

**APPENDIX E**

**MITIGATION**

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# **THE SHOPS AT THE ARMORY**

## **Draft Environmental Impact Statement**

Appendix E: Mitigation – Tables

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## THE SHOPS AT THE ARMORY EIS APPENDIX E: MITIGATION – TABLES

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**TABLE E-1  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE - WEEKDAY AM**

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>1 EAST KINGBRIDGE ROAD &amp; GRAND CONCOURSE</b>															
Grand Concourse (Mainline)	NB	L	0.97	104.0	F	L	1.06	120.0+	F*	L	0.98	104.0	F	- Restripe NB Grand Concourse Mainline from one 9.5-ft. left turn lane and two 11-ft. lanes to one 11.5-ft. left turn lane and two 10-ft. lanes.	
		T	0.29	14.4	B	T	0.29	14.4	B	T	0.30	14.5	B		
	SB	L	0.22	13.6	B	L	0.22	13.6	B	L	0.22	13.6	B		
		T	0.99	33.2	C	T	0.99	33.2	C	T	0.99	33.2	C		
Grand Concourse (Service Road)	NB	TR	0.24	13.9	B	TR	0.24	13.9	B	TR	0.24	13.9	B		
	SB	TR	0.58	18.9	B	TR	0.60	19.2	B	TR	0.60	19.2	B		
East Kingsbridge Road	EB	LTR	0.76	42.8	D	LTR	0.80	45.0	D	LTR	0.80	45.0	D		
	WB	LTR	0.52	34.7	C	LTR	0.53	34.8	C	LTR	0.53	34.8	C		
<b>Overall Intersection</b>	-		<b>0.90</b>	<b>28.9</b>	<b>C</b>	-	<b>0.96</b>	<b>30.0</b>	<b>C</b>	-	<b>0.91</b>	<b>29.4</b>	<b>C</b>		
<b>2 EAST KINGBRIDGE ROAD &amp; CRESTON AVENUE</b>															
Creston Avenue	SB	LTR	0.57	36.2	D	LTR	0.57	36.2	D					- Mitigation not required.	
East Kingsbridge Road (Ramp)	EB	TR	0.56	19.0	B	TR	0.58	19.4	B						
	WB	T	0.59	19.2	B	T	0.62	20.0	B						
East Kingsbridge Road (Underpass)	EB	T	0.22	13.1	B	T	0.23	13.2	B						
	WB	LT	0.60	19.6	B	LT	0.65	20.7	C						
<b>Overall Intersection</b>	-		<b>0.59</b>	<b>20.2</b>	<b>C</b>	-	<b>0.62</b>	<b>20.7</b>	<b>C</b>						
<b>3 EAST KINGBRIDGE ROAD &amp; MORRIS AVENUE</b>															
Morris Avenue	NB	LTR	0.23	28.1	C	LTR	0.23	28.1	C					- Mitigation not required.	
East Kingsbridge Road	EB	LT	0.56	17.5	B	LT	0.58	17.9	B						
	WB	TR	0.61	19.3	B	TR	0.64	20.1	C						
<b>Overall Intersection</b>	-		<b>0.46</b>	<b>19.1</b>	<b>B</b>	-	<b>0.48</b>	<b>19.6</b>	<b>B</b>						
<b>4 KINGSBRIDGE ROAD &amp; JEROME AVENUE</b>															
Jerome Avenue	NB	LTR	0.51	25.4	C	LTR	0.55	26.4	C	LTR	0.55	26.4	C	- Shift the centerline of EB Kingsbridge Road 1-ft. to the north. Restripe the EB approach from one 12-ft. lane and one 20-ft. lane with parking to one 11-ft. lane, one 10-ft. lane, and one 12-ft. right turn lane. Restripe the WB receiving side from one 12-ft. lane and one 21-ft. lane with parking to one 11-ft. lane and one 21-ft. lane with parking. - Shift the centerline of WB Kingsbridge Road 1-ft. to the south. Restripe the WB approach from one 10.5-ft. lane and one 19.5-ft. lane with parking to two 10-ft. lanes and one 11-ft. lane which would serve as a travel lane only for the weekday PM peak period and allow parking for all other time periods. Restripe the EB receiving side from one 10.5-ft. lane and 20-ft. lane with parking to one 10.5-ft. lane and one 19-ft. lane with parking. - Install "Right Lane Must Turn Right Except Buses" sign along the EB approach of Kingsbridge Road.	
	SB	LTR	0.93	46.0	D	LTR	0.93	47.1	D	LTR	0.93	47.1	D		
Kingsbridge Road	EB	LTR	0.96	52.3	D	LTR	1.02	69.1	E	LT	0.81	35.6	D		
		-	-	-	-	-	-	-	-	R	0.29	22.1	C		
	WB	LTR	0.84	35.6	D	LTR	0.90	41.0	D	LTR	0.91	41.7	D		
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>42.0</b>	<b>D</b>	-	<b>0.98</b>	<b>49.6</b>	<b>D</b>	-	<b>0.92</b>	<b>38.3</b>	<b>D</b>		
<b>5 WEST KINGBRIDGE ROAD &amp; DAVIDSON AVENUE</b>															
Davidson Avenue	NB	LR	0.37	25.0	C	LR	0.42	26.1	C						- Mitigation not required.
West Kingsbridge Road	EB	T	0.45	13.5	B	T	0.47	13.8	B						
	WB	T	0.58	14.6	B	T	0.62	15.1	B						
<b>Overall Intersection</b>	-		<b>0.50</b>	<b>15.0</b>	<b>B</b>	-	<b>0.54</b>	<b>15.5</b>	<b>B</b>						

**TABLE E-1  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE - WEEKDAY AM**

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>6 WEST KINGBRIDGE ROAD &amp; RESERVOIR / AQUEDUCT AVENUE</b>															
Reservoir / Aqueduct Avenue	NB	LR	0.34	30.2	C	R	0.27	31.0	C				- Mitigation not required.		
	SB	L	0.37	29.6	C	L	0.48	33.8	C						
West Kingsbridge Road	R		0.69	38.7	D	R	0.52	20.1	C						
	EB	-	-	-	-	L	0.77	24.3	C						
	T		0.51	17.0	B	T	0.73	21.1	C						
West Kingsbridge Road (unsignalized)	WB	T	0.42	16.0	B	TR	0.72	34.4	C						
	EB	LT	0.51	23.4	C	-	-	-	-						
	WB	LT	0.05	9.2	A	LT	0.04	8.7	A						
<b>Overall Intersection</b>	-	<b>0.58</b>	<b>21.8</b>	<b>C</b>	-	<b>0.68</b>	<b>27.7</b>	<b>C</b>							
<b>7 WEST KINGBRIDGE ROAD &amp; UNIVERSITY AVENUE</b>															
University Avenue	NB	LTR	0.71	38.0	D	LTR	0.84	45.1	D	LTR	0.84	45.1		D	- Eliminate the hatched median along the NB approach. Shift the centerline of NB University Avenue 2-ft. to the west. Restripe the approach from one 10.5-ft. lane and one 19.5-ft. lane with parking to two 11-ft. lanes and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM, and Saturday midday peak periods and allow parking for all other time periods. Restripe the SB receiving side from one 13.5-ft. lane and 17.5-ft. lane with parking to one 11.5-ft. lane and one 17.5-ft. lane with parking.  - Shift the centerline of WB West Kingsbridge Road 1.5-ft. to the south. Restripe the WB approach from one 11.5-ft. lane and one 19-ft. lane with parking to one 12-ft. lane, one 10-ft. lane, and one 10-ft. lane which would serve as a travel lane only for the weekday AM peak period and allow parking for all other time periods. Restripe the EB receiving side from one 11.5-ft. lane and one 18.5-ft. lane with parking to one 10-ft. lane and one 18.5-ft. lane with parking.  - Install "No Standing 7 AM - 10 AM Mon-Fri" regulations along the north curb of the WB approach 100-ft. from the intersection to allow for three moving lanes.
	SB	LTR	0.64	39.0	D	LTR	0.69	41.8	D	LTR	0.69	41.8		D	
West Kingsbridge Road	EB	LTR	0.85	25.9	C	LTR	0.87	26.9	C	LTR	0.86	26.7		C	
	WB	LTR	1.02	58.1	E	LTR	1.13	96.4	F	LT	0.99	50.0	D		
	-	-	-	-	-	-	-	-	-	R	0.10	12.8	B		
<b>Overall Intersection</b>	-	<b>0.90</b>	<b>41.3</b>	<b>D</b>	-	<b>1.01</b>	<b>57.0</b>	<b>E</b>	-	<b>0.93</b>	<b>39.3</b>	<b>D</b>			
<b>8 WEST KINGBRIDGE ROAD &amp; WEBB AVENUE</b>															
Webb Avenue	NB	L	0.31	34.7	C	L	0.31	34.7	C	L	0.33	37.1	D	- Modify signal timing: shift 2 s of green time from NB/SB phase to WB lead phase [NB/SB green time shifts from 38 s to 36 s; WB lead green time shifts from 15 s to 17 s].	
		R	0.32	34.1	C	R	0.32	34.1	C	R	0.35	36.3	D		
	SB	LTR	0.65	41.4	D	LTR	0.65	41.4	D	LTR	0.69	44.9	D		
West Kingsbridge Road	EB	TR	0.95	47.8	D	TR	0.97	51.6	D	TR	0.97	51.6	D		
	WB	LT	1.04	47.4	D	LT	1.06	57.6	E	LT	1.02	40.3	D		
	-	-	-	-	-	-	-	-	-	-	-	-			
<b>Overall Intersection</b>	-	<b>0.91</b>	<b>46.1</b>	<b>D</b>	-	<b>0.93</b>	<b>52.0</b>	<b>D</b>	-	<b>0.91</b>	<b>45.2</b>	<b>D</b>			
<b>9 WEST KINGBRIDGE ROAD &amp; SEDGWICK AVENUE</b>															
Sedgwick Avenue	NB	LT	0.19	26.9	C	LT	0.19	26.9	C				- Mitigation not required.		
		R	0.35	12.1	B	R	0.37	12.4	B						
Sedgwick Avenue (unsignalized)	SB	LTR	1.07	73.9	E	LTR	1.07	74.8	E						
West Kingsbridge Road	EB	L	0.52	26.8	C	L	0.53	27.5	C						
		T	0.44	16.2	B	T	0.45	16.4	B						
West Kingsbridge Road (unsignalized)		R	0.06	10.7	B	R	0.06	10.8	B						
	WB	L	0.58	19.1	B	L	0.61	19.8	B						
		TR	0.67	19.3	B	TR	0.68	19.5	B						
<b>Overall Intersection</b>	-	<b>0.83</b>	<b>27.4</b>	<b>C</b>	-	<b>0.83</b>	<b>27.6</b>	<b>C</b>							
<b>10 WEST KINGBRIDGE ROAD / WEST 225TH STREET &amp; BAILEY AVENUE</b>															
Bailey Avenue	NB	DefL	0.67	45.0	D	DefL	0.67	45.0	D	DefL	0.67	45.0		D	- Restripe the WB approach from one 11-ft. left turn lane, one 10-ft. lane and one 20-ft. lane with parking to one 10-ft. left turn lane, two 10-ft. lanes, and one 11-ft. right turn lane.  - Install "Right Lane Must Turn Right Except Buses" sign along the WB approach of Kingsbridge Road.  [Measures reflect geometric improvements needed for the weekday PM and Saturday Midday peak periods; otherwise mitigation is not needed.]
		TR	0.42	30.9	C	TR	0.42	30.9	C	TR	0.42	30.9		C	
	SB	DefL	0.85	47.6	D	DefL	0.89	51.6	D	DefL	0.89	51.6		D	
West Kingsbridge Road / West 225th Street		TR	0.83	43.5	D	TR	0.83	43.5	D	TR	0.83	43.5	D		
	EB	L	0.65	35.1	D	L	0.66	36.3	D	L	0.45	21.4	C		
		TR	0.36	15.7	B	TR	0.37	15.7	B	TR	0.37	15.7	B		
	WB	L	0.19	14.5	B	L	0.19	14.5	B	L	0.20	14.6	B		
		TR	0.62	19.5	B	TR	0.62	19.7	B	T	0.40	16.0	B		
	-	-	-	-	-	-	-	-	-	R	0.43	17.3	B		
<b>Overall Intersection</b>	-	<b>0.73</b>	<b>27.2</b>	<b>C</b>	-	<b>0.75</b>	<b>27.8</b>	<b>C</b>	-	<b>0.62</b>	<b>26.1</b>	<b>C</b>			

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INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>11 RESERVOIR AVENUE &amp; WEST 195TH STREET</b>														
Reservoir Avenue	NB	LTR	0.37	12.7	B	LTR	0.40	14.0	B					
	SB	DefL	0.67	21.3	C	DefL	0.74	25.9	C					
West 195th Street	TR		0.68	18.7	B	TR	0.73	21.4	C					
	WB	LTR	0.91	47.4	D	LTR	0.89	41.9	D					
<b>Overall Intersection</b>	-	<b>0.77</b>	<b>24.0</b>	<b>C</b>	-	<b>0.80</b>	<b>24.8</b>	<b>C</b>						
<b>12 JEROME AVENUE &amp; WEST 195TH STREET</b>														
Jerome Avenue	NB	LT	0.75	25.0	C	LT	0.89	41.0	D					
	SB	TR	0.69	21.0	C	TR	0.80	29.3	C					
West 195th Street	EB	LR	0.90	60.1	E	LR	0.92	60.0	E					
<b>Overall Intersection</b>	-	<b>0.81</b>	<b>34.4</b>	<b>C</b>	-	<b>0.90</b>	<b>42.3</b>	<b>D</b>						
<b>13 EAST KINGSBRIDGE ROAD / ELM PLACE &amp; EAST FORDHAM ROAD</b>														
East Kingsbridge Road / Elm Place	SB	L	0.76	55.0	E	L	0.80	57.4	E					
		LT	0.82	58.5	E	LT	0.84	60.5	E					
East Fordham Road	EB	LT	0.46	9.5	A	LT	0.46	9.5	A					
		R	0.07	6.3	A	R	0.07	6.3	A					
	WB	T	0.54	9.9	A	T	0.54	9.9	A					
		R	0.47	11.6	B	R	0.50	12.1	B					
<b>Overall Intersection</b>	-	<b>0.60</b>	<b>18.6</b>	<b>B</b>	-	<b>0.60</b>	<b>19.2</b>	<b>B</b>						
<b>14 EAST FORDHAM ROAD &amp; TIEBOUT AVENUE</b>														
East Kingsbridge Road / Tiebout Avenue	SB	TR	0.20	41.4	D	TR	0.20	41.4	D					
East Fordham Road	EB	T	0.30	6.9	A	T	0.30	6.9	A					
		R	0.02	5.3	A	R	0.02	5.3	A					
	WB	LT	0.76	14.3	B	LT	0.77	14.3	B					
<b>Overall Intersection</b>	-	<b>0.64</b>	<b>12.4</b>	<b>B</b>	-	<b>0.64</b>	<b>12.4</b>	<b>B</b>						
<b>15 FORDHAM ROAD &amp; JEROME AVENUE</b>														
Jerome Avenue	NB	LTR	0.81	52.0	D	LTR	0.84	53.9	D					
	SB	LTR	0.77	44.9	D	LTR	0.81	47.0	D					
Fordham Road	EB	LT	0.88	26.3	C	LT	0.89	27.6	C					
Fordham Road (unsignalized)	EB	R	0.29	17.3	C	R	0.29	17.4	C					
	WB	LT	0.84	20.4	C	LT	0.84	20.5	C					
		R	0.14	9.1	A	R	0.14	9.2	A					
<b>Overall Intersection</b>	-	<b>0.86</b>	<b>27.0</b>	<b>C</b>	-	<b>0.88</b>	<b>28.0</b>	<b>C</b>						
<b>16 WEST FORDHAM ROAD &amp; UNIVERSITY AVENUE</b>														
University Avenue	NB	LTR	0.90	47.4	D	LTR	0.95	53.3	D	LT	0.64	35.0	C	- Shift the centerline of NB University Avenue 1-ft. to the west. Restripe the NB approach from one 11-ft. lane and one 19-ft. with parking to two 10-ft. lanes and one 11-ft. right turn lane. Restripe the SB receiving side from one 11-ft. lane and one 20-ft. lane to one 10-ft. lane and one 20-ft. lane.
		-	-	-	-	-	-	-	-	R	0.49	33.6	C	
West Fordham Road	SB	LTR	0.77	39.4	D	LTR	0.82	41.6	D	LTR	0.76	38.7	D	- Install "Right Lane Must Turn Right Except Buses" sign along the NB approach of University Avenue.
	EB	L	0.39	22.2	C	L	0.45	23.7	C	L	0.45	23.7	C	
		T	0.51	20.6	C	T	0.51	20.7	C	T	0.51	20.7	C	
	WB	R	0.16	16.3	B	R	0.16	16.3	B	R	0.16	16.3	B	
		L	0.58	32.0	C	L	0.59	32.1	C	L	0.59	32.1	C	
		T	0.65	29.8	C	T	0.66	29.9	C	T	0.66	29.9	C	
	R	0.28	24.4	C	R	0.28	24.4	C	R	0.28	24.4	C		
<b>Overall Intersection</b>	-	<b>0.74</b>	<b>31.2</b>	<b>C</b>	-	<b>0.75</b>	<b>32.8</b>	<b>C</b>	-	<b>0.73</b>	<b>29.1</b>	<b>C</b>		
<b>17 JEROME AVENUE &amp; EAST 196TH STREET</b>														
Jerome Avenue	NB	TR	0.65	20.9	C	TR	0.67	21.5	C					
	SB	LT	0.59	20.4	C	LT	0.61	21.0	C					
East 196th Street	WB	LR	0.40	31.6	C	LR	0.41	31.9	C					
<b>Overall Intersection</b>	-	<b>0.55</b>	<b>22.4</b>	<b>C</b>	-	<b>0.57</b>	<b>23.0</b>	<b>C</b>						

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NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE - WEEKDAY AM**

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>18 GRAND CONCOURSE &amp; EAST 196TH STREET</b>														
Grand Concourse (Mainline)	NB	L	0.78	82.8	F	L	0.78	82.8	F				- Mitigation not required.	
		T	0.43	16.2	B	T	0.44	16.3	B					
	SB	L	0.13	13.0	B	L	0.13	13.0	B					
		T	0.92	27.4	C	T	0.92	27.4	C					
Grand Concourse (Service Road)	NB	TR	0.35	15.2	B	TR	0.35	15.2	B					
	SB	TR	0.50	17.2	B	TR	0.51	17.4	B					
East 196th Street	EB	LTR	0.85	63.3	E	LTR	0.86	65.6	E					
	WB	LTR	0.88	51.6	D	LTR	0.89	52.9	D					
<b>Overall Intersection</b>	-	<b>0.95</b>	<b>26.2</b>	<b>C</b>	-	<b>0.95</b>	<b>26.4</b>	<b>C</b>						
<b>19 EAST KINGSBRIDGE ROAD &amp; VALENTINE AVENUE / EAST 194TH STREET</b>														
East 194th Street / Valentine Avenue	NB	L	0.86	67.4	E	L	0.92	76.3	E	L	0.86	64.9	E	- Modify signal timing: shift 2 s of green time from SB left phase to NB/SB phase [SB left green time shifts from 37 s to 35 s; NB/SB green time shifts from 28 s to 30 s].
		LT	0.89	72.0	E	LT	0.93	78.2	E	LT	0.87	66.7	E	
	SB	L	0.15	30.9	C	L	0.15	30.9	C	L	0.16	32.4	C	
		T	0.27	39.9	D	T	0.27	39.9	D	T	0.26	37.9	D	
East Kingsbridge Road (Underpass)	R	0.83	71.8	E	R	0.83	71.8	E	R	0.77	62.7	E		
	EB	L	0.35	36.7	D	L	0.35	36.7	D	L	0.35	36.7	D	
East Kingsbridge Road (Service Road)	T	0.72	48.8	D	T	0.76	51.1	D	T	0.76	51.1	D		
		T	0.59	41.7	D	T	0.59	41.7	D	T	0.59	41.7	D	
<b>Overall Intersection</b>	-	<b>0.57</b>	<b>55.0</b>	<b>D</b>	-	<b>0.59</b>	<b>58.2</b>	<b>E</b>	-	<b>0.59</b>	<b>53.2</b>	<b>D</b>		
<b>20 GOULDEN AVENUE / RESERVOIR AVENUE &amp; STRONG STREET</b>														
Goulden Avenue / Reservoir Avenue	NB	DefL	0.31	13.1	B	DefL	0.32	13.5	B				- Mitigation not required.	
		T	0.37	8.9	A	T	0.38	9.0	A					
	SB	T	0.59	26.4	C	T	0.61	26.8	C					
Reservoir Avenue	SB	T	0.84	45.2	D	T	0.87	47.7	D					
Strong Street	EB	LR	0.70	41.1	D	LR	0.70	41.1	D					
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>27.1</b>	<b>C</b>	-	<b>0.95</b>	<b>27.8</b>	<b>C</b>						
<b>21 EAST FORDHAM ROAD &amp; WEBSTER AVENUE</b>														
Webster Avenue	NB	L	0.82	67.3	E	L	0.86	73.4	E	L	0.80	54.1	D	- Modify signal timing: shift 1 s of green time from EB/WB phase to NB/SB protected phase [EB/WB green time shifts from 59 s to 58 s; NB/SB protected green time shifts from 8 s to 9 s].
		TR	0.76	51.4	D	TR	0.76	51.4	D	TR	0.76	51.4	D	
	SB	L	1.04	76.0	E	L	1.04	76.0	E	L	0.98	60.6	E	
		TR	1.05	76.1	E	TR	1.06	78.2	E	TR	1.06	78.2	E	
East Fordham Road	EB	L	0.62	32.8	C	L	0.64	34.7	C	L	0.66	36.9	D	
		T	0.59	23.3	C	T	0.60	23.4	C	T	0.61	24.3	C	
		R	0.16	17.4	B	R	0.17	17.5	B	R	0.17	18.1	B	
	WB	L	0.80	37.0	D	L	0.81	38.2	D	L	0.83	40.9	D	
		T	0.86	29.5	C	T	0.87	30.0	C	T	0.89	31.4	C	
		R	0.56	23.1	C	R	0.56	23.1	C	R	0.58	24.0	C	
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>40.3</b>	<b>D</b>	-	<b>0.95</b>	<b>41.0</b>	<b>D</b>	-	<b>0.93</b>	<b>40.6</b>	<b>D</b>		
<b>22 WEST FORDHAM ROAD &amp; SEDGWICK AVENUE</b>														
Sedgwick Avenue	NB	LTR	0.91	49.8	D	LTR	0.92	51.0	D	LTR	0.44	30.6	C	- Shift the centerline of SB Sedgwick Avenue 2-ft. to the east. Restripe the SB approach from one 9-ft. lane and one 19-ft. lane with parking to one 11-ft. lane and one 19-ft. lane with parking. Restripe the NB receiving side from one 12-ft. lane and one 19-ft. lane to one 10-ft. lane and one 19-ft. lane.
	SB	LT	0.62	35.2	D	LT	0.62	35.3	D	LT	0.67	36.9	D	
Sedgwick Avenue (unsignalized)	R	0.72	21.1	C	R	0.72	21.2	C	R	0.72	21.2	C		
West Fordham Road	EB	L	0.69	23.7	C	L	0.71	25.2	C	L	0.74	25.2	C	- Shift the centerline of WB West Fordham Road 4.5-ft. to the south tapered back 100-ft. to the existing centerline. Restripe the WB approach from one 9.5-ft. lane and one 11.5-ft. lane. to one 10-ft. left turn lane and two 10-ft. lanes. Restripe the EB receiving side from one 14.5-ft. lane and one 17.5-ft. lane to one 10-ft. lane and one 17.5-ft. lane.
		TR	0.66	19.6	B	TR	0.67	19.8	B	TR	0.72	21.3	C	
West Fordham Road (unsignalized)	WB	LT	0.77	33.1	C	LT	0.78	33.5	C	L	0.32	26.4	C	- Restripe the NB approach from one 20-ft. lane with parking to two 10-ft. lanes. - Restripe the EB approach from one 10-ft. left turn lane, one 11-ft. lane, and one 19-ft. lane with parking to one 11-ft. lane, one 10-ft. lane, and one 19-ft. lane with parking. - Install "No Standing Anytime" regulation along the east curb of the NB approach for the entire block to allow for two moving lanes.
		-	-	-	-	-	-	-	-	T	0.61	28.2	C	
		R	0.27	11.6	B	R	0.27	11.7	B	R	0.27	11.7	B	
<b>Overall Intersection</b>	-	<b>0.85</b>	<b>27.1</b>	<b>C</b>	-	<b>0.86</b>	<b>27.5</b>	<b>C</b>	-	<b>0.70</b>	<b>25.3</b>	<b>C</b>	<b>[Measures reflect improvements needed for all other peak periods; otherwise mitigation is not needed.]</b>	

**TABLE E-1  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE - WEEKDAY AM**

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>23 WEST FORDHAM ROAD &amp; MAJOR DEEGAN EXPRESSWAY SOUTHBOUND RAMP</b>														
Major Deegan Expressway Southbound Ramp	SB	LTR	1.04	95.3	F	LTR	1.04	95.3	F					- Mitigation not required.
West Fordham Road	EB	L	0.84	58.9	E	L	0.84	58.9	E					
		T	0.74	38.4	D	T	0.76	39.5	D					
	WB	R	0.44	30.5	C	R	0.44	30.5	C					
		L	0.86	49.3	D	L	0.89	53.6	D					
		T	0.63	12.7	B	T	0.64	12.7	B					
<b>Overall Intersection</b>	-	<b>0.79</b>	<b>41.3</b>	<b>D</b>	-	<b>0.81</b>	<b>41.9</b>	<b>D</b>						
<b>24 WEST FORDHAM ROAD &amp; MAJOR DEEGAN EXPRESSWAY NORTHBOUND RAMP</b>														
Major Deegan Expressway Northbound Ramp	NB	LTR	1.08	99.4	F	LTR	1.09	103.8	F					- Unmitigatable Impact
West Fordham Road	EB	L	1.03	83.7	F	L	1.04	86.4	F					
		T	0.46	13.0	B	T	0.46	13.1	B					
	WB	L	0.94	57.8	E	L	0.95	60.3	E					
		T	0.61	24.7	C	T	0.61	24.8	C					
West Fordham Road (unsignalized)		R	0.28	12.0	B	R	0.28	12.0	B					
<b>Overall Intersection</b>	-	<b>1.06</b>	<b>46.6</b>	<b>E</b>	-	<b>1.08</b>	<b>48.1</b>	<b>D</b>						
<b>25 9TH AVENUE &amp; WEST 207TH STREET</b>														
9th Avenue	NB	LT	0.12	27.4	C	LT	0.12	27.4	C	LT	0.13	29.2	C	- Modify signal timing: shift 2 s of green time from NB/SB phase to WB/NB phase [NB/SB green time shifts from 22 s to 20 s; WB/NB green time shifts from 18 s to 20 s].
		R	0.49	18.0	B	R	0.49	18.0	B	R	0.49	18.0	B	
West 207th Street	SB	LTR	0.20	28.5	C	LTR	0.20	28.5	C	LTR	0.22	30.6	C	
		LT	0.73	31.6	C	LT	0.75	32.2	C	LT	0.75	32.2	C	
	WB	R	0.10	22.4	C	R	0.10	22.4	C	R	0.10	22.4	C	
		L	1.09	84.2	F	L	1.10	88.3	F	L	1.05	66.4	E	
		TR	1.08	66.9	E	TR	1.08	69.3	E	TR	1.04	53.7	D	
<b>Overall Intersection</b>	-	<b>0.85</b>	<b>56.5</b>	<b>E</b>	-	<b>0.85</b>	<b>58.5</b>	<b>E</b>	-	<b>0.85</b>	<b>47.2</b>	<b>D</b>		

(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.

TABLE E-2  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE - WEEKDAY MIDDAY

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>1 EAST KINGBRIDGE ROAD &amp; GRAND CONCOURSE</b>															
Grand Concourse (Mainline)	NB	L	0.16	14.8	B	L	0.23	16.1	B	L	0.22	15.7	B	- Mitigation not required. - Restripe NB Grand Concourse Mainline from one 9.5-ft. left turn lane and two 11-ft. lanes to one 11.5-ft. left turn lane and two 10-ft. lanes. [Measures reflect geometric improvements needed for the weekday AM and PM peak periods; otherwise mitigation is not needed.]	
		T	0.29	15.4	B	T	0.29	15.4	B	T	0.30	15.6	B		
	SB	L	0.12	14.1	B	L	0.12	14.1	B	L	0.12	14.1	B		
		T	0.26	15.0	B	T	0.26	15.0	B	T	0.26	15.0	B		
Grand Concourse (Service Road)	NB	TR	0.27	15.2	B	TR	0.27	15.2	B	TR	0.27	15.2	B		
	SB	TR	0.44	17.4	B	TR	0.48	18.1	B	TR	0.48	18.1	B		
East Kingsbridge Road	EB	LTR	0.62	35.8	D	LTR	0.72	40.0	D	LTR	0.72	40.0	D		
	WB	LTR	0.36	29.2	C	LTR	0.36	29.4	C	LTR	0.36	29.4	C		
<b>Overall Intersection</b>	-		<b>0.51</b>	<b>19.5</b>	<b>B</b>	-	<b>0.57</b>	<b>20.5</b>	<b>C</b>	-	<b>0.57</b>	<b>20.6</b>	<b>C</b>		
<b>2 EAST KINGBRIDGE ROAD &amp; CRESTON AVENUE</b>															
Creston Avenue	SB	LTR	0.37	24.8	C	LTR	0.37	24.8	C					- Mitigation not required.	
East Kingsbridge Road (Ramp)	EB	TR	0.43	13.7	B	TR	0.48	14.5	B						
	WB	T	0.37	13.2	B	T	0.46	14.5	B						
East Kingsbridge Road (Underpass)	EB	T	0.22	10.9	B	T	0.26	11.2	B						
	WB	LT	0.33	12.2	B	LT	0.41	13.2	B						
<b>Overall Intersection</b>	-		<b>0.41</b>	<b>13.7</b>	<b>B</b>	-	<b>0.44</b>	<b>14.3</b>	<b>B</b>						
<b>3 EAST KINGBRIDGE ROAD &amp; MORRIS AVENUE</b>															
Morris Avenue	NB	LTR	0.17	21.4	C	LTR	0.17	21.4	C					- Mitigation not required.	
East Kingsbridge Road	EB	LT	0.50	13.6	B	LT	0.57	14.6	B						
	WB	TR	0.40	12.7	B	TR	0.49	13.8	B						
<b>Overall Intersection</b>	-		<b>0.37</b>	<b>13.7</b>	<b>B</b>	-	<b>0.42</b>	<b>14.6</b>	<b>B</b>						
<b>4 KINGSBRIDGE ROAD &amp; JEROME AVENUE</b>															
Jerome Avenue	NB	LTR	0.77	28.0	C	LTR	0.88	36.3	D	LTR	0.88	36.3	D	- Mitigation not required. - Shift the centerline of EB Kingsbridge Road 1-ft. to the north. Restripe the EB approach from one 12-ft. lane and one 20-ft. lane with parking to one 11-ft. lane, one 10-ft. lane, and one 12-ft. right turn lane. Restripe the WB receiving side from one 12-ft. lane and one 21-ft. lane with parking to one 11-ft. lane and one 21-ft. lane with parking. - Shift the centerline of WB Kingsbridge Road 1-ft. to the south. Restripe the WB approach from one 10.5-ft. lane and one 19.5-ft. lane with parking to two 10-ft. lanes and one 11-ft. lane which would serve as a travel lane only for the weekday PM peak period and allow parking for all other time periods. Restripe the EB receiving side from one 10.5-ft. lane and 20-ft. lane with parking to one 10.5-ft. lane and one 19-ft. lane with parking. - Install "Right Lane Must Turn Right Except Buses" sign along the EB approach of Kingsbridge Road. [Measures reflect improvements needed for the other peak periods; otherwise mitigation is not needed.]	
	SB	LTR	0.84	34.5	C	LTR	0.89	40.1	D	LTR	0.89	40.1	D		
Kingsbridge Road	EB	LTR	0.70	24.0	C	LTR	0.88	34.2	C	LT	0.70	23.9	C		
			-	-	-		-	-	-	R	0.33	18.8	B		
	WB	LTR	0.60	21.5	C	LTR	0.75	25.9	C	LTR	0.76	26.1	C		
<b>Overall Intersection</b>	-		<b>0.77</b>	<b>26.1</b>	<b>C</b>	-	<b>0.89</b>	<b>33.1</b>	<b>C</b>	-	<b>0.82</b>	<b>29.5</b>	<b>C</b>		
<b>5 WEST KINGBRIDGE ROAD &amp; DAVIDSON AVENUE</b>															
Davidson Avenue	NB	LR	0.33	25.0	C	LR	0.41	26.6	C						- Mitigation not required.
West Kingsbridge Road	EB	T	0.39	12.8	B	T	0.47	13.8	B						
	WB	T	0.41	12.8	B	T	0.51	13.9	B						
<b>Overall Intersection</b>	-		<b>0.38</b>	<b>13.9</b>	<b>B</b>	-	<b>0.47</b>	<b>15.0</b>	<b>B</b>						

TABLE E-2  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE - WEEKDAY MIDDAY

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>6 WEST KINGBRIDGE ROAD &amp; RESERVOIR / AQUEDUCT AVENUE</b>															
Reservoir / Aqueduct Avenue	NB	LR	0.33	24.0	C	R	0.31	26.5	C					- Mitigation not required.	
	SB	L	0.22	21.7	C	L	0.52	29.1	C						
West Kingsbridge Road		R	0.45	26.4	C	R	0.52	16.4	B						
	EB	-	-	-	-	L	0.92	41.1	D						
		T	0.42	12.8	B	T	0.61	14.9	B						
West Kingsbridge Road (unsignalized)	WB	T	0.35	12.1	B	TR	0.77	30.0	C						
	EB	LT	0.22	12.3	B	-	-	-	-						
	WB	LT	0.05	8.8	A	LT	0.05	8.6	A						
<b>Overall Intersection</b>	-	<b>0.44</b>	<b>15.1</b>	<b>B</b>	-	<b>0.71</b>	<b>25.9</b>	<b>C</b>							
<b>7 WEST KINGBRIDGE ROAD &amp; UNIVERSITY AVENUE</b>															
University Avenue	NB	LTR	0.59	24.1	C	LTR	0.78	29.9	C	DefL	0.60	28.6	C		<p>- <b>Unmitigatable Impact.</b></p> <p>- Eliminate the hatched median along the NB approach. Shift the centerline of NB University Avenue 2-ft. to the west. Restripe the approach from one 10.5-ft. lane and one 19.5-ft. lane with parking to two 11-ft. lanes and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM, and Saturday midday peak periods and allow parking for all other time periods. Restripe the SB receiving side from one 13.5-ft. lane and 17.5-ft. lane with parking to one 11.5-ft. lane and one 17.5-ft. lane with parking.</p> <p>- Shift the centerline of WB West Kingsbridge Road 1.5-ft. to the south. Restripe the WB approach from one 11.5-ft. lane and one 19-ft. lane with parking to one 12-ft. lane, one 10-ft. lane, and one 10-ft. lane which would serve as a travel lane only for the weekday AM peak period and allow parking for all other time periods. Restripe the EB receiving side from one 11.5-ft. lane and one 18.5-ft. lane with parking to one 10-ft. lane and one 18.5-ft. lane with parking.</p> <p>- Install "No Standing 11 AM - 2 PM, 4 - 7 PM Mon-Fri, 11 AM - 2 PM Saturday" regulations along the east curb of the NB approach for the entire block to allow for three moving lanes.</p>
		-	-	-	-	-	-	-	-	T	0.23	18.6	B		
West Kingsbridge Road		-	-	-	-	-	-	-	R	0.63	27.3	C			
	SB	LTR	0.36	20.9	C	LTR	0.37	21.2	C	LTR	0.34	20.5	C		
	EB	LTR	0.67	19.7	B	LTR	0.75	21.7	C	LTR	0.75	21.6	C		
	WB	LTR	0.93	38.3	D	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
<b>Overall Intersection</b>	-	<b>0.78</b>	<b>27.5</b>	<b>C</b>	-	<b>1.07</b>	<b>78.7</b>	<b>E</b>	-	<b>1.00</b>	<b>76.8</b>	<b>E</b>			
<b>8 WEST KINGBRIDGE ROAD &amp; WEBB AVENUE</b>															
Webb Avenue	NB	L	0.49	33.6	C	L	0.49	33.6	C					- Mitigation not required.	
		R	0.34	28.6	C	R	0.34	28.6	C						
West Kingsbridge Road	SB	LTR	0.41	29.6	C	LTR	0.41	29.6	C						
	EB	TR	0.77	29.5	C	TR	0.86	34.3	C						
	WB	LT	0.73	14.0	B	LT	0.82	16.6	B						
<b>Overall Intersection</b>	-	<b>0.73</b>	<b>23.2</b>	<b>C</b>	-	<b>0.77</b>	<b>26.1</b>	<b>C</b>							
<b>9 WEST KINGBRIDGE ROAD &amp; SEDGWICK AVENUE</b>															
Sedgwick Avenue	NB	LT	0.11	20.3	C	LT	0.11	20.3	C						- Mitigation not required.
	Sedgwick Avenue (unsignalized)	R	0.22	10.5	B	R	0.28	11.0	B						
West Kingsbridge Road	SB	LTR	0.65	30.5	C	LTR	0.67	31.2	C						
	EB	L	0.25	13.1	B	L	0.26	13.5	B						
West Kingsbridge Road (unsignalized)		T	0.34	12.0	B	T	0.37	12.3	B						
		R	0.10	10.4	B	R	0.10	10.6	B						
	WB	L	0.34	13.3	B	L	0.45	15.3	B						
	TR	0.58	14.9	B	TR	0.62	15.4	B							
<b>Overall Intersection</b>	-	<b>0.61</b>	<b>15.7</b>	<b>B</b>	-	<b>0.63</b>	<b>16.1</b>	<b>B</b>							
<b>10 WEST KINGBRIDGE ROAD / WEST 225TH STREET &amp; BAILEY AVENUE</b>															
Bailey Avenue	NB	LTR	0.43	24.5	C	LTR	0.44	24.7	C	LTR	0.44	24.7	C	<p>- Restripe the WB approach from one 11-ft. left turn lane, one 10-ft. lane and one 20-ft. lane with parking to one 10-ft. left turn lane, two 10-ft. lanes, and one 11-ft. right turn lane.</p> <p>- Install "Right Lane Must Turn Right Except Buses" sign along the WB approach of Kingsbridge Road. [Measures reflect geometric improvements needed for the weekday PM and Saturday Midday peak periods; otherwise mitigation is not needed.]</p>	
	SB	LTR	0.84	33.5	C	LTR	0.90	38.1	D	LTR	0.90	38.1	D		
West Kingsbridge Road / West 225th Street	EB	L	0.45	16.8	B	L	0.47	17.7	B	L	0.33	13.5	B		
		TR	0.23	11.0	B	TR	0.24	11.0	B	TR	0.24	11.0	B		
	WB	L	0.12	10.4	B	L	0.12	10.4	B	L	0.12	10.5	B		
	TR	0.45	13.1	B	TR	0.48	13.4	B	T	0.27	11.2	B			
	-	-	-	-	-	-	-	-	R	0.41	13.6	B			
<b>Overall Intersection</b>	-	<b>0.60</b>	<b>19.7</b>	<b>B</b>	-	<b>0.64</b>	<b>21.1</b>	<b>C</b>	-	<b>0.60</b>	<b>20.5</b>	<b>C</b>			

TABLE E-2  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE - WEEKDAY MIDDAY

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>11 RESERVOIR AVENUE &amp; WEST 195TH STREET</b>															
Reservoir Avenue	NB	LTR	0.26	11.6	B	LTR	0.36	13.0	B					- Mitigation not required.	
	SB	LTR	0.40	13.0	B	LTR	0.46	14.2	B						
West 195th Street	WB	LTR	0.50	26.3	C	LTR	0.65	29.2	C						
<b>Overall Intersection</b>	-		<b>0.44</b>	<b>15.5</b>	<b>B</b>	-	<b>0.54</b>	<b>17.3</b>	<b>B</b>						
<b>12 JEROME AVENUE &amp; WEST 195TH STREET</b>															
Jerome Avenue	NB	LT	0.52	14.8	B	LT	0.57	15.7	B					- Mitigation not required.	
	SB	TR	0.77	22.6	C	TR	0.93	36.9	D						
West 195th Street	EB	LR	0.35	24.0	C	LR	0.50	27.6	C						
<b>Overall Intersection</b>	-		<b>0.60</b>	<b>20.0</b>	<b>B</b>	-	<b>0.76</b>	<b>28.2</b>	<b>C</b>						
<b>13 EAST KINGSBRIDGE ROAD / ELM PLACE &amp; EAST FORDHAM ROAD</b>															
East Kingsbridge Road / Elm Place	SB	L	0.31	27.0	C	L	0.42	29.0	C					- Mitigation not required.	
	LT	0.23	25.7	C	LT	0.29	26.6	C							
East Fordham Road	EB	LT	0.56	14.1	B	LT	0.56	14.1	B						
	R	0.26	12.4	B	R	0.26	12.4	B							
	WB	T	0.58	13.8	B	T	0.58	13.8	B						
	R	0.55	15.5	B	R	0.67	18.6	B							
<b>Overall Intersection</b>	-		<b>0.49</b>	<b>15.4</b>	<b>B</b>	-	<b>0.53</b>	<b>16.5</b>	<b>B</b>						
<b>14 EAST FORDHAM ROAD &amp; TIEBOUT AVENUE</b>															
East Kingsbridge Road / Tiebout Avenue	SB	TR	0.16	25.1	C	TR	0.16	25.1	C					- Mitigation not required.	
East Fordham Road	EB	T	0.40	10.1	B	T	0.40	10.1	B						
	R	0.11	8.4	A	R	0.11	8.4	A							
	WB	LT	0.65	13.6	B	LT	0.65	13.6	B						
<b>Overall Intersection</b>	-		<b>0.49</b>	<b>12.4</b>	<b>B</b>	-	<b>0.49</b>	<b>12.4</b>	<b>B</b>						
<b>15 FORDHAM ROAD &amp; JEROME AVENUE</b>															
Jerome Avenue	NB	LTR	0.99	51.5	D	LTR	1.04	65.3	E	LTR	0.95	42.2	D	- Modify signal timing: shift 2 s of green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 54 s to 52 s; NB/SB green time shifts from 26 s to 28 s].	
	SB	LTR	0.94	59.7	E	LTR	1.02	79.2	E	LTR	0.91	52.6	D		
Fordham Road	EB	LT	0.72	15.5	B	LT	0.73	15.9	B	LT	0.77	18.3	B		
Fordham Road (unsignalized)		R	0.33	22.0	C	R	0.33	22.5	C	R	0.33	22.5	C		
	WB	LT	0.55	12.1	B	LT	0.55	12.1	B	LT	0.57	13.5	B		
	R	0.27	10.1	B	R	0.27	10.2	B	R	0.28	11.4	B			
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>24.2</b>	<b>C</b>	-	<b>0.83</b>	<b>29.1</b>	<b>C</b>	-	<b>0.83</b>	<b>24.1</b>	<b>C</b>		
<b>16 WEST FORDHAM ROAD &amp; UNIVERSITY AVENUE</b>															
University Avenue	NB	LTR	0.79	30.4	C	LTR	0.91	39.0	D	LT	0.64	27.0	C	- Shift the centerline of NB University Avenue 1-ft. to the west. Restripe the NB approach from one 11-ft. lane and one 19-ft. with parking to two 10-ft. lanes and one 11-ft. right turn lane. Restripe the SB receiving side from one 11-ft. lane and one 20-ft. lane to one 10-ft. lane and one 20-ft. lane. - Install "Right Lane Must Turn Right Except Buses" sign along the NB approach of University Avenue. - Modify signal timing: shift 2 s of green time from NB/SB phase to EB lead phase [NB/SB green time shifts from 34 s to 32 s; EB lead green time shifts from 6 s to 8 s].	
	SB	LTR	0.66	26.9	C	LTR	0.80	32.4	C	LTR	0.79	32.5	C		
West Fordham Road	EB	L	0.47	24.7	C	L	0.83	57.9	E	L	0.72	33.9	C		
	T	0.52	19.9	B	T	0.53	20.0	C	T	0.50	18.4	B			
	R	0.18	16.4	B	R	0.18	16.4	B	R	0.17	15.1	B			
	WB	L	0.74	46.0	D	L	0.75	47.4	D	L	0.75	47.4	D		
	T	0.74	31.7	C	T	0.74	31.9	C	T	0.74	31.9	C			
	R	0.46	29.7	C	R	0.46	29.7	C	R	0.46	29.7	C			
<b>Overall Intersection</b>	-		<b>0.73</b>	<b>27.9</b>	<b>C</b>	-	<b>0.81</b>	<b>32.3</b>	<b>C</b>	-	<b>0.80</b>	<b>28.4</b>	<b>C</b>		

TABLE E-2  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE - WEEKDAY MIDDAY

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>17 JEROME AVENUE &amp; EAST 196TH STREET</b>														
Jerome Avenue	NB	TR	0.59	17.2	B	TR	0.67	19.6	B				- Mitigation not required.	
	SB	LT	0.59	16.7	B	LT	0.65	18.5	B					
East 196th Street	WB	LR	0.30	23.6	C	LR	0.35	24.6	C					
<b>Overall Intersection</b>	-	<b>0.48</b>	<b>17.8</b>	<b>B</b>	-	<b>0.55</b>	<b>19.8</b>	<b>B</b>						
<b>18 GRAND CONCOURSE &amp; EAST 196TH STREET</b>														
Grand Concourse (Mainline)	NB	L	0.15	14.6	B	L	0.15	14.6	B				- Mitigation not required.	
		T	0.34	16.0	B	T	0.36	16.2	B					
	SB	L	0.05	13.3	B	L	0.06	13.4	B					
Grand Concourse (Service Road)		T	0.25	14.9	B	T	0.25	14.9	B					
	NB	TR	0.32	15.8	B	TR	0.32	15.8	B					
East 196th Street	SB	TR	0.38	16.6	B	TR	0.41	17.1	B					
	EB	LTR	0.32	29.8	C	LTR	0.38	31.4	C					
	WB	LTR	0.43	32.4	C	LTR	0.46	33.1	C					
<b>Overall Intersection</b>	-	<b>0.40</b>	<b>17.5</b>	<b>B</b>	-	<b>0.43</b>	<b>18.0</b>	<b>C</b>						
<b>19 EAST KINGSBRIDGE ROAD &amp; VALENTINE AVENUE / EAST 194TH STREET</b>														
East 194th Street / Valentine Avenue	NB	L	0.76	46.1	D	L	0.93	66.9	E	L	0.79	44.1	D	- Modify signal timing: shift 4 s of green time from SB left phase to NB/SB phase [SB left green time shifts from 26 s to 22 s; NB/SB green time shifts from 20 s to 24 s].
		LT	0.70	42.5	D	LT	0.81	51.6	D	LT	0.69	38.0	D	
	SB	L	0.14	24.4	C	L	0.14	24.4	C	L	0.17	27.8	C	
		T	0.24	30.6	C	T	0.24	30.6	C	T	0.20	26.8	C	
East Kingsbridge Road (Underpass)	EB	R	0.74	50.9	D	R	0.74	50.9	D	R	0.61	38.4	D	
		L	0.58	35.5	D	L	0.58	35.5	D	L	0.58	35.5	D	
East Kingsbridge Road (Service Road)		T	0.60	35.7	D	T	0.78	44.5	D	T	0.78	44.5	D	
		T	0.48	32.2	C	T	0.48	32.2	C	T	0.48	32.2	C	
<b>Overall Intersection</b>	-	<b>0.48</b>	<b>39.0</b>	<b>D</b>	-	<b>0.60</b>	<b>45.8</b>	<b>E</b>	-	<b>0.60</b>	<b>38.3</b>	<b>D</b>		
<b>20 GOULDEN AVENUE / RESERVOIR AVENUE &amp; STRONG STREET</b>														
Goulden Avenue / Reservoir Avenue	NB	DefL	0.23	11.6	B	DefL	0.29	13.7	B				- Mitigation not required.	
		T	0.29	8.0	A	T	0.35	8.8	A					
	SB	T	0.57	26.0	C	T	0.65	27.9	C					
Reservoir Avenue	SB	T	0.39	33.9	C	T	0.50	36.4	D					
Strong Street	EB	LR	0.29	30.3	C	LR	0.29	30.3	C					
<b>Overall Intersection</b>	-	<b>0.66</b>	<b>21.1</b>	<b>C</b>	-	<b>0.81</b>	<b>22.4</b>	<b>C</b>						
<b>21 EAST FORDHAM ROAD &amp; WEBSTER AVENUE</b>														
Webster Avenue	NB	L	0.61	27.4	C	L	0.71	35.6	D				- Mitigation not required.	
		TR	0.88	44.0	D	TR	0.88	44.0	D					
	SB	L	0.68	38.3	D	L	0.68	38.3	D					
East Fordham Road	TR	L	0.73	38.5	D	TR	0.75	39.4	D					
		EB	L	0.50	20.7	C	L	0.57	24.2	C				
		T	0.57	22.1	C	T	0.60	22.7	C					
		R	0.40	21.9	C	R	0.45	23.2	C					
	WB	L	0.47	15.2	B	L	0.49	15.9	B					
		T	0.75	24.9	C	T	0.78	26.0	C					
	R	0.60	24.9	C	R	0.60	24.9	C						
<b>Overall Intersection</b>	-	<b>0.84</b>	<b>28.6</b>	<b>C</b>	-	<b>0.85</b>	<b>29.5</b>	<b>D</b>						
<b>22 WEST FORDHAM ROAD &amp; SEDGWICK AVENUE</b>														
Sedgwick Avenue	NB	LTR	0.78	36.2	D	LTR	0.81	38.2	D	LTR	0.45	25.5	C	- Shift the centerline of SB Sedgwick Avenue 2-ft. to the east. Restripe the SB approach from one 9-ft. lane and one 19-ft. lane with parking to one 11-ft. lane and one 19-ft. lane with parking. Restripe the NB receiving side from one 12-ft. lane and one 19-ft. lane to one 10-ft. lane and one 19-ft. lane.
	SB	LT	0.38	23.6	C	LT	0.39	23.8	C	LT	0.46	26.3	C	
Sedgwick Avenue (unsignalized)	R	0.40	12.1	B	R	0.42	12.3	B	R	0.42	12.3	B		
West Fordham Road	EB	L	0.91	55.8	E	L	1.04	92.3	F	L	0.87	34.5	C	- Shift the centerline of WB West Fordham Road 4.5-ft. to the south tapered back 100-ft. to the existing centerline. Restripe the WB approach from one 9.5-ft. lane and one 11.5-ft. lane. to one 10-ft. left turn lane and two 10-ft. lanes. Restripe the EB receiving side from one 14.5-ft. lane and one 17.5-ft. lane to one 10-ft. lane and one 17.5-ft. lane.
		TR	0.60	15.4	B	TR	0.63	16.0	B	TR	0.62	14.6	B	
West Fordham Road (unsignalized)	WB	LT	0.78	26.6	C	LT	0.82	28.0	C	L	0.19	18.7	B	
		-	-	-	-	-	-	-	-	T	0.70	24.3	C	
		R	0.13	10.0	A	R	0.13	10.1	B	R	0.13	10.1	B	
<b>Overall Intersection</b>	-	<b>0.83</b>	<b>24.2</b>	<b>C</b>	-	<b>0.97</b>	<b>28.5</b>	<b>C</b>	-	<b>0.66</b>	<b>20.8</b>	<b>C</b>	- Restripe the NB approach from one 20-ft. lane with parking to two 10-ft. lanes. - Restripe the EB approach from one 10-ft. left turn lane, one 11-ft. lane, and one 19-ft. lane with parking to one 11-ft. lane, one 10-ft. lane, and one 19-ft. lane with parking. - Install "No Standing Anytime" regulation along the east curb of the NB approach for the entire block to allow for two moving lanes. - Modify signal timing: shift 2 s of green time from NB/SB phase to EB-lead phase [NB/SB left green time shifts from 31 s to 29 s; EB-lead green time shifts from 8 s to 10 s].	

TABLE E-2  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE - WEEKDAY MIDDAY

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>23 WEST FORDHAM ROAD &amp; MAJOR DEEGAN EXPRESSWAY SOUTHBOUND RAMP</b>														
Major Deegan Expressway Southbound Ramp	SB	LTR	0.99	67.0	E	LTR	0.99	67.0	E				- Unmitigatable Impact	
West Fordham Road	EB	L	0.95	58.7	E	L	0.95	58.7	E					
		T	0.99	57.3	E	T	1.07	80.4	F					
		R	0.63	30.3	C	R	0.63	30.3	C					
	WB	L	0.55	23.5	C	L	0.60	25.7	C					
		T	0.63	11.2	B	T	0.65	11.5	B					
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>36.8</b>	<b>D</b>	-	<b>0.96</b>	<b>41.1</b>	<b>D</b>					
<b>24 WEST FORDHAM ROAD &amp; MAJOR DEEGAN EXPRESSWAY NORTHBOUND RAMP</b>														
Major Deegan Expressway Northbound Ramp	NB	LTR	1.07	88.0	F	LTR	1.12	104.0	F					- Unmitigatable Impact
West Fordham Road	EB	L	1.08	75.7	E	L	1.10	85.0	F					
		T	0.44	9.5	A	T	0.47	9.7	A					
	WB	L	0.47	17.2	B	L	0.51	17.9	B					
		T	0.53	17.3	B	T	0.55	17.5	B					
West Fordham Road (unsignalized)		R	0.18	11.4	B	R	-	11.4	B					
<b>Overall Intersection</b>	-		<b>1.09</b>	<b>37.8</b>	<b>D</b>	-	<b>1.13</b>	<b>42.5</b>	<b>D</b>					
<b>25 9TH AVENUE &amp; WEST 207TH STREET</b>														
9th Avenue	NB	LT	0.13	27.6	C	LT	0.13	27.6	C	LT	0.15	29.5	C	- Modify signal timing: shift 2 s of green time from NB/SB phase to WB/NB phase [NB/SB green time shifts from 22 s to 20 s; WB/NB green time shifts from 18 s to 20 s].
		R	0.52	18.4	B	R	0.52	18.4	B	R	0.52	18.4	B	
	SB	LTR	0.11	27.0	C	LTR	0.11	27.0	C	LTR	0.12	28.8	C	
		EB	LT	0.89	36.6	D	LT	0.95	41.9	D	LT	0.95	41.9	
West 207th Street	WB	R	0.13	22.5	C	R	0.13	22.5	C	R	0.13	22.5	C	
		L	1.04	72.8	E	L	1.08	87.9	F	L	1.01	64.2	E	
		TR	1.02	51.1	D	TR	1.04	56.5	E	TR	1.00	43.9	D	
<b>Overall Intersection</b>	-		<b>0.75</b>	<b>46.9</b>	<b>D</b>	-	<b>0.76</b>	<b>53.4</b>	<b>E</b>	-	<b>0.75</b>	<b>43.8</b>	<b>D</b>	

(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.

**TABLE E-3  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE - WEEKDAY PM**

INTERSECTION & APPROACH	Mvt.	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure	
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>1 EAST KINGBRIDGE ROAD &amp; GRAND CONCOURSE</b>															
Grand Concourse (Mainline)	NB	L	0.32	17.4	B	L	0.42	20.1	C	L	0.42	21.7	C	- Restripe NB Grand Concourse Mainline from one 9.5-ft. left turn lane and two 11-ft. lanes to one 11.5-ft. left turn lane and two 10-ft. lanes. - Modify signal timing: shift 3 s of green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 67 s to 64 s; EB/WB green time shifts from 42 s to 45 s].	
		T	0.56	18.0	B	T	0.56	18.0	B	T	0.60	20.6	C		
	SB	L	0.57	27.8	C	L	0.57	27.8	C	L	0.62	33.3	C		
		T	0.46	16.5	B	T	0.46	16.5	B	T	0.48	18.5	B		
Grand Concourse (Service Road)	NB	TR	0.40	15.7	B	TR	0.40	15.7	B	TR	0.42	17.6	B		
	SB	TR	0.52	17.6	B	TR	0.55	18.4	B	TR	0.58	20.7	C		
East Kingsbridge Road	EB	LTR	0.71	41.2	D	LTR	0.85	51.7	D	LTR	0.79	43.9	D		
	WB	LTR	0.44	32.2	C	LTR	0.45	32.4	C	LTR	0.42	29.7	C		
<b>Overall Intersection</b>	-	-	<b>0.62</b>	<b>20.5</b>	<b>C</b>	-	<b>0.68</b>	<b>22.0</b>	<b>C</b>	-	<b>0.69</b>	<b>23.0</b>	<b>C</b>		
<b>2 EAST KINGBRIDGE ROAD &amp; CRESTON AVENUE</b>															
Creston Avenue	SB	LTR	0.35	31.1	C	LTR	0.35	31.1	C					- Mitigation not required.	
East Kingsbridge Road (Ramp)	EB	TR	0.49	17.4	B	TR	0.56	18.8	B						
	WB	T	0.47	17.3	B	T	0.54	18.9	B						
East Kingsbridge Road (Underpass)	EB	T	0.26	13.6	B	T	0.32	14.2	B						
	WB	LT	0.39	15.5	B	LT	0.46	16.8	B						
<b>Overall Intersection</b>	-	-	<b>0.44</b>	<b>17.1</b>	<b>B</b>	-	<b>0.48</b>	<b>18.0</b>	<b>B</b>						
<b>3 EAST KINGBRIDGE ROAD &amp; MORRIS AVENUE</b>															
Morris Avenue	NB	LTR	0.18	27.2	C	LTR	0.18	27.2	C					- Mitigation not required.	
East Kingsbridge Road	EB	LT	0.58	17.9	B	LT	0.68	19.8	B						
	WB	TR	0.48	17.1	B	TR	0.56	18.5	B						
<b>Overall Intersection</b>	-	-	<b>0.42</b>	<b>18.1</b>	<b>B</b>	-	<b>0.48</b>	<b>19.6</b>	<b>B</b>						
<b>4 KINGSBRIDGE ROAD &amp; JEROME AVENUE</b>															
Jerome Avenue	NB	LTR	0.78	33.9	C	LTR	0.84	37.9	D	LTR	0.84	37.9	D	- Shift the centerline of EB Kingsbridge Road 1-ft. to the north. Restripe the EB approach from one 12-ft. lane and one 20-ft. lane with parking to one 11-ft. lane, one 10-ft. lane, and one 12-ft. right turn lane. Restripe the WB receiving side from one 12-ft. lane and one 21-ft. lane with parking to one 11-ft. lane and one 21-ft. lane with parking. - Shift the centerline of WB Kingsbridge Road 1-ft. to the south. Restripe the WB approach from one 10.5-ft. lane and one 19.5-ft. lane with parking to two 10-ft. lanes and one 11-ft. lane which would serve as a travel lane only for the weekday PM peak period and allow parking for all other time periods. Restripe the EB receiving side from one 10.5-ft. lane and 20-ft. lane with parking to one 10.5-ft. lane and one 19-ft. lane with parking. - Install "Right Lane Must Turn Right Except Buses" sign along the EB approach of Kingsbridge Road.	
	SB	LTR	0.90	46.3	D	LTR	0.92	49.0	D	LTR	0.92	49.0	D		
Kingsbridge Road	EB	LTR	0.91	42.9	D	LTR	1.14	106.2	F	LT	0.85	36.0	D		
		-	-	-	-	-	-	-	-	R	0.54	29.5	C		
	WB	LTR	0.82	35.6	D	LTR	1.01	65.7	E	LT	0.80	33.9	C		
		-	-	-	-	-	-	-	-	R	0.32	24.3	C		
<b>Overall Intersection</b>	-	-	<b>0.91</b>	<b>39.7</b>	<b>D</b>	-	<b>1.03</b>	<b>73.4</b>	<b>E</b>	-	<b>0.88</b>	<b>37.2</b>	<b>D</b>		
<b>5 WEST KINGBRIDGE ROAD &amp; DAVIDSON AVENUE</b>															
Davidson Avenue	NB	LR	0.31	23.8	C	LR	0.38	25.1	C						- Mitigation not required.
West Kingsbridge Road	EB	T	0.51	14.2	B	T	0.62	15.8	B						
	WB	T	0.47	13.3	B	T	0.56	14.4	B						
<b>Overall Intersection</b>	-	-	<b>0.43</b>	<b>14.5</b>	<b>B</b>	-	<b>0.52</b>	<b>15.9</b>	<b>B</b>						

TABLE E-3  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE - WEEKDAY PM

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>6 WEST KINGBRIDGE ROAD &amp; RESERVOIR / AQUEDUCT AVENUE</b>														
Reservoir / Aqueduct Avenue	NB	LR	0.60	37.4	D	R	0.55	40.0	D					- Mitigation not required.
	SB	L	0.31	28.8	C	L	0.76	44.6	D					
		R	0.61	37.2	D	R	0.63	19.3	B					
West Kingsbridge Road	EB	-	-	-	-	L	0.92	43.1	D					
		T	0.56	17.7	B	T	0.74	20.4	C					
	WB	T	0.35	15.1	B	TR	0.83	43.8	D					
West Kingsbridge Road (unsignalized)	EB	LT	0.47	19.7	C	-	-	-	-					
	WB	LT	0.07	9.6	A	LT	0.08	9.9	A					
<b>Overall Intersection</b>	-	-	<b>0.58</b>	<b>22.0</b>	<b>C</b>	-	<b>0.85</b>	<b>34.5</b>	<b>C</b>					
<b>7 WEST KINGBRIDGE ROAD &amp; UNIVERSITY AVENUE</b>														
University Avenue	NB	LTR	0.98	51.7	D	LTR	1.20+	120.0+	F*	DefL	0.98	66.5	E	<b>- Partially Mitigated.</b> - Eliminate the hatched median along the NB approach. Shift the centerline of NB University Avenue 2-ft. to the west. Restripe the approach from one 10.5-ft. lane and one 19.5-ft. lane with parking to two 11-ft. lanes and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM, and Saturday midday peak periods and allow parking for all other time periods. Restripe the SB receiving side from one 13.5-ft. lane and 17.5-ft. lane with parking to one 11.5-ft. lane and one 17.5-ft. lane with parking. - Shift the centerline of WB West Kingsbridge Road 1.5-ft. to the south. Restripe the WB approach from one 11.5-ft. lane and one 19-ft. lane with parking to one 12-ft. lane, one 10-ft. lane, and one 10-ft. lane which would serve as a travel lane only for the weekday AM peak period and allow parking for all other time periods. Restripe the EB receiving side from one 11.5-ft. lane and one 18.5-ft. lane with parking to one 10-ft. lane and one 18.5-ft. lane with parking. - Install "No Standing 11 AM - 2 PM, 4 - 7 PM Mon-Fri, 11 AM - 2 PM Saturday" regulations along the east curb of the NB approach for the entire block to allow for three moving lanes. - Modify signal timing: shift 2 s of green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 43 s to 41 s; EB/WB green time shifts from 67 s to 69 s].
		-	-	-	-	-	-	-	-	T	0.48	31.9	C	
		-	-	-	-	-	-	-	-	R	1.10	98.7	F	
West Kingsbridge Road	SB	LTR	0.79	48.2	D	LTR	0.94	71.3	E	LTR	0.56	35.8	D	
	EB	LTR	0.73	22.2	C	LTR	0.79	24.0	C	LTR	0.76	21.9	C	
	WB	LTR	0.98	49.3	D	DefL	1.20+	120.0+	F*	DefL	1.15	120.0+	F*	
		-	-	-	-	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-	-	<b>0.98</b>	<b>40.6</b>	<b>D</b>	-	<b>1.20+</b>	<b>104.6</b>	<b>F</b>	-	<b>1.18</b>	<b>74.4</b>	<b>E</b>	
<b>8 WEST KINGBRIDGE ROAD &amp; WEBB AVENUE</b>														
Webb Avenue	NB	L	0.87	67.8	E	L	0.87	67.8	E					
		R	0.27	32.4	C	R	0.27	32.4	C					
	SB	LTR	0.52	37.5	D	LTR	0.52	37.5	D					
West Kingsbridge Road	EB	TR	0.81	35.3	D	TR	0.88	40.0	D					
	WB	LT	0.84	20.8	C	LT	0.95	27.1	C					
<b>Overall Intersection</b>	-	-	<b>0.83</b>	<b>32.9</b>	<b>C</b>	-	<b>0.92</b>	<b>37.0</b>	<b>D</b>					
<b>9 WEST KINGBRIDGE ROAD &amp; SEDGWICK AVENUE</b>														
Sedgwick Avenue	NB	LT	0.17	26.8	C	LT	0.17	26.8	C					- Mitigation not required.
Sedgwick Avenue (unsignalized)		R	0.28	12.7	B	R	0.36	13.7	B					
	SB	LTR	0.81	43.1	D	LTR	0.83	44.4	D					
West Kingsbridge Road	EB	L	0.40	20.9	C	L	0.43	22.4	C					
		T	0.45	16.5	B	T	0.48	16.9	B					
West Kingsbridge Road (unsignalized)		R	0.08	10.9	B	R	0.09	11.2	B					
	WB	L	0.63	23.2	C	L	0.81	34.0	C					
		TR	0.71	20.8	C	TR	0.74	21.6	C					
<b>Overall Intersection</b>	-	-	<b>0.75</b>	<b>22.4</b>	<b>C</b>	-	<b>0.82</b>	<b>23.6</b>	<b>C</b>					
<b>10 WEST KINGBRIDGE ROAD / WEST 225TH STREET &amp; BAILEY AVENUE</b>														
Bailey Avenue	NB	LTR	0.80	38.5	D	LTR	0.81	39.0	D	LTR	0.76	35.6	D	- Restripe the WB approach from one 11-ft. left turn lane, one 10-ft. lane and one 20-ft. lane with parking to one 10-ft. left turn lane, two 10-ft. lanes, and one 11-ft. right turn lane. - Install "No Standing Anytime" regulation along the north curb of the WB approach for the entire block to allow for four moving lanes. - Install "Right Lane Must Turn Right Except Buses" sign along the WB approach of Kingsbridge Road. - Modify signal timing: shift 2 s of green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 66 s to 54 s; NB/SB green time shifts from 44 s to 46 s].
	SB	LTR	1.00	52.8	D	LTR	1.04	66.5	E	LTR	0.99	49.3	D	
West Kingsbridge Road / West 225th Street	EB	L	0.79	47.8	D	L	0.84	56.9	E	L	0.48	22.4	C	
		TR	0.29	14.8	B	TR	0.30	14.9	B	TR	0.31	16.0	B	
	WB	L	0.09	13.1	B	L	0.09	13.1	B	L	0.10	14.2	B	
		TR	0.65	20.2	C	TR	0.67	20.8	C	T	0.37	16.7	B	
		-	-	-	-	-	-	-	-	R	0.57	20.8	C	
<b>Overall Intersection</b>	-	-	<b>0.87</b>	<b>31.6</b>	<b>C</b>	-	<b>0.92</b>	<b>35.3</b>	<b>D</b>	-	<b>0.74</b>	<b>28.6</b>	<b>C</b>	

TABLE E-3  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE -WEEKDAY PM

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>11 RESERVOIR AVENUE &amp; WEST 195TH STREET</b>														
Reservoir Avenue	NB	LTR	0.36	12.6	B	LTR	0.53	16.4	B				- Mitigation not required.	
	SB	LTR	0.55	15.2	B	LTR	0.69	19.9	B					
West 195th Street	WB	LTR	0.88	42.3	D	LTR	0.93	44.8	D					
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>21.5</b>	<b>C</b>	-	<b>0.79</b>	<b>25.1</b>	<b>C</b>					
<b>12 JEROME AVENUE &amp; WEST 195TH STREET</b>														
Jerome Avenue	NB	LT	0.80	25.3	C	LT	0.90	35.5	D				- Mitigation not required.	
	SB	TR	0.74	22.8	C	TR	0.91	37.4	D					
West 195th Street	EB	LR	0.60	39.3	D	LR	0.73	44.2	D					
<b>Overall Intersection</b>	-		<b>0.73</b>	<b>27.3</b>	<b>C</b>	-	<b>0.85</b>	<b>38.5</b>	<b>D</b>					
<b>13 EAST KINGSBRIDGE ROAD / ELM PLACE &amp; EAST FORDHAM ROAD</b>														
East Kingsbridge Road / Elm Place	SB	L	0.55	47.3	D	L	0.72	54.7	D	L	0.62	46.5	D	- Modify signal timing: shift 4 s of green time from EB/WB lead phase to SB/WB phase [EB/WB lead green time shifts from 45 s to 41 s; SB/WB green time shifts from 26 s to 30 s].
		LT	0.54	47.4	D	LT	0.64	51.0	D	LT	0.55	44.3	D	
East Fordham Road	EB	LT	0.51	10.9	B	LT	0.51	10.9	B	LT	0.55	13.4	B	
		R	0.14	7.7	A	R	0.14	7.7	A	R	0.15	9.3	A	
	WB	T	0.57	11.3	B	T	0.57	11.3	B	T	0.60	13.7	B	
		R	0.55	13.9	B	R	0.64	16.0	B	R	0.64	16.0	B	
<b>Overall Intersection</b>	-		<b>0.57</b>	<b>16.0</b>	<b>B</b>	-	<b>0.61</b>	<b>18.1</b>	<b>B</b>	-	<b>0.61</b>	<b>18.6</b>	<b>B</b>	
<b>14 EAST FORDHAM ROAD &amp; TIEBOUT AVENUE</b>														
East Kingsbridge Road / Tiebout Avenue	SB	TR	0.32	42.1	D	TR	0.32	42.1	D	TR	0.27	37.7	D	- Modify signal timing: shift 4 s of green time from EB/WB phase to SB phase [EB/WB green time shifts from 83 s to 79 s; SB green time shifts from 27 s to 31 s].
East Fordham Road	EB	T	0.39	8.4	A	T	0.39	8.4	A	T	0.41	10.2	B	[Measures reflect changes needed for coordination with the intersection of East Kingsbridge Road / Elm Place & East Fordham Road.]
		R	0.07	6.3	A	R	0.07	6.3	A	R	0.08	7.7	A	
	WB	LT	0.67	12.3	B	LT	0.67	12.3	B	LT	0.70	15.1	B	
<b>Overall Intersection</b>	-		<b>0.58</b>	<b>11.8</b>	<b>B</b>	-	<b>0.58</b>	<b>11.8</b>	<b>B</b>	-	<b>0.58</b>	<b>14.0</b>	<b>B</b>	
<b>15 FORDHAM ROAD &amp; JEROME AVENUE</b>														
Jerome Avenue	NB	LTR	1.10	97.2	F	LTR	1.15	117.7	F	LTR	1.06	77.8	E	- Modify signal timing: shift 2 s of green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 82 s to 80 s; NB/SB green time shifts from 28 s to 30 s].
	SB	LTR	1.11	110.6	F	LTR	1.18	120.0+	F*	LTR	1.06	91.5	F	
Fordham Road	EB	LT	0.71	13.7	B	LT	0.71	13.7	B	LT	0.74	15.4	B	
Fordham Road (unsignalized)		R	0.76	82.4	F	R	0.76	82.4	F	R	0.76	82.4	F	
	WB	LT	0.55	10.8	B	LT	0.55	10.8	B	LT	0.56	11.9	B	
		R	0.24	8.5	A	R	0.24	8.5	A	R	0.25	9.4	A	
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>35.4</b>	<b>D</b>	-	<b>0.83</b>	<b>41.9</b>	<b>D</b>	-	<b>0.82</b>	<b>24.1</b>	<b>C</b>	
<b>16 WEST FORDHAM ROAD &amp; UNIVERSITY AVENUE</b>														
University Avenue	NB	LTR	1.05	65.8	E	LTR	1.20+	120.0+	F*	DefL	0.94	46.3	D	- Shift the centerline of NB University Avenue 1-ft. to the west. Restripe the NB approach from one 11-ft. lane and one 19-ft. with parking to two 10-ft. lanes and one 11-ft. right turn lane. Restripe the SB receiving side from one 11-ft. lane and one 20-ft. lane to one 10-ft. lane and one 20-ft. lane.
		-	-	-	-	-	-	-	-	T	0.63	31.1	C	
		-	-	-	-	-	-	-	-	R	0.73	33.5	C	
	SB	DefL	1.09	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.93	48.1	D	- Install "Right Lane Must Turn Right Except Buses" sign along the NB approach of University Avenue.
		TR	1.00	70.5	E	-	-	-	-	-	-	-	-	- Modify signal timing: shift 3 s of green time from EB lead phase to NB/SB phase [NB/SB green time shifts from 42 s to 45 s; EB lead green time shifts from 11 s to 8 s].
West Fordham Road	EB	L	0.44	23.8	C	L	0.61	28.8	C	L	0.71	37.3	D	
		T	0.47	19.9	B	T	0.47	20.0	B	T	0.50	22.1	C	
		R	0.22	17.0	B	R	0.22	17.0	B	R	0.23	18.8	B	
	WB	L	0.75	47.3	D	L	0.75	47.3	D	L	0.75	47.3	D	
		T	0.73	35.9	D	T	0.73	36.0	D	T	0.73	36.0	D	
		R	0.36	29.5	C	R	0.36	29.5	C	R	0.36	29.5	C	
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>46.2</b>	<b>D</b>	-	<b>0.98</b>	<b>94.9</b>	<b>F</b>	-	<b>0.87</b>	<b>35.0</b>	<b>C</b>	

**TABLE E-3  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE -WEEKDAY PM**

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>17 JEROME AVENUE &amp; EAST 196TH STREET</b>															
Jerome Avenue	NB	TR	0.65	21.5	C	TR	0.75	25.1	C					- Mitigation not required.	
	SB	LT	0.67	22.6	C	LT	0.76	26.2	C						
East 196th Street	WB	LR	0.47	33.3	C	LR	0.52	34.8	C						
<b>Overall Intersection</b>	-		<b>0.59</b>	<b>24.2</b>	<b>C</b>	-	<b>0.66</b>	<b>27.3</b>	<b>C</b>						
<b>18 GRAND CONCOURSE &amp; EAST 196TH STREET</b>															
Grand Concourse (Mainline)	NB	L	0.34	17.6	B	L	0.34	17.6	B	L	0.35	18.4	B	- Modify signal timing: shift 1 s of green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 67 s to 66 s; EB/WB green time shifts from 42 s to 43 s].	
		T	0.52	17.5	B	T	0.54	17.8	B	T	0.55	18.5	B		
	SB	L	0.23	15.8	B	L	0.24	16.2	B	L	0.25	17.0	B		
		T	0.42	16.0	B	T	0.42	16.0	B	T	0.43	16.6	B		
Grand Concourse (Service Road)	NB	TR	0.47	17.0	B	TR	0.47	17.0	B	TR	0.48	17.6	B		
	SB	TR	0.43	16.2	B	TR	0.46	16.7	B	TR	0.47	17.4	B		
East 196th Street	EB	LTR	0.61	40.3	D	LTR	0.70	45.6	D	LTR	0.68	43.5	D		
	WB	LTR	0.81	48.5	D	LTR	0.85	52.1	D	LTR	0.83	48.7	D		
<b>Overall Intersection</b>	-		<b>0.64</b>	<b>20.1</b>	<b>C</b>	-	<b>0.66</b>	<b>21.0</b>	<b>C</b>	-	<b>0.66</b>	<b>21.2</b>	<b>C</b>		
<b>19 EAST KINGSBRIDGE ROAD &amp; VALENTINE AVENUE / EAST 194TH STREET</b>															
East 194th Street / Valentine Avenue	NB	L	0.93	77.2	E	L	1.08	116.0	F	L	1.08	116.0	F	- <b>Partially Mitigated.</b> - Modify signal timing: shift 3 s of green time from SB left phase to EB phase [SB left green time shifts from 37 s to 34 s; EB green time shifts from 34 s to 37 s].	
		LT	0.96	85.5	F	LT	1.08	119.1	F	LT	1.08	119.1	F		
	SB	L	0.15	30.8	C	L	0.15	30.8	C	L	0.17	33.2	C		
		T	0.25	39.3	D	T	0.25	39.3	D	T	0.25	39.3	D		
		R	0.57	49.3	D	R	0.57	49.3	D	R	0.57	49.3	D		
East Kingsbridge Road (Underpass)	EB	L	0.39	36.8	D	L	0.39	36.8	D	L	0.35	34.0	C		
		T	0.60	41.9	D	T	0.78	50.2	D	T	0.71	44.2	D		
East Kingsbridge Road (Service Road)		T	0.63	42.8	D	T	0.63	42.8	D	T	0.58	38.9	D		
<b>Overall Intersection</b>	-		<b>0.56</b>	<b>55.3</b>	<b>E</b>	-	<b>0.64</b>	<b>70.5</b>	<b>E</b>	-	<b>0.64</b>	<b>68.5</b>	<b>E</b>		
<b>20 GOULDEN AVENUE / RESERVOIR AVENUE &amp; STRONG STREET</b>															
Goulden Avenue / Reservoir Avenue	NB	DefL	0.32	13.1	B	DefL	0.38	15.3	B					- Mitigation not required.	
		T	0.30	8.0	A	T	0.35	8.5	A						
	SB	T	0.58	26.1	C	T	0.64	27.6	C						
Reservoir Avenue	SB	T	0.58	37.6	D	T	0.66	40.5	D						
Strong Street	EB	LR	0.33	31.1	C	LR	0.33	31.1	C						
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>22.2</b>	<b>C</b>	-	<b>0.82</b>	<b>23.5</b>	<b>C</b>						
<b>21 EAST FORDHAM ROAD &amp; WEBSTER AVENUE</b>															
Webster Avenue	NB	L	0.85	45.7	D	L	0.95	55.3	E	L	0.85	44.3	D	- Modify signal timing: shift 2 s of green time from EB/WB phase to NB/SB protected phase [EB/WB green time shifts from 58 s to 56 s; NB/SB protected green time shifts from 9 s to 11 s].	
		TR	1.06	78.6	E	TR	1.06	78.6	E	TR	1.06	78.6	E		
	SB	L	0.87	73.2	E	L	0.87	73.2	E	L	0.76	47.9	D		
		TR	0.74	49.9	D	TR	0.76	50.7	D	TR	0.76	50.7	D		
East Fordham Road	EB	L	0.55	29.9	C	L	0.67	38.8	D	L	0.67	40.3	D		
		T	0.67	25.9	C	T	0.70	26.9	C	T	0.73	28.9	C		
		R	0.20	18.7	B	R	0.26	19.5	B	R	0.27	20.9	C		
	WB	L	0.47	16.7	B	L	0.50	17.7	B	L	0.52	19.3	B		
		T	0.85	29.9	C	T	0.88	31.4	C	T	0.91	34.5	C		
		R	0.39	20.6	C	R	0.39	20.6	C	R	0.41	22.0	C		
<b>Overall Intersection</b>	-		<b>0.93</b>	<b>39.3</b>	<b>D</b>	-	<b>0.91</b>	<b>40.4</b>	<b>D</b>	-	<b>0.97</b>	<b>40.7</b>	<b>D</b>		
<b>22 WEST FORDHAM ROAD &amp; SEDGWICK AVENUE</b>															
Sedgwick Avenue	NB	LTR	1.08	85.2	F	LTR	1.13	102.3	F	LTR	0.62	36.0	D	- Shift the centerline of SB Sedgwick Avenue 2-ft. to the east. Restripe the SB approach from one 9-ft. lane and one 19-ft. lane with parking to one 11-ft. lane and one 19-ft. lane with parking. Restripe the NB receiving side from one 12-ft. lane and one 19-ft. lane to one 10-ft. lane and one 19-ft. lane. - Shift the centerline of WB West Fordham Road 4.5-ft. to the south tapered back 100-ft. to the existing centerline. Restripe the WB approach from one 9.5-ft. lane and one 11.5-ft. lane. to one 10-ft. left turn lane and two 10-ft. lanes. Restripe the EB receiving side from one 14.5-ft. lane and one 17.5-ft. lane to one 10-ft. lane and one 17.5-ft. lane. - Restripe the NB approach from one 20-ft. lane with parking to two 10-ft. lanes. - Restripe the EB approach from one 10-ft. left turn lane, one 11-ft. lane, and one 19-ft. lane with parking to one 11-ft. lane, one 10-ft. lane, and one 19-ft. lane with parking. - Install "No Standing Anytime" regulation along the east curb of the NB approach for the entire block to allow for two moving lanes.	
	SB	DefL	0.89	64.8	E	DefL	0.91	67.8	E	LT	0.91	50.8	D		
		T	0.83	47.2	D	T	0.86	49.1	D	-	-	-	-		
Sedgwick Avenue (unsignalized)		R	0.64	18.9	C	R	0.68	20.4	C	R	0.68	20.4	C		
West Fordham Road	EB	L	0.92	44.5	D	L	1.03	72.7	E	L	0.92	40.4	D		
		TR	0.67	17.1	B	TR	0.69	17.7	B	TR	0.70	18.0	B		
	WB	LT	1.01	50.6	D	LT	1.06	68.5	E	L	0.56	28.5	C		
		-	-	-	-	-	-	-	-	T	0.66	27.7	C		
West Fordham Road (unsignalized)		R	0.23	11.3	B	R	0.23	11.3	B	R	0.23	11.3	B		
<b>Overall Intersection</b>	-		<b>1.03</b>	<b>38.1</b>	<b>D</b>	-	<b>1.08</b>	<b>46.8</b>	<b>D</b>	-	<b>0.87</b>	<b>28.2</b>	<b>C</b>		

TABLE E-3  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE - WEEKDAY PM

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>23 WEST FORDHAM ROAD &amp; MAJOR DEEGAN EXPRESSWAY SOUTHBOUND RAMP</b>															
Major Deegan Expressway Southbound Ramp	SB	LTR	1.08	105.5	F	LTR	1.08	105.5	F					- Unmitigatable Impact	
West Fordham Road	EB	L	1.06	105.0	F	L	1.06	105.0	F						
		T	1.07	84.3	F	T	1.13	107.1	F						
		R	0.22	21.9	C	R	0.22	21.9	C						
	WB	L	0.82	52.6	D	L	0.94	70.8	E						
		T	0.49	9.8	A	T	0.51	10.0	B						
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>59.2</b>	<b>E</b>	-	<b>1.03</b>	<b>66.0</b>	<b>E</b>						
<b>24 WEST FORDHAM ROAD &amp; MAJOR DEEGAN EXPRESSWAY NORTHBOUND RAMP</b>															
Major Deegan Expressway Northbound Ramp	NB	LTR	1.07	95.5	F	LTR	1.11	109.7	F					- Unmitigatable Impact	
West Fordham Road	EB	L	1.09	101.0	F	L	1.14	120.0+	F*						
		T	1.04	65.6	E	T	1.08	79.9	E						
	WB	L	1.05	75.5	E	L	1.14	112.4	F						
		T	1.08	83.2	F	T	1.14	108.8	F						
West Fordham Road (unsignalized)		R	0.37	13.7	B	R	0.37	13.7	B						
<b>Overall Intersection</b>	-		<b>1.11</b>	<b>75.9</b>	<b>E</b>	-	<b>1.18</b>	<b>94.3</b>	<b>F</b>						
<b>25 9TH AVENUE &amp; WEST 207TH STREET</b>															
9th Avenue	NB	LT	0.13	27.5	C	LT	0.13	27.5	C	LT	0.14	29.3	C	- Modify signal timing: shift 2 s of green time from NB/SB phase to WB/NB phase [NB/SB green time shifts from 22 s to 20 s; WB/NB green time shifts from 18 s to 20 s].	
		R	0.64	21.7	C	R	0.64	21.7	C	R	0.64	21.7	C		
	SB	LTR	0.26	29.3	C	LTR	0.26	29.3	C	LTR	0.28	31.4	C		
West 207th Street	EB	LT	0.88	36.3	D	LT	0.93	40.6	D	LT	0.93	40.6	D		
		R	0.06	21.9	C	R	0.06	21.9	C	R	0.06	21.9	C		
	WB	L	1.04	81.5	F	L	1.07	92.1	F	L	0.99	66.1	E		
		TR	1.02	49.0	D	TR	1.05	57.5	E	TR	1.01	44.8	D		
<b>Overall Intersection</b>	-		<b>0.79</b>	<b>45.9</b>	<b>D</b>	-	<b>0.80</b>	<b>52.1</b>	<b>D</b>	-	<b>0.80</b>	<b>43.0</b>	<b>D</b>		

(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.

**TABLE E-4  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE -SATURDAY MIDDAY**

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>1 EAST KINGBRIDGE ROAD &amp; GRAND CONCOURSE</b>														
Grand Concourse (Mainline)	NB	L	0.47	22.0	C	L	0.57	25.7	C	L	0.53	23.7	C	- Mitigation not required. - Restripe NB Grand Concourse Mainline from one 9.5-ft. left turn lane and two 11-ft. lanes to one 11.5-ft. left turn lane and two 10-ft. lanes. [Measures reflect geometric improvements needed for the weekday AM and PM peak periods; otherwise mitigation is not needed.]
		T	0.23	14.7	B	T	0.23	14.7	B	T	0.24	14.8	B	
	SB	L	0.08	13.6	B	L	0.08	13.6	B	L	0.08	13.6	B	
		T	0.33	15.9	B	T	0.33	15.9	B	T	0.33	15.9	B	
Grand Concourse (Service Road)	NB	TR	0.25	14.9	B	TR	0.25	14.9	B	TR	0.25	14.9	B	
	SB	TR	0.36	16.3	B	TR	0.40	16.9	B	TR	0.40	16.9	B	
East Kingsbridge Road	EB	LTR	0.41	30.4	C	LTR	0.52	32.9	C	LTR	0.52	32.9	C	
	WB	LTR	0.25	27.3	C	LTR	0.25	27.3	C	LTR	0.25	27.3	C	
<b>Overall Intersection</b>	-		<b>0.45</b>	<b>18.3</b>	<b>B</b>	-	<b>0.55</b>	<b>19.2</b>	<b>B</b>	-	<b>0.53</b>	<b>19.1</b>	<b>B</b>	
<b>2 EAST KINGBRIDGE ROAD &amp; CRESTON AVENUE</b>														
Creston Avenue	SB	LTR	0.30	23.3	C	LTR	0.30	23.3	C					- Mitigation not required.
East Kingsbridge Road (Ramp)	EB	TR	0.36	12.8	B	TR	0.41	13.6	B					
	WB	T	0.46	14.3	B	T	0.55	16.1	B					
East Kingsbridge Road (Underpass)	EB	T	0.21	10.8	B	T	0.27	11.3	B					
	WB	LT	0.27	11.6	B	LT	0.38	12.9	B					
<b>Overall Intersection</b>	-		<b>0.39</b>	<b>13.5</b>	<b>B</b>	-	<b>0.46</b>	<b>14.3</b>	<b>B</b>					
<b>3 EAST KINGBRIDGE ROAD &amp; MORRIS AVENUE</b>														
Morris Avenue	NB	LTR	0.18	21.5	C	LTR	0.18	21.5	C					- Mitigation not required.
East Kingsbridge Road	EB	LT	0.48	13.2	B	LT	0.59	14.7	B					
	WB	TR	0.45	13.4	B	TR	0.57	15.1	B					
<b>Overall Intersection</b>	-		<b>0.36</b>	<b>13.8</b>	<b>B</b>	-	<b>0.43</b>	<b>15.2</b>	<b>B</b>					
<b>4 KINGSBRIDGE ROAD &amp; JEROME AVENUE</b>														
Jerome Avenue	NB	LTR	0.74	27.8	C	LTR	0.87	38.0	D	LTR	0.87	38.0	D	- <b>Partially Mitigated.</b> - Shift the centerline of EB Kingsbridge Road 1-ft. to the north. Restripe the EB approach from one 12-ft. lane and one 20-ft. lane with parking to one 11-ft. lane, one 10-ft. lane, and one 12-ft. right turn lane. Restripe the WB receiving side from one 12-ft. lane and one 21-ft. lane with parking to one 11-ft. lane and one 21-ft. lane with parking. - Shift the centerline of WB Kingsbridge Road 1-ft. to the south. Restripe the WB approach from one 10.5-ft. lane and one 19.5-ft. lane with parking to two 10-ft. lanes and one 11-ft. lane which would serve as a travel lane only for the weekday PM peak period and allow parking for all other time periods. Restripe the EB receiving side from one 10.5-ft. lane and 20-ft. lane with parking to one 10.5-ft. lane and one 19-ft. lane with parking. - Install "No Standing 11 AM - 2 PM Saturday" regulations along the south curb of EB approach for the entire block to allow for three moving lanes at the approach. - Install "Right Lane Must Turn Right Except Buses" sign along the EB approach of Kingsbridge Road.
	SB	LTR	0.83	32.9	C	LTR	1.12	98.2	F	LTR	1.12	98.2	F	
Kingsbridge Road	EB	LTR	0.90	37.1	D	LTR	1.20+	120.0+	F*	LT	0.86	33.4	C	
		-	-	-	-	-	-	-	-	R	0.71	36.3	D	
	WB	LTR	0.58	20.8	C	LTR	0.78	26.6	C	LTR	0.79	27.2	C	
<b>Overall Intersection</b>	-		<b>0.87</b>	<b>30.2</b>	<b>C</b>	-	<b>1.17</b>	<b>78.7</b>	<b>E</b>	-	<b>0.99</b>	<b>46.5</b>	<b>D</b>	
<b>5 WEST KINGBRIDGE ROAD &amp; DAVIDSON AVENUE</b>														
Davidson Avenue	NB	LR	0.42	25.9	C	LR	0.54	28.7	C					- Mitigation not required.
West Kingsbridge Road	EB	T	0.43	13.2	B	T	0.50	14.2	B					
	WB	T	0.41	12.9	B	T	0.52	14.2	B					
<b>Overall Intersection</b>	-		<b>0.42</b>	<b>14.5</b>	<b>B</b>	-	<b>0.53</b>	<b>15.9</b>	<b>B</b>					

**TABLE E-4  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE -SATURDAY MIDDAY**

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>6 WEST KINGBRIDGE ROAD &amp; RESERVOIR / AQUEDUCT AVENUE</b>															
Reservoir / Aqueduct Avenue	NB	LR	0.34	24.2	C	R	0.51	35.5	D					- Mitigation not required.	
	SB	L	0.20	21.6	C	L	0.52	31.4	C						
		R	0.71	37.3	D	R	0.69	16.9	B						
West Kingsbridge Road	EB	-	-	-	-	L	0.92	39.5	D						
		T	0.50	13.5	B	T	0.66	13.9	B						
	WB	T	0.35	12.1	B	TR	0.89	42.1	D						
West Kingsbridge Road (unsignalized)	EB	LT	0.65	35.7	E	-	-	-	-						
	WB	LT	0.07	8.9	A	LT	0.07	9.0	A						
<b>Overall Intersection</b>	-	-	<b>0.58</b>	<b>18.9</b>	<b>B</b>	-	<b>0.80</b>	<b>29.8</b>	<b>C</b>						
<b>7 WEST KINGBRIDGE ROAD &amp; UNIVERSITY AVENUE</b>															
University Avenue	NB	LTR	0.41	20.0	B	LTR	0.67	24.2	C	LT	0.33	19.1	B	<b>- Partially Mitigated.</b> - Eliminate the hatched median along the NB approach. Shift the centerline of NB University Avenue 2-ft. to the west. Restripe the approach from one 10.5-ft. lane and one 19.5-ft. lane with parking to two 11-ft. lanes and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM, and Saturday midday peak periods and allow parking for all other time periods. Restripe the SB receiving side from one 13.5-ft. lane and 17.5-ft. lane with parking to one 11.5-ft. lane and one 17.5-ft. lane with parking. - Shift the centerline of WB West Kingsbridge Road 1.5-ft. to the south. Restripe the WB approach from one 11.5-ft. lane and one 19-ft. lane with parking to one 12-ft. lane, one 10-ft. lane, and one 10-ft. lane which would serve as a travel lane only for the weekday AM peak period and allow parking for all other time periods. Restripe the EB receiving side from one 11.5-ft. lane and one 18.5-ft. lane with parking to one 10-ft. lane and one 18.5-ft. lane with parking. - Install "No Standing 11 AM - 2 PM, 4 - 7 PM Mon-Fri, 11 AM - 2 PM Saturday" regulations along the east curb of the NB approach for the entire block to allow for three moving lanes.	
		-	-	-	-	-	-	-	-	R	0.56	23.4	C		
	SB	LTR	0.87	36.1	D	LTR	1.15	111.0	F	LTR	0.93	42.3	D		
West Kingsbridge Road	EB	LTR	0.78	22.7	C	LTR	0.99	43.3	D	LTR	0.98	43.0	D		
	WB	LTR	0.98	47.5	D	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
<b>Overall Intersection</b>	-	-	<b>0.93</b>	<b>32.6</b>	<b>C</b>	-	<b>1.20+</b>	<b>111.3</b>	<b>F</b>	-	<b>1.19</b>	<b>97.1</b>	<b>F</b>		
<b>8 WEST KINGBRIDGE ROAD &amp; WEBB AVENUE</b>															
Webb Avenue	NB	L	0.33	29.4	C	L	0.34	30.0	C						- Mitigation not required.
		R	0.17	25.9	C	R	0.17	25.9	C						
	SB	LTR	0.52	31.9	C	LTR	0.58	33.6	C						
West Kingsbridge Road	EB	TR	0.76	28.6	C	TR	0.88	35.1	D						
	WB	LT	0.65	12.4	B	LT	0.78	15.1	B						
<b>Overall Intersection</b>	-	-	<b>0.73</b>	<b>22.1</b>	<b>C</b>	-	<b>0.80</b>	<b>26.1</b>	<b>C</b>						
<b>9 WEST KINGBRIDGE ROAD &amp; SEDGWICK AVENUE</b>															
Sedgwick Avenue	NB	LT	0.14	20.7	C	LT	0.14	20.7	C					- Mitigation not required.	
Sedgwick Avenue (unsignalized)		R	0.23	12.3	B	R	0.34	13.5	B						
	SB	LTR	0.85	37.2	D	LTR	0.87	38.8	D						
West Kingsbridge Road	EB	L	0.20	12.1	B	L	0.21	12.4	B						
		T	0.36	12.2	B	T	0.39	12.6	B						
West Kingsbridge Road (unsignalized)		R	0.11	10.8	B	R	0.12	11.3	B						
	WB	L	0.49	16.9	B	L	0.69	24.6	C						
		TR	0.49	13.7	B	TR	0.52	14.1	B						
<b>Overall Intersection</b>	-	-	<b>0.63</b>	<b>17.6</b>	<b>B</b>	-	<b>0.76</b>	<b>18.5</b>	<b>B</b>						
<b>10 WEST KINGBRIDGE ROAD / WEST 225TH STREET &amp; BAILEY AVENUE</b>															
Bailey Avenue	NB	DefL	0.84	61.8	E	DefL	0.96	88.6	F	DefL	0.81	54.7	D	- Restripe the WB approach from one 11-ft. left turn lane, one 10-ft. lane and one 20-ft. lane with parking to one 10-ft. left turn lane, two 10-ft. lanes, and one 11-ft. right turn lane. - Install "Right Lane Must Turn Right Except Buses" sign along the WB approach of Kingsbridge Road. - Modify signal timing: shift 3 s of green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 49 s to 46 s; NB/SB green time shifts from 31 s to 34 s].	
		TR	0.24	22.1	C	TR	0.25	22.2	C	TR	0.22	19.9	B		
	SB	LTR	0.81	31.4	C	LTR	0.88	35.3	D	LTR	0.80	29.0	C		
West Kingsbridge Road / West 225th Street	EB	L	0.68	25.3	C	L	0.72	28.8	C	L	0.52	18.8	B		
		TR	0.36	12.1	B	TR	0.37	12.2	B	TR	0.39	14.1	B		
	WB	L	0.06	10.0	A	L	0.07	10.0	A	L	0.07	11.6	B		
		TR	0.44	13.1	B	TR	0.47	13.5	B	T	0.26	12.7	B		
		-	-	-	-	-	-	-	-	R	0.50	16.8	B		
<b>Overall Intersection</b>	-	-	<b>0.74</b>	<b>21.7</b>	<b>C</b>	-	<b>0.81</b>	<b>24.7</b>	<b>C</b>	-	<b>0.64</b>	<b>21.0</b>	<b>C</b>		

TABLE E-4  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE -SATURDAY MIDDAY

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>11 RESERVOIR AVENUE &amp; WEST 195TH STREET</b>														
Reservoir Avenue	NB	LTR	0.27	11.7	B	LTR	0.57	15.8	B				- Mitigation not required.	
	SB	LTR	0.39	12.9	B	LTR	0.53	14.9	B					
West 195th Street	WB	LTR	0.53	27.1	C	LTR	0.70	31.7	C					
<b>Overall Intersection</b>	-		<b>0.44</b>	<b>15.9</b>	<b>B</b>	-	<b>0.62</b>	<b>19.1</b>	<b>B</b>					
<b>12 JEROME AVENUE &amp; WEST 195TH STREET</b>														
Jerome Avenue	NB	LT	0.50	14.3	B	LT	0.60	15.1	B				- Mitigation not required.	
	SB	TR	0.67	18.0	B	TR	0.96	38.8	D					
West 195th Street	EB	LR	0.40	24.7	C	LR	0.73	37.3	D					
<b>Overall Intersection</b>	-		<b>0.57</b>	<b>18.0</b>	<b>B</b>	-	<b>0.87</b>	<b>31.3</b>	<b>C</b>					
<b>13 EAST KINGSBRIDGE ROAD / ELM PLACE &amp; EAST FORDHAM ROAD</b>														
East Kingsbridge Road / Elm Place	SB	L	0.21	39.9	D	L	0.39	43.5	D				- Mitigation not required.	
		LT	0.22	40.0	D	LT	0.32	41.9	D					
East Fordham Road	EB	LT	0.37	9.0	A	LT	0.38	9.1	A					
		R	0.10	7.3	A	R	0.10	7.3	A					
	WB	T	0.46	9.9	A	T	0.47	10.0	A					
		R	0.46	12.6	B	R	0.59	15.3	B					
<b>Overall Intersection</b>	-		<b>0.40</b>	<b>12.1</b>	<b>B</b>	-	<b>0.45</b>	<b>14.1</b>	<b>B</b>					
<b>14 EAST FORDHAM ROAD &amp; TIEBOUT AVENUE</b>														
East Kingsbridge Road / Tiebout Avenue	SB	TR	0.26	41.9	D	TR	0.26	41.9	D				- Mitigation not required.	
East Fordham Road	EB	T	0.32	7.7	A	T	0.33	7.8	A					
		R	0.27	8.9	A	R	0.27	8.9	A					
	WB	LT	0.62	11.7	B	LT	0.63	11.9	B					
<b>Overall Intersection</b>	-		<b>0.53</b>	<b>10.8</b>	<b>B</b>	-	<b>0.54</b>	<b>10.9</b>	<b>B</b>					
<b>15 FORDHAM ROAD &amp; JEROME AVENUE</b>														
Jerome Avenue	NB	LTR	1.08	81.4	F	LTR	1.16	115.0	F	LTR	1.05	68.1	E	- Partially Mitigated. - Modify signal timing: shift 3 s of green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 73 s to 70 s; NB/SB green time shifts from 37 s to 40 s].
	SB	LTR	1.09	105.6	F	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
Fordham Road	EB	LT	0.77	20.3	C	LT	0.79	21.2	C	LT	0.83	25.0	C	
Fordham Road (unsignalized)		R	0.92	107.1	F	R	0.93	108.9	F	R	0.93	108.9	F	
	WB	LT	0.67	17.9	B	LT	0.67	17.9	B	LT	0.71	20.8	C	
		R	0.43	15.6	B	R	0.47	16.6	B	R	0.50	19.0	B	
<b>Overall Intersection</b>	-		<b>0.87</b>	<b>42.6</b>	<b>D</b>	-	<b>0.98</b>	<b>63.8</b>	<b>E</b>	-	<b>0.97</b>	<b>51.3</b>	<b>D</b>	
<b>16 WEST FORDHAM ROAD &amp; UNIVERSITY AVENUE</b>														
University Avenue	NB	LTR	1.10	89.2	F	LTR	1.20+	120.0+	F*	DefL	0.89	44.2	D	- Shift the centerline of NB University Avenue 1-ft. to the west. Restripe the NB approach from one 11-ft. lane and one 19-ft. with parking to two 10-ft. lanes and one 11-ft. right turn lane. Restripe the SB receiving side from one 11-ft. lane and one 20-ft. lane to one 10-ft. lane and one 20-ft. lane. - Install "Right Lane Must Turn Right Except Buses" sign along the NB approach of University Avenue.
		-	-	-	-	-	-	-	-	T	0.66	33.5	C	
		-	-	-	-	-	-	-	-	R	0.78	36.7	D	
	SB	LTR	0.81	41.0	D	LTR	1.08	89.8	F	LTR	0.86	42.6	D	
West Fordham Road	EB	L	0.40	22.6	C	L	0.68	32.2	C	L	0.68	32.2	C	
		T	0.54	21.1	C	T	0.55	21.3	C	T	0.55	21.3	C	
		R	0.25	17.5	B	R	0.26	17.6	B	R	0.26	17.6	B	
	WB	L	0.56	37.8	D	L	0.56	38.1	D	L	0.56	38.1	D	
		T	0.72	35.8	D	T	0.74	36.4	D	T	0.74	36.4	D	
		R	0.27	28.0	C	R	0.27	28.0	C	R	0.27	28.0	C	
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>41.7</b>	<b>D</b>	-	<b>0.98</b>	<b>76.4</b>	<b>E</b>	-	<b>0.83</b>	<b>32.9</b>	<b>C</b>	

TABLE E-4  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE -SATURDAY MIDDAY

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>17 JEROME AVENUE &amp; EAST 196TH STREET</b>														
Jerome Avenue	NB	TR	0.62	17.7	B	TR	0.81	25.3	C				- Mitigation not required.	
	SB	LT	0.62	17.3	B	LT	0.86	28.2	C					
East 196th Street	WB	LR	0.44	25.9	C	LR	0.54	28.3	C					
<b>Overall Intersection</b>	-		<b>0.55</b>	<b>19.0</b>	<b>B</b>	-	<b>0.73</b>	<b>27.0</b>	<b>C</b>					
<b>18 GRAND CONCOURSE &amp; EAST 196TH STREET</b>														
Grand Concourse (Mainline)	NB	L	0.18	15.1	B	L	0.20	15.3	B				- Mitigation not required.	
		T	0.21	14.5	B	T	0.22	14.7	B					
	SB	L	0.07	13.4	B	L	0.07	13.5	B					
		T	0.26	15.1	B	T	0.27	15.1	B					
Grand Concourse (Service Road)	NB	TR	0.31	15.8	B	TR	0.31	15.8	B					
	SB	TR	0.29	15.4	B	TR	0.32	15.9	B					
East 196th Street	EB	LTR	0.47	33.7	C	LTR	0.55	36.5	D					
	WB	LTR	0.71	40.6	D	LTR	0.78	45.2	D					
<b>Overall Intersection</b>	-		<b>0.47</b>	<b>19.4</b>	<b>B</b>	-	<b>0.51</b>	<b>20.6</b>	<b>C</b>					
<b>19 EAST KINGSBRIDGE ROAD &amp; VALENTINE AVENUE / EAST 194TH STREET</b>														
East 194th Street / Valentine Avenue	NB	L	0.79	49.6	D	L	1.06	102.4	F	L	1.06	102.4	F	- <b>Partially Mitigated.</b> - Modify signal timing: shift 4 s of green time from SB left phase to EB phase [SB left green time shifts from 26 s to 22 s; EB green time shifts from 23 s to 27 s].
		LT	0.70	43.5	D	LT	0.89	62.7	E	LT	0.89	62.7	E	
	SB	L	0.20	25.0	C	L	0.20	25.0	C	L	0.23	28.5	C	
		T	0.35	32.3	C	T	0.35	32.3	C	T	0.35	32.3	C	
		R	0.32	32.6	C	R	0.32	32.6	C	R	0.32	32.6	C	
East Kingsbridge Road (Underpass)	EB	L	0.36	30.0	C	L	0.36	30.0	C	L	0.31	26.0	C	
		T	0.67	38.8	D	T	0.94	63.9	E	T	0.80	42.0	D	
East Kingsbridge Road (Service Road)		T	0.38	30.1	C	T	0.38	30.1	C	T	0.32	26.1	C	
<b>Overall Intersection</b>	-		<b>0.54</b>	<b>37.4</b>	<b>D</b>	-	<b>0.71</b>	<b>58.2</b>	<b>E</b>	-	<b>0.71</b>	<b>52.2</b>	<b>D</b>	
<b>20 GOULDEN AVENUE / RESERVOIR AVENUE &amp; STRONG STREET</b>														
Goulden Avenue / Reservoir Avenue	NB	DefL	0.15	8.5	A	DefL	0.23	10.8	B				- Mitigation not required.	
		T	0.16	6.9	A	T	0.23	7.5	A					
	SB	T	0.38	22.9	C	T	0.49	24.8	C					
Reservoir Avenue	SB	T	0.41	33.9	C	T	0.50	36.0	D					
Strong Street	EB	LR	0.19	28.6	C	LR	0.26	29.7	C					
<b>Overall Intersection</b>	-		<b>0.38</b>	<b>20.2</b>	<b>C</b>	-	<b>0.58</b>	<b>21.4</b>	<b>C</b>					
<b>21 EAST FORDHAM ROAD &amp; WEBSTER AVENUE</b>														
Webster Avenue	NB	L	1.04	99.4	F	L	1.20+	120.0+	F*	L	1.02	89.8	F	- Modify signal timing: shift 2 s of green time from EB/WB phase to NB/SB lefts phase and 2 s of green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 58 s to 54 s; NB/SB lefts green time shifts from 9 s to 11 s; NB/SB green time shifts from 25 s to 27 s].
		TR	1.00	77.3	E	TR	1.00	77.3	E	TR	0.92	60.3	E	
	SB	L	0.72	49.2	D	L	0.72	49.2	D	L	0.61	34.6	C	
		TR	0.87	55.9	E	TR	0.92	60.7	E	TR	0.85	52.7	D	
East Fordham Road	EB	L	0.32	16.2	B	L	0.41	18.9	B	L	0.44	22.4	C	
		T	0.47	21.8	C	T	0.52	22.7	C	T	0.56	25.8	C	
		R	0.21	19.1	B	R	0.29	20.6	C	R	0.31	23.5	C	
	WB	L	0.29	13.7	B	L	0.30	14.3	B	L	0.33	16.8	B	
		T	0.57	23.3	C	T	0.61	24.3	C	T	0.66	27.8	C	
		R	0.43	22.5	C	R	0.43	22.5	C	R	0.47	25.8	C	
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>39.9</b>	<b>D</b>	-	<b>0.91</b>	<b>44.7</b>	<b>D</b>	-	<b>0.84</b>	<b>38.4</b>	<b>D</b>	
<b>22 WEST FORDHAM ROAD &amp; SEDGWICK AVENUE</b>														
Sedgwick Avenue	NB	LTR	0.87	47.9	D	LTR	0.92	54.1	D	DefL	0.51	36.5	D	- Shift the centerline of SB Sedgwick Avenue 2-ft. to the east. Restripe the SB approach from one 9-ft. lane and one 19-ft. lane with parking to one 11-ft. lane and one 19-ft. lane with parking. Restripe the NB receiving side from one 12-ft. lane and one 19-ft. lane to one 10-ft. lane and one 19-ft. lane. - Shift the centerline of WB West Fordham Road 4.5-ft. to the south tapered back 100-ft. to the existing centerline. Restripe the WB approach from one 9.5-ft. lane and one 11.5-ft. lane. to one 10-ft. left turn lane and two 10-ft. lanes. Restripe the EB receiving side from one 14.5-ft. lane and one 17.5-ft. lane to one 10-ft. lane and one 17.5-ft. lane. - Restripe the NB approach from one 20-ft. lane with parking to two 10-ft. lanes. - Restripe the EB approach from one 10-ft. left turn lane, one 11-ft. lane, and one 19-ft. lane with parking to one 11-ft. lane, one 10-ft. lane, and one 19-ft. lane with parking. - Install "No Standing Anytime" regulation along the east curb of the NB approach for the entire block to allow for two moving lanes. - Modify signal timing: shift 4 s of green time from NB/SB phase to EB-lead phase [NB/SB left green time shifts from 42 s to 38 s; EB-lead green time shifts from 12 s to 16 s].
		-	-	-	-	-	-	-	-	TR	0.44	33.8	C	
	SB	LT	0.28	28.9	C	LT	0.31	29.3	C	LT	0.35	32.7	C	
Sedgwick Avenue (unsignalized)		R	0.66	18.6	C	R	0.72	20.9	C	R	0.72	20.9	C	
West Fordham Road	EB	L	0.93	54.0	D	L	1.11	110.0	F	L	0.88	47.0	D	
		TR	0.60	18.4	B	TR	0.63	19.2	B	TR	0.61	16.5	B	
	WB	LT	0.82	32.8	C	LT	0.86	34.6	C	L	0.11	21.3	C	
		-	-	-	-	-	-	-	-	T	0.79	31.8	C	
West Fordham Road (unsignalized)		R	0.16	10.6	B	R	0.16	10.7	B	R	0.16	10.7	B	
<b>Overall Intersection</b>	-		<b>0.86</b>	<b>28.6</b>	<b>C</b>	-	<b>1.11</b>	<b>35.0</b>	<b>C</b>	-	<b>0.72</b>	<b>26.7</b>	<b>C</b>	

TABLE E-4  
KINGSBRIDGE ARMORY EIS  
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON TABLE -SATURDAY MIDDAY

INTERSECTION & APPROACH	2013 No Build				2013 Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>23 WEST FORDHAM ROAD &amp; MAJOR DEEGAN EXPRESSWAY SOUTHBOUND RAMP</b>														
Major Deegan Expressway Southbound Ramp	SB	LTR	0.88	61.0	E	LTR	0.88	61.0	E				- Unmitigatable Impact	
West Fordham Road	EB	L	0.86	60.2	E	L	0.86	60.2	E					
		T	1.01	60.8	E	T	1.11	93.5	F					
		R	0.64	32.0	C	R	0.64	32.0	C					
	WB	L	0.86	48.8	D	L	0.95	62.1	E					
		T	0.55	10.4	B	T	0.57	10.8	B					
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>38.7</b>	<b>D</b>	-	<b>1.05</b>	<b>47.4</b>	<b>D</b>					
<b>24 WEST FORDHAM ROAD &amp; MAJOR DEEGAN EXPRESSWAY NORTHBOUND RAMP</b>														
Major Deegan Expressway Northbound Ramp	NB	LTR	1.06	91.3	F	LTR	1.12	113.0	F				- Unmitigatable Impact	
West Fordham Road	EB	L	1.05	90.7	F	L	1.13	120.0+	F*					
		T	0.50	13.6	B	T	0.53	14.0	B					
	WB	L	0.96	59.4	E	L	1.05	84.1	F					
		T	0.56	23.9	C	T	0.60	24.5	C					
West Fordham Road (unsignalized)		R	0.34	11.8	B	R	0.34	11.8	B					
<b>Overall Intersection</b>	-		<b>1.06</b>	<b>44.6</b>	<b>D</b>	-	<b>1.14</b>	<b>55.0</b>	<b>D</b>					
<b>25 9TH AVENUE &amp; WEST 207TH STREET</b>														
9th Avenue	NB	LT	0.21	28.7	C	LT	0.21	28.7	C	LT	0.25	32.0	C	- Modify signal timing: shift 1 s of green time from NB/SB phase to WB/NB phase and 2 s of green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 22 s to 19 s; WB/NB green time shifts from 18 s to 19 s; EB/WB green time shifts from 28 s to 30 s].
		R	0.68	23.1	C	R	0.68	23.1	C	R	0.71	25.9	C	
	SB	LTR	0.20	28.4	C	LTR	0.20	28.4	C	LTR	0.24	31.5	C	
West 207th Street	EB	LT	1.05	55.7	E	LT	1.12	88.9	F	LT	1.04	52.6	D	
		R	0.10	22.1	C	R	0.10	22.1	C	R	0.09	20.6	C	
	WB	L	1.10	77.5	E	L	1.16	102.1	F	L	1.09	70.9	E	
		TR	1.07	52.0	D	TR	1.11	69.5	E	TR	1.05	42.2	D	
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>52.9</b>	<b>D</b>	-	<b>0.98</b>	<b>72.9</b>	<b>E</b>	-	<b>0.97</b>	<b>48.0</b>	<b>D</b>	

(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.