8]
	EASTBOUND APPROACH	C [32.4]	C [27.8]
	WESTBOUND LEFT / THROUGH / RIGHT	C [33.8]	C [29.3]
	WESTBOUND APPROACH	C [33.8]	C [29.3]
	NORTHBOUND LEFT	B [16.5]	B [13.5]
	NORTHBOUND THROUGH	A [9.3]	A [9.2]
	NORTHBOUND APPROACH	A [9.6]	A [9.4]
	SOUTHBOUND THROUGH / RIGHT	C [23.5]	C [20.6]
	SOUTHBOUND APPROACH	C [23.5]	C [20.6]
OVERALL INTERSECTION	C [20.7]	B [17.8]	
31	RIVERDALE AVENUE & RADFORD STREET		
	SIGNALIZED		
	WESTBOUND LEFT / RIGHT	C [28.3]	C [27.1]
	WESTBOUND APPROACH	C [28.3]	C [27.1]
	NORTHBOUND THROUGH / RIGHT	B [18.4]	B [18.3]
	NORTHBOUND APPROACH	B [18.4]	B [18.3]
	SOUTHBOUND LEFT	B [14.0]	B [12.9]
	SOUTHBOUND THROUGH / RIGHT	A [9.1]	A [8.7]
SOUTHBOUND APPROACH	A [10.0]	A [9.4]	
OVERALL INTERSECTION	B [15.4]	B [15.1]	
32	RIVERDALE AVENUE & VALENTINE LANE		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH / RIGHT	C [26.3]	C [25.6]
	EASTBOUND APPROACH	C [26.3]	C [25.6]
	WESTBOUND LEFT / THROUGH / RIGHT	C [29.7]	C [27.6]
	WESTBOUND APPROACH	C [29.7]	C [27.6]
	NORTHBOUND LEFT	B [11.3]	A [10.0]
	NORTHBOUND THROUGH / RIGHT	B [17.6]	B [17.7]
	NORTHBOUND APPROACH	B [16.9]	B [17.0]
	SOUTHBOUND LEFT	B [11.1]	B [10.8]
	SOUTHBOUND THROUGH / RIGHT	B [18.0]	B [17.3]
SOUTHBOUND APPROACH	B [17.1]	B [16.6]	
OVERALL INTERSECTION	B [19.4]	B [18.6]	

LOS TABLE NO. 4

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
33	SOUTH BROADWAY & VARK STREET		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH / RIGHT	D [43.9]	D [36.1]
	EASTBOUND APPROACH	D [43.9]	D [36.1]
	WESTBOUND LEFT / THROUGH / RIGHT	D [48.0]	D [43.4]
	WESTBOUND APPROACH	D [48.0]	D [43.4]
	NORTHBOUND LEFT / THROUGH / RIGHT	C [32.7]	C [34.2]
	NORTHBOUND APPROACH	C [32.7]	C [34.2]
	SOUTHBOUND LEFT / THROUGH / RIGHT	C [30.6]	C [25.0]
	SOUTHBOUND APPROACH	C [30.6]	C [25.0]
	OVERALL INTERSECTION	D [37.0]	C [33.7]
34	SOUTH BROADWAY & HERRIOT STREET		
	SIGNALIZED		
	EASTBOUND LEFT / RIGHT	C [21.3]	C [21.0]
	EASTBOUND APPROACH	C [21.3]	C [21.0]
	WESTBOUND LEFT / THROUGH / RIGHT	C [27.0]	C [24.6]
	WESTBOUND APPROACH	C [27.0]	C [24.6]
	NORTHBOUND LEFT / THROUGH	B [15.1]	B [14.9]
	NORTHBOUND APPROACH	B [15.1]	B [14.9]
	SOUTHBOUND THROUGH / RIGHT	B [16.0]	B [13.6]
	SOUTHBOUND APPROACH	B [16.0]	B [13.6]
		B [18.3]	B [16.5]
35	SOUTH BROADWAY & BRIGHT PLACE		
	SIGNALIZED		
	WESTBOUND LEFT / RIGHT	C [21.2]	C [21.0]
	WESTBOUND APPROACH	C [21.2]	C [21.0]
	NORTHBOUND THROUGH / RIGHT	D [46.9]	C [32.7]
	NORTHBOUND APPROACH	D [46.9]	C [32.7]
	SOUTHBOUND LEFT / THROUGH	B [19.2]	B [15.0]
	SOUTHBOUND APPROACH	B [19.2]	B [15.0]
	OVERALL INTERSECTION	C [34.2]	C [25.3]
36	SOUTH BROADWAY & LUDLOW STREET		
	SIGNALIZED		
	NORTHBOUND LEFT	A [3.5]	A [2.2]
	NORTHBOUND THROUGH	B [18.7]	B [16.5]
	NORTHBOUND APPROACH	B [15.3]	B [13.7]
	SOUTHBOUND THROUGH / RIGHT	C [24.4]	B [15.0]
	SOUTHBOUND APPROACH	C [24.4]	B [15.0]
	OVERALL INTERSECTION	B [19.4]	B [14.2]

LOS TABLE NO. 4

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
37	SOUTH BROADWAY & MCLEAN AVENUE		
	W/ PHASING & TIMING CHANGES		
	SIGNALIZED		
	WESTBOUND LEFT	C [33.0]	C [26.5]
	WESTBOUND RIGHT	C [27.7]	C [24.5]
	WESTBOUND APPROACH	C [29.2]	C [25.1]
	NORTHBOUND THROUGH / RIGHT	C [23.7]	C [21.6]
	NORTHBOUND APPROACH	C [23.7]	C [21.6]
	SOUTHBOUND LEFT	C [26.4]	C [31.7]
	SOUTHBOUND THROUGH	A [8.1]	A [9.8]
	SOUTHBOUND APPROACH	B [15.9]	B [19.2]
OVERALL INTERSECTION	C [21.8]	C [21.6]	
38	SOUTH BROADWAY & RADFORD STREET		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH / RIGHT	C [27.4]	C [24.3]
	EASTBOUND APPROACH	C [27.4]	C [24.3]
	WESTBOUND LEFT / THROUGH / RIGHT	D [40.3]	C [27.8]
	WESTBOUND APPROACH	D [40.3]	C [27.8]
	NORTHBOUND LEFT	B [11.8]	B [10.7]
	NORTHBOUND THROUGH / RIGHT	C [28.9]	C [26.4]
	NORTHBOUND APPROACH	C [26.1]	C [24.1]
	SOUTHBOUND LEFT	B [11.6]	B [11.0]
	SOUTHBOUND THROUGH / RIGHT	C [27.4]	C [23.3]
SOUTHBOUND APPROACH	C [25.7]	C [22.0]	
OVERALL INTERSECTION	C [29.4]	C [24.4]	
39	SOUTH BROADWAY & VALENTINE LANE		
	SIGNALIZED		
	EASTBOUND LEFT / RIGHT	C [23.7]	B [19.6]
	EASTBOUND APPROACH	C [23.7]	B [19.6]
	NORTHBOUND LEFT	B [11.6]	B [10.5]
	NORTHBOUND THROUGH	B [16.0]	B [14.3]
	NORTHBOUND APPROACH	B [15.3]	B [13.7]
	SOUTHBOUND THROUGH / RIGHT	B [14.8]	B [12.6]
SOUTHBOUND APPROACH	B [14.8]	B [12.6]	
OVERALL INTERSECTION	B [17.3]	B [14.8]	

LOS TABLE NO. 4

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
40	YONKERS AVENUE & MIDLAND AVENUE (WEST)		
	SIGNALIZED		
	EASTBOUND LEFT	D [37.7]	C [25.8]
	EASTBOUND THROUGH	B [20.0]	B [12.8]
	EASTBOUND APPROACH	C [22.1]	B [14.4]
	WESTBOUND THROUGH	C [22.1]	C [20.1]
	WESTBOUND RIGHT	B [14.3]	B [13.9]
	WESTBOUND APPROACH	C [21.2]	B [19.5]
	SOUTHBOUND LEFT	C [30.6]	C [30.0]
	SOUTHBOUND LEFT / RIGHT	C [31.2]	C [30.5]
	SOUTHBOUND RIGHT	D [41.2]	D [35.2]
	SOUTHBOUND APPROACH	D [36.2]	C [32.8]
	OVERALL INTERSECTION	C [23.5]	B [18.4]
41	YONKERS AVENUE & MIDLAND AVENUE (EAST)		
	SIGNALIZED		
	EASTBOUND LEFT	B [16.3]	B [14.8]
	EASTBOUND THROUGH / RIGHT	B [19.3]	B [17.3]
	EASTBOUND APPROACH	B [19.1]	B [17.1]
	WESTBOUND LEFT	B [17.5]	B [12.7]
	WESTBOUND THROUGH / RIGHT	A [9.5]	A [9.1]
	WESTBOUND APPROACH	B [10.3]	A [9.4]
	NORTHBOUND LEFT	E [55.0]	D [40.0]
	NORTHBOUND THROUGH / RIGHT	C [29.9]	C [29.5]
	NORTHBOUND APPROACH	D [45.5]	D [36.0]
	SOUTHBOUND LEFT / THROUGH / RIGHT	C [29.8]	C [29.5]
	SOUTHBOUND APPROACH	C [29.8]	C [29.5]
OVERALL INTERSECTION	B [19.1]	B [16.2]	
42	YONKERS AVENUE & SEMINARY AVENUE		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH	B [10.6]	A [9.0]
	EASTBOUND APPROACH	B [10.6]	A [9.0]
	WESTBOUND THROUGH / RIGHT	D [40.4]	C [32.4]
	WESTBOUND APPROACH	D [40.4]	C [32.4]
	SOUTHBOUND LEFT / RIGHT	C [32.3]	C [31.3]
	SOUTHBOUND APPROACH	C [32.3]	C [31.3]
OVERALL INTERSECTION	C [27.3]	C [23.0]	

LOS TABLE NO. 4

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
43	YONKERS AVENUE & CENTRAL PARK AVENUE (SB)		
	SIGNALIZED		
	EASTBOUND THROUGH / RIGHT	D [42.0]	D [36.3]
	EASTBOUND APPROACH	D [42.0]	D [36.3]
	WESTBOUND LEFT	C [25.3]	B [12.8]
	WESTBOUND THROUGH	A [9.6]	A [9.2]
	WESTBOUND APPROACH	B [14.1]	B [10.2]
	SOUTHBOUND LEFT / THROUGH / RIGHT	E [73.0]	E [59.7]
	SOUTHBOUND APPROACH	E [73.0]	E [59.7]
	OVERALL INTERSECTION	D [38.9]	C [32.1]
44	YONKERS AVENUE & CENTRAL PARK AVENUE (NB)		
	SIGNALIZED		
	EASTBOUND LEFT	B [11.3]	A [9.9]
	EASTBOUND THROUGH	A [8.7]	A [8.4]
	EASTBOUND APPROACH	A [9.7]	A [9.0]
	WESTBOUND THROUGH	C [31.2]	C [30.0]
	WESTBOUND RIGHT	D [42.8]	D [35.8]
	WESTBOUND APPROACH	D [36.3]	C [32.5]
	NORTHBOUND LEFT / THROUGH	E [73.8]	E [58.5]
	NORTHBOUND RIGHT	D [54.2]	D [48.0]
NORTHBOUND APPROACH	E [69.0]	E [56.1]	
OVERALL INTERSECTION	D [39.5]	C [33.9]	

LOS TABLE NO. 4

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
45	WARBURTON AVENUE & GLENWOOD AVENUE		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH / RIGHT	B [14.6]	B [14.3]
	EASTBOUND APPROACH	B [14.6]	B [14.3]
	WESTBOUND LEFT / THROUGH / RIGHT	B [15.1]	B [14.7]
	WESTBOUND APPROACH	B [15.1]	B [14.7]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [13.4]	B [11.9]
	NORTHBOUND APPROACH	B [13.4]	B [11.9]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [12.3]	B [12.1]
	SOUTHBOUND APPROACH	B [12.3]	B [12.1]
	OVERALL INTERSECTION	B [13.2]	B [12.4]
46	WARBURTON AVENUE & LAMARTINE AVENUE		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH / RIGHT	B [15.0]	B [14.6]
	EASTBOUND APPROACH	B [15.0]	B [14.6]
	WESTBOUND LEFT / THROUGH / RIGHT	B [14.4]	B [14.2]
	WESTBOUND APPROACH	B [14.4]	B [14.2]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [13.4]	B [12.0]
	NORTHBOUND APPROACH	B [13.4]	B [12.0]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [13.8]	B [13.2]
	SOUTHBOUND APPROACH	B [13.8]	B [13.2]
	OVERALL INTERSECTION	B [13.8]	B [12.8]
47	NORTH BROADWAY & GLENWOOD AVENUE		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH / RIGHT	C [21.3]	C [20.7]
	EASTBOUND APPROACH	C [21.3]	C [20.7]
	WESTBOUND LEFT / THROUGH / RIGHT	C [23.6]	C [22.5]
	WESTBOUND APPROACH	C [23.6]	C [22.5]
	NORTHBOUND LEFT / THROUGH / RIGHT	B [13.8]	B [12.5]
	NORTHBOUND APPROACH	B [13.8]	B [12.5]
	SOUTHBOUND LEFT / THROUGH / RIGHT	B [14.6]	B [14.1]
	SOUTHBOUND APPROACH	B [14.6]	B [14.1]
	OVERALL INTERSECTION	B [16.1]	B [15.0]
48	NORTH BROADWAY & LAMARTINE AVENUE		
	SIGNALIZED		
	EASTBOUND LEFT / RIGHT	B [15.6]	B [15.0]
	EASTBOUND APPROACH	B [15.6]	B [15.0]
	NORTHBOUND LEFT / THROUGH	B [18.9]	B [15.3]
	NORTHBOUND APPROACH	B [18.9]	B [15.3]
	SOUTHBOUND THROUGH / RIGHT	B [16.2]	B [15.6]
	SOUTHBOUND APPROACH	B [16.2]	B [15.6]
	OVERALL INTERSECTION	B [17.3]	B [15.5]

LOS TABLE NO. 4

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	2012 BUILD CONDITIONS W/ BALLPARK	
		WEEKDAY PM PEAK HOUR	SATURDAY PEAK HOUR
49	NEPPERHAN AVENUE & LAKE STREET		
	W/ TIMING CHANGES		
	SIGNALIZED		
	EASTBOUND LEFT / THROUGH	D [37.0]	C [32.0]
	EASTBOUND RIGHT	D [36.4]	C [31.7]
	EASTBOUND APPROACH	D [36.8]	C [31.9]
	WESTBOUND LEFT	D [47.5]	C [28.5]
	WESTBOUND RIGHT	C [29.8]	C [25.0]
	WESTBOUND APPROACH	D [43.2]	C [27.7]
	NORTHBOUND THROUGH	C [24.2]	D [38.9]
	NORTHBOUND RIGHT	B [15.6]	C [22.0]
	NORTHBOUND APPROACH	C [21.3]	C [33.4]
	SOUTHBOUND LEFT / THROUGH	C [21.2]	D [42.5]
SOUTHBOUND APPROACH	C [21.2]	D [42.5]	
	OVERALL INTERSECTION	C [25.2]	D [36.1]
50	PROSPECT STREET & BUENA VISTA AVENUE		
	ALL-WAY STOP		
	WESTBOUND APPROACH	C (17.91)	B (12.44)
	NORTHBOUND APPROACH	B (11.90)	B (9.92)
	SOUTHBOUND APPROACH	E (47.89)	C (20.59)
	OVERALL INTERSECTION	D (31.80)	B (16.14)
51	PROSPECT STREET & HAWTHORNE AVENUE		
	ALL-WAY STOP		
	EASTBOUND APPROACH	C (21.59)	B (14.82)
	WESTBOUND APPROACH	C (16.43)	B (12.31)
	OVERALL INTERSECTION	C (18.73)	B (13.45)

THE ABOVE REPRESENTS
 THE LEVELS OF SERVICE AND VEHICLE DELAY IN SECONDS, B [13.2],
 FOR EACH MOVEMENT, FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION
 FOR THE SIGNALIZED INTERSECTIONS
 AND THE LEVELS OF SERVICE AND AVERAGE TOTAL DELAY IN SECONDS, B (13.2)
 FOR THE UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS) for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a 15-minute analysis period. The criteria are given in Exhibit 16-2 from the 2000 Highway Capacity Manual published by the Transportation Research Board.

EXHIBIT 16-2

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE (LOS)	CONTROL DELAY PER VEHICLE (S/VEH)
A	≤10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

LEVEL OF SERVICE A describes operations with low control delay, up to 10 seconds per vehicle (s/veh). This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.

LEVEL OF SERVICE B describes operations with control delay greater than 10 and up to 20 seconds per vehicle (s/veh). This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with Level of Service "A", causing higher levels of delay.

LEVEL OF SERVICE C describes operations with control delay greater than 20 and up to 35 seconds per vehicle (s/veh). These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LEVEL OF SERVICE D describes operations with control delay greater than 35 and up to 55 seconds per vehicle (s/veh). At Level of Service D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LEVEL OF SERVICE E describes operations with control delay greater than 55 and up to 80 seconds per vehicle (s/veh). This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.

LEVEL OF SERVICE F describes operations with control delay in excess of 86 seconds per vehicle (s/veh). This level is considered unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

The Level of Service (LOS) for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. Control delay is defined as the total elapsed time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. This total elapsed time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to speed of vehicles in queue. Average control delay for any particular minor movement is a function of the capacity of the approach and the degree of saturation. The Level of Service Criteria are given in Exhibit 17-2 from the 2000 Highway Capacity Manual published by the Transportation Research Board.

EXHIBIT 17-2

LEVEL OF SERVICE FOR CRITERIA
FOR UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE (LOS)	AVERAGE CONTROL DELAY (S/VEH)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.