

# **APPENDIX A**

## **Traffic and Parking**

**TABLE A - 1  
BRONX TERMINAL MARKET - NON-GAME DAY  
EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Weekday Midday (1PM - 2PM)					Weekday PM Peak Hour (5PM-6PM)				Saturday Midday (1PM - 2PM)			
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		Mvt.	V/C	Control	
			Delay	LOS				Delay	LOS			Delay	LOS
<b>SIGNALIZED</b>													
<b><u>GRAND CONCOURSE</u></b>													
<b>1a Grand Concourse at E. 138th Street</b>													
Grand Concourse	SB	L	0.38	69.6	E	L	0.35	69.3	E	L	0.51	76.9	E
		R	0.38	69.6	E	R	0.39	71.9	E	R	0.56	76.5	E
E. 138th Street	EB	T	0.36	50.2	D	T	0.47	51.4	D	T	0.46	32.1	C
	WB	T	0.30	50.7	D	T	0.52	52.4	D	T	0.44	31.7	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.36</b>	<b>55.1</b>	<b>E</b>	<b>-</b>	<b>0.47</b>	<b>55.4</b>	<b>E</b>	<b>-</b>	<b>0.50</b>	<b>43.3</b>	<b>D</b>	<b>D</b>
<b>2 Grand Concourse at E. 149th Street</b>													
Grand Concourse	NB	TR	0.99	45.2	D	TR	0.94	29.8	C	TR	1.02	55.2	E
	SB	TR	0.99	46.3	D	TR	0.93	31.3	C	TR	1.03	55.2	E
E. 149th Street	EB	TR	0.93	63.0	E	TR	0.89	54.8	D	TR	0.91	59.2	E
	WB	TR	0.93	62.0	E	TR	0.97	65.3	E	TR	0.93	61.1	E
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>52.8</b>	<b>D</b>	<b>-</b>	<b>0.95</b>	<b>43.2</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>57.3</b>	<b>E</b>	<b>E</b>
<b>11 Grand Concourse at E. 161st Street</b>													
Grand Concourse	NB	LT	0.96	55.5	E	LT	1.04	59.8	E	LT	0.49	16.8	B
		R	0.66	34.3	C	R	0.20	12.0	B	R	0.08	12.1	B
Grand Concourse Main Road	SB	L	0.51	75.8	E	L	0.88	88.6	F	L	0.69	50.3	D
		T	0.98	63.2	E	T	0.97	55.6	E	T	0.61	50.3	D
Grand Concourse Service Road	SB	T	0.73	41.2	D	T	0.32	19.0	B	T	0.38	51.1	D
		R	0.87	54.6	D	R	0.76	43.6	D	R	0.37	50.4	D
E. 161st Street	EB	DefL	0.99	95.0	F	DefL	0.98	89.5	F	LTR	0.79	42.6	D
		TR	0.82	48.5	D	TR	0.91	64.7	E	-	-	-	-
	WB	LTR	0.73	40.8	D	LTR	0.98	73.6	E	DefL	0.80	69.3	E
										TR	0.87	59.6	E
<b>Overall Intersection</b>	<b>-</b>	<b>1.01</b>	<b>55.4</b>	<b>E</b>	<b>-</b>	<b>1.05</b>	<b>59.8</b>	<b>E</b>	<b>-</b>	<b>0.71</b>	<b>41.0</b>	<b>D</b>	<b>D</b>
<b><u>RIVER AVENUE</u></b>													
<b>3 River Avenue and Exterior Street at E. 149th Street</b>													
Major Deegan Expressway NB Off Ramp	NB	LTR	1.04	99.7	F	LTR	1.00	86.4	F	LTR	0.98	84.4	F
River Avenue	SB	LTR	0.93	73.4	E	LTR	0.70	52.0	D	LTR	0.64	50.4	D
Exterior Street	NB	LTR	0.85	76.1	E	LTR	0.74	53.2	D	LTR	0.51	50.4	D
	SB	DefL	0.76	66.5	E	DefL	0.65	57.2	E	DefL	0.65	55.3	E
		TR	0.81	60.2	E	TR	0.39	41.0	D	TR	0.70	55.4	E
E. 149th Street	EB	LTR	0.99	65.6	E	LTR	1.03	91.9	F	LTR	1.01	69.3	E
	WB	LTR	0.95	59.8	E	LTR	0.84	41.0	D	LTR	0.99	70.4	E
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>71.1</b>	<b>E</b>	<b>-</b>	<b>0.94</b>	<b>69.3</b>	<b>E</b>	<b>-</b>	<b>0.91</b>	<b>68.1</b>	<b>E</b>	<b>E</b>
<b>16 River Avenue at E. 151st Street</b>													
River Avenue	NB	TR	0.24	10.2	B	TR	0.33	19.9	B	TR	0.16	12.3	B
	SB	LT	0.49	13.9	B	LT	0.29	19.9	B	LT	0.24	13.4	B
E. 151st Street	WB	LR	0.08	26.2	C	LR	0.12	26.7	C	LR	0.09	18.2	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.33</b>	<b>12.6</b>	<b>B</b>	<b>-</b>	<b>0.24</b>	<b>20.4</b>	<b>C</b>	<b>-</b>	<b>0.18</b>	<b>13.2</b>	<b>B</b>	<b>B</b>
<b>8 River Avenue at E. 153rd Street</b>													
River Avenue	NB	LTR	0.45	13.3	B	LTR	0.71	19.7	B	LTR	0.28	8.0	A
	SB	LTR	0.52	14.4	B	LTR	0.33	11.5	B	LTR	0.25	7.9	A
E. 153rd Street	EB	LTR	0.26	20.6	C	LTR	0.24	20.4	C	LTR	0.24	14.4	B
	WB	LTR	0.30	22.0	C	LTR	0.35	22.7	C	LTR	0.17	14.3	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.43</b>	<b>16.3</b>	<b>B</b>	<b>-</b>	<b>0.57</b>	<b>18.5</b>	<b>B</b>	<b>-</b>	<b>0.27</b>	<b>10.6</b>	<b>B</b>	<b>B</b>
<b>9 River Avenue at E. 157th Street</b>													
River Avenue	NB	TR	0.46	13.5	B	TR	0.47	13.5	B	TR	0.26	7.9	A
	SB	LT	0.54	14.8	B	LT	0.34	11.7	B	LT	0.26	7.9	A
E. 157th Street	WB	LR	0.05	18.7	B	LR	0.07	18.9	B	LR	0.07	13.4	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.35</b>	<b>14.4</b>	<b>B</b>	<b>-</b>	<b>0.31</b>	<b>13.1</b>	<b>B</b>	<b>-</b>	<b>0.19</b>	<b>8.3</b>	<b>A</b>	<b>A</b>
<b>10 River Avenue at E. 161st Street</b>													
River Avenue	NB	LTR	0.90	50.9	D	LTR	0.91	50.2	D	LTR	0.60	21.2	C
	SB	LTR	0.95	50.1	D	LTR	0.83	36.9	D	LTR	0.60	20.9	C
E. 161st Street Main Road	EB	T	0.18	13.7	B	T	0.22	14.1	B	T	0.35	11.0	B
	WB	T	0.57	20.3	C	T	0.46	16.9	B	T	0.56	13.5	B
E. 161st Street Service Road	EB	TR	0.62	20.2	C	TR	0.61	20.3	C	TR	0.68	16.6	B
	WB	TR	0.54	20.0	C	TR	0.59	20.7	C	TR	0.64	16.5	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.77</b>	<b>30.5</b>	<b>C</b>	<b>-</b>	<b>0.75</b>	<b>25.4</b>	<b>C</b>	<b>-</b>	<b>0.65</b>	<b>16.1</b>	<b>B</b>	<b>B</b>

**TABLE A - 1  
BRONX TERMINAL MARKET - NON-GAME DAY  
EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Weekday Midday (1PM - 2PM)				Weekday PM Peak Hour (5PM-6PM)				Saturday Midday (1PM - 2PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>OTHER</b>													
<b>12 Jerome Avenue at E. 161st Street</b>													
Jerome Avenue	NB	L	0.28	19.5	B	L	0.67	43.0	D	L	0.33	20.3	C
		TR	0.46	20.0	C	TR	0.92	49.0	D	TR	0.92	47.2	D
	SB	L	0.36	21.5	C	L	0.52	32.2	C	L	0.23	39.3	D
		TR	0.58	24.7	C	TR	0.91	51.5	D	TR	0.57	50.5	D
E. 161st Street	WB	L	0.49	16.9	B	L	0.67	21.5	C	L	0.47	37.7	D
		T	0.22	13.4	B	T	0.49	20.8	C	LT	0.13	11.8	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.53</b>	<b>19.9</b>	<b>B</b>	<b>-</b>	<b>0.78</b>	<b>38.5</b>	<b>D</b>	<b>-</b>	<b>0.68</b>	<b>40.7</b>	<b>D</b>	
<b>14 Jerome Avenue at Ogden Avenue</b>													
Ogden Avenue	SB	LR	0.48	24.9	C	LR	0.79	42.1	D	LR	0.49	25.0	C
Jerome Avenue	EB	T	0.43	13.0	B	T	0.47	13.6	B	T	0.41	12.6	B
	WB	TR	0.30	10.8	B	TR	0.48	12.9	B	TR	0.33	11.1	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.45</b>	<b>15.1</b>	<b>B</b>	<b>-</b>	<b>0.60</b>	<b>18.7</b>	<b>B</b>	<b>-</b>	<b>0.44</b>	<b>15.0</b>	<b>B</b>	
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>													
Major Deegan Expressway NB Service Road	NB	T	0.35	24.8	C	T	0.55	27.7	C	T	0.43	25.8	C
Major Deegan Expressway NB Off Ramp	NB	T	1.02	103.8	F	T	0.99	72.7	E	T	0.94	53.8	D
E. 157th Street	WB	R	0.46	30.2	C	R	0.71	35.9	D	R	0.30	27.7	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.62</b>	<b>63.3</b>	<b>E</b>	<b>-</b>	<b>0.75</b>	<b>46.4</b>	<b>D</b>	<b>-</b>	<b>0.57</b>	<b>38.7</b>	<b>D</b>	
<b>15 Macombs Place at W. 155th Street</b>													
Macombs Place	NB	L	0.47	44.6	D	L	0.77	56.6	E	L	0.38	42.7	D
		T	0.09	10.2	B	T	0.18	10.9	B	T	0.25	11.6	B
	SB	T	0.38	30.7	C	T	0.66	37.9	D	T	0.76	41.3	D
		R	1.00	63.8	E	R	0.87	32.8	C	R	0.55	19.1	B
W. 155th Street	EB	L	0.75	41.1	D	L	0.99	70.0	E	L	0.84	47.0	D
		R	0.12	11.0	B	R	0.12	11.0	B	R	0.14	11.2	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.54</b>	<b>42.7</b>	<b>D</b>	<b>-</b>	<b>0.81</b>	<b>41.1</b>	<b>D</b>	<b>-</b>	<b>0.70</b>	<b>28.0</b>	<b>C</b>	
<b>4 Lenox Avenue at E. 145th Street</b>													
Lenox Avenue	NB	L	0.69	34.7	C	L	0.58	30.0	C	L	0.70	35.2	D
		LT	0.41	23.9	C	LT	0.38	23.4	C	LT	0.28	21.6	C
		R	0.29	13.2	B	R	0.56	17.9	B	R	0.41	15.0	B
	SB	LTR	0.53	27.3	C	LTR	0.42	24.4	C	LTR	0.37	23.2	C
E. 145th Street	EB	LTR	0.76	27.4	C	LTR	0.73	26.3	C	LTR	0.73	26.3	C
	WB	L	0.80	28.0	C	L	0.85	31.7	C	L	0.85	34.1	C
		TR	0.82	24.2	C	TR	0.74	19.6	B	TR	0.58	15.2	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.77</b>	<b>26.0</b>	<b>C</b>	<b>-</b>	<b>0.70</b>	<b>24.4</b>	<b>C</b>	<b>-</b>	<b>0.76</b>	<b>24.1</b>	<b>C</b>	
<b>UNSIGNALIZED</b>													
<b>5 Exterior Street at E. 150th Street</b>													
Exterior Street	NB	LTR	0.00	8.1	A	LTR	0.00	8.1	A	LTR	0.01	8.2	A
	SB	LTR	0.02	8.1	A	LTR	0.02	8.3	A	LTR	0.02	8.0	A
E. 150th Street	EB	LTR	0.05	14.1	B	LTR	0.01	16.7	C	LTR	0.00	10.0	B
	WB	LTR	0.27	17.2	C	LTR	0.24	13.7	B	LTR	0.20	11.7	B
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>9.6</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>9.0</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>8.7</b>	<b>A</b>	
<b>6 River Avenue at E. 150th Street</b>													
River Avenue	NB	LT	0.05	8.3	A	LT	0.06	7.8	A	LT	0.06	7.8	A
E. 150th Street	EB	LR	0.09	14.3	B	LR	0.07	15.6	C	LR	0.09	13.8	B
	WB	LTR	0.25	18.9	C	LTR	0.34	23.1	C	LTR	0.15	14.5	B
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>10.5</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>10.3</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>9.5</b>	<b>A</b>	
<b>1b Grand Concourse at E. 138th Street</b>													
E. 138th Street	EB	LT	0.21	9.7	A	LT	0.36	12.5	B	LT	0.25	10.3	B
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>9.7</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>12.5</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>10.3</b>	<b>B</b>	

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 2  
BRONX TERMINAL MARKET -- GAME DAY  
EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Weekday PM (5:15PM - 6:15PM)					Saturday Midday (12PM - 1PM)				Saturday PM (4PM - 5PM)				
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		Mvt.	V/C	Control		LOS
			Delay	LOS				Delay	LOS			Delay	LOS	
<b>SIGNALIZED</b>														
<b><u>GRAND CONCOURSE</u></b>														
<b>1a Grand Concourse at E. 138th Street</b>														
Grand Concourse	SB	L	0.33	63.2	E	L	0.36	68.2	E	L	0.35	65.0	E	
	R		0.38	73.5	E	R	0.41	77.2	E	R	0.48	69.6	E	
E. 138th Street	EB	T	0.38	12.1	B	T	0.38	12.0	B	T	0.50	13.5	B	
	WB	T	0.43	12.7	B	T	0.39	12.3	B	T	0.51	13.9	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.41</b>	<b>24.0</b>	<b>C</b>	<b>-</b>	<b>0.40</b>	<b>25.6</b>	<b>C</b>	<b>-</b>	<b>0.50</b>	<b>23.9</b>	<b>C</b>	<b>-</b>	<b>C</b>
<b>2 Grand Concourse at E. 149th Street</b>														
Grand Concourse	NB	TR	1.01	44.9	D	TR	0.97	38.4	D	TR	0.98	38.9	D	
	SB	TR	0.95	35.2	D	TR	0.99	46.7	D	TR	0.98	39.2	D	
E. 149th Street	EB	TR	0.95	64.2	E	TR	0.76	46.1	D	TR	0.75	45.2	D	
	WB	TR	0.98	69.1	E	TR	0.74	45.7	D	TR	0.76	45.6	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>51.7</b>	<b>D</b>	<b>-</b>	<b>0.93</b>	<b>43.6</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>41.5</b>	<b>D</b>	<b>-</b>	<b>D</b>
<b>11 Grand Concourse at E. 161st Street</b>														
Grand Concourse	NB	LT	1.02	53.0	D	LT	0.65	20.4	C	LT	0.87	72.5	E	
	R		0.11	10.7	B	R	0.18	13.2	B	R	0.16	72.1	E	
Grand Concourse Main Road	SB	L	0.80	60.6	E	L	0.05	37.8	D	L	0.16	84.7	F	
	T		0.55	55.2	E	T	0.40	37.5	D	T	0.41	50.1	D	
Grand Concourse Service Road	SB	T	0.34	19.5	B	T	0.22	40.2	D	T	0.26	34.2	C	
	R		0.85	55.7	E	R	0.80	45.7	D	R	0.20	33.2	C	
E. 161st Street	EB	DefL	0.83	63.9	E	DefL	0.72	50.5	D	DefL	0.78	68.3	E	
	TR		0.95	72.3	E	TR	0.52	36.5	D	TR	0.85	71.5	E	
	WB	LTR	0.80	49.1	D	LTR	0.56	34.2	C	LTR	0.86	59.7	E	
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>53.2</b>	<b>D</b>	<b>-</b>	<b>0.73</b>	<b>32.3</b>	<b>C</b>	<b>-</b>	<b>0.88</b>	<b>62.0</b>	<b>E</b>	<b>-</b>	<b>E</b>
<b><u>RIVER AVENUE</u></b>														
<b>3 River Avenue and Exterior Street at E. 149th Street</b>														
Major Deegan Expressway NB Off Ramp	NB	LTR	1.04	120.0+	F*	LTR	1.04	120.0+	F*	LTR	0.76	54.9	D	
River Avenue	SB	LTR	0.47	42.4	D	LTR	0.76	65.6	E	LTR	1.04	120.0+	F*	
Exterior Street	NB	LTR	0.74	58.0	E	LTR	0.84	71.3	E	LTR	0.79	54.8	D	
	SB	DefL	0.84	79.3	E	DefL	0.87	82.8	F	DefL	0.52	46.8	D	
	TR		0.33	39.6	D	TR	0.90	80.9	F	TR	0.70	50.8	D	
E. 149th Street	EB	DefL	1.04	120.0+	F*	LTR	0.80	34.9	C	DefL	0.96	88.2	F	
	TR		1.04	104.0	F	-	-	-	-	TR	0.95	57.1	E	
	WB	LTR	0.94	55.1	E	LTR	0.69	32.8	C	LTR	1.04	112.4	F	
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.87</b>	<b>108.9</b>	<b>F</b>	<b>-</b>	<b>0.96</b>	<b>99.0</b>	<b>F</b>	<b>-</b>	<b>F</b>
<b>16 River Avenue at E. 151st Street</b>														
River Avenue	NB	TR	0.35	11.1	B	TR	0.38	8.3	A	TR	0.31	120.0+	F*	
	SB	LT	0.41	12.9	B	LT	0.26	8.1	A	LT	0.71	120.0+	F*	
E. 151st Street	WB	LR	0.16	27.4	C	LR	0.16	19.1	B	LR	0.18	19.3	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.31</b>	<b>12.9</b>	<b>B</b>	<b>-</b>	<b>0.29</b>	<b>9.2</b>	<b>A</b>	<b>-</b>	<b>0.51</b>	<b>114.9</b>	<b>F</b>	<b>-</b>	<b>F</b>
<b>8 River Avenue at E. 153rd Street</b>														
River Avenue	NB	LTR	0.83	29.3	C	LTR	0.96	41.3	D	LTR	0.99	57.8	E	
	SB	LTR	0.70	21.1	C	LTR	0.67	16.8	B	LTR	0.97	58.2	E	
E. 153rd Street	EB	LTR	0.50	24.8	C	LTR	0.39	16.9	B	LTR	0.95	58.8	E	
	WB	LTR	0.40	24.4	C	LTR	0.44	19.2	B	LTR	0.90	74.7	E	
<b>Overall Intersection</b>	<b>-</b>	<b>0.70</b>	<b>25.2</b>	<b>C</b>	<b>-</b>	<b>0.75</b>	<b>28.0</b>	<b>C</b>	<b>-</b>	<b>0.98</b>	<b>59.9</b>	<b>E</b>	<b>-</b>	<b>E</b>
<b>9 River Avenue at E. 157th Street</b>														
River Avenue	NB	TR	0.43	13.1	B	TR	0.39	9.4	A	TR	0.71	16.3	B	
	SB	LT	0.48	13.8	B	LT	0.51	11.0	B	Closed	-	-	-	
E. 157th Street	WB	LR	0.20	20.9	C	LR	0.10	13.7	B	LR	0.21	15.7	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.37</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>0.35</b>	<b>10.5</b>	<b>B</b>	<b>-</b>	<b>0.52</b>	<b>16.2</b>	<b>B</b>	<b>-</b>	<b>B</b>
<b>10 River Avenue at E. 161st Street</b>														
River Avenue	NB	LTR	0.56	21.9	C	LTR	0.86	62.5	E	LTR	1.04	120.0+	F*	
	SB	LTR	0.54	20.6	C	LTR	0.89	53.9	D	R	1.04	118.5	F	
E. 161st Street Main Road	EB	T	0.13	13.9	B	T	0.22	41.8	D	T	0.82	120.0+	F*	
	WB	T	0.48	17.7	B	T	0.44	22.2	C	T	0.68	103.5	F	
E. 161st Street Service Road	EB	T	0.39	16.5	B	TR	0.74	32.4	C	Closed	-	-	-	
	R		0.83	34.9	C	-	-	-	-	-	-	-	-	
	WB	TR	0.45	17.5	B	TR	0.77	34.6	C	TR	0.91	52.2	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.69</b>	<b>20.5</b>	<b>C</b>	<b>-</b>	<b>0.83</b>	<b>37.5</b>	<b>D</b>	<b>-</b>	<b>0.98</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>F*</b>

**TABLE A - 2  
BRONX TERMINAL MARKET -- GAME DAY  
EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Weekday PM (5:15PM - 6:15PM)				Saturday Midday (12PM - 1PM)				Saturday PM (4PM - 5PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>OTHER</b>													
<b>12 Jerome Ave at E. 161st Street</b>													
Jerome Avenue	NB	L	0.71	48.0	D	L	0.34	20.3	C	L	0.80	46.4	D
		TR	0.96	49.2	D	T	0.54	22.5	C	T	0.46	20.9	C
		-	-	-	-	R	0.92	46.7	D	R	0.55	23.2	C
	SB	L	0.75	48.0	D	L	0.65	41.9	D	L	0.48	24.2	C
		TR	0.80	35.7	D	TR	0.85	46.3	D	TR	0.86	40.1	D
E. 161st Street	WB	L	0.63	19.7	B	LT	0.31	13.3	B	LT	0.98	42.5	D
		LT	0.17	45.6	D	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>39.2</b>	<b>D</b>	<b>-</b>	<b>0.59</b>	<b>31.7</b>	<b>C</b>	<b>-</b>	<b>0.92</b>	<b>36.4</b>	<b>D</b>	
<b>14 Jerome Avenue at Ogden Avenue</b>													
Ogden Avenue	SB	LR	0.54	26.0	C	LR	0.82	37.1	D	LR	0.75	34.2	C
Jerome Avenue	EB	T	0.62	16.4	B	T	0.73	19.7	B	T	0.43	38.4	D
	WB	TR	0.43	12.1	B	TR	0.35	11.3	B	TR	0.67	39.5	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.59</b>	<b>16.5</b>	<b>B</b>	<b>-</b>	<b>0.76</b>	<b>21.9</b>	<b>C</b>	<b>-</b>	<b>0.70</b>	<b>38.2</b>	<b>D</b>	
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>										NA - (Free flow)	See Note (5)		
Major Deegan Expressway NB Service Road	NB	T	0.45	26.2	C	T	0.58	28.2	C				
Major Deegan Expressway NB Off Ramp	NB	T	0.92	48.1	D	T	0.79	37.9	D				
E. 157th Street	WB	R	0.46	30.0	C	R	0.32	28.0	C				
<b>Overall Intersection</b>	<b>-</b>	<b>0.62</b>	<b>36.7</b>	<b>D</b>	<b>-</b>	<b>0.58</b>	<b>31.9</b>	<b>C</b>					
<b>15 Macombs Place at W. 155th Street</b>													
Macombs Place	NB	L	0.88	72.7	E	L	0.67	54.9	D	L	0.92	75.3	E
		T	0.21	21.1	C	T	0.21	23.4	C	T	0.16	21.8	C
	SB	T	0.58	37.9	D	T	0.60	39.4	D	T	0.97	72.5	E
		R	0.65	25.5	C	R	0.65	25.7	C	R	0.89	38.9	D
W. 155th Street	EB	L	1.03	120.0+	F*	L	1.04	96.7	F	L	1.04	120.0+	F*
		R	0.17	15.8	B	R	0.10	15.6	B	R	0.17	15.3	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>69.5</b>	<b>E</b>	<b>-</b>	<b>0.72</b>	<b>47.9</b>	<b>D</b>	<b>-</b>	<b>0.91</b>	<b>66.1</b>	<b>E</b>	
<b>4 Lenox Avenue at E. 145th Street</b>													
Lenox Avenue	NB	L	0.56	29.3	C	L	0.71	32.7	C	L	0.53	25.8	C
		LT	0.40	23.8	C	LT	0.47	25.4	C	LT	0.29	21.3	C
		R	0.62	19.6	B	R	0.37	14.3	B	R	0.37	14.5	B
	SB	LTR	0.39	23.5	C	LTR	0.63	29.5	C	LTR	0.40	23.7	C
E. 145th Street	EB	LTR	0.88	33.9	C	LTR	0.64	23.8	C	LTR	0.92	40.1	D
	WB	L	0.61	18.5	B	L	0.54	15.6	B	L	0.59	16.2	B
		TR	0.53	13.9	B	TR	0.66	17.1	B	TR	0.85	23.9	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.77</b>	<b>24.5</b>	<b>C</b>	<b>-</b>	<b>0.72</b>	<b>22.4</b>	<b>C</b>	<b>-</b>	<b>0.77</b>	<b>26.6</b>	<b>C</b>	
<b>UNSIGNALIZED</b>													
<b>5 Exterior Street at E. 150th Street</b>													
Exterior Street	NB	LTR	0.01	8.0	A	LTR	0.02	8.1	A	LTR	0.00	7.9	A
	SB	LTR	0.03	8.2	A	LTR	0.09	8.5	A	LTR	0.06	8.3	A
E. 150th Street	EB	LTR	0.00	20.3	C	LTR	0.04	24.1	C	LTR	0.18	15.8	C
	WB	LTR	0.23	14.1	B	LTR	0.40	17.9	C	LTR	0.42	19.7	C
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>8.9</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>9.9</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>10.6</b>	<b>B</b>	
<b>6 River Avenue at E. 150th Street</b>													
River Avenue	NB	LT	0.05	7.6	A	LT	0.06	7.6	A	LT	0.06	9.3	A
E. 150th Street	EB	LR	0.18	21.6	C	LR	0.35	22.1	C	LR	0.33	24.1	C
	WB	LTR	0.40	24.5	C	LTR	0.41	23.8	C	LTR	0.44	24.5	C
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>10.6</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>11.4</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>16.5</b>	<b>C</b>	
<b>1b Grand Concourse at E. 138th Street</b>													
E138th Street	EB	LT	0.42	14.1	B	LT	0.36	12.5	B	LT	0.59	18.8	C
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>12.5</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>18.8</b>	<b>C</b>	

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 3  
BRONX TERMINAL MARKET -- NON-GAME DAY  
NO BUILD 2009 TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Weekday Midday (1PM - 2PM)				Weekday PM Peak Hour (5PM-6PM)				Saturday Midday (1PM - 2PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>SIGNALIZED</b>													
<b><u>GRAND CONCOURSE</u></b>													
<b>1a Grand Concourse at E. 138th Street</b>													
Grand Concourse	SB	L	0.39	72.0	E	L	0.36	71.9	E	L	0.52	80.0	F
		R	0.39	72.2	E	R	0.40	74.8	E	R	0.58	80.5	F
E. 138th Street	EB	T	0.37	52.7	D	T	0.49	54.3	D	T	0.48	33.6	C
	WB	T	0.31	53.1	D	T	0.53	55.5	E	T	0.46	33.1	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.37</b>	<b>57.6</b>	<b>E</b>	<b>-</b>	<b>0.49</b>	<b>58.4</b>	<b>E</b>	<b>-</b>	<b>0.51</b>	<b>45.3</b>	<b>D</b>	
<b>2 Grand Concourse at E. 149th Street</b>													
Grand Concourse	NB	TR	1.06	64.2	E	TR	0.99	40.2	D	TR	1.05	62.7	E
	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.17	107.1	F
E. 149th Street	EB	TR	0.91	59.8	E	TR	0.84	50.4	D	TR	0.86	54.1	D
	WB	TR	0.77	48.5	D	TR	0.76	46.0	D	TR	0.83	50.8	D
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>84.7</b>	<b>F</b>	<b>-</b>	<b>1.14</b>	<b>75.6</b>	<b>E</b>	<b>-</b>	<b>1.08</b>	<b>73.9</b>	<b>E</b>	
<b>11 Grand Concourse at E. 161st Street</b>													
Grand Concourse	NB	L	0.57	20.3	C	L	1.20+	120.0+	F*	L	0.61	21.9	C
		TR	0.55	16.9	B	TR	0.83	22.2	C	TR	0.39	14.0	B
Grand Concourse Main Road	SB	L	0.77	120.0+	F*	L	1.20+	120.0+	F*	L	0.35	24.6	C
		T	0.41	21.8	C	T	0.46	20.2	C	T	0.45	27.4	C
Grand Concourse Service Road	SB	R	0.45	24.1	C	R	0.30	18.9	B	R	0.25	32.0	C
E. 161st Street	EB	LTR	0.90	53.1	D	DefL	0.93	81.6	F	LTR	0.85	46.8	D
		-	-	-	-	TR	0.95	73.5	E	-	-	-	-
	WB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	0.71	59.2	E
		TR	0.74	44.9	D	LTR	1.14	120.0+	F*	TR	0.73	46.4	D
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>49.2</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>86.0</b>	<b>F</b>	<b>-</b>	<b>0.64</b>	<b>30.6</b>	<b>C</b>	
<b><u>RIVER AVENUE</u></b>													
<b>3 River Avenue and Exterior Street at E. 149th Street</b>													
Major Deegan Expressway NB Off Ramp	NB	LTR	1.06	106.8	F	LTR	1.02	92.7	F	LTR	1.01	91.6	F
River Avenue	SB	LTR	0.95	78.1	E	LTR	0.72	53.0	D	LTR	0.66	51.5	D
Exterior Street	NB	LTR	0.86	78.4	E	LTR	0.75	54.2	D	LTR	0.53	51.2	D
	SB	DefL	0.78	68.9	E	DefL	0.67	58.9	E	DefL	0.67	56.6	E
		TR	0.83	62.1	E	TR	0.40	41.3	D	TR	0.73	57.0	E
E. 149th Street	EB	LTR	1.03	74.7	E	LTR	1.06	100.7	F	LTR	1.04	76.7	E
	WB	LTR	0.97	64.6	E	LTR	0.86	42.9	D	LTR	1.02	77.6	E
<b>Overall Intersection</b>	<b>-</b>	<b>1.03</b>	<b>76.8</b>	<b>E</b>	<b>-</b>	<b>0.97</b>	<b>74.1</b>	<b>E</b>	<b>-</b>	<b>0.93</b>	<b>73.9</b>	<b>E</b>	
<b>16 River Avenue at E. 151st Street</b>													
River Avenue	NB	TR	0.25	10.3	B	TR	0.33	20.1	C	TR	0.16	12.3	B
	SB	LT	0.50	14.1	B	LT	0.30	20.1	C	LT	0.24	13.5	B
E. 151st Street	WB	LR	0.08	26.2	C	LR	0.12	26.7	C	LR	0.09	18.2	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.33</b>	<b>12.8</b>	<b>B</b>	<b>-</b>	<b>0.25</b>	<b>20.5</b>	<b>C</b>	<b>-</b>	<b>0.19</b>	<b>13.2</b>	<b>B</b>	
<b>8 River Avenue at E. 153rd Street</b>													
River Avenue	NB	LTR	0.46	13.6	B	LTR	0.73	20.7	C	LTR	0.29	8.1	A
	SB	LTR	0.53	14.7	B	LTR	0.34	11.7	B	LTR	0.26	7.9	A
E. 153rd Street	EB	LTR	0.27	20.7	C	LTR	0.25	20.5	C	LTR	0.25	14.5	B
	WB	LTR	0.30	22.1	C	LTR	0.35	22.9	C	LTR	0.17	14.4	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.44</b>	<b>16.5</b>	<b>B</b>	<b>-</b>	<b>0.58</b>	<b>19.1</b>	<b>B</b>	<b>-</b>	<b>0.27</b>	<b>10.6</b>	<b>B</b>	
<b>9 River Avenue at E. 157th Street</b>													
River Avenue	NB	TR	0.47	13.7	B	TR	0.48	13.7	B	TR	0.26	7.9	A
	SB	LT	0.55	15.1	B	LT	0.35	11.9	B	LT	0.27	8.0	A
E. 157th Street	WB	LR	0.05	18.7	B	LR	0.07	18.9	B	LR	0.08	13.4	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.36</b>	<b>14.6</b>	<b>B</b>	<b>-</b>	<b>0.32</b>	<b>13.2</b>	<b>B</b>	<b>-</b>	<b>0.19</b>	<b>8.4</b>	<b>A</b>	
<b>10 River Avenue at E. 161st Street</b>													
River Avenue	NB	LTR	0.92	53.2	D	LTR	0.92	53.5	D	LTR	0.62	21.8	C
	SB	LTR	0.97	54.8	D	LTR	0.85	38.8	D	LTR	0.61	21.4	C
E. 161st Street Main Road	EB	T	0.15	13.5	B	T	0.19	13.9	B	T	0.34	10.9	B
	WB	T	0.47	18.1	B	T	0.30	14.9	B	T	0.49	12.4	B
E. 161st Street Service Road	EB	TR	0.62	20.2	C	TR	0.56	19.3	B	TR	0.71	17.5	B
	WB	TR	0.63	22.6	C	TR	0.92	41.4	D	TR	0.77	21.3	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>32.4</b>	<b>C</b>	<b>-</b>	<b>0.92</b>	<b>31.5</b>	<b>C</b>	<b>-</b>	<b>0.70</b>	<b>17.5</b>	<b>B</b>	

**TABLE A - 3  
BRONX TERMINAL MARKET -- NON-GAME DAY  
NO BUILD 2009 TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Weekday Midday (1PM - 2PM)					Weekday PM Peak Hour (5PM-6PM)				Saturday Midday (1PM - 2PM)			
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		Mvt.	V/C	Control	
			Delay	LOS				Delay	LOS			Delay	LOS
<b>OTHER</b>													
<b>12 Jerome Ave at E. 161st Street</b>													
Jerome Avenue	NB	L	0.30	19.8	B	L	0.69	44.3	D	L	0.35	20.7	C
		TR	0.47	20.2	C	TR	0.95	53.2	D	TR	0.94	51.1	D
	SB	L	0.37	21.9	C	L	0.53	33.0	C	L	0.23	40.4	D
		TR	0.60	25.2	C	TR	0.94	55.8	E	TR	0.58	53.0	D
E. 161st Street	WB	L	0.46	16.3	B	L	0.69	22.4	C	L	0.49	39.5	D
		T	0.23	13.5	B	T	0.50	21.2	C	LT	0.13	11.8	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.52</b>	<b>20.1</b>	<b>C</b>	<b>-</b>	<b>0.81</b>	<b>41.2</b>	<b>D</b>	<b>-</b>	<b>0.69</b>	<b>43.2</b>	<b>D</b>	
<b>14 Jerome Avenue at Ogden Avenue</b>													
Ogden Avenue	SB	LR	0.50	25.2	C	LR	0.81	43.9	D	LR	0.50	25.3	C
Jerome Avenue	EB	T	0.44	13.1	B	T	0.48	13.7	B	T	0.42	12.8	B
	WB	TR	0.29	10.7	B	TR	0.50	13.1	B	TR	0.33	11.1	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.46</b>	<b>15.3</b>	<b>B</b>	<b>-</b>	<b>0.62</b>	<b>19.2</b>	<b>B</b>	<b>-</b>	<b>0.46</b>	<b>15.1</b>	<b>B</b>	
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>													
Major Deegan Expressway NB Service Road	NB	T	0.35	24.9	C	T	0.57	28.0	C	T	0.44	26.0	C
Major Deegan Expressway NB Off Ramp	NB	T	1.04	111.7	F	T	1.01	85.6	F	T	0.96	58.0	E
E. 157th Street	WB	R	0.48	30.5	C	R	0.73	36.6	D	R	0.31	27.8	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.63</b>	<b>67.1</b>	<b>E</b>	<b>-</b>	<b>0.77</b>	<b>51.3</b>	<b>D</b>	<b>-</b>	<b>0.58</b>	<b>40.7</b>	<b>D</b>	
<b>15 Macombs Place at W. 155th Street</b>													
Macombs Place	NB	L	0.48	44.9	D	L	0.79	58.0	E	L	0.39	42.9	D
		T	0.09	10.2	B	T	0.18	10.9	B	T	0.26	11.6	B
	SB	T	0.39	30.8	C	T	0.68	38.6	D	T	0.78	42.5	D
		R	1.03	70.4	E	R	0.90	34.9	C	R	0.57	19.4	B
W. 155th Street	EB	L	0.77	42.0	D	L	1.02	76.9	E	L	0.95	60.9	E
		R	0.12	11.0	B	R	0.12	11.1	B	R	0.14	11.2	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.55</b>	<b>45.2</b>	<b>D</b>	<b>-</b>	<b>0.83</b>	<b>43.8</b>	<b>D</b>	<b>-</b>	<b>0.75</b>	<b>31.7</b>	<b>C</b>	
<b>4 Lenox Avenue at E. 145th Street</b>													
Lenox Avenue	NB	L	0.70	35.5	D	L	0.60	30.9	C	L	0.72	36.7	D
		LT	0.42	24.1	C	LT	0.39	23.6	C	LT	0.29	21.7	C
		R	0.30	13.3	B	R	0.57	18.3	B	R	0.42	15.2	B
	SB	LTR	0.54	27.9	C	LTR	0.43	24.6	C	LTR	0.38	23.5	C
E. 145th Street	EB	LTR	0.78	28.2	C	LTR	0.75	26.9	C	LTR	0.76	27.1	C
	WB	L	0.82	29.7	C	L	0.90	38.1	D	L	0.89	40.8	D
		TR	0.84	25.5	C	TR	0.76	20.4	C	TR	0.60	15.4	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.79</b>	<b>27.0</b>	<b>C</b>	<b>-</b>	<b>0.75</b>	<b>25.7</b>	<b>C</b>	<b>-</b>	<b>0.78</b>	<b>25.4</b>	<b>C</b>	
<b>UNSIGNALIZED</b>													
<b>5 Exterior Street at E. 150th Street</b>													
Exterior Street	NB	LTR	0.00	8.1	A	LTR	0.00	8.2	A	LTR	0.01	8.2	A
	SB	LTR	0.02	8.2	A	LTR	0.02	8.3	A	LTR	0.02	8.0	A
E. 150th Street	EB	LTR	0.06	14.3	B	LTR	0.01	17.2	C	LTR	0.00	10.1	B
	WB	LTR	0.29	17.7	C	LTR	0.25	13.9	B	LTR	0.21	11.8	B
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>9.7</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>9.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>8.7</b>	<b>A</b>	
<b>6 River Avenue at E. 150th Street</b>													
River Avenue	NB	LT	0.05	8.3	A	LT	0.06	7.9	A	LT	0.06	7.8	A
E. 150th Street	EB	LR	0.09	14.5	B	LR	0.07	16.1	C	LR	0.09	14.2	B
	WB	LTR	0.26	19.7	C	LTR	0.36	24.2	C	LTR	0.16	14.9	B
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>10.7</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>10.5</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>9.5</b>	<b>A</b>	
<b>1b Grand Concourse at E. 138th Street</b>													
E. 138th Street	EB	LT	0.22	9.8	A	LT	0.38	12.8	B	LT	0.26	10.4	B
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>9.8</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>12.8</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>10.4</b>	<b>B</b>	

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 4  
BRONX TERMINAL MARKET -- GAME DAY  
NO BUILD 2009 TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Weekday PM (5:15PM - 6:15PM)				Saturday Midday (12PM - 1PM)				Saturday PM (4PM - 5PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>SIGNALIZED</b>													
<b>GRAND CONCOURSE</b>													
<b>1a Grand Concourse at E. 138th Street</b>													
Grand Concourse	SB	L	0.34	65.3	E	L	0.37	70.8	E	L	0.36	67.4	E
		R	0.39	76.4	E	R	0.42	80.6	F	R	0.49	72.3	E
E. 138th Street	EB	T	0.39	12.2	B	T	0.39	12.1	B	T	0.51	13.7	B
	WB	T	0.44	12.9	B	T	0.40	12.4	B	T	0.52	14.1	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.42</b>	<b>24.6</b>	<b>C</b>	<b>-</b>	<b>0.41</b>	<b>26.4</b>	<b>C</b>	<b>-</b>	<b>0.51</b>	<b>24.6</b>	<b>C</b>	
<b>2 Grand Concourse at E. 149th Street</b>													
Grand Concourse	NB	TR	1.06	61.5	E	TR	1.00	43.7	D	TR	1.00	45.0	D
	SB	TR	1.20+	120.0+	F*	TR	1.14	94.8	F	TR	1.08	70.5	E
E. 149th Street	EB	TR	0.89	55.7	E	TR	0.72	44.5	D	TR	0.71	43.8	D
	WB	TR	0.77	46.6	D	TR	0.66	43.0	D	TR	0.69	43.0	D
<b>Overall Intersection</b>	<b>-</b>	<b>1.19</b>	<b>90.8</b>	<b>F</b>	<b>-</b>	<b>1.02</b>	<b>59.0</b>	<b>E</b>	<b>-</b>	<b>0.98</b>	<b>53.0</b>	<b>D</b>	
<b>11 Grand Concourse at E. 161st Street</b>													
Grand Concourse	NB	L	1.20+	120.0+	F*	L	0.91	63.1	E	L	0.91	60.9	E
		TR	0.64	16.1	B	TR	0.42	14.4	B	TR	0.55	11.4	B
Grand Concourse Main Road	SB	L	1.20+	120.0+	F*	L	0.03	28.6	C	L	0.02	21.5	C
		T	0.50	35.5	D	T	0.36	28.4	C	T	0.38	19.5	B
Grand Concourse Service Road	SB	R	0.42	21.7	C	R	0.61	29.9	C	R	0.17	17.3	B
E. 161st Street	EB	DefL	0.64	46.7	D	DefL	0.76	53.8	D	DefL	0.83	75.6	E
		TR	1.05	101.3	F	TR	0.68	45.9	D	TR	0.83	66.3	E
	WB	DefL	1.20+	120.0+	F*	LTR	0.45	31.6	C	LTR	0.68	46.3	D
		TR	1.01	92.6	F	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>103.8</b>	<b>F</b>	<b>-</b>	<b>0.84</b>	<b>31.1</b>	<b>C</b>	<b>-</b>	<b>0.87</b>	<b>28.0</b>	<b>C</b>	
<b>RIVER AVENUE</b>													
<b>3 River Avenue and Exterior Street at E. 149th Street</b>													
Major Deegan Expressway NB Off Ramp	NB	LTR	1.07	120.0+	F*	LTR	1.07	120.0+	F*	LTR	0.79	56.5	E
River Avenue	SB	LTR	0.48	42.7	D	LTR	0.78	67.9	E	LTR	1.07	120.0+	F*
Exterior Street	NB	LTR	0.77	61.7	E	LTR	0.87	75.6	E	LTR	0.81	56.1	E
	SB	DefL	0.86	82.1	F	DefL	0.90	87.8	F	DefL	0.54	47.2	D
		TR	0.34	39.7	D	TR	0.93	85.6	F	TR	0.72	52.0	D
E. 149th Street	EB	DefL	1.06	120.0+	F*	DefL	1.19	120.0+	F*	DefL	0.98	95.0	F
		TR	1.07	113.2	F	TR	1.20+	120.0+	F*	TR	0.98	62.1	E
	WB	LTR	0.96	59.7	E	LTR	0.63	30.2	C	LTR	1.07	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.09</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.99</b>	<b>105.2</b>	<b>F</b>	
<b>16 River Avenue at E. 151st Street</b>													
River Avenue	NB	TR	0.35	11.2	B	TR	0.39	8.4	A	TR	0.32	120.0+	F*
	SB	LT	0.42	13.1	B	LT	0.27	8.2	A	LT	0.73	120.0+	F*
E. 151st Street	WB	LR	0.17	27.5	C	LR	0.17	19.2	B	LR	0.18	19.3	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.32</b>	<b>13.0</b>	<b>B</b>	<b>-</b>	<b>0.30</b>	<b>9.2</b>	<b>A</b>	<b>-</b>	<b>0.52</b>	<b>120.0+</b>	<b>F*</b>	
<b>8 River Avenue at E. 153rd Street</b>													
River Avenue	NB	LTR	0.85	31.1	C	LTR	0.98	46.3	D	LTR	1.02	66.2	E
	SB	LTR	0.72	21.8	C	LTR	0.69	17.5	B	LTR	1.00	65.9	E
E. 153rd Street	EB	LTR	0.51	25.0	C	LTR	0.40	17.1	B	LTR	0.98	64.5	E
	WB	LTR	0.42	24.8	C	LTR	0.45	19.6	B	LTR	0.92	79.9	E
<b>Overall Intersection</b>	<b>-</b>	<b>0.72</b>	<b>26.2</b>	<b>C</b>	<b>-</b>	<b>0.77</b>	<b>30.5</b>	<b>C</b>	<b>-</b>	<b>1.00</b>	<b>67.1</b>	<b>E</b>	
<b>9 River Avenue at E. 157th Street</b>													
River Avenue	NB	TR	0.44	13.3	B	TR	0.40	9.5	A	TR	0.73	17.0	B
	SB	LT	0.50	14.1	B	LT	0.52	11.3	B	Closed	-	-	-
E. 157th Street	WB	LR	0.21	21.2	C	LR	0.10	13.7	B	LR	0.22	15.9	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.38</b>	<b>14.3</b>	<b>B</b>	<b>-</b>	<b>0.36</b>	<b>10.7</b>	<b>B</b>	<b>-</b>	<b>0.53</b>	<b>16.9</b>	<b>B</b>	
<b>10 River Avenue at E. 161st Street</b>													
River Avenue	NB	LTR	0.57	22.3	C	LTR	0.89	67.7	E	LTR	1.06	120.0+	F*
	SB	LTR	0.56	21.0	C	LTR	0.91	57.9	E	R	1.07	120.0+	F*
E. 161st Street Main Road	EB	T	0.11	13.6	B	T	0.21	42.7	D	T	0.83	120.0+	F*
	WB	T	0.34	15.9	B	T	0.37	21.1	C	T	0.60	90.2	F
E. 161st Street Service Road	EB	T	0.37	16.2	B	TR	0.77	34.2	C	Closed	-	-	-
		R	0.85	36.9	D	-	-	-	-	-	-	-	-
	WB	TR	0.60	20.0	B	TR	0.91	47.2	D	TR	1.13	114.9	F
<b>Overall Intersection</b>	<b>-</b>	<b>0.71</b>	<b>21.3</b>	<b>C</b>	<b>-</b>	<b>0.91</b>	<b>42.7</b>	<b>D</b>	<b>-</b>	<b>1.10</b>	<b>120.0+</b>	<b>F*</b>	

**TABLE A - 4  
BRONX TERMINAL MARKET -- GAME DAY  
NO BUILD 2009 TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Weekday PM (5:15PM - 6:15PM)				Saturday Midday (12PM - 1PM)				Saturday PM (4PM - 5PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>OTHER</b>													
<b>12 Jerome Avenue at E. 161st Street</b>													
Jerome Avenue	NB	L	0.72	49.6	D	L	0.35	20.6	C	L	0.82	49.0	D
		TR	0.99	54.7	D	T	0.55	22.9	C	T	0.47	21.1	C
		-	-	-	-	R	0.94	50.5	D	R	0.56	23.5	C
	SB	L	0.84	63.7	E	L	0.67	43.9	D	L	0.50	25.0	C
		TR	0.83	37.8	D	TR	0.87	49.2	D	TR	0.88	42.4	D
E. 161st Street	WB	L	0.65	20.3	C	LT	0.31	13.4	B	LT	1.00	48.6	D
		LT	0.18	47.4	D	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>43.0</b>	<b>D</b>	<b>-</b>	<b>0.60</b>	<b>33.4</b>	<b>C</b>	<b>-</b>	<b>0.95</b>	<b>39.9</b>	<b>D</b>	
<b>14 Jerome Avenue at Ogden Avenue</b>													
Ogden Avenue	SB	LR	0.55	26.3	C	LR	0.84	38.9	D	LR	0.77	35.3	D
Jerome Avenue	EB	T	0.64	16.8	B	T	0.75	20.5	C	T	0.44	40.3	D
	WB	TR	0.44	12.3	B	TR	0.36	11.4	B	TR	0.69	42.4	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.60</b>	<b>16.7</b>	<b>B</b>	<b>-</b>	<b>0.78</b>	<b>22.8</b>	<b>C</b>	<b>-</b>	<b>0.72</b>	<b>40.5</b>	<b>D</b>	
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>										NA - (Free flow)	See Note (5)		
Major Deegan Expressway NB Service Road	NB	T	0.47	26.3	C	T	0.59	28.5	C				
Major Deegan Expressway NB Off Ramp	NB	T	0.94	51.7	D	T	0.81	39.1	D				
E. 157th Street	WB	R	0.47	30.2	C	R	0.33	28.1	C				
<b>Overall Intersection</b>	<b>-</b>	<b>0.63</b>	<b>38.4</b>	<b>D</b>	<b>-</b>	<b>0.59</b>	<b>32.5</b>	<b>C</b>					
<b>15 Macombs Place at W. 155th Street</b>													
Macombs Place	NB	L	0.90	76.3	E	L	0.68	55.8	E	L	0.94	79.8	E
		T	0.21	21.6	C	T	0.22	23.9	C	T	0.16	22.2	C
	SB	T	0.59	38.3	D	TR	0.62	40.0	D	T	1.00	78.6	E
		R	0.67	26.0	C	R	0.67	26.2	C	R	0.91	41.5	D
W. 155th Street	EB	L	1.06	120.0+	F*	L	1.06	104.4	F	L	1.06	120.0+	F*
		R	0.17	15.9	B	R	0.10	15.6	B	R	0.17	15.4	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>73.0</b>	<b>E</b>	<b>-</b>	<b>0.88</b>	<b>50.2</b>	<b>D</b>	<b>-</b>	<b>0.93</b>	<b>70.8</b>	<b>E</b>	
<b>4 Lenox Avenue at E. 145th Street</b>													
Lenox Avenue	NB	L	0.58	30.0	C	L	0.72	33.5	C	L	0.55	26.1	C
		LT	0.42	24.1	C	LT	0.49	25.7	C	LT	0.29	21.5	C
		R	0.64	20.1	C	R	0.38	14.5	B	R	0.38	14.6	B
	SB	LTR	0.40	23.7	C	LTR	0.64	30.1	C	LTR	0.41	23.9	C
E. 145th Street	EB	LTR	0.91	36.2	D	LTR	0.66	24.3	C	LTR	0.94	43.4	D
	WB	L	0.63	19.2	B	L	0.55	16.0	B	L	0.60	16.6	B
		TR	0.55	14.2	B	TR	0.67	17.6	B	TR	0.87	25.5	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.79</b>	<b>25.5</b>	<b>C</b>	<b>-</b>	<b>0.73</b>	<b>22.9</b>	<b>C</b>	<b>-</b>	<b>0.79</b>	<b>28.0</b>	<b>C</b>	
<b>UNSIGNALIZED</b>													
<b>5 Exterior Street at E. 150th Street</b>													
Exterior Street	NB	LTR	0.01	8.0	A	LTR	0.02	8.1	A	LTR	0.00	8.0	A
	SB	LTR	0.03	8.3	A	LTR	0.10	8.6	A	LTR	0.07	8.3	A
E. 150th Street	EB	LTR	0.00	20.9	C	LTR	0.04	25.2	D	LTR	0.19	16.1	C
	WB	LTR	0.24	14.3	B	LTR	0.42	18.8	C	LTR	0.45	20.9	C
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>9.0</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>10.1</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>10.9</b>	<b>B</b>	
<b>6 River Avenue at E. 150th Street</b>													
River Avenue	NB	LT	0.05	7.6	A	LT	0.06	7.6	A	LT	0.06	9.4	A
E. 150th Street	EB	LR	0.19	23.0	C	LR	0.38	23.7	C	LR	0.35	25.5	D
	WB	LTR	0.42	26.1	D	LTR	0.44	25.3	D	LTR	0.46	26.1	D
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>10.9</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>11.8</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>17.3</b>	<b>C</b>	
<b>1b Grand Concourse at E. 138th Street</b>													
E. 138th Street	EB	LT	0.44	14.6	B	LT	0.37	12.8	B	LT	0.62	20.2	C
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>14.6</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>12.8</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>20.2</b>	<b>C</b>	

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 5  
BRONX TERMINAL MARKET - NON-GAME DAY  
NO BUILD 2014 TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Weekday Midday (1PM - 2PM)				Weekday PM Peak Hour (5PM-6PM)				Saturday Midday (1PM - 2PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>SIGNALIZED</b>													
<b><u>GRAND CONCOURSE</u></b>													
<b>1a Grand Concourse at E. 138th Street</b>													
Grand Concourse	SB	L	0.40	74.6	E	L	0.37	74.7	E	L	0.54	83.9	F
		R	0.40	74.7	E	R	0.41	77.9	E	R	0.59	84.8	F
E. 138th Street	EB	T	0.37	55.4	E	T	0.50	57.4	E	T	0.49	35.2	D
	WB	T	0.32	55.7	E	T	0.55	58.9	E	T	0.47	34.7	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.38</b>	<b>60.3</b>	<b>E</b>	<b>-</b>	<b>0.50</b>	<b>61.6</b>	<b>E</b>	<b>-</b>	<b>0.53</b>	<b>47.5</b>	<b>D</b>	
<b>2 Grand Concourse at E. 149th Street</b>													
Grand Concourse	NB	TR	1.08	72.6	E	TR	1.02	46.7	D	TR	1.07	71.1	E
	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20	118.3	F
E. 149th Street	EB	TR	0.93	63.4	E	TR	0.86	52.1	D	TR	0.88	56.3	E
	WB	TR	0.80	49.9	D	TR	0.79	47.2	D	TR	0.85	52.7	D
<b>Overall Intersection</b>	<b>-</b>	<b>1.17</b>	<b>91.8</b>	<b>F</b>	<b>-</b>	<b>1.17</b>	<b>81.3</b>	<b>F</b>	<b>-</b>	<b>1.11</b>	<b>80.7</b>	<b>F</b>	
<b>11 Grand Concourse at E. 161st Street</b>													
Grand Concourse	NB	L	0.59	21.0	C	L	1.20+	120.0+	F*	L	0.63	22.8	C
		TR	0.56	17.1	B	TR	0.85	23.3	C	TR	0.40	14.2	B
Grand Concourse Main Road	SB	L	0.81	120.0+	F*	L	1.20+	120.0+	F*	L	0.37	25.3	C
		T	0.42	21.9	C	T	0.47	20.4	C	T	0.46	27.8	C
Grand Concourse Service Road	SB	R	0.47	24.4	C	R	0.31	19.0	B	R	0.26	32.8	C
E. 161st Street	EB	DefL	0.69	45.7	D	DefL	0.96	89.2	F	LTR	0.87	49.4	D
		TR	0.92	61.7	E	TR	0.98	79.1	E	-	-	-	-
	WB	DefL	1.02	108.3	F	DefL	1.20+	120.0+	F*	DefL	0.76	66.0	E
		TR	0.75	45.9	D	TR	1.17	120.0+	F*	TR	0.76	48.3	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.89</b>	<b>40.7</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>92.0</b>	<b>F</b>	<b>-</b>	<b>0.64</b>	<b>31.8</b>	<b>C</b>	
<b><u>RIVER AVENUE</u></b>													
<b>3 River Avenue and Exterior Street at E. 149th Street</b>													
Major Deegan Expressway NB Off Ramp	NB	LTR	1.09	116.0	F	LTR	1.05	100.8	F	LTR	1.03	98.5	F
River Avenue	SB	LTR	0.98	84.1	F	LTR	0.74	54.5	D	LTR	0.67	52.1	D
Exterior Street	NB	LTR	0.89	82.7	F	LTR	0.77	55.6	E	LTR	0.53	51.5	D
	SB	DefL	0.80	72.2	E	DefL	0.68	60.2	E	DefL	0.68	57.6	E
		TR	0.85	64.9	E	TR	0.41	41.5	D	TR	0.74	58.4	E
E. 149th Street	EB	LTR	1.07	86.7	F	LTR	1.08	110.1	F	DefL	1.00	95.0	F
	-	-	-	-	-	-	-	-	-	TR	1.20+	120.0+	F*
	WB	LTR	1.00	72.5	E	LTR	0.88	44.9	D	LTR	1.05	85.4	F
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>84.8</b>	<b>F</b>	<b>-</b>	<b>0.98</b>	<b>79.5</b>	<b>E</b>	<b>-</b>	<b>1.18</b>	<b>120.0+</b>	<b>F*</b>	
<b>16 River Avenue at E. 151st Street</b>													
River Avenue	NB	TR	0.26	10.3	B	TR	0.34	20.2	C	TR	0.16	12.3	B
	SB	LT	0.51	14.3	B	LT	0.31	20.2	C	LT	0.25	13.6	B
E. 151st Street	WB	LR	0.08	26.2	C	LR	0.12	26.7	C	LR	0.09	18.3	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.34</b>	<b>12.9</b>	<b>B</b>	<b>-</b>	<b>0.26</b>	<b>20.6</b>	<b>C</b>	<b>-</b>	<b>0.19</b>	<b>13.3</b>	<b>B</b>	
<b>8 River Avenue at E. 153rd Street</b>													
River Avenue	NB	LTR	0.48	14.0	B	LTR	0.75	21.7	C	LTR	0.30	8.2	A
	SB	LTR	0.55	14.9	B	LTR	0.35	11.8	B	LTR	0.27	8.0	A
E. 153rd Street	EB	LTR	0.27	20.8	C	LTR	0.25	20.5	C	LTR	0.25	14.5	B
	WB	LTR	0.31	22.3	C	LTR	0.36	23.0	C	LTR	0.18	14.5	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.45</b>	<b>16.8</b>	<b>B</b>	<b>-</b>	<b>0.60</b>	<b>19.6</b>	<b>B</b>	<b>-</b>	<b>0.28</b>	<b>10.7</b>	<b>B</b>	
<b>9 River Avenue at E. 157th Street</b>													
River Avenue	NB	TR	0.49	13.9	B	TR	0.49	14.0	B	TR	0.27	8.0	A
	SB	LT	0.56	15.4	B	LT	0.36	12.0	B	LT	0.27	8.0	A
E. 157th Street	WB	LR	0.06	18.7	B	LR	0.08	18.9	B	LR	0.08	13.4	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.36</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>0.33</b>	<b>13.4</b>	<b>B</b>	<b>-</b>	<b>0.20</b>	<b>8.4</b>	<b>A</b>	
<b>10 River Avenue at E. 161st Street</b>													
River Avenue	NB	LTR	0.95	59.2	E	LTR	0.96	60.4	E	LTR	0.63	22.4	C
	SB	LTR	1.00	61.1	E	LTR	0.87	41.4	D	LTR	0.63	22.2	C
E. 161st Street Main Road	EB	T	0.16	13.5	B	T	0.20	13.9	B	T	0.35	11.1	B
	WB	T	0.48	18.4	B	T	0.31	15.1	B	T	0.50	12.6	B
E. 161st Street Service Road	EB	TR	0.63	20.6	C	TR	0.58	19.7	B	TR	0.73	18.1	B
	WB	TR	0.64	23.1	C	TR	0.94	44.1	D	TR	0.79	22.2	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.82</b>	<b>34.9</b>	<b>C</b>	<b>-</b>	<b>0.95</b>	<b>33.6</b>	<b>C</b>	<b>-</b>	<b>0.72</b>	<b>18.1</b>	<b>B</b>	

**TABLE A - 5  
BRONX TERMINAL MARKET - NON-GAME DAY  
NO BUILD 2014 TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Weekday Midday (1PM - 2PM)					Weekday PM Peak Hour (5PM-6PM)				Saturday Midday (1PM - 2PM)			
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		Mvt.	V/C	Control	
			Delay	LOS				Delay	LOS			Delay	LOS
<b>OTHER</b>													
<b>12 Jerome Ave at E. 161st Street</b>													
Jerome Avenue	NB	L	0.31	20.1	C	L	0.71	46.4	D	L	0.36	21.1	C
		TR	0.48	20.4	C	TR	0.97	58.0	E	TR	0.97	56.2	E
	SB	L	0.39	22.5	C	L	0.55	33.5	C	L	0.24	41.7	D
		TR	0.61	25.6	C	TR	0.96	60.9	E	TR	0.60	55.9	E
E. 161st Street	WB	L	0.47	16.5	B	L	0.70	22.9	C	L	0.50	41.3	D
		T	0.23	13.6	B	T	0.52	21.7	C	LT	0.13	11.9	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.54</b>	<b>20.3</b>	<b>C</b>	<b>-</b>	<b>0.82</b>	<b>44.1</b>	<b>D</b>	<b>-</b>	<b>0.71</b>	<b>46.1</b>	<b>D</b>	
<b>14 Jerome Avenue at Ogden Avenue</b>													
Ogden Avenue	SB	LR	0.51	25.5	C	LR	0.83	46.3	D	LR	0.52	25.5	C
Jerome Avenue	EB	T	0.45	13.3	B	T	0.49	13.9	B	T	0.43	12.9	B
	WB	TR	0.30	10.8	B	TR	0.51	13.3	B	TR	0.34	11.2	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.47</b>	<b>15.5</b>	<b>B</b>	<b>-</b>	<b>0.64</b>	<b>19.8</b>	<b>B</b>	<b>-</b>	<b>0.47</b>	<b>15.3</b>	<b>B</b>	
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>													
Major Deegan Expressway NB Service Road	NB	T	0.36	25.0	C	T	0.58	28.3	C	T	0.45	26.1	C
Major Deegan Expressway NB Off Ramp	NB	T	1.07	120.0+	F*	T	1.04	93.0	F	T	0.98	63.4	E
E. 157th Street	WB	R	0.49	30.6	C	R	0.75	37.3	D	R	0.32	27.9	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.65</b>	<b>71.3</b>	<b>E</b>	<b>-</b>	<b>0.79</b>	<b>54.3</b>	<b>D</b>	<b>-</b>	<b>0.60</b>	<b>43.2</b>	<b>D</b>	
<b>15 Macombs Place at W. 155th Street</b>													
Macombs Place	NB	L	0.49	45.1	D	L	0.81	59.8	E	L	0.40	43.0	D
		T	0.09	10.3	B	T	0.19	11.0	B	T	0.26	11.7	B
	SB	T	0.40	31.0	C	T	0.69	39.3	D	T	0.80	43.7	D
		R	1.05	78.3	E	R	0.92	37.6	D	R	0.58	19.6	B
W. 155th Street	EB	L	0.78	43.1	D	L	1.04	84.2	F	L	0.97	65.5	E
		R	0.12	11.1	B	R	0.13	11.1	B	R	0.15	11.3	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.57</b>	<b>48.1</b>	<b>D</b>	<b>-</b>	<b>0.85</b>	<b>46.7</b>	<b>D</b>	<b>-</b>	<b>0.77</b>	<b>33.0</b>	<b>C</b>	
<b>4 Lenox Avenue at E. 145th Street</b>													
Lenox Avenue	NB	L	0.72	36.7	D	L	0.62	31.9	C	L	0.75	38.4	D
		LT	0.43	24.3	C	LT	0.40	23.8	C	LT	0.29	21.8	C
		R	0.30	13.4	B	R	0.59	18.7	B	R	0.43	15.3	B
	SB	LTR	0.57	28.8	C	LTR	0.45	24.9	C	LTR	0.39	23.6	C
E. 145th Street	EB	LTR	0.80	29.1	C	LTR	0.77	27.7	C	LTR	0.77	27.8	C
	WB	L	0.84	31.9	C	L	0.95	86.4	F	L	0.92	48.8	D
		TR	0.87	27.4	C	TR	0.77	21.3	C	TR	0.61	15.8	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>28.2</b>	<b>C</b>	<b>-</b>	<b>0.80</b>	<b>32.9</b>	<b>C</b>	<b>-</b>	<b>0.80</b>	<b>26.9</b>	<b>C</b>	
<b>UNSIGNALIZED</b>													
<b>5 Exterior Street at E. 150th Street</b>													
Exterior Street	NB	LTR	0.00	8.1	A	LTR	0.00	8.2	A	LTR	0.01	8.2	A
	SB	LTR	0.02	8.2	A	LTR	0.02	8.4	A	LTR	0.02	8.1	A
E. 150th Street	EB	LTR	0.06	14.7	B	LTR	0.01	17.7	C	LTR	0.00	10.2	B
	WB	LTR	0.30	18.3	C	LTR	0.26	14.3	B	LTR	0.21	11.9	B
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>9.8</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>9.2</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>8.7</b>	<b>A</b>	
<b>6 River Avenue at E. 150th Street</b>													
River Avenue	NB	LT	0.06	8.3	A	LT	0.06	7.9	A	LT	0.06	7.8	A
E. 150th Street	EB	LR	0.10	15.0	B	LR	0.08	16.7	C	LR	0.09	14.3	B
	WB	LTR	0.28	20.5	C	LTR	0.38	25.7	D	LTR	0.17	15.2	C
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>10.8</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>10.8</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>9.6</b>	<b>A</b>	
<b>1b Grand Concourse at E. 138th Street</b>													
E. 138th Street	EB	LT	0.23	9.9	A	LT	0.39	13.2	B	LT	0.27	10.6	B
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>9.9</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>13.2</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>10.6</b>	<b>B</b>	

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 6  
BRONX TERMINAL MARKET -- GAME DAY  
NO BUILD 2014 TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Weekday PM (5:15PM - 6:15PM)				Saturday Midday (12PM - 1PM)				Saturday PM (4PM - 5PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>SIGNALIZED</b>													
<b>GRAND CONCOURSE</b>													
<b>1a Grand Concourse at E. 138th Street</b>													
Grand Concourse	SB	L	0.35	67.7	E	L	0.38	73.5	E	L	0.37	69.8	E
		R	0.40	79.7	E	R	0.43	84.0	F	R	0.50	75.3	E
E. 138th Street	EB	T	0.40	12.3	B	T	0.40	12.2	B	T	0.52	13.9	B
	WB	T	0.45	13.0	B	T	0.41	12.5	B	T	0.53	14.3	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.43</b>	<b>25.4</b>	<b>C</b>	<b>-</b>	<b>0.42</b>	<b>27.1</b>	<b>C</b>	<b>-</b>	<b>0.52</b>	<b>25.3</b>	<b>C</b>	
<b>2 Grand Concourse at E. 149th Street</b>													
Grand Concourse	NB	TR	1.09	71.0	E	TR	1.02	50.7	D	TR	1.03	51.8	D
	SB	TR	1.20+	120.0+	F*	TR	1.16	105.3	F	TR	1.11	80.1	F
E. 149th Street	EB	TR	0.91	58.5	E	TR	0.73	45.1	D	TR	0.73	44.5	D
	WB	TR	0.79	47.8	D	TR	0.68	43.6	D	TR	0.71	43.6	D
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>97.9</b>	<b>F</b>	<b>-</b>	<b>1.04</b>	<b>64.6</b>	<b>E</b>	<b>-</b>	<b>1.00</b>	<b>58.5</b>	<b>E</b>	
<b>11 Grand Concourse at E. 161st Street</b>													
Grand Concourse	NB	L	1.20+	120.0+	F*	L	0.94	70.6	E	L	0.94	70.2	E
		TR	0.66	16.4	B	TR	0.43	14.5	B	TR	0.56	11.6	B
Grand Concourse Main Road	SB	L	1.20+	120.0+	F*	L	0.03	29.5	C	L	0.03	23.4	C
		T	0.51	36.8	D	T	0.37	28.9	C	T	0.39	19.9	B
Grand Concourse Service Road	SB	R	0.43	22.0	C	R	0.62	30.5	C	R	0.18	17.6	B
E. 161st Street	EB	DefL	0.65	47.6	D	DefL	0.77	55.1	E	DefL	0.84	77.5	E
		TR	1.08	108.2	F	TR	0.69	46.4	D	TR	0.85	69.0	E
	WB	DefL	1.20+	120.0+	F*	LTR	0.47	31.8	C	LTR	0.70	47.3	D
		TR	1.03	98.9	F	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>109.7</b>	<b>F</b>	<b>-</b>	<b>0.87</b>	<b>32.2</b>	<b>C</b>	<b>-</b>	<b>0.90</b>	<b>29.4</b>	<b>C</b>	
<b>RIVER AVENUE</b>													
<b>3 River Avenue and Exterior Street at E. 149th Street</b>													
Major Deegan Expressway NB Off Ramp	NB	LTR	1.10	120.0+	F*	LTR	1.10	120.0+	F*	LTR	0.80	57.5	E
River Avenue	SB	LTR	0.50	43.1	D	LTR	0.80	70.4	E	LTR	1.09	120.0+	F*
Exterior Street	NB	LTR	0.80	64.0	E	LTR	0.89	79.9	E	LTR	0.83	58.0	E
	SB	DefL	0.88	86.2	F	DefL	0.92	92.1	F	DefL	0.55	47.8	D
		TR	0.35	39.9	D	TR	0.95	89.9	F	TR	0.74	52.8	D
E149th Street	EB	DefL	1.09	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	1.01	102.3	F
		TR	1.10	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.00	68.8	E
	WB	LTR	0.98	65.1	E	LTR	0.65	30.9	C	LTR	1.10	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>1.03</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.10</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.01</b>	<b>112.0</b>	<b>F</b>	
<b>16 River Avenue at E. 151st Street</b>													
River Avenue	NB	TR	0.36	11.3	B	TR	0.40	8.5	A	TR	0.33	120.0+	F*
	SB	LT	0.43	13.3	B	LT	0.28	8.3	A	LT	0.75	120.0+	F*
E. 151st Street	WB	LR	0.17	27.6	C	LR	0.17	19.2	B	LR	0.19	19.4	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.33</b>	<b>13.2</b>	<b>B</b>	<b>-</b>	<b>0.31</b>	<b>9.3</b>	<b>A</b>	<b>-</b>	<b>0.53</b>	<b>120.0+</b>	<b>F*</b>	
<b>8 River Avenue at E. 153rd Street</b>													
River Avenue	NB	LTR	0.87	33.2	C	LTR	1.00	52.2	D	LTR	1.04	72.2	E
	SB	LTR	0.74	22.7	C	LTR	0.71	18.4	B	LTR	1.02	71.8	E
E. 153rd Street	EB	LTR	0.52	25.2	C	LTR	0.41	17.2	B	LTR	1.00	71.9	E
	WB	LTR	0.42	24.9	C	LTR	0.46	19.7	B	LTR	0.93	81.4	F
<b>Overall Intersection</b>	<b>-</b>	<b>0.74</b>	<b>27.3</b>	<b>C</b>	<b>-</b>	<b>0.79</b>	<b>33.4</b>	<b>C</b>	<b>-</b>	<b>1.03</b>	<b>72.9</b>	<b>E</b>	
<b>9 River Avenue at E. 157th Street</b>													
River Avenue	NB	TR	0.46	13.5	B	TR	0.41	9.6	A	TR	0.74	17.7	B
	SB	LT	0.51	14.3	B	LT	0.54	11.5	B	Closed	-	-	-
E. 157th Street	WB	LR	0.21	21.2	C	LR	0.11	13.8	B	LR	0.22	15.9	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.39</b>	<b>14.5</b>	<b>B</b>	<b>-</b>	<b>0.37</b>	<b>10.9</b>	<b>B</b>	<b>-</b>	<b>0.54</b>	<b>17.5</b>	<b>B</b>	
<b>10 River Avenue at E. 161st Street</b>													
River Avenue	NB	LTR	0.59	22.9	C	LTR	0.91	71.5	E	LTR	1.09	120.0+	F*
	SB	LTR	0.58	21.5	C	LTR	0.94	62.4	E	R	1.09	120.0+	F*
E. 161st Street Main Road	EB	T	0.11	13.7	B	T	0.22	42.1	D	T	0.85	120.0+	F*
	WB	T	0.36	16.1	B	T	0.38	21.3	C	T	0.62	79.3	E
E. 161st Street Service Road	EB	T	0.38	16.3	B	TR	0.79	35.5	D	Closed	-	-	-
		R	0.87	39.5	D	-	-	-	-	-	-	-	-
	WB	TR	0.61	20.2	C	TR	0.92	49.9	D	TR	1.16	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>0.73</b>	<b>21.9</b>	<b>C</b>	<b>-</b>	<b>0.93</b>	<b>44.6</b>	<b>D</b>	<b>-</b>	<b>1.12</b>	<b>120+</b>	<b>F*</b>	

**TABLE A - 6  
BRONX TERMINAL MARKET -- GAME DAY  
NO BUILD 2014 TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Weekday PM (5:15PM - 6:15PM)				Saturday Midday (12PM - 1PM)				Saturday PM (4PM - 5PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>OTHER</b>													
<b>12 Jerome Ave at E. 161st Street</b>													
Jerome Avenue	NB	L	0.74	52.3	D	L	0.36	21.0	C	L	0.84	51.8	D
		TR	1.01	61.3	E	T	0.56	23.2	C	T	0.49	21.4	C
		-	-	-	-	R	0.97	55.6	E	R	0.58	23.9	C
	SB	L	0.85	64.8	E	L	0.69	45.3	D	L	0.52	25.8	C
		TR	0.84	39.4	D	TR	0.89	52.4	D	TR	0.90	45.7	D
E. 161st Street	WB	L	0.66	20.8	C	LT	0.32	13.4	B	LT	1.03	55.3	E
		LT	0.18	49.3	D	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	<b>-</b>	<b>0.82</b>	<b>46.3</b>	<b>D</b>	<b>-</b>	<b>0.62</b>	<b>35.6</b>	<b>D</b>	<b>-</b>	<b>0.97</b>	<b>43.8</b>	<b>D</b>	<b>D</b>
<b>14 Jerome Avenue at Ogden Avenue</b>													
Ogden Avenue	SB	LR	0.56	26.7	C	LR	0.86	40.9	D	LR	0.79	36.6	D
Jerome Avenue	EB	T	0.65	17.2	B	T	0.77	21.3	C	T	0.46	42.4	D
	WB	TR	0.45	12.4	B	TR	0.37	11.5	B	TR	0.71	45.5	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.62</b>	<b>17.0</b>	<b>B</b>	<b>-</b>	<b>0.80</b>	<b>23.7</b>	<b>C</b>	<b>-</b>	<b>0.74</b>	<b>43.0</b>	<b>D</b>	<b>D</b>
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>										NA - (Free flow)	See Note (5)		
Major Deegan Expressway NB Service Road	NB	T	0.48	26.5	C	T	0.60	28.8	C				
Major Deegan Expressway NB Off Ramp	NB	T	0.96	56.0	E	T	0.84	40.7	D				
E. 157th Street	WB	R	0.48	30.4	C	R	0.34	28.2	C				
<b>Overall Intersection</b>	<b>-</b>	<b>0.65</b>	<b>40.4</b>	<b>D</b>	<b>-</b>	<b>0.61</b>	<b>33.3</b>	<b>C</b>	<b>-</b>				
<b>15 Macombs Place at W. 155th Street</b>													
Macombs Place	NB	L	0.92	79.9	E	L	0.70	56.6	E	L	0.97	84.4	F
		T	0.22	22.0	C	T	0.22	24.4	C	T	0.16	22.6	C
	SB	T	0.61	38.8	D	T	0.64	40.5	D	T	1.02	85.5	F
		R	0.68	26.5	C	R	0.69	26.7	C	R	0.93	44.7	D
W. 155th Street	EB	L	1.08	120.0+	F*	L	1.09	113.9	F	L	1.09	120.0+	F*
		R	0.18	15.9	B	R	0.11	15.6	B	R	0.18	15.4	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.93</b>	<b>77.0</b>	<b>E</b>	<b>-</b>	<b>0.76</b>	<b>53.1</b>	<b>D</b>	<b>-</b>	<b>0.94</b>	<b>76.0</b>	<b>E</b>	<b>E</b>
<b>4 Lenox Avenue at E. 145th Street</b>													
Lenox Avenue	NB	L	0.60	30.8	C	L	0.74	34.5	C	L	0.56	26.4	C
		LT	0.42	24.2	C	LT	0.50	26.0	C	LT	0.30	21.6	C
		R	0.65	20.6	C	R	0.39	14.6	B	R	0.39	14.8	B
	SB	LTR	0.42	24.2	C	LTR	0.66	30.8	C	LTR	0.42	24.0	C
E. 145th Street	EB	LTR	0.93	38.8	D	LTR	0.68	24.7	C	LTR	0.96	47.7	D
	WB	L	0.64	19.8	B	L	0.57	16.4	B	L	0.66	19.0	B
		TR	0.56	14.4	B	TR	0.69	18.2	B	TR	0.89	27.5	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>26.8</b>	<b>C</b>	<b>-</b>	<b>0.75</b>	<b>23.4</b>	<b>C</b>	<b>-</b>	<b>0.80</b>	<b>30.2</b>	<b>C</b>	<b>C</b>
<b>UNSIGNALIZED</b>													
<b>5 Exterior Street at E. 150th Street</b>													
Exterior Street	NB	LTR	0.01	8.0	A	LTR	0.02	8.2	A	LTR	0.00	8.0	A
	SB	LTR	0.04	8.3	A	LTR	0.10	8.6	A	LTR	0.07	8.4	A
E. 150th Street	EB	LTR	0.00	21.7	C	LTR	0.04	26.6	D	LTR	0.20	16.7	C
	WB	LTR	0.25	14.7	B	LTR	0.44	19.5	C	LTR	0.47	22.0	C
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>9.1</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>10.3</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>11.1</b>	<b>B</b>	<b>B</b>
<b>6 River Avenue at E. 150th Street</b>													
River Avenue	NB	LT	0.05	7.6	A	LT	0.07	7.6	A	LT	0.06	9.5	A
E. 150th Street	EB	LR	0.20	23.8	C	LR	0.41	25.2	D	LR	0.38	27.5	D
	WB	LTR	0.45	27.7	D	LTR	0.46	26.6	D	LTR	0.49	27.9	D
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>11.2</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>12.2</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>18.2</b>	<b>C</b>	<b>C</b>
<b>1b Grand Concourse at E. 138th Street</b>													
E. 138th Street	EB	LT	0.46	15.2	C	LT	0.39	13.2	B	LT	0.65	21.8	C
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>15.2</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>13.2</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>21.8</b>	<b>C</b>	<b>C</b>

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

TABLE A - 7  
BRONX TERMINAL MARKET -- NON-GAME DAY  
BUILD 2009 TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	Weekday Midday (1PM - 2PM)				Weekday PM Peak Hour (5PM-6PM)				Saturday Midday (1PM - 2PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>SIGNALIZED</b>													
<b>GRAND CONCOURSE</b>													
<b>1a Grand Concourse at E. 138th Street</b>													
Grand Concourse	SB	L	0.39	72.0	E	L	0.36	71.9	E	L	0.52	80.0	F
	R		0.39	72.2	E	R	0.40	74.8	E	R	0.58	80.5	F
E. 138th Street	EB	T	0.37	52.7	D	T	0.49	54.3	D	T	0.48	33.6	C
	WB	T	0.31	53.1	D	T	0.53	55.5	E	T	0.46	33.1	C
<b>Overall Intersection</b>	-	<b>0.37</b>	<b>57.6</b>	<b>E</b>	-	<b>0.49</b>	<b>58.4</b>	<b>E</b>	-	<b>0.51</b>	<b>45.3</b>	<b>D</b>	
<b>2 Grand Concourse at E. 149th Street</b>													
Grand Concourse	NB	TR	1.06	64.2	E	TR	0.99	40.2	D	TR	1.05	62.7	E
	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
E. 149th Street	EB	TR	0.95	65.7	E	TR	0.91	56.5	E	TR	0.95	66.2	E
	WB	TR	0.81	50.4	D	TR	0.83	49.2	D	TR	0.91	58.4	E
<b>Overall Intersection</b>	-	<b>1.18</b>	<b>92.4</b>	<b>F</b>	-	<b>1.20+</b>	<b>88.4</b>	<b>F</b>	-	<b>1.19</b>	<b>93.9</b>	<b>F</b>	
<b>11 Grand Concourse at E. 161st Street</b>													
Grand Concourse	NB	L	0.58	20.8	C	L	1.20+	120.0+	F*	L	0.65	23.9	C
	TR		0.56	17.0	B	TR	0.84	22.9	C	TR	0.40	14.2	B
Grand Concourse Main Road	SB	L	0.78	120.0+	F*	L	1.20+	120.0+	F*	L	0.36	25.0	C
	T		0.42	21.9	C	T	0.48	20.5	C	T	0.48	28.1	C
Grand Concourse Service Road	SB	R	0.45	24.1	C	R	0.30	18.9	B	R	0.25	32.0	C
E. 161st Street	EB	DefL	0.71	46.9	D	DefL	1.05	113.0	F	DefL	0.78	51.1	D
	TR		0.91	58.5	E	TR	0.95	73.5	E	TR	0.86	52.4	D
	WB	DefL	1.13	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	0.83	65.1	E
	TR		0.74	44.9	D	TR	1.14	120.0+	F*	TR	0.73	46.4	D
<b>Overall Intersection</b>	-	<b>0.92</b>	<b>41.8</b>	<b>D</b>	-	<b>1.20+</b>	<b>102.6</b>	<b>F</b>	-	<b>0.66</b>	<b>33.0</b>	<b>C</b>	
<b>RIVER AVENUE</b>													
<b>3 River Avenue and Exterior Street at E. 149th Street</b>													
Major Deegan Expressway NB Off Ramp	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
River Avenue	SB	LTR	1.20+	120.0+	F*	LTR	1.14	120.0+	F*	LTR	1.20+	120.0+	F*
Exterior Street	NB	LTR	0.89	83.8	F	LTR	0.78	56.6	E	LTR	0.54	52.6	D
	SB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	1.12	120.0+	F*
	TR		0.94	79.3	E	TR	0.65	48.9	D	TR	1.12	120.0+	F*
E. 149th Street	EB	DefL	1.08	118.5	F	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*
	TR		0.99	68.0	E	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
	WB	LTR	1.07	94.0	F	LTR	0.99	63.6	E	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	<b>1.20</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>17 River Avenue at Garage Exit Only</b>													
River Avenue	NB	T	0.27	10.4	B	T	0.42	10.9	B	T	0.31	7.8	A
	SB	T	0.22	10.0	A	T	0.13	8.4	A	T	0.13	6.7	A
Garage Exit Only	EB	L	0.23	20.6	C	L	0.53	27.2	C	L	0.59	20.5	C
	R		0.07	18.8	B	R	0.16	21.2	C	R	0.18	14.3	B
<b>Overall Intersection</b>	-	<b>0.25</b>	<b>12.0</b>	<b>B</b>	-	<b>0.46</b>	<b>14.7</b>	<b>B</b>	-	<b>0.42</b>	<b>11.9</b>	<b>B</b>	
<b>16 River Avenue at E. 151st Street / Garage Entrance Only</b>													
River Avenue	NB	LTR	0.53	13.7	B	LTR	0.95	48.3	D	LTR	0.78	24.3	C
	SB	LTR	0.32	10.9	B	LTR	0.30	19.6	B	LTR	0.28	13.5	B
E. 151st Street / Garage Entrance Only	WB	LTR	0.10	26.5	C	LTR	0.17	27.6	C	LTR	0.16	19.0	B
<b>Overall Intersection</b>	-	<b>0.36</b>	<b>13.1</b>	<b>B</b>	-	<b>0.64</b>	<b>40.1</b>	<b>D</b>	-	<b>0.54</b>	<b>21.0</b>	<b>C</b>	
<b>8 River Avenue at E. 153rd Street</b>													
River Avenue	NB	LTR	0.73	21.4	C	LTR	1.20+	120.0+	F*	LTR	0.78	18.8	B
	SB	LTR	0.58	15.6	B	LTR	0.43	13.0	B	LTR	0.37	9.0	A
E. 153rd Street	EB	LTR	0.32	21.4	C	LTR	0.38	22.1	C	LTR	0.39	15.9	B
	WB	LTR	0.31	22.2	C	LTR	0.37	23.1	C	LTR	0.19	14.6	B
<b>Overall Intersection</b>	-	<b>0.57</b>	<b>19.5</b>	<b>B</b>	-	<b>0.90</b>	<b>78.1</b>	<b>E</b>	-	<b>0.63</b>	<b>15.7</b>	<b>B</b>	
<b>9 River Avenue at E. 157th Street</b>													
River Avenue	NB	TR	0.57	15.5	B	TR	0.67	18.0	B	TR	0.47	10.2	B
	SB	LT	0.59	16.0	B	LT	0.44	13.1	B	LT	0.36	9.0	A
E. 157th Street	WB	LR	0.05	18.7	B	LR	0.07	18.9	B	LR	0.08	13.4	B
<b>Overall Intersection</b>	-	<b>0.38</b>	<b>15.8</b>	<b>B</b>	-	<b>0.43</b>	<b>16.2</b>	<b>B</b>	-	<b>0.32</b>	<b>9.8</b>	<b>A</b>	
<b>10 River Avenue at E. 161st Street</b>													
River Avenue	NB	LTR	1.13	111.5	F	LTR	1.20+	120.0+	F*	LTR	1.14	112.4	F
	SB	LTR	1.01	65.4	E	LTR	0.96	56.3	E	LTR	0.78	30.4	C
E. 161st Street Main Road	EB	T	0.15	13.5	B	T	0.19	13.9	B	T	0.34	10.9	B
	WB	T	0.47	18.1	B	T	0.30	14.9	B	T	0.49	12.4	B
E. 161st Street Service Road	EB	TR	0.62	20.3	C	TR	0.57	19.5	B	TR	0.73	18.0	B
	WB	TR	0.63	22.6	C	TR	0.92	41.4	D	TR	0.77	21.3	C
<b>Overall Intersection</b>	-	<b>0.87</b>	<b>45.1</b>	<b>D</b>	-	<b>1.12</b>	<b>59.8</b>	<b>E</b>	-	<b>0.94</b>	<b>33.6</b>	<b>C</b>	
<b>OTHER</b>													
<b>12 Jerome Ave at E. 161st Street</b>													
Jerome Avenue	NB	L	0.30	19.8	B	L	0.69	44.3	D	L	0.35	20.7	C
	TR		0.51	20.9	C	TR	1.13	106.5	F	TR	1.14	108.2	F
	SB	L	0.40	23.1	C	L	0.53	33.0	C	L	0.23	40.4	D
	TR		0.60	25.2	C	TR	0.94	55.8	E	TR	0.58	53.0	D
E. 161st Street	WB	L	0.46	16.3	B	L	0.69	22.4	C	L	0.49	39.5	D
	T		0.23	13.5	B	T	0.50	21.2	C	LT	0.13	11.8	B
<b>Overall Intersection</b>	-	<b>0.52</b>	<b>20.4</b>	<b>C</b>	-	<b>0.89</b>	<b>59.8</b>	<b>E</b>	-	<b>0.78</b>	<b>67.1</b>	<b>E</b>	

TABLE A - 7  
BRONX TERMINAL MARKET -- NON-GAME DAY  
BUILD 2009 TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	Weekday Midday (1PM - 2PM)				Weekday PM Peak Hour (5PM-6PM)				Saturday Midday (1PM - 2PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>14 Jerome Avenue at Ogden Avenue</b>													
Ogden Avenue	SB	LR	0.50	25.2	C	LR	0.81	43.9	D	LR	0.50	25.3	C
Jerome Avenue	EB	T	0.49	14.1	B	T	0.59	16.0	B	T	0.54	14.8	B
	WB	TR	0.29	10.7	B	TR	0.50	13.1	B	TR	0.33	11.1	B
<b>Overall Intersection</b>	-	-	<b>0.49</b>	<b>15.6</b>	<b>B</b>	-	<b>0.68</b>	<b>19.6</b>	<b>B</b>	-	<b>0.53</b>	<b>15.7</b>	<b>B</b>
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>													
Major Deegan Expressway NB Service Road	NB	T	0.57	28.3	C	T	0.99	56.2	E	T	0.91	42.5	D
Major Deegan Expressway NB Off Ramp	NB	T	1.04	111.7	F	T	1.01	85.6	F	T	0.96	58.0	E
E. 157th Street	WB	R	0.52	31.3	C	R	0.82	41.1	D	R	0.41	29.2	C
<b>Overall Intersection</b>	-	-	<b>0.72</b>	<b>61.8</b>	<b>E</b>	-	<b>0.95</b>	<b>60.5</b>	<b>E</b>	-	<b>0.78</b>	<b>45.2</b>	<b>D</b>
<b>15 Macombs Place at W. 155th Street</b>													
Macombs Place	NB	L	0.48	44.9	D	L	0.79	58.0	E	L	0.39	42.9	D
	T		0.09	10.2	B	T	0.18	10.9	B	T	0.26	11.6	B
	SB	T	0.39	30.8	C	T	0.68	38.6	D	T	0.78	42.5	D
	R		1.06	80.7	F	R	0.93	39.7	D	R	0.59	19.9	B
W. 155th Street	EB	L	0.79	43.7	D	L	1.08	96.4	F	L	1.02	78.0	E
	R		0.12	11.0	B	R	0.12	11.1	B	R	0.14	11.2	B
<b>Overall Intersection</b>	-	-	<b>0.57</b>	<b>49.4</b>	<b>D</b>	-	<b>0.86</b>	<b>50.6</b>	<b>D</b>	-	<b>0.78</b>	<b>35.9</b>	<b>D</b>
<b>4 Lenox Avenue at E. 145th Street</b>													
Lenox Avenue	NB	L	0.70	35.5	D	L	0.60	30.9	C	L	0.72	36.7	D
	LT		0.42	24.1	C	LT	0.39	23.6	C	LT	0.29	21.7	C
	R		0.30	13.3	B	R	0.57	18.3	B	R	0.42	15.2	B
	SB	LTR	0.54	27.9	C	LTR	0.43	24.6	C	LTR	0.38	23.5	C
E. 145th Street	EB	LTR	0.86	33.0	C	LTR	0.85	31.3	C	LTR	0.88	33.7	C
	WB	L	0.82	30.2	C	L	1.06	73.1	E	L	1.01	61.2	E
	TR		0.91	31.6	C	TR	0.88	28.8	C	TR	0.74	19.7	B
<b>Overall Intersection</b>	-	-	<b>0.82</b>	<b>30.3</b>	<b>C</b>	-	<b>0.92</b>	<b>33.6</b>	<b>C</b>	-	<b>0.90</b>	<b>30.7</b>	<b>C</b>
<b>19 Exterior Street at Garage Exit</b>													
Exterior Street	NB	-	-	-	-	-	-	-	-	L	-	-	-
	T		0.30	19.8	B	T	0.41	21.3	C	T	0.36	20.5	C
	SB	T	0.30	19.7	B	T	0.32	19.9	B	T	0.37	20.6	C
Garage Exit Only	WB	L	0.06	17.2	B	L	0.14	18.1	B	L	0.16	18.3	B
	-		-	-	-	-	-	-	-	-	-	-	-
	R		0.30	20.4	C	R	0.66	28.5	C	R	0.75	32.5	C
<b>Overall Intersection</b>	-	-	<b>0.30</b>	<b>19.7</b>	<b>B</b>	-	<b>0.53</b>	<b>22.4</b>	<b>C</b>	-	<b>0.56</b>	<b>23.7</b>	<b>C</b>
<b>18 Exterior Street at Garage Entrance</b>													
Exterior Street	NB	TR	0.36	17.8	B	TR	0.62	26.0	C	TR	0.61	26.1	C
	SB	L	0.37	11.5	B	L	0.84	35.5	D	L	0.89	40.4	D
	T		0.32	17.3	B	T	0.29	20.2	C	T	0.36	21.6	C
<b>Overall Intersection</b>	-	-	<b>0.49</b>	<b>16.7</b>	<b>B</b>	-	<b>0.73</b>	<b>26.7</b>	<b>C</b>	-	<b>0.78</b>	<b>28.2</b>	<b>C</b>
<b>UNSIGNALIZED</b>													
<b>EXTERIOR STREET</b>													
<b>22 Exterior Street at South Pocket Lot</b>													
Exterior Street	SB	LT	0.02	8.6	A	LT	0.01	9.7	A	LT	0.01	9.5	A
South Pocket Lot	WB	LR	0.07	13.7	B	LR	0.03	17.5	C	LR	0.03	17.4	C
<b>Overall Intersection</b>	-	-	<b>12.0</b>	<b>B</b>	-	-	<b>14.9</b>	<b>B</b>	-	-	<b>14.8</b>	<b>B</b>	
<b>5 Exterior Street at E. 150th Street (Free flow)</b>													
<b>20 Exterior Street at South Truck Access</b>													
Exterior Street	SB	LT	0.01	8.7	A	LT	0.01	9.8	A	LT	0.01	9.5	A
South Truck Access	WB	LR	0.04	14.1	B	LR	0.03	17.9	C	LR	0.01	14.6	B
<b>Overall Intersection</b>	-	-	<b>11.9</b>	<b>B</b>	-	-	<b>14.9</b>	<b>B</b>	-	-	<b>12.1</b>	<b>B</b>	
<b>21 Exterior Street at North Truck Access</b>													
Exterior Street	-	-	-	-	-	-	-	-	-	-	-	-	-
	SB	LT	0.01	9.1	A	LT	0.01	10.9	B	LT	0.01	10.8	B
North Truck Access	-	-	-	-	-	-	-	-	-	-	-	-	-
	WB	LR	0.04	13.6	B	LR	0.03	18.0	C	LR	0.01	14.3	B
<b>Overall Intersection</b>	-	-	<b>11.7</b>	<b>B</b>	-	-	<b>15.2</b>	<b>C</b>	-	-	<b>13.1</b>	<b>B</b>	
<b>OTHER</b>													
<b>6 River Avenue at E. 150th Street</b>													
River Avenue	NB	LT	0.01	8.5	A	LT	0.01	8.5	A	LT	0.01	8.2	A
Pocket Lot Entry/Exit	EB	LR	0.02	13.1	B	LR	0.03	15.3	C	LR	0.02	11.9	B
E. 150th Street	WB	LTR	0.22	16.6	C	LTR	0.40	27.5	D	LTR	0.20	17.9	C
<b>Overall Intersection</b>	-	-	<b>15.8</b>	<b>C</b>	-	-	<b>25.7</b>	<b>D</b>	-	-	<b>16.6</b>	<b>C</b>	
<b>1b Grand Concourse at E. 138th Street</b>													
E. 138th Street	EB	LT	0.22	9.8	A	LT	0.38	12.8	B	LT	0.26	10.4	B
<b>Overall Intersection</b>	-	-	<b>9.8</b>	<b>A</b>	-	-	<b>12.8</b>	<b>B</b>	-	-	<b>10.4</b>	<b>B</b>	

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

TABLE A - 8  
BRONX TERMINAL MARKET -- GAME DAY  
BUILD 2009 TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	Weekday PM (5:15PM - 6:15PM)				Saturday Midday (12PM - 1PM)				Saturday PM (4PM - 5PM)						
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>SIGNALIZED</b>															
<b>GRAND CONCOURSE</b>															
<b>1a Grand Concourse at E. 138th Street</b>															
Grand Concourse	SB	L	0.34	65.3	E	L	0.37	70.8	E	L	0.36	67.4	E		
	R		0.39	76.4	E	R	0.42	80.6	F	R	0.49	72.3	E		
E. 138th Street	EB	T	0.39	12.2	B	T	0.39	12.1	B	T	0.51	13.7	B		
	WB	T	0.44	12.9	B	T	0.40	12.4	B	T	0.52	14.1	B		
<b>Overall Intersection</b>	-	-	<b>0.42</b>	<b>24.6</b>	<b>C</b>	-	-	<b>0.41</b>	<b>26.4</b>	<b>C</b>	-	-	<b>0.51</b>	<b>24.6</b>	<b>C</b>
<b>2 Grand Concourse at E. 149th Street</b>															
Grand Concourse	NB	TR	1.06	61.5	E	TR	1.00	43.7	D	TR	1.00	45.0	D		
	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*		
E. 149th Street	EB	TR	0.96	66.6	E	TR	0.78	46.9	D	TR	0.75	45.4	D		
	WB	TR	0.83	49.9	D	TR	0.71	44.6	D	TR	0.72	44.1	D		
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>104.3</b>	<b>F</b>	-	-	<b>1.10</b>	<b>71.6</b>	<b>E</b>	-	-	<b>1.08</b>	<b>72.0</b>	<b>E</b>
<b>11 Grand Concourse at E. 161st Street</b>															
Grand Concourse	NB	L	1.20+	120.0+	F*	L	0.97	79.7	E	L	0.95	74.1	E		
	TR		0.71	17.8	B	TR	0.49	15.5	B	TR	0.60	12.2	B		
Grand Concourse Main Road	SB	L	1.20+	120.0+	F*	L	0.04	32.3	C	L	0.03	25.0	C		
	T		0.53	37.1	D	T	0.40	29.4	C	T	0.40	20.0	B		
Grand Concourse Service Road	SB	R	0.42	21.7	C	R	0.61	29.9	C	R	0.21	19.6	B		
E. 161st Street	EB	DefL	0.65	47.8	D	DefL	0.76	53.2	D	DefL	0.85	79.5	E		
	TR		1.05	101.3	F	TR	0.68	45.9	D	TR	0.83	66.3	E		
	WB	DefL	1.20+	120.0+	F*	LTR	0.62	36.4	D	DefL	1.19	120.0+	F*		
	TR		1.01	92.6	F	-	-	-	-	TR	1.06	119.3	F		
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>0.88</b>	<b>33.1</b>	<b>C</b>	-	-	<b>1.01</b>	<b>43.5</b>	<b>D</b>
<b>RIVER AVENUE</b>															
<b>3 River Avenue and Exterior Street at E. 149th Street</b>															
Major Deegan Expressway NB Off Ramp	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
River Avenue	SB	LTR	0.88	67.6	E	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
Exterior Street	NB	LTR	1.06	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.84	58.9	E		
	SB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*		
	TR		0.55	44.9	D	TR	1.20+	120.0+	F*	TR	0.91	70.0	E		
E. 149th Street	EB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*		
	TR		1.07	113.2	F	TR	1.20+	120.0+	F*	TR	0.98	62.1	E		
	WB	LTR	1.07	91.3	F	LTR	0.71	33.0	C	LTR	1.15	120.0+	F*		
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>17 River Avenue at Garage Exit Only</b>															
River Avenue	NB	T	0.54	13.4	B	T	0.58	9.8	A	T	0.24	5.2	A		
	SB	T	0.11	9.2	A	T	0.08	6.0	A	T	0.61	30.6	C		
Garage Exit Only	EB	L	0.28	21.4	C	L	0.30	16.2	B	L	0.69	43.4	D		
	R		0.14	19.5	B	R	0.14	14.6	B	R	0.67	43.5	D		
<b>Overall Intersection</b>	-	-	<b>0.44</b>	<b>14.1</b>	<b>B</b>	-	-	<b>0.47</b>	<b>10.5</b>	<b>B</b>	-	-	<b>0.35</b>	<b>26.3</b>	<b>C</b>
<b>16 River Avenue at E. 151st Street / Garage Entrance Only</b>															
River Avenue	NB	LTR	0.92	30.0	C	LTR	1.02	43.3	D	LTR	0.70	120.0+	F*		
	SB	LTR	0.27	10.6	B	LTR	0.17	7.0	A	LTR	0.40	24.6	C		
E. 151st Street / Garage Entrance Only	WB	LTR	0.31	29.9	C	LTR	0.32	21.4	C	LTR	0.29	20.8	C		
<b>Overall Intersection</b>	-	-	<b>0.68</b>	<b>26.5</b>	<b>C</b>	-	-	<b>0.75</b>	<b>37.1</b>	<b>D</b>	-	-	<b>0.54</b>	<b>120.0+</b>	<b>F*</b>
<b>8 River Avenue at E. 153rd Street</b>															
River Avenue	NB	LTR	1.04	69.5	E	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
	SB	LTR	0.74	22.6	C	LTR	0.71	18.3	B	LTR	1.00	65.9	E		
E. 153rd Street	EB	LTR	0.51	25.0	C	LTR	0.40	17.1	B	LTR	1.02	75.1	E		
	WB	LTR	0.42	24.8	C	LTR	0.45	19.6	B	LTR	0.92	79.9	E		
<b>Overall Intersection</b>	-	-	<b>0.84</b>	<b>42.0</b>	<b>D</b>	-	-	<b>0.92</b>	<b>71.7</b>	<b>E</b>	-	-	<b>1.20+</b>	<b>118.9</b>	<b>F</b>
<b>9 River Avenue at E. 157th Street</b>															
River Avenue	NB	TR	0.52	14.6	B	TR	0.51	11.1	B	TR	0.72	17.0	B		
	SB	LT	0.52	14.5	B	LT	0.55	11.8	B	Closed	-	-	-		
E. 157th Street	WB	LR	0.21	21.2	C	LR	0.10	13.7	B	LR	0.22	15.9	B		
<b>Overall Intersection</b>	-	-	<b>0.40</b>	<b>15.0</b>	<b>B</b>	-	-	<b>0.37</b>	<b>11.5</b>	<b>B</b>	-	-	<b>0.53</b>	<b>16.8</b>	<b>B</b>
<b>10 River Avenue at E. 161st Street</b>															
River Avenue	NB	LTR	0.71	27.6	C	LTR	1.20+	120.0+	F*	LTR	1.05	120.0+	F*		
	SB	LTR	0.59	21.9	C	LTR	0.96	68.1	E	R	1.07	120.0+	F*		
E. 161st Street Main Road	EB	T	0.12	13.7	B	T	0.22	43.2	D	T	0.83	120.0+	F*		
	WB	T	0.34	15.9	B	T	0.37	21.1	C	T	0.60	90.2	F		
E. 161st Street Service Road	EB	T	0.37	16.2	B	TR	0.77	34.2	C	Closed	-	-	-		
	R		0.85	36.9	D	-	-	-	-	-	-	-			
	WB	TR	0.60	20.0	B	TR	0.91	47.2	D	TR	1.20	120.0+	F*		
<b>Overall Intersection</b>	-	-	<b>0.78</b>	<b>22.0</b>	<b>C</b>	-	-	<b>1.08</b>	<b>57.5</b>	<b>E</b>	-	-	<b>1.13</b>	<b>120.0+</b>	<b>F*</b>
<b>OTHER</b>															
<b>12 Jerome Avenue at E. 161st Street</b>															
Jerome Avenue	NB	L	0.72	49.6	D	L	0.35	20.6	C	L	0.82	49.0	D		
	TR		1.14	103.5	F	T	0.71	27.8	C	T	0.59	23.8	C		
	-	-	-	-	-	R	0.96	54.1	D	R	0.56	23.5	C		
	SB	L	1.09	120.0+	F*	L	0.67	43.9	D	L	0.61	31.4	C		
	TR		0.83	37.8	D	TR	0.87	49.2	D	TR	0.88	42.4	D		
E. 161st Street	WB	L	0.65	20.3	C	LT	0.31	13.4	B	LT	1.00	48.6	D		
	LT		0.18	47.4	D	-	-	-	-	-	-	-			
<b>Overall Intersection</b>	-	-	<b>0.87</b>	<b>68.6</b>	<b>E</b>	-	-	<b>0.61</b>	<b>35.1</b>	<b>D</b>	-	-	<b>0.95</b>	<b>40.0</b>	<b>D</b>

**TABLE A - 8  
BRONX TERMINAL MARKET -- GAME DAY  
BUILD 2009 TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Weekday PM (5:15PM - 6:15PM)				Saturday Midday (12PM - 1PM)				Saturday PM (4PM - 5PM)			
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS
<b>14 Jerome Avenue at Ogden Avenue</b>												
Ogden Avenue	SB LR	0.55	26.3	C	LR	0.84	38.9	D	LR	0.77	35.3	D
Jerome Avenue	EB T	0.76	20.9	C	T	0.87	28.4	C	T	0.52	45.8	D
	WB TR	0.44	12.3	B	TR	0.36	11.4	B	TR	0.69	42.4	D
<b>Overall Intersection</b>	-	<b>0.68</b>	<b>18.3</b>	<b>B</b>	-	<b>0.86</b>	<b>25.9</b>	<b>C</b>	-	<b>0.72</b>	<b>41.7</b>	<b>D</b>
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>									NA - (Free flow)			See Note (5)
Major Deegan Expressway NB Service Road	NB T	0.89	40.2	D	T	1.00	58.0	E				
Major Deegan Expressway NB Off Ramp	NB T	0.94	51.7	D	T	0.81	39.1	D				
E. 157th Street	WB R	0.55	31.6	C	R	0.41	29.2	C				
<b>Overall Intersection</b>	-	<b>0.81</b>	<b>42.3</b>	<b>D</b>	-	<b>0.76</b>	<b>48.3</b>	<b>D</b>				
<b>15 Macombs Place at W. 155th Street</b>												
Macombs Place	NB L	0.90	76.3	E	L	0.68	55.8	E	L	0.94	79.8	E
	T	0.21	21.6	C	T	0.22	23.9	C	T	0.16	22.2	C
	SB T	0.59	38.3	D	T	0.62	40.0	D	T	1.00	78.6	E
	R	0.70	27.0	C	R	0.70	27.3	C	R	0.94	46.0	D
W. 155th Street	EB L	1.11	120.0+	F*	L	1.13	120.0+	F*	L	1.10	120.0+	F*
	R	0.17	15.9	B	R	0.10	15.6	B	R	0.17	15.4	B
<b>Overall Intersection</b>	-	<b>0.78</b>	<b>79.2</b>	<b>E</b>	-	<b>0.75</b>	<b>57.4</b>	<b>E</b>	-	<b>0.93</b>	<b>75.7</b>	<b>E</b>
<b>4 Lenox Avenue at E. 145th Street</b>												
Lenox Avenue	NB L	0.58	30.0	C	L	0.72	33.5	C	L	0.55	26.1	C
	LT	0.42	24.1	C	LT	0.49	25.7	C	LT	0.29	21.5	C
	R	0.64	20.1	C	R	0.38	14.5	B	R	0.38	14.6	B
	SB LTR	0.40	23.7	C	LTR	0.64	30.1	C	LTR	0.41	23.9	C
E. 145th Street	EB LTR	1.01	54.7	D	LTR	0.76	27.1	C	LTR	1.03	64.6	E
	WB L	0.63	20.4	C	L	0.55	16.7	B	L	0.60	17.2	B
	TR	0.65	16.4	B	TR	0.78	21.8	C	TR	0.95	34.8	C
<b>Overall Intersection</b>	-	<b>0.83</b>	<b>32.9</b>	<b>C</b>	-	<b>0.76</b>	<b>24.7</b>	<b>C</b>	-	<b>0.83</b>	<b>37.3</b>	<b>D</b>
<b>19 Exterior Street at Garage Exit</b>												
Exterior Street	NB -	-	-	-	-	-	-	-	-	-	-	-
	T	0.23	18.9	B	T	0.32	20.0	B	T	0.39	21.1	C
	SB T	0.38	20.6	C	T	0.46	21.9	C	T	0.25	19.0	B
Garage Exit Only	WB L	0.13	17.9	B	L	0.12	17.8	B	L	0.46	23.0	C
	-	-	-	-	-	-	-	-	-	-	-	-
	R	0.72	31.1	C	R	0.69	29.6	C	R	0.51	24.3	C
<b>Overall Intersection</b>	-	<b>0.55</b>	<b>23.3</b>	<b>C</b>	-	<b>0.57</b>	<b>23.2</b>	<b>C</b>	-	<b>0.45</b>	<b>21.5</b>	<b>C</b>
<b>18 Exterior Street at Garage Entrance</b>												
Exterior Street	NB TR	0.72	34.7	C	TR	0.84	41.0	D	TR	0.48	19.7	B
	SB L	0.82	35.5	D	L	0.81	38.7	D	L	0.75	24.0	C
	T	0.38	26.9	C	T	0.52	30.1	C	T	0.38	18.1	B
<b>Overall Intersection</b>	-	<b>0.84</b>	<b>32.8</b>	<b>C</b>	-	<b>0.88</b>	<b>37.1</b>	<b>D</b>	-	<b>0.64</b>	<b>19.9</b>	<b>B</b>
<b>UNIGNALIZED</b>												
<b>EXTERIOR STREET</b>												
<b>22 Exterior Street at South Pocket Lot</b>												
Exterior Street	SB LT	0.01	9.5	A	LT	0.01	10.0	A	LT	0.01	9.3	A
South Pocket Lot	WB LR	0.03	16.7	C	LR	0.04	20.7	C	LR	0.03	17.1	C
<b>Overall Intersection</b>	-	-	<b>14.3</b>	<b>B</b>	-	-	<b>17.1</b>	<b>C</b>	-	-	<b>14.5</b>	<b>B</b>
<b>5 Exterior Street at E. 150th Street</b>												
	(Free flow)				(Free flow)				(Free flow)			
<b>20 Exterior Street at South Truck Access</b>												
Exterior Street	SB LT	0.01	9.5	A	LT	0.01	10.0	A	LT	0.01	9.3	A
South Truck Access	WB LR	0.03	17.0	C	LR	0.01	15.8	C	LR	0.01	14.0	B
<b>Overall Intersection</b>	-	-	<b>14.2</b>	<b>B</b>	-	-	<b>12.9</b>	<b>B</b>	-	-	<b>11.7</b>	<b>B</b>
<b>21 Exterior Street at North Truck Access</b>												
Exterior Street	NB -	-	-	-	-	-	-	-	-	-	-	-
	SB LT	0.01	9.8	A	LT	0.01	10.3	B	LT	0.01	10.2	B
North Truck Access	EB -	-	-	-	-	-	-	-	-	-	-	-
	WB LR	0.03	15.4	C	LR	0.01	13.2	B	LR	0.01	14.8	B
<b>Overall Intersection</b>	-	-	<b>13.2</b>	<b>B</b>	-	-	<b>12.2</b>	<b>B</b>	-	-	<b>13.3</b>	<b>B</b>
<b>OTHER</b>												
<b>6 River Avenue at E. 150th Street</b>												
River Avenue	NB LT	0.01	7.9	A	LT	0.01	7.6	A	LT	0.01	9.7	A
Pocket Lot Entry/Exit	EB LR	0.02	13.6	B	LR	0.02	13.6	B	LR	0.04	20.7	C
E. 150th Street	WB LTR	0.82	85.9	F	LTR	0.79	71.0	F	LTR	0.57	36.0	E
<b>Overall Intersection</b>	-	-	<b>78.4</b>	<b>F</b>	-	-	<b>65.7</b>	<b>F</b>	-	-	<b>34.2</b>	<b>D</b>
<b>1b Grand Concourse at E. 138th Street</b>												
E. 138th Street	EB LT	0.44	14.6	B	LT	0.37	12.8	B	LT	0.62	20.2	C
<b>Overall Intersection</b>	-	-	<b>14.6</b>	<b>B</b>	-	-	<b>12.8</b>	<b>B</b>	-	-	<b>20.2</b>	<b>C</b>

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

TABLE A - 9  
BRONX TERMINAL MARKET -- NON-GAME DAY  
BUILD 2014 TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH	Weekday Midday (1PM - 2PM)				Weekday PM Peak Hour (5PM-6PM)				Saturday Midday (1PM - 2PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>SIGNALIZED</b>													
<b>GRAND CONCOURSE</b>													
<b>1a Grand Concourse at E. 138th Street</b>													
Grand Concourse	SB	L	0.40	74.6	E	L	0.37	74.7	E	L	0.54	83.9	F
	R		0.40	74.7	E	R	0.41	77.9	E	R	0.59	84.8	F
E. 138th Street	EB	T	0.37	55.4	E	T	0.50	57.4	E	T	0.49	35.2	D
	WB	T	0.32	55.7	E	T	0.55	58.9	E	T	0.47	34.7	C
<b>Overall Intersection</b>	-	<b>0.38</b>	<b>60.3</b>	<b>E</b>	-	<b>0.50</b>	<b>61.6</b>	<b>E</b>	-	<b>0.53</b>	<b>47.5</b>	<b>D</b>	
<b>2 Grand Concourse at E. 149th Street</b>													
Grand Concourse	NB	TR	1.08	72.6	E	TR	1.02	46.7	D	TR	1.07	71.1	E
	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
E. 149th Street	EB	TR	0.98	71.4	E	TR	0.93	59.7	E	TR	0.98	71.6	E
	WB	TR	0.84	52.3	D	TR	0.86	51.0	D	TR	0.93	62.0	E
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>100.6</b>	<b>F</b>	-	<b>1.20+</b>	<b>95.0</b>	<b>F</b>	-	<b>1.20+</b>	<b>102.9</b>	<b>F</b>	
<b>11 Grand Concourse at E. 161st Street</b>													
Grand Concourse	NB	L	0.60	21.7	C	L	1.20+	120.0+	F*	L	0.67	25.2	C
	TR		0.57	17.3	B	TR	0.87	24.1	C	TR	0.41	14.4	B
Grand Concourse Main Road	SB	L	0.82	120.0+	F*	L	1.20+	120.0+	F*	L	0.39	25.9	C
	T		0.43	22.1	C	T	0.49	20.8	C	T	0.49	28.7	C
Grand Concourse Service Road	SB	R	0.47	24.5	C	R	0.31	19.1	B	R	0.26	32.9	C
E. 161st Street	EB	DefL	0.75	50.2	D	DefL	1.08	120.0+	F*	DefL	0.81	54.9	D
	TR		0.93	62.3	E	TR	0.98	79.1	E	TR	0.88	54.8	D
	WB	DefL	1.17	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	0.85	68.7	E
	TR		0.76	46.2	D	TR	1.18	120.0+	F*	TR	0.76	48.6	D
<b>Overall Intersection</b>	-	<b>0.95</b>	<b>45.1</b>	<b>D</b>	-	<b>1.20+</b>	<b>108.8</b>	<b>F</b>	-	<b>0.66</b>	<b>34.4</b>	<b>C</b>	
<b>RIVER AVENUE</b>													
<b>3 River Avenue and Exterior Street at E. 149th Street</b>													
Major Deegan Expressway NB Off Ramp	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
River Avenue	SB	LTR	1.20+	120.0+	F*	LTR	1.16	120.0+	F*	LTR	1.20+	120.0+	F*
Exterior Street	NB	LTR	0.91	87.8	F	LTR	0.86	64.7	E	LTR	0.55	53.0	D
	SB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	1.18	120.0+	F*
	TR		0.97	85.9	F	TR	0.67	49.8	D	TR	1.16	120.0+	F*
E. 149th Street	EB	DefL	1.16	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*
	TR		1.01	75.3	E	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
	WB	LTR	1.11	107.1	F	LTR	1.02	71.4	E	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>17 River Avenue at Garage Exit Only</b>													
River Avenue	NB	T	0.28	10.4	B	T	0.42	10.4	B	T	0.32	7.9	A
	SB	T	0.22	10.0	B	T	0.13	8.0	A	T	0.13	6.7	A
Garage Exit Only	EB	L	0.23	20.6	C	L	0.55	28.4	C	L	0.59	20.5	C
	R		0.07	18.8	B	R	0.17	21.9	C	R	0.18	14.3	B
<b>Overall Intersection</b>	-	<b>0.26</b>	<b>12.0</b>	<b>B</b>	-	<b>0.47</b>	<b>14.5</b>	<b>B</b>	-	<b>0.43</b>	<b>11.8</b>	<b>B</b>	
<b>16 River Avenue at E. 151st Street / Garage Entrance Only</b>													
River Avenue	NB	LTR	0.54	13.9	B	LTR	0.96	50.7	D	LTR	0.79	24.9	C
	SB	LTR	0.33	11.0	B	LTR	0.30	19.7	B	LTR	0.28	13.6	B
E. 151st Street / Garage Entrance Only	WB	LTR	0.11	26.6	C	LTR	0.18	27.6	C	LTR	0.16	19.1	B
<b>Overall Intersection</b>	-	<b>0.37</b>	<b>13.2</b>	<b>B</b>	-	<b>0.65</b>	<b>41.8</b>	<b>D</b>	-	<b>0.54</b>	<b>21.4</b>	<b>C</b>	
<b>8 River Avenue at E. 153rd Street</b>													
River Avenue	NB	LTR	0.76	23.2	C	LTR	1.20+	120.0+	F*	LTR	0.81	20.1	C
	SB	LTR	0.59	15.9	B	LTR	0.44	13.2	B	LTR	0.38	9.1	A
E. 153rd Street	EB	LTR	0.33	21.5	C	LTR	0.38	22.2	C	LTR	0.40	16.0	B
	WB	LTR	0.32	22.3	C	LTR	0.37	23.3	C	LTR	0.20	14.7	B
<b>Overall Intersection</b>	-	<b>0.59</b>	<b>20.3</b>	<b>C</b>	-	<b>0.92</b>	<b>86.1</b>	<b>F</b>	-	<b>0.65</b>	<b>16.3</b>	<b>B</b>	
<b>9 River Avenue at E. 157th Street</b>													
River Avenue	NB	TR	0.58	15.8	B	TR	0.68	18.5	B	TR	0.48	10.3	B
	SB	LT	0.60	16.3	B	LT	0.44	13.2	B	LT	0.37	9.0	A
E. 157th Street	WB	LR	0.06	18.7	B	LR	0.08	18.9	B	LR	0.08	13.4	B
<b>Overall Intersection</b>	-	<b>0.39</b>	<b>16.1</b>	<b>B</b>	-	<b>0.44</b>	<b>16.5</b>	<b>B</b>	-	<b>0.32</b>	<b>9.9</b>	<b>A</b>	
<b>10 River Avenue at E. 161st Street</b>													
River Avenue	NB	LTR	1.15	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.16	119.6	F
	SB	LTR	1.04	72.0	E	LTR	0.99	61.5	E	LTR	0.80	32.0	C
E. 161st Street Main Road	EB	T	0.16	13.5	B	T	0.20	13.9	B	T	0.36	11.1	B
	WB	T	0.48	18.4	B	T	0.31	15.1	B	T	0.50	12.6	B
E. 161st Street Service Road	EB	TR	0.64	20.8	C	TR	0.59	19.9	B	TR	0.75	18.7	B
	WB	TR	0.65	23.2	C	TR	0.94	45.1	D	TR	0.79	22.6	C
<b>Overall Intersection</b>	-	<b>0.90</b>	<b>48.4</b>	<b>D</b>	-	<b>1.15</b>	<b>63.9</b>	<b>E</b>	-	<b>0.97</b>	<b>35.3</b>	<b>D</b>	
<b>OTHER</b>													
<b>12 Jerome Avenue at E. 161st Street</b>													
Jerome Avenue	NB	L	0.31	20.1	C	L	0.71	46.4	D	L	0.36	21.1	C
	TR		0.52	21.1	C	TR	1.16	118.1	F	TR	1.18	120.0+	F*
	SB	L	0.42	23.9	C	L	0.54	33.5	C	L	0.24	41.7	D
	TR		0.61	25.6	C	TR	0.96	60.9	E	TR	0.60	55.9	E
E. 161st Street	WB	L	0.49	18.1	B	L	0.70	22.9	C	L	0.50	41.3	D
	T		0.23	13.6	B	T	0.52	21.7	C	LT	0.13	11.9	B
<b>Overall Intersection</b>	-	<b>0.55</b>	<b>21.1</b>	<b>C</b>	-	<b>0.91</b>	<b>65.2</b>	<b>E</b>	-	<b>0.80</b>	<b>74.3</b>	<b>E</b>	

**TABLE A - 9  
BRONX TERMINAL MARKET -- NON-GAME DAY  
BUILD 2014 TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Weekday Midday (1PM - 2PM)				Weekday PM Peak Hour (5PM-6PM)				Saturday Midday (1PM - 2PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>14 Jerome Avenue at Ogden Avenue</b>													
Ogden Avenue	SB	LR	0.51	25.5	C	LR	0.83	46.3	D	LR	0.52	25.5	C
Jerome Avenue	EB	T	0.51	14.4	B	T	0.61	16.4	B	T	0.56	15.1	B
	WB	TR	0.30	10.8	B	TR	0.51	13.3	B	TR	0.34	11.2	B
<b>Overall Intersection</b>	-	-	<b>0.51</b>	<b>15.8</b>	<b>B</b>	-	<b>0.70</b>	<b>20.3</b>	<b>C</b>	-	<b>0.55</b>	<b>15.9</b>	<b>B</b>
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>													
Major Deegan Expressway NB Service Road	NB	T	0.60	28.9	C	T	1.04	69.2	E	T	0.96	48.7	D
Major Deegan Expressway NB Off Ramp	NB	T	1.07	120.0+	F*	T	1.04	93.0	F	T	0.98	63.4	E
E. 157th Street	WB	R	0.53	31.6	C	R	0.84	42.6	D	R	0.43	29.4	C
<b>Overall Intersection</b>	-	-	<b>0.75</b>	<b>65.1</b>	<b>E</b>	-	<b>0.98</b>	<b>69.1</b>	<b>E</b>	-	<b>0.81</b>	<b>50.1</b>	<b>D</b>
<b>15 Macombs Place at W. 155th Street</b>													
Macombs Place	NB	L	0.49	45.1	D	L	0.81	59.8	E	L	0.40	43.0	D
	T		0.09	10.3	B	T	0.19	11.0	B	T	0.26	11.7	B
	SB	T	0.40	31.0	C	T	0.69	39.3	D	T	0.80	43.7	D
	R		1.09	90.2	F	R	0.96	43.7	D	R	0.61	20.2	C
W. 155th Street	EB	L	0.82	45.1	D	L	1.11	106.0	F	L	1.05	85.9	F
	R		0.12	11.1	B	R	0.13	11.1	B	R	0.15	11.3	B
<b>Overall Intersection</b>	-	-	<b>0.58</b>	<b>53.0</b>	<b>D</b>	-	<b>0.88</b>	<b>54.7</b>	<b>D</b>	-	<b>0.80</b>	<b>38.0</b>	<b>D</b>
<b>4 Lenox Avenue at E. 145th Street</b>													
Lenox Avenue	NB	L	0.72	36.7	D	L	0.62	31.9	C	L	0.75	38.4	D
	LT		0.43	24.3	C	LT	0.40	23.8	C	LT	0.29	21.8	C
	R		0.30	13.4	B	R	0.59	18.7	B	R	0.43	15.3	B
	SB	LTR	0.57	28.8	C	LTR	0.45	24.9	C	LTR	0.39	23.6	C
E. 145th Street	EB	LTR	0.90	36.9	D	LTR	0.87	32.8	C	LTR	0.90	35.4	D
	WB	L	0.84	32.4	C	L	1.12	93.9	F	L	1.04	71.7	E
	TR		0.93	34.9	C	TR	0.90	31.1	C	TR	0.76	20.3	C
<b>Overall Intersection</b>	-	-	<b>0.85</b>	<b>32.9</b>	<b>C</b>	-	<b>1.00</b>	<b>37.4</b>	<b>D</b>	-	<b>0.98</b>	<b>32.8</b>	<b>C</b>
<b>19 Exterior Street at Garage Exit</b>													
Exterior Street	NB	-	-	-	-	-	-	-	-	-	-	-	-
	T		0.32	20.1	C	T	0.43	21.7	C	T	0.38	20.9	C
	SB	T	0.31	19.8	B	T	0.33	20.1	C	T	0.38	20.7	C
Garage Exit Only	WB	L	0.06	17.2	B	L	0.14	18.1	B	L	0.16	18.3	B
	-		-	-	-	-	-	-	-	-	-	-	-
	R		0.30	20.4	C	R	0.66	28.5	C	R	0.75	32.5	C
<b>Overall Intersection</b>	-	-	<b>0.31</b>	<b>19.9</b>	<b>B</b>	-	<b>0.55</b>	<b>22.6</b>	<b>C</b>	-	<b>0.57</b>	<b>23.7</b>	<b>C</b>
<b>18 Exterior Street at Garage Entrance</b>													
Exterior Street	NB	TR	0.38	18.1	B	TR	0.65	26.7	C	TR	0.65	28.6	C
	SB	L	0.37	10.9	B	L	0.87	41.0	D	L	0.87	40.4	D
	T		0.33	17.5	B	T	0.30	20.4	C	T	0.38	23.3	C
<b>Overall Intersection</b>	-	-	<b>0.49</b>	<b>16.9</b>	<b>B</b>	-	<b>0.70</b>	<b>28.3</b>	<b>C</b>	-	<b>0.77</b>	<b>29.8</b>	<b>C</b>
<b>UN SIGNALIZED</b>													
<b>EXTERIOR STREET</b>													
<b>22 Exterior Street at South Pocket Lot</b>													
Exterior Street	SB	LT	0.01	8.7	A	LT	0.01	9.9	A	LT	0.01	9.7	A
South Pocket Lot	WB	LR	0.02	14.2	B	LR	0.04	18.3	C	LR	0.04	18.1	C
<b>Overall Intersection</b>	-	-	<b>12.4</b>	<b>B</b>	-	-	<b>15.5</b>	<b>C</b>	-	-	<b>15.3</b>	<b>C</b>	
<b>5 Exterior Street at E. 150th Street</b>													
			(Free flow)				(Free flow)				(Free flow)		
<b>20 Exterior Street at South Truck Access</b>													
Exterior Street	SB	LT	0.01	8.8	A	LT	0.01	10.0	A	LT	0.01	9.6	A
South Truck Access	WB	LR	0.04	14.5	B	LR	0.04	18.7	C	LR	0.01	14.9	B
<b>Overall Intersection</b>	-	-	<b>12.1</b>	<b>B</b>	-	-	<b>15.4</b>	<b>C</b>	-	-	<b>12.3</b>	<b>B</b>	
<b>21 Exterior Street at North Truck Access</b>													
Exterior Street	-	-	-	-	-	-	-	-	-	-	-	-	
	SB	LT	0.06	9.4	A	LT	0.09	11.7	B	LT	0.07	11.5	B
North Truck Access	-	-	-	-	-	-	-	-	-	-	-	-	
	WB	LR	0.20	22.2	C	LR	0.28	25.1	D	LR	0.28	25.6	D
<b>Overall Intersection</b>	-	-	<b>15.8</b>	<b>C</b>	-	-	<b>19.3</b>	<b>C</b>	-	-	<b>19.9</b>	<b>C</b>	
<b>OTHER</b>													
<b>6 River Avenue at E. 150th Street</b>													
River Avenue	NB	LT	0.01	8.5	A	LT	0.01	8.5	A	LT	0.01	8.2	A
Pocket Lot Entry/Exit	EB	LR	0.02	13.5	B	LR	0.03	15.7	C	LR	0.02	12.0	B
E. 150th Street	WB	LTR	0.22	17.5	C	LTR	0.43	29.6	D	LTR	0.21	18.3	C
<b>Overall Intersection</b>	-	-	<b>16.6</b>	<b>C</b>	-	-	<b>27.6</b>	<b>D</b>	-	-	<b>17.0</b>	<b>C</b>	
<b>1b Grand Concourse at E. 138th Street</b>													
E. 138th Street	EB	LT	0.23	9.9	A	LT	0.39	13.2	B	LT	0.27	10.6	B
<b>Overall Intersection</b>	-	-	<b>9.9</b>	<b>A</b>	-	-	<b>13.2</b>	<b>B</b>	-	-	<b>10.6</b>	<b>B</b>	

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 10  
BRONX TERMINAL MARKET -- GAME DAY  
BUILD 2014 TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Weekday PM (5:15PM - 6:15PM)				Saturday Midday (12PM - 1PM)				Saturday PM (4PM - 5PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>SIGNALIZED</b>													
<b>GRAND CONCOURSE</b>													
<b>1a Grand Concourse at E. 138th Street</b>													
Grand Concourse	SB	L	0.35	67.7	E	L	0.38	73.5	E	L	0.37	69.8	E
		R	0.40	79.7	E	R	0.43	84.0	F	R	0.50	75.3	E
E. 138th Street	EB	T	0.40	12.3	B	T	0.40	12.2	B	T	0.52	13.9	B
	WB	T	0.45	13.0	B	T	0.41	12.5	B	T	0.53	14.3	B
<b>Overall Intersection</b>	-	-	<b>0.43</b>	<b>25.4</b>	<b>C</b>	-	<b>0.42</b>	<b>27.1</b>	<b>C</b>	-	<b>0.52</b>	<b>25.3</b>	<b>C</b>
<b>2 Grand Concourse at E. 149th Street</b>													
Grand Concourse	NB	TR	1.09	71.0	E	TR	1.02	50.7	D	TR	1.03	51.8	D
	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
E. 149th Street	EB	TR	0.99	72.2	E	TR	0.80	48.0	D	TR	0.77	46.3	D
	WB	TR	0.86	51.8	D	TR	0.73	45.4	D	TR	0.75	44.9	D
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>113.1</b>	<b>F</b>	-	<b>1.13</b>	<b>78.6</b>	<b>E</b>	-	<b>1.11</b>	<b>79.1</b>	<b>E</b>
<b>11 Grand Concourse at E. 161st Street</b>													
Grand Concourse	NB	L	1.20+	120.0+	F*	L	1.00	58.6	E	L	0.99	84.7	F
	TR		0.73	18.3	B	TR	0.50	15.7	B	TR	0.62	12.6	B
Grand Concourse Main Road	SB	L	1.20+	120.0+	F*	L	0.04	34.0	C	L	0.04	27.9	C
	T		0.55	38.7	D	T	0.41	29.9	C	T	0.42	20.4	C
Grand Concourse Service Road	SB	R	0.43	22.0	C	R	0.62	30.5	C	R	0.18	17.6	B
E. 161st Street	EB	DefL	0.67	49.0	D	DefL	0.77	54.9	D	DefL	0.87	82.7	F
	TR		1.08	108.2	F	TR	0.69	46.4	D	TR	0.85	69.0	E
	WB	DefL	1.20+	120.0+	F*	LTR	0.64	36.9	D	DefL	1.20+	120.0+	F*
	TR		1.03	98.9	F	-	-	-	-	TR	1.08	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.92</b>	<b>31.7</b>	<b>C</b>	-	<b>1.05</b>	<b>45.7</b>	<b>D</b>
<b>RIVER AVENUE</b>													
<b>3 River Avenue and Exterior Street at E. 149th Street</b>													
Major Deegan Expressway NB Off Ramp	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
River Avenue	SB	LTR	0.90	70.0	E	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
Exterior Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.86	61.4	E
	SB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*
	TR		0.57	45.6	D	TR	1.20+	120.0+	F*	TR	0.94	75.4	E
E. 149th Street	EB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*
	TR		1.10	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.00	68.8	E
	WB	LTR	1.11	104.9	F	LTR	0.74	34.4	C	LTR	1.19	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>17 River Avenue at Garage Exit Only</b>													
River Avenue	NB	T	0.55	13.6	B	T	0.59	10.0	A	T	0.25	5.3	A
	SB	T	0.11	9.2	A	T	0.08	6.0	A	T	0.62	31.0	C
Garage Exit Only	EB	L	0.28	21.4	C	L	0.30	16.2	B	L	0.69	43.4	D
	R		0.14	19.5	B	R	0.14	14.6	B	R	0.67	43.5	D
<b>Overall Intersection</b>	-	-	<b>0.45</b>	<b>14.3</b>	<b>B</b>	-	<b>0.48</b>	<b>10.6</b>	<b>B</b>	-	<b>0.36</b>	<b>26.2</b>	<b>C</b>
<b>16 River Avenue at E. 151st Street / Garage Entrance Only</b>													
River Avenue	NB	LTR	0.94	32.9	C	LTR	1.04	49.5	D	LTR	0.73	120.0+	F*
	SB	LTR	0.27	10.7	B	LTR	0.17	7.1	A	LTR	0.41	25.8	C
E. 151st Street / Garage Entrance Only	WB	LTR	0.31	30.0	C	LTR	0.32	21.4	C	LTR	0.30	20.9	C
<b>Overall Intersection</b>	-	-	<b>0.69</b>	<b>28.6</b>	<b>C</b>	-	<b>0.76</b>	<b>42.1</b>	<b>D</b>	-	<b>0.56</b>	<b>120.0+</b>	<b>F*</b>
<b>8 River Avenue at E. 153rd Street</b>													
River Avenue	NB	LTR	1.07	78.0	E	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	SB	LTR	0.76	23.8	C	LTR	0.73	19.3	B	LTR	1.02	71.8	E
E. 153rd Street	EB	LTR	0.52	25.2	C	LTR	0.41	17.2	B	LTR	1.04	81.1	F
	WB	LTR	0.42	24.9	C	LTR	0.46	19.7	B	LTR	0.93	81.4	F
<b>Overall Intersection</b>	-	-	<b>0.86</b>	<b>45.9</b>	<b>D</b>	-	<b>0.94</b>	<b>78.6</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>9 River Avenue at E. 157th Street</b>													
River Avenue	NB	TR	0.53	14.8	B	TR	0.52	11.2	B	TR	0.74	17.7	B
	SB	LT	0.53	14.7	B	LT	0.56	12.1	B	Closed	-	-	-
E. 157th Street	WB	LR	0.21	21.2	C	LR	0.11	13.8	B	LR	0.22	15.9	B
<b>Overall Intersection</b>	-	-	<b>0.40</b>	<b>15.2</b>	<b>B</b>	-	<b>0.39</b>	<b>11.8</b>	<b>B</b>	-	<b>0.54</b>	<b>17.5</b>	<b>B</b>
<b>10 River Avenue at E. 161st Street</b>													
River Avenue	NB	LTR	0.73	28.7	C	LTR	1.20+	120.0+	F*	LTR	1.08	120.0+	F*
	SB	LTR	0.61	22.5	C	LTR	0.98	73.3	E	R	1.09	120.0+	F*
E. 161st Street Main Road	EB	T	0.12	13.8	B	T	0.23	44.7	D	T	0.85	120.0+	F*
	WB	T	0.36	16.1	B	T	0.38	21.3	C	T	0.62	97.0	F
E. 161st Street Service Road	EB	T	0.39	16.5	B	TR	0.79	35.5	D	Closed	-	-	-
	R		0.87	39.5	D	-	-	-	-	-	-	-	
	WB	TR	0.61	20.2	C	TR	0.92	49.9	D	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>0.80</b>	<b>22.6</b>	<b>C</b>	-	<b>1.10</b>	<b>60.3</b>	<b>E</b>	-	<b>1.16</b>	<b>120.0+</b>	<b>F*</b>
<b>OTHER</b>													
<b>12 Jerome Avenue at E. 161st Street</b>													
Jerome Avenue	NB	L	0.74	52.3	D	L	0.36	21.0	C	L	0.84	51.8	D
	TR		1.17	114.8	F	T	0.72	28.4	C	T	0.60	24.1	C
	-	-	-	-	-	R	0.99	60.3	E	R	0.58	23.9	C
	SB	L	1.18	120.0+	F*	L	0.69	45.3	D	L	0.64	33.1	C
	TR		0.84	39.4	D	TR	0.89	52.4	D	TR	0.90	45.7	D
E. 161st Street	WB	L	0.66	20.8	C	LT	0.32	13.4	B	LT	1.03	55.3	E
	LT		0.18	49.3	D	-	-	-	-	-	-	-	
<b>Overall Intersection</b>	-	-	<b>0.90</b>	<b>75.9</b>	<b>E</b>	-	<b>0.62</b>	<b>37.6</b>	<b>D</b>	-	<b>0.97</b>	<b>44.0</b>	<b>D</b>

**TABLE A - 10  
BRONX TERMINAL MARKET -- GAME DAY  
BUILD 2014 TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Weekday PM (5:15PM - 6:15PM)				Saturday Midday (12PM - 1PM)				Saturday PM (4PM - 5PM)			
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS
<b>14 Jerome Avenue at Ogden Avenue</b>												
Ogden Avenue	SB LR	0.56	26.7	C	LR	0.86	40.9	D	LR	0.79	36.6	D
Jerome Avenue	EB T	0.78	21.8	C	T	0.90	30.7	C	T	0.53	48.2	D
	WB TR	0.45	12.4	B	TR	0.37	11.5	B	TR	0.71	45.5	D
<b>Overall Intersection</b>	-	<b>0.69</b>	<b>18.8</b>	<b>B</b>	-	<b>0.88</b>	<b>27.4</b>	<b>C</b>	-	<b>0.74</b>	<b>44.3</b>	<b>D</b>
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>									NA - (Free flow)		See Note (5)	
Major Deegan Expressway NB Service Road	NB T	0.93	44.8	D	T	1.05	72.1	E				
Major Deegan Expressway NB Off Ramp	NB T	0.96	56.0	E	T	0.84	40.7	D				
E. 157th Street	WB R	0.56	31.9	C	R	0.42	29.4	C				
<b>Overall Intersection</b>	-	<b>0.83</b>	<b>46.0</b>	<b>D</b>	-	<b>0.79</b>	<b>56.9</b>	<b>E</b>				
<b>15 Macombs Place at W. 155th Street</b>												
Macombs Place	NB L	0.92	79.9	E	L	0.70	56.6	E	L	0.97	84.4	F
	T	0.22	22.0	C	T	0.22	24.4	C	T	0.16	22.6	C
	SB T	0.61	38.8	D	T	0.64	40.5	D	T	1.02	85.5	F
	R	0.72	27.6	C	R	0.72	27.9	C	R	0.97	50.9	D
W. 155th Street	EB L	1.14	120.0+	F*	L	1.16	120.0+	F*	L	1.13	120.0+	F*
	R	0.18	15.9	B	R	0.11	15.6	B	R	0.18	15.4	B
<b>Overall Intersection</b>	-	<b>0.80</b>	<b>83.7</b>	<b>F</b>	-	<b>0.76</b>	<b>60.9</b>	<b>E</b>	-	<b>0.94</b>	<b>81.8</b>	<b>F</b>
<b>4 Lenox Avenue at E. 145th Street</b>												
Lenox Avenue	NB L	0.60	30.8	C	L	0.74	34.5	C	L	0.56	26.4	C
	LT	0.42	24.2	C	LT	0.50	26.0	C	LT	0.30	21.6	C
	R	0.65	20.6	C	R	0.39	14.6	B	R	0.39	14.8	B
	SB LTR	0.42	24.2	C	LTR	0.66	30.8	C	LTR	0.42	24.0	C
E. 145th Street	EB LTR	1.03	61.1	E	LTR	0.78	27.9	C	LTR	1.06	72.5	E
	WB L	0.64	21.1	C	L	0.57	17.2	B	L	0.62	16.6	B
	TR	0.67	16.7	B	TR	0.80	22.9	C	TR	0.97	39.3	D
<b>Overall Intersection</b>	-	<b>0.85</b>	<b>35.5</b>	<b>D</b>	-	<b>0.78</b>	<b>25.4</b>	<b>C</b>	-	<b>0.85</b>	<b>40.9</b>	<b>D</b>
<b>19 Exterior Street at Garage Exit</b>												
Exterior Street	NB -	-	-	-	-	-	-	-	-	-	-	-
	T	0.25	19.2	B	T	0.35	20.4	C	T	0.42	21.5	C
	SB T	0.39	20.8	C	T	0.47	22.1	C	T	0.26	19.2	B
Garage Exit Only	WB L	0.13	17.9	B	L	0.12	17.8	B	L	0.46	23.0	C
	-	-	-	-	-	-	-	-	-	-	-	-
	R	0.72	31.1	C	R	0.69	29.6	C	R	0.51	24.3	C
<b>Overall Intersection</b>	-	<b>0.55</b>	<b>23.3</b>	<b>C</b>	-	<b>0.58</b>	<b>23.3</b>	<b>C</b>	-	<b>0.47</b>	<b>21.7</b>	<b>C</b>
<b>18 Exterior Street at Garage Entrance</b>												
Exterior Street	NB TR	0.75	35.8	D	TR	0.88	43.7	D	TR	0.53	21.6	C
	SB L	0.84	39.2	D	L	0.82	41.9	D	L	0.79	27.6	C
	T	0.40	27.2	C	T	0.55	30.6	C	T	0.41	19.6	B
<b>Overall Intersection</b>	-	<b>0.54</b>	<b>34.3</b>	<b>C</b>	-	<b>0.91</b>	<b>39.2</b>	<b>D</b>	-	<b>0.67</b>	<b>21.9</b>	<b>C</b>
<b>UNSIGNALIZED</b>												
<b>EXTERIOR STREET</b>												
<b>22 Exterior Street at South Pocket Lot</b>												
Exterior Street	SB LT	0.01	9.6	A	LT	0.01	10.3	B	LT	0.01	9.5	A
South Pocket Lot	WB LR	0.03	17.5	C	LR	0.05	22.1	C	LR	0.04	18.1	C
<b>Overall Intersection</b>	-	-	<b>14.9</b>	<b>B</b>	-	-	<b>18.2</b>	<b>C</b>	-	-	<b>15.2</b>	<b>C</b>
<b>5 Exterior Street at E. 150th Street</b>												
	(Free flow)				(Free flow)				(Free flow)			
<b>20 Exterior Street at South Truck Access</b>												
Exterior Street	SB LT	0.01	9.7	A	LT	0.01	10.2	B	LT	0.01	9.4	A
South Truck Access	WB LR	0.03	17.7	C	LR	0.01	16.3	C	LR	0.01	14.4	B
<b>Overall Intersection</b>	-	-	<b>14.7</b>	<b>B</b>	-	-	<b>13.3</b>	<b>B</b>	-	-	<b>11.9</b>	<b>B</b>
<b>21 Exterior Street at North Truck Access</b>												
Exterior Street	-	-	-	-	-	-	-	-	-	-	-	-
	SB LT	0.07	10.3	B	LT	0.07	10.9	B	LT	0.06	10.8	B
North Truck Access	-	-	-	-	-	-	-	-	-	-	-	-
	WB LR	0.22	19.8	C	LR	0.25	23.1	C	LR	0.20	18.3	C
<b>Overall Intersection</b>	-	-	<b>15.8</b>	<b>C</b>	-	-	<b>18.3</b>	<b>C</b>	-	-	<b>15.4</b>	<b>C</b>
<b>OTHER</b>												
<b>6 River Avenue at E. 150th Street</b>												
River Avenue	NB LT	0.01	7.9	A	LT	0.00	7.6	A	LT	0.01	9.8	A
Pocket Lot Entry/Exit	EB LR	0.02	13.8	B	LR	0.02	13.8	B	LR	0.04	21.3	C
E. 150th Street	WB LTR	0.90	105.2	F	LTR	0.85	83.3	F	LTR	0.61	40.5	E
<b>Overall Intersection</b>	-	-	<b>96.0</b>	<b>F</b>	-	-	<b>77.0</b>	<b>F</b>	-	-	<b>38.4</b>	<b>E</b>
<b>1b Grand Concourse at E. 138th Street</b>												
E. 138th Street	EB LT	0.46	15.2	C	LT	0.39	13.2	B	LT	0.65	21.8	C
<b>Overall Intersection</b>	-	-	<b>15.2</b>	<b>C</b>	-	-	<b>13.2</b>	<b>B</b>	-	-	<b>21.8</b>	<b>C</b>

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 11**  
**BRONX TERMINAL MARKET NON-GAME DAY 2009**  
**WEEKDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2009				BUILD 2009				CURRENT BUILD MITIGATED				Mitigation Measures	
	Weekday Midday (1PM - 2PM)				Weekday Midday (1PM - 2PM)				Weekday Midday (1PM - 2PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED</b>														
<b>GRAND CONCOURSE</b>														
<b>1a Grand Concourse at E. 138th Street</b>														
Grand Concourse	SB	L	0.39	72.0	E	L	0.39	72.0	E					- Mitigation not required.
		R	0.39	72.2	E	R	0.39	72.2	E					
E. 138th Street	EB	T	0.37	52.7	D	T	0.37	52.7	D					
	WB	T	0.31	53.1	D	T	0.31	53.1	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.37</b>	<b>57.6</b>	<b>E</b>	<b>-</b>	<b>0.37</b>	<b>57.6</b>	<b>E</b>	<b>-</b>	<b>0.37</b>	<b>57.6</b>	<b>E</b>	<b>-</b>	
<b>2 Grand Concourse at E. 149th Street</b>														
Grand Concourse	NB	TR	1.06	64.2	E	TR	1.06	64.2	E	TR	0.73	16.5	B	- Restripe both north and southbound approaches to provide two 10 ft. wide through lanes and one 10 ft. wide shared through-right lane.
	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	0.89	25.1	C	
E. 149th Street	EB	TR	0.91	59.8	E	TR	0.95	65.7	E	TR	0.89	55.6	E	- Modify signal timing: shift 2 s of green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 80 s to 78 s; EB/WB green time shifts from 30 s to 32 s].
	WB	TR	0.77	48.5	D	TR	0.81	50.4	D	TR	0.76	45.8	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>84.7</b>	<b>F</b>	<b>-</b>	<b>1.18</b>	<b>92.4</b>	<b>F</b>	<b>-</b>	<b>0.89</b>	<b>32.2</b>	<b>C</b>	<b>-</b>	
<b>11 Grand Concourse at E. 161st Street</b>														
Grand Concourse	NB	L	0.57	20.3	C	L	0.58	20.8	C	L	0.60	38.0	D	- Prohibit parking on the north side of the WB approach 120 ft. from the intersection.
		TR	0.55	16.9	B	TR	0.56	17.0	B	TR	0.71	31.5	C	- Restripe the WB approach from one 10 ft. shared left-through lane and one 10 ft. shared through-right lane to one 14 ft. exclusive left-turn lane and one 14 ft. shared through-right lane.
Grand Concourse Main Road	SB	L	0.77	120.0+	F*	L	0.78	120.0+	F*	L	0.62	68.5	E	
		T	0.41	21.8	C	T	0.42	21.9	C	T	0.45	24.8	C	
Grand Concourse Service Road	SB	R	0.45	24.1	C	R	0.45	24.1	C	R	0.51	28.4	C	- Restripe the EB approach from one 12 ft. shared left-through lane and one 16 ft. shared through-right lane to one 12 ft. exclusive left-turn lane, one 12 ft. through lane and one 12 ft. shared through-right lane.
E. 161st Street	EB	LTR	0.90	53.1	D	DefL	0.71	46.9	D	L	0.63	47.4	D	
		-	-	-	-	TR	0.91	58.5	E	TR	0.59	38.4	D	- Modify signal timing and phasing plan: Maintain 120 s cycle. Add new lag NB/SB protected left-turn phase and new lag EB/WB protected left-turn phase by eliminating the lead protected NB phase. [EB/WB green time shifts from 41 s to 35 s; NB/SB green time shifts from 54 s to 50 s; new NB/SB lag left phase is allocated 7 s of green time; new EB/WB lag left phase is allocated 8 s of green time. All protected phases are allocated 3 s amber, 2 s all red time.]
	WB	DeFL	1.20+	120.0+	F*	DefL	1.13	120.0+	F*	L	0.68	48.0	D	
		TR	0.74	44.9	D	TR	0.74	44.9	D	TR	0.67	43.5	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>49.2</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>41.8</b>	<b>D</b>	<b>-</b>	<b>0.91</b>	<b>35.5</b>	<b>D</b>	<b>-</b>	
<b>RIVER AVENUE</b>														
<b>3 River Avenue and Exterior Street at E. 149th Street</b>														
<div style="border: 1px solid black; padding: 5px;"> <i>Geometry of this intersection has been modified by shifting approach and receiving lanes closer to the intersection to reduce turning movement conflicts and to obtain better transition of traffic. Detailed design modifications are needed as follows -</i> </div>														
														- Channelize the SB Exterior Street exclusive right-turn lane onto 149th Street, and restripe the SB Exterior Street to obtain one 12 ft. wide exclusive left-turn lane and one 12 ft. wide through lane by prohibiting parking on the west side. This allows good transition between SB Exterior Street approach lanes and its receiving lanes.
														- Restripe EB 149th Street to obtain two 12 ft. wide through lanes, one 11 ft. wide exclusive left-turn lane, two WB 12 ft. wide through receiving lanes, and two 8 ft. wide sidewalks on both sides.
														- Shift the WB 149th Street approach concrete divider 12 ft. to the south and restripe the approach to obtain one 12 ft. wide exclusive left-turn lane, two 12 ft. through lanes. EB exclusive left-turn lane and WB exclusive left-turn lane are now aligned with each other forming a two way left-turn lane.
														- Restripe NB Exterior Street from one to two 12 ft. wide travel lanes.
Major Deegan Expressway NB Off Ramp	NB	LTR	1.06	106.8	F	LTR	1.20+	120.0+	F*	LTR	0.86	49.7	D	- Widen the NB Deegan ramp to obtain two 12 ft. wide travel lanes.
River Avenue	SB	LTR	0.95	78.1	E	LTR	1.20+	120.0+	F*	LTR	0.83	51.1	D	- Modify signal timing and phasing plan: add new lead EB phase. Maintain 120 s cycle length. [EB/WB green time shifts from 49 s to 27 s; NB Mjr. Deegan ramp/SB Exterior St. green time shifts from 27 s to 36 s; NB Exterior St./SB River Ave. green time shifts from 28 s to 29 s; new lead EB phase is allocated 8 s green time, and 3 s amber, 2 s all red time].
Exterior Street	NB	LTR	0.86	78.4	E	LTR	0.89	83.8	F	DefL	0.38	37.5	D	
		-	-	-	-	-	-	-	-	TR	0.19	35.0	D	
	SB	DeFL	0.78	68.9	E	DefL	1.20+	120.0+	F*	L	0.69	42.9	D	
		TR	0.83	62.1	E	TR	0.94	79.3	E	T	0.34	31.9	C	
E. 149th Street	EB	LTR	1.03	74.7	E	DefL	1.08	118.5	F	L	0.61	34.6	C	
		-	-	-	-	TR	0.99	68.0	E	TR	0.64	34.1	C	
	WB	LTR	0.97	64.6	E	LTR	1.07	94.0	F	L	0.29	38.2	D	
		-	-	-	-	-	-	-	-	TR	0.82	50.5	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.03</b>	<b>76.8</b>	<b>E</b>	<b>-</b>	<b>1.20</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.82</b>	<b>37.1</b>	<b>D</b>	<b>-</b>	

**TABLE A - 11**  
**BRONX TERMINAL MARKET NON-GAME DAY 2009**  
**WEEKDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2009				BUILD 2009				CURRENT BUILD MITIGATED				Mitigation Measures	
	Weekday Midday (1PM - 2PM)				Weekday Midday (1PM - 2PM)				Weekday Midday (1PM - 2PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>17 River Avenue at Garage Exit Only</b>														
River Avenue	NB		NA		T	0.27	10.4	B					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
	SB				T	0.22	10.0	A						
Garage Exit Only	EB				L	0.23	20.6	C						
					R	0.07	18.8	B						
<b>Overall Intersection</b>					-	<b>0.25</b>	<b>12.0</b>	<b>B</b>						
<b>16 River Avenue at E. 151st Street / Garage Entrance Only</b>														
River Avenue	NB	TR	0.25	10.3	B	LTR	0.53	13.7	B				- Mitigation not required.	
	SB	LT	0.50	14.1	B	LTR	0.32	10.9	B					
E. 151st Street / Garage Entrance Only	WB	LR	0.08	26.2	C	LTR	0.10	26.5	C					
<b>Overall Intersection</b>	-	<b>0.33</b>	<b>12.8</b>	<b>B</b>	-	<b>0.36</b>	<b>13.1</b>	<b>B</b>						
<b>8 River Avenue at E. 153rd Street</b>														
River Avenue	NB	LTR	0.46	13.6	B	LTR	0.73	21.4	C				- Mitigation not required.	
	SB	LTR	0.53	14.7	B	LTR	0.58	15.6	B					
E. 153rd Street	EB	LTR	0.27	20.7	C	LTR	0.32	21.4	C					
	WB	LTR	0.30	22.1	C	LTR	0.31	22.2	C					
<b>Overall Intersection</b>	-	<b>0.44</b>	<b>16.5</b>	<b>B</b>	-	<b>0.57</b>	<b>19.5</b>	<b>B</b>						
<b>9 River Avenue at E. 157th Street</b>														
River Avenue	NB	TR	0.47	13.7	B	TR	0.57	15.5	B				- Mitigation not required.	
	SB	LT	0.55	15.1	B	LT	0.59	16.0	B					
E. 157th Street	WB	LR	0.05	18.7	B	LR	0.05	18.7	B					
<b>Overall Intersection</b>	-	<b>0.36</b>	<b>14.6</b>	<b>B</b>	-	<b>0.38</b>	<b>15.8</b>	<b>B</b>						
<b>10 River Avenue at E. 161st Street</b>														
River Avenue	NB	LTR	0.92	53.2	D	LTR	1.13	111.5	F	LT	0.56	22.5	C	- Prohibit parking on the east side of the NB approach 120 ft. from the intersection and NB receiving. - Shift NB centerline 3 ft. to the west and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane. Shift SB centerline 3 ft. to the east and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane.
	SB	LTR	0.97	54.8	D	LTR	1.01	65.4	E	R	0.23	16.0	B	
										LT	0.87	39.4	D	
E. 161st Street Main Road	EB	T	0.15	13.5	B	T	0.15	13.5	B	R	0.25	16.4	B	
	WB	T	0.47	18.1	B	T	0.47	18.1	B	T	0.15	13.5	B	
E. 161st Street Service Road	EB	TR	0.62	20.2	C	TR	0.62	20.3	C	T	0.47	18.1	B	
	WB	TR	0.63	22.6	C	TR	0.63	22.6	C	TR	0.62	20.3	C	
<b>Overall Intersection</b>	-	<b>0.80</b>	<b>32.4</b>	<b>C</b>	-	<b>0.87</b>	<b>45.1</b>	<b>D</b>	-	<b>0.75</b>	<b>23.4</b>	<b>C</b>		

**TABLE A - 11**  
**BRONX TERMINAL MARKET NON-GAME DAY 2009**  
**WEEKDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2009				BUILD 2009				CURRENT BUILD MITIGATED				Mitigation Measures	
	Weekday Midday (1PM - 2PM)				Weekday Midday (1PM - 2PM)				Weekday Midday (1PM - 2PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>OTHER</b>														
<b>12 Jerome Ave at E. 161st Street</b>														
Jerome Avenue	NB	L	0.30	19.8	B	L	0.30	19.8	B	LT	0.49	20.9	C	Design modifications needed as follows- - Restripe NB lane configuration from exclusive left, through, and through-right to left-through, through, and exclusive right, 11ft. wide each. - Shift SB centerline 5 ft. to the west by reducing the SB parking lane width from 13ft. to 8ft. to gain good transition for the NB traffic. [Measures reflect geometric improvements needed for other peak periods, otherwise mitigation not needed.]
		TR	0.47	20.2	C	TR	0.51	20.9	C	R	0.36	19.7	B	
	SB	L	0.37	21.9	C	L	0.40	23.1	C	L	0.34	20.7	C	
		TR	0.60	25.2	C	TR	0.60	25.2	C	TR	0.60	25.2	C	
E. 161st Street	WB	L	0.46	16.3	B	L	0.46	16.3	B	L	0.46	16.3	B	
		T	0.23	13.5	B	T	0.23	13.5	B	T	0.23	13.5	B	
<b>Overall Intersection</b>	-		<b>0.52</b>	<b>20.1</b>	<b>C</b>	-	<b>0.52</b>	<b>20.4</b>	<b>C</b>	-	<b>0.52</b>	<b>20.2</b>	<b>C</b>	
<b>14 Jerome Avenue at Ogden Avenue</b>														
Ogden Avenue	SB	LR	0.50	25.2	C	LR	0.50	25.2	C					- Mitigation not required.
Jerome Avenue	EB	T	0.44	13.1	B	T	0.49	14.1	B					
	WB	TR	0.29	10.7	B	TR	0.29	10.7	B					
<b>Overall Intersection</b>	-		<b>0.46</b>	<b>15.3</b>	<b>B</b>	-	<b>0.49</b>	<b>15.6</b>	<b>B</b>					
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>														
Major Deegan Expressway NB Service Road	NB	T	0.35	24.9	C	T	0.57	28.3	C	T	0.84	19.3	B	- Modify signal timing and phasing plan: combine NB Mjr. Deegan Service Road and NB Mjr. Deegan off-ramp into one phase. Reduce cycle length from 90 s to 60s. [WB green time shifts from 21.6 s to 22 s; combined NB phase is allocated 27 s green time]. - Install a lane reduction transition marking/signage for NB receiving lanes. - [Measures reflect geometric and operational improvements needed for other peak periods, otherwise mitigation not needed.]
Major Deegan Expressway NB Off Ramp	NB	T	1.04	111.7	F	T	1.04	111.7	F	-	-	-	-	
E. 157th Street	WB	R	0.48	30.5	C	R	0.52	31.3	C	R	0.34	13.4	B	
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>67.1</b>	<b>E</b>	-	<b>0.72</b>	<b>61.8</b>	<b>E</b>	-	<b>0.61</b>	<b>18.0</b>	<b>B</b>	
<b>15 Macombs Place at W. 155th Street</b>														
Macombs Place	NB	L	0.48	44.9	D	L	0.48	44.9	D	L	0.41	30.2	C	- Modify signal timing and phasing plan: eliminate NB Macombs Pl. right-turn only/SB Macombs Bridge left-only phase, and eliminate EB 155th St. right-turn only movement during NB Macombs Pl. phase to allow pedestrian crossing. Reduce cycle length from 120 s to 90 s. [EB green time shifts from 40 s to 32 s; NB green time shifts from 24 s to 21 s; NB/SB green time shifts from 18 s to 22 s].
		T	0.09	10.2	B	T	0.09	10.2	B	T	0.10	9.5	A	
	SB	T	0.39	30.8	C	T	0.39	30.8	C	T	0.53	32.9	C	
		R	1.03	70.4	E	R	1.06	80.7	F	R	0.85	21.8	C	
W. 155th Street	EB	L	0.77	42.0	D	L	0.79	43.7	D	L	0.74	30.1	C	
		R	0.12	11.0	B	R	0.12	11.0	B	R	0.19	19.4	B	
<b>Overall Intersection</b>	-		<b>0.55</b>	<b>45.2</b>	<b>D</b>	-	<b>0.57</b>	<b>49.4</b>	<b>D</b>	-	<b>0.73</b>	<b>24.8</b>	<b>C</b>	
<b>4 Lenox Avenue at E. 145th Street</b>														
Lenox Avenue	NB	L	0.70	35.5	D	L	0.70	35.5	D					- Mitigation not required.
		LT	0.42	24.1	C	LT	0.42	24.1	C					
		R	0.30	13.3	B	R	0.30	13.3	B					
	SB	LTR	0.54	27.9	C	LTR	0.54	27.9	C					
E. 145th Street	EB	LTR	0.78	28.2	C	LTR	0.86	33.0	C					
	WB	L	0.82	29.7	C	L	0.82	30.2	C					
		TR	0.84	25.5	C	TR	0.91	31.6	C					
<b>Overall Intersection</b>	-		<b>0.79</b>	<b>27.0</b>	<b>C</b>	-	<b>0.82</b>	<b>30.3</b>	<b>C</b>					
<b>19 Exterior Street at Garage Exit</b>														
Exterior Street	NB		NA			-	-	-	-					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).
						T	0.30	19.8	B					
						T	0.30	19.7	B					
Garage Exit Only	SB					L	0.06	17.2	B					
	WB					-	-	-	-					
						R	0.30	20.4	C					
<b>Overall Intersection</b>						-	<b>0.30</b>	<b>19.7</b>	<b>B</b>					

**TABLE A - 11**  
**BRONX TERMINAL MARKET NON-GAME DAY 2009**  
**WEEKDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2009				BUILD 2009				CURRENT BUILD MITIGATED				Mitigation Measures	
	<u>Weekday Midday (1PM - 2PM)</u>				<u>Weekday Midday (1PM - 2PM)</u>				<u>Weekday Midday (1PM - 2PM)</u>					
	Mvt.	V/C	<u>Control Delay</u>	LOS	Mvt.	V/C	<u>Control Delay</u>	LOS	Mvt.	V/C	<u>Control Delay</u>	LOS		
<b>18 Exterior Street at Garage Entrance</b>														
Exterior Street	NB		NA		TR	0.36	17.8	B					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
	SB				L	0.37	11.5	B						
					T	0.32	17.3	B						
<b>Overall Intersection</b>					-	<b>0.49</b>	<b>16.7</b>	<b>B</b>						
<b>UNSIGNALIZED</b>														
<b><u>EXTERIOR STREET</u></b>														
<b>22 Exterior Street at South Pocket Lot</b>														
Exterior Street	SB		NA		LT	0.02	8.6	A					- Mitigation not required.	
South Pocket Lot	WB				LR	0.07	13.7	B						
<b>Overall Intersection</b>					-	-	<b>12.0</b>	<b>B</b>						
<b>5 Exterior Street at E150th Street</b>														
Exterior Street	NB	LTR	0.00	8.1	A								- Mitigation not required.	
	SB	LTR	0.02	8.2	A									
E. 150th Street	EB	LTR	0.06	14.3	B									
	WB	LTR	0.29	17.7	C									
<b>Overall Intersection</b>	-	-	<b>9.7</b>	<b>A</b>										
(Free flow)														
<b>20 Exterior Street at South Truck Access</b>														
Exterior Street	SB		NA		LT	0.01	8.7	A					- Mitigation not required.	
South Truck Access	WB				LR	0.04	14.1	B						
<b>Overall Intersection</b>					-	-	<b>11.9</b>	<b>B</b>						
<b>21 Exterior Street at North Truck Access</b>														
Exterior Street	-		NA		-	-	-	-					- Mitigation not required.	
	SB				LT	0.01	9.1	A						
North Truck Access	-				-	-	-	-						
	WB				LR	0.04	13.6	B						
<b>Overall Intersection</b>					-	-	<b>11.7</b>	<b>B</b>						
<b><u>OTHER</u></b>														
<b>6 River Avenue at E. 150th Street</b>														
River Avenue	NB	LT	0.05	8.3	A	LT	0.01	8.5	A	LT	0.00	8.5	A	- Prohibit parking on the north side of the WB 150th Street approach 120 ft. from the intersection. - Restripe WB 150th Street to provide one 11 ft. wide exclusive left-turn lane and one 11 ft. wide shared through-right lane. [Measures reflect geometric improvements needed for Gameday peak periods, otherwise mitigation not needed.]
Pocket Lot Entry/Exit	EB	LR	0.09	14.5	B	LR	0.02	13.1	B	LR	0.02	13.1	B	
E. 150th Street	WB	LTR	0.26	19.7	C	LTR	0.22	16.6	C	L	0.18	18.0	C	
	-	-	-	-	-	-	-	-	-	TR	0.03	10.3	B	
<b>Overall Intersection</b>	-	-	<b>10.7</b>	<b>B</b>	-	-	<b>15.8</b>	<b>C</b>	-	-	<b>15.2</b>	<b>C</b>		
<b>1b Grand Concourse at E. 138th Street</b>														
E. 138th Street	EB	LT	0.22	9.8	A	LT	0.22	9.8	A					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>9.8</b>	<b>A</b>	-	-	<b>9.8</b>	<b>A</b>						

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 12**  
**BRONX TERMINAL MARKET NON-GAME DAY 2009**  
**WEEKDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2009				BUILD 2009				CURRENT BUILD MITIGATED				Mitigation Measures	
	Weekday PM Peak Hour (SPM-6PM)				Weekday PM Peak Hour (SPM-6PM)				Weekday PM Peak Hour (SPM-6PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED</b>														
<b>GRAND CONCOURSE</b>														
<b>1a Grand Concourse at E. 138th Street</b>														
Grand Concourse	SB	L	0.36	71.9	E	L	0.36	71.9	E				- Mitigation not required.	
		R	0.40	74.8	E	R	0.40	74.8	E					
E. 138th Street	EB	T	0.49	54.3	D	T	0.49	54.3	D					
	WB	T	0.53	55.5	E	T	0.53	55.5	E					
<b>Overall Intersection</b>	<b>-</b>	<b>0.49</b>	<b>58.4</b>	<b>E</b>	<b>-</b>	<b>0.49</b>	<b>58.4</b>	<b>E</b>						
<b>2 Grand Concourse at E. 149th Street</b>														
Grand Concourse	NB	TR	0.99	40.2	D	TR	0.99	40.2	D	TR	0.69	14.1	B	- Restripe both north and southbound approaches to provide two 10 ft. wide through lanes and one 10 ft. wide shared through-right lane.
	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	0.93	29.0	C	
E. 149th Street	EB	TR	0.84	50.4	D	TR	0.91	56.5	E	TR	0.85	49.8	D	- Modify signal timing: shift 2 s of green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 80 s to 78 s; EB/WB green time shifts from 30 s to 32 s].
	WB	TR	0.76	46.0	D	TR	0.83	49.2	D	TR	0.78	45.1	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>75.6</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>88.4</b>	<b>F</b>		<b>-</b>	<b>0.91</b>	<b>30.9</b>	<b>C</b>	
<b>11 Grand Concourse at E. 161st Street</b>														
Grand Concourse	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	
		TR	0.83	22.2	C	TR	0.84	22.9	C	TR	0.95	39.1	D	- Prohibit parking on the north side of the WB approach 120 ft. from the intersection.
Grand Concourse Main Road	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	0.69	67.5	E	- Restripe the WB approach from one 10 ft. shared left-through lane and one 10 ft. shared through-right lane to one 14 ft. exclusive left-turn lane and one 14 ft. shared through-right lane.
		T	0.46	20.2	C	T	0.48	20.5	C	T	0.46	18.8	B	
Grand Concourse Service Road	SB	R	0.3	18.9	B	R	0.30	18.9	B	R	0.30	17.5	B	
E. 161st Street	EB	DefL	0.93	81.6	F	DefL	1.05	113.0	F	L	0.79	65.9	E	- Restripe the EB approach from one 12 ft. shared left-through lane and one 16 ft. shared through-right lane to one 12 ft. exclusive left-turn lane, one 12 ft. through lane and one 12 ft. shared through-right lane.
		TR	0.95	73.5	E	TR	0.95	73.5	E	TR	0.77	53.0	D	
	WB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	L	1.20+	120.0+	F*	- Modify signal timing and phasing plan: Maintain 120 s cycle. Add new lag NB/SB protected left-turn phase and new lag EB/WB protected left-turn phase by eliminating the lead protected NB phase. [EB/WB green time shifts from 37 s to 27.5; NB/SB green time shifts from 58 s to 60.5 s; new NB/SB lag left phase is allocated 6 s of green time; new EB/WB lag left phase is allocated 6 s of green time. All protected phases are allocated 3 s amber, 2 s all red time.]
	LTR	1.14	120.0+	F*	TR	1.14	120.0+	F*	TR	1.12	120.0+	F*		
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>86.0</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>102.6</b>	<b>F</b>		<b>-</b>	<b>1.20+</b>	<b>67.3</b>	<b>E</b>	
<b>RIVER AVENUE</b>														
<b>3 River Avenue and Exterior Street at E. 149th Street</b>														
Major Deegan Expressway NB Off Ramp	NB	LTR	1.02	92.7	F	LTR	1.20+	120.0+	F*	LTR	1.02	80.6	F	- Widen the NB Deegan ramp to obtain two 12 ft. wide travel lanes.
River Avenue	SB	LTR	0.72	53.0	D	LTR	1.14	120.0+	F*	LTR	0.77	51.0	D	- Modify signal timing and phasing plan: add new lead EB phase. Maintain 120 s cycle length. [EB/WB green time shifts from 49 s to 35 s; NB Mjr. Deegan ramp/SB Exterior St. green time shifts from 27 s to 35 s; NB Exterior St./SB River Ave. green time shifts from 28 s to 24 s; new lead EB phase is allocated 6 s green time, and 3 s amber, 2 s all red time].
Exterior Street	NB	LTR	0.75	54.2	D	LTR	0.78	56.6	E	DefL	0.66	48.2	D	
		-	-	-	-	-	-	-	-	TR	0.29	39.8	D	
	SB	DefL	0.67	58.9	E	DefL	1.20+	120.0+	F*	L	0.68	42.2	D	
		TR	0.40	41.3	D	TR	0.65	48.9	D	T	0.14	30.2	C	
E. 149th Street	EB	LTR	1.06	100.7	F	DefL	1.20+	120.0+	F*	L	0.92	63.2	E	
		-	-	-	-	TR	1.20+	120.0+	F*	TR	0.74	33.4	C	
	WB	LTR	0.86	42.9	D	LTR	0.99	63.6	E	L	0.32	33.6	C	
		-	-	-	-	-	-	-	-	TR	0.79	42.6	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.97</b>	<b>74.1</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		<b>-</b>	<b>0.92</b>	<b>51.1</b>	<b>D</b>	

*Geometry of this intersection has been modified by shifting approach and receiving lanes closer to the intersection to reduce turning movement conflicts and to obtain better transition of traffic. Detailed design modifications are needed as follows -*

- Channelize the SB Exterior Street exclusive right-turn lane onto 149th Street, and restripe the SB Exterior Street to obtain one 12 ft. wide exclusive left turn-lane and one 12 ft. wide through lane by prohibiting parking on the west side. This allows good transition between SB Exterior Street approach lanes and its receiving lanes.
- Restripe EB 149th Street to obtain two 12 ft. wide through lanes, one 11 ft. wide exclusive left-turn lane, two WB 12 ft. wide through receiving lanes, and two 8 ft. wide sidewalks on both sides.
- Shift the WB 149th Street approach concrete divider 12 ft. to the south and restripe the approach to obtain one 12 ft. wide exclusive left-turn lane, two 12 ft. through lanes. EB exclusive left-turn lane and WB exclusive left-turn lane are now aligned with each other forming a two way left-turn lane.
- Restripe NB Exterior Street from one to two 12 ft. wide travel lanes.

**TABLE A - 12**  
**BRONX TERMINAL MARKET NON-GAME DAY 2009**  
**WEEKDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2009				BUILD 2009				CURRENT BUILD MITIGATED				Mitigation Measures	
	Weekday PM Peak Hour (SPM-6PM)				Weekday PM Peak Hour (SPM-6PM)				Weekday PM Peak Hour (SPM-6PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>17 River Avenue at Garage Exit Only</b>														
River Avenue	NB		NA		T	0.42	10.9	B					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
	SB				T	0.13	8.4	A						
Garage Exit Only	EB				L	0.53	27.2	C						
					R	0.16	21.2	C						
<b>Overall Intersection</b>					-	<b>0.46</b>	<b>14.7</b>	<b>B</b>						
<b>16 River Avenue at E. 151st Street / Garage Entrance Only</b>														
River Avenue	NB	TR	0.33	20.1	C	LTR	0.95	48.3	D	LTR	0.91	40.4	D	- Modify signal timing: shift 2 s of green time from WB phase to NB/SB phase. [NB/SB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].
	SB	LT	0.30	20.1	C	LTR	0.30	19.6	B	LTR	0.28	18.4	B	
E. 151st Street / Garage Entrance Only	WB	LR	0.12	26.7	C	LTR	0.17	27.6	C	LTR	0.19	28.8	C	
<b>Overall Intersection</b>	-		<b>0.25</b>	<b>20.5</b>	<b>C</b>	-	<b>0.64</b>	<b>40.1</b>	<b>D</b>	-	<b>0.64</b>	<b>34.3</b>	<b>C</b>	
<b>8 River Avenue at E. 153rd Street</b>														
River Avenue	NB	LTR	0.73	20.7	C	LTR	1.20+	120.0+	F*	LTR	0.97	37.9	D	- Modify signal timing: shift 11 s of green time from EB/WB phase to NB/SB phase. [NB/SB green time shifts from 49 s to 60 s; EB/WB green time shifts from 31 s to 20 s].
	SB	LTR	0.34	11.7	B	LTR	0.43	13.0	B	LTR	0.35	6.8	A	
E. 153rd Street	EB	LTR	0.25	20.5	C	LTR	0.38	22.1	C	LTR	0.58	34.0	C	
	WB	LTR	0.35	22.9	C	LTR	0.37	23.1	C	LTR	0.55	36.7	D	
<b>Overall Intersection</b>	-		<b>0.58</b>	<b>19.1</b>	<b>B</b>	-	<b>0.90</b>	<b>78.1</b>	<b>E</b>	-	<b>0.87</b>	<b>31.2</b>	<b>C</b>	
<b>9 River Avenue at E. 157th Street</b>														
River Avenue	NB	TR	0.48	13.7	B	TR	0.67	18.0	B					- Mitigation not required.
	SB	LT	0.35	11.9	B	LT	0.44	13.1	B					
E. 157th Street	WB	LR	0.07	18.9	B	LR	0.07	18.9	B					
<b>Overall Intersection</b>	-		<b>0.32</b>	<b>13.2</b>	<b>B</b>	-	<b>0.43</b>	<b>16.2</b>	<b>B</b>					
<b>10 River Avenue at E. 161st Street</b>														
River Avenue	NB	LTR	0.92	53.5	D	LTR	1.20+	120.0+	F*	LT	0.65	25.4	C	- Prohibit parking on the east side of the NB approach 120 ft. from the intersection and NB receiving. - Shift NB centerline 3 ft. to the west and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane. Shift SB centerline 3 ft. to the east and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane.
	-	-	-	-	-	-	-	-	-	R	0.35	17.9	B	
	SB	LTR	0.85	38.8	D	LTR	0.96	56.3	E	LT	0.71	27.7	C	
	-	-	-	-	-	-	-	-	-	R	0.29	17.2	B	
E. 161st Street Main Road	EB	T	0.19	13.9	B	T	0.19	13.9	B	T	0.19	13.9	B	
	WB	T	0.3	14.9	B	T	0.30	14.9	B	T	0.30	14.9	B	
E. 161st Street Service Road	EB	TR	0.56	19.3	B	TR	0.57	19.5	B	TR	0.57	19.5	B	
	WB	TR	0.92	41.4	D	TR	0.92	41.4	D	TR	0.92	41.4	D	
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>31.5</b>	<b>C</b>	-	<b>1.12</b>	<b>59.8</b>	<b>E</b>	-	<b>0.82</b>	<b>25.1</b>	<b>C</b>	

**TABLE A - 12**  
**BRONX TERMINAL MARKET NON-GAME DAY 2009**  
**WEEKDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2009				BUILD 2009				CURRENT BUILD MITIGATED				Mitigation Measures	
	Weekday PM Peak Hour (SPM-6PM)				Weekday PM Peak Hour (SPM-6PM)				Weekday PM Peak Hour (SPM-6PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>OTHER</b>														
<b>12 Jerome Ave at E. 161st Street</b>														
Jerome Avenue	NB	L	0.69	44.3	D	L	0.69	44.3	D	LT	0.92	44.4	D	Design modifications needed as follows- - Restripe NB lane configuration from exclusive left, through, and through-right to left-through, through, and exclusive right, 11 ft. wide each. - Shift SB centerline 5 ft. to the west by reducing the SB parking lane width from 13 ft. to 8 ft. to gain good transition for the NB traffic. - Modify signal timing: shift 9 s of green time from WB phase to NB/SB phase. [NB/SB green time shifts from 36 s to 45 s; WB green time shifts from 44 s to 35 s].
		TR	0.95	53.2	D	TR	1.13	106.5	F	R	0.36	14.2	B	
	SB	L	0.53	33.0	C	L	0.53	33.0	C	L	0.43	20.9	C	
		TR	0.94	55.8	E	TR	0.94	55.8	E	TR	0.76	27.1	C	
E. 161st Street	WB	L	0.69	22.4	C	L	0.69	22.4	C	L	0.86	40.1	D	
		T	0.50	21.2	C	T	0.50	21.2	C	T	0.62	34.0	C	
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>41.2</b>	<b>D</b>	-	<b>0.89</b>	<b>59.8</b>	<b>E</b>	-	<b>0.89</b>	<b>33.7</b>	<b>C</b>	
<b>14 Jerome Avenue at Ogden Avenue</b>														
Ogden Avenue	SB	LR	0.81	43.9	D	LR	0.81	43.9	D					- Mitigation not required.
Jerome Avenue	EB	T	0.48	13.7	B	T	0.59	16.0	B					
	WB	TR	0.5	13.1	B	TR	0.50	13.1	B					
<b>Overall Intersection</b>	-		<b>0.62</b>	<b>19.2</b>	<b>B</b>	-	<b>0.68</b>	<b>19.6</b>	<b>B</b>					
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>														
Major Deegan Expressway NB Service Road	NB	T	0.57	28.0	C	T	0.99	56.2	E	T	0.87	19.4	B	- Modify signal timing and phasing plan: combine NB Mjr. Deegan Service Road and NB Mjr. Deegan off-ramp into one phase. Reduce cycle length from 90 s to 60s. [WB green time shifts from 21.6 s to 22 s; combined NB phase is allocated 27 s green time]. - Install a lane reduction transition marking/signage for NB receiving lanes.
Major Deegan Expressway NB Off Ramp	NB	T	1.01	85.6	F	T	1.01	85.6	F	-	-	-	-	
E. 157th Street	WB	R	0.73	36.6	D	R	0.82	41.1	D	R	0.54	15.6	B	
<b>Overall Intersection</b>	-		<b>0.77</b>	<b>51.3</b>	<b>D</b>	-	<b>0.95</b>	<b>60.5</b>	<b>E</b>	-	<b>0.72</b>	<b>18.5</b>	<b>B</b>	
<b>15 Macombs Place at W. 155th Street</b>														
Macombs Place	NB	L	0.79	58.0	E	L	0.79	58.0	E	L	0.73	41.6	D	- Modify signal timing and phasing plan: eliminate NB Macombs Pl. right-turn only/SB Macombs Bridge left-only phase, and eliminate EB 155th St. right-turn only movement during NB Macombs Pl. phase to allow pedestrian crossing. Reduce cycle length from 120 s to 90 s. [EB green time shifts from 40 s to 31 s; NB green time shifts from 24 s to 19 s; NB/SB green time shifts from 18 s to 25 s].
		T	0.18	10.9	B	T	0.18	10.9	B	T	0.19	9.7	A	
	SB	T	0.68	38.6	D	T	0.68	38.6	D	T	0.81	42.1	D	
		R	0.90	34.9	C	R	0.93	39.7	D	R	0.72	11.1	B	
W. 155th Street	EB	L	1.02	76.9	E	L	1.08	96.4	F	L	1.03	69.7	E	
		R	0.12	11.1	B	R	0.12	11.1	B	R	0.20	20.2	C	
<b>Overall Intersection</b>	-		<b>0.83</b>	<b>43.8</b>	<b>D</b>	-	<b>0.86</b>	<b>50.6</b>	<b>D</b>	-	<b>0.88</b>	<b>32.9</b>	<b>C</b>	
<b>4 Lenox Avenue at E. 145th Street</b>														
Lenox Avenue	NB	L	0.60	30.9	C	L	0.60	30.9	C	L	0.70	40.2	D	- Modify signal timing: shift 4 s of green time from NB/SB phase to lead WB phase. [NB/SB green time shifts from 31 s to 27 s; lead WB green time shifts from 9 s to 13 s].
		LT	0.39	23.6	C	LT	0.39	23.6	C	LT	0.45	27.7	C	
		R	0.57	18.3	B	R	0.57	18.3	B	R	0.57	18.3	B	
	SB	LTR	0.43	24.6	C	LTR	0.43	24.6	C	LTR	0.52	30.0	C	
E. 145th Street	EB	LTR	0.75	26.9	C	LTR	0.85	31.3	C	LTR	0.85	31.3	C	
	WB	L	0.90	38.1	D	L	1.06	73.1	E	L	0.88	37.3	D	
		TR	0.76	20.4	C	TR	0.88	28.8	C	TR	0.82	21.0	C	
<b>Overall Intersection</b>	-		<b>0.75</b>	<b>25.7</b>	<b>C</b>	-	<b>0.92</b>	<b>33.6</b>	<b>C</b>	-	<b>0.82</b>	<b>28.2</b>	<b>C</b>	
<b>19 Exterior Street at Garage Exit</b>														
Exterior Street	NB		NA			-	-	-	-					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).
						T	0.41	21.3	C					
	SB					T	0.32	19.9	B					
Garage Exit Only	WB					L	0.14	18.1	B					
						-	-	-	-					
<b>Overall Intersection</b>						-	<b>0.53</b>	<b>22.4</b>	<b>C</b>					

**TABLE A - 12**  
**BRONX TERMINAL MARKET NON-GAME DAY 2009**  
**WEEKDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2009				BUILD 2009				CURRENT BUILD MITIGATED				Mitigation Measures	
	Weekday PM Peak Hour (5PM-6PM)				Weekday PM Peak Hour (5PM-6PM)				Weekday PM Peak Hour (5PM-6PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>18 Exterior Street at Garage Entrance</b>														
Exterior Street	NB		NA		TR	0.62	26.0	C					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
	SB				L	0.84	35.5	D						
					T	0.29	20.2	C						
<b>Overall Intersection</b>					-	<b>0.73</b>	<b>26.7</b>	<b>C</b>						
<b>UNIGNALIZED</b>														
<b>22 Exterior Street at South Pocket Lot</b>														
Exterior Street	SB		NA		LT	0.01	9.7	A					- Mitigation not required.	
South Pocket Lot	WB				LR	0.03	17.5	C						
<b>Overall Intersection</b>					-	-	<b>14.9</b>	<b>B</b>						
<b>5 Exterior Street at E. 150th Street</b>														
Exterior Street	NB	LTR	0.00	8.2	A								- Mitigation not required.	
	SB	LTR	0.02	8.3	A									
E. 150th Street	EB	LTR	0.01	17.2	C									
	WB	LTR	0.25	13.9	B									
<b>Overall Intersection</b>	-	-	<b>9.1</b>	<b>A</b>										
(Free flow)														
<b>20 Exterior Street at South Truck Access</b>														
Exterior Street	SB		NA		LT	0.01	9.8	A					- Mitigation not required.	
South Truck Access	WB				LR	0.03	17.9	C						
<b>Overall Intersection</b>					-	-	<b>14.9</b>	<b>B</b>						
<b>21 Exterior Street at North Truck Access</b>														
Exterior Street	-		NA		-	-	-	-					- Mitigation not required.	
	SB				LT	0.01	10.9	B						
North Truck Access	-				-	-	-	-						
	WB				LR	0.03	18.0	C						
<b>Overall Intersection</b>					-	-	<b>15.2</b>	<b>C</b>						
<b>OTHER</b>														
<b>6 River Avenue at E. 150th Street</b>														
River Avenue	NB	LT	0.06	7.9	A	LT	0.01	8.5	A	LT	0.00	8.5	A	- Prohibit parking on the north side of the WB 150th Street approach 120 ft. from the intersection. - Restripe WB 150th Street to provide one 11 ft. wide exclusive left-turn lane and one 11 ft. wide shared through-right lane. [Measures reflect geometric improvements needed for Gameday peak periods, otherwise mitigation not needed.]
Pocket Lot Entry/Exit	EB	LR	0.07	16.1	C	LR	0.03	15.3	C	LR	0.03	15.3	C	
E. 150th Street	WB	LTR	0.36	24.2	C	LTR	0.40	27.5	D	L	0.33	28.2	D	
			-	-	-					TR	0.05	11.5	B	
<b>Overall Intersection</b>	-	-	<b>10.5</b>	<b>B</b>	-	-	<b>25.7</b>	<b>D</b>	-	-	<b>22.3</b>	<b>C</b>		
<b>1b Grand Concourse at E. 138th Street</b>														
E. 138th Street	EB	LT	0.38	12.8	B	LT	0.38	12.8	B					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>12.8</b>	<b>B</b>	-	-	<b>12.8</b>	<b>B</b>						

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 13**  
**BRONX TERMINAL MARKET NON-GAME DAY 2009**  
**SATURDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2009				BUILD 2009				CURRENT BUILD MITIGATED				Mitigation Measures	
	Saturday Midday (1PM - 2PM)				Saturday Midday (1PM - 2PM)				Saturday Midday (1PM - 2PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED</b>														
<b>GRAND CONCOURSE</b>														
<b>1a Grand Concourse at E. 138th Street</b>														
Grand Concourse	SB	L	0.52	80.0	F	L	0.52	80.0	F				- Mitigation not required.	
		R	0.58	80.5	F	R	0.58	80.5	F					
E. 138th Street	EB	T	0.48	33.6	C	T	0.48	33.6	C					
	WB	T	0.46	33.1	C	T	0.46	33.1	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.51</b>	<b>45.3</b>	<b>D</b>	<b>-</b>	<b>0.51</b>	<b>45.3</b>	<b>D</b>						
<b>2 Grand Concourse at E. 149th Street</b>														
Grand Concourse	NB	TR	1.05	62.7	E	TR	1.05	62.7	E	TR	0.76	18.3	B	- Restripe both north and southbound approaches to provide two 10 ft. wide through lanes and one 10 ft. wide shared through-right lane.
	SB	TR	1.17	107.1	F	TR	1.20+	120.0+	F*	TR	0.93	30.2	C	
E. 149th Street	EB	TR	0.86	54.1	D	TR	0.95	66.2	E	TR	0.87	52.2	D	- Modify signal timing: shift 3 s of green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 80 s to 77 s; EB/WB green time shifts from 30 s to 33 s].
	WB	TR	0.83	50.8	D	TR	0.91	58.4	E	TR	0.82	48.1	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.08</b>	<b>73.9</b>	<b>E</b>	<b>-</b>	<b>1.19</b>	<b>93.9</b>	<b>F</b>		<b>-</b>	<b>0.91</b>	<b>35.0</b>	<b>C</b>	
<b>11 Grand Concourse at E. 161st Street</b>														
Grand Concourse	NB	L	0.61	21.9	C	L	0.65	23.9	C	L	0.64	41.9	D	- Prohibit parking on the north side of the WB approach 120 ft. from the intersection.
		TR	0.39	14.0	B	TR	0.40	14.2	B	TR	0.54	26.6	C	- Restripe the WB approach from one 10 ft. shared left-through lane and one 10 ft. shared through-right lane to one 14 ft. exclusive left-turn lane and one 14 ft. shared through-right lane.
Grand Concourse Main Road	SB	L	0.35	24.6	C	L	0.36	25.0	C	L	0.32	29.6	C	
		T	0.45	27.4	C	T	0.48	28.1	C	T	0.52	32.3	C	
Grand Concourse Service Road	SB	R	0.25	32.0	C	R	0.25	32.0	C	R	0.29	38.9	D	- Restripe the EB approach from one 12 ft. shared left-through lane and one 16 ft. shared through-right lane to one 12 ft. exclusive left-turn lane, one 12 ft. through lane and one 12 ft. shared through-right lane.
E. 161st Street	EB	LTR	0.85	46.8	D	DefL	0.78	51.1	D	L	0.67	46.6	D	
		-	-	-	-	TR	0.86	52.4	D	TR	0.56	38.9	D	- Modify signal timing and phasing plan: Maintain 120 s cycle. Add new lag NB/SB protected left-turn phase and new lag EB/WB protected left-turn phase by eliminating the lead protected NB phase. [EB/WB green time shifts from 41 s to 33 s; NB/SB green time shifts from 54 s to 50 s; new NB/SB lag left phase is allocated 7 s of green time; new EB/WB lag left phase is allocated 10 s of green time. All protected phases are allocated 3 s amber, 2 s all red time.]
	WB	DefL	0.71	59.2	E	DefL	0.83	65.1	E	L	0.50	38.9	D	
		TR	0.73	46.4	D	TR	0.73	46.4	D	TR	0.70	48.2	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.64</b>	<b>30.6</b>	<b>C</b>	<b>-</b>	<b>0.66</b>	<b>33.0</b>	<b>C</b>		<b>-</b>	<b>0.83</b>	<b>35.3</b>	<b>D</b>	
<b>RIVER AVENUE</b>														
<b>3 River Avenue and Exterior Street at E. 149th Street</b>														
<div style="border: 1px solid black; padding: 5px;"> <i>Geometry of this intersection has been modified by shifting approach and receiving lanes closer to the intersection to reduce turning movement conflicts and to obtain better transition of traffic. Detailed design modifications are needed as follows -</i> </div>														
														- Channelize the SB Exterior Street exclusive right-turn lane onto 149th Street, and restripe the SB Exterior Street to obtain one 12 ft. wide exclusive left turn-lane and one 12 ft. wide through lane by prohibiting parking on the west side. This allows good transition between SB Exterior Street approach lanes and its receiving lanes.
														- Restripe EB 149th Street to obtain two 12 ft. wide through lanes, one 11 ft. wide exclusive left-turn lane, two WB 12 ft. wide through receiving lanes, and two 8 ft. wide sidewalks on both sides.
														- Shift the WB 149th Street approach concrete divider 12 ft. to the south and restripe the approach to obtain one 12 ft. wide exclusive left-turn lane, two 12 ft. through lanes. EB exclusive left-turn lane and WB exclusive left-turn lane are now aligned with each other forming a two way left-turn lane.
														- Restripe NB Exterior Street from one to two 12 ft. wide travel lanes.
Major Deegan Expressway NB Off Ramp	NB	LTR	1.01	91.6	F	LTR	1.20+	120.0+	F*	LTR	0.94	58.7	E	- Widen the NB Deegan ramp to obtain two 12 ft. wide travel lanes.
River Avenue	SB	LTR	0.66	51.5	D	LTR	1.20+	120.0+	F*	LTR	0.69	46.2	D	- Modify signal timing and phasing plan: add new lead EB phase. Maintain 120 s cycle length. [EB/WB green time shifts from 49 s to 30 s; NB Mjr. Deegan ramp/SB Exterior St. green time shifts from 27 s to 37 s; NB Exterior St./SB River Ave. green time shifts from 28 s to 25 s; new lead EB phase is allocated 8 s green time, and 3 s amber, 2 s all red time].
Exterior Street	NB	LTR	0.53	51.2	D	LTR	0.54	52.6	D	DefL	0.18	37.9	D	
		-	-	-	-	-	-	-	-	TR	0.06	36.6	D	
	SB	DefL	0.67	56.6	E	DefL	1.12	120.0+	F*	L	0.74	45.1	D	
		TR	0.73	57.0	E	TR	1.12	120.0+	F*	T	0.20	29.4	C	
E. 149th Street	EB	LTR	1.04	76.7	E	DefL	1.20+	120.0+	F*	L	0.84	49.7	D	
		-	-	-	-	TR	1.20+	120.0+	F*	TR	0.59	30.9	C	
	WB	LTR	1.02	77.6	E	LTR	1.20+	120.0+	F*	L	0.36	37.0	D	
		-	-	-	-	-	-	-	-	TR	0.82	48.1	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.93</b>	<b>73.9</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		<b>-</b>	<b>0.83</b>	<b>45.8</b>	<b>D</b>	

**TABLE A - 13**  
**BRONX TERMINAL MARKET NON-GAME DAY 2009**  
**SATURDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2009				BUILD 2009				CURRENT BUILD MITIGATED				Mitigation Measures	
	Saturday Midday (1PM - 2PM)				Saturday Midday (1PM - 2PM)				Saturday Midday (1PM - 2PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>17 River Avenue at Garage Exit Only</b>														
River Avenue	NB		NA		T	0.31	7.8	A					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
	SB				T	0.13	6.7	A						
Garage Exit Only	EB				L	0.59	20.5	C						
					R	0.18	14.3	B						
<b>Overall Intersection</b>					-	<b>0.42</b>	<b>11.9</b>	<b>B</b>						
<b>16 River Avenue at E. 151st Street / Garage Entrance Only</b>														
River Avenue	NB	TR	0.16	12.3	B	LTR	0.78	24.3	C				- Mitigation not required.	
	SB	LT	0.24	13.5	B	LTR	0.28	13.5	B					
E. 151st Street / Garage Entrance Only	WB	LR	0.09	18.2	B	LTR	0.16	19.0	B					
<b>Overall Intersection</b>	-	<b>0.19</b>	<b>13.2</b>	<b>B</b>	-	<b>0.54</b>	<b>21.0</b>	<b>C</b>						
<b>8 River Avenue at E. 153rd Street</b>														
River Avenue	NB	LTR	0.29	8.1	A	LTR	0.78	18.8	B				- Mitigation not required.	
	SB	LTR	0.26	7.9	A	LTR	0.37	9.0	A					
E. 153rd Street	EB	LTR	0.25	14.5	B	LTR	0.39	15.9	B					
	WB	LTR	0.17	14.4	B	LTR	0.19	14.6	B					
<b>Overall Intersection</b>	-	<b>0.27</b>	<b>10.6</b>	<b>B</b>	-	<b>0.63</b>	<b>15.7</b>	<b>B</b>						
<b>9 River Avenue at E. 157th Street</b>														
River Avenue	NB	TR	0.26	7.9	A	TR	0.47	10.2	B				- Mitigation not required.	
	SB	LT	0.27	8.0	A	LT	0.36	9.0	A					
E. 157th Street	WB	LR	0.08	13.4	B	LR	0.08	13.4	B					
<b>Overall Intersection</b>	-	<b>0.19</b>	<b>8.4</b>	<b>A</b>	-	<b>0.32</b>	<b>9.8</b>	<b>A</b>						
<b>10 River Avenue at E. 161st Street</b>														
River Avenue	NB	LTR	0.62	21.8	C	LTR	1.14	112.4	F	LT	0.42	14.8	B	- Prohibit parking on the east side of the NB approach 120 ft. from the intersection and NB receiving. - Shift NB centerline 3 ft. to the west and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane. Shift SB centerline 3 ft. to the east and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane.
	-	-	-	-	-	-	-	-	-	R	0.37	14.4	B	
	SB	LTR	0.61	21.4	C	LTR	0.78	30.4	C	LT	0.51	16.8	B	
	-	-	-	-	-	-	-	-	-	R	0.13	11.7	B	
E. 161st Street Main Road	EB	T	0.34	10.9	B	T	0.34	10.9	B	T	0.34	10.9	B	
	WB	T	0.49	12.4	B	T	0.49	12.4	B	T	0.49	12.4	B	
E. 161st Street Service Road	EB	TR	0.71	17.5	B	TR	0.73	18.0	B	TR	0.73	18.0	B	
	WB	TR	0.77	21.3	C	TR	0.77	21.3	C	TR	0.77	21.3	C	
<b>Overall Intersection</b>	-	<b>0.70</b>	<b>17.5</b>	<b>B</b>	-	<b>0.94</b>	<b>33.6</b>	<b>C</b>	-	<b>0.65</b>	<b>16.2</b>	<b>B</b>		

**TABLE A - 13**  
**BRONX TERMINAL MARKET NON-GAME DAY 2009**  
**SATURDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2009				BUILD 2009				CURRENT BUILD MITIGATED				Mitigation Measures	
	Saturday Midday (1PM - 2PM)				Saturday Midday (1PM - 2PM)				Saturday Midday (1PM - 2PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>OTHER</b>														
<b>12 Jerome Ave at E. 161st Street</b>														
Jerome Avenue	NB	L	0.35	20.7	C	L	0.35	20.7	C	LT	0.50	21.0	C	- Restripe NB lane configuration from exclusive left, through, and through-right to left-through, through, and exclusive right, 11ft. wide each. - Shift SB centerline 5 ft. to the west by reducing the SB parking lane width from 13ft. to 8ft. to gain good transition for the NB traffic.
		TR	0.94	51.1	D	TR	1.14	108.2	F	R	0.57	24.3	C	
	SB	L	0.23	40.4	D	L	0.23	40.4	D	L	0.23	40.4	D	
		TR	0.58	53.0	D	TR	0.58	53.0	D	TR	0.58	53.0	D	
E. 161st Street	WB	L	0.49	39.5	D	L	0.49	39.5	D	L	0.49	39.5	D	
		LT	0.13	11.8	B	LT	0.13	11.8	B	LT	0.13	11.8	B	
<b>Overall Intersection</b>	-	-	<b>0.69</b>	<b>43.2</b>	<b>D</b>	-	<b>0.78</b>	<b>67.1</b>	<b>E</b>	-	<b>0.53</b>	<b>32.1</b>	<b>C</b>	
<b>14 Jerome Avenue at Ogden Avenue</b>														
Ogden Avenue	SB	LR	0.50	25.3	C	LR	0.50	25.3	C					- Mitigation not required.
Jerome Avenue	EB	T	0.42	12.8	B	T	0.54	14.8	B					
	WB	TR	0.33	11.1	B	TR	0.33	11.1	B					
<b>Overall Intersection</b>	-	-	<b>0.46</b>	<b>15.1</b>	<b>B</b>	-	<b>0.53</b>	<b>15.7</b>	<b>B</b>					
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>														
Major Deegan Expressway NB Service Road	NB	T	0.44	26.0	C	T	0.91	42.5	D	T	0.75	15.1	B	- Modify signal timing and phasing plan: combine NB Mjr. Deegan Service Road and NB Mjr. Deegan off-ramp into one phase. Reduce cycle length from 90 s to 60s. [WB green time shifts from 21.6 s to 22 s; combined NB phase is allocated 27 s green time]. - Install a lane reduction transition marking/signage for NB receiving lanes. [Measures reflect geometric and operational improvements needed for other peak periods, otherwise mitigation not needed.]
Major Deegan Expressway NB Off Ramp	NB	T	0.96	58.0	E	T	0.96	58.0	E	T	-	-	-	
E. 157th Street	WB	R	0.31	27.8	C	R	0.41	29.2	C	R	0.27	12.7	B	
<b>Overall Intersection</b>	-	-	<b>0.58</b>	<b>40.7</b>	<b>D</b>	-	<b>0.78</b>	<b>45.2</b>	<b>D</b>	-	<b>0.53</b>	<b>14.7</b>	<b>B</b>	
<b>15 Macombs Place at W. 155th Street</b>														
Macombs Place	NB	L	0.39	42.9	D	L	0.39	42.9	D	L	0.40	33.4	C	- Modify signal timing and phasing plan: eliminate NB Macombs Pl. right-turn only/SB Macombs Bridge left-only phase, and eliminate EB 155th St. right-turn only movement during NB Macombs Pl. phase to allow pedestrian crossing. Reduce cycle length from 120 s to 90 s, [EB green time shifts from 40 s to 31 s; NB green time shifts from 24 s to 17 s; NB/SB green time shifts from 18 s to 27 s].
		T	0.26	11.6	B	T	0.26	11.6	B	T	0.27	10.3	B	
	SB	T	0.78	42.5	D	T	0.78	42.5	D	T	0.87	43.3	D	
		R	0.57	19.4	B	R	0.59	19.9	B	R	0.44	5.7	A	
W. 155th Street	EB	L	0.95	60.9	E	L	1.02	78.0	E	L	0.98	54.9	D	
		R	0.14	11.2	B	R	0.14	11.2	B	R	0.23	20.6	C	
<b>Overall Intersection</b>	-	-	<b>0.75</b>	<b>31.7</b>	<b>C</b>	-	<b>0.78</b>	<b>35.9</b>	<b>D</b>	-	<b>0.80</b>	<b>25.8</b>	<b>C</b>	
<b>4 Lenox Avenue at E. 145th Street</b>														
Lenox Avenue	NB	L	0.72	36.7	D	L	0.72	36.7	D	L	0.75	39.6	D	- Modify signal timing: shift 2 s of green time from EB/WB phase to lead WB phase and 1 s of green time from NB/SB phase to lead WB phase. [NB/SB green time shifts from 31 s to 30 s; EB/WB green time shifts from 35 s to 33 s; lead WB green time shifts from 9 s to 12 s].
		LT	0.29	21.7	C	LT	0.29	21.7	C	LT	0.30	22.5	C	
		R	0.42	15.2	B	R	0.42	15.2	B	R	0.40	13.8	B	
	SB	LTR	0.38	23.5	C	LTR	0.38	23.5	C	LTR	0.39	24.5	C	
E. 145th Street	EB	LTR	0.76	27.1	C	LTR	0.88	33.7	C	LTR	0.93	40.6	D	
	WB	L	0.89	40.8	D	L	1.01	61.2	E	L	0.85	39.2	D	
		TR	0.60	15.4	B	TR	0.74	19.7	B	TR	0.73	18.5	B	
<b>Overall Intersection</b>	-	-	<b>0.78</b>	<b>25.4</b>	<b>C</b>	-	<b>0.90</b>	<b>30.7</b>	<b>C</b>	-	<b>0.87</b>	<b>30.6</b>	<b>C</b>	
<b>19 Exterior Street at Garage Exit</b>														
Exterior Street	NB		NA			L	-	-	-					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).
						T	0.36	20.5	C					
	SB					T	0.37	20.6	C					
Garage Exit Only	WB					L	0.16	18.3	B					
						-	-	-	-					
						R	0.75	32.5	C					
<b>Overall Intersection</b>	-	-	-	-	-	-	<b>0.56</b>	<b>23.7</b>	<b>C</b>	-	-	-	-	

**TABLE A - 13**  
**BRONX TERMINAL MARKET NON-GAME DAY 2009**  
**SATURDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2009					BUILD 2009				CURRENT BUILD MITIGATED				Mitigation Measures
	<u>Saturday Midday (1PM - 2PM)</u>					<u>Saturday Midday (1PM - 2PM)</u>				<u>Saturday Midday (1PM - 2PM)</u>				
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>18 Exterior Street at Garage Entrance</b>														
Exterior Street	NB		NA			TR	0.61	26.1	C					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).
	SB					L	0.89	40.4	D					
						T	0.36	21.6	C					
<b>Overall Intersection</b>						-	<b>0.78</b>	<b>28.2</b>	<b>C</b>					
<b>UNSIGNALIZED</b>														
<b><u>EXTERIOR STREET</u></b>														
<b>22 Exterior Street at South Pocket Lot</b>														
Exterior Street	SB		NA			LT	0.01	9.5	A					- Mitigation not required.
South Pocket Lot	WB					LR	0.03	17.4	C					
<b>Overall Intersection</b>						-	-	<b>14.8</b>	<b>B</b>					
<b>5 Exterior Street at E. 150th Street</b>														
Exterior Street	NB	LTR	0.01	8.2	A									- Mitigation not required.
	SB	LTR	0.02	8.0	A									
E. 150th Street	EB	LTR	0.00	10.1	B									
	WB	LTR	0.21	11.8	B									
<b>Overall Intersection</b>	-	-	<b>8.7</b>	<b>A</b>										
(Free flow)														
<b>20 Exterior Street at South Truck Access</b>														
Exterior Street	SB		NA			LT	0.01	9.5	A					- Mitigation not required.
South Truck Access	WB					LR	0.01	14.6	B					
<b>Overall Intersection</b>						-	-	<b>12.1</b>	<b>B</b>					
<b>21 Exterior Street at North Truck Access</b>														
Exterior Street	-		NA			-	-	-	-					- Mitigation not required.
	SB					LT	0.01	10.8	B					
North Truck Access	-					-	-	-	-					
	WB					LR	0.01	14.3	B					
<b>Overall Intersection</b>						-	-	<b>13.1</b>	<b>B</b>					
<b><u>OTHER</u></b>														
<b>6 River Avenue at E. 150th Street</b>														
River Avenue	NB	LT	0.06	7.8	A	LT	0.01	8.2	A	LT	0.00	8.2	A	- Prohibit parking on the north side of the WB 150th Street approach 120 ft. from the intersection.
Pocket Lot Entry/Exit	EB	LR	0.09	14.2	B	LR	0.02	11.9	B	LR	0.02	11.9	B	
E. 150th Street	WB	LTR	0.16	14.9	B	LTR	0.20	17.9	C	L	0.19	18.5	C	
			-	-	-	-	-	-	-	TR	0.02	10.9	B	
<b>Overall Intersection</b>	-	-	<b>9.5</b>	<b>A</b>		-	-	<b>16.6</b>	<b>C</b>	-	-	<b>9.2</b>	<b>A</b>	[Measures reflect geometric improvements needed for Gameday peak periods, otherwise mitigation not needed.]
<b>1b Grand Concourse at E. 138th Street</b>														
E. 138th Street	EB	LT	0.26	10.4	B	LT	0.26	10.4	B					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>10.4</b>	<b>B</b>		-		<b>10.4</b>	<b>B</b>					

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 14**  
**BRONX TERMINAL MARKET GAME DAY 2009**  
**WEEKDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2009					BUILD 2009				CURRENT BUILD MITIGATED				Mitigation Measures
	Weekday PM (5:15PM - 6:15PM)					Weekday PM (5:15PM - 6:15PM)				Weekday PM (5:15PM - 6:15PM)				
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>SIGNALIZED</b>														
<b>GRAND CONCOURSE</b>														
<b>1a Grand Concourse at E. 138th Street</b>														
Grand Concourse	SB	L	0.34	65.3	E	L	0.34	65.3	E					- Mitigation not required.
		R	0.39	76.4	E	R	0.39	76.4	E					
E. 138th Street	EB	T	0.39	12.2	B	T	0.39	12.2	B					
	WB	T	0.44	12.9	B	T	0.44	12.9	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.42</b>	<b>24.6</b>	<b>C</b>	<b>-</b>	<b>0.42</b>	<b>24.6</b>	<b>C</b>	<b>-</b>	<b>0.42</b>	<b>24.6</b>	<b>C</b>	<b>-</b>	
<b>2 Grand Concourse at E. 149th Street</b>														
Grand Concourse	NB	TR	1.06	61.5	E	TR	1.06	61.5	E	TR	0.75	16.4	B	- Restripe both north and southbound approaches to provide two 10 ft. wide through lanes and one 10 ft. wide shared through-right lane.
	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	0.98	39.5	D	
E. 149th Street	EB	TR	0.89	55.7	E	TR	0.96	66.6	E	TR	0.88	52.3	D	- Modify signal timing: shift 3 s of green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 80 s to 77 s; EB/WB green time shifts from 30 s to 33 s].
	WB	TR	0.77	46.6	D	TR	0.83	49.9	D	TR	0.76	44.0	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.19</b>	<b>90.8</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>104.3</b>	<b>F</b>	<b>-</b>	<b>0.95</b>	<b>34.8</b>	<b>C</b>	<b>-</b>	
<b>11 Grand Concourse at E. 161st Street</b>														
Grand Concourse	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	- Prohibit parking on the north side of the WB approach 120 ft. from the intersection.
		TR	0.64	16.1	B	TR	0.71	17.8	B	TR	0.93	40.5	D	- Restripe the WB approach from one 10 ft. shared left-through lane and one 10 ft. shared through-right lane to one 14 ft. exclusive left-turn lane and one 14 ft. shared through-right lane.
Grand Concourse Main Road	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	0.75	69.3	E	
		T	0.50	35.5	D	T	0.53	37.1	D	T	0.56	41.9	D	
Grand Concourse Service Road	SB	R	0.42	21.7	C	R	0.42	21.7	C	R	0.63	32.7	C	- Restripe the EB approach from one 12 ft. shared left-through lane and one 16 ft. shared through-right lane to one 12 ft. exclusive left-turn lane, one 12 ft. through lane and one 12 ft. shared through-right lane.
E. 161st Street	EB	DefL	0.64	46.7	D	DefL	0.65	47.8	D	L	0.45	44.4	D	
		TR	1.05	101.3	F	TR	1.05	101.3	F	TR	0.80	54.0	D	- Modify signal timing and phasing plan: Maintain 120 s cycle. Add new lag NB/SB protected left-turn phase and new lag EB/WB protected left-turn phase by eliminating the lead protected NB phase. [EB/WB green time shifts from 37 s to 29 s; NB/SB green time shifts from 58 s to 55 s; new NB/SB lag left phase is allocated 8 s of green time; new EB/WB lag left phase is allocated 8 s of green time. All protected phases are allocated 3 s amber, 2 s all red time.]
	WB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	L	1.20+	120.0+	F*	
		TR	1.01	92.6	F	TR	1.01	92.6	F	TR	0.98	88.3	F	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>103.8</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>90.0</b>	<b>F</b>	<b>-</b>	
<b>RIVER AVENUE</b>														
<b>3 River Avenue and Exterior Street at E. 149th Street</b>														
<div style="border: 1px solid black; padding: 5px;"> <i>Geometry of this intersection has been modified by shifting approach and receiving lanes closer to the intersection to reduce turning movement conflicts and to obtain better transition of traffic. Detailed design modifications are needed as follows -</i> </div>														
														- Channelize the SB Exterior Street exclusive right-turn lane onto 149th Street, and restripe the SB Exterior Street to obtain one 12 ft. wide exclusive left turn-lane and one 12 ft. wide through lane by prohibiting parking on the west side. This allows good transition between SB Exterior Street approach lanes and its receiving lanes.
														- Restripe EB 149th Street to obtain two 12 ft. wide through lanes, one 11 ft. wide exclusive left-turn lane, two WB 12 ft. wide through receiving lanes, and two 8 ft. wide sidewalks on both sides.
														- Shift the WB 149th Street approach concrete divider 12 ft. to the south and restripe the approach to obtain one 12 ft. wide exclusive left-turn lane, two 12 ft. through lanes. EB exclusive left-turn lane and WB exclusive left-turn lane are now aligned with each other forming a two way left-turn lane.
														- Restripe NB Exterior Street from one to two 12 ft. wide travel lanes.
Major Deegan Expressway NB Off Ramp	NB	LTR	1.07	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.08	120.0+	F*	- Widen the NB Deegan ramp to obtain two 12 ft. wide travel lanes.
River Avenue	SB	LTR	0.48	42.7	D	LTR	0.88	67.6	E	LTR	0.58	42.4	D	- Modify signal timing and phasing plan: add new lead EB phase. Maintain 120 s cycle length. [EB/WB green time shifts from 49 s to 30 s; NB Mjr. Deegan ramp/SB Exterior St. green time shifts from 27 s to 36 s; NB Exterior St/SB River Ave. green time shifts from 28 s to 26 s; new lead EB phase is allocated 8 s green time, and 3 s amber, 2 s all red time].
Exterior Street	NB	LTR	0.77	61.7	E	LTR	1.06	120.0+	F*	DefL	0.35	39.0	D	
		-	-	-	-	-	-	-	-	TR	0.23	37.6	D	
	SB	DefL	0.86	82.1	F	DefL	1.20+	120.0+	F*	L	0.79	50.7	D	
		TR	0.34	39.7	D	TR	0.55	44.9	D	T	0.10	29.1	C	
E. 149th Street	EB	DefL	1.06	120.0+	F*	DefL	1.20+	120.0+	F*	L	1.04	120.0+	F*	
		TR	1.07	113.2	F	TR	1.07	113.2	F	TR	0.80	39.6	D	
	WB	LTR	0.96	59.7	E	LTR	1.07	91.3	F	L	0.27	36.5	D	
		-	-	-	-	-	-	-	-	TR	0.89	54.4	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.94</b>	<b>100.2</b>	<b>F</b>	<b>-</b>	

**TABLE A - 14**  
**BRONX TERMINAL MARKET GAME DAY 2009**  
**WEEKDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2009					BUILD 2009				CURRENT BUILD MITIGATED				Mitigation Measures
	Weekday PM (5:15PM - 6:15PM)					Weekday PM (5:15PM - 6:15PM)				Weekday PM (5:15PM - 6:15PM)				
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>17 River Avenue at Garage Exit Only</b>														
River Avenue	NB		NA			T	0.54	13.4	B					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).
	SB					T	0.11	9.2	A					
Garage Exit Only	EB					L	0.28	21.4	C					
						R	0.14	19.5	B					
<b>Overall Intersection</b>						-	<b>0.44</b>	<b>14.1</b>	<b>B</b>					
<b>16 River Avenue at E. 151st Street / Garage Entrance Only</b>														
River Avenue	NB	TR	0.35	11.2	B	LTR	0.92	30.0	C					- Mitigation not required.
	SB	LT	0.42	13.1	B	LTR	0.27	10.6	B					
E. 151st Street / Garage Entrance Only	WB	LR	0.17	27.5	C	LTR	0.31	29.9	C					
<b>Overall Intersection</b>	-		<b>0.32</b>	<b>13.0</b>	<b>B</b>	-	<b>0.68</b>	<b>26.5</b>	<b>C</b>					
<b>8 River Avenue at E. 153rd Street</b>														
River Avenue	NB	LTR	0.85	31.1	C	LTR	1.04	69.5	E	LTR	0.81	24.5	C	- Enforce no parking restrictions on the east side of the NB approach 120 ft. from the intersection.
	SB	LTR	0.72	21.8	C	LTR	0.74	22.6	C	LTR	0.67	19.2	B	
E. 153rd Street	EB	LTR	0.51	25.0	C	LTR	0.51	25.0	C	LTR	0.51	25.0	C	
	WB	LTR	0.42	24.8	C	LTR	0.42	24.8	C	LTR	0.42	24.8	C	
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>26.2</b>	<b>C</b>	-	<b>0.84</b>	<b>42.0</b>	<b>D</b>	-	<b>0.69</b>	<b>23.2</b>	<b>C</b>	
<b>9 River Avenue at E. 157th Street</b>														
River Avenue	NB	TR	0.44	13.3	B	TR	0.52	14.6	B					- Mitigation not required.
	SB	LT	0.50	14.1	B	LT	0.52	14.5	B					
E. 157th Street	WB	LR	0.21	21.2	C	LR	0.21	21.2	C					
<b>Overall Intersection</b>	-		<b>0.38</b>	<b>14.3</b>	<b>B</b>	-	<b>0.40</b>	<b>15.0</b>	<b>B</b>					
<b>10 River Avenue at E. 161st Street</b>														
River Avenue	NB	LTR	0.57	22.3	C	LTR	0.71	27.6	C	LT	0.37	17.2	B	- Prohibit parking on the east side of the NB approach 120 ft. from the intersection and NB receiving. - Shift NB centerline 3 ft. to the west and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane. Shift SB centerline 3 ft. to the east and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane.
	-	-	-	-	-	-	-	-	-	R	0.26	16.1	B	
	SB	LTR	0.56	21.0	C	LTR	0.59	21.9	C	LT	0.56	21.1	C	
	-	-	-	-	-	-	-	-	-	R	0.12	14.3	B	
E. 161st Street Main Road	EB	T	0.11	13.6	B	T	0.12	13.7	B	T	0.12	13.7	B	
	WB	T	0.34	15.9	B	T	0.34	15.9	B	T	0.34	15.9	B	
E. 161st Street Service Road	EB	T	0.37	16.2	B	T	0.37	16.2	B	T	0.37	16.2	B	
	R		0.85	36.9	D	R	0.85	36.9	D	R	0.85	36.9	D	
	WB	TR	0.60	20.0	B	TR	0.60	20.0	B	TR	0.60	20.0	B	
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>21.3</b>	<b>C</b>	-	<b>0.78</b>	<b>22.0</b>	<b>C</b>		<b>0.70</b>	<b>20.6</b>	<b>C</b>	

**TABLE A - 14**  
**BRONX TERMINAL MARKET GAME DAY 2009**  
**WEEKDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2009				BUILD 2009				CURRENT BUILD MITIGATED				Mitigation Measures		
	Weekday PM (5:15PM - 6:15PM)				Weekday PM (5:15PM - 6:15PM)				Weekday PM (5:15PM - 6:15PM)						
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>OTHER</b>															
<b>12 Jerome Avenue at E. 161st Street</b>															
Jerome Avenue	NB	L	0.72	49.6	D	L	0.72	49.6	D	LT	0.91	44.7	D	Design modifications needed as follows- - Restripe NB lane configuration from exclusive left, through, and through-right to left-through, through, and exclusive right, 11 ft. wide each. - Shift SB centerline 5 ft. to the west by reducing the SB parking lane width from 13 ft. to 8 ft. to gain good transition for the NB traffic.	
		TR	0.99	54.7	D	TR	1.14	103.5	F	R	0.90	44.3	D		
	SB	L	0.84	63.7	E	L	1.09	120.0+	F*	L	0.53	27.4	C		
		TR	0.83	37.8	D	TR	0.83	37.8	D	TR	0.83	37.8	D		
E. 161st Street	WB	L	0.65	20.3	C	L	0.65	20.3	C	L	0.65	20.3	C		
		LT	0.18	47.4	D	LT	0.18	47.4	D	LT	0.18	47.4	D		
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>43.0</b>	<b>D</b>	-	<b>0.87</b>	<b>68.6</b>	<b>E</b>	-	<b>0.76</b>	<b>37.0</b>	<b>D</b>		
<b>14 Jerome Avenue at Ogden Avenue</b>															
Ogden Avenue	SB	LR	0.55	26.3	C	LR	0.55	26.3	C						- Mitigation not required.
Jerome Avenue	EB	T	0.64	16.8	B	T	0.76	20.9	C						
	WB	TR	0.44	12.3	B	TR	0.44	12.3	B						
<b>Overall Intersection</b>	-		<b>0.60</b>	<b>16.7</b>	<b>B</b>	-	<b>0.68</b>	<b>18.3</b>	<b>B</b>						
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>															
Major Deegan Expressway NB Service Road	NB	T	0.47	26.3	C	T	0.89	40.2	D	T	0.81	16.7	B	- Modify signal timing and phasing plan: combine NB Mjr. Deegan Service Road and NB Mjr. Deegan off-ramp into one phase. Reduce cycle length from 90 s to 60s. [WB green time shifts from 21.6 s to 22 s; combined NB phase is allocated 27 s green time]. - Install a lane reduction transition marking/signage for NB receiving lanes. [Measures reflect geometric and operational improvements needed for other peak periods, otherwise mitigation not needed.]	
Major Deegan Expressway NB Off Ramp	NB	T	0.94	51.7	D	T	0.94	51.7	D	T	-	-	-		
E. 157th Street	WB	R	0.47	30.2	C	R	0.55	31.6	C	R	0.36	13.5	B		
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>38.4</b>	<b>D</b>	-	<b>0.81</b>	<b>42.3</b>	<b>D</b>	-	<b>0.61</b>	<b>16.1</b>	<b>B</b>		
<b>15 Macombs Place at W. 155th Street</b>															
Macombs Place	NB	L	0.90	76.3	E	L	0.90	76.3	E	L	0.71	39.7	D	- Modify signal timing and phasing plan: eliminate NB Macombs Pl. right-turn only/SB Macombs Bridge left-only phase, and eliminate EB 155th St. right-turn only movement during NB Macombs Pl. phase to allow pedestrian crossing. Reduce cycle length from 120 s to 90 s. [EB green time shifts from 40 s to 32 s; NB green time shifts from 24 s to 21 s; NB/SB green time shifts from 18 s to 22 s].	
		T	0.21	21.6	C	T	0.21	21.6	C	T	0.21	17.3	B		
	SB	T	0.59	38.3	D	T	0.59	38.3	D	T	0.72	39.2	D		
		R	0.67	26.0	C	R	0.70	27.0	C	R	0.89	24.3	C		
W. 155th Street	EB	L	1.06	120.0+	F*	L	1.11	120.0+	F*	L	0.93	76.4	E		
		R	0.17	15.9	B	R	0.17	15.9	B	R	0.24	20.2	C		
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>73.0</b>	<b>E</b>	-	<b>0.78</b>	<b>79.2</b>	<b>E</b>	-	<b>0.84</b>	<b>42.1</b>	<b>D</b>		
<b>4 Lenox Avenue at E. 145th Street</b>															
Lenox Avenue	NB	L	0.58	30.0	C	L	0.58	30.0	C	L	0.65	35.9	D	- Modify signal timing: shift 3 s of green time from NB/SB phase to EB/WB phase. [EB/WB green time shifts from 35 s to 38 s; NB/SB green time shifts from 31 s to 28 s].	
		LT	0.42	24.1	C	LT	0.42	24.1	C	LT	0.46	27.2	C		
		R	0.64	20.1	C	R	0.64	20.1	C	R	0.68	23.6	C		
	SB	LTR	0.40	23.7	C	LTR	0.40	23.7	C	LTR	0.47	27.6	C		
E. 145th Street	EB	LTR	0.91	36.2	D	LTR	1.01	54.7	D	LTR	0.93	36.9	D		
	WB	L	0.63	19.2	B	L	0.63	20.4	C	L	0.60	17.9	B		
		TR	0.55	14.2	B	TR	0.65	16.4	B	TR	0.61	13.8	B		
<b>Overall Intersection</b>	-		<b>0.79</b>	<b>25.5</b>	<b>C</b>	-	<b>0.83</b>	<b>32.9</b>	<b>C</b>	-	<b>0.84</b>	<b>26.7</b>	<b>C</b>		
<b>19 Exterior Street at Garage Exit</b>															
Exterior Street	NB		NA			-	-	-	-					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
						T	0.23	18.9	B						
	SB					T	0.38	20.6	C						
Garage Exit Only	WB					L	0.13	17.9	B						
						-	-	-	-						
						R	0.72	31.1	C						
<b>Overall Intersection</b>	-					-	<b>0.55</b>	<b>23.3</b>	<b>C</b>						

**TABLE A - 14**  
**BRONX TERMINAL MARKET GAME DAY 2009**  
**WEEKDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2009					BUILD 2009				CURRENT BUILD MITIGATED				Mitigation Measures
	<u>Weekday PM (5:15PM - 6:15PM)</u>					<u>Weekday PM (5:15PM - 6:15PM)</u>				<u>Weekday PM (5:15PM - 6:15PM)</u>				
	Mvt.	V/C	<u>Control Delay</u>	LOS		Mvt.	V/C	<u>Control Delay</u>	LOS	Mvt.	V/C	<u>Control Delay</u>	LOS	
<b>18 Exterior Street at Garage Entrance</b>														
Exterior Street	NB		NA			TR	0.72	34.7	C					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).
	SB				L	0.82	35.5	D						
					T	0.38	26.9	C						
<b>Overall Intersection</b>						-	<b>0.84</b>	<b>32.8</b>	<b>C</b>					
<b>UNSIGNALIZED</b>														
<b>EXTERIOR STREET</b>														
<b>22 Exterior Street at South Pocket Lot</b>														
Exterior Street	SB		NA			LT	0.01	9.5	A					- Mitigation not required.
South Pocket Lot	WB				LR	0.03	16.7	C						
<b>Overall Intersection</b>						-	-	<b>14.3</b>	<b>B</b>					
<b>5 Exterior Street at E. 150th Street</b>														
Exterior Street	NB	LTR	0.01	8.0	A	(Free flow)								- Mitigation not required.
	SB	LTR	0.03	8.3	A									
E. 150th Street	EB	LTR	0.00	20.9	C									
	WB	LTR	0.24	14.3	B									
<b>Overall Intersection</b>	-	-	<b>9.0</b>	<b>A</b>										
<b>20 Exterior Street at South Truck Access</b>														
Exterior Street	SB		NA			LT	0.01	9.5	A					- Mitigation not required.
South Truck Access	WB				LR	0.03	17.0	C						
<b>Overall Intersection</b>						-	-	<b>14.2</b>	<b>B</b>					
<b>21 Exterior Street at North Truck Access</b>														
Exterior Street	NB		NA			-	-	-	-					- Mitigation not required.
	SB				LT	0.01	9.8	A						
North Truck Access	EB				-	-	-	-						
	WB				LR	0.03	15.4	C						
<b>Overall Intersection</b>						-	-	<b>13.2</b>	<b>B</b>					
<b>OTHER</b>														
<b>6 River Avenue at E. 150th Street</b>														
River Avenue	NB	LT	0.05	7.6	A	LT	0.01	7.9	A	LT	0.00	7.9	A	- Prohibit parking on the north side of the WB 150th Street approach 120 ft. from the intersection. - Restripe WB 150th Street to provide one 11 ft. wide exclusive left-turn lane and one 11 ft. wide shared through-right lane.
Pocket Lot Entry/Exit	EB	LR	0.19	23.0	C	LR	0.02	13.6	B	LR	0.02	13.6	B	
E. 150th Street	WB	LTR	0.42	26.1	D	LTR	0.82	85.9	F	L	0.32	25.1	D	
			-	-	-	-	-	-	-	TR	0.10	13.1	B	
<b>Overall Intersection</b>	-	-	<b>10.9</b>	<b>B</b>		-	-	<b>78.4</b>	<b>F</b>	-	-	<b>9.3</b>	<b>A</b>	
<b>1b Grand Concourse at E. 138th Street</b>														
E. 138th Street	EB	LT	0.44	14.6	B	LT	0.44	14.6	B					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>14.6</b>	<b>B</b>		-	-	<b>14.6</b>	<b>B</b>					

Notes  
(1): Control delay is measured in seconds per vehicle.  
(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.  
(5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 15**  
**BRONX TERMINAL MARKET GAME DAY 2009**  
**SATURDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD				BUILD				CURRENT BUILD MITIGATED				Mitigation Measures	
	Saturday Midday (12PM - 1PM)				Saturday Midday (12PM - 1PM)				Saturday Midday (12PM - 1PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED</b>														
<b>GRAND CONCOURSE</b>														
<b>1a Grand Concourse at E. 138th Street</b>														
Grand Concourse	SB	L	0.37	70.8	E	L	0.37	70.8	E				- Mitigation not required.	
		R	0.42	80.6	F	R	0.42	80.6	F					
E. 138th Street	EB	T	0.39	12.1	B	T	0.39	12.1	B					
	WB	T	0.40	12.4	B	T	0.40	12.4	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.41</b>	<b>26.4</b>	<b>C</b>	<b>-</b>	<b>0.41</b>	<b>26.4</b>	<b>C</b>						
<b>2 Grand Concourse at E. 149th Street</b>														
Grand Concourse	NB	TR	1.00	43.7	D	TR	1.00	43.7	D	TR	0.68	13.3	B	- Restripe both north and southbound approaches to provide two 10 ft. wide through lanes and one 10 ft. wide shared through-right lane.
	SB	TR	1.14	94.8	F	TR	1.20+	120.0+	F*	TR	0.84	20.4	C	
E. 149th Street	EB	TR	0.72	44.5	D	TR	0.78	46.9	D	TR	0.78	46.9	D	
	WB	TR	0.66	43.0	D	TR	0.71	44.6	D	TR	0.71	44.6	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>59.0</b>	<b>E</b>	<b>-</b>	<b>1.10</b>	<b>71.6</b>	<b>E</b>	<b>-</b>	<b>0.82</b>	<b>27.5</b>	<b>C</b>		
<b>11 Grand Concourse at E. 161st Street</b>														
Grand Concourse	NB	L	0.91	63.1	E	L	0.97	79.7	E	L	1.01	59.6	E	- Prohibit parking on the north side of the WB approach 120 ft. from the intersection.
		TR	0.42	14.4	B	TR	0.49	15.5	B	TR	0.65	28.6	C	- Restripe the WB approach from one 10 ft. shared left-through lane and one 10 ft. shared through-right lane to one 14 ft. exclusive left-turn lane and one 14 ft. shared through-right lane.
Grand Concourse Main Road	SB	L	0.03	28.6	C	L	0.04	32.3	C	L	0.03	30.2	C	
		T	0.36	28.4	C	T	0.40	29.4	C	T	0.42	32.5	C	
Grand Concourse Service Road	SB	R	0.61	29.9	C	R	0.61	29.9	C	R	0.76	42.6	D	- Restripe the EB approach from one 12 ft. shared left-through lane and one 16 ft. shared through-right lane to one 12 ft. exclusive left-turn lane, one 12 ft. through lane and one 12 ft. shared through-right lane.
E. 161st Street	EB	DefL	0.76	53.8	D	DefL	0.76	53.2	D	L	0.65	49.7	D	
		TR	0.68	45.9	D	TR	0.68	45.9	D	TR	0.45	37.1	D	- Modify signal timing and phasing plan: Maintain 120 s cycle. Add new lag NB/SB protected left-turn phase and new lag EB/WB protected left-turn phase by eliminating the lead protected NB phase. [EB/WB green time shifts from 41 s to 35 s; NB/SB green time shifts from 54 s to 51 s; new NB/SB lag left phase is allocated 7 s of green time; new EB/WB lag left phase is allocated 7 s of green time. All protected phases are allocated 3 s amber, 2 s all red time.]
	WB	LTR	0.45	31.6	C	LTR	0.62	36.4	D	L	0.33	28.8	C	
		-	-	-	-	-	-	-	-	TR	0.67	43.7	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.84</b>	<b>31.1</b>	<b>C</b>	<b>-</b>	<b>0.88</b>	<b>33.1</b>	<b>C</b>	<b>-</b>	<b>0.92</b>	<b>37.0</b>	<b>D</b>	- Prohibit parking on the west side of the SB service road approach 120 ft. from the intersection for this time period.	
<b>RIVER AVENUE</b>														
<b>3 River Avenue and Exterior Street at E. 149th Street</b>														
<div style="border: 1px solid black; padding: 5px;"> <i>Geometry of this intersection has been modified by shifting approach and receiving lanes closer to the intersection to reduce turning movement conflicts and to obtain better transition of traffic. Detailed design modifications are needed as follows -</i> </div>														
													- Channelize the SB Exterior Street exclusive right-turn lane onto 149th Street, and restripe the SB Exterior Street to obtain one 12 ft. wide exclusive left turn-lane and one 12 ft. wide through lane by prohibiting parking on the west side. This allows good transition between SB Exterior Street approach lanes and its receiving lanes.	
													- Restripe EB 149th Street to obtain two 12 ft. wide through lanes, one 11 ft. wide exclusive left-turn lane, two WB 12 ft. wide through receiving lanes, and two 8 ft. wide sidewalks on both sides.	
													- Shift the WB 149th Street approach concrete divider 12 ft. to the south and restripe the approach to obtain one 12 ft. wide exclusive left-turn lane, two 12 ft. through lanes. EB exclusive left-turn lane and WB exclusive left-turn lane are now aligned with each other forming a two way left-turn lane.	
													- Restripe NB Exterior Street from one to two 12 ft. wide travel lanes.	
Major Deegan Expressway NB Off Ramp	NB	LTR	1.07	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	- Widen the NB Deegan ramp to obtain two 12 ft. wide travel lanes.
River Avenue	SB	LTR	0.78	67.9	E	LTR	1.20+	120.0+	F*	LTR	0.82	60.7	E	- Modify signal timing and phasing plan: add new lead EB phase. Maintain 120 s cycle length. [EB/WB green time shifts from 49 s to 32 s; NB Mjr. Deegan ramp/SB Exterior St. green time shifts from 27 s to 42 s; NB Exterior St./SB River Ave. green time shifts from 28 s to 18 s; new lead EB phase is allocated 8 s green time, and 3 s amber, 2 s all red time].
Exterior Street	NB	LTR	0.87	75.6	E	LTR	1.20+	120.0+	F*	DefL	0.53	47.9	D	
		-	-	-	-	-	-	-	-	TR	0.34	45.0	D	
	SB	DefL	0.90	87.8	F	DefL	1.20+	120.0+	F*	L	0.93	65.6	E	
		TR	0.93	85.6	F	TR	1.20+	120.0+	F*	T	0.18	26.0	C	
E. 149th Street	EB	DefL	1.19	120.0+	F*	DefL	1.20+	120.0+	F*	L	0.96	64.5	E	
		TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	0.72	33.2	C	
	WB	LTR	0.63	30.2	C	LTR	0.71	33.0	C	L	0.27	34.7	C	
		-	-	-	-	-	-	-	-	TR	0.74	42.5	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.05</b>	<b>85.6</b>	<b>F</b>		

**TABLE A - 15**  
**BRONX TERMINAL MARKET GAME DAY 2009**  
**SATURDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD				BUILD				CURRENT BUILD MITIGATED				Mitigation Measures	
	Saturday Midday (12PM - 1PM)				Saturday Midday (12PM - 1PM)				Saturday Midday (12PM - 1PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>17 River Avenue at Garage Exit Only</b>														
River Avenue	NB		NA		T	0.58	9.8	A					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
	SB				T	0.08	6.0	A						
Garage Exit Only	EB				L	0.30	16.2	B						
					R	0.14	14.6	B						
<b>Overall Intersection</b>					-	<b>0.47</b>	<b>10.5</b>	<b>B</b>						
<b>16 River Avenue at E. 151st Street / Garage Entrance Only</b>														
River Avenue	NB	TR	0.39	8.4	A	LTR	1.02	43.3	D				- Mitigation not required.	
	SB	LT	0.27	8.2	A	LTR	0.17	7.0	A					
E. 151st Street / Garage Entrance Only	WB	LR	0.17	19.2	B	LTR	0.32	21.4	C					
<b>Overall Intersection</b>	-	<b>0.30</b>	<b>9.2</b>	<b>A</b>	-	<b>0.75</b>	<b>37.1</b>	<b>D</b>						
<b>8 River Avenue at E. 153rd Street</b>														
River Avenue	NB	LTR	0.98	46.3	D	LTR	1.20+	120.0+	F*	LTR	0.94	33.6	C	- Enforce no parking restrictions on the east side of the NB approach 120 ft. from the intersection.
	SB	LTR	0.69	17.5	B	LTR	0.71	18.3	B	LTR	0.65	15.3	B	
E. 153rd Street	EB	LTR	0.40	17.1	B	LTR	0.40	17.1	B	LTR	0.40	17.1	B	
	WB	LTR	0.45	19.6	B	LTR	0.45	19.6	B	LTR	0.45	19.6	B	
<b>Overall Intersection</b>	-	<b>0.77</b>	<b>30.5</b>	<b>C</b>	-	<b>0.92</b>	<b>71.7</b>	<b>E</b>	-	<b>0.75</b>	<b>25.1</b>	<b>C</b>		
<b>9 River Avenue at E. 157th Street</b>														
River Avenue	NB	TR	0.40	9.5	A	TR	0.51	11.1	B				- Mitigation not required.	
	SB	LT	0.52	11.3	B	LT	0.55	11.8	B					
E. 157th Street	WB	LR	0.10	13.7	B	LR	0.10	13.7	B					
<b>Overall Intersection</b>	-	<b>0.36</b>	<b>10.7</b>	<b>B</b>	-	<b>0.37</b>	<b>11.5</b>	<b>B</b>						
<b>10 River Avenue at E. 161st Street</b>														
River Avenue	NB	LTR	0.89	67.7	E	LTR	1.20+	120.0+	F*	LTR	0.50	27.0	C	- Prohibit parking on the east side of the NB approach 120 ft. from the intersection and NB receiving. - Shift NB centerline 3 ft. to the west and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane. Shift SB centerline 3 ft. to the east and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane.
	-	-	-	-	-	-	-	-	-	R	0.28	21.0	C	
	SB	LTR	0.91	57.9	E	LTR	0.96	68.1	E	LTR	0.79	40.7	D	
	-	-	-	-	-	-	-	-	-	R	0.09	17.7	B	
E. 161st Street Main Road	EB	T	0.21	42.7	D	T	0.22	43.2	D	T	0.22	43.2	D	
	WB	T	0.37	21.1	C	T	0.37	21.1	C	T	0.37	21.1	C	
E. 161st Street Service Road	EB	TR	0.77	34.2	C	TR	0.77	34.2	C	TR	0.77	34.2	C	
	WB	TR	0.91	47.2	D	TR	0.91	47.2	D	TR	0.91	47.2	D	
<b>Overall Intersection</b>	-	<b>0.91</b>	<b>42.7</b>	<b>D</b>	-	<b>1.08</b>	<b>57.5</b>	<b>E</b>	-	<b>0.85</b>	<b>35.9</b>	<b>D</b>		

**TABLE A - 15**  
**BRONX TERMINAL MARKET GAME DAY 2009**  
**SATURDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD				BUILD				CURRENT BUILD MITIGATED				Mitigation Measures		
	Saturday Midday (12PM - 1PM)				Saturday Midday (12PM - 1PM)				Saturday Midday (12PM - 1PM)						
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>OTHER</b>															
<b>12 Jerome Avenue at E. 161st Street</b>															
Jerome Avenue	NB	L	0.35	20.6	C	L	0.35	20.6	C	LT	0.55	20.5	C	Design modifications needed as follows- - Restripe NB lane configuration from exclusive left, through, and exclusive right to left-through, through, and exclusive right, 11 ft. wide each. - Shift SB centerline 5 ft. to the west by reducing the SB parking lane width from 13 ft. to 8 ft. to gain good transition for the NB traffic. - Modify signal timing: shift 2 s of green time from WB phase to NB/SB phase. [NB/SB green time shifts from 36 s to 38 s; WB green time shifts from 44 s to 42 s]. [Measures reflect geometric and operational improvements needed for other peak periods, otherwise mitigation not needed.]	
		T	0.55	22.9	C	T	0.71	27.8	C	-	-	-	-		
		R	0.94	50.5	D	R	0.96	54.1	D	R	0.95	49.6	D		
	SB	L	0.67	43.9	D	L	0.67	43.9	D	L	0.64	38.9	D		
		TR	0.87	49.2	D	TR	0.87	49.2	D	TR	0.82	41.7	D		
E. 161st Street	WB	LT	0.31	13.4	B	LT	0.31	13.4	B	LT	0.33	14.6	B		
<b>Overall Intersection</b>	<b>-</b>	<b>0.60</b>	<b>33.4</b>	<b>C</b>	<b>-</b>	<b>0.61</b>	<b>35.1</b>	<b>D</b>	<b>-</b>	<b>0.62</b>	<b>31.2</b>	<b>C</b>			
<b>14 Jerome Avenue at Ogden Avenue</b>															
Ogden Avenue	SB	LR	0.84	38.9	D	LR	0.84	38.9	D						- Mitigation not required.
Jerome Avenue	EB	T	0.75	20.5	C	T	0.87	28.4	C						
	WB	TR	0.36	11.4	B	TR	0.36	11.4	B						
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>22.8</b>	<b>C</b>	<b>-</b>	<b>0.86</b>	<b>25.9</b>	<b>C</b>							
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>															
Major Deegan Expressway NB Service Road	NB	T	0.59	28.5	C	T	1.00	58.0	E	T	0.73	14.5	B	- Modify signal timing and phasing plan: combine NB Mjr. Deegan Service Road and NB Mjr. Deegan off-ramp into one phase. Reduce cycle length from 90 s to 60s. [WB green time shifts from 21.6 s to 22 s; combined NB phase is allocated 27 s green time]. - Install a lane reduction transition marking/signage for NB receiving lanes.	
Major Deegan Expressway NB Off Ramp	NB	T	0.81	39.1	D	T	0.81	39.1	D	-	-	-	-		
E. 157th Street	WB	R	0.33	28.1	C	R	0.41	29.2	C	R	0.27	12.7	B		
<b>Overall Intersection</b>	<b>-</b>	<b>0.59</b>	<b>32.5</b>	<b>C</b>	<b>-</b>	<b>0.76</b>	<b>48.3</b>	<b>D</b>	<b>-</b>	<b>0.52</b>	<b>14.3</b>	<b>B</b>			
<b>15 Macombs Place at W. 155th Street</b>															
Macombs Place	NB	L	0.68	55.8	E	L	0.68	55.8	E	L	0.51	32.8	C	- Modify signal timing and phasing plan: eliminate NB Macombs Pl. right-turn only/SB Macombs Bridge left-only phase, and eliminate EB 155th St. right-turn only movement during NB Macombs Pl. phase to allow pedestrian crossing. Reduce cycle length from 120 s to 90 s, [EB green time shifts from 40 s to 32 s; NB green time shifts from 24 s to 21 s; NB/SB green time shifts from 18 s to 22 s].	
		T	0.22	23.9	C	T	0.22	23.9	C	T	0.21	18.0	B		
	SB	TR	0.62	40.0	D	T	0.62	40.0	D	T	0.74	39.9	D		
		R	0.67	26.2	C	R	0.70	27.3	C	R	0.51	8.3	A		
W. 155th Street	EB	L	1.06	104.4	F	L	1.13	120.0+	F*	L	0.95	51.1	D		
		R	0.10	15.6	B	R	0.10	15.6	B	R	0.14	18.9	B		
<b>Overall Intersection</b>	<b>-</b>	<b>0.88</b>	<b>50.2</b>	<b>D</b>	<b>-</b>	<b>0.75</b>	<b>57.4</b>	<b>E</b>	<b>-</b>	<b>0.76</b>	<b>28.0</b>	<b>C</b>			
<b>4 Lenox Avenue at E. 145th Street</b>															
Lenox Avenue	NB	L	0.72	33.5	C	L	0.72	33.5	C					- Mitigation not required.	
		LT	0.49	25.7	C	LT	0.49	25.7	C						
		R	0.38	14.5	B	R	0.38	14.5	B						
	SB	LTR	0.64	30.1	C	LTR	0.64	30.1	C						
E. 145th Street	EB	LTR	0.66	24.3	C	LTR	0.76	27.1	C						
	WB	L	0.55	16.0	B	L	0.55	16.7	B						
		TR	0.67	17.6	B	TR	0.78	21.8	C						
<b>Overall Intersection</b>	<b>-</b>	<b>0.73</b>	<b>22.9</b>	<b>C</b>	<b>-</b>	<b>0.76</b>	<b>24.7</b>	<b>C</b>							
<b>19 Exterior Street at Garage Exit</b>															
Exterior Street	NB		NA			-	-	-	-					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
						T	0.32	20.0	B						
	SB					T	0.46	21.9	C						
Garage Exit Only	WB					L	0.12	17.8	B						
						-	-	-	-						
						R	0.69	29.6	C						
<b>Overall Intersection</b>	<b>-</b>	<b>0.57</b>	<b>23.2</b>	<b>C</b>	<b>-</b>	<b>0.57</b>	<b>23.2</b>	<b>C</b>							



**TABLE A - 16**  
**BRONX TERMINAL MARKET GAME DAY 2009**  
**SATURDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD				BUILD				CURRENT BUILD MITIGATED				Mitigation Measures	
	Saturday PM (4PM - 5PM)				Saturday PM (4PM - 5PM)				Saturday PM (4PM - 5PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED</b>														
<b>GRAND CONCOURSE</b>														
<b>1a Grand Concourse at E. 138th Street</b>														
Grand Concourse	SB	L	0.36	67.4	E	L	0.36	67.4	E					- Mitigation not required.
		R	0.49	72.3	E	R	0.49	72.3	E					
E. 138th Street	EB	T	0.51	13.7	B	T	0.51	13.7	B					
	WB	T	0.52	14.1	B	T	0.52	14.1	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.51</b>	<b>24.6</b>	<b>C</b>	<b>-</b>	<b>0.51</b>	<b>24.6</b>	<b>C</b>						
<b>2 Grand Concourse at E. 149th Street</b>														
Grand Concourse	NB	TR	1.00	45.0	D	TR	1.00	45.0	D	TR	0.68	13.2	B	- Restripe both north and southbound approaches to provide two 10 ft. wide through lanes and one 10 ft. wide shared through-right lane.
	SB	TR	1.08	70.5	E	TR	1.20+	120.0+	F*	TR	0.82	17.8	B	
E. 149th Street	EB	TR	0.71	43.8	D	TR	0.75	45.4	D	TR	0.75	45.4	D	
	WB	TR	0.69	43.0	D	TR	0.72	44.1	D	TR	0.72	44.1	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>53.0</b>	<b>D</b>	<b>-</b>	<b>1.08</b>	<b>72.0</b>	<b>E</b>		<b>-</b>	<b>0.80</b>	<b>26.0</b>	<b>C</b>	
<b>11 Grand Concourse at E. 161st Street</b>														
Grand Concourse	NB	L	0.91	60.9	E	L	0.95	74.1	E	L	1.00	57.9	E	- Prohibit parking on the north side of the WB approach 120 ft. from the intersection.
		TR	0.55	11.4	B	TR	0.60	12.2	B	TR	0.91	41.0	D	- Restripe the WB approach from one 10 ft. shared left-through lane and one 10 ft. shared through-right lane to one 14 ft. exclusive left-turn lane and one 14 ft. shared through-right lane.
Grand Concourse Main Road	SB	L	0.02	21.5	C	L	0.03	25.0	C	L	0.02	38.3	D	
		T	0.38	19.5	B	T	0.40	20.0	B	T	0.52	34.2	C	
Grand Concourse Service Road	SB	R	0.17	17.3	B	R	0.21	19.6	B	R	0.28	33.9	C	- Restripe the EB approach from one 12 ft. shared left-through lane and one 16 ft. shared through-right lane to one 12 ft. exclusive left-turn lane, one 12 ft. through lane and one 12 ft. shared through-right lane.
E. 161st Street	EB	DefL	0.83	75.6	E	DefL	0.85	79.5	E	L	0.47	36.8	D	
		TR	0.83	66.3	E	TR	0.83	66.3	E	TR	0.44	34.9	C	- Modify signal timing and phasing plan: Maintain 120 s cycle. Add new lag NB/SB protected left-turn phase and new lag EB/WB protected left-turn phase by eliminating the lead protected NB phase. [EB/WB green time shifts from 32 s to 33.5 s; NB/SB green time shifts from 66 s to 51 s; new NB/SB lag left phase is allocated 9.5 s of green time; new EB/WB lag left phase is allocated 6 s of green time. All protected phases are allocated 3 s amber, 2 s all red time.]
	WB	LTR	0.68	46.3	D	DefL	1.19	120.0+	F*	L	0.65	36.9	D	
		-	-	-	-	TR	1.06	119.3	F	TR	0.73	45.6	D	- Prohibit parking on the west side of the SB service road approach 120 ft. from the intersection for this time period.
<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>28.0</b>	<b>C</b>	<b>-</b>	<b>1.01</b>	<b>43.5</b>	<b>D</b>		<b>-</b>	<b>0.92</b>	<b>39.9</b>	<b>D</b>	
<b>RIVER AVENUE</b>														
<b>3 River Avenue and Exterior Street at E. 149th Street</b>														
Major Deegan Expressway NB Off Ramp	NB	LTR	0.79	56.5	E	LTR	1.20+	120.0+	F*	LTR	0.76	42.4	D	
River Avenue	SB	LTR	1.07	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	- Widen the NB Deegan ramp to obtain two 12 ft. wide travel lanes.
Exterior Street	NB	LTR	0.81	56.1	E	LTR	0.84	58.9	E	DefL	0.72	47.9	D	- Modify signal timing and phasing plan: add new lead EB phase. Maintain 120 s cycle length. [EB/WB green time shifts from 49 s to 29 s; NB Mjr. Deegan ramp/SB Exterior St. green time shifts from 27 s to 35 s; NB Exterior St./SB River Ave. green time remains 28 s; new lead EB phase is allocated 8 s green time, and 3 s amber, 2 s all red time].
		-	-	-	-		-	-	-	TR	0.32	37.2	D	
	SB	DefL	0.54	47.2	D	DefL	1.20+	120.0+	F*	L	0.92	70.5	E	
		TR	0.72	52.0	D	TR	0.91	70.0	E	T	0.38	33.0	C	
E. 149th Street	EB	DefL	0.98	95.0	F	DefL	1.20+	120.0+	F*	L	0.65	35.8	D	
		TR	0.98	62.1	E	TR	0.98	62.1	E	TR	0.64	32.7	C	
	WB	LTR	1.07	120.0+	F*	LTR	1.15	120.0+	F*	L	0.33	37.4	D	
		-	-	-	-		-	-	-	TR	1.12	114.2	F	
<b>Overall Intersection</b>	<b>-</b>	<b>0.99</b>	<b>105.2</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		<b>-</b>	<b>1.07</b>	<b>91.3</b>	<b>F</b>	

*Geometry of this intersection has been modified by shifting approach and receiving lanes closer to the intersection to reduce turning movement conflicts and to obtain better transition of traffic. Detailed design modifications are needed as follows -*

- Channelize the SB Exterior Street exclusive right-turn lane onto 149th Street, and restripe the SB Exterior Street to obtain one 12 ft. wide exclusive left turn-lane and one 12 ft. wide through lane by prohibiting parking on the west side. This allows good transition between SB Exterior Street approach lanes and its receiving lanes.
- Restripe EB 149th Street to obtain two 12 ft. wide through lanes, one 11 ft. wide exclusive left-turn lane, two WB 12 ft. wide through receiving lanes, and two 8 ft. wide sidewalks on both sides.
- Shift the WB 149th Street approach concrete divider 12 ft. to the south and restripe the approach to obtain one 12 ft. wide exclusive left-turn lane, two 12 ft. through lanes. EB exclusive left-turn lane and WB exclusive left-turn lane are now aligned with each other forming a two way left-turn lane.
- Restripe NB Exterior Street from one to two 12 ft. wide travel lanes.

**Option 1.**

**TABLE A - 16**  
**BRONX TERMINAL MARKET GAME DAY 2009**  
**SATURDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD					BUILD				CURRENT BUILD MITIGATED				Mitigation Measures	
	Saturday PM (4PM - 5PM)					Saturday PM (4PM - 5PM)				Saturday PM (4PM - 5PM)					
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
										NB	LTR	0.61	31.6	C	<b>Option 2.</b> - Widen the NB Deegan ramp to obtain two 12 ft. wide travel lanes. - During this post-game time period place TEA to override the EB lead phase and direct traffic under a 3 permitted-phase timing plan. TEA should maintain 120 s cycle length. [EB/WB green time would be 31 s; NB Mjr. Deegan ramp/SB Exterior St. green time would be 43 s; NB Exterior St./SB River Ave. green time would be 31 s].  <b>OR</b> Install an electronic controller that can operate under the 3 permitted-phase timing plan described above for this time period, and operate under the normal timing plan during other time periods.
										SB	LTR	1.14	120+	F*	
										NB	DefL	0.65	42.3	D	
											TR	0.29	34.7	C	
										SB	L	0.76	41.1	D	
											T	0.31	26.8	C	
										EB	L	0.97	88.6	F	
											TR	0.85	49.6	D	
										WB	L	0.67	61.1	E	
											TR	1.05	88.5	F	
										-	<b>0.95</b>	<b>77.5</b>	<b>E</b>		
<b>17 River Avenue at Garage Exit Only</b>															- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).
River Avenue	NB		NA			T	0.24	5.2	A						
	SB					T	0.61	30.6	C						
Garage Exit Only	EB					L	0.69	43.4	D						
						R	0.67	43.5	D						
<b>Overall Intersection</b>						-	<b>0.35</b>	<b>26.3</b>	<b>C</b>						
<b>16 River Avenue at E. 151st Street / Garage Entrance Only</b>															- Enforce no parking restrictions on the northside of the WB 151st Street approach 120 ft. from intersection.  - During this post-game time period place TEA to override the existing signal operation. Under the TEA control a northbound lead phase would be added with an increased cycle length from 60 s to 90 s. [NB/SB green time would be 30 s; the NB lead phase would be allocated 33 s of green time; and WB green would be 12 s].
River Avenue	NB	TR	0.32	120.0+	F*	LTR	0.70	120.0+	F*	LTR	0.47	119.9	F		
	SB	LT	0.73	120.0+	F*	LTR	0.40	24.6	C	LTR	0.62	87.7	F		
E. 151st Street / Garage Entrance Only	WB	LR	0.18	19.3	B	LTR	0.29	20.8	C	LTR	0.45	43.8	D		
<b>Overall Intersection</b>	-	<b>0.52</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.54</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.66</b>	<b>101.3</b>	<b>F</b>			
<b>8 River Avenue at E. 153rd Street</b>															- Enforce no parking restrictions on the east side of the NB approach 120 ft. from the intersection. - Modify signal timing: shift 1 s of green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 31 s to 30 s; EB/WB green time shifts from 19 s to 20 s].
River Avenue	NB	LTR	1.02	66.2	E	LTR	1.20+	120.0+	F*	LTR	0.96	45.5	D		
	SB	LTR	1.00	65.9	E	LTR	1.00	65.9	E	LTR	0.89	40.3	D		
E. 153rd Street	EB	LTR	0.98	64.5	E	LTR	1.02	75.1	E	LTR	0.92	50.0	D		
	WB	LTR	0.92	79.9	E	LTR	0.92	79.9	E	LTR	0.83	60.6	E		
<b>Overall Intersection</b>	-	<b>1.00</b>	<b>67.1</b>	<b>E</b>	-	<b>1.20+</b>	<b>118.9</b>	<b>F</b>	-	<b>0.94</b>	<b>46.8</b>	<b>D</b>			
<b>9 River Avenue at E. 157th Street</b>															- Mitigation not required.
River Avenue	NB	TR	0.73	17.0	B	TR	0.72	17.0	B						
	SB	Closed	-	-	-	Closed	-	-	-						
E. 157th Street	WB	LR	0.22	15.9	B	LR	0.22	15.9	B						
<b>Overall Intersection</b>	-	<b>0.53</b>	<b>16.9</b>	<b>B</b>	-	<b>0.53</b>	<b>16.8</b>	<b>B</b>							
<b>10 River Avenue at E. 161st Street</b>															- Prohibit parking on the east side of the NB approach 120 ft. from the intersection and NB receiving. - Shift NB centerline 3 ft. to the west and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane. Shift SB centerline 3 ft. to the east and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane. - For this post-game time period, allow SB right-turns to both the E. 161st Street WB receiving service road and main road; Upstream of the SB approach, install temporary signage indicating the SB lane 1 (curb lane) is only to the E. 161st Street service road for access to the Macombs Dam Bridge/SB Major Deegan Expressway; and the SB lane 2 is only to the E. 161st Street main road for access to Jerome Ave./NB Major Deegan Expressway. Place cones to direct each lane to its proper receiving lane(s). - Modify signal timing: shift 3 s of green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 40 s to 37 s; EB/WB green time shifts from 35 s to 38 s].
River Avenue	NB	LTR	1.06	120.0+	F*	LTR	1.05	120.0+	F*	LT	0.78	78.0	E		
	-	-	-	-	-	-	-	-	-	R	0.10	15.8	B		
	SB	R	1.07	120.0+	F*	R	1.07	120.0+	F*	LT	0.32	22.1	C		
	-	-	-	-	-	-	-	-	-	R	0.96	90.7	F		
E. 161st Street Main Road	EB	T	0.83	120.0+	F*	T	0.83	120.0+	F*	T	0.77	98.1	F		
	WB	T	0.60	90.2	F	T	0.60	90.2	F	T	0.56	72.3	E		
E. 161st Street Service Road	EB	Closed	-	-	-	Closed	-	-	-	Closed	-	-	-		
	WB	TR	1.13	114.9	F	TR	1.20	120.0+	F*	TR	1.11	104.0	F		
<b>Overall Intersection</b>	-	<b>1.10</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.13</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.03</b>	<b>87.4</b>	<b>F</b>			

**TABLE A - 16**  
**BRONX TERMINAL MARKET GAME DAY 2009**  
**SATURDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD				BUILD				CURRENT BUILD MITIGATED				Mitigation Measures	
	Saturday PM (4PM - 5PM)				Saturday PM (4PM - 5PM)				Saturday PM (4PM - 5PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>OTHER</b>														
<b>12 Jerome Avenue at E. 161st Street</b>														
Jerome Avenue	NB	L	0.82	49.0	D	L	0.82	49.0	D	DefL	0.79	45.1	D	Design modifications needed as follows- - Restripe NB lane configuration from exclusive left, through, and through-right to left-through, through, and exclusive right, 11ft. wide each. - Shift SB centerline 5 ft. to the west by reducing the SB parking lane width from 13ft. to 8ft. to gain good transition for the NB traffic.  [Measures reflect geometric improvements needed for other peak periods, otherwise mitigation not needed.]
		T	0.47	21.1	C	T	0.59	23.8	C	T	0.59	23.8	C	
		R	0.56	23.5	C	R	0.56	23.5	C	R	0.58	24.2	C	
	SB	L	0.50	25.0	C	L	0.61	31.4	C	L	0.46	23.5	C	
		TR	0.88	42.4	D	TR	0.88	42.4	D	TR	0.88	42.4	D	
E. 161st Street	WB	LT	1.00	48.6	D	LT	1.00	48.6	D	LT	1.00	48.6	D	
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>39.9</b>	<b>D</b>	-	<b>0.95</b>	<b>40.0</b>	<b>D</b>	-	<b>0.95</b>	<b>39.4</b>	<b>D</b>	
<b>14 Jerome Avenue at Ogden Avenue</b>														
Ogden Avenue	SB	LR	0.77	35.3	D	LR	0.77	35.3	D	LR	0.83	42.0	D	- Modify signal timing: shift 2.4 s of green time from SB phase to EB/WB phase [EB/WB green time shifts from 48.6 to 51.0, and SB green time shifts from 30.6 to 28.2].
Jerome Avenue	EB	T	0.44	40.3	D	T	0.52	45.8	D	T	0.50	40.2	D	
	WB	TR	0.69	42.4	D	TR	0.69	42.4	D	TR	0.66	36.1	D	
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>40.5</b>	<b>D</b>	-	<b>0.72</b>	<b>41.7</b>	<b>D</b>	-	<b>0.72</b>	<b>38.2</b>	<b>D</b>	
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>														
Major Deegan Expressway NB Service Road		NB												- Mitigation not required.
Major Deegan Expressway NB Off Ramp		NB												
E. 157th Street		WB												
<b>Overall Intersection</b>														
<b>15 Macombs Place at W. 155th Street</b>														
Macombs Place	NB	L	0.94	79.8	E	L	0.94	79.8	E	L	0.77	42.7	D	- Modify signal timing and phasing plan: eliminate NB Macombs Pl. right-turn only/SB Macombs Bridge left-only phase, and eliminate EB 155th St. right-turn only movement during NB Macombs Pl. phase to allow pedestrian crossing. Reduce cycle length from 120 s to 90 s. [EB green time shifts from 40 s to 30 s; NB green time shifts from 24 s to 20 s; NB/SB green time shifts from 18 s to 25 s].
		T	0.16	22.2	C	T	0.16	22.2	C	T	0.15	15.1	B	
	SB	T	1.00	78.6	E	T	1.00	78.6	E	T	1.02	76.7	E	
		R	0.91	41.5	D	R	0.94	46.0	D	R	0.67	10.6	B	
W. 155th Street	EB	L	1.06	120.0+	F*	L	1.10	120.0+	F*	L	1.01	97.6	F	
		R	0.17	15.4	B	R	0.17	15.4	B	R	0.26	21.7	C	
<b>Overall Intersection</b>	-		<b>0.93</b>	<b>70.8</b>	<b>E</b>	-	<b>0.93</b>	<b>75.7</b>	<b>E</b>	-	<b>0.95</b>	<b>48.5</b>	<b>D</b>	
<b>4 Lenox Avenue at E. 145th Street</b>														
Lenox Avenue	NB	L	0.55	26.1	C	L	0.55	26.1	C	L	0.55	27.6	C	- Modify signal timing: shift 2 s of green time from NB/SB phase to EB/WB phase. [EB/WB green time shifts from 35 s to 37 s; NB/SB green time shifts from 31 s to 29 s].
		LT	0.29	21.5	C	LT	0.29	21.5	C	LT	0.3	22.8	C	
		R	0.38	14.6	B	R	0.38	14.6	B	R	0.39	15.9	B	
	SB	LTR	0.41	23.9	C	LTR	0.41	23.9	C	LTR	0.41	25.4	C	
E. 145th Street	EB	LTR	0.94	43.4	D	LTR	1.03	64.6	E	LTR	0.93	40.6	D	
	WB	L	0.60	16.6	B	L	0.60	17.2	B	L	0.55	14.7	B	
		TR	0.87	25.5	C	TR	0.95	34.8	C	TR	0.86	23.6	C	
<b>Overall Intersection</b>	-		<b>0.79</b>	<b>28.0</b>	<b>C</b>	-	<b>0.83</b>	<b>37.3</b>	<b>D</b>	-	<b>0.79</b>	<b>27.1</b>	<b>C</b>	
<b>19 Exterior Street at Garage Exit</b>														
Exterior Street		NB		NA										- Mitigation not required.  (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).
						T	0.39	21.1	C					
		SB				T	0.25	19.0	B					
Garage Exit Only		WB				L	0.46	23.0	C					
						R	0.51	24.3	C					
<b>Overall Intersection</b>						-	<b>0.45</b>	<b>21.5</b>	<b>C</b>					

**TABLE A - 16**  
**BRONX TERMINAL MARKET GAME DAY 2009**  
**SATURDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD					BUILD				CURRENT BUILD MITIGATED				Mitigation Measures
	Saturday PM (4PM - 5PM)					Saturday PM (4PM - 5PM)				Saturday PM (4PM - 5PM)				
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>18 Exterior Street at Garage Entrance</b>														
Exterior Street	NB		NA			TR	0.48	19.7	B					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).
	SB				L	0.75	24.0	C						
					T	0.38	18.1	B						
<b>Overall Intersection</b>						-	<b>0.64</b>	<b>19.9</b>	<b>B</b>					
<b>UNSIGNALIZED</b>														
<b>EXTERIOR STREET</b>														
<b>22 Exterior Street at South Pocket Lot</b>														
Exterior Street	SB		NA			LT	0.01	9.3	A					- Mitigation not required.
South Pocket Lot	WB				LR	0.03	17.1	C						
<b>Overall Intersection</b>						-	-	<b>14.5</b>	<b>B</b>					
<b>5 Exterior Street at E. 150th Street</b>														
Exterior Street	NB	LTR	0.00	8.0	A									- Mitigation not required.
	SB	LTR	0.07	8.3	A									
E. 150th Street	EB	LTR	0.19	16.1	C									
	WB	LTR	0.45	20.9	C									
<b>Overall Intersection</b>	-	-	<b>10.9</b>	<b>B</b>										
(Free flow)														
<b>20 Exterior Street at South Truck Access</b>														
Exterior Street	SB		NA			LT	0.01	9.3	A					- Mitigation not required.
South Truck Access	WB				LR	0.01	14.0	B						
<b>Overall Intersection</b>						-	-	<b>11.7</b>	<b>B</b>					
<b>21 Exterior Street at North Truck Access</b>														
Exterior Street	NB		NA			-	-	-	-					- Mitigation not required.
	SB				LT	0.01	10.2	B						
North Truck Access	EB				-	-	-	-						
	WB				LR	0.01	14.8	B						
<b>Overall Intersection</b>						-	-	<b>13.3</b>	<b>B</b>					
<b>OTHER</b>														
<b>6 River Avenue at E. 150th Street</b>														
River Avenue	NB	LT	0.06	9.4	A	LT	0.01	9.7	A	LT	0.01	9.7	A	- Prohibit parking on the northside of the WB 150th Street approach 120 ft. from intersection. - Restripe WB 150th Street to provide one 11 ft. wide exclusive left-turn lane and one 11 ft. wide shared through-right lane.
Pocket Lot Entry/Exit	EB	LR	0.35	25.5	D	LR	0.04	20.7	C	LR	0.04	20.7	C	
E. 150th Street	WB	LTR	0.46	26.1	D	LTR	0.57	36.0	E	L	0.40	25.8	D	
			-	-	-	-	-	-	-	TR	0.04	10.6	B	
<b>Overall Intersection</b>	-	-	<b>17.3</b>	<b>C</b>		-	-	<b>34.2</b>	<b>D</b>	-	-	<b>22.1</b>	<b>C</b>	
<b>1b Grand Concourse at E. 138th Street</b>														
E. 138th Street	EB	LT	0.62	20.2	C	LT	0.62	20.2	C					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>20.2</b>	<b>C</b>		-	-	<b>20.2</b>	<b>C</b>					

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 17**  
**BRONX TERMINAL MARKET NON-GAME DAY 2014**  
**WEEKDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014				BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	<u>Weekday Midday (1PM - 2PM)</u>				<u>Weekday Midday (1PM - 2PM)</u>				<u>Weekday Midday (1PM - 2PM)</u>					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED</b>														
<b>GRAND CONCOURSE</b>														
<b>1a Grand Concourse at E. 138th Street</b>														
Grand Concourse	SB	L	0.40	74.6	E	L	0.40	74.6	E				- Mitigation not required.	
		R	0.40	74.7	E	R	0.40	74.7	E					
E. 138th Street	EB	T	0.37	55.4	E	T	0.37	55.4	E					
	WB	T	0.32	55.7	E	T	0.32	55.7	E					
<b>Overall Intersection</b>	<b>-</b>	<b>0.38</b>	<b>60.3</b>	<b>E</b>	<b>-</b>	<b>0.38</b>	<b>60.3</b>	<b>E</b>						
<b>2 Grand Concourse at E. 149th Street</b>														
Grand Concourse	NB	TR	1.08	72.6	E	TR	1.08	72.6	E	TR	0.75	17.1	B	- Restripe both north and southbound approaches to provide two 10 ft. wide through lanes and one 10 ft. wide shared through-right lane.
	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	0.91	27.2	C	
E. 149th Street	EB	TR	0.93	63.4	E	TR	0.98	71.4	E	TR	0.92	58.8	E	- Modify signal timing: shift 2 s of green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 80 s to 78 s; EB/WB green time shifts from 30 s to 32 s].
	WB	TR	0.80	49.9	D	TR	0.84	52.3	D	TR	0.78	47.1	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.17</b>	<b>91.8</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>100.6</b>	<b>F</b>		<b>-</b>	<b>0.91</b>	<b>33.9</b>	<b>C</b>	
<b>11 Grand Concourse at E. 161st Street</b>														
Grand Concourse	NB	L	0.59	21.0	C	L	0.60	21.7	C	L	0.61	39.9	D	- Prohibit parking on the north side of the WB approach 120 ft. from the intersection.
		TR	0.56	17.1	B	TR	0.57	17.3	B	TR	0.73	32.1	C	- Restripe the WB approach from one 10 ft. shared left-through lane and one 10 ft. shared through-right lane to one 14 ft. exclusive left-turn lane and one 14 ft. shared through-right lane.
Grand Concourse Main Road	SB	L	0.81	120.0+	F*	L	0.82	120.0+	F*	L	0.65	74.7	E	
		T	0.42	21.9	C	T	0.43	22.1	C	T	0.47	25.0	C	
Grand Concourse Service Road	SB	R	0.47	24.4	C	R	0.47	24.5	C	R	0.54	29.0	C	- Restripe the EB approach from one 12 ft. shared left-through lane and one 16 ft. shared through-right lane to one 12 ft. exclusive left-turn lane, one 12 ft. through lane and one 12 ft. shared through-right lane.
E. 161st Street	EB	DefL	0.69	45.7	D	DefL	0.75	50.2	D	L	0.65	49.3	D	
		TR	0.92	61.7	E	TR	0.93	62.3	E	TR	0.66	42.8	D	- Modify signal timing and phasing plan: Maintain 120 s cycle. Add new lag NB/SB protected left-turn phase and new lag EB/WB protected left-turn phase by eliminating the lead protected NB phase. [EB/WB green time shifts from 41 s to 32 s; NB/SB green time shifts from 54 s to 50 s; new NB/SB lag left phase is allocated 7 s of green time; new EB/WB lag left phase is allocated 11 s of green time. All protected phases are allocated 3 s amber, 2 s all red time.]
	WB	DefL	1.02	108.3	F	DefL	1.17	120.0+	F*	L	0.67	48.1	D	
		TR	0.75	45.9	D	TR	0.76	46.2	D	TR	0.75	50.5	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.89</b>	<b>40.7</b>	<b>D</b>	<b>-</b>	<b>0.95</b>	<b>45.1</b>	<b>D</b>		<b>-</b>	<b>0.85</b>	<b>37.3</b>	<b>D</b>	
<b>RIVER AVENUE</b>														
<b>3 River Avenue and Exterior Street at E. 149th Street</b>														
<div style="border: 1px solid black; padding: 5px;"> <i>Geometry of this intersection has been modified by shifting approach and receiving lanes closer to the intersection to reduce turning movement conflicts and to obtain better transition of traffic. Detailed design modifications are needed as follows -</i> </div>														
														- Channelize the SB Exterior Street exclusive right-turn lane onto 149th Street, and restripe the SB Exterior Street to obtain one 12 ft. wide exclusive left turn-lane and one 12 ft. wide through lane by prohibiting parking on the west side. This allows good transition between SB Exterior Street approach lanes and its receiving lanes.
														- Restripe EB 149th Street to obtain two 12 ft. wide through lanes, one 11 ft. wide exclusive left-turn lane, two WB 12 ft. wide through receiving lanes, and two 8 ft. wide sidewalks on both sides.
														- Shift the WB 149th Street approach concrete divider 12 ft. to the south and restripe the approach to obtain one 12 ft. wide exclusive left-turn lane, two 12 ft. through lanes. EB exclusive left-turn lane and WB exclusive left-turn lane are now aligned with each other forming a two way left-turn lane.
														- Restripe NB Exterior Street from one to two 12 ft. wide travel lanes.
Major Deegan Expressway NB Off Ramp	NB	LTR	1.09	116.0	F	LTR	1.20+	120.0+	F*	LTR	0.91	55.6	E	- Widen the NB Deegan ramp to obtain two 12 ft. wide travel lanes.
River Avenue	SB	LTR	0.98	84.1	F	LTR	1.20+	120.0+	F*	LTR	0.85	52.9	D	- Modify signal timing and phasing plan: add new lead EB phase. Maintain 120 s cycle length. [EB/WB green time shifts from 49 s to 27 s; NB Mjr. Deegan ramp/SB Exterior St. green time shifts from 27 s to 36 s; NB Exterior St./SB River Ave. green time shifts from 28 s to 29 s; new lead EB phase is allocated 8 s green time, and 3 s amber, 2 s all red time].
Exterior Street	NB	LTR	0.89	82.7	F	LTR	0.91	87.8	F	DefL	0.38	37.5	D	
		-	-	-	-	-	-	-	-	TR	0.21	35.2	D	
	SB	DefL	0.80	72.2	E	DefL	1.20+	120.0+	F*	L	0.73	45.3	D	
		TR	0.85	64.9	E	TR	0.97	85.9	F	T	0.35	32.0	C	
E. 149th Street	EB	LTR	1.07	86.7	F	DefL	1.16	120.0+	F*	L	0.62	35.1	D	
		-	-	-	-	TR	1.01	75.3	E	TR	0.66	34.6	C	
	WB	LTR	1.00	72.5	E	LTR	1.11	107.1	F	L	0.31	38.6	D	
		-	-	-	-	-	-	-	-	TR	0.85	52.9	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>84.8</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		<b>-</b>	<b>0.88</b>	<b>45.9</b>	<b>D</b>	

**TABLE A - 17**  
**BRONX TERMINAL MARKET NON-GAME DAY 2014**  
**WEEKDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014				BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	Weekday Midday (1PM - 2PM)				Weekday Midday (1PM - 2PM)				Weekday Midday (1PM - 2PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>17 River Avenue at Garage Exit Only</b>														
River Avenue	NB		NA		T	0.28	10.4	B					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
	SB				T	0.22	10.0	B						
Garage Exit Only	EB				L	0.23	20.6	C						
					R	0.07	18.8	B						
<b>Overall Intersection</b>					-	<b>0.26</b>	<b>12.0</b>	<b>B</b>						
<b>16 River Avenue at E. 151st Street / Garage Entrance Only</b>														
River Avenue	NB	TR	0.26	10.3	B	LTR	0.54	13.9	B				- Mitigation not required.	
	SB	LT	0.51	14.3	B	LTR	0.33	11.0	B					
E. 151st Street / Garage Entrance Only	WB	LR	0.08	26.2	C	LTR	0.11	26.6	C					
<b>Overall Intersection</b>	-	<b>0.34</b>	<b>12.9</b>	<b>B</b>	-	<b>0.37</b>	<b>13.2</b>	<b>B</b>						
<b>8 River Avenue at E. 153rd Street</b>														
River Avenue	NB	LTR	0.48	14.0	B	LTR	0.76	23.2	C				- Mitigation not required.	
	SB	LTR	0.55	14.9	B	LTR	0.59	15.9	B					
E. 153rd Street	EB	LTR	0.27	20.8	C	LTR	0.33	21.5	C					
	WB	LTR	0.31	22.3	C	LTR	0.32	22.3	C					
<b>Overall Intersection</b>	-	<b>0.45</b>	<b>16.8</b>	<b>B</b>	-	<b>0.59</b>	<b>20.3</b>	<b>C</b>						
<b>9 River Avenue at E. 157th Street</b>														
River Avenue	NB	TR	0.49	13.9	B	TR	0.58	15.8	B				- Mitigation not required.	
	SB	LT	0.56	15.4	B	LT	0.60	16.3	B					
E. 157th Street	WB	LR	0.06	18.7	B	LR	0.06	18.7	B					
<b>Overall Intersection</b>	-	<b>0.36</b>	<b>14.9</b>	<b>B</b>	-	<b>0.39</b>	<b>16.1</b>	<b>B</b>						
<b>10 River Avenue at E. 161st Street</b>														
River Avenue	NB	LTR	0.95	59.2	E	LTR	1.15	120.0+	F*	LT	0.58	22.9	C	- Prohibit parking on the east side of the NB approach 120 ft. from the intersection and NB receiving. Shift NB centerline 3 ft. to the west and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane. Shift SB centerline 3 ft. to the east and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane.
	SB	LTR	1.00	61.1	E	LTR	1.04	72.0	E	R	0.24	16.1	B	
										R	0.25	16.5	B	
E. 161st Street Main Road	EB	T	0.16	13.5	B	T	0.16	13.5	B	T	0.16	13.5	B	
	WB	T	0.48	18.4	B	T	0.48	18.4	B	T	0.48	18.4	B	
E. 161st Street Service Road	EB	TR	0.63	20.6	C	TR	0.64	20.8	C	TR	0.64	20.8	C	
	WB	TR	0.64	23.1	C	TR	0.65	23.2	C	TR	0.65	23.2	C	
<b>Overall Intersection</b>	-	<b>0.82</b>	<b>34.9</b>	<b>C</b>	-	<b>0.90</b>	<b>48.4</b>	<b>D</b>	-	<b>0.77</b>	<b>24.1</b>	<b>C</b>		

**TABLE A - 17**  
**BRONX TERMINAL MARKET NON-GAME DAY 2014**  
**WEEKDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014				BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	Weekday Midday (1PM - 2PM)				Weekday Midday (1PM - 2PM)				Weekday Midday (1PM - 2PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>OTHER</b>														
<b>12 Jerome Ave at E. 161st Street</b>														
Jerome Avenue	NB	L	0.31	20.1	C	L	0.31	20.1	C	LT	0.51	21.2	C	Design modifications needed as follows- - Restripe NB lane configuration from exclusive left, through, and through-right to left-through, through, and exclusive right, 11 ft. wide each. - Shift SB centerline 5 ft. to the west by reducing the SB parking lane width from 13 ft. to 8 ft. to gain good transition for the NB traffic.  [Measures reflect geometric improvements needed for other peak periods, otherwise mitigation not needed.]
		TR	0.48	20.4	C	TR	0.52	21.1	C	R	0.37	19.8	B	
	SB	L	0.39	22.5	C	L	0.42	23.9	C	L	0.35	21.2	C	
		TR	0.61	25.6	C	TR	0.61	25.6	C	TR	0.61	25.6	C	
E. 161st Street	WB	L	0.47	16.5	B	L	0.49	18.1	B	L	0.49	18.1	B	
		T	0.23	13.6	B	T	0.23	13.6	B	T	0.23	13.6	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.54</b>	<b>20.3</b>	<b>C</b>	<b>-</b>	<b>0.55</b>	<b>21.1</b>	<b>C</b>	<b>-</b>	<b>0.55</b>	<b>20.8</b>	<b>C</b>		
<b>14 Jerome Avenue at Ogden Avenue</b>														
Ogden Avenue	SB	LR	0.51	25.5	C	LR	0.51	25.5	C					- Mitigation not required.
Jerome Avenue	EB	T	0.45	13.3	B	T	0.51	14.4	B					
	WB	TR	0.30	10.8	B	TR	0.30	10.8	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.47</b>	<b>15.5</b>	<b>B</b>	<b>-</b>	<b>0.51</b>	<b>15.8</b>	<b>B</b>	<b>-</b>	<b>0.51</b>	<b>15.8</b>	<b>B</b>		
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>														
Major Deegan Expressway NB Service Road	NB	T	0.36	25.0	C	T	0.60	28.9	C	T	0.85	20.1	C	- Modify signal timing and phasing plan: combine NB Mjr. Deegan Service Road and NB Mjr. Deegan off-ramp into one phase. Reduce cycle length from 90 s to 60s. [WB green time shifts from 21.6 s to 22 s; combined NB phase is allocated 27 s green time]. - Install a lane reduction transition marking/signage for NB receiving lanes. [Measures reflect geometric and operational improvements needed for other peak periods, otherwise mitigation not needed.]
Major Deegan Expressway NB Off Ramp	NB	T	1.07	120.0+	F*	T	1.07	120.0+	F*	-	-	-	-	
E. 157th Street	WB	R	0.49	30.6	C	R	0.53	31.6	C	R	0.35	13.5	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.65</b>	<b>71.3</b>	<b>E</b>	<b>-</b>	<b>0.75</b>	<b>65.1</b>	<b>E</b>	<b>-</b>	<b>0.63</b>	<b>18.7</b>	<b>B</b>		
<b>15 Macombs Place at W. 155th Street</b>														
Macombs Place	NB	L	0.49	45.1	D	L	0.49	45.1	D	L	0.42	30.4	C	- Modify signal timing and phasing plan: eliminate NB Macombs Pl. right-turn only/SB Macombs Bridge left-only phase, and eliminate EB 155th St. right-turn only movement during NB Macombs Pl. phase to allow pedestrian crossing. Reduce cycle length from 120 s to 90 s. [EB green time shifts from 40 s to 32 s; NB green time shifts from 24 s to 21 s; NB/SB green time shifts from 18 s to 22 s].
		T	0.09	10.3	B	T	0.09	10.3	B	T	0.10	9.5	A	
	SB	T	0.40	31.0	C	T	0.40	31.0	C	T	0.54	33.3	C	
		R	1.05	78.3	E	R	1.09	90.2	F	R	0.87	23.8	C	
W. 155th Street	EB	L	0.78	43.1	D	L	0.82	45.1	D	L	0.76	30.9	C	
		R	0.12	11.1	B	R	0.12	11.1	B	R	0.19	19.5	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.57</b>	<b>48.1</b>	<b>D</b>	<b>-</b>	<b>0.58</b>	<b>53.0</b>	<b>D</b>	<b>-</b>	<b>0.75</b>	<b>25.8</b>	<b>C</b>		
<b>4 Lenox Avenue at E. 145th Street</b>														
Lenox Avenue	NB	L	0.72	36.7	D	L	0.72	36.7	D					- Mitigation not required.
		LT	0.43	24.3	C	LT	0.43	24.3	C					
		R	0.30	13.4	B	R	0.30	13.4	B					
	SB	LTR	0.57	28.8	C	LTR	0.57	28.8	C					
E. 145th Street	EB	LTR	0.80	29.1	C	LTR	0.90	36.9	D					
	WB	L	0.84	31.9	C	L	0.84	32.4	C					
		TR	0.87	27.4	C	TR	0.93	34.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>28.2</b>	<b>C</b>	<b>-</b>	<b>0.85</b>	<b>32.9</b>	<b>C</b>	<b>-</b>	<b>0.85</b>	<b>32.9</b>	<b>C</b>		
<b>19 Exterior Street at Garage Exit</b>														
Exterior Street	NB		NA			-	-	-	-					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).
						T	0.32	20.1	C					
	SB					T	0.31	19.8	B					
Garage Exit Only	WB					L	0.06	17.2	B					
						-	-	-	-					
<b>Overall Intersection</b>	<b>-</b>	<b>0.31</b>	<b>19.9</b>	<b>B</b>	<b>-</b>	<b>0.31</b>	<b>19.9</b>	<b>B</b>	<b>-</b>	<b>0.31</b>	<b>19.9</b>	<b>B</b>		

**TABLE A - 17**  
**BRONX TERMINAL MARKET NON-GAME DAY 2014**  
**WEEKDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014					BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures
	<u>Weekday Midday (1PM - 2PM)</u>					<u>Weekday Midday (1PM - 2PM)</u>				<u>Weekday Midday (1PM - 2PM)</u>				
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>18 Exterior Street at Garage Entrance</b>														
Exterior Street	NB		NA			TR	0.38	18.1	B					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).
	SB				L	0.37	10.9	B						
					T	0.33	17.5	B						
<b>Overall Intersection</b>						-	<b>0.49</b>	<b>16.9</b>	<b>B</b>					
<b>UN SIGNALIZED</b>														
<b><u>EXTERIOR STREET</u></b>														
<b>22 Exterior Street at South Pocket Lot</b>														
Exterior Street	SB		NA			LT	0.01	8.7	A					- Mitigation not required.
South Pocket Lot	WB				LR	0.02	14.2	B						
<b>Overall Intersection</b>						-	-	<b>12.4</b>	<b>B</b>					
<b>5 Exterior Street at E. 150th Street</b>														
Exterior Street	NB	LTR	0.00	8.1	A									- Mitigation not required.
	SB	LTR	0.02	8.2	A									
E. 150th Street	EB	LTR	0.06	14.7	B									
	WB	LTR	0.30	18.3	C									
<b>Overall Intersection</b>	-	-	<b>9.8</b>	<b>A</b>										
<b>20 Exterior Street at South Truck Access</b>														
Exterior Street	SB		NA			LT	0.01	8.8	A					- Mitigation not required.
South Truck Access	WB				LR	0.04	14.5	B						
<b>Overall Intersection</b>						-	-	<b>12.1</b>	<b>B</b>					
<b>21 Exterior Street at North Truck Access</b>														
Exterior Street	-		NA			-	-	-	-					- Mitigation not required.
	SB				LT	0.06	9.4	A						
North Truck Access	-				-	-	-	-						
<b>Overall Intersection</b>						-	-	<b>15.8</b>	<b>C</b>					
<b><u>OTHER</u></b>														
<b>6 River Avenue at E. 150th Street</b>														
River Avenue	NB	LT	0.06	8.3	A	LT	0.01	8.5	A	LT	0.00	8.5	A	- Prohibit parking on the north side of the WB 150th Street approach 120 ft. from the intersection. - Restripe WB 150th Street to provide one 11 ft. wide exclusive left-turn lane and one 11 ft. wide shared through-right lane.  [Measures reflect geometric improvements needed for other peak periods, otherwise mitigation not needed.]
Pocket Lot Entry/Exit	EB	LR	0.10	15.0	B	LR	0.02	13.5	B	LR	0.02	13.5	B	
E. 150th Street	WB	LTR	0.28	20.5	C	LTR	0.22	17.5	C	L	0.18	19.3	C	
			-	-	-			-	-	TR	0.04	10.6	B	
<b>Overall Intersection</b>	-	-	<b>10.8</b>	<b>B</b>		-	-	<b>16.6</b>	<b>C</b>	-	-	<b>15.9</b>	<b>C</b>	
<b>1b Grand Concourse at E. 138th Street</b>														
E. 138th Street	EB	LT	0.23	9.9	A	LT	0.23	9.9	A					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>9.9</b>	<b>A</b>		-	-	<b>9.9</b>	<b>A</b>					

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 18**  
**BRONX TERMINAL MARKET NON-GAME DAY 2014**  
**WEEKDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014				BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	Weekday PM Peak Hour (5PM-6PM)				Weekday PM Peak Hour (5PM-6PM)				Weekday PM Peak Hour (5PM-6PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED</b>														
<b>GRAND CONCOURSE</b>														
<b>1a Grand Concourse at E. 138th Street</b>														
Grand Concourse	SB	L	0.37	74.7	E	L	0.37	74.7	E				- Mitigation not required.	
		R	0.41	77.9	E	R	0.41	77.9	E					
E. 138th Street	EB	T	0.50	57.4	E	T	0.50	57.4	E					
	WB	T	0.55	58.9	E	T	0.55	58.9	E					
<b>Overall Intersection</b>	<b>-</b>	<b>0.50</b>	<b>61.6</b>	<b>E</b>	<b>-</b>	<b>0.50</b>	<b>61.6</b>	<b>E</b>						
<b>2 Grand Concourse at E. 149th Street</b>														
Grand Concourse	NB	TR	1.02	46.7	D	TR	1.02	46.7	D	TR	0.71	14.5	B	- Restripe both north and southbound approaches to provide two 10 ft. wide through lanes and one 10 ft. wide shared through-right lane.
	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	0.95	31.9	C	
E. 149th Street	EB	TR	0.86	52.1	D	TR	0.93	59.7	E	TR	0.88	51.7	D	- Modify signal timing: shift 2 s of green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 80 s to 78 s; EB/WB green time shifts from 30 s to 32 s].
	WB	TR	0.79	47.2	D	TR	0.86	51.0	D	TR	0.81	46.4	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.17</b>	<b>81.3</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>95.0</b>	<b>F</b>	<b>-</b>	<b>0.93</b>	<b>32.5</b>	<b>C</b>		
<b>11 Grand Concourse at E. 161st Street</b>														
Grand Concourse	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	- Prohibit parking on the north side of the WB approach 120 ft. from the intersection.
		TR	0.85	23.3	C	TR	0.87	24.1	C	TR	0.97	43.2	D	- Restripe the WB approach from one 10 ft. shared left-through lane and one 10 ft. shared through-right lane to one 14 ft. exclusive left-turn lane and one 14 ft. shared through-right lane.
Grand Concourse Main Road	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	0.70	69.3	E	
		T	0.47	20.4	C	T	0.49	20.8	C	T	0.47	19.0	B	
Grand Concourse Service Road	SB	R	0.31	19.0	B	R	0.31	19.1	B	R	0.31	17.7	B	- Restripe the EB approach from one 12 ft. shared left-through lane and one 16 ft. shared through-right lane to one 12 ft. exclusive left-turn lane, one 12 ft. through lane and one 12 ft. shared through-right lane.
E. 161st Street	EB	DefL	0.96	89.2	F	DefL	1.08	120.0+	F*	L	0.82	69.0	E	- Modify signal timing and phasing plan: Maintain 120 s cycle. Add new lag NB/SB protected left-turn phase and new lag EB/WB protected left-turn phase by eliminating the lead protected NB phase. [EB/WB green time shifts from 37 s to 27.5 s; NB/SB green time shifts from 58 s to 60.5 s; new NB/SB lag left phase is allocated 6 s of green time; new EB/WB lag left phase is allocated 6 s of green time. All protected phases are allocated s amber, 2 s all red time.]
		TR	0.98	79.1	E	TR	0.98	79.1	E	TR	0.79	54.2	D	
	WB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	L	1.20+	120.0+	F*	
		TR	1.17	120.0+	F*	TR	1.18	120.0+	F*	TR	1.15	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>92.0</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>108.8</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>72.2</b>	<b>E</b>		
<b>RIVER AVENUE</b>														
<b>3 River Avenue and Exterior Street at E. 149th Street</b>														
Major Deegan Expressway NB Off Ramp	NB	LTR	1.05	100.8	F	LTR	1.20+	120.0+	F*	LTR	1.07	94.3	F	- Widen the NB Deegan ramp to obtain two 12 ft. wide travel lanes.
River Avenue	SB	LTR	0.74	54.5	D	LTR	1.16	120.0+	F*	LTR	0.79	52.3	D	- Modify signal timing and phasing plan: add new lead EB phase. Maintain 120 s cycle length. [EB/WB green time shifts from 49 s to 35 s; NB Mjr. Deegan ramp/SB Exterior St. green time shifts from 27 s to 35 s; NB Exterior St./SB River Ave. green time shifts from 28 s to 24 s; new lead EB phase is allocated 6 s green time, and 3 s amber, 2 s all red time].
Exterior Street	NB	LTR	0.77	55.6	E	LTR	0.86	64.7	E	DefL	0.75	54.1	D	
		-	-	-	-	-	-	-	-	TR	0.29	39.9	D	
	SB	DefL	0.68	60.2	E	DefL	1.20+	120.0+	F*	L	0.71	44.6	D	
		TR	0.41	41.5	D	TR	0.67	49.8	D	T	0.15	30.3	C	
E. 149th Street	EB	LTR	1.08	110.1	F	DefL	1.20+	120.0+	F*	L	0.94	66.0	E	
		-	-	-	-	TR	1.20+	120.0+	F*	TR	0.77	34.4	C	
	WB	LTR	0.88	44.9	D	LTR	1.02	71.4	E	L	0.35	34.2	C	
		-	-	-	-	-	-	-	-	TR	0.81	43.9	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>79.5</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.95</b>	<b>55.3</b>	<b>E</b>		

*Geometry of this intersection has been modified by shifting approach and receiving lanes closer to the intersection to reduce turning movement conflicts and to obtain better transition of traffic. Detailed design modifications are needed as follows -*

- Channelize the SB Exterior Street exclusive right-turn lane onto 149th Street, and restripe the SB Exterior Street to obtain one 12 ft. wide exclusive left turn-lane and one 12 ft. wide through lane by prohibiting parking on the west side. This allows good transition between SB Exterior Street approach lanes and its receiving lanes.
- Restripe EB 149th Street to obtain two 12 ft. wide through lanes, one 11 ft. wide exclusive left-turn lane, two WB 12 ft. wide through receiving lanes, and two 8 ft. wide sidewalks on both sides.
- Shift the WB 149th Street approach concrete divider 12 ft. to the south and restripe the approach to obtain one 12 ft. wide exclusive left-turn lane, two 12 ft. through lanes. EB exclusive left-turn lane and WB exclusive left-turn lane are now aligned with each other forming a two way left-turn lane.
- Restripe NB Exterior Street from one to two 12 ft. wide travel lanes.
- Widen the NB Deegan ramp to obtain two 12 ft. wide travel lanes.
- Modify signal timing and phasing plan: add new lead EB phase. Maintain 120 s cycle length. [EB/WB green time shifts from 49 s to 35 s; NB Mjr. Deegan ramp/SB Exterior St. green time shifts from 27 s to 35 s; NB Exterior St./SB River Ave. green time shifts from 28 s to 24 s; new lead EB phase is allocated 6 s green time, and 3 s amber, 2 s all red time].

**TABLE A - 18**  
**BRONX TERMINAL MARKET NON-GAME DAY 2014**  
**WEEKDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014				BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	Weekday PM Peak Hour (SPM-6PM)				Weekday PM Peak Hour (SPM-6PM)				Weekday PM Peak Hour (SPM-6PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>17 River Avenue at Garage Exit Only</b>														
River Avenue	NB		NA		T	0.42	10.4	B					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
	SB				T	0.13	8.0	A						
Garage Exit Only	EB				L	0.55	28.4	C						
					R	0.17	21.9	C						
<b>Overall Intersection</b>					-	<b>0.47</b>	<b>14.5</b>	<b>B</b>						
<b>16 River Avenue at E. 151st Street / Garage Entrance Only</b>														
River Avenue	NB	TR	0.34	20.2	C	LTR	0.96	50.7	D	LTR	0.92	41.9	D	- Modify signal timing: shift 2 s of green time from WB phase to NB/SB phase. [NB/SB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].
	SB	LT	0.31	20.2	C	LTR	0.30	19.7	B	LTR	0.29	18.4	B	
E. 151st Street / Garage Entrance Only	WB	LR	0.12	26.7	C	LTR	0.18	27.6	C	LTR	0.19	28.9	C	
<b>Overall Intersection</b>			<b>0.26</b>	<b>20.6</b>	<b>C</b>		<b>0.65</b>	<b>41.8</b>	<b>D</b>		<b>0.65</b>	<b>35.4</b>	<b>D</b>	
<b>8 River Avenue at E. 153rd Street</b>														
River Avenue	NB	LTR	0.75	21.7	C	LTR	1.20+	120.0+	F*	LTR	0.98	39.1	D	- Modify signal timing: shift 12 s of green time from EB/WB phase to NB/SB phase. [NB/SB green time shifts from 49 s to 61 s; EB/WB green time shifts from 31 s to 19 s].
	SB	LTR	0.35	11.8	B	LTR	0.44	13.2	B	LTR	0.35	6.5	A	
E. 153rd Street	EB	LTR	0.25	20.5	C	LTR	0.38	22.2	C	LTR	0.63	36.1	D	
	WB	LTR	0.36	23.0	C	LTR	0.37	23.3	C	LTR	0.59	39.3	D	
<b>Overall Intersection</b>			<b>0.60</b>	<b>19.6</b>	<b>B</b>		<b>0.92</b>	<b>86.1</b>	<b>F</b>		<b>0.89</b>	<b>32.4</b>	<b>C</b>	
<b>9 River Avenue at E. 157th Street</b>														
River Avenue	NB	TR	0.49	14.0	B	TR	0.68	18.5	B				- Mitigation not required.	
	SB	LT	0.36	12.0	B	LT	0.44	13.2	B					
E. 157th Street	WB	LR	0.08	18.9	B	LR	0.08	18.9	B					
<b>Overall Intersection</b>			<b>0.33</b>	<b>13.4</b>	<b>B</b>		<b>0.44</b>	<b>16.5</b>	<b>B</b>					
<b>10 River Avenue at E. 161st Street</b>														
River Avenue	NB	LTR	0.96	60.4	E	LTR	1.20+	120.0+	F*	LT	0.67	26.1	C	- Prohibit parking on the east side of the NB approach 120 ft. from the intersection and NB receiving. - Shift NB centerline 3 ft. to the west and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane. Shift SB centerline 3 ft. to the east and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane.
	SB	LTR	0.87	41.4	D	LTR	0.99	61.5	E	R	0.35	18.0	B	
										LT	0.72	28.4	C	
E. 161st Street Main Road	EB	T	0.20	13.9	B	T	0.20	13.9	B	R	0.29	17.3	B	
	WB	T	0.31	15.1	B	T	0.31	15.1	B	T	0.20	13.9	B	
E. 161st Street Service Road	EB	TR	0.58	19.7	B	TR	0.59	19.9	B	T	0.31	15.1	B	
	WB	TR	0.94	44.1	D	TR	0.94	45.1	D	TR	0.59	19.9	B	
<b>Overall Intersection</b>			<b>0.95</b>	<b>33.6</b>	<b>C</b>		<b>1.15</b>	<b>63.9</b>	<b>E</b>		<b>0.84</b>	<b>26.2</b>	<b>C</b>	

**TABLE A - 18**  
**BRONX TERMINAL MARKET NON-GAME DAY 2014**  
**WEEKDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014					BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures
	Weekday PM Peak Hour (5PM-6PM)					Weekday PM Peak Hour (5PM-6PM)				Weekday PM Peak Hour (5PM-6PM)				
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>OTHER</b>														
<b>12 Jerome Ave at E. 161st Street</b>														
Jerome Avenue	NB	L	0.71	46.4	D	L	0.71	46.4	D	LT	0.96	51.3	D	- Restripe NB lane configuration from exclusive left, through, and through-right to left-through, through, and exclusive right, 11 ft. wide each. - Shift SB centerline 5 ft. to the west by reducing the SB parking lane width from 13 ft. to 8 ft. to gain good transition for the NB traffic. - Modify signal timing: shift 9 s of green time from WB phase to NB/SB phase. [NB/SB green time shifts from 36 s to 45 s; WB green time shifts from 44 s to 35 s].
		TR	0.97	58.0	E	TR	1.16	118.1	F	R	0.37	14.4	B	
	SB	L	0.55	33.5	C	L	0.54	33.5	C	L	0.44	21.1	C	
		TR	0.96	60.9	E	TR	0.96	60.9	E	TR	0.78	28.4	C	
E. 161st Street	WB	L	0.70	22.9	C	L	0.70	22.9	C	L	0.88	42.2	D	
		T	0.52	21.7	C	T	0.52	21.7	C	T	0.64	35.2	D	
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>44.1</b>	<b>D</b>	-	<b>0.91</b>	<b>65.2</b>	<b>E</b>	-	<b>0.92</b>	<b>36.5</b>	<b>D</b>	
<b>14 Jerome Avenue at Ogden Avenue</b>														
Ogden Avenue	SB	LR	0.83	46.3	D	LR	0.83	46.3	D					- Mitigation not required.
Jerome Avenue	EB	T	0.49	13.9	B	T	0.61	16.4	B					
	WB	TR	0.51	13.3	B	TR	0.51	13.3	B					
<b>Overall Intersection</b>	-		<b>0.64</b>	<b>19.8</b>	<b>B</b>	-	<b>0.70</b>	<b>20.3</b>	<b>C</b>					
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>														
Major Deegan Expressway NB Service Road	NB	T	0.58	28.3	C	T	1.04	69.2	E	T	0.9	20.7	C	- Modify signal timing and phasing plan: combine NB Mjr. Deegan Service Road and NB Mjr. Deegan off-ramp into one phase. Reduce cycle length from 90 s to 60s. [WB green time shifts from 21.6 s to 22 s; combined NB phase is allocated 27 s green time]. - Install a lane reduction transition marking/signage for NB receiving lanes.
Major Deegan Expressway NB Off Ramp	NB	T	1.04	93.0	F	T	1.04	93.0	F	-	-	-	-	
E. 157th Street	WB	R	0.75	37.3	D	R	0.84	42.6	D	R	0.55	15.8	B	
<b>Overall Intersection</b>	-		<b>0.79</b>	<b>54.3</b>	<b>D</b>	-	<b>0.98</b>	<b>69.1</b>	<b>E</b>	-	<b>0.74</b>	<b>19.5</b>	<b>B</b>	
<b>15 Macombs Place at W. 155th Street</b>														
Macombs Place	NB	L	0.81	59.8	E	L	0.81	59.8	E	L	0.76	42.8	D	- Modify signal timing and phasing plan: eliminate NB Macombs Pl. right-turn only/SB Macombs Bridge left-only phase, and eliminate EB 155th St. right-turn only movement during NB Macombs Pl. phase to allow pedestrian crossing. Reduce cycle length from 120 s to 90 s. [EB green time shifts from 40 s to 31 s; NB green time shifts from 24 s to 19 s; NB/SB green time shifts from 18 s to 25 s].
		T	0.19	11.0	B	T	0.19	11.0	B	T	0.20	9.7	A	
	SB	T	0.69	39.3	D	T	0.69	39.3	D	T	0.83	43.8	D	
		R	0.92	37.6	D	R	0.96	43.7	D	R	0.74	11.6	B	
W. 155th Street	EB	L	1.04	84.2	F	L	1.11	106.0	F	L	1.06	77.6	E	
		R	0.13	11.1	B	R	0.13	11.1	B	R	0.20	20.3	C	
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>46.7</b>	<b>D</b>	-	<b>0.88</b>	<b>54.7</b>	<b>D</b>	-	<b>0.90</b>	<b>35.3</b>	<b>D</b>	
<b>4 Lenox Avenue at E. 145th Street</b>														
Lenox Avenue	NB	L	0.62	31.9	C	L	0.62	31.9	C	L	0.65	34.0	C	- Modify signal timing: shift 1 s of green time from NB/SB phase to lead WB phase. [NB/SB green time shifts from 31 s to 30 s; lead WB green time shifts from 9 s to 10 s].
		LT	0.40	23.8	C	LT	0.40	23.8	C	LT	0.41	24.8	C	
		R	0.59	18.7	B	R	0.59	18.7	B	R	0.59	18.7	B	
	SB	LTR	0.45	24.9	C	LTR	0.45	24.9	C	LTR	0.46	26.0	C	
E. 145th Street	EB	LTR	0.77	27.7	C	LTR	0.87	32.8	C	LTR	0.87	32.8	C	
	WB	L	0.95	86.4	F	L	1.12	93.9	F	L	1.06	73.8	E	
		TR	0.77	21.3	C	TR	0.90	31.1	C	TR	0.89	28.3	C	
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>32.9</b>	<b>C</b>	-	<b>1.00</b>	<b>37.4</b>	<b>D</b>	-	<b>0.95</b>	<b>34.4</b>	<b>C</b>	
<b>19 Exterior Street at Garage Exit</b>														
Exterior Street	NB		NA			-	-	-	-					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).
						T	0.43	21.7	C					
	SB					T	0.33	20.1	C					
Garage Exit Only	WB					L	0.14	18.1	B					
						-	-	-	-					
<b>Overall Intersection</b>	-					-	<b>0.55</b>	<b>22.6</b>	<b>C</b>					

**TABLE A - 18**  
**BRONX TERMINAL MARKET NON-GAME DAY 2014**  
**WEEKDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014					BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures
	Weekday PM Peak Hour (SPM-6PM)					Weekday PM Peak Hour (SPM-6PM)				Weekday PM Peak Hour (SPM-6PM)				
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>18 Exterior Street at Garage Entrance</b>														
Exterior Street	NB		NA			TR	0.65	26.7	C					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).
	SB				L	0.87	41.0	D						
					T	0.30	20.4	C						
<b>Overall Intersection</b>						-	<b>0.70</b>	<b>28.3</b>	<b>C</b>					
<b>UN SIGNALIZED</b>														
<b>EXTERIOR STREET</b>														
<b>22 Exterior Street at South Pocket Lot</b>														
Exterior Street	SB		NA			LT	0.01	9.9	A					- Mitigation not required.
South Pocket Lot	WB				LR	0.04	18.3	C						
<b>Overall Intersection</b>						-	-	<b>15.5</b>	<b>C</b>					
<b>5 Exterior Street at E. 150th Street</b>														
Exterior Street	NB	LTR	0.00	8.2	A	(Free flow)							- Mitigation not required.	
	SB	LTR	0.02	8.4	A									
E. 150th Street	EB	LTR	0.01	17.7	C									
	WB	LTR	0.26	14.3	B									
<b>Overall Intersection</b>	-	-	<b>9.2</b>	<b>A</b>										
<b>20 Exterior Street at South Truck Access</b>														
Exterior Street	SB		NA			LT	0.01	10.0	A					- Mitigation not required.
South Truck Access	WB				LR	0.04	18.7	C						
<b>Overall Intersection</b>						-	-	<b>15.4</b>	<b>C</b>					
<b>21 Exterior Street at North Truck Access</b>														
Exterior Street	-		NA			-	-	-	-					- Mitigation not required.
	SB				LT	0.09	11.7	B						
North Truck Access	-				-	-	-	-						
	WB				LR	0.28	25.1	D						
<b>Overall Intersection</b>						-	-	<b>19.3</b>	<b>C</b>					
<b>OTHER</b>														
<b>6 River Avenue at E. 150th Street</b>														
River Avenue	NB	LT	0.06	7.9	A	LT	0.01	8.5	A	LT	0.00	8.5	A	- Prohibit parking on the north side of the WB 150th Street approach 120 ft. from the intersection. - Restripe WB 150th Street to provide one 11 ft. wide exclusive left-turn lane and one 11 ft. wide shared through-right lane.  [Measures reflect geometric improvements needed for other peak periods, otherwise mitigation not needed.]
Pocket Lot Entry/Exit	EB	LR	0.08	16.7	C	LR	0.03	15.7	C	LR	0.03	15.7	C	
E. 150th Street	WB	LTR	0.38	25.7	D	LTR	0.43	29.6	D	L	0.35	29.3	D	
			-	-	-	-	-	-	-	TR	0.05	11.7	B	
<b>Overall Intersection</b>	-	-	<b>10.8</b>	<b>B</b>		-	-	<b>27.6</b>	<b>D</b>	-	-	<b>23.2</b>	<b>C</b>	
<b>1b Grand Concourse at E. 138th Street</b>														
E. 138th Street	EB	LT	0.39	13.2	B	LT	0.39	13.2	B					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>13.2</b>	<b>B</b>		-	-	<b>13.2</b>	<b>B</b>					

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 19**  
**BRONX TERMINAL MARKET NON-GAME DAY 2014**  
**SATURDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014				BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	Saturday Midday (1PM - 2PM)				Saturday Midday (1PM - 2PM)				Saturday Midday (1PM - 2PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED</b>														
<b>GRAND CONCOURSE</b>														
<b>1a Grand Concourse at E. 138th Street</b>														
Grand Concourse	SB	L	0.54	83.9	F	L	0.54	83.9	F				- Mitigation not required.	
		R	0.59	84.8	F	R	0.59	84.8	F					
E. 138th Street	EB	T	0.49	35.2	D	T	0.49	35.2	D					
	WB	T	0.47	34.7	C	T	0.47	34.7	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.53</b>	<b>47.5</b>	<b>D</b>	<b>-</b>	<b>0.53</b>	<b>47.5</b>	<b>D</b>						
<b>2 Grand Concourse at E. 149th Street</b>														
Grand Concourse	NB	TR	1.07	71.1	E	TR	1.07	71.1	E	TR	0.78	19.1	B	- Restripe both north and southbound approaches to provide two 10 ft. wide through lanes and one 10 ft. wide shared through-right lane.
	SB	TR	1.20	118.3	F	TR	1.20+	120.0+	F*	TR	0.95	33.9	C	
E. 149th Street	EB	TR	0.88	56.3	E	TR	0.98	71.6	E	TR	0.89	54.6	D	- Modify signal timing: shift 3 s of green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 80 s to 77 s; EB/WB green time shifts from 30 s to 33 s].
	WB	TR	0.85	52.7	D	TR	0.93	62.0	E	TR	0.85	49.8	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.11</b>	<b>80.7</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>102.9</b>	<b>F</b>		<b>-</b>	<b>0.93</b>	<b>37.4</b>	<b>D</b>	
<b>11 Grand Concourse at E. 161st Street</b>														
Grand Concourse	NB	L	0.63	22.8	C	L	0.67	25.2	C	L	0.66	44.1	D	- Prohibit parking on the north side of the WB approach 120 ft. from the intersection.
		TR	0.40	14.2	B	TR	0.41	14.4	B	TR	0.56	26.9	C	- Restripe the WB approach from one 10 ft. shared left-through lane and one 10 ft. shared through-right lane to one 14 ft. exclusive left-turn lane and one 14 ft. shared through-right lane.
Grand Concourse Main Road	SB	L	0.37	25.3	C	L	0.39	25.9	C	L	0.34	30.9	C	
		T	0.46	27.8	C	T	0.49	28.7	C	T	0.53	33.0	C	
Grand Concourse Service Road	SB	R	0.26	32.8	C	R	0.26	32.9	C	R	0.30	40.1	D	- Restripe the EB approach from one 12 ft. shared left-through lane and one 16 ft. shared through-right lane to one 12 ft. exclusive left-turn lane, one 12 ft. through lane and one 12 ft. shared through-right lane.
E. 161st Street	EB	LTR	0.87	49.4	D	DefL	0.81	54.9	D	L	0.71	49.2	D	
		-	-	-	-	TR	0.88	54.8	D	TR	0.57	39.2	D	
	WB	DefL	0.76	66.0	E	DefL	0.85	68.7	E	L	0.51	39.7	D	- Modify signal timing and phasing plan: Maintain 120 s cycle. Add new lag NB/SB protected left-turn phase and new lag EB/WB protected left-turn phase by eliminating the lead protected NB phase. [EB/WB green time shifts from 41 s to 33 s; NB/SB green time shifts from 54 s to 50 s; new NB/SB lag left phase is allocated 7 s of green time; new EB/WB lag left phase is allocated 10 s of green time. All protected phases are allocated 3 s amber, 2 s all red time.]
		TR	0.76	48.3	D	TR	0.76	48.6	D	TR	0.72	49.7	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.64</b>	<b>31.8</b>	<b>C</b>	<b>-</b>	<b>0.66</b>	<b>34.4</b>	<b>C</b>		<b>-</b>	<b>0.84</b>	<b>36.2</b>	<b>D</b>	
<b>RIVER AVENUE</b>														
<b>3 River Avenue and Exterior Street at E. 149th Street</b>														
<div style="border: 1px solid black; padding: 5px;"> <i>Geometry of this intersection has been modified by shifting approach and receiving lanes closer to the intersection to reduce turning movement conflicts and to obtain better transition of traffic. Detailed design modifications are needed as follows -</i> </div>														
													- Channelize the SB Exterior Street exclusive right-turn lane onto 149th Street, and restripe the SB Exterior Street to obtain one 12 ft. wide exclusive left turn-lane and one 12 ft. wide through lane by prohibiting parking on the west side. This allows good transition between SB Exterior Street approach lanes and its receiving lanes.	
													- Restripe EB 149th Street to obtain two 12 ft. wide through lanes, one 11 ft. wide exclusive left-turn lane, two WB 12 ft. wide through receiving lanes, and two 8 ft. wide sidewalks on both sides.	
													- Shift the WB 149th Street approach concrete divider 12 ft. to the south and restripe the approach to obtain one 12 ft. wide exclusive left-turn lane, two 12 ft. through lanes. EB exclusive left-turn lane and WB exclusive left-turn lane are now aligned with each other forming a two way left-turn lane.	
													- Restripe NB Exterior Street from one to two 12 ft. wide travel lanes.	
Major Deegan Expressway NB Off Ramp	NB	LTR	1.03	98.5	F	LTR	1.20+	120.0+	F*	LTR	0.98	68.1	E	- Widen the NB Deegan ramp to obtain two 12 ft. wide travel lanes.
River Avenue	SB	LTR	0.67	52.1	D	LTR	1.20+	120.0+	F*	LTR	0.69	46.4	D	- Modify signal timing and phasing plan: add new lead EB phase. Maintain 120 s cycle length. [EB/WB green time shifts from 49 s to 30 s; NB Mjr. Deegan ramp/SB Exterior St. green time shifts from 27 s to 37 s; NB Exterior St./SB River Ave. green time shifts from 28 s to 25 s; new lead EB phase is allocated 8 s green time, and 3 s amber, 2 s all red time].
Exterior Street	NB	LTR	0.53	51.5	D	LTR	0.55	53.0	D	DefL	0.19	37.9	D	
		-	-	-	-	-	-	-	-	TR	0.06	36.6	D	
	SB	DefL	0.68	57.6	E	DefL	1.18	120.0+	F*	L	0.78	48.6	D	
		TR	0.74	58.4	E	TR	1.16	120.0+	F*	T	0.21	29.5	C	
E. 149th Street	EB	DefL	1.00	95.0	F	DefL	1.20+	120.0+	F*	L	0.86	51.4	D	
		TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	0.60	31.2	C	
	WB	LTR	1.05	85.4	F	LTR	1.20+	120.0+	F*	L	0.39	37.5	D	
		-	-	-	-	-	-	-	-	TR	0.85	50.2	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.18</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		<b>-</b>	<b>0.87</b>	<b>48.9</b>	<b>D</b>	

**TABLE A - 19**  
**BRONX TERMINAL MARKET NON-GAME DAY 2014**  
**SATURDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014				BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	Saturday Midday (1PM - 2PM)				Saturday Midday (1PM - 2PM)				Saturday Midday (1PM - 2PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>17 River Avenue at Garage Exit Only</b>														
River Avenue	NB		NA		T	0.32	7.9	A					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
	SB				T	0.13	6.7	A						
Garage Exit Only	EB				L	0.59	20.5	C						
					R	0.18	14.3	B						
<b>Overall Intersection</b>					-	<b>0.43</b>	<b>11.8</b>	<b>B</b>						
<b>16 River Avenue at E. 151st Street / Garage Entrance Only</b>														
River Avenue	NB	TR	0.16	12.3	B	LTR	0.79	24.9	C				- Mitigation not required.	
	SB	LT	0.25	13.6	B	LTR	0.28	13.6	B					
E. 151st Street / Garage Entrance Only	WB	LR	0.09	18.3	B	LTR	0.16	19.1	B					
<b>Overall Intersection</b>	-	<b>0.19</b>	<b>13.3</b>	<b>B</b>	-	<b>0.54</b>	<b>21.4</b>	<b>C</b>						
<b>8 River Avenue at E. 153rd Street</b>														
River Avenue	NB	LTR	0.30	8.2	A	LTR	0.81	20.1	C				- Mitigation not required.	
	SB	LTR	0.27	8.0	A	LTR	0.38	9.1	A					
E. 153rd Street	EB	LTR	0.25	14.5	B	LTR	0.40	16.0	B					
	WB	LTR	0.18	14.5	B	LTR	0.20	14.7	B					
<b>Overall Intersection</b>	-	<b>0.28</b>	<b>10.7</b>	<b>B</b>	-	<b>0.65</b>	<b>16.3</b>	<b>B</b>						
<b>9 River Avenue at E. 157th Street</b>														
River Avenue	NB	TR	0.27	8.0	A	TR	0.48	10.3	B				- Mitigation not required.	
	SB	LT	0.27	8.0	A	LT	0.37	9.0	A					
E. 157th Street	WB	LR	0.08	13.4	B	LR	0.08	13.4	B					
<b>Overall Intersection</b>	-	<b>0.20</b>	<b>8.4</b>	<b>A</b>	-	<b>0.32</b>	<b>9.9</b>	<b>A</b>						
<b>10 River Avenue at E. 161st Street</b>														
River Avenue	NB	LTR	0.63	22.4	C	LTR	1.16	119.6	F	LT	0.43	15.0	B	- Prohibit parking on the east side of the NB approach 120 ft. from the intersection and NB receiving. - Shift NB centerline 3 ft. to the west and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane. Shift SB centerline 3 ft. to the east and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane.
										R	0.38	14.5	B	
	SB	LTR	0.63	22.2	C	LTR	0.80	32.0	C	LT	0.53	17.2	B	
										R	0.14	11.7	B	
E. 161st Street Main Road	EB	T	0.35	11.1	B	T	0.36	11.1	B	T	0.36	11.1	B	
	WB	T	0.50	12.6	B	T	0.50	12.6	B	T	0.50	12.6	B	
E. 161st Street Service Road	EB	TR	0.73	18.1	B	TR	0.75	18.7	B	TR	0.75	18.7	B	
	WB	TR	0.79	22.2	C	TR	0.79	22.6	C	TR	0.79	22.6	C	
<b>Overall Intersection</b>	-	<b>0.72</b>	<b>18.1</b>	<b>B</b>	-	<b>0.97</b>	<b>35.3</b>	<b>D</b>	-	<b>0.67</b>	<b>16.8</b>	<b>B</b>		

**TABLE A - 19**  
**BRONX TERMINAL MARKET NON-GAME DAY 2014**  
**SATURDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014				BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	Saturday Midday (1PM - 2PM)				Saturday Midday (1PM - 2PM)				Saturday Midday (1PM - 2PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>OTHER</b>														
<b>12 Jerome Avenue at E. 161st Street</b>														
Jerome Avenue	NB	L	0.36	21.1	C	L	0.36	21.1	C	LT	0.52	21.3	C	- Restripe NB lane configuration from exclusive left, through, and through-right to left-through, through, and exclusive right, 11 ft. wide each. - Shift SB centerline 5 ft. to the west by reducing the SB parking lane width from 13ft. to 8ft. to gain good transition for the NB traffic.
		TR	0.97	56.2	E	TR	1.18	120.0+	F*	R	0.59	25.0	C	
	SB	L	0.24	41.7	D	L	0.24	41.7	D	L	0.24	41.7	D	
		TR	0.60	55.9	E	TR	0.60	55.9	E	TR	0.60	55.9	E	
E. 161st Street	WB	L	0.50	41.3	D	L	0.50	41.3	D	L	0.50	41.3	D	
		LT	0.13	11.9	B	LT	0.13	11.9	B	LT	0.13	11.9	B	
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>46.1</b>	<b>D</b>	-	<b>0.80</b>	<b>74.3</b>	<b>E</b>	-	<b>0.54</b>	<b>33.3</b>	<b>C</b>	
<b>14 Jerome Avenue at Ogden Avenue</b>														
Ogden Avenue	SB	LR	0.52	25.5	C	LR	0.52	25.5	C					- Mitigation not required.
Jerome Avenue	EB	T	0.43	12.9	B	T	0.56	15.1	B					
	WB	TR	0.34	11.2	B	TR	0.34	11.2	B					
<b>Overall Intersection</b>	-		<b>0.47</b>	<b>15.3</b>	<b>B</b>	-	<b>0.55</b>	<b>15.9</b>	<b>B</b>					
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>														
Major Deegan Expressway NB Service Road	NB	T	0.45	26.1	C	T	0.96	48.7	D	T	0.77	15.5	B	- Modify signal timing and phasing plan: combine NB Mjr. Deegan Service Road and NB Mjr. Deegan off-ramp into one phase. Reduce cycle length from 90 s to 60s. [WB green time shifts from 21.6 s to 22 s; combined NB phase is allocated 27 s green time]. - Install a lane reduction transition marking/signage for NB receiving lanes.
Major Deegan Expressway NB Off Ramp	NB	T	0.98	63.4	E	T	0.98	63.4	E	-	-	-	-	
E. 157th Street	WB	R	0.32	27.9	C	R	0.43	29.4	C	R	0.28	12.8	B	
<b>Overall Intersection</b>	-		<b>0.60</b>	<b>43.2</b>	<b>D</b>	-	<b>0.81</b>	<b>50.1</b>	<b>D</b>	-	<b>0.55</b>	<b>15.1</b>	<b>B</b>	
<b>15 Macombs Place at W. 155th Street</b>														
Macombs Place	NB	L	0.40	43.0	D	L	0.40	43.0	D	L	0.43	34.9	C	- Modify signal timing and phasing plan: eliminate NB Macombs Pl. right-turn only/SB Macombs Bridge left-only phase, and eliminate EB 155th St. right-turn only movement during NB Macombs Pl. phase to allow pedestrian crossing. Reduce cycle length from 120 s to 90 s. [EB green time shifts from 40 s to 31 s; NB green time shifts from 24 s to 16 s; NB/SB green time shifts from 18 s to 28 s].
		T	0.26	11.7	B	T	0.26	11.7	B	T	0.28	10.4	B	
	SB	T	0.80	43.7	D	T	0.80	43.7	D	T	0.86	41.6	D	
		R	0.58	19.6	B	R	0.61	20.2	C	R	0.45	5.3	A	
W. 155th Street	EB	L	0.97	65.5	E	L	1.05	85.9	F	L	1.00	61.5	E	
		R	0.15	11.3	B	R	0.15	11.3	B	R	0.24	20.7	C	
<b>Overall Intersection</b>	-		<b>0.77</b>	<b>33.0</b>	<b>C</b>	-	<b>0.80</b>	<b>38.0</b>	<b>D</b>	-	<b>0.82</b>	<b>27.0</b>	<b>C</b>	
<b>4 Lenox Avenue at E. 145th Street</b>														
Lenox Avenue	NB	L	0.75	38.4	D	L	0.75	38.4	D	L	0.78	41.7	D	- Modify signal timing: shift 2 s of green time from EB/WB phase to lead WB phase and 1 s of green time from NB/SB phase to lead WB phase. [NB/SB green time shifts from 31 s to 30 s; EB/WB green time shifts from 35 s to 33 s; lead WB green time shifts from 9 s to 12 s].
		LT	0.29	21.8	C	LT	0.29	21.8	C	LT	0.30	22.6	C	
		R	0.43	15.3	B	R	0.43	15.3	B	R	0.41	13.9	B	
	SB	LTR	0.39	23.6	C	LTR	0.39	23.6	C	LTR	0.40	24.6	C	
E. 145th Street	EB	LTR	0.77	27.8	C	LTR	0.90	35.4	D	LTR	0.95	43.7	D	
	WB	L	0.92	48.8	D	L	1.04	71.7	E	L	0.87	46.0	D	
		TR	0.61	15.8	B	TR	0.76	20.3	C	TR	0.75	19.1	B	
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>26.9</b>	<b>C</b>	-	<b>0.98</b>	<b>32.8</b>	<b>C</b>	-	<b>0.89</b>	<b>32.9</b>	<b>C</b>	
<b>19 Exterior Street at Garage Exit</b>														
Exterior Street	NB		NA			-	-	-	-					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).
						T	0.38	20.9	C					
	SB					T	0.38	20.7	C					
Garage Exit Only	WB					L	0.16	18.3	B					
						-	-	-	-					
<b>Overall Intersection</b>	-					-	<b>0.57</b>	<b>23.7</b>	<b>C</b>					

**TABLE A - 19**  
**BRONX TERMINAL MARKET NON-GAME DAY 2014**  
**SATURDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014				BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	Saturday Midday (1PM - 2PM)				Saturday Midday (1PM - 2PM)				Saturday Midday (1PM - 2PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>18 Exterior Street at Garage Entrance</b>														
Exterior Street	NB		NA		TR	0.65	28.6	C					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
	SB				L	0.87	40.4	D						
					T	0.38	23.3	C						
<b>Overall Intersection</b>					-	<b>0.77</b>	<b>29.8</b>	<b>C</b>						
<b>UN SIGNALIZED</b>														
<b>EXTERIOR STREET</b>														
<b>22 Exterior Street at South Pocket Lot</b>														
Exterior Street	SB		NA		LT	0.01	9.7	A					- Mitigation not required.	
South Pocket Lot	WB				LR	0.04	18.1	C						
<b>Overall Intersection</b>					-	-	<b>15.3</b>	<b>C</b>						
<b>5 Exterior Street at E. 150th Street</b>														
Exterior Street	NB	LTR	0.01	8.2	A								- Mitigation not required.	
	SB	LTR	0.02	8.1	A									
E. 150th Street	EB	LTR	0.00	10.2	B									
	WB	LTR	0.21	11.9	B									
<b>Overall Intersection</b>	-	-	<b>8.7</b>	<b>A</b>										
<b>20 Exterior Street at South Truck Access</b>														
Exterior Street	SB		NA		LT	0.01	9.6	A					- Mitigation not required.	
South Truck Access	WB				LR	0.01	14.9	B						
<b>Overall Intersection</b>					-	-	<b>12.3</b>	<b>B</b>						
<b>21 Exterior Street at North Truck Access</b>														
Exterior Street	-		NA		-	-	-	-					- Mitigation not required.	
	SB				LT	0.07	11.5	B						
North Truck Access	-				-	-	-	-						
	WB				LR	0.28	25.6	D						
<b>Overall Intersection</b>					-	-	<b>19.9</b>	<b>C</b>						
<b>OTHER</b>														
<b>6 River Avenue at E. 150th Street</b>														
River Avenue	NB	LT	0.06	7.8	A	LT	0.01	8.2	A	LT	0.00	8.2	A	- Prohibit parking on the north side of the WB 150th Street approach 120 ft. from intersection. - Restripe WB 150th Street to provide one 11 ft. wide exclusive left-turn lane and one 11 ft. wide shared through-right lane.
Pocket Lot Entry/Exit	EB	LR	0.09	14.3	B	LR	0.02	12.0	B	LR	0.02	12.0	B	
E. 150th Street	WB	LTR	0.17	15.2	C	LTR	0.21	18.3	C	L	0.19	19.0	C	
	-	-	-	-	-	-	-	-	-	TR	0.02	11.0	B	
<b>Overall Intersection</b>	-	-	<b>9.6</b>	<b>A</b>	-	-	<b>17.0</b>	<b>C</b>	-	-	<b>16.6</b>	<b>C</b>	[Measures reflect geometric improvements needed for other peak periods, otherwise mitigation not needed.]	
<b>1b Grand Concourse at E. 138th Street</b>														
E. 138th Street	EB	LT	0.27	10.6	B	LT	0.27	10.6	B					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>10.6</b>	<b>B</b>	-	-	<b>10.6</b>	<b>B</b>						

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 20**  
**BRONX TERMINAL MARKET GAME DAY 2014**  
**WEEKDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014				BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	<u>Weekday PM (5:15PM - 6:15PM)</u>				<u>Weekday PM (5:15PM - 6:15PM)</u>				<u>Weekday PM (5:15PM - 6:15PM)</u>					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED</b>														
<b>GRAND CONCOURSE</b>														
<b>1a Grand Concourse at E. 138th Street</b>														
Grand Concourse	SB	L	0.35	67.7	E	L	0.35	67.7	E				- Mitigation not required	
		R	0.40	79.7	E	R	0.40	79.7	E					
E. 138th Street	EB	T	0.40	12.3	B	T	0.40	12.3	B					
	WB	T	0.45	13.0	B	T	0.45	13.0	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.43</b>	<b>25.4</b>	<b>C</b>	<b>-</b>	<b>0.43</b>	<b>25.4</b>	<b>C</b>						
<b>2 Grand Concourse at E. 149th Street</b>														
Grand Concourse	NB	TR	1.09	71.0	E	TR	1.09	71.0	E	TR	0.76	16.2	B	- Restripe both north and southbound approaches to provide two 10 ft. wide through lanes and one 10 ft. wide shared through-right lane.
	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	0.99	41.4	D	
E. 149th Street	EB	TR	0.91	58.5	E	TR	0.99	72.2	E	TR	0.93	59.0	E	- Modify signal timing: shift 2 s of green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 80 s to 78 s; EB/WB green time shifts from 30 s to 32 s].
	WB	TR	0.79	47.8	D	TR	0.86	51.8	D	TR	0.81	47.0	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>97.9</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>113.1</b>	<b>F</b>	<b>-</b>	<b>0.97</b>	<b>37.1</b>	<b>D</b>		
<b>11 Grand Concourse at E. 161st Street</b>														
Grand Concourse	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	- Prohibit parking on the north side of the WB approach 120 ft. from the intersection.
		TR	0.66	16.4	B	TR	0.73	18.3	B	TR	0.95	43.8	D	- Restripe the WB approach from one 10 ft. shared left-through lane and one 10 ft. shared through-right lane to one 14 ft. exclusive left-turn lane and one 14 ft. shared through-right lane.
Grand Concourse Main Road	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	0.77	71.0	E	
		T	0.51	36.8	D	T	0.55	38.7	D	T	0.58	43.9	D	
Grand Concourse Service Road	SB	R	0.43	22.0	C	R	0.43	22.0	C	R	0.64	33.5	C	- Restripe the EB approach from one 12 ft. shared left-through lane and one 16 ft. shared through-right lane to one 12 ft. exclusive left-turn lane, one 12 ft. through lane and one 12 ft. shared through-right lane.
E. 161st Street	EB	DefL	0.65	47.6	D	DefL	0.67	49.0	D	L	0.47	45.1	D	
		TR	1.08	108.2	F	TR	1.08	108.2	F	TR	0.82	55.2	E	- Modify signal timing and phasing plan: Maintain 120 s cycle. Add new lag NB/SB protected left-turn phase and new lag EB/WB protected left-turn phase by eliminating the lead protected NB phase. [EB/WB green time shifts from 37 s to 29 s; NB/SB green time shifts from 58 s to 55 s; new NB/SB lag left phase is allocated 8 s of green time; new EB/WB lag left phase is allocated 8 s of green time. All protected phases are allocated 3 s amber, 2 s all red time.]
	WB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	L	1.20+	120.0+	F*	
		TR	1.03	98.9	F	TR	1.03	98.9	F	TR	1.01	95.1	F	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>109.7</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>94.5</b>	<b>F</b>		
<b>RIVER AVENUE</b>														
<b>3 River Avenue and Exterior Street at E. 149th Street</b>														
<div style="border: 1px solid black; padding: 5px;"> <i>Geometry of this intersection has been modified by shifting approach and receiving lanes closer to the intersection to reduce turning movement conflicts and to obtain better transition of traffic. Detailed design modifications are needed as follows -</i> </div>														
													- Channelize the SB Exterior Street exclusive right-turn lane onto 149th Street, and restripe the SB Exterior Street to obtain one 12 ft. wide exclusive left turn-lane and one 12 ft. wide through lane by prohibiting parking on the west side. This allows good transition between SB Exterior Street approach lanes and its receiving lanes.	
													- Restripe EB 149th Street to obtain two 12 ft. wide through lanes, one 11 ft. wide exclusive left-turn lane, two WB 12 ft. wide through receiving lanes, and two 8 ft. wide sidewalks on both sides.	
													- Shift the WB 149th Street approach concrete divider 12 ft. to the south and restripe the approach to obtain one 12 ft. wide exclusive left-turn lane, two 12 ft. through lanes. EB exclusive left-turn lane and WB exclusive left-turn lane are now aligned with each other forming a two way left-turn lane.	
													- Restripe NB Exterior Street from one to two 12 ft. wide travel lanes.	
Major Deegan Expressway NB Off Ramp	NB	LTR	1.10	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.12	120.0+	F*	- Widen the NB Deegan ramp to obtain two 12 ft. wide travel lanes.
River Avenue	SB	LTR	0.50	43.1	D	LTR	0.90	70.0	E	LTR	0.60	42.7	D	- Modify signal timing and phasing plan: add new lead EB phase. Maintain 120 s cycle length. [EB/WB green time shifts from 49 s to 30 s; NB Mjr. Deegan ramp/SB Exterior St. green time shifts from 27 s to 36 s; NB Exterior St./SB River Ave. green time shifts from 28 s to 26 s; new lead EB phase is allocated 8 s green time, and 3 s amber, 2 s all red time].
Exterior Street	NB	LTR	0.80	64.0	E	LTR	1.08	120.0+	F*	DefL	0.35	39.1	D	
		-	-	-	-	-	-	-	-	TR	0.24	37.7	D	
	SB	DefL	0.88	86.2	F	DefL	1.20+	120.0+	F*	L	0.85	57.2	E	
		TR	0.35	39.9	D	TR	0.57	45.6	D	T	0.11	29.2	C	
E. 149th Street	EB	DefL	1.09	120.0+	F*	DefL	1.20+	120.0+	F*	L	1.06	120.0+	F*	
		TR	1.10	120.0+	F*	TR	1.10	120.0+	F*	TR	0.82	40.9	D	
	WB	LTR	0.98	65.1	E	LTR	1.11	104.9	F	L	0.29	36.9	D	
		-	-	-	-	-	-	-	-	TR	0.92	59.1	E	
<b>Overall Intersection</b>	<b>-</b>	<b>1.03</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.96</b>	<b>106.2</b>	<b>F</b>		

**TABLE A - 20**  
**BRONX TERMINAL MARKET GAME DAY 2014**  
**WEEKDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014				BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	Weekday PM (5:15PM - 6:15PM)				Weekday PM (5:15PM - 6:15PM)				Weekday PM (5:15PM - 6:15PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>17 River Avenue at Garage Exit Only</b>														
River Avenue	NB		NA		T	0.55	13.6	B					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
	SB				T	0.11	9.2	A						
Garage Exit Only	EB				L	0.28	21.4	C						
					R	0.14	19.5	B						
<b>Overall Intersection</b>					-	<b>0.45</b>	<b>14.3</b>	<b>B</b>						
<b>16 River Avenue at E. 151st Street / Garage Entrance Only</b>														
River Avenue	NB	TR	0.36	11.3	B	LTR	0.94	32.9	C				- Mitigation not required.	
	SB	LT	0.43	13.3	B	LTR	0.27	10.7	B					
E. 151st Street / Garage Entrance Only	WB	LR	0.17	27.6	C	LTR	0.31	30.0	C					
<b>Overall Intersection</b>	-	<b>0.33</b>	<b>13.2</b>	<b>B</b>	-	<b>0.69</b>	<b>28.6</b>	<b>C</b>						
<b>8 River Avenue at E. 153rd Street</b>														
River Avenue	NB	LTR	0.87	33.2	C	LTR	1.07	78.0	E	LTR	0.83	26.0	C	- Enforce no parking restrictions on the east side of the NB approach 120 ft. from the intersection. - Enforce no parking restrictions on the west side of the SB approach 120 ft. from the intersection.
	SB	LTR	0.74	22.7	C	LTR	0.76	23.8	C	LTR	0.60	16.6	B	
E. 153rd Street	EB	LTR	0.52	25.2	C	LTR	0.52	25.2	C	LTR	0.52	25.2	C	
	WB	LTR	0.42	24.9	C	LTR	0.42	24.9	C	LTR	0.42	24.9	C	
<b>Overall Intersection</b>	-	<b>0.74</b>	<b>27.3</b>	<b>C</b>	-	<b>0.86</b>	<b>45.9</b>	<b>D</b>	-	<b>0.71</b>	<b>23.1</b>	<b>C</b>		
<b>9 River Avenue at E. 157th Street</b>														
River Avenue	NB	TR	0.46	13.5	B	TR	0.53	14.8	B				- Mitigation not required.	
	SB	LT	0.51	14.3	B	LT	0.53	14.7	B					
E. 157th Street	WB	LR	0.21	21.2	C	LR	0.21	21.2	C					
<b>Overall Intersection</b>	-	<b>0.39</b>	<b>14.5</b>	<b>B</b>	-	<b>0.40</b>	<b>15.2</b>	<b>B</b>						
<b>10 River Avenue at E. 161st Street</b>														
River Avenue	NB	LTR	0.59	22.9	C	LTR	0.73	28.7	C	LT	0.38	17.4	B	- Prohibit parking on the east side of the NB approach 120 ft. from the intersection and NB receiving. - Shift NB centerline 3 ft. to the west and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane. Shift SB centerline 3 ft. to the east and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane. [Measures reflect geometric improvements needed for other peak periods, otherwise mitigation not needed.]
										R	0.27	16.3	B	
	SB	LTR	0.58	21.5	C	LTR	0.61	22.5	C	LT	0.58	21.7	C	
										R	0.13	14.4	B	
E. 161st Street Main Road	EB	T	0.11	13.7	B	T	0.12	13.8	B	T	0.12	13.8	B	
	WB	T	0.36	16.1	B	T	0.36	16.1	B	T	0.36	16.1	B	
E. 161st Street Service Road	EB	T	0.38	16.3	B	T	0.39	16.5	B	T	0.39	16.5	B	
		R	0.87	39.5	D	R	0.87	39.5	D	R	0.87	39.5	D	
	WB	TR	0.61	20.2	C	TR	0.61	20.2	C	TR	0.61	20.2	C	
<b>Overall Intersection</b>	-	<b>0.73</b>	<b>21.9</b>	<b>C</b>	-	<b>0.80</b>	<b>22.6</b>	<b>C</b>	-	<b>0.72</b>	<b>21.1</b>	<b>C</b>		

**TABLE A - 20**  
**BRONX TERMINAL MARKET GAME DAY 2014**  
**WEEKDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014					BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	Weekday PM (5:15PM - 6:15PM)					Weekday PM (5:15PM - 6:15PM)				Weekday PM (5:15PM - 6:15PM)					
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>OTHER</b>															
<b>12 Jerome Avenue at E. 161st Street</b>															
Jerome Avenue	NB	L	0.74	52.3	D	L	0.74	52.3	D	LT	0.94	50.6	D	Design modifications needed as follows- - Restripe NB lane configuration from exclusive left, through, and through-right to left-through, through, and exclusive right, 11 ft. wide each. - Shift SB centerline 5 ft. to the west by reducing the SB parking lane width from 13 ft. to 8 ft. to gain good transition for the NB traffic.	
		TR	1.01	61.3	E	TR	1.17	114.8	F	R	0.87	40.5	D		
	SB	L	0.85	64.8	E	L	1.18	120.0+	F*	L	0.52	27.0	C		
		TR	0.84	39.4	D	TR	0.84	39.4	D	TR	0.84	39.4	D		
E. 161st Street	WB	L	0.66	20.8	C	L	0.66	20.8	C	L	0.66	20.8	C		
		LT	0.18	49.3	D	LT	0.18	49.3	D	LT	0.18	49.3	D		
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>46.3</b>	<b>D</b>	-	<b>0.90</b>	<b>75.9</b>	<b>E</b>	-	<b>0.79</b>	<b>38.1</b>	<b>D</b>		
<b>14 Jerome Avenue at Ogden Avenue</b>															
Ogden Avenue	SB	LR	0.56	26.7	C	LR	0.56	26.7	C						- Mitigation not required.
Jerome Avenue	EB	T	0.65	17.2	B	T	0.78	21.8	C						
	WB	TR	0.45	12.4	B	TR	0.45	12.4	B						
<b>Overall Intersection</b>	-		<b>0.62</b>	<b>17.0</b>	<b>B</b>	-	<b>0.69</b>	<b>18.8</b>	<b>B</b>						
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>															
Major Deegan Expressway NB Service Road	NB	T	0.48	26.5	C	T	0.93	44.8	D	T	0.83	17.4	B	- Modify signal timing and phasing plan: combine NB Mjr. Deegan Service Road and NB Mjr. Deegan off-ramp into one phase. Reduce cycle length from 90 s to 60s. [WB green time shifts from 21.6 s to 22 s; combined NB phase is allocated 27 s green time]. - Install a lane reduction transition marking/signage for NB receiving lanes.	
Major Deegan Expressway NB Off Ramp	NB	T	0.96	56.0	E	T	0.96	56.0	E	-	-	-	-		
E. 157th Street	WB	R	0.48	30.4	C	R	0.56	31.9	C	R	0.37	13.6	B		
<b>Overall Intersection</b>	-		<b>0.65</b>	<b>40.4</b>	<b>D</b>	-	<b>0.83</b>	<b>46.0</b>	<b>D</b>	-	<b>0.62</b>	<b>16.7</b>	<b>B</b>		
<b>15 Macombs Place at W. 155th Street</b>															
Macombs Place	NB	L	0.92	79.9	E	L	0.92	79.9	E	L	0.72	40.6	D	- Modify signal timing and phasing plan: eliminate NB Macombs Pl. right-turn only/SB Macombs Bridge left-only phase, and eliminate EB 155th St. right-turn only movement during NB Macombs Pl. phase to allow pedestrian crossing. Reduce cycle length from 120 s to 90 s. [EB green time shifts from 40 s to 32 s; NB green time shifts from 24 s to 21 s; NB/SB green time shifts from 18 s to 22 s].	
		T	0.22	22.0	C	T	0.22	22.0	C	T	0.21	17.7	B		
	SB	T	0.61	38.8	D	T	0.61	38.8	D	T	0.74	40.1	D		
		R	0.68	26.5	C	R	0.72	27.6	C	R	0.52	8.4	A		
W. 155th Street	EB	L	1.08	120.0+	F*	L	1.14	120.0+	F*	L	0.95	92.2	F		
		R	0.18	15.9	B	R	0.18	15.9	B	R	0.24	20.2	C		
<b>Overall Intersection</b>	-		<b>0.93</b>	<b>77.0</b>	<b>E</b>	-	<b>0.80</b>	<b>83.7</b>	<b>F</b>	-	<b>0.82</b>	<b>42.4</b>	<b>D</b>		
<b>4 Lenox Avenue at E. 145th Street</b>															
Lenox Avenue	NB	L	0.60	30.8	C	L	0.60	30.8	C	L	0.67	37.2	D		- Modify signal timing: shift 1 s of green time from lead WB phase to EB/WB phase and 3 s of green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 31 s to 28 s; EB/WB green time shifts from 35 s to 39 s; lead WB green time shifts from 9 s to 8 s].
		LT	0.42	24.2	C	LT	0.42	24.2	C	LT	0.47	27.4	C		
		R	0.65	20.6	C	R	0.65	20.6	C	R	0.71	25.7	C		
	SB	LTR	0.42	24.2	C	LTR	0.42	24.2	C	LTR	0.49	28.3	C		
E. 145th Street	EB	LTR	0.93	38.8	D	LTR	1.03	61.1	E	LTR	0.93	35.9	D		
	WB	L	0.64	19.8	B	L	0.64	21.1	C	L	0.63	18.6	B		
		TR	0.56	14.4	B	TR	0.67	16.7	B	TR	0.63	14.1	B		
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>26.8</b>	<b>C</b>	-	<b>0.85</b>	<b>35.5</b>	<b>D</b>	-	<b>0.82</b>	<b>26.9</b>	<b>C</b>		
<b>19 Exterior Street at Garage Exit</b>															
Exterior Street	NB		NA			-	-	-	-					- Mitigation not required (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
						T	0.25	19.2	B						
	SB					T	0.39	20.8	C						
Garage Exit Only	WB					L	0.13	17.9	B						
						-	-	-	-						
<b>Overall Intersection</b>	-					-	<b>0.55</b>	<b>23.3</b>	<b>C</b>						

**TABLE A - 20**  
**BRONX TERMINAL MARKET GAME DAY 2014**  
**WEEKDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014				BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	<u>Weekday PM (5:15PM - 6:15PM)</u>				<u>Weekday PM (5:15PM - 6:15PM)</u>				<u>Weekday PM (5:15PM - 6:15PM)</u>					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>18 Exterior Street at Garage Entrance</b>														
Exterior Street	NB		NA		TR	0.75	35.8	D					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
	SB				L	0.84	39.2	D						
					T	0.40	27.2	C						
<b>Overall Intersection</b>					-	<b>0.54</b>	<b>34.3</b>	<b>C</b>						
<b>UNIGNALIZED</b>														
<b><u>EXTERIOR STREET</u></b>														
<b>22 Exterior Street at South Pocket Lot</b>														
Exterior Street	SB		NA		LT	0.01	9.6	A					- Mitigation not required.	
South Pocket Lot	WB				LR	0.03	17.5	C						
<b>Overall Intersection</b>					-	-	<b>14.9</b>	<b>B</b>						
<b>5 Exterior Street at E. 150th Street</b>														
Exterior Street	NB	LTR	0.01	8.0	A								- Mitigation not required.	
	SB	LTR	0.04	8.3	A									
E. 150th Street	EB	LTR	0.00	21.7	C									
	WB	LTR	0.25	14.7	B									
<b>Overall Intersection</b>	-	-	<b>9.1</b>	<b>A</b>										
<b>20 Exterior Street at South Truck Access</b>														
Exterior Street	SB		NA		LT	0.01	9.7	A					- Mitigation not required.	
South Truck Access	WB				LR	0.03	17.7	C						
<b>Overall Intersection</b>					-	-	<b>14.7</b>	<b>B</b>						
<b>21 Exterior Street at North Truck Access</b>														
Exterior Street	-		NA		-	-	-	-					- Mitigation not required.	
	SB				LT	0.07	10.3	B						
North Truck Access	-				-	-	-	-						
	WB				LR	0.22	19.8	C						
<b>Overall Intersection</b>					-	-	<b>15.8</b>	<b>C</b>						
<b><u>OTHER</u></b>														
<b>6 River Avenue at E. 150th Street</b>														
River Avenue	NB	LT	0.05	7.6	A	LT	0.01	7.9	A	LT	0.00	7.9	A	- Prohibit parking on the north side of the WB 150th Street approach 120 ft. from the intersection. - Restripe WB 150th Street to provide one 11 ft. wide exclusive left-turn lane and one 11 ft. wide shared through-right lane.
Pocket Lot Entry/Exit	EB	LR	0.20	23.8	C	LR	0.02	13.8	B	LR	0.02	13.8	B	
E. 150th Street	WB	LTR	0.45	27.7	D	LTR	0.90	105.2	F	L	0.34	26.5	D	
										TR	0.11	13.3	B	
<b>Overall Intersection</b>	-	-	<b>11.2</b>	<b>B</b>	-	-	<b>96.0</b>	<b>F</b>	-	-	<b>20.5</b>	<b>C</b>		
<b>1b Grand Concourse at E. 138th Street</b>														
E. 138th Street	EB	LT	0.46	15.2	C	LT	0.46	15.2	C					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>15.2</b>	<b>C</b>	-	-	<b>15.2</b>	<b>C</b>						

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 21**  
**BRONX TERMINAL MARKET GAME DAY 2014**  
**SATURDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014				BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	Saturday Midday (12PM - 1PM)				Saturday Midday (12PM - 1PM)				Saturday Midday (12PM - 1PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED</b>														
<b>GRAND CONCOURSE</b>														
<b>1a Grand Concourse at E. 138th Street</b>														
Grand Concourse	SB	L	0.38	73.5	E	L	0.38	73.5	E				- Mitigation not required.	
		R	0.43	84.0	F	R	0.43	84.0	F					
E. 138th Street	EB	T	0.40	12.2	B	T	0.40	12.2	B					
	WB	T	0.41	12.5	B	T	0.41	12.5	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.42</b>	<b>27.1</b>	<b>C</b>	<b>-</b>	<b>0.42</b>	<b>27.1</b>	<b>C</b>						
<b>2 Grand Concourse at E. 149th Street</b>														
Grand Concourse	NB	TR	1.02	50.7	D	TR	1.02	50.7	D	TR	0.70	13.8	B	- Restripe both north and southbound approaches to provide two 10 ft. wide through lanes and one 10 ft. wide shared through-right lane.
	SB	TR	1.16	105.3	F	TR	1.20+	120.0+	F*	TR	0.86	22.0	C	
E. 149th Street	EB	TR	0.73	45.1	D	TR	0.80	48.0	D	TR	0.80	48.0	D	
	WB	TR	0.68	43.6	D	TR	0.73	45.4	D	TR	0.73	45.4	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>64.6</b>	<b>E</b>	<b>-</b>	<b>1.13</b>	<b>78.6</b>	<b>E</b>	<b>-</b>	<b>0.84</b>	<b>28.5</b>	<b>C</b>		
<b>11 Grand Concourse at E. 161st Street</b>														
Grand Concourse	NB	L	0.94	70.6	E	L	1.00	58.6	E	L	1.04	68.9	E	- Prohibit parking on the north side of the WB approach 120 ft. from the intersection.
		TR	0.43	14.5	B	TR	0.50	15.7	B	TR	0.67	29.1	C	- Restripe the WB approach from one 10 ft. shared left-through lane and one 10 ft. shared through-right lane to one 14 ft. exclusive left-turn lane and one 14 ft. shared through-right lane.
Grand Concourse Main Road	SB	L	0.03	29.5	C	L	0.04	34.0	C	L	0.03	31.4	C	-
		T	0.37	28.9	C	T	0.41	29.9	C	T	0.44	33.4	C	-
Grand Concourse Service Road	SB	R	0.62	30.5	C	R	0.62	30.5	C	R	0.78	44.4	D	- Restripe the EB approach from one 12 ft. shared left-through lane and one 16 ft. shared through-right lane to one 12 ft. exclusive left-turn lane, one 12 ft. through lane and one 12 ft. shared through-right lane.
E. 161st Street	EB	DefL	0.77	55.1	E	DefL	0.77	54.9	D	L	0.67	51.7	D	-
		TR	0.69	46.4	D	TR	0.69	46.4	D	TR	0.46	37.3	D	- Modify signal timing and phasing plan: Maintain 120 s cycle. Add new lag NB/SB protected left-turn phase and new lag EB/WB protected left-turn phase by eliminating the lead protected NB phase. [EB/WB green time shifts from 41 s to 35 s; NB/SB green time shifts from 54 s to 51 s; new NB/SB lag left phase is allocated 7 s of green time; new EB/WB lag left phase is allocated 7 s of green time. All protected phases are allocated 3 s amber, 2 s all red time.]
	WB	LTR	0.47	31.8	C	LTR	0.64	36.9	D	L	0.34	29.0	C	-
		-	-	-	-	-	-	-	-	TR	0.68	44.6	D	- [Measures reflect geometric and operational improvements needed for other peak periods, otherwise mitigation not needed.]
<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>32.2</b>	<b>C</b>	<b>-</b>	<b>0.92</b>	<b>31.7</b>	<b>C</b>	<b>-</b>	<b>0.94</b>	<b>38.6</b>	<b>D</b>	- Prohibit parking on the west side of the SB service road approach 120 ft. from the intersection for this time period.	
<b>RIVER AVENUE</b>														
<b>3 River Avenue and Exterior Street at E. 149th Street</b>														
														<i>Geometry of this intersection has been modified by shifting approach and receiving lanes closer to the intersection to reduce turning movement conflicts and to obtain better transition of traffic. Detailed design modifications are needed as follows -</i>
														- Channelize the SB Exterior Street exclusive right-turn lane onto 149th Street, and restripe the SB Exterior Street to obtain one 12 ft. wide exclusive left turn-lane and one 12 ft. wide through lane by prohibiting parking on the west side. This allows good transition between SB Exterior Street approach lanes and its receiving lanes.
														- Restripe EB 149th Street to obtain two 12 ft. wide through lanes, one 11 ft. wide exclusive left-turn lane, two WB 12 ft. wide through receiving lanes, and two 8 ft. wide sidewalks on both sides.
														- Shift the WB 149th Street approach concrete divider 12 ft. to the south and restripe the approach to obtain one 12 ft. wide exclusive left-turn lane, two 12 ft. through lanes. EB exclusive left-turn lane and WB exclusive left-turn lane are now aligned with each other forming a two way left-turn lane.
														- Restripe NB Exterior Street from one to two 12 ft. wide travel lanes.
Major Deegan Expressway NB Off Ramp	NB	LTR	1.10	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	- Widen the NB Deegan ramp to obtain two 12 ft. wide travel lanes.
River Avenue	SB	LTR	0.80	70.4	E	LTR	1.20+	120.0+	F*	LTR	0.84	62.7	E	- Modify signal timing and phasing plan: add new lead EB phase. Maintain 120 s cycle length. [EB/WB green time shifts from 49 s to 32 s; NB Mjr. Deegan ramp/SB Exterior St. green time shifts from 27 s to 42 s; NB Exterior St./SB River Ave. green time shifts from 28 s to 18 s; new lead EB phase is allocated 8 s green time, and 3 s amber, 2 s all red time].
Exterior Street	NB	LTR	0.89	79.9	E	LTR	1.20+	120.0+	F*	DefL	0.54	48.3	D	
		-	-	-	-	-	-	-	-	TR	0.35	45.1	D	
	SB	DefL	0.92	92.1	F	DefL	1.20+	120.0+	F*	L	0.98	79.6	E	
		TR	0.95	89.9	F	TR	1.20+	120.0+	F*	T	0.19	26.1	C	
E. 149th Street	EB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	L	0.98	64.4	E	
		TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	0.74	33.9	C	
	WB	LTR	0.65	30.9	C	LTR	0.74	34.4	C	L	0.29	35.0	D	
		-	-	-	-	-	-	-	-	TR	0.77	43.8	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.10</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.08</b>	<b>93.0</b>	<b>F</b>		

**TABLE A - 21**  
**BRONX TERMINAL MARKET GAME DAY 2014**  
**SATURDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014				BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	Saturday Midday (12PM - 1PM)				Saturday Midday (12PM - 1PM)				Saturday Midday (12PM - 1PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>17 River Avenue at Garage Exit Only</b>														
River Avenue	NB		NA		T	0.59	10.0	A					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
	SB				T	0.08	6.0	A						
Garage Exit Only	EB				L	0.30	16.2	B						
					R	0.14	14.6	B						
<b>Overall Intersection</b>					-	<b>0.48</b>	<b>10.6</b>	<b>B</b>						
<b>16 River Avenue at E. 151st Street / Garage Entrance Only</b>														
River Avenue	NB	TR	0.40	8.5	A	LTR	1.04	49.5	D	LTR	1.01	40.3	D	- Modify signal timing: shift 1 s of green time from WB phase to NB/SB phase. [NB/SB green time shifts from 31 s to 32 s; WB green time shifts from 19 s to 18 s].
	SB	LT	0.28	8.3	A	LTR	0.17	7.1	A	LTR	0.17	6.5	A	
E. 151st Street / Garage Entrance Only	WB	LR	0.17	19.2	B	LTR	0.32	21.4	C	LTR	0.34	22.3	C	
<b>Overall Intersection</b>	-	<b>0.31</b>	<b>9.3</b>	<b>A</b>	-	<b>0.76</b>	<b>42.1</b>	<b>D</b>	-	<b>0.76</b>	<b>34.7</b>	<b>C</b>		
<b>8 River Avenue at E. 153rd Street</b>														
River Avenue	NB	LTR	1.00	52.2	D	LTR	1.20+	120.0+	F*	LTR	0.96	37.8	D	- Enforce no parking restrictions on the east side of the NB approach 120 ft. from the intersection.
	SB	LTR	0.71	18.4	B	LTR	0.73	19.3	B	LTR	0.67	15.9	B	
E. 153rd Street	EB	LTR	0.41	17.2	B	LTR	0.41	17.2	B	LTR	0.41	17.2	B	
	WB	LTR	0.46	19.7	B	LTR	0.46	19.7	B	LTR	0.46	19.7	B	
<b>Overall Intersection</b>	-	<b>0.79</b>	<b>33.4</b>	<b>C</b>	-	<b>0.94</b>	<b>78.6</b>	<b>E</b>	-	<b>0.76</b>	<b>27.4</b>	<b>C</b>		
<b>9 River Avenue at E. 157th Street</b>														
River Avenue	NB	TR	0.41	9.6	A	TR	0.52	11.2	B					- Mitigation not required.
	SB	LT	0.54	11.5	B	LT	0.56	12.1	B					
E. 157th Street	WB	LR	0.11	13.8	B	LR	0.11	13.8	B					
<b>Overall Intersection</b>	-	<b>0.37</b>	<b>10.9</b>	<b>B</b>	-	<b>0.39</b>	<b>11.8</b>	<b>B</b>						
<b>10 River Avenue at E. 161st Street</b>														
River Avenue	NB	LTR	0.91	71.5	E	LTR	1.20+	120.0+	F*	LT	0.51	27.4	C	- Prohibit parking on the east side of the NB approach 120 ft. from the intersection and NB receiving. - Shift NB centerline 3 ft. to the west and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane. Shift SB centerline 3 ft. to the east and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane.
										R	0.29	21.1	C	
	SB	LTR	0.94	62.4	E	LTR	0.98	73.3	E	LT	0.81	42.4	D	
										R	0.09	17.7	B	
E. 161st Street Main Road	EB	T	0.22	44.1	D	T	0.23	44.7	D	T	0.23	44.7	D	
	WB	T	0.38	21.3	C	T	0.38	21.3	C	T	0.38	21.3	C	
E. 161st Street Service Road	EB	TR	0.79	35.5	D	TR	0.79	35.5	D	TR	0.79	35.5	D	
	WB	TR	0.92	49.9	D	TR	0.92	49.9	D	TR	0.92	49.9	D	
<b>Overall Intersection</b>	-	<b>0.93</b>	<b>44.8</b>	<b>D</b>	-	<b>1.10</b>	<b>60.3</b>	<b>E</b>	-	<b>0.87</b>	<b>37.3</b>	<b>D</b>		

**TABLE A - 21**  
**BRONX TERMINAL MARKET GAME DAY 2014**  
**SATURDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014					BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	Saturday Midday (12PM - 1PM)					Saturday Midday (12PM - 1PM)				Saturday Midday (12PM - 1PM)					
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>OTHER</b>															
<b>12 Jerome Avenue at E. 161st Street</b>															
Jerome Avenue	NB	L	0.36	21.0	C	L	0.36	21.0	C	LT	0.57	20.9	C	Design modifications needed as follows- - Restripe NB lane configuration from exclusive left, through, and through-right to left-through, through, and exclusive right, 11 ft. wide each. - Shift SB centerline 5 ft. to the west by reducing the SB parking lane width from 13ft. to 8ft. to gain good transition for the NB traffic. - Modify signal timing: shift 2 s of green time from WB phase to NB/SB phase. [NB/SB green time shifts from 36 s to 38 s; WB green time shifts from 44 s to 42 s].	
		T	0.56	23.2	C	T	0.72	28.4	C	-	-	-	-		
		R	0.97	55.6	E	R	0.99	60.3	E	R	0.97	55.1	E		
	SB	L	0.69	45.3	D	L	0.69	45.3	D	L	0.66	40.1	D		
		TR	0.89	52.4	D	TR	0.89	52.4	D	TR	0.85	44.1	D		
E. 161st Street	WB	LT	0.32	13.4	B	LT	0.32	13.4	B	LT	0.34	14.7	B		
<b>Overall Intersection</b>	-	-	<b>0.62</b>	<b>35.6</b>	<b>D</b>	-	<b>0.62</b>	<b>37.6</b>	<b>D</b>	-	<b>0.64</b>	<b>33.3</b>	<b>C</b>		
<b>14 Jerome Avenue at Ogden Avenue</b>															
Ogden Avenue	SB	LR	0.86	40.9	D	LR	0.86	40.9	D						- Mitigation not required.
Jerome Avenue	EB	T	0.77	21.3	C	T	0.90	30.7	C						
	WB	TR	0.37	11.5	B	TR	0.37	11.5	B						
<b>Overall Intersection</b>	-	-	<b>0.80</b>	<b>23.7</b>	<b>C</b>	-	<b>0.88</b>	<b>27.4</b>	<b>C</b>						
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>															
Major Deegan Expressway NB Service Road	NB	T	0.60	28.8	C	T	1.05	72.1	E	T	0.76	15.2	B	- Modify signal timing and phasing plan: combine NB Mjr. Deegan Service Road and NB Mjr. Deegan off-ramp into one phase. Reduce cycle length from 90 s to 60s. [WB green time shifts from 21.6 s to 22 s; combined NB phase is allocated 27 s green time]. - Install a lane reduction transition marking/signage for NB receiving lanes.	
Major Deegan Expressway NB Off Ramp	NB	T	0.84	40.7	D	T	0.84	40.7	D	-	-	-	-		
E. 157th Street	WB	R	0.34	28.2	C	R	0.42	29.4	C	R	0.28	12.8	B		
<b>Overall Intersection</b>	-	-	<b>0.61</b>	<b>33.3</b>	<b>C</b>	-	<b>0.79</b>	<b>56.9</b>	<b>E</b>	-	<b>0.54</b>	<b>14.8</b>	<b>B</b>		
<b>15 Macombs Place at W. 155th Street</b>															
Macombs Place	NB	L	0.70	56.6	E	L	0.70	56.6	E	L	0.52	33.1	C	- Modify signal timing and phasing plan: eliminate NB Macombs Pl. right-turn only/SB Macombs Bridge left-only phase, and eliminate EB 155th St. right-turn only movement during NB Macombs Pl. phase to allow pedestrian crossing. Reduce cycle length from 120 s to 90 s. [EB green time shifts from 40 s to 32 s; NB green time shifts from 24 s to 21 s; NB/SB green time shifts from 18 s to 22 s].	
		T	0.22	24.4	C	T	0.22	24.4	C	T	0.21	18.5	B		
	SB	T	0.64	40.5	D	T	0.64	40.5	D	T	0.75	41.0	D		
		R	0.69	26.7	C	R	0.72	27.9	C	R	0.52	8.5	A		
W. 155th Street	EB	L	1.09	113.9	F	L	1.16	120.0+	F*	L	0.97	56.7	E		
		R	0.11	15.6	B	R	0.11	15.6	B	R	0.14	19.0	B		
<b>Overall Intersection</b>	-	-	<b>0.76</b>	<b>53.1</b>	<b>D</b>	-	<b>0.76</b>	<b>60.9</b>	<b>E</b>	-	<b>0.78</b>	<b>29.8</b>	<b>C</b>		
<b>4 Lenox Avenue at E. 145th Street</b>															
Lenox Avenue	NB	L	0.74	34.5	C	L	0.74	34.5	C						- Mitigation not required.
		LT	0.50	26.0	C	LT	0.50	26.0	C						
		R	0.39	14.6	B	R	0.39	14.6	B						
	SB	LTR	0.66	30.8	C	LTR	0.66	30.8	C						
E. 145th Street	EB	LTR	0.68	24.7	C	LTR	0.78	27.9	C						
	WB	L	0.57	16.4	B	L	0.57	17.2	B						
		TR	0.69	18.2	B	TR	0.80	22.9	C						
<b>Overall Intersection</b>	-	-	<b>0.75</b>	<b>23.4</b>	<b>C</b>	-	<b>0.78</b>	<b>25.4</b>	<b>C</b>						
<b>19 Exterior Street at Garage Exit</b>															
Exterior Street	NB		NA			-	-	-	-					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
						T	0.35	20.4	C						
						T	0.47	22.1	C						
Garage Exit Only	WB					L	0.12	17.8	B						
						-	-	-	-						
						R	0.69	29.6	C						
<b>Overall Intersection</b>	-	-				-	<b>0.58</b>	<b>23.3</b>	<b>C</b>						

**TABLE A - 21**  
**BRONX TERMINAL MARKET GAME DAY 2014**  
**SATURDAY MIDDAY COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014				BUILD 2014				CURRENT BUILD MITIGATED				Mitigation Measures	
	Saturday Midday (12PM - 1PM)				Saturday Midday (12PM - 1PM)				Saturday Midday (12PM - 1PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>18 Exterior Street at Garage Entrance</b>														
Exterior Street	NB		NA		TR	0.88	43.7	D					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
	SB				L	0.82	41.9	D						
					T	0.55	30.6	C						
<b>Overall Intersection</b>					-	<b>0.91</b>	<b>39.2</b>	<b>D</b>						
<b>UNSIGNALIZED</b>														
<b>EXTERIOR STREET</b>														
<b>22 Exterior Street at South Pocket Lot</b>														
Exterior Street	SB		NA		LT	0.01	10.3	B					- Mitigation not required.	
South Pocket Lot	WB				LR	0.05	22.1	C						
<b>Overall Intersection</b>					-	-	<b>18.2</b>	<b>C</b>						
<b>5 Exterior Street at E. 150th Street</b>														
Exterior Street	NB	LTR	0.02	8.2	A	(Free flow)							- Mitigation not required.	
	SB	LTR	0.10	8.6	A									
E. 150th Street	EB	LTR	0.04	26.6	D									
	WB	LTR	0.44	19.5	C									
<b>Overall Intersection</b>	-	-	<b>10.3</b>	<b>B</b>										
<b>20 Exterior Street at South Truck Access</b>														
Exterior Street	SB		NA		LT	0.01	10.2	B					- Mitigation not required.	
South Truck Access	WB				LR	0.01	16.3	C						
<b>Overall Intersection</b>					-	-	<b>13.3</b>	<b>B</b>						
<b>21 Exterior Street at North Truck Access</b>														
Exterior Street	-		NA		-	-	-	-					- Mitigation not required.	
	SB				LT	0.07	10.9	B						
North Truck Access	-				-	-	-	-						
	WB				LR	0.25	23.1	C						
<b>Overall Intersection</b>					-	-	<b>18.3</b>	<b>C</b>						
<b>OTHER</b>														
<b>6 River Avenue at E. 150th Street</b>														
River Avenue	NB	LT	0.07	7.6	A	LT	0.00	7.6	A	LT	0.00	7.6	A	- Prohibit parking on the north side of the WB 150th Street approach 120 ft. from the intersection. - Restripe WB 150th Street to provide one 11 ft. wide exclusive left-turn lane and one 11 ft. wide shared through-right lane.
Pocket Lot Entry/Exit	EB	LR	0.41	25.2	D	LR	0.02	13.8	B	LR	0.02	13.8	B	
E. 150th Street	WB	LTR	0.46	26.6	D	LTR	0.85	83.3	F	L	0.38	25.6	D	
	-	-	-	-	-	-	-	-	-	TR	0.10	13.7	B	
<b>Overall Intersection</b>	-	-	<b>12.2</b>	<b>B</b>	-	-	<b>77.0</b>	<b>F</b>	-	-	<b>21.0</b>	<b>C</b>		
<b>1b Grand Concourse at E. 138th Street</b>														
E. 138th Street	EB	LT	0.39	13.2	B	LT	0.39	13.2	B					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>13.2</b>	<b>B</b>	-	-	<b>13.2</b>	<b>B</b>						

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.

**TABLE A - 22**  
**BRONX TERMINAL MARKET GAME DAY 2014**  
**SATURDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014 Saturday PM (4PM - 5PM)				BUILD 2014 Saturday PM (4PM - 5PM)				CURRENT BUILD MITIGATED Saturday PM (4PM - 5PM)				Mitigation Measures	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SIGNALIZED</b>														
<b>GRAND CONCOURSE</b>														
<b>1a Grand Concourse at E. 138th Street</b>														
Grand Concourse	SB	L	0.37	69.8	E	L	0.37	69.8	E					- Mitigation not required.
		R	0.50	75.3	E	R	0.50	75.3	E					
E. 138th Street	EB	T	0.52	13.9	B	T	0.52	13.9	B					
	WB	T	0.53	14.3	B	T	0.53	14.3	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.52</b>	<b>25.3</b>	<b>C</b>	<b>-</b>	<b>0.52</b>	<b>25.3</b>	<b>C</b>						
<b>2 Grand Concourse at E. 149th Street</b>														
Grand Concourse	NB	TR	1.03	51.8	D	TR	1.03	51.8	D	TR	0.70	13.6	B	- Restripe both north and southbound approaches to provide two 10 ft. wide through lanes and one 10 ft. wide shared through-right lane.
	SB	TR	1.11	80.1	F	TR	1.20+	120.0+	F*	TR	0.84	18.9	B	
E. 149th Street	EB	TR	0.73	44.5	D	TR	0.77	46.3	D	TR	0.77	46.3	D	
	WB	TR	0.71	43.6	D	TR	0.75	44.9	D	TR	0.75	44.9	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>58.5</b>	<b>E</b>	<b>-</b>	<b>1.11</b>	<b>79.1</b>	<b>E</b>	<b>-</b>	<b>0.82</b>	<b>16.8</b>	<b>B</b>		
<b>11 Grand Concourse at E. 161st Street</b>														
Grand Concourse	NB	L	0.94	70.2	E	L	0.99	84.7	F	L	1.03	67.7	E	- Prohibit parking on the north side of the WB approach 120 ft. from the intersection.
		TR	0.56	11.6	B	TR	0.62	12.6	B	TR	0.94	44.3	D	- Restripe the WB approach from one 10 ft. shared left-through lane and one 10 ft. shared through-right lane to one 14 ft. exclusive left-turn lane and one 14 ft. shared through-right lane.
Grand Concourse Main Road	SB	L	0.03	23.4	C	L	0.04	27.9	C	L	0.02	39.7	D	-
		T	0.39	19.9	B	T	0.42	20.4	C	T	0.53	35.2	D	
Grand Concourse Service Road	SB	R	0.18	17.6	B	R	0.18	17.6	B	R	0.29	34.7	C	- Restripe the EB approach from one 12 ft. shared left-through lane and one 16 ft. shared through-right lane to one 12 ft. exclusive left-turn lane, one 12 ft. through lane and one 12 ft. shared through-right lane.
E. 161st Street	EB	DefL	0.84	77.5	E	DefL	0.87	82.7	F	L	0.48	37.2	D	- Modify signal timing and phasing plan: Maintain 120 s cycle. Add new lag NB/SB protected left-turn phase and new lag EB/WB protected left-turn phase by eliminating the lead protected NB phase. [EB/WB green time shifts from 32 s to 33.5 s; NB/SB green time shifts from 66 s to 51 s; new NB/SB lag left phase is allocated 9.5 s of green time; new EB/WB lag left phase is allocated 6 s of green time. All protected phases are allocated 3 s amber, 2 s all red time.]
	TR		0.85	69.0	E	TR	0.85	69.0	E	TR	0.45	35.0	D	
	WB	LTR	0.70	47.3	D	DefL	1.20+	120.0+	F*	L	0.66	37.7	D	- Prohibit parking on the west side of the SB service road approach 120 ft. from the intersection for this time period.
	-	-	-	-	-	TR	1.08	120.0+	F*	TR	0.75	46.8	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>29.4</b>	<b>C</b>	<b>-</b>	<b>1.05</b>	<b>45.7</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>42.4</b>	<b>D</b>		
<b>RIVER AVENUE</b>														
<b>3 River Avenue and Exterior Street at E. 149th Street</b>														
Major Deegan Expressway NB Off Ramp	NB	LTR	0.80	57.5	E	LTR	1.20+	120.0+	F*	LTR	0.80	45.0	D	- Partially Mitigated.
River Avenue	SB	LTR	1.09	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	- Widen the NB Deegan ramp to obtain two 12 ft. wide travel lanes.
Exterior Street	NB	LTR	0.83	58.0	E	LTR	0.86	61.4	E	DefL	0.74	49.3	D	- Modify signal timing and phasing plan: add new lead EB phase. Maintain 120 s cycle length. [EB/WB green time shifts from 49 s to 29 s; NB Mjr. Deegan ramp/SB Exterior St. green time shifts from 27 s to 35 s; NB Exterior St/SB River Ave. green time remains 28 s; new lead EB phase is allocated 8 s green time, and 3 s amber, 2 s all red time].
	SB	DefL	0.55	47.8	D	DefL	1.20+	120.0+	F*	L	0.97	84.8	F	
		TR	0.74	52.8	D	TR	0.94	75.4	E	T	0.39	33.2	C	
E. 149th Street	EB	DefL	1.01	102.3	F	DefL	1.20+	120.0+	F*	L	0.67	36.4	D	
		TR	1.00	68.8	E	TR	1.00	68.8	E	TR	0.65	33.1	C	
	WB	LTR	1.10	120.0+	F*	LTR	1.19	120.0+	F*	L	0.35	37.8	D	
	-	-	-	-	-	-	-	-	-	TR	1.16	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.01</b>	<b>112.0</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.11</b>	<b>98.7</b>	<b>F</b>		

*Geometry of this intersection has been modified by shifting approach and receiving lanes closer to the intersection to reduce turning movement conflicts and to obtain better transition of traffic. Detailed design modifications are needed as follows -*

- Channelize the SB Exterior Street exclusive right-turn lane onto 149th Street, and restripe the SB Exterior Street to obtain one 12 ft. wide exclusive left-turn lane and one 12 ft. wide through lane by prohibiting parking on the west side. This allows good transition between SB Exterior Street approach lanes and its receiving lanes.
- Restripe EB 149th Street to obtain two 12 ft. wide through lanes, one 11 ft. wide exclusive left-turn lane, two WB 12 ft. wide through receiving lanes, and two 8 ft. wide sidewalks on both sides.
- Shift the WB 149th Street approach concrete divider 12 ft. to the south and restripe the approach to obtain one 12 ft. wide exclusive left-turn lane, two 12 ft. through lanes. EB exclusive left-turn lane and WB exclusive left-turn lane are now aligned with each other forming a two way left-turn lane.
- Restripe NB Exterior Street from one to two 12 ft. wide travel lanes.

**Option 1.**

- Partially Mitigated.
- Widen the NB Deegan ramp to obtain two 12 ft. wide travel lanes.
- Modify signal timing and phasing plan: add new lead EB phase. Maintain 120 s cycle length. [EB/WB green time shifts from 49 s to 29 s; NB Mjr. Deegan ramp/SB Exterior St. green time shifts from 27 s to 35 s; NB Exterior St/SB River Ave. green time remains 28 s; new lead EB phase is allocated 8 s green time, and 3 s amber, 2 s all red time].

**TABLE A - 22**  
**BRONX TERMINAL MARKET GAME DAY 2014**  
**SATURDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014 Saturday PM (4PM - 5PM)					BUILD 2014 Saturday PM (4PM - 5PM)				CURRENT BUILD MITIGATED Saturday PM (4PM - 5PM)				Mitigation Measures	
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		Mvt.	V/C	Control			LOS
			Delay	LOS				Delay	LOS			Delay	LOS		
										NB	LTR	0.64	32.5	C	-
										SB	LTR	1.16	120.0+	F*	-
										NB	DefL	0.67	43.2	D	-
										TR	0.30	34.8	C	-	
										SB	L	0.80	45.4	D	-
										T	0.32	27.0	C	-	
										EB	L	0.99	94.9	F	OR
										TR	0.87	51.5	D	-	
										WB	L	0.74	75.3	E	-
										TR	1.09	102.4	F	-	
											<b>0.99</b>	<b>65.9</b>	<b>E</b>	-	
<b>17 River Avenue at Garage Exit Only</b>															
River Avenue	NB		NA			T	0.25	5.3	A						-
	SB					T	0.62	31.0	C						-
Garage Exit Only	EB					L	0.69	43.4	D						-
						R	0.67	43.5	D						-
<b>Overall Intersection</b>							<b>0.36</b>	<b>26.2</b>	<b>C</b>						-
<b>16 River Avenue at E. 151st Street / Garage Entrance Only</b>															
River Avenue	NB	TR	0.33	120.0+	F*	LTR	0.73	120.0+	F*	LTR	0.49	120.0+	F*	-	-
	SB	LT	0.75	120.0+	F*	LTR	0.41	25.8	C	LTR	0.64	93.5	F	-	-
E. 151st Street / Garage Entrance Only	WB	LR	0.19	19.4	B	LTR	0.30	20.9	C	LTR	0.46	44.2	D	-	-
<b>Overall Intersection</b>			<b>0.53</b>	<b>120.0+</b>	<b>F*</b>		<b>0.56</b>	<b>120.0+</b>	<b>F*</b>		<b>0.68</b>	<b>109.2</b>	<b>F</b>	-	-
<b>8 River Avenue at E. 153rd Street</b>															
River Avenue	NB	LTR	1.04	72.2	E	LTR	1.20+	120.0+	F*	LTR	1.05	70.5	E	-	-
	SB	LTR	1.02	71.8	E	LTR	1.02	71.8	E	LTR	0.84	31.6	C	-	-
E. 153rd Street	EB	LTR	1.00	71.9	E	LTR	1.04	81.1	F	LTR	0.99	66.0	E	-	-
	WB	LTR	0.93	81.4	F	LTR	0.93	81.4	F	LTR	0.89	70.2	E	-	-
<b>Overall Intersection</b>			<b>1.03</b>	<b>72.9</b>	<b>E</b>		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		<b>1.03</b>	<b>59.8</b>	<b>E</b>	-	-
<b>9 River Avenue at E. 157th Street</b>															
River Avenue	NB	TR	0.74	17.7	B	TR	0.74	17.7	B						-
	SB	Closed	-	-	-	Closed	-	-	-						-
E. 157th Street	WB	LR	0.22	15.9	B	LR	0.22	15.9	B						-
<b>Overall Intersection</b>			<b>0.54</b>	<b>17.5</b>	<b>B</b>		<b>0.54</b>	<b>17.5</b>	<b>B</b>						-
<b>10 River Avenue at E. 161st Street</b>															
River Avenue	NB	LTR	1.09	120.0+	F*	LTR	1.08	120.0+	F*	LT	0.81	87.5	F	-	-
										R	0.10	15.8	B	-	-
	SB	R	1.09	120.0+	F*	R	1.09	120.0+	F*	R1	0.33	22.4	C	-	-
										R2	0.98	110.4	F	-	-
E. 161st Street Main Road	EB	T	0.85	120.0+	F*	T	0.85	120.0+	F*	T	0.79	109.1	F	-	-
	WB	T	0.62	97.0	E	T	0.62	97.0	F	T	0.57	77.2	E	-	-
E. 161st Street Service Road	EB	Closed	-	-	-	Closed	-	-	-	Closed	-	-	-	-	-
															-
	WB	TR	1.16	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.13	111.6	F	-	-
<b>Overall Intersection</b>			<b>1.12</b>	<b>120.0+</b>	<b>F*</b>		<b>1.16</b>	<b>120.0+</b>	<b>F*</b>		<b>1.06</b>	<b>96.6</b>	<b>F</b>	-	-

**Option 2.**  
- Apply the same mitigation measures as in Option 1.  
- During this post-game time period place TEA to override the EB lead phase and direct traffic under a proposed 3 permitted-phase timing plan. TEA should maintain 120 s cycle length. [EB/WB green time would be 31 s; NB Mjr. Deegan ramp/SB Exterior St. green time would be 43 s; NB Exterior St./SB River Ave. green time would be 31 s].  
**OR**  
Install an electronic controller that can operate under the 3 permitted-phase timing plan described above for this time period, and operate under the normal timing plan during other time periods.

- Mitigation not required.  
(Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).

- Enforce no parking restrictions on the northside of the WB 151st Street approach 120 ft. from intersection.  
- During this post-game time period place TEA to override the existing signal operation. Under the TEA control, a northbound lead phase would be added with an increased cycle length from 60 s to 90 s. [NB/SB green time would be 30 s; the NB lead phase would be allocated 33 s of green time; and WB green would be 12 s].

- Enforce no parking restrictions on the east side of the NB approach 120 ft. from the intersection.  
- Enforce no parking restrictions on the west side of the SB approach 120 ft. from the intersection.  
- Modify signal timing: shift 1 s of green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 31 s to 30 s; EB/WB green time shifts from 19 s to 20 s].

- Mitigation not required.

- Prohibit parking on the east side of the NB approach 120 ft. from the intersection and NB receiving.  
- Shift NB centerline 3 ft. to the west and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane. Shift SB centerline 3 ft. to the east and restripe the approach from one 19 ft. lane to one 11 ft. shared left-through lane and one 11 ft. exclusive right-turn lane, with one 16 ft. receiving lane.  
- For this post-game time period, allow SB right-turns to both the E. 161st Street WB receiving service road and main road; Upstream of the SB approach, install temporary signage indicating the SB lane 1 (curb lane is only to the E. 161st Street service road for access to the Macombs Dam Bridge/SB Major Deegan Expressway; and the SB lane 2 is only to the E. 161st Street main road for access to Jerome Ave./NB Major Deegan Expressway. Place cones to direct each lane to its proper receiving lane(s).  
- Modify signal timing: shift 3 s of green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 40 s to 37 s; EB/WB green time shifts from 35 s to 38 s].

**TABLE A - 22**  
**BRONX TERMINAL MARKET GAME DAY 2014**  
**SATURDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014 Saturday PM (4PM - 5PM)				BUILD 2014 Saturday PM (4PM - 5PM)				CURRENT BUILD MITIGATED Saturday PM (4PM - 5PM)				Mitigation Measures		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>OTHER</b>															
<b>12 Jerome Avenue at E. 161st Street</b>															
Jerome Avenue	NB	L	0.84	51.8	D	L	0.84	51.8	D	Defl.	0.81	47.5	D	Design modifications needed as follows- - Restripe NB lane configuration from exclusive left, through, and through-right to left-through, through, and exclusive right, 11 ft. wide each. - Shift SB centerline 5 ft. to the west by reducing the SB parking lane width from 13 ft. to 8 ft. to gain good transition for the NB traffic. [Measures reflect geometric improvements needed for other peak periods, otherwise mitigation not needed.]	
		T	0.49	21.4	C	T	0.60	24.1	C	T	0.60	24.1	C		
		R	0.58	23.9	C	R	0.58	23.9	C	R	0.60	24.6	C		
	SB	L	0.52	25.8	C	L	0.64	33.1	C	L	0.48	24.0	C		
		TR	0.90	45.7	D	TR	0.90	45.7	D	TR	0.90	45.7	D		
E. 161st Street	WB	LT	1.03	55.3	E	LT	1.03	55.3	E	LT	1.03	55.3	E		
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>43.8</b>	<b>D</b>	-	<b>0.97</b>	<b>44.0</b>	<b>D</b>	-	<b>0.97</b>	<b>43.3</b>	<b>D</b>		
<b>14 Jerome Avenue at Ogden Avenue</b>															
Ogden Avenue	SB	LR	0.79	36.6	D	LR	0.79	36.6	D	LR	0.85	44.0	D		- Modify signal timing: shift 2.4 s of green time from SB phase to EB/WB phase [EB/WB green time shifts from 48.6 to 51.0, and SB green time shifts from 30.6 to 28.2].
Jerome Avenue	EB	T	0.46	42.4	D	T	0.53	48.2	D	T	0.51	42.2	D		
	WB	TR	0.71	45.5	D	TR	0.71	45.5	D	TR	0.67	38.5	D		
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>43.0</b>	<b>D</b>	-	<b>0.74</b>	<b>44.3</b>	<b>D</b>	-	<b>0.74</b>	<b>40.5</b>	<b>D</b>		
<b>13 E. 157th Street at Major Deegan Expressway NB Ramp</b>	NA - (Free flow) See Note (5)														
Major Deegan Expressway NB Service Road	NB													- Mitigation not required.	
Major Deegan Expressway NB Off Ramp	NB														
E. 157th Street	WB														
<b>Overall Intersection</b>															
<b>15 Macombs Place at W. 155th Street</b>															
Macombs Place	NB	L	0.97	84.4	F	L	0.97	84.4	F	L	0.91	61.1	E	- Modify signal timing and phasing plan: eliminate NB Macombs Pl. right-turn only/SB Macombs Bridge left only phase, and eliminate EB 155th St. right-turn only movement during NB Macombs Pl. phase to allow pedestrian crossing. Reduce cycle length from 120 s to 90 s. [EB green time shifts from 40 s to 32 s; NB green time shifts from 24 s to 17 s; NB/SB green time shifts from 18 s to 26 s].	
		T	0.16	22.6	C	T	0.16	22.6	C	T	0.16	16.9	B		
	SB	T	1.02	85.5	F	T	1.02	85.5	F	T	1.01	72.5	E		
		R	0.93	44.7	D	R	0.97	50.9	D	R	0.66	8.9	A		
W. 155th Street	EB	L	1.09	120.0+	F*	L	1.13	120.0+	F*	L	0.97	73.5	E		
		R	0.18	15.4	B	R	0.18	15.4	B	R	0.25	20.2	C		
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>76.0</b>	<b>E</b>	-	<b>0.94</b>	<b>81.8</b>	<b>F</b>	-	<b>0.97</b>	<b>43.6</b>	<b>D</b>		
<b>4 Lenox Avenue at E. 145th Street</b>															
Lenox Avenue	NB	L	0.56	26.4	C	L	0.56	26.4	C	L	0.64	31.8	C	- Modify signal timing: shift 4 s of green time from NB/SB to EB/WB phase. [NB/SB green time shifts from 31 s to 27 s; EB/WB green time shifts from 35 s to 39 s].	
		LT	0.30	21.6	C	LT	0.30	21.6	C	LT	0.34	25.0	C		
		R	0.39	14.8	B	R	0.39	14.8	B	R	0.42	17.8	B		
	SB	LTR	0.42	24.0	C	LTR	0.42	24.0	C	LTR	0.47	28.4	C		
E. 145th Street	EB	LTR	0.96	47.7	D	LTR	1.06	72.5	E	LTR	0.95	42.4	D		
	WB	L	0.66	19.0	B	L	0.62	16.6	B	L	0.71	18.0	B		
		TR	0.89	27.5	C	TR	0.97	39.3	D	TR	0.90	25.7	C		
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>30.2</b>	<b>C</b>	-	<b>0.85</b>	<b>40.9</b>	<b>D</b>	-	<b>0.85</b>	<b>29.5</b>	<b>C</b>		
<b>19 Exterior Street at Garage Exit</b>															
Exterior Street	NB	NA				-	-	-	-					- Mitigation not required.	
						T	0.42	21.5	C						
	SB					T	0.26	19.2	B						
Garage Exit Only	WB					L	0.46	23.0	C						
						-	-	-	-						
						R	0.51	24.3	C						
<b>Overall Intersection</b>							-	<b>0.47</b>	<b>21.7</b>	<b>C</b>					

**TABLE A - 22**  
**BRONX TERMINAL MARKET GAME DAY 2014**  
**SATURDAY PM COMPARISON AND MITIGATION: TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	NO BUILD 2014 Saturday PM (4PM - 5PM)				BUILD 2014 Saturday PM (4PM - 5PM)				CURRENT BUILD MITIGATED Saturday PM (4PM - 5PM)				Mitigation Measures	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>18 Exterior Street at Garage Entrance</b>														
Exterior Street	NB		NA		TR	0.53	21.6	C					- Mitigation not required. (Traffic signal is installed under the Build condition, and installation is justified from a signal warrant analysis).	
	SB				L	0.79	27.6	C						
					T	0.41	19.6	B						
<b>Overall Intersection</b>					-	<b>0.67</b>	<b>21.9</b>	<b>C</b>						
<b>UN SIGNALIZED</b>														
<b>EXTERIOR STREET</b>														
<b>22 Exterior Street at South Pocket Lot</b>														
Exterior Street	SB		NA		LT	0.01	9.5	A					- Mitigation not required.	
South Pocket Lot	WB				LR	0.04	18.1	C						
<b>Overall Intersection</b>					-	-	<b>15.2</b>	<b>C</b>						
<b>5 Exterior Street at E. 150th Street</b>														
Exterior Street	NB	LTR	0.00	8.0	A								- Mitigation not required.	
	SB	LTR	0.07	8.4	A									
E. 150th Street	EB	LTR	0.20	16.7	C									
	WB	LTR	0.47	22.0	C									
<b>Overall Intersection</b>	-	-	<b>11.1</b>	<b>B</b>										
<b>20 Exterior Street at South Truck Access</b>														
Exterior Street	SB		NA		LT	0.01	9.4	A					- Mitigation not required.	
South Truck Access	WB				LR	0.01	14.4	B						
<b>Overall Intersection</b>					-	-	<b>11.9</b>	<b>B</b>						
<b>21 Exterior Street at North Truck Access</b>														
Exterior Street	-		NA		-	-	-	-					- Mitigation not required.	
	SB				LT	0.06	10.8	B						
North Truck Access	-				-	-	-	-						
	WB				LR	0.20	18.3	C						
<b>Overall Intersection</b>					-	-	<b>15.4</b>	<b>C</b>						
<b>OTHER</b>														
<b>6 River Avenue at E. 150th Street</b>														
River Avenue	NB	LT	0.06	9.5	A	LT	0.01	9.8	A	LT	0.00	9.8	A	- Prohibit parking on the north side of the WB 150th Street approach 120 ft. from the intersection. - Restripe WB 150th Street to provide one 11 ft. wide exclusive left-turn lane and one 11 ft. wide shared through-right lane.
Pocket Lot Entry/Exit	EB	LR	0.38	27.5	D	LR	0.04	21.3	C	LR	0.04	21.3	C	
E. 150th Street	WB	LTR	0.49	27.9	D	LTR	0.61	40.5	E	L	0.43	27.7	D	
	-	-	-	-	-	-	-	-	-	TR	0.04	10.0	A	
<b>Overall Intersection</b>	-	-	<b>18.2</b>	<b>C</b>	-	-	<b>38.4</b>	<b>E</b>	-	-	<b>24.1</b>	<b>C</b>		
<b>1b Grand Concourse at E. 138th Street</b>														
E. 138th Street	EB	LT	0.65	21.8	C	LT	0.65	21.8	C					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>21.8</b>	<b>C</b>	-	-	<b>21.8</b>	<b>C</b>						

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): During the post-game peak hour the NB Service Road and the NB Major Deegan Expressway off-ramp are closed. WB 157th Street is allowed to turn right as a "free flow" movement.