Appendix W Alternative Studies Information

1. DEVELOPMENT SUMMARY TABLES FOR ALTERNATIVE ZONING ACTIONS

Reasonable worst case development scenario summary tables for Alternative B, "Proposed Action Without Modification to Special Districts"; Alternative C, "Proposed Action Without Modification to Garment Center Districts"; Alternative I, "Lower Density Plan"; and Alternative J, "Community Plan" developed by New York City Department of City Planning are included in this section. Appendix A.2 contains the reasonable worst-case scenario Alternative A, "No Action".

2. ALTERNATIVE J

Alternative J was derived from the Hell's Kitchen Neighborhood Association's (HKNA) *Hell's Kitchen Neighborhood Plan for Rezoning Hell's Kitchen / Hudson Yards* which was provided during the public scoping process for this FGEIS in June 2003. The HKNA plan, dated June 16, 2003, is included in this section.

3. ALTERNATIVE K

Alternative K was derived from the Manhattan Borough President's *A Vision for the West Side Rail Yards* plan which was provided during the public scoping process for this FGEIS in June 2003. This plan, dated December 2001, is included in this section.

4. TRAFFIC

Supporting documentation for the traffic assessments for the Alternatives chapter is included in this section.

5. NOISE AND VIBRATION

Supporting documentation for the Noise and Vibration chapter is included in this section.

6. AIR QUALITY

Supporting documentation for the Air Quality chapter is included in this section.

1. Development Summary Tables for Alternative Zoning Actions

PROJECTED DEVELOPMENT SITE 1

BLOCK: 702
LOT(S): 1
LOT AREA: 570,000
TOTAL BUILT FA: -

TABLE W-1(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	4,266,751	4,266,751
Hotel FA	-	-	500,000	500,000
Retail FA	-	-	171,000	171,000
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	570	570
Trans/Utility *	-	-	-	-
Inst/CF	-	-	100,000	100,000
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Anticipated that this site will develop to 5,100,000 square feet. The remaining 5,730,000 square feet will be transferred to sites within the Large Scale Plan. Proposed institutional/community facility use to be a cultural facility (museum).			

TABLE W-1(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	4,266,751	4,266,751
Hotel FA	-	-	500,000	500,000
Retail FA	-	-	171,000	171,000
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	570	570
Trans/Utility *	-	-	-	-
Inst/CF	-	-	100,000	100,000
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Anticipated that this site will develop to 5,100,000 square feet. The remaining 5,730,000 square feet will be transferred to sites within the Large Scale Plan. Proposed institutional/community facility use to be a cultural facility (museum).			

TABLE W-1(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	3,148,000	3,148,000
Hotel FA	-	-	500,000	500,000
Retail FA	-	-	285,000	285,000
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	100,000	100,000
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

TABLE W-1(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	5,670,000	5,670,000
Hotel FA	-	-	500,000	500,000
Retail FA	-	-	285,000	285,000
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	100,000	100,000
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Anticipated that this site will develop to 5,700,000 square feet. The remaining 2,850,000 square feet (5.0 FAR) will be transferred to sites within the Large Scale Plan. Proposed institutional/community facility use to be a cultural facility (museum).			

PROJECTED DEVELOPMENT SITE 2

BLOCK: 705
LOT(S): 1, 5, 54, 68
LOT AREA: 41,500
TOTAL BUILT FA: 283,473

TABLE W-2(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	1,287,579	1,287,579
Hotel FA	-	-	-	-
Retail FA	-	-	12,450	12,450
Other Com FA	209,578	209,578	-	-209,578
Ind/Mfg FA	73,895	73,895	-	-73,895
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Large Scale Plan receiving site of 383,460 square feet of floor area transferred from Eastern Rail Yard. Proposed 34th Street transit center or subway station site. No parking will be required at this site.			

TABLE W-2(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	1,287,579	1,287,579
Hotel FA	-	-	-	-
Retail FA	-	-	12,450	12,450
Other Com FA	209,578	209,578	-	-209,578
Ind/Mfg FA	73,895	73,895	-	-73,895
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Large Scale Plan receiving site of 383,460 square feet of floor area transferred from Eastern Rail Yard. Proposed 34th Street transit center or subway station site. No parking will be required at this site.			

TABLE W-2(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	695,125	695,125
Hotel FA	-	-	-	-
Retail FA	-	-	20,750	20,750
Other Com FA	209,578	209,578	-	-209,578
Ind/Mfg FA	73,895	73,895	-	-73,895
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Proposed 34th Street transit center or subway station site. No parking will be required at this site.			

TABLE W-2(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	742,850	742,850
Hotel FA	-	-	-	-
Retail FA	-	-	20,750	20,750
Other Com FA	209,578	209,578	-	-209,578
Ind/Mfg FA	73,895	73,895	-	-73,895
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Large Scale Plan receiving site of 570,000 square feet of floor area transferred from Eastern Rail Yard. Proposed 34th Street transit center or subway station site. No parking will be required at this site.			

PROJECTED DEVELOPMENT SITE 3

BLOCK: 705
LOT(S): 29, 30, 32, 39, 41, 42, 45, 46, 53
LOT AREA: 71,700
TOTAL BUILT FA: 347,137

TABLE W-3(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	2,864,415	2,864,415
Hotel FA	-	-	-	-
Retail FA	5,490	5,490	21,510	16,020
Other Com FA	275,138	275,138	-	-275,138
Ind/Mfg FA	61,625	61,625	-	-61,625
Res. DUs	6	6	-	-6
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	1,975	1,975	-	-1,975
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Large Scale Plan receiving site of 1,218,900 square feet of floor area transferred from Eastern Rail Yard.			

TABLE W-3(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	2,864,415	2,864,415
Hotel FA	-	-	-	-
Retail FA	5,490	5,490	21,510	16,020
Other Com FA	275,138	275,138	-	-275,138
Ind/Mfg FA	61,625	61,625	-	-61,625
Res. DUs	6	6	-	-6
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	1,975	1,975	-	-1,975
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Large Scale Plan receiving site of 1,218,900 square feet of floor area transferred from Eastern Rail Yard.			

TABLE W-3(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	1,200,975	1,200,975
Hotel FA	-	-	-	-
Retail FA	5,490	5,490	35,850	30,360
Other Com FA	275,138	275,138	-	-275,138
Ind/Mfg FA	61,625	61,625	-	-61,625
Res. DUs	6	6	-	-6
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	1,975	1,975	-	-1,975
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

TABLE W-3(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	1,365,885	1,365,885
Hotel FA	-	-	-	-
Retail FA	5,490	5,490	35,850	30,360
Other Com FA	275,138	275,138	-	-275,138
Ind/Mfg FA	61,625	61,625	-	-61,625
Res. DUs	6	6	-	-6
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	1,975	1,975	-	-1,975
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Large Scale Plan receiving site of 1,140,000 square feet of floor area transferred from Eastern Rail Yard.			

PROJECTED DEVELOPMENT SITE 4

BLOCK: 706
LOT(S): 1, 10, 55
LOT AREA: 48,500
TOTAL BUILT FA: 184,111

TABLE W-4(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4/CC			
Office FA	-	-	1,743,575	1,743,575
Hotel FA	-	-	-	-
Retail FA	-	-	14,550	14,550
Other Com FA	14,000	14,000	-	-14,000
Ind/Mfg FA	-	-	-	-
Res. DUs	25	25	194	169
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	7,736	7,736	-	-7,736
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	88,875	88,875	-	-88,875
Comments	This site is a receiving site within the Large Scale Plan, which would transfer 824,500 square feet of floor area from the Eastern Rail Yard.			

TABLE W-4(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4/CC			
Office FA	-	-	1,743,575	1,743,575
Hotel FA	-	-	-	-
Retail FA	-	-	14,550	14,550
Other Com FA	14,000	14,000	-	-14,000
Ind/Mfg FA	-	-	-	-
Res. DUs	25	25	194	169
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	7,736	7,736	-	-7,736
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	88,875	88,875	-	-88,875
Comments	This site is a receiving site within the Large Scale Plan, which would transfer 824,500 square feet of floor area from the Eastern Rail Yard.			

TABLE W-4(C): ALTNERNATIVE I—LOWER DENSITY PLAN (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4/CC			
Office FA	-	-	812,375	812,375
Hotel FA	-	-	-	-
Retail FA	-	-	24,250	24,250
Other Com FA	14,000	14,000	-	-14,000
Ind/Mfg FA	-	-	-	-
Res. DUs	25	25	-	-25
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	7,736	7,736	-	-7,736
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	88,875	88,875	-	-88,875
Comments				

TABLE W-4(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4/CC			
Office FA	-	-	868,150	868,150
Hotel FA	-	-	-	-
Retail FA	-	-	24,250	24,250
Other Com FA	14,000	14,000	-	-14,000
Ind/Mfg FA	-	-	-	-
Res. DUs	25	25	-	-25
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	7,736	7,736	-	-7,736
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	88,875	88,875	-	-88,875
Comments	Large Scale Plan receiving site of 570,000 square feet of floor area transferred from Eastern Rail Yard.			

PROJECTED DEVELOPMENT SITE 5

BLOCK: 706
LOT(S): 17, 20, 29, 35, 36
LOT AREA: 67,500
TOTAL BUILT FA: 190,266

TABLE W-5(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/CC			
Office FA	-	-	2,116,125	2,116,125
Hotel FA	-	-	-	-
Retail FA	-	-	20,250	20,250
Other Com FA	81,000	81,000	-	-81,000
Ind/Mfg FA	-	-	-	-
Res. DUs	13	13	270	257
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	2,180	2,180	-	-2,180
Pkg *	132,243	132,243	-	-132,243
Comments	Large Scale Plan receiving site of 877,500 square feet of floor area transferred from Eastern Rail Yard.			

TABLE W-5(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/CC			
Office FA	-	-	2,116,125	2,116,125
Hotel FA	-	-	-	-
Retail FA	-	-	20,250	20,250
Other Com FA	81,000	81,000	-	-81,000
Ind/Mfg FA	-	-	-	-
Res. DUs	13	13	270	257
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	2,180	2,180	-	-2,180
Pkg *	132,243	132,243	-	-132,243
Comments	Large Scale Plan receiving site of 877,500 square feet of floor area transferred from Eastern Rail Yard.			

TABLE W-5(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/CC			
Office FA	-	-	1,130,625	1,130,625
Hotel FA	-	-	-	-
Retail FA	-	-	33,750	33,750
Other Com FA	81,000	81,000	-	-81,000
Ind/Mfg FA	-	-	-	-
Res. DUs	13	13	-	-13
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	2,180	2,180	-	-2,180
Pkg *	132,243	132,243	-	-132,243
Comments				

TABLE W-5(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/CC			
Office FA	-	-	1,208,250	1,208,250
Hotel FA	-	-	-	-
Retail FA	-	-	33,750	33,750
Other Com FA	81,000	81,000	-	-81,000
Ind/Mfg FA	-	-	-	-
Res. DUs	13	13	-	-13
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	2,180	2,180	-	-2,180
Pkg *	132,243	132,243	-	-132,243
Comments	Large Scale Plan receiving site of 570,000 square feet of floor area transferred from Eastern Rail Yard.			

PROJECTED DEVELOPMENT SITE 6

BLOCK: 707
LOT(S): 1, 13, 56
LOT AREA: 60,800
TOTAL BUILT FA: 58,274

TABLE W-6(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/CC			
Office FA	-	-	1,377,424	1,377,424
Hotel FA	-	-	-	-
Retail FA	-	-	18,240	18,240
Other Com FA	-	-	-	-
Ind/Mfg FA	58,274	58,274	-	-58,274
Res. DUs	-	-	243	243
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	49,475	49,475	-	-49,475
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Large Scale Plan receiving site of 328,200 square feet of floor area transferred from Eastern Rail Yard. This is a decked (platformed) site so there is no below-grade parking requirement.			

TABLE W-6(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/CC			
Office FA	-	-	1,377,424	1,377,424
Hotel FA	-	-	-	-
Retail FA	-	-	18,240	18,240
Other Com FA	-	-	-	-
Ind/Mfg FA	58,274	58,274	-	-58,274
Res. DUs	-	-	243	243
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	49,475	49,475	-	-49,475
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Large Scale Plan receiving site of 328,200 square feet of floor area transferred from Eastern Rail Yard. This is a decked (platformed) site so there is no below-grade parking requirement.			

TABLE W-6(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/CC			
Office FA	-	-	808,640	808,640
Hotel FA	-	-	-	-
Retail FA	-	-	30,400	30,400
Other Com FA	-	-	-	-
Ind/Mfg FA	58,274	58,274	-	-58,274
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	49,475	49,475	-	-49,475
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This is a decked (platformed) site so there is no below-grade parking requirement.			

TABLE W-6(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/CC			
Office FA	-	-	808,640	808,640
Hotel FA	-	-	-	-
Retail FA	-	-	30,400	30,400
Other Com FA	-	-	-	-
Ind/Mfg FA	58,274	58,274	-	-58,274
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	49,475	49,475	-	-49,475
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This is a decked (platformed) site so there is no below-grade parking requirement.			

PROJECTED DEVELOPMENT SITE 7

BLOCK: 707
LOT(S): 20, 26, 31, 39, 41, 45, 51
LOT AREA: 63,800
TOTAL BUILT FA: 255,325

TABLE W-7(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/CC			
Office FA	-	-	1,445,389	1,445,389
Hotel FA	-	-	-	-
Retail FA	4,186	4,186	19,140	14,954
Other Com FA	-	-	-	-
Ind/Mfg FA	251,139	251,139	-	-251,139
Res. DUs	-	-	255	255
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	17,275	17,275	-	-17,275
Comments	Large Scale Plan receiving site of 382,800 square feet of floor area transferred from Eastern Rail Yard.			

TABLE W-7(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/CC			
Office FA	-	-	1,445,389	1,445,389
Hotel FA	-	-	-	-
Retail FA	4,186	4,186	19,140	14,954
Other Com FA	-	-	-	-
Ind/Mfg FA	251,139	251,139	-	-251,139
Res. DUs	-	-	255	255
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	17,275	17,275	-	-17,275
Comments	Large Scale Plan receiving site of 382,800 square feet of floor area transferred from Eastern Rail Yard.			

TABLE W-7(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/CC			
Office FA	-	-	848,540	848,540
Hotel FA	-	-	-	-
Retail FA	4,186	4,186	31,900	27,714
Other Com FA	-	-	-	-
Ind/Mfg FA	251,139	251,139	-	-251,139
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	17,275	17,275	-	-17,275
Comments				

TABLE W-7(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/CC			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	4,186	4,186	31,900	27,714
Other Com FA	-	-	-	-
Ind/Mfg FA	251,139	251,139	-	-251,139
Res. DUs	-	-	447	447
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	17,275	17,275	-	-17,275
Comments				

PROJECTED DEVELOPMENT SITE 8

BLOCK: 708
LOT(S): 1, 62, 65
LOT AREA: 60,800
TOTAL BUILT FA: 20,631

TABLE W-8(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4/CC			
Office FA	-	-	1,377,424	1,377,424
Hotel FA	-	-	-	-
Retail FA	1,250	1,250	18,240	16,990
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	243	243
Trans/Utility *	64,175	64,175	-	-64,175
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	10,100	10,100	-	-10,100
Pkg *	9,281	9,281	-	-9,281
Comments	Large Scale Plan receiving site of 364,800 square feet of floor area transferred from Eastern Rail Yard. This is a decked (platformed) site so there is no below-grade parking requirement.			

TABLE W-8(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4/CC			
Office FA	-	-	1,377,424	1,377,424
Hotel FA	-	-	-	-
Retail FA	1,250	1,250	18,240	16,990
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	243	243
Trans/Utility *	64,175	64,175	-	-64,175
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	10,100	10,100	-	-10,100
Pkg *	9,281	9,281	-	-9,281
Comments	Large Scale Plan receiving site of 364,800 square feet of floor area transferred from Eastern Rail Yard. This is a decked (platformed) site so there is no below-grade parking requirement.			

TABLE W-8(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4/CC			
Office FA	-	-	808,640	808,640
Hotel FA	-	-	-	-
Retail FA	1,250	1,250	30,400	29,150
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	64,175	64,175	-	-64,175
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	10,100	10,100	-	-10,100
Pkg *	9,281	9,281	-	-9,281
Comments	This is a decked (platformed) site so there is no below-grade parking requirement.			

TABLE W-8(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4/CC			
Office FA	-	-	808,640	808,640
Hotel FA	-	-	-	-
Retail FA	1,250	1,250	30,400	29,150
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	64,175	64,175	-	-64,175
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	10,100	10,100	-	-10,100
Pkg *	9,281	9,281	-	-9,281
Comments	This is a decked (platformed) site so there is no below-grade parking requirement.			

PROJECTED DEVELOPMENT SITE 9

BLOCK: 708
LOT(S): 20, 22, 24, 37, 41-43, 46
LOT AREA: 43,000
TOTAL BUILT FA: 172,048

TABLE W-9(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	49,450	49,450
Hotel FA	-	-	-	-
Retail FA	9,890	9,890	43,000	33,110
Other Com FA	-	-	-	-
Ind/Mfg FA	62,742	62,742	-	-62,742
Res. DUs	8	8	516	508
Trans/Utility *	-	-	-	-
Inst/CF	-	-	43,000	43,000
Vacant *	85,442	85,442	-	-85,442
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Proposed institutional/community facility use to be a house of worship.			

TABLE W-9(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	49,450	49,450
Hotel FA	-	-	-	-
Retail FA	9,890	9,890	43,000	33,110
Other Com FA	-	-	-	-
Ind/Mfg FA	62,742	62,742	-	-62,742
Res. DUs	8	8	516	508
Trans/Utility *	-	-	-	-
Inst/CF	-	-	43,000	43,000
Vacant *	85,442	85,442	-	-85,442
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Proposed institutional/community facility use to be a house of worship.			

TABLE W-9(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	9,890	9,890	21,500	11,610
Other Com FA	-	-	-	-
Ind/Mfg FA	62,742	62,742	-	-62,742
Res. DUs	8	8	301	293
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	85,442	85,442	-	-85,442
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Proposed institutional/community facility use to be a house of worship.			

TABLE W-9(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	9,890	9,890	21,500	11,610
Other Com FA	-	-	-	-
Ind/Mfg FA	62,742	62,742	-	-62,742
Res. DUs	8	8	301	293
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	85,442	85,442	-	-85,442
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Proposed institutional/community facility use to be a house of worship.			

PROJECTED DEVELOPMENT SITE 10

BLOCK: 709
LOT(S): 1-3, 7, 13-15, 17, 60, 61, 63, 66-68, 70, 71
LOT AREA: 67,100
TOTAL BUILT FA: 112,028

TABLE W-10(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/CC			
Office FA	-	-	1,520,151	1,520,151
Hotel FA	-	-	-	-
Retail FA	10,000	10,000	20,130	10,130
Other Com FA	-	-	-	-
Ind/Mfg FA	20,471	20,471	-	-20,471
Res. DUs	-	-	268	268
Trans/Utility *	62,414	62,414	-	-62,414
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	35,218	35,218	-	-35,218
Pkg *	14,742	14,742	-	-14,742
Comments	Large Scale Plan receiving site of 402,600 square feet of floor area transferred from Eastern Rail Yard.			

TABLE W-10(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/CC			
Office FA	-	-	1,520,151	1,520,151
Hotel FA	-	-	-	-
Retail FA	10,000	10,000	20,130	10,130
Other Com FA	-	-	-	-
Ind/Mfg FA	20,471	20,471	-	-20,471
Res. DUs	-	-	268	268
Trans/Utility *	62,414	62,414	-	-62,414
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	35,218	35,218	-	-35,218
Pkg *	14,742	14,742	-	-14,742
Comments	Large Scale Plan receiving site of 402,600 square feet of floor area transferred from Eastern Rail Yard.			

TABLE W-10(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/CC			
Office FA	-	-	892,430	892,430
Hotel FA	-	-	-	-
Retail FA	10,000	10,000	33,550	23,550
Other Com FA	-	-	-	-
Ind/Mfg FA	20,471	20,471	-	-20,471
Res. DUs	-	-	-	-
Trans/Utility *	62,414	62,414	-	-62,414
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	35,218	35,218	-	-35,218
Pkg *	14,742	14,742	-	-14,742
Comments				

TABLE W-10(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/CC			
Office FA	-	-	892,430	892,430
Hotel FA	-	-	-	-
Retail FA	10,000	10,000	33,550	23,550
Other Com FA	-	-	-	-
Ind/Mfg FA	20,471	20,471	-	-20,471
Res. DUs	-	-	-	-
Trans/Utility *	62,414	62,414	-	-62,414
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	35,218	35,218	-	-35,218
Pkg *	14,742	14,742	-	-14,742
Comments				

PROJECTED DEVELOPMENT SITE 11

BLOCK: 709
LOT(S): 25, 30, 31, 33, 36, 37, 41, 43, 45, 46
LOT AREA: 56,800
TOTAL BUILT FA: 17,748

TABLE W-11(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	65,320	65,320
Hotel FA	-	-	-	-
Retail FA	4,500	4,500	56,800	52,300
Other Com FA	600	600	-	-600
Ind/Mfg FA	10,000	10,000	-	-10,000
Res. DUs	-	-	682	682
Trans/Utility *	-	-	-	-
Inst/CF	-	-	56,800	56,800
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	2,648	2,648	-	-2,648
Pkg *	47,370	47,370	-	-47,370
Comments	Proposed institutional/community facility use to be a school.			

TABLE W-11(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	65,320	65,320
Hotel FA	-	-	-	-
Retail FA	4,500	4,500	56,800	52,300
Other Com FA	600	600	-	-600
Ind/Mfg FA	10,000	10,000	-	-10,000
Res. DUs	-	-	682	682
Trans/Utility *	-	-	-	-
Inst/CF	-	-	56,800	56,800
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	2,648	2,648	-	-2,648
Pkg *	47,370	47,370	-	-47,370
Comments	Proposed institutional/community facility use to be a school.			

TABLE W-11(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	4,500	4,500	-	-4,500
Other Com FA	600	600	-	-600
Ind/Mfg FA	10,000	10,000	-	-10,000
Res. DUs	-	-	312	312
Trans/Utility *	-	-	-	-
Inst/CF	-	-	113,600	113,600
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	2,648	2,648	-	-2,648
Pkg *	47,370	47,370	-	-47,370
Comments	Proposed institutional/community facility use to be a school.			

TABLE W-11(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	4,500	4,500	28,400	23,900
Other Com FA	600	600	-	-600
Ind/Mfg FA	10,000	10,000	-	-10,000
Res. DUs	-	-	398	398
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	2,648	2,648	-	-2,648
Pkg *	47,370	47,370	-	-47,370
Comments	Proposed institutional/community facility use to be a school.			

PROJECTED DEVELOPMENT SITE 12

BLOCK: 710
LOT(S): 1, 6, 11, 58
LOT AREA: 72,900
TOTAL BUILT FA: 59,251

TABLE W-12(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	1,651,550	1,651,550
Hotel FA	-	-	-	-
Retail FA	-	-	21,870	21,870
Other Com FA	7,406	7,406	-	-7,406
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	292	292
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	51,845	51,845	-	-51,845
Pkg *	54,875	54,875	-	-54,875
Comments	Large Scale Plan receiving site of 437,400 square feet of floor area transferred from Eastern Rail Yard.			

TABLE W-12(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	1,651,550	1,651,550
Hotel FA	-	-	-	-
Retail FA	-	-	21,870	21,870
Other Com FA	7,406	7,406	-	-7,406
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	292	292
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	51,845	51,845	-	-51,845
Pkg *	54,875	54,875	-	-54,875
Comments	Large Scale Plan receiving site of 437,400 square feet of floor area transferred from Eastern Rail Yard.			

TABLE W-12(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	969,570	969,570
Hotel FA	-	-	-	-
Retail FA	-	-	36,450	36,450
Other Com FA	7,406	7,406	-	-7,406
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	51,845	51,845	-	-51,845
Pkg *	54,875	54,875	-	-54,875
Comments				

TABLE W-12(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	969,570	969,570
Hotel FA	-	-	-	-
Retail FA	-	-	36,450	36,450
Other Com FA	7,406	7,406	-	-7,406
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	51,845	51,845	-	-51,845
Pkg *	54,875	54,875	-	-54,875
Comments				

PROJECTED DEVELOPMENT SITE 13

BLOCK: 710
LOT(S): 20, 22, 27, 29, 42
LOT AREA: 52,000
TOTAL BUILT FA: 263,546

TABLE W-13(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	59,800	59,800
Hotel FA	-	-	-	-
Retail FA	-	-	52,000	52,000
Other Com FA	209,578	209,578	-	-209,578
Ind/Mfg FA	39,768	39,768	-	-39,768
Res. DUs	-	-	624	624
Trans/Utility *	-	-	-	-
Inst/CF	-	-	52,000	52,000
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	14,200	14,200	-	-14,200
Pkg *	-	-	-	-
Comments	Proposed institutional/community facility use to a YMCA or recreation center.			

TABLE W-13(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	59,800	59,800
Hotel FA	-	-	-	-
Retail FA	-	-	52,000	52,000
Other Com FA	209,578	209,578	-	-209,578
Ind/Mfg FA	39,768	39,768	-	-39,768
Res. DUs	-	-	624	624
Trans/Utility *	-	-	-	-
Inst/CF	-	-	52,000	52,000
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	14,200	14,200	-	-14,200
Pkg *	-	-	-	-
Comments	Proposed institutional/community facility use to a YMCA or recreation center.			

TABLE W-13(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	26,000	26,000
Other Com FA	209,578	209,578	-	-209,578
Ind/Mfg FA	39,768	39,768	-	-39,768
Res. DUs	-	-	364	364
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	14,200	14,200	-	-14,200
Pkg *	-	-	-	-
Comments	Proposed institutional/community facility use to be a YMCA or recreation center.			

PROJECTED DEVELOPMENT SITE 13a

BLOCK: 710
LOT(S): 20, 42
LOT AREA: 15,639
TOTAL BUILT FA: 16,668

TABLE W-13(C)1: ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	15,639	15,639
Other Com FA	-	-	-	-
Ind/Mfg FA	2,468	2,468	-	-2,468
Res. DUs	-	-	102	102
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	14,200	14,200	-	-14,200
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lots 20 and 42. A portion of lot will be used for the proposed midblock open space and boulevard system.			

PROJECTED DEVELOPMENT SITE 13b

BLOCK: 710
LOT(S): 22
LOT AREA: 12,343
TOTAL BUILT FA: 35,000

TABLE W-13(C)2: ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	12,343	12,343
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	80	80
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	35,000	35,000	-	-35,000
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This is a residential conversion site, which is anticipated to enlarge by approximately 57,573 square feet.			

PROJECTED DEVELOPMENT SITE 13c

BLOCK: 710
LOT(S): 27, 29
LOT AREA: 34,575
TOTAL BUILT FA: 211,878

TABLE W-13(C)3: ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	209,578	209,578	-	-209,578
Hotel FA	-	-	-	-
Retail FA	-	-	34,575	34,575
Other Com FA	-	-	-	-
Ind/Mfg FA	2,300	2,300	-	-2,300
Res. DUs	-	-	225	225
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This is a residential conversion site, which is anticipated to enlarge by approximately 49,735 square feet. This site would merge lots 27 and 29 and use all of the development rights from lot 27.			

PROJECTED DEVELOPMENT SITE 14

BLOCK: 1069
LOT(S): 24, 29, 34, 136
LOT AREA: 44,444
TOTAL BUILT FA: 49,967

TABLE W-14(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/C6-3			
Office FA	-	-	51,111	51,111
Hotel FA	-	-	-	-
Retail FA	-	-	44,444	44,444
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	533	533
Trans/Utility *	-	-	-	-
Inst/CF	48,842	48,842	93,286	44,444
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	1,125	1,125	-	-1,125
Pkg *	7,408	7,408	-	-7,408
Comments	The proposed development site uses all development rights for lots (29 and 34) and the unused air rights (354,823 square feet) from adjacent parcels BV26(lots 24 and 136). The adjacent parcels contain 48,842 square feet of institutional/public facility space (St. Raphael's Church) which would remain. Proposed institutional/community facility use to be a recreation center.			

TABLE W-14(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/C6-3			
Office FA	-	-	51,111	51,111
Hotel FA	-	-	-	-
Retail FA	-	-	44,444	44,444
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	533	533
Trans/Utility *	-	-	-	-
Inst/CF	48,842	48,842	93,286	44,444
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	1,125	1,125	-	-1,125
Pkg *	7,408	7,408	-	-7,408
Comments	The proposed development site uses all development rights for lots (29 and 34) and the unused air rights (354,823 square feet) from adjacent parcels BV26(lots 24 and 136). The adjacent parcels contain 48,842 square feet of institutional/public facility space (St. Raphael's Church) which would remain. Proposed institutional/community facility use to be a recreation center.			

TABLE W-14(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/C6-3			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	44,444	44,444
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	290	290
Trans/Utility *	-	-	-	-
Inst/CF	48,842	48,842	48,842	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	1,125	1,125	-	-1,125
Pkg *	7,408	7,408	-	-7,408
Comments	The proposed development site uses all development rights for lots (29 and 34) and the unused air rights (50,000 square feet) from adjacent parcels (lots 24 and 136). The adjacent parcels contain 48,842 square feet of institutional/public facility space (St. Raphael's Church) which would remain. Proposed institutional/community facility use to be a recreation center.			

TABLE W-14(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/C6-3			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	22,222	22,222
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	361	361
Trans/Utility *	-	-	-	-
Inst/CF	48,842	48,842	48,842	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	1,125	1,125	-	-1,125
Pkg *	7,408	7,408	-	-7,408
Comments	The proposed development site uses all development rights for lots (29 and 34) and the unused air rights (50,000 square feet) from adjacent parcels (lots 24 and 136). The adjacent parcels contain 48,842 square feet of institutional/public facility space (St. Raphael's Church) which would remain. Proposed institutional/community facility use to be a recreation center.			

PROJECTED DEVELOPMENT SITE 15

BLOCK: 1070
LOT(S): 1
LOT AREA: 22,100
TOTAL BUILT FA: 92,486

TABLE W-15(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	22,100	22,100
Other Com FA	92,486	92,486	-	-92,486
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	221	221
Trans/Utility *	-	-	-	-
Inst/CF	-	-	22,100	22,100
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Proposed institutional/community facility use to be a daycare center.			

TABLE W-15(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	25,415	25,415
Hotel FA	-	-	-	-
Retail FA	-	-	22,100	22,100
Other Com FA	92,486	92,486	-	-92,486
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	265	265
Trans/Utility *	-	-	-	-
Inst/CF	-	-	22,100	22,100
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	0	-	-	-
Comments	Proposed institutional/community facility use to be a daycare center.			

TABLE W-15(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	22,100	22,100
Other Com FA	92,486	92,486	-	-92,486
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	243	243
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Proposed institutional/community facility use to be a daycare center.			

TABLE W-15(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	22,100	22,100
Other Com FA	92,486	92,486	-	-92,486
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	243	243
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Proposed institutional/community facility use to be a daycare center.			

PROJECTED DEVELOPMENT SITE 16

BLOCK: 1070
LOT(S): 49, 50, 54
LOT AREA: 18,500
TOTAL BUILT FA: 5,376

TABLE W-16(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	18,500	18,500
Other Com FA	5,376	5,376	-	-5,376
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	185	185
Trans/Utility *	-	-	-	-
Inst/CF	-	-	18,500	18,500
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Proposed institutional/community facility use to be a daycare center.			

TABLE W-16(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	21,275	21,275
Hotel FA	-	-	-	-
Retail FA	-	-	18,500	18,500
Other Com FA	5,376	5,376	-	-5,376
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	222	222
Trans/Utility *	-	-	-	-
Inst/CF	-	-	18,500	18,500
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Proposed institutional/community facility use to be a daycare center.			

TABLE W-21(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	18,500	18,500
Other Com FA	5,376	5,376	-	-5,376
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	204	204
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Proposed institutional/community facility use to be a daycare center.			

TABLE W-21(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	18,500	18,500
Other Com FA	5,376	5,376	-	-5,376
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	204	204
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	Proposed institutional/community facility use to be a daycare center.			

PROJECTED DEVELOPMENT SITE 17

BLOCK: 1090
LOT(S): 9, 10, 11, 109
LOT AREA: 40,178
TOTAL BUILT FA: 4,866

TABLE W-17(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	1,000	61,000	12,053	-48,947
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	3	377	470	93
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	38,068	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

TABLE W-17(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	1,000	61,000	12,053	-48,947
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	3	377	470	93
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	38,068	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

TABLE W-17(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	1,000	61,000	20,089	-40,911
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	3	377	462	85
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	38,068	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

TABLE W-17(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	1,000	61,000	20,089	-40,911
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	3	377	462	85
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	38,068	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

PROJECTED DEVELOPMENT SITE 18

BLOCK: 1090
LOT(S): 20, 23, 29, 36, 42
LOT AREA: 77,920
TOTAL BUILT FA: 159,407

TABLE W-18(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4/M2-3			
Office FA	71,715	71,715	-	-71,715
Hotel FA	-	-	-	-
Retail FA	-	10,050	23,376	13,326
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	110	912	802
Trans/Utility *	-	-	-	-
Inst/CF	5,300	5,300	-	-5,300
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	943	-	-	-
Pkg *	81,449	-	-	-
Comments				

TABLE W-18(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4/M2-3			
Office FA	71,715	71,715	-	-71,715
Hotel FA	-	-	-	-
Retail FA	-	10,050	23,376	13,326
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	110	912	802
Trans/Utility *	-	-	-	-
Inst/CF	5,300	5,300	-	-5,300
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	943	-	-	-
Pkg *	81,449	-	-	-
Comments				

TABLE W-18(C): ALTNERNATIVE I—LOWER DENSITY PLAN (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4/M2-3			
Office FA	71,715	71,715	-	-71,715
Hotel FA	-	-	-	-
Retail FA	-	10,050	38,960	28,910
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	110	896	786
Trans/Utility *	-	-	-	-
Inst/CF	5,300	5,300	-	-5,300
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	943	-	-	-
Pkg *	81,449	-	-	-
Comments				

TABLE W-18(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4/M2-3			
Office FA	71,715	71,715	-	-71,715
Hotel FA	-	-	-	-
Retail FA	-	10,050	38,960	28,910
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	110	896	786
Trans/Utility *	-	-	-	-
Inst/CF	5,300	5,300	-	-5,300
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	943	-	-	-
Pkg *	81,449	-	-	-
Comments				

PROJECTED DEVELOPMENT SITE 19

BLOCK: 1051
LOT(S): 1, 49, 50, 51, 53, 57
LOT AREA: 68,000
TOTAL BUILT FA: 182,499

TABLE W-19(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4/CL			
Office FA	160,132	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	20,400	20,400
Other Com FA	10,245	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	16	264	796	532
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This is the Theater Row II site.			

TABLE W-19(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4/CL			
Office FA	160,132	-	445,740	445,740
Hotel FA	-	-	-	-
Retail FA	-	-	20,400	20,400
Other Com FA	10,245	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	16	264	816	552
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This is the Theater Row II site.			

TABLE W-19(C): ALTNERNATIVE I—LOWER DENSITY PLAN (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4/CL			
Office FA	160,132	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	34,000	34,000
Other Com FA	10,245	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	16	264	782	518
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This is the Theater Row II site.			

TABLE W-19(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4/CL			
Office FA	160,132	-	195,500	195,500
Hotel FA	-	-	-	-
Retail FA	-	-	34,000	34,000
Other Com FA	10,245	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	16	264	816	552
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This is the Theater Row II site.			

PROJECTED DEVELOPMENT SITE 20

BLOCK: 1050
LOT(S): 1, 6, 61, 158
LOT AREA: 58,800
TOTAL BUILT FA: 298,541

TABLE W-20(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	1,196,874	1,196,874
Hotel FA	-	-	-	-
Retail FA	-	-	17,640	17,640
Other Com FA	-	-	-	-
Ind/Mfg FA	2,800	2,800	-	-2,800
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	301,069	301,069	-	-301,069
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

TABLE W-20(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	1,196,874	1,196,874
Hotel FA	-	-	-	-
Retail FA	-	-	17,640	17,640
Other Com FA	-	-	-	-
Ind/Mfg FA	2,800	2,800	-	-2,800
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	301,069	301,069	-	-301,069
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

TABLE W-20(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	782,040	782,040
Hotel FA	-	-	-	-
Retail FA	-	-	29,400	29,400
Other Com FA	-	-	-	-
Ind/Mfg FA	2,800	2,800	-	-2,800
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	301,069	301,069	-	-301,069
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

TABLE W-20(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	574,770	574,770
Hotel FA	-	-	-	-
Retail FA	-	-	29,400	29,400
Other Com FA	-	-	-	-
Ind/Mfg FA	2,800	2,800	-	-2,800
Res. DUs	-	-	353	353
Trans/Utility *	-	-	-	-
Inst/CF	301,069	301,069	-	-301,069
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

PROJECTED DEVELOPMENT SITE 21

BLOCK: 736
LOT(S): 1, 73
LOT AREA: 60,000
TOTAL BUILT FA: -

TABLE W-21(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	-	-
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	114,270	114,270	450,000	335,730
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This site would be for the proposed Port Authority Bus Garage on the block from West 38th to 39th streets between Ninth and Tenth avenues. This facility would be constructed on a deck (platform) over Galvin Plaza.			

TABLE W-21(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	-	-
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	114,270	114,270	450,000	335,730
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This site would be for the proposed Port Authority Bus Garage on the block from West 38th to 39th streets between Ninth and Tenth avenues. This facility would be constructed on a deck (platform) over Galvin Plaza.			

TABLE W-21(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	-	-
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	114,270	114,270	450,000	335,730
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This site would be for the proposed Port Authority Bus Garage on the block from West 38th to 39th streets between Ninth and Tenth avenues. This facility would be constructed on a deck (platform) over Galvin Plaza.			

TABLE W-21(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	-	-
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	114,270	114,270	450,000	335,730
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This site would be for the proposed Port Authority Bus Garage on the block from West 38th to 39th streets between Ninth and Tenth avenues. This facility would be constructed on a deck (platform) over Galvin Plaza.			

PROJECTED DEVELOPMENT SITE 22

BLOCK: 736
LOT(S): 30-40
LOT AREA: 27,665
TOTAL BUILT FA: 39,241

TABLE W-22(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C1-7A			
Office FA	-	3,327	-	-3,327
Hotel FA	-	-	-	-
Retail FA	7,500	15,980	8,300	-7,681
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	46	174	124	-50
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	16,544	16,544	-	-16,544
Comments	The proposed development site uses all development rights for lots (33-38) and the unused air rights (43,177 square feet) from the adjacent parcels (lots 30-32, 39, and 40). The adjacent parcels contain 6,000 square feet of ground floor retail and 42 residential units which would remain.			

TABLE W-22(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C1-7A			
Office FA	-	3,327	-	-3,327
Hotel FA	-	-	-	-
Retail FA	7,500	15,980	8,300	-7,681
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	46	174	124	-50
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	16,544	16,544	-	-16,544
Comments	The proposed development site uses all development rights for lots (33-38) and the unused air rights (43,177 square feet) from the adjacent parcels (lots 30-32, 39, and 40). The adjacent parcels contain 6,000 square feet of ground floor retail and 42 residential units which would remain.			

TABLE W-22(C): ALTNERNATIVE I—LOWER DENSITY PLAN (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	3,327	-	-3,327
Hotel FA	-	-	-	-
Retail FA	7,500	15,980	19,833	3,853
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	46	174	155	-19
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	16,544	16,544	0	-16,544
Comments	The proposed development site uses all development rights for lots (33-38) and the unused air rights (43,177 square feet) from the adjacent parcels (lots 30-32, 39, and 40). The adjacent parcels contain 6,000 square feet of ground floor retail and 42 residential units which would remain.			

TABLE W-22(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	3,327	-	-3,327
Hotel FA	-	-	-	-
Retail FA	7,500	15,980	19,833	3,853
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	46	174	198	24
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	16,544	16,544	-	-16,544
Comments	The proposed development site uses all development rights for lots (33-38) and the unused air rights (43,177 square feet) from the adjacent parcels (lots 30-32, 39, and 40). The adjacent parcels contain 6,000 square feet of ground floor retail and 42 residential units which would remain.			

PROJECTED DEVELOPMENT SITE 23

BLOCK: 735
LOT(S): 1, 6, 7, 8, 9, 65
LOT AREA: 38,049
TOTAL BUILT FA: 32,593

TABLE W-23(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	37,020	37,020
Other Com FA	-	-	-	-
Ind/Mfg FA	2,700	2,700	-	-2,700
Res. DUs	41	41	352	311
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	11,898	11,898	-	-11,898
Pkg *	18,850	18,850	-	-18,850
Comments	The proposed development site uses all development rights for lots (1, 6, 7, and 65) and the unused air rights (18,665 square feet) from the adjacent parcels (lots 8 and 9). The adjacent parcels contain 41 residential units which would remain.			

TABLE W-23(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	37,020	37,020
Other Com FA	-	-	-	-
Ind/Mfg FA	2,700	2,700	-	-2,700
Res. DUs	41	41	352	311
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	11,898	11,898	-	-11,898
Pkg *	18,850	18,850	-	-18,850
Comments	The proposed development site uses all development rights for lots (1, 6, 7, and 65) and the unused air rights (18,665 square feet) from the adjacent parcels (lots 8 and 9). The adjacent parcels contain 41 residential units which would remain.			

TABLE W-23(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	19,025	19,025
Other Com FA	-	-	-	-
Ind/Mfg FA	2,700	2,700	-	-2,700
Res. DUs	41	41	298	257
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	11,898	11,898	-	-11,898
Pkg *	18,850	18,850	-	-18,850
Comments	The proposed development site uses all development rights for lots (1, 6, 7, and 65) and the unused air rights (18,665 square feet) from the adjacent parcels (lots 8 and 9). The adjacent parcels contain 41 residential units which would remain.			

TABLE W-23(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	19,025	19,025
Other Com FA	-	-	-	-
Ind/Mfg FA	2,700	2,700	-	-2,700
Res. DUs	41	41	247	206
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	11,898	11,898	-	-11,898
Pkg *	18,850	18,850	-	-18,850
Comments	The proposed development site uses all development rights for lots (1, 6, 7, and 65) and the unused air rights (2,535 square feet) from the adjacent parcels (lots 8 and 9). The adjacent parcels contain 41 residential units which would remain.			

PROJECTED DEVELOPMENT SITE 24

BLOCK: 735
LOT(S): 22, 30
LOT AREA: 58,150
TOTAL BUILT FA: 59,726

TABLE W-24(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/C1-7A			
Office FA	-	4,839	-	-4,839
Hotel FA	-	-	-	-
Retail FA	15,215	14,518	17,445	2,927
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	58	192	387	195
Trans/Utility *	36,900	36,900	-	-36,900
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lot 30 and the unused air rights (276,750 square feet) from the adjacent parcel (lot 22). The adjacent parcel is the below-grade infrastructure for the Lincoln Tunnel Expressway which would remain.			

TABLE W-24(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/C1-7A			
Office FA	-	4,839	-	-4,839
Hotel FA	-	-	-	-
Retail FA	15,215	14,518	17,445	2,927
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	58	192	387	195
Trans/Utility *	36,900	36,900	-	-36,900
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lot 30 and the unused air rights (276,750 square feet) from the adjacent parcel (lot 22). The adjacent parcel is the below-grade infrastructure for the Lincoln Tunnel Expressway which would remain.			

TABLE W-24(C): ALTERNATIVE I—LOWER DENSITY PLAN (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/C1-7A			
Office FA	-	4,839	-	-4,839
Hotel FA	-	-	-	-
Retail FA	15,215	14,518	29,075	14,557
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	58	192	332	140
Trans/Utility *	36,900	36,900	-	-36,900
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lot 30 and the unused air rights (30,000 square feet) from the adjacent parcel (lot 22). The adjacent parcel is the below-grade infrastructure for the Lincoln Tunnel Expressway which would remain.			

TABLE W-24(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/C1-7A			
Office FA	-	4,839	-	-4,839
Hotel FA	-	-	-	-
Retail FA	15,215	14,518	29,075	14,557
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	58	192	332	140
Trans/Utility *	36,900	36,900	-	-36,900
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lot 30 and the unused air rights (30,000 square feet) from the adjacent parcel (lot 22). The adjacent parcel is the below-grade infrastructure for the Lincoln Tunnel Expressway which would remain.			

PROJECTED DEVELOPMENT SITE 25

BLOCK: 734
LOT(S): 1, 5, 66
LOT AREA: 19,449
TOTAL BUILT FA: 43,188

TABLE W-25(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	4,734	4,734	19,449	14,715
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	43	43	233	190
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	1,488	1,488	-	-1,488
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lot 1 and the unused air rights (72,544 square feet) from the adjacent parcels (lots 5 and 66). The adjacent parcels contain 4,734 square feet of ground floor commercial space and 43 residential units which would remain.			

TABLE W-25(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	4,734	4,734	19,449	14,715
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	43	43	233	190
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	1,488	1,488	-	-1,488
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lot 1 and the unused air rights (72,544 square feet) from the adjacent parcels (lots 5 and 66). The adjacent parcels contain 4,734 square feet of ground floor commercial space and 43 residential units which would remain.			

TABLE W-25(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	4,734	4,734	24,183	19,449
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	43	43	189	146
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	1,488	1,488	-	-1,488
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lot 1 and the unused air rights (24,210 square feet) from the adjacent parcels (lots 5 and 66). The adjacent parcels contain 4,734 square feet of ground floor commercial space and 43 residential units which would remain.			

TABLE W-25(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	4,734	4,734	24,183	19,449
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	43	43	189	146
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	1,488	1,488	-	-1,488
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lot 1 and the unused air rights (24,210 square feet) from the adjacent parcels (lots 5 and 66). The adjacent parcels contain 4,734 square feet of ground floor commercial space and 43 residential units which would remain.			

PROJECTED DEVELOPMENT SITE 26

BLOCK: 734
LOT(S): 16, 18, 52, 55
LOT AREA: 42,259
TOTAL BUILT FA: 28,592

TABLE W-26(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	12,678	12,678
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	304	304
Trans/Utility *	22,510	22,510	-	-22,510
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	33,529	33,529	-	-33,529
Comments	The proposed development site uses all development rights for lots (16, 52, and 55) and the unused air rights (168,825 square feet) from the adjacent parcel (lot 18). The adjacent parcel is the Dyer Avenue right-of-way which would remain.			

TABLE W-26(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	12,678	12,678
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	304	304
Trans/Utility *	22,510	22,510	-	-22,510
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	33,529	33,529	-	-33,529
Comments	The proposed development site uses all development rights for lots (16, 52, and 55) and the unused air rights (168,825 square feet) from the adjacent parcel (lot 18). The adjacent parcel is the Dyer Avenue right-of-way which would remain.			

TABLE W-26(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	21,130	21,130
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	263	263
Trans/Utility *	22,510	22,510	-	-22,510
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	33,529	33,529	-	-33,529
Comments	The proposed development site uses all development rights for lots (16, 52, 55) and the unused air rights (30,000 square feet) from the adjacent parcel (lot 18). The adjacent parcel is the Dyer Avenue right-of-way which would remain.			

TABLE W-26(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	21,130	21,130
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	186	186
Trans/Utility *	22,510	22,510	-	-22,510
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	33,529	33,529	-	-33,529
Comments	The proposed development site uses all development rights for lots (16, 52, 55) and the unused air rights (30,000 square feet) from the adjacent parcel (lot 18). The adjacent parcel is the Dyer Avenue right-of-way which would remain.			

PROJECTED DEVELOPMENT SITE 27

BLOCK: 733
LOT(S): 1, 67, 68, 70
LOT AREA: 19,750
TOTAL BUILT FA: 14,569

TABLE W-27(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	1,449	1,449	19,750	18,301
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	13	13	237	224
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	17,724	17,724	-	-17,724
Comments	The proposed development site uses all development rights for lots (67, 68, and 70) and the unused air rights (20,726 square feet) from the adjacent parcel (lot 1). The adjacent parcel contains 1,449 square feet of ground floor commercial space and 13 residential units which would remain.			

TABLE W-27(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	1,449	1,449	19,750	18,301
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	13	13	237	224
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	17,724	17,724	-	-17,724
Comments	The proposed development site uses all development rights for lots (67, 68, and 70) and the unused air rights (20,726 square feet) from the adjacent parcel (lot 1). The adjacent parcel contains 1,449 square feet of ground floor commercial space and 13 residential units which would remain.			

TABLE W-27(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	1,449	1,449	21,199	19,750
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	13	13	161	148
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	17,724	17,724	-	-17,724
Comments	The proposed development site uses all development rights for lots 67, 68, 70 and the unused air rights (20,726 square feet) from the adjacent parcel (lot 1). The adjacent parcel contains 1,449 square feet of ground floor commercial space and 13 residential units which would remain.			

TABLE W-27(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	1,449	1,449	21,199	19,750
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	13	13	161	148
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	17,724	17,724	-	-17,724
Comments	The proposed development site uses all development rights for lots 67, 68, 70 and the unused air rights (20,726 square feet) from the adjacent parcel (lot 1). The adjacent parcel contains 1,449 square feet of ground floor commercial space and 13 residential units which would remain.			

PROJECTED DEVELOPMENT SITE 28

BLOCK: 733
LOT(S): 25, 28, 30, 31
LOT AREA: 34,561
TOTAL BUILT FA: -

TABLE W-28(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	5,616	-	-5,616
Hotel FA	-	-	-	-
Retail FA	-	16,849	10,368	-6,481
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	171	205	34
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	34,561	-	-	-
Comments				

TABLE W-28(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	5,616	-	-5,616
Hotel FA	-	-	-	-
Retail FA	-	16,849	10,368	-6,481
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	171	205	34
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	34,561	-	-	-
Comments				

TABLE W-28(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	5,616	-	-5,616
Hotel FA	-	-	-	-
Retail FA	-	16,849	10,368	-6,481
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	171	205	34
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	34,561	-	-	-
Comments				

TABLE W-28(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	5,616	-	-5,616
Hotel FA	-	-	-	-
Retail FA	-	16,849	17,281	432
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	171	191	20
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	34,561	-	-	-
Comments				

PROJECTED DEVELOPMENT SITE 29

BLOCK: 732
LOT(S): 1, 73
LOT AREA: 12,753
TOTAL BUILT FA: 14,275

TABLE W-29(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2M			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	12,753	12,753
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	18	18	153	135
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	6,700	6,700	6,700	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lot 1 and the unused air rights (22,796 square feet) from the adjacent parcel (lot 73). The adjacent parcel contains 1,700 square feet of ground floor auto-related space and 18 residential units which would remain. The auto-related space is located on the ground floor of the residential building.			

TABLE W-29(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2M			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	12,753	12,753
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	18	18	153	135
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	6,700	6,700	6,700	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lot 1 and the unused air rights (22,796 square feet) from the adjacent parcel (lot 73). The adjacent parcel contains 1,700 square feet of ground floor auto-related space and 18 residential units which would remain. The auto-related space is located on the ground floor of the residential building.			

TABLE W-29(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2M			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	14,453	14,453
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	18	18	157	139
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	6,700	6,700	6,700	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lot 1 and the unused air rights (22,796 square feet) from the adjacent parcel (lot 73). The adjacent parcel contains 1,700 square feet of ground floor auto-related space and 18 residential units which would remain. The auto-related space is located on the ground floor of the residential building.			

TABLE W-29(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2M			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	14,453	14,453
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	18	18	157	139
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	6,700	6,700	6,700	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lot 1 and the unused air rights (22,796 square feet) from the adjacent parcel (lot 73). The adjacent parcel contains 1,700 square feet of ground floor auto-related space and 18 residential units which would remain. The auto-related space is located on the ground floor of the residential building.			

PROJECTED DEVELOPMENT SITE 30

BLOCK: 731
LOT(S): 39, 40, 41, 43, 44, 48
LOT AREA: 17,775
TOTAL BUILT FA: 26,572

TABLE W-30(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2M			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	15,092	15,092	17,775	2,683
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	22	22	213	191
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lots (44 and 48) and the unused air rights (90,148 square feet) from the adjacent parcels (lots 39-41). The adjacent parcels contain 4,630 square feet of ground floor commercial space and 19 residential units which would remain.			

TABLE W-30(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2M			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	15,092	15,092	17,775	2,683
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	22	22	213	191
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lots (44 and 48) and the unused air rights (90,148 square feet) from the adjacent parcels (lots 39-41). The adjacent parcels contain 4,630 square feet of ground floor commercial space and 19 residential units which would remain.			

TABLE W-30(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2M			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	15,092	15,092	22,405	7,313
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	22	22	300	278
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lots (44 and 48) and the unused air rights (90,148 square feet) from the adjacent parcels (lots 39-41). The adjacent parcels contain 4,630 square feet of ground floor commercial space and 19 residential units which would remain.			

TABLE W-30(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2M			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	15,092	15,092	22,405	7,313
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	22	22	300	278
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lots (44 and 48) and the unused air rights (90,148 square feet) from the adjacent parcels (lots 39-41). The adjacent parcels contain 4,630 square feet of ground floor commercial space and 19 residential units which would remain.			

PROJECTED DEVELOPMENT SITE 31

BLOCK: 729
LOT(S): 1
LOT AREA: 137,310
TOTAL BUILT FA: 1,399,264

TABLE W-31(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-6			
Office FA	1,399,264	1,399,264	1,776,972	377,708
Hotel FA	-	-	-	-
Retail FA	-	-	-	-
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	828	828
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	300	300
Comments	This site is the Daily News building, which is a projected site that will contain a residential tower, new commercial office space, and renovations to the existing building.			

TABLE W-31(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-6			
Office FA	1,399,264	1,399,264	1,776,972	377,708
Hotel FA	-	-	-	-
Retail FA	-	-	-	-
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	828	828
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	300	300
Comments	This site is the Daily News building, which is a projected site that will contain a residential tower, new commercial office space, and renovations to the existing building.			

TABLE W-31(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-6			
Office FA	1,399,264	1,399,264	1,647,720	248,456
Hotel FA	-	-	-	-
Retail FA	-	-	-	-
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This site is the Daily News building, which is a projected site that will contain approximately three additional floors of commercial office space.			

TABLE W-31(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-6			
Office FA	1,399,264	1,399,264	1,673,884	274,620
Hotel FA	-	-	-	-
Retail FA	-	-	-	-
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	549	549
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	300	300
Comments	This site is the Daily News building, which is a projected site that will contain approximately three additional floors of commercial office space.			

PROJECTED DEVELOPMENT SITE 34

BLOCK: 729
LOT(S): 50, 60, 163
LOT AREA: 222,289
TOTAL BUILT FA: 165,604

TABLE W-32(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-6			
Office FA	165,604	1,134,352	316,710	-817,642
Hotel FA	-	-	-	-
Retail FA	-	24,219	62,790	38,571
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	128,600	128,600	-	-128,600
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	23,000	23,000
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	80,279	-	-	-
Comments	Under this analysis, Madison Square Garden will relocate to this location. This is a decked (platformed) site so there is no below-grade parking requirement.			

TABLE W-32(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-6			
Office FA	165,604	1,134,352	316,710	-817,642
Hotel FA	-	-	-	-
Retail FA	-	24,219	62,790	38,571
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	128,600	128,600	-	-128,600
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	23,000	23,000
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	80,279	-	-	-
Comments	Under this analysis, Madison Square Garden will relocate to this location. This is a decked (platformed) site so there is no below-grade parking requirement.			

TABLE W-32(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-6			
Office FA	165,604	1,134,352	316,710	-817,642
Hotel FA	-	-	-	-
Retail FA	-	24,219	62,790	38,571
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	128,600	128,600	-	-128,600
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	23,000	23,000
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	80,279	-	-	-
Comments	Under this analysis, Madison Square Garden will relocate to this location. This is a decked (platformed) site so there is no below-grade parking requirement.			

TABLE W-32(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-6			
Office FA	165,604	1,134,352	316,710	-817,642
Hotel FA	-	-	-	-
Retail FA	-	24,219	62,790	38,571
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	128,600	128,600	-	-128,600
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	23,000	23,000
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	80,279	-	-	-
Comments	Under this analysis, Madison Square Garden will relocate to this location. This is a decked (platformed) site so there is no below-grade parking requirement.			

PROJECTED DEVELOPMENT SITE 35

BLOCK: 1032
LOT(S): 1, 4, 5, 7, 54, 57, 58, 61, 63, 64, 101, 103, 162
LOT AREA: 58,634
TOTAL BUILT FA: 168,329

TABLE W-33(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	2,469	2,469	-	-2,469
Hotel FA	-	-	-	-
Retail FA	19,328	19,328	41,238	21,910
Other Com FA	27,827	27,827	-	-27,827
Ind/Mfg FA	-	-	-	-
Res. DUs	94	94	695	601
Trans/Utility *	13,950	13,950	13,950	-
Inst/CF	72,317	72,317	-	-72,317
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	9,200	9,200	-	-9,200
Comments	The proposed development site uses all development rights for lots (5,7,54,57,58,and 101) and the unused air rights (229,736 square feet) from adjacent parcels (lots 1,4,61,63,64,103,and 162). The adjacent parcels contain 11,921 square feet of ground floor retail, 94 residential units, and 13,950 square feet of transportation/utility space which would remain.			

TABLE W-33(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	2,469	2,469	335,082	332,613
Hotel FA	-	-	-	-
Retail FA	19,328	19,328	29,511	10,183
Other Com FA	27,827	27,827	-	-27,827
Ind/Mfg FA	-	-	-	-
Res. DUs	94	94	704	610
Trans/Utility *	13,950	13,950	13,950	-
Inst/CF	72,317	72,317	-	-72,317
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	9,200	9,200	-	-9,200
Comments	The proposed development site uses all development rights for lots (5,7,54,57,58,and 101) and the unused air rights (229,736 square feet) from adjacent parcels (lots 1,4,61,63,64,103,and 162). The adjacent parcels contain 11,921 square feet of ground floor retail, 94 residential units, and 13,950 square feet of transportation/utility space which would remain.			

TABLE W-33(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	2,469	2,469	-	-2,469
Hotel FA	-	-	-	-
Retail FA	19,328	19,328	70,555	51,227
Other Com FA	27,827	27,827	-	-27,827
Ind/Mfg FA	-	-	-	-
Res. DUs	94	94	850	756
Trans/Utility *	13,950	13,950	13,950	-
Inst/CF	72,317	72,317	-	-72,317
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	9,200	9,200	-	-9,200
Comments	The proposed development site uses all development rights for lots (5, 7, 54, 57, 58, and 101) and the unused air rights (136,736 square feet) from adjacent parcels (lots 1, 4, 61, 63, 64, 103, and 162). The adjacent parcels contain 11,921 square feet of ground floor retail, 94 residential units, and 13,950 square feet of transportation/utility space which would remain.			

TABLE W-33(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	2,469	2,469	323,436	320,967
Hotel FA	-	-	-	-
Retail FA	19,328	19,328	70,555	51,227
Other Com FA	27,827	27,827	-	-27,827
Ind/Mfg FA	-	-	-	-
Res. DUs	94	94	798	704
Trans/Utility *	13,950	13,950	13,950	-
Inst/CF	72,317	72,317	-	-72,317
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	9,200	9,200	0	-9,200
Comments	The proposed development site uses all development rights for lots (5, 7, 54, 57, 58, and 101) and the unused air rights (136,736 square feet) from adjacent parcels (lots 1, 4, 61, 63, 64, 103, and 162). The adjacent parcels contain 11,921 square feet of ground floor retail, 94 residential units, and 13,950 square feet of transportation/utility space which would remain.			

PROJECTED DEVELOPMENT SITE 36

BLOCK: 763
LOT(S): 31, 32, 34, 38, 42-44
LOT AREA: 29,636
TOTAL BUILT FA: 69,003

TABLE W-34(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	-	-
Hotel FA	122,050	122,050	-	-122,050
Retail FA	-	-	10,710	10,710
Other Com FA	10,000	10,000	-	-10,000
Ind/Mfg FA	7,540	7,540	-	-7,540
Res. DUs	-	-	418	418
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

TABLE W-34(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	-	-
Hotel FA	122,050	122,050	-	-
Retail FA	-	-	10,710	-
Other Com FA	10,000	10,000	-	-
Ind/Mfg FA	7,540	7,540	-	-
Res. DUs	-	-	418	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

TABLE W-34(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-6/GC			
Office FA	-	-	420,362	420,362
Hotel FA	-	-	-	-
Retail FA	47,252	47,252	17,718	-29,534
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	38	38	38	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	2,469	2,469	-	-2,469
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lots (32, 34, 38 and 42) and the unused air rights (49,369 square feet) from the adjacent parcels (lots 31, 43, and 44). The adjacent parcels contain 2,900 square feet of ground floor retail and 38 residential units which would remain.			

TABLE W-34(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-6/GC			
Office FA	-	-	624,850	624,850
Hotel FA	-	-	-	-
Retail FA	47,252	47,252	17,718	-29,534
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	38	38	38	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	2,469	2,469	-	-2,469
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lots (32, 34, 38 and 42) and the unused air rights (49,369 square feet) from the adjacent parcels (lots 31, 43, and 44). The adjacent parcels contain 2,900 square feet of ground floor retail and 38 residential units which would remain.			

PROJECTED DEVELOPMENT SITE 37

BLOCK: 762
LOT(S): 6
LOT AREA: 24,687
TOTAL BUILT FA: 48,439

TABLE W-35(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	7,612	7,612	16,248	8,636
Other Com FA	13,766	13,766	-	-13,766
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	179	179
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	18,679	18,679	-	-18,679
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

TABLE W-35(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	93,426	-
Hotel FA	-	-	-	-
Retail FA	7,612	7,612	16,248	-
Other Com FA	13,766	13,766	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	195	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	18,679	18,679	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

TABLE W-35(C): ALTERNATIVE I—LOWER DENSITY PLAN (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/GC			
Office FA	48,439	48,439	-	-48,439
Hotel FA	-	-	-	-
Retail FA	-	-	7,406	7,406
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	239	239
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

TABLE W-35(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2010)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/GC			
Office FA	48,439	48,439	-	-48,439
Hotel FA	-	-	-	-
Retail FA	-	-	7,406	7,406
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	289	289
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

PROJECTED DEVELOPMENT SITE 38

BLOCK: 762
LOT(S): 61
LOT AREA: 4,937
TOTAL BUILT FA: 55,473

TABLE W-36(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	6,000	6,000
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	240	240
Trans/Utility *	114,270	114,270	-	-114,270
Inst/CF	-	-	14,000	14,000
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This is a potential development site (site 54) for a residential building. This site is located at within 100 feet east of Tenth Avenue on the block between West 38th and 39th streets, over the Port Authority Galvin Plaza area.			

TABLE W-36(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	6,000	6,000
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	240	240
Trans/Utility *	114,270	114,270	-	-114,270
Inst/CF	-	-	14,000	14,000
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This is a potential development site (site 54) for a residential building. This site is located at within 100 feet east of Tenth Avenue on the block between West 38th and 39th streets, over the Port Authority Galvin Plaza area.			

TABLE W-36(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/GC			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	4,937	4,937
Other Com FA	-	-	-	-
Ind/Mfg FA	55,473	55,473	-	-55,473
Res. DUs	-	-	51	54
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This is a residential conversion site. The existing building is larger than 10.0 FAR and would convert as-of-right, but not be allowed to enlarge.			

TABLE W-36(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/GC			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	4,937	4,937
Other Com FA	-	-	-	-
Ind/Mfg FA	55,473	55,473	-	-55,473
Res. DUs	-	-	51	54
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This is a residential conversion site. The existing building is larger than 10.0 FAR and would convert as-of-right, but not be allowed to enlarge.			

PROJECTED DEVELOPMENT SITE 39

BLOCK: 762
LOT(S): 13, 14, 16, 17, 60
LOT AREA: 24,700
TOTAL BUILT FA: 86,179

TABLE W-37(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	1,200	1,200	15,839	14,639
Other Com FA	-	-	-	-
Ind/Mfg FA	17,981	17,981	-	-17,981
Res. DUs	32	32	267	235
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	2,064	2,064	-	-2,064
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lots (12, 13, 55, and 60) and the unused air rights (32,932 square feet) from the adjacent parcels (lots 11, 57, and 58). The adjacent parcels contain 1,200 square feet of ground floor retail and 32 residential units which would remain.			

TABLE W-37(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	1,200	1,200	15,839	14,639
Other Com FA	-	-	-	-
Ind/Mfg FA	17,981	17,981	-	-17,981
Res. DUs	32	32	267	235
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	2,064	2,064	-	-2,064
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lots (12, 13, 55, and 60) and the unused air rights (32,932 square feet) from the adjacent parcels (lots 11, 57, and 58). The adjacent parcels contain 1,200 square feet of ground floor retail and 32 residential units which would remain.			

TABLE W-37(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/GC			
Office FA	10,992	10,992	10,992	-
Hotel FA	-	-	-	-
Retail FA	10,918	10,918	23,268	12,350
Other Com FA	-	-	-	-
Ind/Mfg FA	3,119	3,119	3,119	-
Res. DUs	43	43	295	252
Trans/Utility *	4,938	4,938	-	-4,938
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lot (60) and the unused air rights (67,251 square feet) from the adjacent parcels (lots 13, 14, 16 and 17). The adjacent parcels contain 10,918 square feet of ground floor retail space, 3,119 square feet of industrial/manufacturing space, 10,992 square feet of commercial space, and 18 residential units which would remain.			

TABLE W-37(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/GC			
Office FA	10,992	10,992	10,992	-
Hotel FA	-	-	-	-
Retail FA	1,950	1,950	23,268	21,318
Other Com FA	-	-	-	-
Ind/Mfg FA	3,119	3,119	3,119	-
Res. DUs	43	43	344	301
Trans/Utility *	4,938	4,938	-	-4,938
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lot (60) and the unused air rights (67,251 square feet) from the adjacent parcels (lots 13, 14, 16 and 17). The adjacent parcels contain 1,950 square feet of ground floor retail space, 3,119 square feet of industrial/manufacturing space, 10,992 square feet of commercial space, and 18 residential units which would remain.			

PROJECTED DEVELOPMENT SITE 40

BLOCK: 761
LOT(S): 62
LOT AREA: 4,938
TOTAL BUILT FA: 29,628

TABLE W-38(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	2,369	2,369	9,876	7,507
Other Com FA	-	-	-	-
Ind/Mfg FA	7,100	7,100	-	-7,100
Res. DUs	53	53	112	59
Trans/Utility *	-	-	-	-
Inst/CF	7,100	7,100	-	-7,100
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	2,500	2,500	-	-2,500
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lots (60-64) and the unused air rights (29,083 square feet) from the adjacent parcels (lots 59, 65, and 66). The adjacent parcels contain 51 residential units which would remain.			

TABLE W-38(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	2,369	2,369	9,876	7,507
Other Com FA	-	-	-	-
Ind/Mfg FA	7,100	7,100	-	-7,100
Res. DUs	53	53	112	59
Trans/Utility *	-	-	-	-
Inst/CF	7,100	7,100	-	-7,100
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	2,500	2,500	-	-2,500
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lots (60-64) and the unused air rights (29,083 square feet) from the adjacent parcels (lots 59, 65, and 66). The adjacent parcels contain 51 residential units which would remain.			

TABLE W-38(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/GC			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	4,938	4,938
Other Com FA	-	-	-	-
Ind/Mfg FA	29,628	29,628	-	-29,628
Res. DUs	-	-	64	64
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This is a residential conversion site, which is anticipated to enlarge by approximately 19,752 square feet.			

TABLE W-38(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/GC			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	4,938	4,938
Other Com FA	-	-	-	-
Ind/Mfg FA	29,628	29,628	-	-29,628
Res. DUs	-	-	74	74
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This is a residential conversion site, which is anticipated to enlarge by approximately 19,752 square feet.			

PROJECTED DEVELOPMENT SITE 41

BLOCK: 761
LOT(S): 10, 13, 20, 43
LOT AREA: 54,270
TOTAL BUILT FA: 147,487

TABLE W-39(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	7,334	7,334
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	103	103
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	14,668	14,668	-	-14,668
Comments	Under the proposed zoning of 7.5 FAR, Lot 58 would have 46,005 square feet which would be transferred to the projected development site (site 28) on lots 8 and 9.			

TABLE W-39(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	7,334	7,334
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	103	103
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	14,668	14,668	-	-14,668
Comments	Under the proposed zoning of 7.5 FAR, Lot 58 would have 46,005 square feet which would be transferred to the projected development site (site 28) on lots 8 and 9.			

TABLE W-39(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/GC			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	27,135	27,135
Other Com FA	-	-	-	-
Ind/Mfg FA	83,299	83,299	53,844	-29,455
Res. DUs	-	-	467	467
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	76,531	76,531	-	-76,531
Comments	The proposed development site uses all development rights for lots (10, 13 and 43) and the unused air rights (4,908 square feet) from the adjacent parcel (lot 20). The adjacent parcel contains 53,844 square feet of industrial/manufacturing space which would remain.			

TABLE W-39(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/GC			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	27,135	27,135
Other Com FA	-	-	-	-
Ind/Mfg FA	83,299	83,299	53,844	-29,455
Res. DUs	-	-	575	575
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	76,531	76,531	-	-76,531
Comments	The proposed development site uses all development rights for lots (10, 13 and 43) and the unused air rights (4,908 square feet) from the adjacent parcel (lot 20). The adjacent parcel contains 53,844 square feet of industrial/manufacturing space which would remain.			

PROJECTED DEVELOPMENT SITE 42

BLOCK: 760
LOT(S): 7
LOT AREA: 5,760
TOTAL BUILT FA: 56,513

TABLE W-40(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2M			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	1,700	1,700	2,223	523
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	18	18	80	62
Trans/Utility *	-	-	-	-
Inst/CF	-	-	5,186	5,186
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	4,932	4,932	-	-4,932
Comments	The proposed development site uses all development rights for lot 70 and the unused air rights (23,166 square feet) from the adjacent parcel (lot 72). The adjacent parcel contains 1,700 square feet of ground floor commercial space and 18 residential units which would remain.			

TABLE W-40(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2M			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	1,700	1,700	2,223	523
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	18	18	80	62
Trans/Utility *	-	-	-	-
Inst/CF	-	-	5,186	5,186
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	4,932	4,932	-	-4,932
Comments	The proposed development site uses all development rights for lot 70 and the unused air rights (23,166 square feet) from the adjacent parcel (lot 72). The adjacent parcel contains 1,700 square feet of ground floor commercial space and 18 residential units which would remain.			

TABLE W-40(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/GC			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	5,760	5,760
Other Com FA	-	-	-	-
Ind/Mfg FA	7,125	7,125	-	-7,125
Res. DUs	-	-	53	53
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This is a residential conversion site, which is anticipated to enlarge by approximately 1,087 square feet.			

TABLE W-40(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5/GC			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	5,760	5,760
Other Com FA	-	-	-	-
Ind/Mfg FA	7,125	7,125	-	-7,125
Res. DUs	-	-	64	64
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This is a residential conversion site, which is anticipated to enlarge by approximately 1,087 square feet.			

PROJECTED DEVELOPMENT SITE 43

BLOCK: 758
LOT(S): 1, 5, 7, 14
LOT AREA: 26,615
TOTAL BUILT FA: 22,830

TABLE W-41(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2M/C6-4			
Office FA	-	295,000	-	-295,000
Hotel FA	-	-	-	-
Retail FA	11,430	23,000	13,308	-9,693
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	308	308
Trans/Utility *	-	-	-	-
Inst/CF	11,400	11,400	11,400	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	14,175	14,175	-	-14,175
Comments	The proposed development site uses all development rights for lots (1, 5 and 7) and the unused air rights (86,165 square feet) from the adjacent parcel (lot 14). The adjacent parcel contains 11,400 square feet of institutional/public facility space, specifically the West Side Jewish Center, which would remain.			

TABLE W-41(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2M/C6-4			
Office FA	-	295,000	-	-295,000
Hotel FA	-	-	-	-
Retail FA	11,430	23,000	13,308	-9,693
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	308	308
Trans/Utility *	-	-	-	-
Inst/CF	11,400	11,400	11,400	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	14,175	14,175	-	-14,175
Comments	The proposed development site uses all development rights for lots (1, 5 and 7) and the unused air rights (86,165 square feet) from the adjacent parcel (lot 14). The adjacent parcel contains 11,400 square feet of institutional/public facility space, specifically the West Side Jewish Center, which would remain.			

TABLE W-41(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2M/C6-4			
Office FA	-	295,000	-	-295,000
Hotel FA	-	-	-	-
Retail FA	11,430	23,000	13,308	-9,693
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	381	381
Trans/Utility *	-	-	-	-
Inst/CF	11,400	11,400	11,400	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	14,175	14,175	-	-14,175
Comments	The proposed development site uses all development rights for lots (1, 5 and 7) and the unused air rights (86,165 square feet) from the adjacent parcel (lot 14). The adjacent parcel contains 11,400 square feet of institutional/public facility space, specifically the West Side Jewish Center, which would remain.			

TABLE W-41(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2M/C6-4			
Office FA	-	295,000	-	-295,000
Hotel FA	-	-	-	-
Retail FA	11,430	23,000	13,308	-9,693
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	381	381
Trans/Utility *	-	-	-	-
Inst/CF	11,400	11,400	11,400	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	14,175	14,175	-	-14,175
Comments	The proposed development site uses all development rights for lots (1, 5 and 7) and the unused air rights (86,165 square feet) from the adjacent parcel (lot 14). The adjacent parcel contains 11,400 square feet of institutional/public facility space, specifically the West Side Jewish Center, which would remain.			

PROJECTED DEVELOPMENT SITE 44

BLOCK: 754
LOT(S): 44
LOT AREA: 8,666
TOTAL BUILT FA: 11,171

TABLE W-42(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2/C6-3X			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	8,666	8,666
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	81	69	-12
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	8,666	4,904	-	-4,904
Comments				

TABLE W-42(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2/C6-3X			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	8,666	8,666
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	81	69	-12
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	8,666	4,904	-	-4,904
Comments				

TABLE W-42(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2/C6-3X			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	8,666	8,666
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	81	69	-12
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	8,666	4,904	-	-4,904
Comments				

TABLE W-42(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2/C6-3X			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	8,666	8,666
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	81	69	-12
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	8,666	4,904	-	-4,904
Comments				

PROJECTED DEVELOPMENT SITE 45

BLOCK: 781
LOT(S): 1
LOT AREA: 266,000
TOTAL BUILT FA: 867,986

TABLE W-43(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2			
Office FA	-	-	4,662,100	4,662,100
Hotel FA	-	-	1,000,000	1,000,000
Retail FA	-	-	133,000	133,000
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	19,500	19,500	-	-19,500
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This site would be zoned for predominantly commercial use. With subway improvements the redevelopment of this site could achieve 19.5 FAR. This is a decked (platformed) site so there is no below-grade parking requirement.			

TABLE W-43(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2			
Office FA	-	-	4,662,100	4,662,100
Hotel FA	-	-	1,000,000	1,000,000
Retail FA	-	-	133,000	133,000
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	19,500	19,500	-	-19,500
OS	-	-	-	-
Auto	0	-	-	-
Pkg *	-	-	-	-
Comments	This site would be zoned for predominantly commercial use. With subway improvements the redevelopment of this site could achieve 19.5 FAR. This is a decked (platformed) site so there is no below-grade parking requirement.			

TABLE W-43(C): ALTERNATIVE I—LOWER DENSITY PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2			
Office FA	-	-	3,517,850	3,517,850
Hotel FA	-	-	-	-
Retail FA	-	-	133,000	133,000
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	19,500	19,500	-	-19,500
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

TABLE W-43(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-2			
Office FA	-	-	4,662,100	4,662,100
Hotel FA	-	-	1,000,000	1,000,000
Retail FA	-	-	133,000	133,000
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	19,500	19,500	-	-19,500
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

PROJECTED DEVELOPMENT SITE 47

BLOCK: 1089
LOT(S): 1
LOT AREA: 47,920
TOTAL BUILT FA: 0

TABLE W-44(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	7,405	7,405
Other Com FA	1,758	1,758	-	-1,758
Ind/Mfg FA	-	-	-	-
Res. DUs	6	6	59	53
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	4,938	4,938	-	-4,938
Comments	The proposed development site uses all development rights for lot 8 and the unused air rights (24,246 square feet) from the adjacent parcel (lot 7). The adjacent parcel contains 1,758 square feet of ground floor retail and 6 residential units which would remain.			

TABLE W-44(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	7,405	7,405
Other Com FA	1,758	1,758	-	-1,758
Ind/Mfg FA	-	-	-	-
Res. DUs	6	6	59	53
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	4,938	4,938	-	-4,938
Comments	The proposed development site uses all development rights for lot 8 and the unused air rights (24,246 square feet) from the adjacent parcel (lot 7). The adjacent parcel contains 1,758 square feet of ground floor retail and 6 residential units which would remain.			

TABLE W-44(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	C6-4			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	23,960	23,960
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	532	551	19
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

PROJECTED DEVELOPMENT SITE 48

BLOCK: 1088
LOT(S): 1
LOT AREA: 160,000
TOTAL BUILT FA: 613,699

TABLE W-45(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	562,815	562,815
Hotel FA	-	-	-	-
Retail FA	1,800	1,800	12,507	6,000
Other Com FA	29,875	29,875	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	240
Trans/Utility *	-	-	-	-114,270
Inst/CF	-	-	-	14,000
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	42,564	42,564	-	-
Pkg *	51,573	51,573	-	-
Comments				

TABLE W-45(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	562,815	562,815
Hotel FA	-	-	-	-
Retail FA	1,800	1,800	12,507	6,000
Other Com FA	29,875	29,875	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	240
Trans/Utility *	-	-	-	-114,270
Inst/CF	-	-	-	14,000
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	42,564	42,564	-	-
Pkg *	51,573	51,573	-	-
Comments				

TABLE W-45(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	793,500	793,500
Hotel FA	-	-	-	-
Retail FA	-	-	80,000	80,000
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	1,047	1,047
Trans/Utility *	613,699	613,699	-	-613,699
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

PROJECTED DEVELOPMENT SITE 49

BLOCK: 685
LOT(S): 1
LOT AREA: 118,123
TOTAL BUILT FA: 525,881

TABLE W-46(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	1,200,597	1,200,597
Hotel FA	-	-	-	-
Retail FA	-	-	32,523	32,523
Other Com FA	-	-	-	-
Ind/Mfg FA	42,327	42,327	-	-42,327
Res. DUs	-	-	-	-
Trans/Utility *	79,000	79,000	-	-79,000
Inst/CF	73,683	73,683	73,683	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	245,542	245,542	-	-245,542
Comments	The proposed development site uses all development rights for lots (17 and 19) and the unused air rights (473,563 square feet) from the adjacent parcels (lots 15, 26, 45 and 60). The adjacent parcel contains 53,110 square feet of institutional/public facility space, specifically St. John's Church, 79,000 square feet of transportation/utility space (Penn RR Power House), and 42,327 square feet of industrial/manufacturing space which would remain.			

TABLE W-46(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	59,062	59,062
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	1,358	1,358
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	525,881	525,881	-	-525,881
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments				

PROJECTED DEVELOPMENT SITE 50

BLOCK: 685
LOT(S): 1, 38, 42
LOT AREA: 41,877
TOTAL BUILT FA: 39,122

TABLE W-47(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	7,406	7,406
Other Com FA	-	-	-	-
Ind/Mfg FA	16,425	16,425	13,950	-2,475
Res. DUs	22	22	90	68
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	7,410	7,410	-	-7,410
Comments	The proposed development site uses all development rights for lots (7 and 62) and the unused air rights (13,518 square feet) from the adjacent parcels (lots 6 and 8). The adjacent parcels contain 13,950 square feet of industrial/manufacturing space and 22 residential units which would remain.			

TABLE W-47(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	553,823	553,823
Hotel FA	-	-	-	-
Retail FA	-	-	20,939	20,939
Other Com FA	-	-	-	-
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	39,122	39,122	-	-39,122
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	24,687	24,687	-	-24,687
Comments				

PROJECTED DEVELOPMENT SITE 51

BLOCK: 676
LOT(S): 3
LOT AREA: 570,000
TOTAL BUILT FA: 0

TABLE W-48(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M1-5			
Office FA	-	-	-	-
Hotel FA	-	-	-	-
Retail FA	-	-	6,172	6,172
Other Com FA	-	-	-	-
Ind/Mfg FA	15,000	15,000	-	-15,000
Res. DUs	-	-	86	86
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	The proposed development site uses all development rights for lot 10 and the unused air rights (17,402 square feet) from the adjacent parcels (lots 9 and 13). The adjacent parcels contain 40 residential units which would remain.			

TABLE W-48(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN (2025)

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Zoning	M2-3			
Office FA	-	-	5,090,250	5,090,250
Hotel FA	-	-	500,000	500,000
Retail FA	-	-	285,000	285,000
Other Com FA	-	-	637,000	637,000
Ind/Mfg FA	-	-	-	-
Res. DUs	-	-	-	-
Trans/Utility *	-	-	-	-
Inst/CF	-	-	-	-
Vacant *	-	-	-	-
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	-	-	-	-
Pkg *	-	-	-	-
Comments	This development site combines the Western rail yard with Block 679, assumes a southward expansion of the Convention Center (approx. 637,000 SF), and approximately 6 million SF of new commercial (office and hotel). Assumes the Convention Center expansion will be built by 2010, remainder of development by 2025.			

TOTALS 2010 PROJECTED DEVELOPMENT SITES

LOT AREA: 299,985
TOTAL BUILT FA: 639,553

TABLE W-49(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Office FA	231,847	79,881	1,743,575	1,663,694
Hotel FA	-	-	-	-
Retail FA	24,164	41,997	103,821	61,824
Other Com FA	24,245	14,000	-	-14,000
Ind/Mfg FA	-	-	-	-
Res. DUs	158	778	2,650	1,872
Trans/Utility *	36,900	36,900	-	-36,900
Inst/CF	5,300	5,300	-	-5,300
Vacant *	7,736	7,736	-	-7,736
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	943	-	-	-
Pkg *	204,592	123,143	-	-123,143
Comments				

TABLE W-49(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Office FA	231,847	79,881	2,189,315	2,109,434
Hotel FA	-	-	-	-
Retail FA	24,164	41,997	103,821	61,824
Other Com FA	24,245	14,000	-	-14,000
Ind/Mfg FA	-	-	-	-
Res. DUs	158	778	2,670	1,892
Trans/Utility *	36,900	36,900	-	-36,900
Inst/CF	5,300	5,300	-	-5,300
Vacant *	7,736	7,736	-	-7,736
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	943	-	-	-
Pkg *	204,592	123,143	-	-123,143
Comments				

LOT AREA: 304,922
TOTAL BUILT FA: 673,423

TABLE W-49(C): ALTERNATIVE I—LOWER DENSITY PLAN

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Office FA	280,286	128,320	812,375	684,055
Hotel FA	-	-	-	-
Retail FA	22,715	40,548	153,524	112,976
Other Com FA	24,245	14,000	-	-14,000
Ind/Mfg FA	-	-	-	-
Res. DUs	145	765	2,362	1,639
Trans/Utility *	36,900	36,900	-	-36,900
Inst/CF	5,300	5,300	-	-5,300
Vacant *	7,736	7,736	-	-7,736
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	943	-	-	-
Pkg *	186,868	105,419	-	-105,419

TABLE W-49(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Office FA	280,286	128,320	1,063,650	935,330
Hotel FA	-	-	-	-
Retail FA	22,715	40,548	153,524	112,976
Other Com FA	24,245	14,000	-	-14,000
Ind/Mfg FA	-	-	-	-
Res. DUs	145	765	2,489	1,766
Trans/Utility *	36,900	36,900	-	-36,900
Inst/CF	5,300	5,300	-	-5,300
Vacant *	7,736	7,736	-	-7,736
MSG Seats	-	-	-	-
OS	-	-	-	-
Auto	943	0	-	-
Pkg *	186,868	105,419	-	-105,419

TOTALS 2025 PROJECTED DEVELOPMENT SITES

LOT AREA: 2,683,995
TOTAL BUILT FA: 5,896,006

TABLE W-50(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Office FA	1,567,337	2,836,701	27,848,555	25,011,854
Hotel FA	122,050	122,050	1,500,000	1,377,950
Retail FA	101,581	214,219	1,092,653	873,727
Other Com FA	964,388	964,388	-	-934,513
Ind/Mfg FA	689,787	689,787	13,950	-675,837
Res. DUs	379	1,005	10,367	9,603
Trans/Utility *	599,189	599,189	463,950	-249,509
Inst/CF	514,411	514,411	489,955	-10,456
Vacant *	146,228	108,160	-	-108,160
MSG Seats	19,500	19,500	23,000	3,500
OS	49,475	49,475	-	-49,475
Auto	182,466	182,466	6,700	-133,202
Pkg *	811,517	692,915	300	-641,042
Comments				

LOT AREA: 2,548,430
TOTAL BUILT FA: 5,387,433

TABLE W-50(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Office FA	1,567,337	2,836,701	27,123,156	24,193,029
Hotel FA	122,050	122,050	1,500,000	1,500,000
Retail FA	101,581	214,219	1,034,825	796,553
Other Com FA	964,388	964,388	-	-910,747
Ind/Mfg FA	616,035	616,035	-	-608,495
Res. DUs	357	983	10,297	8,942
Trans/Utility *	520,189	520,189	463,950	-170,509
Inst/CF	440,728	440,728	416,272	-10,456
Vacant *	146,228	108,160	-	-89,481
MSG Seats	19,500	19,500	23,000	3,500
OS	49,475	49,475	-	-49,475
Auto	182,466	182,466	6,700	-133,202
Pkg *	558,565	439,963	300	-388,090
Comments				

LOT AREA: 2,510,830
TOTAL BUILT FA: 5,470,219

TABLE W-50(C): ALTERNATIVE I—LOWER DENSITY PLAN

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Office FA	1,787,907	3,057,271	17,198,219	14,140,948
Hotel FA	-	-	500,000	500,000
Retail FA	146,519	259,157	1,261,477	1,002,320
Other Com FA	699,411	699,411	-	-699,411
Ind/Mfg FA	727,058	727,058	56,963	-670,095
Res. DUs	342	968	5,796	5,094
Trans/Utility *	410,857	410,857	463,950	53,093
Inst/CF	433,628	433,628	273,842	-159,786
Vacant *	162,954	124,886	-	-124,886
MSG Seats	19,500	19,500	23,000	3,500
OS	49,475	49,475	-	-49,475
Auto	137,402	137,402	6,700	-130,702
Pkg *	576,709	458,107	-	-458,107

LOT AREA: 3,438,193
TOTAL BUILT FA: 6,648,921

TABLE W-50(D): ALTERNATIVE J—COMMUNITY ORGANIZATION

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Office FA	1,578,329	2,847,693	27,090,581	24,242,888
Hotel FA	-	-	2,000,000	2,000,000
Retail FA	137,551	250,189	1,706,970	1,456,781
Other Com FA	908,989	908,989	637,000	-271,989
Ind/Mfg FA	762,058	762,058	56,963	-705,095
Res. DUs	342	1,500	10,461	8,965
Trans/Utility *	1,063,678	1,063,678	463,950	-599,728
Inst/CF	433,628	433,628	160,242	-273,386
Vacant *	653,835	615,767	-	-615,767
MSG Seats	19,500	19,500	23,000	3,500
OS	49,475	49,475	-	-49,475
Auto	137,402	137,402	6,700	-130,702
Pkg *	601,396	482,794	300	-482,494

TOTALS PROJECTED DEVELOPMENT SITES

LOT AREA: 2,983,980
TOTAL BUILT FA: 6,535,559

TABLE W-51(A): ALTERNATIVE B—PROPOSED ACTION WITHOUT MODIFICATION TO SPECIAL DISTRICTS

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Office FA	1,799,184	2,916,582	29,592,130	26,675,548
Hotel FA	122,050	122,050	1,500,000	1,377,950
Retail FA	125,745	256,216	1,196,473	935,550
Other Com FA	988,633	978,388	-	-948,513
Ind/Mfg FA	689,787	689,787	13,950	-675,837
Res. DUs	537	1,783	13,017	11,474
Trans/Utility *	636,089	636,089	463,950	-286,409
Inst/CF	519,711	519,711	489,955	-15,756
Vacant *	153,964	115,896	-	-115,896
MSG Seats	19,500	19,500	23,000	3,500
OS	49,475	49,475	-	-49,475
Auto	183,409	182,466	6,700	-133,202
Pkg *	1,016,109	816,058	300	-764,185
Comments				

LOT AREA: 2,848,415
TOTAL BUILT FA: 6,026,986

TABLE W-51(B): ALTERNATIVE C—PROPOSED ACTION WITHOUT MODIFICATION TO GARMENT CENTER DISTRICT

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Office FA	1,799,184	2,916,582	29,312,471	26,302,463
Hotel FA	122,050	122,050	1,500,000	1,500,000
Retail FA	125,745	256,216	1,138,646	858,377
Other Com FA	988,633	978,388	-	-924,747
Ind/Mfg FA	616,035	616,035	-	-608,495
Res. DUs	515	1,761	12,967	10,834
Trans/Utility *	557,089	557,089	463,950	-207,409
Inst/CF	446,028	446,028	416,272	-15,756
Vacant *	153,964	115,896	-	-97,217
MSG Seats	19,500	19,500	23,000	3,500
OS	49,475	49,475	-	-49,475
Auto	183,409	182,466	6,700	-133,202
Pkg *	763,157	563,106	300	-511,233
Comments				

LOT AREA: 2,815,752
TOTAL BUILT FA: 6,143,642

TABLE W-51(C): ALTERNATIVE I—LOWER DENSITY PLAN

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Office FA	2,068,193	3,185,591	18,010,594	14,825,003
Hotel FA	-	-	500,000	500,000
Retail FA	169,234	299,705	1,415,000	1,115,295
Other Com FA	723,656	713,411	-	-713,411
Ind/Mfg FA	727,058	727,058	56,963	-670,095
Res. DUs	487	1,733	8,158	6,733
Trans/Utility *	447,757	447,757	463,950	16,193
Inst/CF	438,928	438,928	273,842	-165,086
Vacant *	170,690	132,622	-	-132,622
MSG Seats	19,500	19,500	23,000	3,500
OS	49,475	49,475	-	-49,475
Auto	138,345	137,402	6,700	-130,702
Pkg *	763,577	563,526	-	-563,526

LOT AREA: 3,743,115
TOTAL BUILT FA: 7,322,344

TABLE W-51(D): ALTERNATIVE J—COMMUNITY ORGANIZATION PLAN

	Existing Conditions	2025 No-Build Condition	2025 Build Condition	Incremental Change (Build – No-Build)
Office FA	1,858,615	2,976,013	28,154,231	25,178,218
Hotel FA	-	-	2,000,000	2,000,000
Retail FA	160,266	290,737	1,860,494	1,569,757
Other Com FA	933,234	922,989	637,000	-285,989
Ind/Mfg FA	762,058	762,058	56,963	-705,095
Res. DUs	487	2,265	12,688	10,731
Trans/Utility *	1,100,578	1,100,578	463,950	-636,628
Inst/CF	438,928	438,928	160,242	-278,686
Vacant *	661,571	623,503	-	-623,503
MSG Seats	19,500	19,500	23,000	3,500
OS	49,475	49,475	-	-49,475
Auto	138,345	137,402	6,700	-130,702
Pkg *	788,264	588,213	300	-587,913

2. Alternative J

HELL'S KITCHEN NEIGHBORHOOD ASSOCIATION'S

PLAN FOR REZONING HELL'S KITCHEN / HUDSON YARDS

Submitted to the NYC Department of City Planning and the M.T.A. in response to the No. 7 Subway Extension - Hudson Yards Area Rezoning Draft Scoping Document
CEQR NO. 03DCP031M - Task 22 Alternatives

June 16, 2003

Prepared by:

Meta Brunzema Architects P.C.
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Introduction

This document describes a plan for the Hell's Kitchen / Hudson Yards area submitted by the Hell's Kitchen Neighborhood Association (HKNA). HKNA intends that this plan be reviewed in the Hudson Yards EIS as a full, comprehensive plan that satisfies the same city-wide goals as the "Hudson Yards" plan proposed by the Department of City Planning (DCP) - although it does so in a much different way.

This document first describes the origin of the HKNA plan and then the key elements of the plan. In subsequent sections the document describes a transportation plan, the proposed zoning, and a discussion of the open space system and required mapping. Finally the document describes several planning options and HKNA's expectations for a working relationship with the DCP and MTA staffs to address these options and any suggested adjustments or modifications to the HKNA plan.

Background and HKNA Goals

The Hell's Kitchen Neighborhood Association (HKNA) is a nine-year-old community organization that addresses concerns about open space, traffic, air quality, the built environment, and affordable housing while striving to enrich the unique urban character in Hell's Kitchen South — 34th to 42nd Street, west of Eighth Avenue. Community participation is central to HKNA's mission and projects.

Since 1995, HKNA has improved the urban environment through projects, both large and small. Over fifty trees have been planted throughout the area, contributed by HKNA and by the New York City Parks Department. Many children and adults have been involved in HKNA "Adopt-A-Tree" program and summertime "Tree-Care Saturdays."

In 1995, HKNA's Urban Planning Committee investigated whether marginally used Port Authority properties could be converted to public spaces. Following the study, HKNA successfully negotiated a lease for three Port Authority-owned properties. As a result, the Hell's Kitchen Community Garden, Dog Run, and Bird Park opened on May 2, 1998.

Last year HKNA, Publicolor, and the Port Authority collaborated on a project to paint the 900-foot-long walls and steel bridges adjacent to the Port Authority's bus ramps on West 39th Street between Ninth and Tenth avenues. The "Hell's Kitchen Painted Promenade" was painted by Hell's Kitchen residents and Publicolor's Paint Club.

HKNA Urban Planning Process

Aware of the growing interest in developing the far West Side, several years ago HKNA anticipated the need for a comprehensive plan for the area. HKNA, in collaboration with the Design Trust for Public Space, began a three-year urban planning process in 1998 that brought together the local community, property owners, developers, and planning professionals. HKNA sponsored local envisioning sessions and informational exhibits leading up to a community planning conference in June, 1999. The conference was followed by public symposia, exhibitions, and invited design proposals generated by eighteen multi-disciplinary teams.

This multi-disciplinary planning process culminated in the publication in 2002 of "Hell's Kitchen South: Developing Strategies," a 160-page book that outlines community goals and documents various design options for future physical development of the Hell's Kitchen South neighborhood.

Hell's Kitchen Flea Market, mentioned in "Hell's Kitchen South Developing Strategies," recently opened on West 39th Street between Ninth and Tenth avenues, creating a local and regional destination and reinforcing the community's goal to make West 39th Street a public throughway to the Hudson River.

An extension of "Developing Strategies," the HKNA plan described in this document is HKNA's response to the New York City Department of City Planning's "Hudson Yards Plan" for Manhattan's West Side between 28th and 42nd streets.

Intention of the HKNA Plan

The HKNA plan was developed to ensure that the Hudson Yards rezoning is aligned with the community's goals, while meeting the City's goals as well. The plan was developed in collaboration with Manhattan Community Board 4 and the Hell's Kitchen / Hudson Yards Alliance, a growing coalition composed, to date, of the following members:

Clinton Association for a Renewed Environment
Clinton Housing Association
Clinton Housing Development Company
Harborview Tenant Association
Hartley House
Hell's Kitchen Neighborhood Association
Housing Conservation Coordinators
London Terrace Gardens Tenants Association
Manhattan Plaza Tenant Association
Project Renewal
457 West 57th Street HDFC
West 44th Street Better Block Association
West 27th Street Block Association
Hon. Christine Quinn, City Council Member
Hon. Gale Brewer, City Council Member
Hon. Richard Gottfried, State Assembly Member
Hon. Scott Stringer, State Assembly Member
Hon. Thomas Duane, State Senator
Hon. Liz Krueger, State Senator
Hon. Eric Schneiderman, State Senator
Hon. Jerrold Nadler, United States Representative

Designed with previous Community Board resolutions in mind, all of the plan's key elements were endorsed by Community Board 4 in a June 4, 2003 vote.

In coming months HKNA intends to seek support for its plan from civic and neighborhood groups, the planning and design community, and the real estate industry. A model and description of the HKNA plan are currently on view at the Municipal Art Society, in the lobby of the Urban Center at 457 Madison Avenue. A public presentation is scheduled for July 1, 2003.

Description of HKNA Plan

Predicated on the community's concerns about traffic, air quality, open space, appropriate scale of development, and affordable housing, the HKNA plan balances the development goals of the local community with those of the City of New York.

Javits Center Expansion

The key to the HKNA plan is a southward expansion of the Javits Convention Center over the Rail Yards between Eleventh and Twelfth avenues. The expansion provides for towers in the four corners of the site with lower commercial structures between them (except on the western side facing the Hudson River). In addition to the convention center, commercial development on the Javits Center expansion site would amount to about 6 million square feet. The flat roof of the new Javits Center expansion would be become a public park and community recreation area directly linked to Hudson River Park. A successful rooftop park is a main feature of the Moscone Center in San Francisco and of the Toronto Convention Centre.

The Javits Center would also expand north to 39th Street, completing the existing building. Thus while some additional space would be contiguous to existing space, a desire expressed by the Javits Center management, most new space would be in a separate building, connected to the existing building by pedestrian concourse. Dividing the space into separate buildings is advantageous in attracting smaller trade shows, which are the majority, while it does not seriously impede the ability to attract the largest shows.[1] HKNA's proposed Javits Center space distribution, shown in Table 1, would provide the same total space as expanding the Javits Center north to 41st Street.

Table 1. HKNA's Proposal for Expansion of the Javits Center (sq.ft. or seats)

	Current	South Expansion	North Expansion	Total
Exhibit Space*	814,400	450,000	126,000+	1,390,400
Meeting Space	28,000	140,000	60,000	228,000
Ballroom Space*	23,000	47,000		70,000
TOTAL*	842,400	637,000	186,000	1,665,400
Fixed Seating			3,500	3,500

* For the current building, the Ballroom, Galleria, and River Pavilion are all included as exhibit space; the TOTAL includes the Ballroom only once.

+ Includes a deduction of 54,000 square feet for the temporary north wing.

The orientation of the Javits Center southward expansion would put the entrance along 34th Street and the loading docks along 30th Street. Taxi and bus drop-off would be located at existing grade in the block between 33rd and 34th streets. Escalators would connect the drop-off area, at level +5, to a lobby above, at level +32. The new lobby, with a grand entrance at the corner of 34th Street and Eleventh Avenue, would be at the same level as the Eleventh Avenue entrance to the existing building.

[1] See "Taking up Space," Meetings and Conventions, December, 1998, at http://www.meetings-conventions.com/issues/1298/features/feature3.html.

The existing and new entrances could be connected by a pedestrian overpass crossing 34th Street, as well as at grade. This orientation would allow for retail stores along Eleventh Avenue and would provide sweeping views to the Hudson River from a pre-function lounge on the west side of the building, which could also be used for banquets, registration, or additional exhibit space.

In addition, the block between 29th and 30th streets, just south of the loading docks, would be used for truck marshaling. A multi-level marshaling facility, planned by the Javits Center corporation, would allow space for relocating the tow pound from Pier 76, and sanitation trucks currently occupying the Gansevoort peninsula. The roof of the multi-level facility would be used for sports fields, reserving the new Javits Center rooftop park for more passive uses.

Some Javits Center meeting rooms would be easily accessible from the perimeter of the exhibit halls, on the south, east, and north sides. The ballroom and additional meeting rooms would be located on the perimeter of the Javits Center rooftop park. This arrangement would give the ballroom and most meeting rooms access to the rooftop park and to views of the Hudson River.

There are several options for the 3,500-seat auditorium currently planned by the Javits Center corporation. An auditorium could be built in place of the existing plaza on Eleventh Avenue between 35th and 36th streets as part of a commercial building. Alternatively the auditorium could be located in the block owned by Javits Center corporation north of 39th Street, in the southward Javits Center expansion, or the Javits Center could share an auditorium with other cultural uses in an auditorium on the eastern rail yard site.

Central Open Space

Given the large amount of commercial space to be developed along with the southward Javits Center expansion, the HKNA plan envisions the expansion of the Midtown Central Business District occurring primarily along an east-west corridor between 30th and 35th streets.

On the eastern rail yard site, an eight-acre, multi-level urban public open space, including gardens, cafes, and other public amenities, will form the commercial center of a new mixed-use district with links in all four cardinal directions — east to the new Penn Station and 34th Street retail corridor, to a series of open spaces proceeding northward through Hell's Kitchen, west to the Javits Center rooftop park, and south to the future High Line promenade through Chelsea. The commercial center would also contain space for cultural activities.

The plan makes possible a pedestrian connection from Penn Station to the Hudson River, linking a number of public open spaces along a reintroduced 32nd Street Pedestrian Way. The plan also provides at-grade access from all directions to the central open space, allowing it to be fully functional while bridge connections to the High Line and Penn Station are added in phases. A diagram of the plan is shown in Figure 1.

32nd Street Pedestrian Way

At the center of the 30th to 35th Street commercial corridor, the HKNA plan envisions a 32nd Street Pedestrian Way. The Pedestrian Way, lined with stores and cafes, would lead from the new Penn Station to the commercial core on the eastern rail yard site, and continue to the Javits Center rooftop park.

The 32nd Street Pedestrian Way would pass through a new commercial complex behind the new Penn Station, traverse the Schulweiss/ Brookfield site between Ninth and Dyer avenues, cross over both Dyer and Tenth avenues via the third floor of the West Yards building, and enter the central open space on the eastern rail yard site. From there a set of stairs, ramps, and an elevator would lead to the Javits Center rooftop park and the Hudson River. If Madison Square Garden is relocated to the Schulweiss/Brookfield site, the arena would be elevated to allow the Pedestrian Way to pass underneath.

Other Commercial Areas

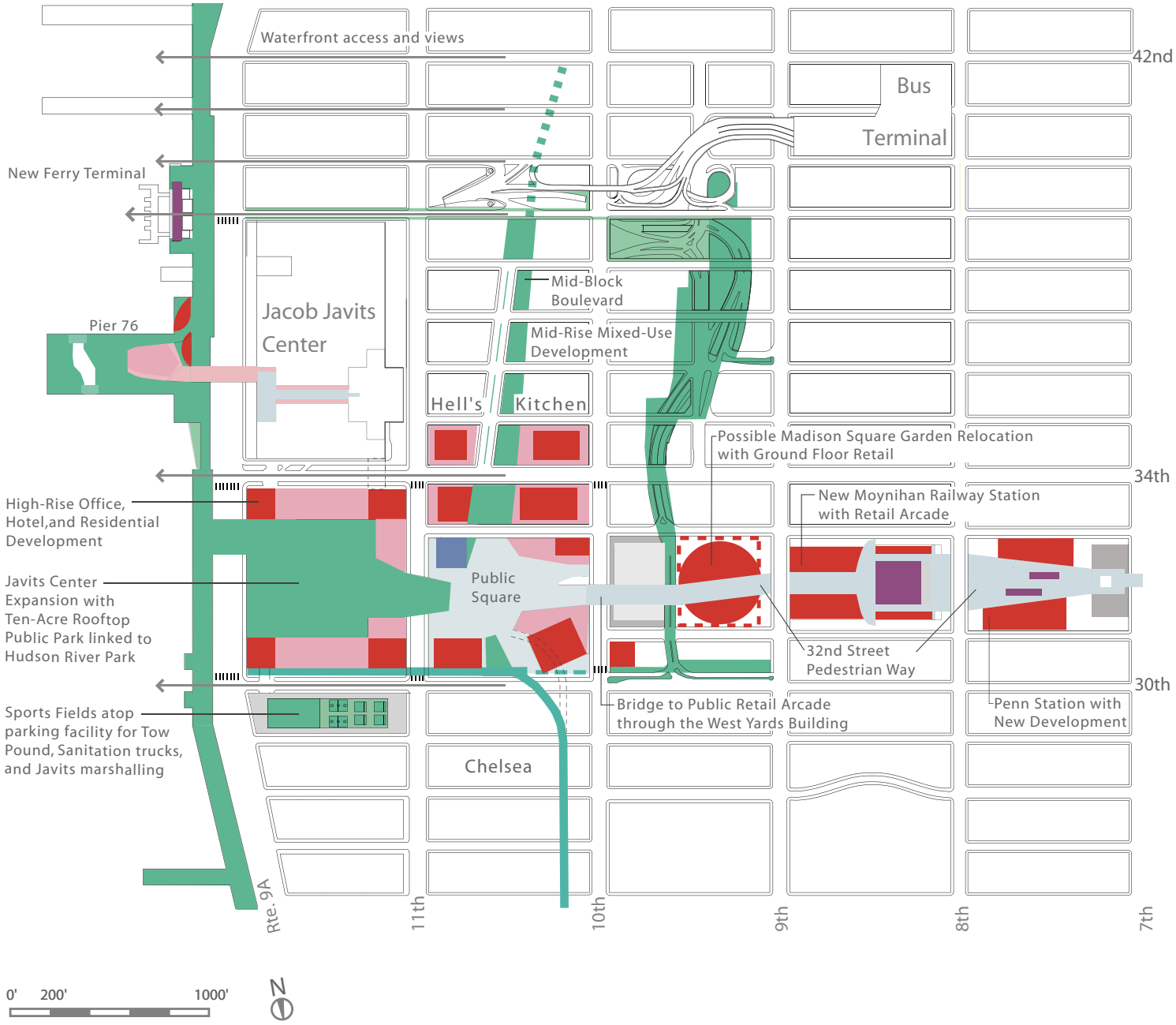
In addition to a major commercial corridor between 30th and 35th streets, the HKNA plan also provides for lower density commercial areas along Eleventh Avenue and between 40th and 42nd streets. Currently we assume that development will occur first along the 30th to 35th street corridor and on sites surrounding the Port Authority Bus Terminal before moving to Eleventh Avenue.

Blocks North of the Javits Center

The two blocks north of the Javits Center, from 39th to 41st streets, would have a mixture of residential use on the Twelfth Avenue, river-front side and office use on the Eleventh Avenue side, similar to the pattern currently envisioned for the block between 41st and 42nd streets.

The HKNA plan would preserve critical access to the Hudson River, particularly an easy 39th Street at-grade, pedestrian link between the residential community and the waterfront and between the future 39th Street ferry terminal and office uses on Eleventh Avenue. In addition, the HKNA plan would avoid extending the wall of loading docks facing the Hudson River at the back of the Javits Center by another five hundred feet between 39th and 41st streets, which would occur if the Javits Center is extended northward rather than primarily southward, as HKNA proposes.

An option for a convention hotel in the block between 39th and 40th streets is discussed below. Since the HKNA plan does not require relocating the MTA bus garage in order to expand the Javits Center, the relocation can be deferred to reduce up-front costs.



LEGEND

- Public Parks & Recreational Spaces
- Predominantly Commercial
- Public Spaces & Cultural Institutions
- Transportation

FIGURE 1
CONCEPTUAL DIAGRAM OF MAJOR ELEMENTS
06/16/03

Distribution of Bulk

The HKNA plan can accommodate the same gross amount of office and commercial space as the DCP plan, and somewhat more residential space, but it does so in a different way. With the base zoning proposed, the DCP plan allows 2.2 million square feet more commercial development south of 35th Street than north.[2] However the DCP plan also allows up to 2.6 million square feet of development rights to be transferred from the eastern rail yard site to sites north of 35th Street. With the bulk transferred, the balance shifts to 3.3 million square feet more commercial development north of 35th Street than south.

With the HKNA plan, on the other hand, approximately 18 million square feet of office and other commercial space could be built in the 30th to 35th street corridor. Almost 10 million square feet more commercial development would occur south of 35th Street than north. In fact, 70 percent of the commercial development would take place south of 35th Street. This distribution allows lower-scale development, including affordable housing, in Hell's Kitchen north of 35th Street and in Chelsea south of 30th Street.

Core Residential Area

The Hell's Kitchen core residential area, between Ninth and Tenth avenues from 33rd to 41st streets, would be reserved primarily for infill housing, although cultural and other uses would be permitted. Preservation of existing residential buildings as well as a comprehensive open space plan are essential for this area and are discussed below.

Other Elements of the HKNA Plan

The HKNA plan's concentration of commercial space in the 30th to 35th street corridor leads naturally to a transportation system also oriented, at least initially, in an east-west direction. The transportation plan, and the zoning and open space plans, are described in the following sections.

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[2] These calculations do not count the current site of Madison Square Garden, nor the Schulweiss/ Brookfield site on the west side of Ninth Avenue between 31st and 33rd streets, to which Madison Square Garden may relocate.

Mass Transportation

Since the HKNA plan proposes a 30th to 35th street east-west corridor as the main locus for development, mass transit access is oriented in a parallel fashion. An east-west orientation has the advantage of connecting mass transit serving the West Side to Penn Station, a major regional transit hub.

To serve this east-west development corridor, we adopt the MTA's proposal for a 33rd Street shuttle connecting Eighth Avenue, Penn Station, and the subway system to a stop between Tenth and Eleventh avenues. The MTA's studies, conducted for a 1987 development scheme over the rail yards, recommended a shuttle to serve a development consisting of 12.5 million square feet of office, hotel, and residential space. The proposed shuttle would have served surrounding development and the Javits Center as well.[3] The cost of a shuttle, according to a 1989 review by DCP, would be $110 million in 1987 dollars.

Flushing Line Extension

While a shuttle should be sufficient to support development in the short and medium term, better transit access will be required to achieve full build out. The current proposal to extend the Flushing (No. 7) subway line conceives of a 42nd Street cross-town route, extended west to Eleventh Avenue and then south to 34th Street. The 33rd Street shuttle would be designed to connect to such a cross-town route as the southern leg in a "J" configuration.[4] This configuration has the benefit of increasing, perhaps even doubling, effective capacity with respect to the rail yards site, since passengers could reach the site in both the clockwise and counter-clockwise directions.

Since commercial development would be expected to occur first in the 30th to 35th street corridor, extension of the Flushing Line could take place in a later phase, shown on Figure 2. Conceiving of the Flushing Line extension as part of a phased project would greatly reduce the overall cost, since delaying major construction would avoid the accumulation of bond carrying charges that would otherwise occur. The HKNA plan is better able to take advantage of such cost savings because the plan concentrates so much of the total commercial space in the 30th to 35th street corridor.

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[3] See "Master Plan: Caemmerer West Side Yard," MTA, August, 1989. A shuttle to the Javits Center was studied in 1979, but was not built because sporadic use for the Javits Center alone could not justify the expense.

[4] A "J" configuration to serve the project area first appeared in the 1973 "People's Plan for Clinton."

LEGEND

Phase 1: Subway Shuttle

Phase 2: # 7 Subway Extension

HELL'S KITCHEN NEIGHBORHOOD ASSOCIATION

FIGURE 2
PROPOSED SUBWAY ALIGNMENT
06/16/03

Light Rail

Light rail could provide additional transit capacity to the West Side. Several variations of a light rail system have been proposed by others. The Institute for Rational Urban Mobility proposed "Vision 42," an auto-free 42nd Street pedestrian and transitway. An analysis of both the Flushing Line extension and a 42nd and 34th streets light rail loop by consultants to the Borough President of Manhattan argued that either would have about the same available capacity to deliver riders to the West Side, while the cost of a light rail system would be a small fraction of the cost of a subway extension.[5] The Regional Plan Association has proposed a "Midtown Crossing" light rail route along 42nd Street, Twelfth Avenue, 34th Street, and Broadway, ending at Lincoln Center. DCP itself endorsed a light rail system in 1989, proposing a "J" configuration ending at Penn Station, with 42nd Street forming the main cross-town arm.[6] These light rail alternatives should all be reviewed in the EIS.

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[5] Paper by George Jacquemart written as a follow-up to Buckhurst Fish & Jacquemart, Inc., "A Vision Plan for the West Side Rail Yards," November, 2001. His analysis assumed that during peak periods the Flushing Line delivers passengers to and from the West Side primarily in a single direction, while a light-rail loop could deliver passengers in both the clockwise and a counterclockwise directions.

[6] See "West Side Transitway Planning and Feasibility Study," Department of City Planning, August, 1989. The City Council authorized a 42nd Street light rail system without the 33rd Street leg in 1993.

Proposed Zoning

To effectuate the development plan described above, HKNA has devised a zoning plan, shown in Figure 3. The intent of the zoning plan is to keep building bulk between 35th and 40th streets to a moderate level, while directing more intense development to the 30th to 35th street and 42nd Street corridors.

In general, between 35th and 40th streets commercial districts would not exceed an FAR of 12, while residential districts would not exceed an FAR of 7.5 (R9 equivalent). Between 40th and 42nd streets commercial districts could have an FAR of 18 between Eighth and Ninth Avenues and 15 between Ninth and Tenth avenues. However, in a later section, we present an option whereby the northeast corner of 42nd Street and Eighth avenue would be rezoned to an FAR of 18 in exchange for maintaining 12 FAR on all other sites between 40th and 42nd streets.

In the 30th to 35th street corridor the HKNA plan would continue a 12 FAR zone on 34th street from Eighth to Tenth avenues, while allowing 15 FAR between Tenth and Eleventh Avenues from 30th to 35th streets, and 10 FAR on the western rail yard site.

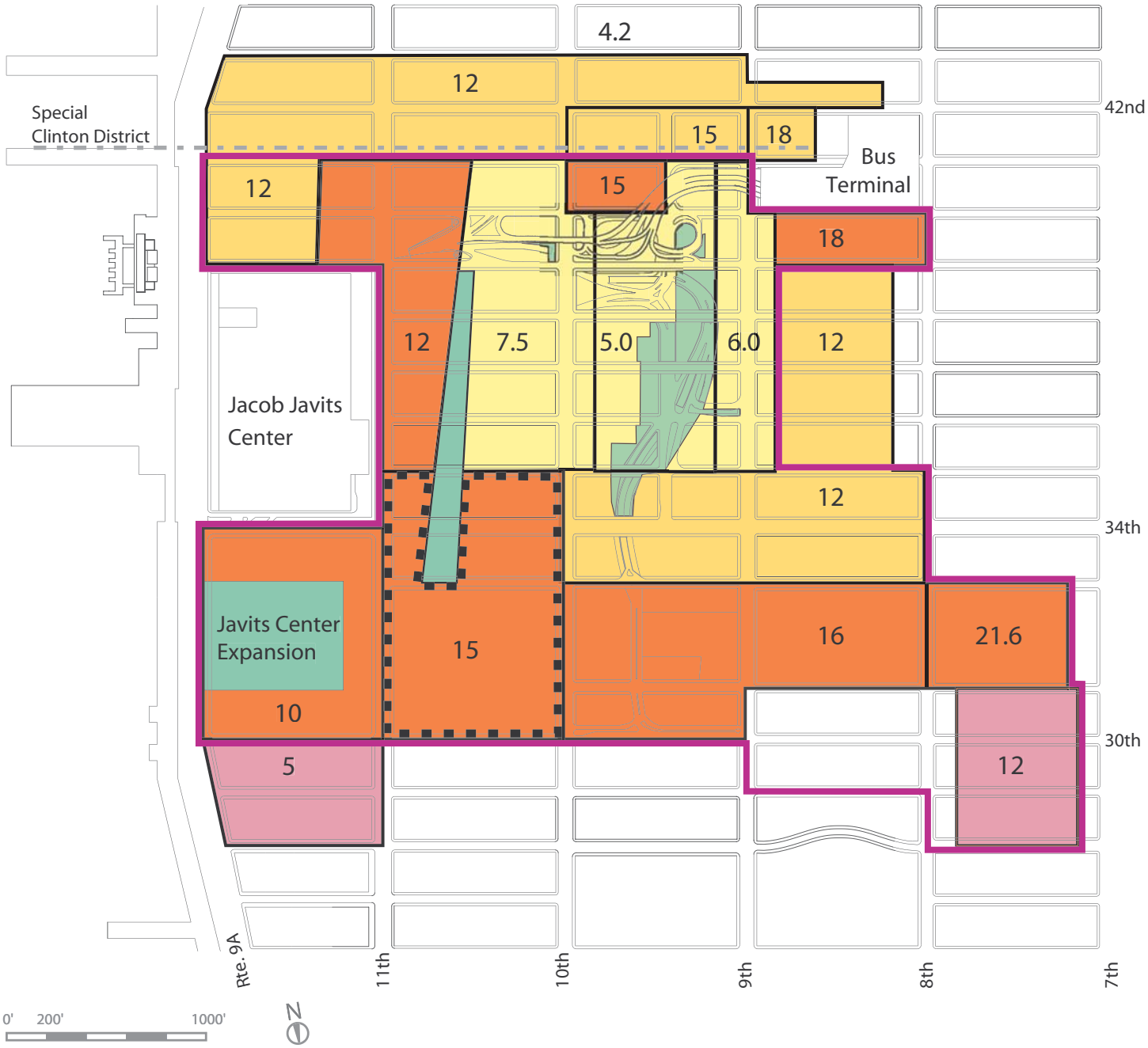
GLSD and Bulk Transfer

The HKNA plan, similar to the DCP plan, would provide for a General Large-Scale Development (GLSD) district between Tenth and Eleventh avenues, with bulk transfer permitted from the eastern rail yard site to other development sites. However, unlike the DCP plan, the GLSD district in the HKNA plan would not extend north of 35th Street. HKNA is currently reviewing the amount of bulk that could be transferred within the GLSD district and intends to discuss this issue, among others, with the DCP staff.

Protections for Existing Residential Areas

Three existing residential areas will be subject to development pressure as a result of this plan. The vulnerable areas are 33rd to 41st streets between Ninth and Tenth avenues, 29th and 30th streets between Eighth and Ninth avenues, and areas of Clinton north of 43rd Street.

To protect the residential uses, these blocks should be zoned with an FAR that matches the bulk of existing buildings, in order to reduce incentives to demolish and rebuild. Existing buildings in the vulnerable areas have FAR's of approximately 3.0 to 4.5. The preservation area of the Special Clinton District limits FAR to 4.2. The recent Chelsea rezoning changed the 29th and 30th Street blocks to R8B, which limits FAR to 4.0. Thus two of the three vulnerable areas are protected with respect to FAR. The HKNA plan would rezone the blocks from 35th to 41st streets between Ninth and Tenth avenues (except 40th to 41st streets between Tenth and Dyer avenues) to limit FAR to 4.2 in the mid-blocks and to permit residential use. The blocks between 33rd and 35th streets, which have larger structures, would be zoned at an FAR of 10 to 12.



LEGEND

- Predominantly Residential with 1-3 FAR Commercial Base
- Predominantly Commercial
- Residential & Commercial
- Manufacturing
- Large Scale Plan
- Special Hudson Yards District
- 2.0 Proposed FAR

HELL'S KITCHEN NEIGHBORHOOD ASSOCIATION

FIGURE 3
OPTION 1 - CONCEPTUAL ZONING MAP
06/16/03

Second, the non-demolition and anti-harassment provisions currently in the Special Clinton District would, under the HKNA plan, be included in a Special Hudson Yards District and would be applied to those same vulnerable blocks. Those provisions would also be applied to the remaining buildings on Tenth Avenue and to buildings on both sides of Ninth Avenue. Nevertheless, a higher FAR would be allowed for new construction on the Avenues — 6.0 FAR (R8 equivalent) on Ninth Avenue and 7.5 FAR (R9 equivalent) on Tenth Avenue.

Sustainable Development

HKNA's proposed zoning will include requirements for "green" building techniques to mitigate impacts on water consumption, sewer systems, storm water drainage, solid waste and sanitation services, and energy consumption. These techniques should follow the Leadership in Energy and Environmental Design (LEED) Green Building Rating System, a voluntary, consensus-based national standard for developing high-performance, sustainable buildings. The zoning should require LEED-certified gold level for new commercial buildings and LEED-certified silver level for residential buildings.

Zoning Bonus Provisions

HKNA expects to recommend that zoning bonuses be used to finance infrastructure improvements as well as inclusionary housing. However we cannot be sure of the specific manner in which this might be done until we have a better idea of the costs of this project and the financing options that the City is considering.

Blocks East of Ninth Avenue

HKNA included zoning changes for the blocks east of Ninth Avenue merely to be consistent with the DCP zoning plan outside our area of main concern, and so that the overall plan meets DCP goals for new residential housing. The HKNA plan does not address zoning changes advocated by DCP for the blocks of the Garment Center between Eighth and Ninth avenues and the blocks south of Penn Station.

Open Space and Mapping

The HKNA plan contemplates an extensive and varied system of open spaces. These include the eight-acre central open space on the eastern rail yard site, the ten-acre rooftop park on the western rail yard site, the rooftop recreation area on top of a multi-level marshaling yard, and mid-block open spaces next to Dyer avenue between Ninth and Tenth avenues and adjacent to a mid-block boulevard between Tenth and Eleventh avenues. The plan anticipates development of the High Line promenade by providing for a direct connection from the High Line to the central open space on the eastern rail yard site, leading from there to the Javits Center rooftop park and the waterfront.

Mid-block Open Spaces

From 35th to 38th streets, between Tenth and Eleventh avenues, the HKNA plan proposes a primarily commercial district west of a new mid-block boulevard and a residential (R9) district east of the boulevard. Given that configuration, we find that a string of parks between lanes of traffic is less useful than attaching the parks to the residential area. Consequently HKNA proposes to map an 80-foot-wide boulevard with a set of mapped public park spaces on its eastern edge. The public parks could be developed and maintained by the adjacent property owners, under guidance of special district regulations, reducing the cost of acquiring the boulevard right-of-way.

The HKNA plan would also map all the open spaces next to Dyer Avenue shown on the DCP's "Illustrative Open Space Diagram," which was included in the Draft Scoping Document. HKNA would like to see below grade portions of the Lincoln Tunnel access roads decked over for recreational use. We will address the financing of these open spaces once the City releases its own financing plan.

Street Mappings

To accommodate the southward expansion of the Javits Center, 33rd Street would be demapped between Eleventh and Twelfth avenues. In addition, 30th Street between Ninth and Twelfth avenues will probably need to be widened to provide greater capacity for vehicular access to future parking garages under the deck of both rail yard sites, from 30th and 31st streets, and to the truck marshaling structure between Eleventh and Twelfth avenues.

HKNA has long complained about the fact that Dyer Avenue is an unmapped street, complicating housing development on adjacent sites. Portions of Dyer Avenue that residential building would face should be mapped to permit legal lot-line windows.

Planning Options

HKNA expects to discuss planning options with the DCP and MTA staffs. These include a zoning option for the northeast corner of 42nd Street and Eighth Avenue; a possible convention hotel on the block north of the Javits Center; possible reuse of the LIRR yard, if it can be relocated; and options for a Port Authority bus garage.

42nd Street Zoning Option

In deference to the Clinton community, the DCP plan proposes no map changes in the Special Clinton District north of 42nd Street, but it does propose upzoning the blocks south of 42nd Street even though they, too, are in the Special Clinton District. To forestall such changes to the Special District, Community Board 4 has indicated, in a recent vote, that it might be willing to support upzoning the northwest corner of 42nd Street and Eighth Avenue to an FAR of 18 if the FAR on the rest of 42nd Street remains at 12.

The northwest corner of 42nd Street and Eighth Avenue, currently zoned for 12 FAR, is adjacent to a major transportation node that includes the Port Authority Bus Terminal and a major subway station. Since the DCP plan calls for upzoning the block south of the bus terminal to an FAR of 18, the northwest corner of 42nd Street and Eighth Avenue could be up zoned in a similar manner. Our calculations show that an FAR 18 office building on that site would contain about 900,000 square feet, equivalent to 3 FAR on development sites between Ninth and Tenth avenues from 40th to 42nd streets plus 6 FAR on site between the Port Authority Bus Terminal and Ninth Avenue (DCP sites 1050A, 1051A & B, and 1032A).

Thus starting with the HKNA zoning plan shown in Figure 3, the sites on the border of the Clinton Special District can be maintained at 12 FAR if the site on the northwest corner of 42nd and Eighth Avenue is zoned for an FAR of 18. If this option is adopted, the proposed zoning would appear as shown in Figure 4.

Convention Hotel Option

Anticipating a northward expansion, the Javits Center operating corporation bought the block north of the existing facility. In the HKNA plan, a northward expansion of the Javits Center is not needed or desired if it would require closing or bridging over 39th Street, the main access route to the waterfront and the new ferry terminal. However recognizing that the Javits Center owns the property and planned for a Hotel north of its convention hall, HKNA is willing to consider a convention hotel on the site as long as that convention space is physically separate from convention space in the Javits Center. A convention hotel could provide an additional 130,000 square feet of exhibit space to the area, matching the amount proposed by the New York Jets.

If the block north of the Javits Center does become a convention hotel, the residential space in the HKNA plan would be slightly reduced, although the total would still exceed the amount provided for by the DCP plan.

LEGEND

- Predominantly Residential with 1-3 FAR Commercial Base
- Predominantly Commercial
- Residential & Commercial
- Manufacturing
- Large Scale Plan
- Special Hudson Yards District
- 2.0 Proposed FAR

HELL'S KITCHEN NEIGHBORHOOD ASSOCIATION

FIGURE 4

OPTION 2 - CONCEPTUAL ZONING MAP

06/16/03

The LIRR Storage Yard

Both the DCP and HKNA plans provide approximately equal expansion space for the Javits Center. Demands to expand the convention center seem to appear on a schedule, usually starting only a few years after completion of the most recent expansion. In both the DCP and HKNA plans, however, the current Javits Center expansion might well be the last (at least in Manhattan).

Nevertheless, there is a difference between the two plans regarding the possibility for a future Javits Center expansion. The DCP plan would expand the Javits Center northward onto a cramped site with no possibility for future expansion. By contrast the HKNA plan would expand the Javits Center southward over a vast open structure used by the MTA for midday train storage. If the LIRR West Side storage yard could be eliminated or reduced in size, any space thus made available could be used for a future Javits Center expansion.[7]

A Port Authority Bus Garage

HKNA has advocated construction of a garage to house busses that currently lay over during the day in surface lots around the Port Authority Bus Terminal. DCP intended its Hudson Yards plan to include such a garage. Both DCP's proposed zoning map (Fig. S-7) and DCP's "Illustrative Open Space Diagram" in the Draft Scoping Document show the garage over the Lincoln Tunnel exit plaza between 38th and 39th streets, east of Tenth Avenue. A bus garage should be evaluated as part of the proposed action.

HKNA has been told, however, that a new study of possible sites is needed. But the Port Authority has already examined nineteen sites in a study it conducted in 1986.[8] Only three sites would be consistent with current plans for the West Side. One of those sites is the Lincoln Tunnel exit plaza suggested by DCP, which was not among the sites studied previously. However, a similar site, the Lincoln Tunnel entrance plaza, was previously studied. The third site is the top of the Port Authority Bus Terminal. Preliminary plans were drawn up for the latter two sites, as part of the 1986 study, along with cost estimates. Thus it appears that there is no need conduct yet another study. The three feasible sites should be evaluated in the Hudson Yards EIS.

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[7] The MTA should study the possibility of reducing or eliminating midday train storage on the West Side. This might be made possible through a combination of through-running LIRR trains with New Jersey Transit trains, through-running LIRR trains with Metro-North trains, relocating some storage to New Jersey, or relocating some storage under Riverside Park north of 72nd Street. The options involving Metro-North and storage under Riverside Park would require routing LIRR trains north via the Empire Connection. In that case, a two-track connection between Penn Station and the Empire Connection might also be required. A right-of-way for such a connection, possibly branching from the existing storage yard tracks between Tenth and Eleventh avenues to the proposed mid-block right-of-way, could be reserved now.

[8] Parsons Brinkerhoff Quade and Douglas, Inc., "West Side Manhattan Bus Storage Feasibility Study," December, 1986.

Relationships with EIS and Agency Staffs

HKNA's plan for the Hell's Kitchen / Hudson Yards area, described in this document, represents the first phase of an ongoing study. HKNA's consultants expect to concentrate now on the rail yard sites and on the financial and real estate implications of the plan. HKNA views this submission as part of a continuing dialog with both the DCP and the MTA.

HKNA Work Program

HKNA has contracted with a team of professionals to develop this proposed plan. The team includes urban designers, an urban planning and transportation planner, structural engineers, a construction cost estimator, real estate consultants, including the following:

Urban Design / Project Coordination	Meta Brunzema Architects P.C.
Urban Planning & Transportation	Daniel Gutman
Structural Engineering	Connell Wagner Consulting Engineers
Real Estate & Financial Analyst	Freeman/Frazier, & Associates
Olympic Stadium Consultant	Ian Chodikoff, R.A.

So far the team has completed a comprehensive planning and urban design concept, presented in this document and on display at the Municipal Art Society lobby at 457 Madison Avenue. The effort will now shift to producing a more detailed design for the rail yard sites, including an analysis of potential structural systems to accomplish project goals. Real estate and financial questions will be addressed in a subsequent phase after the team has had a chance to study the City's proposed financing scheme.

Expected Nature of the EIS Review

We believe that the HKNA plan has many clear advantages. Since the HKNA plan is intended as a comprehensive alternative for the DCP plan, we would like it to receive equal treatment in this EIS. At a minimum we believe it would be prudent to study the plan in the EIS to a sufficient degree that it could be certified by the City Planning Commission and adopted by both the City and the MTA. As described above, HKNA is seeking wide support for its plan. If the Administration ultimately decides to adopt it, failure to study it sufficiently in this EIS would cause an extensive, unwanted delay while the EIS is revamped.

Furthermore the HKNA plan may potentially reduce the complexity of the EIS by substituting for a number of the listed alternatives. The HKNA plan covers perhaps four of the eleven alternatives in the Draft Scoping Document, since it is an alternative rezoning, it has all the elements of the DCP plan except the proposed multi-use facility, it proposes a different expansion option for the convention center, and it has an alternative subway alignment.

Moreover, the HKNA plan should be considered as a whole because each part of the plan depends on the others. In particular, the goal of maintaning moderate densities adjacent to the core residential area north of 35th Street depends on shifting building bulk to the rail yards sites. Such a shift is possible only in conjunction with a southward expansion of the Javits Center, which fulfills another goal — preserving easy access to the waterfront along 39th Street. Meanwhile, the value of a 33rd Street shuttle as the first phase of a Flushing Line extension is enhanced if building bulk is concentrated in the 30th to 35th Street corridor. While it might be possible to graft one or two parts of the HKNA plan onto the DCP plan, the inherent synergy of the plan requires that all of the parts also be considered together.

Future Discussions with DCP, MTA, and EIS Staffs

Since HKNA intends for this plan to meet the City's and the MTA's goals, HKNA expects to have discussions with both the DCP and MTA staffs to refine and adjust elements of the plan. HKNA also anticipates that environmental review of the plan will uncover issues that HKNA's professional consultants will need to address. Consequently HKNA expects to have periodic communication with the EIS staff, as well, as the review proceeds.

Finally while HKNA's plan meets the City's stated goals for development on the West Side, both the community and the Hell's Kitchen / Hudson Yards Alliance view skeptically justifications for the proposed density and the proposed proportion of commercial versus residential use. Since both of these issues appear to be linked to the financial viability of the plan, HKNA will propose a lower density and/or mixed-use version of this plan once the City releases its financial plan for the Hudson Yards project.

HKNA looks forward to working with DCP and MTA staffs on achieving a plan that meets local, municipal and regional goals.

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New York, NY 10001
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3. Alternative K

A VISION FOR THE WEST SIDE RAIL YARDS

OFFICE OF THE MANHATTAN BOROUGH PRESIDENT, C. VIRGINIA FIELDS

BUCKHURST FISH & JACQUEMART, INC.

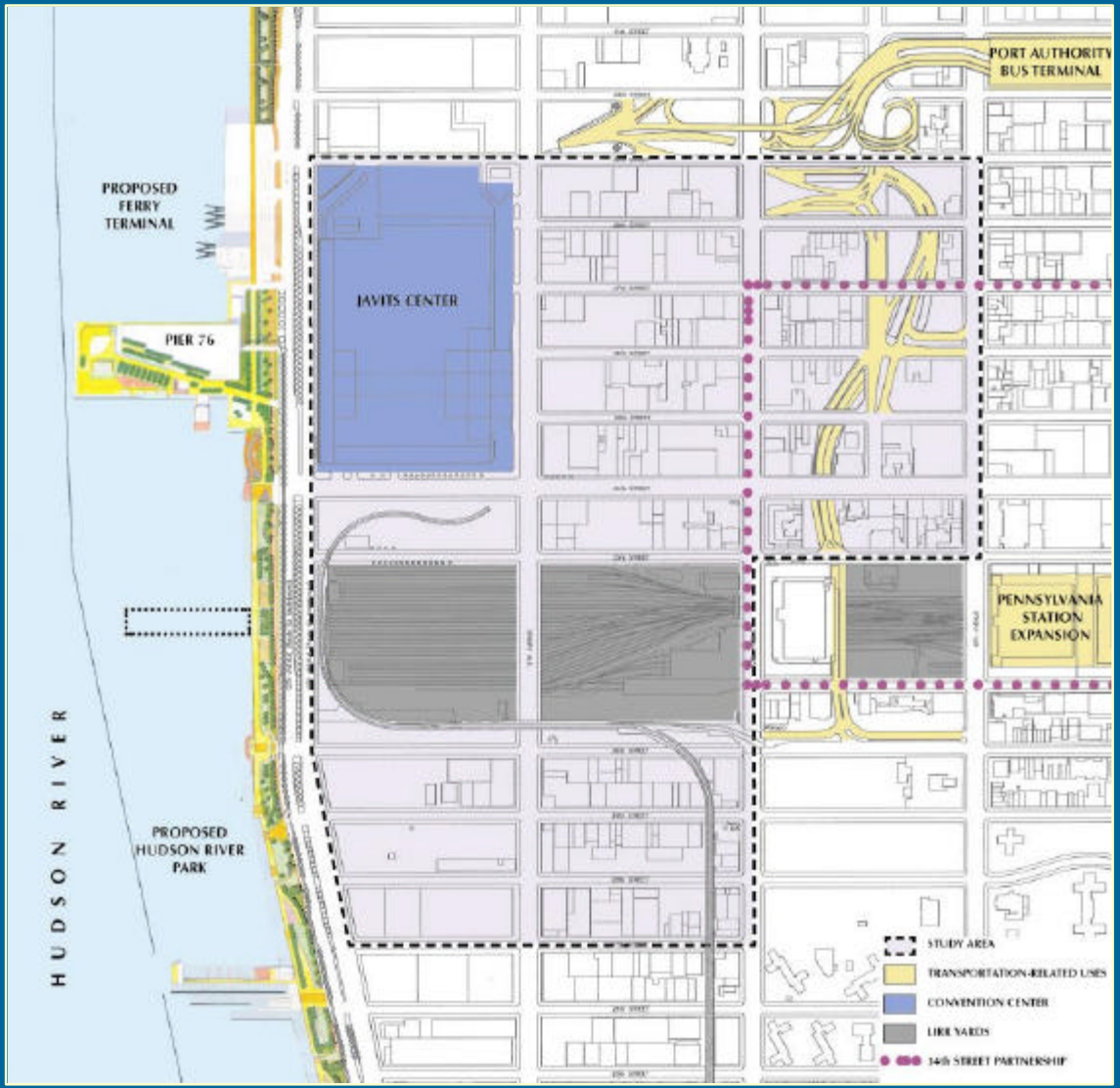
December 2001

STUDY GOALS

WEST SIDE RAIL YARDS VISION PLAN

- **An alternative to stadium development**
- **Support and retain mixed uses**
- **Provision of community open space**
- **Inclusion of new housing development**
- **Address transportation needs**

EXISTING CONTEXT



Study Area Boundaries

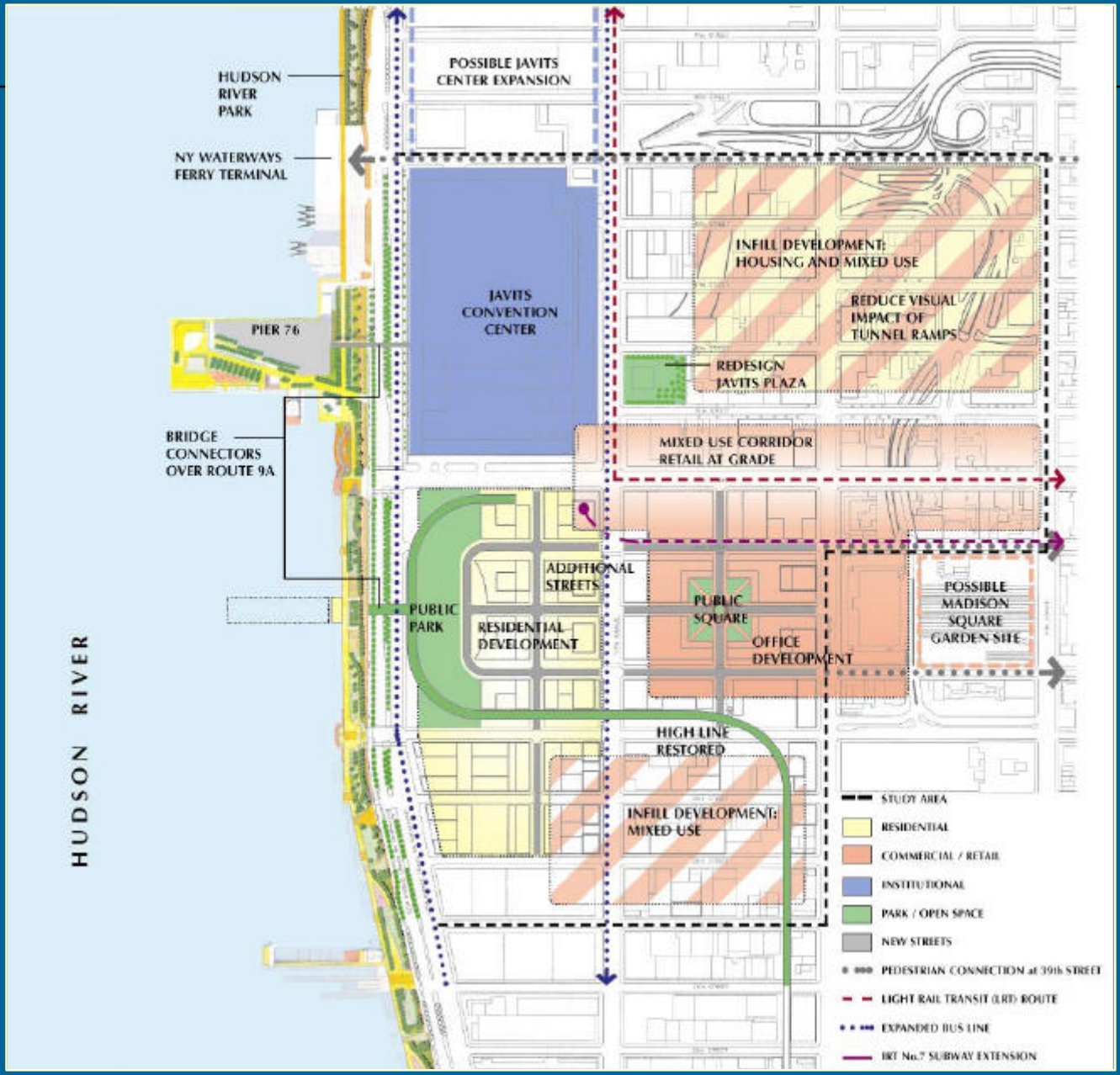
- **27th Street and 10th Avenue to the south**
- **39th Street to the north**
- **Route 9A/12th Avenue to the west**
- **34th Street and 9th Avenue to the east**

MAJOR ELEMENTS

WEST SIDE RAIL YARDS

- New Development
- Javits Center Expansion
- Major Mixed Use Corridor on 34th Street
- Preservation of Existing Buildings
- Public Open Space Needs
- Public Transit Needs
- Street Grid Expansion
- Transition to Surrounding Neighborhoods

PLANNING FRAMEWORK



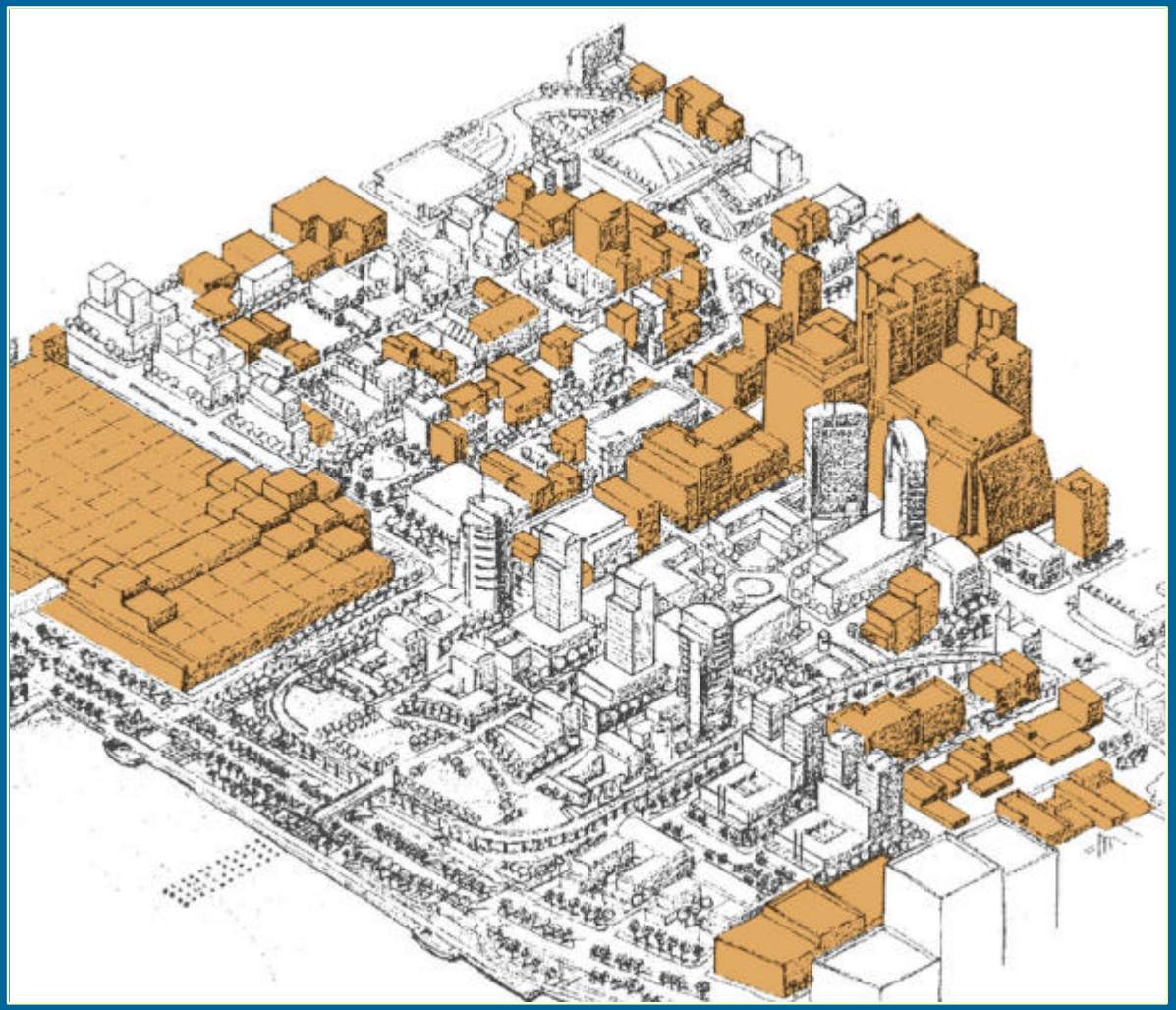
PROPOSED LAND USES

PROPOSED LAND USAGE

WEST SIDE RAIL YARDS VISION PLAN

Proposed Land Use	**Area**
Residential	4,200,000 sf
Commercial	3,000,000 sf
Institutional	100,000 sf
Open Space	350,000 sf
Street/Sidewalk	250,000 sf
Total Developed Building Area	7,300,000 sf
Average FAR over Entire Decked Area	**6.08**
Average FAR, excluding Streets and Sidewalks	**7.68**

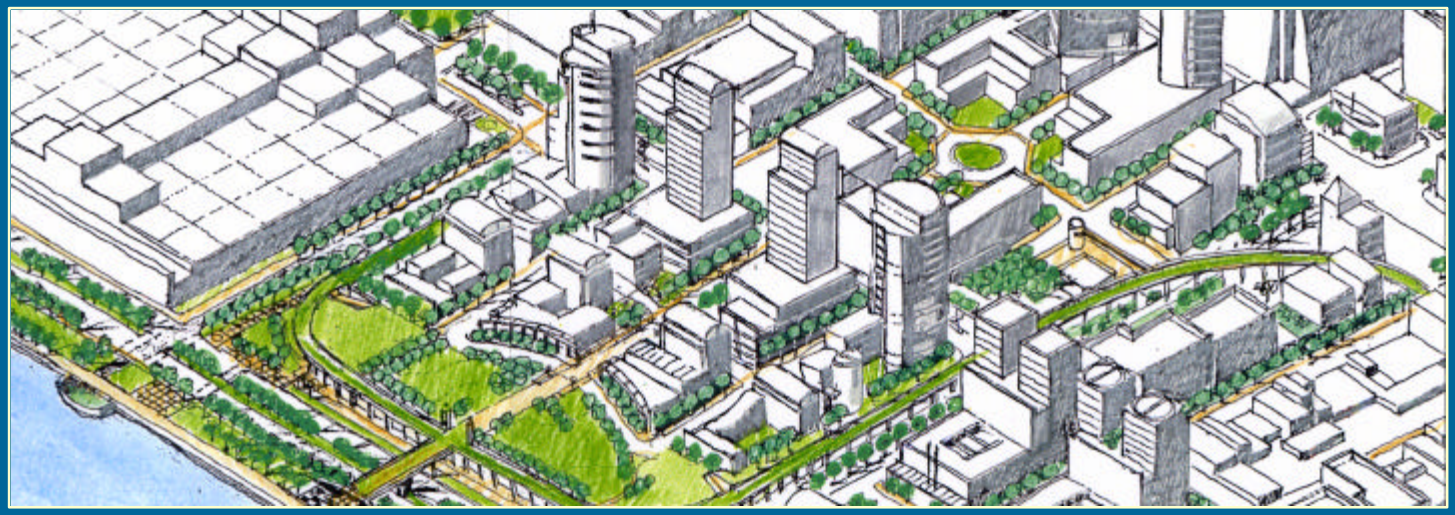
RETAINED BUILDINGS



Many of the existing buildings in the Clinton and Chelsea neighborhoods are preserved, and infill development is designed as mixed use and at an appropriate scale.

PROPOSED NEW RESIDENTIAL DEVELOPMENT

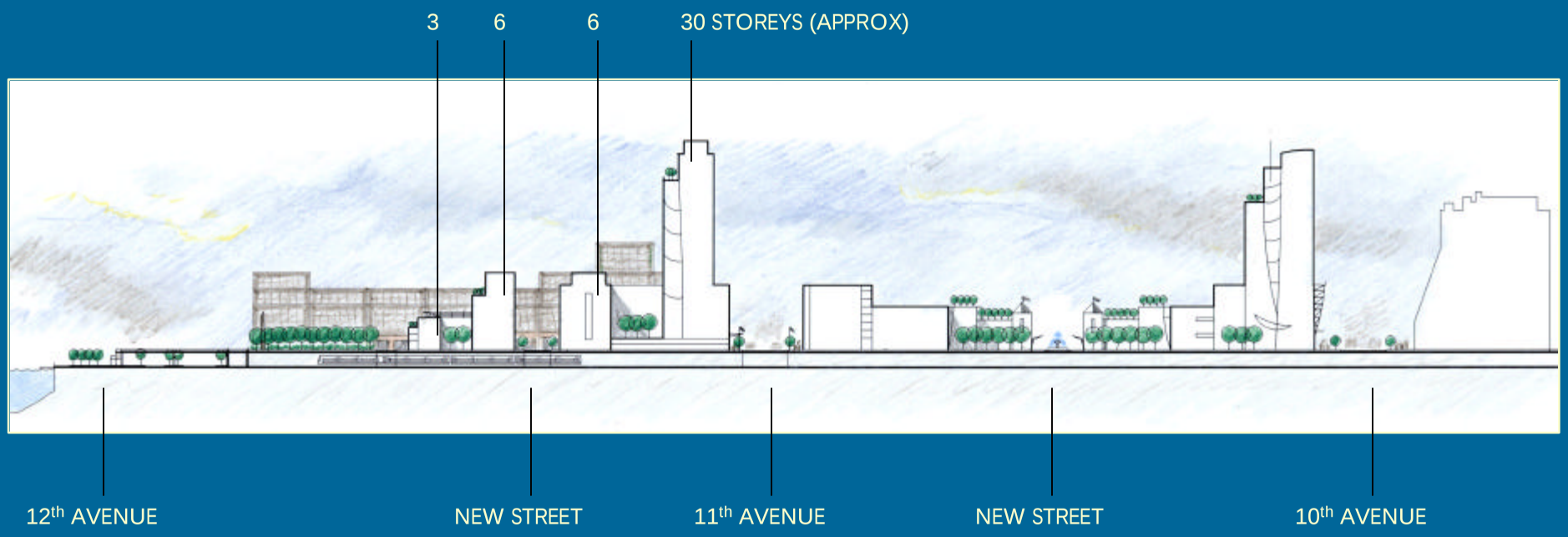
WEST SIDE RAIL YARDS VISION PLAN



- **New housing built on the decks over the Rail Yards is designed to maximize views of the river and the future Hudson River Park. Of the 5000 new units created, at least 20% are set aside for affordable housing.**
- **Infill housing and mixed use development is concentrated to the 34th Street corridor, and the northern and southern portions of the study area.**

SITE SECTION

ALONG 32nd STREET

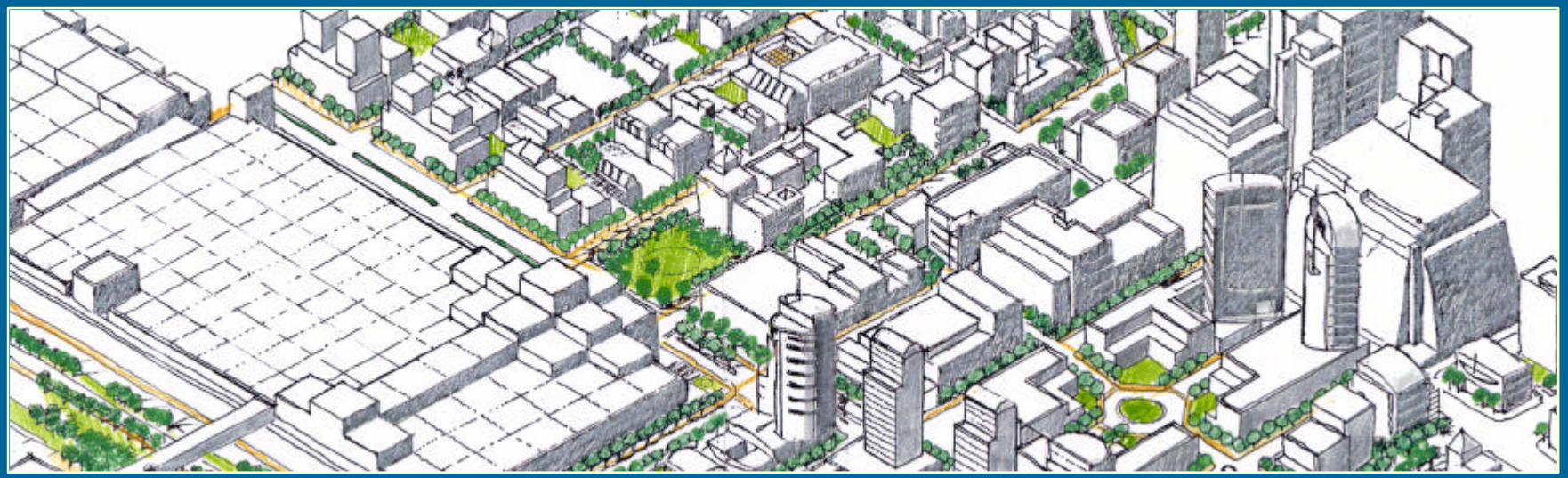


Proposed development has a stepped form to maximize views of the Hudson River, and to maintain higher densities along the avenues.

The Vision Plan proposes an extended street grid across the decked Rail Yards to reduce the block size and encourage pedestrian traffic.

PROPOSED NEW COMMERCIAL DEVELOPMENT

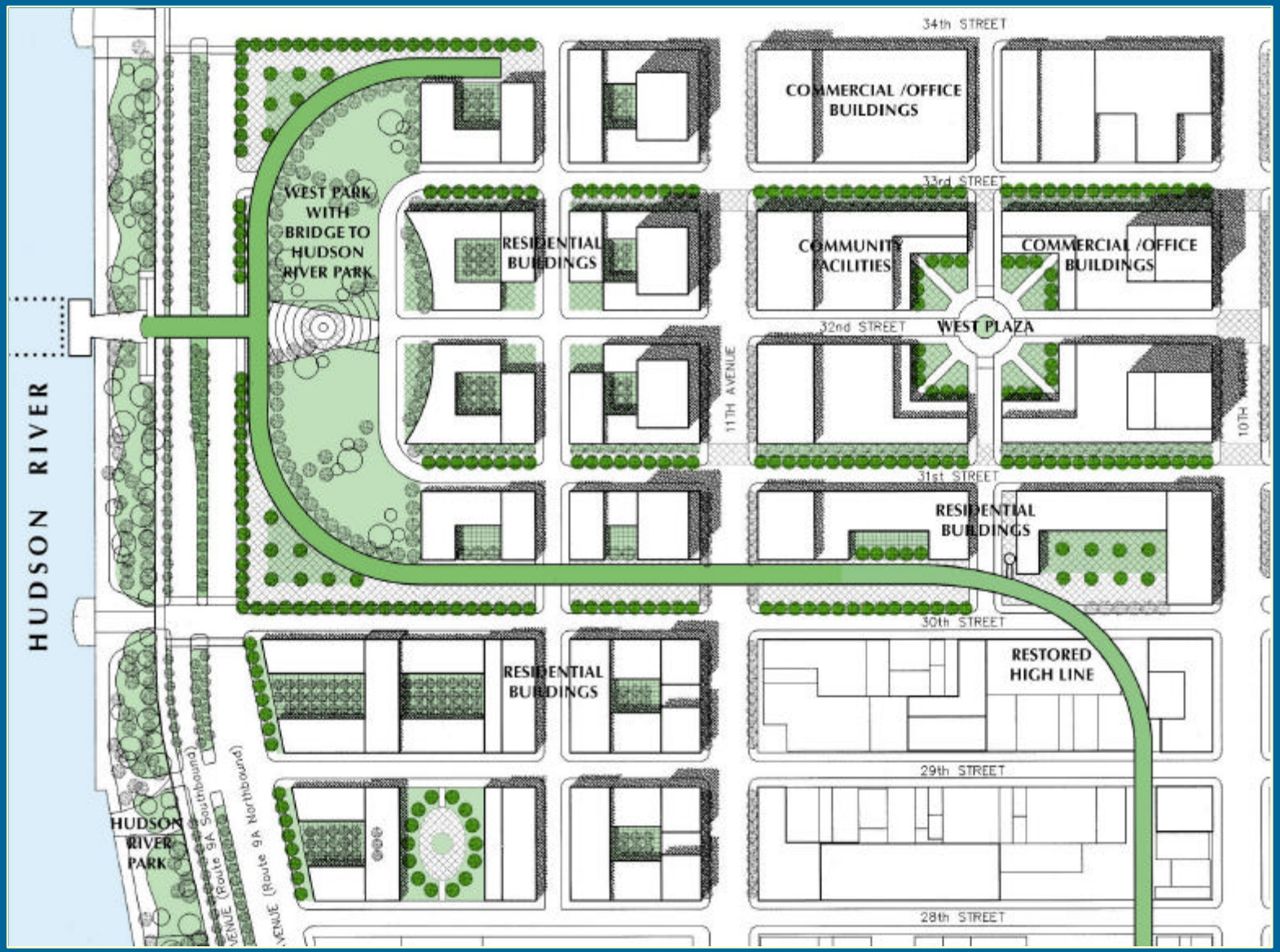
WEST SIDE RAIL YARDS VISION PLAN



- **Approximately 3 million square feet of new office, commercial and retail uses is proposed near 10th Avenue and along 34th Street.**
- **The proposal shows an expansion of the Javits Center to the north, maintaining pedestrian access along 39th Street.**

PROPOSED NEW DEVELOPMENT AND OPEN SPACE

WEST SIDE RAIL YARDS VISION PLAN



PROPOSED TRANSPORTATION IMPROVEMENTS

WEST SIDE RAIL YARDS VISION PLAN

- **Light Rail Transit system extending to 11th Avenue along 42nd Street and 34th Street.**
- **Extension of the No.7 Subway line**
- **Additional Bus Lines**
- **Extending the traditional city street grid across the Rail Yards deck.**
- **Other Transportation Considerations:**
  - **Parking – Incorporated into new developments**
  - **Bus Storage Facilities**
  - **Truck Marshalling – Incorporated into the Javits Center Expansion**

PROPOSED NEW OPEN SPACE

WEST SIDE RAIL YARDS VISION PLAN

- **A major public park is proposed, overlooking Route 9A/12th Avenue and the Hudson River Park, with a connection across 12th Avenue via a pedestrian bridge linked to a renovated High Line.**
- **Javits Plaza is redesigned as a green park.**
- **A small public plaza is proposed between 10th and 11th Avenues at 32nd Street.**
- **The High Line is preserved as a pedestrian and recreational trail, with a retail arcade below along 12th Avenue.**

JAVITS PLAZA

LOOKING WEST TOWARDS THE JAVITS CONVENTION CENTER

WEST PARK

LOOKING WEST TOWARDS THE HUDSON RIVER

HIGHLINE ARCADE

LOOKING NORTH ALONG 12th AVENUE

WEST PLAZA

LOOKING EAST TOWARDS THE WEST YARDS BUILDING

SITE DEVELOPMENT COSTS AND INCOME

WEST SIDE RAIL YARDS VISION PLAN

Site Development	Development Costs ($000's)	Development Income ($000's)
Decking	$ 360,000	
New Roads and Sidewalks	$ 5,000	
Landscaped Open Space	$ 14,000	
Soft Costs	$ 97,750	
Residential		$ 270,000
Commercial		$ 238,000
Institutional		$ 4,000
Total Costs	**$ 473,000**	
Total Potential Income		**$ 512,000**

With the exception of major transit improvements, the lease of the development rights over the Rail Yards will generate enough revenue to pay for the cost of the decking and amenities.

VISION PLAN

WEST SIDE RAIL YARDS

4. Traffic

			AM					Midday					PM		
Intersection	Approa	Movt.	V/C Ratio	Delay Sec/Veh	LOS	Approa	Movt.	V/C Ratio	Delay Sec/Veh	LOS	Approa	Movt.	V/C Ratio	Delay Sec/Veh	LOS
10th Ave. @ 31st Street	WB	R	0.86	42.8	D	WB	R	0.44	16.6	B	WB	R	0.32	12.8	B
	NB	T	0.62	10.0	A	NB	T	0.64	19.6	B	NB	T	0.73	24.6	C
	INTERSECTION			16.6	B	INTERSECTION			19.0	B	INTERSECTION			22.3	C
10th Ave. @ 33rd Street	NB	T	0.78	5.9	A	NB	T	0.80	6.3	A	NB	T	0.50	3.2	A
	INTERSECTION			5.9	A	INTERSECTION			6.3	A	INTERSECTION			3.2	A
10th Ave. @ 34th Street	EB	DefL	1.82	413.2	F	EB	DefL	2.24	603.6	F	EB	DefL	1.89	454.4	F
		T	0.42	24.7	C		T	1.27	172.5	F		T	0.49	25.8	C
	WB	TR	0.77	32.9	C	WB	TR	1.57	296.0	F	WB	TR	1.00	61.7	E
	NB	LT	0.86	15.2	B	NB	LT	0.84	14.4	B	NB	LT	0.61	9.8	A
		R	0.31	12.1	B		R	0.40	13.9	B		R	0.42	14.0	B
	INTERSECTION			59.5	E	INTERSECTION			151.1	F	INTERSECTION			54.2	D
10th Ave. @ 35th Street	WB	TR	0.69	31.0	C	WB	TR	0.78	35.4	D	WB	TR	0.54	23.4	C
	NB	LT	0.83	13.4	B	NB	LT	0.83	13.6	B	NB	LT	0.67	13.1	B
	INTERSECTION			16.2	B	INTERSECTION			17.1	B	INTERSECTION			15.3	B
10th Ave. @ 36th Street	EB	LT	0.35	23.8	C	EB	LT	0.31	23.8	C	EB	LT	0.55	27.4	C
	NB	TR	0.90	16.2	B	NB	TR	0.84	13.2	B	NB	TR	0.88	15.3	B
	INTERSECTION			16.8	B	INTERSECTION			14.3	B	INTERSECTION			16.7	B
10th Ave. @ 37th Street	WB	TR	0.32	21.6	C	WB	TR	0.85	41.0	D	WB	TR	0.77	29.7	C
	NB	LT	0.68	11.9	B	NB	LT	0.83	15.1	B	NB	LT	0.64	11.3	B
	INTERSECTION			13.3	B	INTERSECTION			19.3	B	INTERSECTION			16.8	B
10th Ave. @ 38th Street	EB	LT	0.40	24.5	C	EB	LT	0.51	26.5	C	EB	LT	0.55	27.4	C
	NB	TR	0.69	10.5	B	NB	TR	0.84	13.6	B	NB	TR	0.79	12.1	B
	INTERSECTION			11.9	B	INTERSECTION			15.1	B	INTERSECTION			13.8	B
10th Ave. @ 39th Street	WB	T	0.20	18.6	B	WB	T	0.36	20.3	C	WB	T	0.00	16.8	B
		R	0.47	23.6	C		R	0.48	24.4	C		R	0.00	16.8	B
	NB	LT	0.60	12.9	B	NB	LT	0.80	16.4	B	NB	LT	0.78	15.7	B
	INTERSECTION			14.2	B	INTERSECTION			17.4	B	INTERSECTION			15.7	B
10th Avenue @ 40th Street	EB	LT	0.12	17.2	B	EB	LT	0.10	17.0	B	EB	LT	0.11	17.0	B
	NB	TR	0.71	15.2	B	NB	TR	0.69	14.9	B	NB	TR	0.85	18.3	B
	INTERSECTION			15.3	B	INTERSECTION			15.0	B	INTERSECTION			18.2	B
10th Ave. @ 41st Street	WB	T	0.26	13.3	B	WB	T	0.25	13.1	B	WB	T	0.11	12.1	B
		R	1.26	146.1	F		R	1.17	110.9	F		R	0.65	20.2	C
	NB	L	1.15	117.3	F	NB	L	1.44	236.8	F	NB	L	0.25	20.9	C
		T	0.65	21.6	C		T	0.84	26.8	C		T	1.03	50.4	D
	INTERSECTION			71.7	E	INTERSECTION			81.9	F	INTERSECTION			43.6	D
10th Ave. @ 42nd Street	EB	L	1.15	135.0	F	EB	L	1.04	96.2	F	EB	L	1.95	489.9	F
		T	0.29	18.4	B		T	0.88	26.8	C		T	0.41	25.3	C
	NB	TR	0.86	23.7	C	NB	TR	0.82	23.2	C	NB	TR	1.01	33.1	C
	INTERSECTION			33.6	C	INTERSECTION			30.3	C	INTERSECTION			66.2	E
10th Avenue @ 43rd Street	WB	TR	0.66	25.0	C	WB	TR	0.63	24.3	C	WB	TR	1.46	240.6	F
	NB	LT	0.82	16.7	B	NB	LT	0.76	15.4	B	NB	LT	0.96	24.4	C
	INTERSECTION			18.6	B	INTERSECTION			17.6	B	INTERSECTION			83.6	F
11th Ave. @ 33rd Street	SB	T	1.04	65.0	E	SB	T	1.20	124.8	F	SB	T	0.97	46.2	D
	INTERSECTION			65.0	E	INTERSECTION			124.8	F	INTERSECTION			46.2	D
11th Ave. @ 34th Street	EB	TR	0.91	40.2	D	EB	TR	0.72	28.3	C	EB	TR	0.62	26.9	C
	WB	DefL	3.15	1032.0	F						WB	DefL	1.59	334.6	F
		T	0.71	30.5	C	WB	LT	1.65	325.1	F		T	0.95	56.8	E
	SB	LTR	1.21	126.7	F	SB	LTR	1.62	307.0	F	SB	LTR	1.39	208.8	F
	INTERSECTION			162.3	F	INTERSECTION			259.1	F	INTERSECTION			153.1	F
11th Ave. @ 35th Street	WB	L	0.32	16.9	B	WB	L	0.72	33.3	C	WB	L	0.38	20.1	C
	SB	T	0.65	21.2	C	SB	T	0.77	18.2	B	SB	T	0.75	21.2	C
	INTERSECTION			20.2	C	INTERSECTION			21.5	C	INTERSECTION			21.0	C
11th Ave. @ 36th Street	SB	LT	0.59	9.2	A	SB	LT	0.76	12.3	B	SB	LT	0.77	12.7	B
	INTERSECTION			9.2	A	INTERSECTION			12.3	B	INTERSECTION			12.7	B
11th Ave. @ 37th Street	EB	R	0.00	25.7	C	EB	R	0.00	25.7	C	EB	R	0.01	22.2	C
	WB	L	0.32	29.2	C	WB	L	0.40	30.5	C	WB	L	0.50	28.3	C
	SB	T	0.47	8.8	A	SB	T	0.62	10.5	B	SB	T	0.54	12.0	B
	INTERSECTION			11.5	B	INTERSECTION			12.9	B	INTERSECTION			15.6	B

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11th Ave. @ 38th Street	SB	LT	0.59	9.2	A	SB	LT	0.75	11.9	B	SB	LT	0.64	9.8	A
	INTERSECTION			9.2	A	INTERSECTION			11.9	B	INTERSECTION			9.8	A
11th Ave. @ 39th Street	WB	L	0.42	23.0	C	WB	L	0.55	25.5	C	WB	L	0.04	17.8	B
	SB	T	0.60	16.1	B	SB	T	0.77	19.8	B	SB	T	0.81	22.0	C
	INTERSECTION			17.5	B	INTERSECTION			20.9	C	INTERSECTION			21.9	C
11th Ave. @ 40th Street	SB	LT	0.80	13.2	B	SB	LT	0.84	14.8	B	SB	LT	1.03	40.1	D
	INTERSECTION			13.2	B	INTERSECTION			14.8	B	INTERSECTION			40.1	D
11th Ave. @ 41st Street	WB	L	0.25	29.6	C	WB	L	0.30	30.3	C	WB	L	0.03	27.5	C
	SB	T	0.74	11.8	B	SB	T	0.79	12.9	B	SB	T	1.05	48.0	D
	INTERSECTION			13.3	B	INTERSECTION			14.5	B	INTERSECTION			47.9	D
11th Ave. @ 42nd Street	EB	T	0.96	62.9	E	EB	T	1.07	92.6	F	EB	T	1.04	83.5	F
		R	1.33	216.9	F		R	1.67	367.0	F		R	1.97	496.8	F
	SB	LTR	1.18	113.8	F	SB	LTR	1.19	118.2	F	SB	LTR	1.42	221.9	F
	INTERSECTION			112.8	F	INTERSECTION			129.6	F	INTERSECTION			220.7	F
11th Avenue @ 43rd Street	WB	LT	0.83	30.4	C	WB	LT	0.83	27.1	C	WB	LT	0.77	18.8	B
	SB	TR	0.42	11.3	B	SB	TR	0.51	14.9	B	SB	TR	0.80	27.9	C
	INTERSECTION			19.7	B	INTERSECTION			20.3	C	INTERSECTION			23.9	C
12TH AVE. @ 42nd ST.	EB	LTR	0.08	47.1	D	EB	LTR	0.07	34.8	C	EB	LTR	0.17	38.0	D
	WB	L	0.53	57.1	E	WB	L	0.26	37.5	D	WB	L	0.47	43.7	D
		R	0.42	23.3	C		R	0.49	18.8	B		R	0.59	28.2	C
	NB	TR	0.71	21.5	C	NB	TR	0.89	24.4	C	NB	TR	0.94	16.4	B
	SB	L	0.57	38.5	D	SB	L	0.77	37.8	D	SB	L	1.00	86.5	F
		T	0.96	12.0	B		T	0.82	27.8	C		T	0.90	25.1	C
	INTERSECTION			19.7	B	INTERSECTION			26.8	C	INTERSECTION			26.1	C
12th Avenue @ 43rd Street	WB	LTR	0.70	53.4	D	WB	LTR	0.54	33.2	C	WB	LTR	0.69	38.5	D
	NB	L	1.11	194.6	F	NB	L	0.36	54.0	D	NB	L	0.51	59.8	E
		T	0.59	10.0	A		T	0.79	15.6	B		T	1.01	36.8	D
	SB	T	0.83	22.1	C	SB	T	0.77	24.0	C	SB	T	0.98	17.4	B
		R	0.01	9.4	A		R	0.01	13.2	B		R	0.01	13.2	B
	INTERSECTION			21.8	C	INTERSECTION			20.8	C	INTERSECTION			29.1	C
6th Avenue @ 33rd Street	NB	L	0.11	12.7	B	NB	L	0.15	18.3	B	NB	L	0.14	18.2	B
		T	0.82	18.2	B		T	0.92	31.1	C		T	0.93	32.2	C
	INTERSECTION			18.0	B	INTERSECTION			30.6	C	INTERSECTION			31.6	C
6th Avenue @ 35th Street	WB	TR	0.88	41.9	D	WB	TR	0.92	47.5	D	WB	TR	1.02	67.7	E
	NB	LT	0.74	11.7	B	NB	LT	0.66	10.5	B	NB	LT	0.67	10.6	B
	INTERSECTION			18.5	B	INTERSECTION			19.9	B	INTERSECTION			26.2	C
6th Ave @ 42nd St	EB	LT	0.87	27.0	C	EB	LT	0.72	20.0	C	EB	LT	0.61	25.1	C
	WB	R	0.57	17.1	B	WB	R	0.93	34.0	C	WB	R	0.67	25.4	C
	NB	TR	0.88	27.5	C	NB	TR	0.90	32.2	C	NB	TR	0.66	14.0	B
	INTERSECTION			25.1	C	INTERSECTION			30.1	C	INTERSECTION			18.6	B
6th Avenue @ 43rd Street	WB	TR	0.62	29.5	C	WB	TR	0.54	27.5	C	WB	TR	1.07	85.0	F
	NB	LT	0.93	18.0	B	NB	LT	0.86	14.3	B	NB	LT	0.83	13.5	B
	INTERSECTION			19.3	B	INTERSECTION			15.7	B	INTERSECTION			27.8	C
7th Ave @ 31st St	WB	LT	0.69	25.2	C	WB	LT	0.61	23.4	C	WB	LT	0.82	31.2	C
	SB	TR	0.55	14.8	B	SB	TR	0.44	13.6	B	SB	TR	0.51	14.4	B
	INTERSECTION			17.8	B	INTERSECTION			16.6	B	INTERSECTION			20.1	C
7th Ave @ 33rd St	WB	LT	0.32	31.0	C	WB	LT	0.33	31.3	C	WB	LT	0.31	30.7	C
	SB	TR	0.47	4.1	A	SB	TR	0.39	3.7	A	SB	TR	0.40	3.8	A
	INTERSECTION			5.3	A	INTERSECTION			5.2	A	INTERSECTION			5.1	A
7th Ave 34th St	EB	TR	0.61	23.8	C	EB	TR	0.60	23.7	C	EB	TR	0.52	22.4	C
	WB	LT	0.63	24.8	C	WB	LT	0.79	29.4	C	WB	LT	0.68	26.1	C
	SB	T	0.81	18.2	B	SB	T	0.66	15.0	B	SB	T	0.62	14.5	B
	INTERSECTION			21.0	C	INTERSECTION			21.3	C	INTERSECTION			19.4	B
7th Ave @ 35th St	WB	L	0.50	24.8	C	WB	L	0.51	25.1	C	WB	L	0.42	23.2	C
		LT	0.49	23.0	C		LT	0.48	22.8	C		LT	0.67	26.6	C
	SB	TR	0.77	15.7	B	SB	TR	0.68	13.9	B	SB	TR	0.62	13.0	B
	INTERSECTION			18.0	B	INTERSECTION			17.0	B	INTERSECTION			17.8	B
7th Ave @ 41st St	WB	LT	0.39	23.7	C	WB	LT	0.16	15.3	B	WB	LT	0.20	21.3	C
	SB	TR	0.75	12.9	B	SB	TR	0.68	18.5	B	SB	TR	0.67	11.5	B
	INTERSECTION			14.3	B	INTERSECTION			18.1	B	INTERSECTION			12.4	B
7th Ave @ 42nd St	EB	TR	0.97	42.6	D	EB	TR	0.77	26.0	C	EB	TR	0.63	26.0	C
	SB	LT	0.90	28.5	C	SB	LT	0.62	17.6	B	SB	LT	0.66	13.5	B
	INTERSECTION			34.0	C	INTERSECTION			20.9	C	INTERSECTION			16.9	B
7th Avenue @ 43rd Street	WB	LT	0.92	37.4	D	WB	LT	0.89	34.2	C	WB	LT	0.84	33.6	C
	SB	TR	0.77	20.1	C	SB	TR	0.57	16.6	B	SB	TR	0.55	9.9	A
	INTERSECTION			26.1	C	INTERSECTION			23.8	C	INTERSECTION			19.5	B

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8th Avenue @ 31st Street	WB	TR	0.70	23.8	C	WB	TR	0.73	25.8	C	WB	TR	0.63	21.6	C
	NB	LT	0.74	19.7	B	NB	LT	0.91	26.6	C	NB	LT	0.73	19.1	B
	INTERSECTION			21.0	C	INTERSECTION			26.4	C	INTERSECTION			19.8	B
8th Ave @ 33rd St	NB	T	0.55	3.7	A	NB	T	0.56	3.7	A	NB	T	0.62	4.1	A
	INTERSECTION			3.7	A	INTERSECTION			3.7	A	INTERSECTION			4.1	A
8th Ave @ 34th St	EB	DefL	0.78	41.2	D						EB	DefL	0.83	53.2	D
		T	0.62	7.0	A	EB	LT	1.21	131.0	F		T	0.51	19.6	B
	WB	TR	0.45	15.4	B	WB	TR	0.55	17.9	B	WB	TR	0.50	19.1	B
	NB	LTR	1.00	44.8	D	NB	LTR	0.98	38.3	D	NB	LTR	0.94	29.9	C
	INTERSECTION			30.6	C	INTERSECTION			54.4	D	INTERSECTION			27.1	C
8th Avenue @ 35th Street	WB	TR	0.53	18.9	B	WB	TR	0.61	21.0	C	WB	TR	0.72	24.8	C
	NB	LT	0.70	19.3	B	NB	LT	0.63	17.3	B	NB	LT	0.71	16.9	B
	INTERSECTION			19.2	B	INTERSECTION			18.5	B	INTERSECTION			19.3	B
8th Avenue @ 41st Street	WB	R	0.25	12.4	B	WB	R	0.18	11.7	B	WB	R	0.39	14.0	B
	NB	T	0.85	28.2	C	NB	T	0.73	24.8	C	NB	T	0.90	31.1	C
	INTERSECTION			26.3	C	INTERSECTION			23.5	C	INTERSECTION			28.3	C
8th Ave @ 42nd St	EB	LT	0.98	44.9	D	EB	LT	0.89	31.4	C	EB	LT	0.70	34.7	C
	NB	TR	0.99	39.3	D	NB	TR	0.81	32.5	C	NB	TR	0.92	33.7	C
	INTERSECTION			40.8	D	INTERSECTION			32.2	C	INTERSECTION			33.9	C
8th Avenue @ 43rd Street	WB	TR	0.79	29.1	C	WB	TR	0.64	21.3	C	WB	TR	0.82	30.3	C
	NB	LT	0.78	16.5	B	NB	LT	0.86	23.4	C	NB	LT	0.98	31.1	C
	INTERSECTION			21.1	C	INTERSECTION			22.7	C	INTERSECTION			30.8	C
9th Avenue @ 31st Street	WB	LT	0.43	24.5	C	WB	LT	0.59	27.1	C	WB	LT	0.69	29.2	C
	SB	TR	0.67	10.6	B	SB	TR	0.65	10.3	B	SB	TR	0.69	10.9	B
	INTERSECTION			13.2	B	INTERSECTION			14.4	B	INTERSECTION			15.7	B
9th Ave @ 33rd St	SB	T	0.49	3.2	A	SB	T	0.46	3.1	A	SB	T	0.49	3.2	A
	INTERSECTION			3.2	A	INTERSECTION			3.1	A	INTERSECTION			3.2	A
9th Ave @ 34th St	EB	TR	0.88	37.4	D	EB	TR	0.85	36.7	D	EB	TR	0.86	37.9	D
	WB	DefL	0.45	29.1	C	WB	DefL	0.69	39.6	D	WB	DefL	0.45	28.1	C
		T	0.38	14.7	B		T	0.52	16.7	B		T	0.40	14.9	B
	SB	LTR	0.95	33.7	C	SB	LTR	0.92	30.8	C	SB	LTR	0.79	24.1	C
	INTERSECTION			32.1	C	INTERSECTION			30.1	C	INTERSECTION			26.2	C
9th Avenue @ 35th Street	WB	LT	0.49	17.6	B	WB	LT	0.66	21.8	C	WB	LT	0.68	17.3	B
	SB	TR	0.62	18.7	B	SB	TR	0.50	15.6	B	SB	TR	0.72	25.2	C
	INTERSECTION			18.4	B	INTERSECTION			17.9	B	INTERSECTION			22.0	C
9th Avenue @ 41st Street	WB	LT	0.00	16.8	B	WB	LT	0.00	16.8	B	WB	LT	0.00	16.8	B
	SB	TR	0.66	13.8	B	SB	TR	1.00	35.4	D	SB	TR	0.91	21.1	C
	INTERSECTION			13.8	B	INTERSECTION			35.4	D	INTERSECTION			21.1	C
9th Ave @ 42nd St	EB	TR	0.74	24.0	C	EB	TR	0.73	24.4	C	EB	TR	0.72	26.0	C
	SB	LT	0.99	36.9	D	SB	LT	0.82	21.2	C	SB	LT	0.92	25.4	C
	INTERSECTION			33.8	C	INTERSECTION			22.0	C	INTERSECTION			25.5	C
9th Avenue @ 43rd Street	WB	LT	0.66	21.7	C	WB	LT	0.73	23.3	C	WB	LT	0.85	27.7	C
	SB	TR	0.67	17.8	B	SB	TR	0.75	19.5	B	SB	TR	0.74	18.8	B
	INTERSECTION			19.1	B	INTERSECTION			20.9	C	INTERSECTION			22.1	C
Broadway @ 35th St	WB	LT	0.32	8.0	A	WB	LT	0.36	8.2	A	WB	LT	0.90	34.2	C
	SB	TR	0.99	61.9	E	SB	TR	1.02	67.7	E	SB	T	0.75	22.6	C
	INTERSECTION			37.5	D	INTERSECTION			39.7	D	INTERSECTION			29.5	C
Broadway @ 41st St	WB	LT	0.75	40.7	D	WB	LT	0.44	20.6	C	WB	LT	0.39	8.5	A
	SB	TR	0.41	12.4	B	SB	TR	0.39	17.2	B	SB	TR	1.07	84.5	F
	INTERSECTION			16.5	B	INTERSECTION			17.7	B	INTERSECTION			49.3	D
Broadway @ 42nd St	EB	T	0.79	23.7	C	EB	T	0.69	23.5	C	EB	T	0.47	21.6	C
	SB	LT	0.77	26.7	C	SB	LT	0.47	18.2	B	SB	LT	0.43	15.4	B
	INTERSECTION			25.5	C	INTERSECTION			20.4	C	INTERSECTION			17.2	B
Broadway @ 43rd Street	WB	LT	0.73	24.6	C	WB	LT	0.78	28.4	C	WB	LT	0.90	34.2	C
	SB	T	0.71	21.2	C	SB	T	0.76	22.6	C	SB	T	0.75	22.6	C
	INTERSECTION			22.7	C	INTERSECTION			25.8	C	INTERSECTION			29.5	C
Broadway/6th Ave@34th St	EB	T	0.81	35.7	D	EB	T	0.78	34.0	C	EB	T	0.59	29.1	C
	WB	TR	0.73	32.6	C	WB	TR	0.87	39.2	D	WB	TR	0.71	32.2	C
	NB	T	1.19	123.9	F	NB	T	1.25	148.8	F	NB	T	1.29	158.2	F
	SB	T	0.94	52.0	D	SB	T	1.03	72.6	E	SB	T	1.04	75.5	E
	INTERSECTION			79.7	E	INTERSECTION			90.2	F	INTERSECTION			99.6	F
Cardinal Stepanic Plz @ 40 St	EB	TR	0.13	13.3	B	EB	TR	0.10	13.0	B	EB	TR	0.11	13.1	B
		R	0.45	17.7	B		R	0.16	13.8	B		R	0.49	18.5	B
	SB	T	0.78	28.2	C	SB	T	0.82	30.2	C	SB	T	0.16	17.0	B
	INTERSECTION			23.7	C	INTERSECTION			26.5	C	INTERSECTION			16.8	B

Altl 2010 Mitigation

Dyer Avenue @ 34th Street	EB	T	0.52	18.5	B	EB	T	0.63	22.1	C	EB	T	0.56	17.4	B
	WB	T	0.52	18.6	B	WB	T	0.70	23.7	C	WB	T	0.50	16.4	B
		R	0.08	13.5	B		R	0.31	17.6	B		R	0.30	14.5	B
	SB	L	0.38	18.8	B	SB	L	0.17	15.3	B	SB	L	0.16	18.2	B
		R	0.21	17.4	B		R	0.30	17.4	B		R	0.45	23.4	C
	INTERSECTION			18.4	B	INTERSECTION			21.2	C	INTERSECTION			17.6	B
Dyer Avenue @ 41st Street	WB	TR	0.71	36.5	D	WB	TR	0.64	34.6	C	WB	TR	0.23	29.0	C
	NB	L	0.77	29.7	C	NB	L	0.67	27.0	C	NB	L	0.52	24.8	C
		TR	0.40	21.6	C		TR	0.36	21.0	C		TR	0.27	20.0	B
	INTERSECTION			30.1	C	INTERSECTION			28.1	C	INTERSECTION			23.9	C
Dyer Ave @ 42nd St	EB	T	0.38	21.3	C	EB	T	0.54	23.8	C	EB	T	0.43	22.0	C
	NB	T	0.08	8.6	A	NB	T	0.12	8.9	A	NB	T	0.08	8.6	A
		R	0.24	9.5	A		R	0.15	8.9	A		R	0.12	8.7	A
	INTERSECTION			14.9	B	INTERSECTION			17.9	B	INTERSECTION			16.8	B
Lincoln Tunnel Expwy @ 31 St	WB	LTR	0.42	21.1	C	WB	LTR	0.61	29.5	C	WB	LTR	0.76	29.4	C
	NB	LT	0.11	9.3	A	NB	LT	0.18	5.4	A	NB	LT	0.47	8.4	A
	SB	TR	0.54	16.8	B	SB	TR	0.25	9.3	A	SB	TR	0.14	9.4	A
	INTERSECTION			17.8	B	INTERSECTION			18.3	B	INTERSECTION			19.3	B
NB Boulevard @ 33rd Street	WB	T	0.00	16.8	B	WB	T	0.00	16.8	B	WB	T	0.00	16.8	B
	INTERSECTION					INTERSECTION					INTERSECTION				
NB Boulevard @ 34th Street	EB	T	0.51	22.1	C	EB	T	0.55	22.8	C	EB	T	0.45	21.3	C
	WB	T	0.48	21.8	C	WB	T	0.61	23.9	C	WB	T	0.57	23.2	C
	INTERSECTION			22.0	C	INTERSECTION			23.4	C	INTERSECTION			22.3	C

			AM					Midday					PM		
Intersection	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
10th Avenue @ 14th Street	EB	L	0.54	17.6	B	EB	L	0.58	20.2	C	EB	L	0.46	11.7	B
		T	0.30	39.2	D		T	0.29	26.3	C		T	0.62	41.3	D
		R	0.05	11.7	B		R	0.07	13.8	B		R	0.02	7.5	A
	WB	L	0.21	39.0	D	WB	L	0.28	27.6	C	WB	L	0.93	100.0	F
		R	0.71	53.6	D		R	0.73	39.6	D		R	1.13	126.9	F
	INTERSECTION			27.8	C	INTERSECTION			25.4	C	INTERSECTION			50.3	D
10th Avenue @ 23rd Street	EB	DefL	0.89	69.0	E	EB	DefL	1.17	155.6	F	EB	DefL	1.04	95.6	F
		T	0.44	24.4	C		T	0.41	23.8	C		T	0.34	23.0	C
	WB	TR	0.41	23.5	C	WB	TR	0.61	26.6	C	WB	TR	0.25	21.6	C
	NB	LTR	0.44	8.8	A	NB	LTR	0.40	12.2	B	NB	LTR	0.42	12.4	B
	INTERSECTION			17.1	B	INTERSECTION			25.1	C	INTERSECTION			22.9	C
10th Avenue @ 28th Street	EB	LT	0.40	24.6	C	EB	LT	0.34	23.8	C	EB	LT	0.50	26.2	C
	NB	TR	0.51	8.8	A	NB	TR	0.49	8.6	A	NB	TR	0.63	10.0	B
	INTERSECTION			11.2	B	INTERSECTION			10.7	B	INTERSECTION			12.5	B
10th Avenue @ 29th Street	WB	TR	0.82	36.9	D	WB	TR	0.68	31.2	C	WB	TR	0.73	32.7	C
	NB	LT	0.55	9.2	A	NB	LT	0.50	8.8	A	NB	LT	0.66	10.4	B
	INTERSECTION			16.3	B	INTERSECTION			13.7	B	INTERSECTION			14.7	B
10th Ave. @ 30th Street	EB	LT	0.61	28.7	C	EB	LT	0.90	45.0	D	EB	LT	0.62	28.8	C
	NB	TR	0.70	11.3	B	NB	TR	0.61	10.0	B	NB	TR	0.84	14.5	B
	INTERSECTION			14.7	B	INTERSECTION			19.7	B	INTERSECTION			16.9	B
10th Ave. @ 31st Street	WB	R	0.56	28.2	C	WB	R	0.61	28.8	C	WB	R	0.65	31.1	C
	NB	T	0.55	9.2	A	NB	T	0.69	11.2	B	NB	T	0.48	8.5	A
	INTERSECTION			12.1	B	INTERSECTION			14.8	B	INTERSECTION			12.0	B
10th Ave. @ 33rd Street	WB	TR	0.37	22.5	C	WB	TR	0.45	23.8	C	WB	TR	0.53	25.0	C
	NB	LT	0.83	15.7	B	NB	LT	0.90	19.1	B	NB	LT	0.59	10.8	B
	INTERSECTION			16.8	B	INTERSECTION			19.8	B	INTERSECTION			13.4	B
10th Ave. @ 34th Street	EB	DefL	1.03	96.8	F	EB	DefL	1.00	89.7	F	EB	DefL	0.89	74.9	E
		T	0.38	24.1	C		T	0.40	22.3	C		T	0.38	24.2	C
	WB	TR	0.52	25.9	C	WB	TR	0.91	43.0	D	WB	TR	0.61	27.8	C
	NB	LT	0.77	12.6	B	NB	LT	0.83	16.6	B	NB	LT	0.65	10.3	B
		R	0.37	12.9	B		R	0.62	21.6	C		R	0.44	14.0	B
	INTERSECTION			21.5	C	INTERSECTION			26.6	C	INTERSECTION			17.0	B
10th Ave. @ 35th Street	WB	TR	0.52	26.6	C	WB	TR	0.59	28.4	C	WB	TR	0.78	35.1	D
	NB	LT	0.64	10.2	B	NB	LT	0.64	10.2	B	NB	LT	0.54	9.0	A
	INTERSECTION			12.8	B	INTERSECTION			13.2	B	INTERSECTION			14.2	B
10th Ave. @ 36th Street	EB	LT	0.41	24.8	C	EB	LT	0.52	27.0	C	EB	LT	0.57	27.9	C
	NB	TR	0.69	10.8	B	NB	TR	0.86	15.3	B	NB	TR	0.75	11.8	B
	INTERSECTION			12.5	B	INTERSECTION			17.0	B	INTERSECTION			14.0	B
10th Ave. @ 37th Street	WB	TR	0.20	20.4	C	WB	TR	0.60	27.6	C	WB	TR	0.58	25.2	C
	NB	LT	0.52	10.1	B	NB	LT	0.64	11.6	B	NB	LT	0.59	10.9	B
	INTERSECTION			11.5	B	INTERSECTION			14.2	B	INTERSECTION			14.6	B
10th Ave. @ 38th Street	EB	LT	0.58	27.8	C	EB	LT	0.62	28.9	C	EB	LT	0.63	29.5	C
	NB	TR	0.50	8.7	A	NB	TR	0.63	10.0	B	NB	TR	0.68	10.5	B
	INTERSECTION			12.1	B	INTERSECTION			13.3	B	INTERSECTION			13.1	B
10th Ave. @ 39th Street	WB	T	0.23	18.9	B	WB	T	0.40	20.9	C	WB	T	0.00	16.8	B
		R	0.32	20.9	C		R	0.26	20.0	C		R	0.00	16.8	B
	NB	LT	0.45	11.5	B	NB	LT	0.62	13.4	B	NB	LT	0.71	14.4	B
	INTERSECTION			13.0	B	INTERSECTION			15.1	B	INTERSECTION			14.4	B
10th Avenue @ 40th Street	EB	LT	0.19	17.8	B	EB	LT	0.16	17.6	B	EB	LT	0.15	17.4	B
	NB	TR	0.53	13.0	B	NB	TR	0.51	12.7	B	NB	TR	0.76	16.2	B
	INTERSECTION			13.6	B	INTERSECTION			13.3	B	INTERSECTION			16.3	B
10th Ave. @ 41st Street	WB	T	0.26	13.3	B	WB	T	0.28	13.4	B	WB	T	0.14	12.3	B
		R	0.57	18.2	B		R	0.53	17.7	B		R	0.05	11.6	B
	NB	L	0.47	24.2	C	NB	L	0.66	30.5	C	NB	L	0.31	22.9	C
		T	0.62	21.1	C		T	0.77	24.4	C		T	0.94	32.2	C
	INTERSECTION			19.6	B	INTERSECTION			21.9	C	INTERSECTION			30.6	C
10th Ave. @ 42nd Street	EB	DefL	0.91	75.6	E						EB	DefL	1.10	148.8	F
		T	0.29	20.4	C	EB	LT	0.71	19.9	B		T	0.29	17.8	B
	WB	TR	1.01	54.9	D	WB	TR	0.82	32.6	C	WB	TR	0.92	33.2	C
	NB	LTR	0.80	21.4	C	NB	LTR	0.84	18.3	B	NB	LTR	0.82	24.9	C
	INTERSECTION			33.8	C	INTERSECTION			21.9	C	INTERSECTION			29.9	C

10th Avenue @ 43rd Street	WB	TR	0.44	21.8	C	WB	TR	0.57	24.0	C	WB	TR	0.77	29.9	C
	NB	LT	0.89	19.7	B	NB	LT	0.74	15.3	B	NB	LT	0.80	16.2	B
	INTERSECTION			20.0	B	INTERSECTION			17.0	B	INTERSECTION			18.8	B
10th Avenue @ 44th Street	EB	LT	0.37	23.6	C	EB	LT	0.48	25.0	C	EB	LT	0.24	22.2	C
	NB	TR	0.83	13.3	B	NB	TR	0.70	11.0	B	NB	TR	0.80	12.4	B
	INTERSECTION			14.8	B	INTERSECTION			13.8	B	INTERSECTION			13.2	B
10th Avenue @ 45th Street	WB	TR	0.36	22.8	C	WB	TR	0.34	22.6	C	WB	TR	0.37	22.9	C
	NB	LT	0.81	13.7	B	NB	LT	0.69	11.5	B	NB	LT	1.00	29.4	C
	INTERSECTION			15.1	B	INTERSECTION			13.2	B	INTERSECTION			28.6	C
10th Avenue @ 46th Street	EB	LT	0.63	32.9	C	EB	LT	0.65	33.8	C	EB	LT	0.86	50.6	D
	NB	TR	0.81	13.7	B	NB	TR	0.90	18.3	B	NB	TR	1.02	34.5	C
	INTERSECTION			15.1	B	INTERSECTION			19.6	B	INTERSECTION			35.8	D
10th Avenue @ 57th Street	EB	LT	0.80	33.8	C	EB	LT	0.73	30.1	C	EB	LT	0.85	39.8	D
	WB	TR	0.69	27.0	C	WB	TR	0.72	28.1	C	WB	TR	0.97	49.2	D
	NB	LT	0.71	19.0	B	NB	LT	0.64	17.7	B	NB	LT	0.86	23.3	C
		R	0.38	15.6	B		R	0.34	15.1	B		R	0.39	15.8	B
	INTERSECTION			22.8	C	INTERSECTION			21.8	C	INTERSECTION			31.1	C
11th Avenue @ 23rd Street	WB	L	0.49	20.6	C	WB	L	0.46	19.9	B	WB	L	0.15	15.3	B
		R	0.28	17.6	B		R	0.86	42.7	D		R	0.50	22.1	C
	NB	TR	0.13	12.7	B	NB	TR	0.15	12.8	B	NB	TR	0.27	13.9	B
	SB	L	0.74	29.1	C	SB	L	0.81	33.9	C	SB	L	0.92	51.1	D
		T	0.17	15.3	B		T	0.29	16.5	B		T	0.23	15.9	B
	INTERSECTION			21.3	C	INTERSECTION			26.9	C	INTERSECTION			26.7	C
11th Ave. @ 25th Street	WB	L	0.09	23.5	C	WB	L	0.14	24.0	C	WB	L	0.19	24.4	C
	SB	TR	0.30	9.0	A	SB	TR	0.29	8.9	A	SB	TR	0.21	8.4	A
	INTERSECTION			10.1	B	INTERSECTION			10.7	B	INTERSECTION			11.5	B
11th Ave. @ 26th Street	EB	TR	0.46	31.5	C	EB	TR	0.41	30.5	C	EB	TR	0.44	31.1	C
	SB	LT	0.25	6.9	A	SB	LT	0.25	6.9	A	SB	LT	0.17	6.5	A
	INTERSECTION			11.2	B	INTERSECTION			10.8	B	INTERSECTION			11.9	B
11th Avenue @ 28th Street	EB	TR	0.13	18.4	B	EB	TR	0.30	21.1	C	EB	TR	0.19	19.2	B
	SB	LT	0.37	14.1	B	SB	LT	0.35	13.9	B	SB	LT	0.32	13.6	B
	INTERSECTION			14.2	B	INTERSECTION			14.4	B	INTERSECTION			13.9	B
11th Avenue @ 29th Street	WB	LT	0.32	16.7	B	WB	LT	0.23	15.8	B	WB	LT	0.28	16.3	B
	SB	TR	0.47	18.2	B	SB	TR	0.49	18.4	B	SB	TR	0.40	17.3	B
	INTERSECTION			17.7	B	INTERSECTION			17.8	B	INTERSECTION			17.0	B
11th Ave. @ 30th Street	EB	TR	0.35	17.3	B	EB	TR	0.38	17.8	B	EB	TR	0.35	17.4	B
	SB	LT	0.58	19.8	B	SB	LT	0.71	22.2	C	SB	LT	0.53	19.1	B
	INTERSECTION			19.3	B	INTERSECTION			21.3	C	INTERSECTION			18.7	B
11th Ave. @ 33rd Street	WB	L	0.30	26.6	C	WB	L	0.30	26.8	C	WB	L	0.32	27.0	C
	SB	T	0.37	9.1	A	SB	T	0.43	9.6	A	SB	T	0.30	8.6	A
	INTERSECTION			11.8	B	INTERSECTION			11.7	B	INTERSECTION			12.0	B
11th Ave. @ 34th Street											EB	DefL	0.87	55.0	D
	EB	LTR	0.61	10.5	B	EB	LTR	0.46	6.6	A		TR	0.33	8.4	A
	WB	LTR	0.68	11.8	B	WB	LTR	0.95	24.5	C	WB	LTR	0.73	24.2	C
	SB	LTR	0.58	17.7	B	SB	LTR	0.81	24.1	C	SB	LTR	0.56	16.5	B
	INTERSECTION			14.1	B	INTERSECTION			21.1	C	INTERSECTION			19.8	B
11th Ave. @ 35th Street	WB	L	0.24	16.6	B	WB	L	0.30	17.4	B	WB	L	0.30	17.8	B
		LR	0.24	16.6	B		LR	0.29	17.3	B		LR	0.30	17.6	B
		R	0.14	15.3	B		R	0.14	15.3	B		R	0.18	15.8	B
	NB	T	0.13	14.9	B	NB	T	0.12	14.8	B	NB	T	0.14	15.0	B
	SB	T	0.32	16.4	B	SB	T	0.47	18.2	B	SB	T	0.35	16.7	B
	INTERSECTION			16.2	B	INTERSECTION			17.5	B	INTERSECTION			16.5	B
11th Ave. @ 36th Street	NB	TR	0.14	6.3	A	NB	TR	0.13	6.3	A	NB	TR	0.14	6.0	A
	SB	DefL	0.57	14.3	B	SB	DefL	0.66	17.4	B	SB	DefL	1.00	62.8	E
		T	0.30	7.3	A		T	0.40	8.0	A		T	0.30	6.9	A
	INTERSECTION			8.2	A	INTERSECTION			9.0	A	INTERSECTION			18.4	B
11th Ave. @ 37th Street	EB	LR	0.00	25.7	C	EB	LR	0.00	25.7	C	EB	LR	0.01	25.8	C
	WB	L	0.24	28.9	C	WB	L	0.27	29.3	C	WB	L	0.38	31.1	C
		LR	0.25	28.9	C		LR	0.27	29.2	C		LR	0.38	31.1	C
		R	0.21	29.0	C		R	0.18	28.3	C		R	0.46	35.3	D
	NB	T	0.16	6.6	A	NB	T	0.14	6.4	A	NB	T	0.22	6.9	A
	SB	T	0.30	7.3	A	SB	T	0.40	7.9	A	SB	T	0.29	7.2	A
	INTERSECTION			10.3	B	INTERSECTION			10.4	B	INTERSECTION			12.5	B
11th Ave. @ 38th Street	NB	TR	0.12	6.3	A	NB	TR	0.10	6.2	A	NB	TR	0.16	6.5	A
	SB	DefL	0.76	20.6	C	SB	DefL	0.73	18.7	B	SB	DefL	0.85	30.0	C
		T	0.40	8.1	A		T	0.54	9.5	A		T	0.40	8.1	A
	INTERSECTION			10.7	B	INTERSECTION			10.8	B	INTERSECTION			12.1	B
11th Ave. @ 39th Street	EB	LR	0.85	50.2	D	EB	LR	0.87	58.6	E	EB	LR	0.94	68.4	E
	WB	L	0.55	27.4	C	WB	L	0.82	43.9	D	WB	L	0.00	18.0	B
		LR	0.21	21.0	C		LR	0.30	23.8	C		LR	0.00	18.0	B
	NB	T	0.14	11.2	B	NB	T	0.11	10.0	B	NB	T	0.18	11.5	B
	SB	T	0.36	13.0	B	SB	T	0.46	13.0	B	SB	T	0.45	13.9	B
	INTERSECTION			20.3	C	INTERSECTION			22.2	C	INTERSECTION			20.9	C

11th Ave. @ 40th Street	EB	TR	0.63	39.2	D	EB	TR	0.53	35.6	D	EB	TR	0.44	33.7	C
	NB	R	0.17	6.5	A	NB	R	0.17	6.6	A	NB	R	0.21	6.8	A
	SB	L	0.32	7.5	A	SB	L	0.25	7.0	A	SB	L	0.39	8.1	A
		TR	0.27	7.1	A		TR	0.37	7.7	A		TR	0.35	7.6	A
	INTERSECTION			9.9	A	INTERSECTION			9.3	A	INTERSECTION			8.8	A
11th Ave. @ 41st Street	WB	LT	0.18	20.9	C	WB	LT	0.27	21.9	C	WB	LT	0.01	19.4	B
	SB	TR	0.39	12.1	B	SB	TR	0.42	12.4	B	SB	TR	0.53	13.6	B
	INTERSECTION			13.0	B	INTERSECTION			13.8	B	INTERSECTION			13.6	B
11th Ave. @ 42nd Street	EB	T	0.36	21.8	C	EB	T	0.39	22.2	C	EB	T	0.38	22.2	C
		R	0.45	26.1	C		R	0.49	27.3	C		R	0.61	32.1	C
	WB	L	0.51	22.5	C	WB	L	0.43	20.4	C	WB	L	0.69	30.3	C
		LT	0.39	14.9	B		LT	0.27	13.6	B		LT	0.50	16.5	B
	SB	LTR	0.56	20.3	C	SB	LTR	0.57	20.4	C	SB	LTR	0.65	21.4	C
	INTERSECTION			20.0	C	INTERSECTION			20.2	C	INTERSECTION			21.9	C
11th Avenue @ 43rd Street	WB	LT	0.37	29.3	C	WB	LT	0.47	30.7	C	WB	LT	0.45	30.3	C
	SB	TR	0.30	3.4	A	SB	TR	0.33	3.5	A	SB	TR	0.37	3.6	A
	INTERSECTION			8.4	A	INTERSECTION			9.4	A	INTERSECTION			8.6	A
11th Avenue @ 44th Street	EB	LTR	0.93	56.3	E	EB	LTR	0.97	63.4	E	EB	LTR	1.08	85.3	F
	SB	LT	0.35	3.6	A	SB	LT	0.48	4.2	A	SB	LT	0.53	4.5	A
	INTERSECTION			17.4	B	INTERSECTION			19.7	B	INTERSECTION			26.6	C
11th Avenue @ 45th Street	WB	LTR	0.93	57.2	E	WB	LTR	0.74	40.1	D	WB	LTR	0.70	38.2	D
	NB	LT	0.05	2.7	A	NB	LT	0.01	2.6	A	NB	LT	0.18	3.1	A
	SB	TR	0.54	4.8	A	SB	TR	0.58	5.1	A	SB	TR	0.66	5.8	A
	INTERSECTION			17.6	B	INTERSECTION			12.2	B	INTERSECTION			10.3	B
11th Avenue @ 46th Street	EB	LTR	0.43	31.0	C	EB	LTR	0.61	34.8	C	EB	LTR	0.59	34.1	C
	NB	TR	0.16	3.1	A	NB	TR	0.09	2.9	A	NB	TR	0.30	3.7	A
	SB	LT	0.49	4.4	A	SB	LT	0.48	4.3	A	SB	LT	0.56	4.8	A
	INTERSECTION			7.6	A	INTERSECTION			9.5	A	INTERSECTION			8.6	A
11th Avenue @ 57th Street	EB	LTR	0.85	36.8	D	EB	LTR	0.60	25.6	C	EB	DefL	1.04	129.8	F
	WB	DefL	0.98	83.1	F	WB	DefL	0.84	50.8	D		TR	0.30	20.4	C
		TR	0.50	21.9	C		TR	0.41	21.1	C	WB	LTR	0.86	33.7	C
	NB	L	0.82	72.3	E	NB	L	0.62	38.2	D	NB	L	0.70	43.2	D
		TR	0.50	6.9	A		TR	0.49	16.2	B		TR	0.63	18.1	B
	SB	LTR	0.73	19.8	B	SB	LTR	0.66	18.6	B	SB	LTR	0.70	19.1	B
	INTERSECTION			25.2	C	INTERSECTION			22.2	C	INTERSECTION			27.0	C
12th Avenue @ 14th Street	NB	T	0.68	3.3	A	NB	T	0.71	3.5	A	NB	T	0.74	3.6	A
		R	0.74	17.3	B		R	0.82	22.3	C		R	0.79	20.9	C
	SB	L	0.36	50.9	D	SB	L	0.36	35.9	D	SB	L	0.31	34.6	C
		T	0.93	25.3	C		T	0.79	19.4	B		T	0.79	19.1	B
	INTERSECTION			16.9	B	INTERSECTION			14.8	B	INTERSECTION			14.1	B
12 Avenue @ 22nd Street	WB	L	0.48	52.5	D	WB	L	0.35	35.9	D	WB	L	0.24	34.4	C
		LR					LR	0.82	55.7	E		LR	0.39	37.8	D
	NB	T	0.78	12.4	B	NB	T	0.91	23.0	C	NB	T	1.04	54.2	D
		R	0.47	49.1	D		R	0.42	32.9	C		R	0.26	0.5	A
	SB	T	0.95	20.5	C	SB	T	0.86	19.7	B	SB	T	1.02	49.7	D
	INTERSECTION					INTERSECTION			24.9	C	INTERSECTION			48.7	D
12th Avenue @ 23rd Street	NB	T	0.71	5.2	A	NB	T	0.75	18.7	B	NB	T	1.03	48.7	D
	SB	TR	0.69	7.3	A	SB	TR	0.58	17.4	B	SB	TR	0.80	24.8	C
	INTERSECTION			6.4	A	INTERSECTION			18.0	B	INTERSECTION			36.9	D
12th Avenue @ 24th Street	EB	R	0.02	39.1	D	EB	R	0.03	26.4	C	EB	R	0.09	25.8	C
	WB	L	0.50	60.4	E	WB	L	0.20	38.4	D	WB	L	0.24	38.1	D
		T	0.27	56.7	E		T	0.12	37.7	D		T	0.19	37.9	D
		R	0.77	64.6	E		R	0.96	70.9	E		R	0.71	41.6	D
	NB	TR	0.74	10.1	B	NB	TR	0.77	14.2	B	NB	TR	1.05	56.4	E
	SB	L	0.64	89.5	F	SB	L	0.60	70.9	E	SB	L	0.57	68.2	E
		TR	0.84	12.3	B		TR	0.69	12.6	B		TR	0.92	29.6	C
	INTERSECTION			17.4	B	INTERSECTION			20.2	C	INTERSECTION			43.6	D
12th Ave. @ 26th Street	NB	TR	0.65	12.8	B	NB	TR	0.68	12.6	B	NB	TR	0.78	14.8	B
	SB	L	0.59	59.3	E	SB	L	0.34	40.7	D	SB	L	0.36	41.1	D
		T	0.92	23.6	C		T	0.69	13.1	B		T	0.87	18.7	B
	INTERSECTION			19.9	B	INTERSECTION			13.6	B	INTERSECTION			17.2	B
12th Avenue @ 29th Street	WB	LR	0.89	96.1	F	WB	LR	0.22	38.1	D	WB	LR	0.48	46.0	D
		R	0.81	81.8	F		R	0.93	78.3	E		R	0.74	59.9	E
	NB	T	0.60	9.7	A	NB	T	0.67	12.8	B	NB	T	0.79	15.6	B
	SB	T	0.83	15.3	B	SB	T	0.69	13.7	B	SB	T	0.90	21.4	C
	INTERSECTION			17.7	B	INTERSECTION			17.3	B	INTERSECTION			20.0	B
12TH AVE. @ 30th ST.	EB	LTR	0.05	53.7	D	EB	LTR	0.00	38.4	D	EB	LTR	0.04	44.0	D
	NB	TR	0.68	18.5	B	NB	TR	0.77	20.4	C	NB	TR	0.77	16.0	B
	SB	L	1.12	159.0	F	SB	L	1.14	168.4	F	SB	L	1.17	176.4	F
		TR	0.71	9.6	A		TR	0.60	9.6	A		TR	0.72	8.8	A
	INTERSECTION			19.6	B	INTERSECTION			20.6	C	INTERSECTION			17.6	B

12TH AVE. @ 34th ST.	WB	L	0.44	52.6	D	WB	L	0.43	40.1	D	WB	L	0.22	37.1	D
		R	0.43	32.2	C		R	0.63	31.3	C		R	0.81	43.0	D
	NB	T	0.68	28.9	C	NB	T	0.70	8.2	A	NB	T	0.76	21.8	C
		R	0.40	24.6	C		R	0.34	6.8	A		R	0.21	13.8	B
	SB	L	0.93	88.3	F	SB	L	0.86	66.2	E	SB	L	1.08	128.7	F
		T	0.76	15.3	B		T	0.58	2.3	A		T	0.81	16.6	B
	INTERSECTION			28.2	C	INTERSECTION			13.5	B	INTERSECTION			26.9	C
12th Avenue @ 36th Street	EB	L	0.11	48.2	D	EB	L	0.14	42.9	D	EB	L	0.50	54.4	D
		R	0.04	47.0	D		R	0.05	41.6	D		R	0.16	46.0	D
	NB	T	0.87	32.7	C	NB	T	0.86	22.0	C	NB	T	0.99	33.5	C
	SB	T	0.95	25.6	C	SB	T	0.70	9.9	A	SB	T	0.90	14.8	B
	INTERSECTION			29.1	C	INTERSECTION			17.0	B	INTERSECTION			25.5	C
12th Avenue @ 37th Street	EB	LR	0.19	53.6	D	EB	LR	0.24	46.5	D	EB	LR	0.60	53.1	D
	NB	L	0.10	63.5	E	NB	L	0.05	47.6	D	NB	L	0.17	52.5	D
		T	0.89	34.3	C		T	0.93	29.4	C		T	1.02	44.1	D
	SB	T	1.13	90.6	F	SB	T	0.87	25.2	C	SB	T	1.00	38.1	D
	INTERSECTION			64.1	E	INTERSECTION			27.9	C	INTERSECTION			41.7	D
12th Ave @ 39th St	EB	LTR	0.24	52.3	D	EB	LTR	0.03	34.2	C	EB	LTR	0.19	38.0	D
	NB	L	1.15	215.8	F	NB	L	0.28	62.9	E	NB	L	0.35	61.2	E
		TR	0.88	33.3	C		TR	1.06	64.4	E		TR	1.09	72.0	E
	SB	L	0.63	71.4	E	SB	L	0.71	73.2	E	SB	L	0.91	98.3	F
		T	1.07	65.1	E		T	0.91	29.5	C		T	1.09	70.7	E
	INTERSECTION			53.1	D	INTERSECTION			50.1	D	INTERSECTION			71.7	E
12TH AVE. @ 40th ST.	WB	R	0.08	41.6	D	WB	R	0.04	33.6	C	WB	R	0.17	36.6	D
	NB	L	1.02	159.2	F	NB	L	0.11	34.7	C	NB	L	0.14	36.0	D
		TR	0.67	31.2	C		TR	0.70	22.2	C		TR	0.82	23.8	C
	SB	T	0.69	16.8	B	SB	T	0.54	11.8	B	SB	T	0.68	13.4	B
		R	0.30	12.3	B		R	0.09	8.0	A		R	0.20	8.9	A
	INTERSECTION			24.9	C	INTERSECTION			17.6	B	INTERSECTION			19.2	B
12TH AVE. @ 41st ST.	EB	LR	0.02	38.4	D	EB	LR	0.04	25.2	C	EB	LR	0.04	34.2	C
	WB	L	0.15	40.5	D	WB	L	0.10	25.9	C	WB	L	0.07	33.2	C
		R	0.11	39.7	D		R	0.22	27.4	C		R	0.05	34.3	C
	NB	T	0.67	13.1	B	NB	T	0.88	20.6	C	NB	T	0.87	6.8	A
	SB	T	1.08	51.4	D	SB	T	0.99	20.5	C	SB	T	1.05	37.3	D
	INTERSECTION			35.5	D	INTERSECTION			20.9	C	INTERSECTION			21.3	C
12TH AVE. @ 42nd ST.	EB	LTR	0.08	47.0	D	EB	LTR	0.06	32.4	C	EB	LTR	0.14	33.7	C
	WB	L	0.55	57.8	E	WB	L	0.24	35.0	C	WB	L	0.50	40.2	D
		R	0.34	26.2	C		R	0.22	15.3	B		R	0.46	27.8	C
	NB	T	0.73	15.7	B	NB	T	1.09	69.0	E	NB	T	1.00	22.8	C
		R	0.37	13.2	B		R	0.33	17.0	B		R	0.31	6.5	A
	SB	L	0.34	42.2	D	SB	L	0.45	34.3	C	SB	L	0.89	80.5	F
		T	1.00	19.8	B		T	0.92	35.1	D		T	1.03	50.7	D
	INTERSECTION			20.6	C	INTERSECTION			50.1	D	INTERSECTION			36.4	D
12th Avenue @ 43rd Street	WB	LTR	0.62	53.7	D	WB	LTR	0.53	34.4	C	WB	LTR	0.38	31.7	C
	NB	L	1.11	194.6	F	NB	L	0.40	57.1	E	NB	L	0.51	59.5	E
		T	0.57	9.7	A		T	0.76	14.9	B		T	0.95	24.7	C
	SB	T	0.85	23.1	C	SB	T	0.79	23.8	C	SB	T	1.01	24.1	C
		R	0.01	9.4	A		R	0.01	12.7	B		R	0.02	13.2	B
	INTERSECTION			21.3	C	INTERSECTION			20.1	C	INTERSECTION			25.0	C
12th Ave @ 44th Street	NB	TR	0.61	13.7	B	NB	TR	0.75	3.2	A	NB	TR	0.89	19.1	B
	SB	L	0.37	49.5	D	SB	L	0.49	43.3	D	SB	L	0.66	49.2	D
		T	0.71	15.7	B		T	0.57	11.2	B		T	0.72	13.9	B
	INTERSECTION			15.6	B	INTERSECTION			7.8	A	INTERSECTION			17.8	B
12th Avenue @ 46th Street	EB	LT	0.00	49.6	D	EB	LT	0.00	34.5	C	EB	LT	0.00	35.3	D
		R	0.00	49.6	D		R	0.00	34.5	C		R	0.10	36.6	D
	NB	TR	0.68	3.5	A	NB	TR	0.87	7.2	A	NB	TR	1.04	52.9	D
	SB	L	0.42	65.4	E	SB	L	1.09	152.5	F	SB	L	0.71	80.2	F
		T	0.69	11.0	B		T	0.60	11.2	B		T	0.76	14.1	B
	INTERSECTION			8.7	A	INTERSECTION			13.1	B	INTERSECTION			34.7	C
12th Avenue @ 48th Street	NB	L	0.07	69.4	E	NB	L	0.06	53.7	D	NB	L	0.05	53.5	D
		TR	0.66	3.4	A		TR	0.86	7.8	A		TR	1.00	18.0	B
	SB	L	0.62	67.3	E	SB	L	1.11	154.9	F	SB	L	1.15	161.6	F
		T	0.78	3.9	A		T	0.76	3.9	A		T	0.90	6.1	A
	INTERSECTION			5.1	A	INTERSECTION			10.0	B	INTERSECTION			16.3	B
12TH AVE. @ 49th Street	WB	LR	0.61	64.8	E	WB	LR	0.52	46.2	D	WB	LR	1.08	122.1	F
		R	0.57	62.1	E		R	0.47	43.8	D		R	0.73	56.4	E
	NB	T	0.55	12.3	B	NB	T	0.73	16.7	B	NB	T	0.90	11.8	B
	SB	T	0.78	14.6	B	SB	T	0.70	13.5	B	SB	T	0.81	15.1	B
	INTERSECTION			15.9	B	INTERSECTION			16.4	B	INTERSECTION			18.6	B
12th Ave @ 50th Street	NB	TR	0.56	3.7	A	NB	TR	0.84	6.6	A	NB	TR	1.02	22.6	C
	SB	L	0.85	90.8	F	SB	L	1.10	153.6	F	SB	L	0.99	121.9	F
		T	0.69	10.6	B		T	0.64	2.4	A		T	0.75	3.0	A
	INTERSECTION			10.4	B	INTERSECTION			8.3	A	INTERSECTION			15.4	B

12th Avenue @ 51st Street	WB	L	0.65	69.2	E	WB	L	0.30	39.3	D	WB	L	0.80	53.8	D
		R	0.76	81.1	F		R	0.98	94.0	F		R	0.45	34.6	C
	NB	T	0.54	2.6	A	NB	T	0.70	5.4	A	NB	T	0.96	11.6	B
	SB	T	0.70	2.8	A	SB	T	0.66	2.5	A	SB	T	0.73	2.9	A
	INTERSECTION			6.3	A	INTERSECTION			8.5	A	INTERSECTION			9.8	A
12th Avenue @ 52nd Street	NB	TR	0.64	21.8	C	NB	TR	0.78	23.5	C	NB	TR	1.04	33.2	C
	SB	L	0.45	66.2	E	SB	L	1.07	139.3	F	SB	L	1.02	129.4	F
		T	0.70	10.9	B		T	0.66	12.1	B		T	0.73	12.9	B
	INTERSECTION			16.1	B	INTERSECTION			21.2	C	INTERSECTION			25.9	C
12th Avenue @ 54th Street	WB	R	0.36	54.8	D	WB	R	0.53	44.9	D	WB	R	0.93	83.5	F
	NB	TR	0.45	2.0	A	NB	TR	0.57	4.6	A	NB	TR	0.79	5.5	A
	SB	L	0.73	68.7	E	SB	L	0.31	39.1	D	SB	L	0.43	43.2	D
		T	0.73	3.5	A		T	0.70	5.6	A		T	0.76	5.1	A
	INTERSECTION			6.3	A	INTERSECTION			7.1	A	INTERSECTION			8.6	A
12th Avenue @ 55th Street	WB	L	0.64	64.9	E	WB	L	0.45	42.2	D	WB	L	0.78	55.2	E
		R	0.21	51.7	D		R	0.35	39.0	D		R	0.85	55.0	E
	NB	L	0.12	70.2	E	NB	L	0.08	51.8	D	NB	L	0.08	48.7	D
		T	0.38	8.0	A		T	0.51	10.9	B		T	0.73	2.9	A
		R	0.33	8.2	A		R	0.42	11.0	B		R	0.54	3.7	A
	SB	T	0.84	23.1	C	SB	T	0.86	26.7	C	SB	T	0.93	30.8	C
	INTERSECTION			19.6	B	INTERSECTION			20.8	C	INTERSECTION			20.5	C
56th Street @ 12th Avenue	NB	T	0.64	31.9	C	NB	T	0.53	9.0	A	NB	T	0.80	13.7	B
	SB	L	0.67	12.9	B	SB	L	0.96	74.2	E	SB	L	0.94	70.4	E
	INTERSECTION			25.3	C	INTERSECTION			21.4	C	INTERSECTION			21.2	C
56th Street(SR) @ 12th Avenue	EB	L	0.42	22.4	C	EB	L	0.56	45.8	D	EB	L	0.26	35.3	D
		T	0.78	34.1	C		T	0.98	86.0	F		T	1.02	89.5	F
	NB	T	0.14	28.7	C	NB	T	0.09	7.5	A	NB	T	0.13	9.7	A
		R	0.31	32.3	C		R	0.22	8.7	A		R	0.29	11.5	B
	INTERSECTION			30.0	C	INTERSECTION			46.1	D	INTERSECTION			46.6	D
57th Street @ 12th Avenue	WB	R	0.32	31.4	C	WB	R	0.43	36.8	D	WB	R	0.76	44.2	D
	NB	T	0.45	21.8	C	NB	T	0.47	11.3	B	NB	T	0.72	15.6	B
	INTERSECTION			23.9	C	INTERSECTION			15.5	B	INTERSECTION			21.1	C
12th Ave (West St) @ Canal St	NB	T	0.90	28.7	C	NB	T	0.75	22.6	C	NB	T	0.88	27.5	C
		R	0.75	28.0	C		R	0.57	21.3	C		R	0.21	14.8	B
	SB	L	0.91	46.9	D	SB	L	0.65	34.2	C	SB	L	0.54	31.6	C
		T	0.60	8.7	A		T	0.50	7.6	A		T	0.73	11.0	B
	INTERSECTION			25.4	C	INTERSECTION			19.4	B	INTERSECTION			21.2	C
12th @ Canal St (north leg)	WB	L	0.63	56.9	E	WB	L	0.74	61.2	E	WB	L	0.43	46.1	D
		LR	1.08	130.8	F		LR	0.36	45.8	D		LR	0.37	44.5	D
		R	1.08	134.8	F		R	0.36	46.2	D		R	0.37	44.5	D
	NB	T	0.66	8.5	A	NB	T	0.56	8.1	A	NB	T	0.68	10.5	B
	SB	T	0.50	6.6	A	SB	T	0.39	6.5	A	SB	T	0.54	8.6	A
	INTERSECTION			17.0	B	INTERSECTION			10.7	B	INTERSECTION			11.6	B
12th Ave(West St) @ Vestry St	NB	TR	0.93	24.1	C	NB	TR	0.77	16.7	B	NB	TR	0.88	20.5	C
	SB	L	0.19	34.2	C	SB	L	0.24	34.8	C	SB	L	0.25	35.0	C
		T	0.41	0.4	A		T	0.34	0.4	A		T	0.50	0.6	A
	INTERSECTION			16.2	B	INTERSECTION			11.6	B	INTERSECTION			12.9	B
12th Ave(West St) @ Watts St	NB	TR	0.90	21.9	C	NB	TR	0.77	16.5	B	NB	TR	0.83	18.3	B
	SB	T	0.65	14.1	B	SB	T	0.54	12.4	B	SB	T	0.78	17.1	B
	INTERSECTION			19.1	B	INTERSECTION			15.0	B	INTERSECTION			17.8	B
12th Ave(West St)@W Houston S	EB	L	0.89	92.6	F	EB	L	0.25	35.8	D	EB	L	0.56	49.0	D
		R	0.43	54.6	D		R	0.28	36.0	D		R	0.51	41.2	D
	WB	L	0.75	68.0	E	WB	L	0.69	47.2	D	WB	L	0.58	43.0	D
		LTR	0.23	48.7	D		LTR	0.12	32.9	C		LTR	0.48	38.1	D
		R	0.53	57.7	E		R	0.62	45.1	D		R	0.50	41.0	D
	NB	L	0.73	102.9	F	NB	L	0.62	72.2	E	NB	L	0.71	79.5	E
		T	0.81	24.6	C		T	0.76	25.1	C		T	0.91	31.6	C
	SB	T	0.85	26.8	C	SB	T	0.74	25.1	C	SB	T	0.91	32.5	C
		R	0.06	12.1	B		R	0.11	15.7	B		R	0.10	15.6	B
	INTERSECTION			31.5	C	INTERSECTION			28.2	C	INTERSECTION			34.0	C
34th Street @ 2nd Avenue	EB	T	1.13	102.3	F	EB	T	1.03	72.0	E	EB	T	0.99	55.5	E
		R	0.40	30.0	C		R	0.40	30.1	C		R	0.36	26.7	C
	WB	DefL	0.60	42.2	D	WB	DefL	0.37	34.0	C	WB	DefL	0.52	38.3	D
		T	0.29	17.7	B		T	0.42	19.4	B		T	0.36	16.7	B
	SB	LTR	0.94	29.0	C	SB	LTR	0.59	18.3	B	SB	LTR	0.66	21.2	C
	INTERSECTION			44.1	D	INTERSECTION			31.1	C	INTERSECTION			29.9	C
36th Street @ 2nd Avenue	EB	TR	0.64	37.7	D	EB	L	0.62	29.7	C	EB	L	0.86	43.1	D
	WB	L	1.02	65.8	E		LTR	0.41	23.5	C		LTR	0.68	28.0	C
	SB	L	0.40	23.1	C	SB	L	0.30	11.6	B	SB	L	0.51	14.1	B
		LT	1.02	52.2	D		LT	0.44	12.6	B		LT	0.42	12.4	B
	INTERSECTION			50.4	D	INTERSECTION			16.5	B	INTERSECTION			20.5	C
37th Street @ 2nd Avenue	WB	LT	0.40	23.3	C	WB	LT	0.34	23.0	C	WB	LT	0.29	22.3	C
	SB	T	0.55	13.8	B	SB	TR	0.69	16.1	B	SB	TR	0.69	15.8	B
	INTERSECTION			15.5	B	INTERSECTION			16.8	B	INTERSECTION			16.3	B

42nd Street @ 2nd Avenue	EB	T	0.39	19.5	B	EB	TR	0.59	24.5	C	EB	T	0.44	21.5	C
		R	0.38	20.6	C							R	0.55	25.7	C
	WB	LT	0.92	44.1	D	WB	LT	0.71	28.6	C	WB	LT	0.78	32.0	C
	SB	LT	0.69	19.2	B	SB	LTR	0.67	17.8	B	SB	LT	0.66	17.6	B
		R	0.33	15.9	B							R	0.37	15.4	B
	INTERSECTION			22.9	C	INTERSECTION			20.4	C	INTERSECTION			20.3	C
57th Street @ 2nd Avenue	EB	TR	0.76	40.7	D	EB	TR	0.94	47.8	D	EB	TR	0.85	38.2	D
	WB	DefL	0.88	28.0	C	WB	DefL	0.37	19.2	B	WB	DefL	0.29	19.3	B
		T	0.44	10.6	B		T	0.26	14.4	B		T	0.20	13.9	B
	SB	LTR	0.81	30.5	C	SB	LTR	0.61	19.7	B	SB	LTR	0.55	18.9	B
	INTERSECTION			27.9	C	INTERSECTION			27.0	C	INTERSECTION			24.0	C
34th Street @ QMT Appro Street						EB	DefL	0.44	11.9	B	EB	DefL	0.44	12.0	B
	EB	LT	0.66	12.8	B		T	0.49	10.6	B		T	0.57	11.7	B
	WB	TR	0.49	30.1	C	WB	TR	0.69	33.8	C	WB	TR	0.75	35.9	D
	INTERSECTION			17.3	B	INTERSECTION			19.6	B	INTERSECTION			20.7	C
34th Street @ QMT Exit Street	EB	T	0.55	6.1	A	EB	T	0.45	5.2	A	EB	T	0.50	5.6	A
	WB	T	0.37	22.9	C	WB	T	0.42	23.4	C	WB	T	0.39	23.1	C
	SB	L	0.52	40.2	D	SB	L	0.28	36.0	D	SB	L	0.46	38.9	D
		R	0.30	12.2	B		R	0.36	12.9	B		R	0.15	10.6	B
	INTERSECTION			14.7	B	INTERSECTION			14.2	B	INTERSECTION			14.7	B
35th Street @ QMT Exit Street	WB	LT	0.49	25.6	C	WB	LT	0.41	21.0	C	WB	LT	0.26	19.3	B
	SB	L	0.55	15.4	B	SB	L	0.75	24.6	C	SB	L	0.66	21.2	C
		LTR	0.51	14.4	B		LTR	0.49	17.0	B		LTR	0.38	15.3	B
		R	1.00	53.2	D		R	0.66	22.0	C		R	0.65	21.7	C
	INTERSECTION			30.3	C	INTERSECTION			21.5	C	INTERSECTION			19.8	B
36th Street @ QMT ENT	EB	L	0.72	31.5	C	EB	L	0.39	23.2	C	EB	L	0.42	23.6	C
		LT	0.30	20.1	C		LT	0.24	20.1	C		LT	0.38	21.7	C
	NB	TR	0.63	19.1	B	NB	TR	0.64	19.2	B	NB	TR	0.77	24.0	C
	INTERSECTION			23.1	C	INTERSECTION			20.3	C	INTERSECTION			23.0	C
37th Street @ QMT Exit Ramp	WB	TR	0.39	20.7	C	WB	TR	0.50	30.0	C	WB	TR	0.44	28.8	C
	NB	T	0.35	14.8	B	NB	T	0.20	8.4	A	NB	T	0.17	8.2	A
	INTERSECTION			16.7	B	INTERSECTION			16.8	B	INTERSECTION			16.4	B
3rd Ave @ 34th St						EB	DefL	0.65	25.5	C	EB	DefL	0.54	23.6	C
	EB	LT	0.65	19.9	B		T	0.51	17.5	B		T	0.50	17.4	B
	WB	TR	0.66	30.9	C	WB	TR	0.66	30.0	C	WB	TR	0.59	29.5	C
	NB	LT	0.54	18.9	B	NB	LT	0.57	19.3	B	NB	LT	0.78	23.2	C
		R	0.29	17.3	B		R	0.32	17.8	B		R	0.43	19.7	B
	INTERSECTION			21.7	C	INTERSECTION			21.8	C	INTERSECTION			23.1	C
3rd Ave @ 35th St	WB	TR	1.06	71.0	E	WB	TR	0.83	34.2	C	WB	TR	0.70	28.9	C
	NB	LT	0.47	14.0	B	NB	LT	0.53	13.7	B	NB	LT	0.70	16.1	B
	INTERSECTION			38.2	D	INTERSECTION			20.1	C	INTERSECTION			18.9	B
3rd Ave @ 36th St	EB	LT	0.53	23.1	C	EB	LT	0.71	27.2	C	EB	LT	0.88	36.3	D
	NB	TR	0.42	14.6	B	NB	TR	0.47	15.1	B	NB	TR	0.56	16.3	B
		R	0.36	15.3	B		R	0.53	18.5	B		R	0.96	48.5	D
	INTERSECTION			16.7	B	INTERSECTION			18.8	B	INTERSECTION			27.3	C
3rd Ave @ 37th St	WB	TR	0.79	31.2	C	WB	TR	0.76	30.2	C	WB	TR	0.69	28.1	C
		R	0.67	33.3	C		R	0.61	30.8	C		R	0.50	27.4	C
	NB	LT	0.43	12.5	B	NB	LT	0.47	13.0	B	NB	LT	0.56	14.1	B
	INTERSECTION			21.5	C	INTERSECTION			20.5	C	INTERSECTION			19.1	B
42nd Street @ 3rd Avenue	EB	DefL	0.60	34.4	C	EB	DefL	0.83	46.7	D	EB	DefL	0.81	46.6	D
		T	0.42	18.1	B		T	0.34	17.1	B		T	0.48	19.0	B
	WB	T	0.70	33.2	C	WB	T	0.58	30.2	C	WB	T	0.68	32.6	C
		R	0.41	29.3	C		R	0.44	30.0	C		R	0.40	29.0	C
	NB	LT	0.80	23.8	C	NB	LT	0.87	26.3	C	NB	LT	0.90	28.2	C
		R	0.24	16.7	B		R	0.25	16.8	B		R	0.28	17.1	B
	INTERSECTION			24.9	C	INTERSECTION			27.2	C	INTERSECTION			28.4	C
57th Street @ 3rd Avenue	EB	DefL	0.71	41.1	D	EB	DefL	0.58	32.0	C	EB	DefL	0.83	51.6	D
		T	0.41	18.6	B		T	0.64	22.4	C		T	0.62	24.5	C
	WB	T	0.73	34.9	C	WB	T	0.59	31.2	C	WB	T	0.62	33.3	C
		R	1.03	86.8	F		R	0.49	32.0	C		R	0.30	29.4	C
	NB	LTR	0.67	24.0	C	NB	LTR	0.86	29.2	C	NB	LTR	1.07	65.0	E
		R	0.14	18.3	B		R	0.50	24.2	C		R	0.48	21.1	C
	INTERSECTION			32.4	C	INTERSECTION			28.1	C	INTERSECTION			52.6	D
QBB Ramp @ 57th Street						EB	L	1.04	54.4	D	EB	DefL	0.64	10.1	B
	EB	T	0.23	3.8	A		LT	0.22	4.5	A		T	0.15	3.7	A
	WB	T	0.97	46.7	D	WB	TR	0.77	31.4	C	WB	TR	1.02	62.4	E
	INTERSECTION			36.5	D	INTERSECTION			35.5	D	INTERSECTION			38.9	D
2nd Ave @ 58th Street	EB	TR	0.22	18.7	B	EB	TR	0.60	24.5	C	EB	TR	0.83	28.8	C
	SB	LT	0.56	14.8	B	SB	LT	0.63	15.7	B	SB	LT	0.67	16.3	B
	INTERSECTION			15.0	B	INTERSECTION			17.1	B	INTERSECTION			19.4	B
2nd Ave @ 59th Street (ESD)	EB	TR	0.78	22.1	C	EB	TR	0.54	16.7	B	EB	TR	1.07	75.0	E
	SB	L	0.21	19.6	B	SB	L	0.18	19.1	B	SB	L	0.13	12.0	B
		LT	0.94	35.2	D		LT	1.03	54.2	D		LT	0.76	19.2	B
	INTERSECTION			30.0	C	INTERSECTION			43.5	D	INTERSECTION			39.4	D

5th Ave @ 23rd Street	EB	TR	0.63	21.5	C	EB	TR	0.79	25.7	C	EB	TR	0.58	20.5	C
	WB	T	0.40	17.7	B	WB	T	0.40	17.7	B	WB	T	0.18	15.4	B
	SB	TR	0.45	17.9	B	SB	TR	0.54	19.3	B	SB	TR	0.41	17.6	B
	INTERSECTION			19.0	B	INTERSECTION			21.5	C	INTERSECTION			18.5	B
24th Street @ 5th Avenue	SB	L	0.16	18.3	B	SB	L	0.15	18.2	B	SB	L	0.20	18.6	B
		T	0.35	13.9	B		T	0.33	13.7	B		T	0.33	13.7	B
	INTERSECTION			14.4	B	INTERSECTION			14.3	B	INTERSECTION			14.5	B
5th Ave @ 34th St	EB	TR	0.57	20.3	C	EB	TR	0.49	18.7	B	EB	TR	0.35	17.1	B
	WB	T	0.40	17.7	B	WB	T	0.47	18.4	B	WB	T	0.32	16.7	B
	SB	LT	0.63	20.6	C	SB	LT	0.56	19.5	B	SB	LT	0.63	20.6	C
		R	0.42	20.3	C		R	0.31	17.9	B		R	0.52	22.7	C
	INTERSECTION			20.0	B	INTERSECTION			18.9	B	INTERSECTION			19.3	B
5th Ave. @ 42nd Street	EB	TR	1.09	83.9	F	EB	TR	0.68	26.1	C	EB	TR	0.49	22.3	C
	WB	LT	0.94	43.3	D	WB	LT	0.82	31.2	C	WB	LT	0.74	28.0	C
	SB	LTR	0.67	17.9	B	SB	LTR	0.57	16.4	B	SB	LTR	0.57	16.4	B
	INTERSECTION			41.5	D	INTERSECTION			22.2	C	INTERSECTION			20.4	C
57th Street @ 5th Avenue	EB	T	0.58	23.9	C	EB	T	0.59	20.8	C	EB	T	0.69	26.5	C
		R	0.71	31.9	C		R	0.33	17.9	B		R	0.67	29.9	C
	WB	LT	0.40	20.7	C	WB	LT	0.38	17.4	B	WB	LT	0.50	22.1	C
	SB	LT	0.66	18.0	B	SB	LT	0.44	17.9	B	SB	LT	0.48	15.4	B
		R	0.18	13.0	B		R	0.31	17.6	B		R	0.24	13.7	B
	INTERSECTION			20.6	C	INTERSECTION			18.5	B	INTERSECTION			20.7	C
2nd Ave @ 60th Street	WB	LT	0.03	14.2	B	WB	LT	0.02	14.0	B	WB	LT	0.00	13.9	B
	SB	TR	0.78	23.0	C	SB	TR	1.21	125.1	F	SB	TR	0.76	22.6	C
	INTERSECTION			22.9	C	INTERSECTION			124.5	F	INTERSECTION			22.6	C
14th Street @ 6th Avenue	EB	LT	0.68	27.0	C	EB	LT	0.61	25.1	C	EB	LT	0.63	25.6	C
	WB	TR	0.59	24.5	C	WB	TR	0.58	24.4	C	WB	TR	0.57	24.0	C
	NB	LTR	0.88	24.8	C	NB	LTR	0.78	20.9	C	NB	LTR	0.77	20.6	C
	INTERSECTION			25.2	C	INTERSECTION			22.3	C	INTERSECTION			22.1	C
6th Avenue @ 23rd Street	EB	T	0.65	22.9	C	EB	T	0.88	33.8	C	EB	T	0.61	21.8	C
	WB	TR	0.77	26.6	C	WB	TR	0.76	26.4	C	WB	TR	0.41	18.2	B
	NB	LTR	0.79	21.0	C	NB	LTR	0.92	31.9	C	NB	LTR	1.00	45.0	D
	INTERSECTION			22.7	C	INTERSECTION			31.2	C	INTERSECTION			37.0	D
6th Avenue @ 28th Street	EB	LT	0.55	22.6	C	EB	LT	0.67	25.8	C	EB	LT	0.55	22.8	C
	NB	TR	0.82	19.5	B	NB	TR	0.76	17.7	B	NB	TR	0.79	18.4	B
	INTERSECTION			20.0	C	INTERSECTION			19.5	B	INTERSECTION			19.2	B
6th Avenue @ 29th Street	WB	TR	0.86	32.3	C	WB	TR	0.56	20.4	C	WB	TR	0.69	23.7	C
	NB	LT	0.92	28.2	C	NB	LT	0.87	24.9	C	NB	LT	0.89	25.7	C
	INTERSECTION			29.3	C	INTERSECTION			23.9	C	INTERSECTION			25.2	C
6th Avenue @ 30th Street	EB	LT	0.71	22.6	C	EB	LT	0.72	22.7	C	EB	LT	0.38	15.5	B
	NB	TR	0.93	29.4	C	NB	TR	0.94	33.6	C	NB	TR	1.00	44.6	D
	INTERSECTION			27.1	C	INTERSECTION			30.6	C	INTERSECTION			40.1	D
6th Avenue @ 31st Street	WB	TR	0.66	23.6	C	WB	TR	0.66	23.8	C	WB	TR	0.82	29.7	C
	NB	LT	0.98	34.0	C	NB	LT	0.89	24.3	C	NB	LT	0.93	27.1	C
	INTERSECTION			31.6	C	INTERSECTION			24.1	C	INTERSECTION			27.8	C
6th Avenue @ 32nd Street	EB	LT	0.53	21.0	C	EB	LT	1.03	78.0	E	EB	LT	0.23	16.7	B
	NB	TR	0.97	31.8	C	NB	TR	0.93	27.3	C	NB	TR	0.93	27.1	C
	INTERSECTION			29.9	C	INTERSECTION			35.4	D	INTERSECTION			26.2	C
6th Avenue @ 33rd Street	NB	L	0.52	24.2	C	NB	L	0.56	25.0	C	NB	L	0.55	24.9	C
		T	0.93	32.6	C		T	0.80	25.2	C		T	0.80	25.4	C
	INTERSECTION			31.5	C	INTERSECTION			25.2	C	INTERSECTION			25.3	C
6th Avenue @ 35th Street	WB	TR	0.88	41.5	D	WB	TR	0.91	44.1	D	WB	TR	0.91	40.4	D
	NB	LT	0.68	11.4	B	NB	LT	0.58	10.3	B	NB	LT	0.64	13.8	B
	INTERSECTION			19.0	B	INTERSECTION			19.9	B	INTERSECTION			22.0	C
6th Avenue @ 36th Street	EB	LT	0.33	16.6	B	EB	LT	0.30	16.3	B	EB	LT	0.31	16.4	B
	NB	TR	0.77	19.9	B	NB	TR	0.67	18.0	B	NB	TR	0.68	18.2	B
	INTERSECTION			19.0	B	INTERSECTION			17.5	B	INTERSECTION			17.7	B
6th Ave @ 37th St	WB	TR	0.27	16.1	B	WB	TR	0.27	16.1	B	WB	TR	0.44	17.9	B
	NB	LT	0.74	19.3	B	NB	LT	0.64	17.4	B	NB	LT	0.63	17.3	B
	INTERSECTION			18.6	B	INTERSECTION			17.1	B	INTERSECTION			17.5	B
6th Avenue @ 38th Street	EB	LT	1.02	65.3	E	EB	LT	0.64	25.3	C	EB	LT	0.57	23.9	C
	NB	TR	0.61	9.8	A	NB	TR	0.61	13.3	B	NB	TR	0.58	12.9	B
	INTERSECTION			26.2	C	INTERSECTION			16.3	B	INTERSECTION			15.6	B
6th Avenue @ 39th Street	WB	TR	0.98	55.7	E	WB	TR	1.02	62.2	E	WB	TR	0.73	28.5	C
	NB	LT	0.61	9.8	A	NB	LT	0.61	13.3	B	NB	LT	0.60	13.2	B
	INTERSECTION			21.9	C	INTERSECTION			29.3	C	INTERSECTION			17.2	B
6th Avenue @ 40th Avenue	EB	LT	0.99	51.5	D	EB	LT	0.50	22.2	C	EB	LT	0.71	26.4	C
	NB	TR	0.56	10.5	B	NB	TR	0.55	12.4	B	NB	TR	0.53	12.3	B
	INTERSECTION			25.4	C	INTERSECTION			14.8	B	INTERSECTION			16.7	B
6th Avenue @ 41st Street	NB	LT	0.74	11.5	B	NB	LT	0.62	10.0	A	NB	LT	0.69	14.4	B
	INTERSECTION			11.5	B	INTERSECTION			10.0	A	INTERSECTION			14.4	B
6th Ave @ 42nd St	EB	LT	0.73	25.8	C	EB	LT	1.02	65.9	E	EB	LT	0.45	21.8	C
	WB	TR	0.63	24.2	C	WB	TR	1.06	73.3	E	WB	TR	0.61	24.1	C
	NB	LTR	0.67	14.1	B	NB	LTR	0.63	13.6	B	NB	LTR	0.66	14.0	B
	INTERSECTION			19.4	B	INTERSECTION			39.9	D	INTERSECTION			17.6	B

6th Avenue @ 43rd Street	WB	TR	0.62	29.6	C	WB	TR	0.54	27.6	C	WB	TR	0.68	29.5	C
	NB	LT	0.71	11.1	B	NB	LT	0.65	10.2	B	NB	LT	0.64	10.2	B
	INTERSECTION			13.7	B	INTERSECTION			12.6	B	INTERSECTION			14.9	B
6th Avenue @ 44th Street	EB	LT	1.05	76.5	E	EB	LT	1.06	79.7	E	EB	LT	0.71	32.1	C
	NB	TR	0.71	11.1	B	NB	TR	0.62	9.9	A	NB	TR	0.65	10.3	B
	INTERSECTION			27.2	C	INTERSECTION			29.9	C	INTERSECTION			14.3	B
6th Avenue @ 45th Street	WB	T	0.40	24.4	C	WB	T	0.43	24.9	C	WB	T	0.42	24.7	C
		R	0.31	24.2	C		R	0.30	24.0	C		R	0.23	23.0	C
	NB	LT	0.69	10.8	B	NB	LT	0.60	9.7	A	NB	LT	0.61	9.8	A
	INTERSECTION			13.1	B	INTERSECTION			12.7	B	INTERSECTION			12.5	B
6th Avenue @ 46th Street	EB	LT	0.77	33.7	C	EB	LT	0.71	31.4	C	EB	LT	0.96	54.4	D
	NB	TR	0.66	10.4	B	NB	TR	0.58	9.5	A	NB	TR	0.57	9.4	A
	INTERSECTION			15.5	B	INTERSECTION			14.5	B	INTERSECTION			21.5	C
6th Avenue @ 50th Street	EB	LT	0.74	31.0	C	EB	LT	0.91	40.0	D	EB	LT	0.56	28.8	C
	NB	T	0.72	11.6	B	NB	T	0.58	9.6	A	NB	T	0.64	8.4	A
		R	0.20	10.6	B		R	0.28	11.5	B		R	0.24	9.6	A
	INTERSECTION			16.8	B	INTERSECTION			20.7	C	INTERSECTION			12.7	B
57th Street @ 6th Avenue	EB	LT	0.62	26.9	C	EB	LT	0.40	17.6	B	EB	LT	0.64	27.3	C
	WB	T	0.54	25.8	C	WB	T	0.44	18.4	B	WB	T	0.63	27.8	C
		R	0.33	23.8	C		R	0.45	19.9	B		R	0.54	28.3	C
	NB	LT	0.60	14.7	B	NB	LT	0.65	20.9	C	NB	LT	0.50	13.3	B
		R	0.29	12.1	B		R	0.46	20.0	B		R	0.43	14.1	B
	INTERSECTION			19.5	B	INTERSECTION			19.6	B	INTERSECTION			19.5	B
14th Street @ 7th Avenue	EB	TR	0.52	23.1	C	EB	TR	0.51	22.9	C	EB	TR	0.43	21.7	C
	WB	LT	0.65	26.4	C	WB	LT	0.61	25.4	C	WB	LT	0.64	26.4	C
	SB	LT	0.48	15.5	B	SB	LT	0.47	15.4	B	SB	LT	0.60	17.1	B
		R	0.24	13.9	B		R	0.19	13.3	B		R	0.24	13.9	B
	INTERSECTION			19.3	B	INTERSECTION			18.9	B	INTERSECTION			19.4	B
7th Avenue @ 23rd Street	EB	TR	0.71	23.5	C	EB	TR	0.96	43.4	D	EB	TR	0.62	20.8	C
	WB	T	0.58	19.6	B	WB	T	0.72	23.4	C	WB	T	0.35	16.2	B
	SB	LTR	0.55	17.8	B	SB	LTR	0.55	20.4	C	SB	LTR	0.70	23.0	C
	INTERSECTION			19.6	B	INTERSECTION			27.9	C	INTERSECTION			21.6	C
7th Ave @ 28th St	EB	TR	0.18	13.1	B	EB	TR	0.20	13.2	B	EB	TR	0.18	10.5	B
	SB	LT	0.76	23.6	C	SB	LT	0.70	22.3	C	SB	LT	0.90	34.7	C
	INTERSECTION			21.2	C	INTERSECTION			19.9	B	INTERSECTION			28.8	C
7th Ave @ 29th St	WB	LT	0.92	42.1	D	WB	LT	0.64	25.3	C	WB	LT	0.65	25.7	C
	SB	TR	0.60	14.2	B	SB	TR	0.52	13.2	B	SB	TR	0.64	14.7	B
	INTERSECTION			24.1	C	INTERSECTION			16.9	B	INTERSECTION			17.6	B
7th Ave @ 30th St	EB	TR	0.70	25.3	C	EB	TR	0.78	30.0	C	EB	TR	0.53	22.7	C
	SB	LT	0.60	14.1	B	SB	LT	0.52	13.1	B	SB	LT	0.59	14.0	B
	INTERSECTION			18.8	B	INTERSECTION			19.4	B	INTERSECTION			16.2	B
7th Ave @ 31st St	WB	LT	0.69	25.4	C	WB	LT	0.61	23.4	C	WB	LT	0.82	31.2	C
	SB	TR	0.52	14.4	B	SB	TR	0.41	13.3	B	SB	TR	0.47	13.9	B
	INTERSECTION			17.7	B	INTERSECTION			16.4	B	INTERSECTION			20.0	B
7th Ave @ 32nd St	SB	LT	0.36	3.6	A	SB	LT	0.30	3.3	A	SB	LT	0.30	3.3	A
	INTERSECTION			3.6	A	INTERSECTION			3.3	A	INTERSECTION			3.3	A
7th Ave @ 33rd St	WB	LT	0.65	36.9	D	WB	LT	0.70	38.8	D	WB	LT	0.72	40.1	D
	SB	TR	0.57	4.7	A	SB	TR	0.44	4.0	A	SB	TR	0.45	4.0	A
	INTERSECTION			8.8	A	INTERSECTION			9.8	A	INTERSECTION			9.9	A
7th Ave 34th St	EB	TR	0.66	24.9	C	EB	TR	0.57	23.2	C	EB	TR	0.48	21.8	C
	WB	LT	0.63	24.8	C	WB	LT	0.78	28.9	C	WB	LT	0.66	25.7	C
	SB	T	0.87	20.8	C	SB	T	0.71	15.8	B	SB	T	0.67	15.2	B
	INTERSECTION			22.6	C	INTERSECTION			21.2	C	INTERSECTION			19.3	B
7th Ave @ 35th St	WB	L	0.46	24.0	C	WB	L	0.47	24.1	C	WB	L	0.33	21.6	C
		LT	0.35	21.0	C		LT	0.28	20.2	C		LT	0.51	23.3	C
	SB	TR	0.78	15.8	B	SB	TR	0.67	13.7	B	SB	TR	0.60	12.7	B
	INTERSECTION			17.3	B	INTERSECTION			15.7	B	INTERSECTION			15.9	B
7th Ave @ 36th St	EB	TR	0.81	31.5	C	EB	TR	0.62	21.9	C	EB	TR	0.49	21.9	C
	SB	LT	0.63	14.3	B	SB	LT	0.57	16.5	B	SB	LT	0.55	13.3	B
	INTERSECTION			19.3	B	INTERSECTION			18.1	B	INTERSECTION			15.2	B
7th Ave @ 37th St	WB	LT	0.76	26.2	C	WB	LT	0.46	18.8	B	WB	LT	0.94	39.5	D
	SB	TR	0.93	29.0	C	SB	TR	0.80	21.5	C	SB	TR	0.90	26.4	C
	INTERSECTION			28.2	C	INTERSECTION			20.8	C	INTERSECTION			31.1	C
7th Ave @ 38th St	EB	TR	0.89	37.6	D	EB	TR	0.55	20.5	C	EB	TR	0.63	24.9	C
	SB	LT	0.76	17.0	B	SB	LT	0.73	19.6	B	SB	LT	0.78	17.4	B
	INTERSECTION			23.7	C	INTERSECTION			19.8	B	INTERSECTION			19.2	B
7th Ave @ 39th St	WB	LT	0.39	17.4	B	WB	LT	0.44	18.0	B	WB	LT	0.29	16.4	B
	SB	TR	0.85	23.4	C	SB	TR	0.71	19.2	B	SB	TR	0.90	26.4	C
	INTERSECTION			21.8	C	INTERSECTION			18.8	B	INTERSECTION			24.3	C
7th Ave @ 40th St	EB	TR	0.76	22.7	C	EB	TR	0.77	25.1	C	EB	TR	0.87	27.8	C
	SB	LT	0.89	28.4	C	SB	LT	0.68	21.0	C	SB	LT	0.75	22.6	C
	INTERSECTION			26.0	C	INTERSECTION			22.5	C	INTERSECTION			25.1	C
7th Ave @ 41st St	WB	LT	0.35	23.2	C	WB	LT	0.16	15.3	B	WB	LT	0.18	21.1	C
	SB	TR	0.73	12.5	B	SB	TR	0.64	17.9	B	SB	TR	0.60	10.6	B
	INTERSECTION			13.8	B	INTERSECTION			17.6	B	INTERSECTION			11.5	B
7th Ave @ 42nd St	EB	TR	0.82	30.8	C	EB	TR	0.81	28.7	C	EB	TR	0.39	21.2	C
	WB	T	0.55	23.8	C	WB	T	0.36	17.2	B	WB	T	0.45	22.1	C
	SB	LTR	0.71	14.4	B	SB	LTR	0.62	17.4	B	SB	LTR	0.65	13.4	B
	INTERSECTION			21.4	C	INTERSECTION			20.9	C	INTERSECTION			16.8	B

7th Avenue @ 43rd Street	WB	LT	0.45	24.6	C	WB	LT	0.50	25.5	C	WB	LT	0.68	29.7	C
	SB	TR	0.63	10.9	B	SB	TR	0.47	9.2	A	SB	TR	0.55	10.0	A
	INTERSECTION			13.1	B	INTERSECTION			12.9	B	INTERSECTION			15.0	B
7th Avenue @ 44th Street	EB	TR	0.52	22.3	C	EB	TR	0.58	23.4	C	EB	TR	0.26	19.1	B
	SB	T	0.71	15.1	B	SB	T	0.51	12.3	B	SB	T	0.62	13.7	B
	INTERSECTION			17.3	B	INTERSECTION			16.8	B	INTERSECTION			14.7	B
7th Avenue @ 45th Street	WB	LT	0.61	24.8	C	WB	LT	0.61	24.7	C	WB	LT	0.63	25.1	C
	SB	T	0.78	16.7	B	SB	T	0.49	12.1	B	SB	T	0.62	13.6	B
	INTERSECTION			18.6	B	INTERSECTION			16.3	B	INTERSECTION			16.9	B
7th Avenue @ 46th Street	EB	TR	0.47	21.6	C	EB	TR	0.29	19.4	B	EB	TR	0.46	21.5	C
	SB	LT	0.76	16.0	B	SB	LT	0.56	12.8	B	SB	LT	0.63	13.8	B
	INTERSECTION			17.5	B	INTERSECTION			14.4	B	INTERSECTION			16.1	B
7th Avenue @ 50th Street	EB	TR	0.71	27.8	C	EB	TR	1.09	70.3	E	EB	TR	0.57	24.2	C
	SB	LT	0.76	16.1	B	SB	LT	0.56	12.9	B	SB	LT	0.58	13.2	B
	INTERSECTION			19.1	B	INTERSECTION			37.4	D	INTERSECTION			16.0	B
57th Street @ 7th Avenue	EB	T	0.49	19.0	B	EB	T	0.47	18.8	B	EB	T	0.55	19.9	B
		R	0.30	17.4	B		R	0.28	17.1	B		R	0.35	18.0	B
	WB	T	0.38	17.3	B	WB	T	0.40	17.5	B	WB	T	0.43	17.9	B
	SB	LTR	0.68	21.2	C	SB	LTR	0.35	16.9	B	SB	LTR	0.67	21.4	C
	INTERSECTION			19.8	B	INTERSECTION			17.6	B	INTERSECTION			20.0	B
14th Street @ 8th Avenue	EB	LT	0.56	24.4	C	EB	LT	0.55	24.2	C	EB	LT	0.46	22.3	C
	WB	TR	0.63	25.6	C	WB	TR	0.57	24.2	C	WB	TR	0.57	24.2	C
	NB	LTR	0.49	15.5	B	NB	LTR	0.47	15.2	B	NB	LTR	0.47	15.2	B
	INTERSECTION			19.2	B	INTERSECTION			18.6	B	INTERSECTION			18.2	B
8th Avenue @ 23rd Street	EB	LT	0.57	23.8	C	EB	LT	0.79	30.7	C	EB	LT	0.35	20.2	C
	WB	TR	0.86	35.5	D	WB	TR	1.08	83.5	F	WB	TR	0.39	20.7	C
	NB	LTR	0.38	11.0	B	NB	LTR	0.79	17.0	B	NB	LTR	0.56	16.4	B
	INTERSECTION			21.0	C	INTERSECTION			37.0	D	INTERSECTION			17.8	B
8th Avenue @ 28th Street	EB	LT	0.53	23.9	C	EB	LT	0.55	24.3	C	EB	LT	0.66	27.0	C
	NB	TR	0.59	12.6	B	NB	TR	0.77	15.5	B	NB	TR	0.73	14.8	B
	INTERSECTION			15.3	B	INTERSECTION			17.3	B	INTERSECTION			17.7	B
8th Avenue @ 29th Street	WB	TR	0.84	33.7	C	WB	TR	0.45	18.7	B	WB	TR	0.65	25.6	C
	NB	LT	0.64	14.7	B	NB	LT	0.89	24.8	C	NB	LT	0.81	18.3	B
	INTERSECTION			20.8	C	INTERSECTION			23.7	C	INTERSECTION			19.9	B
8th Ave @ 30th St	EB	LT	0.92	35.8	D	EB	LT	0.69	23.4	C	EB	LT	0.56	21.8	C
	NB	TR	0.70	18.9	B	NB	TR	0.81	21.6	C	NB	TR	0.80	19.6	B
	INTERSECTION			25.8	C	INTERSECTION			22.1	C	INTERSECTION			20.1	C
8th Avenue @ 31st Street	WB	TR	0.93	40.9	D	WB	TR	0.55	20.6	C	WB	TR	0.84	31.4	C
	NB	LT	0.81	24.3	C	NB	LT	0.92	27.2	C	NB	LT	0.98	35.9	D
	INTERSECTION			29.4	C	INTERSECTION			25.8	C	INTERSECTION			34.7	C
8th Ave @ 33rd St	WB	TR	0.26	13.3	B	WB	TR	0.26	13.3	B	WB	TR	0.33	12.9	B
	NB	LT	0.96	36.5	D	NB	LT	0.97	39.0	D	NB	LT	0.83	27.7	C
	INTERSECTION			32.0	C	INTERSECTION			34.0	C	INTERSECTION			24.4	C
8th Ave @ 34th St	EB	L	0.54	27.7	C	EB	L	0.53	35.6	D	EB	L	0.47	25.0	C
		T	0.63	6.5	A		T	0.57	20.5	C		T	0.39	14.3	B
	WB	TR	0.64	27.0	C	WB	TR	0.85	37.2	D	WB	TR	0.69	30.6	C
	NB	LTR	0.74	24.3	C	NB	LTR	0.80	21.5	C	NB	LTR	0.76	24.8	C
	INTERSECTION			20.9	C	INTERSECTION			26.0	C	INTERSECTION			24.3	C
8th Avenue @ 35th Street	WB	TR	0.71	31.7	C	WB	TR	0.59	21.7	C	WB	TR	0.90	45.4	D
	NB	LT	0.68	11.6	B	NB	LT	0.71	19.1	B	NB	LT	0.68	11.6	B
	INTERSECTION			15.7	B	INTERSECTION			19.7	B	INTERSECTION			20.0	B
8th Avenue @ 36th Street	EB	LT	0.76	30.3	C	EB	LT	0.68	23.5	C	EB	LT	0.73	29.1	C
	NB	TR	0.75	15.2	B	NB	TR	0.73	19.5	B	NB	TR	0.69	13.9	B
	INTERSECTION			19.0	B	INTERSECTION			20.7	C	INTERSECTION			17.9	B
8th Avenue @ 37th Street	WB	TR	0.93	43.4	D	WB	TR	0.58	21.1	C	WB	TR	0.78	25.8	C
	NB	LT	0.76	17.0	B	NB	LT	0.77	20.6	C	NB	LT	0.63	14.3	B
	INTERSECTION			24.9	C	INTERSECTION			20.7	C	INTERSECTION			18.5	B
8th Avenue @ 38th Street	EB	LT	0.68	23.6	C	EB	LT	0.72	24.9	C	EB	LT	0.65	24.2	C
	NB	TR	0.81	20.0	C	NB	TR	0.71	19.1	B	NB	TR	0.82	20.3	C
	INTERSECTION			21.3	C	INTERSECTION			20.8	C	INTERSECTION			21.2	C
8th Avenue @ 39th Street	WB	TR	0.75	26.8	C	WB	TR	0.80	28.9	C	WB	TR	0.75	27.5	C
	NB	LT	0.88	24.3	C	NB	LT	0.77	20.4	C	NB	LT	0.86	23.5	C
	INTERSECTION			24.9	C	INTERSECTION			22.9	C	INTERSECTION			24.4	C
8th Avenue @ 40th Street	EB	T	1.08	71.7	E	EB	LT	0.61	19.6	B	EB	T	0.49	17.0	B
	NB	TR	0.90	29.3	C	NB	TR	0.89	27.9	C	NB	TR	0.87	25.8	C
	INTERSECTION			45.1	D	INTERSECTION			25.5	C	INTERSECTION			23.3	C
8th Avenue @ 41st Street	WB	R	0.20	11.9	B	WB	R	0.15	11.5	B	WB	R	0.34	13.3	B
	NB	T	0.84	27.8	C	NB	T	0.70	24.3	C	NB	T	0.89	30.3	C
	INTERSECTION			26.2	C	INTERSECTION			23.2	C	INTERSECTION			27.8	C

8th Ave @ 42nd St						EB	DefL	0.48	23.5	C					
	EB	LT	0.49	5.4	A		T	0.46	5.4	A	EB	LT	0.30	13.7	B
	WB	TR	0.85	40.8	D	WB	TR	0.62	23.3	C	WB	TR	0.84	40.4	D
	NB	LTR	0.87	18.2	B	NB	LTR	0.74	23.3	C	NB	LTR	0.99	39.6	D
	INTERSECTION			19.8	B	INTERSECTION			19.8	B	INTERSECTION			36.5	D
8th Avenue @ 43rd Street	WB	TR	0.39	20.6	C	WB	TR	0.32	16.7	B	WB	TR	0.47	21.7	C
	NB	LT	0.78	16.6	B	NB	LT	0.83	22.1	C	NB	LT	0.94	24.9	C
	INTERSECTION			17.4	B	INTERSECTION			21.0	C	INTERSECTION			24.2	C
8th Avenue @ 44th Street	EB	LT	1.01	63.1	E	EB	LT	0.77	26.3	C	EB	LT	0.56	27.4	C
	NB	TR	0.44	8.2	A	NB	TR	0.50	15.5	B	NB	TR	0.49	8.6	A
	INTERSECTION			24.0	C	INTERSECTION			18.9	B	INTERSECTION			11.7	B
8th Avenue @ 45th Street	WB	TR	0.78	34.9	C	WB	TR	0.52	19.8	B	WB	TR	0.91	45.3	D
	NB	LT	0.54	9.1	A	NB	LT	0.57	16.5	B	NB	LT	0.61	9.8	A
	INTERSECTION			15.2	B	INTERSECTION			17.3	B	INTERSECTION			18.4	B
8th Avenue @ 46th Street	EB	LT	0.41	24.1	C	EB	LT	0.30	16.4	B	EB	LT	0.51	25.5	C
	NB	TR	0.61	9.9	A	NB	TR	0.62	17.3	B	NB	TR	0.68	10.7	B
	INTERSECTION			12.7	B	INTERSECTION			17.1	B	INTERSECTION			13.9	B
57th Street @ 8th Avenue	EB	LT	0.72	27.9	C	EB	LT	0.66	26.1	C	EB	LT	0.68	26.5	C
	WB	T	0.39	20.8	C	WB	T	0.64	25.0	C	WB	T	0.64	25.0	C
		R	0.60	27.2	C		R	0.52	24.8	C		R	0.45	23.3	C
	NB	LTR	0.52	15.8	B	NB	LTR	0.55	16.2	B	NB	LTR	0.74	19.4	B
	INTERSECTION			20.3	C	INTERSECTION			20.6	C	INTERSECTION			21.8	C
14th Street @ 9th Avenue	EB	LTR	0.22	29.6	C	EB	LTR	0.20	29.4	C	EB	LTR	0.23	29.8	C
	WB	LTR	0.89	54.5	D	WB	LTR	0.98	68.4	E	WB	LTR	0.99	72.2	E
	NB	L	0.42	38.5	D	NB	L	0.47	39.8	D	NB	L	0.28	35.0	D
		TR	0.33	34.2	C		TR	0.25	33.1	C		TR	0.24	33.1	C
	SB	L	0.56	28.2	C	SB	L	0.65	31.2	C	SB	L	0.43	25.3	C
		T	0.88	38.3	D		T	0.88	38.2	D		T	0.86	36.7	D
		R	0.20	21.3	C		R	0.29	22.4	C		R	0.39	23.9	C
	INTERSECTION			38.3	D	INTERSECTION			41.6	D	INTERSECTION			41.6	D
9th Avenue @ 23rd Street	EB	TR	0.50	27.7	C	EB	TR	0.44	26.6	C	EB	TR	0.43	26.7	C
	WB	DefL	1.13	120.3	F						WB	DefL	0.71	35.8	D
		T	0.80	34.8	C	WB	LT	1.12	94.9	F		T	0.53	22.2	C
	SB	LTR	0.70	21.4	C	SB	LTR	0.74	22.5	C	SB	LTR	0.65	20.7	C
	INTERSECTION			34.3	C	INTERSECTION			42.5	D	INTERSECTION			22.9	C
9th Avenue @ 28th Street	EB	TR	0.36	24.0	C	EB	TR	0.41	24.6	C	EB	TR	0.53	26.8	C
	SB	LT	0.68	10.7	B	SB	LT	0.64	10.1	B	SB	LT	0.50	8.6	A
	INTERSECTION			12.1	B	INTERSECTION			12.1	B	INTERSECTION			11.7	B
9th Avenue @ 29th Street	WB	LT	0.42	24.0	C	WB	LT	0.30	22.6	C	WB	LT	0.33	23.0	C
	SB	TR	0.64	10.2	B	SB	TR	0.80	13.5	B	SB	TR	0.60	9.7	A
	INTERSECTION			13.9	B	INTERSECTION			15.4	B	INTERSECTION			12.8	B
9th Ave @ 30th St	EB	TR	0.70	29.2	C	EB	TR	0.46	25.3	C	EB	TR	0.34	24.0	C
	SB	LT	0.56	13.3	B	SB	LT	0.71	15.4	B	SB	LT	0.69	15.2	B
	INTERSECTION			18.6	B	INTERSECTION			17.8	B	INTERSECTION			16.8	B
9th Avenue @ 31st Street	WB	LT	0.45	24.8	C	WB	LT	0.61	27.4	C	WB	LT	0.80	32.9	C
	SB	TR	0.61	9.8	A	SB	TR	0.62	9.9	A	SB	TR	0.64	10.1	B
	INTERSECTION			12.9	B	INTERSECTION			14.3	B	INTERSECTION			17.3	B
9th Ave @ 33rd St	WB	LT	0.72	34.4	C	WB	LT	0.62	28.3	C	WB	LT	0.94	45.0	D
	SB	TR	0.58	9.4	A	SB	TR	0.52	8.9	A	SB	TR	0.62	15.6	B
	INTERSECTION			13.4	B	INTERSECTION			13.2	B	INTERSECTION			23.5	C
9th Ave @ 34th St	EB	TR	0.89	38.5	D	EB	TR	0.84	36.1	D	EB	TR	0.75	32.0	C
	WB	DefL	0.49	30.7	C	WB	DefL	0.69	39.7	D	WB	DefL	0.44	25.4	C
		T	0.37	14.6	B		T	0.51	16.5	B		T	0.41	15.1	B
	SB	LTR	0.85	27.0	C	SB	LTR	0.73	23.4	C	SB	LTR	0.62	21.0	C
	INTERSECTION			28.7	C	INTERSECTION			26.2	C	INTERSECTION			22.8	C
9th Avenue @ 35th Street	WB	LT	0.54	27.1	C	WB	LT	0.63	29.1	C	WB	LT	0.85	38.8	D
	SB	TR	0.60	9.7	A	SB	TR	0.50	8.8	A	SB	TR	0.56	9.3	A
	INTERSECTION			12.7	B	INTERSECTION			13.3	B	INTERSECTION			17.0	B
9th Avenue @ 36th Street	EB	TR	0.68	29.0	C	EB	TR	0.51	25.6	C	EB	TR	0.49	25.4	C
	SB	LT	0.56	9.3	A	SB	LT	0.52	8.9	A	SB	LT	0.55	9.2	A
	INTERSECTION			15.0	B	INTERSECTION			13.2	B	INTERSECTION			13.0	B
9th Ave @ 37th St	WB	LT	0.62	27.6	C	WB	LT	0.61	27.6	C	WB	LT	0.89	35.1	D
	SB	TR	0.52	8.9	A	SB	TR	0.53	9.1	A	SB	TR	0.63	10.0	A
	INTERSECTION			14.6	B	INTERSECTION			14.1	B	INTERSECTION			18.1	B
9th Avenue @ 38th Street	EB	TR	0.65	28.3	C	EB	TR	0.82	37.8	D	EB	TR	0.60	28.7	C
	SB	LT	0.60	9.7	A	SB	LT	0.56	9.3	A	SB	LT	0.68	10.5	B
	INTERSECTION			14.8	B	INTERSECTION			16.1	B	INTERSECTION			12.8	B
9th Avenue @ 39th Street	WB	LT	0.59	28.0	C	WB	LT	0.87	41.6	D	WB	LT	0.51	27.4	C
	SB	TR	0.57	9.4	A	SB	TR	0.55	9.2	A	SB	TR	0.75	11.7	B
	INTERSECTION			13.0	B	INTERSECTION			17.6	B	INTERSECTION			13.2	B
9th Avenue @ 40th Street	EB	TR	0.82	26.6	C	EB	TR	0.65	28.1	C	EB	TR	0.70	29.4	C
	SB	LT	0.69	18.4	B	SB	LT	0.51	8.9	A	SB	LT	0.61	9.6	A
	INTERSECTION			21.8	C	INTERSECTION			14.8	B	INTERSECTION			14.6	B
9th Avenue @ 41st Street	WB	LT	0.00	16.8	B	WB	LT	0.00	16.8	B	WB	LT	0.07	17.5	B
	SB	TR	1.01	37.6	D	SB	TR	0.94	24.8	C	SB	TR	0.90	20.6	C
	INTERSECTION			37.6	D	INTERSECTION			24.8	C	INTERSECTION			20.6	C

9th Ave @ 42nd St	EB	TR	0.78	33.4	C	EB	TR	0.74	32.3	C	EB	TR	0.78	37.7	D
						WB	DefL	0.82	49.9	D	WB	DefL	0.61	35.1	D
	WB	LT	0.44	15.4	B		T	0.24	13.2	B		T	0.48	18.4	B
	SB	LTR	0.84	25.7	C	SB	LTR	0.69	22.1	C	SB	LTR	1.02	44.0	D
	INTERSECTION			25.6	C	INTERSECTION			25.7	C	INTERSECTION			39.1	D
9th Avenue @ 43rd Street	WB	LT	0.49	19.3	B	WB	LT	0.57	20.8	C	WB	LT	0.77	26.4	C
	SB	TR	0.66	17.6	B	SB	TR	0.74	19.2	B	SB	TR	0.92	26.1	C
	INTERSECTION			17.9	B	INTERSECTION			19.6	B	INTERSECTION			26.2	C
9th Avenue @ 44th Street	EB	TR	0.66	26.4	C	EB	TR	0.83	33.8	C	EB	TR	0.49	22.7	C
	SB	LT	0.64	13.5	B	SB	LT	0.68	14.2	B	SB	LT	0.83	17.4	B
	INTERSECTION			16.0	B	INTERSECTION			19.4	B	INTERSECTION			18.1	B
9th Avenue @ 45th Street	WB	LT	0.26	22.2	C	WB	LT	0.28	22.5	C	WB	LT	0.31	22.8	C
	SB	TR	0.59	9.4	A	SB	TR	0.60	9.7	A	SB	TR	0.72	11.3	B
	INTERSECTION			11.4	B	INTERSECTION			12.2	B	INTERSECTION			13.4	B
9th Avenue @ 46th Street	EB	TR	0.61	28.5	C	EB	TR	0.49	26.1	C	EB	TR	0.60	28.4	C
	SB	LT	0.59	9.5	A	SB	LT	0.63	10.0	B	SB	LT	0.77	12.2	B
	INTERSECTION			12.5	B	INTERSECTION			12.4	B	INTERSECTION			14.6	B
9th Avenue @ 50th Street	EB	TR	0.51	25.6	C	EB	TR	1.07	83.6	F	EB	TR	0.64	29.6	C
	SB	LT	0.59	9.5	A	SB	LT	0.82	13.8	B	SB	LT	0.98	26.7	C
	INTERSECTION			12.6	B	INTERSECTION			33.0	C	INTERSECTION			27.1	C
57th Street @ 9th Avenue	EB	TR	1.08	93.3	F	EB	TR	0.94	56.1	E	EB	TR	1.10	101.8	F
						WB	DefL	1.02	71.2	E	WB	DefL	1.20	141.7	F
	WB	LT	0.73	24.6	C		T	0.37	15.0	B		T	1.02	61.4	E
	SB	LTR	0.84	30.2	C	SB	LTR	0.85	32.9	C	SB	LTR	0.74	28.0	C
	INTERSECTION			40.6	D	INTERSECTION			38.4	D	INTERSECTION			60.5	E
Broadway @ 23rd Street	EB	TR	0.53	19.6	B	EB	TR	0.76	24.9	C	EB	TR	0.55	19.9	B
	WB	LT	0.75	26.2	C	WB	LT	0.70	24.4	C	WB	LT	0.31	16.8	B
	SB	LT	0.23	15.7	B	SB	LT	0.27	16.1	B	SB	LT	0.36	16.9	B
	INTERSECTION			20.8	C	INTERSECTION			22.1	C	INTERSECTION			18.1	B
Broadway @ 24th Street	EB	R	0.25	19.2	B	EB	R	0.21	18.8	B	EB	R	0.19	18.6	B
	SB	T	0.14	12.3	B	SB	T	0.18	12.6	B	SB	T	0.16	12.4	B
	INTERSECTION			15.9	B	INTERSECTION			15.2	B	INTERSECTION			15.1	B
Broadway @ 30th St	EB	TR	0.76	26.1	C	EB	TR	0.51	20.1	C	EB	TR	0.67	27.6	C
	SB	LT	0.64	21.4	C	SB	LT	0.64	21.1	C	SB	LT	0.67	22.1	C
	INTERSECTION			23.9	C	INTERSECTION			20.7	C	INTERSECTION			23.6	C
Broadway @ 31st St	WB	LT	0.51	20.2	C	WB	LT	0.47	19.5	B	WB	LT	0.60	21.7	C
	SB	TR	0.78	26.1	C	SB	TR	0.84	29.3	C	SB	TR	0.86	30.4	C
	INTERSECTION			23.7	C	INTERSECTION			25.7	C	INTERSECTION			26.7	C
Broadway @ 32nd St	EB	TR	0.26	16.8	B	EB	TR	0.33	17.4	B	EB	TR	0.17	15.9	B
	SB	L	0.25	16.1	B	SB	L	0.33	17.2	B	SB	L	0.36	17.7	B
		T	0.64	21.3	C		T	0.67	21.9	C		T	0.71	23.0	C
	INTERSECTION			19.4	B	INTERSECTION			19.9	B	INTERSECTION			20.8	C
Broadway @ 33rd St	WB	L	0.13	15.8	B	WB	L	0.11	15.6	B	WB	L	0.17	16.4	B
	SB	T	0.74	27.9	C	SB	T	0.83	31.6	C	SB	T	0.86	33.4	C
	INTERSECTION			27.1	C	INTERSECTION			30.8	C	INTERSECTION			32.1	C
Broadway @ 35th St	WB	LT	0.25	7.4	A	WB	LT	0.26	7.5	A	WB	LT	0.29	7.7	A
	SB	TR	0.99	61.7	E	SB	TR	1.01	66.3	E	SB	TR	1.07	83.4	F
	INTERSECTION			40.5	D	INTERSECTION			43.2	D	INTERSECTION			53.5	D
Broadway @ 36th St	EB	TR	0.55	14.3	B	EB	TR	0.43	12.6	B	EB	TR	0.46	13.0	B
	SB	LT	0.57	26.1	C	SB	LT	0.63	27.2	C	SB	LT	0.70	28.5	C
	INTERSECTION			20.7	C	INTERSECTION			21.7	C	INTERSECTION			22.9	C
Broadway @ 37th St	WB	LT	0.50	16.6	B	WB	LT	0.39	15.0	B	WB	LT	0.80	24.6	C
	SB	TR	0.51	21.8	C	SB	TR	0.45	21.0	C	SB	TR	0.53	22.0	C
	INTERSECTION			20.1	C	INTERSECTION			19.2	B	INTERSECTION			23.1	C
Broadway @ 38th St	EB	TR	0.71	24.0	C	EB	TR	0.46	18.3	B	EB	TR	0.58	20.4	C
	SB	LT	0.63	21.4	C	SB	LT	0.59	20.6	C	SB	LT	0.58	20.4	C
	INTERSECTION			22.3	C	INTERSECTION			20.0	B	INTERSECTION			20.4	C
Broadway @ 39th St	WB	LT	0.74	27.5	C	WB	LT	0.93	41.9	D	WB	LT	0.66	25.2	C
	SB	TR	0.45	16.1	B	SB	TR	0.39	15.4	B	SB	TR	0.38	15.3	B
	INTERSECTION			20.0	B	INTERSECTION			26.8	C	INTERSECTION			18.8	B
Broadway @ 40th St	EB	TR	0.90	35.3	D	EB	TR	0.40	17.6	B	EB	TR	0.73	27.4	C
	SB	LT	0.40	13.9	B	SB	LT	0.39	17.2	B	SB	LT	0.30	13.0	B
	INTERSECTION			24.4	C	INTERSECTION			17.4	B	INTERSECTION			20.3	C
Broadway @ 41st St	WB	LT	0.78	43.2	D	WB	LT	0.44	20.6	C	WB	LT	0.35	24.9	C
	SB	TR	0.39	12.2	B	SB	TR	0.38	17.1	B	SB	TR	0.29	11.3	B
	INTERSECTION			17.1	B	INTERSECTION			17.6	B	INTERSECTION			12.7	B
Broadway @ 42nd St	EB	T	0.86	38.0	D	EB	T	0.57	25.2	C	EB	T	0.38	25.2	C
	WB	LT	0.91	39.6	D	WB	LT	0.79	26.1	C	WB	LT	0.64	22.1	C
	SB	LTR	0.59	17.4	B	SB	LTR	0.42	17.6	B	SB	LTR	0.41	15.2	B
	INTERSECTION			28.5	C	INTERSECTION			22.3	C	INTERSECTION			19.2	B
Broadway @ 43rd Street	WB	LT	0.52	25.2	C	WB	LT	0.51	22.9	C	WB	LT	0.80	31.5	C
	SB	T	1.04	56.7	E	SB	T	0.76	22.4	C	SB	T	0.73	21.4	C
	INTERSECTION			49.5	D	INTERSECTION			22.6	C	INTERSECTION			25.9	C
Broadway @ 44th Street	EB	TR	0.45	21.2	C	EB	TR	0.49	21.8	C	EB	TR	0.20	18.5	B
	SB	LT	0.77	21.2	C	SB	LT	0.51	16.0	B	SB	LT	0.55	16.6	B
	INTERSECTION			21.2	C	INTERSECTION			18.5	B	INTERSECTION			17.0	B

Broadway @ 45th Street	WB	LT	0.43	21.4	C	WB	LT	0.46	22.0	C	WB	LT	0.64	25.5	C
	SB	T	0.87	23.1	C	SB	T	0.62	14.6	B	SB	T	0.73	17.2	B
		R	0.28	14.2	B		R	0.24	13.6	B		R	0.31	14.6	B
	INTERSECTION			21.8	C	INTERSECTION			16.9	B	INTERSECTION			19.9	B
Broadway @ 46th Street	EB	TR	0.45	21.3	C	EB	TR	0.28	19.3	B	EB	TR	0.44	21.2	C
	SB	T	0.65	18.3	B	SB	T	0.48	15.6	B	SB	T	0.58	17.0	B
	INTERSECTION			19.4	B	INTERSECTION			16.7	B	INTERSECTION			18.6	B
Broadway @ 50th Street	EB	TR	0.92	43.6	D	EB	TR	1.13	99.7	F	EB	TR	0.67	27.1	C
	SB	LT	0.42	14.6	B	SB	LT	0.63	18.0	B	SB	LT	0.77	21.4	C
	INTERSECTION			24.3	C	INTERSECTION			56.6	E	INTERSECTION			22.9	C
Broadway/6th Ave@34th St	EB	T	0.78	34.4	C	EB	T	0.72	32.2	C	EB	T	0.57	30.2	C
	WB	TR	0.72	32.4	C	WB	TR	0.86	38.4	D	WB	TR	0.77	35.6	D
	NB	T	1.08	77.7	E	NB	T	1.09	82.5	F	NB	T	1.07	67.6	E
	SB	T	0.94	51.6	D	SB	T	1.03	71.1	E	SB	T	0.99	61.0	E
	INTERSECTION			56.9	E	INTERSECTION			61.4	E	INTERSECTION			54.9	D
Cardinal Stepanic Plz @ 40 St	EB	TR	0.22	14.0	B	EB	TR	0.18	13.7	B	EB	TR	0.17	13.6	B
		R	0.70	24.3	C		R	0.25	14.8	B		R	0.59	20.9	C
	SB	T	0.42	20.0	B	SB	T	0.42	20.0	B	SB	T	0.19	17.3	B
	INTERSECTION			20.1	C	INTERSECTION			17.1	B	INTERSECTION			17.8	B
Dyer Avenue @ 34th Street	EB	T	0.81	38.5	D	EB	T	0.59	29.0	C	EB	T	0.84	40.7	D
	WB	T	0.29	5.1	A	WB	T	0.36	6.4	A	WB	T	0.29	5.1	A
		R	0.05	4.0	A		R	0.21	5.7	A		R	0.19	4.9	A
	SB	L	0.89	56.2	E	SB	L	0.36	32.7	C	SB	L	0.31	33.7	C
		R	0.31	36.1	D		R	0.42	36.9	D		R	0.76	58.6	E
	INTERSECTION			32.0	C	INTERSECTION			19.7	B	INTERSECTION			26.8	C
Dyer Avenue @ 35th Street	WB	LTR	0.39	26.1	C	WB	LTR	0.44	26.8	C	WB	LTR	0.78	34.8	C
	NB	LT	0.03	4.7	A	NB	LT	0.10	5.0	A	NB	LT	0.09	4.9	A
	SB	TR	0.28	9.4	A	SB	TR	0.18	8.7	A	SB	TR	0.22	9.0	A
	INTERSECTION			15.3	B	INTERSECTION			15.9	B	INTERSECTION			22.4	C
Dyer Avenue @ 36th Street	EB	LT	0.49	28.1	C	EB	LT	0.48	27.9	C	EB	LT	0.50	28.4	C
	NB	TR	0.15	20.6	C	NB	TR	0.32	22.5	C	NB	TR	0.57	26.4	C
	SB	DefL	0.60	16.5	B	SB	DefL	0.33	11.0	B	SB	DefL	0.29	13.3	B
		TR	0.32	9.2	A		TR	0.20	8.3	A		TR	0.23	8.5	A
	INTERSECTION			16.2	B	INTERSECTION			17.3	B	INTERSECTION			19.2	B
Dyer Avenue @ 40th Street	EB	LT	0.42	27.7	C	EB	LT	0.28	26.1	C	EB	LT	0.42	27.8	C
	NB	TR	0.49	5.8	A	NB	TR	0.36	5.1	A	NB	TR	0.19	4.4	A
		R	0.67	9.8	A		R	0.67	10.3	B		R	0.75	13.3	B
	INTERSECTION			10.1	B	INTERSECTION			9.5	A	INTERSECTION			13.7	B
Dyer Avenue @ 41st Street	WB	TR	0.56	33.1	C	WB	TR	0.52	32.3	C	WB	TR	0.31	30.1	C
	NB	L	1.05	80.9	F	NB	L	1.00	65.9	E	NB	L	0.12	20.0	C
		TR	0.47	21.9	C		TR	0.34	18.7	B		TR	0.38	20.8	C
	INTERSECTION			41.4	D	INTERSECTION			37.8	D	INTERSECTION			22.3	C
Dyer Ave @ 42nd St	EB	T	0.25	19.7	B	EB	T	0.59	25.1	C	EB	T	0.26	19.8	B
	WB	T	0.44	21.8	C	WB	T	0.45	22.5	C	WB	T	0.50	22.6	C
	NB	L	0.35	13.8	B	NB	L	0.23	12.5	B	NB	L	0.34	13.6	B
		LTR	0.08	8.6	A		LTR	0.12	8.9	A		LTR	0.08	8.6	A
		R	0.65	17.3	B		R	0.41	11.9	B		R	0.32	10.9	B
	SB	R	0.02	10.9	B	SB	R	0.04	11.1	B	SB	R	0.17	12.3	B
	INTERSECTION			17.9	B	INTERSECTION			18.6	B	INTERSECTION			17.6	B
Greenwich St @ Canal St	EB	LTR	0.76	23.5	C	EB	LTR	0.69	10.7	B	EB	LTR	0.43	17.7	B
						WB	DefL	0.28	8.8	A					
	WB	LTR	0.58	11.0	B		TR	0.38	2.1	A	WB	LTR	0.35	8.1	A
	INTERSECTION			19.8	B	INTERSECTION			8.7	A	INTERSECTION			14.5	B
Hudson St @ Canal St	EB	DefL	0.83	30.3	C	EB	L	0.38	14.0	B	EB	L	0.50	14.7	B
		T	0.66	15.9	B		LT	0.62	13.8	B		LT	0.30	9.7	A
	WB	T	0.61	29.9	C	WB	T	0.39	26.2	C	WB	T	0.27	24.7	C
		R	0.73	18.5	B		R	1.01	50.8	D		R	0.77	20.7	C
	NB	LT	0.71	30.5	C	NB	LT	0.39	25.6	C	NB	LT	0.75	31.5	C
		R	0.11	23.4	C		R	0.17	24.2	C		R	0.06	22.7	C
	INTERSECTION			26.1	C	INTERSECTION			28.0	C	INTERSECTION			23.1	C
Javitz Center @ 34th Street	EB	LT	0.22	4.1	A	EB	LT	0.17	3.9	A	EB	LT	0.15	3.8	A
	WB	TR	0.22	4.1	A	WB	TR	0.29	4.4	A	WB	TR	0.28	4.4	A
	SB	L	0.03	43.8	D	SB	L	0.02	43.6	D	SB	L	0.05	44.1	D
		R	0.02	43.7	D		R	0.02	43.7	D		R	0.02	43.7	D
	INTERSECTION			4.4	A	INTERSECTION			4.5	A	INTERSECTION			4.6	A
Lexington Ave @ 34th St	EB	TR	0.46	15.4	B	EB	TR	0.52	17.3	B	EB	TR	0.58	23.3	C
	WB	LT	0.76	22.8	C	WB	LT	0.86	30.2	C	WB	LT	0.66	25.9	C
	SB	LT	0.68	24.5	C	SB	LT	0.79	27.0	C	SB	LT	0.63	18.0	B
		R	0.02	17.1	B		R	0.05	16.1	B		R	0.03	11.5	B
	INTERSECTION			21.4	C	INTERSECTION			24.8	C	INTERSECTION			21.5	C
Lincoln Tunnel Expwy @ 30 St	EB	L	0.09	10.0	A	EB	L	0.17	10.5	B	EB	L	0.34	12.0	B
	SB	L	0.68	28.9	C	SB	L	0.35	23.0	C	SB	L	0.18	21.0	C
	INTERSECTION			25.5	C	INTERSECTION			17.6	B	INTERSECTION			14.3	B
Lincoln Tunnel Expwy @ 31 St	WB	LTR	0.68	33.9	C	WB	LTR	0.87	44.4	D	WB	LTR	0.75	31.5	C
	NB	LT	0.11	4.6	A	NB	LT	0.18	4.9	A	NB	LT	0.33	5.7	A
	SB	TR	0.41	10.2	B	SB	TR	0.22	8.6	A	SB	TR	0.11	7.9	A
	INTERSECTION			17.2	B	INTERSECTION			24.3	C	INTERSECTION			20.0	B

Madison Ave @ 34th St	EB	LT	1.03	64.8	E	EB	LT	0.77	26.5	C	EB	LT	0.68	23.5	C
	WB	TR	0.47	21.6	C	WB	TR	0.49	18.7	B	WB	TR	0.39	17.4	B
	NB	LTR	0.39	14.5	B	NB	LTR	0.64	21.1	C	NB	LTR	0.67	21.8	C
	INTERSECTION			35.5	D	INTERSECTION			21.9	C	INTERSECTION			21.1	C
NB Boulevard @ 33rd Street	WB	T	0.13	17.9	B	WB	T	0.12	17.7	B	WB	T	0.14	17.9	B
	INTERSECTION			17.9	B	INTERSECTION			17.7	B	INTERSECTION			17.9	B
NB Boulevard @ 34th Street	EB	T	0.37	20.3	C	EB	T	0.38	20.4	C	EB	T	0.30	19.5	B
	WB	T	0.50	22.1	C	WB	T	0.63	24.3	C	WB	T	0.63	24.3	C
	INTERSECTION			21.3	C	INTERSECTION			22.8	C	INTERSECTION			22.7	C
Park Ave @ 34th St	EB	TR	0.62	24.0	C	EB	TR	0.63	24.1	C	EB	TR	0.55	22.8	C
	WB	TR	0.81	31.4	C	WB	TR	0.83	32.7	C	WB	TR	0.65	25.8	C
	NB	TR	0.46	15.7	B	NB	TR	0.56	17.2	B	NB	TR	0.54	16.9	B
	SB	TR	0.36	14.2	B	SB	TR	0.33	13.9	B	SB	TR	0.35	14.1	B
	INTERSECTION			21.6	C	INTERSECTION			22.3	C	INTERSECTION			19.7	B
Park Ave. @ 50th Street	EB	LTR	0.47	21.6	C	EB	LTR	0.60	23.7	C	EB	LTR	0.59	23.4	C
	NB	TR	0.77	21.8	C	NB	TR	0.68	19.5	B	NB	TR	0.77	21.8	C
	SB	LT	0.87	25.7	C	SB	LT	1.17	107.8	F	SB	LT	0.82	23.3	C
	INTERSECTION			23.5	C	INTERSECTION			55.8	E	INTERSECTION			22.8	C
57th Street @ Park Avenue	EB	T	0.46	20.4	C	EB	T	0.61	23.1	C	EB	T	0.63	23.4	C
		R	0.39	20.8	C		R	0.29	19.2	B		R	0.22	18.1	B
	WB	T	0.44	20.2	C	WB	T	0.41	19.7	B	WB	T	0.37	19.3	B
		R	0.36	20.2	C		R	0.27	18.9	B		R	0.25	18.6	B
	NB	LTR	0.94	19.7	B	NB	LTR	0.96	24.5	C	NB	LTR	1.06	46.3	D
						SB	DefL	1.02	84.5	F					
	SB	LTR	1.07	55.7	E		TR	0.90	17.9	B	SB	LTR	0.78	10.3	B
	INTERSECTION			32.2	C	INTERSECTION			23.8	C	INTERSECTION			28.0	C
2nd Ave @ QBB Ramp LL	WB	L	0.82	34.5	C	WB	L	0.72	27.3	C	WB	L	0.75	30.2	C
		T	0.93	48.1	D		T	0.70	27.7	C		T	0.91	42.6	D
	SB	L	0.99	49.1	D	SB	L	0.72	23.4	C	SB	L	1.09	79.4	E
		LT	0.51	12.4	B		LT	0.65	17.0	B		LT	0.66	15.5	B
	INTERSECTION			30.1	C	INTERSECTION			21.8	C	INTERSECTION			33.4	C
Washington Street @ Canal St	EB	T	0.57	9.3	A	EB	T	0.42	7.7	A	EB	T	0.28	6.6	A
	WB	T	0.25	6.5	A	WB	T	0.16	5.9	A	WB	T	0.15	5.9	A
	NB	R	0.06	38.2	D	NB	R	0.09	38.7	D	NB	R	0.20	40.0	D
	SB	R	0.11	38.9	D	SB	R	0.07	38.4	D	SB	R	0.08	38.5	D
	INTERSECTION			9.7	A	INTERSECTION			8.9	A	INTERSECTION			10.3	B

			AM					Midday					PM		
Intersection	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
10th Avenue @ 28th Street	EB	LT	0.41	24.8	C	EB	LT	0.34	23.7	C	EB	LT	0.61	28.6	C
	NB	TR	0.51	8.8	A	NB	TR	0.48	8.6	A	NB	TR	0.63	10.1	B
	INTERSECTION			11.2	B	INTERSECTION			10.6	B	INTERSECTION			13.4	B
10th Avenue @ 29th Street	WB	TR	0.87	40.3	D	WB	TR	0.74	33.3	C	WB	TR	0.80	36.0	D
	NB	LT	0.55	9.3	A	NB	LT	0.50	8.8	A	NB	LT	0.68	10.7	B
	INTERSECTION			17.4	B	INTERSECTION			14.5	B	INTERSECTION			15.8	B
10th Ave. @ 30th Street	EB	LT	0.61	28.7	C	EB	LT	0.62	27.6	C	EB	LT	0.64	29.4	C
	NB	TR	0.71	11.4	B	NB	TR	0.61	10.0	A	NB	TR	0.87	15.6	B
	INTERSECTION			14.8	B	INTERSECTION			15.2	B	INTERSECTION			17.9	B
10th Ave. @ 31st Street	WB	R	0.47	26.3	C	WB	R	0.53	26.9	C	WB	R	0.61	30.0	C
	NB	T	0.56	9.3	A	NB	T	0.71	11.5	B	NB	T	0.50	8.7	A
	INTERSECTION			11.6	B	INTERSECTION			14.4	B	INTERSECTION			11.7	B
10th Ave. @ 33rd Street	WB	TR	0.38	22.6	C	WB	TR	0.43	23.5	C	WB	TR	0.51	24.7	C
	NB	LT	0.82	15.2	B	NB	LT	0.90	19.0	B	NB	LT	0.60	10.9	B
	INTERSECTION			16.4	B	INTERSECTION			19.6	B	INTERSECTION			13.3	B
10th Ave. @ 34th Street	EB	DefL	1.02	89.5	F	EB	DefL	1.07	111.4	F	EB	DefL	0.88	65.3	E
		T	0.36	21.8	C		T	0.44	22.9	C		T	0.36	19.3	B
	WB	TR	0.49	23.5	C	WB	TR	0.93	46.2	D	WB	TR	0.48	20.8	C
	NB	LT	0.83	16.5	B	NB	LT	0.87	17.9	B	NB	LT	0.77	17.4	B
		R	0.33	13.9	B		R	0.52	18.2	B		R	0.57	22.2	C
	INTERSECTION			23.1	C	INTERSECTION			29.1	C	INTERSECTION			20.4	C
10th Ave. @ 35th Street	WB	TR	0.60	28.3	C	WB	TR	0.64	29.5	C	WB	TR	0.85	40.1	D
	NB	LT	0.67	10.5	B	NB	LT	0.67	10.6	B	NB	LT	0.57	9.3	A
	INTERSECTION			13.6	B	INTERSECTION			13.8	B	INTERSECTION			15.5	B
10th Ave. @ 36th Street	EB	LT	0.42	24.9	C	EB	LT	0.59	28.5	C	EB	LT	0.59	28.3	C
	NB	TR	0.70	11.0	B	NB	TR	0.86	15.4	B	NB	TR	0.77	12.1	B
	INTERSECTION			12.7	B	INTERSECTION			17.5	B	INTERSECTION			14.4	B
10th Ave. @ 37th Street	WB	TR	0.24	20.8	C	WB	TR	0.59	27.3	C	WB	TR	0.58	25.2	C
	NB	LT	0.53	10.2	B	NB	LT	0.66	11.9	B	NB	LT	0.61	11.0	B
	INTERSECTION			11.8	B	INTERSECTION			14.3	B	INTERSECTION			14.7	B
10th Ave. @ 38th Street	EB	LT	0.61	28.4	C	EB	LT	0.69	31.0	C	EB	LT	0.72	32.1	C
	NB	TR	0.51	8.8	A	NB	TR	0.64	10.2	B	NB	TR	0.69	10.7	B
	INTERSECTION			12.3	B	INTERSECTION			14.1	B	INTERSECTION			14.0	B
10th Ave. @ 39th Street	WB	T	0.26	19.3	B	WB	T	0.42	21.1	C	WB	T	0.00	16.8	B
		R	0.32	20.8	C		R	0.28	20.4	C		R	0.00	16.8	B
	NB	LT	0.47	11.6	B	NB	LT	0.64	13.7	B	NB	LT	0.72	14.6	B
	INTERSECTION			13.2	B	INTERSECTION			15.3	B	INTERSECTION			14.6	B
10th Avenue @ 40th Street	EB	LT	0.19	17.8	B	EB	LT	0.17	17.6	B	EB	LT	0.16	17.5	B
	NB	TR	0.54	13.1	B	NB	TR	0.52	12.8	B	NB	TR	0.78	16.5	B
	INTERSECTION			13.7	B	INTERSECTION			13.4	B	INTERSECTION			16.6	B
10th Ave. @ 41st Street	WB	T	0.29	13.5	B	WB	T	0.28	13.4	B	WB	T	0.16	12.6	B
		R	0.51	17.0	B		R	0.53	17.5	B		R	0.09	12.0	B
	NB	L	0.40	22.2	C	NB	L	0.58	26.9	C	NB	L	0.25	20.7	C
		T	0.63	21.3	C		T	0.80	25.2	C		T	0.97	35.7	D
	INTERSECTION			19.3	B	INTERSECTION			22.0	C	INTERSECTION			33.4	C
10th Ave. @ 42nd Street	EB	DefL	0.91	75.6	E						EB	DefL	1.21	188.2	F
		T	0.31	20.7	C	EB	LT	0.72	20.3	C		T	0.31	18.1	B
	WB	TR	1.01	56.3	E	WB	TR	0.82	32.7	C	WB	TR	0.93	34.8	C
	NB	LTR	0.79	21.3	C	NB	LTR	0.87	19.7	B	NB	LTR	0.86	26.2	C
	INTERSECTION			34.2	C	INTERSECTION			22.8	C	INTERSECTION			32.0	C
10th Avenue @ 43rd Street	WB	TR	0.44	21.8	C	WB	TR	0.57	24.1	C	WB	TR	0.83	32.6	C
	NB	LT	0.89	19.5	B	NB	LT	0.76	15.7	B	NB	LT	0.83	16.8	B
	INTERSECTION			19.8	B	INTERSECTION			17.3	B	INTERSECTION			19.9	B
10th Avenue @ 44th Street	EB	LT	0.37	23.6	C	EB	LT	0.48	25.0	C	EB	LT	0.24	22.2	C
	NB	TR	0.82	13.3	B	NB	TR	0.72	11.3	B	NB	TR	0.82	12.8	B
	INTERSECTION			14.8	B	INTERSECTION			14.0	B	INTERSECTION			13.6	B
10th Avenue @ 45th Street	WB	TR	0.36	22.8	C	WB	TR	0.34	22.6	C	WB	TR	0.37	23.0	C
	NB	LT	0.81	13.7	B	NB	LT	0.70	11.7	B	NB	LT	1.02	36.3	D
	INTERSECTION			15.1	B	INTERSECTION			13.4	B	INTERSECTION			34.7	C

10th Avenue @ 46th Street	EB	LT	0.63	32.9	C	EB	LT	0.65	33.8	C	EB	LT	0.86	51.0	D
	NB	TR	0.81	13.7	B	NB	TR	0.93	20.0	B	NB	TR	1.05	43.1	D
	INTERSECTION			15.1	B	INTERSECTION			21.2	C	INTERSECTION			43.7	D
11th Ave. @ 26th Street	EB	TR	0.46	31.5	C	EB	TR	0.41	30.5	C	EB	TR	0.44	31.1	C
	SB	LT	0.25	6.9	A	SB	LT	0.27	7.0	A	SB	LT	0.19	6.6	A
	INTERSECTION			11.1	B	INTERSECTION			10.7	B	INTERSECTION			11.5	B
11th Avenue @ 28th Street	EB	TR	0.13	18.4	B	EB	TR	0.31	21.2	C	EB	TR	0.19	19.2	B
	SB	LT	0.38	14.2	B	SB	LT	0.36	14.0	B	SB	LT	0.38	14.1	B
	INTERSECTION			14.3	B	INTERSECTION			14.5	B	INTERSECTION			14.4	B
11th Avenue @ 29th Street	WB	LT	0.32	16.6	B	WB	LT	0.24	15.9	B	WB	LT	0.34	16.9	B
	SB	TR	0.49	18.3	B	SB	TR	0.50	18.5	B	SB	TR	0.44	17.8	B
	INTERSECTION			17.8	B	INTERSECTION			17.9	B	INTERSECTION			17.5	B
11th Ave. @ 30th Street	EB	TR	0.34	17.2	B	EB	TR	0.36	17.5	B	EB	TR	0.36	17.5	B
	SB	LT	0.60	20.1	C	SB	LT	0.76	23.4	C	SB	LT	0.59	20.0	C
	INTERSECTION			19.5	B	INTERSECTION			22.3	C	INTERSECTION			19.5	B
11th Ave. @ 33rd Street	WB	L	0.28	26.5	C	WB	L	0.27	26.3	C	WB	L	0.33	27.4	C
	SB	T	0.39	9.3	A	SB	T	0.46	9.9	A	SB	T	0.36	9.0	A
	INTERSECTION			11.5	B	INTERSECTION			11.7	B	INTERSECTION			11.6	B
11th Ave. @ 34th Street						EB	DefL	0.63	21.3	C	EB	DefL	0.85	49.8	D
	EB	LTR	0.60	10.3	B		TR	0.39	6.2	A		TR	0.36	8.6	A
	WB	LTR	0.67	11.7	B	WB	LTR	0.96	26.3	C	WB	LTR	0.70	23.5	C
	SB	LTR	0.61	18.1	B	SB	LTR	0.87	26.6	C	SB	LTR	0.66	18.0	B
	INTERSECTION			14.4	B	INTERSECTION			23.4	C	INTERSECTION			19.7	B
11th Ave. @ 35th Street	WB	L	0.21	16.0	B	WB	L	0.28	16.9	B	WB	L	0.24	16.3	B
		LR	0.21	16.0	B		LR	0.28	16.9	B		LR	0.24	16.4	B
		R	0.17	15.7	B		R	0.21	16.1	B		R	0.24	16.6	B
	NB	T	0.13	14.9	B	NB	T	0.13	14.8	B	NB	T	0.15	15.0	B
	SB	T	0.35	16.7	B	SB	T	0.51	18.6	B	SB	T	0.42	17.5	B
	INTERSECTION			16.3	B	INTERSECTION			17.8	B	INTERSECTION			16.9	B
11th Ave. @ 36th Street	NB	TR	0.18	12.1	B	NB	TR	0.19	12.2	B	NB	TR	0.45	31.8	C
	SB	L	0.37	10.3	B	SB	L	0.46	12.4	B	SB	L	0.52	24.9	C
		T	0.43	8.4	A		T	0.57	9.9	A		T	0.50	9.1	A
	INTERSECTION			9.5	A	INTERSECTION			10.6	B	INTERSECTION			17.0	B
11th Ave. @ 37th Street	EB	LR	0.00	25.7	C	EB	LR	0.00	25.7	C	EB	LR	0.01	25.8	C
	WB	L	0.24	28.9	C	WB	L	0.28	29.5	C	WB	L	0.41	31.8	C
		LR	0.24	28.9	C		LR	0.28	29.4	C		LR	0.41	31.7	C
		R	0.29	30.5	C		R	0.20	28.6	C		R	0.40	33.1	C
	NB	T	0.18	6.6	A	NB	T	0.16	6.5	A	NB	T	0.24	7.1	A
	SB	T	0.33	7.5	A	SB	T	0.42	8.2	A	SB	T	0.35	7.6	A
	INTERSECTION			10.5	B	INTERSECTION			10.6	B	INTERSECTION			12.3	B
11th Ave. @ 38th Street	NB	TR	0.14	6.4	A	NB	TR	0.12	6.3	A	NB	TR	0.18	6.6	A
	SB	DefL	0.84	27.4	C	SB	DefL	0.77	20.9	C	SB	DefL	0.89	34.8	C
		T	0.43	8.4	A		T	0.58	10.0	A		T	0.48	8.8	A
	INTERSECTION			12.3	B	INTERSECTION			11.4	B	INTERSECTION			13.0	B
11th Ave. @ 39th Street	EB	LR	0.90	60.2	E	EB	LR	0.58	23.2	C	EB	LR	0.99	82.5	F
	WB	L	0.69	33.9	C	WB	L	0.56	20.4	C	WB	L	0.04	19.8	B
		LR	0.20	22.2	C		LR	0.28	15.5	B		LR	0.03	19.7	B
	NB	T	0.13	10.2	B	NB	T	0.15	16.8	B	NB	T	0.18	10.5	B
	SB	T	0.37	12.0	B	SB	T	0.64	22.7	C	SB	T	0.50	13.4	B
	INTERSECTION			21.9	C	INTERSECTION			21.3	C	INTERSECTION			21.4	C
11th Ave. @ 40th Street	EB	TR	0.63	39.3	D	EB	TR	0.53	35.6	D	EB	TR	0.44	33.7	C
	NB	R	0.16	6.5	A	NB	R	0.17	6.6	A	NB	R	0.22	6.9	A
	SB	L	0.32	7.5	A	SB	L	0.23	6.9	A	SB	L	0.38	7.9	A
		TR	0.30	7.2	A		TR	0.38	7.9	A		TR	0.40	8.0	A
	INTERSECTION			9.9	A	INTERSECTION			9.3	A	INTERSECTION			8.9	A
11th Ave. @ 41st Street	WB	LT	0.19	21.1	C	WB	LT	0.28	21.9	C	WB	LT	0.03	19.6	B
	SB	TR	0.40	12.2	B	SB	TR	0.43	12.5	B	SB	TR	0.57	14.0	B
	INTERSECTION			13.2	B	INTERSECTION			13.9	B	INTERSECTION			14.1	B
11th Ave. @ 42nd Street	EB	T	0.37	22.0	C	EB	T	0.40	22.3	C	EB	T	0.40	22.5	C
		R	0.43	25.4	C		R	0.47	26.6	C		R	0.56	29.8	C
	WB	L	0.57	25.0	C	WB	L	0.47	21.7	C	WB	L	0.85	44.1	D
		LT	0.39	14.9	B		LT	0.27	13.6	B		LT	0.49	16.4	B
	SB	LTR	0.58	20.5	C	SB	LTR	0.59	20.5	C	SB	LTR	0.69	22.1	C
	INTERSECTION			20.3	C	INTERSECTION			20.4	C	INTERSECTION			23.5	C
11th Avenue @ 43rd Street	WB	LT	0.36	29.2	C	WB	LT	0.47	30.7	C	WB	LT	0.51	31.2	C
	SB	TR	0.31	3.4	A	SB	TR	0.33	3.5	A	SB	TR	0.39	3.7	A
	INTERSECTION			8.1	A	INTERSECTION			9.4	A	INTERSECTION			9.1	A
11th Avenue @ 44th Street	EB	LTR	0.93	56.9	E	EB	LTR	0.97	63.1	E	EB	LTR	1.08	83.7	F
	SB	LT	0.36	3.6	A	SB	LT	0.49	4.3	A	SB	LT	0.56	4.7	A
	INTERSECTION			17.3	B	INTERSECTION			19.4	B	INTERSECTION			25.5	C

11th Avenue @ 45th Street	WB	LTR	0.92	56.4	E	WB	LTR	0.74	40.2	D	WB	LTR	0.70	38.5	D
	NB	LT	0.05	2.7	A	NB	LT	0.01	2.6	A	NB	LT	0.18	3.1	A
	SB	TR	0.56	4.9	A	SB	TR	0.60	5.2	A	SB	TR	0.69	6.1	A
	INTERSECTION			17.1	B	INTERSECTION			12.2	B	INTERSECTION			10.5	B
11th Avenue @ 46th Street	EB	LTR	0.43	31.0	C	EB	LTR	0.60	34.8	C	EB	LTR	0.59	34.1	C
	NB	TR	0.16	3.1	A	NB	TR	0.09	2.9	A	NB	TR	0.30	3.7	A
	SB	LT	0.51	4.4	A	SB	LT	0.49	4.4	A	SB	LT	0.59	5.0	A
	INTERSECTION			7.6	A	INTERSECTION			9.5	A	INTERSECTION			8.6	A
12th Ave. @ 26th Street	NB	TR	0.66	12.9	B	NB	TR	0.68	12.6	B	NB	TR	0.79	15.0	B
	SB	L	0.59	59.3	E	SB	L	0.34	40.7	D	SB	L	0.36	41.1	D
		T	0.93	24.4	C		T	0.70	13.2	B		T	0.89	19.9	B
	INTERSECTION			20.4	C	INTERSECTION			13.6	B	INTERSECTION			17.8	B
12th Avenue @ 29th Street	WB	LR	0.96	114.1	F	WB	LR	0.29	41.9	D	WB	LR	0.49	46.5	D
		R	0.83	87.4	F		R	0.99	95.4	F		R	0.78	63.2	E
	NB	T	0.59	8.8	A	NB	T	0.64	11.0	B	NB	T	0.80	15.8	B
	SB	T	0.82	14.1	B	SB	T	0.67	11.8	B	SB	T	0.92	23.0	C
	INTERSECTION			17.3	B	INTERSECTION			16.4	B	INTERSECTION			21.0	C
12TH AVE. @ 30th ST.	EB	LTR	0.05	53.7	D	EB	LTR	0.00	38.4	D	EB	LTR	0.04	43.9	D
	NB	TR	0.68	18.5	B	NB	TR	0.78	21.2	C	NB	TR	0.79	17.1	B
	SB	L	1.12	159.0	F	SB	L	1.05	136.6	F	SB	L	1.08	142.7	F
		TR	0.72	9.7	A		TR	0.60	9.6	A		TR	0.73	9.1	A
	INTERSECTION			19.6	B	INTERSECTION			20.0	C	INTERSECTION			17.2	B
12TH AVE. @ 34th ST.	WB	L	0.47	53.2	D	WB	L	0.45	40.5	D	WB	L	0.28	37.9	D
		R	0.44	32.4	C		R	0.66	32.0	C		R	0.83	44.0	D
	NB	T	0.68	28.9	C	NB	T	0.70	8.1	A	NB	T	0.76	21.9	C
		R	0.43	25.2	C		R	0.39	7.3	A		R	0.27	14.6	B
	SB	L	0.93	87.6	F	SB	L	0.86	66.5	E	SB	L	1.08	128.7	F
		T	0.76	15.3	B		T	0.58	2.3	A		T	0.82	16.8	B
	INTERSECTION			28.3	C	INTERSECTION			13.7	B	INTERSECTION			27.1	C
12th Avenue @ 36th Street	EB	L	0.11	48.2	D	EB	L	0.14	42.9	D	EB	L	0.50	54.4	D
		R	0.04	47.0	D		R	0.05	41.5	D		R	0.16	46.1	D
	NB	T	0.87	32.9	C	NB	T	0.86	22.1	C	NB	T	0.99	34.4	C
	SB	T	0.95	25.7	C	SB	T	0.70	9.9	A	SB	T	0.90	15.2	B
	INTERSECTION			29.2	C	INTERSECTION			17.0	B	INTERSECTION			26.1	C
12th Avenue @ 37th Street	EB	LR	0.18	53.5	D	EB	LR	0.24	46.5	D	EB	LR	0.59	52.9	D
	NB	L	0.10	63.5	E	NB	L	0.05	47.6	D	NB	L	0.17	52.5	D
		T	0.89	34.6	C		T	0.93	29.6	C		T	1.03	45.3	D
	SB	T	1.13	91.2	F	SB	T	0.87	25.2	C	SB	T	1.00	39.9	D
	INTERSECTION			64.5	E	INTERSECTION			27.9	C	INTERSECTION			43.1	D
12th Ave @ 39th St	EB	LTR	0.23	52.1	D	EB	LTR	0.03	34.1	C	EB	LTR	0.21	40.8	D
	NB	L	1.15	215.8	F	NB	L	0.28	62.9	E	NB	L	0.35	61.2	E
		TR	0.88	33.5	C		TR	1.06	65.1	E		TR	1.11	80.8	F
	SB	L	0.63	70.9	E	SB	L	0.71	73.2	E	SB	L	0.88	91.7	F
		T	1.07	65.6	E		T	0.91	29.5	C		T	1.06	55.4	E
	INTERSECTION			53.4	D	INTERSECTION			50.5	D	INTERSECTION			69.8	E
12TH AVE. @ 40th ST.	WB	R	0.08	41.6	D	WB	R	0.04	33.6	C	WB	R	0.18	36.8	D
	NB	L	1.02	159.2	F	NB	L	0.11	34.7	C	NB	L	0.14	36.0	D
		TR	0.67	31.3	C		TR	0.70	22.2	C		TR	0.82	23.9	C
	SB	T	0.69	16.8	B	SB	T	0.54	11.8	B	SB	T	0.68	13.5	B
		R	0.30	12.3	B		R	0.08	8.0	A		R	0.17	8.6	A
	INTERSECTION			24.9	C	INTERSECTION			17.6	B	INTERSECTION			19.3	B
12TH AVE. @ 41st ST.	EB	LR	0.02	38.4	D	EB	LR	0.03	25.1	C	EB	LR	0.04	32.7	C
	WB	L	0.16	40.8	D	WB	L	0.11	26.1	C	WB	L	0.10	32.1	C
		R	0.11	39.6	D		R	0.21	27.2	C		R	0.06	32.9	C
	NB	T	0.67	13.1	B	NB	T	0.88	20.7	C	NB	T	0.87	6.9	A
	SB	T	1.08	50.8	D	SB	T	0.98	19.7	B	SB	T	1.08	48.3	D
	INTERSECTION			35.1	D	INTERSECTION			20.6	C	INTERSECTION			26.3	C
12TH AVE. @ 42nd ST.	EB	LTR	0.08	47.0	D	EB	LTR	0.06	32.4	C	EB	LTR	0.15	33.7	C
	WB	L	0.55	57.7	E	WB	L	0.24	34.9	C	WB	L	0.49	40.0	D
		R	0.34	26.2	C		R	0.22	15.3	B		R	0.45	27.6	C
	NB	T	0.73	15.7	B	NB	T	1.09	66.9	E	NB	T	1.00	23.5	C
		R	0.38	13.3	B		R	0.33	17.0	B		R	0.32	6.6	A
	SB	L	0.34	42.2	D	SB	L	0.46	34.3	C	SB	L	0.88	79.7	E
		T	1.00	19.7	B		T	0.91	34.8	C		T	1.03	50.4	D
	INTERSECTION			20.5	C	INTERSECTION			49.0	D	INTERSECTION			36.5	D
12th Avenue @ 43rd Street	WB	LTR	0.60	53.2	D	WB	LTR	0.53	34.4	C	WB	LTR	0.37	31.5	C
	NB	L	1.11	194.6	F	NB	L	0.40	57.1	E	NB	L	0.51	59.8	E
		T	0.57	9.7	A		T	0.76	14.8	B		T	0.95	24.8	C
	SB	T	0.85	23.1	C	SB	T	0.78	23.7	C	SB	T	1.01	24.0	C
		R	0.01	9.4	A		R	0.01	12.7	B		R	0.01	13.2	B
	INTERSECTION			21.3	C	INTERSECTION			20.0	C	INTERSECTION			25.0	C

12th Ave @ 44th Street	NB	TR	0.61	13.7	B	NB	TR	0.75	3.1	A	NB	TR	0.89	19.1	B
	SB	L	0.37	49.5	D	SB	L	0.49	43.3	D	SB	L	0.66	49.4	D
		T	0.71	15.7	B		T	0.57	11.2	B		T	0.72	13.9	B
	INTERSECTION			15.6	B	INTERSECTION			7.7	A	INTERSECTION			17.8	B
12th Avenue @ 46th Street	EB	LT	0.00	49.6	D	EB	LT	0.00	34.5	C	EB	LT	0.00	35.3	D
		R	0.00	49.6	D		R	0.00	34.5	C		R	0.10	36.6	D
	NB	TR	0.68	3.5	A	NB	TR	0.86	7.1	A	NB	TR	1.04	52.5	D
	SB	L	0.42	65.4	E	SB	L	1.09	152.5	F	SB	L	0.72	80.9	F
		T	0.69	11.0	B		T	0.60	11.2	B		T	0.75	14.0	B
	INTERSECTION			8.7	A	INTERSECTION			13.0	B	INTERSECTION			34.5	C
34th Street @ 2nd Avenue	EB	T	1.07	76.2	E	EB	T	1.00	62.1	E	EB	T	1.03	66.1	E
		R	0.37	27.7	C		R	0.38	27.9	C		R	0.36	26.7	C
	WB	DefL	0.60	42.2	D	WB	DefL	0.37	33.7	C	WB	DefL	0.51	38.6	D
		T	0.27	16.3	B		T	0.40	17.8	B		T	0.36	16.7	B
	SB	LTR	0.99	37.6	D	SB	LTR	0.61	19.9	B	SB	LTR	0.66	21.2	C
	INTERSECTION			44.4	D	INTERSECTION			29.9	C	INTERSECTION			32.8	C
36th Street @ 2nd Avenue	EB	TR	0.65	37.7	D	EB	L	0.62	29.7	C	EB	L	0.86	43.1	D
	WB	L	1.01	64.7	E		LTR	0.42	23.5	C		LTR	0.68	28.2	C
	SB	L	0.40	23.1	C	SB	L	0.30	11.6	B	SB	L	0.51	14.1	B
		LT	1.02	52.1	D		LT	0.44	12.6	B		LT	0.42	12.4	B
	INTERSECTION			50.1	D	INTERSECTION			16.5	B	INTERSECTION			20.5	C
37th Street @ 2nd Avenue	WB	LT	0.40	23.3	C	WB	LT	0.34	23.0	C	WB	LT	0.29	22.4	C
	SB	T	0.55	13.8	B	SB	TR	0.70	16.2	B	SB	TR	0.69	15.8	B
	INTERSECTION			15.5	B	INTERSECTION			16.9	B	INTERSECTION			16.3	B
57th Street @ 2nd Avenue	EB	TR	0.76	40.7	D	EB	TR	0.94	47.8	D	EB	TR	0.85	38.5	D
	WB	DefL	0.88	28.0	C	WB	DefL	0.37	19.2	B	WB	DefL	0.29	19.4	B
		T	0.44	10.6	B		T	0.26	14.4	B		T	0.20	13.9	B
	SB	LTR	0.81	30.5	C	SB	LTR	0.61	19.7	B	SB	LTR	0.55	18.9	B
	INTERSECTION			27.9	C	INTERSECTION			27.0	C	INTERSECTION			24.1	C
35th Street @ QMT Exit Street	WB	LT	0.46	25.2	C	WB	LT	0.38	20.6	C	WB	LT	0.23	18.9	B
	SB	L	0.55	15.4	B	SB	L	0.75	24.6	C	SB	L	0.66	21.3	C
		LTR	0.50	14.4	B		LTR	0.48	17.0	B		LTR	0.38	15.3	B
		R	0.99	52.1	D		R	0.66	22.0	C		R	0.65	21.6	C
	INTERSECTION			29.9	C	INTERSECTION			21.4	C	INTERSECTION			19.7	B
36th Street @ QMT ENT	EB	L	0.72	31.4	C	EB	L	0.39	23.2	C	EB	L	0.42	23.6	C
		LT	0.30	20.1	C		LT	0.24	20.1	C		LT	0.39	21.8	C
	NB	TR	0.63	19.1	B	NB	TR	0.64	19.4	B	NB	TR	0.77	24.0	C
	INTERSECTION			23.1	C	INTERSECTION			20.4	C	INTERSECTION			23.0	C
QBB Ramp @ 57th Street						EB	L	1.04	54.4	D	EB	DefL	0.61	9.6	A
	EB	T	0.23	3.8	A		LT	0.22	4.5	A		T	0.14	3.6	A
	WB	T	0.97	46.7	D	WB	TR	0.77	31.4	C	WB	TR	1.04	69.0	E
	INTERSECTION			36.5	D	INTERSECTION			35.5	D	INTERSECTION			42.2	D
2nd Ave @ 58th Street	EB	TR	0.22	18.7	B	EB	TR	0.61	24.7	C	EB	TR	0.83	28.8	C
	SB	LT	0.56	14.7	B	SB	LT	0.63	15.7	B	SB	LT	0.67	16.3	B
	INTERSECTION			15.0	B	INTERSECTION			17.1	B	INTERSECTION			19.4	B
2nd Ave @ 59th Street (ESD)	EB	TR	0.78	22.0	C	EB	TR	0.55	16.8	B	EB	TR	1.08	80.2	F
	SB	L	0.21	19.6	B	SB	L	0.17	19.1	B	SB	L	0.11	10.8	B
		LT	0.94	34.9	C		LT	1.03	54.0	D		LT	0.69	16.6	B
	INTERSECTION			29.8	C	INTERSECTION			43.3	D	INTERSECTION			39.7	D
Cardinal Stepanic Plz @ 40 St	EB	TR	0.21	14.0	B	EB	TR	0.18	13.6	B	EB	TR	0.17	13.6	B
		R	0.69	23.9	C		R	0.25	14.8	B		R	0.60	21.1	C
	SB	T	0.44	20.3	C	SB	T	0.41	19.9	B	SB	T	0.19	17.3	B
	INTERSECTION			20.0	C	INTERSECTION			17.1	B	INTERSECTION			18.0	B
Dyer Avenue @ 35th Street	WB	LTR	0.42	26.5	C	WB	LTR	0.48	27.3	C	WB	LTR	0.83	37.4	D
	NB	LT	0.03	4.7	A	NB	LT	0.10	5.0	A	NB	LT	0.09	4.9	A
	SB	TR	0.29	9.5	A	SB	TR	0.19	8.7	A	SB	TR	0.23	9.0	A
	INTERSECTION			15.8	B	INTERSECTION			16.6	B	INTERSECTION			24.2	C
Dyer Avenue @ 36th Street	EB	LT	0.49	28.1	C	EB	LT	0.48	28.0	C	EB	LT	0.54	28.9	C
	NB	TR	0.15	20.5	C	NB	TR	0.33	22.5	C	NB	TR	0.58	26.5	C
	SB	DefL	0.59	16.2	B	SB	DefL	0.33	11.0	B	SB	DefL	0.29	13.3	B
		TR	0.32	9.2	A		TR	0.20	8.3	A		TR	0.24	8.6	A
	INTERSECTION			16.1	B	INTERSECTION			17.4	B	INTERSECTION			19.5	B
NB Boulevard @ 33rd Street	WB	T	0.11	17.7	B	WB	T	0.11	17.7	B	WB	T	0.12	17.8	B
	INTERSECTION			17.7	B	INTERSECTION			17.7	B	INTERSECTION			17.8	B
NB Boulevard @ 34th Street	EB	T	0.39	20.5	C	EB	T	0.41	20.8	C	EB	T	0.34	20.0	B
	WB	T	0.50	22.1	C	WB	T	0.64	24.6	C	WB	T	0.62	24.2	C
	INTERSECTION			21.4	C	INTERSECTION			23.0	C	INTERSECTION			22.6	C
2nd Ave @ QBB Ramp LL	WB	L	0.91	44.2	D	WB	L	0.72	27.3	C	WB	L	0.75	30.2	C
		T	1.04	75.8	E		T	0.69	27.6	C		T	0.91	42.7	D
	SB	L	0.93	35.4	D	SB	L	0.72	23.4	C	SB	L	1.09	79.4	E
		LT	0.48	10.5	B		LT	0.65	17.0	B		LT	0.66	15.6	B
	INTERSECTION			34.2	C	INTERSECTION			21.8	C	INTERSECTION			33.5	C

			AM					Midday					PM		
Intersection	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
10th Avenue @ 28th Street	EB	LT	0.42	24.8	C	EB	LT	0.33	23.6	C	EB	LT	0.47	25.7	C
	NB	TR	0.53	9.0	A	NB	TR	0.49	8.7	A	NB	TR	0.64	10.1	B
	INTERSECTION			11.3	B	INTERSECTION			10.6	B	INTERSECTION			12.3	B
10th Avenue @ 29th Street	WB	TR	0.83	37.2	D	WB	TR	0.66	30.3	C	WB	TR	0.73	32.5	C
	NB	LT	0.57	9.4	A	NB	LT	0.51	8.8	A	NB	LT	0.66	10.4	B
	INTERSECTION			16.4	B	INTERSECTION			13.6	B	INTERSECTION			14.8	B
10th Ave. @ 30th Street	EB	LT	0.75	33.1	C	EB	LT	0.68	29.0	C	EB	LT	0.73	32.3	C
	NB	TR	0.74	11.9	B	NB	TR	0.63	10.2	B	NB	TR	0.85	14.8	B
	INTERSECTION			16.7	B	INTERSECTION			15.9	B	INTERSECTION			18.2	B
10th Ave. @ 31st Street	WB	R	0.48	26.4	C	WB	R	0.54	27.0	C	WB	R	0.62	30.3	C
	NB	T	0.62	10.0	A	NB	T	0.76	12.5	B	NB	T	0.50	8.7	A
	INTERSECTION			12.0	B	INTERSECTION			15.0	B	INTERSECTION			11.7	B
10th Ave. @ 33rd Street	WB	TR	0.33	21.9	C	WB	TR	0.37	22.4	C	WB	TR	0.41	22.9	C
	NB	LT	0.89	18.4	B	NB	LT	0.96	24.7	C	NB	LT	0.60	11.0	B
	INTERSECTION			18.9	B	INTERSECTION			24.4	C	INTERSECTION			13.0	B
10th Ave. @ 34th Street	EB	DefL	0.98	80.0	E	EB	DefL	1.04	104.0	F	EB	DefL	0.77	49.2	D
		T	0.36	21.8	C		T	0.45	23.0	C		T	0.33	18.9	B
	WB	TR	0.51	23.8	C	WB	TR	0.96	52.3	D	WB	TR	0.50	21.0	C
	NB	LT	0.86	17.3	B	NB	LT	0.83	16.6	B	NB	LT	0.70	15.9	B
		R	0.33	13.9	B		R	0.51	18.0	B		R	0.54	21.1	C
	INTERSECTION			22.7	C	INTERSECTION			29.1	C	INTERSECTION			18.7	B
10th Ave. @ 35th Street	WB	TR	0.60	28.4	C	WB	TR	0.65	29.9	C	WB	TR	0.86	40.6	D
	NB	LT	0.72	11.3	B	NB	LT	0.71	11.2	B	NB	LT	0.57	9.3	A
	INTERSECTION			14.0	B	INTERSECTION			14.3	B	INTERSECTION			15.7	B
10th Ave. @ 36th Street	EB	LT	0.42	25.0	C	EB	LT	0.60	28.9	C	EB	LT	0.59	28.5	C
	NB	TR	0.74	11.6	B	NB	TR	0.90	17.6	B	NB	TR	0.77	12.1	B
	INTERSECTION			13.2	B	INTERSECTION			19.3	B	INTERSECTION			14.4	B
10th Ave. @ 37th Street	WB	TR	0.26	21.0	C	WB	TR	0.72	31.7	C	WB	TR	0.62	25.9	C
	NB	LT	0.57	10.6	B	NB	LT	0.69	12.3	B	NB	LT	0.60	11.0	B
	INTERSECTION			12.1	B	INTERSECTION			15.7	B	INTERSECTION			15.0	B
10th Ave. @ 38th Street	EB	LT	0.61	28.4	C	EB	LT	0.70	31.4	C	EB	LT	0.72	32.5	C
	NB	TR	0.54	9.0	A	NB	TR	0.67	10.5	B	NB	TR	0.68	10.5	B
	INTERSECTION			12.3	B	INTERSECTION			14.3	B	INTERSECTION			13.9	B
10th Ave. @ 39th Street	WB	T	0.26	19.2	B	WB	T	0.42	21.1	C	WB	T	0.00	16.8	B
		R	0.32	20.9	C		R	0.28	20.6	C		R	0.00	16.8	B
	NB	LT	0.49	11.8	B	NB	LT	0.68	14.2	B	NB	LT	0.71	14.4	B
	INTERSECTION			13.3	B	INTERSECTION			15.7	B	INTERSECTION			14.4	B
10th Avenue @ 40th Street	EB	LT	0.19	17.8	B	EB	LT	0.17	17.6	B	EB	LT	0.15	17.4	B
	NB	TR	0.55	13.1	B	NB	TR	0.53	12.9	B	NB	TR	0.77	16.2	B
	INTERSECTION			13.7	B	INTERSECTION			13.5	B	INTERSECTION			16.3	B
10th Ave. @ 41st Street	WB	T	0.27	13.3	B	WB	T	0.25	13.2	B	WB	T	0.16	12.5	B
		R	0.55	17.8	B		R	0.60	19.2	B		R	0.10	12.1	B
	NB	L	0.40	22.2	C	NB	L	0.58	26.9	C	NB	L	0.25	20.7	C
		T	0.64	21.4	C		T	0.82	26.0	C		T	0.95	33.3	C
	INTERSECTION			19.5	B	INTERSECTION			22.9	C	INTERSECTION			31.1	C
10th Ave. @ 42nd Street	EB	DefL	1.05	112.0	F						EB	DefL	1.29	211.8	F
		T	0.31	20.7	C	EB	LT	0.75	21.3	C		T	0.31	18.0	B
	WB	TR	1.02	58.3	E	WB	TR	0.83	33.3	C	WB	TR	0.91	32.3	C
	NB	LTR	0.81	21.7	C	NB	LTR	0.93	23.8	C	NB	LTR	0.86	26.0	C
	INTERSECTION			36.9	D	INTERSECTION			25.6	C	INTERSECTION			32.4	C
10th Avenue @ 43rd Street	WB	TR	0.44	21.7	C	WB	TR	0.59	24.4	C	WB	TR	0.80	31.1	C
	NB	LT	0.89	19.5	B	NB	LT	0.73	15.1	B	NB	LT	0.81	16.3	B
	INTERSECTION			19.8	B	INTERSECTION			16.9	B	INTERSECTION			19.1	B
10th Avenue @ 44th Street	EB	LT	0.37	23.6	C	EB	LT	0.48	25.0	C	EB	LT	0.24	22.2	C
	NB	TR	0.83	13.5	B	NB	TR	0.72	11.2	B	NB	TR	0.81	12.5	B
	INTERSECTION			14.9	B	INTERSECTION			14.0	B	INTERSECTION			13.3	B
10th Avenue @ 45th Street	WB	TR	0.36	22.8	C	WB	TR	0.34	22.6	C	WB	TR	0.37	23.0	C
	NB	LT	0.81	13.9	B	NB	LT	0.70	11.7	B	NB	LT	1.01	31.4	C
	INTERSECTION			15.2	B	INTERSECTION			13.4	B	INTERSECTION			30.4	C

10th Avenue @ 46th Street	EB	LT	0.62	32.7	C	EB	LT	0.65	33.8	C	EB	LT	0.86	50.6	D
	NB	TR	0.81	13.8	B	NB	TR	0.93	20.0	C	NB	TR	1.03	37.8	D
	INTERSECTION			15.2	B	INTERSECTION			21.2	C	INTERSECTION			38.8	D
11th Ave. @ 26th Street	EB	TR	0.57	33.9	C	EB	TR	0.48	31.6	C	EB	TR	0.52	32.5	C
	SB	LT	0.25	6.9	A	SB	LT	0.27	7.0	A	SB	LT	0.19	6.5	A
	INTERSECTION			12.5	B	INTERSECTION			11.4	B	INTERSECTION			12.7	B
11th Avenue @ 28th Street	EB	TR	0.22	19.6	B	EB	TR	0.36	22.2	C	EB	TR	0.23	19.9	B
	SB	LT	0.37	14.1	B	SB	LT	0.36	13.9	B	SB	LT	0.33	13.7	B
	INTERSECTION			14.4	B	INTERSECTION			14.7	B	INTERSECTION			14.1	B
11th Avenue @ 29th Street	WB	LT	0.32	16.6	B	WB	LT	0.23	15.8	B	WB	LT	0.27	16.2	B
	SB	TR	0.47	18.1	B	SB	TR	0.49	18.4	B	SB	TR	0.41	17.4	B
	INTERSECTION			17.7	B	INTERSECTION			17.8	B	INTERSECTION			17.1	B
11th Ave. @ 30th Street	EB	TR	0.43	18.4	B	EB	TR	0.43	18.3	B	EB	TR	0.42	18.3	B
	SB	LT	0.59	19.9	B	SB	LT	0.74	22.9	C	SB	LT	0.56	19.5	B
	INTERSECTION			19.5	B	INTERSECTION			21.9	C	INTERSECTION			19.2	B
11th Ave. @ 33rd Street	WB	LT	0.46	29.2	C	WB	LT	0.48	29.4	C	WB	LT	0.65	33.6	C
	SB	TR	0.39	9.3	A	SB	TR	0.46	9.9	A	SB	TR	0.34	8.9	A
	INTERSECTION			13.3	B	INTERSECTION			13.5	B	INTERSECTION			15.8	B
11th Ave. @ 34th Street	EB	DefL	0.71	36.5	D	EB	DefL	0.98	68.0	E	EB	DefL	0.81	36.4	D
		TR	0.54	9.6	A		TR	0.38	4.9	A		TR	0.32	8.3	A
	WB	DefL	0.46	22.6	C										
		TR	0.56	10.4	B	WB	LTR	0.81	11.3	B	WB	LTR	0.60	21.3	C
	SB	LTR	0.65	18.8	B	SB	LTR	0.99	42.6	D	SB	LTR	0.69	18.6	B
	INTERSECTION			16.4	B	INTERSECTION			31.2	C	INTERSECTION			18.9	B
11th Ave. @ 35th Street	WB	L	0.25	16.7	B	WB	L	0.35	18.3	B	WB	L	0.34	18.3	B
		LR	0.25	16.7	B		LR	0.35	18.2	B		LR	0.34	18.2	B
		R	0.24	16.5	B		R	0.27	16.9	B		R	0.27	17.0	B
	NB	T	0.18	15.3	B	NB	T	0.17	15.2	B	NB	T	0.17	15.2	B
	SB	T	0.35	16.8	B	SB	T	0.54	19.0	B	SB	T	0.42	17.5	B
	INTERSECTION			16.5	B	INTERSECTION			18.2	B	INTERSECTION			17.2	B
11th Ave. @ 36th Street	NB	TR	0.25	12.6	B	NB	TR	0.25	12.6	B	NB	TR	0.51	32.6	C
	SB	L	0.43	12.6	B	SB	L	0.52	16.3	B	SB	L	0.52	24.8	C
		T	0.44	8.5	A		T	0.60	10.2	B		T	0.50	9.1	A
	INTERSECTION			10.1	B	INTERSECTION			11.5	B	INTERSECTION			17.6	B
11th Ave. @ 37th Street	EB	LR	0.00	25.7	C	EB	LR	0.00	25.7	C	EB	LR	0.01	23.6	C
	WB	L	0.25	29.0	C	WB	L	0.29	29.5	C	WB	L	0.38	28.9	C
		LR	0.26	29.2	C		LR	0.29	29.6	C		LR	0.39	29.0	C
		R	0.51	36.6	D		R	0.41	33.5	C		R	0.60	37.4	D
	NB	T	0.26	7.2	A	NB	T	0.23	7.0	A	NB	T	0.29	8.8	A
	SB	T	0.33	7.5	A	SB	T	0.44	8.4	A	SB	T	0.36	9.0	A
	INTERSECTION			11.3	B	INTERSECTION			11.1	B	INTERSECTION			14.0	B
11th Ave. @ 38th Street	NB	TR	0.21	6.8	A	NB	TR	0.19	6.6	A	NB	TR	0.22	6.8	A
	SB	DefL	0.84	29.6	C	SB	DefL	0.76	22.1	C	SB	DefL	0.86	33.2	C
		T	0.44	8.4	A		T	0.60	10.3	B		T	0.47	8.7	A
	INTERSECTION			11.7	B	INTERSECTION			11.2	B	INTERSECTION			11.9	B
11th Ave. @ 39th Street	WB	L	0.78	39.4	D	WB	L	0.67	23.9	C	WB	L	0.05	19.9	B
		LR	0.38	26.0	C		LR	0.28	15.6	B		LR	0.03	19.7	B
	NB	T	0.18	10.6	B	NB	T	0.21	17.4	B	NB	T	0.21	10.8	B
	SB	T	0.42	12.6	B	SB	T	0.73	24.5	C	SB	T	0.55	14.1	B
	INTERSECTION			17.2	B	INTERSECTION			22.8	C	INTERSECTION			13.4	B
11th Ave. @ 40th Street	NB	R	0.23	6.9	A	NB	R	0.22	6.8	A	NB	R	0.24	7.0	A
	SB	L	0.33	7.6	A	SB	L	0.24	6.9	A	SB	L	0.39	8.0	A
		T	0.33	7.5	A		T	0.44	8.3	A		T	0.43	8.3	A
	INTERSECTION			7.4	A	INTERSECTION			7.7	A	INTERSECTION			8.0	A
11th Ave. @ 41st Street	WB	L	0.14	20.6	C	WB	L	0.17	20.9	C	WB	L	0.03	19.6	B
	SB	T	0.42	12.4	B	SB	T	0.45	12.7	B	SB	T	0.59	14.3	B
	INTERSECTION			13.1	B	INTERSECTION			13.4	B	INTERSECTION			14.3	B
11th Ave. @ 42nd Street	EB	T	0.39	22.3	C	EB	T	0.41	21.8	C	EB	T	0.37	19.4	B
		R	0.72	37.8	D		R	0.76	41.1	D		R	0.81	42.3	D
	WB	L	0.59	26.7	C	WB	L	0.53	23.3	C	WB	L	0.82	37.8	D
		LT	0.45	15.7	B		LT	0.45	15.2	B		LT	0.46	13.6	B
	SB	LTR	0.61	20.9	C	SB	LTR	0.63	22.0	C	SB	LTR	0.82	28.5	C
	INTERSECTION			21.8	C	INTERSECTION			22.2	C	INTERSECTION			27.0	C
11th Avenue @ 43rd Street	WB	LT	0.33	28.8	C	WB	LT	0.39	29.6	C	WB	LT	0.44	30.2	C
	SB	TR	0.32	3.4	A	SB	TR	0.35	3.5	A	SB	TR	0.41	3.8	A
	INTERSECTION			7.6	A	INTERSECTION			8.2	A	INTERSECTION			8.3	A

11th Avenue @ 44th Street	EB	LTR	0.90	48.5	D	EB	LTR	0.93	52.1	D	EB	LTR	1.04	66.9	E
	SB	LT	0.39	5.2	A	SB	LT	0.53	6.1	A	SB	LT	0.60	6.7	A
	INTERSECTION			16.9	B	INTERSECTION			18.4	B	INTERSECTION			23.3	C
11th Avenue @ 45th Street	WB	LTR	0.92	55.3	E	WB	LTR	0.73	39.8	D	WB	LTR	0.71	38.6	D
	NB	LT	0.05	2.7	A	NB	LT	0.01	2.6	A	NB	LT	0.18	3.1	A
	SB	TR	0.57	5.0	A	SB	TR	0.61	5.3	A	SB	TR	0.70	6.3	A
	INTERSECTION			16.7	B	INTERSECTION			12.0	B	INTERSECTION			10.6	B
11th Avenue @ 46th Street	EB	LTR	0.51	32.4	C	EB	LTR	0.67	36.9	D	EB	LTR	0.67	36.4	D
	NB	TR	0.16	3.1	A	NB	TR	0.09	2.9	A	NB	TR	0.30	3.7	A
	SB	LT	0.50	4.4	A	SB	LT	0.50	4.4	A	SB	LT	0.58	5.0	A
	INTERSECTION			8.3	A	INTERSECTION			10.3	B	INTERSECTION			9.3	A
12th Ave. @ 26th Street	NB	TR	0.65	12.8	B	NB	TR	0.68	12.7	B	NB	TR	0.78	14.8	B
	SB	L	0.59	59.3	E	SB	L	0.35	40.8	D	SB	L	0.36	41.1	D
		T	0.92	24.3	C		T	0.70	13.3	B		T	0.88	19.3	B
	INTERSECTION			20.3	C	INTERSECTION			13.7	B	INTERSECTION			17.5	B
12th Avenue @ 29th Street	WB	LR	0.96	114.1	F	WB	LR	0.28	41.7	D	WB	LR	0.46	45.5	D
		R	0.84	87.9	F		R	0.98	93.7	F		R	0.73	59.2	E
	NB	T	0.56	8.4	A	NB	T	0.62	10.7	B	NB	T	0.77	15.1	B
	SB	T	0.82	14.0	B	SB	T	0.68	11.8	B	SB	T	0.92	22.3	C
	INTERSECTION			17.4	B	INTERSECTION			16.2	B	INTERSECTION			20.2	C
12TH AVE. @ 30th ST.	EB	LTR	0.05	53.7	D	EB	LTR	0.00	38.4	D	EB	LTR	0.04	43.9	D
	NB	TR	0.65	18.0	B	NB	TR	0.75	19.9	B	NB	TR	0.77	16.5	B
	SB	L	1.12	159.0	F	SB	L	1.14	168.4	F	SB	L	1.07	141.0	F
		TR	0.72	9.7	A		TR	0.60	9.6	A		TR	0.73	9.0	A
	INTERSECTION			19.4	B	INTERSECTION			20.3	C	INTERSECTION			16.8	B
12TH AVE. @ 34th ST.	WB	L	0.56	55.4	E	WB	L	0.55	42.4	D	WB	L	0.37	39.2	D
		R	0.27	29.2	C		R	0.49	27.9	C		R	0.55	33.6	C
	NB	T	0.65	28.1	C	NB	T	0.69	8.0	A	NB	T	0.79	22.6	C
		R	0.47	26.2	C		R	0.45	8.0	A		R	0.24	14.3	B
	SB	L	0.92	86.6	F	SB	L	0.86	66.2	E	SB	L	1.08	127.7	F
		T	0.74	14.8	B		T	0.56	2.2	A		T	0.79	16.0	B
	INTERSECTION			28.0	C	INTERSECTION			13.4	B	INTERSECTION			25.9	C
12th Avenue @ 36th Street	EB	L	0.11	48.2	D	EB	L	0.14	42.9	D	EB	L	0.50	54.4	D
		R	0.04	47.0	D		R	0.05	41.5	D		R	0.16	46.1	D
	NB	T	0.79	29.0	C	NB	T	0.81	20.0	C	NB	T	0.95	27.1	C
	SB	T	0.93	23.3	C	SB	T	0.68	9.5	A	SB	T	0.87	13.6	B
	INTERSECTION			26.1	C	INTERSECTION			15.7	B	INTERSECTION			21.6	C
12th Avenue @ 37th Street	EB	LR	0.18	53.5	D	EB	LR	0.24	46.5	D	EB	LR	0.59	52.9	D
	NB	L	0.10	63.5	E	NB	L	0.05	47.6	D	NB	L	0.17	52.5	D
		T	0.80	30.2	C		T	0.87	25.7	C		T	0.99	34.2	C
	SB	T	1.10	81.0	F	SB	T	0.85	23.9	C	SB	T	0.97	33.1	C
	INTERSECTION			58.1	E	INTERSECTION			25.2	C	INTERSECTION			34.3	C
12th Ave @ 39th St	EB	LR	0.23	52.0	D	EB	LR	0.03	34.1	C	EB	LR	0.17	36.2	D
	NB	L	1.15	215.8	F	NB	L	0.28	62.9	E	NB	L	0.35	61.2	E
		T	0.59	10.8	B		T	0.76	15.5	B		T	0.88	17.9	B
	SB	T	1.05	57.0	E	SB	T	0.88	27.6	C	SB	T	1.10	73.8	E
	INTERSECTION			39.3	D	INTERSECTION			21.0	C	INTERSECTION			42.7	D
12TH AVE. @ 40th ST.	NB	L	1.02	159.2	F	NB	L	0.11	34.7	C	NB	L	0.14	36.0	D
		T	0.39	7.3	A		T	0.45	4.5	A		T	0.55	4.6	A
	SB	T	0.65	15.8	B	SB	T	0.50	11.2	B	SB	T	0.63	12.6	B
		R	0.30	12.3	B		R	0.08	8.0	A		R	0.17	8.6	A
	INTERSECTION			14.2	B	INTERSECTION			7.6	A	INTERSECTION			8.2	A
12TH AVE. @ 41st ST.	EB	LR	0.02	38.5	D	EB	LR	0.03	25.1	C	EB	LR	0.05	32.9	C
	NB	TR	0.67	13.2	B	NB	TR	0.90	21.6	C	NB	TR	0.88	7.1	A
	SB	T	1.03	31.1	C	SB	T	0.93	13.0	B	SB	T	1.01	20.9	C
	INTERSECTION			23.4	C	INTERSECTION			17.8	B	INTERSECTION			13.3	B
12TH AVE. @ 42nd ST.	EB	LTR	0.08	47.1	D	EB	LTR	0.06	32.4	C	EB	LTR	0.14	33.7	C
	WB	L	0.53	57.1	E	WB	L	0.23	34.8	C	WB	L	0.39	37.8	D
		R	0.47	28.9	C		R	0.49	19.4	B		R	0.60	29.6	C
	NB	T	0.69	15.1	B	NB	T	1.01	40.6	D	NB	T	1.01	26.9	C
		R	0.41	13.7	B		R	0.35	17.2	B		R	0.33	8.0	A
	SB	L	0.41	43.3	D	SB	L	0.51	35.2	D	SB	L	0.89	76.6	E
		T	0.96	12.0	B		T	0.86	31.6	C		T	0.97	35.9	D
	INTERSECTION			17.2	B	INTERSECTION			34.5	C	INTERSECTION			32.5	C
12th Avenue @ 43rd Street	WB	LTR	0.59	52.8	D	WB	LTR	0.46	32.9	C	WB	LTR	0.31	30.6	C
	NB	L	1.11	194.6	F	NB	L	0.41	57.6	E	NB	L	0.51	59.8	E
		T	0.58	9.8	A		T	0.77	15.2	B		T	0.96	26.0	C
	SB	T	0.83	22.1	C	SB	T	0.76	23.1	C	SB	T	0.98	17.3	B
		R	0.01	9.4	A		R	0.01	12.7	B		R	0.01	13.2	B
	INTERSECTION			20.7	C	INTERSECTION			19.7	B	INTERSECTION			22.7	C

12th Ave @ 44th Street	NB	TR	0.61	13.7	B	NB	TR	0.76	3.2	A	NB	TR	0.94	24.9	C
	SB	L	0.50	52.9	D	SB	L	0.60	46.8	D	SB	L	0.72	48.7	D
		T	0.69	15.3	B		T	0.55	11.0	B		T	0.74	16.2	B
	INTERSECTION			15.8	B	INTERSECTION			8.0	A	INTERSECTION			22.2	C
12th Avenue @ 46th Street	EB	LT	0.00	49.6	D	EB	LT	0.00	34.5	C	EB	LT	0.00	38.4	D
		R	0.00	49.6	D		R	0.00	34.5	C		R	0.11	40.1	D
	NB	TR	0.71	5.5	A	NB	TR	0.87	7.3	A	NB	TR	1.03	48.2	D
	SB	L	0.49	63.9	E	SB	L	1.31	231.5	F	SB	L	0.78	79.6	E
		T	0.68	10.9	B		T	0.59	11.1	B		T	0.71	11.1	B
	INTERSECTION			9.7	A	INTERSECTION			16.4	B	INTERSECTION			31.4	C
34th Street @ 2nd Avenue	EB	T	1.05	71.4	E	EB	T	0.99	59.2	E	EB	T	0.98	53.7	D
		R	0.37	27.7	C		R	0.38	28.0	C		R	0.36	26.7	C
	WB	DefL	0.60	42.3	D	WB	DefL	0.37	33.5	C	WB	DefL	0.52	38.2	D
		T	0.27	16.3	B		T	0.40	17.8	B		T	0.36	16.7	B
	SB	LTR	0.99	37.5	D	SB	LTR	0.61	19.9	B	SB	LTR	0.66	21.2	C
	INTERSECTION			43.2	D	INTERSECTION			29.2	C	INTERSECTION			29.4	C
36th Street @ 2nd Avenue	EB	TR	0.66	38.0	D	EB	L	0.62	29.8	C	EB	L	0.85	42.9	D
	WB	L	1.01	64.4	E		LTR	0.42	23.5	C		LTR	0.68	28.1	C
	SB	L	0.41	23.2	C	SB	L	0.30	11.6	B	SB	L	0.51	14.1	B
		LT	1.02	52.1	D		LT	0.44	12.6	B		LT	0.42	12.4	B
	INTERSECTION			50.0	D	INTERSECTION			16.5	B	INTERSECTION			20.5	C
37th Street @ 2nd Avenue	WB	LT	0.40	23.3	C	WB	LT	0.34	23.0	C	WB	LT	0.29	22.4	C
	SB	T	0.55	13.9	B	SB	TR	0.70	16.2	B	SB	TR	0.69	15.8	B
	INTERSECTION			15.5	B	INTERSECTION			16.9	B	INTERSECTION			16.3	B
57th Street @ 2nd Avenue	EB	TR	0.76	40.7	D	EB	TR	0.95	48.0	D	EB	TR	0.85	38.4	D
	WB	DefL	0.88	28.0	C	WB	DefL	0.37	19.2	B	WB	DefL	0.29	19.4	B
		T	0.44	10.6	B		T	0.26	14.4	B		T	0.20	13.9	B
	SB	LTR	0.81	30.5	C	SB	LTR	0.61	19.7	B	SB	LTR	0.55	18.9	B
	INTERSECTION			27.9	C	INTERSECTION			27.1	C	INTERSECTION			24.1	C
35th Street @ QMT Exit Street	WB	LT	0.47	25.2	C	WB	LT	0.38	20.6	C	WB	LT	0.23	18.9	B
	SB	L	0.55	15.4	B	SB	L	0.75	24.6	C	SB	L	0.66	21.3	C
		LTR	0.50	14.3	B		LTR	0.49	17.0	B		LTR	0.38	15.3	B
		R	0.99	52.1	D		R	0.66	22.1	C		R	0.65	21.7	C
	INTERSECTION			29.9	C	INTERSECTION			21.4	C	INTERSECTION			19.7	B
36th Street @ QMT ENT	EB	L	0.73	32.1	C	EB	L	0.39	23.2	C	EB	L	0.42	23.6	C
		LT	0.31	20.2	C		LT	0.24	20.1	C		LT	0.39	21.8	C
	NB	TR	0.63	19.1	B	NB	TR	0.65	19.6	B	NB	TR	0.76	23.8	C
	INTERSECTION			23.3	C	INTERSECTION			20.5	C	INTERSECTION			22.9	C
QBB Ramp @ 57th Street	EB	T	0.23	3.8	A	EB	L	1.04	55.6	E	EB	DefL	0.61	9.5	A
							LT	0.22	4.5	A		T	0.14	3.6	A
	WB	T	0.97	46.8	D	WB	TR	0.77	31.4	C	WB	TR	1.04	68.8	E
	INTERSECTION			36.6	D	INTERSECTION			36.0	D	INTERSECTION			42.1	D
2nd Ave @ 58th Street	EB	TR	0.22	18.7	B	EB	TR	0.61	24.7	C	EB	TR	0.83	28.8	C
	SB	LT	0.56	14.8	B	SB	LT	0.63	15.7	B	SB	LT	0.67	16.3	B
	INTERSECTION			15.0	B	INTERSECTION			17.1	B	INTERSECTION			19.4	B
2nd Ave @ 59th Street (ESD)	EB	TR	0.79	22.1	C	EB	TR	0.55	16.8	B	EB	TR	1.08	80.3	F
	SB	L	0.21	19.6	B	SB	L	0.20	19.4	B	SB	L	0.11	10.8	B
		LT	0.94	35.2	D		LT	1.03	54.4	D		LT	0.69	16.6	B
	INTERSECTION			30.0	C	INTERSECTION			43.5	D	INTERSECTION			39.7	D
Cardinal Stepanic Plz @ 40 St	EB	TR	0.21	13.9	B	EB	TR	0.17	13.6	B	EB	TR	0.16	13.5	B
		R	0.71	24.8	C		R	0.28	15.1	B		R	0.64	22.2	C
	SB	T	0.45	20.5	C	SB	T	0.49	21.1	C	SB	T	0.19	17.3	B
	INTERSECTION			20.5	C	INTERSECTION			18.0	B	INTERSECTION			18.7	B
Dyer Avenue @ 35th Street	WB	LTR	0.42	26.5	C	WB	LTR	0.45	26.9	C	WB	LTR	0.82	37.1	D
	NB	LT	0.03	4.7	A	NB	LT	0.10	5.0	A	NB	LT	0.09	4.9	A
	SB	TR	0.29	9.5	A	SB	TR	0.19	8.7	A	SB	TR	0.23	9.0	A
	INTERSECTION			15.8	B	INTERSECTION			16.1	B	INTERSECTION			24.1	C
Dyer Avenue @ 36th Street	EB	LT	0.49	28.1	C	EB	LT	0.49	28.2	C	EB	LT	0.54	29.0	C
	NB	TR	0.14	20.4	C	NB	TR	0.29	22.0	C	NB	TR	0.57	26.3	C
	SB	DefL	0.61	16.8	B	SB	DefL	0.36	11.5	B	SB	DefL	0.33	13.9	B
		TR	0.32	9.2	A		TR	0.20	8.3	A		TR	0.23	8.5	A
	INTERSECTION			16.2	B	INTERSECTION			17.3	B	INTERSECTION			19.5	B
NB Boulevard @ 33rd Street	WB	T	0.19	18.4	B	WB	T	0.20	18.5	B	WB	T	0.26	19.1	B
	INTERSECTION			18.4	B	INTERSECTION			18.5	B	INTERSECTION			19.1	B
NB Boulevard @ 34th Street	EB	T	0.38	20.4	C	EB	T	0.42	20.8	C	EB	T	0.31	19.6	B
	WB	T	0.43	21.1	C	WB	T	0.55	22.8	C	WB	T	0.47	21.6	C
	INTERSECTION			20.8	C	INTERSECTION			21.9	C	INTERSECTION			20.8	C
2nd Ave @ QBB Ramp LL	WB	L	0.91	44.2	D	WB	L	0.72	27.3	C	WB	L	0.75	30.2	C
		T	1.04	76.2	E		T	0.70	27.7	C		T	0.91	43.0	D
	SB	L	0.93	35.4	D	SB	L	0.72	23.4	C	SB	L	1.09	79.4	E
		LT	0.48	10.5	B		LT	0.65	17.1	B		LT	0.66	15.6	B
	INTERSECTION			34.3	C	INTERSECTION			21.9	C	INTERSECTION			33.5	C

			AM					Midday					PM		
Intersection	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
10th Avenue @ 28th Street	EB	LT	0.45	25.4	C	EB	LT	0.36	23.9	C	EB	LT	0.54	26.9	C
	NB	TR	0.51	8.9	A	NB	TR	0.49	8.7	A	NB	TR	0.64	10.1	B
	INTERSECTION			11.5	B	INTERSECTION			10.8	B	INTERSECTION			12.8	B
10th Avenue @ 29th Street	WB	TR	0.84	37.9	D	WB	TR	0.65	29.8	C	WB	TR	0.82	36.7	D
	NB	LT	0.55	9.3	A	NB	LT	0.50	8.8	A	NB	LT	0.65	10.3	B
	INTERSECTION			16.7	B	INTERSECTION			13.5	B	INTERSECTION			16.1	B
10th Ave. @ 30th Street	EB	LT	0.71	31.5	C	EB	LT	0.61	27.4	C	EB	LT	0.68	30.5	C
	NB	TR	0.72	11.5	B	NB	TR	0.61	10.0	B	NB	TR	0.83	13.9	B
	INTERSECTION			15.9	B	INTERSECTION			15.0	B	INTERSECTION			17.0	B
10th Ave. @ 31st Street	WB	R	0.46	26.0	C	WB	R	0.81	40.3	D	WB	R	0.56	28.4	C
	NB	T	0.60	9.7	A	NB	T	0.73	11.9	B	NB	T	0.50	8.7	A
	INTERSECTION			11.8	B	INTERSECTION			16.9	B	INTERSECTION			11.4	B
10th Ave. @ 33rd Street	WB	TR	0.31	21.6	C	WB	TR	0.36	22.3	C	WB	TR	0.37	22.3	C
	NB	LT	0.86	17.0	B	NB	LT	0.92	20.7	C	NB	LT	0.60	10.9	B
	INTERSECTION			17.7	B	INTERSECTION			20.9	C	INTERSECTION			12.8	B
10th Ave. @ 34th Street	EB	DefL	0.95	64.5	E	EB	DefL	1.08	111.4	F	EB	DefL	0.95	68.0	E
		T	0.32	16.9	B		T	0.42	21.3	C		T	0.33	14.2	B
	WB	TR	0.40	17.8	B	WB	TR	0.89	39.1	D	WB	TR	0.42	15.1	B
	NB	LT	0.97	34.0	C	NB	LT	0.84	18.3	B	NB	LT	0.86	26.5	C
		R	0.39	19.0	B		R	0.45	17.4	B		R	0.52	25.6	C
	INTERSECTION			31.2	C	INTERSECTION			28.5	C	INTERSECTION			25.5	C
10th Ave. @ 35th Street	WB	TR	0.56	27.4	C	WB	TR	0.61	28.8	C	WB	TR	0.83	37.8	D
	NB	LT	0.71	11.1	B	NB	LT	0.69	10.8	B	NB	LT	0.58	9.4	A
	INTERSECTION			13.6	B	INTERSECTION			13.7	B	INTERSECTION			15.0	B
10th Ave. @ 36th Street	EB	LT	0.46	25.5	C	EB	LT	0.55	27.5	C	EB	LT	0.69	31.1	C
	NB	TR	0.74	11.7	B	NB	TR	0.89	16.9	B	NB	TR	0.80	12.8	B
	INTERSECTION			13.4	B	INTERSECTION			18.5	B	INTERSECTION			15.7	B
10th Ave. @ 37th Street	WB	TR	0.22	20.6	C	WB	TR	0.64	28.7	C	WB	TR	0.59	25.3	C
	NB	LT	0.57	10.6	B	NB	LT	0.68	12.1	B	NB	LT	0.64	11.4	B
	INTERSECTION			11.9	B	INTERSECTION			14.9	B	INTERSECTION			14.9	B
10th Ave. @ 38th Street	EB	LT	0.56	27.4	C	EB	LT	0.60	28.5	C	EB	LT	0.62	29.0	C
	NB	TR	0.53	8.9	A	NB	TR	0.65	10.2	B	NB	TR	0.69	10.7	B
	INTERSECTION			12.0	B	INTERSECTION			13.3	B	INTERSECTION			13.1	B
10th Ave. @ 39th Street	WB	T	0.27	19.4	B	WB	T	0.43	21.2	C	WB	T	0.00	16.8	B
		R	0.33	21.0	C		R	0.27	20.2	C		R	0.01	16.9	B
	NB	LT	0.49	11.8	B	NB	LT	0.65	13.7	B	NB	LT	0.73	14.7	B
	INTERSECTION			13.3	B	INTERSECTION			15.4	B	INTERSECTION			14.7	B
10th Avenue @ 40th Street	EB	LT	0.18	17.7	B	EB	LT	0.17	17.6	B	EB	LT	0.16	17.5	B
	NB	TR	0.55	13.2	B	NB	TR	0.51	12.8	B	NB	TR	0.78	16.5	B
	INTERSECTION			13.7	B	INTERSECTION			13.3	B	INTERSECTION			16.6	B
10th Ave. @ 41st Street	WB	T	0.28	13.5	B	WB	T	0.23	13.0	B	WB	T	0.13	12.3	B
		R	0.55	17.8	B		R	0.56	18.0	B		R	0.05	11.7	B
	NB	L	0.40	22.2	C	NB	L	0.56	26.2	C	NB	L	0.25	20.8	C
		T	0.65	21.5	C		T	0.80	25.2	C		T	0.96	34.5	C
	INTERSECTION			19.6	B	INTERSECTION			22.1	C	INTERSECTION			32.7	C
10th Ave. @ 42nd Street	EB	DefL	1.08	117.8	F						EB	DefL	1.40	257.6	F
		T	0.41	21.9	C	EB	LT	0.81	24.5	C		T	0.47	20.2	C
	WB	TR	1.10	83.8	F	WB	TR	0.87	35.5	D	WB	TR	1.09	76.4	E
	NB	LTR	0.82	22.0	C	NB	LTR	0.90	21.6	C	NB	LTR	0.84	25.5	C
	INTERSECTION			46.1	D	INTERSECTION			25.5	C	INTERSECTION			48.0	D
10th Avenue @ 43rd Street	WB	TR	0.47	22.3	C	WB	TR	0.60	24.5	C	WB	TR	0.94	43.9	D
	NB	LT	0.91	21.0	C	NB	LT	0.74	15.3	B	NB	LT	0.82	16.5	B
	INTERSECTION			21.2	C	INTERSECTION			17.1	B	INTERSECTION			22.5	C
10th Avenue @ 44th Street	EB	LT	0.37	23.6	C	EB	LT	0.48	25.1	C	EB	LT	0.25	22.2	C
	NB	TR	0.83	13.6	B	NB	TR	0.71	11.1	B	NB	TR	0.81	12.5	B
	INTERSECTION			15.0	B	INTERSECTION			13.9	B	INTERSECTION			13.3	B
10th Avenue @ 45th Street	WB	TR	0.36	22.9	C	WB	TR	0.34	22.6	C	WB	TR	0.39	23.2	C
	NB	LT	0.82	14.0	B	NB	LT	0.69	11.6	B	NB	LT	1.01	31.5	C
	INTERSECTION			15.3	B	INTERSECTION			13.3	B	INTERSECTION			30.5	C

10th Avenue @ 46th Street	EB	LT	0.62	32.7	C	EB	LT	0.65	33.9	C	EB	LT	0.86	51.0	D
	NB	TR	0.82	13.9	B	NB	TR	0.91	19.1	B	NB	TR	1.03	38.4	D
	INTERSECTION			15.3	B	INTERSECTION			20.4	C	INTERSECTION			39.4	D
11th Ave. @ 26th Street	EB	TR	0.57	33.7	C	EB	TR	0.48	31.6	C	EB	TR	0.51	32.4	C
	SB	LT	0.27	7.0	A	SB	LT	0.27	7.0	A	SB	LT	0.21	6.7	A
	INTERSECTION			12.3	B	INTERSECTION			11.4	B	INTERSECTION			12.2	B
11th Avenue @ 28th Street	EB	TR	0.19	19.3	B	EB	TR	0.36	22.2	C	EB	TR	0.23	19.9	B
	SB	LT	0.40	14.4	B	SB	LT	0.36	14.0	B	SB	LT	0.38	14.2	B
	INTERSECTION			14.6	B	INTERSECTION			14.7	B	INTERSECTION			14.5	B
11th Avenue @ 29th Street	WB	LT	0.34	16.9	B	WB	LT	0.24	15.9	B	WB	LT	0.29	16.3	B
	SB	TR	0.51	18.6	B	SB	TR	0.50	18.5	B	SB	TR	0.49	18.4	B
	INTERSECTION			18.1	B	INTERSECTION			17.9	B	INTERSECTION			17.9	B
11th Ave. @ 30th Street	EB	TR	0.42	18.3	B	EB	TR	0.42	18.3	B	EB	TR	0.41	18.1	B
	SB	LT	0.62	20.4	C	SB	LT	0.71	22.3	C	SB	LT	0.64	20.7	C
	INTERSECTION			19.9	B	INTERSECTION			21.4	C	INTERSECTION			20.1	C
11th Ave. @ 33rd Street	WB	LT	0.44	28.7	C	WB	LT	0.42	28.3	C	WB	LT	0.59	31.5	C
	SB	TR	0.42	9.5	A	SB	TR	0.46	9.9	A	SB	TR	0.41	9.4	A
	INTERSECTION			13.2	B	INTERSECTION			13.0	B	INTERSECTION			14.8	B
11th Ave. @ 34th Street	EB	DefL	0.61	28.0	C	EB	DefL	0.92	55.0	E	EB	DefL	0.81	36.4	D
		TR	0.55	9.7	A		TR	0.41	6.3	A		TR	0.40	8.9	A
	WB	DefL	0.47	22.9	C										
		TR	0.51	9.4	A	WB	LTR	0.82	13.3	B	WB	LTR	0.61	21.3	C
	SB	LTR	0.76	21.0	C	SB	LTR	0.97	35.8	D	SB	LTR	0.90	26.0	C
	INTERSECTION			17.0	B	INTERSECTION			27.2	C	INTERSECTION			23.1	C
11th Ave. @ 35th Street	WB	L	0.22	16.3	B	WB	L	0.31	17.6	B	WB	L	0.29	17.4	B
		LR	0.22	16.3	B		LR	0.31	17.5	B		LR	0.28	17.3	B
		R	0.21	16.1	B		R	0.20	16.0	B		R	0.23	16.5	B
	NB	T	0.18	15.3	B	NB	T	0.17	15.2	B	NB	T	0.17	15.2	B
	SB	T	0.44	17.7	B	SB	T	0.58	19.5	B	SB	T	0.60	19.9	B
	INTERSECTION			17.0	B	INTERSECTION			18.5	B	INTERSECTION			18.8	B
11th Ave. @ 36th Street	NB	TR	0.54	33.3	C	NB	TR	0.51	32.7	C	NB	TR	0.50	32.4	C
	SB	L	0.33	21.6	C	SB	L	0.36	22.0	C	SB	L	0.61	27.0	C
		T	0.55	9.6	A		T	0.64	10.9	B		T	0.71	12.3	B
	INTERSECTION			16.4	B	INTERSECTION			16.5	B	INTERSECTION			18.4	B
11th Ave. @ 37th Street	EB	LR	0.00	25.7	C	EB	LR	0.00	25.7	C	EB	LR	0.01	24.3	C
	WB	L	0.25	29.0	C	WB	L	0.28	29.4	C	WB	L	0.46	31.3	C
		LR	0.26	29.1	C		LR	0.28	29.4	C		LR	0.47	31.4	C
		R	0.48	35.9	D		R	0.42	33.8	C		R	0.66	42.3	D
	NB	T	0.24	7.1	A	NB	T	0.21	6.9	A	NB	T	0.28	8.2	A
	SB	T	0.42	8.1	A	SB	T	0.48	8.7	A	SB	T	0.50	9.9	A
	INTERSECTION			11.1	B	INTERSECTION			11.2	B	INTERSECTION			14.4	B
11th Ave. @ 38th Street	NB	TR	0.20	6.7	A	NB	TR	0.17	6.5	A	NB	TR	0.22	6.8	A
	SB	DefL	0.75	21.6	C	SB	DefL	0.72	19.7	B	SB	DefL	0.84	30.9	C
		T	0.55	9.6	A		T	0.66	11.1	B		T	0.68	11.4	B
	INTERSECTION			10.7	B	INTERSECTION			11.4	B	INTERSECTION			12.7	B
11th Ave. @ 39th Street	WB	L	0.83	44.5	D	WB	L	0.61	21.8	C	WB	L	0.00	19.3	B
		LR	0.35	25.3	C		LR	0.35	16.7	B		LR	0.00	19.3	B
	NB	T	0.19	10.6	B	NB	T	0.21	17.3	B	NB	T	0.21	10.7	B
	SB	T	0.51	13.6	B	SB	T	0.79	26.2	C	SB	T	0.75	17.6	B
	INTERSECTION			18.1	B	INTERSECTION			23.7	C	INTERSECTION			16.3	B
11th Ave. @ 40th Street	NB	R	0.23	6.9	A	NB	R	0.21	6.8	A	NB	R	0.23	7.0	A
	SB	L	0.33	7.6	A	SB	L	0.25	7.0	A	SB	L	0.40	8.1	A
		T	0.40	8.0	A		T	0.47	8.6	A		T	0.59	9.9	A
	INTERSECTION			7.7	A	INTERSECTION			7.9	A	INTERSECTION			9.0	A
11th Ave. @ 41st Street	WB	L	0.19	21.1	C	WB	L	0.19	21.0	C	WB	L	0.00	19.3	B
	SB	T	0.47	12.9	B	SB	T	0.49	13.1	B	SB	T	0.73	16.5	B
	INTERSECTION			13.7	B	INTERSECTION			13.8	B	INTERSECTION			16.5	B
11th Ave. @ 42nd Street	EB	TR	0.71	30.4	C	EB	TR	0.53	20.9	C	EB	TR	0.80	29.4	C
	WB	L	0.83	44.0	D	WB	L	0.72	34.3	C	WB	DefL	0.87	40.8	D
		LT	0.44	12.3	B		LT	0.44	12.8	B		T	0.43	12.0	B
	SB	LTR	0.75	28.7	C	SB	LTR	0.73	27.2	C	SB	LTR	0.96	39.9	D
	INTERSECTION			27.6	C	INTERSECTION			23.9	C	INTERSECTION			33.9	C
11th Avenue @ 43rd Street	WB	LT	0.41	29.8	C	WB	LT	0.46	30.5	C	WB	LT	0.61	33.1	C
	SB	TR	0.33	3.5	A	SB	TR	0.35	3.6	A	SB	TR	0.43	3.9	A
	INTERSECTION			8.5	A	INTERSECTION			8.9	A	INTERSECTION			10.0	B
11th Avenue @ 44th Street	EB	LTR	0.66	34.2	C	EB	LTR	0.67	34.5	C	EB	LTR	1.08	79.1	E
	SB	LT	0.38	3.7	A	SB	LT	0.51	4.4	A	SB	LT	0.63	6.9	A
	INTERSECTION			12.0	B	INTERSECTION			12.5	B	INTERSECTION			26.7	C

11th Avenue @ 45th Street	WB	LTR	0.93	57.5	E	WB	LTR	0.74	40.1	D	WB	LTR	0.72	39.2	D
	NB	LT	0.05	2.7	A	NB	LT	0.01	2.6	A	NB	LT	0.19	3.1	A
	SB	TR	0.58	5.1	A	SB	TR	0.62	5.4	A	SB	TR	0.73	6.7	A
	INTERSECTION			17.2	B	INTERSECTION			12.1	B	INTERSECTION			10.9	B
11th Avenue @ 46th Street	EB	LTR	0.51	32.5	C	EB	LTR	0.69	37.5	D	EB	LTR	0.68	36.8	D
	NB	TR	0.16	3.1	A	NB	TR	0.10	2.9	A	NB	TR	0.31	3.7	A
	SB	LT	0.51	4.5	A	SB	LT	0.50	4.4	A	SB	LT	0.61	5.1	A
	INTERSECTION			8.3	A	INTERSECTION			10.5	B	INTERSECTION			9.5	A
12th Ave. @ 26th Street	NB	TR	0.67	13.1	B	NB	TR	0.69	12.8	B	NB	TR	0.80	15.6	B
	SB	L	0.59	59.3	E	SB	L	0.34	40.7	D	SB	L	0.36	41.1	D
		T	0.94	25.5	C		T	0.70	13.3	B		T	0.90	20.6	C
	INTERSECTION			21.0	C	INTERSECTION			13.8	B	INTERSECTION			18.4	B
12th Avenue @ 29th Street	WB	LR	0.70	65.4	E	WB	LR	0.21	37.9	D	WB	LR	0.34	36.5	D
		R	0.77	69.5	E		R	0.95	83.1	F		R	0.85	63.2	E
	NB	T	0.63	13.2	B	NB	T	0.66	12.7	B	NB	T	0.86	21.6	C
	SB	T	0.90	23.0	C	SB	T	0.71	13.9	B	SB	T	1.01	43.1	D
	INTERSECTION			22.0	C	INTERSECTION			17.7	B	INTERSECTION			33.3	C
12TH AVE. @ 30th ST.	EB	LTR	0.05	53.7	D	EB	LTR	0.00	38.4	D	EB	LTR	0.04	43.9	D
	NB	TR	0.68	18.6	B	NB	TR	0.77	20.3	C	NB	TR	0.80	16.9	B
	SB	L	1.11	157.3	F	SB	L	1.14	168.4	F	SB	L	1.17	176.4	F
		TR	0.72	9.9	A		TR	0.61	9.7	A		TR	0.75	9.3	A
	INTERSECTION			19.6	B	INTERSECTION			20.5	C	INTERSECTION			18.1	B
12TH AVE. @ 34th ST.	WB	L	0.61	55.8	E	WB	L	0.57	42.9	D	WB	L	0.47	40.9	D
		R	0.36	30.0	C		R	0.54	29.0	C		R	0.70	37.9	D
	NB	T	0.68	29.5	C	NB	T	0.70	8.2	A	NB	T	0.82	23.5	C
		R	0.54	28.6	C		R	0.47	8.2	A		R	0.37	16.0	B
	SB	L	0.92	86.6	F	SB	L	0.87	67.0	E	SB	L	1.10	134.1	F
		T	0.74	15.5	B		T	0.56	2.2	A		T	0.79	16.0	B
	INTERSECTION			29.1	C	INTERSECTION			13.8	B	INTERSECTION			27.2	C
12th Avenue @ 36th Street	EB	L	0.12	48.3	D	EB	L	0.14	42.9	D	EB	L	0.50	54.4	D
		R	0.05	47.2	D		R	0.05	41.5	D		R	0.16	46.1	D
	NB	T	0.84	31.2	C	NB	T	0.83	20.8	C	NB	T	1.02	40.4	D
	SB	T	0.93	23.0	C	SB	T	0.68	9.5	A	SB	T	0.88	13.7	B
	INTERSECTION			27.0	C	INTERSECTION			16.2	B	INTERSECTION			29.0	C
12th Avenue @ 37th Street	EB	LR	0.18	53.5	D	EB	LR	0.24	46.4	D	EB	LR	0.59	52.2	D
	NB	L	0.10	63.5	E	NB	L	0.05	47.6	D	NB	L	0.14	49.5	D
		T	0.86	32.6	C		T	0.90	27.1	C		T	0.81	19.3	B
	SB	T	1.10	79.8	E	SB	T	0.85	23.9	C	SB	T	1.01	42.2	D
	INTERSECTION			57.8	E	INTERSECTION			26.0	C	INTERSECTION			29.9	C
12th Ave @ 39th St	EB	LR	0.23	52.0	D	EB	LR	0.05	34.4	C	EB	LR	0.17	36.2	D
	NB	L	1.15	215.8	F	NB	L	0.27	62.4	E	NB	L	0.35	61.2	E
		T	0.63	11.5	B		T	0.78	16.0	B		T	0.94	21.7	C
	SB	T	1.04	55.9	E	SB	T	0.88	27.6	C	SB	T	1.10	74.2	E
	INTERSECTION			38.1	D	INTERSECTION			21.2	C	INTERSECTION			44.2	D
12TH AVE. @ 40th ST.	NB	L	1.02	159.2	F	NB	L	0.11	34.7	C	NB	L	0.14	36.0	D
		T	0.42	7.5	A		T	0.46	4.6	A		T	0.58	4.8	A
	SB	T	0.65	15.8	B	SB	T	0.50	11.2	B	SB	T	0.63	12.6	B
		R	0.31	12.5	B		R	0.09	8.0	A		R	0.18	8.7	A
	INTERSECTION			14.1	B	INTERSECTION			7.6	A	INTERSECTION			8.3	A
12TH AVE. @ 41st ST.	EB	LR	0.03	38.6	D	EB	LR	0.04	25.2	C	EB	LR	0.05	32.9	C
	NB	TR	0.73	13.9	B	NB	TR	0.93	23.6	C	NB	TR	0.94	9.8	A
	SB	T	1.03	30.1	C	SB	T	0.93	12.9	B	SB	T	1.01	21.2	C
	INTERSECTION			22.9	C	INTERSECTION			19.0	B	INTERSECTION			14.8	B
12TH AVE. @ 42nd ST.	EB	LTR	0.08	47.0	D	EB	LTR	0.07	32.5	C	EB	LTR	0.15	35.3	D
	WB	L	0.52	56.7	E	WB	L	0.22	34.7	C	WB	L	0.42	39.9	D
		R	0.52	30.2	C		R	0.52	20.0	B		R	0.67	29.9	C
	NB	TR	0.67	14.5	B	NB	TR	0.89	23.5	C	NB	TR	0.97	21.1	C
	SB	L	0.48	44.5	D	SB	L	0.55	36.0	D	SB	L	0.88	67.2	E
		T	0.96	12.0	B		T	0.86	31.6	C		T	0.95	30.8	C
	INTERSECTION			17.4	B	INTERSECTION			27.1	C	INTERSECTION			28.4	C
12th Avenue @ 43rd Street	WB	LTR	0.69	56.6	E	WB	LTR	0.51	33.9	C	WB	LTR	0.42	32.3	C
	NB	L	1.00	156.2	F	NB	L	0.41	57.3	E	NB	L	0.53	60.4	E
		T	0.59	10.0	A		T	0.78	15.4	B		T	0.98	29.1	C
	SB	T	0.84	23.3	C	SB	T	0.77	23.3	C	SB	T	1.00	22.7	C
		R	0.02	9.9	A		R	0.03	12.9	B		R	0.02	13.3	B
	INTERSECTION			21.2	C	INTERSECTION			20.0	B	INTERSECTION			26.7	C

12th Ave @ 44th Street	NB	TR	0.63	14.0	B	NB	TR	0.77	3.3	A	NB	TR	0.96	27.3	C
	SB	L	0.50	52.8	D	SB	L	0.60	46.8	D	SB	L	0.73	49.3	D
		T	0.70	15.5	B		T	0.56	11.1	B		T	0.76	16.8	B
	INTERSECTION			16.0	B	INTERSECTION			8.1	A	INTERSECTION			23.8	C
12th Avenue @ 46th Street	EB	LT	0.00	49.6	D	EB	LT	0.00	34.5	C	EB	LT	0.00	35.3	D
		R	0.00	49.6	D		R	0.00	34.5	C		R	0.10	36.6	D
	NB	TR	0.63	8.4	A	NB	TR	0.73	6.9	A	NB	TR	0.90	29.0	C
	SB	L	0.40	55.8	E	SB	L	1.07	136.6	F	SB	L	0.75	74.2	E
		T	0.69	11.0	B		T	0.60	11.2	B		T	0.77	14.3	B
	INTERSECTION			10.8	B	INTERSECTION			13.2	B	INTERSECTION			23.0	C
34th Street @ 2nd Avenue	EB	T	1.09	86.2	F	EB	T	0.98	55.7	E	EB	T	1.07	76.7	E
		R	0.37	27.7	C		R	0.37	27.8	C		R	0.36	26.7	C
	WB	DefL	0.60	42.2	D	WB	DefL	0.37	33.4	C	WB	DefL	0.51	38.9	D
		T	0.27	16.3	B		T	0.40	17.8	B		T	0.36	16.8	B
	SB	LTR	0.99	36.9	D	SB	LTR	0.61	19.9	B	SB	LTR	0.66	21.2	C
	INTERSECTION			46.2	D	INTERSECTION			28.3	C	INTERSECTION			35.9	D
36th Street @ 2nd Avenue	EB	TR	0.77	40.5	D	EB	L	0.62	29.7	C	EB	L	0.84	41.5	D
	WB	L	1.08	88.5	F		LTR	0.41	23.4	C		LTR	0.67	27.8	C
	SB	L	0.42	24.1	C	SB	L	0.30	11.6	B	SB	L	0.51	14.1	B
		LT	1.05	63.6	E		LT	0.44	12.6	B		LT	0.42	12.4	B
	INTERSECTION			62.0	E	INTERSECTION			16.5	B	INTERSECTION			20.1	C
37th Street @ 2nd Avenue	WB	LT	0.39	23.2	C	WB	LT	0.34	23.0	C	WB	LT	0.29	22.3	C
	SB	T	0.55	13.9	B	SB	TR	0.69	16.1	B	SB	TR	0.68	15.7	B
	INTERSECTION			15.5	B	INTERSECTION			16.8	B	INTERSECTION			16.2	B
57th Street @ 2nd Avenue	EB	TR	0.68	36.3	D	EB	TR	0.95	48.2	D	EB	TR	0.79	35.6	D
	WB	DefL	1.05	76.4	E	WB	DefL	0.37	19.2	B	WB	DefL	0.30	19.3	B
		T	0.50	14.4	B		T	0.26	14.4	B		T	0.20	13.9	B
	SB	LTR	0.67	23.8	C	SB	LTR	0.61	19.7	B	SB	LTR	0.70	21.2	C
	INTERSECTION			31.2	C	INTERSECTION			27.2	C	INTERSECTION			24.0	C
35th Street @ QMT Exit Street	WB	LT	0.46	25.2	C	WB	LT	0.38	20.7	C	WB	LT	0.23	18.9	B
	SB	L	0.55	15.3	B	SB	L	0.75	24.6	C	SB	L	0.66	21.1	C
		LTR	0.50	14.3	B		LTR	0.49	17.0	B		LTR	0.39	15.4	B
		R	0.99	51.7	D		R	0.66	22.2	C		R	0.66	22.0	C
	INTERSECTION			29.8	C	INTERSECTION			21.5	C	INTERSECTION			19.8	B
36th Street @ QMT ENT	EB	L	0.73	31.8	C	EB	L	0.39	23.2	C	EB	L	0.42	23.6	C
		LT	0.30	20.1	C		LT	0.23	20.1	C		LT	0.38	21.7	C
	NB	TR	0.64	19.2	B	NB	TR	0.64	19.2	B	NB	TR	0.74	23.0	C
	INTERSECTION			23.3	C	INTERSECTION			20.3	C	INTERSECTION			22.5	C
QBB Ramp @ 57th Street	EB	T	0.23	3.8	A	EB	L	1.04	56.1	E	EB	DefL	0.55	9.1	A
							LT	0.22	4.5	A		T	0.15	3.6	A
	WB	T	0.97	46.8	D	WB	TR	0.77	31.4	C	WB	TR	1.04	64.6	E
	INTERSECTION			36.6	D	INTERSECTION			36.2	D	INTERSECTION			41.8	D
2nd Ave @ 58th Street	EB	TR	0.22	18.7	B	EB	TR	0.61	24.7	C	EB	TR	0.83	28.8	C
	SB	LT	0.56	14.7	B	SB	LT	0.63	15.7	B	SB	LT	0.83	18.9	B
	INTERSECTION			15.0	B	INTERSECTION			17.1	B	INTERSECTION			21.0	C
2nd Ave @ 59th Street (ESD)	EB	TR	0.79	22.2	C	EB	TR	0.54	16.7	B	EB	TR	1.11	89.8	F
	SB	L	0.21	19.6	B	SB	L	0.20	19.4	B	SB	L	0.08	10.0	B
		LT	0.94	35.0	D		LT	1.03	54.7	D		LT	0.85	20.0	B
	INTERSECTION			29.9	C	INTERSECTION			43.8	D	INTERSECTION			41.7	D
9th Avenue @ 41st Street	WB	LT	0.00	16.8	B	WB	LT	0.00	16.8	B	WB	LT	0.07	17.5	B
	SB	TR	1.01	37.6	D	SB	TR	0.93	24.5	C	SB	TR	0.90	20.3	C
	INTERSECTION			37.6	D	INTERSECTION			24.5	C	INTERSECTION			20.2	C
9th Ave @ 42nd St	EB	TR	0.85	37.1	D	EB	TR	0.79	34.0	C	EB	TR	0.82	36.2	D
						WB	DefL	0.83	51.5	D					
	WB	LT	0.56	17.2	B		T	0.34	14.2	B	WB	LT	0.74	21.3	C
	SB	LTR	0.84	25.7	C	SB	LTR	0.68	22.0	C	SB	LTR	1.12	84.8	F
	INTERSECTION			26.4	C	INTERSECTION			25.9	C	INTERSECTION			61.1	E
Cardinal Stepanic Plz @ 40 St	EB	TR	0.20	13.8	B	EB	TR	0.17	13.6	B	EB	TR	0.17	13.6	B
		R	0.73	25.7	C		R	0.30	15.4	B		R	0.65	22.6	C
	SB	T	0.42	20.0	B	SB	T	0.44	20.4	C	SB	T	0.19	17.3	B
	INTERSECTION			20.8	C	INTERSECTION			17.5	B	INTERSECTION			18.9	B
Dyer Avenue @ 35th Street	WB	LTR	0.39	26.1	C	WB	LTR	0.44	26.7	C	WB	LTR	0.79	35.5	D
	NB	LT	0.03	4.7	A	NB	LT	0.10	5.0	A	NB	LT	0.09	4.9	A
	SB	TR	0.29	9.5	A	SB	TR	0.19	8.8	A	SB	TR	0.24	9.1	A
	INTERSECTION			15.3	B	INTERSECTION			15.8	B	INTERSECTION			22.7	C

Dyer Avenue @ 36th Street	EB	LT	0.52	28.6	C	EB	LT	0.50	28.3	C	EB	LT	0.57	29.5	C
	NB	TR	0.15	20.6	C	NB	TR	0.31	22.3	C	NB	TR	0.57	26.2	C
	SB	DefL	0.61	16.8	B	SB	DefL	0.36	11.6	B	SB	DefL	0.33	13.9	B
		TR	0.33	9.2	A		TR	0.20	8.4	A		TR	0.24	8.6	A
	INTERSECTION			16.5	B	INTERSECTION			17.4	B	INTERSECTION			19.7	B
Dyer Avenue @ 41st Street	WB	TR	0.60	33.9	C	WB	TR	0.53	32.5	C	WB	TR	0.29	29.9	C
	NB	L	0.97	56.6	E	NB	L	1.00	65.0	E	NB	L	0.12	20.0	C
		TR	0.44	19.0	B		TR	0.34	18.8	B		TR	0.41	21.1	C
	INTERSECTION			33.3	C	INTERSECTION			37.4	D	INTERSECTION			22.3	C
Dyer Ave @ 42nd St	EB	T	0.32	20.3	C	EB	T	0.64	26.4	C	EB	T	0.39	21.3	C
	WB	T	0.56	23.7	C	WB	T	0.60	25.2	C	WB	T	0.72	27.0	C
	NB	L	0.36	13.8	B	NB	L	0.23	12.6	B	NB	L	0.37	13.9	B
		LTR	0.08	8.6	A		LTR	0.12	8.9	A		LTR	0.08	8.6	A
		R	0.66	17.6	B		R	0.41	12.0	B		R	0.33	11.1	B
	SB	R	0.02	10.9	B	SB	R	0.04	11.1	B	SB	R	0.17	12.3	B
	INTERSECTION			19.1	B	INTERSECTION			20.2	C	INTERSECTION			20.5	C
NB Boulevard @ 33rd Street	WB	T	0.19	18.4	B	WB	T	0.18	18.3	B	WB	T	0.26	19.1	B
	INTERSECTION			18.4	B	INTERSECTION			18.3	B	INTERSECTION			19.1	B
NB Boulevard @ 34th Street	EB	T	0.43	21.0	C	EB	T	0.43	21.1	C	EB	T	0.42	20.9	C
	WB	T	0.44	21.3	C	WB	T	0.55	22.9	C	WB	T	0.49	21.8	C
	INTERSECTION			21.1	C	INTERSECTION			22.1	C	INTERSECTION			21.4	C
2nd Ave @ QBB Ramp LL	WB	L	0.95	50.1	D	WB	L	0.72	27.4	C	WB	L	0.87	33.4	C
		T	1.07	87.6	F		T	0.70	27.8	C		T	0.92	41.5	D
	SB	L	1.06	65.2	E	SB	L	0.72	23.4	C	SB	L	0.93	41.6	D
		LT	0.44	9.7	A		LT	0.65	17.1	B		LT	0.73	18.7	B
	INTERSECTION			43.9	D	INTERSECTION			21.9	C	INTERSECTION			29.0	C

			AM					Midday					PM		
Intersection	Approa	Movt.	V/C Ratio	Delay Sec/Veh	LOS	Approa	Movt.	V/C Ratio	Delay Sec/Veh	LOS	Approa	Movt.	V/C Ratio	Delay Sec/Veh	LOS
10th Avenue @ 28th Street	EB	LT	0.38	24.2	C	EB	LT	0.78	43.9	D	EB	LT	0.50	26.2	C
	NB	TR	0.49	8.7	A	NB	TR	0.48	8.6	A	NB	TR	0.62	10.0	A
	INTERSECTION			10.9	B	INTERSECTION			13.1	B	INTERSECTION			12.4	B
10th Avenue @ 29th Street	WB	TR	0.79	35.2	D	WB	TR	0.67	30.8	C	WB	TR	0.74	33.1	C
	NB	LT	0.53	9.0	A	NB	LT	0.49	8.7	A	NB	LT	0.65	10.3	B
	INTERSECTION			15.7	B	INTERSECTION			13.6	B	INTERSECTION			14.8	B
10th Ave. @ 30th Street	EB	LT	0.59	28.1	C	EB	LT	0.86	40.2	D	EB	LT	0.61	28.4	C
	NB	TR	0.68	11.0	B	NB	TR	0.60	9.8	A	NB	TR	0.83	13.9	B
	INTERSECTION			14.4	B	INTERSECTION			18.2	B	INTERSECTION			16.4	B
10th Ave. @ 31st Street	WB	R	0.46	26.0	C	WB	R	0.80	40.0	D	WB	R	0.56	28.1	C
	NB	T	0.54	9.1	A	NB	T	0.68	11.0	B	NB	T	0.48	8.5	A
	INTERSECTION			11.4	B	INTERSECTION			16.4	B	INTERSECTION			11.4	B
10th Ave. @ 33rd Street	WB	TR	0.32	21.8	C	WB	TR	0.42	23.3	C	WB	TR	0.42	23.0	C
	NB	LT	0.79	14.5	B	NB	LT	0.86	16.9	B	NB	LT	0.58	10.7	B
	INTERSECTION			15.7	B	INTERSECTION			17.9	B	INTERSECTION			12.8	B
10th Ave. @ 34th Street	EB	DefL	1.02	88.6	F	EB	DefL	1.05	104.1	F	EB	DefL	0.91	68.9	E
		T	0.35	21.7	C		T	0.42	22.6	C		T	0.38	19.4	B
	WB	TR	0.47	23.0	C	WB	TR	0.91	42.7	D	WB	TR	0.48	20.6	C
	NB	LT	0.80	15.6	B	NB	LT	0.82	16.2	B	NB	LT	0.75	16.9	B
		R	0.32	13.8	B		R	0.44	16.1	B		R	0.44	18.1	B
	INTERSECTION			22.7	C	INTERSECTION			27.2	C	INTERSECTION			20.2	C
10th Ave. @ 35th Street	WB	TR	0.54	26.9	C	WB	TR	0.59	28.4	C	WB	TR	0.80	35.9	D
	NB	LT	0.64	10.2	B	NB	LT	0.64	10.2	B	NB	LT	0.55	9.1	A
	INTERSECTION			13.0	B	INTERSECTION			13.2	B	INTERSECTION			14.5	B
10th Ave. @ 36th Street	EB	LT	0.38	24.4	C	EB	LT	0.50	26.4	C	EB	LT	0.55	27.5	C
	NB	TR	0.69	10.8	B	NB	TR	0.84	14.8	B	NB	TR	0.76	12.0	B
	INTERSECTION			12.4	B	INTERSECTION			16.4	B	INTERSECTION			14.1	B
10th Ave. @ 37th Street	WB	TR	0.21	20.5	C	WB	TR	0.58	27.1	C	WB	TR	0.55	24.6	C
	NB	LT	0.52	10.1	B	NB	LT	0.64	11.6	B	NB	LT	0.61	11.0	B
	INTERSECTION			11.5	B	INTERSECTION			14.2	B	INTERSECTION			14.5	B
10th Ave. @ 38th Street	EB	LT	0.56	27.4	C	EB	LT	0.60	28.3	C	EB	LT	0.69	31.2	C
	NB	TR	0.50	8.7	A	NB	TR	0.62	9.9	A	NB	TR	0.69	10.6	B
	INTERSECTION			11.9	B	INTERSECTION			13.1	B	INTERSECTION			13.7	B
10th Ave. @ 39th Street	WB	T	0.24	19.0	B	WB	T	0.41	21.0	C	WB	T	0.00	16.8	B
		R	0.32	20.9	C		R	0.26	20.1	C		R	0.01	16.9	B
	NB	LT	0.45	11.5	B	NB	LT	0.62	13.3	B	NB	LT	0.73	14.7	B
	INTERSECTION			13.0	B	INTERSECTION			15.1	B	INTERSECTION			14.7	B
10th Avenue @ 40th Street	EB	LT	0.19	17.7	B	EB	LT	0.16	17.5	B	EB	LT	0.15	17.4	B
	NB	TR	0.53	13.0	B	NB	TR	0.50	12.7	B	NB	TR	0.78	16.4	B
	INTERSECTION			13.6	B	INTERSECTION			13.2	B	INTERSECTION			16.5	B
10th Ave. @ 41st Street	WB	T	0.28	13.4	B	WB	T	0.30	13.7	B	WB	T	0.23	13.2	B
		R	0.50	16.8	B		R	0.38	14.9	B		R	0.04	11.5	B
	NB	L	0.39	22.0	C	NB	L	0.55	25.8	C	NB	L	0.48	26.5	C
		T	0.62	21.2	C		T	0.77	24.6	C		T	0.95	33.0	C
	INTERSECTION			19.1	B	INTERSECTION			21.1	C	INTERSECTION			30.8	C
10th Ave. @ 42nd Street	EB	DefL	0.91	75.6	E						EB	DefL	1.32	230.4	F
		T	0.30	20.5	C	EB	LT	0.71	19.8	B		T	0.31	18.1	B
	WB	TR	1.00	52.3	D	WB	TR	0.79	31.1	C	WB	TR	0.93	35.2	D
	NB	LTR	0.79	21.0	C	NB	LTR	0.81	17.3	B	NB	LTR	0.82	24.8	C
	INTERSECTION			32.9	C	INTERSECTION			21.0	C	INTERSECTION			32.6	C
10th Avenue @ 43rd Street	WB	TR	0.45	21.9	C	WB	TR	0.58	24.1	C	WB	TR	0.82	32.5	C
	NB	LT	0.89	19.8	B	NB	LT	0.74	15.2	B	NB	LT	0.81	16.4	B
	INTERSECTION			20.1	C	INTERSECTION			16.9	B	INTERSECTION			19.6	B
10th Avenue @ 44th Street	EB	LT	0.37	23.6	C	EB	LT	0.48	25.0	C	EB	LT	0.25	22.2	C
	NB	TR	0.82	13.3	B	NB	TR	0.70	10.9	B	NB	TR	0.81	12.4	B
	INTERSECTION			14.8	B	INTERSECTION			13.8	B	INTERSECTION			13.3	B
10th Avenue @ 45th Street	WB	TR	0.36	22.8	C	WB	TR	0.34	22.6	C	WB	TR	0.35	22.7	C
	NB	LT	0.81	13.7	B	NB	LT	0.68	11.4	B	NB	LT	1.01	31.2	C
	INTERSECTION			15.1	B	INTERSECTION			13.2	B	INTERSECTION			30.3	C

10th Avenue @ 46th Street	EB	LT	0.63	32.9	C	EB	LT	0.65	33.9	C	EB	LT	0.86	50.6	D
	NB	TR	0.81	13.6	B	NB	TR	0.90	18.2	B	NB	TR	1.02	34.6	C
	INTERSECTION			15.0	B	INTERSECTION			19.6	B	INTERSECTION			35.9	D
11th Ave. @ 26th Street	EB	TR	0.46	31.4	C	EB	TR	0.41	30.5	C	EB	TR	0.44	31.1	C
	SB	LT	0.25	6.9	A	SB	LT	0.26	7.0	A	SB	LT	0.18	6.5	A
	INTERSECTION			11.1	B	INTERSECTION			10.7	B	INTERSECTION			11.7	B
11th Avenue @ 28th Street	EB	TR	0.12	18.2	B	EB	TR	0.30	21.1	C	EB	TR	0.19	19.2	B
	SB	LT	0.38	14.1	B	SB	LT	0.35	13.9	B	SB	LT	0.34	13.8	B
	INTERSECTION			14.3	B	INTERSECTION			14.5	B	INTERSECTION			14.1	B
11th Avenue @ 29th Street	WB	LT	0.32	16.6	B	WB	LT	0.23	15.8	B	WB	LT	0.26	16.1	B
	SB	TR	0.48	18.2	B	SB	TR	0.49	18.3	B	SB	TR	0.42	17.6	B
	INTERSECTION			17.8	B	INTERSECTION			17.7	B	INTERSECTION			17.2	B
11th Ave. @ 30th Street	EB	TR	0.33	17.1	B	EB	TR	0.36	17.5	B	EB	TR	0.35	17.4	B
	SB	LT	0.59	19.9	B	SB	LT	0.70	21.9	C	SB	LT	0.56	19.4	B
	INTERSECTION			19.3	B	INTERSECTION			21.1	C	INTERSECTION			19.0	B
11th Ave. @ 33rd Street	WB	L	0.25	26.0	C	WB	L	0.20	25.5	C	WB	L	0.25	26.0	C
	SB	T	0.38	9.2	A	SB	T	0.44	9.7	A	SB	T	0.34	8.9	A
	INTERSECTION			11.4	B	INTERSECTION			11.3	B	INTERSECTION			11.3	B
11th Ave. @ 34th Street											EB	DefL	0.81	41.6	D
	EB	LTR	0.59	10.0	A	EB	LTR	0.45	6.6	A		TR	0.38	8.7	A
	WB	LTR	0.62	10.6	B	WB	LTR	0.90	18.6	B	WB	LTR	0.67	22.4	C
	SB	LTR	0.60	17.9	B	SB	LTR	0.83	24.7	C	SB	LTR	0.63	17.6	B
	INTERSECTION			13.9	B	INTERSECTION			19.7	B	INTERSECTION			18.7	B
11th Ave. @ 35th Street	WB	L	0.18	15.7	B	WB	L	0.24	16.4	B	WB	L	0.20	15.9	B
		LR	0.18	15.7	B		LR	0.24	16.3	B		LR	0.20	15.9	B
		R	0.14	15.3	B		R	0.14	15.3	B		R	0.21	16.1	B
	NB	T	0.13	14.9	B	NB	T	0.12	14.8	B	NB	T	0.15	15.0	B
	SB	T	0.35	16.7	B	SB	T	0.51	18.6	B	SB	T	0.43	17.6	B
	INTERSECTION			16.2	B	INTERSECTION			17.7	B	INTERSECTION			16.9	B
11th Ave. @ 36th Street	NB	TR	0.17	12.0	B	NB	TR	0.17	11.9	B	NB	TR	0.44	31.6	C
	SB	L	0.33	9.4	A	SB	L	0.40	10.8	B	SB	L	0.49	24.3	C
		T	0.43	8.4	A		T	0.57	9.8	A		T	0.51	9.2	A
	INTERSECTION			9.3	A	INTERSECTION			10.3	B	INTERSECTION			16.6	B
11th Ave. @ 37th Street	EB	LR	0.00	25.7	C	EB	LR	0.00	25.7	C	EB	LR	0.01	25.8	C
	WB	L	0.24	28.8	C	WB	L	0.27	29.3	C	WB	L	0.38	31.1	C
		LR	0.24	28.8	C		LR	0.27	29.2	C		LR	0.38	31.2	C
		R	0.25	29.7	C		R	0.21	28.9	C		R	0.51	36.4	D
	NB	T	0.16	6.6	A	NB	T	0.14	6.4	A	NB	T	0.23	7.0	A
	SB	T	0.32	7.4	A	SB	T	0.42	8.1	A	SB	T	0.35	7.6	A
	INTERSECTION			10.4	B	INTERSECTION			10.6	B	INTERSECTION			12.4	B
11th Ave. @ 38th Street	NB	TR	0.13	6.3	A	NB	TR	0.11	6.2	A	NB	TR	0.18	6.6	A
	SB	DefL	0.77	21.2	C	SB	DefL	0.74	19.3	B	SB	DefL	0.90	37.9	D
		T	0.42	8.3	A		T	0.57	9.9	A		T	0.49	9.0	A
	INTERSECTION			10.8	B	INTERSECTION			11.1	B	INTERSECTION			13.5	B
11th Ave. @ 39th Street	EB	LR	0.89	57.5	E	EB	LR	0.58	23.2	C	EB	LR	0.99	82.6	F
	WB	L	0.64	32.0	C	WB	L	0.52	19.5	B	WB	L	0.00	19.3	B
		LR	0.20	22.2	C		LR	0.27	15.4	B		LR	0.00	19.3	B
	NB	T	0.13	10.2	B	NB	T	0.15	16.8	B	NB	T	0.19	10.6	B
	SB	T	0.36	12.0	B	SB	T	0.65	22.7	C	SB	T	0.51	13.6	B
	INTERSECTION			21.0	C	INTERSECTION			21.3	C	INTERSECTION			21.3	C
11th Ave. @ 40th Street	EB	TR	0.63	39.1	D	EB	TR	0.53	35.6	D	EB	TR	0.44	33.7	C
	NB	R	0.16	6.5	A	NB	R	0.16	6.5	A	NB	R	0.22	6.8	A
	SB	L	0.31	7.5	A	SB	L	0.23	6.9	A	SB	L	0.36	7.8	A
		TR	0.29	7.2	A		TR	0.39	7.9	A		TR	0.42	8.1	A
	INTERSECTION			9.9	A	INTERSECTION			9.3	A	INTERSECTION			8.9	A
11th Ave. @ 41st Street	WB	LT	0.19	21.0	C	WB	LT	0.29	22.1	C	WB	LT	0.00	19.3	B
	SB	TR	0.40	12.2	B	SB	TR	0.43	12.5	B	SB	TR	0.58	14.1	B
	INTERSECTION			13.2	B	INTERSECTION			14.0	B	INTERSECTION			14.1	B
11th Ave. @ 42nd Street	EB	T	0.37	22.0	C	EB	T	0.40	22.3	C	EB	T	0.41	22.7	C
		R	0.44	25.7	C		R	0.48	27.0	C		R	0.67	34.7	C
	WB	L	0.60	26.5	C	WB	L	0.49	22.3	C	WB	L	0.47	21.4	C
		LT	0.38	14.8	B		LT	0.27	13.5	B		LT	0.80	25.5	C
	SB	LTR	0.56	20.2	C	SB	LTR	0.57	20.4	C	SB	LTR	0.67	21.7	C
	INTERSECTION			20.3	C	INTERSECTION			20.4	C	INTERSECTION			23.4	C
11th Avenue @ 43rd Street	WB	LT	0.39	29.6	C	WB	LT	0.46	30.6	C	WB	LT	0.51	31.3	C
	SB	TR	0.30	3.4	A	SB	TR	0.33	3.5	A	SB	TR	0.38	3.6	A
	INTERSECTION			8.7	A	INTERSECTION			9.3	A	INTERSECTION			9.3	A

11th Avenue @ 44th Street	EB	LTR	0.95	59.5	E	EB	LTR	0.99	67.9	E	EB	LTR	1.10	93.4	F
	SB	LT	0.35	3.6	A	SB	LT	0.49	4.3	A	SB	LT	0.54	4.6	A
	INTERSECTION			18.4	B	INTERSECTION			21.0	C	INTERSECTION			28.9	C
11th Avenue @ 45th Street	WB	LTR	0.92	56.7	E	WB	LTR	0.74	40.0	D	WB	LTR	0.70	38.3	D
	NB	LT	0.05	2.7	A	NB	LT	0.01	2.6	A	NB	LT	0.18	3.1	A
	SB	TR	0.54	4.8	A	SB	TR	0.59	5.1	A	SB	TR	0.68	6.0	A
	INTERSECTION			17.4	B	INTERSECTION			12.1	B	INTERSECTION			10.3	B
11th Avenue @ 46th Street	EB	LTR	0.43	31.0	C	EB	LTR	0.61	34.8	C	EB	LTR	0.58	34.0	C
	NB	TR	0.16	3.1	A	NB	TR	0.10	2.9	A	NB	TR	0.32	3.8	A
	SB	LT	0.49	4.4	A	SB	LT	0.49	4.3	A	SB	LT	0.58	4.9	A
	INTERSECTION			7.6	A	INTERSECTION			9.5	A	INTERSECTION			8.5	A
12th Ave. @ 26th Street	NB	TR	0.66	12.9	B	NB	TR	0.68	12.7	B	NB	TR	0.79	15.2	B
	SB	L	0.59	59.3	E	SB	L	0.34	40.7	D	SB	L	0.36	41.1	D
		T	0.92	24.1	C		T	0.69	13.1	B		T	0.89	19.6	B
	INTERSECTION			20.2	C	INTERSECTION			13.6	B	INTERSECTION			17.8	B
12th Avenue @ 29th Street	WB	LR	0.96	112.9	F	WB	LR	0.24	40.9	D	WB	LR	0.50	50.1	D
		R	0.84	88.5	F		R	0.98	93.7	F		R	0.79	68.5	E
	NB	T	0.59	8.8	A	NB	T	0.64	11.0	B	NB	T	0.77	13.7	B
	SB	T	0.82	14.0	B	SB	T	0.67	11.8	B	SB	T	0.89	18.7	B
	INTERSECTION			17.3	B	INTERSECTION			16.2	B	INTERSECTION			18.0	B
12TH AVE. @ 30th ST.	EB	LTR	0.05	53.7	D	EB	LTR	0.00	38.4	D	EB	LTR	0.04	44.0	D
	NB	TR	0.68	18.6	B	NB	TR	0.78	21.2	C	NB	TR	0.78	16.3	B
	SB	L	1.12	159.0	F	SB	L	1.05	136.6	F	SB	L	1.17	176.4	F
		TR	0.72	9.7	A		TR	0.60	9.6	A		TR	0.73	9.1	A
	INTERSECTION			19.6	B	INTERSECTION			20.0	C	INTERSECTION			17.8	B
12TH AVE. @ 34th ST.	WB	L	0.48	53.4	D	WB	L	0.45	40.6	D	WB	L	0.31	38.3	D
		R	0.45	32.6	C		R	0.65	31.8	C		R	0.85	45.3	D
	NB	T	0.68	28.9	C	NB	T	0.70	8.2	A	NB	T	0.76	21.7	C
		R	0.45	25.6	C		R	0.37	7.1	A		R	0.30	15.1	B
	SB	L	0.92	87.2	F	SB	L	0.88	68.6	E	SB	L	1.10	134.1	F
		T	0.75	15.2	B		T	0.57	2.3	A		T	0.81	16.6	B
	INTERSECTION			28.3	C	INTERSECTION			13.9	B	INTERSECTION			27.5	C
12th Avenue @ 36th Street	EB	L	0.11	48.2	D	EB	L	0.14	42.9	D	EB	L	0.50	54.4	D
		R	0.04	47.0	D		R	0.05	41.6	D		R	0.16	46.0	D
	NB	T	0.87	33.0	C	NB	T	0.86	22.2	C	NB	T	0.99	34.4	C
	SB	T	0.94	25.1	C	SB	T	0.69	9.8	A	SB	T	0.89	14.8	B
	INTERSECTION			28.9	C	INTERSECTION			17.1	B	INTERSECTION			26.0	C
12th Avenue @ 37th Street	EB	LR	0.19	53.6	D	EB	LR	0.24	46.5	D	EB	LR	0.60	53.1	D
	NB	L	0.12	63.8	E	NB	L	0.05	47.6	D	NB	L	0.17	52.5	D
		T	0.89	34.6	C		T	0.93	29.9	C		T	1.03	45.4	D
	SB	T	1.12	88.7	F	SB	T	0.87	25.0	C	SB	T	1.00	38.0	D
	INTERSECTION			63.1	E	INTERSECTION			28.0	C	INTERSECTION			42.4	D
12th Ave @ 39th St	EB	LTR	0.24	52.3	D	EB	LTR	0.03	34.2	C	EB	LTR	0.21	40.8	D
	NB	L	1.15	215.8	F	NB	L	0.28	62.9	E	NB	L	0.35	61.2	E
		TR	0.88	33.5	C		TR	1.07	66.3	E		TR	1.11	80.9	F
	SB	L	0.60	69.5	E	SB	L	0.71	73.2	E	SB	L	0.89	92.6	F
		T	1.07	63.4	E		T	0.91	29.3	C		T	1.05	52.4	D
	INTERSECTION			52.2	D	INTERSECTION			51.1	D	INTERSECTION			68.7	E
12TH AVE. @ 40th ST.	WB	R	0.08	41.6	D	WB	R	0.04	33.6	C	WB	R	0.17	36.6	D
	NB	L	1.02	159.2	F	NB	L	0.11	34.7	C	NB	L	0.14	36.0	D
		TR	0.67	31.3	C		TR	0.70	22.3	C		TR	0.82	23.9	C
	SB	T	0.69	16.7	B	SB	T	0.54	11.7	B	SB	T	0.68	13.4	B
		R	0.30	12.3	B		R	0.09	8.0	A		R	0.20	8.9	A
	INTERSECTION			24.9	C	INTERSECTION			17.6	B	INTERSECTION			19.2	B
12TH AVE. @ 41st ST.	EB	LR	0.02	38.4	D	EB	LR	0.04	25.2	C	EB	LR	0.04	32.7	C
	WB	L	0.14	40.4	D	WB	L	0.10	26.0	C	WB	L	0.06	31.7	C
		R	0.10	39.6	D		R	0.23	27.4	C		R	0.05	32.8	C
	NB	T	0.67	13.2	B	NB	T	0.89	20.8	C	NB	T	0.87	6.9	A
	SB	T	1.07	48.8	D	SB	T	0.98	19.9	B	SB	T	1.08	49.5	D
	INTERSECTION			33.9	C	INTERSECTION			20.7	C	INTERSECTION			26.9	C
12TH AVE. @ 42nd ST.	EB	LTR	0.08	47.0	D	EB	LTR	0.06	32.4	C	EB	LTR	0.14	33.7	C
	WB	L	0.53	57.1	E	WB	L	0.23	34.8	C	WB	L	0.47	39.6	D
		R	0.33	26.2	C		R	0.22	15.3	B		R	0.45	26.9	C
	NB	T	0.73	15.7	B	NB	T	1.10	71.0	E	NB	T	1.01	26.6	C
		R	0.38	13.4	B		R	0.34	17.1	B		R	0.36	7.7	A
	SB	L	0.34	42.2	D	SB	L	0.46	34.4	C	SB	L	0.89	78.9	E
		T	1.00	18.9	B		T	0.91	35.0	C		T	1.03	52.0	D
	INTERSECTION			20.0	C	INTERSECTION			51.1	D	INTERSECTION			38.6	D

12th Avenue @ 43rd Street	WB	LTR	0.67	56.1	E	WB	LTR	0.54	34.5	C	WB	LTR	0.45	32.9	C
	NB	L	1.11	194.6	F	NB	L	0.40	57.1	E	NB	L	0.51	59.8	E
		T	0.57	9.7	A		T	0.76	14.9	B		T	0.95	24.1	C
	SB	T	0.84	22.8	C	SB	T	0.79	23.8	C	SB	T	1.01	24.6	C
		R	0.01	9.4	A		R	0.01	12.7	B		R	0.02	13.2	B
	INTERSECTION			21.4	C	INTERSECTION			20.1	C	INTERSECTION			25.0	C
12th Ave @ 44th Street	NB	TR	0.61	13.7	B	NB	TR	0.76	3.2	A	NB	TR	0.88	19.1	B
	SB	L	0.36	49.3	D	SB	L	0.49	43.4	D	SB	L	0.66	49.4	D
		T	0.70	15.6	B		T	0.57	11.2	B		T	0.72	13.9	B
	INTERSECTION			15.5	B	INTERSECTION			7.8	A	INTERSECTION			17.8	B
12th Avenue @ 46th Street	EB	LT	0.00	49.6	D	EB	LT	0.00	34.5	C	EB	LT	0.00	35.3	D
		R	0.00	49.6	D		R	0.00	34.5	C		R	0.10	36.6	D
	NB	TR	0.68	3.5	A	NB	TR	0.86	7.2	A	NB	TR	1.03	50.5	D
	SB	L	0.41	65.1	E	SB	L	1.10	154.5	F	SB	L	0.72	80.9	F
		T	0.68	10.9	B		T	0.60	11.2	B		T	0.76	14.1	B
	INTERSECTION			8.6	A	INTERSECTION			13.1	B	INTERSECTION			33.5	C
34th Street @ 2nd Avenue	EB	T	1.08	79.6	E	EB	T	0.97	54.6	D	EB	T	1.04	69.3	E
		R	0.37	27.7	C		R	0.37	27.7	C		R	0.36	26.7	C
	WB	DefL	0.60	42.2	D	WB	DefL	0.37	33.3	C	WB	DefL	0.51	38.7	D
		T	0.27	16.3	B		T	0.40	17.8	B		T	0.36	16.8	B
	SB	LTR	0.99	36.8	D	SB	LTR	0.62	19.9	B	SB	LTR	0.66	21.2	C
	INTERSECTION			44.7	D	INTERSECTION			28.0	C	INTERSECTION			33.7	C
36th Street @ 2nd Avenue	EB	TR	0.77	40.4	D	EB	L	0.61	29.6	C	EB	L	0.84	41.7	D
	WB	L	1.08	88.1	F		LTR	0.41	23.4	C		LTR	0.67	27.8	C
	SB	L	0.42	24.0	C	SB	L	0.30	11.6	B	SB	L	0.51	14.1	B
		LT	1.05	63.6	E		LT	0.44	12.6	B		LT	0.42	12.4	B
	INTERSECTION			61.9	E	INTERSECTION			16.4	B	INTERSECTION			20.1	C
37th Street @ 2nd Avenue	WB	LT	0.39	23.2	C	WB	LT	0.34	23.0	C	WB	LT	0.29	22.3	C
	SB	T	0.55	13.9	B	SB	TR	0.69	16.1	B	SB	TR	0.69	15.8	B
	INTERSECTION			15.5	B	INTERSECTION			16.8	B	INTERSECTION			16.2	B
57th Street @ 2nd Avenue	EB	TR	0.68	36.3	D	EB	TR	0.95	47.9	D	EB	TR	0.80	35.7	D
	WB	DefL	1.05	75.3	E	WB	DefL	0.37	19.2	B	WB	DefL	0.29	19.1	B
		T	0.49	14.4	B		T	0.26	14.4	B		T	0.20	13.9	B
	SB	LTR	0.67	23.7	C	SB	LTR	0.61	19.7	B	SB	LTR	0.70	21.2	C
	INTERSECTION			31.0	C	INTERSECTION			27.1	C	INTERSECTION			24.0	C
35th Street @ QMT Exit Street	WB	LT	0.46	25.2	C	WB	LT	0.38	20.6	C	WB	LT	0.23	19.0	B
	SB	L	0.55	15.4	B	SB	L	0.75	24.6	C	SB	L	0.66	21.4	C
		LTR	0.50	14.3	B		LTR	0.48	17.0	B		LTR	0.39	15.4	B
		R	0.99	50.7	D		R	0.66	22.0	C		R	0.65	21.7	C
	INTERSECTION			29.4	C	INTERSECTION			21.4	C	INTERSECTION			19.8	B
36th Street @ QMT ENT	EB	L	0.72	31.6	C	EB	L	0.39	23.2	C	EB	L	0.42	23.6	C
		LT	0.30	20.1	C		LT	0.23	20.1	C		LT	0.38	21.7	C
	NB	TR	0.63	19.1	B	NB	TR	0.63	19.1	B	NB	TR	0.75	23.1	C
	INTERSECTION			23.2	C	INTERSECTION			20.3	C	INTERSECTION			22.6	C
QBB Ramp @ 57th Street	EB	T	0.23	3.8	A	EB	L	1.04	54.8	D	EB	DefL	0.55	9.1	A
							LT	0.22	4.5	A		T	0.15	3.6	A
	WB	T	0.97	46.7	D	WB	TR	0.77	31.4	C	WB	TR	1.03	64.4	E
	INTERSECTION			36.5	D	INTERSECTION			35.7	D	INTERSECTION			41.7	D
2nd Ave @ 58th Street	EB	TR	0.22	18.7	B	EB	TR	0.60	24.5	C	EB	TR	0.83	28.8	C
	SB	LT	0.56	14.7	B	SB	LT	0.63	15.7	B	SB	LT	0.83	18.9	B
	INTERSECTION			15.0	B	INTERSECTION			17.1	B	INTERSECTION			21.0	C
2nd Ave @ 59th Street (ESD)	EB	TR	0.79	22.1	C	EB	TR	0.54	16.6	B	EB	TR	1.11	90.4	F
	SB	L	0.21	19.6	B	SB	L	0.18	19.1	B	SB	L	0.08	10.0	B
		LT	0.94	35.0	C		LT	1.03	54.0	D		LT	0.85	20.0	B
	INTERSECTION			29.9	C	INTERSECTION			43.4	D	INTERSECTION			42.0	D
9th Avenue @ 41st Street	WB	LT	0.00	16.8	B	WB	LT	0.00	16.8	B	WB	LT	0.07	17.5	B
	SB	TR	0.99	32.4	C	SB	TR	0.92	23.5	C	SB	TR	0.94	23.7	C
	INTERSECTION			32.4	C	INTERSECTION			23.5	C	INTERSECTION			23.6	C
9th Ave @ 42nd St	EB	TR	0.75	32.4	C	EB	TR	1.06	80.5	F	EB	TR	0.70	31.9	C
						WB	DefL	0.86	57.2	E					
	WB	LT	0.45	15.5	B		T	0.24	12.1	B	WB	LT	0.57	18.0	B
	SB	LTR	0.82	25.2	C	SB	LTR	0.90	31.5	C	SB	LTR	1.11	80.2	F
	INTERSECTION			25.0	C	INTERSECTION			43.0	D	INTERSECTION			60.8	E
Cardinal Stepanic Plz @ 40 St	EB	TR	0.21	13.9	B	EB	TR	0.17	13.6	B	EB	TR	0.17	13.6	B
		R	0.70	24.5	C		R	0.25	14.9	B		R	0.53	19.3	B
	SB	T	0.43	20.1	C	SB	T	0.44	20.3	C	SB	T	0.35	19.1	B
	INTERSECTION			20.2	C	INTERSECTION			17.4	B	INTERSECTION			17.8	B

Dyer Avenue @ 35th Street	WB	LTR	0.38	26.0	C	WB	LTR	0.44	26.7	C	WB	LTR	0.79	35.3	D
	NB	LT	0.03	4.7	A	NB	LT	0.10	5.0	A	NB	LT	0.09	4.9	A
	SB	TR	0.28	9.4	A	SB	TR	0.19	8.7	A	SB	TR	0.23	9.1	A
	INTERSECTION			15.2	B	INTERSECTION			15.9	B	INTERSECTION			22.6	C
Dyer Avenue @ 36th Street	EB	LT	0.47	27.8	C	EB	LT	0.47	27.8	C	EB	LT	0.48	28.0	C
	NB	TR	0.15	20.5	C	NB	TR	0.31	22.3	C	NB	TR	0.57	26.3	C
	SB	DefL	0.59	16.2	B	SB	DefL	0.32	10.9	B	SB	DefL	0.29	13.2	B
		TR	0.32	9.2	A		TR	0.20	8.3	A		TR	0.24	8.6	A
	INTERSECTION			15.9	B	INTERSECTION			17.1	B	INTERSECTION			18.9	B
Dyer Avenue @ 41st Street	WB	TR	0.58	33.5	C	WB	TR	0.53	32.4	C	WB	TR	0.51	33.6	C
	NB	L	1.04	78.7	E	NB	L	1.05	80.9	F	NB	L	0.09	19.7	B
		TR	0.47	21.9	C		TR	0.36	20.6	C		TR	0.38	20.8	C
	INTERSECTION			40.7	D	INTERSECTION			43.2	D	INTERSECTION			23.9	C
Dyer Ave @ 42nd St	EB	T	0.25	19.6	B	EB	T	0.58	24.8	C	EB	T	0.27	19.9	B
	WB	T	0.45	22.0	C	WB	T	0.47	22.8	C	WB	T	0.55	23.5	C
	NB	L	0.36	13.8	B	NB	L	0.23	12.5	B	NB	L	0.34	13.6	B
		LTR	0.08	8.6	A		LTR	0.12	8.9	A		LTR	0.08	8.6	A
		R	0.65	17.3	B		R	0.41	11.9	B		R	0.32	10.9	B
	SB	R	0.02	10.9	B	SB	R	0.04	11.1	B	SB	R	0.17	12.3	B
	INTERSECTION			18.0	B	INTERSECTION			18.6	B	INTERSECTION			18.1	B
NB Boulevard @ 33rd Street	WB	T	0.11	17.7	B	WB	T	0.09	17.5	B	WB	T	0.11	17.7	B
	INTERSECTION			17.7	B	INTERSECTION			17.5	B	INTERSECTION			17.7	B
NB Boulevard @ 34th Street	EB	T	0.39	20.5	C	EB	T	0.40	20.7	C	EB	T	0.36	20.2	C
	WB	T	0.50	22.1	C	WB	T	0.63	24.4	C	WB	T	0.62	24.1	C
	INTERSECTION			21.4	C	INTERSECTION			22.9	C	INTERSECTION			22.6	C
2nd Ave @ QBB Ramp LL	WB	L	0.95	50.1	D	WB	L	0.72	27.3	C	WB	L	0.87	33.4	C
		T	1.07	86.2	F		T	0.69	27.6	C		T	0.92	41.1	D
	SB	L	1.06	65.2	E	SB	L	0.72	23.4	C	SB	L	0.93	41.6	D
		LT	0.44	9.7	A		LT	0.64	17.0	B		LT	0.73	18.7	B
	INTERSECTION			43.6	D	INTERSECTION			21.8	C	INTERSECTION			28.9	C

			EVE					SUN		
Intersection	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
10th Ave. @ 30th Street	EB	L	0.00	25.7	C	EB	L	0.11	26.5	C
	NB	TR	1.06	44.2	D	NB	TR	1.06	44.6	D
	INTERSECTION			44.2	D	INTERSECTION			44.5	D
10th Ave. @ 31st Street	WB	R	0.31	34.2	C	WB	R	0.81	41.2	D
	NB	T	0.81	24.9	C	NB	T	0.78	29.6	C
	INTERSECTION			25.7	C	INTERSECTION			32.8	C
10th Ave. @ 33rd Street	WB	R	0.00	18.7	B	WB	R	0.40	26.8	C
	NB	LT	0.80	14.6	B	NB	LT	0.84	15.6	B
	INTERSECTION			14.6	B	INTERSECTION			16.0	B
10th Ave. @ 34th Street	EB	DefL	2.47	729.6	F	EB	DefL	2.56	768.3	F
		T	1.66	336.4	F		T	1.93	458.7	F
	WB	TR	1.66	333.9	F	WB	TR	2.15	552.4	F
	NB	LT	0.72	11.6	B	NB	LT	0.81	13.5	B
		R	0.42	14.2	B		R	0.22	11.2	B
	INTERSECTION			174.4	F	INTERSECTION			262.6	F
10th Ave. @ 35th Street	WB	TR	0.64	29.5	C	WB	TR	0.56	27.4	C
	NB	LT	0.79	12.9	B	NB	LT	0.94	20.3	C
	INTERSECTION			15.8	B	INTERSECTION			21.3	C
10th Ave. @ 36th Street	EB	LT	0.28	22.9	C	EB	LT	0.28	22.9	C
	NB	TR	0.90	16.9	B	NB	TR	1.01	33.7	C
	INTERSECTION			17.4	B	INTERSECTION			32.9	C
10th Ave. @ 37th Street	WB	TR	0.52	25.6	C	WB	TR	0.75	32.6	C
	NB	LT	0.87	17.2	B	NB	LT	0.90	19.1	B
	INTERSECTION			18.3	B	INTERSECTION			21.5	C
10th Ave. @ 38th Street	EB	LT	0.31	23.2	C	EB	LT	0.62	28.8	C
	NB	TR	0.92	18.0	B	NB	TR	1.01	33.2	C
	INTERSECTION			18.5	B	INTERSECTION			32.5	C
10th Ave. @ 39th Street	WB	T	0.19	18.5	B	WB	T	0.77	29.0	C
		R	0.36	21.5	C		R	0.54	25.7	C
	NB	LT	0.88	20.3	C	NB	LT	0.95	25.4	C
	INTERSECTION			20.2	C	INTERSECTION			26.3	C
10th Ave. @ 41st Street	WB	T	0.43	21.0	C	WB	T	0.61	24.4	C
		R	0.35	20.6	C		R	0.81	33.5	C
	NB	L	0.36	15.1	B	NB	L	0.24	13.0	B
		T	0.84	18.1	B		T	1.02	37.7	D
	INTERSECTION			18.6	B	INTERSECTION			33.2	C
10th Ave. @ 42nd Street										
	EB	LT	0.79	32.6	C	EB	LT	0.56	28.4	C
	WB	TR	0.57	20.0	C	WB	TR	0.84	32.7	C
	NB	LTR	1.00	42.3	D	NB	LTR	0.82	16.6	B
	INTERSECTION			36.0	D	INTERSECTION			21.3	C
11th Ave. @ 33rd Street	WB	L	0.00	23.5	C	WB	L	0.00	23.5	C
	SB	T	0.35	9.0	A	SB	T	0.48	10.1	B
	INTERSECTION			9.0	A	INTERSECTION			10.1	B
11th Ave. @ 34th Street	EB	LTR	1.68	353.1	F	EB	LTR	1.68	353.7	F
						WB	DefL	5.15	1934.0	F
	WB	LTR	3.45	1152.0	F		TR	4.81	1766.0	F
	SB	LTR	0.61	19.6	B	SB	LTR	0.70	21.0	C
	INTERSECTION			410.0	F	INTERSECTION			711.6	F
11th Ave. @ 35th Street	WB	L	0.11	15.0	B	WB	L	0.29	17.1	B
		LR	0.11	15.0	B		LR	0.28	16.9	B
		R	0.07	14.5	B		R	0.11	15.0	B
	NB	T	0.03	14.1	B	NB	T	0.06	14.4	B
	SB	T	0.43	17.6	B	SB	T	0.37	16.9	B
	INTERSECTION			17.1	B	INTERSECTION			16.7	B
11th Ave. @ 36th Street	NB	TR	0.06	12.7	B	NB	TR	0.08	11.3	B
	SB	L	0.57	44.5	D	SB	L	0.20	7.3	A
		T	0.44	8.4	A		T	0.42	8.3	A
	INTERSECTION			13.3	B	INTERSECTION			8.5	A

11th Ave. @ 37th Street	EB	LR	0.01	25.9	C	EB	LR	0.00	25.7	C
	WB	L	0.13	27.3	C	WB	L	0.28	29.6	C
		LR	0.13	27.3	C		LR	0.25	29.0	C
		R	0.15	27.9	C		R	0.22	29.2	C
	NB	T	0.04	5.9	A	NB	T	0.09	6.1	A
	SB	TR	0.36	7.7	A	SB	TR	0.33	7.4	A
	INTERSECTION			9.2	A	INTERSECTION			10.6	B
11th Ave. @ 38th Street	NB	TR	0.04	5.9	A	NB	TR	0.08	6.1	A
						SB	DefL	0.59	13.1	B
	SB	LT	0.49	8.8	A		T	0.43	8.3	A
	INTERSECTION			8.6	A	INTERSECTION			9.0	A
11th Ave. @ 39th Street	EB	LR	0.85	44.8	D	EB	LR	0.72	25.1	C
	WB	L	0.17	15.7	B	WB	L	0.69	20.7	C
		LR	0.17	15.9	B		LR	0.52	16.0	B
	NB	T	0.05	14.3	B	NB	T	0.13	21.1	C
	SB	T	0.51	18.7	B	SB	T	0.57	25.9	C
	INTERSECTION			22.4	C	INTERSECTION			23.2	C
11th Ave. @ 40th Street	EB	TR	0.31	29.8	C	EB	TR	0.06	26.3	C
	NB	R	0.08	6.1	A	NB	R	0.23	6.9	A
	SB	L	0.28	7.2	A	SB	L	0.40	8.1	A
		TR	0.33	7.5	A		TR	0.28	7.1	A
	INTERSECTION			8.5	A	INTERSECTION			7.6	A
11th Ave. @ 41st Street	WB	LT	0.09	20.1	C	WB	LT	0.33	22.4	C
	SB	TR	0.43	12.4	B	SB	TR	0.43	12.5	B
	INTERSECTION			12.9	B	INTERSECTION			14.4	B
11th Ave. @ 42nd Street	EB	T	0.28	20.1	C	EB	T	0.23	10.5	B
		R	0.84	44.5	D		R	1.11	94.4	F
	WB	L	0.54	21.0	C	WB	L	0.76	21.2	C
		LT	0.40	14.5	B		LT	0.39	6.6	A
	SB	LTR	0.62	21.8	C	SB	LTR	0.89	43.6	D
	INTERSECTION			22.8	C	INTERSECTION			37.9	D
12TH AVE. @ 30th ST.	EB	LR	0.00	38.4	D	EB	LR	0.03	38.8	D
	NB	T	0.79	21.2	C	NB	T	0.68	18.3	B
	SB	TR	0.61	9.9	A	SB	TR	0.85	15.7	B
	INTERSECTION			16.3	B	INTERSECTION			16.9	B
12TH AVE. @ 34th ST.	WB	L	0.19	36.7	D	WB	L	0.44	39.0	D
		R	0.52	25.3	C		R	0.53	20.8	C
	NB	T	0.88	33.6	C	NB	T	0.85	37.3	D
		R	0.76	41.4	D		R	0.65	37.7	D
	SB	L	0.65	53.2	D	SB	L	0.52	44.3	D
		T	0.61	12.1	B		T	0.82	18.1	B
	INTERSECTION			27.1	C	INTERSECTION			28.3	C
12th Ave @ 39th St	EB	LTR	0.01	36.9	D	EB	LTR	0.00	40.0	D
	NB	L	0.10	54.3	D	NB	L	0.13	57.5	E
		TR	0.94	34.3	C		T	0.81	26.8	C
	SB	L	1.03	122.1	F	SB	L	0.67	57.8	E
		T	0.72	20.0	B		T	0.86	19.7	B
	INTERSECTION			32.3	C	INTERSECTION			24.3	C
12TH AVE. @ 40th ST.	WB	R	0.01	24.2	C	WB	R	0.05	33.8	C
	NB	L	0.11	23.8	C	NB	L	0.03	33.4	C
		TR	0.83	33.9	C		TR	0.67	21.7	C
	SB	T	0.63	19.9	B	SB	T	0.75	15.7	B
		R	0.33	18.3	B		R	0.06	7.9	A
	INTERSECTION			27.3	C	INTERSECTION			18.5	B
12TH AVE. @ 41st ST.	EB	LR	0.00	24.7	C	EB	LR	0.44	34.6	C
	WB	L	0.08	25.7	C	WB	L	0.28	32.1	C
		R	0.06	25.4	C		R	0.24	31.0	C
	NB	T	0.90	38.0	D	NB	TR	0.94	37.8	D
	SB	T	0.86	27.4	C	SB	T	1.03	50.0	D
	INTERSECTION			32.8	C	INTERSECTION			43.0	D

12TH AVE. @ 42nd ST.	EB	LTR	0.03	32.0	C	EB	LTR	0.65	46.4	D
	WB	L	0.35	36.4	D	WB	L	0.50	40.5	D
		R	0.34	21.7	C		R	0.41	17.6	B
	NB	T	0.79	30.4	C	NB	T	1.16	115.2	F
		R	0.29	22.0	C		R	0.44	30.6	C
	SB	L	0.67	51.5	D	SB	L	0.51	40.1	D
		T	0.83	27.9	C		T	1.13	96.3	F
	INTERSECTION			30.4	C	INTERSECTION			88.9	F
12th Ave @ 44th Street	NB	TR	0.77	19.4	B	NB	TR	0.82	16.5	B
	SB	L	0.50	37.4	D	SB	L	0.43	41.7	D
		T	0.68	17.2	B		T	0.71	13.6	B
	INTERSECTION			19.2	B	INTERSECTION			15.8	B
9th Ave @ 42nd St	EB	TR	0.80	34.5	C	EB	TR	0.95	46.2	D
	WB	DefL	0.68	34.4	C	WB	DefL	0.76	45.5	D
		T	0.81	28.8	C		T	0.45	16.5	B
	SB	LTR	0.77	26.2	C	SB	LTR	0.84	27.1	C
	INTERSECTION			28.6	C	INTERSECTION			33.6	C
Cardinal Stepanic Plz @ 40 St	EB	TR	0.03	12.5	B	EB	TR	0.32	15.1	B
		R	0.28	15.2	B		R	0.60	21.0	C
	SB	T	0.64	23.8	C	SB	T	0.66	24.2	C
	INTERSECTION			21.8	C	INTERSECTION			20.9	C
Dyer Ave @ 42nd St	EB	T	0.49	23.1	C	EB	T	0.54	23.9	C
	WB	T	0.53	23.8	C	WB	T	0.49	23.1	C
	NB	L	0.27	13.0	B	NB	L	0.38	14.1	B
		LTR	0.01	8.1	A		LTR	0.01	8.1	A
		R	0.67	17.8	B		R	0.57	15.0	B
	SB	R	0.06	11.3	B	SB	R	0.13	11.9	B
	INTERSECTION			19.6	B	INTERSECTION			18.9	B
NB Boulevard @ 34th Street	EB	T	0.26	19.0	B	EB	T	0.15	18.1	B
	WB	T	0.13	17.9	B	WB	T	0.21	18.6	B
	INTERSECTION			18.7	B	INTERSECTION			18.4	B

			AM					Midday					PM		
Intersection	**Appro**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Appro**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Appro**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
10th Avenue @ 14th Street	EB	L	0.54	17.7	B	EB	L	0.58	20.3	C	EB	L	0.47	11.7	B
		T	0.30	39.2	D		T	0.29	26.3	C		T	0.62	41.3	D
		R	0.05	11.7	B		R	0.07	13.8	B		R	0.02	7.5	A
	WB	L	0.21	39.0	D	WB	L	0.28	27.6	C	WB	L	0.93	100.0	F
		R	0.71	53.6	D		R	0.73	39.6	D		R	1.13	126.9	F
	INTERSECTION			27.8	C	INTERSECTION			25.4	C	INTERSECTION			50.3	D
10th Avenue @ 23rd Street	EB	DefL	0.89	69.0	E	EB	DefL	1.17	155.6	F	EB	DefL	1.05	96.7	F
		T	0.44	24.4	C		T	0.41	23.8	C		T	0.34	23.0	C
	WB	TR	0.41	23.5	C	WB	TR	0.61	26.6	C	WB	TR	0.25	21.6	C
	NB	LTR	0.44	8.8	A	NB	LTR	0.41	12.3	B	NB	LTR	0.42	12.4	B
	INTERSECTION			17.1	B	INTERSECTION			25.1	C	INTERSECTION			23.1	C
10th Avenue @ 28th Street	EB	LT	0.47	25.7	C	EB	LT	0.41	24.7	C	EB	LT	0.63	29.1	C
	NB	TR	0.53	9.0	A	NB	TR	0.50	8.8	A	NB	TR	0.65	10.2	B
	INTERSECTION			11.7	B	INTERSECTION			11.2	B	INTERSECTION			13.6	B
10th Avenue @ 29th Street	WB	TR	0.80	35.6	D	WB	TR	0.65	30.0	C	WB	TR	0.74	32.8	C
	NB	LT	0.58	9.5	A	NB	LT	0.52	9.0	A	NB	LT	0.69	10.8	B
	INTERSECTION			15.8	B	INTERSECTION			13.5	B	INTERSECTION			15.1	B
10th Ave. @ 30th Street	EB	LT	0.75	33.4	C	EB	LT	0.64	28.2	C	EB	LT	0.74	32.8	C
	NB	TR	0.74	12.0	B	NB	TR	0.64	10.4	B	NB	TR	0.87	15.7	B
	INTERSECTION			16.8	B	INTERSECTION			15.5	B	INTERSECTION			18.9	B
10th Ave. @ 31st Street	WB	R	0.62	30.1	C	WB	R	0.69	31.2	C	WB	R	0.80	34.7	C
	NB	T	0.61	9.9	A	NB	T	0.75	12.2	B	NB	T	0.52	8.8	A
	INTERSECTION			12.9	B	INTERSECTION			16.2	B	INTERSECTION			15.2	B
10th Ave. @ 33rd Street	WB	TR	0.39	22.7	C	WB	TR	0.45	23.8	C	WB	TR	0.48	24.1	C
	NB	LT	0.91	19.6	B	NB	LT	0.98	27.5	C	NB	LT	0.71	12.3	B
	INTERSECTION			20.1	C	INTERSECTION			27.0	C	INTERSECTION			14.0	B
10th Ave. @ 34th Street	EB	DefL	0.99	82.5	F	EB	DefL	1.06	107.2	F	EB	DefL	0.89	66.0	E
		T	0.39	22.1	C		T	0.43	22.7	C		T	0.35	19.1	B
	WB	TR	0.48	23.2	C	WB	TR	0.93	46.9	D	WB	TR	0.49	20.9	C
	NB	LT	0.90	19.6	B	NB	LT	0.90	19.9	B	NB	LT	0.85	19.4	B
		R	0.42	15.3	B		R	0.64	22.2	C		R	0.71	26.8	C
	INTERSECTION			24.2	C	INTERSECTION			30.1	C	INTERSECTION			22.1	C
10th Ave. @ 35th Street	WB	TR	0.53	26.8	C	WB	TR	0.61	28.9	C	WB	TR	0.79	35.4	D
	NB	LT	0.71	11.0	B	NB	LT	0.70	10.9	B	NB	LT	0.62	9.7	A
	INTERSECTION			13.4	B	INTERSECTION			13.8	B	INTERSECTION			14.3	B
10th Ave. @ 36th Street	EB	LT	0.42	25.0	C	EB	LT	0.55	27.5	C	EB	LT	0.59	28.3	C
	NB	TR	0.74	11.6	B	NB	TR	0.91	18.2	B	NB	TR	0.84	13.9	B
	INTERSECTION			13.1	B	INTERSECTION			19.5	B	INTERSECTION			15.8	B
10th Ave. @ 37th Street	WB	TR	0.21	20.5	C	WB	TR	0.63	28.6	C	WB	TR	0.60	25.5	C
	NB	LT	0.56	10.5	B	NB	LT	0.68	12.2	B	NB	LT	0.63	11.3	B
	INTERSECTION			11.8	B	INTERSECTION			14.8	B	INTERSECTION			14.9	B
10th Ave. @ 38th Street	EB	LT	0.59	27.9	C	EB	LT	0.62	29.1	C	EB	LT	0.60	28.7	C
	NB	TR	0.53	8.9	A	NB	TR	0.65	10.3	B	NB	TR	0.72	11.0	B
	INTERSECTION			12.2	B	INTERSECTION			13.5	B	INTERSECTION			13.3	B
10th Ave. @ 39th Street	WB	T	0.24	19.0	B	WB	T	0.41	21.0	C	WB	T	0.00	16.8	B
		R	0.33	21.0	C		R	0.27	20.2	C		R	0.00	16.9	B
	NB	LT	0.48	11.8	B	NB	LT	0.66	13.9	B	NB	LT	0.74	14.9	B
	INTERSECTION			13.2	B	INTERSECTION			15.4	B	INTERSECTION			14.9	B
10th Avenue @ 40th Street	EB	LT	0.19	17.8	B	EB	LT	0.17	17.6	B	EB	LT	0.15	17.5	B
	NB	TR	0.54	13.1	B	NB	TR	0.52	12.8	B	NB	TR	0.80	17.0	B
	INTERSECTION			13.7	B	INTERSECTION			13.4	B	INTERSECTION			17.0	B

10th Ave. @ 41st Street	WB	T	0.25	13.2	B	WB	T	0.20	12.7	B	WB	T	0.14	12.3	B
		R	0.66	20.6	C		R	0.77	24.8	C		R	0.06	11.8	B
	NB	L	0.57	27.7	C	NB	L	0.66	30.9	C	NB	L	0.30	22.4	C
		T	0.63	21.2	C		T	0.77	24.6	C		T	0.98	37.2	D
	INTERSECTION			20.4	C	INTERSECTION			23.7	C	INTERSECTION			35.1	D
10th Ave. @ 42nd Street	EB	DefL	0.99	95.4	F						EB	DefL	1.39	257.2	F
		T	0.32	20.7	C	EB	LT	0.77	22.0	C		T	0.32	17.5	B
	WB	TR	1.01	55.1	E	WB	TR	0.86	35.4	D	WB	TR	0.95	37.5	D
	NB	LTR	0.84	22.8	C	NB	LTR	0.94	25.4	C	NB	LTR	0.89	28.2	C
	INTERSECTION			35.5	D	INTERSECTION			27.3	C	INTERSECTION			36.2	D
10th Avenue @ 43rd Street	WB	TR	0.47	22.2	C	WB	TR	0.61	24.9	C	WB	TR	0.88	37.1	D
	NB	LT	0.90	20.1	C	NB	LT	0.75	15.5	B	NB	LT	0.83	16.8	B
	INTERSECTION			20.4	C	INTERSECTION			17.4	B	INTERSECTION			21.0	C
10th Avenue @ 44th Street	EB	LT	0.37	23.6	C	EB	LT	0.48	25.0	C	EB	LT	0.24	22.2	C
	NB	TR	0.83	13.6	B	NB	TR	0.72	11.2	B	NB	TR	0.83	12.9	B
	INTERSECTION			15.0	B	INTERSECTION			14.0	B	INTERSECTION			13.6	B
10th Avenue @ 45th Street	WB	TR	0.36	22.8	C	WB	TR	0.34	22.6	C	WB	TR	0.37	23.0	C
	NB	LT	0.82	14.0	B	NB	LT	0.70	11.6	B	NB	LT	1.03	38.0	D
	INTERSECTION			15.3	B	INTERSECTION			13.4	B	INTERSECTION			36.2	D
10th Avenue @ 46th Street	EB	LT	0.63	33.1	C	EB	LT	0.65	33.8	C	EB	LT	0.86	51.0	D
	NB	TR	0.82	13.9	B	NB	TR	0.92	19.5	B	NB	TR	1.05	44.7	D
	INTERSECTION			15.3	B	INTERSECTION			20.7	C	INTERSECTION			45.1	D
10th Avenue @ 57th Street	EB	LT	0.80	33.9	C	EB	LT	0.73	30.2	C	EB	LT	0.86	40.1	D
	WB	TR	0.69	27.0	C	WB	TR	0.72	28.1	C	WB	TR	0.97	49.4	D
	NB	LT	0.71	19.1	B	NB	LT	0.65	17.8	B	NB	LT	0.88	24.4	C
		R	0.38	15.7	B		R	0.35	15.2	B		R	0.41	16.1	B
	INTERSECTION			22.9	C	INTERSECTION			21.8	C	INTERSECTION			31.7	C
11th Avenue @ 23rd Street	WB	L	0.49	20.6	C	WB	L	0.46	19.9	B	WB	L	0.15	15.3	B
		R	0.28	17.6	B		R	0.86	42.7	D		R	0.50	22.1	C
	NB	TR	0.14	12.7	B	NB	TR	0.15	12.9	B	NB	TR	0.28	13.9	B
	SB	L	0.74	29.4	C	SB	L	0.81	34.2	C	SB	L	0.92	51.6	D
		T	0.18	15.4	B		T	0.30	16.7	B		T	0.23	15.9	B
	INTERSECTION			21.4	C	INTERSECTION			26.9	C	INTERSECTION			26.7	C
11th Ave. @ 25th Street	WB	L	0.09	23.5	C	WB	L	0.14	24.0	C	WB	L	0.19	24.4	C
	SB	TR	0.31	9.0	A	SB	TR	0.30	9.0	A	SB	TR	0.23	8.5	A
	INTERSECTION			10.2	B	INTERSECTION			10.7	B	INTERSECTION			11.4	B
11th Ave. @ 26th Street	EB	TR	0.58	33.9	C	EB	TR	0.48	31.7	C	EB	TR	0.52	32.5	C
	SB	LT	0.26	6.9	A	SB	LT	0.27	7.0	A	SB	LT	0.19	6.6	A
	INTERSECTION			12.5	B	INTERSECTION			11.5	B	INTERSECTION			12.6	B
11th Avenue @ 28th Street	EB	TR	0.22	19.7	B	EB	TR	0.37	22.4	C	EB	TR	0.24	20.0	C
	SB	LT	0.39	14.2	B	SB	LT	0.37	14.1	B	SB	LT	0.37	14.1	B
	INTERSECTION			14.5	B	INTERSECTION			14.8	B	INTERSECTION			14.4	B
11th Avenue @ 29th Street	WB	LT	0.32	16.6	B	WB	LT	0.23	15.8	B	WB	LT	0.30	16.5	B
	SB	TR	0.49	18.4	B	SB	TR	0.52	18.7	B	SB	TR	0.45	17.9	B
	INTERSECTION			17.9	B	INTERSECTION			18.1	B	INTERSECTION			17.5	B
11th Ave. @ 30th Street	EB	TR	0.44	18.5	B	EB	TR	0.43	18.4	B	EB	TR	0.42	18.3	B
	SB	LT	0.61	20.2	C	SB	LT	0.75	23.3	C	SB	LT	0.60	20.2	C
	INTERSECTION			19.8	B	INTERSECTION			22.2	C	INTERSECTION			19.7	B
11th Ave. @ 33rd Street	WB	L	0.33	27.1	C	WB	L	0.34	27.4	C	WB	L	0.45	29.5	C
	SB	T	0.39	9.3	A	SB	T	0.45	9.9	A	SB	T	0.34	8.9	A
	INTERSECTION			11.9	B	INTERSECTION			11.9	B	INTERSECTION			12.7	B
11th Ave. @ 34th Street	EB	DefL	0.80	46.9	D	EB	DefL	0.89	47.9	D	EB	DefL	1.11	116.8	F
		TR	0.56	9.8	A		TR	0.42	6.4	A		TR	0.37	8.6	A
	WB	LTR	0.67	11.4	B	WB	LTR	0.98	29.7	C	WB	LTR	0.74	24.7	C
	SB	LTR	0.69	19.4	B	SB	LTR	0.94	32.4	C	SB	LTR	0.71	19.0	B
	INTERSECTION			16.8	B	INTERSECTION			28.7	C	INTERSECTION			24.3	C
11th Ave. @ 35th Street	WB	L	0.22	16.2	B	WB	L	0.30	17.5	B	WB	L	0.28	17.3	B
		LR	0.22	16.2	B		LR	0.30	17.4	B		LR	0.28	17.3	B
		R	0.21	16.1	B		R	0.20	16.0	B		R	0.24	16.6	B
	NB	T	0.18	15.3	B	NB	T	0.17	15.2	B	NB	T	0.17	15.2	B
	SB	T	0.38	17.1	B	SB	T	0.55	19.2	B	SB	T	0.46	17.9	B
	INTERSECTION			16.6	B	INTERSECTION			18.2	B	INTERSECTION			17.3	B

11th Ave. @ 36th Street	NB	TR	0.24	12.5	B	NB	TR	0.22	12.4	B	NB	TR	0.23	14.1	B
	SB	DefL	0.55	14.5	B	SB	DefL	0.65	18.2	B	SB	DefL	0.92	45.6	D
		T	0.36	7.7	A		T	0.46	8.5	A		T	0.40	8.0	A
	INTERSECTION			9.7	A	INTERSECTION			10.5	B	INTERSECTION			16.0	B
11th Ave. @ 37th Street	EB	LR	0.00	25.7	C	EB	LR	0.00	25.7	C	EB	LR	0.01	25.8	C
	WB	L	0.25	29.0	C	WB	L	0.27	29.3	C	WB	L	0.40	31.6	C
		LR	0.25	29.0	C		LR	0.28	29.4	C		LR	0.40	31.5	C
		R	0.42	33.9	C		R	0.37	32.5	C		R	0.46	35.1	D
	NB	T	0.24	7.1	A	NB	T	0.21	6.9	A	NB	T	0.27	7.3	A
	SB	T	0.36	7.7	A	SB	T	0.46	8.5	A	SB	T	0.37	7.8	A
	INTERSECTION			10.8	B	INTERSECTION			11.0	B	INTERSECTION			12.2	B
11th Ave. @ 38th Street	NB	TR	0.20	6.7	A	NB	TR	0.17	6.5	A	NB	TR	0.20	6.7	A
	SB	DefL	0.76	22.2	C	SB	DefL	0.72	19.4	B	SB	DefL	0.74	21.9	C
		T	0.47	8.8	A		T	0.62	10.6	B		T	0.52	9.2	A
	INTERSECTION			10.4	B	INTERSECTION			11.0	B	INTERSECTION			10.4	B
11th Ave. @ 39th Street	WB	L	0.73	36.5	D	WB	L	0.57	20.8	C	WB	L	0.00	19.3	B
		LR	0.40	26.5	C		LR	0.35	16.7	B		LR	0.00	19.3	B
	NB	T	0.18	10.6	B	NB	T	0.20	17.3	B	NB	T	0.19	10.6	B
	SB	T	0.46	12.9	B	SB	T	0.76	25.3	C	SB	T	0.60	14.7	B
	INTERSECTION			16.6	B	INTERSECTION			23.0	C	INTERSECTION			13.9	B
11th Ave. @ 40th Street	NB	R	0.23	6.9	A	NB	R	0.21	6.8	A	NB	R	0.21	6.8	A
	SB	L	0.33	7.6	A	SB	L	0.25	7.0	A	SB	L	0.40	8.1	A
		T	0.36	7.7	A		T	0.45	8.4	A		T	0.47	8.6	A
	INTERSECTION			7.5	A	INTERSECTION			7.8	A	INTERSECTION			8.2	A
11th Ave. @ 41st Street	WB	L	0.15	20.6	C	WB	L	0.16	20.7	C	WB	L	0.01	19.4	B
	SB	T	0.45	12.7	B	SB	T	0.48	13.0	B	SB	T	0.62	14.8	B
	INTERSECTION			13.3	B	INTERSECTION			13.6	B	INTERSECTION			14.8	B
11th Ave. @ 42nd Street	EB	T	0.40	22.4	C	EB	T	0.39	20.3	C	EB	TR	0.84	39.7	D
		R	0.78	42.1	D		R	0.73	37.0	D					
	WB	L	0.68	31.5	C	WB	L	0.56	23.0	C	WB	L	0.83	40.5	D
		LT	0.44	15.7	B		LT	0.42	13.6	B		LT	0.47	12.7	B
	SB	LTR	0.63	21.2	C	SB	LTR	0.70	24.9	C	SB	LTR	0.91	34.8	C
	INTERSECTION			22.7	C	INTERSECTION			23.2	C	INTERSECTION			32.8	C
11th Avenue @ 43rd Street	WB	LT	0.39	29.5	C	WB	LT	0.50	31.1	C	WB	LT	0.55	32.0	C
	SB	TR	0.32	3.4	A	SB	TR	0.35	3.6	A	SB	TR	0.42	3.8	A
	INTERSECTION			8.3	A	INTERSECTION			9.5	A	INTERSECTION			9.5	A
11th Avenue @ 44th Street	EB	LTR	0.64	33.9	C	EB	LTR	0.66	34.2	C	EB	LTR	1.04	68.1	E
	SB	LT	0.37	3.7	A	SB	LT	0.51	4.4	A	SB	LT	0.60	6.7	A
	INTERSECTION			11.8	B	INTERSECTION			12.3	B	INTERSECTION			23.6	C
11th Avenue @ 45th Street	WB	LTR	0.93	57.8	E	WB	LTR	0.74	40.3	D	WB	LTR	0.70	38.4	D
	NB	LT	0.05	2.7	A	NB	LT	0.01	2.6	A	NB	LT	0.18	3.1	A
	SB	TR	0.57	5.0	A	SB	TR	0.62	5.4	A	SB	TR	0.71	6.4	A
	INTERSECTION			17.4	B	INTERSECTION			12.2	B	INTERSECTION			10.5	B
11th Avenue @ 46th Street	EB	LTR	0.51	32.5	C	EB	LTR	0.67	36.9	D	EB	LTR	0.66	36.3	D
	NB	TR	0.16	3.1	A	NB	TR	0.09	2.9	A	NB	TR	0.30	3.7	A
	SB	LT	0.51	4.4	A	SB	LT	0.50	4.4	A	SB	LT	0.59	5.0	A
	INTERSECTION			8.3	A	INTERSECTION			10.3	B	INTERSECTION			9.3	A
11th Avenue @ 57th Street	EB	LTR	0.85	36.8	D	EB	LTR	0.60	25.6	C	EB	DefL	1.04	129.8	F
	WB	DefL	0.98	83.1	F	WB	DefL	0.84	51.3	D		TR	0.30	20.4	C
		TR	0.50	21.9	C		TR	0.41	21.1	C	WB	LTR	0.86	33.8	C
	NB	L	0.88	86.5	F	NB	L	0.67	45.1	D	NB	L	0.80	59.4	E
		TR	0.50	7.0	A		TR	0.49	16.3	B		TR	0.63	18.1	B
	SB	LTR	0.75	20.3	C	SB	LTR	0.69	19.1	B	SB	LTR	0.74	20.2	C
	INTERSECTION			25.6	C	INTERSECTION			22.6	C	INTERSECTION			27.6	C
12th Avenue @ 14th Street	NB	T	0.69	3.3	A	NB	T	0.72	3.6	A	NB	T	0.85	5.5	A
		R	0.75	17.5	B		R	0.82	22.5	C		R	0.88	26.7	C
	SB	L	0.36	50.9	D	SB	L	0.36	35.9	D	SB	L	0.34	35.4	D
		T	0.94	26.6	C		T	0.81	20.0	C		T	0.91	25.0	C
	INTERSECTION			17.5	B	INTERSECTION			15.1	B	INTERSECTION			18.4	B
12 Avenue @ 22nd Street	WB	L	0.39	35.8	D	WB	L	0.34	35.1	D	WB	L	0.24	33.7	C
		LR	0.33	35.9	D		LR	0.76	49.6	D		LR	0.39	37.1	D
	NB	T	0.81	11.7	B	NB	T	0.82	12.4	B	NB	T	0.95	27.7	C
		R	0.15	0.3	A		R	0.16	0.3	A		R	0.26	0.5	A
	SB	T	0.97	22.6	C	SB	T	0.78	11.3	B	SB	T	0.94	27.4	C
	INTERSECTION			18.8	B	INTERSECTION			15.4	B	INTERSECTION			26.8	C

12th Avenue @ 23rd Street	NB	T	0.72	5.3	A	NB	T	0.76	18.9	B	NB	T	1.00	40.4	D
	SB	TR	0.70	7.4	A	SB	TR	0.59	17.6	B	SB	TR	0.82	25.5	C
	INTERSECTION			6.4	A	INTERSECTION			18.3	B	INTERSECTION			33.0	C
12th Avenue @ 24th Street	EB	R	0.02	39.1	D	EB	R	0.03	25.7	C	EB	R	0.10	27.9	C
	WB	L	0.50	60.4	E	WB	L	0.21	39.3	D	WB	L	0.27	40.8	D
		T	0.27	56.7	E		T	0.12	38.5	D		T	0.21	40.6	D
		R	0.77	64.6	E		R	0.94	66.7	E		R	0.78	48.3	D
	NB	TR	0.75	10.2	B	NB	TR	0.81	17.6	B	NB	TR	1.05	57.2	E
	SB	L	0.64	89.5	F	SB	L	0.50	61.6	E	SB	L	0.57	68.2	E
		TR	0.85	12.7	B		TR	0.74	15.6	B		TR	0.93	30.0	C
	INTERSECTION			17.6	B	INTERSECTION			22.4	C	INTERSECTION			44.6	D
12th Ave. @ 26th Street	NB	TR	0.66	13.0	B	NB	TR	0.69	12.8	B	NB	TR	0.79	15.2	B
	SB	L	0.59	59.3	E	SB	L	0.34	40.7	D	SB	L	0.36	41.1	D
		T	0.93	24.7	C		T	0.70	13.4	B		T	0.89	20.1	C
	INTERSECTION			20.5	C	INTERSECTION			13.8	B	INTERSECTION			18.0	B
12th Avenue @ 29th Street	WB	LR	0.96	114.1	F	WB	LR	0.25	41.1	D	WB	LR	0.50	46.9	D
		R	0.84	88.5	F		R	0.99	96.2	F		R	0.75	60.6	E
	NB	T	0.57	8.5	A	NB	T	0.63	10.8	B	NB	T	0.78	15.5	B
	SB	T	0.82	14.1	B	SB	T	0.68	12.0	B	SB	T	0.93	23.3	C
	INTERSECTION			17.4	B	INTERSECTION			16.4	B	INTERSECTION			20.9	C
12TH AVE. @ 30th ST.	EB	LTR	0.05	53.7	D	EB	LTR	0.00	38.4	D	EB	LTR	0.04	44.0	D
	NB	TR	0.67	18.8	B	NB	TR	0.77	21.0	C	NB	TR	0.77	16.1	B
	SB	L	1.07	142.3	F	SB	L	1.05	136.6	F	SB	L	1.17	176.4	F
		TR	0.72	9.8	A		TR	0.61	9.8	A		TR	0.74	9.1	A
	INTERSECTION			19.2	B	INTERSECTION			19.9	B	INTERSECTION			17.7	B
12TH AVE. @ 34th ST.	WB	L	0.58	55.8	E	WB	L	0.56	42.7	D	WB	L	0.35	39.0	D
		R	0.45	31.9	C		R	0.68	32.6	C		R	0.88	48.2	D
	NB	T	0.61	27.9	C	NB	T	0.65	7.6	A	NB	T	0.73	20.9	C
		R	0.51	27.9	C		R	0.46	8.2	A		R	0.31	15.2	B
	SB	L	0.89	80.9	F	SB	L	0.86	66.5	E	SB	L	1.08	128.7	F
		T	0.74	14.9	B		T	0.56	2.2	A		T	0.80	16.4	B
	INTERSECTION			27.9	C	INTERSECTION			14.4	B	INTERSECTION			27.4	C
12th Avenue @ 36th Street	EB	L	0.11	48.2	D	EB	L	0.14	42.9	D	EB	L	0.50	54.4	D
		R	0.04	47.0	D		R	0.05	41.6	D		R	0.16	46.0	D
	NB	T	0.80	29.3	C	NB	T	0.81	20.2	C	NB	T	0.97	29.1	C
	SB	T	0.93	23.7	C	SB	T	0.68	9.6	A	SB	T	0.89	14.4	B
	INTERSECTION			26.4	C	INTERSECTION			15.8	B	INTERSECTION			22.9	C
12th Avenue @ 37th Street	EB	LR	0.19	53.6	D	EB	LR	0.24	46.5	D	EB	LR	0.60	53.1	D
	NB	L	0.10	63.5	E	NB	L	0.05	47.6	D	NB	L	0.17	52.5	D
		T	0.81	30.5	C		T	0.88	26.0	C		T	1.00	37.7	D
	SB	T	1.11	82.7	F	SB	T	0.85	24.2	C	SB	T	0.99	36.1	D
	INTERSECTION			59.1	E	INTERSECTION			25.5	C	INTERSECTION			37.4	D
12th Ave @ 39th St	EB	LR	0.24	52.3	D	EB	LR	0.03	34.2	C	EB	LR	0.18	36.3	D
	NB	L	1.15	215.8	F	NB	L	0.28	62.9	E	NB	L	0.35	61.2	E
		T	0.60	10.9	B		T	0.77	15.6	B		T	0.89	18.5	B
	SB	T	1.05	58.3	E	SB	T	0.89	28.1	C	SB	T	1.11	80.6	F
	INTERSECTION			39.9	D	INTERSECTION			21.2	C	INTERSECTION			46.0	D
12TH AVE. @ 40th ST.	NB	L	1.02	159.2	F	NB	L	0.12	34.8	C	NB	L	0.14	36.0	D
		T	0.40	7.4	A		T	0.45	4.5	A		T	0.55	4.6	A
	SB	T	0.65	15.9	B	SB	T	0.50	11.3	B	SB	T	0.64	12.7	B
		R	0.30	12.3	B		R	0.09	8.0	A		R	0.20	8.9	A
	INTERSECTION			14.2	B	INTERSECTION			7.7	A	INTERSECTION			8.3	A
12TH AVE. @ 41st ST.	EB	LR	0.02	38.5	D	EB	LR	0.05	25.3	C	EB	LR	0.05	32.9	C
	NB	TR	0.68	13.3	B	NB	TR	0.91	21.9	C	NB	TR	0.89	7.5	A
	SB	T	1.04	32.4	C	SB	T	0.94	13.7	B	SB	T	1.03	27.7	C
	INTERSECTION			24.2	C	INTERSECTION			18.3	B	INTERSECTION			16.6	B
12TH AVE. @ 42nd ST.	EB	LTR	0.08	46.9	D	EB	LTR	0.06	32.4	C	EB	LTR	0.15	35.4	D
	WB	L	0.53	57.1	E	WB	L	0.24	35.0	C	WB	L	0.50	42.0	D
		R	0.46	28.7	C		R	0.46	18.8	B		R	0.59	30.2	C
	NB	TR	0.64	14.2	B	NB	TR	0.88	23.0	C	NB	TR	0.87	10.6	B
	SB	L	0.41	43.3	D	SB	L	0.51	35.3	D	SB	L	0.85	70.4	E
		T	0.96	12.5	B		T	0.87	31.9	C		T	0.95	31.7	C
	INTERSECTION			17.1	B	INTERSECTION			26.9	C	INTERSECTION			23.5	C
12th Avenue @ 43rd Street	WB	LTR	0.62	53.7	D	WB	LTR	0.52	34.2	C	WB	LTR	0.38	31.7	C
	NB	L	1.11	194.6	F	NB	L	0.40	57.1	E	NB	L	0.51	59.5	E
		T	0.58	9.8	A		T	0.77	15.1	B		T	0.96	25.6	C
	SB	T	0.83	22.2	C	SB	T	0.77	23.2	C	SB	T	0.98	18.1	B
		R	0.01	9.4	A		R	0.01	12.7	B		R	0.02	13.2	B
	INTERSECTION			20.8	C	INTERSECTION			19.8	B	INTERSECTION			22.9	C

12th Ave @ 44th Street	NB	TR	0.61	13.8	B	NB	TR	0.76	3.2	A	NB	TR	0.94	25.1	C
	SB	L	0.50	53.0	D	SB	L	0.60	46.8	D	SB	L	0.72	48.8	D
		T	0.69	15.3	B		T	0.55	11.0	B		T	0.74	16.4	B
	INTERSECTION			15.8	B	INTERSECTION			8.0	A	INTERSECTION			22.4	C
12th Avenue @ 46th Street	EB	LT	0.00	49.6	D	EB	LT	0.00	34.5	C	EB	LT	0.00	35.3	D
		R	0.00	49.6	D		R	0.00	34.5	C		R	0.10	36.6	D
	NB	TR	0.61	8.3	A	NB	TR	0.73	6.8	A	NB	TR	0.87	27.0	C
	SB	L	0.40	55.8	E	SB	L	1.03	123.7	F	SB	L	0.78	80.2	F
		T	0.68	10.9	B		T	0.59	11.1	B		T	0.75	13.9	B
	INTERSECTION			10.8	B	INTERSECTION			12.6	B	INTERSECTION			21.9	C
12th Avenue @ 48th Street	NB	L	0.07	69.4	E	NB	L	0.06	53.7	D	NB	L	0.05	53.5	D
		TR	0.67	3.4	A		TR	0.90	10.7	B		TR	1.02	25.0	C
	SB	L	0.63	68.0	E	SB	L	0.95	102.8	F	SB	L	1.08	133.5	F
		T	0.78	3.9	A		T	0.76	3.9	A		T	0.90	6.2	A
	INTERSECTION			5.1	A	INTERSECTION			10.0	B	INTERSECTION			19.1	B
12TH AVE. @ 49th Street	WB	LR	0.61	64.8	E	WB	LR	0.52	46.2	D	WB	LR	1.08	122.1	F
		R	0.57	62.1	E		R	0.47	43.9	D		R	0.73	56.7	E
	NB	T	0.55	12.3	B	NB	T	0.74	16.9	B	NB	T	0.90	12.1	B
	SB	T	0.78	14.7	B	SB	T	0.70	13.5	B	SB	T	0.81	15.2	B
	INTERSECTION			16.0	B	INTERSECTION			16.5	B	INTERSECTION			18.8	B
12th Ave @ 50th Street	NB	TR	0.56	3.7	A	NB	TR	0.68	4.4	A	NB	TR	0.83	5.2	A
	SB	L	0.85	90.2	F	SB	L	1.11	155.8	F	SB	L	0.92	101.2	F
		T	0.69	10.7	B		T	0.64	2.4	A		T	0.75	3.0	A
	INTERSECTION			10.3	B	INTERSECTION			7.3	A	INTERSECTION			6.0	A
12th Avenue @ 51st Street	WB	L	0.65	69.2	E	WB	L	0.30	39.3	D	WB	L	0.80	53.8	D
		R	0.76	81.1	F		R	0.99	94.9	F		R	0.46	34.6	C
	NB	T	0.55	2.6	A	NB	T	0.71	5.5	A	NB	T	0.97	12.7	B
	SB	T	0.71	2.8	A	SB	T	0.67	2.5	A	SB	T	0.73	2.9	A
	INTERSECTION			6.3	A	INTERSECTION			8.5	A	INTERSECTION			10.4	B
12th Avenue @ 52nd Street	NB	TR	0.51	19.2	B	NB	TR	0.63	19.8	B	NB	TR	1.05	36.9	D
	SB	L	0.46	66.5	E	SB	L	1.07	141.0	F	SB	L	1.04	134.5	F
		T	0.71	11.0	B		T	0.66	12.1	B		T	0.73	13.0	B
	INTERSECTION			15.1	B	INTERSECTION			19.6	B	INTERSECTION			28.1	C
12th Avenue @ 54th Street	WB	R	0.36	54.8	D	WB	R	0.54	45.0	D	WB	R	0.38	41.0	D
	NB	TR	0.46	2.1	A	NB	TR	0.58	4.7	A	NB	TR	0.79	5.6	A
	SB	L	0.73	69.1	E	SB	L	0.31	39.3	D	SB	L	0.43	43.3	D
		T	0.74	3.5	A		T	0.70	5.6	A		T	0.76	5.1	A
	INTERSECTION			6.3	A	INTERSECTION			7.1	A	INTERSECTION			7.3	A
12th Avenue @ 55th Street	WB	L	0.64	64.9	E	WB	L	0.45	42.2	D	WB	L	0.78	55.2	E
		R	0.21	51.8	D		R	0.35	39.0	D		R	0.85	55.5	E
	NB	L	0.12	70.2	E	NB	L	0.08	51.8	D	NB	L	0.08	48.7	D
		T	0.38	8.0	A		T	0.52	11.0	B		T	0.73	3.0	A
		R	0.33	8.2	A		R	0.42	11.0	B		R	0.54	3.7	A
	SB	T	0.85	23.3	C	SB	T	0.86	26.9	C	SB	T	0.93	31.2	C
	INTERSECTION			19.7	B	INTERSECTION			20.9	C	INTERSECTION			20.6	C
56th Street @ 12th Avenue	NB	T	0.64	32.0	C	NB	T	0.54	9.1	A	NB	T	0.81	14.0	B
	SB	L	0.67	12.9	B	SB	L	0.96	74.5	E	SB	L	0.94	70.7	E
	INTERSECTION			25.5	C	INTERSECTION			21.4	C	INTERSECTION			21.4	C
56th Street(SR) @ 12th Avenue	EB	L	0.42	22.4	C	EB	L	0.56	45.8	D	EB	L	0.26	35.3	D
		T	0.78	34.2	C		T	0.99	86.6	F		T	1.02	90.1	F
	NB	T	0.14	28.7	C	NB	T	0.09	7.5	A	NB	T	0.13	9.7	A
		R	0.31	32.3	C		R	0.22	8.7	A		R	0.29	11.5	B
	INTERSECTION			30.1	C	INTERSECTION			46.4	D	INTERSECTION			46.9	D
57th Street @ 12th Avenue	WB	R	0.32	31.4	C	WB	R	0.43	36.8	D	WB	R	0.76	44.2	D
	NB	T	0.45	21.9	C	NB	T	0.47	11.3	B	NB	T	0.73	15.7	B
	INTERSECTION			23.9	C	INTERSECTION			15.5	B	INTERSECTION			21.2	C
12th Ave (West St) @ Canal St	NB	T	0.91	29.3	C	NB	T	0.76	22.8	C	NB	T	0.90	28.4	C
		R	0.75	28.0	C		R	0.57	21.3	C		R	0.21	14.8	B
	SB	L	0.91	47.3	D	SB	L	0.66	34.5	C	SB	L	0.55	31.8	C
		T	0.60	8.8	A		T	0.51	7.7	A		T	0.75	11.3	B
	INTERSECTION			25.7	C	INTERSECTION			19.6	B	INTERSECTION			21.7	C
12th @ Canal St (north leg)	WB	L	0.63	56.9	E	WB	L	0.74	61.2	E	WB	L	0.43	46.1	D
		LR	1.09	133.4	F		LR	0.36	45.8	D		LR	0.38	44.6	D
		R	1.09	137.9	F		R	0.36	46.2	D		R	0.47	48.1	D
	NB	T	0.67	8.6	A	NB	T	0.57	8.1	A	NB	T	0.69	10.7	B
	SB	T	0.50	6.7	A	SB	T	0.40	6.6	A	SB	T	0.55	8.7	A
	INTERSECTION			17.3	B	INTERSECTION			10.7	B	INTERSECTION			11.8	B
12th Ave(West St) @ Vestry St	NB	TR	0.94	24.8	C	NB	TR	0.78	16.8	B	NB	TR	0.89	21.2	C
	SB	L	0.19	34.2	C	SB	L	0.24	34.8	C	SB	L	0.25	35.0	C
		T	0.42	0.5	A		T	0.35	0.4	A		T	0.51	0.7	A
	INTERSECTION			16.6	B	INTERSECTION			11.7	B	INTERSECTION			13.3	B

12th Ave(West St) @ Watts St	NB	TR	0.91	22.4	C	NB	TR	0.77	16.7	B	NB	TR	0.84	18.8	B
	SB	T	0.65	14.2	B	SB	T	0.55	12.5	B	SB	T	0.79	17.6	B
	INTERSECTION			19.4	B	INTERSECTION			15.2	B	INTERSECTION			18.2	B
12th Ave(West St)@W Houston	EB	L	0.89	92.6	F	EB	L	0.25	35.8	D	EB	L	0.56	49.0	D
		R	0.43	54.6	D		R	0.28	36.0	D		R	0.51	41.2	D
	WB	L	0.75	68.0	E	WB	L	0.69	47.2	D	WB	L	0.58	43.0	D
		LTR	0.23	48.7	D		LTR	0.12	32.9	C		LTR	0.48	38.1	D
		R	0.53	57.7	E		R	0.62	45.1	D		R	0.50	41.0	D
	NB	L	0.73	102.9	F	NB	L	0.62	72.2	E	NB	L	0.71	79.5	E
		T	0.82	24.9	C		T	0.77	25.3	C		T	0.93	33.0	C
	SB	T	0.86	27.3	C	SB	T	0.76	25.5	C	SB	T	0.93	34.5	C
		R	0.06	12.1	B		R	0.11	15.7	B		R	0.10	15.6	B
	INTERSECTION			31.8	C	INTERSECTION			28.4	C	INTERSECTION			35.3	D
34th Street @ 2nd Avenue	EB	T	1.08	81.9	F	EB	T	0.98	57.1	E	EB	T	1.04	69.3	E
		R	0.37	27.7	C		R	0.37	27.8	C		R	0.36	26.7	C
	WB	DefL	0.60	42.2	D	WB	DefL	0.37	33.4	C	WB	DefL	0.51	38.7	D
		T	0.28	16.4	B		T	0.40	17.9	B		T	0.36	16.8	B
	SB	LTR	0.99	38.0	D	SB	LTR	0.62	19.9	B	SB	LTR	0.66	21.2	C
	INTERSECTION			45.9	D	INTERSECTION			28.6	C	INTERSECTION			33.7	C
36th Street @ 2nd Avenue	EB	TR	0.65	37.9	D	EB	L	0.62	29.8	C	EB	L	0.86	43.7	D
	WB	L	1.02	67.0	E		LTR	0.42	23.5	C		LTR	0.69	28.2	C
	SB	L	0.41	23.2	C	SB	L	0.30	11.6	B	SB	L	0.51	14.1	B
		LT	1.02	52.2	D		LT	0.44	12.6	B		LT	0.42	12.4	B
	INTERSECTION			50.7	D	INTERSECTION			16.5	B	INTERSECTION			20.6	C
37th Street @ 2nd Avenue	WB	LT	0.40	23.3	C	WB	LT	0.34	23.0	C	WB	LT	0.29	22.4	C
	SB	T	0.55	13.9	B	SB	TR	0.70	16.1	B	SB	TR	0.69	15.8	B
	INTERSECTION			15.5	B	INTERSECTION			16.9	B	INTERSECTION			16.3	B
42nd Street @ 2nd Avenue	EB	T	0.41	19.2	B	EB	TR	0.59	24.5	C	EB	T	0.44	21.5	C
		R	0.35	19.3	B							R	0.55	25.8	C
	WB	LT	0.91	41.7	D	WB	LT	0.74	29.6	C	WB	LT	0.80	33.4	C
	SB	LT	0.70	20.1	C	SB	LTR	0.67	17.8	B	SB	LT	0.66	17.6	B
		R	0.34	16.7	B							R	0.37	15.4	B
	INTERSECTION			23.2	C	INTERSECTION			20.6	C	INTERSECTION			20.5	C
57th Street @ 2nd Avenue	EB	TR	0.76	40.7	D	EB	TR	0.95	48.3	D	EB	TR	0.80	36.0	D
	WB	DefL	0.88	28.4	C	WB	DefL	0.37	19.2	B	WB	DefL	0.29	19.1	B
		T	0.44	10.6	B		T	0.26	14.4	B		T	0.20	13.9	B
	SB	LTR	0.81	30.6	C	SB	LTR	0.61	19.7	B	SB	LTR	0.70	21.2	C
	INTERSECTION			28.0	C	INTERSECTION			27.2	C	INTERSECTION			24.1	C
34th Street @ QMT Appro Street						EB	DefL	0.45	12.0	B	EB	DefL	0.45	12.1	B
	EB	LT	0.67	13.0	B		T	0.50	10.8	B		T	0.60	12.1	B
	WB	TR	0.50	30.2	C	WB	TR	0.69	33.9	C	WB	TR	0.76	36.2	D
	INTERSECTION			17.5	B	INTERSECTION			19.7	B	INTERSECTION			20.9	C
34th Street @ QMT Exit Street	EB	T	0.57	6.3	A	EB	T	0.47	5.3	A	EB	T	0.53	5.9	A
	WB	T	0.37	22.9	C	WB	T	0.42	23.5	C	WB	T	0.39	23.1	C
	SB	L	0.52	40.2	D	SB	L	0.28	36.0	D	SB	L	0.46	38.9	D
		R	0.31	12.3	B		R	0.37	13.0	B		R	0.16	10.6	B
	INTERSECTION			14.7	B	INTERSECTION			14.1	B	INTERSECTION			14.6	B
35th Street @ QMT Exit Street	WB	LT	0.50	25.8	C	WB	LT	0.41	21.0	C	WB	LT	0.27	19.3	B
	SB	L	0.56	15.6	B	SB	L	0.75	24.9	C	SB	L	0.66	21.4	C
		LTR	0.51	14.5	B		LTR	0.50	17.2	B		LTR	0.39	15.4	B
		R	0.99	50.7	D		R	0.66	22.0	C		R	0.65	21.7	C
	INTERSECTION			29.4	C	INTERSECTION			21.6	C	INTERSECTION			19.8	B
36th Street @ QMT ENT	EB	L	0.73	31.8	C	EB	L	0.39	23.2	C	EB	L	0.42	23.6	C
		LT	0.30	20.2	C		LT	0.24	20.2	C		LT	0.39	21.8	C
	NB	TR	0.64	19.2	B	NB	TR	0.64	19.4	B	NB	TR	0.77	24.4	C
	INTERSECTION			23.3	C	INTERSECTION			20.4	C	INTERSECTION			23.2	C
37th Street @ QMT Exit Ramp	WB	TR	0.38	20.6	C	WB	TR	0.50	30.0	C	WB	TR	0.45	28.8	C
	NB	T	0.36	14.8	B	NB	T	0.20	8.4	A	NB	T	0.17	8.2	A
	INTERSECTION			16.7	B	INTERSECTION			16.8	B	INTERSECTION			16.4	B
3rd Ave @ 34th St						EB	DefL	0.65	25.6	C	EB	DefL	0.55	23.8	C
	EB	LT	0.67	20.3	C		T	0.53	17.8	B		T	0.54	18.0	B
	WB	TR	0.66	31.0	C	WB	TR	0.67	30.1	C	WB	TR	0.59	29.6	C
	NB	LT	0.54	18.9	B	NB	LT	0.57	19.3	B	NB	LT	0.78	23.3	C
		R	0.29	17.3	B		R	0.32	17.8	B		R	0.43	19.7	B
	INTERSECTION			21.9	C	INTERSECTION			21.9	C	INTERSECTION			23.1	C
3rd Ave @ 35th St	WB	TR	0.70	26.2	C	WB	TR	0.83	34.1	C	WB	TR	0.71	29.0	C
	NB	LT	0.45	12.7	B	NB	LT	0.53	13.7	B	NB	LT	0.70	16.2	B
	INTERSECTION			18.4	B	INTERSECTION			20.1	C	INTERSECTION			19.0	B

3rd Ave @ 36th St	EB	LT	0.54	23.2	C	EB	LT	0.71	27.5	C	EB	LT	0.89	37.1	D
	NB	TR	0.42	14.6	B	NB	TR	0.47	15.1	B	NB	TR	0.56	16.3	B
		R	0.36	15.3	B		R	0.53	18.5	B		R	0.97	50.1	D
	INTERSECTION			16.8	B	INTERSECTION			18.9	B	INTERSECTION			27.8	C
3rd Ave @ 37th St	WB	TR	0.79	31.2	C	WB	TR	0.77	30.2	C	WB	TR	0.69	28.1	C
		R	0.67	33.3	C		R	0.61	30.8	C		R	0.50	27.4	C
	NB	LT	0.43	12.5	B	NB	LT	0.47	13.0	B	NB	LT	0.56	14.1	B
	INTERSECTION			21.5	C	INTERSECTION			20.5	C	INTERSECTION			19.1	B
42nd Street @ 3rd Avenue	EB	DefL	0.62	35.3	D	EB	DefL	0.86	50.0	D	EB	DefL	0.83	49.6	D
		T	0.42	18.1	B		T	0.34	17.1	B		T	0.49	19.0	B
	WB	T	0.71	33.8	C	WB	T	0.61	30.9	C	WB	T	0.70	33.4	C
		R	0.41	29.3	C		R	0.44	30.0	C		R	0.40	29.0	C
	NB	LT	0.80	23.8	C	NB	LT	0.87	26.4	C	NB	LT	0.91	28.3	C
		R	0.24	16.7	B		R	0.25	16.8	B		R	0.28	17.1	B
	INTERSECTION			25.1	C	INTERSECTION			27.6	C	INTERSECTION			28.8	C
57th Street @ 3rd Avenue	EB	DefL	0.72	42.1	D	EB	DefL	0.59	32.4	C	EB	DefL	0.84	53.0	D
		T	0.41	18.6	B		T	0.64	22.5	C		T	0.57	23.7	C
	WB	T	0.73	35.0	D	WB	T	0.59	31.2	C	WB	T	0.62	33.3	C
		R	1.03	86.8	F		R	0.49	32.0	C		R	0.30	29.4	C
	NB	LTR	0.67	24.0	C	NB	LTR	0.86	29.3	C	NB	LTR	1.08	66.1	E
		R	0.14	18.3	B		R	0.50	24.2	C		R	0.48	21.1	C
	INTERSECTION			32.5	C	INTERSECTION			28.2	C	INTERSECTION			53.5	D
QBB Ramp @ 57th Street						EB	L	1.04	56.5	E	EB	DefL	0.56	9.2	A
	EB	T	0.23	3.8	A		LT	0.22	4.5	A		T	0.15	3.6	A
	WB	T	0.97	46.7	D	WB	TR	0.77	31.5	C	WB	TR	1.04	65.8	E
	INTERSECTION			36.5	D	INTERSECTION			36.4	D	INTERSECTION			42.5	D
2nd Ave @ 58th Street	EB	TR	0.22	18.7	B	EB	TR	0.60	24.5	C	EB	TR	0.83	28.8	C
	SB	LT	0.56	14.8	B	SB	LT	0.63	15.8	B	SB	LT	0.84	19.0	B
	INTERSECTION			15.0	B	INTERSECTION			17.1	B	INTERSECTION			21.0	C
2nd Ave @ 59th Street (ESD)	EB	TR	0.79	22.2	C	EB	TR	0.55	16.7	B	EB	TR	1.09	80.8	F
	SB	L	0.21	19.6	B	SB	L	0.18	19.1	B	SB	L	0.08	10.5	B
		LT	0.94	35.3	D		LT	1.03	54.9	D		LT	0.86	21.3	C
	INTERSECTION			30.1	C	INTERSECTION			44.0	D	INTERSECTION			40.0	D
5th Ave @ 23rd Street	EB	TR	0.63	21.5	C	EB	TR	0.79	25.7	C	EB	TR	0.59	20.5	C
	WB	T	0.40	17.7	B	WB	T	0.40	17.6	B	WB	T	0.18	15.4	B
	SB	TR	0.45	17.9	B	SB	TR	0.54	19.3	B	SB	TR	0.41	17.6	B
	INTERSECTION			19.0	B	INTERSECTION			21.5	C	INTERSECTION			18.5	B
24th Street @ 5th Avenue	SB	L	0.16	18.3	B	SB	L	0.15	18.2	B	SB	L	0.20	18.6	B
		T	0.35	13.9	B		T	0.33	13.7	B		T	0.33	13.7	B
	INTERSECTION			14.4	B	INTERSECTION			14.3	B	INTERSECTION			14.5	B
5th Ave @ 34th St	EB	TR	0.59	20.6	C	EB	TR	0.50	18.9	B	EB	TR	0.38	17.4	B
	WB	T	0.41	17.8	B	WB	T	0.47	18.5	B	WB	T	0.32	16.7	B
	SB	LT	0.63	20.6	C	SB	LT	0.56	19.5	B	SB	LT	0.63	20.6	C
		R	0.42	20.3	C		R	0.31	17.9	B		R	0.52	22.7	C
	INTERSECTION			20.1	C	INTERSECTION			19.0	B	INTERSECTION			19.3	B
5th Ave. @ 42nd Street	EB	TR	1.02	56.6	E	EB	TR	0.69	26.5	C	EB	TR	0.51	22.7	C
	WB	LT	0.85	31.1	C	WB	LT	0.85	33.0	C	WB	LT	0.78	29.6	C
	SB	LTR	0.71	20.6	C	SB	LTR	0.57	16.4	B	SB	LTR	0.57	16.4	B
	INTERSECTION			32.8	C	INTERSECTION			22.8	C	INTERSECTION			21.0	C
57th Street @ 5th Avenue	EB	T	0.59	24.0	C	EB	T	0.59	20.9	C	EB	T	0.70	26.7	C
		R	0.71	31.9	C		R	0.33	17.9	B		R	0.67	29.9	C
	WB	LT	0.40	20.7	C	WB	LT	0.39	17.4	B	WB	LT	0.50	22.1	C
	SB	LT	0.66	18.0	B	SB	LT	0.44	17.8	B	SB	LT	0.48	15.4	B
		R	0.19	13.1	B		R	0.32	17.7	B		R	0.24	13.7	B
	INTERSECTION			20.6	C	INTERSECTION			18.5	B	INTERSECTION			20.7	C
2nd Ave @ 60th Street	WB	LT	0.02	14.1	B	WB	LT	0.01	14.0	B	WB	LT	0.01	14.0	B
	SB	TR	0.78	23.0	C	SB	TR	1.21	125.6	F	SB	TR	0.89	26.5	C
	INTERSECTION			23.0	C	INTERSECTION			125.2	F	INTERSECTION			26.5	C
14th Street @ 6th Avenue	EB	LT	0.68	27.0	C	EB	LT	0.61	25.1	C	EB	LT	0.63	25.6	C
	WB	TR	0.59	24.5	C	WB	TR	0.58	24.4	C	WB	TR	0.57	24.0	C
	NB	LTR	0.89	25.1	C	NB	LTR	0.79	21.1	C	NB	LTR	0.78	20.9	C
	INTERSECTION			25.3	C	INTERSECTION			22.3	C	INTERSECTION			22.2	C
6th Avenue @ 23rd Street	EB	T	0.65	22.9	C	EB	T	0.88	33.8	C	EB	T	0.62	21.9	C
	WB	TR	0.77	26.6	C	WB	TR	0.76	26.3	C	WB	TR	0.40	18.2	B
	NB	LTR	0.80	21.2	C	NB	LTR	0.93	32.4	C	NB	LTR	1.01	47.9	D
	INTERSECTION			22.8	C	INTERSECTION			31.5	C	INTERSECTION			39.0	D
6th Avenue @ 28th Street	EB	LT	0.56	22.9	C	EB	LT	0.68	26.1	C	EB	LT	0.60	23.8	C
	NB	TR	0.83	19.7	B	NB	TR	0.77	17.8	B	NB	TR	0.80	18.7	B
	INTERSECTION			20.3	C	INTERSECTION			19.7	B	INTERSECTION			19.7	B
6th Avenue @ 29th Street	WB	TR	0.87	32.9	C	WB	TR	0.56	20.5	C	WB	TR	0.70	24.0	C
	NB	LT	0.93	28.7	C	NB	LT	0.88	25.1	C	NB	LT	0.90	26.4	C
	INTERSECTION			29.9	C	INTERSECTION			24.2	C	INTERSECTION			25.8	C

6th Avenue @ 30th Street	EB	LT	0.69	22.2	C	EB	LT	0.72	22.6	C	EB	LT	0.38	15.6	B
	NB	TR	0.94	29.7	C	NB	TR	0.95	34.2	C	NB	TR	1.01	47.5	D
	INTERSECTION			27.2	C	INTERSECTION			31.0	C	INTERSECTION			42.6	D
6th Avenue @ 31st Street	WB	TR	0.67	23.8	C	WB	TR	0.67	23.9	C	WB	TR	0.82	29.9	C
	NB	LT	0.97	32.5	C	NB	LT	0.89	24.4	C	NB	LT	0.93	27.7	C
	INTERSECTION			30.5	C	INTERSECTION			24.3	C	INTERSECTION			28.3	C
6th Avenue @ 32nd Street	EB	LT	0.53	21.0	C	EB	LT	1.03	78.0	E	EB	LT	0.23	16.7	B
	NB	TR	0.96	30.5	C	NB	TR	0.93	27.6	C	NB	TR	0.93	27.7	C
	INTERSECTION			28.9	C	INTERSECTION			35.6	D	INTERSECTION			26.8	C
6th Avenue @ 33rd Street	NB	L	0.46	22.9	C	NB	L	0.55	24.9	C	NB	L	0.55	24.8	C
		T	0.94	33.4	C		T	0.80	25.4	C		T	0.81	25.6	C
	INTERSECTION			32.1	C	INTERSECTION			25.3	C	INTERSECTION			25.5	C
6th Avenue @ 35th Street	WB	TR	0.89	42.0	D	WB	TR	0.91	44.6	D	WB	TR	0.91	41.4	D
	NB	LT	0.68	11.5	B	NB	LT	0.59	10.3	B	NB	LT	0.64	13.8	B
	INTERSECTION			19.1	B	INTERSECTION			20.0	C	INTERSECTION			22.4	C
6th Avenue @ 36th Street	EB	LT	0.34	16.7	B	EB	LT	0.30	16.3	B	EB	LT	0.31	16.4	B
	NB	TR	0.78	20.0	C	NB	TR	0.68	18.1	B	NB	TR	0.69	18.3	B
	INTERSECTION			19.1	B	INTERSECTION			17.6	B	INTERSECTION			17.8	B
6th Ave @ 37th St	WB	TR	0.28	16.1	B	WB	TR	0.27	16.1	B	WB	TR	0.44	17.9	B
	NB	LT	0.75	19.4	B	NB	LT	0.64	17.5	B	NB	LT	0.63	17.3	B
	INTERSECTION			18.7	B	INTERSECTION			17.1	B	INTERSECTION			17.5	B
6th Avenue @ 38th Street	EB	LT	0.93	43.6	D	EB	LT	0.64	25.3	C	EB	LT	0.59	24.3	C
	NB	TR	0.65	12.4	B	NB	TR	0.61	13.3	B	NB	TR	0.58	13.0	B
	INTERSECTION			21.6	C	INTERSECTION			16.4	B	INTERSECTION			15.7	B
6th Avenue @ 39th Street	WB	TR	0.90	40.6	D	WB	TR	0.97	46.4	D	WB	TR	0.77	30.0	C
	NB	LT	0.65	12.4	B	NB	LT	0.66	16.2	B	NB	LT	0.61	13.2	B
	INTERSECTION			19.8	B	INTERSECTION			26.3	C	INTERSECTION			17.7	B
6th Avenue @ 40th Avenue	EB	LT	0.96	44.6	D	EB	LT	0.50	22.2	C	EB	LT	0.71	26.4	C
	NB	TR	0.57	11.3	B	NB	TR	0.55	12.5	B	NB	TR	0.54	12.4	B
	INTERSECTION			23.4	C	INTERSECTION			14.8	B	INTERSECTION			16.7	B
6th Avenue @ 41st Street	NB	LT	0.74	11.6	B	NB	LT	0.63	10.1	B	NB	LT	0.70	14.6	B
	INTERSECTION			11.6	B	INTERSECTION			10.1	B	INTERSECTION			14.6	B
6th Ave @ 42nd St	EB	LT	0.74	26.0	C	EB	LT	0.96	48.4	D	EB	LT	0.48	22.3	C
	WB	TR	0.64	24.5	C	WB	TR	1.01	55.9	E	WB	TR	0.65	24.8	C
	NB	LTR	0.68	14.1	B	NB	LTR	0.69	16.7	B	NB	LTR	0.67	14.1	B
	INTERSECTION			19.5	B	INTERSECTION			33.6	C	INTERSECTION			18.0	B
6th Avenue @ 43rd Street	WB	TR	0.63	29.8	C	WB	TR	0.55	27.8	C	WB	TR	0.69	29.5	C
	NB	LT	0.71	11.1	B	NB	LT	0.65	10.3	B	NB	LT	0.65	10.3	B
	INTERSECTION			13.8	B	INTERSECTION			12.7	B	INTERSECTION			14.9	B
6th Avenue @ 44th Street	EB	LT	1.05	76.9	E	EB	LT	1.07	81.8	F	EB	LT	0.72	32.3	C
	NB	TR	0.71	11.1	B	NB	TR	0.62	9.9	A	NB	TR	0.65	10.2	B
	INTERSECTION			27.3	C	INTERSECTION			30.5	C	INTERSECTION			14.4	B
6th Avenue @ 45th Street	WB	T	0.41	24.5	C	WB	T	0.45	25.0	C	WB	T	0.44	24.9	C
		R	0.31	24.2	C		R	0.30	24.0	C		R	0.23	23.0	C
	NB	LT	0.69	10.8	B	NB	LT	0.60	9.7	A	NB	LT	0.61	9.8	A
	INTERSECTION			13.1	B	INTERSECTION			12.8	B	INTERSECTION			12.6	B
6th Avenue @ 46th Street	EB	LT	0.77	33.8	C	EB	LT	0.72	31.5	C	EB	LT	0.97	56.0	E
	NB	TR	0.66	10.4	B	NB	TR	0.58	9.5	A	NB	TR	0.57	9.4	A
	INTERSECTION			15.5	B	INTERSECTION			14.5	B	INTERSECTION			22.1	C
6th Avenue @ 50th Street	EB	LT	0.74	31.0	C	EB	LT	0.91	40.2	D	EB	LT	0.57	29.0	C
	NB	T	0.72	11.6	B	NB	T	0.59	9.7	A	NB	T	0.64	8.4	A
		R	0.20	10.6	B		R	0.28	11.5	B		R	0.23	9.5	A
	INTERSECTION			16.8	B	INTERSECTION			20.8	C	INTERSECTION			12.8	B
57th Street @ 6th Avenue	EB	LT	0.63	27.0	C	EB	LT	0.40	17.7	B	EB	LT	0.65	27.6	C
	WB	T	0.54	25.8	C	WB	T	0.45	18.4	B	WB	T	0.64	27.8	C
		R	0.33	23.8	C		R	0.45	19.9	B		R	0.54	28.3	C
	NB	LT	0.60	14.7	B	NB	LT	0.65	20.9	C	NB	LT	0.50	13.3	B
		R	0.29	12.1	B		R	0.46	20.0	B		R	0.43	14.1	B
	INTERSECTION			19.6	B	INTERSECTION			19.7	B	INTERSECTION			19.6	B
14th Street @ 7th Avenue	EB	TR	0.52	23.1	C	EB	TR	0.51	22.9	C	EB	TR	0.43	21.7	C
	WB	LT	0.65	26.4	C	WB	LT	0.61	25.4	C	WB	LT	0.64	26.4	C
	SB	LT	0.50	15.6	B	SB	LT	0.49	15.6	B	SB	LT	0.63	17.6	B
		R	0.24	13.9	B		R	0.19	13.3	B		R	0.24	13.9	B
	INTERSECTION			19.3	B	INTERSECTION			19.0	B	INTERSECTION			19.7	B
7th Avenue @ 23rd Street	EB	TR	0.71	23.5	C	EB	TR	0.96	43.4	D	EB	TR	0.62	20.8	C
	WB	T	0.58	19.7	B	WB	T	0.72	23.4	C	WB	T	0.35	16.2	B
	SB	LTR	0.56	18.0	B	SB	LTR	0.57	20.7	C	SB	LTR	0.73	23.7	C
	INTERSECTION			19.7	B	INTERSECTION			27.9	C	INTERSECTION			22.1	C
7th Ave @ 28th St	EB	TR	0.19	13.1	B	EB	TR	0.20	13.2	B	EB	TR	0.18	10.5	B
	SB	LT	0.76	23.7	C	SB	LT	0.71	22.5	C	SB	LT	0.93	38.1	D
	INTERSECTION			21.2	C	INTERSECTION			20.0	C	INTERSECTION			31.4	C

7th Ave @ 29th St	WB	LT	0.94	44.7	D	WB	LT	0.64	25.5	C	WB	LT	0.66	25.9	C
	SB	TR	0.60	14.2	B	SB	TR	0.53	13.3	B	SB	TR	0.66	15.1	B
	INTERSECTION			25.1	C	INTERSECTION			17.0	B	INTERSECTION			17.9	B
7th Ave @ 30th St	EB	TR	0.69	24.9	C	EB	TR	0.78	30.0	C	EB	TR	0.53	22.7	C
	SB	LT	0.60	14.1	B	SB	LT	0.52	13.2	B	SB	LT	0.61	14.3	B
	INTERSECTION			18.6	B	INTERSECTION			19.4	B	INTERSECTION			16.4	B
7th Ave @ 31st St	WB	LT	0.70	25.7	C	WB	LT	0.62	23.4	C	WB	LT	0.83	31.4	C
	SB	TR	0.54	14.7	B	SB	TR	0.42	13.4	B	SB	TR	0.49	14.1	B
	INTERSECTION			18.0	B	INTERSECTION			16.5	B	INTERSECTION			20.1	C
7th Ave @ 32nd St	SB	LT	0.37	3.6	A	SB	LT	0.30	3.4	A	SB	LT	0.31	3.4	A
	INTERSECTION			3.6	A	INTERSECTION			3.4	A	INTERSECTION			3.4	A
7th Ave @ 33rd St	WB	LT	0.59	35.1	D	WB	LT	0.69	38.5	D	WB	LT	0.71	39.8	D
	SB	TR	0.54	4.5	A	SB	TR	0.44	4.0	A	SB	TR	0.46	4.1	A
	INTERSECTION			8.1	A	INTERSECTION			9.6	A	INTERSECTION			9.8	A
7th Ave 34th St	EB	TR	0.61	23.9	C	EB	TR	0.59	23.5	C	EB	TR	0.55	22.9	C
	WB	LT	0.63	24.8	C	WB	LT	0.78	29.2	C	WB	LT	0.68	26.2	C
	SB	T	0.87	20.9	C	SB	T	0.71	16.0	B	SB	T	0.68	15.4	B
	INTERSECTION			22.4	C	INTERSECTION			21.4	C	INTERSECTION			19.8	B
7th Ave @ 35th St	WB	L	0.47	24.1	C	WB	L	0.47	24.1	C	WB	L	0.33	21.7	C
		LT	0.34	20.9	C		LT	0.29	20.2	C		LT	0.51	23.3	C
	SB	TR	0.77	15.7	B	SB	TR	0.67	13.8	B	SB	TR	0.61	12.8	B
	INTERSECTION			17.3	B	INTERSECTION			15.8	B	INTERSECTION			16.0	B
7th Ave @ 36th St	EB	TR	0.83	32.6	C	EB	TR	0.63	22.1	C	EB	TR	0.49	21.9	C
	SB	LT	0.63	14.3	B	SB	LT	0.57	16.6	B	SB	LT	0.56	13.4	B
	INTERSECTION			19.7	B	INTERSECTION			18.2	B	INTERSECTION			15.3	B
7th Ave @ 37th St	WB	LT	0.76	26.1	C	WB	LT	0.46	18.9	B	WB	LT	0.95	41.0	D
	SB	TR	0.93	29.0	C	SB	TR	0.80	21.6	C	SB	TR	0.91	27.5	C
	INTERSECTION			28.1	C	INTERSECTION			21.0	C	INTERSECTION			32.2	C
7th Ave @ 38th St	EB	TR	0.90	38.2	D	EB	TR	0.56	20.6	C	EB	TR	0.67	25.9	C
	SB	LT	0.76	17.1	B	SB	LT	0.73	19.6	B	SB	LT	0.78	17.5	B
	INTERSECTION			23.9	C	INTERSECTION			19.9	B	INTERSECTION			19.7	B
7th Ave @ 39th St	WB	LT	0.40	17.6	B	WB	LT	0.44	18.1	B	WB	LT	0.30	16.5	B
	SB	TR	0.85	23.5	C	SB	TR	0.71	19.2	B	SB	TR	0.91	26.7	C
	INTERSECTION			21.9	C	INTERSECTION			18.9	B	INTERSECTION			24.5	C
7th Ave @ 40th St	EB	TR	0.76	22.7	C	EB	TR	0.78	25.1	C	EB	TR	0.87	27.8	C
	SB	LT	0.90	28.4	C	SB	LT	0.68	21.0	C	SB	LT	0.76	22.7	C
	INTERSECTION			26.1	C	INTERSECTION			22.5	C	INTERSECTION			25.1	C
7th Ave @ 41st St	WB	LT	0.35	23.2	C	WB	LT	0.16	15.3	B	WB	LT	0.18	21.1	C
	SB	TR	0.73	12.5	B	SB	TR	0.65	17.9	B	SB	TR	0.61	10.7	B
	INTERSECTION			13.9	B	INTERSECTION			17.7	B	INTERSECTION			11.6	B
7th Ave @ 42nd St	EB	TR	0.83	31.3	C	EB	TR	0.83	29.8	C	EB	TR	0.41	21.6	C
	WB	T	0.57	24.1	C	WB	T	0.39	17.5	B	WB	T	0.50	22.9	C
	SB	LTR	0.71	14.4	B	SB	LTR	0.62	17.5	B	SB	LTR	0.65	13.5	B
	INTERSECTION			21.7	C	INTERSECTION			21.3	C	INTERSECTION			17.2	B
7th Avenue @ 43rd Street	WB	LT	0.47	24.9	C	WB	LT	0.53	26.0	C	WB	LT	0.72	31.1	C
	SB	TR	0.63	10.9	B	SB	TR	0.47	9.2	A	SB	TR	0.56	10.0	A
	INTERSECTION			13.2	B	INTERSECTION			13.2	B	INTERSECTION			15.6	B
7th Avenue @ 44th Street	EB	TR	0.52	22.3	C	EB	TR	0.59	23.4	C	EB	TR	0.26	19.1	B
	SB	T	0.71	15.1	B	SB	T	0.51	12.3	B	SB	T	0.63	13.7	B
	INTERSECTION			17.3	B	INTERSECTION			16.8	B	INTERSECTION			14.8	B
7th Avenue @ 45th Street	WB	LT	0.62	25.0	C	WB	LT	0.62	24.9	C	WB	LT	0.64	25.4	C
	SB	T	0.79	16.7	B	SB	T	0.50	12.1	B	SB	T	0.62	13.6	B
	INTERSECTION			18.7	B	INTERSECTION			16.4	B	INTERSECTION			17.1	B
7th Avenue @ 46th Street	EB	TR	0.47	21.6	C	EB	TR	0.29	19.4	B	EB	TR	0.47	21.5	C
	SB	LT	0.76	16.0	B	SB	LT	0.56	12.9	B	SB	LT	0.63	13.8	B
	INTERSECTION			17.5	B	INTERSECTION			14.4	B	INTERSECTION			16.2	B
7th Avenue @ 50th Street	EB	TR	0.71	28.0	C	EB	TR	1.09	71.4	E	EB	TR	0.58	24.4	C
	SB	LT	0.76	16.0	B	SB	LT	0.56	12.9	B	SB	LT	0.58	13.2	B
	INTERSECTION			19.1	B	INTERSECTION			38.0	D	INTERSECTION			16.1	B
57th Street @ 7th Avenue	EB	T	0.49	19.0	B	EB	T	0.48	18.9	B	EB	T	0.55	20.1	C
		R	0.30	17.4	B		R	0.28	17.1	B		R	0.35	18.0	B
	WB	T	0.38	17.3	B	WB	T	0.40	17.5	B	WB	T	0.44	17.9	B
	SB	LTR	0.68	21.2	C	SB	LTR	0.35	16.9	B	SB	LTR	0.67	21.4	C
	INTERSECTION			19.8	B	INTERSECTION			17.6	B	INTERSECTION			20.0	C
14th Street @ 8th Avenue	EB	LT	0.56	24.4	C	EB	LT	0.55	24.2	C	EB	LT	0.46	22.3	C
	WB	TR	0.63	25.6	C	WB	TR	0.57	24.2	C	WB	TR	0.57	24.2	C
	NB	LTR	0.50	15.5	B	NB	LTR	0.48	15.3	B	NB	LTR	0.48	15.3	B
	INTERSECTION			19.2	B	INTERSECTION			18.7	B	INTERSECTION			18.3	B

8th Avenue @ 23rd Street	EB	LT	0.57	23.9	C	EB	LT	0.79	30.9	C	EB	LT	0.35	20.2	C
	WB	TR	0.86	35.6	D	WB	TR	1.08	83.1	F	WB	TR	0.39	20.7	C
	NB	LTR	0.39	11.1	B	NB	LTR	0.81	17.7	B	NB	LTR	0.58	16.6	B
	INTERSECTION			21.0	C	INTERSECTION			36.9	D	INTERSECTION			17.9	B
8th Avenue @ 28th Street	EB	LT	0.53	24.0	C	EB	LT	0.55	24.4	C	EB	LT	0.67	27.1	C
	NB	TR	0.61	12.8	B	NB	TR	0.79	16.0	B	NB	TR	0.75	15.2	B
	INTERSECTION			15.5	B	INTERSECTION			17.7	B	INTERSECTION			18.0	B
8th Avenue @ 29th Street	WB	TR	0.86	35.1	D	WB	TR	0.45	18.8	B	WB	TR	0.66	25.9	C
	NB	LT	0.66	14.9	B	NB	LT	0.91	26.3	C	NB	LT	0.83	19.0	B
	INTERSECTION			21.4	C	INTERSECTION			24.9	C	INTERSECTION			20.5	C
8th Ave @ 30th St	EB	LT	0.95	41.4	D	EB	LT	0.69	23.2	C	EB	LT	0.54	21.3	C
	NB	TR	0.71	18.1	B	NB	TR	0.83	22.3	C	NB	TR	0.83	20.3	C
	INTERSECTION			27.5	C	INTERSECTION			22.6	C	INTERSECTION			20.5	C
8th Avenue @ 31st Street	WB	TR	0.68	23.2	C	WB	TR	0.56	20.8	C	WB	TR	0.86	32.5	C
	NB	LT	0.80	21.3	C	NB	LT	0.94	29.7	C	NB	LT	1.00	39.2	D
	INTERSECTION			21.9	C	INTERSECTION			27.8	C	INTERSECTION			37.5	D
8th Ave @ 33rd St	WB	TR	0.22	13.0	B	WB	TR	0.25	13.8	B	WB	TR	0.27	12.4	B
	NB	LT	0.94	34.5	C	NB	LT	0.96	36.1	D	NB	LT	0.84	28.1	C
	INTERSECTION			30.8	C	INTERSECTION			31.9	C	INTERSECTION			25.1	C
8th Ave @ 34th St	EB	L	0.56	28.6	C	EB	L	0.37	24.8	C	EB	L	0.38	21.7	C
		T	0.60	6.2	A		T	0.44	14.8	B		T	0.46	15.2	B
	WB	TR	0.64	27.1	C	WB	TR	0.74	30.6	C	WB	TR	0.70	30.7	C
	NB	LTR	0.76	24.6	C	NB	LTR	0.74	24.4	C	NB	LTR	0.75	24.6	C
	INTERSECTION			21.3	C	INTERSECTION			24.2	C	INTERSECTION			24.0	C
8th Avenue @ 35th Street	WB	TR	0.69	31.1	C	WB	TR	0.59	21.7	C	WB	TR	0.91	46.2	D
	NB	LT	0.70	11.8	B	NB	LT	0.73	19.4	B	NB	LT	0.67	11.5	B
	INTERSECTION			15.6	B	INTERSECTION			20.0	B	INTERSECTION			20.2	C
8th Avenue @ 36th Street	EB	LT	0.79	31.7	C	EB	LT	0.72	24.7	C	EB	LT	0.77	31.1	C
	NB	TR	0.77	15.6	B	NB	TR	0.75	19.8	B	NB	TR	0.69	13.9	B
	INTERSECTION			19.8	B	INTERSECTION			21.3	C	INTERSECTION			18.6	B
8th Avenue @ 37th Street	WB	TR	0.94	44.5	D	WB	TR	0.59	21.4	C	WB	TR	0.79	26.0	C
	NB	LT	0.78	17.5	B	NB	LT	0.80	21.4	C	NB	LT	0.64	14.4	B
	INTERSECTION			25.5	C	INTERSECTION			21.4	C	INTERSECTION			18.7	B
8th Avenue @ 38th Street	EB	LT	0.69	23.8	C	EB	LT	0.73	25.3	C	EB	LT	0.71	25.8	C
	NB	TR	0.84	21.0	C	NB	TR	0.74	19.6	B	NB	TR	0.84	20.8	C
	INTERSECTION			21.9	C	INTERSECTION			21.3	C	INTERSECTION			22.0	C
8th Avenue @ 39th Street	WB	TR	0.78	28.0	C	WB	TR	0.81	29.5	C	WB	TR	0.77	28.3	C
	NB	LT	0.91	26.7	C	NB	LT	0.80	21.2	C	NB	LT	0.89	24.7	C
	INTERSECTION			27.0	C	INTERSECTION			23.6	C	INTERSECTION			25.5	C
8th Avenue @ 40th Street	EB	T	1.08	72.3	E	EB	LT	0.61	19.7	B	EB	T	0.50	17.1	B
	NB	TR	0.92	30.4	C	NB	TR	0.91	30.0	C	NB	TR	0.89	26.9	C
	INTERSECTION			45.8	D	INTERSECTION			27.1	C	INTERSECTION			24.1	C
8th Avenue @ 41st Street	WB	R	0.20	11.9	B	WB	R	0.15	11.5	B	WB	R	0.34	13.3	B
	NB	T	0.85	28.5	C	NB	T	0.73	24.8	C	NB	T	0.92	32.3	C
	INTERSECTION			26.8	C	INTERSECTION			23.7	C	INTERSECTION			29.5	C
8th Ave @ 42nd St						EB	DefL	0.48	24.0	C					
	EB	LT	0.50	5.5	A		T	0.47	5.4	A	EB	LT	0.35	16.0	B
	WB	TR	0.87	42.6	D	WB	TR	0.65	23.9	C	WB	TR	0.75	32.0	C
	NB	LTR	0.89	19.2	B	NB	LTR	0.77	24.1	C	NB	LTR	0.75	20.7	C
	INTERSECTION			20.8	C	INTERSECTION			20.4	C	INTERSECTION			22.3	C
8th Avenue @ 43rd Street	WB	TR	0.40	20.8	C	WB	TR	0.33	16.9	B	WB	TR	0.50	22.1	C
	NB	LT	0.79	16.7	B	NB	LT	0.84	22.6	C	NB	LT	0.95	26.5	C
	INTERSECTION			17.6	B	INTERSECTION			21.3	C	INTERSECTION			25.5	C
8th Avenue @ 44th Street	EB	LT	1.01	63.4	E	EB	LT	0.77	26.4	C	EB	LT	0.56	27.4	C
	NB	TR	0.44	8.2	A	NB	TR	0.50	15.5	B	NB	TR	0.49	8.6	A
	INTERSECTION			24.1	C	INTERSECTION			19.0	B	INTERSECTION			11.7	B
8th Avenue @ 45th Street	WB	TR	0.79	35.3	D	WB	TR	0.53	20.0	B	WB	TR	0.92	47.0	D
	NB	LT	0.54	9.1	A	NB	LT	0.57	16.5	B	NB	LT	0.61	9.8	A
	INTERSECTION			15.3	B	INTERSECTION			17.4	B	INTERSECTION			18.9	B
8th Avenue @ 46th Street	EB	LT	0.41	24.1	C	EB	LT	0.30	16.4	B	EB	LT	0.51	25.5	C
	NB	TR	0.61	9.9	A	NB	TR	0.62	17.3	B	NB	TR	0.69	10.7	B
	INTERSECTION			12.7	B	INTERSECTION			17.1	B	INTERSECTION			13.9	B
57th Street @ 8th Avenue	EB	LT	0.73	28.0	C	EB	LT	0.67	26.2	C	EB	LT	0.69	26.9	C
	WB	T	0.39	20.8	C	WB	T	0.64	25.1	C	WB	T	0.64	25.1	C
		R	0.60	27.2	C		R	0.52	24.8	C		R	0.45	23.3	C
	NB	LTR	0.52	15.8	B	NB	LTR	0.55	16.2	B	NB	LTR	0.74	19.3	B
	INTERSECTION			20.4	C	INTERSECTION			20.7	C	INTERSECTION			21.9	C

14th Street @ 9th Avenue	EB	LTR	0.22	29.6	C	EB	LTR	0.20	29.4	C	EB	LTR	0.23	29.8	C
	WB	LTR	0.89	54.5	D	WB	LTR	0.98	68.4	E	WB	LTR	0.99	72.2	E
	NB	L	0.42	38.5	D	NB	L	0.47	39.8	D	NB	L	0.28	35.0	D
		TR	0.32	34.2	C		TR	0.25	33.1	C		TR	0.24	33.1	C
	SB	L	0.56	28.2	C	SB	L	0.65	31.2	C	SB	L	0.43	25.3	C
		T	0.89	38.6	D		T	0.89	38.9	D		T	0.87	37.4	D
		R	0.20	21.3	C		R	0.29	22.4	C		R	0.39	23.9	C
	INTERSECTION			38.5	D	INTERSECTION			41.9	D	INTERSECTION			41.9	D
9th Avenue @ 23rd Street	EB	TR	0.50	27.7	C	EB	TR	0.44	26.6	C	EB	TR	0.43	26.7	C
	WB	DefL	1.02	85.7	F						WB	DefL	0.71	35.8	D
		T	0.77	30.4	C	WB	LT	1.12	94.9	F		T	0.53	22.2	C
	SB	LTR	0.73	23.5	C	SB	LTR	0.75	22.6	C	SB	LTR	0.65	20.7	C
	INTERSECTION			31.4	C	INTERSECTION			42.5	D	INTERSECTION			22.9	C
9th Avenue @ 28th Street	EB	TR	0.36	24.1	C	EB	TR	0.42	24.8	C	EB	TR	0.57	27.6	C
	SB	LT	0.68	10.7	B	SB	LT	0.64	10.2	B	SB	LT	0.49	8.6	A
	INTERSECTION			12.1	B	INTERSECTION			12.1	B	INTERSECTION			12.0	B
9th Avenue @ 29th Street	WB	LT	0.42	24.0	C	WB	LT	0.30	22.6	C	WB	LT	0.34	23.0	C
	SB	TR	0.64	10.1	B	SB	TR	0.81	13.7	B	SB	TR	0.60	9.8	A
	INTERSECTION			13.8	B	INTERSECTION			15.5	B	INTERSECTION			12.9	B
9th Ave @ 30th St	EB	TR	0.71	29.5	C	EB	TR	0.47	25.3	C	EB	TR	0.34	23.9	C
	SB	LT	0.56	13.2	B	SB	LT	0.71	15.4	B	SB	LT	0.68	15.1	B
	INTERSECTION			18.7	B	INTERSECTION			17.9	B	INTERSECTION			16.7	B
9th Avenue @ 31st Street	WB	LT	0.56	26.5	C	WB	LT	0.63	27.8	C	WB	LT	0.82	33.6	C
	SB	TR	0.67	10.5	B	SB	TR	0.63	10.1	B	SB	TR	0.63	10.0	B
	INTERSECTION			14.3	B	INTERSECTION			14.6	B	INTERSECTION			17.6	B
9th Ave @ 33rd St	WB	LT	0.71	33.6	C	WB	LT	0.94	53.5	D	WB	LT	0.88	44.5	D
	SB	TR	0.61	9.8	A	SB	TR	0.53	8.9	A	SB	TR	0.54	9.1	A
	INTERSECTION			13.4	B	INTERSECTION			18.6	B	INTERSECTION			16.4	B
9th Ave @ 34th St	EB	TR	0.91	38.2	D	EB	TR	0.89	39.7	D	EB	TR	0.91	42.3	D
	WB	DefL	0.56	34.7	C	WB	DefL	0.71	41.7	D	WB	DefL	0.46	29.2	C
		T	0.37	14.7	B		T	0.52	16.6	B		T	0.40	15.0	B
	SB	LTR	0.85	26.9	C	SB	LTR	0.74	23.5	C	SB	LTR	0.62	21.0	C
	INTERSECTION			28.9	C	INTERSECTION			27.4	C	INTERSECTION			26.1	C
9th Avenue @ 35th Street	WB	LT	0.51	26.4	C	WB	LT	0.63	29.1	C	WB	LT	0.85	38.9	D
	SB	TR	0.61	9.8	A	SB	TR	0.51	8.9	A	SB	TR	0.57	9.4	A
	INTERSECTION			12.4	B	INTERSECTION			13.3	B	INTERSECTION			17.0	B
9th Avenue @ 36th Street	EB	TR	0.69	29.3	C	EB	TR	0.54	26.1	C	EB	TR	0.55	26.4	C
	SB	LT	0.57	9.4	A	SB	LT	0.53	9.0	A	SB	LT	0.56	9.3	A
	INTERSECTION			15.2	B	INTERSECTION			13.5	B	INTERSECTION			13.6	B
9th Ave @ 37th St	WB	LT	0.63	27.9	C	WB	LT	0.62	27.9	C	WB	LT	0.89	35.1	D
	SB	TR	0.52	9.0	A	SB	TR	0.54	9.2	A	SB	TR	0.65	10.1	B
	INTERSECTION			14.7	B	INTERSECTION			14.3	B	INTERSECTION			18.1	B
9th Avenue @ 38th Street	EB	TR	0.65	28.4	C	EB	TR	0.83	38.0	D	EB	TR	0.63	29.5	C
	SB	LT	0.61	9.8	A	SB	LT	0.57	9.5	A	SB	LT	0.70	10.8	B
	INTERSECTION			14.9	B	INTERSECTION			16.1	B	INTERSECTION			13.2	B
9th Avenue @ 39th Street	WB	LT	0.61	28.5	C	WB	LT	0.90	44.8	D	WB	LT	0.62	30.5	C
	SB	TR	0.58	9.5	A	SB	TR	0.56	9.4	A	SB	TR	0.76	11.9	B
	INTERSECTION			13.2	B	INTERSECTION			18.6	B	INTERSECTION			14.0	B
9th Avenue @ 40th Street	EB	TR	0.83	26.8	C	EB	TR	0.65	28.2	C	EB	TR	0.71	29.7	C
	SB	LT	0.70	18.6	B	SB	LT	0.52	9.0	A	SB	LT	0.61	9.7	A
	INTERSECTION			22.0	C	INTERSECTION			14.9	B	INTERSECTION			14.7	B
9th Avenue @ 41st Street	WB	LT	0.00	17.4	B	WB	LT	0.00	16.8	B	WB	LT	0.07	17.5	B
	SB	TR	1.01	37.8	D	SB	TR	0.97	28.6	C	SB	TR	0.91	21.3	C
	INTERSECTION			37.8	D	INTERSECTION			28.6	C	INTERSECTION			21.3	C
9th Ave @ 42nd St	EB	TR	0.81	35.2	D	EB	TR	0.78	33.7	C	EB	TR	0.72	32.0	C
						WB	DefL	0.84	52.1	D	WB	DefL	0.58	31.2	C
	WB	LT	0.47	15.8	B		T	0.28	13.6	B		T	0.51	16.6	B
	SB	LTR	0.86	26.3	C	SB	LTR	0.71	22.4	C	SB	LTR	0.91	29.2	C
	INTERSECTION			26.3	C	INTERSECTION			26.2	C	INTERSECTION			27.7	C
9th Avenue @ 43rd Street	WB	LT	0.51	19.7	B	WB	LT	0.61	21.6	C	WB	LT	0.82	28.7	C
	SB	TR	0.68	17.8	B	SB	TR	0.75	19.5	B	SB	TR	0.95	29.1	C
	INTERSECTION			18.2	B	INTERSECTION			20.0	C	INTERSECTION			29.0	C
9th Avenue @ 44th Street	EB	TR	0.67	26.4	C	EB	TR	0.84	34.1	C	EB	TR	0.49	22.8	C
	SB	LT	0.65	13.7	B	SB	LT	0.69	14.5	B	SB	LT	0.85	18.1	B
	INTERSECTION			16.2	B	INTERSECTION			19.6	B	INTERSECTION			18.8	B
9th Avenue @ 45th Street	WB	LT	0.26	22.3	C	WB	LT	0.29	22.5	C	WB	LT	0.32	22.9	C
	SB	TR	0.60	9.5	A	SB	TR	0.61	9.8	A	SB	TR	0.74	11.7	B
	INTERSECTION			11.5	B	INTERSECTION			12.3	B	INTERSECTION			13.7	B
9th Avenue @ 46th Street	EB	TR	0.61	28.6	C	EB	TR	0.49	26.1	C	EB	TR	0.60	28.4	C
	SB	LT	0.60	9.6	A	SB	LT	0.64	10.1	B	SB	LT	0.79	12.6	B
	INTERSECTION			12.5	B	INTERSECTION			12.5	B	INTERSECTION			14.9	B
9th Avenue @ 50th Street	EB	TR	0.51	25.6	C	EB	TR	1.08	84.5	F	EB	TR	0.64	29.6	C
	SB	LT	0.60	9.6	A	SB	LT	0.83	14.3	B	SB	LT	1.01	31.9	C
	INTERSECTION			12.7	B	INTERSECTION			33.3	C	INTERSECTION			31.6	C

57th Street @ 9th Avenue	EB	TR	1.09	94.9	F	EB	TR	0.95	57.2	E	EB	TR	0.66	34.1	C
						WB	DefL	1.03	75.0	E	WB	DefL	0.98	60.0	E
	WB	LT	0.74	24.8	C		T	0.37	15.1	B		T	0.52	17.7	B
	SB	LTR	0.85	30.6	C	SB	LTR	0.87	33.5	C	SB	LTR	0.79	30.0	C
	INTERSECTION			41.2	D	INTERSECTION			39.4	D	INTERSECTION			31.2	C
Broadway @ 23rd Street	EB	TR	0.53	19.6	B	EB	TR	0.76	25.0	C	EB	TR	0.55	19.9	B
	WB	LT	0.75	26.3	C	WB	LT	0.70	24.4	C	WB	LT	0.31	16.8	B
	SB	LT	0.23	15.7	B	SB	LT	0.27	16.1	B	SB	LT	0.36	17.0	B
	INTERSECTION			20.8	C	INTERSECTION			22.1	C	INTERSECTION			18.1	B
Broadway @ 24th Street	EB	R	0.25	19.2	B	EB	R	0.21	18.8	B	EB	R	0.19	18.6	B
	SB	T	0.14	12.3	B	SB	T	0.18	12.6	B	SB	T	0.17	12.5	B
	INTERSECTION			15.9	B	INTERSECTION			15.2	B	INTERSECTION			15.1	B
Broadway @ 30th St	EB	TR	0.76	26.3	C	EB	TR	0.51	20.1	C	EB	TR	0.70	29.0	C
	SB	LT	0.64	21.4	C	SB	LT	0.64	21.1	C	SB	LT	0.67	22.1	C
	INTERSECTION			24.0	C	INTERSECTION			20.7	C	INTERSECTION			24.1	C
Broadway @ 31st St	WB	LT	0.52	20.4	C	WB	LT	0.48	19.6	B	WB	LT	0.60	21.8	C
	SB	TR	0.78	26.1	C	SB	TR	0.84	29.4	C	SB	TR	0.86	30.6	C
	INTERSECTION			23.7	C	INTERSECTION			25.7	C	INTERSECTION			26.8	C
Broadway @ 32nd St	EB	TR	0.26	16.8	B	EB	TR	0.33	17.4	B	EB	TR	0.17	15.9	B
	SB	L	0.25	16.1	B	SB	L	0.33	17.2	B	SB	L	0.36	17.7	B
		T	0.64	21.4	C		T	0.67	21.9	C		T	0.71	23.1	C
	INTERSECTION			19.5	B	INTERSECTION			19.9	B	INTERSECTION			20.9	C
Broadway @ 33rd St	WB	L	0.13	15.8	B	WB	L	0.11	15.6	B	WB	L	0.17	16.4	B
	SB	T	0.74	27.9	C	SB	T	0.83	31.7	C	SB	T	0.86	33.7	C
	INTERSECTION			27.1	C	INTERSECTION			30.8	C	INTERSECTION			32.3	C
Broadway @ 35th St	WB	LT	0.25	7.5	A	WB	LT	0.26	7.5	A	WB	LT	0.30	7.8	A
	SB	TR	0.99	60.1	E	SB	TR	1.01	66.3	E	SB	TR	1.08	84.9	F
	INTERSECTION			39.4	D	INTERSECTION			43.1	D	INTERSECTION			54.2	D
Broadway @ 36th St	EB	TR	0.56	14.5	B	EB	TR	0.44	12.7	B	EB	TR	0.46	13.1	B
	SB	LT	0.57	26.1	C	SB	LT	0.63	27.2	C	SB	LT	0.70	28.6	C
	INTERSECTION			20.7	C	INTERSECTION			21.7	C	INTERSECTION			22.9	C
Broadway @ 37th St	WB	LT	0.50	16.6	B	WB	LT	0.40	15.1	B	WB	LT	0.81	25.0	C
	SB	TR	0.51	21.8	C	SB	TR	0.45	21.0	C	SB	TR	0.53	22.0	C
	INTERSECTION			20.0	C	INTERSECTION			19.2	B	INTERSECTION			23.3	C
Broadway @ 38th St	EB	TR	0.72	24.2	C	EB	TR	0.46	18.4	B	EB	TR	0.59	20.8	C
	SB	LT	0.63	21.3	C	SB	LT	0.59	20.6	C	SB	LT	0.58	20.4	C
	INTERSECTION			22.3	C	INTERSECTION			20.0	B	INTERSECTION			20.5	C
Broadway @ 39th St	WB	LT	0.75	28.1	C	WB	LT	0.94	43.5	D	WB	LT	0.68	25.7	C
	SB	TR	0.45	16.1	B	SB	TR	0.39	15.4	B	SB	TR	0.38	15.3	B
	INTERSECTION			20.2	C	INTERSECTION			27.6	C	INTERSECTION			19.0	B
Broadway @ 40th St	EB	TR	0.90	35.4	D	EB	TR	0.41	17.7	B	EB	TR	0.73	27.4	C
	SB	LT	0.41	13.9	B	SB	LT	0.39	17.2	B	SB	LT	0.30	13.0	B
	INTERSECTION			24.4	C	INTERSECTION			17.4	B	INTERSECTION			20.3	C
Broadway @ 41st St	WB	LT	0.78	43.2	D	WB	LT	0.44	20.6	C	WB	LT	0.35	24.9	C
	SB	TR	0.39	12.2	B	SB	TR	0.38	17.1	B	SB	TR	0.29	11.3	B
	INTERSECTION			17.1	B	INTERSECTION			17.6	B	INTERSECTION			12.7	B
Broadway @ 42nd St	EB	T	0.85	35.9	D	EB	T	0.58	25.4	C	EB	T	0.41	25.5	C
	WB	LT	0.93	41.4	D	WB	LT	0.83	28.9	C	WB	LT	0.71	24.2	C
	SB	LTR	0.60	18.2	B	SB	LTR	0.42	17.6	B	SB	LTR	0.41	15.2	B
	INTERSECTION			28.8	C	INTERSECTION			23.2	C	INTERSECTION			20.0	C
Broadway @ 43rd Street	WB	LT	0.52	24.6	C	WB	LT	0.53	23.4	C	WB	LT	0.84	34.0	C
	SB	T	1.07	65.4	E	SB	T	0.76	22.6	C	SB	T	0.73	21.4	C
	INTERSECTION			55.9	E	INTERSECTION			22.9	C	INTERSECTION			27.2	C

Broadway @ 44th Street	EB	TR	0.45	21.3	C	EB	TR	0.49	21.8	C	EB	TR	0.21	18.6	B
	SB	LT	0.77	21.2	C	SB	LT	0.51	16.0	B	SB	LT	0.55	16.6	B
	INTERSECTION			21.2	C	INTERSECTION			18.5	B	INTERSECTION			17.1	B
Broadway @ 45th Street	WB	LT	0.43	21.5	C	WB	LT	0.47	22.1	C	WB	LT	0.65	25.7	C
	SB	T	0.87	23.0	C	SB	T	0.62	14.7	B	SB	T	0.74	17.3	B
		R	0.29	14.3	B		R	0.24	13.7	B		R	0.32	14.7	B
	INTERSECTION			21.7	C	INTERSECTION			17.0	B	INTERSECTION			20.0	C
Broadway @ 46th Street	EB	TR	0.45	21.3	C	EB	TR	0.28	19.3	B	EB	TR	0.45	21.2	C
	SB	T	0.65	18.4	B	SB	T	0.48	15.6	B	SB	T	0.58	17.0	B
	INTERSECTION			19.4	B	INTERSECTION			16.7	B	INTERSECTION			18.6	B
Broadway @ 50th Street	EB	TR	0.93	44.1	D	EB	TR	1.14	101.0	F	EB	TR	0.68	27.4	C
	SB	LT	0.42	14.6	B	SB	LT	0.63	18.1	B	SB	LT	0.77	21.4	C
	INTERSECTION			24.5	C	INTERSECTION			57.2	E	INTERSECTION			23.0	C
Broadway/6th Ave@34th St	EB	T	0.80	35.5	D	EB	T	0.75	32.9	C	EB	T	0.62	31.2	C
	WB	TR	0.73	32.7	C	WB	TR	0.87	38.9	D	WB	TR	0.77	35.9	D
	NB	T	1.09	80.6	F	NB	T	1.09	84.4	F	NB	T	1.08	71.2	E
	SB	T	0.94	51.8	D	SB	T	1.03	71.4	E	SB	T	1.00	62.0	E
	INTERSECTION			58.3	E	INTERSECTION			62.2	E	INTERSECTION			56.6	E
Cardinal Stepanic Plz @ 40 St	EB	TR	0.22	14.0	B	EB	TR	0.18	13.7	B	EB	TR	0.18	13.6	B
		R	0.73	25.4	C		R	0.30	15.4	B		R	0.59	20.7	C
	SB	T	0.42	20.0	B	SB	T	0.42	20.0	B	SB	T	0.19	17.3	B
	INTERSECTION			20.5	C	INTERSECTION			17.2	B	INTERSECTION			17.8	B
Dyer Avenue @ 34th Street	EB	T	0.55	28.3	C	EB	T	0.62	29.6	C	EB	T	0.59	26.9	C
	WB	T	0.31	6.4	A	WB	T	0.37	6.4	A	WB	T	0.29	5.9	A
		R	0.06	5.0	A		R	0.21	5.7	A		R	0.18	5.5	A
	SB	L	0.77	42.5	D	SB	L	0.36	32.8	C	SB	L	0.29	31.8	C
		R	0.23	31.6	C		R	0.43	37.2	D		R	0.67	48.0	D
	INTERSECTION			25.0	C	INTERSECTION			20.1	C	INTERSECTION			21.3	C
Dyer Avenue @ 35th Street	WB	LTR	0.39	26.1	C	WB	LTR	0.45	27.0	C	WB	LTR	0.78	34.9	C
	NB	LT	0.03	4.7	A	NB	LT	0.10	5.0	A	NB	LT	0.09	4.9	A
	SB	TR	0.29	9.5	A	SB	TR	0.19	8.7	A	SB	TR	0.23	9.0	A
	INTERSECTION			15.2	B	INTERSECTION			16.1	B	INTERSECTION			22.5	C
Dyer Avenue @ 36th Street	EB	LT	0.50	28.2	C	EB	LT	0.50	28.3	C	EB	LT	0.65	31.2	C
	NB	TR	0.15	20.6	C	NB	TR	0.32	22.5	C	NB	TR	0.57	26.3	C
	SB	DefL	0.61	16.8	B	SB	DefL	0.36	11.6	B	SB	DefL	0.33	13.9	B
		TR	0.32	9.2	A		TR	0.20	8.3	A		TR	0.24	8.6	A
	INTERSECTION			16.3	B	INTERSECTION			17.5	B	INTERSECTION			20.7	C
Dyer Avenue @ 40th Street	EB	LT	0.43	27.9	C	EB	LT	0.29	26.2	C	EB	LT	0.45	28.1	C
	NB	TR	0.40	5.3	A	NB	TR	0.36	5.1	A	NB	TR	0.20	4.4	A
		R	0.96	28.4	C		R	0.67	10.3	B		R	0.75	13.4	B
	INTERSECTION			16.5	B	INTERSECTION			9.7	A	INTERSECTION			14.0	B
Dyer Avenue @ 41st Street	WB	TR	0.62	35.1	D	WB	TR	0.55	32.8	C	WB	TR	0.31	30.1	C
	NB	L	1.03	74.2	E	NB	L	1.03	73.2	E	NB	L	0.14	20.3	C
		TR	0.46	20.9	C		TR	0.34	18.7	B		TR	0.38	20.9	C
	INTERSECTION			39.6	D	INTERSECTION			40.5	D	INTERSECTION			22.3	C
Dyer Ave @ 42nd St	EB	T	0.27	19.9	B	EB	T	0.62	25.9	C	EB	T	0.30	20.1	C
	WB	T	0.47	22.2	C	WB	T	0.51	23.6	C	WB	T	0.56	23.7	C
	NB	L	0.35	13.8	B	NB	L	0.23	12.5	B	NB	L	0.34	13.7	B
		LTR	0.08	8.6	A		LTR	0.12	8.9	A		LTR	0.08	8.6	A
		R	0.65	17.2	B		R	0.41	11.9	B		R	0.32	10.9	B
	SB	R	0.02	10.9	B	SB	R	0.04	11.1	B	SB	R	0.17	12.3	B
	INTERSECTION			18.2	B	INTERSECTION			19.4	B	INTERSECTION			18.3	B
Greenwich St @ Canal St	EB	LTR	0.77	23.6	C	EB	LTR	0.70	10.8	B	EB	LTR	0.43	17.8	B
						WB	DefL	0.28	8.9	A					
	WB	LTR	0.58	11.1	B		TR	0.38	2.1	A	WB	LTR	0.35	8.1	A
	INTERSECTION			19.9	B	INTERSECTION			8.8	A	INTERSECTION			14.6	B
Hudson St @ Canal St	EB	DefL	0.83	30.2	C	EB	L	0.38	14.1	B	EB	L	0.50	14.9	B
		T	0.66	16.0	B		LT	0.62	13.9	B		LT	0.31	9.7	A
	WB	T	0.61	30.0	C	WB	T	0.39	26.2	C	WB	T	0.27	24.7	C
		R	0.73	18.6	B		R	1.01	50.8	D		R	0.77	20.7	C
	NB	LT	0.71	30.5	C	NB	LT	0.39	25.6	C	NB	LT	0.75	31.5	C
		R	0.11	23.4	C		R	0.17	24.2	C		R	0.06	22.7	C
	INTERSECTION			26.1	C	INTERSECTION			28.0	C	INTERSECTION			23.1	C

Javitz Center @ 34th Street	EB	LT	0.24	4.2	A	EB	LT	0.20	4.0	A	EB	LT	0.17	3.9	A
	WB	TR	0.25	4.2	A	WB	TR	0.34	4.7	A	WB	TR	0.33	4.6	A
	SB	L	0.08	44.5	D	SB	L	0.10	44.9	D	SB	L	0.06	44.3	D
		R	0.03	43.9	D		R	0.04	43.9	D		R	0.02	43.7	D
	INTERSECTION			4.8	A	INTERSECTION			5.1	A	INTERSECTION			4.8	A
Lexington Ave @ 34th St	EB	TR	0.47	15.5	B	EB	TR	0.53	17.5	B	EB	TR	0.61	23.9	C
	WB	LT	0.77	23.3	C	WB	LT	0.87	30.5	C	WB	LT	0.68	26.7	C
	SB	LT	0.68	24.5	C	SB	LT	0.79	27.0	C	SB	LT	0.63	18.0	B
		R	0.03	17.1	B		R	0.05	16.1	B		R	0.03	11.5	B
	INTERSECTION			21.6	C	INTERSECTION			24.9	C	INTERSECTION			21.9	C
Lincoln Tunnel Expwy @ 30 St	EB	L	0.09	10.0	A	EB	L	0.17	10.5	B	EB	L	0.35	12.1	B
	SB	L	0.68	28.7	C	SB	L	0.35	23.0	C	SB	L	0.18	21.0	C
	INTERSECTION			25.4	C	INTERSECTION			17.6	B	INTERSECTION			14.4	B
Lincoln Tunnel Expwy @ 31 St	WB	LTR	0.71	35.2	D	WB	LTR	0.59	29.8	C	WB	LTR	0.99	52.2	D
	NB	LT	0.11	4.6	A	NB	LT	0.18	4.9	A	NB	LT	0.34	5.8	A
	SB	TR	0.40	10.2	B	SB	TR	0.22	8.6	A	SB	TR	0.11	7.9	A
	INTERSECTION			18.0	B	INTERSECTION			18.0	B	INTERSECTION			34.4	C
Madison Ave @ 34th St	EB	LT	0.66	25.1	C	EB	LT	0.79	27.5	C	EB	LT	0.73	25.1	C
	WB	TR	0.47	21.6	C	WB	TR	0.49	18.7	B	WB	TR	0.39	17.5	B
	NB	LTR	0.39	14.5	B	NB	LTR	0.64	21.1	C	NB	LTR	0.67	21.8	C
	INTERSECTION			20.7	C	INTERSECTION			22.3	C	INTERSECTION			21.6	C
NB Boulevard @ 33rd Street	WB	T	0.13	17.9	B	WB	T	0.12	17.7	B	WB	T	0.15	18.1	B
	INTERSECTION			17.9	B	INTERSECTION			17.7	B	INTERSECTION			18.1	B
NB Boulevard @ 34th Street	EB	T	0.40	20.6	C	EB	T	0.41	20.7	C	EB	T	0.35	20.0	C
	WB	T	0.53	22.5	C	WB	T	0.66	24.8	C	WB	T	0.64	24.6	C
	INTERSECTION			21.7	C	INTERSECTION			23.2	C	INTERSECTION			22.9	C
Park Ave @ 34th St	EB	TR	0.64	24.3	C	EB	TR	0.64	24.4	C	EB	TR	0.59	23.4	C
	WB	TR	0.81	31.9	C	WB	TR	0.84	33.2	C	WB	TR	0.66	26.0	C
	NB	TR	0.46	15.7	B	NB	TR	0.56	17.2	B	NB	TR	0.54	16.9	B
	SB	TR	0.36	14.2	B	SB	TR	0.33	13.9	B	SB	TR	0.36	14.1	B
	INTERSECTION			21.9	C	INTERSECTION			22.6	C	INTERSECTION			20.0	B
Park Ave. @ 50th Street	EB	LTR	0.47	21.6	C	EB	LTR	0.66	26.1	C	EB	LTR	0.59	23.4	C
	NB	TR	0.77	21.8	C	NB	TR	0.64	17.1	B	NB	TR	0.77	21.8	C
	SB	LT	0.87	25.9	C	SB	LT	1.11	81.1	F	SB	LT	0.82	23.5	C
	INTERSECTION			23.5	C	INTERSECTION			45.0	D	INTERSECTION			22.9	C
57th Street @ Park Avenue	EB	T	0.46	20.5	C	EB	T	0.62	23.2	C	EB	T	0.63	23.5	C
		R	0.39	20.8	C		R	0.29	19.2	B		R	0.22	18.1	B
	WB	T	0.44	20.2	C	WB	T	0.41	19.8	B	WB	T	0.37	19.3	B
		R	0.36	20.2	C		R	0.27	18.9	B		R	0.25	18.6	B
	NB	LTR	0.94	19.9	B	NB	LTR	0.97	24.8	C	NB	LTR	1.06	46.3	D
						SB	DefL	1.02	84.5	F					
	SB	LTR	1.08	57.7	E		TR	0.90	18.6	B	SB	LTR	0.79	10.5	B
	INTERSECTION			33.0	C	INTERSECTION			24.1	C	INTERSECTION			28.0	C
2nd Ave @ QBB Ramp LL	WB	L	0.82	34.6	C	WB	L	0.72	27.4	C	WB	L	0.87	33.4	C
		T	0.94	48.8	D		T	0.70	27.8	C		T	0.92	41.4	D
	SB	L	0.99	49.1	D	SB	L	0.72	23.4	C	SB	L	0.93	41.6	D
		LT	0.51	12.4	B		LT	0.65	17.1	B		LT	0.73	18.7	B
	INTERSECTION			30.3	C	INTERSECTION			21.9	C	INTERSECTION			28.9	C
Washington Street @ Canal St	EB	T	0.57	9.3	A	EB	T	0.42	7.7	A	EB	T	0.29	6.6	A
	WB	T	0.25	6.5	A	WB	T	0.16	5.9	A	WB	T	0.15	5.9	A
	NB	R	0.06	38.2	D	NB	R	0.09	38.7	D	NB	R	0.20	40.0	D
	SB	R	0.11	38.9	D	SB	R	0.07	38.4	D	SB	R	0.08	38.5	D
	INTERSECTION			9.7	A	INTERSECTION			8.9	A	INTERSECTION			10.2	B

			EVE					SUN		
Intersection	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
10th Ave. @ 30th Street	EB	L	0.01	25.8	C	EB	L	0.13	25.5	C
	NB	TR	1.06	41.6	D	NB	TR	1.04	40.9	D
	INTERSECTION			41.6	D	INTERSECTION			40.8	D
10th Ave. @ 31st Street	WB	R	0.33	34.5	C	WB	R	3.40	1124.0	F
	NB	T	0.79	24.4	C	NB	T	0.89	32.7	C
	INTERSECTION			25.3	C	INTERSECTION			518.5	F
10th Ave. @ 33rd Street	WB	R	0.00	18.7	B	WB	R	0.44	29.1	C
	NB	LT	0.79	14.3	B	NB	LT	1.04	41.5	D
	INTERSECTION			14.3	B	INTERSECTION			41.1	D
10th Ave. @ 34th Street	EB	DefL	3.41	1153.0	F	EB	DefL	3.11	1013.0	F
		T	2.28	626.0	F		T	1.43	238.0	F
	WB	TR	1.93	460.6	F	WB	TR	1.82	404.2	F
	NB	LT	1.05	63.0	E	NB	LT	0.99	28.6	C
		R	0.47	25.9	C		R	0.55	17.1	B
	INTERSECTION			301.1	F	INTERSECTION			186.9	F
10th Ave. @ 35th Street	WB	TR	0.57	27.7	C	WB	TR	0.53	26.8	C
	NB	LT	0.78	12.6	B	NB	LT	1.04	41.4	D
	INTERSECTION			15.0	B	INTERSECTION			39.6	D
10th Ave. @ 36th Street	EB	LT	0.30	23.1	C	EB	LT	0.35	25.9	C
	NB	TR	0.85	14.8	B	NB	TR	1.04	37.5	D
	INTERSECTION			15.5	B	INTERSECTION			36.6	D
10th Ave. @ 37th Street	WB	TR	0.53	25.9	C	WB	TR	0.82	36.7	D
	NB	LT	0.84	15.8	B	NB	LT	0.92	20.0	C
	INTERSECTION			17.2	B	INTERSECTION			23.2	C
10th Ave. @ 38th Street	EB	LT	0.31	23.2	C	EB	LT	0.63	28.8	C
	NB	TR	0.87	15.3	B	NB	TR	1.03	39.2	D
	INTERSECTION			16.1	B	INTERSECTION			37.6	D
10th Ave. @ 39th Street	WB	T	0.19	18.5	B	WB	T	0.74	27.8	C
		R	0.35	21.3	C		R	0.53	25.6	C
	NB	LT	0.85	18.6	B	NB	LT	0.99	32.3	C
	INTERSECTION			18.8	B	INTERSECTION			30.7	C
10th Ave. @ 41st Street	WB	T	0.40	20.7	C	WB	T	0.51	20.8	C
		R	0.40	21.4	C		R	0.90	38.7	D
	NB	L	0.34	14.7	B	NB	L	0.26	14.8	B
		T	0.78	16.5	B		T	0.83	18.7	B
	INTERSECTION			17.6	B	INTERSECTION			22.5	C
10th Ave. @ 42nd Street										
	EB	LT	0.49	21.0	C	EB	LT	0.69	31.7	C
	WB	TR	0.54	19.6	B	WB	TR	0.84	32.8	C
	NB	LTR	0.96	34.3	C	NB	LTR	0.86	17.8	B
	INTERSECTION			29.5	C	INTERSECTION			22.5	C
11th Avenue @ 23rd Street	WB	L	0.22	16.2	B	WB	L	0.29	17.0	B
		R	0.57	23.7	C		R	0.66	26.9	C
	NB	TR	0.23	13.5	B	NB	TR	0.15	12.8	B
	SB	L	0.79	34.5	C	SB	L	0.60	23.8	C
		T	0.40	17.7	B		T	0.61	21.0	C
	INTERSECTION			21.6	C	INTERSECTION			21.2	C
11th Ave. @ 30th Street	EB	R	0.00	13.9	B	EB	R	0.00	13.9	B
	SB	LT	0.49	18.4	B	SB	LT	0.67	21.3	C
	INTERSECTION			18.4	B	INTERSECTION			21.3	C
11th Ave. @ 33rd Street	WB	L	0.00	14.5	B	WB	L	0.00	23.5	C
	SB	T	0.42	11.6	B	SB	T	0.51	10.4	B
	INTERSECTION			11.6	B	INTERSECTION			10.4	B
11th Ave. @ 34th Street										
	EB	LTR	1.63	331.7	F	EB	LTR	1.62	330.0	F
						WB	DefL	6.34	2467.0	F
	WB	LTR	3.30	1085.0	F		TR	4.68	1706.0	F
	SB	LTR	0.62	19.7	B	SB	LTR	0.77	22.8	C
	INTERSECTION			374.4	F	INTERSECTION			784.4	F

11th Ave. @ 35th Street	WB	L	0.12	15.0	B	WB	L	0.29	17.1	B
		LR	0.12	15.0	B		LR	0.29	17.0	B
		R	0.12	15.1	B		R	0.19	15.9	B
	NB	T	0.05	14.3	B	NB	T	0.08	14.5	B
	SB	T	0.44	17.7	B	SB	T	0.41	17.4	B
	INTERSECTION			17.1	B	INTERSECTION			17.0	B
11th Ave. @ 36th Street	NB	TR	0.08	11.3	B	NB	TR	0.11	11.5	B
						SB	DefL	0.37	9.3	A
	SB	LT	0.35	7.6	A		T	0.36	7.7	A
	INTERSECTION			8.0	A	INTERSECTION			8.4	A
11th Ave. @ 37th Street	EB	LR	0.01	25.9	C	EB	LR	0.00	25.7	C
	WB	L	0.13	27.3	C	WB	L	0.29	29.6	C
		LR	0.15	27.6	C		LR	0.26	29.1	C
		R	0.29	30.5	C		R	0.27	30.1	C
	NB	T	0.08	6.1	A	NB	T	0.13	6.4	A
	SB	TR	0.37	7.7	A	SB	TR	0.38	7.8	A
	INTERSECTION			9.7	A	INTERSECTION			10.6	B
11th Ave. @ 38th Street	NB	TR	0.09	6.1	A	NB	TR	0.12	6.2	A
						SB	DefL	0.54	12.4	B
	SB	LT	0.49	8.8	A		T	0.49	8.9	A
	INTERSECTION			8.5	A	INTERSECTION			9.0	A
11th Ave. @ 39th Street	WB	L	0.25	22.3	C	WB	L	0.76	24.3	C
		LR	0.30	23.5	C		LR	0.56	17.3	B
	NB	T	0.07	9.8	A	NB	T	0.15	21.3	C
	SB	T	0.48	13.2	B	SB	T	0.69	28.1	C
	INTERSECTION			14.1	B	INTERSECTION			25.3	C
11th Ave. @ 40th Street	NB	R	0.12	6.3	A	NB	R	0.20	6.7	A
	SB	L	0.28	7.2	A	SB	L	0.43	8.4	A
		T	0.38	7.8	A		T	0.33	7.5	A
	INTERSECTION			7.5	A	INTERSECTION			7.7	A
11th Ave. @ 41st Street	WB	L	0.06	19.8	B	WB	L	0.26	21.6	C
	SB	T	0.45	12.7	B	SB	T	0.44	12.6	B
	INTERSECTION			13.0	B	INTERSECTION			13.9	B
11th Ave. @ 42nd Street	EB	T	0.24	18.4	B	EB	TR	0.91	40.9	D
		R	0.84	43.4	D		R	0.80	43.7	D
	WB	L	0.49	17.7	B	WB	L	0.83	40.7	D
		LT	0.37	12.9	B		LT	0.52	9.7	A
	SB	LTR	0.68	24.5	C	SB	LTR	0.83	36.8	D
	INTERSECTION			23.6	C	INTERSECTION			32.0	C
12 Avenue @ 22nd Street	WB	L	0.43	36.8	D	WB	L	0.75	43.6	D
		LR	0.80	53.7	D		LR	0.62	42.3	D
	NB	T	0.84	13.0	B	NB	T	0.75	11.2	B
		R	0.21	0.4	A		R	0.12	0.2	A
	SB	T	0.69	9.5	A	SB	T	0.91	16.9	B
	INTERSECTION			15.0	B	INTERSECTION			18.7	B
12th Avenue @ 23rd Street	NB	T	0.80	9.0	A	NB	T	0.75	11.2	B
	SB	TR	0.53	8.0	A	SB	TR	0.73	13.8	B
	INTERSECTION			8.5	A	INTERSECTION			12.6	B
12TH AVE. @ 30th ST.	EB	LR	0.00	38.4	D	EB	LR	0.02	38.6	D
	NB	T	0.75	20.1	C	NB	T	0.67	18.1	B
	SB	TR	0.61	9.9	A	SB	TR	0.86	16.1	B
	INTERSECTION			15.6	B	INTERSECTION			17.1	B
12TH AVE. @ 34th ST.	WB	L	0.25	37.5	D	WB	L	0.62	42.8	D
		R	0.46	24.3	C		R	0.59	22.2	C
	NB	T	0.82	30.8	C	NB	T	0.83	36.3	D
		R	0.70	34.6	C		R	0.65	36.7	D
	SB	L	0.62	52.2	D	SB	L	0.49	43.7	D
		T	0.59	11.8	B		T	0.78	16.9	B
	INTERSECTION			25.3	C	INTERSECTION			28.1	C
12th Ave @ 39th St	EB	LR	0.00	33.8	C	EB	LR	0.00	33.8	C
	NB	L	0.10	54.3	D	NB	L	0.11	55.8	E
		T	0.65	13.1	B		T	0.66	13.1	B
	SB	T	0.74	22.9	C	SB	T	0.92	27.9	C
	INTERSECTION			17.4	B	INTERSECTION			20.4	C
12TH AVE. @ 40th ST.	NB	L	0.11	23.8	C	NB	L	0.03	33.4	C
		T	0.40	4.3	A		T	0.47	4.7	A
	SB	T	0.55	18.6	B	SB	T	0.68	14.0	B
		R	0.33	18.3	B		R	0.06	7.9	A
	INTERSECTION			10.9	B	INTERSECTION			9.3	A

12TH AVE. @ 41st ST.	EB	LR	0.00	26.7	C	EB	LR	0.45	35.7	D
	NB	TR	0.95	40.9	D	NB	TR	0.97	42.2	D
	SB	T	0.74	21.3	C	SB	T	0.95	31.8	C
	INTERSECTION			32.1	C	INTERSECTION			37.2	D
12TH AVE. @ 42nd ST.	EB	LTR	0.03	32.0	C	EB	LTR	0.63	44.7	D
	WB	L	0.33	36.1	D	WB	L	0.44	38.1	D
		R	0.38	20.5	C		R	0.59	20.9	C
	NB	TR	0.70	29.3	C	NB	TR	0.97	47.9	D
	SB	L	0.65	48.1	D	SB	L	0.59	42.5	D
		T	0.75	24.9	C		T	1.06	68.4	E
	INTERSECTION			28.9	C	INTERSECTION			51.3	D
12th Ave @ 44th Street	NB	TR	0.77	19.4	B	NB	TR	0.84	17.2	B
	SB	L	0.71	45.0	D	SB	L	0.53	44.5	D
		T	0.64	16.3	B		T	0.69	13.2	B
	INTERSECTION			19.7	B	INTERSECTION			16.3	B
12TH AVE. @ 49th Street	WB	LR	0.46	43.8	D	WB	LR	0.17	31.9	C
		R	0.39	41.6	D		R	0.64	44.4	D
	NB	T	0.58	13.8	B	NB	T	0.96	33.0	C
	SB	T	0.68	13.1	B	SB	T	0.78	19.1	B
	INTERSECTION			14.8	B	INTERSECTION			27.2	C
12th Ave @ 50th Street	NB	TR	0.60	20.9	C	NB	TR	0.91	30.3	C
	SB	L	0.59	59.5	E	SB	L	0.83	86.8	F
		T	0.68	13.1	B		T	0.71	13.7	B
	INTERSECTION			17.7	B	INTERSECTION			24.1	C
57th Street @ 12th Avenue	WB	R	0.67	46.9	D	WB	R	0.55	39.0	D
	NB	T	0.53	8.9	A	NB	T	0.82	17.9	B
	INTERSECTION			15.2	B	INTERSECTION			20.5	C
12th Ave (West St) @ Canal St	NB	T	0.82	24.9	C	NB	T	0.51	18.0	B
		R	0.36	16.9	B		R	0.20	14.7	B
	SB	L	0.39	29.0	C	SB	L	0.62	33.4	C
		T	0.57	8.4	A		T	0.89	16.7	B
	INTERSECTION			19.1	B	INTERSECTION			19.2	B
12th @ Canal St (north leg)	WB	L	0.21	37.6	D	WB	L	0.36	45.9	D
		LR	0.55	45.7	D		LR	0.50	50.3	D
		R	0.68	53.5	D		R	0.60	56.7	E
	NB	T	0.67	12.8	B	NB	T	0.38	6.5	A
	SB	T	0.44	9.7	A	SB	T	0.64	9.1	A
	INTERSECTION			14.5	B	INTERSECTION			11.0	B
8th Ave @ 30th St	EB	LT	0.95	43.0	D	EB	LT	0.82	28.8	C
	NB	TR	0.79	19.8	B	NB	TR	0.72	17.5	B
	INTERSECTION			27.3	C	INTERSECTION			21.9	C
8th Avenue @ 31st Street	WB	T	0.14	26.5	C	WB	TR	0.00	26.5	C
		R	0.46	30.6	C		R	0.79	44.5	D
	NB	LT	0.94	39.6	D	NB	LT	0.86	31.3	C
8th Ave @ 33rd St	WB	T	0.14	26.5	C	WB	TR	0.00	26.5	C
		R	0.46	30.6	C		R	0.79	44.5	D
	NB	LT	0.94	39.6	D	NB	LT	0.86	31.3	C
	INTERSECTION			38.2	D	INTERSECTION			33.1	C
8th Ave @ 34th St	EB	L	0.99	99.3	F	EB	L	0.77	61.5	E
		T	0.90	46.1	D		T	1.06	88.4	F
	WB	TR	1.37	210.5	F	WB	TR	1.45	249.9	F
	NB	LTR	1.82	407.0	F	NB	LTR	1.94	456.9	F
	INTERSECTION			281.4	F	INTERSECTION			348.1	F
8th Ave @ 42nd St	EB	DefL	0.50	26.0	C	EB	DefL	0.54	26.5	C
		T	0.34	14.2	B		T	0.61	18.2	B
	WB	TR	0.66	32.3	C	WB	TR	0.61	31.1	C
	NB	LTR	0.94	32.3	C	NB	LTR	0.70	22.5	C
	INTERSECTION			29.8	C	INTERSECTION			23.2	C
9th Ave @ 30th St	EB	TR	0.42	24.7	C	EB	TR	0.57	35.5	D
	SB	LT	0.69	15.0	B	SB	LT	0.94	32.2	C
	INTERSECTION			17.3	B	INTERSECTION			32.8	C
9th Ave @ 33rd St	WB	L	0.00	20.0	B	WB	L	0.69	41.8	D
	SB	TR	0.84	14.3	B	SB	TR	0.78	15.2	B
	INTERSECTION			14.3	B	INTERSECTION			16.4	B
9th Ave @ 34th St	EB	TR	1.78	396.6	F	EB	TR	1.31	187.3	F
	WB	DefL	2.32	641.4	F	WB	DefL	2.08	539.5	F
		T	1.01	66.2	E		T	1.44	235.5	F
	SB	LTR	1.61	312.1	F	SB	LTR	1.73	363.0	F
	INTERSECTION			336.0	F	INTERSECTION			321.2	F

9th Ave @ 37th St	WB	LT	0.59	26.9	C	WB	LT	0.59	26.8	C
	SB	TR	0.49	8.6	A	SB	TR	0.58	9.4	A
	INTERSECTION			14.1	B	INTERSECTION			14.0	B
9th Ave @ 42nd St	EB	TR	0.81	34.9	C	EB	TR	1.03	64.1	E
	WB	DefL	0.68	34.8	C	WB	DefL	0.73	43.0	D
		T	0.75	24.8	C		T	0.47	16.3	B
	SB	LTR	0.79	26.7	C	SB	LTR	0.87	29.5	C
	INTERSECTION			28.5	C	INTERSECTION			40.7	D
Broadway/6th Ave@34th St	EB	T	0.69	31.1	C	EB	T	0.61	28.8	C
	WB	TR	0.76	33.3	C	WB	TR	0.91	41.5	D
	NB	T	1.02	58.2	E	NB	T	1.03	63.4	E
	SB	T	0.64	35.9	D	SB	T	0.66	38.3	D
	INTERSECTION			44.9	D	INTERSECTION			47.9	D
Cardinal Stepanic Plz @ 40 St	EB	TR	0.05	14.3	B	EB	TR	0.35	17.2	B
		R	0.31	17.4	B		R	0.66	25.2	C
	SB	T	0.59	20.8	C	SB	T	0.61	21.2	C
	INTERSECTION			19.8	B	INTERSECTION			21.1	C
Dyer Ave @ 42nd St	EB	T	0.47	22.8	C	EB	T	0.63	25.8	C
	WB	T	0.52	23.7	C	WB	T	0.51	23.4	C
	NB	L	0.24	12.7	B	NB	L	0.38	14.1	B
		LTR	0.01	8.1	A		LTR	0.01	8.1	A
		R	0.61	16.0	B		R	0.57	15.0	B
	SB	R	0.06	11.3	B	SB	R	0.13	11.9	B
	INTERSECTION			19.2	B	INTERSECTION			19.8	B
Javitz Center @ 34th Street	EB	LT	0.19	3.9	A	EB	LT	0.19	4.0	A
	WB	TR	0.21	4.0	A	WB	TR	0.38	4.9	A
	SB	L	0.10	44.8	D	SB	L	0.09	44.7	D
		R	0.00	43.3	D		R	0.01	43.5	D
	INTERSECTION			4.7	A	INTERSECTION			5.1	A
NB Boulevard @ 33rd Street	WB	T	0.07	17.4	B	WB	T	0.16	18.2	B
	INTERSECTION			17.4	B	INTERSECTION			18.2	B
NB Boulevard @ 34th Street	EB	T	0.41	20.8	C	EB	T	0.38	20.4	C
	WB	T	0.40	20.8	C	WB	T	0.74	26.8	C
	INTERSECTION			20.8	C	INTERSECTION			24.5	C

			AM					Midday					PM		
Intersection	Approa	Movt.	V/C Ratio	Delay Sec/Veh	LOS	Approa	Movt.	V/C Ratio	Delay Sec/Veh	LOS	Approa	Movt.	V/C Ratio	Delay Sec/Veh	LOS
11th Ave. @ 34th Street						EB	DefL	0.56	16.9	B	EB	DefL	0.89	57.5	E
	EB	LTR	0.62	10.5	B		TR	0.42	6.4	A		TR	0.37	8.6	A
	WB	LTR	0.66	11.3	B	WB	LTR	0.96	25.5	C	WB	LTR	0.72	23.9	C
	SB	LTR	0.63	18.3	B	SB	LTR	0.86	26.3	C	SB	LTR	0.65	17.9	B
	INTERSECTION			14.4	B	INTERSECTION			22.8	C	INTERSECTION			20.1	C
11th Ave. @ 35th Street	WB	L	0.22	16.2	B	WB	L	0.30	17.5	B	WB	L	0.28	17.3	B
		LR	0.22	16.2	B		LR	0.30	17.4	B		LR	0.28	17.2	B
		R	0.14	15.3	B		R	0.15	15.4	B		R	0.18	15.8	B
	NB	T	0.13	14.9	B	NB	T	0.12	14.8	B	NB	T	0.15	15.0	B
	SB	T	0.35	16.8	B	SB	T	0.51	18.6	B	SB	T	0.42	17.5	B
	INTERSECTION			16.3	B	INTERSECTION			17.9	B	INTERSECTION			17.0	B
11th Ave. @ 36th Street	NB	TR	0.17	12.0	B	NB	TR	0.17	12.0	B	NB	TR	0.41	31.3	C
	SB	L	0.37	10.1	B	SB	L	0.43	11.4	B	SB	L	0.51	24.7	C
		T	0.44	8.5	A		T	0.57	9.9	A		T	0.50	9.1	A
	INTERSECTION			9.4	A	INTERSECTION			10.4	B	INTERSECTION			16.5	B
11th Ave. @ 37th Street	EB	LR	0.00	25.7	C	EB	LR	0.00	25.7	C	EB	LR	0.01	25.8	C
	WB	L	0.25	29.0	C	WB	L	0.27	29.3	C	WB	L	0.40	31.6	C
		LR	0.25	28.9	C		LR	0.27	29.2	C		LR	0.40	31.5	C
		R	0.22	29.1	C		R	0.18	28.5	C		R	0.45	35.0	C
	NB	T	0.16	6.6	A	NB	T	0.14	6.4	A	NB	T	0.22	6.9	A
	SB	T	0.33	7.5	A	SB	T	0.43	8.2	A	SB	T	0.35	7.6	A
	INTERSECTION			10.3	B	INTERSECTION			10.5	B	INTERSECTION			12.4	B
11th Ave. @ 38th Street	NB	TR	0.12	6.3	A	NB	TR	0.10	6.2	A	NB	TR	0.16	6.5	A
	SB	DefL	0.77	21.0	C	SB	DefL	0.73	18.7	B	SB	DefL	0.86	31.0	C
		T	0.44	8.4	A		T	0.58	10.0	A		T	0.48	8.9	A
	INTERSECTION			10.8	B	INTERSECTION			11.1	B	INTERSECTION			12.4	B
11th Ave. @ 39th Street	WB	L	0.64	32.0	C	WB	L	0.53	19.8	B	WB	L	0.00	19.3	B
		LR	0.21	22.5	C		LR	0.28	15.6	B		LR	0.00	19.3	B
	NB	T	0.13	10.2	B	NB	T	0.15	16.8	B	NB	T	0.17	10.5	B
	SB	T	0.46	13.0	B	SB	T	0.75	25.1	C	SB	T	0.59	14.7	B
	INTERSECTION			15.5	B	INTERSECTION			22.9	C	INTERSECTION			13.9	B
11th Ave. @ 40th Street	NB	R	0.16	6.5	A	NB	R	0.16	6.5	A	NB	R	0.19	6.7	A
	SB	L	0.41	8.2	A	SB	L	0.30	7.3	A	SB	L	0.44	8.4	A
		T	0.37	7.7	A		T	0.45	8.4	A		T	0.47	8.6	A
	INTERSECTION			7.7	A	INTERSECTION			7.9	A	INTERSECTION			8.3	A
11th Ave. @ 41st Street	EB	R	0.70	33.8	C	EB	R	0.59	29.4	C	EB	R	0.47	26.4	C
	WB	L	0.26	22.7	C	WB	L	0.26	22.8	C	WB	L	0.00	19.3	B
		T	0.15	20.8	C		T	0.29	22.3	C		T	0.02	19.5	B
	SB	TR	0.45	12.7	B	SB	TR	0.48	13.0	B	SB	TR	0.63	14.9	B
	INTERSECTION			16.3	B	INTERSECTION			15.9	B	INTERSECTION			15.8	B
11th Ave. @ 42nd Street	EB	T	0.39	22.3	C	EB	T	0.43	22.7	C	EB	TR	0.79	36.8	D
		R	0.69	35.7	D		R	0.75	41.7	D					
	WB	L	0.68	31.5	C	WB	L	0.60	27.3	C	WB	L	0.81	38.6	D
		LT	0.39	15.0	B		LT	0.29	13.8	B		LT	0.47	12.7	B
	SB	LTR	0.62	21.1	C	SB	LTR	0.63	21.2	C	SB	LTR	0.89	33.2	C
	INTERSECTION			22.1	C	INTERSECTION			22.3	C	INTERSECTION			31.1	C
12TH AVE. @ 34th ST.	WB	L	0.46	53.0	D	WB	L	0.45	40.5	D	WB	L	0.28	37.9	D
		R	0.47	32.9	C		R	0.68	32.8	C		R	0.86	46.5	D
	NB	T	0.68	28.9	C	NB	T	0.70	8.2	A	NB	T	0.77	21.9	C
		R	0.43	25.2	C		R	0.37	7.1	A		R	0.27	14.7	B
	SB	L	0.93	87.6	F	SB	L	0.86	66.5	E	SB	L	1.08	128.7	F
		T	0.76	15.5	B		T	0.59	2.3	A		T	0.82	17.0	B
	INTERSECTION			28.3	C	INTERSECTION			13.8	B	INTERSECTION			27.5	C
12th Avenue @ 36th Street	EB	L	0.11	48.2	D	EB	L	0.14	42.9	D	EB	L	0.50	54.4	D
		R	0.04	47.0	D		R	0.05	41.6	D		R	0.16	46.0	D
	NB	T	0.88	33.3	C	NB	T	0.87	22.6	C	NB	T	1.00	37.0	D
	SB	T	0.96	26.6	C	SB	T	0.71	10.0	B	SB	T	0.90	15.4	B
	INTERSECTION			29.9	C	INTERSECTION			17.4	B	INTERSECTION			27.6	C

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12th Avenue @ 37th Street	EB	LR	0.24	48.3	D	EB	LR	0.24	46.5	D	EB	LR	0.60	53.1	D
	NB	L	0.12	52.5	D	NB	L	0.05	47.6	D	NB	L	0.17	52.5	D
		T	0.68	20.8	C		T	0.94	30.7	C		T	0.80	18.8	B
	SB	T	1.10	71.0	E	SB	T	0.88	26.0	C	SB	T	1.01	40.7	D
	INTERSECTION			47.4	D	INTERSECTION			28.9	C	INTERSECTION			29.3	C
12th Ave @ 39th St	EB	L	0.13	51.2	D	EB	L	0.02	33.9	C	EB	L	0.09	36.5	D
		R	0.16	52.2	D		R	0.02	34.0	C		R	0.11	37.1	D
	NB	L	1.15	215.8	F	NB	L	0.28	62.9	E	NB	L	0.35	61.2	E
		T	0.65	11.2	B		T	0.82	17.2	B		T	0.90	18.0	B
	SB	T	1.06	60.9	E	SB	T	0.92	30.7	C	SB	T	1.10	75.4	E
	INTERSECTION			40.4	D	INTERSECTION			23.1	C	INTERSECTION			43.3	D
12TH AVE. @ 40th ST.	NB	L	1.02	159.2	F	NB	L	0.12	34.8	C	NB	L	0.14	36.0	D
		T	0.44	7.7	A		T	0.48	4.8	A		T	0.57	4.8	A
	SB	T	0.67	16.2	B	SB	T	0.52	11.5	B	SB	T	0.65	12.9	B
		R	0.30	12.3	B		R	0.09	8.0	A		R	0.20	8.9	A
	INTERSECTION			14.3	B	INTERSECTION			7.8	A	INTERSECTION			8.5	A
12TH AVE. @ 41st ST.	EB	LR	0.02	38.5	D	EB	LR	0.05	25.3	C	EB	LR	0.05	32.9	C
	WB	L	0.16	40.7	D	WB	L	0.12	26.2	C	WB	L	0.07	33.2	C
		R	0.20	41.2	D		R	0.25	27.8	C		R	0.16	34.4	C
	NB	TR	0.78	14.9	B	NB	TR	0.98	29.4	C	NB	TR	0.93	9.3	A
	SB	T	1.04	33.0	C	SB	T	0.95	14.3	B	SB	T	1.04	30.9	C
	INTERSECTION			25.2	C	INTERSECTION			23.2	C	INTERSECTION			19.2	B
12TH AVE. @ 42nd ST.	EB	LTR	0.08	47.0	D	EB	LTR	0.07	32.5	C	EB	LTR	0.15	35.4	D
	WB	L	0.53	57.0	E	WB	L	0.24	35.0	C	WB	L	0.54	42.9	D
		R	0.36	26.6	C		R	0.25	15.6	B		R	0.49	27.8	C
	NB	TR	0.66	14.5	B	NB	TR	0.95	27.5	C	NB	TR	0.89	11.2	B
	SB	L	0.41	43.3	D	SB	L	0.51	35.3	D	SB	L	0.86	70.9	E
		T	0.96	12.7	B		T	0.88	32.2	C		T	0.96	32.2	C
	INTERSECTION			17.0	B	INTERSECTION			29.3	C	INTERSECTION			23.8	C

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			AM					Midday					PM		
Intersection	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
10th Ave. @ 34th Street	EB	DefL	1.14	114.7	F	EB	DefL	1.07	101.5	F	EB	DefL	0.94	70.8	E
		T	0.59	20.2	C		T	0.58	20.8	C		T	0.74	24.3	C
	WB	TR	0.65	21.4	C	WB	TR	0.64	21.4	C	WB	TR	0.61	20.4	C
	NB	LTR	0.97	32.1	C	NB	LTR	0.86	21.9	C	NB	LTR	1.00	37.4	D
	INTERSECTION			34.9	C	INTERSECTION			26.0	C	INTERSECTION			33.8	C
10th Ave. @ 35th Street	WB	TR	0.89	35.6	D	WB	TR	0.69	29.5	C	WB	TR	0.90	40.4	D
	NB	LT	0.89	18.5	B	NB	LT	0.88	15.3	B	NB	LT	0.79	12.2	B
	INTERSECTION			23.0	C	INTERSECTION			18.3	B	INTERSECTION			18.3	B
10th Ave. @ 36th Street	EB	LT	0.62	27.7	C	EB	LT	0.82	35.2	D	EB	LT	2.93	903.2	F
	NB	TR	0.99	26.2	C	NB	TR	0.88	15.3	B	NB	TR	1.07	50.0	D
	INTERSECTION			26.5	C	INTERSECTION			19.8	B	INTERSECTION			351.2	F
10th Ave. @ 37th Street	WB	TR	0.50	23.9	C	WB	TR	0.75	30.9	C	WB	TR	0.94	41.2	D
	NB	LT	0.78	13.4	B	NB	LT	0.86	16.2	B	NB	LT	1.03	40.1	D
	INTERSECTION			15.5	B	INTERSECTION			19.2	B	INTERSECTION			40.4	D
10th Ave. @ 38th Street	EB	LT	0.82	34.1	C	EB	LT	0.90	40.5	D	EB	LT	2.40	663.4	F
	NB	TR	0.71	10.9	B	NB	TR	0.88	16.0	B	NB	TR	1.00	26.7	C
	INTERSECTION			16.2	B	INTERSECTION			21.9	C	INTERSECTION			192.3	F
10th Ave. @ 39th Street	WB	T	0.50	22.4	C	WB	T	0.57	23.5	C	WB	T	0.01	18.1	B
		R	0.53	26.4	C		R	0.37	22.6	C		R	0.00	18.1	B
	NB	LT	0.69	14.2	B	NB	LT	0.88	19.4	B	NB	LT	1.05	43.5	D
	INTERSECTION			16.2	B	INTERSECTION			20.3	C	INTERSECTION			43.5	D
10th Ave. @ 41st Street	WB	T	0.32	13.9	B	WB	T	0.26	13.3	B	WB	T	0.17	18.5	B
		R	0.69	21.3	C		R	0.76	24.6	C		R	0.18	18.7	B
	NB	LT	0.76	23.4	C	NB	LT	0.99	40.2	D	NB	LT	1.05	48.3	D
	INTERSECTION			21.5	C	INTERSECTION			33.8	C	INTERSECTION			46.6	D
10th Ave. @ 42nd Street	EB	DefL	1.21	164.0	F						EB	DefL	1.71	398.8	F
		T	0.41	22.0	C	EB	LT	0.86	27.5	C		T	1.46	254.9	F
	WB	TR	1.14	102.2	F	WB	TR	0.93	41.8	D	WB	TR	1.47	244.6	F
	NB	LTR	1.01	42.0	D	NB	LTR	0.91	20.8	C	NB	LTR	1.83	397.5	F
	INTERSECTION			63.2	E	INTERSECTION			26.4	C	INTERSECTION			350.8	F
10th Avenue @ 43rd Street	WB	TR	0.51	23.7	C	WB	TR	0.65	25.8	C	WB	TR	0.74	31.8	C
	NB	LT	1.03	41.7	D	NB	LT	0.89	20.0	B	NB	LT	1.05	39.5	D
	INTERSECTION			39.5	D	INTERSECTION			21.0	C	INTERSECTION			38.3	D
11th Ave. @ 42nd Street	EB	TR	0.63	22.2	C	EB	TR	0.72	29.7	C	EB	TR	0.81	32.3	C
		R	0.82	40.1	D		R	0.59	32.7	C		R	0.73	39.1	D
	WB	L	0.61	28.0	C	WB	L	0.49	26.0	C	WB	L	0.86	41.5	D
		T	0.36	10.8	B		T	0.45	15.6	B		T	0.48	12.7	B
	SB	LTR	0.98	42.6	D	SB	LTR	0.82	25.1	C	SB	LTR	0.96	38.3	D
	INTERSECTION			34.5	C	INTERSECTION			24.6	C	INTERSECTION			34.1	C
11th Avenue @ 43rd Street	WB	LT	0.42	30.0	C	WB	LT	0.49	31.0	C	WB	LT	0.69	34.9	C
	SB	TR	0.50	4.2	A	SB	TR	0.46	4.0	A	SB	TR	0.52	4.3	A
	INTERSECTION			7.8	A	INTERSECTION			8.6	A	INTERSECTION			10.4	B
7th Ave @ 28th St	EB	TR	0.23	13.5	B	EB	TR	0.24	13.5	B	EB	TR	0.23	10.8	B
	SB	LT	0.91	30.4	C	SB	LT	0.86	27.6	C	SB	LT	0.96	38.8	D
	INTERSECTION			26.3	C	INTERSECTION			24.0	C	INTERSECTION			32.5	C
7th Ave @ 29th St	WB	LT	0.80	28.9	C	WB	LT	0.91	41.0	D	WB	LT	0.95	43.7	D
	SB	TR	0.77	17.2	B	SB	TR	0.67	15.2	B	SB	TR	0.95	29.6	C
	INTERSECTION			21.6	C	INTERSECTION			23.7	C	INTERSECTION			33.8	C
7th Ave @ 30th St	EB	TR	0.95	39.9	D	EB	TR	0.70	25.2	C	EB	TR	0.66	23.8	C
	SB	LT	0.75	16.8	B	SB	LT	0.67	15.2	B	SB	LT	0.80	18.7	B
	INTERSECTION			27.0	C	INTERSECTION			19.1	B	INTERSECTION			20.5	C
7th Ave @ 31st St	WB	LT	0.96	43.5	D	WB	LT	0.90	38.1	D	WB	LT	0.97	44.6	D
	SB	TR	0.80	22.4	C	SB	TR	0.53	14.6	B	SB	TR	0.70	20.0	C
	INTERSECTION			29.4	C	INTERSECTION			22.6	C	INTERSECTION			28.7	C
8th Avenue @ 28th Street	EB	LT	0.68	27.5	C	EB	LT	0.70	28.3	C	EB	LT	0.85	35.1	D
	NB	TR	0.76	15.3	B	NB	TR	0.92	22.1	C	NB	TR	0.92	22.0	C
	INTERSECTION			18.3	B	INTERSECTION			23.4	C	INTERSECTION			25.2	C
8th Avenue @ 29th Street	WB	TR	0.76	27.1	C	WB	TR	0.77	29.1	C	WB	TR	0.72	26.1	C
	NB	LT	0.82	18.5	B	NB	LT	1.01	38.4	D	NB	LT	1.03	44.6	D
	INTERSECTION			21.5	C	INTERSECTION			36.3	D	INTERSECTION			39.4	D

8th Ave @ 30th St	EB	LT	1.01	51.4	D	EB	LT	0.85	28.4	C	EB	LT	0.82	25.1	C
	NB	TR	0.91	26.1	C	NB	TR	1.00	38.3	D	NB	TR	0.92	27.8	C
	INTERSECTION			37.4	D	INTERSECTION			34.7	C	INTERSECTION			26.8	C
8th Avenue @ 31st Street	WB	TR	0.88	32.6	C	WB	TR	0.92	39.9	D	WB	TR	0.98	44.6	D
	NB	LT	0.81	20.8	C	NB	LT	0.94	27.6	C	NB	LT	1.03	43.7	D
	INTERSECTION			24.3	C	INTERSECTION			30.4	C	INTERSECTION			44.0	D
9th Ave @ 34th St	EB	TR	1.38	207.1	F	EB	TR	0.93	39.5	D	EB	TR	0.95	38.4	D
	WB	DefL	0.99	85.2	F	WB	DefL	0.79	40.0	D	WB	DefL	0.73	42.4	D
		T	0.56	17.3	B		T	0.45	8.4	A		T	0.40	9.2	A
	SB	LTR	0.85	26.2	C	SB	LTR	0.92	42.0	D	SB	LTR	0.96	43.9	D
	INTERSECTION			86.5	F	INTERSECTION			34.8	C	INTERSECTION			37.3	D
9th Avenue @ 35th Street	WB	LT	0.85	37.2	D	WB	LT	0.88	42.0	D	WB	LT	0.74	30.5	C
	SB	TR	0.95	22.2	C	SB	TR	0.67	10.6	B	SB	TR	0.83	13.6	B
	INTERSECTION			25.1	C	INTERSECTION			18.0	B	INTERSECTION			17.9	B
9th Avenue @ 36th Street	EB	TR	0.95	43.3	D	EB	TR	0.85	35.2	D	EB	TR	0.93	35.0	D
	SB	LT	0.88	17.5	B	SB	LT	0.67	10.5	B	SB	LT	0.96	30.4	C
	INTERSECTION			25.3	C	INTERSECTION			18.0	B	INTERSECTION			32.0	C
9th Ave @ 37th St	WB	LT	1.00	54.4	D	WB	LT	0.85	36.1	D	WB	LT	1.18	119.2	F
	SB	TR	0.85	15.7	B	SB	TR	0.71	11.1	B	SB	TR	0.87	14.3	B
	INTERSECTION			27.2	C	INTERSECTION			18.2	B	INTERSECTION			47.1	D
9th Avenue @ 38th Street	EB	TR	1.03	66.0	E	EB	TR	0.93	42.4	D	EB	TR	0.72	29.3	C
	SB	LT	0.88	15.4	B	SB	LT	0.74	12.3	B	SB	LT	0.89	15.1	B
	INTERSECTION			29.6	C	INTERSECTION			21.3	C	INTERSECTION			18.2	B
9th Avenue @ 39th Street	WB	LT	0.65	28.2	C	WB	LT	0.77	31.9	C	WB	LT	0.54	27.0	C
	SB	TR	0.87	14.8	B	SB	TR	0.72	11.4	B	SB	TR	0.96	20.8	C
	INTERSECTION			17.7	B	INTERSECTION			16.9	B	INTERSECTION			21.5	C
9th Avenue @ 41st Street	WB	LT	0.00	16.8	B	WB	LT	0.00	16.8	B	WB	LT	0.07	17.5	B
	SB	TR	0.89	19.3	B	SB	TR	0.92	21.7	C	SB	TR	0.88	18.7	B
	INTERSECTION			19.3	B	INTERSECTION			21.7	C	INTERSECTION			18.7	B
9th Ave @ 42nd St	EB	TR	0.93	44.7	D	EB	TR	0.87	38.3	D	EB	TR	0.84	35.8	D
	WB	DefL	0.50	32.2	C	WB	DefL	0.92	65.4	E	WB	DefL	0.66	38.4	D
		T	0.50	16.3	B		T	0.31	13.9	B		T	0.56	16.7	B
	SB	LTR	1.18	108.5	F	SB	LTR	0.88	27.3	C	SB	LTR	1.15	98.5	F
	INTERSECTION			83.2	F	INTERSECTION			30.9	C	INTERSECTION			73.5	E
9th Avenue @ 43rd Street	WB	LT	0.58	21.1	C	WB	LT	0.65	22.5	C	WB	LT	0.84	29.9	C
	SB	TR	0.94	26.5	C	SB	TR	0.94	27.9	C	SB	TR	0.94	26.2	C
	INTERSECTION			25.6	C	INTERSECTION			26.8	C	INTERSECTION			27.0	C
Dyer Avenue @ 34th Street	EB	T	0.64	29.9	C	EB	T	0.67	32.2	C	EB	T	0.87	41.3	D
	WB	T	0.58	14.3	B	WB	T	0.48	8.4	A	WB	T	0.43	8.7	A
		R	0.07	9.0	A		R	0.25	6.8	A		R	0.22	7.4	A
	SB	L	0.97	54.0	D	SB	L	0.81	43.7	D	SB	L	0.76	39.3	D
		R	0.20	23.3	C		R	0.50	37.4	D		R	0.67	42.3	D
	INTERSECTION			32.8	C	INTERSECTION			24.9	C	INTERSECTION			29.7	C
Dyer Avenue @ 35th Street	WB	LTR	0.83	27.3	C	WB	LTR	0.91	41.3	D	WB	LTR	0.90	32.1	C
	NB	LT	0.04	12.0	B	NB	LT	0.12	6.0	A	NB	LT	0.12	12.6	B
	SB	TR	0.60	20.5	C	SB	TR	0.26	10.2	B	SB	TR	0.40	17.7	B
	INTERSECTION			24.1	C	INTERSECTION			27.7	C	INTERSECTION			26.2	C
Dyer Avenue @ 36th Street	EB	LT	0.87	40.1	D	EB	LT	0.87	40.2	D	EB	LT	0.91	37.6	D
	NB	TR	0.16	20.7	C	NB	TR	0.34	22.7	C	NB	TR	0.69	33.3	C
	SB	DefL	0.67	19.3	B	SB	DefL	0.39	12.2	B	SB	DefL	0.37	18.3	B
		TR	0.44	10.2	B		TR	0.23	8.5	A		TR	0.28	10.8	B
	INTERSECTION			21.8	C	INTERSECTION			24.2	C	INTERSECTION			28.7	C
Dyer Avenue @ 41st Street	WB	TR	0.71	36.5	D	WB	TR	0.61	33.9	C	WB	TR	0.30	30.0	C
	NB	L	1.06	82.1	F	NB	L	1.10	97.4	F	NB	L	0.28	22.3	C
		TR	0.46	19.3	B		TR	0.36	19.0	B		TR	0.42	21.2	C
	INTERSECTION			41.5	D	INTERSECTION			48.6	D	INTERSECTION			22.5	C
Dyer Ave @ 42nd St	EB	T	0.35	20.7	C	EB	T	0.71	28.5	C	EB	T	0.42	21.7	C
	WB	T	0.55	23.5	C	WB	T	0.61	25.5	C	WB	T	0.66	25.6	C
	NB	L	0.38	14.1	B	NB	L	0.25	12.7	B	NB	L	0.37	14.0	B
		LTR	0.08	8.6	A		LTR	0.13	9.0	A		LTR	0.09	8.6	A
		R	0.71	19.1	B		R	0.44	12.4	B		R	0.35	11.2	B
	SB	R	0.02	10.9	B	SB	R	0.04	11.1	B	SB	R	0.18	12.5	B
	INTERSECTION			19.4	B	INTERSECTION			21.1	C	INTERSECTION			19.8	B
NB Boulevard @ 33rd Street	WB	TR	0.49	22.2	C	WB	TR	0.43	21.4	C	WB	TR	0.90	36.7	D
		R	0.35	21.4	C		R	0.41	22.5	C		R	0.89	44.9	D
	INTERSECTION			22.0	C	INTERSECTION			21.7	C	INTERSECTION			39.2	D

NB Boulevard @ 34th Street	EB	DefL	0.78	44.2	D	EB	DefL	0.72	37.9	D	EB	DefL	0.68	43.7	D
		T	0.69	17.0	B		T	0.52	10.0	B		T	0.65	19.0	B
	WB	TR	0.89	37.7	D	WB	TR	0.65	18.6	B	WB	TR	0.88	35.7	D
	NB	LTR	0.49	26.3	C	NB	LTR	0.80	43.5	D	NB	LTR	0.73	27.3	C
	INTERSECTION			28.8	C	INTERSECTION			21.0	C	INTERSECTION			28.8	C
NB Boulevard @ 35th Street	WB	TR	0.51	19.0	B	WB	TR	0.48	18.6	B	WB	TR	0.77	24.7	C
	NB	LT	0.52	19.6	B	NB	LT	0.43	18.2	B	NB	LT	0.56	20.3	C
	INTERSECTION			19.2	B	INTERSECTION			18.4	B	INTERSECTION			23.0	C
NB Boulevard @ 36th Street	EB	LT	0.67	29.0	C	EB	LT	0.44	18.3	B	EB	LT	0.90	38.1	D
	NB	TR	0.39	12.3	B	NB	TR	0.48	19.4	B	NB	TR	0.95	38.3	D
	INTERSECTION			22.2	C	INTERSECTION			18.8	B	INTERSECTION			38.2	D
NB Boulevard @ 37th Street	WB	TR	0.78	31.6	C	WB	TR	0.50	24.5	C	WB	TR	0.83	34.4	C
	NB	LT	0.17	11.0	B	NB	LT	0.18	11.1	B	NB	LT	0.26	11.8	B
	INTERSECTION			26.5	C	INTERSECTION			19.8	B	INTERSECTION			27.1	C
NB Boulevard @ 38th Street	EB	T	0.51	19.3	B	EB	T	0.67	29.2	C	EB	T	0.94	42.8	D
	NB	R	0.47	21.9	C	NB	R	0.57	19.3	B	NB	R	0.58	18.9	B
	INTERSECTION			19.8	B	INTERSECTION			26.9	C	INTERSECTION			37.1	D
SB Boulevard @ 35th Street	WB	T	0.83	28.6	C	WB	T	0.83	32.1	C	WB	T	0.73	24.3	C
	SB	R	0.25	18.4	B	SB	R	0.10	12.5	B	SB	R	0.53	27.0	C
	INTERSECTION			28.1	C	INTERSECTION			31.5	C	INTERSECTION			24.6	C
SB Boulevard @ 36th Street	EB	TR	0.68	29.6	C	EB	TR	0.60	27.5	C	EB	TR	0.90	36.0	D
	SB	LT	0.04	9.2	A	SB	LT	0.02	9.0	A	SB	LT	0.05	11.6	B
	INTERSECTION			27.9	C	INTERSECTION			26.8	C	INTERSECTION			34.5	C
SB Boulevard @ 37th Street	WB	LT	0.85	35.8	D	WB	LT	0.55	25.4	C	WB	LT	0.86	36.6	D
	SB	TR	0.05	10.2	B	SB	TR	0.02	9.9	A	SB	TR	0.04	10.0	B
	INTERSECTION			33.8	C	INTERSECTION			24.6	C	INTERSECTION			35.1	D

			AM					Midday					PM		
Intersection	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
10th Ave. @ 34th Street	EB	DefL	1.15	119.3	F	EB	DefL	1.07	102.7	F	EB	DefL	0.89	59.7	E
		T	0.55	19.6	B		T	0.57	20.5	C		T	0.71	22.7	C
	WB	TR	0.64	21.2	C	WB	TR	0.63	21.3	C	WB	TR	0.59	19.5	B
	NB	LTR	1.02	43.5	D	NB	LTR	0.85	21.8	C	NB	LTR	1.02	43.6	D
	INTERSECTION			42.4	D	INTERSECTION			26.0	C	INTERSECTION			36.9	D
10th Ave. @ 35th Street	WB	TR	0.90	36.1	D	WB	TR	0.70	29.8	C	WB	TR	0.89	39.8	D
	NB	LT	0.90	18.7	B	NB	LT	0.88	15.2	B	NB	LT	0.78	12.1	B
	INTERSECTION			23.3	C	INTERSECTION			18.3	B	INTERSECTION			18.1	B
10th Ave. @ 36th Street	EB	LT	0.89	42.2	D	EB	LT	0.81	34.3	C	EB	LT	2.91	895.0	F
	NB	TR	1.02	34.5	C	NB	TR	0.88	15.4	B	NB	TR	1.06	46.3	D
	INTERSECTION			35.8	D	INTERSECTION			19.6	B	INTERSECTION			346.9	F
10th Ave. @ 37th Street	WB	TR	0.49	23.7	C	WB	TR	0.74	30.7	C	WB	TR	0.95	43.3	D
	NB	LT	0.78	13.6	B	NB	LT	0.86	16.2	B	NB	LT	1.02	36.2	D
	INTERSECTION			15.5	B	INTERSECTION			19.0	B	INTERSECTION			37.9	D
10th Ave. @ 38th Street	EB	LT	0.81	33.9	C	EB	LT	0.93	44.5	D	EB	LT	2.38	656.6	F
	NB	TR	0.72	10.9	B	NB	TR	0.86	14.5	B	NB	TR	0.99	24.8	C
	INTERSECTION			16.2	B	INTERSECTION			21.7	C	INTERSECTION			190.0	F
10th Ave. @ 39th Street	WB	T	0.50	22.4	C	WB	T	0.56	23.4	C	WB	T	0.01	18.1	B
		R	0.53	26.6	C		R	0.37	22.5	C		R	0.00	18.1	B
	NB	LT	0.70	14.3	B	NB	LT	0.88	19.4	B	NB	LT	1.04	41.1	D
	INTERSECTION			16.3	B	INTERSECTION			20.3	C	INTERSECTION			41.1	D
10th Ave. @ 41st Street	WB	T	0.31	13.8	B	WB	T	0.27	13.3	B	WB	T	0.21	18.8	B
		R	0.73	23.0	C		R	0.79	26.6	C		R	0.25	19.6	B
	NB	LT	0.76	23.5	C	NB	LT	0.99	40.9	D	NB	LT	1.05	46.5	D
	INTERSECTION			21.9	C	INTERSECTION			34.5	C	INTERSECTION			44.6	D
10th Ave. @ 42nd Street	EB	DefL	1.19	156.3	F						EB	DefL	1.83	446.7	F
		T	0.42	21.5	C	EB	LT	0.87	28.5	C		T	1.54	289.0	F
	WB	TR	1.12	90.4	F	WB	TR	0.93	42.1	D	WB	TR	1.47	247.7	F
	NB	LTR	0.84	23.0	C	NB	LTR	0.91	21.3	C	NB	LTR	1.85	406.4	F
	INTERSECTION			48.1	D	INTERSECTION			27.0	C	INTERSECTION			360.8	F
10th Avenue @ 43rd Street	WB	TR	0.52	23.8	C	WB	TR	0.65	26.0	C	WB	TR	0.76	32.5	C
	NB	LT	1.04	43.6	D	NB	LT	0.90	20.2	C	NB	LT	1.05	40.1	D
	INTERSECTION			41.2	D	INTERSECTION			21.2	C	INTERSECTION			38.9	D
11th Ave. @ 42nd Street	EB	TR	0.90	42.7	D	EB	TR	0.72	29.7	C	EB	TR	0.86	36.6	D
		R	0.78	43.7	D		R	0.60	33.3	C		R	0.77	43.4	D
	WB	L	0.58	30.2	C	WB	L	0.49	26.1	C	WB	L	0.86	43.2	D
		T	0.42	15.1	B		T	0.45	15.6	B		T	0.50	14.0	B
	SB	LTR	0.95	32.9	C	SB	LTR	0.82	25.1	C	SB	LTR	0.90	31.1	C
	INTERSECTION			32.5	C	INTERSECTION			24.6	C	INTERSECTION			31.0	C
11th Avenue @ 43rd Street	WB	LT	0.44	30.2	C	WB	LT	0.50	31.0	C	WB	LT	0.70	35.2	D
	SB	TR	0.51	4.2	A	SB	TR	0.46	4.0	A	SB	TR	0.53	4.3	A
	INTERSECTION			7.9	A	INTERSECTION			8.6	A	INTERSECTION			10.5	B
7th Ave @ 28th St	EB	TR	0.23	13.5	B	EB	TR	0.24	13.6	B	EB	TR	0.23	10.9	B
	SB	LT	0.90	30.2	C	SB	LT	0.87	27.8	C	SB	LT	0.95	38.5	D
	INTERSECTION			26.1	C	INTERSECTION			24.1	C	INTERSECTION			32.1	C
7th Ave @ 29th St	WB	LT	0.80	28.8	C	WB	LT	0.91	41.0	D	WB	LT	0.94	42.8	D
	SB	TR	0.77	17.2	B	SB	TR	0.67	15.3	B	SB	TR	0.95	29.4	C
	INTERSECTION			21.5	C	INTERSECTION			23.7	C	INTERSECTION			33.3	C
7th Ave @ 30th St	EB	TR	0.92	36.4	D	EB	TR	0.69	25.0	C	EB	TR	0.93	40.5	D
	SB	LT	0.76	16.9	B	SB	LT	0.67	15.2	B	SB	LT	0.84	22.0	C
	INTERSECTION			25.3	C	INTERSECTION			19.0	B	INTERSECTION			28.1	C
7th Ave @ 31st St	WB	LT	0.94	41.4	D	WB	LT	0.88	35.7	D	WB	LT	0.95	40.6	D
	SB	TR	0.71	18.6	B	SB	TR	0.53	14.5	B	SB	TR	0.69	19.9	B
	INTERSECTION			26.0	C	INTERSECTION			21.6	C	INTERSECTION			27.1	C
8th Avenue @ 28th Street	EB	LT	0.68	27.5	C	EB	LT	0.70	28.2	C	EB	LT	0.85	35.3	D
	NB	TR	0.75	15.1	B	NB	TR	0.92	22.0	C	NB	TR	0.92	22.0	C
	INTERSECTION			18.2	B	INTERSECTION			23.3	C	INTERSECTION			25.3	C
8th Avenue @ 29th Street	WB	TR	0.76	27.2	C	WB	TR	0.77	29.0	C	WB	TR	0.72	26.0	C
	NB	LT	0.81	18.3	B	NB	LT	1.00	37.5	D	NB	LT	1.03	44.1	D
	INTERSECTION			21.4	C	INTERSECTION			35.6	D	INTERSECTION			39.0	D

8th Ave @ 30th St	EB	LT	0.96	39.1	D	EB	LT	0.82	26.6	C	EB	LT	0.79	24.0	C
	NB	TR	0.92	27.2	C	NB	TR	1.02	43.8	D	NB	TR	0.92	27.5	C
	INTERSECTION			32.5	C	INTERSECTION			37.5	D	INTERSECTION			26.3	C
8th Avenue @ 31st Street	WB	TR	0.87	32.1	C	WB	TR	0.88	34.9	C	WB	TR	0.87	31.6	C
	NB	LT	0.81	20.8	C	NB	LT	0.94	27.8	C	NB	LT	1.03	43.7	D
	INTERSECTION			24.1	C	INTERSECTION			29.3	C	INTERSECTION			40.5	D
9th Ave @ 34th St	EB	TR	1.32	178.0	F	EB	TR	0.91	37.3	D	EB	TR	0.96	41.7	D
	WB	DefL	1.01	88.6	F	WB	DefL	0.83	43.0	D	WB	DefL	0.72	42.3	D
		T	0.56	17.3	B		T	0.45	8.4	A		T	0.40	9.8	A
	SB	LTR	0.86	26.4	C	SB	LTR	0.93	42.4	D	SB	LTR	0.93	39.8	D
	INTERSECTION			75.7	E	INTERSECTION			34.7	C	INTERSECTION			36.4	D
9th Avenue @ 35th Street	WB	LT	0.85	37.4	D	WB	LT	0.90	43.6	D	WB	LT	0.73	30.3	C
	SB	TR	0.95	21.9	C	SB	TR	0.67	10.6	B	SB	TR	0.84	14.0	B
	INTERSECTION			24.9	C	INTERSECTION			18.5	B	INTERSECTION			18.1	B
9th Avenue @ 36th Street	EB	TR	0.94	41.2	D	EB	TR	0.84	35.1	D	EB	TR	0.94	36.1	D
	SB	LT	0.88	17.7	B	SB	LT	0.67	10.5	B	SB	LT	0.98	33.7	C
	INTERSECTION			24.7	C	INTERSECTION			18.0	B	INTERSECTION			34.5	C
9th Ave @ 37th St	WB	LT	1.00	54.7	D	WB	LT	0.85	36.0	D	WB	LT	1.18	118.5	F
	SB	TR	0.85	15.7	B	SB	TR	0.71	11.1	B	SB	TR	0.89	14.9	B
	INTERSECTION			27.3	C	INTERSECTION			18.1	B	INTERSECTION			46.8	D
9th Avenue @ 38th Street	EB	TR	1.03	65.3	E	EB	TR	0.92	41.9	D	EB	TR	0.71	29.2	C
	SB	LT	0.88	15.3	B	SB	LT	0.74	12.3	B	SB	LT	0.91	15.9	B
	INTERSECTION			29.3	C	INTERSECTION			21.1	C	INTERSECTION			18.8	B
9th Avenue @ 39th Street	WB	LT	0.65	28.2	C	WB	LT	0.77	31.8	C	WB	LT	0.54	27.0	C
	SB	TR	0.87	14.8	B	SB	TR	0.73	11.4	B	SB	TR	0.98	23.8	C
	INTERSECTION			17.7	B	INTERSECTION			16.9	B	INTERSECTION			24.2	C
9th Avenue @ 41st Street	WB	LT	0.00	16.8	B	WB	LT	0.00	16.8	B	WB	LT	0.07	17.5	B
	SB	TR	0.91	19.9	B	SB	TR	0.92	22.1	C	SB	TR	0.90	19.6	B
	INTERSECTION			19.9	B	INTERSECTION			22.1	C	INTERSECTION			19.6	B
9th Ave @ 42nd St	EB	TR	0.99	57.5	E	EB	TR	0.88	39.8	D	EB	TR	0.91	41.4	D
	WB	DefL	0.54	34.4	C	WB	DefL	0.93	67.5	E	WB	DefL	0.68	40.7	D
		T	0.50	16.4	B		T	0.31	13.9	B		T	0.57	16.8	B
	SB	LTR	1.19	113.9	F	SB	LTR	0.88	27.4	C	SB	LTR	1.16	100.2	F
	INTERSECTION			88.9	F	INTERSECTION			31.4	C	INTERSECTION			75.1	E
9th Avenue @ 43rd Street	WB	LT	0.61	21.6	C	WB	LT	0.65	22.7	C	WB	LT	0.85	30.7	C
	SB	TR	0.94	26.7	C	SB	TR	0.94	27.9	C	SB	TR	0.94	26.7	C
	INTERSECTION			25.9	C	INTERSECTION			26.8	C	INTERSECTION			27.6	C
Dyer Avenue @ 34th Street	EB	T	0.60	29.2	C	EB	T	0.66	31.9	C	EB	T	0.85	40.3	D
	WB	T	0.56	14.0	B	WB	T	0.48	8.3	A	WB	T	0.43	8.7	A
		R	0.10	9.3	A		R	0.25	6.8	A		R	0.22	7.3	A
	SB	L	0.93	46.6	D	SB	L	0.81	43.7	D	SB	L	0.77	39.4	D
		R	0.20	23.3	C		R	0.50	37.4	D		R	0.67	42.3	D
	INTERSECTION			29.7	C	INTERSECTION			24.8	C	INTERSECTION			29.4	C
Dyer Avenue @ 35th Street	WB	LTR	0.82	26.7	C	WB	LTR	0.92	42.5	D	WB	LTR	0.90	32.2	C
	NB	LT	0.05	12.1	B	NB	LT	0.12	6.0	A	NB	LT	0.12	12.6	B
	SB	TR	0.59	20.4	C	SB	TR	0.25	10.1	B	SB	TR	0.40	17.6	B
	INTERSECTION			23.6	C	INTERSECTION			28.6	C	INTERSECTION			26.3	C
Dyer Avenue @ 36th Street	EB	LT	0.85	39.0	D	EB	LT	0.87	40.0	D	EB	LT	0.92	38.0	D
	NB	TR	0.19	21.0	C	NB	TR	0.34	22.7	C	NB	TR	0.67	32.8	C
	SB	DefL	0.69	20.1	C	SB	DefL	0.39	12.2	B	SB	DefL	0.38	18.5	B
		TR	0.44	10.2	B		TR	0.23	8.6	A		TR	0.28	10.8	B
	INTERSECTION			21.5	C	INTERSECTION			24.1	C	INTERSECTION			28.8	C
Dyer Avenue @ 41st Street	WB	TR	0.75	38.0	D	WB	TR	0.62	34.3	C	WB	TR	0.31	30.0	C
	NB	L	1.12	102.9	F	NB	L	1.12	101.8	F	NB	L	0.29	22.4	C
		TR	0.47	19.3	B		TR	0.36	19.0	B		TR	0.41	21.2	C
	INTERSECTION			48.4	D	INTERSECTION			50.2	D	INTERSECTION			22.5	C
Dyer Ave @ 42nd St	EB	T	0.37	21.0	C	EB	T	0.73	29.1	C	EB	T	0.46	22.2	C
	WB	T	0.56	23.6	C	WB	T	0.61	25.6	C	WB	T	0.67	25.8	C
	NB	L	0.38	14.1	B	NB	L	0.25	12.7	B	NB	L	0.36	13.9	B
		LTR	0.08	8.6	A		LTR	0.13	9.0	A		LTR	0.09	8.6	A
		R	0.71	19.1	B		R	0.44	12.4	B		R	0.36	11.3	B
	SB	R	0.02	10.9	B	SB	R	0.04	11.1	B	SB	R	0.18	12.5	B
	INTERSECTION			19.5	B	INTERSECTION			21.4	C	INTERSECTION			20.1	C
NB Boulevard @ 33rd Street	WB	TR	0.51	22.6	C	WB	TR	0.46	21.8	C	WB	TR	0.93	41.0	D
		R	0.35	21.5	C		R	0.41	22.5	C		R	0.91	49.5	D
	INTERSECTION			22.3	C	INTERSECTION			22.0	C	INTERSECTION			43.6	D

NB Boulevard @ 34th Street	EB	DefL	0.65	29.5	C	EB	DefL	0.67	35.7	D	EB	DefL	0.62	39.2	D
		T	0.56	9.1	A		T	0.52	11.1	B		T	0.64	18.7	B
	WB	TR	0.70	22.9	C	WB	TR	0.73	23.4	C	WB	TR	0.93	43.2	D
	NB	LTR	0.77	44.3	D	NB	LTR	0.74	38.2	D	NB	LTR	0.73	27.3	C
	INTERSECTION			21.0	C	INTERSECTION			22.6	C	INTERSECTION			31.3	C
NB Boulevard @ 35th Street	WB	TR	0.50	18.9	B	WB	TR	0.48	18.5	B	WB	TR	0.64	21.0	C
	NB	LT	0.67	23.5	C	NB	LT	0.52	19.9	B	NB	LT	0.56	20.3	C
	INTERSECTION			20.8	C	INTERSECTION			19.1	B	INTERSECTION			20.7	C
NB Boulevard @ 36th Street	EB	LT	0.65	28.7	C	EB	LT	0.44	18.2	B	EB	LT	0.89	37.3	D
	NB	TR	0.38	12.2	B	NB	TR	0.47	19.2	B	NB	TR	0.95	38.3	D
	INTERSECTION			22.0	C	INTERSECTION			18.6	B	INTERSECTION			37.8	D
NB Boulevard @ 37th Street	WB	TR	0.76	31.1	C	WB	TR	0.49	24.3	C	WB	TR	0.82	34.1	C
	NB	LT	0.17	11.0	B	NB	LT	0.18	11.1	B	NB	LT	0.26	11.8	B
	INTERSECTION			26.0	C	INTERSECTION			19.6	B	INTERSECTION			26.9	C
NB Boulevard @ 38th Street	EB	T	0.51	19.3	B	EB	T	0.67	29.1	C	EB	T	0.95	45.2	D
	NB	R	0.48	22.0	C	NB	R	0.56	19.0	B	NB	R	0.95	55.1	E
	INTERSECTION			19.8	B	INTERSECTION			26.8	C	INTERSECTION			47.6	D
SB Boulevard @ 35th Street	WB	T	0.95	43.5	D	WB	T	0.90	39.9	D	WB	T	0.98	55.1	E
	SB	R	0.20	14.0	B	SB	R	0.06	10.4	B	SB	R	0.32	13.0	B
	INTERSECTION			42.0	D	INTERSECTION			39.3	D	INTERSECTION			50.5	D
SB Boulevard @ 36th Street	EB	TR	0.69	29.7	C	EB	TR	0.59	27.4	C	EB	TR	0.89	35.5	D
	SB	LT	0.06	9.3	A	SB	LT	0.02	9.0	A	SB	LT	0.05	11.6	B
	INTERSECTION			28.2	C	INTERSECTION			26.9	C	INTERSECTION			33.9	C
SB Boulevard @ 37th Street	WB	LT	0.87	37.4	D	WB	LT	0.54	25.2	C	WB	LT	0.86	36.3	D
	SB	TR	0.05	10.2	B	SB	TR	0.02	9.9	A	SB	TR	0.04	10.0	B
	INTERSECTION			35.3	D	INTERSECTION			24.5	C	INTERSECTION			34.8	C

			AM					Midday					PM		
Intersection	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
10th Ave. @ 31st Street	WB	R	4.71	1707.0	F	WB	R	1.04	64.3	E	WB	R	0.96	40.8	D
	NB	T	0.89	15.8	B	NB	T	0.81	23.0	C	NB	T	0.99	40.7	D
	INTERSECTION			551.9	F	INTERSECTION			33.9	C	INTERSECTION			40.7	D
10th Ave. @ 33rd Street	NB	T	1.01	23.2	C	NB	T	0.84	6.5	A	NB	T	0.72	4.5	A
	INTERSECTION			23.2	C	INTERSECTION			6.5	A	INTERSECTION			4.5	A
10th Ave. @ 34th Street	EB	DefL	2.71	812.3	F	EB	DefL	2.70	807.4	F	EB	DefL	5.09	1883.0	F
		T	0.73	31.4	C		T	1.72	365.7	F		T	0.92	45.6	D
	WB	TR	1.20	129.9	F	WB	TR	2.06	513.6	F	WB	TR	1.49	254.9	F
	NB	LT	1.56	272.0	F	NB	LT	1.18	98.8	F	NB	LT	0.94	18.9	B
		R	0.97	56.6	E		R	0.75	27.0	C		R	0.92	46.8	D
	INTERSECTION			265.6	F	INTERSECTION			279.0	F	INTERSECTION			309.9	F
10th Ave. @ 35th Street	WB	TR	2.12	540.3	F	WB	TR	0.85	36.4	D	WB	TR	1.09	85.6	F
	NB	LT	1.33	167.3	F	NB	LT	1.03	37.9	D	NB	LT	0.96	20.3	C
	INTERSECTION			260.9	F	INTERSECTION			37.6	D	INTERSECTION			34.2	C
10th Ave. @ 36th Street	EB	LT	0.66	30.3	C	EB	LT	0.71	31.2	C	EB	LT	3.06	961.9	F
	NB	TR	0.97	21.9	C	NB	TR	1.03	38.0	D	NB	TR	1.23	118.9	F
	INTERSECTION			22.8	C	INTERSECTION			36.8	D	INTERSECTION			405.3	F
10th Ave. @ 37th Street	WB	TR	0.76	30.3	C	WB	TR	0.89	39.9	D	WB	TR	1.47	244.2	F
	NB	LT	0.89	16.5	B	NB	LT	1.03	39.8	D	NB	LT	0.93	19.3	B
	INTERSECTION			19.2	B	INTERSECTION			39.8	D	INTERSECTION			83.3	F
10th Ave. @ 38th Street	EB	LT	0.75	33.5	C	EB	LT	0.70	29.8	C	EB	LT	1.95	461.7	F
	NB	TR	0.94	18.2	B	NB	TR	1.05	43.8	D	NB	TR	1.16	88.4	F
	INTERSECTION			20.1	C	INTERSECTION			41.4	D	INTERSECTION			162.6	F
10th Ave. @ 39th Street	WB	T	0.43	21.3	C	WB	T	0.47	21.9	C	WB	T	0.01	20.7	C
		R	0.66	30.4	C		R	0.66	31.4	C		R	0.00	20.7	C
	NB	LT	0.81	16.3	B	NB	LT	0.99	31.0	C	NB	LT	1.06	43.9	D
	INTERSECTION			17.9	B	INTERSECTION			29.7	C	INTERSECTION			43.9	D
10th Avenue @ 40th Street	EB	LT	0.19	17.8	B	EB	LT	0.14	17.3	B	EB	LT	0.36	27.2	C
	NB	TR	0.89	19.8	B	NB	TR	0.84	17.9	B	NB	TR	1.04	34.1	C
	INTERSECTION			19.6	B	INTERSECTION			17.9	B	INTERSECTION			33.6	C
10th Ave. @ 41st Street	WB	T	0.33	14.0	B	WB	T	0.29	13.5	B	WB	T	0.12	12.2	B
		R	1.65	320.4	F		R	1.40	212.2	F		R	0.85	30.2	C
	NB	L	1.98	480.1	F	NB	L	2.45	690.1	F	NB	L	0.35	24.5	C
		T	0.80	24.6	C		T	1.03	52.7	D		T	1.65	317.2	F
	INTERSECTION			167.5	F	INTERSECTION			188.7	F	INTERSECTION			270.5	F
10th Ave. @ 42nd Street	EB	L	2.82	880.1	F	EB	L	1.12	124.6	F	EB	L	2.45	710.0	F
		T	0.48	27.2	C		T	1.02	53.7	D		T	0.50	26.7	C
	NB	TR	1.31	158.1	F	NB	TR	0.98	34.6	C	NB	TR	1.98	463.6	F
	INTERSECTION			212.6	F	INTERSECTION			44.6	D	INTERSECTION			449.0	F
10th Avenue @ 43rd Street	WB	TR	0.73	26.8	C	WB	TR	0.75	27.4	C	WB	TR	1.56	284.1	F
	NB	LT	0.95	23.5	C	NB	LT	0.90	19.3	B	NB	LT	1.42	209.3	F
	INTERSECTION			24.2	C	INTERSECTION			21.2	C	INTERSECTION			225.2	F
11th Ave. @ 33rd Street	SB	T	1.52	266.0	F	SB	T	1.66	329.4	F	SB	T	1.71	353.2	F
	INTERSECTION			266.0	F	INTERSECTION			329.4	F	INTERSECTION			353.2	F
11th Ave. @ 34th Street	EB	TR	1.26	152.9	F	EB	TR	0.89	37.3	D	EB	TR	0.85	35.1	D
	WB	DefL	5.94	2282.0	F	WB	DefL	4.68	1716.0	F	WB	DefL	4.04	1427.0	F
		T	1.01	64.4	E		T	3.36	1106.0	F		T	1.40	221.8	F
	SB	LTR	2.48	696.5	F	SB	LTR	2.37	648.3	F	SB	LTR	2.46	687.3	F
	INTERSECTION			639.5	F	INTERSECTION			705.4	F	INTERSECTION			556.0	F
11th Ave. @ 35th Street	WB	L	0.87	30.3	C	WB	L	1.25	157.1	F	WB	L	1.37	201.8	F
	SB	T	0.98	43.7	D	SB	T	1.01	42.2	D	SB	T	1.06	63.3	E
	INTERSECTION			38.6	D	INTERSECTION			71.9	E	INTERSECTION			112.2	F
11th Ave. @ 36th Street	SB	LT	0.98	28.5	C	SB	LT	1.04	42.7	D	SB	LT	1.17	95.4	F
	INTERSECTION			28.5	C	INTERSECTION			42.7	D	INTERSECTION			95.4	F
11th Ave. @ 37th Street	EB	R	0.00	18.0	B	EB	R	0.00	23.5	C	EB	R	0.04	28.0	C
	WB	L	0.79	37.9	D	WB	L	0.81	44.3	D	WB	L	2.19	583.5	F
	SB	T	0.94	29.6	C	SB	T	0.86	18.3	B	SB	T	0.72	11.2	B
	INTERSECTION			30.8	C	INTERSECTION			22.0	C	INTERSECTION			137.6	F
11th Ave. @ 38th Street	SB	LT	1.02	36.7	D	SB	LT	1.01	35.6	D	SB	LT	0.95	23.0	C
	INTERSECTION			36.7	D	INTERSECTION			35.6	D	INTERSECTION			23.0	C

11th Ave. @ 39th Street	WB	L	0.71	30.7	C	WB	L	0.82	37.1	D	WB	L	0.63	30.9	C
	SB	T	1.01	41.5	D	SB	T	1.01	43.3	D	SB	T	1.01	40.9	D
	INTERSECTION			39.4	D	INTERSECTION			42.1	D	INTERSECTION			39.6	D
11th Ave. @ 40th Street	SB	LT	1.22	118.9	F	SB	LT	1.03	38.0	D	SB	LT	1.30	152.4	F
	INTERSECTION			118.9	F	INTERSECTION			38.0	D	INTERSECTION			152.4	F
11th Ave. @ 41st Street	WB	L	0.37	31.2	C	WB	L	0.41	31.8	C	WB	L	0.04	27.6	C
	SB	T	1.15	88.5	F	SB	T	1.00	32.8	C	SB	T	1.35	175.3	F
	INTERSECTION			84.0	F	INTERSECTION			32.7	C	INTERSECTION			174.3	F
11th Ave. @ 42nd Street	EB	T	1.11	107.1	F	EB	T	1.18	133.6	F	EB	T	1.24	156.9	F
		R	2.60	772.8	F		R	2.16	580.7	F		R	2.82	872.3	F
	SB	LTR	1.61	307.5	F	SB	LTR	1.50	257.3	F	SB	LTR	1.81	394.5	F
	INTERSECTION			325.2	F	INTERSECTION			259.0	F	INTERSECTION			397.8	F
11th Avenue @ 43rd Street	WB	LT	0.95	40.9	D	WB	LT	0.96	39.4	D	WB	LT	1.00	40.3	D
	SB	TR	0.65	13.6	B	SB	TR	0.65	16.6	B	SB	TR	0.99	43.6	D
	INTERSECTION			23.7	C	INTERSECTION			26.2	C	INTERSECTION			42.1	D
12TH AVE. @ 42nd ST.	EB	LTR	0.08	46.9	D	EB	LTR	0.08	35.7	D	EB	LTR	0.14	33.6	C
	WB	L	0.56	58.2	E	WB	L	0.28	38.7	D	WB	L	0.43	38.6	D
		R	0.47	24.4	C		R	0.58	21.2	C		R	0.81	40.0	D
	NB	TR	0.84	24.4	C	NB	TR	1.01	38.5	D	NB	TR	1.04	35.2	D
	SB	L	0.78	44.9	D	SB	L	0.87	43.8	D	SB	L	2.15	582.5	F
		T	1.07	45.3	D		T	0.90	31.1	C		T	1.07	63.0	E
	INTERSECTION			36.5	D	INTERSECTION			35.2	D	INTERSECTION			86.9	F
12th Avenue @ 43rd Street	WB	LTR	0.80	58.9	E	WB	LTR	0.62	34.6	C	WB	LTR	0.98	67.3	E
	NB	L	1.18	220.2	F	NB	L	0.40	55.3	E	NB	L	0.54	61.4	E
		T	0.67	11.3	B		T	0.91	20.6	C		T	1.20	114.3	F
	SB	T	0.95	30.7	C	SB	T	0.86	27.2	C	SB	T	1.08	47.7	D
		R	0.01	9.4	A		R	0.02	13.3	B		R	0.01	13.2	B
	INTERSECTION			27.3	C	INTERSECTION			24.7	C	INTERSECTION			85.0	F
6th Avenue @ 33rd Street	NB	L	0.12	12.8	B	NB	L	0.13	12.9	B	NB	L	0.12	12.8	B
		T	0.97	28.4	C		T	0.86	19.5	B		T	0.88	20.7	C
	INTERSECTION			27.9	C	INTERSECTION			19.3	B	INTERSECTION			20.4	C
6th Avenue @ 35th Street	WB	TR	0.79	32.2	C	WB	TR	0.98	54.1	D	WB	TR	0.78	31.9	C
	NB	LT	0.87	15.3	B	NB	LT	0.85	17.5	B	NB	LT	0.80	13.0	B
	INTERSECTION			19.8	B	INTERSECTION			27.0	C	INTERSECTION			18.3	B
6th Ave @ 42nd St	EB	LT	0.96	37.4	D	EB	LT	0.95	43.2	D	EB	LT	0.77	30.6	C
	WB	R	0.72	20.1	C	WB	R	0.77	25.0	C	WB	R	0.78	28.7	C
	NB	TR	0.97	36.7	D	NB	TR	0.65	17.5	B	NB	TR	0.77	15.9	B
	INTERSECTION			33.0	C	INTERSECTION			24.7	C	INTERSECTION			21.5	C
6th Avenue @ 43rd Street	WB	TR	0.80	39.1	D	WB	TR	0.59	28.7	C	WB	TR	0.74	31.1	C
	NB	LT	1.03	35.8	D	NB	LT	0.98	24.0	C	NB	LT	0.96	20.9	C
	INTERSECTION			36.2	D	INTERSECTION			24.4	C	INTERSECTION			22.8	C
7th Ave @ 31st St	WB	LT	0.96	43.7	D	WB	LT	0.83	32.1	C	WB	LT	0.95	40.6	D
	SB	TR	0.76	19.8	B	SB	TR	0.58	15.2	B	SB	TR	0.83	23.3	C
	INTERSECTION			27.5	C	INTERSECTION			20.4	C	INTERSECTION			28.8	C
7th Ave @ 33rd St	WB	LT	0.35	31.6	C	WB	LT	0.38	32.3	C	WB	LT	0.33	31.3	C
	SB	TR	0.60	4.9	A	SB	TR	0.50	4.2	A	SB	TR	0.56	4.6	A
	INTERSECTION			5.8	A	INTERSECTION			5.6	A	INTERSECTION			5.6	A
7th Ave 34th St	EB	TR	0.89	33.6	C	EB	TR	0.75	24.9	C	EB	TR	0.95	39.2	D
	WB	LT	0.96	44.3	D	WB	LT	0.89	32.9	C	WB	LT	0.92	38.7	D
	SB	T	0.76	18.0	B	SB	T	0.87	24.4	C	SB	T	0.87	23.6	C
	INTERSECTION			28.8	C	INTERSECTION			26.9	C	INTERSECTION			32.0	C
7th Ave @ 35th St	WB	L	0.65	29.2	C	WB	L	0.57	26.6	C	WB	L	0.47	22.9	C
		LT	0.92	40.5	D		LT	0.74	28.8	C		LT	0.92	38.6	D
	SB	TR	0.97	28.8	C	SB	TR	0.84	17.9	B	SB	TR	0.86	20.4	C
	INTERSECTION			31.9	C	INTERSECTION			21.4	C	INTERSECTION			26.2	C
7th Ave @ 41st St	WB	LT	0.45	24.6	C	WB	LT	0.21	15.8	B	WB	LT	0.27	22.1	C
	SB	TR	0.87	16.4	B	SB	TR	0.79	20.9	C	SB	TR	0.77	13.4	B
	INTERSECTION			17.5	B	INTERSECTION			20.3	C	INTERSECTION			14.2	B
7th Ave @ 42nd St	EB	TR	0.98	40.6	D	EB	TR	0.83	29.2	C	EB	TR	0.77	30.6	C
	SB	LT	0.91	31.5	C	SB	LT	0.73	19.6	B	SB	LT	0.77	15.6	B
	INTERSECTION			34.9	C	INTERSECTION			23.2	C	INTERSECTION			19.8	B
7th Avenue @ 43rd Street	WB	LT	0.67	21.9	C	WB	LT	0.95	41.2	D	WB	LT	0.87	35.2	D
	SB	TR	0.89	24.5	C	SB	TR	0.68	19.1	B	SB	TR	0.63	10.9	B
	INTERSECTION			23.6	C	INTERSECTION			27.8	C	INTERSECTION			20.0	C
8th Avenue @ 31st Street	WB	TR	1.01	53.4	D	WB	TR	0.64	21.7	C	WB	TR	0.72	22.3	C
	NB	LT	0.98	36.2	D	NB	LT	0.86	22.6	C	NB	LT	0.99	37.6	D
	INTERSECTION			42.1	D	INTERSECTION			22.3	C	INTERSECTION			32.5	C

8th Ave @ 33rd St	NB	T	0.71	5.0	A	NB	T	0.71	4.9	A	NB	T	0.83	6.7	A
	INTERSECTION			5.0	A	INTERSECTION			4.9	A	INTERSECTION			6.7	A
8th Ave @ 34th St	EB	L	0.72	44.5	D	EB	L	0.59	36.5	D	EB	L	1.02	81.5	F
		T	0.93	18.0	B		T	0.68	18.1	B		T	0.76	20.4	C
	WB	TR	0.93	41.4	D	WB	TR	0.93	41.4	D	WB	TR	0.91	43.5	D
	NB	LTR	0.83	27.0	C	NB	LTR	0.86	28.9	C	NB	LTR	0.97	38.1	D
	INTERSECTION			28.8	C	INTERSECTION			30.1	C	INTERSECTION			38.6	D
8th Avenue @ 35th Street	WB	TR	0.98	43.1	D	WB	TR	0.86	29.7	C	WB	TR	1.01	53.2	D
	NB	LT	0.91	25.7	C	NB	LT	0.81	20.7	C	NB	LT	0.99	32.5	C
	INTERSECTION			31.9	C	INTERSECTION			23.8	C	INTERSECTION			38.9	D
8th Avenue @ 41st Street	WB	R	0.30	13.9	B	WB	R	0.19	11.8	B	WB	R	0.41	14.3	B
	NB	T	0.96	34.8	C	NB	T	0.90	30.8	C	NB	T	0.93	31.7	C
	INTERSECTION			32.5	C	INTERSECTION			29.1	C	INTERSECTION			29.2	C
8th Ave @ 42nd St	EB	LT	1.31	172.8	F	EB	LT	0.97	43.5	D	EB	LT	0.89	46.3	D
	NB	TR	1.22	122.3	F	NB	TR	0.97	44.7	D	NB	TR	1.43	227.0	F
	INTERSECTION			135.4	F	INTERSECTION			44.4	D	INTERSECTION			197.6	F
8th Avenue @ 43rd Street	WB	TR	0.90	35.5	D	WB	TR	0.75	26.1	C	WB	TR	0.84	31.1	C
	NB	LT	0.94	25.2	C	NB	LT	0.97	31.2	C	NB	LT	0.95	24.0	C
	INTERSECTION			28.8	C	INTERSECTION			29.6	C	INTERSECTION			26.0	C
9th Avenue @ 31st Street	WB	LT	0.68	29.1	C	WB	LT	0.82	34.4	C	WB	LT	0.93	38.8	D
	SB	TR	1.04	41.8	D	SB	TR	0.88	15.3	B	SB	TR	0.99	31.2	C
	INTERSECTION			39.3	D	INTERSECTION			19.9	B	INTERSECTION			33.2	C
9th Ave @ 33rd St	SB	T	0.71	4.6	A	SB	T	0.60	3.8	A	SB	T	0.74	4.9	A
	INTERSECTION			4.6	A	INTERSECTION			3.8	A	INTERSECTION			4.9	A
9th Ave @ 34th St	EB	TR	1.36	195.3	F	EB	TR	1.21	132.5	F	EB	TR	1.75	371.0	F
	WB	DefL	0.99	85.2	F	WB	DefL	1.18	145.8	F	WB	DefL	0.77	50.0	D
		T	0.55	17.3	B		T	0.59	17.8	B		T	0.49	16.3	B
	SB	LTR	1.44	227.5	F	SB	LTR	1.20	120.2	F	SB	LTR	1.15	98.6	F
	INTERSECTION			185.1	F	INTERSECTION			108.8	F	INTERSECTION			166.9	F
9th Avenue @ 35th Street	WB	LT	0.96	38.1	D	WB	LT	0.94	36.6	D	WB	LT	0.71	18.0	B
	SB	TR	0.93	27.9	C	SB	TR	0.82	21.4	C	SB	TR	0.99	41.6	D
	INTERSECTION			31.5	C	INTERSECTION			27.5	C	INTERSECTION			31.9	C
9th Avenue @ 41st Street	WB	LT	0.00	16.8	B	WB	LT	0.00	16.8	B	WB	LT	0.00	16.8	B
	SB	TR	0.94	21.9	C	SB	TR	0.96	25.9	C	SB	TR	0.90	19.5	B
	INTERSECTION			21.9	C	INTERSECTION			25.9	C	INTERSECTION			19.5	B
9th Ave @ 42nd St	EB	TR	0.90	34.5	C	EB	TR	0.83	29.0	C	EB	TR	0.89	35.3	D
	SB	LT	1.10	73.2	E	SB	LT	1.01	40.3	D	SB	LT	1.16	96.5	F
	INTERSECTION			65.1	E	INTERSECTION			37.4	D	INTERSECTION			83.7	F
9th Avenue @ 43rd Street	WB	LT	0.80	25.7	C	WB	LT	0.81	26.0	C	WB	LT	0.90	31.0	C
	SB	TR	0.93	25.7	C	SB	TR	0.93	27.4	C	SB	TR	0.90	24.0	C
	INTERSECTION			25.7	C	INTERSECTION			26.9	C	INTERSECTION			26.3	C
Broadway @ 35th St	WB	LT	0.53	9.9	A	WB	LT	0.47	9.3	A	WB	LT	0.52	9.8	A
	SB	TR	0.82	37.7	D	SB	TR	0.83	37.9	D	SB	TR	0.96	51.1	D
	INTERSECTION			22.7	C	INTERSECTION			23.4	C	INTERSECTION			30.7	C
Broadway @ 41st St	WB	LT	0.82	47.0	D	WB	LT	0.51	22.3	C	WB	LT	0.44	27.0	C
	SB	TR	0.50	13.3	B	SB	TR	0.46	17.9	B	SB	TR	0.36	11.9	B
	INTERSECTION			17.8	B	INTERSECTION			18.6	B	INTERSECTION			13.5	B
Broadway @ 42nd St	EB	T	0.88	28.8	C	EB	T	0.76	25.6	C	EB	T	0.61	24.2	C
	SB	LT	0.92	34.2	C	SB	LT	0.55	19.3	B	SB	LT	0.50	16.3	B
	INTERSECTION			32.3	C	INTERSECTION			21.7	C	INTERSECTION			18.8	B
Broadway @ 43rd Street	WB	LT	0.92	34.3	C	WB	LT	0.89	34.4	C	WB	LT	0.97	44.0	D
	SB	T	0.80	23.7	C	SB	T	0.86	27.5	C	SB	T	0.84	26.6	C
	INTERSECTION			28.7	C	INTERSECTION			31.2	C	INTERSECTION			36.8	D
Broadway/6th Ave@34th St	EB	T	0.99	57.6	E	EB	T	0.91	42.5	D	EB	T	0.94	46.6	D
	WB	TR	1.11	96.2	F	WB	TR	1.09	85.0	F	WB	TR	0.93	46.7	D
	NB	T	1.41	218.6	F	NB	T	1.47	245.2	F	NB	T	1.54	269.9	F
	SB	T	1.03	71.9	E	SB	T	1.12	103.8	F	SB	T	1.18	127.1	F
	INTERSECTION			140.3	F	INTERSECTION			147.0	F	INTERSECTION			161.2	F
Cardinal Stepanic Plz @ 40 St	EB	TR	0.20	13.9	B	EB	TR	0.13	13.3	B	EB	TR	0.21	14.0	B
		R	0.49	18.5	B		R	0.18	14.0	B		R	0.58	20.6	C
	SB	T	0.82	30.4	C	SB	T	0.89	35.5	D	SB	T	0.16	17.0	B
	INTERSECTION			24.6	C	INTERSECTION			30.3	C	INTERSECTION			17.5	B
Dyer Avenue @ 34th Street	EB	T	0.94	38.1	D	EB	T	0.89	34.0	C	EB	T	0.99	45.5	D
	WB	T	0.78	25.2	C	WB	T	0.87	31.8	C	WB	T	0.73	21.4	C
		R	0.08	13.6	B		R	0.34	18.0	B		R	0.30	14.4	B
	SB	L	0.53	21.0	C	SB	L	0.22	15.8	B	SB	L	0.27	19.3	B
		R	0.31	18.7	B		R	0.51	21.2	C		R	0.97	61.3	E
	INTERSECTION			28.5	C	INTERSECTION			28.8	C	INTERSECTION			36.4	D

Dyer Avenue @ 41st Street	WB	TR	0.80	38.4	D	WB	TR	0.76	38.2	D	WB	TR	0.23	29.0	C
	NB	L	0.90	38.3	D	NB	L	0.73	28.7	C	NB	L	0.63	27.1	C
		TR	0.46	24.2	C		TR	0.38	21.4	C		TR	0.29	20.3	C
	INTERSECTION			35.7	D	INTERSECTION			30.3	C	INTERSECTION			25.3	C
Dyer Ave @ 42nd St	EB	T	0.49	23.0	C	EB	T	0.62	25.5	C	EB	T	0.58	24.8	C
	NB	T	0.08	8.6	A	NB	T	0.13	9.0	A	NB	T	0.09	8.6	A
		R	0.26	9.7	A		R	0.16	9.0	A		R	0.13	8.8	A
	INTERSECTION			16.3	B	INTERSECTION			19.2	B	INTERSECTION			19.3	B
Lincoln Tunnel Expwy @ 31 St	WB	LTR	0.90	35.4	D	WB	LTR	0.89	41.0	D	WB	LTR	1.29	166.7	F
	NB	LT	0.15	9.6	A	NB	LT	0.20	5.5	A	NB	LT	0.51	8.9	A
	SB	TR	0.66	19.1	B	SB	TR	0.28	9.5	A	SB	TR	0.16	9.5	A
	INTERSECTION			27.1	C	INTERSECTION			26.4	C	INTERSECTION			107.3	F
NB Boulevard @ 34th Street	EB	LT	0.78	12.9	B	EB	LT	0.89	34.7	C	EB	LT	1.02	61.9	E
	WB	TR	0.67	10.7	B	WB	TR	1.15	103.7	F	WB	TR	1.48	252.6	F
	NB	LTR	0.00	27.2	C	NB	LTR	0.00	11.3	B	NB	LTR	0.00	8.9	A
	INTERSECTION			11.9	B	INTERSECTION			73.3	E	INTERSECTION			176.0	F
NB Boulevard @ 35th Street	WB	TR	0.73	23.2	C	WB	TR	0.52	19.2	B	WB	TR	1.00	47.4	D
	NB	LT	0.34	17.1	B	NB	LT	0.25	16.1	B	NB	LT	0.27	16.3	B
	INTERSECTION			21.9	C	INTERSECTION			18.4	B	INTERSECTION			41.6	D
NB Boulevard @ 36th Street	EB	LT	0.45	24.9	C	EB	LT	0.35	17.1	B	EB	LT	0.87	35.0	D
	NB	TR	0.39	12.2	B	NB	TR	0.47	19.1	B	NB	TR	0.90	31.4	C
	INTERSECTION			18.7	B	INTERSECTION			18.1	B	INTERSECTION			33.3	C
NB Boulevard @ 37th Street	WB	TR	0.49	24.3	C	WB	TR	0.34	22.1	C	WB	TR	0.46	23.9	C
	NB	LT	0.17	11.0	B	NB	LT	0.18	11.1	B	NB	LT	0.25	11.7	B
	INTERSECTION			19.8	B	INTERSECTION			17.2	B	INTERSECTION			18.3	B
NB Boulevard @ 38th Street	EB	T	0.27	16.2	B	EB	T	0.49	25.5	C	EB	T	0.73	29.1	C
	NB	R	0.42	20.4	C	NB	R	0.56	18.8	B	NB	R	0.61	19.7	B
	INTERSECTION			17.5	B	INTERSECTION			23.6	C	INTERSECTION			26.4	C
SB Boulevard @ 35th Street	WB	T	0.89	29.0	C	WB	T	0.80	34.5	C	WB	T	0.89	40.3	D
	SB	R	0.22	21.4	C	SB	R	0.04	9.3	A	SB	R	0.31	12.9	B
	INTERSECTION			28.7	C	INTERSECTION			34.0	C	INTERSECTION			37.0	D
SB Boulevard @ 36th Street	EB	TR	0.44	24.8	C	EB	TR	0.46	25.0	C	EB	TR	0.86	32.9	C
	SB	LT	0.07	9.4	A	SB	LT	0.01	9.0	A	SB	LT	0.05	11.6	B
	INTERSECTION			22.9	C	INTERSECTION			24.5	C	INTERSECTION			31.5	C
SB Boulevard @ 37th Street	WB	LT	0.59	26.4	C	WB	LT	0.39	22.8	C	WB	LT	0.49	24.3	C
	SB	TR	0.05	10.2	B	SB	TR	0.02	9.9	A	SB	TR	0.04	10.0	B
	INTERSECTION			24.6	C	INTERSECTION			22.1	C	INTERSECTION			23.0	C

			AM					Midday					PM		
Intersection	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
10th Ave. @ 31st Street	WB	R	2.99	931.2	F	WB	R	0.96	43.9	D	WB	R	0.84	26.5	C
	NB	T	0.80	12.8	B	NB	T	0.76	21.8	C	NB	T	0.91	30.9	C
	INTERSECTION			267.5	F	INTERSECTION			27.5	C	INTERSECTION			29.8	C
10th Ave. @ 33rd Street	NB	T	0.86	7.0	A	NB	T	1.01	24.6	C	NB	T	0.65	4.0	A
	INTERSECTION			7.0	A	INTERSECTION			24.6	C	INTERSECTION			4.0	A
10th Ave. @ 34th Street	EB	DefL	2.29	624.4	F	EB	DefL	2.43	690.5	F	EB	DefL	3.40	1124.0	F
		T	0.59	27.7	C		T	1.54	287.9	F		T	0.74	31.9	C
	WB	TR	1.03	68.5	E	WB	TR	1.92	452.2	F	WB	TR	1.34	192.0	F
	NB	LT	1.30	149.6	F	NB	LT	1.09	61.6	E	NB	LT	0.86	14.2	B
		R	0.75	25.9	C		R	0.74	26.0	C		R	0.80	31.2	C
	INTERSECTION			162.0	F	INTERSECTION			224.2	F	INTERSECTION			161.9	F
10th Ave. @ 35th Street	WB	TR	1.44	236.5	F	WB	TR	0.78	32.8	C	WB	TR	0.84	33.2	C
	NB	LT	1.09	58.9	E	NB	LT	0.95	20.2	C	NB	LT	0.88	18.0	B
	INTERSECTION			98.1	F	INTERSECTION			22.7	C	INTERSECTION			21.3	C
10th Ave. @ 36th Street	EB	LT	0.45	25.4	C	EB	LT	0.55	27.2	C	EB	LT	1.92	447.8	F
	NB	TR	0.88	14.7	B	NB	TR	0.99	26.0	C	NB	TR	1.13	78.2	E
	INTERSECTION			15.6	B	INTERSECTION			26.1	C	INTERSECTION			173.6	F
10th Ave. @ 37th Street	WB	TR	0.54	24.7	C	WB	TR	0.85	36.0	D	WB	TR	1.21	131.5	F
	NB	LT	0.81	14.1	B	NB	LT	0.98	27.7	C	NB	LT	0.83	14.7	B
	INTERSECTION			15.9	B	INTERSECTION			29.2	C	INTERSECTION			48.3	D
10th Ave. @ 38th Street	EB	LT	0.59	28.1	C	EB	LT	0.57	26.9	C	EB	LT	1.30	176.8	F
	NB	TR	0.83	13.1	B	NB	TR	1.00	29.3	C	NB	TR	1.04	38.5	D
	INTERSECTION			14.8	B	INTERSECTION			29.0	C	INTERSECTION			60.4	E
10th Ave. @ 39th Street	WB	T	0.32	19.9	B	WB	T	0.43	21.3	C	WB	T	0.01	18.1	B
		R	0.59	27.2	C		R	0.64	30.3	C		R	0.01	18.1	B
	NB	LT	0.73	14.7	B	NB	LT	0.94	23.3	C	NB	LT	1.00	29.9	C
	INTERSECTION			16.2	B	INTERSECTION			23.4	C	INTERSECTION			29.9	C
10th Avenue @ 40th Street	EB	LT	0.16	17.5	B	EB	LT	0.13	17.3	B	EB	LT	0.24	24.3	C
	NB	TR	0.82	17.6	B	NB	TR	0.80	17.0	B	NB	TR	0.94	15.7	B
	INTERSECTION			17.6	B	INTERSECTION			17.0	B	INTERSECTION			16.2	B
10th Ave. @ 41st Street	WB	T	0.32	13.9	B	WB	T	0.28	13.4	B	WB	T	0.10	12.0	B
		R	1.58	291.1	F		R	1.35	187.1	F		R	0.77	25.2	C
	NB	L	1.74	370.0	F	NB	L	2.21	583.8	F	NB	L	0.36	24.7	C
		T	0.76	23.6	C		T	0.97	38.3	D		T	1.41	212.2	F
	INTERSECTION			146.3	F	INTERSECTION			161.7	F	INTERSECTION			180.8	F
10th Ave. @ 42nd Street	EB	L	2.70	825.9	F	EB	L	1.15	132.6	F	EB	L	2.29	639.2	F
		T	0.44	26.6	C		T	0.99	45.9	D		T	0.46	26.1	C
	NB	TR	1.25	133.4	F	NB	TR	0.94	28.8	C	NB	TR	1.69	334.5	F
	INTERSECTION			187.7	F	INTERSECTION			40.2	D	INTERSECTION			332.5	F
10th Avenue @ 43rd Street	WB	TR	0.73	26.8	C	WB	TR	0.70	25.7	C	WB	TR	1.60	301.2	F
	NB	LT	0.92	20.9	C	NB	LT	0.87	18.0	B	NB	LT	1.25	131.6	F
	INTERSECTION			22.2	C	INTERSECTION			19.9	B	INTERSECTION			172.4	F
11th Ave. @ 33rd Street	SB	T	1.39	210.5	F	SB	T	1.58	296.3	F	SB	T	1.44	233.1	F
	INTERSECTION			210.5	F	INTERSECTION			296.3	F	INTERSECTION			233.1	F
11th Ave. @ 34th Street	EB	TR	1.16	110.6	F	EB	TR	0.88	36.7	D	EB	TR	0.82	33.3	C
	WB	DefL	5.16	1934.0	F	WB	DefL	4.49	1632.0	F	WB	DefL	3.56	1214.0	F
		T	0.95	50.0	D		T	3.25	1055.0	F		T	1.28	172.7	F
	SB	LTR	1.53	268.4	F	SB	LTR	2.15	549.0	F	SB	LTR	2.05	501.1	F
	INTERSECTION			357.4	F	INTERSECTION			631.4	F	INTERSECTION			412.1	F
11th Ave. @ 35th Street	WB	L	0.54	19.9	B	WB	L	0.97	56.7	E	WB	L	1.00	59.5	E
	SB	T	0.84	27.0	C	SB	T	0.96	30.9	C	SB	T	0.95	33.8	C
	INTERSECTION			24.9	C	INTERSECTION			37.0	D	INTERSECTION			41.5	D
11th Ave. @ 36th Street	SB	LT	0.85	15.3	B	SB	LT	0.98	27.2	C	SB	LT	1.00	34.2	C
	INTERSECTION			15.3	B	INTERSECTION			27.2	C	INTERSECTION			34.2	C
11th Ave. @ 37th Street	EB	R	0.00	18.0	B	EB	R	0.00	23.5	C	EB	R	0.04	28.0	C
	WB	L	0.64	29.0	C	WB	L	0.76	40.6	D	WB	L	1.97	484.8	F
	SB	T	0.80	20.8	C	SB	T	0.80	16.1	B	SB	T	0.61	9.4	A
	INTERSECTION			22.1	C	INTERSECTION			19.7	B	INTERSECTION			118.6	F
11th Ave. @ 38th Street	SB	LT	0.85	14.8	B	SB	LT	0.94	21.1	C	SB	LT	0.82	13.8	B
	INTERSECTION			14.8	B	INTERSECTION			21.1	C	INTERSECTION			13.8	B

11th Ave. @ 39th Street	WB	L	0.73	32.8	C	WB	L	0.72	30.4	C	WB	L	0.29	20.7	C
	SB	T	0.85	21.3	C	SB	T	0.96	32.8	C	SB	T	1.00	40.6	D
	INTERSECTION			23.6	C	INTERSECTION			32.3	C	INTERSECTION			39.1	D
11th Ave. @ 40th Street	SB	LT	1.06	52.6	D	SB	LT	1.02	37.4	D	SB	LT	1.21	111.1	F
	INTERSECTION			52.6	D	INTERSECTION			37.4	D	INTERSECTION			111.1	F
11th Ave. @ 41st Street	WB	L	0.32	30.5	C	WB	L	0.39	31.5	C	WB	L	0.00	27.2	C
	SB	T	1.00	32.6	C	SB	T	0.95	22.2	C	SB	T	1.26	135.1	F
	INTERSECTION			32.4	C	INTERSECTION			23.1	C	INTERSECTION			135.1	F
11th Ave. @ 42nd Street	EB	T	1.06	90.3	F	EB	T	1.19	134.3	F	EB	T	1.18	132.5	F
		R	2.23	606.6	F		R	2.09	551.2	F		R	2.73	832.9	F
	SB	LTR	1.45	234.4	F	SB	LTR	1.43	226.6	F	SB	LTR	1.68	337.9	F
	INTERSECTION			248.4	F	INTERSECTION			233.2	F	INTERSECTION			347.6	F
11th Avenue @ 43rd Street	WB	LT	0.92	37.0	D	WB	LT	0.94	35.7	D	WB	LT	0.93	27.1	C
	SB	TR	0.56	12.6	B	SB	TR	0.61	16.1	B	SB	TR	0.92	33.7	C
	INTERSECTION			22.2	C	INTERSECTION			24.5	C	INTERSECTION			30.7	C
12TH AVE. @ 42nd ST.	EB	LTR	0.08	47.1	D	EB	LTR	0.08	35.7	D	EB	LTR	0.16	33.9	C
	WB	L	0.58	58.7	E	WB	L	0.30	39.0	D	WB	L	0.44	38.8	D
		R	0.46	24.1	C		R	0.57	20.9	C		R	0.75	36.4	D
	NB	TR	0.82	23.7	C	NB	TR	1.00	35.1	D	NB	TR	1.01	24.2	C
	SB	L	0.70	42.1	D	SB	L	0.87	43.7	D	SB	L	2.05	534.8	F
		T	1.05	39.6	D		T	0.89	30.8	C		T	1.06	62.0	E
	INTERSECTION			33.5	C	INTERSECTION			33.5	C	INTERSECTION			76.6	E
12th Avenue @ 43rd Street	WB	LTR	0.79	58.0	E	WB	LTR	0.62	34.6	C	WB	LTR	0.90	52.8	D
	NB	L	1.18	220.2	F	NB	L	0.38	54.6	D	NB	L	0.55	61.7	E
		T	0.65	11.0	B		T	0.89	19.8	B		T	1.16	94.4	F
	SB	T	0.93	28.0	C	SB	T	0.86	27.1	C	SB	T	1.07	44.8	D
		R	0.01	9.4	A		R	0.01	13.2	B		R	0.01	13.2	B
	INTERSECTION			25.8	C	INTERSECTION			24.2	C	INTERSECTION			71.8	E
6th Avenue @ 33rd Street	NB	L	0.12	12.8	B	NB	L	0.13	12.9	B	NB	L	0.12	12.8	B
		T	0.93	24.1	C		T	0.83	18.7	B		T	0.85	19.2	B
	INTERSECTION			23.7	C	INTERSECTION			18.4	B	INTERSECTION			19.0	B
6th Avenue @ 35th Street	WB	TR	0.70	29.4	C	WB	TR	0.93	44.1	D	WB	TR	0.73	30.3	C
	NB	LT	0.84	14.1	B	NB	LT	0.82	16.7	B	NB	LT	0.77	12.3	B
	INTERSECTION			17.9	B	INTERSECTION			23.7	C	INTERSECTION			17.2	B
6th Ave @ 42nd St	EB	LT	0.95	35.4	D	EB	LT	0.93	40.8	D	EB	LT	0.71	28.1	C
	WB	R	0.67	18.9	B	WB	R	0.76	24.6	C	WB	R	0.76	28.1	C
	NB	TR	0.96	35.3	D	NB	TR	0.64	17.3	B	NB	TR	0.75	15.5	B
	INTERSECTION			31.6	C	INTERSECTION			24.0	C	INTERSECTION			20.6	C
6th Avenue @ 43rd Street	WB	TR	0.72	32.9	C	WB	TR	0.58	28.6	C	WB	TR	0.73	30.9	C
	NB	LT	1.04	41.1	D	NB	LT	0.96	21.4	C	NB	LT	0.93	18.4	B
	INTERSECTION			40.1	D	INTERSECTION			22.2	C	INTERSECTION			20.8	C
7th Ave @ 31st St	WB	LT	0.91	38.1	D	WB	LT	0.81	30.3	C	WB	LT	0.88	32.6	C
	SB	TR	0.67	16.4	B	SB	TR	0.54	14.6	B	SB	TR	0.73	20.7	C
	INTERSECTION			23.2	C	INTERSECTION			19.7	B	INTERSECTION			24.6	C
7th Ave @ 33rd St	WB	LT	0.35	31.6	C	WB	LT	0.38	32.2	C	WB	LT	0.33	31.3	C
	SB	TR	0.56	4.6	A	SB	TR	0.46	4.1	A	SB	TR	0.50	4.2	A
	INTERSECTION			5.7	A	INTERSECTION			5.5	A	INTERSECTION			5.4	A
7th Ave 34th St	EB	TR	0.84	31.0	C	EB	TR	0.68	22.9	C	EB	TR	0.85	31.8	C
	WB	LT	0.90	36.8	D	WB	LT	0.86	30.2	C	WB	LT	0.94	43.7	D
	SB	T	0.90	22.7	C	SB	T	0.83	22.4	C	SB	T	0.74	16.5	B
	INTERSECTION			28.3	C	INTERSECTION			24.8	C	INTERSECTION			27.7	C
7th Ave @ 35th St	WB	L	0.59	27.3	C	WB	L	0.57	26.5	C	WB	L	0.47	24.2	C
		LT	0.74	28.8	C		LT	0.65	26.3	C		LT	0.87	35.7	D
	SB	TR	0.92	21.9	C	SB	TR	0.79	16.3	B	SB	TR	0.75	15.1	B
	INTERSECTION			24.0	C	INTERSECTION			19.7	B	INTERSECTION			22.2	C
7th Ave @ 41st St	WB	LT	0.44	24.5	C	WB	LT	0.22	15.8	B	WB	LT	0.26	22.0	C
	SB	TR	0.84	15.3	B	SB	TR	0.76	20.2	C	SB	TR	0.75	12.8	B
	INTERSECTION			16.6	B	INTERSECTION			19.7	B	INTERSECTION			13.7	B
7th Ave @ 42nd St	EB	TR	0.96	37.5	D	EB	TR	0.82	28.5	C	EB	TR	0.71	28.3	C
	SB	LT	0.88	29.6	C	SB	LT	0.70	19.0	B	SB	LT	0.74	15.0	B
	INTERSECTION			32.6	C	INTERSECTION			22.6	C	INTERSECTION			18.6	B
7th Avenue @ 43rd Street	WB	LT	0.65	21.5	C	WB	LT	0.94	38.9	D	WB	LT	0.88	36.1	D
	SB	TR	0.86	23.3	C	SB	TR	0.66	18.8	B	SB	TR	0.62	10.7	B
	INTERSECTION			22.7	C	INTERSECTION			26.8	C	INTERSECTION			20.5	C
8th Avenue @ 31st Street	WB	TR	0.92	37.3	D	WB	TR	0.93	41.8	D	WB	TR	0.63	20.4	C
	NB	LT	0.90	26.0	C	NB	LT	0.82	21.2	C	NB	LT	0.92	27.1	C
	INTERSECTION			29.8	C	INTERSECTION			26.4	C	INTERSECTION			24.9	C

8th Ave @ 33rd St	NB	T	0.67	4.6	A	NB	T	0.67	4.5	A	NB	T	0.77	5.6	A
	INTERSECTION			4.6	A	INTERSECTION			4.5	A	INTERSECTION			5.6	A
8th Ave @ 34th St	EB	L	0.62	35.9	D	EB	L	0.51	32.2	C	EB	L	0.74	38.3	D
		T	0.83	10.6	B		T	0.63	16.8	B		T	0.61	16.0	B
	WB	TR	0.84	33.3	C	WB	TR	0.88	36.7	D	WB	TR	0.84	36.8	D
	NB	LTR	0.79	25.7	C	NB	LTR	0.81	27.4	C	NB	LTR	0.93	34.4	C
	INTERSECTION			24.2	C	INTERSECTION			27.7	C	INTERSECTION			31.6	C
8th Avenue @ 35th Street	WB	TR	0.81	26.0	C	WB	TR	0.79	25.8	C	WB	TR	0.91	34.7	C
	NB	LT	0.85	23.1	C	NB	LT	0.76	19.5	B	NB	LT	0.89	22.4	C
	INTERSECTION			24.0	C	INTERSECTION			21.6	C	INTERSECTION			26.2	C
8th Avenue @ 41st Street	WB	R	0.28	12.7	B	WB	R	0.20	11.8	B	WB	R	0.41	14.3	B
	NB	T	0.98	40.8	D	NB	T	0.85	28.6	C	NB	T	0.87	28.3	C
	INTERSECTION			37.6	D	INTERSECTION			27.0	C	INTERSECTION			26.3	C
8th Ave @ 42nd St	EB	LT	1.27	157.1	F	EB	LT	0.96	40.9	D	EB	LT	0.80	39.4	D
	NB	TR	1.19	107.9	F	NB	TR	0.93	39.3	D	NB	TR	1.36	193.0	F
	INTERSECTION			120.7	F	INTERSECTION			39.8	D	INTERSECTION			169.0	F
8th Avenue @ 43rd Street	WB	TR	0.88	34.1	C	WB	TR	0.69	22.5	C	WB	TR	0.86	32.3	C
	NB	LT	0.91	22.0	C	NB	LT	1.00	41.0	D	NB	LT	0.90	20.1	C
	INTERSECTION			26.2	C	INTERSECTION			34.8	C	INTERSECTION			23.6	C
9th Avenue @ 31st Street	WB	LT	0.56	26.5	C	WB	LT	0.77	32.1	C	WB	LT	0.82	30.0	C
	SB	TR	0.90	16.2	B	SB	TR	0.83	13.6	B	SB	TR	0.90	19.6	B
	INTERSECTION			18.1	B	INTERSECTION			18.1	B	INTERSECTION			22.4	C
9th Ave @ 33rd St	SB	T	0.64	4.0	A	SB	T	0.57	3.6	A	SB	T	0.67	4.3	A
	INTERSECTION			4.0	A	INTERSECTION			3.6	A	INTERSECTION			4.3	A
9th Ave @ 34th St	EB	TR	1.19	124.3	F	EB	TR	1.11	93.1	F	EB	TR	1.50	258.6	F
	WB	DefL	0.83	55.5	E	WB	DefL	1.05	101.7	F	WB	DefL	0.66	42.3	D
		T	0.49	16.3	B		T	0.57	17.5	B		T	0.48	16.0	B
	SB	LTR	1.26	146.5	F	SB	LTR	1.12	87.5	F	SB	LTR	1.03	48.9	D
	INTERSECTION			119.8	F	INTERSECTION			78.4	E	INTERSECTION			102.8	F
9th Avenue @ 35th Street	WB	LT	0.78	23.9	C	WB	LT	0.86	28.7	C	WB	LT	0.89	24.9	C
	SB	TR	0.82	22.5	C	SB	TR	0.78	20.2	C	SB	TR	0.93	33.0	C
	INTERSECTION			23.0	C	INTERSECTION			23.6	C	INTERSECTION			29.7	C
9th Avenue @ 41st Street	WB	LT	0.00	16.8	B	WB	LT	0.00	16.8	B	WB	LT	0.00	16.8	B
	SB	TR	0.84	17.3	B	SB	TR	0.92	22.0	C	SB	TR	0.85	17.7	B
	INTERSECTION			17.3	B	INTERSECTION			22.0	C	INTERSECTION			17.7	B
9th Ave @ 42nd St	EB	TR	0.83	28.5	C	EB	TR	0.85	30.0	C	EB	TR	0.84	32.0	C
	SB	LT	1.00	38.4	D	SB	LT	0.97	32.5	C	SB	LT	1.08	64.9	E
	INTERSECTION			36.3	D	INTERSECTION			31.9	C	INTERSECTION			58.5	E
9th Avenue @ 43rd Street	WB	LT	0.78	24.7	C	WB	LT	0.81	25.8	C	WB	LT	0.91	32.0	C
	SB	TR	0.85	21.6	C	SB	TR	0.90	24.6	C	SB	TR	0.87	22.6	C
	INTERSECTION			22.5	C	INTERSECTION			25.0	C	INTERSECTION			25.8	C
Broadway @ 35th St	WB	LT	0.45	9.1	A	WB	LT	0.43	8.9	A	WB	LT	0.47	9.3	A
	SB	TR	0.81	37.0	D	SB	TR	0.82	37.5	D	SB	TR	0.94	46.5	D
	INTERSECTION			22.8	C	INTERSECTION			23.5	C	INTERSECTION			28.8	C
Broadway @ 41st St	WB	LT	0.82	47.4	D	WB	LT	0.52	22.5	C	WB	LT	0.43	26.7	C
	SB	TR	0.48	13.1	B	SB	TR	0.45	17.9	B	SB	TR	0.35	11.9	B
	INTERSECTION			17.9	B	INTERSECTION			18.6	B	INTERSECTION			13.4	B
Broadway @ 42nd St	EB	T	0.83	25.6	C	EB	T	0.72	24.2	C	EB	T	0.54	22.6	C
	SB	LT	0.88	31.4	C	SB	LT	0.54	19.2	B	SB	LT	0.49	16.1	B
	INTERSECTION			29.2	C	INTERSECTION			21.1	C	INTERSECTION			18.1	B
Broadway @ 43rd Street	WB	LT	0.86	29.7	C	WB	LT	0.88	33.5	C	WB	LT	0.97	43.4	D
	SB	T	0.79	23.4	C	SB	T	0.85	27.0	C	SB	T	0.83	26.2	C
	INTERSECTION			26.2	C	INTERSECTION			30.5	C	INTERSECTION			36.3	D
Broadway/6th Ave@34th St	EB	T	0.94	48.1	D	EB	T	0.88	40.0	D	EB	T	0.83	36.8	D
	WB	TR	0.99	57.3	E	WB	TR	1.04	68.3	E	WB	TR	0.89	41.8	D
	NB	T	1.36	195.8	F	NB	T	1.43	227.4	F	NB	T	1.48	244.1	F
	SB	T	1.02	68.6	E	SB	T	1.11	99.8	F	SB	T	1.16	117.3	F
	INTERSECTION			120.7	F	INTERSECTION			135.0	F	INTERSECTION			146.8	F
Cardinal Stepanic Plz @ 40 St	EB	TR	0.17	13.6	B	EB	TR	0.12	13.2	B	EB	TR	0.17	13.6	B
		R	0.48	18.3	B		R	0.17	13.9	B		R	0.53	19.5	B
	SB	T	0.84	31.2	C	SB	T	0.89	35.4	D	SB	T	0.16	17.0	B
	INTERSECTION			25.5	C	INTERSECTION			30.3	C	INTERSECTION			17.0	B
Dyer Avenue @ 34th Street	EB	T	0.80	26.4	C	EB	T	0.82	29.1	C	EB	T	0.81	24.9	C
	WB	T	0.70	22.4	C	WB	T	0.82	28.8	C	WB	T	0.68	19.9	B
		R	0.07	13.5	B		R	0.34	18.1	B		R	0.29	14.4	B
	SB	L	0.52	20.8	C	SB	L	0.21	15.7	B	SB	L	0.22	18.9	B
		R	0.27	18.1	B		R	0.45	19.9	B		R	0.77	35.3	D
	INTERSECTION			23.0	C	INTERSECTION			25.8	C	INTERSECTION			23.5	C

Dyer Avenue @ 41st Street	WB	TR	0.73	35.5	D	WB	TR	0.74	37.5	D	WB	TR	0.23	29.1	C
	NB	L	0.87	35.9	D	NB	L	0.68	25.9	C	NB	L	0.61	26.6	C
		TR	0.46	24.2	C		TR	0.36	19.4	B		TR	0.30	20.3	C
	INTERSECTION			33.5	C	INTERSECTION			28.3	C	INTERSECTION			25.0	C
Dyer Ave @ 42nd St	EB	T	0.44	22.2	C	EB	T	0.60	25.0	C	EB	T	0.48	22.9	C
	NB	T	0.08	8.6	A	NB	T	0.13	9.0	A	NB	T	0.09	8.6	A
		R	0.26	9.7	A		R	0.16	9.0	A		R	0.13	8.8	A
	INTERSECTION			15.5	B	INTERSECTION			18.7	B	INTERSECTION			17.5	B
Lincoln Tunnel Expwy @ 31 St	WB	LTR	0.69	25.8	C	WB	LTR	0.87	39.2	D	WB	LTR	1.17	113.0	F
	NB	LT	0.15	9.6	A	NB	LT	0.20	5.4	A	NB	LT	0.51	8.9	A
	SB	TR	0.63	18.4	B	SB	TR	0.28	9.5	A	SB	TR	0.16	9.5	A
	INTERSECTION			21.1	C	INTERSECTION			25.1	C	INTERSECTION			71.4	E
NB Boulevard @ 34th Street	EB	LT	0.53	8.6	A	EB	LT	0.77	28.3	C	EB	LT	0.83	34.6	C
	WB	TR	0.53	8.6	A	WB	TR	1.02	56.5	E	WB	TR	1.24	144.0	F
	NB	LTR	0.00	27.2	C	NB	LTR	0.00	11.3	B	NB	LTR	0.00	8.9	A
	INTERSECTION			8.6	A	INTERSECTION			44.2	D	INTERSECTION			99.8	F
NB Boulevard @ 35th Street	WB	TR	0.44	18.0	B	WB	TR	0.40	17.5	B	WB	TR	0.57	20.1	C
	NB	LT	0.23	15.9	B	NB	LT	0.17	15.4	B	NB	LT	0.17	15.4	B
	INTERSECTION			17.5	B	INTERSECTION			17.0	B	INTERSECTION			19.1	B
NB Boulevard @ 36th Street	EB	LT	0.33	23.4	C	EB	LT	0.30	16.6	B	EB	LT	0.00	18.0	B
	NB	TR	0.21	10.4	B	NB	TR	0.29	16.7	B	NB	TR	0.45	14.7	B
	INTERSECTION			17.7	B	INTERSECTION			16.6	B	INTERSECTION			14.7	B
NB Boulevard @ 37th Street	WB	TR	0.35	22.3	C	WB	TR	0.30	21.7	C	WB	TR	0.39	22.8	C
	NB	LT	0.12	10.6	B	NB	LT	0.13	10.7	B	NB	LT	0.15	10.9	B
	INTERSECTION			18.4	B	INTERSECTION			17.5	B	INTERSECTION			18.4	B
NB Boulevard @ 38th Street	EB	T	0.26	16.1	B	EB	T	0.44	24.8	C	EB	T	0.56	24.9	C
	NB	R	0.13	15.2	B	NB	R	0.23	11.3	B	NB	R	0.28	12.9	B
	INTERSECTION			15.9	B	INTERSECTION			22.2	C	INTERSECTION			22.4	C
SB Boulevard @ 35th Street	WB	T	0.57	17.3	B	WB	T	0.67	29.6	C	WB	T	0.66	29.2	C
	SB	R	0.09	17.9	B	SB	R	0.06	9.5	A	SB	R	0.14	10.4	B
	INTERSECTION			17.3	B	INTERSECTION			28.9	C	INTERSECTION			27.8	C
SB Boulevard @ 36th Street	EB	TR	0.36	23.8	C	EB	TR	0.43	24.6	C	EB	TR	0.64	25.0	C
	SB	LT	0.02	9.0	A	SB	LT	0.00	8.9	A	SB	LT	0.02	11.4	B
	INTERSECTION			23.0	C	INTERSECTION			24.5	C	INTERSECTION			24.6	C
SB Boulevard @ 37th Street	WB	LT	0.46	23.8	C	WB	LT	0.38	22.6	C	WB	LT	0.45	23.7	C
	SB	TR	0.03	10.0	B	SB	TR	0.01	9.9	A	SB	TR	0.02	9.9	A
	INTERSECTION			22.7	C	INTERSECTION			22.2	C	INTERSECTION			22.9	C

			AM					Midday					PM		
Intersection	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
10th Avenue @ 14th Street	EB	L	0.68	22.5	C	EB	L	0.70	25.3	C	EB	L	0.53	13.8	B
		T	0.33	37.7	D		T	0.31	24.1	C		T	0.65	40.4	D
		R	0.06	13.0	B		R	0.08	15.9	B		R	0.02	8.4	A
	WB	L	0.23	37.4	D	WB	L	0.29	25.5	C	WB	L	1.05	132.1	F
		R	0.79	56.4	E		R	0.83	43.1	D		R	1.25	168.3	F
	INTERSECTION			30.8	C	INTERSECTION			28.8	C	INTERSECTION			63.8	E
10th Avenue @ 23rd Street	EB	DefL	1.01	89.5	F	EB	DefL	1.41	248.6	F	EB	DefL	1.13	123.5	F
		T	0.45	20.6	C		T	0.49	23.7	C		T	0.44	22.9	C
	WB	TR	0.38	19.2	B	WB	TR	0.64	25.8	C	WB	TR	0.27	20.5	C
	NB	LTR	0.66	15.2	B	NB	LTR	0.52	14.5	B	NB	LTR	0.56	15.1	B
	INTERSECTION			21.1	C	INTERSECTION			30.5	C	INTERSECTION			26.1	C
10th Avenue @ 28th Street	EB	LT	0.54	27.0	C	EB	LT	0.45	25.4	C	EB	LT	0.58	27.7	C
	NB	TR	0.69	10.8	B	NB	TR	0.61	9.8	A	NB	TR	0.80	12.6	B
	INTERSECTION			13.1	B	INTERSECTION			12.0	B	INTERSECTION			14.7	B
10th Avenue @ 29th Street	WB	TR	0.76	31.2	C	WB	TR	0.69	30.1	C	WB	TR	0.71	30.2	C
	NB	LT	0.75	11.9	B	NB	LT	0.64	10.2	B	NB	LT	0.82	13.3	B
	INTERSECTION			16.9	B	INTERSECTION			14.9	B	INTERSECTION			16.9	B
10th Ave. @ 30th Street	EB	LT	2.82	855.5	F	EB	LT	0.98	43.7	D	EB	LT	2.69	793.4	F
	NB	TR	1.01	33.1	C	NB	TR	0.79	19.7	B	NB	TR	1.15	86.4	F
	INTERSECTION			373.0	F	INTERSECTION			29.1	C	INTERSECTION			346.4	F
10th Ave. @ 31st Street	WB	R	0.76	33.9	C	WB	R	0.87	40.6	D	WB	R	0.60	23.0	C
	NB	T	0.90	16.4	B	NB	T	1.01	39.5	D	NB	T	0.84	19.7	B
	INTERSECTION			19.1	B	INTERSECTION			39.7	D	INTERSECTION			20.2	C
10th Ave. @ 33rd Street	WB	TR	1.21	129.3	F	WB	TR	0.80	32.4	C	WB	TR	0.95	42.3	D
	NB	LT	1.45	221.7	F	NB	LT	0.92	19.6	B	NB	LT	0.97	27.6	C
	INTERSECTION			194.6	F	INTERSECTION			22.5	C	INTERSECTION			31.1	C
10th Ave. @ 34th Street	EB	DefL	1.77	393.3	F	EB	DefL	1.11	114.5	F	EB	DefL	1.22	171.0	F
		T	0.74	31.9	C		T	0.52	19.6	B		T	0.80	35.0	C
	WB	TR	0.80	33.5	C	WB	TR	0.63	21.2	C	WB	TR	0.84	35.9	D
	NB	LTR	1.05	44.6	D	NB	LTR	0.93	26.2	C	NB	LTR	0.92	16.3	B
	INTERSECTION			67.7	E	INTERSECTION			29.4	C	INTERSECTION			26.9	C
10th Ave. @ 35th Street	WB	TR	0.62	24.9	C	WB	TR	0.62	27.7	C	WB	TR	0.78	32.6	C
	NB	LT	0.90	18.6	B	NB	LT	0.87	15.0	B	NB	LT	0.80	12.3	B
	INTERSECTION			19.9	B	INTERSECTION			17.5	B	INTERSECTION			16.3	B
10th Ave. @ 36th Street	EB	LT	0.70	31.4	C	EB	LT	0.49	25.5	C	EB	LT	0.64	29.7	C
	NB	TR	0.98	24.3	C	NB	TR	0.89	15.7	B	NB	TR	1.04	39.6	D
	INTERSECTION			25.3	C	INTERSECTION			17.2	B	INTERSECTION			38.1	D
10th Ave. @ 37th Street	WB	TR	0.31	21.6	C	WB	TR	0.60	26.7	C	WB	TR	0.92	40.6	D
	NB	LT	0.72	12.5	B	NB	LT	0.82	14.8	B	NB	LT	0.83	14.6	B
	INTERSECTION			13.7	B	INTERSECTION			16.9	B	INTERSECTION			21.1	C
10th Ave. @ 38th Street	EB	LT	0.65	28.3	C	EB	LT	0.68	29.6	C	EB	LT	0.82	35.6	D
	NB	TR	0.71	10.9	B	NB	TR	0.83	13.6	B	NB	TR	0.91	16.3	B
	INTERSECTION			14.2	B	INTERSECTION			16.6	B	INTERSECTION			19.5	B
10th Ave. @ 39th Street	WB	T	0.29	19.6	B	WB	T	0.50	22.4	C	WB	T	0.00	16.8	B
		R	0.45	24.3	C		R	0.41	23.8	C		R	0.01	16.9	B
	NB	LT	0.65	13.5	B	NB	LT	0.80	16.5	B	NB	LT	0.93	21.2	C
	INTERSECTION			14.7	B	INTERSECTION			17.9	B	INTERSECTION			21.2	C
10th Avenue @ 40th Street	EB	LT	0.25	18.4	B	EB	LT	0.22	18.1	B	EB	LT	0.25	18.3	B
	NB	TR	0.74	15.8	B	NB	TR	0.64	14.2	B	NB	TR	1.02	37.2	D
	INTERSECTION			16.1	B	INTERSECTION			14.7	B	INTERSECTION			35.6	D
10th Ave. @ 41st Street	WB	T	0.30	13.7	B	WB	T	0.33	14.0	B	WB	T	0.23	20.4	C
		R	0.69	21.8	C		R	0.59	19.2	B		R	0.09	19.0	B
	NB	LT	0.85	25.9	C	NB	LT	0.96	35.3	D	NB	LT	0.82	14.8	B
	INTERSECTION			23.6	C	INTERSECTION			29.2	C	INTERSECTION			15.2	B
10th Ave. @ 42nd Street	EB	DefL	1.12	138.0	F						EB	DefL	1.58	341.2	F
		T	0.40	23.8	C	EB	LT	0.81	24.2	C		T	1.23	160.0	F
	WB	TR	1.25	149.5	F	WB	TR	0.99	53.2	D	WB	TR	1.54	277.5	F
	NB	LTR	1.03	43.4	D	NB	LTR	0.81	16.8	B	NB	LTR	1.43	214.5	F
	INTERSECTION			74.7	E	INTERSECTION			26.6	C	INTERSECTION			232.1	F
10th Avenue @ 43rd Street	WB	TR	0.61	28.6	C	WB	TR	0.71	27.4	C	WB	TR	0.77	32.8	C
	NB	LT	1.03	37.4	D	NB	LT	0.90	20.5	C	NB	LT	0.89	13.2	B
	INTERSECTION			36.4	D	INTERSECTION			21.8	C	INTERSECTION			16.9	B

10th Avenue @ 44th Street	EB	LT	0.43	24.4	C	EB	LT	0.55	26.1	C	EB	LT	0.30	22.8	C
	NB	TR	1.04	41.9	D	NB	TR	0.84	13.8	B	NB	TR	1.00	25.9	C
	INTERSECTION			39.5	D	INTERSECTION			16.2	B	INTERSECTION			25.6	C
10th Avenue @ 45th Street	WB	TR	0.41	23.4	C	WB	TR	0.38	23.1	C	WB	TR	0.49	27.4	C
	NB	LT	1.03	38.1	D	NB	LT	0.83	14.2	B	NB	LT	0.93	14.7	B
	INTERSECTION			36.1	D	INTERSECTION			15.5	B	INTERSECTION			16.2	B
10th Avenue @ 46th Street	EB	LT	0.73	38.2	D	EB	LT	0.76	43.0	D	EB	LT	0.44	26.5	C
	NB	TR	1.03	36.8	D	NB	TR	1.04	41.9	D	NB	TR	0.95	17.0	B
	INTERSECTION			36.9	D	INTERSECTION			42.0	D	INTERSECTION			17.7	B
10th Avenue @ 57th Street	EB	LT	0.94	48.9	D	EB	LT	0.86	39.6	D	EB	LT	0.94	49.9	D
	WB	TR	0.75	29.1	C	WB	TR	0.78	30.4	C	WB	TR	0.99	51.4	D
	NB	LT	0.86	23.5	C	NB	LT	0.74	19.6	B	NB	LT	0.81	22.2	C
		R	0.50	18.0	B		R	0.41	16.2	B		R	0.54	20.1	C
	INTERSECTION			28.1	C	INTERSECTION			24.8	C	INTERSECTION			31.8	C
11th Avenue @ 23rd Street	WB	L	0.57	24.6	C	WB	L	0.60	27.2	C	WB	L	0.19	19.5	B
		R	0.37	21.2	C		R	0.52	24.2	C		R	0.70	34.8	C
	NB	TR	0.17	11.0	B	NB	TR	0.15	9.0	A	NB	TR	0.26	9.8	A
	SB	L	0.91	43.2	D	SB	L	0.93	43.8	D	SB	L	1.11	96.6	F
		T	0.28	14.6	B		T	0.37	14.0	B		T	0.34	13.6	B
	INTERSECTION			26.1	C	INTERSECTION			25.8	C	INTERSECTION			40.5	D
11th Ave. @ 25th Street	WB	L	0.10	23.6	C	WB	L	0.17	24.3	C	WB	L	0.21	24.7	C
	SB	TR	0.41	9.8	A	SB	TR	0.41	9.9	A	SB	TR	0.34	9.2	A
	INTERSECTION			10.8	B	INTERSECTION			11.3	B	INTERSECTION			11.5	B
11th Ave. @ 26th Street	EB	TR	0.57	33.7	C	EB	TR	0.53	32.7	C	EB	TR	0.57	33.6	C
	SB	LT	0.34	7.5	A	SB	LT	0.37	7.6	A	SB	LT	0.28	7.1	A
	INTERSECTION			11.7	B	INTERSECTION			11.4	B	INTERSECTION			11.9	B
11th Avenue @ 28th Street	EB	TR	0.19	19.2	B	EB	TR	0.34	21.7	C	EB	TR	0.20	19.4	B
	SB	LT	0.52	15.7	B	SB	LT	0.52	15.7	B	SB	LT	0.50	15.4	B
	INTERSECTION			15.8	B	INTERSECTION			16.0	B	INTERSECTION			15.5	B
11th Avenue @ 29th Street	WB	LT	0.48	18.6	B	WB	LT	0.32	16.7	B	WB	LT	0.33	16.8	B
	SB	TR	0.71	21.9	C	SB	TR	0.76	23.0	C	SB	TR	0.69	21.5	C
	INTERSECTION			20.9	C	INTERSECTION			21.7	C	INTERSECTION			20.5	C
11th Ave. @ 30th Street	EB	TR	0.90	41.0	D	EB	TR	0.67	25.3	C	EB	TR	0.59	23.4	C
	SB	LT	1.00	37.9	D	SB	LT	0.99	38.4	D	SB	LT	0.99	38.7	D
	INTERSECTION			38.5	D	INTERSECTION			35.9	D	INTERSECTION			36.2	D
11th Ave. @ 33rd Street	WB	L	0.99	44.7	D	WB	L	0.88	40.0	D	WB	L	0.83	29.2	C
	SB	T	0.93	33.7	C	SB	T	0.77	19.3	B	SB	T	0.73	22.5	C
	INTERSECTION			38.0	D	INTERSECTION			24.1	C	INTERSECTION			24.9	C
11th Ave. @ 34th Street	EB	LTR	0.98	43.6	D	EB	LTR	0.70	21.7	C	EB	LTR	0.77	26.9	C
	WB	DefL	0.62	20.3	C										
		TR	1.01	40.7	D	WB	LTR	1.04	44.3	D	WB	LTR	1.06	61.5	E
	SB	LTR	0.87	24.9	C	SB	LTR	0.95	29.4	C	SB	LTR	0.94	35.0	C
	INTERSECTION			32.8	C	INTERSECTION			32.5	C	INTERSECTION			42.5	D
11th Ave. @ 35th Street	WB	L	0.47	20.5	C	WB	L	0.64	26.3	C	WB	L	0.45	14.4	B
		LR	0.49	20.8	C		LR	0.65	26.4	C		LR	0.71	21.7	C
		R	0.77	32.0	C		R	0.79	36.7	D		R	0.91	41.8	D
	NB	T	0.09	14.6	B	NB	T	0.09	14.6	B	NB	T	0.14	21.2	C
	SB	T	0.57	19.3	B	SB	T	0.72	22.0	C	SB	T	0.76	29.4	C
	INTERSECTION			20.9	C	INTERSECTION			23.7	C	INTERSECTION			28.4	C
11th Ave. @ 36th Street	NB	TR	0.60	32.3	C	NB	TR	0.43	25.7	C	NB	TR	0.68	30.0	C
	SB	L	0.43	25.0	C	SB	L	0.56	31.4	C	SB	L	0.78	40.0	D
		T	0.71	12.1	B		T	0.80	14.4	B		T	0.68	11.6	B
	INTERSECTION			17.9	B	INTERSECTION			18.4	B	INTERSECTION			21.0	C
11th Ave. @ 37th Street	EB	LR	0.00	12.8	B	EB	LR	0.00	20.0	B	EB	LR	0.01	10.3	B
	WB	L	0.22	15.1	B	WB	L	0.28	23.5	C	WB	L	0.25	12.6	B
		LR	0.22	15.0	B		LR	0.28	23.4	C		LR	0.26	12.6	B
		R	0.20	15.5	B		R	0.51	38.6	D		R	0.42	18.0	B
	NB	T	0.37	18.8	B	NB	T	0.23	10.5	B	NB	T	0.63	26.7	C
	SB	T	0.79	25.4	C	SB	T	0.68	15.4	B	SB	T	0.79	28.6	C
	INTERSECTION			23.1	C	INTERSECTION			16.1	B	INTERSECTION			25.4	C
11th Ave. @ 38th Street	NB	TR	0.51	32.0	C	NB	TR	0.26	20.4	C	NB	TR	0.54	27.2	C
	SB	DefL	0.62	14.5	B	SB	DefL	0.76	22.8	C	SB	DefL	0.86	36.2	D
		T	0.62	7.6	A		T	0.80	14.2	B		T	0.63	10.6	B
	INTERSECTION			12.9	B	INTERSECTION			16.5	B	INTERSECTION			19.3	B
11th Ave. @ 39th Street	EB	L	0.09	17.7	B	EB	L	0.08	12.1	B	EB	L	0.17	21.5	C
		R	0.70	30.1	C		R	0.85	41.0	D		R	0.67	32.3	C
	WB	L	0.73	36.3	D	WB	L	0.92	44.8	D	WB	L	0.00	19.3	B
		LR	0.59	30.1	C		LR	0.29	15.2	B		LR	0.00	19.3	B
	NB	T	0.17	12.5	B	NB	T	0.18	18.3	B	NB	T	0.21	10.7	B
	SB	T	0.62	17.4	B	SB	T	0.95	37.4	D	SB	T	0.69	16.3	B
	INTERSECTION			20.9	C	INTERSECTION			35.9	D	INTERSECTION			17.3	B

11th Ave. @ 40th Street	EB	TR	0.72	42.3	D	EB	TR	0.68	42.2	D	EB	TR	0.64	41.7	D
	NB	R	0.48	11.0	B	NB	R	0.51	10.7	B	NB	R	0.37	16.7	B
	SB	L	0.80	19.4	B	SB	L	0.65	13.2	B	SB	L	0.58	19.5	B
		TR	0.52	10.1	B		TR	0.57	9.7	A		TR	0.83	24.6	C
	INTERSECTION			14.9	B	INTERSECTION			12.5	B	INTERSECTION			22.8	C
11th Ave. @ 41st Street	WB	LT	0.21	21.2	C	WB	LT	0.35	22.8	C	WB	LT	0.00	19.3	B
	SB	TR	0.58	14.2	B	SB	TR	0.57	14.1	B	SB	TR	0.75	17.0	B
	INTERSECTION			14.8	B	INTERSECTION			15.3	B	INTERSECTION			17.0	B
11th Ave. @ 42nd Street	EB	TR	0.47	19.7	B	EB	TR	0.60	26.2	C	EB	TR	0.70	28.6	C
		R	0.55	25.1	C		R	0.39	25.9	C		R	0.61	33.4	C
	WB	L	0.63	27.9	C	WB	L	0.62	30.7	C	WB	L	0.86	41.7	D
		T	0.32	10.9	B		T	0.26	13.3	B		T	0.44	12.7	B
	SB	LTR	0.79	29.3	C	SB	LTR	0.77	23.7	C	SB	LTR	0.83	29.1	C
	INTERSECTION			25.2	C	INTERSECTION			23.6	C	INTERSECTION			28.2	C
11th Avenue @ 43rd Street	WB	LT	0.49	31.0	C	WB	LT	0.63	33.5	C	WB	LT	0.68	34.8	C
	SB	TR	0.41	3.8	A	SB	TR	0.42	3.8	A	SB	TR	0.47	4.0	A
	INTERSECTION			8.8	A	INTERSECTION			10.5	B	INTERSECTION			10.7	B
11th Avenue @ 44th Street	EB	LTR	0.69	35.1	D	EB	LTR	0.71	35.4	D	EB	LTR	1.05	70.4	E
	SB	LT	0.49	4.2	A	SB	LT	0.62	5.1	A	SB	LT	0.72	8.7	A
	INTERSECTION			11.4	B	INTERSECTION			12.5	B	INTERSECTION			24.4	C
11th Avenue @ 45th Street	WB	LTR	0.99	69.2	E	WB	LTR	0.85	47.7	D	WB	LTR	0.84	46.6	D
	NB	LT	0.05	3.1	A	NB	LT	0.01	2.6	A	NB	LT	0.20	3.2	A
	SB	TR	0.77	7.9	A	SB	TR	0.75	7.1	A	SB	TR	0.83	8.7	A
	INTERSECTION			20.7	C	INTERSECTION			14.5	B	INTERSECTION			13.6	B
11th Avenue @ 46th Street	EB	LTR	0.51	32.4	C	EB	LTR	0.68	37.1	D	EB	LTR	0.67	36.5	D
	NB	TR	0.17	3.1	A	NB	TR	0.10	2.9	A	NB	TR	0.33	3.8	A
	SB	LT	0.67	5.7	A	SB	LT	0.63	5.3	A	SB	LT	0.71	6.1	A
	INTERSECTION			8.5	A	INTERSECTION			10.1	B	INTERSECTION			9.6	A
11th Avenue @ 57th Street	EB	DefL	0.57	30.4	C	EB	LTR	0.64	26.0	C	EB	DefL	1.35	248.2	F
		TR	0.45	21.0	C							TR	0.33	21.4	C
	WB	DefL	0.85	50.3	D	WB	DefL	0.93	66.1	E	WB	LTR	0.96	46.3	D
		TR	0.54	22.5	C		TR	0.43	20.7	C					
	NB	L	0.42	24.9	C	NB	L	0.40	23.1	C	NB	L	0.52	24.8	C
		TR	0.61	8.1	A		TR	0.59	18.5	B		TR	0.74	20.3	C
	SB	LTR	1.20	122.0	F	SB	LTR	1.11	86.2	F	SB	LTR	1.09	80.0	F
	INTERSECTION			66.0	E	INTERSECTION			52.9	D	INTERSECTION			54.9	D
12th Avenue @ 14th Street	NB	T	0.73	3.6	A	NB	T	0.74	3.6	A	NB	T	0.84	5.1	A
		R	0.78	18.0	B		R	0.78	20.4	C		R	0.84	22.8	C
	SB	L	0.41	51.8	D	SB	L	0.41	36.7	D	SB	L	0.39	36.2	D
		T	0.95	27.8	C		T	0.81	19.9	B		T	0.91	24.6	C
	INTERSECTION			18.2	B	INTERSECTION			14.6	B	INTERSECTION			17.3	B
12 Avenue @ 22nd Street	WB	L	0.51	46.6	D	WB	L	0.35	30.4	C	WB	L	0.35	34.5	C
		LR	0.43	46.3	D		LR	0.82	48.3	D		LR	0.57	40.9	D
	NB	T	0.91	17.5	B	NB	T	1.03	42.2	D	NB	T	1.06	56.6	E
		R	0.19	0.4	A		R	0.18	0.4	A		R	0.28	0.6	A
	SB	T	1.03	38.4	D	SB	T	0.93	23.0	C	SB	T	1.01	41.6	D
	INTERSECTION			29.8	C	INTERSECTION			32.9	C	INTERSECTION			46.1	D
12th Avenue @ 23rd Street	NB	T	0.82	7.0	A	NB	T	0.86	22.5	C	NB	T	1.10	75.1	E
	SB	TR	0.78	8.6	A	SB	TR	0.65	18.8	B	SB	TR	0.91	29.6	C
	INTERSECTION			7.8	A	INTERSECTION			20.7	C	INTERSECTION			52.6	D
12th Avenue @ 24th Street	EB	R	0.02	40.7	D	EB	R	0.04	22.1	C	EB	R	0.10	28.0	C
	WB	L	0.59	62.8	E	WB	L	0.22	37.2	D	WB	L	0.33	41.7	D
		T	0.29	57.1	E		T	0.12	36.1	D		T	0.23	40.9	D
		R	0.93	88.1	F		R	0.92	57.3	E		R	0.89	60.1	E
	NB	TR	0.84	11.2	B	NB	TR	1.01	42.7	D	NB	TR	1.16	99.5	F
	SB	L	0.84	121.0	F	SB	L	0.43	55.0	D	SB	L	0.61	70.9	E
		TR	0.92	14.7	B		TR	0.89	25.7	C		TR	1.02	46.5	D
	INTERSECTION			20.5	C	INTERSECTION			36.9	D	INTERSECTION			72.0	E
12th Ave. @ 26th Street	NB	TR	0.76	15.3	B	NB	TR	0.78	14.8	B	NB	TR	0.87	18.2	B
	SB	L	0.70	64.6	E	SB	L	0.50	44.4	D	SB	L	0.51	44.6	D
		T	1.03	45.4	D		T	0.77	15.1	B		T	0.98	29.8	C
	INTERSECTION			32.0	C	INTERSECTION			15.9	B	INTERSECTION			24.2	C
12th Avenue @ 29th Street	WB	L	0.58	60.0	E	WB	L	0.25	36.0	D	WB	L	0.47	44.3	D
		LR	1.01	112.7	F		LR	0.23	35.9	D		LR	0.53	46.9	D
		R	0.86	83.9	F		R	0.93	75.3	E		R	0.73	59.1	E
	NB	T	0.71	13.5	B	NB	T	0.78	17.1	B	NB	T	0.88	19.3	B
	SB	T	0.95	26.0	C	SB	T	0.81	18.6	B	SB	T	1.01	38.7	D
	INTERSECTION			27.2	C	INTERSECTION			21.6	C	INTERSECTION			29.9	C
12TH AVE. @ 30th ST.	EB	LTR	0.06	53.9	D	EB	LTR	0.00	38.4	D	EB	LTR	0.05	44.0	D
	NB	TR	0.87	26.9	C	NB	TR	0.94	31.2	C	NB	TR	0.92	24.2	C
	SB	L	1.17	168.9	F	SB	L	1.18	173.7	F	SB	L	1.17	168.2	F
		TR	0.79	11.4	B		TR	0.68	10.8	B		TR	0.80	10.7	B
	INTERSECTION			25.5	C	INTERSECTION			28.0	C	INTERSECTION			23.1	C

12TH AVE. @ 34th ST.	WB	L	0.52	52.8	D	WB	L	0.50	38.5	D	WB	L	0.29	33.7	C
		R	0.79	39.3	D		R	0.87	37.8	D		R	1.08	85.0	F
	NB	T	0.80	37.0	D	NB	T	0.85	15.4	B	NB	T	0.98	43.3	D
		R	0.39	8.5	A		R	0.32	1.7	A		R	0.26	3.4	A
	SB	L	1.02	101.1	F	SB	L	0.97	79.5	E	SB	L	0.94	81.1	F
		T	0.85	19.6	B		T	0.68	3.0	A		T	0.97	31.8	C
	INTERSECTION			34.5	C	INTERSECTION			19.2	B	INTERSECTION			45.5	D
12th Avenue @ 36th Street	EB	L	0.12	48.4	D	EB	L	0.15	43.1	D	EB	L	0.54	56.0	E
		R	0.04	47.1	D		R	0.05	41.6	D		R	0.17	46.3	D
	NB	T	1.07	70.7	E	NB	T	1.02	44.0	D	NB	T	0.91	22.2	C
	SB	T	1.07	58.2	E	SB	T	0.79	12.0	B	SB	T	1.00	29.9	C
	INTERSECTION			64.2	E	INTERSECTION			30.7	C	INTERSECTION			26.1	C
12th Avenue @ 37th Street	EB	L	0.15	52.8	D	EB	L	0.19	45.3	D	EB	L	0.52	52.0	D
		R	0.06	51.6	D		R	0.10	45.0	D		R	0.20	45.0	D
	NB	L	0.11	63.6	E	NB	L	0.06	47.8	D	NB	L	0.18	52.8	D
		T	0.79	13.7	B		T	0.84	12.8	B		T	1.04	41.0	D
	SB	T	1.27	152.9	F	SB	T	0.96	32.3	C	SB	T	1.07	60.7	E
	INTERSECTION			84.4	F	INTERSECTION			21.2	C	INTERSECTION			49.5	D
12th Ave @ 39th St	EB	LTR	0.31	54.1	D	EB	LTR	0.04	39.7	D	EB	LTR	0.18	36.3	D
	NB	L	1.17	224.1	F	NB	L	0.25	59.9	E	NB	L	0.36	61.5	E
		TR	1.06	68.3	E		TR	1.15	97.2	F		TR	1.36	189.5	F
	SB	L	1.06	136.7	F	SB	L	0.84	78.7	E	SB	L	1.34	236.3	F
		T	1.21	122.1	F		T	0.95	29.6	C		T	1.26	143.5	F
	INTERSECTION			98.6	F	INTERSECTION			69.4	E	INTERSECTION			170.4	F
12TH AVE. @ 40th ST.	WB	R	0.25	44.9	D	WB	R	0.23	36.9	D	WB	R	0.42	42.5	D
	NB	L	1.11	184.2	F	NB	L	0.12	34.9	C	NB	L	0.16	36.2	D
		TR	0.81	35.7	D		TR	0.82	25.6	C		TR	0.98	34.8	C
	SB	T	0.80	19.7	B	SB	T	0.62	13.0	B	SB	T	0.77	15.5	B
		R	0.33	12.8	B		R	0.11	8.2	A		R	0.19	8.8	A
	INTERSECTION			28.9	C	INTERSECTION			20.1	C	INTERSECTION			26.4	C
12TH AVE. @ 41st ST.	EB	LR	0.02	38.4	D	EB	LR	0.03	28.5	C	EB	LR	0.04	36.6	D
	WB	L	0.18	41.1	D	WB	L	0.16	30.2	C	WB	L	0.07	35.5	D
		R	0.12	39.8	D		R	0.31	32.1	C		R	0.06	36.7	D
	NB	T	0.84	16.1	B	NB	T	0.98	26.1	C	NB	T	1.05	34.2	C
	SB	T	1.24	126.8	F	SB	T	1.05	39.5	D	SB	T	1.15	80.8	F
	INTERSECTION			77.0	E	INTERSECTION			32.1	C	INTERSECTION			55.1	E
12TH AVE. @ 42nd ST.	EB	LTR	0.08	47.1	D	EB	LTR	0.07	34.8	C	EB	LTR	0.14	33.7	C
	WB	L	0.61	60.0	E	WB	L	0.31	38.5	D	WB	L	0.58	42.8	D
		R	0.37	25.7	C		R	0.27	17.4	B		R	0.53	29.3	C
	NB	TR	0.85	19.5	B	NB	TR	1.05	48.4	D	NB	TR	1.04	34.2	C
	SB	L	0.41	41.4	D	SB	L	0.53	35.6	D	SB	L	1.07	121.1	F
		T	1.15	84.5	F		T	1.00	47.0	D		T	1.17	104.6	F
	INTERSECTION			52.7	D	INTERSECTION			45.9	D	INTERSECTION			64.4	E
12th Avenue @ 43rd Street	WB	LTR	0.54	49.2	D	WB	LTR	0.67	38.1	D	WB	LTR	0.51	43.3	D
	NB	L	1.18	220.2	F	NB	L	0.41	57.6	E	NB	L	0.55	61.7	E
		T	0.70	11.8	B		T	0.91	20.5	C		T	1.00	28.1	C
	SB	T	0.98	34.6	C	SB	T	0.89	28.5	C	SB	T	0.98	12.8	B
		R	0.01	9.4	A		R	0.01	12.7	B		R	0.01	8.9	A
	INTERSECTION			28.2	C	INTERSECTION			25.1	C	INTERSECTION			22.5	C
12th Ave @ 44th Street	NB	TR	0.73	16.4	B	NB	TR	0.89	5.5	A	NB	TR	1.00	30.1	C
	SB	L	0.23	45.8	D	SB	L	0.27	37.8	D	SB	L	0.42	43.2	D
		T	0.76	1.6	A		T	0.60	0.8	A		T	0.75	1.5	A
	INTERSECTION			9.4	A	INTERSECTION			4.5	A	INTERSECTION			18.5	B
12th Avenue @ 46th Street	EB	LT	0.00	49.6	D	EB	LT	0.00	34.5	C	EB	LT	0.00	35.3	D
		R	0.00	49.6	D		R	0.00	34.5	C		R	0.10	36.7	D
	NB	TR	0.66	3.2	A	NB	TR	0.85	8.7	A	NB	TR	1.04	54.8	D
	SB	L	0.54	69.7	E	SB	L	0.94	101.8	F	SB	L	0.59	63.0	E
		T	0.79	13.5	B		T	0.68	12.5	B		T	0.85	16.7	B
	INTERSECTION			10.0	A	INTERSECTION			12.9	B	INTERSECTION			37.3	D
12th Avenue @ 48th Street	NB	L	0.09	69.9	E	NB	L	0.07	54.0	D	NB	L	0.07	53.8	D
		TR	0.67	4.3	A		TR	0.84	8.4	A		TR	0.98	13.6	B
	SB	L	0.66	65.2	E	SB	L	1.03	121.5	F	SB	L	1.20	171.1	F
		T	0.90	6.3	A		T	0.86	5.4	A		T	1.00	18.0	B
	INTERSECTION			6.8	A	INTERSECTION			9.9	A	INTERSECTION			20.1	C
12TH AVE. @ 49th Street	WB	LR	0.69	65.8	E	WB	LR	0.60	44.3	D	WB	LR	1.11	126.0	F
		R	0.58	59.0	E		R	0.45	38.3	D		R	0.70	49.8	D
	NB	T	0.56	14.1	B	NB	T	0.76	20.3	C	NB	T	0.91	15.5	B
	SB	T	0.93	24.4	C	SB	T	0.85	20.9	C	SB	T	0.96	27.2	C
	INTERSECTION			22.1	C	INTERSECTION			21.6	C	INTERSECTION			26.0	C
12th Ave @ 50th Street	NB	TR	0.68	4.4	A	NB	TR	0.82	7.2	A	NB	TR	0.98	12.6	B
	SB	L	0.99	117.7	F	SB	L	1.02	122.8	F	SB	L	1.01	121.2	F
		T	0.79	13.0	B		T	0.71	2.8	A		T	0.83	4.0	A
	INTERSECTION			12.7	B	INTERSECTION			8.0	A	INTERSECTION			10.7	B

12th Avenue @ 51st Street	WB	L	0.63	65.0	E	WB	L	0.30	37.9	D	WB	L	0.87	61.6	E
		R	0.79	79.8	E		R	1.01	99.0	F		R	0.52	35.8	D
	NB	T	0.55	2.6	A	NB	T	0.69	6.4	A	NB	T	0.91	7.2	A
	SB	T	0.84	4.3	A	SB	T	0.76	3.3	A	SB	T	0.81	3.7	A
	INTERSECTION			6.8	A	INTERSECTION			9.4	A	INTERSECTION			8.4	A
12th Avenue @ 52nd Street	NB	TR	0.62	21.3	C	NB	TR	0.77	23.9	C	NB	TR	0.99	14.7	B
	SB	L	0.57	71.0	E	SB	L	1.00	113.6	F	SB	L	1.13	162.8	F
		T	0.81	13.7	B		T	0.73	13.6	B		T	0.81	15.1	B
	INTERSECTION			17.8	B	INTERSECTION			21.4	C	INTERSECTION			17.9	B
12th Avenue @ 54th Street	WB	R	0.39	53.1	D	WB	R	0.60	47.0	D	WB	R	0.43	41.8	D
	NB	TR	0.57	2.9	A	NB	TR	0.68	5.4	A	NB	TR	0.93	9.3	A
	SB	L	0.77	68.4	E	SB	L	0.34	39.7	D	SB	L	0.48	44.5	D
		T	0.88	6.2	A		T	0.78	6.6	A		T	0.84	6.5	A
	INTERSECTION			8.1	A	INTERSECTION			8.0	A	INTERSECTION			9.8	A
12th Avenue @ 55th Street	WB	L	0.60	63.7	E	WB	L	0.40	40.6	D	WB	L	0.81	60.3	E
		R	0.20	42.5	D		R	0.28	27.5	C		R	0.76	41.9	D
	NB	L	0.12	69.1	E	NB	L	0.09	52.0	D	NB	L	0.08	48.2	D
		T	0.53	14.6	B		T	0.74	22.8	C		T	0.99	14.7	B
		R	0.42	14.1	B		R	0.58	22.0	C		R	0.70	7.2	A
	SB	T	0.97	33.3	C	SB	T	0.96	34.3	C	SB	T	0.98	34.7	C
	INTERSECTION			27.4	C	INTERSECTION			29.1	C	INTERSECTION			26.0	C
56th Street @ 12th Avenue	NB	T	0.79	36.3	D	NB	T	0.62	10.1	B	NB	T	0.94	20.5	C
	SB	L	0.74	14.2	B	SB	L	1.04	94.7	F	SB	L	1.01	86.7	F
	INTERSECTION			29.2	C	INTERSECTION			25.3	C	INTERSECTION			28.6	C
56th Street(SR) @ 12th Avenue	EB	L	0.45	23.0	C	EB	L	0.60	47.2	D	EB	L	0.28	35.6	D
		T	0.86	40.4	D		T	1.07	110.9	F		T	1.10	114.4	F
	NB	T	0.15	28.9	C	NB	T	0.10	7.6	A	NB	T	0.14	9.8	A
		R	0.34	32.8	C		R	0.23	8.9	A		R	0.31	11.8	B
	INTERSECTION			33.5	C	INTERSECTION			56.3	E	INTERSECTION			57.4	E
57th Street @ 12th Avenue	WB	R	0.35	31.9	C	WB	R	0.46	37.4	D	WB	R	0.82	46.7	D
	NB	T	0.56	23.7	C	NB	T	0.55	12.3	B	NB	T	0.84	18.8	B
	INTERSECTION			25.3	C	INTERSECTION			16.2	B	INTERSECTION			23.8	C
12th Ave (West St) @ Canal St	NB	T	1.08	68.9	E	NB	T	0.84	25.5	C	NB	T	0.98	36.5	D
		R	0.79	31.2	C		R	0.59	21.8	C		R	0.22	14.9	B
	SB	L	1.00	63.8	E	SB	L	0.71	36.1	D	SB	L	0.60	33.0	C
		T	0.69	10.4	B		T	0.57	8.4	A		T	0.83	13.5	B
	INTERSECTION			47.9	D	INTERSECTION			21.2	C	INTERSECTION			26.6	C
12th @ Canal St (north leg)	WB	L	0.33	43.4	D	WB	L	0.42	44.9	D	WB	L	0.25	41.3	D
		R	1.12	126.0	F		R	0.47	45.9	D		R	0.47	44.8	D
	NB	T	0.79	12.0	B	NB	T	0.63	8.9	A	NB	T	0.75	11.9	B
	SB	T	0.58	8.2	A	SB	T	0.44	6.9	A	SB	T	0.61	9.4	A
	INTERSECTION			19.2	B	INTERSECTION			10.9	B	INTERSECTION			12.6	B
12th Ave(West St) @ Vestry St	NB	TR	0.82	17.5	B	NB	TR	0.86	19.6	B	NB	TR	0.96	27.5	C
	SB	L	0.21	34.4	C	SB	L	0.25	35.1	D	SB	L	0.27	35.3	D
		T	0.47	0.5	A		T	0.39	0.4	A		T	0.57	0.8	A
	INTERSECTION			12.0	B	INTERSECTION			13.4	B	INTERSECTION			16.9	B
12th Ave(West St) @ Watts St	NB	TR	0.80	16.9	B	NB	TR	0.85	19.4	B	NB	TR	0.91	22.2	C
	SB	T	0.74	16.0	B	SB	T	0.62	13.5	B	SB	T	0.87	20.9	C
	INTERSECTION			16.6	B	INTERSECTION			17.2	B	INTERSECTION			21.7	C
12th Ave(West St)@W Houston	EB	L	0.97	111.2	F	EB	L	0.27	36.1	D	EB	L	0.63	53.5	D
		R	0.45	55.1	E		R	0.29	36.1	D		R	0.53	41.9	D
	WB	L	0.81	73.2	E	WB	L	0.74	50.2	D	WB	L	0.63	44.7	D
		LTR	0.24	48.9	D		LTR	0.12	32.9	C		LTR	0.51	38.7	D
		R	0.57	59.5	E		R	0.67	47.4	D		R	0.55	42.3	D
	NB	L	0.77	107.6	F	NB	L	0.66	75.0	E	NB	L	0.71	80.2	F
		T	0.97	36.3	D		T	0.87	29.0	C		T	1.02	51.0	D
	SB	T	0.97	38.8	D	SB	T	0.85	28.9	C	SB	T	1.04	57.9	E
		R	0.06	12.2	B		R	0.11	15.7	B		R	0.10	15.6	B
	INTERSECTION			41.9	D	INTERSECTION			31.5	C	INTERSECTION			52.1	D
34th Street @ 2nd Avenue	EB	TR	1.05	67.5	E	EB	TR	0.99	57.4	E	EB	TR	1.02	57.7	E
	WB	DefL	0.65	44.2	D	WB	DefL	0.39	34.2	C	WB	DefL	0.55	39.6	D
		T	0.41	19.2	B		T	0.49	20.3	C		T	0.47	18.8	B
	SB	LTR	0.90	25.4	C	SB	LTR	0.64	19.0	B	SB	LTR	0.71	21.4	C
	INTERSECTION			35.9	D	INTERSECTION			29.9	C	INTERSECTION			32.5	C
36th Street @ 2nd Avenue	EB	TR	0.99	63.7	E	EB	L	0.69	32.3	C	EB	L	0.80	32.5	C
	WB	L	1.33	189.2	F		LTR	0.48	24.3	C		LTR	0.64	22.4	C
	SB	L	0.50	25.4	C	SB	L	0.32	11.9	B	SB	L	0.64	20.6	C
		LT	1.14	99.1	F		LT	0.48	13.1	B		LT	0.54	17.7	B
	INTERSECTION			106.9	F	INTERSECTION			17.4	B	INTERSECTION			21.4	C
37th Street @ 2nd Avenue	WB	LT	0.47	24.3	C	WB	LT	0.38	23.5	C	WB	LT	0.34	22.9	C
	SB	T	0.61	14.6	B	SB	TR	0.76	17.5	B	SB	TR	0.76	17.1	B
	INTERSECTION			16.5	B	INTERSECTION			18.2	B	INTERSECTION			17.6	B

42nd Street @ 2nd Avenue	EB	T	0.42	17.5	B	EB	TR	0.65	25.7	C	EB	T	0.45	19.7	B
		R	0.34	17.3	B							R	0.53	22.9	C
	WB	LT	0.95	46.2	D	WB	LT	0.86	37.4	D	WB	LT	0.88	36.9	D
	SB	LT	0.83	24.7	C	SB	LTR	0.73	19.0	B	SB	LT	0.77	21.5	C
		R	0.46	20.8	C							R	0.42	18.1	B
	INTERSECTION			26.8	C	INTERSECTION			22.8	C	INTERSECTION			23.4	C
57th Street @ 2nd Avenue	EB	TR	0.80	42.1	D	EB	TR	1.02	62.5	E	EB	TR	0.93	45.8	D
	WB	DefL	1.04	59.4	E	WB	DefL	0.39	20.1	C	WB	DefL	0.31	20.2	C
		T	0.48	11.0	B		T	0.28	14.6	B		T	0.22	14.1	B
	SB	LTR	0.90	34.0	C	SB	LTR	0.67	20.7	C	SB	LTR	0.60	19.7	B
	INTERSECTION			34.9	C	INTERSECTION			31.7	C	INTERSECTION			26.8	C
34th Street @ QMT Appro Street	EB	LT	0.81	16.5	B	EB	DefL	0.51	13.7	B	EB	DefL	0.56	16.6	B
							T	0.57	11.7	B		T	0.70	14.0	B
	WB	TR	0.68	33.5	C	WB	TR	0.79	37.3	D	WB	TR	0.84	38.0	D
	INTERSECTION			21.3	C	INTERSECTION			21.7	C	INTERSECTION			23.2	C
34th Street @ QMT Exit Street	EB	T	0.70	8.3	A	EB	T	0.54	6.0	A	EB	T	0.64	7.2	A
	WB	T	0.48	24.3	C	WB	T	0.48	24.2	C	WB	T	0.47	24.1	C
	SB	L	0.57	41.5	D	SB	L	0.30	36.4	D	SB	L	0.51	40.1	D
		R	0.43	13.9	B		R	0.46	14.4	B		R	0.20	11.1	B
	INTERSECTION			16.2	B	INTERSECTION			14.7	B	INTERSECTION			15.5	B
35th Street @ QMT Exit Street	WB	LT	0.68	33.3	C	WB	LT	0.45	21.6	C	WB	LT	0.30	19.7	B
	SB	L	0.54	12.4	B	SB	L	0.81	27.8	C	SB	L	0.71	23.1	C
		LTR	0.57	12.9	B		LTR	0.59	19.1	B		LTR	0.45	16.4	B
		R	1.05	64.0	E		R	0.73	25.1	C		R	0.71	24.0	C
	INTERSECTION			34.8	C	INTERSECTION			23.6	C	INTERSECTION			21.2	C
36th Street @ QMT ENT	EB	L	0.88	42.1	D	EB	L	0.42	23.7	C	EB	L	0.45	24.2	C
		LT	0.38	20.4	C		LT	0.28	20.5	C		LT	0.44	22.5	C
	NB	TR	0.79	26.2	C	NB	TR	0.72	22.0	C	NB	TR	0.91	35.3	D
	INTERSECTION			28.8	C	INTERSECTION			21.8	C	INTERSECTION			28.4	C
37th Street @ QMT Exit Ramp	WB	TR	0.50	22.6	C	WB	TR	0.56	31.5	C	WB	TR	0.52	30.4	C
	NB	T	0.39	15.2	B	NB	T	0.22	8.5	A	NB	T	0.19	8.3	A
	INTERSECTION			17.8	B	INTERSECTION			17.6	B	INTERSECTION			17.6	B
3rd Ave @ 34th St	EB	LT	0.86	27.4	C	EB	DefL	0.76	33.8	C	EB	DefL	0.67	30.6	C
							T	0.62	19.6	B		T	0.69	21.2	C
	WB	TR	0.87	39.1	D	WB	TR	0.77	33.0	C	WB	TR	0.73	32.9	C
	NB	LT	0.59	19.7	B	NB	LT	0.62	20.1	C	NB	LT	0.85	25.4	C
		R	0.32	17.7	B		R	0.35	18.2	B		R	0.47	20.4	C
	INTERSECTION			26.6	C	INTERSECTION			23.8	C	INTERSECTION			25.8	C
3rd Ave @ 35th St	WB	TR	0.81	29.4	C	WB	TR	0.92	42.0	D	WB	TR	0.79	32.0	C
	NB	LT	0.50	13.3	B	NB	LT	0.58	14.3	B	NB	LT	0.76	17.4	B
	INTERSECTION			20.2	C	INTERSECTION			23.1	C	INTERSECTION			20.7	C
3rd Ave @ 36th St	EB	LT	0.68	26.4	C	EB	LT	0.82	32.1	C	EB	LT	0.73	28.2	C
	NB	TR	0.45	15.0	B	NB	TR	0.50	15.6	B	NB	TR	0.57	14.7	B
		R	0.45	16.7	B		R	0.60	20.2	C		R	0.99	52.8	D
	INTERSECTION			18.3	B	INTERSECTION			20.9	C	INTERSECTION			25.3	C
3rd Ave @ 37th St	WB	TR	0.92	39.9	D	WB	TR	0.84	33.3	C	WB	TR	0.76	30.2	C
		R	0.72	36.0	D		R	0.66	32.7	C		R	0.54	28.6	C
	NB	LT	0.47	12.9	B	NB	LT	0.51	13.5	B	NB	LT	0.61	14.7	B
	INTERSECTION			25.5	C	INTERSECTION			22.0	C	INTERSECTION			20.3	C
42nd Street @ 3rd Avenue	EB	DefL	0.70	39.3	D	EB	DefL	0.92	58.1	E	EB	DefL	0.77	39.9	D
		T	0.44	16.5	B		T	0.35	15.4	B		T	0.47	15.2	B
	WB	T	0.81	37.1	D	WB	T	0.68	31.9	C	WB	T	0.85	41.7	D
		R	0.43	28.9	C		R	0.46	29.7	C		R	0.45	31.0	C
	NB	LT	0.95	34.3	C	NB	LT	0.82	25.7	C	NB	LT	0.93	33.0	C
		R	0.29	19.2	B		R	0.30	19.4	B		R	0.35	22.3	C
	INTERSECTION			32.0	C	INTERSECTION			28.0	C	INTERSECTION			31.8	C
57th Street @ 3rd Avenue	EB	L	0.81	46.0	D	EB	L	0.74	41.1	D	EB	L	0.88	55.1	E
		LT	0.48	17.2	B		LT	0.80	27.8	C		LT	0.74	27.1	C
	WB	T	0.81	38.9	D	WB	T	0.64	32.4	C	WB	T	0.73	38.4	D
		R	1.11	114.4	F		R	0.53	33.1	C		R	0.36	32.2	C
	NB	LTR	0.85	31.4	C	NB	LTR	0.95	35.7	D	NB	LTR	1.00	40.6	D
		R	0.17	21.4	C		R	0.56	25.8	C		R	0.57	24.6	C
	INTERSECTION			39.6	D	INTERSECTION			33.4	C	INTERSECTION			38.3	D
QBB Ramp @ 57th Street	EB	T	0.25	3.9	A	EB	L	1.11	76.2	E	EB	DefL	0.69	11.3	B
							LT	0.24	4.6	A		T	0.15	3.6	A
	WB	T	1.04	65.6	E	WB	TR	0.93	44.6	D	WB	TR	1.06	73.4	E
	INTERSECTION			51.0	D	INTERSECTION			49.9	D	INTERSECTION			45.2	D
2nd Ave @ 58th Street	EB	TR	0.24	18.9	B	EB	TR	0.66	26.1	C	EB	TR	0.90	33.3	C
	SB	LT	0.62	15.5	B	SB	LT	0.70	16.7	B	SB	LT	0.74	17.3	B
	INTERSECTION			15.7	B	INTERSECTION			18.1	B	INTERSECTION			21.2	C

2nd Ave @ 59th Street (ESD)	EB	TR	1.00	44.9	D	EB	TR	0.68	21.0	C	EB	TR	1.00	46.2	D
	SB	L	0.21	17.7	B	SB	L	0.19	17.5	B	SB	L	0.16	15.7	B
		LT	0.96	35.4	D		LT	1.05	57.6	E		LT	0.90	28.3	C
	INTERSECTION			38.8	D	INTERSECTION			46.6	D	INTERSECTION			34.8	C
5th Ave @ 23rd Street	EB	TR	0.73	24.0	C	EB	TR	0.91	33.0	C	EB	TR	0.69	22.9	C
	WB	T	0.48	18.7	B	WB	T	0.48	18.7	B	WB	T	0.25	16.0	B
	SB	TR	0.48	18.3	B	SB	TR	0.59	20.0	C	SB	TR	0.45	18.0	B
	INTERSECTION			20.3	C	INTERSECTION			25.0	C	INTERSECTION			19.8	B
24th Street @ 5th Avenue	SB	L	0.17	18.4	B	SB	L	0.17	18.3	B	SB	L	0.21	18.8	B
		T	0.38	14.2	B		T	0.36	14.0	B		T	0.35	14.0	B
	INTERSECTION			14.7	B	INTERSECTION			14.5	B	INTERSECTION			14.8	B
5th Ave @ 34th St	EB	TR	0.79	25.9	C	EB	TR	0.61	20.7	C	EB	TR	0.53	19.3	B
	WB	T	0.63	21.3	C	WB	T	0.59	20.4	C	WB	T	0.45	18.3	B
	SB	LT	0.68	21.6	C	SB	LT	0.61	20.2	C	SB	LT	0.68	21.6	C
		R	0.50	22.1	C		R	0.34	18.4	B		R	0.56	24.0	C
	INTERSECTION			22.8	C	INTERSECTION			20.3	C	INTERSECTION			20.5	C
5th Ave. @ 42nd Street	EB	TR	1.04	58.5	E	EB	TR	0.71	25.7	C	EB	TR	0.58	24.1	C
	WB	LT	0.90	32.8	C	WB	LT	0.93	39.3	D	WB	LT	0.91	38.7	D
	SB	LTR	0.86	27.0	C	SB	LTR	0.65	18.7	B	SB	LTR	0.62	17.1	B
	INTERSECTION			37.1	D	INTERSECTION			25.8	C	INTERSECTION			24.3	C
57th Street @ 5th Avenue	EB	T	0.67	26.0	C	EB	T	0.66	22.4	C	EB	T	0.80	30.2	C
		R	0.74	32.8	C		R	0.34	18.0	B		R	0.69	30.6	C
	WB	LT	0.46	21.5	C	WB	LT	0.42	17.9	B	WB	LT	0.55	22.8	C
	SB	LT	0.74	19.6	B	SB	LT	0.51	18.7	B	SB	LT	0.55	16.3	B
		R	0.24	13.6	B		R	0.34	18.1	B		R	0.26	14.0	B
	INTERSECTION			22.0	C	INTERSECTION			19.4	B	INTERSECTION			22.1	C
2nd Ave @ 60th Street	WB	LT	0.03	14.1	B	WB	LT	0.02	15.2	B	WB	LT	0.00	13.9	B
	SB	TR	0.84	25.0	C	SB	TR	1.26	143.2	F	SB	TR	0.83	24.2	C
	INTERSECTION			24.9	C	INTERSECTION			142.6	F	INTERSECTION			24.2	C
14th Street @ 6th Avenue	EB	LT	0.77	30.1	C	EB	LT	0.69	27.4	C	EB	LT	0.72	28.3	C
	WB	TR	0.66	26.4	C	WB	TR	0.68	26.9	C	WB	TR	0.65	26.1	C
	NB	LTR	1.00	39.2	D	NB	LTR	0.89	25.3	C	NB	LTR	0.88	24.6	C
	INTERSECTION			35.5	D	INTERSECTION			25.9	C	INTERSECTION			25.5	C
6th Avenue @ 23rd Street	EB	T	0.77	27.0	C	EB	T	0.96	43.0	D	EB	T	0.76	26.0	C
	WB	TR	0.89	35.1	D	WB	TR	0.82	27.6	C	WB	TR	0.52	20.0	B
	NB	LTR	0.91	26.5	C	NB	LTR	0.88	29.3	C	NB	LTR	0.88	27.2	C
	INTERSECTION			28.7	C	INTERSECTION			32.2	C	INTERSECTION			26.0	C
6th Avenue @ 28th Street	EB	LT	0.75	28.5	C	EB	LT	0.85	34.3	C	EB	LT	0.77	29.6	C
	NB	TR	0.94	26.9	C	NB	TR	0.88	21.6	C	NB	TR	0.91	23.7	C
	INTERSECTION			27.3	C	INTERSECTION			24.8	C	INTERSECTION			25.0	C
6th Avenue @ 29th Street	WB	TR	0.79	28.0	C	WB	TR	0.75	26.0	C	WB	TR	0.90	36.6	D
	NB	LT	0.96	28.2	C	NB	LT	1.00	41.1	D	NB	LT	0.77	20.6	C
	INTERSECTION			28.2	C	INTERSECTION			37.5	D	INTERSECTION			24.8	C
6th Avenue @ 30th Street	EB	LT	0.94	37.5	D	EB	LT	0.66	19.6	B	EB	LT	0.70	21.9	C
	NB	TR	1.02	45.1	D	NB	TR	0.83	24.7	C	NB	TR	0.88	27.0	C
	INTERSECTION			42.3	D	INTERSECTION			23.1	C	INTERSECTION			25.8	C
6th Avenue @ 31st Street	WB	TR	0.87	33.1	C	WB	TR	0.81	29.2	C	WB	TR	0.61	21.4	C
	NB	LT	0.83	20.6	C	NB	LT	1.01	40.9	D	NB	LT	0.81	19.9	B
	INTERSECTION			23.9	C	INTERSECTION			37.9	D	INTERSECTION			20.3	C
6th Avenue @ 32nd Street	EB	LT	0.58	21.9	C	EB	LT	0.48	20.1	C	EB	LT	0.27	19.1	B
	NB	TR	0.81	19.8	B	NB	TR	0.79	19.4	B	NB	TR	0.98	31.9	C
	INTERSECTION			20.2	C	INTERSECTION			19.5	B	INTERSECTION			30.9	C
6th Avenue @ 33rd Street	NB	L	0.54	23.2	C	NB	L	0.66	27.9	C	NB	L	0.68	28.8	C
		T	0.97	36.5	D		T	0.90	29.6	C		T	0.90	29.9	C
	INTERSECTION			34.7	C	INTERSECTION			29.3	C	INTERSECTION			29.7	C
6th Avenue @ 35th Street	WB	TR	0.72	29.9	C	WB	TR	0.93	43.7	D	WB	TR	0.76	31.3	C
	NB	LT	0.73	11.6	B	NB	LT	0.71	14.9	B	NB	LT	0.64	10.3	B
	INTERSECTION			16.7	B	INTERSECTION			23.3	C	INTERSECTION			17.0	B
6th Avenue @ 36th Street	EB	LT	0.44	17.8	B	EB	LT	0.38	17.2	B	EB	LT	0.41	17.5	B
	NB	TR	0.85	22.1	C	NB	TR	0.75	19.4	B	NB	TR	0.76	19.7	B
	INTERSECTION			20.7	C	INTERSECTION			18.7	B	INTERSECTION			19.0	B
6th Ave @ 37th St	WB	TR	0.36	17.0	B	WB	TR	0.33	16.7	B	WB	TR	0.51	18.8	B
	NB	LT	0.82	21.2	C	NB	LT	0.71	18.7	B	NB	LT	0.70	18.4	B
	INTERSECTION			20.1	C	INTERSECTION			18.2	B	INTERSECTION			18.5	B
6th Avenue @ 38th Street	EB	LT	1.01	52.4	D	EB	LT	0.86	34.8	C	EB	LT	0.83	32.8	C
	NB	TR	0.84	21.7	C	NB	TR	0.68	14.3	B	NB	TR	0.64	13.7	B
	INTERSECTION			32.1	C	INTERSECTION			20.3	C	INTERSECTION			19.3	B
6th Avenue @ 39th Street	WB	TR	0.90	33.9	C	WB	TR	1.01	51.8	D	WB	TR	0.83	29.3	C
	NB	LT	0.86	23.5	C	NB	LT	0.83	24.1	C	NB	LT	0.75	19.4	B
	INTERSECTION			26.6	C	INTERSECTION			33.8	C	INTERSECTION			22.3	C

6th Avenue @ 40th Avenue	EB	LT	1.11	86.8	F	EB	LT	0.59	23.7	C	EB	LT	0.83	30.7	C
	NB	TR	0.63	12.0	B	NB	TR	0.61	13.1	B	NB	TR	0.60	13.0	B
	INTERSECTION			39.9	D	INTERSECTION			15.7	B	INTERSECTION			18.7	B
6th Avenue @ 41st Street	NB	LT	0.81	13.1	B	NB	LT	0.70	10.9	B	NB	LT	0.77	16.0	B
	INTERSECTION			13.1	B	INTERSECTION			10.9	B	INTERSECTION			16.0	B
6th Ave @ 42nd St	EB	LT	0.82	29.1	C	EB	LT	0.99	53.7	D	EB	LT	0.56	23.6	C
	WB	TR	0.75	27.1	C	WB	TR	1.10	85.9	F	WB	TR	0.75	27.5	C
	NB	LTR	0.74	15.2	B	NB	LTR	0.79	20.4	C	NB	LTR	0.73	15.2	B
	INTERSECTION			21.6	C	INTERSECTION			45.2	D	INTERSECTION			19.7	B
6th Avenue @ 43rd Street	WB	TR	0.78	35.8	D	WB	TR	0.65	30.6	C	WB	TR	0.77	32.4	C
	NB	LT	0.78	12.3	B	NB	LT	0.71	11.1	B	NB	LT	0.71	11.0	B
	INTERSECTION			16.0	B	INTERSECTION			13.9	B	INTERSECTION			16.3	B
6th Avenue @ 44th Street	EB	LT	0.70	29.3	C	EB	LT	1.07	77.9	E	EB	LT	0.81	37.1	D
	NB	TR	0.78	12.4	B	NB	TR	0.72	13.5	B	NB	TR	0.71	11.1	B
	INTERSECTION			16.6	B	INTERSECTION			32.0	C	INTERSECTION			16.1	B
6th Avenue @ 45th Street	WB	T	0.49	25.7	C	WB	T	0.49	25.8	C	WB	T	0.48	25.6	C
		R	0.34	24.7	C		R	0.31	24.2	C		R	0.25	23.3	C
	NB	LT	0.76	11.9	B	NB	LT	0.66	10.4	B	NB	LT	0.67	10.6	B
	INTERSECTION			14.4	B	INTERSECTION			13.4	B	INTERSECTION			13.3	B
6th Avenue @ 46th Street	EB	LT	0.86	38.8	D	EB	LT	0.78	34.1	C	EB	LT	0.96	49.9	D
	NB	TR	0.73	11.3	B	NB	TR	0.64	10.1	B	NB	TR	0.66	12.5	B
	INTERSECTION			17.4	B	INTERSECTION			15.5	B	INTERSECTION			22.7	C
6th Avenue @ 50th Street	EB	LT	0.83	35.1	D	EB	LT	0.94	42.2	D	EB	LT	0.65	30.8	C
	NB	T	0.78	12.8	B	NB	T	0.67	12.1	B	NB	T	0.69	9.1	A
		R	0.22	10.8	B		R	0.32	13.0	B		R	0.26	9.8	A
	INTERSECTION			18.9	B	INTERSECTION			23.1	C	INTERSECTION			13.9	B
57th Street @ 6th Avenue	EB	LT	0.78	31.4	C	EB	LT	0.46	18.4	B	EB	LT	0.80	32.5	C
	WB	T	0.64	28.0	C	WB	T	0.49	19.1	B	WB	T	0.69	29.3	C
		R	0.36	24.3	C		R	0.48	20.5	C		R	0.58	29.7	C
	NB	LT	0.65	15.5	B	NB	LT	0.70	22.0	C	NB	LT	0.54	13.8	B
		R	0.32	12.4	B		R	0.50	20.8	C		R	0.47	14.6	B
	INTERSECTION			21.6	C	INTERSECTION			20.5	C	INTERSECTION			21.4	C
14th Street @ 7th Avenue	EB	TR	0.58	24.4	C	EB	TR	0.57	24.1	C	EB	TR	0.50	22.7	C
	WB	LT	0.75	30.1	C	WB	LT	0.74	29.8	C	WB	LT	0.78	32.0	C
	SB	LT	0.56	16.4	B	SB	LT	0.55	16.4	B	SB	LT	0.70	18.9	B
		R	0.25	14.1	B		R	0.21	13.5	B		R	0.25	14.1	B
	INTERSECTION			20.8	C	INTERSECTION			20.7	C	INTERSECTION			21.8	C
7th Avenue @ 23rd Street	EB	TR	0.82	28.3	C	EB	TR	0.69	21.4	C	EB	TR	0.74	24.6	C
	WB	T	0.69	22.2	C	WB	T	0.84	29.2	C	WB	T	0.45	17.6	B
	SB	LTR	0.65	19.3	B	SB	LTR	0.66	22.2	C	SB	LTR	0.84	26.7	C
	INTERSECTION			22.1	C	INTERSECTION			23.7	C	INTERSECTION			25.0	C
7th Ave @ 28th St	EB	TR	0.24	13.6	B	EB	TR	0.26	13.7	B	EB	TR	0.23	10.9	B
	SB	LT	0.89	28.9	C	SB	LT	0.78	24.3	C	SB	LT	0.83	29.4	C
	INTERSECTION			24.9	C	INTERSECTION			21.2	C	INTERSECTION			24.6	C
7th Ave @ 29th St	WB	LT	0.80	28.8	C	WB	LT	0.87	36.9	D	WB	LT	0.89	38.9	D
	SB	TR	0.70	15.7	B	SB	TR	0.59	14.0	B	SB	TR	0.76	16.9	B
	INTERSECTION			20.9	C	INTERSECTION			21.9	C	INTERSECTION			23.5	C
7th Ave @ 30th St	EB	TR	0.96	42.1	D	EB	TR	0.73	25.9	C	EB	TR	0.92	39.5	D
	SB	LT	0.67	15.2	B	SB	LT	0.57	13.8	B	SB	LT	0.70	17.2	B
	INTERSECTION			27.9	C	INTERSECTION			19.2	B	INTERSECTION			25.3	C
7th Ave @ 31st St	WB	LT	0.91	38.5	D	WB	LT	0.76	28.0	C	WB	LT	0.87	31.7	C
	SB	TR	0.58	15.1	B	SB	TR	0.45	13.7	B	SB	TR	0.59	18.4	B
	INTERSECTION			23.0	C	INTERSECTION			18.5	B	INTERSECTION			23.2	C
7th Ave @ 32nd St	SB	LT	0.40	3.7	A	SB	LT	0.33	3.4	A	SB	LT	0.33	3.5	A
	INTERSECTION			3.7	A	INTERSECTION			3.4	A	INTERSECTION			3.5	A
7th Ave @ 33rd St	WB	LT	0.71	39.4	D	WB	LT	0.80	44.5	D	WB	LT	0.75	38.5	D
	SB	TR	0.65	5.3	A	SB	TR	0.50	4.3	A	SB	TR	0.56	6.3	A
	INTERSECTION			9.5	A	INTERSECTION			11.2	B	INTERSECTION			11.8	B
7th Ave 34th St	EB	TR	0.78	27.7	C	EB	TR	0.64	21.9	C	EB	TR	0.69	25.8	C
	WB	LT	0.94	40.8	D	WB	LT	0.87	31.4	C	WB	LT	0.95	44.7	D
	SB	T	0.80	18.1	B	SB	T	0.87	24.5	C	SB	T	0.78	17.6	B
	INTERSECTION			25.9	C	INTERSECTION			25.8	C	INTERSECTION			26.7	C
7th Ave @ 35th St	WB	L	0.63	28.4	C	WB	L	0.53	25.6	C	WB	L	0.38	22.4	C
		LT	0.49	22.9	C		LT	0.40	21.7	C		LT	0.65	26.2	C
	SB	TR	0.90	20.6	C	SB	TR	0.77	15.6	B	SB	TR	0.72	14.5	B
	INTERSECTION			21.8	C	INTERSECTION			17.7	B	INTERSECTION			18.1	B

7th Ave @ 36th St	EB	TR	0.73	25.9	C	EB	TR	0.83	29.6	C	EB	TR	0.78	29.5	C
	SB	LT	0.72	15.6	B	SB	LT	0.65	17.6	B	SB	LT	0.64	14.4	B
	INTERSECTION			19.1	B	INTERSECTION			21.6	C	INTERSECTION			18.6	B
7th Ave @ 37th St	WB	LT	0.72	25.7	C	WB	LT	0.60	21.4	C	WB	LT	0.82	29.8	C
	SB	TR	0.97	30.4	C	SB	TR	0.91	27.3	C	SB	TR	0.92	23.7	C
	INTERSECTION			28.8	C	INTERSECTION			25.8	C	INTERSECTION			25.9	C
7th Ave @ 38th St	EB	TR	0.77	27.3	C	EB	TR	0.77	26.5	C	EB	TR	0.93	41.7	D
	SB	LT	0.87	20.8	C	SB	LT	0.84	22.7	C	SB	LT	0.89	22.1	C
	INTERSECTION			23.2	C	INTERSECTION			23.9	C	INTERSECTION			28.0	C
7th Ave @ 39th St	WB	LT	0.50	19.0	B	WB	LT	0.55	19.7	B	WB	LT	0.40	18.1	B
	SB	TR	0.97	34.7	C	SB	TR	0.82	22.0	C	SB	TR	1.01	41.7	D
	INTERSECTION			30.0	C	INTERSECTION			21.2	C	INTERSECTION			36.2	D
7th Ave @ 40th St	EB	TR	0.88	28.0	C	EB	TR	0.89	33.2	C	EB	TR	1.00	46.8	D
	SB	LT	0.79	22.8	C	SB	LT	0.78	23.4	C	SB	LT	0.87	26.7	C
	INTERSECTION			25.0	C	INTERSECTION			27.0	C	INTERSECTION			36.3	D
7th Ave @ 41st St	WB	LT	0.40	23.9	C	WB	LT	0.21	15.8	B	WB	LT	0.25	21.9	C
	SB	TR	0.81	14.5	B	SB	TR	0.72	19.3	B	SB	TR	0.68	11.7	B
	INTERSECTION			15.7	B	INTERSECTION			18.9	B	INTERSECTION			12.7	B
7th Ave @ 42nd St	EB	TR	0.92	38.4	D	EB	TR	0.90	35.2	D	EB	TR	0.45	22.1	C
	WB	T	0.65	25.7	C	WB	T	0.44	18.2	B	WB	T	0.57	24.1	C
	SB	LTR	0.80	16.5	B	SB	LTR	0.69	18.8	B	SB	LTR	0.74	15.0	B
	INTERSECTION			25.2	C	INTERSECTION			23.6	C	INTERSECTION			18.5	B
7th Avenue @ 43rd Street	WB	LT	0.55	26.4	C	WB	LT	0.61	27.7	C	WB	LT	0.79	33.8	C
	SB	TR	0.70	11.8	B	SB	TR	0.52	9.7	A	SB	TR	0.62	10.8	B
	INTERSECTION			14.4	B	INTERSECTION			14.0	B	INTERSECTION			16.7	B
7th Avenue @ 44th Street	EB	TR	0.58	23.2	C	EB	TR	0.64	24.4	C	EB	TR	0.30	19.5	B
	SB	T	0.79	16.8	B	SB	T	0.57	12.9	B	SB	T	0.70	14.9	B
	INTERSECTION			18.8	B	INTERSECTION			17.6	B	INTERSECTION			15.8	B
7th Avenue @ 45th Street	WB	LT	0.73	27.8	C	WB	LT	0.69	26.7	C	WB	LT	0.71	27.4	C
	SB	T	0.87	19.7	B	SB	T	0.55	12.8	B	SB	T	0.69	14.7	B
	INTERSECTION			21.7	C	INTERSECTION			17.4	B	INTERSECTION			18.4	B
7th Avenue @ 46th Street	EB	TR	0.52	22.3	C	EB	TR	0.32	19.7	B	EB	TR	0.51	22.2	C
	SB	LT	0.84	18.4	B	SB	LT	0.62	13.7	B	SB	LT	0.70	14.9	B
	INTERSECTION			19.5	B	INTERSECTION			15.1	B	INTERSECTION			17.1	B
7th Avenue @ 50th Street	EB	TR	0.81	32.1	C	EB	TR	0.74	16.1	B	EB	TR	0.66	26.6	C
	SB	LT	0.83	18.1	B	SB	LT	0.62	13.7	B	SB	LT	0.65	14.2	B
	INTERSECTION			21.9	C	INTERSECTION			14.7	B	INTERSECTION			17.5	B
57th Street @ 7th Avenue	EB	T	0.58	20.5	C	EB	T	0.55	20.0	B	EB	T	0.64	21.8	C
		R	0.31	17.5	B		R	0.29	17.2	B		R	0.36	18.2	B
	WB	T	0.44	18.0	B	WB	T	0.44	18.0	B	WB	T	0.47	18.4	B
	SB	LTR	0.75	22.6	C	SB	LTR	0.40	17.4	B	SB	LTR	0.75	23.1	C
	INTERSECTION			21.0	C	INTERSECTION			18.3	B	INTERSECTION			21.4	C
14th Street @ 8th Avenue	EB	LT	0.68	27.8	C	EB	LT	0.67	27.8	C	EB	LT	0.56	24.6	C
	WB	TR	0.71	27.8	C	WB	TR	0.67	26.5	C	WB	TR	0.66	26.3	C
	NB	LTR	0.56	16.3	B	NB	LTR	0.53	15.9	B	NB	LTR	0.53	15.9	B
	INTERSECTION			20.8	C	INTERSECTION			20.3	C	INTERSECTION			19.6	B
8th Avenue @ 23rd Street	EB	LT	0.58	20.1	C	EB	LT	0.89	36.2	D	EB	LT	0.46	21.7	C
	WB	TR	0.86	31.4	C	WB	TR	1.16	109.8	F	WB	TR	0.49	22.1	C
	NB	LTR	0.52	16.7	B	NB	LTR	0.97	32.5	C	NB	LTR	0.66	17.8	B
	INTERSECTION			21.7	C	INTERSECTION			53.2	D	INTERSECTION			19.3	B
8th Avenue @ 28th Street	EB	LT	0.68	27.3	C	EB	LT	0.70	28.0	C	EB	LT	0.82	33.1	C
	NB	TR	0.73	14.6	B	NB	TR	0.91	20.9	C	NB	TR	0.89	19.8	B
	INTERSECTION			17.8	B	INTERSECTION			22.4	C	INTERSECTION			23.1	C
8th Avenue @ 29th Street	WB	TR	0.74	26.5	C	WB	TR	0.70	26.3	C	WB	TR	0.89	38.0	D
	NB	LT	0.78	17.4	B	NB	LT	0.97	30.5	C	NB	LT	0.98	31.3	C
	INTERSECTION			20.6	C	INTERSECTION			29.6	C	INTERSECTION			32.9	C
8th Ave @ 30th St	EB	LT	1.01	45.7	D	EB	LT	0.90	31.5	C	EB	LT	0.92	34.8	C
	NB	TR	0.95	34.4	C	NB	TR	0.96	31.6	C	NB	TR	0.97	31.0	C
	INTERSECTION			40.0	D	INTERSECTION			31.5	C	INTERSECTION			32.4	C
8th Avenue @ 31st Street	WB	TR	0.86	30.8	C	WB	TR	0.73	25.8	C	WB	TR	0.70	24.4	C
	NB	LT	0.84	21.7	C	NB	LT	0.93	26.6	C	NB	LT	0.97	29.0	C
	INTERSECTION			24.3	C	INTERSECTION			26.5	C	INTERSECTION			27.9	C
8th Ave @ 33rd St	WB	TR	0.37	16.2	B	WB	TR	0.36	17.2	B	WB	TR	0.41	17.9	B
	NB	LT	0.97	34.1	C	NB	LT	0.90	24.8	C	NB	LT	0.98	33.6	C
	INTERSECTION			30.6	C	INTERSECTION			23.4	C	INTERSECTION			30.7	C
8th Ave @ 34th St	EB	DefL	0.86	61.6	E	EB	DefL	0.43	29.8	C	EB	DefL	0.54	32.3	C
		T	0.69	8.9	A		T	0.47	14.2	B		T	0.48	16.0	B
	WB	TR	0.92	40.4	D	WB	TR	0.91	38.7	D	WB	TR	0.90	41.8	D
	NB	LTR	0.98	37.4	D	NB	LTR	0.86	29.0	C	NB	LTR	0.81	24.7	C
	INTERSECTION			34.0	C	INTERSECTION			29.3	C	INTERSECTION			27.6	C
8th Avenue @ 35th Street	WB	TR	0.62	27.3	C	WB	TR	0.79	28.6	C	WB	TR	0.75	30.9	C
	NB	LT	0.83	14.7	B	NB	LT	0.85	22.9	C	NB	LT	0.81	14.3	B
	INTERSECTION			17.5	B	INTERSECTION			24.4	C	INTERSECTION			18.7	B
8th Avenue @ 36th Street	EB	LT	0.71	26.7	C	EB	LT	0.92	37.9	D	EB	LT	0.60	20.5	C
	NB	TR	0.92	21.8	C	NB	TR	0.87	23.8	C	NB	TR	0.96	31.2	C
	INTERSECTION			23.2	C	INTERSECTION			28.4	C	INTERSECTION			27.9	C

8th Avenue @ 37th Street	WB	TR	0.80	28.6	C	WB	TR	0.75	26.0	C	WB	TR	0.93	35.4	D
	NB	LT	0.94	25.7	C	NB	LT	0.93	28.4	C	NB	LT	0.78	16.7	B
	INTERSECTION			26.7	C	INTERSECTION			27.8	C	INTERSECTION			23.5	C
8th Avenue @ 38th Street	EB	LT	0.90	33.9	C	EB	LT	0.62	21.0	C	EB	LT	0.61	22.2	C
	NB	TR	1.00	37.6	D	NB	TR	0.84	22.9	C	NB	TR	0.78	18.4	B
	INTERSECTION			36.3	D	INTERSECTION			22.3	C	INTERSECTION			19.4	B
8th Avenue @ 39th Street	WB	TR	0.61	21.0	C	WB	TR	0.64	21.7	C	WB	TR	0.92	41.1	D
	NB	LT	0.78	20.0	C	NB	LT	0.90	25.8	C	NB	LT	1.02	44.6	D
	INTERSECTION			20.3	C	INTERSECTION			24.5	C	INTERSECTION			43.8	D
8th Avenue @ 40th Street	EB	T	1.17	110.1	F	EB	LT	0.69	21.7	C	EB	T	0.58	18.3	B
	NB	TR	1.07	65.1	E	NB	TR	0.80	23.3	C	NB	TR	1.03	47.9	D
	INTERSECTION			81.0	F	INTERSECTION			22.9	C	INTERSECTION			39.4	D
8th Avenue @ 41st Street	WB	R	0.22	12.1	B	WB	R	0.16	11.6	B	WB	R	0.36	13.5	B
	NB	T	0.98	40.5	D	NB	T	0.83	27.5	C	NB	T	0.84	27.2	C
	INTERSECTION			37.9	D	INTERSECTION			26.2	C	INTERSECTION			25.4	C
8th Ave @ 42nd St	EB	LT	0.61	7.9	A	EB	DefL	0.54	27.7	C	EB	LT	0.41	16.8	B
							T	0.51	5.7	A					
	WB	TR	0.82	34.7	C	WB	TR	0.73	25.9	C	WB	TR	0.86	37.2	D
	NB	LTR	0.96	23.1	C	NB	LTR	0.87	27.6	C	NB	LTR	0.85	23.2	C
	INTERSECTION			22.1	C	INTERSECTION			23.1	C	INTERSECTION			25.3	C
8th Avenue @ 43rd Street	WB	TR	0.44	21.3	C	WB	TR	0.37	17.3	B	WB	TR	0.54	22.8	C
	NB	LT	0.90	21.3	C	NB	LT	0.93	28.9	C	NB	LT	0.83	17.4	B
	INTERSECTION			21.3	C	INTERSECTION			26.4	C	INTERSECTION			18.5	B
8th Avenue @ 44th Street	EB	LT	1.06	78.2	E	EB	LT	0.87	32.0	C	EB	LT	0.67	30.2	C
	NB	TR	0.52	10.1	B	NB	TR	0.55	16.2	B	NB	TR	0.55	9.1	A
	INTERSECTION			29.8	C	INTERSECTION			21.2	C	INTERSECTION			12.8	B
8th Avenue @ 45th Street	WB	TR	0.90	43.9	D	WB	TR	0.59	21.2	C	WB	TR	0.94	47.2	D
	NB	LT	0.61	9.8	A	NB	LT	0.64	17.5	B	NB	LT	0.74	13.7	B
	INTERSECTION			18.0	B	INTERSECTION			18.5	B	INTERSECTION			21.8	C
8th Avenue @ 46th Street	EB	LT	0.46	24.8	C	EB	LT	0.32	16.7	B	EB	LT	0.56	26.3	C
	NB	TR	0.69	10.8	B	NB	TR	0.70	18.5	B	NB	TR	0.78	12.2	B
	INTERSECTION			13.6	B	INTERSECTION			18.1	B	INTERSECTION			15.2	B
57th Street @ 8th Avenue	EB	LT	0.86	34.4	C	EB	LT	0.77	29.6	C	EB	LT	0.82	31.9	C
	WB	T	0.48	22.1	C	WB	T	0.71	26.7	C	WB	T	0.70	26.4	C
		R	0.65	28.8	C		R	0.56	25.9	C		R	0.49	24.1	C
	NB	LTR	0.58	16.6	B	NB	LTR	0.62	17.2	B	NB	LTR	0.82	21.5	C
	INTERSECTION			22.7	C	INTERSECTION			22.2	C	INTERSECTION			24.4	C
14th Street @ 9th Avenue	EB	LTR	0.38	36.2	D	EB	LTR	0.27	30.3	C	EB	LTR	0.38	34.5	C
	WB	L	0.65	52.3	D	WB	L	0.42	35.3	D	WB	L	0.36	36.9	D
		TR	0.91	62.4	E		TR	0.84	46.8	D		TR	1.09	101.5	F
	NB	L	0.21	34.2	C	NB	L	0.31	38.1	D	NB	L	0.16	34.4	C
		TR	0.59	41.4	D		TR	0.42	40.4	D		TR	0.59	42.3	D
	SB	L	0.49	21.7	C	SB	L	0.61	25.9	C	SB	L	0.38	19.7	B
		T	0.97	43.6	D		T	0.92	38.3	D		T	0.96	41.8	D
		R	0.18	16.6	B		R	0.27	18.9	B		R	0.35	18.6	B
	INTERSECTION			41.6	D	INTERSECTION			36.1	D	INTERSECTION			48.1	D
9th Avenue @ 23rd Street	EB	TR	0.59	29.3	C	EB	TR	0.54	28.1	C	EB	TR	0.62	32.1	C
	WB	DefL	1.19	146.5	F	WB	DefL	1.12	121.8	F	WB	DefL	0.79	37.2	D
		T	0.86	39.0	D		T	1.47	246.7	F		T	0.63	25.5	C
	SB	LTR	0.88	28.4	C	SB	LTR	0.92	31.6	C	SB	LTR	0.81	24.3	C
	INTERSECTION			40.9	D	INTERSECTION			76.7	E	INTERSECTION			26.5	C
9th Avenue @ 28th Street	EB	TR	0.48	25.8	C	EB	TR	0.53	26.8	C	EB	TR	0.68	30.3	C
	SB	LT	0.82	13.3	B	SB	LT	0.74	11.6	B	SB	LT	0.61	9.7	A
	INTERSECTION			14.8	B	INTERSECTION			13.8	B	INTERSECTION			13.3	B
9th Avenue @ 29th Street	WB	LT	0.57	25.9	C	WB	LT	0.41	23.8	C	WB	LT	0.45	24.3	C
	SB	TR	0.77	12.2	B	SB	TR	0.93	19.4	B	SB	TR	0.75	11.7	B
	INTERSECTION			16.2	B	INTERSECTION			20.5	C	INTERSECTION			14.9	B
9th Ave @ 30th St	EB	TR	0.98	43.5	D	EB	TR	0.88	36.2	D	EB	TR	0.88	36.6	D
	SB	LT	0.79	22.5	C	SB	LT	0.81	17.6	B	SB	LT	0.82	18.1	B
	INTERSECTION			31.5	C	INTERSECTION			24.2	C	INTERSECTION			24.5	C
9th Avenue @ 31st Street	WB	LT	0.65	28.3	C	WB	LT	0.72	30.1	C	WB	LT	0.80	29.1	C
	SB	TR	0.73	11.4	B	SB	TR	0.71	11.1	B	SB	TR	0.84	18.0	B
	INTERSECTION			15.5	B	INTERSECTION			16.0	B	INTERSECTION			21.4	C
9th Ave @ 33rd St	WB	LT	0.80	32.3	C	WB	LT	0.88	40.1	D	WB	LT	0.77	29.0	C
	SB	TR	1.04	43.4	D	SB	TR	0.68	10.6	B	SB	TR	0.77	15.7	B
	INTERSECTION			41.1	D	INTERSECTION			18.1	B	INTERSECTION			19.2	B
9th Ave @ 34th St	EB	TR	1.03	60.1	E	EB	TR	0.84	32.0	C	EB	TR	0.76	25.2	C
	WB	DefL	0.85	50.0	D	WB	DefL	0.79	39.8	D	WB	DefL	0.58	29.3	C
		T	0.42	10.0	A		T	0.47	9.5	A		T	0.41	9.9	A
	SB	LTR	1.30	172.7	F	SB	LTR	0.87	36.8	D	SB	LTR	0.88	35.8	D
	INTERSECTION			112.1	F	INTERSECTION			30.5	C	INTERSECTION			28.6	C
9th Avenue @ 35th Street	WB	LT	0.74	32.7	C	WB	LT	0.85	38.8	D	WB	LT	0.69	29.2	C
	SB	TR	0.91	16.8	B	SB	TR	0.66	10.4	B	SB	TR	0.76	12.0	B
	INTERSECTION			19.3	B	INTERSECTION			17.0	B	INTERSECTION			16.4	B

9th Avenue @ 36th Street	EB	TR	0.94	44.1	D	EB	TR	0.69	29.1	C	EB	TR	0.76	31.3	C
	SB	LT	0.85	14.2	B	SB	LT	0.68	10.6	B	SB	LT	0.74	11.6	B
	INTERSECTION			22.3	C	INTERSECTION			15.4	B	INTERSECTION			16.7	B
9th Ave @ 37th St	WB	LT	0.85	32.1	C	WB	LT	0.85	36.8	D	WB	LT	1.15	104.3	F
	SB	TR	0.87	19.6	B	SB	TR	0.69	10.8	B	SB	TR	0.80	12.4	B
	INTERSECTION			23.2	C	INTERSECTION			18.0	B	INTERSECTION			42.2	D
9th Avenue @ 38th Street	EB	TR	0.92	42.0	D	EB	TR	0.77	31.2	C	EB	TR	0.46	24.6	C
	SB	LT	0.84	14.0	B	SB	LT	0.73	12.1	B	SB	LT	0.85	13.8	B
	INTERSECTION			21.4	C	INTERSECTION			17.2	B	INTERSECTION			15.6	B
9th Avenue @ 39th Street	WB	LT	0.87	41.0	D	WB	LT	0.74	30.9	C	WB	LT	0.83	42.4	D
	SB	TR	0.79	12.6	B	SB	TR	0.70	11.0	B	SB	TR	0.92	17.5	B
	INTERSECTION			18.0	B	INTERSECTION			16.3	B	INTERSECTION			20.3	C
9th Avenue @ 40th Street	EB	TR	0.93	34.6	C	EB	TR	0.73	30.3	C	EB	TR	0.80	32.5	C
	SB	LT	0.98	32.9	C	SB	LT	0.64	10.1	B	SB	LT	0.74	11.3	B
	INTERSECTION			33.6	C	INTERSECTION			16.0	B	INTERSECTION			16.4	B
9th Avenue @ 41st Street	WB	LT	0.00	16.8	B	WB	LT	0.00	16.8	B	WB	LT	0.07	17.5	B
	SB	TR	0.84	17.2	B	SB	TR	0.89	20.1	C	SB	TR	0.86	18.0	B
	INTERSECTION			17.2	B	INTERSECTION			20.1	C	INTERSECTION			18.0	B
9th Ave @ 42nd St	EB	TR	0.94	46.8	D	EB	TR	0.92	45.7	D	EB	TR	0.74	30.3	C
	WB	DefL	0.53	33.2	C	WB	DefL	0.89	59.4	E	WB	DefL	0.69	38.9	D
		T	0.51	16.5	B		T	0.34	14.2	B		T	0.57	17.0	B
	SB	LTR	1.10	77.0	E	SB	LTR	0.85	26.1	C	SB	LTR	1.15	98.0	F
	INTERSECTION			62.2	E	INTERSECTION			31.4	C	INTERSECTION			73.2	E
9th Avenue @ 43rd Street	WB	LT	0.61	21.8	C	WB	LT	0.68	23.5	C	WB	LT	0.91	36.0	D
	SB	TR	0.87	22.4	C	SB	TR	0.91	25.6	C	SB	TR	0.91	24.2	C
	INTERSECTION			22.3	C	INTERSECTION			25.2	C	INTERSECTION			27.0	C
9th Avenue @ 44th Street	EB	TR	0.78	30.5	C	EB	TR	0.92	41.5	D	EB	TR	0.59	24.6	C
	SB	LT	0.83	16.9	B	SB	LT	0.85	19.1	B	SB	LT	1.03	43.1	D
	INTERSECTION			19.3	B	INTERSECTION			24.7	C	INTERSECTION			40.5	D
9th Avenue @ 45th Street	WB	LT	0.30	22.7	C	WB	LT	0.33	22.9	C	WB	LT	0.37	23.4	C
	SB	TR	0.75	11.5	B	SB	TR	0.74	11.5	B	SB	TR	0.91	16.6	B
	INTERSECTION			13.1	B	INTERSECTION			13.6	B	INTERSECTION			17.7	B
9th Avenue @ 46th Street	EB	TR	0.70	31.3	C	EB	TR	0.55	27.2	C	EB	TR	0.68	30.6	C
	SB	LT	0.75	11.5	B	SB	LT	0.77	12.1	B	SB	LT	0.96	20.8	C
	INTERSECTION			14.3	B	INTERSECTION			14.2	B	INTERSECTION			22.2	C
9th Avenue @ 50th Street	EB	TR	0.58	26.7	C	EB	TR	1.15	112.8	F	EB	TR	0.74	33.0	C
	SB	LT	0.75	11.4	B	SB	LT	1.01	33.7	C	SB	LT	0.93	17.8	B
	INTERSECTION			14.1	B	INTERSECTION			54.1	D	INTERSECTION			20.1	C
57th Street @ 9th Avenue	EB	TR	1.27	166.3	F	EB	TR	1.08	92.5	F	EB	TR	0.77	37.4	D
	WB	DefL	0.59	26.6	C	WB	DefL	1.18	132.2	F	WB	DefL	1.13	108.8	F
		T	0.83	31.2	C		T	0.40	15.4	B		T	0.56	18.4	B
	SB	LTR	1.03	52.8	D	SB	LTR	1.02	54.4	D	SB	LTR	0.97	41.9	D
	INTERSECTION			69.1	E	INTERSECTION			63.8	E	INTERSECTION			42.9	D
Broadway @ 23rd Street	EB	TR	0.62	21.3	C	EB	TR	0.88	31.2	C	EB	TR	0.66	22.0	C
	WB	LT	0.95	44.9	D	WB	LT	0.91	38.6	D	WB	LT	0.43	18.5	B
	SB	LT	0.26	16.0	B	SB	LT	0.30	16.3	B	SB	LT	0.40	17.4	B
	INTERSECTION			28.1	C	INTERSECTION			28.8	C	INTERSECTION			19.4	B
Broadway @ 24th Street	EB	R	0.28	19.5	B	EB	R	0.24	19.0	B	EB	R	0.22	18.8	B
	SB	T	0.18	12.6	B	SB	T	0.20	12.8	B	SB	T	0.19	12.7	B
	INTERSECTION			16.0	B	INTERSECTION			15.5	B	INTERSECTION			15.3	B
Broadway @ 30th St	EB	TR	0.97	42.8	D	EB	TR	0.78	26.9	C	EB	TR	0.56	21.0	C
	SB	LT	0.76	26.9	C	SB	LT	0.69	22.5	C	SB	LT	0.73	23.8	C
	INTERSECTION			36.2	D	INTERSECTION			24.7	C	INTERSECTION			22.6	C
Broadway @ 31st St	WB	LT	0.69	24.1	C	WB	LT	0.59	21.6	C	WB	LT	0.73	25.1	C
	SB	TR	0.86	30.6	C	SB	TR	0.91	35.6	D	SB	TR	0.94	38.8	D
	INTERSECTION			27.6	C	INTERSECTION			29.9	C	INTERSECTION			32.6	C
Broadway @ 32nd St	EB	TR	0.29	17.0	B	EB	TR	0.35	17.7	B	EB	TR	0.19	16.0	B
	SB	L	0.27	16.4	B	SB	L	0.35	17.6	B	SB	L	0.39	18.2	B
		T	0.71	23.0	C		T	0.73	23.6	C		T	0.78	25.4	C
	INTERSECTION			20.6	C	INTERSECTION			21.0	C	INTERSECTION			22.5	C
Broadway @ 33rd St	WB	L	0.13	15.9	B	WB	L	0.12	15.8	B	WB	L	0.19	16.6	B
	SB	T	0.82	31.0	C	SB	T	0.90	36.8	D	SB	T	0.94	41.5	D
	INTERSECTION			30.0	C	INTERSECTION			35.7	D	INTERSECTION			39.6	D
Broadway @ 35th St	WB	LT	0.34	8.1	A	WB	LT	0.31	7.9	A	WB	LT	0.35	8.2	A
	SB	TR	0.80	36.6	D	SB	TR	0.82	37.4	D	SB	TR	0.91	44.1	D
	INTERSECTION			24.2	C	INTERSECTION			25.4	C	INTERSECTION			29.4	C
Broadway @ 36th St	EB	TR	0.73	18.3	B	EB	TR	0.57	14.7	B	EB	TR	0.64	16.0	B
	SB	LT	0.64	27.3	C	SB	LT	0.71	28.8	C	SB	LT	0.78	30.8	C
	INTERSECTION			22.8	C	INTERSECTION			23.0	C	INTERSECTION			24.6	C

Broadway @ 37th St	WB	LT	0.68	20.2	C	WB	LT	0.51	16.7	B	WB	LT	0.95	39.2	D
	SB	TR	0.60	23.0	C	SB	TR	0.52	21.8	C	SB	TR	0.60	23.1	C
	INTERSECTION			22.0	C	INTERSECTION			20.2	C	INTERSECTION			30.2	C
Broadway @ 38th St	EB	TR	0.64	20.7	C	EB	TR	0.68	22.9	C	EB	TR	0.85	30.8	C
	SB	LT	0.72	23.1	C	SB	LT	0.66	21.9	C	SB	LT	0.65	21.6	C
	INTERSECTION			22.1	C	INTERSECTION			22.2	C	INTERSECTION			25.2	C
Broadway @ 39th St	WB	LT	0.61	22.6	C	WB	LT	0.74	25.7	C	WB	LT	0.85	33.5	C
	SB	TR	0.51	16.8	B	SB	TR	0.43	15.9	B	SB	TR	0.43	15.9	B
	INTERSECTION			19.0	B	INTERSECTION			20.4	C	INTERSECTION			22.6	C
Broadway @ 40th St	EB	TR	0.97	43.5	D	EB	TR	0.47	18.5	B	EB	TR	0.85	31.9	C
	SB	LT	0.48	15.9	B	SB	LT	0.44	17.8	B	SB	LT	0.34	13.3	B
	INTERSECTION			29.5	C	INTERSECTION			18.0	B	INTERSECTION			22.9	C
Broadway @ 41st St	WB	LT	0.36	23.3	C	WB	LT	0.53	22.9	C	WB	LT	0.44	27.0	C
	SB	TR	0.44	12.7	B	SB	TR	0.44	17.7	B	SB	TR	0.34	11.7	B
	INTERSECTION			14.3	B	INTERSECTION			18.5	B	INTERSECTION			13.4	B
Broadway @ 42nd St	EB	T	0.89	38.4	D	EB	T	0.63	26.4	C	EB	T	0.50	28.3	C
	WB	DefL	0.44	33.6	C	WB	DefL	0.61	36.7	D	WB	LT	0.95	43.9	D
		T	0.61	18.5	B		T	0.54	17.1	B					
	SB	LTR	0.71	22.2	C	SB	LTR	0.46	18.1	B	SB	LTR	0.45	15.6	B
	INTERSECTION			26.8	C	INTERSECTION			21.6	C	INTERSECTION			27.2	C
Broadway @ 43rd Street	WB	LT	0.57	24.2	C	WB	LT	0.60	24.9	C	WB	LT	0.91	40.1	D
	SB	T	0.74	20.1	C	SB	T	0.84	26.2	C	SB	T	0.81	24.5	C
	INTERSECTION			21.1	C	INTERSECTION			25.8	C	INTERSECTION			31.5	C
Broadway @ 44th Street	EB	TR	0.50	22.0	C	EB	TR	0.54	22.5	C	EB	TR	0.24	18.9	B
	SB	LT	0.85	24.4	C	SB	LT	0.56	16.7	B	SB	LT	0.61	17.5	B
	INTERSECTION			23.6	C	INTERSECTION			19.3	B	INTERSECTION			17.9	B
Broadway @ 45th Street	WB	LT	0.49	22.4	C	WB	LT	0.52	23.0	C	WB	LT	0.72	27.8	C
	SB	T	0.95	30.8	C	SB	T	0.68	15.9	B	SB	T	0.82	20.4	C
		R	0.32	14.7	B		R	0.28	14.2	B		R	0.37	15.4	B
	INTERSECTION			27.0	C	INTERSECTION			18.0	B	INTERSECTION			22.4	C
Broadway @ 46th Street	EB	TR	0.50	22.0	C	EB	TR	0.30	19.5	B	EB	TR	0.49	21.8	C
	SB	T	0.71	19.6	B	SB	T	0.53	16.3	B	SB	T	0.65	18.2	B
	INTERSECTION			20.5	C	INTERSECTION			17.3	B	INTERSECTION			19.6	B
Broadway @ 50th Street	EB	TR	0.65	25.0	C	EB	TR	0.75	25.4	C	EB	TR	0.78	31.3	C
	SB	LT	0.46	15.0	B	SB	LT	0.70	19.5	B	SB	LT	0.86	25.3	C
	INTERSECTION			18.5	B	INTERSECTION			22.3	C	INTERSECTION			27.0	C
Broadway/6th Ave@34th St	EB	T	1.08	81.9	F	EB	T	0.92	43.7	D	EB	T	0.80	35.3	D
	WB	TR	1.06	77.8	E	WB	TR	1.07	77.5	E	WB	TR	0.95	49.6	D
	NB	T	1.19	123.9	F	NB	T	1.22	136.6	F	NB	T	1.25	141.8	F
	SB	T	1.03	72.5	E	SB	T	1.11	100.2	F	SB	T	1.14	109.8	F
	INTERSECTION			96.5	F	INTERSECTION			97.2	F	INTERSECTION			97.7	F
Cardinal Stepanic Plz @ 40 St	EB	TR	0.27	14.5	B	EB	TR	0.22	14.0	B	EB	TR	0.25	14.3	B
		R	0.75	26.8	C		R	0.27	15.0	B		R	0.66	23.0	C
	SB	T	0.45	20.5	C	SB	T	0.46	20.6	C	SB	T	0.19	17.3	B
	INTERSECTION			21.1	C	INTERSECTION			17.5	B	INTERSECTION			18.7	B
Dyer Avenue @ 34th Street	EB	T	0.60	29.2	C	EB	T	0.61	30.8	C	EB	T	0.69	33.5	C
	WB	T	0.53	13.5	B	WB	T	0.49	8.4	A	WB	T	0.45	8.9	A
		R	0.10	9.3	A		R	0.24	6.7	A		R	0.21	7.3	A
	SB	L	0.75	32.8	C	SB	L	0.67	37.3	D	SB	L	0.53	32.4	C
		R	0.19	23.1	C		R	0.48	36.7	D		R	0.64	41.0	D
	INTERSECTION			24.4	C	INTERSECTION			22.1	C	INTERSECTION			24.0	C
Dyer Avenue @ 35th Street	WB	LTR	0.91	43.4	D	WB	LTR	0.87	40.0	D	WB	LTR	0.80	26.0	C
	NB	LT	0.04	4.7	A	NB	LT	0.11	5.0	A	NB	LT	0.12	12.5	B
	SB	TR	0.36	10.1	B	SB	TR	0.22	8.9	A	SB	TR	0.36	17.1	B
	INTERSECTION			27.2	C	INTERSECTION			26.4	C	INTERSECTION			22.2	C
Dyer Avenue @ 36th Street	EB	LT	0.79	35.5	D	EB	LT	0.70	32.5	C	EB	LT	0.86	39.6	D
	NB	TR	0.18	20.9	C	NB	TR	0.34	22.6	C	NB	TR	0.60	27.0	C
	SB	DefL	0.64	18.0	B	SB	DefL	0.35	11.4	B	SB	DefL	0.32	14.1	B
		TR	0.40	9.9	A		TR	0.23	8.6	A		TR	0.27	8.8	A
	INTERSECTION			20.0	B	INTERSECTION			20.0	C	INTERSECTION			24.7	C
Dyer Avenue @ 40th Street	EB	LT	0.51	29.0	C	EB	LT	0.34	26.7	C	EB	LT	0.56	29.9	C
	NB	TR	0.53	6.1	A	NB	TR	0.39	5.2	A	NB	TR	0.21	4.4	A
		R	0.73	11.5	B		R	0.72	11.8	B		R	0.82	16.7	B
	INTERSECTION			11.2	B	INTERSECTION			10.4	B	INTERSECTION			16.3	B
Dyer Avenue @ 41st Street	WB	TR	0.64	34.7	C	WB	TR	0.61	34.1	C	WB	TR	0.33	30.4	C
	NB	L	1.03	73.5	E	NB	L	1.09	91.9	F	NB	L	0.19	21.0	C
		TR	0.47	19.3	B		TR	0.36	19.0	B		TR	0.43	21.4	C
	INTERSECTION			38.4	D	INTERSECTION			46.6	D	INTERSECTION			22.7	C
Dyer Ave @ 42nd St	EB	T	0.33	20.5	C	EB	T	0.69	27.6	C	EB	T	0.34	20.7	C
	WB	T	0.54	23.3	C	WB	T	0.63	25.9	C	WB	T	0.68	25.9	C
	NB	L	0.38	14.1	B	NB	L	0.25	12.7	B	NB	L	0.40	14.3	B
		LTR	0.08	8.6	A		LTR	0.13	9.0	A		LTR	0.08	8.6	A
		R	0.71	19.1	B		R	0.44	12.4	B		R	0.35	11.2	B
	SB	R	0.02	10.9	B	SB	R	0.04	11.1	B	SB	R	0.18	12.4	B
	INTERSECTION			19.2	B	INTERSECTION			20.9	C	INTERSECTION			19.7	B

Greenwich St @ Canal St	EB	LTR	0.85	26.8	C	EB	LTR	0.75	11.9	B	EB	LTR	0.48	18.4	B
	WB	LTR	0.71	13.8	B	WB	LTR	0.47	2.4	A	WB	LTR	0.42	8.8	A
	INTERSECTION			22.7	C	INTERSECTION			9.0	A	INTERSECTION			15.1	B
Hudson St @ Canal St	EB	DefL	0.89	34.4	C	EB	L	0.43	16.0	B	EB	L	0.56	16.9	B
		T	0.72	17.8	B		LT	0.68	15.2	B		LT	0.34	10.0	B
	WB	T	0.72	32.9	C	WB	T	0.44	26.9	C	WB	T	0.29	25.0	C
		R	0.80	22.2	C		R	1.09	78.0	E		R	0.84	24.7	C
	NB	LT	0.80	32.9	C	NB	LT	0.45	26.3	C	NB	LT	0.85	34.9	C
		R	0.12	23.5	C		R	0.18	24.4	C		R	0.06	22.8	C
	INTERSECTION			29.2	C	INTERSECTION			36.1	D	INTERSECTION			25.8	C
Javitz Center @ 34th Street	EB	LT	0.31	6.1	A	EB	LT	0.23	4.1	A	EB	LT	0.22	5.6	A
	WB	TR	0.38	6.6	A	WB	TR	0.44	5.4	A	WB	TR	0.49	7.5	A
	SB	L	0.30	44.1	D	SB	L	0.07	44.4	D	SB	L	0.30	44.1	D
		R	0.02	39.5	D		R	0.03	43.8	D		R	0.02	39.5	D
	INTERSECTION			8.0	A	INTERSECTION			5.4	A	INTERSECTION			8.5	A
Lexington Ave @ 34th St	EB	TR	0.60	17.3	B	EB	TR	0.61	18.8	B	EB	TR	0.67	21.7	C
	WB	LT	1.09	79.6	E	WB	LT	1.22	131.5	F	WB	LT	0.86	32.1	C
	SB	LT	0.73	25.7	C	SB	LT	0.85	29.7	C	SB	LT	0.77	24.5	C
		R	0.12	18.1	B		R	0.14	17.1	B		R	0.12	15.1	B
	INTERSECTION			38.5	D	INTERSECTION			55.3	E	INTERSECTION			25.2	C
Lincoln Tunnel Expwy @ 30 St	EB	L	0.15	10.3	B	EB	L	0.20	10.7	B	EB	L	0.40	12.7	B
	SB	L	0.75	31.0	C	SB	L	0.38	23.3	C	SB	L	0.20	21.2	C
	INTERSECTION			26.0	C	INTERSECTION			17.7	B	INTERSECTION			14.7	B
Lincoln Tunnel Expwy @ 31 St	WB	LTR	0.83	36.3	D	WB	LTR	0.66	31.3	C	WB	LTR	0.88	38.3	D
	NB	LT	0.19	8.0	A	NB	LT	0.21	5.0	A	NB	LT	0.39	6.1	A
	SB	TR	0.50	14.5	B	SB	TR	0.24	8.7	A	SB	TR	0.12	7.9	A
	INTERSECTION			22.1	C	INTERSECTION			18.8	B	INTERSECTION			24.0	C
Madison Ave @ 34th St	EB	LT	0.89	35.2	D	EB	LT	0.96	42.9	D	EB	LT	0.62	20.9	C
	WB	TR	0.69	25.4	C	WB	TR	0.59	19.7	B	WB	TR	0.52	19.2	B
	NB	LTR	0.42	14.9	B	NB	LTR	0.70	23.3	C	NB	LTR	0.72	23.0	C
	INTERSECTION			26.4	C	INTERSECTION			28.2	C	INTERSECTION			21.3	C
Park Ave @ 34th St	EB	TR	0.82	29.9	C	EB	TR	0.78	28.1	C	EB	TR	0.77	27.7	C
	WB	TR	0.69	25.3	C	WB	TR	0.62	23.9	C	WB	TR	0.86	34.8	C
	NB	TR	0.50	16.2	B	NB	TR	0.60	18.0	B	NB	TR	0.58	17.6	B
	SB	TR	0.43	14.9	B	SB	TR	0.39	14.5	B	SB	TR	0.41	14.7	B
	INTERSECTION			22.7	C	INTERSECTION			21.8	C	INTERSECTION			23.8	C
Park Ave. @ 50th Street	EB	LTR	0.54	22.7	C	EB	LTR	0.75	29.0	C	EB	LTR	0.67	25.1	C
	NB	TR	0.83	24.1	C	NB	TR	0.69	17.9	B	NB	TR	0.84	24.4	C
	SB	DefL	1.48	292.2	F	SB	LT	1.24	135.4	F	SB	DefL	1.40	262.2	F
		T	0.88	26.0	C							T	0.82	23.1	C
	INTERSECTION			31.6	C	INTERSECTION			67.9	E	INTERSECTION			29.7	C
57th Street @ Park Avenue	EB	T	0.70	31.7	C	EB	T	0.73	27.4	C	EB	T	0.72	25.7	C
		R	0.56	31.9	C		R	0.33	21.2	C		R	0.24	18.5	B
	WB	T	0.66	30.6	C	WB	T	0.47	21.9	C	WB	T	0.40	19.7	B
		R	0.52	30.4	C		R	0.31	20.8	C		R	0.27	18.9	B
	NB	LTR	0.86	7.0	A	NB	LTR	1.03	38.7	D	NB	LTR	1.15	82.1	F
	SB	LTR	1.02	28.4	C	SB	DefL	1.05	89.3	F	SB	LTR	0.88	14.0	B
							TR	0.97	24.5	C					
	INTERSECTION			22.4	C	INTERSECTION			31.5	C	INTERSECTION			43.2	D
2nd Ave @ QBB Ramp LL	WB	L	1.06	79.2	E	WB	L	0.81	30.5	C	WB	L	0.83	33.7	C
		T	1.31	183.1	F		T	0.81	32.5	C		T	1.04	69.2	E
	SB	L	1.14	94.6	F	SB	L	0.78	26.2	C	SB	L	1.17	111.2	F
		LT	0.48	10.1	B		LT	0.70	18.1	B		LT	0.71	16.5	B
	INTERSECTION			75.9	E	INTERSECTION			24.4	C	INTERSECTION			44.4	D
Washington Street @ Canal St	EB	T	0.62	10.1	B	EB	T	0.46	8.0	A	EB	T	0.31	6.8	A
	WB	T	0.31	6.9	A	WB	T	0.20	6.1	A	WB	T	0.18	6.0	A
	NB	R	0.06	38.3	D	NB	R	0.10	38.8	D	NB	R	0.22	40.3	D
	SB	R	0.12	39.0	D	SB	R	0.07	38.4	D	SB	R	0.08	38.6	D
	INTERSECTION			10.2	B	INTERSECTION			9.1	A	INTERSECTION			10.3	B
SB Boulevard @ 36th Street	EB	TR	0.23	4.4	A	EB	T	0.37	5.2	A	EB	T	0.29	4.7	A
	INTERSECTION			4.4	A	INTERSECTION			5.2	A	INTERSECTION			4.7	A
SB Boulevard @ 37th Street	WB	LT	0.16	4.1	A	WB	T	0.17	4.2	A	WB	T	0.26	4.6	A
	INTERSECTION			4.1	A	INTERSECTION			4.2	A	INTERSECTION			4.6	A
NB Boulevard @ 38th Street	EB	T	0.30	4.8	A	EB	T	0.29	4.7	A	EB	T	0.33	5.0	A
	INTERSECTION			4.8	A	INTERSECTION			4.7	A	INTERSECTION			5.0	A

			AM					Midday					PM		
Intersection	Approa	Movt.	V/C Ratio	Delay Sec/Veh	LOS	Approa	Movt.	V/C Ratio	Delay Sec/Veh	LOS	Approa	Movt.	V/C Ratio	Delay Sec/Veh	LOS
10th Avenue @ 28th Street	EB	LT	0.54	27.1	C	EB	LT	0.41	24.7	C	EB	LT	0.64	29.2	C
	NB	TR	0.70	11.0	B	NB	TR	0.61	9.7	A	NB	TR	0.79	12.4	B
	INTERSECTION			13.3	B	INTERSECTION			11.7	B	INTERSECTION			15.0	B
10th Avenue @ 29th Street	WB	TR	0.74	30.7	C	WB	TR	0.69	30.0	C	WB	TR	0.75	31.4	C
	NB	LT	0.78	12.3	B	NB	LT	0.62	10.0	B	NB	LT	0.83	13.7	B
	INTERSECTION			16.8	B	INTERSECTION			15.0	B	INTERSECTION			17.7	B
10th Ave. @ 30th Street	EB	LT	0.68	29.2	C	EB	LT	0.81	32.7	C	EB	LT	0.85	33.9	C
	NB	TR	0.82	13.4	B	NB	TR	0.85	15.7	B	NB	TR	0.91	18.2	B
	INTERSECTION			16.8	B	INTERSECTION			20.8	C	INTERSECTION			22.5	C
10th Ave. @ 31st Street	WB	R	0.87	43.6	D	WB	R	0.88	43.0	D	WB	R	0.86	37.5	D
	NB	T	0.80	14.4	B	NB	T	0.88	18.7	B	NB	T	0.81	23.1	C
	INTERSECTION			19.0	B	INTERSECTION			23.4	C	INTERSECTION			25.2	C
10th Ave. @ 33rd Street	WB	TR	0.90	37.3	D	WB	TR	0.68	27.8	C	WB	TR	0.93	41.3	D
	NB	LT	0.93	20.2	C	NB	LT	0.83	15.1	B	NB	LT	0.77	14.8	B
	INTERSECTION			24.8	C	INTERSECTION			18.0	B	INTERSECTION			22.0	C
10th Ave. @ 34th Street	EB	DefL	1.15	119.0	F	EB	DefL	1.03	89.6	F	EB	DefL	0.86	55.0	D
		T	0.53	18.0	B		T	0.56	20.4	C		T	0.71	22.5	C
	WB	TR	0.61	19.3	B	WB	TR	0.61	21.0	C	WB	TR	0.58	19.2	B
	NB	LTR	0.99	37.6	D	NB	LTR	0.82	20.7	C	NB	LTR	0.97	32.9	C
	INTERSECTION			37.9	D	INTERSECTION			24.5	C	INTERSECTION			29.8	C
10th Ave. @ 35th Street	WB	TR	0.93	40.4	D	WB	TR	0.68	29.2	C	WB	TR	0.87	37.8	D
	NB	LT	0.87	17.6	B	NB	LT	0.84	13.9	B	NB	LT	0.75	11.5	B
	INTERSECTION			23.7	C	INTERSECTION			17.2	B	INTERSECTION			17.4	B
10th Ave. @ 36th Street	EB	LT	0.85	37.7	D	EB	LT	0.75	31.5	C	EB	LT	2.90	887.6	F
	NB	TR	1.02	34.9	C	NB	TR	0.84	14.0	B	NB	TR	1.01	32.7	C
	INTERSECTION			35.4	D	INTERSECTION			17.9	B	INTERSECTION			343.3	F
10th Ave. @ 37th Street	WB	TR	0.51	24.2	C	WB	TR	0.66	27.9	C	WB	TR	0.90	35.7	D
	NB	LT	0.76	13.3	B	NB	LT	0.82	14.8	B	NB	LT	0.97	26.7	C
	INTERSECTION			15.4	B	INTERSECTION			17.3	B	INTERSECTION			28.9	C
10th Ave. @ 38th Street	EB	LT	0.81	33.9	C	EB	LT	0.92	43.9	D	EB	LT	2.49	703.6	F
	NB	TR	0.70	10.7	B	NB	TR	0.81	13.1	B	NB	TR	0.96	20.7	C
	INTERSECTION			16.1	B	INTERSECTION			20.7	C	INTERSECTION			200.3	F
10th Ave. @ 39th Street	WB	T	0.50	22.4	C	WB	T	0.56	23.3	C	WB	T	0.01	18.1	B
		R	0.58	28.9	C		R	0.37	22.6	C		R	0.00	18.1	B
	NB	LT	0.66	13.8	B	NB	LT	0.82	17.0	B	NB	LT	1.02	34.1	C
	INTERSECTION			16.1	B	INTERSECTION			18.5	B	INTERSECTION			34.0	C
10th Avenue @ 40th Street	EB	LT	0.30	18.9	B	EB	LT	0.25	18.4	B	EB	LT	0.48	24.6	C
	NB	TR	0.70	15.1	B	NB	TR	0.63	14.1	B	NB	TR	1.04	39.9	D
	INTERSECTION			15.7	B	INTERSECTION			14.7	B	INTERSECTION			38.2	D
10th Ave. @ 41st Street	WB	T	0.37	14.4	B	WB	T	0.32	13.8	B	WB	T	0.21	18.9	B
		R	0.72	22.9	C		R	0.65	20.8	C		R	0.23	19.4	B
	NB	LT	0.76	23.4	C	NB	LT	0.95	34.2	C	NB	LT	1.03	38.1	D
	INTERSECTION			21.6	C	INTERSECTION			28.6	C	INTERSECTION			36.7	D
10th Ave. @ 42nd Street	EB	DefL	1.08	118.5	F	EB	LT	0.82	25.1	C	EB	DefL	1.58	341.2	F
		T	0.43	22.3	C							T	1.48	263.4	F
	WB	TR	1.13	97.2	F	WB	TR	0.91	39.8	D	WB	TR	1.47	246.5	F
	NB	LTR	0.99	36.2	D	NB	LTR	0.82	17.0	B	NB	LTR	1.78	377.3	F
	INTERSECTION			56.0	E	INTERSECTION			23.3	C	INTERSECTION			336.6	F
10th Avenue @ 43rd Street	WB	TR	0.53	24.0	C	WB	TR	0.64	25.5	C	WB	TR	0.73	31.4	C
	NB	LT	1.02	37.9	D	NB	LT	0.90	20.5	C	NB	LT	1.04	36.8	D
	INTERSECTION			36.2	D	INTERSECTION			21.4	C	INTERSECTION			36.0	D
10th Avenue @ 44th Street	EB	LT	0.43	24.4	C	EB	LT	0.55	26.1	C	EB	LT	0.33	26.0	C
	NB	TR	0.96	21.3	C	NB	TR	0.84	13.8	B	NB	TR	1.05	40.8	D
	INTERSECTION			21.8	C	INTERSECTION			16.2	B	INTERSECTION			39.7	D
10th Avenue @ 45th Street	WB	TR	0.40	23.3	C	WB	TR	0.38	23.1	C	WB	TR	0.49	26.8	C
	NB	LT	0.95	20.8	C	NB	LT	0.83	14.2	B	NB	LT	1.08	51.9	D
	INTERSECTION			21.2	C	INTERSECTION			15.5	B	INTERSECTION			49.3	D
10th Avenue @ 46th Street	EB	LT	0.71	37.4	D	EB	LT	0.76	42.5	D	EB	LT	0.41	25.3	C
	NB	TR	0.95	20.6	C	NB	TR	1.04	40.1	D	NB	TR	1.09	55.5	E
	INTERSECTION			21.8	C	INTERSECTION			40.3	D	INTERSECTION			53.6	D

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11th Ave. @ 26th Street	EB	TR	0.53	32.8	C	EB	TR	0.46	31.4	C	EB	TR	0.50	32.1	C
	SB	LT	0.33	7.4	A	SB	LT	0.36	7.6	A	SB	LT	0.31	7.2	A
	INTERSECTION			11.3	B	INTERSECTION			10.8	B	INTERSECTION			11.0	B
11th Avenue @ 28th Street	EB	TR	0.31	21.2	C	EB	TR	0.37	22.4	C	EB	TR	0.22	19.6	B
	SB	LT	0.49	15.3	B	SB	LT	0.49	15.4	B	SB	LT	0.54	15.9	B
	INTERSECTION			15.7	B	INTERSECTION			15.8	B	INTERSECTION			16.1	B
11th Avenue @ 29th Street	WB	LT	0.38	17.3	B	WB	LT	0.28	16.2	B	WB	LT	0.41	17.7	B
	SB	TR	0.63	20.4	C	SB	TR	0.70	21.7	C	SB	TR	0.74	22.5	C
	INTERSECTION			19.6	B	INTERSECTION			20.6	C	INTERSECTION			21.2	C
11th Ave. @ 30th Street	EB	TR	0.52	19.8	B	EB	TR	0.47	19.1	B	EB	TR	0.44	18.7	B
	SB	LT	0.95	34.7	C	SB	LT	0.86	26.3	C	SB	LT	0.87	26.6	C
	INTERSECTION			31.6	C	INTERSECTION			25.0	C	INTERSECTION			25.4	C
11th Ave. @ 33rd Street	WB	L	0.71	36.3	D	WB	L	0.62	34.0	C	WB	L	0.85	40.7	D
	SB	T	0.53	10.7	B	SB	T	0.63	11.9	B	SB	T	0.63	14.6	B
	INTERSECTION			15.6	B	INTERSECTION			14.9	B	INTERSECTION			20.7	C
11th Ave. @ 34th Street	EB	LTR	0.92	33.2	C	EB	LTR	0.63	20.3	C	EB	LTR	0.85	36.8	D
	WB	DefL	0.61	21.2	C	WB	DefL	0.66	36.8	D	WB	LTR	0.95	38.4	D
		TR	0.80	15.8	B		TR	0.99	34.8	C					
	SB	LTR	0.73	19.9	B	SB	LTR	0.89	24.1	C	SB	LTR	0.90	26.6	C
	INTERSECTION			22.6	C	INTERSECTION			26.5	C	INTERSECTION			31.6	C
11th Ave. @ 35th Street	WB	L	0.31	17.4	B	WB	L	0.45	19.9	B	WB	L	0.49	18.4	B
		LR	0.34	17.7	B		LR	0.47	20.0	C		LR	0.52	19.0	B
		R	0.69	26.7	C		R	0.55	22.5	C		R	0.90	40.5	D
	NB	T	0.08	14.5	B	NB	T	0.08	14.4	B	NB	T	0.10	16.4	B
	SB	T	0.51	18.6	B	SB	T	0.69	21.3	C	SB	T	0.67	22.9	C
	INTERSECTION			19.4	B	INTERSECTION			20.8	C	INTERSECTION			24.5	C
11th Ave. @ 36th Street	NB	TR	0.63	33.2	C	NB	TR	0.36	23.6	C	NB	TR	0.82	41.3	D
	SB	L	0.86	39.8	D	SB	L	0.81	42.8	D	SB	L	0.92	45.9	D
		T	0.64	10.9	B		T	0.76	13.4	B		T	0.73	12.7	B
	INTERSECTION			22.0	C	INTERSECTION			19.7	B	INTERSECTION			26.4	C
11th Ave. @ 37th Street	EB	LR	0.00	12.8	B	EB	LR	0.00	25.7	C	EB	LR	0.01	10.3	B
	WB	L	0.27	15.6	B	WB	L	0.48	33.3	C	WB	L	0.38	14.2	B
		LR	0.28	15.8	B		LR	0.48	33.2	C		LR	0.39	14.3	B
		R	0.58	23.4	C		R	0.55	40.9	D		R	0.64	21.8	C
	NB	T	0.31	18.0	B	NB	T	0.18	6.7	A	NB	T	0.65	27.1	C
	SB	T	0.83	26.7	C	SB	T	0.57	9.7	A	SB	T	0.88	32.3	C
	INTERSECTION			24.1	C	INTERSECTION			13.3	B	INTERSECTION			27.1	C
11th Ave. @ 38th Street	NB	TR	0.74	39.7	D	NB	TR	0.27	20.4	C	NB	TR	0.78	34.9	C
	SB	DefL	0.98	43.1	D	SB	DefL	0.87	31.3	C	SB	DefL	0.92	45.0	D
		T	0.65	8.0	A		T	0.78	13.7	B		T	0.70	11.8	B
	INTERSECTION			22.2	C	INTERSECTION			18.1	B	INTERSECTION			23.7	C
11th Ave. @ 39th Street	EB	LR	0.99	67.0	E	EB	LR	0.73	32.2	C	EB	LR	1.01	82.6	F
	WB	L	0.92	44.6	D	WB	L	0.95	51.1	D	WB	L	0.51	25.9	C
		LR	0.20	15.9	B		LR	0.29	16.9	B		LR	0.32	22.0	C
	NB	T	0.19	16.0	B	NB	T	0.17	15.8	B	NB	T	0.30	13.0	B
	SB	T	0.85	26.8	C	SB	T	0.84	26.6	C	SB	T	0.75	19.3	B
	INTERSECTION			33.2	C	INTERSECTION			29.8	C	INTERSECTION			24.3	C
11th Ave. @ 40th Street	EB	TR	0.69	42.5	D	EB	TR	0.57	37.0	D	EB	TR	0.47	34.6	C
	NB	R	0.19	6.7	A	NB	R	0.20	6.7	A	NB	R	0.38	8.0	A
	SB	L	0.38	7.9	A	SB	L	0.26	7.1	A	SB	L	0.41	8.2	A
		TR	0.54	9.3	A		TR	0.53	9.2	A		TR	0.57	9.6	A
	INTERSECTION			10.7	B	INTERSECTION			10.0	A	INTERSECTION			9.7	A
11th Ave. @ 41st Street	WB	LT	0.29	22.1	C	WB	LT	0.35	22.8	C	WB	LT	0.03	19.6	B
	SB	TR	0.62	14.8	B	SB	TR	0.56	13.9	B	SB	TR	0.74	16.7	B
	INTERSECTION			15.6	B	INTERSECTION			15.2	B	INTERSECTION			16.7	B
11th Ave. @ 42nd Street	EB	TR	0.53	20.7	C	EB	TR	0.60	26.1	C	EB	TR	0.70	27.7	C
		R	0.60	26.3	C		R	0.35	23.8	C		R	0.44	24.6	C
	WB	L	0.56	26.1	C	WB	L	0.42	23.3	C	WB	L	0.73	33.4	C
		T	0.32	10.8	B		T	0.26	13.3	B		T	0.50	14.0	B
	SB	LTR	0.88	32.1	C	SB	LTR	0.76	23.6	C	SB	LTR	0.81	27.7	C
	INTERSECTION			27.2	C	INTERSECTION			22.9	C	INTERSECTION			25.9	C
11th Avenue @ 43rd Street	WB	LT	0.45	30.3	C	WB	LT	0.57	32.2	C	WB	LT	0.68	34.6	C
	SB	TR	0.46	4.0	A	SB	TR	0.43	3.8	A	SB	TR	0.49	4.1	A
	INTERSECTION			8.1	A	INTERSECTION			9.6	A	INTERSECTION			10.5	B
11th Avenue @ 44th Street	EB	LTR	0.74	36.5	D	EB	LTR	0.72	35.9	D	EB	LTR	1.09	83.5	F
	SB	LT	0.53	4.4	A	SB	LT	0.62	5.2	A	SB	LT	0.73	8.1	A
	INTERSECTION			11.8	B	INTERSECTION			12.7	B	INTERSECTION			26.9	C

11th Avenue @ 45th Street	WB	LTR	0.99	68.4	E	WB	LTR	0.80	41.5	D	WB	LTR	0.64	34.1	C
	NB	LT	0.05	3.1	A	NB	LT	0.01	3.4	A	NB	LT	0.20	3.2	A
	SB	TR	0.84	9.7	A	SB	TR	0.79	9.0	A	SB	TR	0.85	9.4	A
	INTERSECTION			21.0	C	INTERSECTION			15.1	B	INTERSECTION			12.8	B
11th Avenue @ 46th Street	EB	LTR	0.53	33.0	C	EB	LTR	0.67	36.7	D	EB	LTR	0.70	37.5	D
	NB	TR	0.17	3.1	A	NB	TR	0.11	2.9	A	NB	TR	0.35	3.9	A
	SB	LT	0.73	6.4	A	SB	LT	0.63	5.4	A	SB	LT	0.73	6.4	A
	INTERSECTION			9.0	A	INTERSECTION			10.0	B	INTERSECTION			10.0	A
12th Ave. @ 26th Street	NB	TR	0.79	16.1	B	NB	TR	0.77	14.6	B	NB	TR	0.87	18.2	B
	SB	L	0.63	61.2	E	SB	L	0.39	41.8	D	SB	L	0.41	42.2	D
		T	1.01	39.3	D		T	0.77	14.9	B		T	1.02	39.2	D
	INTERSECTION			28.8	C	INTERSECTION			15.4	B	INTERSECTION			28.5	C
12th Avenue @ 29th Street	WB	L	0.57	65.5	E						WB	L	0.67	53.4	D
		LR	0.82	84.8	F	WB	LR	0.33	40.4	D		LR	0.65	52.6	D
		R	0.64	70.2	E		R	1.03	101.5	F		R	0.84	70.7	E
	NB	T	0.69	10.3	B	NB	T	0.75	14.5	B	NB	T	0.88	19.2	B
	SB	T	0.89	17.4	B	SB	T	0.77	15.4	B	SB	T	1.02	39.9	D
	INTERSECTION			18.2	B	INTERSECTION			20.3	C	INTERSECTION			31.4	C
12TH AVE. @ 30th ST.	EB	LTR	0.06	53.9	D	EB	LTR	0.00	38.4	D	EB	LTR	0.05	44.0	D
	NB	TR	0.81	23.2	C	NB	TR	0.88	25.1	C	NB	TR	0.90	21.8	C
	SB	L	1.18	178.6	F	SB	L	1.13	161.0	F	SB	L	1.16	170.1	F
		TR	0.78	11.2	B		TR	0.66	10.5	B		TR	0.81	10.9	B
	INTERSECTION			23.4	C	INTERSECTION			23.2	C	INTERSECTION			21.2	C
12TH AVE. @ 34th ST.	WB	L	0.49	52.1	D	WB	L	0.43	37.3	D	WB	L	0.32	35.5	D
		R	0.58	31.3	C		R	0.75	31.0	C		R	1.01	63.3	E
	NB	T	0.81	37.3	D	NB	T	0.85	15.5	B	NB	T	0.99	43.5	D
		R	0.43	9.1	A		R	0.30	1.6	A		R	0.23	3.2	A
	SB	L	0.98	91.8	F	SB	L	0.95	75.5	E	SB	L	0.91	76.5	E
		T	0.84	19.2	B		T	0.66	2.9	A		T	0.93	25.9	C
	INTERSECTION			32.6	C	INTERSECTION			17.6	B	INTERSECTION			39.9	D
12th Avenue @ 36th Street	EB	L	0.12	49.9	D	EB	L	0.15	43.1	D	EB	L	0.54	56.0	E
		R	0.04	48.7	D		R	0.05	41.6	D		R	0.17	46.3	D
	NB	T	0.78	27.2	C	NB	T	0.99	34.6	C	NB	T	0.91	22.4	C
	SB	T	1.03	44.3	D	SB	T	0.77	11.5	B	SB	T	0.99	26.9	C
	INTERSECTION			36.2	D	INTERSECTION			25.0	C	INTERSECTION			24.9	C
12th Avenue @ 37th Street	EB	L	0.16	54.7	D	EB	L	0.19	45.3	D	EB	L	0.56	55.1	E
		R	0.07	53.5	D		R	0.10	45.0	D		R	0.22	46.7	D
	NB	L	0.12	64.8	E	NB	L	0.06	47.7	D	NB	L	0.17	51.5	D
		T	0.74	11.3	B		T	0.81	11.8	B		T	1.03	35.7	D
	SB	T	1.21	125.5	F	SB	T	0.97	34.7	C	SB	T	1.08	64.9	E
	INTERSECTION			70.6	E	INTERSECTION			21.7	C	INTERSECTION			48.3	D
12th Ave @ 39th St	EB	LTR	0.26	52.7	D	EB	LTR	0.04	38.9	D	EB	LTR	0.23	44.6	D
	NB	L	1.17	224.1	F	NB	L	0.18	53.8	D	NB	L	0.29	56.3	E
		TR	1.02	55.0	D		TR	1.14	95.3	F		TR	1.21	120.9	F
	SB	L	1.11	152.1	F	SB	L	0.78	75.8	E	SB	L	0.98	110.9	F
		T	1.19	114.9	F		T	0.98	37.6	D		T	1.13	84.7	F
	INTERSECTION			90.0	F	INTERSECTION			71.2	E	INTERSECTION			105.2	F
12TH AVE. @ 40th ST.	WB	R	0.08	41.7	D	WB	R	0.04	33.6	C	WB	R	0.19	37.0	D
	NB	L	1.11	184.2	F	NB	L	0.12	34.9	C	NB	L	0.16	36.2	D
		TR	0.77	34.3	C		TR	0.80	24.8	C		TR	0.99	37.1	D
	SB	T	0.79	19.5	B	SB	T	0.60	12.7	B	SB	T	0.75	15.0	B
		R	0.33	12.7	B		R	0.09	8.0	A		R	0.22	9.1	A
	INTERSECTION			28.0	C	INTERSECTION			19.5	B	INTERSECTION			27.5	C
12TH AVE. @ 41st ST.	EB	LR	0.02	42.1	D	EB	LR	0.03	26.4	C	EB	LR	0.04	34.2	C
	WB	L	0.19	45.0	D	WB	L	0.15	28.0	C	WB	L	0.09	33.5	C
		R	0.20	44.6	D		R	0.25	29.1	C		R	0.06	34.5	C
	NB	T	0.78	14.8	B	NB	T	1.00	32.1	C	NB	T	1.05	35.4	D
	SB	T	1.15	85.6	F	SB	T	1.06	42.9	D	SB	T	1.16	88.8	F
	INTERSECTION			55.1	E	INTERSECTION			36.6	D	INTERSECTION			59.0	E
12TH AVE. @ 42nd ST.	EB	LTR	0.08	47.1	D	EB	LTR	0.07	34.0	C	EB	LTR	0.17	35.6	D
	WB	L	0.60	59.7	E	WB	L	0.28	37.1	D	WB	L	0.60	45.0	D
		R	0.37	26.9	C		R	0.26	16.9	B		R	0.62	30.9	C
	NB	TR	0.78	16.4	B	NB	TR	1.03	42.4	D	NB	TR	1.06	42.9	D
	SB	L	0.53	45.6	D	SB	L	0.53	35.6	D	SB	L	0.87	72.2	E
		T	1.14	79.3	E		T	0.98	43.1	D		T	1.11	78.8	E
	INTERSECTION			49.8	D	INTERSECTION			41.2	D	INTERSECTION			56.7	E

12th Avenue @ 43rd Street	WB	LTR	0.54	52.1	D	WB	LTR	0.64	37.2	D	WB	LTR	0.56	44.2	D
	NB	L	1.09	171.4	F	NB	L	0.42	57.9	E	NB	L	0.55	61.7	E
		T	0.63	9.3	A		T	0.87	18.5	B		T	1.02	33.1	C
	SB	T	0.99	36.8	D	SB	T	0.88	27.5	C	SB	T	0.97	11.4	B
		R	0.01	9.4	A		R	0.01	12.7	B		R	0.01	8.9	A
	INTERSECTION			28.8	C	INTERSECTION			23.6	C	INTERSECTION			24.7	C
12th Ave @ 44th Street	NB	TR	0.68	15.1	B	NB	TR	0.86	4.7	A	NB	TR	1.03	37.9	D
	SB	L	0.28	46.7	D	SB	L	0.58	46.1	D	SB	L	0.42	43.1	D
		T	0.77	1.7	A		T	0.63	12.2	B		T	0.74	1.5	A
	INTERSECTION			8.8	A	INTERSECTION			9.1	A	INTERSECTION			23.0	C
12th Avenue @ 46th Street	EB	LT	0.00	49.6	D	EB	LT	0.00	34.5	C	EB	LT	0.00	35.3	D
		R	0.00	49.6	D		R	0.00	34.5	C		R	0.10	36.7	D
	NB	TR	0.68	9.0	A	NB	TR	0.99	16.6	B	NB	TR	1.07	64.5	E
	SB	L	0.41	56.1	E	SB	L	1.19	184.3	F	SB	L	0.60	65.0	E
		T	0.81	14.0	B		T	0.67	12.4	B		T	0.84	16.4	B
	INTERSECTION			12.7	B	INTERSECTION			19.1	B	INTERSECTION			42.8	D
34th Street @ 2nd Avenue	EB	TR	1.00	53.6	D	EB	TR	0.99	56.2	E	EB	TR	1.13	98.4	F
	WB	DefL	0.65	43.9	D	WB	DefL	0.39	34.2	C	WB	DefL	0.55	40.1	D
		T	0.41	19.1	B		T	0.49	20.3	C		T	0.45	18.6	B
	SB	LTR	0.90	25.6	C	SB	LTR	0.64	19.0	B	SB	LTR	0.71	21.4	C
	INTERSECTION			32.3	C	INTERSECTION			29.5	C	INTERSECTION			46.5	D
36th Street @ 2nd Avenue	EB	TR	0.92	52.0	D	EB	L	0.69	32.4	C	EB	L	0.90	41.5	D
	WB	L	1.39	213.6	F		LTR	0.52	25.0	C		LTR	0.73	24.5	C
	SB	L	0.46	24.7	C	SB	L	0.32	11.9	B	SB	L	0.64	20.6	C
		LT	1.14	100.3	F		LT	0.48	13.1	B		LT	0.54	17.7	B
	INTERSECTION			113.4	F	INTERSECTION			17.6	B	INTERSECTION			23.4	C
37th Street @ 2nd Avenue	WB	LT	0.51	24.8	C	WB	LT	0.38	23.6	C	WB	LT	0.33	22.9	C
	SB	T	0.60	14.5	B	SB	TR	0.77	17.6	B	SB	TR	0.81	18.3	B
	INTERSECTION			16.6	B	INTERSECTION			18.2	B	INTERSECTION			18.6	B
57th Street @ 2nd Avenue	EB	TR	0.80	42.1	D	EB	TR	1.02	63.9	E	EB	TR	0.88	37.4	D
	WB	DefL	1.10	81.7	F	WB	DefL	0.39	20.1	C	WB	DefL	0.31	18.4	B
		T	0.48	11.1	B		T	0.28	14.6	B		T	0.20	11.8	B
	SB	LTR	0.90	34.4	C	SB	LTR	0.67	20.7	C	SB	LTR	0.67	23.2	C
	INTERSECTION			38.8	D	INTERSECTION			32.1	C	INTERSECTION			26.6	C
35th Street @ QMT Exit Street	WB	LT	0.70	33.9	C	WB	LT	0.41	21.1	C	WB	LT	0.26	19.2	B
	SB	L	0.54	12.4	B	SB	L	0.81	27.9	C	SB	L	0.71	23.2	C
		LTR	0.63	14.1	B		LTR	0.65	20.8	C		LTR	0.51	17.4	B
		R	1.08	73.2	E		R	0.74	25.6	C		R	0.71	24.1	C
	INTERSECTION			38.1	D	INTERSECTION			24.0	C	INTERSECTION			21.3	C
36th Street @ QMT ENT	EB	L	0.83	38.2	D	EB	L	0.46	24.5	C	EB	L	0.54	29.2	C
		LT	0.36	20.8	C		LT	0.31	20.8	C		LT	0.57	27.0	C
	NB	TR	0.71	21.4	C	NB	TR	0.73	22.5	C	NB	TR	0.98	44.5	D
	INTERSECTION			26.1	C	INTERSECTION			22.3	C	INTERSECTION			35.3	D
QBB Ramp @ 57th Street	EB	T	0.25	3.9	A	EB	L	1.12	79.3	E	EB	DefL	0.79	14.1	B
							LT	0.24	4.6	A		T	0.16	3.7	A
	WB	T	1.04	65.6	E	WB	TR	0.93	44.4	D	WB	TR	1.09	84.4	F
	INTERSECTION			51.0	D	INTERSECTION			51.0	D	INTERSECTION			51.0	D
2nd Ave @ 58th Street	EB	TR	0.24	18.9	B	EB	TR	0.66	26.1	C	EB	TR	0.90	33.5	C
	SB	LT	0.62	15.5	B	SB	LT	0.70	16.7	B	SB	LT	0.74	17.3	B
	INTERSECTION			15.8	B	INTERSECTION			18.1	B	INTERSECTION			21.3	C
2nd Ave @ 59th Street (ESD)	EB	TR	0.94	34.6	C	EB	TR	0.68	21.1	C	EB	TR	1.21	126.3	F
	SB	L	0.21	17.7	B	SB	L	0.14	16.7	B	SB	L	0.14	13.2	B
		LT	0.96	36.2	D		LT	1.05	57.3	E		LT	0.82	22.1	C
	INTERSECTION			35.3	D	INTERSECTION			46.6	D	INTERSECTION			63.3	E
Cardinal Stepanic Plz @ 40 St	EB	TR	0.32	15.0	B	EB	TR	0.23	14.2	B	EB	TR	0.36	15.5	B
		R	0.74	26.3	C		R	0.28	15.2	B		R	0.76	27.0	C
	SB	T	0.46	20.5	C	SB	T	0.43	20.2	C	SB	T	0.19	17.3	B
	INTERSECTION			20.7	C	INTERSECTION			17.2	B	INTERSECTION			20.5	C
Dyer Avenue @ 35th Street	WB	LTR	0.92	37.2	D	WB	LTR	0.92	42.9	D	WB	LTR	0.90	32.2	C
	NB	LT	0.05	8.9	A	NB	LT	0.12	6.0	A	NB	LT	0.12	12.6	B
	SB	TR	0.53	16.3	B	SB	TR	0.25	10.1	B	SB	TR	0.40	17.6	B
	INTERSECTION			27.4	C	INTERSECTION			28.9	C	INTERSECTION			26.3	C
Dyer Avenue @ 36th Street	EB	LT	0.85	38.8	D	EB	LT	0.85	39.1	D	EB	LT	0.91	37.8	D
	NB	TR	0.18	20.9	C	NB	TR	0.36	23.0	C	NB	TR	0.69	33.3	C
	SB	DefL	0.66	18.9	B	SB	DefL	0.36	11.8	B	SB	DefL	0.35	17.8	B
		TR	0.45	10.3	B		TR	0.24	8.6	A		TR	0.30	10.9	B
	INTERSECTION			21.1	C	INTERSECTION			23.6	C	INTERSECTION			28.7	C

NB Boulevard @ 33rd Street	WB	TR	0.46	21.7	C	WB	TR	0.42	21.2	C	WB	TR	0.87	34.0	C
		R	0.24	19.6	B		R	0.33	21.0	C		R	0.82	37.4	D
	INTERSECTION			21.3	C	INTERSECTION			21.2	C	INTERSECTION			35.0	C
NB Boulevard @ 34th Street	EB	DefL	0.90	52.7	D	EB	DefL	0.77	40.3	D	EB	DefL	0.52	37.1	D
		T	0.55	9.1	A		T	0.51	11.0	B		T	0.66	20.4	C
	WB	TR	0.46	7.9	A	WB	TR	0.53	10.9	B	WB	TR	0.93	42.5	D
	NB	LTR	0.52	35.0	D	NB	LTR	0.60	33.0	C	NB	LTR	1.02	63.1	E
	INTERSECTION			14.3	B	INTERSECTION			15.3	B	INTERSECTION			41.4	D
NB Boulevard @ 35th Street	WB	TR	0.49	18.7	B	WB	TR	0.47	18.4	B	WB	TR	0.76	24.7	C
	NB	LT	0.52	20.2	C	NB	LT	0.36	17.6	B	NB	LT	0.48	19.0	B
	INTERSECTION			19.2	B	INTERSECTION			18.2	B	INTERSECTION			22.7	C
NB Boulevard @ 36th Street	EB	LT	0.64	28.4	C	EB	LT	0.42	18.0	B	EB	LT	0.89	37.2	D
	NB	TR	0.33	11.7	B	NB	TR	0.41	18.3	B	NB	TR	0.87	29.1	C
	INTERSECTION			22.5	C	INTERSECTION			18.1	B	INTERSECTION			33.5	C
NB Boulevard @ 37th Street	WB	TR	0.79	32.2	C	WB	TR	0.48	24.3	C	WB	TR	0.75	30.7	C
	NB	LT	0.10	10.5	B	NB	LT	0.12	10.6	B	NB	LT	0.21	11.3	B
	INTERSECTION			28.6	C	INTERSECTION			20.5	C	INTERSECTION			24.9	C
NB Boulevard @ 38th Street	EB	T	0.50	19.1	B	EB	T	0.66	28.9	C	EB	T	0.94	42.7	D
	NB	R	0.60	27.9	C	NB	R	0.56	18.8	B	NB	R	0.76	28.5	C
	INTERSECTION			20.8	C	INTERSECTION			26.7	C	INTERSECTION			39.3	D
2nd Ave @ QBB Ramp LL	WB	L	1.05	74.6	E	WB	L	0.79	29.6	C	WB	L	0.83	33.8	C
		T	1.38	211.1	F		T	0.83	33.2	C		T	1.03	67.6	E
	SB	L	1.14	94.6	F	SB	L	0.78	26.2	C	SB	L	1.17	111.2	F
		LT	0.61	11.8	B		LT	0.70	18.1	B		LT	0.71	16.5	B
	INTERSECTION			81.9	F	INTERSECTION			24.3	C	INTERSECTION			44.2	D
SB Boulevard @ 35th Street	WB	T	0.89	36.1	D	WB	T	0.87	38.8	D	WB	T	0.71	23.8	C
	SB	R	0.20	14.0	B	SB	R	0.09	9.9	A	SB	R	0.53	27.0	C
	INTERSECTION			34.8	C	INTERSECTION			37.7	D	INTERSECTION			24.2	C
SB Boulevard @ 36th Street	EB	TR	0.66	28.9	C	EB	TR	0.59	27.2	C	EB	TR	0.88	34.6	C
	SB	LT	0.07	9.4	A	SB	LT	0.02	9.0	A	SB	LT	0.06	11.6	B
	INTERSECTION			27.1	C	INTERSECTION			26.6	C	INTERSECTION			33.0	C
SB Boulevard @ 37th Street	WB	LT	0.85	36.0	D	WB	LT	0.48	24.1	C	WB	LT	0.75	30.4	C
	SB	TR	0.06	10.2	B	SB	TR	0.02	9.9	A	SB	TR	0.04	10.1	B
	INTERSECTION			33.7	C	INTERSECTION			23.4	C	INTERSECTION			28.9	C

			AM					Midday					PM		
Intersection	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
10th Avenue @ 28th Street	EB	LT	0.55	27.3	C	EB	LT	0.40	24.6	C	EB	LT	0.49	26.1	C
	NB	TR	0.73	11.3	B	NB	TR	0.62	9.9	A	NB	TR	0.80	12.7	B
	INTERSECTION			13.6	B	INTERSECTION			11.7	B	INTERSECTION			14.3	B
10th Avenue @ 29th Street	WB	TR	0.70	29.5	C	WB	TR	0.67	29.3	C	WB	TR	0.67	28.7	C
	NB	LT	0.80	12.8	B	NB	LT	0.64	10.2	B	NB	LT	0.82	13.2	B
	INTERSECTION			16.7	B	INTERSECTION			14.8	B	INTERSECTION			16.7	B
10th Ave. @ 30th Street	EB	LT	0.80	33.7	C	EB	LT	0.90	38.9	D	EB	LT	0.91	38.5	D
	NB	TR	0.86	14.5	B	NB	TR	0.88	16.9	B	NB	TR	0.89	17.3	B
	INTERSECTION			18.9	B	INTERSECTION			23.7	C	INTERSECTION			23.4	C
10th Ave. @ 31st Street	WB	R	0.87	43.6	D	WB	R	0.88	43.4	D	WB	R	0.86	38.4	D
	NB	T	0.87	16.5	B	NB	T	0.94	23.9	C	NB	T	0.83	23.7	C
	INTERSECTION			20.5	C	INTERSECTION			27.5	C	INTERSECTION			25.8	C
10th Ave. @ 33rd Street	WB	TR	0.85	33.9	C	WB	TR	0.63	26.5	C	WB	TR	0.88	34.9	C
	NB	LT	1.02	35.9	D	NB	LT	0.90	18.0	B	NB	LT	0.80	15.4	B
	INTERSECTION			35.4	D	INTERSECTION			19.8	B	INTERSECTION			20.7	C
10th Ave. @ 34th Street	EB	DefL	1.09	105.5	F	EB	DefL	1.00	83.2	F	EB	DefL	0.78	43.8	D
		T	0.49	21.1	C		T	0.55	20.1	C		T	0.67	21.6	C
	WB	TR	0.60	23.2	C	WB	TR	0.63	21.3	C	WB	TR	0.60	19.7	B
	NB	LTR	0.94	36.6	D	NB	LTR	0.77	19.5	B	NB	LTR	0.90	25.3	C
	INTERSECTION			37.3	D	INTERSECTION			23.4	C	INTERSECTION			24.3	C
10th Ave. @ 35th Street	WB	TR	0.94	41.0	D	WB	TR	0.70	29.6	C	WB	TR	0.90	40.6	D
	NB	LT	0.90	18.9	B	NB	LT	0.87	15.0	B	NB	LT	0.75	11.5	B
	INTERSECTION			24.7	C	INTERSECTION			18.1	B	INTERSECTION			18.1	B
10th Ave. @ 36th Street	EB	LT	0.90	44.7	D	EB	LT	0.80	33.9	C	EB	LT	0.98	40.4	D
	NB	TR	1.01	31.6	C	NB	TR	0.87	15.1	B	NB	TR	1.03	44.7	D
	INTERSECTION			33.8	C	INTERSECTION			19.3	B	INTERSECTION			43.1	D
10th Ave. @ 37th Street	WB	TR	0.56	24.9	C	WB	TR	0.78	32.5	C	WB	TR	0.94	40.8	D
	NB	LT	0.79	13.8	B	NB	LT	0.85	15.9	B	NB	LT	0.98	28.5	C
	INTERSECTION			16.1	B	INTERSECTION			19.3	B	INTERSECTION			31.7	C
10th Ave. @ 38th Street	EB	LT	0.83	34.8	C	EB	LT	0.92	43.5	D	EB	LT	2.36	647.9	F
	NB	TR	0.73	11.2	B	NB	TR	0.86	14.5	B	NB	TR	0.97	21.0	C
	INTERSECTION			16.5	B	INTERSECTION			21.3	C	INTERSECTION			185.9	F
10th Ave. @ 39th Street	WB	T	0.49	22.3	C	WB	T	0.55	23.2	C	WB	T	0.01	17.5	B
		R	0.59	29.3	C		R	0.37	22.6	C		R	0.00	17.5	B
	NB	LT	0.71	14.5	B	NB	LT	0.88	19.1	B	NB	LT	1.04	42.3	D
	INTERSECTION			16.6	B	INTERSECTION			20.0	C	INTERSECTION			42.3	D
10th Avenue @ 40th Street	EB	LT	0.30	18.9	B	EB	LT	0.25	18.4	B	EB	LT	0.49	24.7	C
	NB	TR	0.71	15.3	B	NB	TR	0.66	14.4	B	NB	TR	1.04	39.2	D
	INTERSECTION			15.9	B	INTERSECTION			14.9	B	INTERSECTION			37.6	D
10th Ave. @ 41st Street	WB	T	0.34	14.1	B	WB	T	0.29	13.6	B	WB	T	0.21	18.8	B
		R	0.71	22.8	C		R	0.71	22.8	C		R	0.25	19.6	B
	NB	LT	0.77	23.6	C	NB	LT	0.99	39.8	D	NB	LT	1.03	39.3	D
	INTERSECTION			21.9	C	INTERSECTION			33.0	C	INTERSECTION			37.8	D
10th Ave. @ 42nd Street	EB	DefL	1.21	163.2	F	EB	LT	0.85	27.1	C	EB	DefL	1.77	425.3	F
		T	0.42	21.4	C							T	1.49	269.1	F
	WB	TR	1.10	84.5	F	WB	TR	0.92	41.1	D	WB	TR	1.43	229.2	F
	NB	LTR	0.83	22.6	C	NB	LTR	0.89	19.8	B	NB	LTR	1.81	386.9	F
	INTERSECTION			46.7	D	INTERSECTION			25.6	C	INTERSECTION			342.1	F
10th Avenue @ 43rd Street	WB	TR	0.51	23.6	C	WB	TR	0.66	26.1	C	WB	TR	0.69	29.6	C
	NB	LT	1.02	36.6	D	NB	LT	0.88	19.1	B	NB	LT	1.05	41.0	D
	INTERSECTION			35.1	D	INTERSECTION			20.4	C	INTERSECTION			39.2	D
10th Avenue @ 44th Street	EB	LT	0.44	24.5	C	EB	LT	0.55	26.1	C	EB	LT	0.34	26.0	C
	NB	TR	0.97	22.2	C	NB	TR	0.85	14.1	B	NB	TR	1.05	40.1	D
	INTERSECTION			22.6	C	INTERSECTION			16.5	B	INTERSECTION			39.1	D
10th Avenue @ 45th Street	WB	TR	0.40	23.3	C	WB	TR	0.39	23.2	C	WB	TR	0.50	26.8	C
	NB	LT	0.96	21.6	C	NB	LT	0.83	14.4	B	NB	LT	1.08	50.9	D
	INTERSECTION			21.8	C	INTERSECTION			15.7	B	INTERSECTION			48.4	D
10th Avenue @ 46th Street	EB	LT	0.71	37.3	D	EB	LT	0.77	44.0	D	EB	LT	0.41	25.3	C
	NB	TR	0.96	21.6	C	NB	TR	1.04	41.3	D	NB	TR	1.08	55.0	D
	INTERSECTION			22.7	C	INTERSECTION			41.5	D	INTERSECTION			53.1	D

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11th Ave. @ 26th Street	EB	TR	0.65	36.0	D	EB	TR	0.54	32.8	C	EB	TR	0.57	33.6	C
	SB	LT	0.33	7.4	A	SB	LT	0.36	7.6	A	SB	LT	0.30	7.2	A
	INTERSECTION			12.7	B	INTERSECTION			11.5	B	INTERSECTION			11.8	B
11th Avenue @ 28th Street	EB	TR	0.40	23.0	C	EB	TR	0.42	23.5	C	EB	TR	0.26	20.4	C
	SB	LT	0.48	15.3	B	SB	LT	0.49	15.3	B	SB	LT	0.50	15.4	B
	INTERSECTION			15.8	B	INTERSECTION			15.9	B	INTERSECTION			15.6	B
11th Avenue @ 29th Street	WB	LT	0.38	17.4	B	WB	LT	0.27	16.2	B	WB	LT	0.34	16.9	B
	SB	TR	0.62	20.3	C	SB	TR	0.70	21.6	C	SB	TR	0.71	21.9	C
	INTERSECTION			19.4	B	INTERSECTION			20.5	C	INTERSECTION			20.7	C
11th Ave. @ 30th Street	EB	TR	0.62	21.7	C	EB	TR	0.54	20.3	C	EB	TR	0.49	19.4	B
	SB	LT	0.94	33.0	C	SB	LT	0.85	25.9	C	SB	LT	0.84	25.4	C
	INTERSECTION			30.2	C	INTERSECTION			24.8	C	INTERSECTION			24.4	C
11th Ave. @ 33rd Street	WB	LT	0.86	41.8	D	WB	LT	0.86	42.0	D	WB	LT	0.85	36.7	D
	SB	TR	0.56	12.6	B	SB	TR	0.67	14.2	B	SB	TR	0.59	13.0	B
	INTERSECTION			20.5	C	INTERSECTION			20.4	C	INTERSECTION			21.6	C
11th Ave. @ 34th Street	EB	LTR	0.95	37.8	D	EB	LTR	0.69	21.3	C	EB	LTR	0.84	35.7	D
	WB	DefL	0.61	21.5	C	WB	DefL	0.68	39.2	D	WB	LTR	0.74	23.7	C
		TR	0.69	12.7	B		TR	0.77	13.5	B					
	SB	LTR	0.76	20.6	C	SB	LTR	0.94	28.4	C	SB	LTR	0.94	29.9	C
	INTERSECTION			24.2	C	INTERSECTION			25.1	C	INTERSECTION			29.6	C
11th Ave. @ 35th Street	WB	L	0.35	18.2	B	WB	L	0.55	22.8	C	WB	L	0.61	20.9	C
		LR	0.38	18.6	B		LR	0.57	23.0	C		LR	0.63	21.4	C
		R	0.79	32.4	C		R	0.70	27.9	C		R	0.91	41.1	D
	NB	T	0.10	14.6	B	NB	T	0.09	14.5	B	NB	T	0.12	17.7	B
	SB	T	0.53	18.8	B	SB	T	0.72	22.0	C	SB	T	0.72	25.1	C
	INTERSECTION			20.6	C	INTERSECTION			22.4	C	INTERSECTION			26.4	C
11th Ave. @ 36th Street	NB	TR	0.72	35.3	D	NB	TR	0.42	24.3	C	NB	TR	0.86	43.7	D
	SB	L	0.86	39.6	D	SB	L	0.81	43.1	D	SB	L	0.92	45.5	D
		T	0.66	11.2	B		T	0.80	14.4	B		T	0.74	13.0	B
	INTERSECTION			22.7	C	INTERSECTION			20.5	C	INTERSECTION			27.1	C
11th Ave. @ 37th Street	EB	LR	0.00	12.8	B	EB	LR	0.00	20.0	B	EB	LR	0.01	10.3	B
	WB	L	0.27	15.7	B	WB	L	0.35	24.5	C	WB	L	0.39	14.4	B
		LR	0.30	16.0	B		LR	0.36	24.7	C		LR	0.41	14.6	B
		R	0.85	41.2	D		R	0.71	41.4	D		R	0.89	41.0	D
	NB	T	0.39	19.0	B	NB	T	0.27	10.9	B	NB	T	0.70	28.4	C
	SB	T	0.85	27.4	C	SB	T	0.69	15.7	B	SB	T	0.88	32.3	C
	INTERSECTION			26.4	C	INTERSECTION			17.6	B	INTERSECTION			29.3	C
11th Ave. @ 38th Street	NB	TR	0.84	41.9	D	NB	TR	0.39	21.8	C	NB	TR	0.91	42.9	D
	SB	DefL	0.95	42.1	D	SB	DefL	0.84	32.2	C	SB	DefL	0.82	34.6	C
		T	0.66	8.2	A		T	0.81	14.7	B		T	0.70	11.8	B
	INTERSECTION			22.9	C	INTERSECTION			18.8	B	INTERSECTION			24.8	C
11th Ave. @ 39th Street	WB	L	0.85	39.5	D	WB	L	0.84	36.4	D	WB	L	0.66	35.2	D
		LR	0.86	44.9	D		LR	0.66	26.6	C		LR	0.39	25.7	C
	NB	T	0.25	16.0	B	NB	T	0.22	16.3	B	NB	T	0.32	11.6	B
	SB	T	0.96	34.8	C	SB	T	0.95	34.7	C	SB	T	0.78	18.4	B
	INTERSECTION			33.9	C	INTERSECTION			31.9	C	INTERSECTION			18.3	B
11th Ave. @ 40th Street	NB	R	0.27	7.2	A	NB	R	0.26	7.1	A	NB	R	0.42	8.4	A
	SB	L	0.40	8.1	A	SB	L	0.27	7.1	A	SB	L	0.44	8.4	A
		T	0.62	10.2	B		T	0.60	10.0	A		T	0.62	10.2	B
	INTERSECTION			9.2	A	INTERSECTION			8.9	A	INTERSECTION			9.4	A
11th Ave. @ 41st Street	WB	L	0.21	21.3	C	WB	L	0.23	21.5	C	WB	L	0.03	19.6	B
	SB	T	0.68	15.6	B	SB	T	0.59	14.3	B	SB	T	0.78	17.5	B
	INTERSECTION			16.1	B	INTERSECTION			15.0	B	INTERSECTION			17.6	B
11th Ave. @ 42nd Street	EB	TR	0.66	23.3	C	EB	TR	0.71	29.3	C	EB	TR	0.83	34.7	C
		R	0.79	38.0	D		R	0.60	33.7	C		R	0.77	43.4	D
	WB	L	0.56	26.0	C	WB	L	0.47	25.2	C	WB	L	0.77	35.5	D
		T	0.36	10.8	B		T	0.45	15.5	B		T	0.50	14.0	B
	SB	LTR	0.97	41.0	D	SB	LTR	0.80	24.5	C	SB	LTR	0.87	29.4	C
	INTERSECTION			33.2	C	INTERSECTION			24.2	C	INTERSECTION			28.9	C
11th Avenue @ 43rd Street	WB	LT	0.38	29.4	C	WB	LT	0.45	30.4	C	WB	LT	0.62	33.2	C
	SB	TR	0.50	4.2	A	SB	TR	0.45	4.0	A	SB	TR	0.52	4.3	A
	INTERSECTION			7.4	A	INTERSECTION			8.3	A	INTERSECTION			9.6	A
11th Avenue @ 44th Street	EB	LTR	0.85	42.1	D	EB	LTR	0.79	38.3	D	EB	LTR	1.20	126.0	F
	SB	LT	0.55	4.5	A	SB	LT	0.64	5.4	A	SB	LT	0.75	8.5	A
	INTERSECTION			13.8	B	INTERSECTION			13.7	B	INTERSECTION			39.0	D
11th Avenue @ 45th Street	WB	LTR	0.97	64.4	E	WB	LTR	0.86	48.4	D	WB	LTR	0.64	34.2	C
	NB	LT	0.05	3.1	A	NB	LT	0.01	2.6	A	NB	LT	0.20	3.2	A
	SB	TR	0.87	11.0	B	SB	TR	0.79	7.7	A	SB	TR	0.88	10.4	B
	INTERSECTION			20.7	C	INTERSECTION			14.9	B	INTERSECTION			13.5	B

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11th Avenue @ 46th Street	EB	LTR	0.67	36.7	D	EB	LTR	0.75	40.3	D	EB	LTR	0.79	41.9	D
	NB	TR	0.17	3.1	A	NB	TR	0.11	2.9	A	NB	TR	0.35	4.0	A
	SB	LT	0.73	6.4	A	SB	LT	0.64	5.5	A	SB	LT	0.73	6.5	A
	INTERSECTION			10.2	B	INTERSECTION			11.1	B	INTERSECTION			11.0	B
12th Ave. @ 26th Street	NB	TR	0.79	16.1	B	NB	TR	0.77	14.7	B	NB	TR	0.86	17.8	B
	SB	L	0.63	61.2	E	SB	L	0.39	41.8	D	SB	L	0.41	42.2	D
		T	1.00	38.8	D		T	0.77	15.1	B		T	1.02	39.2	D
	INTERSECTION			28.6	C	INTERSECTION			15.6	B	INTERSECTION			28.4	C
12th Avenue @ 29th Street	WB	L	0.57	65.3	E						WB	L	0.63	50.2	D
		LR	0.82	85.3	F	WB	LR	0.33	40.3	D		LR	0.61	49.3	D
		R	0.64	70.4	E		R	1.04	104.8	F		R	0.78	62.4	E
	NB	T	0.66	9.9	A	NB	T	0.73	14.2	B	NB	T	0.87	19.1	B
	SB	T	0.89	17.3	B	SB	T	0.77	15.6	B	SB	T	1.03	44.9	D
	INTERSECTION			18.2	B	INTERSECTION			20.5	C	INTERSECTION			33.3	C
12TH AVE. @ 30th ST.	EB	LTR	0.06	53.9	D	EB	LTR	0.00	38.4	D	EB	LTR	0.05	44.0	D
	NB	TR	0.79	22.4	C	NB	TR	0.87	24.5	C	NB	TR	0.87	19.4	B
	SB	L	1.18	178.6	F	SB	L	1.14	167.0	F	SB	L	1.25	207.4	F
		TR	0.78	11.1	B		TR	0.66	10.6	B		TR	0.81	10.9	B
	INTERSECTION			23.0	C	INTERSECTION			23.2	C	INTERSECTION			21.0	C
12TH AVE. @ 34th ST.	WB	L	0.59	54.5	D	WB	L	0.55	39.5	D	WB	L	0.51	42.4	D
		R	0.35	26.3	C		R	0.49	24.2	C		R	0.68	34.4	C
	NB	T	0.81	37.2	D	NB	T	0.88	16.6	B	NB	T	0.99	41.8	D
		R	0.46	9.5	A		R	0.34	1.8	A		R	0.21	3.1	A
	SB	L	0.98	91.8	F	SB	L	0.94	74.6	E	SB	L	0.91	76.2	E
		T	0.82	18.4	B		T	0.64	2.7	A		T	0.85	17.6	B
	INTERSECTION			32.4	C	INTERSECTION			17.3	B	INTERSECTION			33.0	C
12th Avenue @ 36th Street	EB	L	0.12	48.4	D	EB	L	0.09	32.0	C	EB	L	0.48	51.6	D
		R	0.04	47.1	D		R	0.03	31.2	C		R	0.15	44.2	D
	NB	T	0.93	36.9	D	NB	T	0.91	23.6	C	NB	T	0.75	10.0	A
	SB	T	1.03	44.7	D	SB	T	0.88	22.8	C	SB	T	0.99	27.0	C
	INTERSECTION			41.2	D	INTERSECTION			23.3	C	INTERSECTION			18.0	B
12th Avenue @ 37th Street	EB	L	0.20	48.2	D	EB	LR	0.26	46.9	D	EB	L	0.55	54.0	D
		R	0.09	46.9	D							R	0.21	46.1	D
	NB	L	0.11	51.4	D	NB	L	0.06	47.7	D	NB	L	0.18	52.8	D
		T	0.51	5.6	A		T	1.01	43.4	D		T	1.00	28.5	C
	SB	T	1.18	108.1	F	SB	T	0.94	30.6	C	SB	T	1.04	50.8	D
	INTERSECTION			60.4	E	INTERSECTION			38.0	D	INTERSECTION			38.4	D
12th Ave @ 39th St	EB	LR	0.26	53.5	D	EB	LR	0.03	34.1	C	EB	LR	0.18	36.4	D
	NB	L	0.59	84.5	F	NB	L	0.15	56.3	E	NB	L	0.18	54.5	D
		T	0.66	11.4	B		T	0.88	19.7	B		T	1.07	55.1	E
	SB	T	1.15	98.6	F	SB	T	0.98	38.7	D	SB	T	1.21	121.8	F
	INTERSECTION			58.6	E	INTERSECTION			27.9	C	INTERSECTION			82.5	F
12TH AVE. @ 40th ST.	NB	L	1.11	184.2	F	NB	L	0.12	34.9	C	NB	L	0.16	36.2	D
		T	0.46	7.9	A		T	0.51	5.0	A		T	0.66	5.6	A
	SB	T	0.72	17.5	B	SB	T	0.55	11.9	B	SB	T	0.69	13.7	B
		R	0.34	12.9	B		R	0.09	8.0	A		R	0.19	8.8	A
	INTERSECTION			15.5	B	INTERSECTION			8.1	A	INTERSECTION			9.1	A
12TH AVE. @ 41st ST.	EB	LR	0.02	38.5	D	EB	LR	0.03	26.4	C	EB	LR	0.05	32.9	C
	NB	TR	0.80	15.1	B	NB	TR	1.02	38.6	D	NB	TR	1.06	40.8	D
	SB	T	1.15	82.2	F	SB	T	1.00	22.0	C	SB	T	1.11	63.1	E
	INTERSECTION			52.2	D	INTERSECTION			31.4	C	INTERSECTION			50.3	D
12TH AVE. @ 42nd ST.	EB	LTR	0.08	44.6	D	EB	LTR	0.07	32.5	C	EB	LTR	0.17	35.6	D
	WB	L	0.52	54.1	D	WB	L	0.25	35.1	D	WB	L	0.46	40.9	D
		R	0.47	25.3	C		R	0.57	20.9	C		R	0.81	38.9	D
	NB	TR	0.83	22.4	C	NB	TR	1.01	39.3	D	NB	TR	1.05	37.6	D
	SB	L	0.60	44.1	D	SB	L	0.59	36.7	D	SB	L	1.02	99.9	F
		T	0.94	9.5	A		T	0.96	40.1	D		T	0.93	24.7	C
	INTERSECTION			19.0	B	INTERSECTION			37.8	D	INTERSECTION			36.1	D
12th Avenue @ 43rd Street	WB	LTR	0.73	59.1	E	WB	LTR	0.53	34.4	C	WB	LTR	0.49	42.9	D
	NB	L	1.18	220.2	F	NB	L	0.43	58.2	E	NB	L	0.55	61.7	E
		T	0.65	11.0	B		T	0.89	19.7	B		T	1.03	37.8	D
	SB	T	0.95	30.5	C	SB	T	0.85	26.1	C	SB	T	0.94	8.2	A
		R	0.01	9.4	A		R	0.01	12.7	B		R	0.01	8.9	A
	INTERSECTION			26.2	C	INTERSECTION			23.3	C	INTERSECTION			26.1	C
12th Ave @ 44th Street	NB	TR	0.68	15.2	B	NB	TR	0.87	4.9	A	NB	TR	1.03	40.9	D
	SB	L	0.40	48.7	D	SB	L	0.35	38.9	D	SB	L	0.53	45.1	D
		T	0.74	1.4	A		T	0.57	0.7	A		T	0.72	1.3	A
	INTERSECTION			9.5	A	INTERSECTION			4.6	A	INTERSECTION			25.3	C

12th Avenue @ 46th Street	EB	LT	0.00	49.6	D	EB	LT	0.00	34.5	C	EB	LT	0.00	35.3	D
		R	0.00	49.6	D		R	0.00	34.5	C		R	0.10	36.7	D
	NB	TR	0.69	9.0	A	NB	TR	0.86	10.4	B	NB	TR	1.08	68.1	E
	SB	L	0.62	63.3	E	SB	L	1.00	110.8	F	SB	L	0.87	92.8	F
		T	0.80	13.6	B		T	0.66	12.2	B		T	0.83	16.0	B
	INTERSECTION			13.1	B	INTERSECTION			14.5	B	INTERSECTION			45.4	D
34th Street @ 2nd Avenue	EB	TR	0.99	51.2	D	EB	TR	0.98	54.3	D	EB	TR	1.10	87.4	F
	WB	DefL	0.65	43.9	D	WB	DefL	0.39	34.1	C	WB	DefL	0.55	40.1	D
		T	0.42	19.3	B		T	0.49	20.4	C		T	0.46	18.7	B
	SB	LTR	0.90	25.5	C	SB	LTR	0.64	19.0	B	SB	LTR	0.71	21.4	C
	INTERSECTION			31.7	C	INTERSECTION			28.9	C	INTERSECTION			42.6	D
36th Street @ 2nd Avenue	EB	TR	0.93	53.3	D	EB	L	0.70	32.6	C	EB	L	0.90	41.1	D
	WB	L	1.38	213.0	F		LTR	0.52	25.0	C		LTR	0.73	24.5	C
	SB	L	0.47	24.8	C	SB	L	0.32	11.9	B	SB	L	0.64	20.6	C
		LT	1.14	100.3	F		LT	0.48	13.1	B		LT	0.54	17.7	B
	INTERSECTION			113.2	F	INTERSECTION			17.7	B	INTERSECTION			23.4	C
37th Street @ 2nd Avenue	WB	LT	0.51	24.8	C	WB	LT	0.38	23.6	C	WB	LT	0.33	22.9	C
	SB	T	0.61	14.5	B	SB	TR	0.77	17.7	B	SB	TR	0.81	18.3	B
	INTERSECTION			16.6	B	INTERSECTION			18.3	B	INTERSECTION			18.6	B
57th Street @ 2nd Avenue	EB	TR	0.80	42.1	D	EB	TR	0.91	40.9	D	EB	TR	0.88	37.4	D
	WB	DefL	1.10	81.7	F	WB	DefL	0.48	22.7	C	WB	DefL	0.31	18.4	B
		T	0.92	30.9	C		T	0.28	14.6	B		T	0.20	11.8	B
	SB	LTR	0.91	34.7	C	SB	LTR	0.67	20.8	C	SB	LTR	0.67	23.2	C
	INTERSECTION			42.5	D	INTERSECTION			25.8	C	INTERSECTION			26.6	C
35th Street @ QMT Exit Street	WB	LT	0.70	33.9	C	WB	LT	0.41	21.1	C	WB	LT	0.26	19.2	B
	SB	L	0.54	12.4	B	SB	L	0.81	27.8	C	SB	L	0.71	23.1	C
		LTR	0.63	14.1	B		LTR	0.65	20.9	C		LTR	0.51	17.3	B
		R	1.08	73.2	E		R	0.75	25.7	C		R	0.72	24.3	C
	INTERSECTION			38.1	D	INTERSECTION			24.0	C	INTERSECTION			21.4	C
36th Street @ QMT ENT	EB	L	0.83	38.7	D	EB	L	0.46	24.5	C	EB	L	0.54	29.2	C
		LT	0.37	20.9	C		LT	0.31	20.8	C		LT	0.57	27.0	C
	NB	TR	0.71	21.5	C	NB	TR	0.74	22.6	C	NB	TR	0.98	43.7	D
	INTERSECTION			26.3	C	INTERSECTION			22.4	C	INTERSECTION			34.9	C
QBB Ramp @ 57th Street	EB	T	0.25	3.9	A	EB	L	1.12	80.3	F	EB	DefL	0.79	14.0	B
							LT	0.24	4.6	A		T	0.16	3.7	A
	WB	T	1.04	64.5	E	WB	TR	0.93	44.4	D	WB	TR	1.09	84.1	F
	INTERSECTION			50.1	D	INTERSECTION			51.4	D	INTERSECTION			50.8	D
2nd Ave @ 58th Street	EB	TR	0.24	18.9	B	EB	TR	0.66	26.1	C	EB	TR	0.90	33.5	C
	SB	LT	0.62	15.6	B	SB	LT	0.70	16.7	B	SB	LT	0.74	17.3	B
	INTERSECTION			15.8	B	INTERSECTION			18.2	B	INTERSECTION			21.3	C
2nd Ave @ 59th Street (ESD)	EB	TR	0.94	35.0	C	EB	TR	0.68	21.1	C	EB	TR	1.08	73.9	E
	SB	L	0.21	17.7	B	SB	L	0.19	17.5	B	SB	L	0.16	15.7	B
		LT	0.97	37.0	D		LT	1.05	59.2	E		LT	0.90	28.4	C
	INTERSECTION			35.9	D	INTERSECTION			47.7	D	INTERSECTION			46.2	D
Cardinal Stepanic Plz @ 40 St	EB	TR	0.32	15.0	B	EB	TR	0.23	14.2	B	EB	TR	0.36	15.5	B
		R	0.76	27.2	C		R	0.31	15.6	B		R	0.80	29.4	C
	SB	T	0.48	20.9	C	SB	T	0.52	21.6	C	SB	T	0.19	17.3	B
	INTERSECTION			21.2	C	INTERSECTION			18.2	B	INTERSECTION			21.6	C
Dyer Avenue @ 35th Street	WB	LTR	0.91	37.0	D	WB	LTR	0.86	36.8	D	WB	LTR	0.90	32.2	C
	NB	LT	0.05	8.9	A	NB	LT	0.12	6.5	A	NB	LT	0.13	12.7	B
	SB	TR	0.53	16.3	B	SB	TR	0.26	10.7	B	SB	TR	0.40	17.6	B
	INTERSECTION			27.3	C	INTERSECTION			25.4	C	INTERSECTION			26.3	C
Dyer Avenue @ 36th Street	EB	LT	0.85	38.7	D	EB	LT	0.86	39.7	D	EB	LT	0.91	37.7	D
	NB	TR	0.18	20.8	C	NB	TR	0.32	22.4	C	NB	TR	0.69	33.2	C
	SB	DefL	0.68	19.5	B	SB	DefL	0.39	12.1	B	SB	DefL	0.39	18.8	B
		TR	0.45	10.3	B		TR	0.24	8.6	A		TR	0.29	10.9	B
	INTERSECTION			21.1	C	INTERSECTION			23.8	C	INTERSECTION			28.7	C
NB Boulevard @ 33rd Street	WB	TR	0.66	25.5	C	WB	TR	0.63	24.8	C	WB	TR	1.14	100.2	F
		R	0.25	19.9	B		R	0.28	20.2	C		R	0.59	26.1	C
	INTERSECTION			24.7	C	INTERSECTION			24.1	C	INTERSECTION			86.5	F
NB Boulevard @ 34th Street	EB	DefL	0.75	32.8	C	EB	DefL	0.68	33.1	C	EB	DefL	0.60	31.8	C
		T	0.54	8.9	A		T	0.50	10.9	B		T	0.53	13.9	B
	WB	TR	0.52	14.6	B	WB	TR	0.59	18.5	B	WB	TR	0.63	22.4	C
	NB	LTR	0.48	33.5	C	NB	LTR	0.42	28.6	C	NB	LTR	0.50	25.5	C
	INTERSECTION			16.2	B	INTERSECTION			18.2	B	INTERSECTION			21.0	C
NB Boulevard @ 35th Street	WB	TR	0.50	18.8	B	WB	TR	0.48	18.6	B	WB	TR	0.76	24.6	C
	NB	LT	0.67	23.6	C	NB	LT	0.52	20.0	B	NB	LT	0.56	20.2	C
	INTERSECTION			20.8	C	INTERSECTION			19.1	B	INTERSECTION			23.0	C

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NB Boulevard @ 36th Street	EB	LT	0.63	28.2	C	EB	LT	0.43	18.1	B	EB	LT	0.89	36.7	D
	NB	TR	0.39	12.3	B	NB	TR	0.47	19.1	B	NB	TR	0.94	37.2	D
	INTERSECTION			21.7	C	INTERSECTION			18.6	B	INTERSECTION			36.9	D
NB Boulevard @ 37th Street	WB	TR	0.80	32.7	C	WB	TR	0.50	24.4	C	WB	TR	0.81	33.6	C
	NB	LT	0.17	11.0	B	NB	LT	0.18	11.1	B	NB	LT	0.25	11.7	B
	INTERSECTION			27.5	C	INTERSECTION			19.7	B	INTERSECTION			26.5	C
NB Boulevard @ 38th Street	EB	T	0.51	19.2	B	EB	T	0.66	28.8	C	EB	T	0.94	43.5	D
	NB	R	0.60	28.0	C	NB	R	0.56	19.0	B	NB	R	0.81	33.4	C
	INTERSECTION			20.9	C	INTERSECTION			26.6	C	INTERSECTION			41.1	D
2nd Ave @ QBB Ramp LL	WB	L	1.05	74.6	E	WB	L	0.79	29.7	C	WB	L	0.84	33.8	C
		T	1.38	211.7	F		T	0.83	33.4	C		T	1.03	68.3	E
	SB	L	1.14	94.6	F	SB	L	0.78	26.2	C	SB	L	1.17	111.2	F
		LT	0.49	10.2	B		LT	0.72	18.3	B		LT	0.71	16.5	B
	INTERSECTION			81.3	F	INTERSECTION			24.4	C	INTERSECTION			44.3	D
SB Boulevard @ 35th Street	WB	T	0.95	43.2	D	WB	T	0.91	40.8	D	WB	T	0.74	24.5	C
	SB	R	0.18	13.6	B	SB	R	0.06	10.5	B	SB	R	0.53	27.3	C
	INTERSECTION			41.8	D	INTERSECTION			40.1	D	INTERSECTION			24.8	C
SB Boulevard @ 36th Street	EB	TR	0.66	28.8	C	EB	TR	0.58	27.2	C	EB	TR	0.88	34.3	C
	SB	LT	0.06	9.4	A	SB	LT	0.02	9.0	A	SB	LT	0.06	11.7	B
	INTERSECTION			27.3	C	INTERSECTION			26.6	C	INTERSECTION			32.7	C
SB Boulevard @ 37th Street	WB	LT	0.91	41.1	D	WB	LT	0.55	25.4	C	WB	LT	0.85	35.4	D
	SB	TR	0.05	10.2	B	SB	TR	0.02	9.9	A	SB	TR	0.04	10.1	B
	INTERSECTION			38.9	D	INTERSECTION			24.7	C	INTERSECTION			33.8	C

			AM					Midday					PM		
Intersection	**Approac**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approa**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
10th Avenue @ 14th Street	EB	L	0.71	21.7	C	EB	L	0.66	22.0	C	EB	L	0.53	13.5	B
		T	0.35	40.1	D		T	0.34	27.0	C		T	0.66	41.0	D
		R	0.06	11.7	B		R	0.08	13.8	B		R	0.02	8.2	A
	WB	L	0.25	40.0	D	WB	L	0.33	28.9	C	WB	L	1.07	140.2	F
		R	0.79	59.1	E		R	0.83	46.6	D		R	1.19	145.5	F
	INTERSECTION			30.5	C	INTERSECTION			28.0	C	INTERSECTION			57.6	E
10th Avenue @ 23rd Street	EB	DefL	0.99	85.8	F	EB	DefL	1.35	225.2	F	EB	DefL	1.13	122.5	F
		T	0.46	22.1	C		T	0.45	23.1	C		T	0.40	22.4	C
	WB	TR	0.41	20.9	C	WB	TR	0.64	25.9	C	WB	TR	0.27	20.5	C
	NB	LTR	0.65	13.6	B	NB	LTR	0.52	14.5	B	NB	LTR	0.55	15.0	B
	INTERSECTION			19.7	B	INTERSECTION			28.9	C	INTERSECTION			25.9	C
10th Avenue @ 28th Street	EB	LT	0.62	28.9	C	EB	LT	0.49	26.0	C	EB	LT	0.71	31.4	C
	NB	TR	0.73	11.3	B	NB	TR	0.63	10.0	B	NB	TR	0.81	12.8	B
	INTERSECTION			14.1	B	INTERSECTION			12.3	B	INTERSECTION			15.9	B
10th Avenue @ 29th Street	WB	TR	0.71	29.5	C	WB	TR	0.68	29.6	C	WB	TR	0.69	29.2	C
	NB	LT	0.82	13.2	B	NB	LT	0.67	10.6	B	NB	LT	0.86	14.6	B
	INTERSECTION			17.1	B	INTERSECTION			15.1	B	INTERSECTION			17.8	B
10th Ave. @ 30th Street	EB	LT	0.78	32.0	C	EB	LT	0.95	44.6	D	EB	LT	0.96	43.7	D
	NB	TR	0.86	14.6	B	NB	TR	0.93	20.1	C	NB	TR	1.04	44.9	D
	INTERSECTION			18.7	B	INTERSECTION			27.8	C	INTERSECTION			44.5	D
10th Ave. @ 31st Street	WB	R	0.73	32.4	C	WB	R	0.92	44.9	D	WB	R	0.89	36.7	D
	NB	T	0.82	13.2	B	NB	T	1.03	44.6	D	NB	T	0.77	18.0	B
	INTERSECTION			16.5	B	INTERSECTION			44.7	D	INTERSECTION			22.4	C
10th Ave. @ 33rd Street	WB	TR	0.92	39.6	D	WB	TR	0.73	29.4	C	WB	TR	0.92	38.3	D
	NB	LT	0.87	15.9	B	NB	LT	0.93	19.9	B	NB	LT	0.97	27.3	C
	INTERSECTION			21.9	C	INTERSECTION			21.9	C	INTERSECTION			29.9	C
10th Ave. @ 34th Street	EB	DefL	1.14	111.2	F	EB	DefL	1.16	131.4	F	EB	DefL	0.96	80.5	F
		T	0.45	13.4	B		T	0.53	19.8	B		T	0.79	28.1	C
	WB	TR	0.55	14.6	B	WB	TR	0.64	21.5	C	WB	TR	0.64	23.1	C
	NB	LTR	0.99	42.8	D	NB	LTR	0.90	24.2	C	NB	LTR	1.03	43.3	D
	INTERSECTION			39.5	D	INTERSECTION			29.4	C	INTERSECTION			39.2	D
10th Ave. @ 35th Street	WB	TR	0.88	34.1	C	WB	TR	0.68	29.2	C	WB	TR	0.84	35.6	D
	NB	LT	0.92	20.1	C	NB	LT	0.90	16.5	B	NB	LT	0.82	12.9	B
	INTERSECTION			23.7	C	INTERSECTION			19.1	B	INTERSECTION			17.6	B
10th Ave. @ 36th Street	EB	LT	0.89	42.2	D	EB	LT	0.80	33.8	C	EB	LT	2.88	879.3	F
	NB	TR	1.05	44.0	D	NB	TR	0.92	17.6	B	NB	TR	1.12	70.2	E
	INTERSECTION			43.7	D	INTERSECTION			21.1	C	INTERSECTION			347.2	F
10th Ave. @ 37th Street	WB	TR	0.47	23.5	C	WB	TR	0.66	27.9	C	WB	TR	0.88	34.2	C
	NB	LT	0.77	13.4	B	NB	LT	0.84	15.6	B	NB	LT	1.01	34.2	C
	INTERSECTION			15.3	B	INTERSECTION			17.9	B	INTERSECTION			34.2	C
10th Ave. @ 38th Street	EB	LT	0.76	31.7	C	EB	LT	0.90	41.0	D	EB	LT	2.60	755.7	F
	NB	TR	0.70	10.8	B	NB	TR	0.84	13.9	B	NB	TR	1.01	28.7	C
	INTERSECTION			15.4	B	INTERSECTION			20.3	C	INTERSECTION			216.8	F
10th Ave. @ 39th Street	WB	T	0.49	22.2	C	WB	T	0.56	23.2	C	WB	T	0.01	18.8	B
		R	0.63	30.5	C		R	0.38	22.7	C		R	0.01	18.8	B
	NB	LT	0.65	13.6	B	NB	LT	0.83	17.4	B	NB	LT	1.03	37.1	D
	INTERSECTION			16.1	B	INTERSECTION			18.8	B	INTERSECTION			37.1	D
10th Avenue @ 40th Street	EB	LT	0.30	18.9	B	EB	LT	0.24	18.3	B	EB	LT	0.69	30.5	C
	NB	TR	0.69	15.0	B	NB	TR	0.65	14.3	B	NB	TR	1.04	36.6	D
	INTERSECTION			15.6	B	INTERSECTION			14.8	B	INTERSECTION			35.8	D
10th Ave. @ 41st Street	WB	T	0.30	13.6	B	WB	T	0.23	13.0	B	WB	T	0.21	20.2	C
		R	0.82	28.1	C		R	0.85	30.6	C		R	0.13	19.5	B
	NB	LT	0.83	25.1	C	NB	LT	0.97	37.2	D	NB	LT	1.04	39.8	D
	INTERSECTION			24.0	C	INTERSECTION			32.9	C	INTERSECTION			38.8	D
10th Ave. @ 42nd Street	EB	DefL	1.15	144.1	F	EB	LT	0.85	26.6	C	EB	DefL	1.73	404.1	F
		T	0.43	22.9	C							T	1.50	274.9	F
	WB	TR	1.22	133.9	F	WB	TR	0.98	51.8	D	WB	TR	1.58	293.2	F
	NB	LTR	1.00	37.7	D	NB	LTR	0.92	21.4	C	NB	LTR	1.88	418.6	F
	INTERSECTION			69.2	E	INTERSECTION			29.0	C	INTERSECTION			377.5	F
10th Avenue @ 43rd Street	WB	TR	0.53	24.1	C	WB	TR	0.66	26.2	C	WB	TR	0.76	32.4	C
	NB	LT	1.03	40.5	D	NB	LT	0.90	20.3	C	NB	LT	1.05	40.4	D
	INTERSECTION			38.4	D	INTERSECTION			21.4	C	INTERSECTION			39.1	D
10th Avenue @ 44th Street	EB	LT	0.43	24.3	C	EB	LT	0.54	26.0	C	EB	LT	0.36	27.0	C
	NB	TR	0.97	23.2	C	NB	TR	0.85	14.0	B	NB	TR	1.07	44.0	D
	INTERSECTION			23.4	C	INTERSECTION			16.4	B	INTERSECTION			42.8	D
10th Avenue @ 45th Street	WB	TR	0.40	23.3	C	WB	TR	0.38	23.1	C	WB	TR	0.48	27.3	C
	NB	LT	0.96	22.3	C	NB	LT	0.83	14.3	B	NB	LT	1.09	55.8	E
	INTERSECTION			22.4	C	INTERSECTION			15.6	B	INTERSECTION			53.0	D

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10th Avenue @ 46th Street	EB	LT	0.72	37.6	D	EB	LT	0.76	42.8	D	EB	LT	0.44	26.5	C
	NB	TR	0.96	21.8	C	NB	TR	1.05	43.0	D	NB	TR	1.10	62.0	E
	INTERSECTION			22.9	C	INTERSECTION			43.0	D	INTERSECTION			59.8	E
10th Avenue @ 57th Street	EB	LT	0.94	48.6	D	EB	LT	0.86	39.3	D	EB	LT	0.97	55.1	E
	WB	TR	0.76	29.6	C	WB	TR	0.78	30.5	C	WB	TR	0.99	51.6	D
	NB	LT	0.83	22.3	C	NB	LT	0.74	19.6	B	NB	LT	0.86	24.1	C
		R	0.45	17.0	B		R	0.42	16.4	B		R	0.72	26.4	C
	INTERSECTION			27.5	C	INTERSECTION			24.7	C	INTERSECTION			33.6	C
11th Avenue @ 23rd Street	WB	L	0.54	22.5	C	WB	L	0.55	23.7	C	WB	L	0.18	17.4	B
		R	0.36	19.6	B		R	0.48	21.4	C		R	0.65	29.6	C
	NB	TR	0.16	12.3	B	NB	TR	0.16	10.9	B	NB	TR	0.28	11.9	B
	SB	L	0.89	41.9	D	SB	L	0.91	43.7	D	SB	L	1.09	93.7	F
		T	0.29	15.9	B		T	0.44	16.5	B		T	0.45	16.6	B
	INTERSECTION			25.5	C	INTERSECTION			24.9	C	INTERSECTION			37.4	D
11th Ave. @ 25th Street	WB	L	0.10	23.6	C	WB	L	0.17	24.3	C	WB	L	0.21	24.7	C
	SB	TR	0.40	9.7	A	SB	TR	0.42	9.9	A	SB	TR	0.38	9.6	A
	INTERSECTION			10.7	B	INTERSECTION			11.4	B	INTERSECTION			11.6	B
11th Ave. @ 26th Street	EB	TR	0.67	36.6	D	EB	TR	0.58	33.6	C	EB	TR	0.62	34.8	C
	SB	LT	0.34	7.4	A	SB	LT	0.37	7.7	A	SB	LT	0.32	7.3	A
	INTERSECTION			12.9	B	INTERSECTION			11.8	B	INTERSECTION			12.2	B
11th Avenue @ 28th Street	EB	TR	0.39	22.7	C	EB	TR	0.43	23.8	C	EB	TR	0.27	20.5	C
	SB	LT	0.50	15.5	B	SB	LT	0.52	15.6	B	SB	LT	0.56	16.2	B
	INTERSECTION			16.0	B	INTERSECTION			16.2	B	INTERSECTION			16.4	B
11th Avenue @ 29th Street	WB	LT	0.38	17.3	B	WB	LT	0.27	16.2	B	WB	LT	0.35	17.0	B
	SB	TR	0.65	20.8	C	SB	TR	0.74	22.5	C	SB	TR	0.77	23.4	C
	INTERSECTION			19.9	B	INTERSECTION			21.3	C	INTERSECTION			22.0	C
11th Ave. @ 30th Street	EB	TR	0.61	21.6	C	EB	TR	0.55	20.4	C	EB	TR	0.50	19.7	B
	SB	LT	0.97	37.8	D	SB	LT	0.92	30.3	C	SB	LT	0.99	39.0	D
	INTERSECTION			34.0	C	INTERSECTION			28.5	C	INTERSECTION			36.0	D
11th Ave. @ 33rd Street	WB	L	0.74	37.3	D	WB	L	0.82	44.7	D	WB	L	0.88	34.8	C
	SB	T	0.55	10.9	B	SB	T	0.65	12.3	B	SB	T	0.81	24.7	C
	INTERSECTION			16.2	B	INTERSECTION			17.4	B	INTERSECTION			27.6	C
11th Ave. @ 34th Street	EB	LTR	0.98	43.4	D	EB	LTR	0.72	22.1	C	EB	LTR	0.92	43.7	D
	WB	DefL	0.61	21.9	C	WB	DefL	0.71	42.1	D	WB	LTR	1.01	50.0	D
		TR	0.83	17.3	B		TR	1.02	41.3	D					
	SB	LTR	0.80	21.5	C	SB	LTR	0.98	33.8	C	SB	LTR	0.99	38.5	D
	INTERSECTION			26.5	C	INTERSECTION			33.7	C	INTERSECTION			42.6	D
11th Ave. @ 35th Street	WB	L	0.34	17.9	B	WB	L	0.53	22.0	C	WB	L	0.55	19.0	B
		LR	0.37	18.2	B		LR	0.55	22.2	C		LR	0.58	19.5	B
		R	0.74	29.2	C		R	0.71	28.7	C		R	0.93	43.5	D
	NB	T	0.08	14.5	B	NB	T	0.08	14.5	B	NB	T	0.11	17.7	B
	SB	T	0.55	19.1	B	SB	T	0.73	22.3	C	SB	T	0.78	26.5	C
	INTERSECTION			20.2	C	INTERSECTION			22.6	C	INTERSECTION			27.2	C
11th Ave. @ 36th Street	NB	TR	0.66	33.6	C	NB	TR	0.43	25.8	C	NB	TR	0.83	41.8	D
	SB	L	0.85	39.4	D	SB	L	0.80	40.0	D	SB	L	0.97	55.2	E
		T	0.69	11.8	B		T	0.82	14.9	B		T	0.80	14.7	B
	INTERSECTION			22.1	C	INTERSECTION			20.7	C	INTERSECTION			29.2	C
11th Ave. @ 37th Street	EB	LR	0.00	12.8	B	EB	LR	0.00	20.0	B	EB	LR	0.01	10.3	B
	WB	L	0.26	15.6	B	WB	L	0.35	24.6	C	WB	L	0.39	14.3	B
		LR	0.28	15.8	B		LR	0.36	24.7	C		LR	0.41	14.5	B
		R	0.68	27.4	C		R	0.57	33.2	C		R	0.86	37.3	D
	NB	T	0.34	18.4	B	NB	T	0.24	10.6	B	NB	T	0.68	27.8	C
	SB	T	0.89	29.3	C	SB	T	0.71	16.1	B	SB	T	0.97	42.1	D
	INTERSECTION			26.3	C	INTERSECTION			17.3	B	INTERSECTION			34.4	C
11th Ave. @ 38th Street	NB	TR	0.72	36.6	D	NB	TR	0.34	21.2	C	NB	TR	0.79	33.0	C
	SB	DefL	0.86	28.0	C	SB	DefL	0.74	24.2	C	SB	DefL	0.83	37.6	D
		T	0.69	8.7	A		T	0.84	15.7	B		T	0.77	13.4	B
	INTERSECTION			18.0	B	INTERSECTION			17.9	B	INTERSECTION			22.3	C
11th Ave. @ 39th Street	WB	L	0.76	33.1	C	WB	L	0.81	33.4	C	WB	L	0.64	34.3	C
		LR	0.81	39.4	D		LR	0.54	22.2	C		LR	0.31	24.0	C
	NB	T	0.20	15.5	B	NB	T	0.18	15.9	B	NB	T	0.29	11.4	B
	SB	T	0.99	40.5	D	SB	T	0.97	38.0	D	SB	T	0.84	20.4	C
	INTERSECTION			37.1	D	INTERSECTION			33.9	C	INTERSECTION			19.6	B
11th Ave. @ 40th Street	NB	R	0.19	6.7	A	NB	R	0.20	6.7	A	NB	R	0.38	8.0	A
	SB	L	0.38	8.0	A	SB	L	0.27	7.1	A	SB	L	0.49	9.0	A
		T	0.64	10.5	B		T	0.61	10.1	B		T	0.67	10.9	B
	INTERSECTION			9.4	A	INTERSECTION			9.0	A	INTERSECTION			9.8	A
11th Ave. @ 41st Street	WB	L	0.14	20.5	C	WB	L	0.19	21.1	C	WB	L	0.22	21.4	C
	SB	T	0.71	16.1	B	SB	T	0.61	14.6	B	SB	T	0.80	18.2	B
	INTERSECTION			16.4	B	INTERSECTION			15.1	B	INTERSECTION			18.4	B

11th Ave. @ 42nd Street	EB	TR	0.59	21.9	C	EB	TR	0.68	28.3	C	EB	TR	0.86	37.3	D
		R	0.82	39.3	D		R	0.46	26.9	C		R	0.69	36.1	D
	WB	L	0.73	34.7	C	WB	L	0.60	29.9	C	WB	L	0.88	44.3	D
		T	0.36	11.2	B		T	0.41	15.1	B		T	0.51	14.2	B
	SB	LTR	0.94	36.5	D	SB	LTR	0.80	24.5	C	SB	LTR	0.85	29.1	C
	INTERSECTION			31.4	C	INTERSECTION			24.2	C	INTERSECTION			29.9	C
11th Avenue @ 43rd Street	WB	LT	0.45	30.3	C	WB	LT	0.55	32.0	C	WB	LT	0.63	33.4	C
	SB	TR	0.50	4.2	A	SB	TR	0.45	3.9	A	SB	TR	0.51	4.2	A
	INTERSECTION			8.0	A	INTERSECTION			9.3	A	INTERSECTION			9.7	A
11th Avenue @ 44th Street	EB	LTR	0.83	40.9	D	EB	LTR	0.78	37.8	D	EB	LTR	1.19	122.7	F
	SB	LT	0.55	4.5	A	SB	LT	0.64	5.3	A	SB	LT	0.75	9.2	A
	INTERSECTION			13.3	B	INTERSECTION			13.5	B	INTERSECTION			39.8	D
11th Avenue @ 45th Street	WB	LTR	0.99	68.4	E	WB	LTR	0.86	48.7	D	WB	LTR	0.56	32.4	C
	NB	LT	0.05	3.1	A	NB	LT	0.01	2.6	A	NB	LT	0.21	3.2	A
	SB	TR	0.87	10.8	B	SB	TR	0.78	7.4	A	SB	TR	0.87	10.0	B
	INTERSECTION			21.5	C	INTERSECTION			15.0	B	INTERSECTION			12.5	B
11th Avenue @ 46th Street	EB	LTR	0.67	36.6	D	EB	LTR	0.76	40.5	D	EB	LTR	0.77	40.9	D
	NB	TR	0.17	3.1	A	NB	TR	0.10	2.9	A	NB	TR	0.34	3.9	A
	SB	LT	0.73	6.4	A	SB	LT	0.63	5.4	A	SB	LT	0.72	6.3	A
	INTERSECTION			10.1	B	INTERSECTION			11.1	B	INTERSECTION			10.8	B
11th Avenue @ 57th Street	EB	DefL	0.57	30.4	C	EB	LTR	0.64	26.0	C	EB	DefL	1.35	248.2	F
		TR	0.45	21.0	C							TR	0.33	21.4	C
	WB	DefL	0.89	56.7	E	WB	DefL	0.94	66.9	E	WB	LTR	0.97	46.6	D
		TR	0.54	22.5	C		TR	0.43	20.7	C					
	NB	L	0.42	25.2	C	NB	L	0.40	23.1	C	NB	L	0.52	24.9	C
		TR	0.56	7.6	A		TR	0.59	18.5	B		TR	0.86	25.6	C
	SB	LTR	1.18	115.8	F	SB	LTR	1.10	83.8	F	SB	LTR	1.17	111.0	F
	INTERSECTION			65.0	E	INTERSECTION			51.8	D	INTERSECTION			66.2	E
12th Avenue @ 14th Street	NB	T	0.76	3.9	A	NB	T	0.74	3.6	A	NB	T	0.85	5.3	A
		R	0.82	20.2	C		R	0.79	20.6	C		R	0.83	22.6	C
	SB	L	0.41	51.8	D	SB	L	0.41	36.6	D	SB	L	0.39	36.2	D
		T	0.93	25.6	C		T	0.82	20.4	C		T	1.00	38.0	D
	INTERSECTION			17.5	B	INTERSECTION			14.9	B	INTERSECTION			23.2	C
12 Avenue @ 22nd Street	WB	L	0.52	46.9	D	WB	L	0.37	30.7	C	WB	L	0.43	35.8	D
		LR	0.44	46.6	D		LR	0.92	59.9	E		LR	0.66	44.0	D
	NB	T	0.94	20.4	C	NB	T	1.03	42.8	D	NB	T	1.07	59.3	E
		R	0.18	0.4	A		R	0.17	0.3	A		R	0.28	0.6	A
	SB	T	1.01	31.2	C	SB	T	0.92	22.8	C	SB	T	1.07	60.9	E
	INTERSECTION			27.5	C	INTERSECTION			34.1	C	INTERSECTION			55.7	E
12th Avenue @ 23rd Street	NB	T	0.85	7.8	A	NB	T	0.86	22.6	C	NB	T	1.11	78.9	E
	SB	TR	0.76	8.3	A	SB	TR	0.65	18.7	B	SB	TR	0.96	34.4	C
	INTERSECTION			8.0	A	INTERSECTION			20.7	C	INTERSECTION			56.4	E
12th Avenue @ 24th Street	EB	R	0.02	40.7	D	EB	R	0.04	22.1	C	EB	R	0.10	28.0	C
	WB	L	0.54	61.5	E	WB	L	0.23	37.2	D	WB	L	0.41	43.0	D
		T	0.29	57.1	E		T	0.12	36.1	D		T	0.23	40.9	D
		R	0.94	89.9	F		R	0.93	57.9	E		R	0.90	61.4	E
	NB	TR	0.87	12.3	B	NB	TR	1.01	43.2	D	NB	TR	1.17	103.5	F
	SB	L	0.84	121.0	F	SB	L	0.43	55.0	D	SB	L	0.61	70.9	E
		TR	0.90	13.6	B		TR	0.89	25.5	C		TR	1.06	60.9	E
	INTERSECTION			20.3	C	INTERSECTION			37.1	D	INTERSECTION			79.6	E
12th Ave. @ 26th Street	NB	TR	0.79	16.2	B	NB	TR	0.78	14.9	B	NB	TR	0.88	18.8	B
	SB	L	0.63	61.2	E	SB	L	0.39	41.8	D	SB	L	0.41	42.2	D
		T	1.01	39.9	D		T	0.77	15.0	B		T	1.02	39.7	D
	INTERSECTION			29.2	C	INTERSECTION			15.7	B	INTERSECTION			29.0	C
12th Avenue @ 29th Street	WB	L	0.58	66.0	E	WB	L	0.25	38.3	D	WB	L	0.64	51.2	D
		LR	0.84	87.9	F		LR	0.00	34.5	C		LR	0.53	46.8	D
		R	0.66	71.2	E		R	1.05	109.1	F		R	0.63	52.3	D
	NB	T	0.66	9.8	A	NB	T	0.73	14.2	B	NB	T	0.87	18.5	B
	SB	T	0.89	17.4	B	SB	T	0.77	15.6	B	SB	T	1.02	41.8	D
	INTERSECTION			18.4	B	INTERSECTION			20.8	C	INTERSECTION			31.1	C
12TH AVE. @ 30th ST.	EB	LTR	0.07	53.9	D	EB	LTR	0.00	38.4	D	EB	LTR	0.05	44.0	D
	NB	TR	0.79	22.5	C	NB	TR	0.87	24.7	C	NB	TR	0.87	20.3	C
	SB	L	1.19	182.0	F	SB	L	1.13	161.0	F	SB	L	1.16	170.1	F
		TR	0.78	11.2	B		TR	0.67	10.6	B		TR	0.81	11.0	B
	INTERSECTION			23.3	C	INTERSECTION			23.0	C	INTERSECTION			20.4	C
12TH AVE. @ 34th ST.	WB	L	0.59	54.5	D	WB	L	0.54	39.4	D	WB	L	0.38	34.9	C
		R	0.61	32.1	C		R	0.78	32.4	C		R	1.03	66.1	E
	NB	T	0.73	34.3	C	NB	T	0.78	13.8	B	NB	T	0.95	38.5	D
		R	0.48	9.9	A		R	0.36	1.9	A		R	0.26	3.3	A
	SB	L	0.97	90.3	F	SB	L	0.94	74.6	E	SB	L	0.91	76.9	E
		T	0.82	18.5	B		T	0.64	2.7	A		T	0.94	28.3	C
	INTERSECTION			31.5	C	INTERSECTION			17.7	B	INTERSECTION			39.3	D
12th Avenue @ 36th Street	EB	L	0.12	48.4	D	EB	L	0.15	43.1	D	EB	L	0.54	56.0	E
		R	0.04	47.1	D		R	0.05	41.6	D		R	0.17	46.3	D
	NB	T	0.93	37.5	D	NB	T	0.94	27.1	C	NB	T	0.88	20.6	C
	SB	T	1.03	45.7	D	SB	T	0.75	11.0	B	SB	T	0.98	23.9	C
	INTERSECTION			41.9	D	INTERSECTION			20.4	C	INTERSECTION			22.7	C

12th Avenue @ 37th Street	EB	L	0.15	53.7	D	EB	L	0.19	45.3	D	EB	L	0.52	52.0	D
		R	0.07	52.5	D		R	0.10	45.0	D		R	0.20	45.0	D
	NB	L	0.11	63.6	E	NB	L	0.06	47.8	D	NB	L	0.18	52.8	D
		T	0.69	10.7	B		T	0.77	10.7	B		T	1.00	30.4	C
	SB	T	1.22	128.4	F	SB	T	0.91	27.0	C	SB	T	1.07	62.2	E
	INTERSECTION			73.5	E	INTERSECTION			18.0	B	INTERSECTION			44.3	D
12th Ave @ 39th St	EB	L	0.12	51.5	D	EB	L	0.01	33.9	C	EB	L	0.09	35.7	D
		R	0.25	55.5	E		R	0.02	34.0	C		R	0.12	36.5	D
	NB	L	0.59	84.5	F	NB	L	0.15	56.3	E	NB	L	0.18	54.5	D
		T	0.65	11.0	B		T	0.84	17.7	B		T	1.05	47.2	D
	SB	T	1.14	93.7	F	SB	T	0.98	39.2	D	SB	T	1.21	121.2	F
	INTERSECTION			55.7	E	INTERSECTION			26.9	C	INTERSECTION			78.1	E
12TH AVE. @ 40th ST.	NB	L	1.11	184.2	F	NB	L	0.12	34.9	C	NB	L	0.16	36.2	D
		T	0.46	8.0	A		T	0.52	5.0	A		T	0.66	5.6	A
	SB	T	0.72	17.5	B	SB	T	0.55	12.0	B	SB	T	0.70	13.9	B
		R	0.33	12.8	B		R	0.11	8.2	A		R	0.19	8.8	A
	INTERSECTION			15.5	B	INTERSECTION			8.1	A	INTERSECTION			9.2	A
12TH AVE. @ 41st ST.	EB	LR	0.02	38.4	D	EB	LR	0.03	25.1	C	EB	LR	0.04	32.7	C
	NB	TR	0.80	15.3	B	NB	TR	1.03	39.7	D	NB	TR	1.06	38.5	D
	SB	T	1.15	82.9	F	SB	T	1.04	35.6	D	SB	T	1.12	70.1	E
	INTERSECTION			52.6	D	INTERSECTION			37.9	D	INTERSECTION			52.1	D
12TH AVE. @ 42nd ST.	EB	LTR	0.08	47.1	D	EB	LTR	0.06	32.4	C	EB	LTR	0.15	35.4	D
	WB	L	0.57	58.5	E	WB	L	0.26	35.3	D	WB	L	0.54	43.0	D
		R	0.49	28.2	C		R	0.52	19.8	B		R	0.79	37.8	D
	NB	TR	0.78	18.0	B	NB	TR	1.01	39.7	D	NB	TR	1.04	35.5	D
	SB	L	0.59	44.9	D	SB	L	0.58	36.6	D	SB	L	1.03	102.5	F
		T	1.06	44.6	D		T	0.97	41.2	D		T	1.05	54.4	D
	INTERSECTION			33.6	C	INTERSECTION			38.5	D	INTERSECTION			45.7	D
12th Avenue @ 43rd Street	WB	LTR	0.77	61.9	E	WB	LTR	0.60	36.1	D	WB	LTR	0.51	43.4	D
	NB	L	1.18	220.2	F	NB	L	0.41	57.6	E	NB	L	0.55	61.7	E
		T	0.65	11.0	B		T	0.88	19.1	B		T	1.02	32.1	C
	SB	T	0.94	29.9	C	SB	T	0.85	26.2	C	SB	T	0.94	8.3	A
		R	0.01	9.4	A		R	0.01	12.7	B		R	0.01	8.9	A
	INTERSECTION			26.1	C	INTERSECTION			23.3	C	INTERSECTION			23.0	C
12th Ave @ 44th Street	NB	TR	0.69	15.3	B	NB	TR	0.87	4.8	A	NB	TR	1.02	36.1	D
	SB	L	0.39	48.4	D	SB	L	0.35	38.9	D	SB	L	0.55	45.6	D
		T	0.74	1.4	A		T	0.57	0.7	A		T	0.72	1.3	A
	INTERSECTION			9.5	A	INTERSECTION			4.5	A	INTERSECTION			22.5	C
12th Avenue @ 46th Street	EB	LT	0.00	49.6	D	EB	LT	0.00	34.5	C	EB	LT	0.00	35.3	D
		R	0.00	49.6	D		R	0.00	34.5	C		R	0.10	36.7	D
	NB	TR	0.69	9.1	A	NB	TR	0.83	8.2	A	NB	TR	1.07	65.7	E
	SB	L	0.62	63.3	E	SB	L	1.14	157.5	F	SB	L	0.86	88.3	F
		T	0.79	13.4	B		T	0.66	12.2	B		T	0.83	16.1	B
	INTERSECTION			13.0	B	INTERSECTION			14.8	B	INTERSECTION			43.8	D
12th Avenue @ 48th Street	NB	L	0.09	69.9	E	NB	L	0.07	54.0	D	NB	L	0.07	53.8	D
		TR	0.62	4.0	A		TR	0.82	8.0	A		TR	0.98	12.4	B
	SB	L	0.73	70.3	E	SB	L	1.03	123.0	F	SB	L	1.34	234.1	F
		T	0.92	7.0	A		T	0.85	5.1	A		T	1.00	16.3	B
	INTERSECTION			7.4	A	INTERSECTION			9.7	A	INTERSECTION			20.2	C
12TH AVE. @ 49th Street	WB	LR	0.69	66.7	E	WB	LR	0.62	47.9	D	WB	LR	1.09	119.9	F
		R	0.56	58.9	E		R	0.48	41.8	D		R	0.79	56.3	E
	NB	T	0.51	13.0	B	NB	T	0.70	17.5	B	NB	T	0.94	17.6	B
	SB	T	0.95	25.3	C	SB	T	0.81	17.7	B	SB	T	0.95	26.3	C
	INTERSECTION			22.4	C	INTERSECTION			18.9	B	INTERSECTION			26.5	C
12th Ave @ 50th Street	NB	TR	0.63	4.0	A	NB	TR	0.80	6.9	A	NB	TR	1.00	16.0	B
	SB	L	1.06	137.9	F	SB	L	1.03	124.4	F	SB	L	1.09	150.2	F
		T	0.81	13.6	B		T	0.70	2.7	A		T	0.83	3.9	A
	INTERSECTION			14.1	B	INTERSECTION			7.9	A	INTERSECTION			13.1	B
12th Avenue @ 51st Street	WB	L	0.70	73.1	E	WB	L	0.30	37.9	D	WB	L	0.84	58.4	E
		R	0.82	87.8	F		R	1.03	102.5	F		R	0.57	36.8	D
	NB	T	0.62	2.9	A	NB	T	0.67	6.3	A	NB	T	0.96	10.0	A
	SB	T	0.84	4.2	A	SB	T	0.75	3.2	A	SB	T	0.81	3.6	A
	INTERSECTION			7.2	A	INTERSECTION			9.5	A	INTERSECTION			9.7	A
12th Avenue @ 52nd Street	NB	TR	0.61	23.1	C	NB	TR	0.75	23.4	C	NB	TR	1.02	23.7	C
	SB	L	0.55	65.6	E	SB	L	1.02	121.1	F	SB	L	1.21	197.1	F
		T	0.84	14.5	B		T	0.73	13.4	B		T	0.81	15.0	B
	INTERSECTION			18.8	B	INTERSECTION			21.4	C	INTERSECTION			23.3	C
12th Avenue @ 54th Street	WB	R	0.37	52.6	D	WB	R	0.60	47.3	D	WB	R	0.49	42.9	D
	NB	TR	0.53	2.7	A	NB	TR	0.67	5.4	A	NB	TR	0.98	15.2	B
	SB	L	0.81	72.5	E	SB	L	0.34	39.8	D	SB	L	0.46	44.0	D
		T	0.90	7.1	A		T	0.77	6.5	A		T	0.84	6.4	A
	INTERSECTION			8.9	A	INTERSECTION			7.9	A	INTERSECTION			12.9	B

12th Avenue @ 55th Street	WB	L	0.61	63.9	E	WB	L	0.40	40.6	D	WB	L	0.81	60.3	E
		R	0.18	42.2	D		R	0.28	26.9	C		R	0.83	46.0	D
	NB	L	0.12	69.1	E	NB	L	0.08	50.8	D	NB	L	0.08	48.2	D
		T	0.49	14.0	B		T	0.74	23.5	C		T	1.07	41.9	D
		R	0.42	14.1	B		R	0.59	22.9	C		R	0.70	7.2	A
	SB	T	1.01	41.1	D	SB	T	0.97	36.1	D	SB	T	0.97	33.2	C
	INTERSECTION			32.4	C	INTERSECTION			30.3	C	INTERSECTION			37.4	D
56th Street @ 12th Avenue	NB	T	0.73	34.3	C	NB	T	0.63	10.6	B	NB	T	1.02	34.7	C
	SB	L	0.75	14.6	B	SB	L	1.01	84.9	F	SB	L	1.01	86.3	F
	INTERSECTION			27.6	C	INTERSECTION			24.1	C	INTERSECTION			40.6	D
56th Street(SR) @ 12th Avenue	EB	L	0.45	23.0	C	EB	L	0.56	44.2	D	EB	L	0.28	35.6	D
		T	0.89	43.1	D		T	1.02	94.2	F		T	1.10	113.7	F
	NB	T	0.15	28.9	C	NB	T	0.10	8.3	A	NB	T	0.14	9.8	A
		R	0.34	32.8	C		R	0.24	9.7	A		R	0.31	11.8	B
	INTERSECTION			34.9	C	INTERSECTION			49.9	D	INTERSECTION			57.1	E
57th Street @ 12th Avenue	WB	R	0.35	31.9	C	WB	R	0.46	37.4	D	WB	R	0.82	46.7	D
	NB	T	0.51	22.9	C	NB	T	0.54	12.2	B	NB	T	0.91	21.8	C
	INTERSECTION			24.7	C	INTERSECTION			16.1	B	INTERSECTION			26.0	C
12th Ave (West St) @ Canal St	NB	T	1.12	87.6	F	NB	T	0.84	25.5	C	NB	T	0.98	37.4	D
		R	0.79	31.2	C		R	0.59	21.8	C		R	0.22	14.9	B
	SB	L	0.99	60.7	E	SB	L	0.72	36.4	D	SB	L	0.67	34.8	C
		T	0.66	10.0	B		T	0.57	8.4	A		T	0.89	16.4	B
	INTERSECTION			57.3	E	INTERSECTION			21.3	C	INTERSECTION			28.1	C
12th @ Canal St (north leg)	WB	L	0.33	43.4	D	WB	L	0.42	44.9	D	WB	L	0.25	41.3	D
		R	1.18	148.1	F		R	0.41	44.7	D		R	0.47	44.7	D
	NB	T	0.82	12.9	B	NB	T	0.63	8.9	A	NB	T	0.75	11.9	B
	SB	T	0.56	8.0	A	SB	T	0.44	6.9	A	SB	T	0.66	10.1	B
	INTERSECTION			21.6	C	INTERSECTION			10.8	B	INTERSECTION			12.9	B
12th Ave(West St) @ Vestry St	NB	TR	0.85	18.5	B	NB	TR	0.86	19.6	B	NB	TR	0.97	28.1	C
	SB	L	0.21	34.4	C	SB	L	0.25	35.1	D	SB	L	0.27	35.3	D
		T	0.46	0.5	A		T	0.39	0.4	A		T	0.61	0.9	A
	INTERSECTION			12.9	B	INTERSECTION			13.4	B	INTERSECTION			16.8	B
12th Ave(West St) @ Watts St	NB	TR	0.82	17.8	B	NB	TR	0.85	19.4	B	NB	TR	0.91	22.5	C
	SB	T	0.71	15.4	B	SB	T	0.62	13.5	B	SB	T	0.94	26.0	C
	INTERSECTION			17.0	B	INTERSECTION			17.2	B	INTERSECTION			24.1	C
12th Ave(West St)@W Houston	EB	L	0.97	111.2	F	EB	L	0.27	36.1	D	EB	L	0.63	53.5	D
		R	0.45	55.1	E		R	0.29	36.1	D		R	0.53	41.9	D
	WB	L	0.81	73.2	E	WB	L	0.74	50.2	D	WB	L	0.63	44.7	D
		LTR	0.24	48.9	D		LTR	0.12	32.9	C		LTR	0.51	38.7	D
		R	0.57	59.5	E		R	0.67	47.4	D		R	0.55	42.3	D
	NB	L	0.77	107.6	F	NB	L	0.66	75.0	E	NB	L	0.71	80.2	F
		T	0.87	19.0	B		T	0.70	15.3	B		T	0.83	18.7	B
	SB	T	0.94	33.9	C	SB	T	0.85	29.0	C	SB	T	1.16	103.9	F
		R	0.06	12.2	B		R	0.11	15.7	B		R	0.10	15.6	B
	INTERSECTION			31.3	C	INTERSECTION			25.0	C	INTERSECTION			55.2	E
34th Street @ 2nd Avenue	EB	TR	1.01	55.3	E	EB	TR	1.00	58.8	E	EB	TR	1.14	102.7	F
	WB	DefL	0.65	44.0	D	WB	DefL	0.39	34.3	C	WB	DefL	0.55	40.2	D
		T	0.42	19.4	B		T	0.51	20.6	C		T	0.46	18.7	B
	SB	LTR	0.90	25.3	C	SB	LTR	0.64	19.0	B	SB	LTR	0.71	21.4	C
	INTERSECTION			32.6	C	INTERSECTION			30.3	C	INTERSECTION			48.0	D
36th Street @ 2nd Avenue	EB	TR	0.89	48.6	D	EB	L	0.69	32.3	C	EB	L	0.89	39.8	D
	WB	L	1.36	204.2	F		LTR	0.49	24.5	C		LTR	0.70	23.8	C
	SB	L	0.46	24.6	C	SB	L	0.32	11.9	B	SB	L	0.64	20.6	C
		LT	1.14	98.6	F		LT	0.48	13.1	B		LT	0.53	17.7	B
	INTERSECTION			109.8	F	INTERSECTION			17.4	B	INTERSECTION			23.0	C
37th Street @ 2nd Avenue	WB	LT	0.51	24.9	C	WB	LT	0.39	23.6	C	WB	LT	0.33	22.9	C
	SB	T	0.60	14.5	B	SB	TR	0.77	17.6	B	SB	TR	0.80	18.2	B
	INTERSECTION			16.6	B	INTERSECTION			18.3	B	INTERSECTION			18.6	B
42nd Street @ 2nd Avenue	EB	T	0.44	17.7	B	EB	TR	0.65	25.8	C	EB	T	0.49	20.5	C
		R	0.35	17.4	B							R	0.57	23.8	C
	WB	LT	1.01	59.2	E	WB	LT	0.84	35.7	D	WB	LT	0.92	43.2	D
	SB	LT	0.83	24.9	C	SB	LTR	0.74	19.0	B	SB	LT	0.77	21.5	C
		R	0.49	21.5	C							R	0.42	18.1	B
	INTERSECTION			29.2	C	INTERSECTION			22.5	C	INTERSECTION			24.4	C
57th Street @ 2nd Avenue	EB	TR	0.80	42.1	D	EB	TR	1.02	63.9	E	EB	TR	0.78	26.7	C
	WB	DefL	1.09	76.7	E	WB	DefL	0.39	20.1	C	WB	DefL	0.28	13.2	B
		T	0.48	11.1	B		T	0.28	14.6	B		T	0.18	7.8	A
	SB	LTR	0.91	34.6	C	SB	LTR	0.67	20.8	C	SB	LTR	0.83	27.8	C
	INTERSECTION			38.1	D	INTERSECTION			32.1	C	INTERSECTION			25.6	C
34th Street @ QMT Appro Stree	EB	LT	0.78	15.6	B	EB	DefL	0.52	14.4	B	EB	DefL	0.72	23.9	C
							T	0.57	11.7	B		T	0.73	14.9	B
	WB	TR	0.66	33.0	C	WB	TR	0.81	37.9	D	WB	TR	0.84	38.3	D
	INTERSECTION			20.6	C	INTERSECTION			22.1	C	INTERSECTION			24.5	C

34th Street @ QMT Exit Street	EB	T	0.67	7.6	A	EB	T	0.54	6.0	A	EB	T	0.73	8.8	A
	WB	T	0.52	24.9	C	WB	T	0.49	24.4	C	WB	T	0.46	24.0	C
	SB	L	0.57	41.5	D	SB	L	0.30	36.4	D	SB	L	0.51	40.1	D
		R	0.46	14.4	B		R	0.45	14.3	B		R	0.20	11.1	B
	INTERSECTION			16.5	B	INTERSECTION			14.9	B	INTERSECTION			15.8	B
35th Street @ QMT Exit Street	WB	LT	0.73	34.9	C	WB	LT	0.45	21.6	C	WB	LT	0.30	19.7	B
	SB	L	0.54	12.4	B	SB	L	0.81	27.9	C	SB	L	0.71	23.2	C
		LTR	0.60	13.4	B		LTR	0.58	19.0	B		LTR	0.45	16.4	B
		R	1.07	70.6	E		R	0.74	25.4	C		R	0.71	24.1	C
	INTERSECTION			37.5	D	INTERSECTION			23.7	C	INTERSECTION			21.3	C
36th Street @ QMT ENT	EB	L	0.81	36.6	D	EB	L	0.42	23.7	C	EB	L	0.51	28.6	C
		LT	0.35	20.7	C		LT	0.29	20.7	C		LT	0.54	26.6	C
	NB	TR	0.70	21.3	C	NB	TR	0.73	22.3	C	NB	TR	0.96	40.6	D
	INTERSECTION			25.6	C	INTERSECTION			22.0	C	INTERSECTION			33.4	C
37th Street @ QMT Exit Ramp	WB	TR	0.57	24.1	C	WB	TR	0.57	31.7	C	WB	TR	0.52	30.3	C
	NB	T	0.41	15.4	B	NB	T	0.22	8.6	A	NB	T	0.19	8.3	A
	INTERSECTION			18.7	B	INTERSECTION			17.8	B	INTERSECTION			17.5	B
3rd Ave @ 34th St	EB	LT	0.82	25.3	C	EB	DefL	0.76	34.5	C	EB	LT	0.81	24.3	C
							T	0.63	19.7	B					
	WB	TR	0.94	45.6	D	WB	TR	0.79	33.5	C	WB	TR	0.72	32.6	C
	NB	LT	0.58	19.6	B	NB	LT	0.61	20.0	C	NB	LT	0.85	25.5	C
		R	0.32	17.7	B		R	0.35	18.3	B		R	0.47	20.4	C
	INTERSECTION			27.9	C	INTERSECTION			24.0	C	INTERSECTION			26.1	C
3rd Ave @ 35th St	WB	TR	0.85	30.9	C	WB	TR	0.92	42.1	D	WB	TR	0.79	32.0	C
	NB	LT	0.49	13.2	B	NB	LT	0.57	14.2	B	NB	LT	0.76	17.5	B
	INTERSECTION			21.1	C	INTERSECTION			23.1	C	INTERSECTION			20.7	C
3rd Ave @ 36th St	EB	LT	0.65	25.7	C	EB	LT	0.87	35.4	D	EB	LT	0.85	32.8	C
	NB	TR	0.46	15.0	B	NB	TR	0.50	15.6	B	NB	TR	0.57	14.7	B
		R	0.39	15.8	B		R	0.59	19.9	B		R	1.01	56.4	E
	INTERSECTION			18.0	B	INTERSECTION			22.0	C	INTERSECTION			27.5	C
3rd Ave @ 37th St	WB	TR	0.94	41.5	D	WB	TR	0.85	33.7	C	WB	TR	0.76	30.1	C
		R	0.70	33.9	C		R	0.66	32.7	C		R	0.54	28.6	C
	NB	LT	0.48	13.7	B	NB	LT	0.52	13.5	B	NB	LT	0.62	14.8	B
	INTERSECTION			26.6	C	INTERSECTION			22.2	C	INTERSECTION			20.3	C
42nd Street @ 3rd Avenue	EB	DefL	0.71	41.3	D	EB	DefL	0.92	58.6	E	EB	DefL	0.85	47.3	D
		T	0.46	16.8	B		T	0.35	15.5	B		T	0.51	15.8	B
	WB	T	0.88	42.0	D	WB	T	0.66	31.3	C	WB	T	0.85	41.7	D
		R	0.43	28.9	C		R	0.46	29.7	C		R	0.45	31.0	C
	NB	LT	0.95	33.5	C	NB	LT	0.82	25.9	C	NB	LT	0.95	34.8	C
		R	0.29	19.2	B		R	0.30	19.4	B		R	0.35	22.3	C
	INTERSECTION			32.5	C	INTERSECTION			28.1	C	INTERSECTION			33.4	C
57th Street @ 3rd Avenue	EB	L	0.81	48.0	D	EB	L	0.75	42.5	D	EB	L	0.91	60.0	E
		LT	0.50	18.2	B		LT	0.80	28.2	C		LT	0.84	31.9	C
	WB	T	0.86	41.9	D	WB	T	0.66	32.7	C	WB	T	0.73	38.6	D
		R	1.11	114.4	F		R	0.53	33.1	C		R	0.36	32.2	C
	NB	LTR	0.80	29.1	C	NB	LTR	0.96	37.0	D	NB	LTR	1.04	53.9	D
		R	0.17	20.7	C		R	0.56	25.8	C		R	0.57	24.6	C
	INTERSECTION			39.3	D	INTERSECTION			34.3	C	INTERSECTION			47.7	D
QBB Ramp @ 57th Street	EB	T	0.25	3.9	A	EB	L	1.12	79.3	E	EB	DefL	0.79	13.9	B
							LT	0.24	4.6	A		T	0.16	3.7	A
	WB	T	1.04	65.6	E	WB	TR	0.93	44.4	D	WB	TR	1.09	82.6	F
	INTERSECTION			51.0	D	INTERSECTION			51.0	D	INTERSECTION			50.0	D
2nd Ave @ 58th Street	EB	TR	0.24	18.9	B	EB	TR	0.66	26.1	C	EB	TR	0.90	33.5	C
	SB	LT	0.62	15.6	B	SB	LT	0.70	16.7	B	SB	LT	0.74	17.3	B
	INTERSECTION			15.8	B	INTERSECTION			18.2	B	INTERSECTION			21.3	C
2nd Ave @ 59th Street (ESD)	EB	TR	0.94	34.4	C	EB	TR	0.68	21.0	C	EB	TR	1.07	70.1	E
	SB	L	0.21	17.7	B	SB	L	0.19	17.5	B	SB	L	0.16	15.7	B
		LT	0.97	36.8	D		LT	1.05	58.8	E		LT	0.90	28.3	C
	INTERSECTION			35.5	D	INTERSECTION			47.5	D	INTERSECTION			44.6	D
5th Ave @ 23rd Street	EB	TR	0.70	23.3	C	EB	TR	0.87	30.3	C	EB	TR	0.68	22.5	C
	WB	T	0.46	18.5	B	WB	T	0.45	18.4	B	WB	T	0.22	15.7	B
	SB	TR	0.48	18.3	B	SB	TR	0.59	20.0	C	SB	TR	0.45	18.0	B
	INTERSECTION			19.9	B	INTERSECTION			23.8	C	INTERSECTION			19.6	B
24th Street @ 5th Avenue	SB	L	0.17	18.4	B	SB	L	0.17	18.3	B	SB	L	0.21	18.8	B
		T	0.38	14.2	B		T	0.36	14.0	B		T	0.35	14.0	B
	INTERSECTION			14.7	B	INTERSECTION			14.5	B	INTERSECTION			14.8	B
5th Ave @ 34th St	EB	TR	0.74	24.2	C	EB	TR	0.61	20.6	C	EB	TR	0.63	21.1	C
	WB	T	0.67	22.1	C	WB	T	0.58	20.1	C	WB	T	0.42	17.9	B
	SB	LT	0.68	21.6	C	SB	LT	0.61	20.2	C	SB	LT	0.68	21.6	C
		R	0.50	22.1	C		R	0.33	18.2	B		R	0.56	24.0	C
	INTERSECTION			22.5	C	INTERSECTION			20.2	C	INTERSECTION			20.9	C
5th Ave. @ 42nd Street	EB	TR	1.05	62.6	E	EB	TR	0.73	26.2	C	EB	TR	0.68	25.7	C
	WB	LT	0.97	41.9	D	WB	LT	0.92	37.8	D	WB	LT	0.94	41.2	D
	SB	LTR	0.86	27.2	C	SB	LTR	0.65	18.8	B	SB	LTR	0.64	18.0	B
	INTERSECTION			40.5	D	INTERSECTION			25.5	C	INTERSECTION			25.8	C

57th Street @ 5th Avenue	EB	T	0.65	25.5	C	EB	T	0.68	22.7	C	EB	T	0.90	36.9	D
		R	0.74	32.8	C		R	0.34	18.0	B		R	0.69	30.6	C
	WB	LT	0.49	21.9	C	WB	LT	0.43	17.9	B	WB	LT	0.57	23.2	C
	SB	LT	0.74	19.5	B	SB	LT	0.50	18.5	B	SB	LT	0.54	16.2	B
		R	0.27	14.1	B		R	0.36	18.3	B		R	0.26	14.0	B
	INTERSECTION			21.9	C	INTERSECTION			19.4	B	INTERSECTION			24.1	C
2nd Ave @ 60th Street	WB	LT	0.03	14.1	B	WB	LT	0.02	15.2	B	WB	LT	0.01	14.0	B
	SB	TR	0.85	25.2	C	SB	TR	1.26	145.5	F	SB	TR	0.94	30.0	C
	INTERSECTION			25.1	C	INTERSECTION			144.9	F	INTERSECTION			29.9	C
14th Street @ 6th Avenue	EB	LT	0.77	30.1	C	EB	LT	0.69	27.3	C	EB	LT	0.71	28.2	C
	WB	TR	0.64	25.7	C	WB	TR	0.64	25.8	C	WB	TR	0.62	25.2	C
	NB	LTR	1.01	42.7	D	NB	LTR	0.89	25.4	C	NB	LTR	0.89	25.1	C
	INTERSECTION			37.9	D	INTERSECTION			25.8	C	INTERSECTION			25.6	C
6th Avenue @ 23rd Street	EB	T	0.74	25.6	C	EB	T	0.92	35.7	D	EB	T	0.73	25.1	C
	WB	TR	0.87	32.6	C	WB	TR	0.79	25.7	C	WB	TR	0.47	19.3	B
	NB	LTR	0.93	28.1	C	NB	LTR	0.88	29.5	C	NB	LTR	0.89	27.8	C
	INTERSECTION			28.7	C	INTERSECTION			30.2	C	INTERSECTION			26.2	C
6th Avenue @ 28th Street	EB	LT	0.67	25.6	C	EB	LT	0.80	31.2	C	EB	LT	0.78	30.1	C
	NB	TR	0.96	29.1	C	NB	TR	0.88	21.7	C	NB	TR	0.92	24.3	C
	INTERSECTION			28.4	C	INTERSECTION			23.9	C	INTERSECTION			25.6	C
6th Avenue @ 29th Street	WB	TR	0.79	28.1	C	WB	TR	0.76	26.4	C	WB	TR	0.93	39.8	D
	NB	LT	0.97	30.7	C	NB	LT	1.00	41.4	D	NB	LT	0.78	20.8	C
	INTERSECTION			29.9	C	INTERSECTION			37.8	D	INTERSECTION			25.8	C
6th Avenue @ 30th Street	EB	LT	0.88	30.7	C	EB	LT	0.62	18.7	B	EB	LT	0.69	21.5	C
	NB	TR	1.04	52.7	D	NB	TR	0.83	24.8	C	NB	TR	0.89	27.2	C
	INTERSECTION			45.1	D	INTERSECTION			22.9	C	INTERSECTION			25.9	C
6th Avenue @ 31st Street	WB	TR	0.86	32.2	C	WB	TR	0.83	30.2	C	WB	TR	0.62	21.6	C
	NB	LT	0.85	21.3	C	NB	LT	1.01	40.9	D	NB	LT	0.81	20.0	C
	INTERSECTION			24.0	C	INTERSECTION			38.1	D	INTERSECTION			20.5	C
6th Avenue @ 32nd Street	EB	LT	0.58	21.9	C	EB	LT	0.48	20.1	C	EB	LT	0.28	19.1	B
	NB	TR	0.83	20.4	C	NB	TR	0.79	19.5	B	NB	TR	0.99	32.9	C
	INTERSECTION			20.6	C	INTERSECTION			19.6	B	INTERSECTION			31.9	C
6th Avenue @ 33rd Street	NB	L	0.56	23.7	C	NB	L	0.70	29.4	C	NB	L	0.71	29.8	C
		T	0.99	40.2	D		T	0.89	29.1	C		T	0.90	29.9	C
	INTERSECTION			38.0	D	INTERSECTION			29.2	C	INTERSECTION			29.9	C
6th Avenue @ 35th Street	WB	TR	0.80	32.8	C	WB	TR	0.98	53.5	D	WB	TR	0.80	32.8	C
	NB	LT	0.75	11.8	B	NB	LT	0.71	14.8	B	NB	LT	0.64	10.3	B
	INTERSECTION			18.1	B	INTERSECTION			26.7	C	INTERSECTION			17.7	B
6th Avenue @ 36th Street	EB	LT	0.44	17.9	B	EB	LT	0.42	17.6	B	EB	LT	0.51	18.7	B
	NB	TR	0.85	22.3	C	NB	TR	0.74	19.2	B	NB	TR	0.75	19.5	B
	INTERSECTION			20.9	C	INTERSECTION			18.7	B	INTERSECTION			19.2	B
6th Ave @ 37th St	WB	TR	0.41	17.5	B	WB	TR	0.35	16.8	B	WB	TR	0.52	19.0	B
	NB	LT	0.83	21.5	C	NB	LT	0.71	18.6	B	NB	LT	0.69	18.3	B
	INTERSECTION			20.4	C	INTERSECTION			18.1	B	INTERSECTION			18.6	B
6th Avenue @ 38th Street	EB	LT	1.03	59.2	E	EB	LT	0.89	35.1	D	EB	LT	0.96	43.2	D
	NB	TR	0.84	21.8	C	NB	TR	0.72	17.3	B	NB	TR	0.72	18.8	B
	INTERSECTION			34.6	C	INTERSECTION			23.0	C	INTERSECTION			27.6	C
6th Avenue @ 39th Street	WB	TR	1.02	56.1	E	WB	TR	1.05	64.8	E	WB	TR	0.89	33.7	C
	NB	LT	0.87	24.0	C	NB	LT	0.83	24.2	C	NB	LT	0.76	19.6	B
	INTERSECTION			34.2	C	INTERSECTION			38.8	D	INTERSECTION			23.9	C
6th Avenue @ 40th Avenue	EB	LT	1.11	87.8	F	EB	LT	0.58	23.6	C	EB	LT	0.91	36.6	D
	NB	TR	0.62	11.2	B	NB	TR	0.61	13.1	B	NB	TR	0.60	13.1	B
	INTERSECTION			39.0	D	INTERSECTION			15.7	B	INTERSECTION			21.1	C
6th Avenue @ 41st Street	NB	LT	0.82	13.2	B	NB	LT	0.70	10.9	B	NB	LT	0.78	16.1	B
	INTERSECTION			13.2	B	INTERSECTION			10.9	B	INTERSECTION			16.1	B
6th Ave @ 42nd St	EB	LT	0.84	29.7	C	EB	LT	1.02	60.9	E	EB	LT	0.67	26.2	C
	WB	TR	0.79	28.6	C	WB	TR	1.09	80.6	F	WB	TR	0.77	28.1	C
	NB	LTR	0.75	15.3	B	NB	LTR	0.80	20.6	C	NB	LTR	0.74	15.4	B
	INTERSECTION			22.3	C	INTERSECTION			45.2	D	INTERSECTION			20.6	C
6th Avenue @ 43rd Street	WB	TR	0.76	34.6	C	WB	TR	0.60	29.0	C	WB	TR	0.74	31.2	C
	NB	LT	0.79	12.4	B	NB	LT	0.72	11.2	B	NB	LT	0.72	11.2	B
	INTERSECTION			15.9	B	INTERSECTION			13.6	B	INTERSECTION			15.9	B
6th Avenue @ 44th Street	EB	LT	0.69	29.0	C	EB	LT	1.07	78.3	E	EB	LT	0.88	42.3	D
	NB	TR	0.78	12.3	B	NB	TR	0.73	13.5	B	NB	TR	0.71	11.2	B
	INTERSECTION			16.4	B	INTERSECTION			32.1	C	INTERSECTION			17.5	B
6th Avenue @ 45th Street	WB	T	0.53	26.4	C	WB	T	0.52	26.2	C	WB	T	0.51	26.1	C
		R	0.34	24.7	C		R	0.32	24.4	C		R	0.25	23.3	C
	NB	LT	0.76	11.9	B	NB	LT	0.67	10.5	B	NB	LT	0.68	10.6	B
	INTERSECTION			14.6	B	INTERSECTION			13.7	B	INTERSECTION			13.5	B
6th Avenue @ 46th Street	EB	LT	0.84	37.5	D	EB	LT	0.78	34.2	C	EB	LT	0.99	57.4	E
	NB	TR	0.73	11.4	B	NB	TR	0.64	10.2	B	NB	TR	0.67	12.6	B
	INTERSECTION			17.0	B	INTERSECTION			15.6	B	INTERSECTION			25.0	C
6th Avenue @ 50th Street	EB	LT	0.79	33.2	C	EB	LT	0.99	53.9	D	EB	LT	0.68	31.7	C
	NB	T	0.79	13.0	B	NB	T	0.64	10.3	B	NB	T	0.70	9.2	A
		R	0.23	10.9	B		R	0.33	12.0	B		R	0.28	10.0	B
	INTERSECTION			18.3	B	INTERSECTION			26.0	C	INTERSECTION			14.3	B

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57th Street @ 6th Avenue	EB	LT	0.74	30.1	C	EB	LT	0.46	18.4	B	EB	LT	0.90	37.3	D
	WB	T	0.71	29.9	C	WB	T	0.50	19.2	B	WB	T	0.65	26.7	C
		R	0.36	24.3	C		R	0.48	20.5	C		R	0.54	26.9	C
	NB	LT	0.65	15.6	B	NB	LT	0.71	22.2	C	NB	LT	0.57	15.3	B
		R	0.32	12.4	B		R	0.50	20.8	C		R	0.49	16.2	B
	INTERSECTION			21.7	C	INTERSECTION			20.6	C	INTERSECTION			23.1	C
14th Street @ 7th Avenue	EB	TR	0.58	24.4	C	EB	TR	0.57	24.0	C	EB	TR	0.50	22.7	C
	WB	LT	0.72	29.0	C	WB	LT	0.69	28.0	C	WB	LT	0.74	30.0	C
	SB	LT	0.56	16.4	B	SB	LT	0.57	16.5	B	SB	LT	0.75	20.0	B
		R	0.25	14.1	B		R	0.21	13.5	B		R	0.25	14.1	B
	INTERSECTION			20.5	C	INTERSECTION			20.2	C	INTERSECTION			21.9	C
7th Avenue @ 23rd Street	EB	TR	0.80	27.1	C	EB	TR	1.05	65.2	E	EB	TR	0.71	23.4	C
	WB	T	0.66	21.5	C	WB	T	0.79	25.4	C	WB	T	0.41	17.0	B
	SB	LTR	0.65	19.2	B	SB	LTR	0.69	23.3	C	SB	LTR	0.90	29.6	C
	INTERSECTION			21.6	C	INTERSECTION			35.6	D	INTERSECTION			26.7	C
7th Ave @ 28th St	EB	TR	0.23	13.4	B	EB	TR	0.24	13.6	B	EB	TR	0.22	10.8	B
	SB	LT	0.85	26.9	C	SB	LT	0.79	24.5	C	SB	LT	0.90	32.8	C
	INTERSECTION			23.5	C	INTERSECTION			21.5	C	INTERSECTION			27.6	C
7th Ave @ 29th St	WB	LT	0.79	28.5	C	WB	LT	0.89	38.3	D	WB	LT	0.93	43.8	D
	SB	TR	0.67	15.3	B	SB	TR	0.59	14.0	B	SB	TR	0.82	18.7	B
	INTERSECTION			20.6	C	INTERSECTION			22.5	C	INTERSECTION			25.9	C
7th Ave @ 30th St	EB	TR	0.85	30.9	C	EB	TR	0.67	24.6	C	EB	TR	0.93	40.4	D
	SB	LT	0.67	15.1	B	SB	LT	0.58	13.9	B	SB	LT	0.76	18.5	B
	INTERSECTION			22.2	C	INTERSECTION			18.4	B	INTERSECTION			26.0	C
7th Ave @ 31st St	WB	LT	0.90	36.9	D	WB	LT	0.77	28.5	C	WB	LT	0.89	32.9	C
	SB	TR	0.60	15.5	B	SB	TR	0.47	13.8	B	SB	TR	0.65	19.2	B
	INTERSECTION			22.5	C	INTERSECTION			18.8	B	INTERSECTION			23.9	C
7th Ave @ 32nd St	SB	LT	0.41	3.8	A	SB	LT	0.33	3.5	A	SB	LT	0.36	3.6	A
	INTERSECTION			3.8	A	INTERSECTION			3.5	A	INTERSECTION			3.6	A
7th Ave @ 33rd St	WB	LT	0.73	40.4	D	WB	LT	0.77	40.6	D	WB	LT	0.78	39.9	D
	SB	TR	0.64	5.2	A	SB	TR	0.53	5.5	A	SB	TR	0.59	6.5	A
	INTERSECTION			9.8	A	INTERSECTION			11.8	B	INTERSECTION			12.2	B
7th Ave 34th St	EB	TR	0.73	25.4	C	EB	TR	0.65	22.2	C	EB	TR	0.81	27.8	C
	WB	LT	0.93	39.3	D	WB	LT	0.85	29.8	C	WB	LT	0.88	34.4	C
	SB	T	0.81	19.4	B	SB	T	0.88	24.9	C	SB	T	0.88	23.6	C
	INTERSECTION			25.8	C	INTERSECTION			25.6	C	INTERSECTION			27.3	C
7th Ave @ 35th St	WB	L	0.60	27.7	C	WB	L	0.53	25.5	C	WB	L	0.38	22.5	C
		LT	0.62	25.5	C		LT	0.46	22.5	C		LT	0.71	27.9	C
	SB	TR	0.88	19.4	B	SB	TR	0.75	15.3	B	SB	TR	0.73	14.7	B
	INTERSECTION			21.5	C	INTERSECTION			17.7	B	INTERSECTION			18.8	B
7th Ave @ 36th St	EB	TR	0.72	25.7	C	EB	TR	0.92	36.8	D	EB	TR	0.70	25.1	C
	SB	LT	0.71	15.5	B	SB	LT	0.64	17.4	B	SB	LT	0.63	14.3	B
	INTERSECTION			18.9	B	INTERSECTION			24.4	C	INTERSECTION			18.2	B
7th Ave @ 37th St	WB	LT	0.80	28.5	C	WB	LT	0.63	22.2	C	WB	LT	0.84	31.0	C
	SB	TR	0.96	29.0	C	SB	TR	0.90	26.4	C	SB	TR	0.92	23.4	C
	INTERSECTION			28.8	C	INTERSECTION			25.3	C	INTERSECTION			26.3	C
7th Ave @ 38th St	EB	TR	0.79	27.7	C	EB	TR	0.88	33.1	C	EB	TR	0.80	28.2	C
	SB	LT	0.87	20.5	C	SB	LT	0.82	22.2	C	SB	LT	0.88	21.4	C
	INTERSECTION			23.2	C	INTERSECTION			26.0	C	INTERSECTION			23.9	C
7th Ave @ 39th St	WB	LT	0.61	20.7	C	WB	LT	0.58	20.2	C	WB	LT	0.46	20.2	C
	SB	TR	0.96	32.4	C	SB	TR	0.80	21.4	C	SB	TR	0.95	27.9	C
	INTERSECTION			28.3	C	INTERSECTION			21.0	C	INTERSECTION			25.9	C
7th Ave @ 40th St	EB	TR	0.85	26.3	C	EB	TR	0.89	32.2	C	EB	TR	1.07	66.0	E
	SB	LT	1.01	44.7	D	SB	LT	0.77	23.0	C	SB	LT	0.85	26.0	C
	INTERSECTION			37.2	D	INTERSECTION			26.4	C	INTERSECTION			46.0	D
7th Ave @ 41st St	WB	LT	0.40	23.8	C	WB	LT	0.21	15.8	B	WB	LT	0.25	21.8	C
	SB	TR	0.80	14.2	B	SB	TR	0.71	19.1	B	SB	TR	0.67	11.5	B
	INTERSECTION			15.5	B	INTERSECTION			18.6	B	INTERSECTION			12.6	B
7th Ave @ 42nd St	EB	TR	0.94	40.7	D	EB	TR	0.93	38.5	D	EB	TR	0.55	23.6	C
	WB	T	0.66	26.0	C	WB	T	0.42	17.9	B	WB	T	0.60	24.6	C
	SB	LTR	0.79	16.2	B	SB	LTR	0.68	18.5	B	SB	LTR	0.73	14.7	B
	INTERSECTION			26.0	C	INTERSECTION			24.6	C	INTERSECTION			19.1	B
7th Avenue @ 43rd Street	WB	LT	0.58	27.2	C	WB	LT	0.58	27.0	C	WB	LT	0.78	33.3	C
	SB	TR	0.70	11.8	B	SB	TR	0.51	9.6	A	SB	TR	0.62	10.7	B
	INTERSECTION			14.7	B	INTERSECTION			13.7	B	INTERSECTION			16.5	B
7th Avenue @ 44th Street	EB	TR	0.57	23.1	C	EB	TR	0.64	24.5	C	EB	TR	0.33	19.8	B
	SB	T	0.79	16.7	B	SB	T	0.56	12.8	B	SB	T	0.69	14.8	B
	INTERSECTION			18.6	B	INTERSECTION			17.6	B	INTERSECTION			15.9	B
7th Avenue @ 45th Street	WB	LT	0.75	28.5	C	WB	LT	0.70	27.0	C	WB	LT	0.73	28.0	C
	SB	T	0.87	19.7	B	SB	T	0.56	12.8	B	SB	T	0.69	14.7	B
	INTERSECTION			21.9	C	INTERSECTION			17.6	B	INTERSECTION			18.7	B
7th Avenue @ 46th Street	EB	TR	0.51	22.2	C	EB	TR	0.32	19.7	B	EB	TR	0.53	22.5	C
	SB	LT	0.84	18.3	B	SB	LT	0.62	13.7	B	SB	LT	0.71	15.0	B
	INTERSECTION			19.4	B	INTERSECTION			15.1	B	INTERSECTION			17.3	B

7th Avenue @ 50th Street	EB	TR	0.78	30.4	C	EB	TR	1.16	96.6	F	EB	TR	0.70	27.6	C
	SB	LT	0.83	18.1	B	SB	LT	0.64	14.7	B	SB	LT	0.65	14.2	B
	INTERSECTION			21.3	C	INTERSECTION			49.3	D	INTERSECTION			17.9	B
57th Street @ 7th Avenue	EB	T	0.55	20.0	C	EB	T	0.55	20.1	C	EB	T	0.74	24.3	C
		R	0.31	17.5	B		R	0.29	17.1	B		R	0.36	18.2	B
	WB	T	0.48	18.5	B	WB	T	0.45	18.1	B	WB	T	0.47	18.4	B
	SB	LTR	0.75	22.7	C	SB	LTR	0.40	17.4	B	SB	LTR	0.75	23.1	C
	INTERSECTION			21.0	C	INTERSECTION			18.3	B	INTERSECTION			22.1	C
14th Street @ 8th Avenue	EB	LT	0.67	27.4	C	EB	LT	0.65	27.1	C	EB	LT	0.55	24.2	C
	WB	TR	0.69	27.1	C	WB	TR	0.63	25.4	C	WB	TR	0.62	25.4	C
	NB	LTR	0.57	16.5	B	NB	LTR	0.53	15.9	B	NB	LTR	0.53	15.9	B
	INTERSECTION			20.6	C	INTERSECTION			19.8	B	INTERSECTION			19.2	B
8th Avenue @ 23rd Street	EB	DefL	0.68	40.5	D	EB	DefL	1.17	174.1	F	EB	LT	0.43	21.3	C
		T	0.49	18.7	B		T	0.72	26.1	C					
	WB	TR	0.83	29.0	C	WB	TR	1.11	91.8	F	WB	TR	0.45	21.5	C
	NB	LTR	0.53	16.8	B	NB	LTR	0.98	33.0	C	NB	LTR	0.66	18.0	B
	INTERSECTION			21.4	C	INTERSECTION			50.4	D	INTERSECTION			19.1	B
8th Avenue @ 28th Street	EB	LT	0.63	26.2	C	EB	LT	0.66	26.8	C	EB	LT	0.79	31.6	C
	NB	TR	0.74	14.8	B	NB	TR	0.90	20.4	C	NB	TR	0.88	19.2	B
	INTERSECTION			17.5	B	INTERSECTION			21.7	C	INTERSECTION			22.2	C
8th Avenue @ 29th Street	WB	TR	0.74	26.3	C	WB	TR	0.71	26.6	C	WB	TR	0.93	42.4	D
	NB	LT	0.79	17.6	B	NB	LT	0.96	29.2	C	NB	LT	0.97	29.6	C
	INTERSECTION			20.6	C	INTERSECTION			28.7	C	INTERSECTION			32.8	C
8th Ave @ 30th St	EB	LT	0.99	44.3	D	EB	LT	0.84	27.5	C	EB	LT	0.83	25.5	C
	NB	TR	0.88	24.3	C	NB	TR	0.96	31.3	C	NB	TR	0.82	22.7	C
	INTERSECTION			33.4	C	INTERSECTION			29.9	C	INTERSECTION			23.8	C
8th Avenue @ 31st Street	WB	TR	0.88	32.6	C	WB	TR	0.77	27.7	C	WB	TR	0.76	26.3	C
	NB	LT	0.84	21.9	C	NB	LT	0.92	25.9	C	NB	LT	0.96	28.6	C
	INTERSECTION			25.0	C	INTERSECTION			26.2	C	INTERSECTION			28.1	C
8th Ave @ 33rd St	WB	TR	0.36	16.0	B	WB	TR	0.37	17.3	B	WB	TR	0.42	17.9	B
	NB	LT	0.96	32.2	C	NB	LT	0.90	25.0	C	NB	LT	1.02	42.4	D
	INTERSECTION			29.1	C	INTERSECTION			23.5	C	INTERSECTION			38.0	D
8th Ave @ 34th St	EB	DefL	0.63	40.6	D	EB	DefL	0.42	28.9	C	EB	DefL	0.57	33.0	C
		T	0.67	7.8	A		T	0.49	14.5	B		T	0.62	18.7	B
	WB	TR	0.93	41.4	D	WB	TR	0.89	37.2	D	WB	TR	0.86	38.2	D
	NB	LTR	0.95	34.3	C	NB	LTR	0.84	28.3	C	NB	LTR	0.83	25.2	C
	INTERSECTION			31.3	C	INTERSECTION			28.4	C	INTERSECTION			27.0	C
8th Avenue @ 35th Street	WB	TR	0.71	29.4	C	WB	TR	0.81	29.3	C	WB	TR	0.77	31.3	C
	NB	LT	0.80	14.0	B	NB	LT	0.84	22.7	C	NB	LT	0.81	14.3	B
	INTERSECTION			17.9	B	INTERSECTION			24.5	C	INTERSECTION			18.9	B
8th Avenue @ 36th Street	EB	LT	0.75	28.0	C	EB	LT	0.69	22.3	C	EB	LT	0.92	33.2	C
	NB	TR	0.89	19.8	B	NB	TR	0.85	23.1	C	NB	TR	0.95	30.4	C
	INTERSECTION			22.4	C	INTERSECTION			22.8	C	INTERSECTION			31.6	C
8th Avenue @ 37th Street	WB	TR	0.89	33.9	C	WB	TR	0.79	27.8	C	WB	TR	0.95	39.0	D
	NB	LT	0.94	25.8	C	NB	LT	0.95	30.8	C	NB	LT	0.83	18.2	B
	INTERSECTION			28.7	C	INTERSECTION			30.0	C	INTERSECTION			25.6	C
8th Avenue @ 38th Street	EB	LT	0.97	43.1	D	EB	LT	0.73	23.6	C	EB	LT	0.81	27.6	C
	NB	TR	0.98	34.3	C	NB	TR	0.87	23.8	C	NB	TR	0.86	20.9	C
	INTERSECTION			37.7	D	INTERSECTION			23.7	C	INTERSECTION			23.0	C
8th Avenue @ 39th Street	WB	TR	0.72	23.5	C	WB	TR	0.67	22.3	C	WB	TR	0.62	21.5	C
	NB	LT	0.82	21.0	C	NB	LT	0.94	29.1	C	NB	LT	0.83	21.2	C
	INTERSECTION			21.7	C	INTERSECTION			27.0	C	INTERSECTION			21.3	C
8th Avenue @ 40th Street	EB	T	1.16	105.0	F	EB	LT	0.68	21.3	C	EB	T	0.60	18.5	B
	NB	TR	1.07	66.8	E	NB	TR	0.83	24.2	C	NB	TR	1.10	74.3	E
	INTERSECTION			80.1	F	INTERSECTION			23.4	C	INTERSECTION			58.7	E
8th Avenue @ 41st Street	WB	R	0.23	13.2	B	WB	R	0.17	11.6	B	WB	R	0.36	13.5	B
	NB	T	0.94	33.0	C	NB	T	0.85	28.5	C	NB	T	0.87	28.4	C
	INTERSECTION			31.2	C	INTERSECTION			27.2	C	INTERSECTION			26.5	C
8th Ave @ 42nd St	EB	LT	0.63	8.1	A	EB	DefL	0.53	26.9	C	EB	LT	0.52	18.3	B
							T	0.53	5.9	A					
	WB	TR	0.83	35.5	D	WB	TR	0.71	25.4	C	WB	TR	0.89	40.6	D
	NB	LTR	0.97	25.5	C	NB	LTR	0.89	28.9	C	NB	LTR	0.88	24.3	C
	INTERSECTION			23.6	C	INTERSECTION			23.7	C	INTERSECTION			26.6	C
8th Avenue @ 43rd Street	WB	TR	0.47	21.8	C	WB	TR	0.36	17.2	B	WB	TR	0.53	22.7	C
	NB	LT	0.92	22.7	C	NB	LT	0.96	32.5	C	NB	LT	0.86	18.2	B
	INTERSECTION			22.5	C	INTERSECTION			29.3	C	INTERSECTION			19.1	B
8th Avenue @ 44th Street	EB	LT	1.04	71.8	E	EB	LT	0.86	31.8	C	EB	LT	0.71	31.7	C
	NB	TR	0.53	10.2	B	NB	TR	0.57	16.4	B	NB	TR	0.57	9.3	A
	INTERSECTION			27.5	C	INTERSECTION			21.2	C	INTERSECTION			13.3	B
8th Avenue @ 45th Street	WB	TR	0.90	43.2	D	WB	TR	0.60	21.4	C	WB	TR	0.94	46.8	D
	NB	LT	0.64	10.8	B	NB	LT	0.66	17.8	B	NB	LT	0.76	14.1	B
	INTERSECTION			18.6	B	INTERSECTION			18.7	B	INTERSECTION			21.9	C
8th Avenue @ 46th Street	EB	LT	0.45	24.7	C	EB	LT	0.33	16.7	B	EB	LT	0.58	26.8	C
	NB	TR	0.70	11.0	B	NB	TR	0.72	18.9	B	NB	TR	0.80	12.7	B
	INTERSECTION			13.6	B	INTERSECTION			18.4	B	INTERSECTION			15.7	B

57th Street @ 8th Avenue	EB	LT	0.82	32.2	C	EB	LT	0.77	29.8	C	EB	LT	0.94	43.4	D
	WB	T	0.53	22.9	C	WB	T	0.71	27.0	C	WB	T	0.70	26.4	C
		R	0.65	28.8	C		R	0.56	25.9	C		R	0.49	24.1	C
	NB	LTR	0.59	16.8	B	NB	LTR	0.63	17.4	B	NB	LTR	0.84	22.0	C
	INTERSECTION			22.2	C	INTERSECTION			22.4	C	INTERSECTION			27.1	C
14th Street @ 9th Avenue	EB	LTR	0.35	34.8	C	EB	LTR	0.26	30.2	C	EB	LTR	0.40	35.7	D
	WB	L	0.61	47.9	D	WB	L	0.42	35.3	D	WB	L	0.43	40.9	D
		TR	0.81	49.3	D		TR	0.78	42.3	D		TR	1.08	101.7	F
	NB	L	0.21	34.2	C	NB	L	0.31	38.1	D	NB	L	0.17	35.4	D
		TR	0.57	41.0	D		TR	0.42	40.4	D		TR	0.60	44.1	D
	SB	L	0.51	22.6	C	SB	L	0.61	25.9	C	SB	L	0.37	18.9	B
		T	0.95	41.4	D		T	0.95	41.3	D		T	1.08	75.2	E
		R	0.18	17.3	B		R	0.27	18.9	B		R	0.34	17.8	B
	INTERSECTION			38.4	D	INTERSECTION			36.5	D	INTERSECTION			63.1	E
9th Avenue @ 23rd Street	EB	TR	0.58	29.1	C	EB	TR	0.51	27.6	C	EB	TR	0.51	27.9	C
	WB	DefL	1.18	141.7	F	WB	DefL	1.09	109.2	F	WB	DefL	0.82	49.6	D
		T	0.88	41.1	D		T	1.48	248.3	F		T	0.64	25.6	C
	SB	LTR	0.87	27.5	C	SB	LTR	0.93	32.8	C	SB	LTR	0.88	27.0	C
	INTERSECTION			40.3	D	INTERSECTION			76.9	E	INTERSECTION			28.4	C
9th Avenue @ 28th Street	EB	TR	0.43	25.1	C	EB	TR	0.49	26.0	C	EB	TR	0.66	29.8	C
	SB	LT	0.81	13.0	B	SB	LT	0.75	11.8	B	SB	LT	0.66	10.2	B
	INTERSECTION			14.3	B	INTERSECTION			13.7	B	INTERSECTION			13.4	B
9th Avenue @ 29th Street	WB	LT	0.55	25.7	C	WB	LT	0.41	23.8	C	WB	LT	0.46	24.4	C
	SB	TR	0.76	12.0	B	SB	TR	0.95	21.7	C	SB	TR	0.81	13.2	B
	INTERSECTION			15.9	B	INTERSECTION			22.2	C	INTERSECTION			15.9	B
9th Ave @ 30th St	EB	TR	0.96	43.1	D	EB	TR	0.79	31.7	C	EB	TR	0.86	35.1	D
	SB	LT	0.71	16.8	B	SB	LT	0.84	18.4	B	SB	LT	0.90	21.4	C
	INTERSECTION			26.8	C	INTERSECTION			22.7	C	INTERSECTION			25.8	C
9th Avenue @ 31st Street	WB	LT	0.72	29.9	C	WB	LT	0.72	30.2	C	WB	LT	0.76	27.6	C
	SB	TR	0.82	13.3	B	SB	TR	0.77	12.1	B	SB	TR	0.97	26.8	C
	INTERSECTION			17.3	B	INTERSECTION			16.5	B	INTERSECTION			27.0	C
9th Ave @ 33rd St	WB	LT	0.78	30.8	C	WB	LT	0.92	44.6	D	WB	LT	0.83	32.0	C
	SB	TR	1.00	32.0	C	SB	TR	0.68	10.7	B	SB	TR	0.84	17.5	B
	INTERSECTION			31.8	C	INTERSECTION			19.4	B	INTERSECTION			21.1	C
9th Ave @ 34th St	EB	TR	1.07	71.2	E	EB	TR	0.89	35.3	D	EB	TR	0.95	39.7	D
	WB	DefL	0.72	39.0	D	WB	DefL	0.75	37.3	D	WB	DefL	0.59	34.8	C
		T	0.47	10.5	B		T	0.46	9.4	A		T	0.38	9.6	A
	SB	LTR	1.28	161.6	F	SB	LTR	0.89	38.0	D	SB	LTR	0.96	42.2	D
	INTERSECTION			107.2	F	INTERSECTION			31.9	C	INTERSECTION			36.8	D
9th Avenue @ 35th Street	WB	LT	0.80	33.7	C	WB	LT	0.88	41.8	D	WB	LT	0.72	29.9	C
	SB	TR	0.95	22.4	C	SB	TR	0.69	10.9	B	SB	TR	0.84	14.0	B
	INTERSECTION			24.5	C	INTERSECTION			18.0	B	INTERSECTION			17.9	B
9th Avenue @ 36th Street	EB	TR	0.93	40.4	D	EB	TR	0.86	36.3	D	EB	TR	0.96	38.5	D
	SB	LT	0.90	18.8	B	SB	LT	0.70	10.9	B	SB	LT	1.00	37.8	D
	INTERSECTION			25.1	C	INTERSECTION			18.5	B	INTERSECTION			38.1	D
9th Ave @ 37th St	WB	LT	0.94	40.0	D	WB	LT	0.87	37.8	D	WB	LT	1.20	124.8	F
	SB	TR	0.93	23.2	C	SB	TR	0.72	11.2	B	SB	TR	0.87	14.3	B
	INTERSECTION			28.3	C	INTERSECTION			18.7	B	INTERSECTION			48.8	D
9th Avenue @ 38th Street	EB	TR	1.02	61.3	E	EB	TR	0.91	40.1	D	EB	TR	0.70	28.9	C
	SB	LT	0.88	15.2	B	SB	LT	0.75	12.6	B	SB	LT	0.91	15.9	B
	INTERSECTION			28.1	C	INTERSECTION			20.6	C	INTERSECTION			18.8	B
9th Avenue @ 39th Street	WB	LT	0.69	29.1	C	WB	LT	0.81	33.5	C	WB	LT	0.65	29.5	C
	SB	TR	0.86	14.6	B	SB	TR	0.73	11.4	B	SB	TR	0.95	20.5	C
	INTERSECTION			17.8	B	INTERSECTION			17.5	B	INTERSECTION			21.8	C
9th Avenue @ 40th Street	EB	TR	0.95	37.8	D	EB	TR	0.72	29.8	C	EB	TR	0.82	33.4	C
	SB	LT	1.02	42.1	D	SB	LT	0.67	10.5	B	SB	LT	0.77	11.8	B
	INTERSECTION			40.6	D	INTERSECTION			15.8	B	INTERSECTION			16.9	B
9th Avenue @ 41st Street	WB	LT	0.00	16.8	B	WB	LT	0.00	16.8	B	WB	LT	0.07	17.5	B
	SB	TR	0.90	19.8	B	SB	TR	0.92	21.6	C	SB	TR	0.90	19.4	B
	INTERSECTION			19.8	B	INTERSECTION			21.6	C	INTERSECTION			19.4	B
9th Ave @ 42nd St	EB	TR	0.99	56.5	E	EB	TR	0.91	42.6	D	EB	TR	0.93	44.1	D
	WB	DefL	0.49	32.1	C	WB	DefL	0.93	68.8	E	WB	DefL	0.72	44.6	D
		T	0.54	17.0	B		T	0.33	14.1	B		T	0.60	17.6	B
	SB	LTR	1.20	117.8	F	SB	LTR	0.89	27.6	C	SB	LTR	1.18	112.6	F
	INTERSECTION			91.5	F	INTERSECTION			32.3	C	INTERSECTION			83.5	F
9th Avenue @ 43rd Street	WB	LT	0.66	22.9	C	WB	LT	0.66	23.0	C	WB	LT	0.89	34.4	C
	SB	TR	0.94	26.6	C	SB	TR	0.94	28.0	C	SB	TR	0.94	26.3	C
	INTERSECTION			25.9	C	INTERSECTION			26.9	C	INTERSECTION			28.2	C
9th Avenue @ 44th Street	EB	TR	0.75	29.4	C	EB	TR	0.92	41.1	D	EB	TR	0.65	26.7	C
	SB	LT	0.89	19.0	B	SB	LT	0.88	20.1	C	SB	LT	1.04	44.0	D
	INTERSECTION			20.8	C	INTERSECTION			25.2	C	INTERSECTION			41.4	D
9th Avenue @ 45th Street	WB	LT	0.33	22.9	C	WB	LT	0.33	23.0	C	WB	LT	0.37	23.4	C
	SB	TR	0.80	12.3	B	SB	TR	0.75	11.8	B	SB	TR	0.93	18.1	B
	INTERSECTION			13.8	B	INTERSECTION			13.9	B	INTERSECTION			19.0	B

9th Avenue @ 46th Street	EB	TR	0.68	30.7	C	EB	TR	0.55	27.2	C	EB	TR	0.71	31.7	C
	SB	LT	0.80	12.4	B	SB	LT	0.78	12.4	B	SB	LT	0.98	24.3	C
	INTERSECTION			14.8	B	INTERSECTION			14.4	B	INTERSECTION			25.4	C
9th Avenue @ 50th Street	EB	TR	0.55	26.2	C	EB	TR	1.13	104.7	F	EB	TR	0.77	34.2	C
	SB	LT	0.79	12.0	B	SB	LT	1.03	39.6	D	SB	LT	0.94	19.3	B
	INTERSECTION			14.4	B	INTERSECTION			55.9	E	INTERSECTION			21.5	C
57th Street @ 9th Avenue	EB	TR	1.22	144.3	F	EB	TR	1.09	94.0	F	EB	TR	0.89	44.8	D
	WB	DefL	0.74	36.1	D	WB	DefL	1.21	143.9	F	WB	DefL	1.15	119.8	F
		T	0.84	32.4	C		T	0.40	15.4	B		T	0.56	18.4	B
	SB	LTR	1.06	63.8	E	SB	LTR	1.02	55.9	E	SB	LTR	0.97	43.2	D
	INTERSECTION			71.8	E	INTERSECTION			66.3	E	INTERSECTION			46.0	D
Broadway @ 23rd Street	EB	TR	0.60	20.8	C	EB	TR	0.85	28.9	C	EB	TR	0.65	21.7	C
	WB	LT	0.91	38.0	D	WB	LT	0.85	32.5	C	WB	LT	0.39	17.9	B
	SB	LT	0.26	15.9	B	SB	LT	0.30	16.3	B	SB	LT	0.42	17.6	B
	INTERSECTION			25.5	C	INTERSECTION			26.0	C	INTERSECTION			19.3	B
Broadway @ 24th Street	EB	R	0.27	19.4	B	EB	R	0.23	19.0	B	EB	R	0.21	18.7	B
	SB	T	0.17	12.5	B	SB	T	0.21	12.8	B	SB	T	0.22	12.9	B
	INTERSECTION			15.9	B	INTERSECTION			15.4	B	INTERSECTION			15.2	B
Broadway @ 30th St	EB	TR	0.91	34.8	C	EB	TR	0.72	24.8	C	EB	TR	0.55	20.9	C
	SB	LT	0.74	25.5	C	SB	LT	0.70	22.7	C	SB	LT	0.77	25.0	C
	INTERSECTION			30.7	C	INTERSECTION			23.7	C	INTERSECTION			23.4	C
Broadway @ 31st St	WB	LT	0.68	23.8	C	WB	LT	0.61	21.9	C	WB	LT	0.76	27.0	C
	SB	TR	0.86	30.4	C	SB	TR	0.92	36.7	D	SB	TR	0.95	40.4	D
	INTERSECTION			27.4	C	INTERSECTION			30.7	C	INTERSECTION			34.4	C
Broadway @ 32nd St	EB	TR	0.29	17.0	B	EB	TR	0.35	17.7	B	EB	TR	0.19	16.0	B
	SB	L	0.27	16.4	B	SB	L	0.35	17.6	B	SB	L	0.39	18.2	B
		T	0.70	23.0	C		T	0.73	23.8	C		T	0.81	26.9	C
	INTERSECTION			20.5	C	INTERSECTION			21.2	C	INTERSECTION			23.6	C
Broadway @ 33rd St	WB	L	0.13	15.9	B	WB	L	0.12	15.8	B	WB	L	0.19	17.3	B
	SB	T	0.82	30.9	C	SB	T	0.91	37.8	D	SB	T	0.95	42.3	D
	INTERSECTION			29.9	C	INTERSECTION			36.6	D	INTERSECTION			40.4	D
Broadway @ 35th St	WB	LT	0.39	8.5	A	WB	LT	0.34	8.1	A	WB	LT	0.38	8.4	A
	SB	TR	0.80	36.6	D	SB	TR	0.83	37.8	D	SB	TR	0.95	48.2	D
	INTERSECTION			23.3	C	INTERSECTION			25.2	C	INTERSECTION			31.4	C
Broadway @ 36th St	EB	TR	0.74	18.6	B	EB	TR	0.64	16.0	B	EB	TR	0.83	22.1	C
	SB	LT	0.64	27.3	C	SB	LT	0.71	28.9	C	SB	LT	0.80	31.3	C
	INTERSECTION			22.9	C	INTERSECTION			23.2	C	INTERSECTION			27.0	C
Broadway @ 37th St	WB	LT	0.79	24.1	C	WB	LT	0.54	17.3	B	WB	LT	0.98	43.8	D
	SB	TR	0.60	23.0	C	SB	TR	0.52	21.8	C	SB	TR	0.62	23.4	C
	INTERSECTION			23.5	C	INTERSECTION			20.3	C	INTERSECTION			32.3	C
Broadway @ 38th St	EB	TR	0.65	20.9	C	EB	TR	0.80	27.1	C	EB	TR	0.73	23.0	C
	SB	LT	0.72	23.2	C	SB	LT	0.66	21.9	C	SB	LT	0.65	21.7	C
	INTERSECTION			22.2	C	INTERSECTION			23.8	C	INTERSECTION			22.3	C
Broadway @ 39th St	WB	LT	0.70	24.8	C	WB	LT	0.77	26.6	C	WB	LT	0.92	40.4	D
	SB	TR	0.53	17.1	B	SB	TR	0.44	16.0	B	SB	TR	0.43	15.9	B
	INTERSECTION			20.1	C	INTERSECTION			20.9	C	INTERSECTION			25.7	C
Broadway @ 40th St	EB	TR	0.97	43.6	D	EB	TR	0.47	18.4	B	EB	TR	0.92	37.9	D
	SB	LT	0.49	15.4	B	SB	LT	0.44	17.8	B	SB	LT	0.35	13.4	B
	INTERSECTION			28.8	C	INTERSECTION			18.0	B	INTERSECTION			26.4	C
Broadway @ 41st St	WB	LT	0.86	51.8	D	WB	LT	0.51	22.3	C	WB	LT	0.40	26.0	C
	SB	TR	0.46	12.9	B	SB	TR	0.44	17.8	B	SB	TR	0.35	11.8	B
	INTERSECTION			18.7	B	INTERSECTION			18.5	B	INTERSECTION			13.2	B
Broadway @ 42nd St	EB	T	0.91	40.2	D	EB	T	0.65	26.8	C	EB	T	0.58	28.2	C
	WB	DefL	0.64	41.1	D	WB	DefL	0.66	39.9	D	WB	LT	0.94	40.8	D
		T	0.62	18.7	B		T	0.51	16.7	B					
	SB	LTR	0.71	22.1	C	SB	LTR	0.46	18.1	B	SB	LTR	0.49	17.9	B
	INTERSECTION			27.9	C	INTERSECTION			22.0	C	INTERSECTION			27.4	C
Broadway @ 43rd Street	WB	LT	0.61	25.0	C	WB	LT	0.58	24.3	C	WB	LT	0.90	39.2	D
	SB	T	0.74	20.0	C	SB	T	0.85	26.6	C	SB	T	0.82	25.2	C
	INTERSECTION			21.3	C	INTERSECTION			25.8	C	INTERSECTION			31.3	C
Broadway @ 44th Street	EB	TR	0.49	21.8	C	EB	TR	0.54	22.5	C	EB	TR	0.26	19.1	B
	SB	LT	0.85	24.3	C	SB	LT	0.56	16.8	B	SB	LT	0.62	17.7	B
	INTERSECTION			23.5	C	INTERSECTION			19.3	B	INTERSECTION			18.1	B
Broadway @ 45th Street	WB	LT	0.52	22.9	C	WB	LT	0.54	23.2	C	WB	LT	0.74	28.5	C
	SB	T	0.94	30.0	C	SB	T	0.67	15.5	B	SB	T	0.81	19.8	B
		R	0.32	14.7	B		R	0.27	14.0	B		R	0.35	15.1	B
	INTERSECTION			26.5	C	INTERSECTION			18.0	B	INTERSECTION			22.5	C
Broadway @ 46th Street	EB	TR	0.49	21.8	C	EB	TR	0.30	19.6	B	EB	TR	0.51	22.2	C
	SB	T	0.71	19.6	B	SB	T	0.52	16.1	B	SB	T	0.63	18.0	B
	INTERSECTION			20.4	C	INTERSECTION			17.2	B	INTERSECTION			19.6	B
Broadway @ 50th Street	EB	TR	1.00	60.1	E	EB	TR	0.75	25.2	C	EB	TR	0.81	33.2	C
	SB	LT	0.46	15.0	B	SB	LT	0.68	19.1	B	SB	LT	0.84	24.3	C
	INTERSECTION			30.2	C	INTERSECTION			22.0	C	INTERSECTION			26.9	C

Broadway/6th Ave@34th St	EB	T	1.01	61.6	E	EB	T	0.92	43.3	D	EB	T	0.96	50.4	D
	WB	TR	1.11	95.4	F	WB	TR	1.04	69.6	E	WB	TR	0.91	43.8	D
	NB	T	1.22	133.7	F	NB	T	1.21	132.5	F	NB	T	1.25	141.5	F
	SB	T	1.03	71.9	E	SB	T	1.12	104.3	F	SB	T	1.18	128.0	F
	INTERSECTION			100.5	F	INTERSECTION			94.7	F	INTERSECTION			102.0	F
Cardinal Stepanic Plz @ 40 St	EB	TR	0.29	14.7	B	EB	TR	0.23	14.1	B	EB	TR	0.44	16.5	B
		R	0.70	24.4	C		R	0.26	15.0	B		R	0.80	29.5	C
	SB	T	0.45	20.5	C	SB	T	0.46	20.6	C	SB	T	0.19	17.3	B
	INTERSECTION			20.0	C	INTERSECTION			17.5	B	INTERSECTION			21.6	C
Dyer Avenue @ 34th Street	EB	T	0.60	29.1	C	EB	T	0.62	31.1	C	EB	T	0.86	41.0	D
	WB	T	0.58	14.4	B	WB	T	0.48	8.3	A	WB	T	0.42	8.6	A
		R	0.10	9.3	A		R	0.24	6.7	A		R	0.21	7.3	A
	SB	L	0.76	33.4	C	SB	L	0.72	39.1	D	SB	L	0.69	36.3	D
		R	0.20	23.3	C		R	0.50	37.4	D		R	0.66	42.1	D
	INTERSECTION			24.5	C	INTERSECTION			23.0	C	INTERSECTION			29.0	C
Dyer Avenue @ 35th Street	WB	LTR	0.72	23.3	C	WB	LTR	0.63	21.3	C	WB	LTR	0.87	29.7	C
	NB	LT	0.05	12.1	B	NB	LT	0.14	12.8	B	NB	LT	0.12	12.6	B
	SB	TR	0.58	20.2	C	SB	TR	0.31	16.6	B	SB	TR	0.40	17.6	B
	INTERSECTION			21.6	C	INTERSECTION			18.9	B	INTERSECTION			24.7	C
Dyer Avenue @ 36th Street	EB	LT	0.92	44.7	D	EB	LT	0.91	42.6	D	EB	LT	0.96	42.6	D
	NB	TR	0.18	20.9	C	NB	TR	0.37	24.8	C	NB	TR	0.72	35.5	D
	SB	DefL	0.67	20.1	C	SB	DefL	0.40	13.6	B	SB	DefL	0.39	19.8	B
		TR	0.45	10.8	B		TR	0.25	9.6	A		TR	0.30	11.4	B
	INTERSECTION			24.3	C	INTERSECTION			26.8	C	INTERSECTION			32.2	C
Dyer Avenue @ 40th Street	EB	LT	0.48	28.6	C	EB	LT	0.33	26.6	C	EB	LT	0.55	29.8	C
	NB	TR	0.54	6.1	A	NB	TR	0.39	5.2	A	NB	TR	0.21	4.4	A
		R	0.74	11.8	B		R	0.73	11.9	B		R	0.82	16.7	B
	INTERSECTION			11.1	B	INTERSECTION			10.3	B	INTERSECTION			16.2	B
Dyer Avenue @ 41st Street	WB	TR	0.71	36.5	D	WB	TR	0.60	33.9	C	WB	TR	0.33	30.4	C
	NB	L	1.06	81.6	F	NB	L	1.11	100.5	F	NB	L	0.18	20.9	C
		TR	0.47	19.3	B		TR	0.36	19.0	B		TR	0.42	21.2	C
	INTERSECTION			41.3	D	INTERSECTION			49.8	D	INTERSECTION			22.6	C
Dyer Ave @ 42nd St	EB	T	0.36	20.9	C	EB	T	0.74	29.3	C	EB	T	0.48	22.5	C
	WB	T	0.58	24.0	C	WB	T	0.64	26.2	C	WB	T	0.72	26.9	C
	NB	L	0.38	14.1	B	NB	L	0.25	12.7	B	NB	L	0.38	14.1	B
		LTR	0.08	8.6	A		LTR	0.13	9.0	A		LTR	0.08	8.6	A
		R	0.71	19.1	B		R	0.44	12.4	B		R	0.35	11.2	B
	SB	R	0.02	10.9	B	SB	R	0.04	11.1	B	SB	R	0.18	12.4	B
	INTERSECTION			19.6	B	INTERSECTION			21.7	C	INTERSECTION			20.8	C
Greenwich St @ Canal St	EB	LTR	0.85	26.7	C	EB	LTR	0.76	12.0	B	EB	LTR	0.52	18.9	B
	WB	LTR	0.73	14.4	B	WB	DefL	0.31	9.7	A	WB	LTR	0.43	8.9	A
							TR	0.47	2.6	A					
	INTERSECTION			22.7	C	INTERSECTION			9.6	A	INTERSECTION			15.6	B
Hudson St @ Canal St	EB	DefL	0.94	42.6	D	EB	L	0.43	16.1	B	EB	L	0.61	18.5	B
		T	0.73	18.0	B		LT	0.69	15.4	B		LT	0.37	10.4	B
	WB	T	0.68	29.5	C	WB	T	0.44	26.9	C	WB	T	0.29	25.0	C
		R	0.80	22.0	C		R	1.09	77.2	E		R	0.84	24.5	C
	NB	LT	0.81	33.3	C	NB	LT	0.45	26.3	C	NB	LT	0.84	34.7	C
		R	0.12	23.5	C		R	0.18	24.4	C		R	0.06	22.8	C
	INTERSECTION			30.6	C	INTERSECTION			35.8	D	INTERSECTION			25.6	C
Javitz Center @ 34th Street	EB	LT	0.34	6.3	A	EB	LT	0.24	4.2	A	EB	LT	0.22	5.2	A
	WB	TR	0.33	6.3	A	WB	TR	0.42	5.2	A	WB	TR	0.48	7.1	A
	SB	L	0.31	44.3	D	SB	L	0.15	45.8	D	SB	L	0.29	44.9	D
		R	0.03	39.6	D		R	0.04	44.0	D		R	0.02	40.4	D
	INTERSECTION			8.0	A	INTERSECTION			5.7	A	INTERSECTION			8.1	A
Lexington Ave @ 34th St	EB	TR	0.57	16.8	B	EB	TR	0.61	18.8	B	EB	TR	0.76	24.3	C
	WB	LT	1.13	92.7	F	WB	LT	1.19	121.6	F	WB	LT	0.87	33.2	C
	SB	LT	0.74	25.8	C	SB	LT	0.86	30.2	C	SB	LT	0.78	24.8	C
		R	0.11	18.0	B		R	0.14	17.1	B		R	0.11	14.9	B
	INTERSECTION			43.5	D	INTERSECTION			52.9	D	INTERSECTION			26.4	C
Lincoln Tunnel Expwy @ 30 St	EB	L	0.15	10.4	B	EB	L	0.21	10.9	B	EB	L	0.42	12.9	B
	SB	L	0.75	31.1	C	SB	L	0.38	23.4	C	SB	L	0.20	21.2	C
	INTERSECTION			26.1	C	INTERSECTION			17.5	B	INTERSECTION			14.8	B
Lincoln Tunnel Expwy @ 31 St	WB	LTR	0.84	36.7	D	WB	LTR	0.73	33.0	C	WB	LTR	1.13	100.8	F
	NB	LT	0.19	8.1	A	NB	LT	0.23	5.1	A	NB	LT	0.41	6.2	A
	SB	TR	0.50	14.6	B	SB	TR	0.24	8.7	A	SB	TR	0.12	7.9	A
	INTERSECTION			22.3	C	INTERSECTION			20.0	B	INTERSECTION			64.0	E
Madison Ave @ 34th St	EB	LT	0.86	32.5	C	EB	LT	0.96	42.9	D	EB	LT	0.72	23.2	C
	WB	TR	0.72	26.2	C	WB	TR	0.58	19.5	B	WB	TR	0.49	18.8	B
	NB	LTR	0.42	14.9	B	NB	LTR	0.70	23.3	C	NB	LTR	0.72	23.1	C
	INTERSECTION			25.5	C	INTERSECTION			28.2	C	INTERSECTION			22.0	C
NB Boulevard @ 33rd Street	WB	TR	0.76	28.8	C	WB	TR	0.48	22.0	C	WB	TR	0.96	43.8	D
		R	0.78	35.9	D		R	0.29	20.5	C		R	0.66	28.4	C
	INTERSECTION			31.0	C	INTERSECTION			21.7	C	INTERSECTION			40.2	D

NB Boulevard @ 34th Street	EB	LT	0.72	17.2	B	EB	DefL	0.52	26.3	C	EB	DefL	0.58	39.7	D
							T	0.47	8.1	A		T	0.66	20.5	C
	WB	TR	0.47	22.9	C	WB	TR	0.68	19.1	B	WB	TR	1.06	74.3	E
	NB	LTR	0.88	40.6	D	NB	LTR	0.49	33.5	C	NB	LTR	0.62	23.6	C
	INTERSECTION			25.2	C	INTERSECTION			17.5	B	INTERSECTION			45.6	D
NB Boulevard @ 35th Street	WB	TR	0.44	18.1	B	WB	TR	0.44	18.0	B	WB	TR	0.66	21.6	C
	NB	LT	0.46	18.7	B	NB	LT	0.37	17.5	B	NB	LT	0.50	19.4	B
	INTERSECTION			18.3	B	INTERSECTION			17.8	B	INTERSECTION			20.8	C
NB Boulevard @ 36th Street	EB	LT	0.67	29.0	C	EB	LT	0.44	18.3	B	EB	LT	0.88	35.9	D
	NB	TR	0.30	11.2	B	NB	TR	0.35	17.3	B	NB	TR	0.69	18.8	B
	INTERSECTION			22.2	C	INTERSECTION			17.9	B	INTERSECTION			27.8	C
NB Boulevard @ 37th Street	WB	TR	0.81	33.0	C	WB	TR	0.47	24.0	C	WB	TR	0.70	28.9	C
	NB	LT	0.15	10.9	B	NB	LT	0.16	11.0	B	NB	LT	0.25	11.7	B
	INTERSECTION			28.2	C	INTERSECTION			19.6	B	INTERSECTION			22.9	C
NB Boulevard @ 38th Street	EB	T	0.48	18.7	B	EB	T	0.64	28.2	C	EB	T	0.95	45.2	D
	NB	R	0.16	15.3	B	NB	R	0.16	10.0	B	NB	R	0.29	12.4	B
	INTERSECTION			18.1	B	INTERSECTION			24.1	C	INTERSECTION			37.4	D
Park Ave @ 34th St	EB	TR	0.78	28.1	C	EB	TR	0.78	28.1	C	EB	TR	0.88	32.9	C
	WB	TR	0.73	26.4	C	WB	TR	0.63	24.1	C	WB	TR	0.85	34.0	C
	NB	TR	0.50	16.2	B	NB	TR	0.60	18.0	B	NB	TR	0.58	17.6	B
	SB	TR	0.42	14.8	B	SB	TR	0.36	14.2	B	SB	TR	0.39	14.5	B
	INTERSECTION			22.4	C	INTERSECTION			21.9	C	INTERSECTION			25.7	C
Park Ave. @ 50th Street	EB	LTR	0.53	22.5	C	EB	LTR	0.76	29.3	C	EB	LTR	0.71	25.9	C
	NB	TR	0.84	24.2	C	NB	TR	0.69	18.0	B	NB	TR	0.84	24.5	C
	SB	DefL	1.48	292.2	F	SB	LT	1.23	130.3	F	SB	DefL	1.40	262.2	F
		T	0.89	26.6	C							T	0.81	22.8	C
	INTERSECTION			31.8	C	INTERSECTION			65.6	E	INTERSECTION			29.8	C
57th Street @ Park Avenue	EB	T	0.71	32.1	C	EB	T	0.74	27.9	C	EB	T	0.83	30.8	C
		R	0.56	31.9	C		R	0.33	21.2	C		R	0.25	19.2	B
	WB	T	0.71	31.8	C	WB	T	0.48	22.1	C	WB	T	0.41	20.5	C
		R	0.52	30.4	C		R	0.31	20.8	C		R	0.28	19.7	B
	NB	LTR	0.86	7.1	A	NB	LTR	1.03	37.6	D	NB	LTR	1.12	71.5	E
	SB	LTR	1.02	31.2	C	SB	DefL	1.05	89.3	F	SB	LTR	0.84	11.4	B
							TR	0.94	21.0	C					
	INTERSECTION			23.7	C	INTERSECTION			30.3	C	INTERSECTION			39.4	D
2nd Ave @ QBB Ramp LL	WB	L	1.07	81.6	F	WB	L	0.81	30.4	C	WB	L	0.83	33.6	C
		T	1.36	205.1	F		T	0.82	32.7	C		T	1.03	68.3	E
	SB	L	1.14	94.6	F	SB	L	0.78	26.2	C	SB	L	1.17	111.2	F
		LT	0.49	10.1	B		LT	0.71	18.2	B		LT	0.71	16.5	B
	INTERSECTION			81.5	F	INTERSECTION			24.4	C	INTERSECTION			44.2	D
SB Boulevard @ 35th Street	WB	T	0.78	26.2	C	WB	T	0.94	47.1	D	WB	T	0.74	24.7	C
	SB	R	0.04	14.3	B	SB	R	0.03	9.1	A	SB	R	0.11	14.8	B
	INTERSECTION			25.7	C	INTERSECTION			45.7	D	INTERSECTION			23.6	C
SB Boulevard @ 36th Street	EB	TR	0.65	28.6	C	EB	TR	0.61	27.7	C	EB	TR	0.86	33.1	C
	SB	LT	0.04	9.2	A	SB	LT	0.01	8.9	A	SB	LT	0.05	11.6	B
	INTERSECTION			26.9	C	INTERSECTION			27.3	C	INTERSECTION			31.8	C
SB Boulevard @ 37th Street	WB	LT	0.87	36.8	D	WB	LT	0.51	24.7	C	WB	LT	0.73	30.0	C
	SB	TR	0.07	10.3	B	SB	TR	0.02	9.9	A	SB	TR	0.04	10.0	B
	INTERSECTION			34.3	C	INTERSECTION			24.0	C	INTERSECTION			28.6	C
Washington Street @ Canal St	EB	T	0.62	10.0	B	EB	T	0.46	8.1	A	EB	T	0.34	7.0	A
	WB	T	0.32	7.0	A	WB	T	0.20	6.1	A	WB	T	0.18	6.0	A
	NB	R	0.06	38.3	D	NB	R	0.10	38.8	D	NB	R	0.22	40.3	D
	SB	R	0.12	39.0	D	SB	R	0.07	38.4	D	SB	R	0.08	38.6	D
	INTERSECTION			10.2	B	INTERSECTION			9.1	A	INTERSECTION			10.3	B

			Evening					Sunday		
Intersection	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
10th Ave. @ 30th Street	EB	L	0.03	20.5	C	EB	L	0.33	26.2	C
	NB	TR	0.81	12.6	B	NB	TR	0.87	14.8	B
	INTERSECTION			12.6	B	INTERSECTION			15.1	B
10th Ave. @ 31st Street	WB	R	0.58	39.6	D	WB	R	0.86	42.5	D
	NB	T	0.86	25.0	C	NB	T	0.76	40.7	D
	INTERSECTION			26.5	C	INTERSECTION			41.4	D
10th Ave. @ 33rd Street	WB	R	0.03	19.8	B	WB	R	0.88	42.8	D
	NB	LT	0.91	17.2	B	NB	LT	0.90	27.7	C
	INTERSECTION			17.2	B	INTERSECTION			29.4	C
10th Ave. @ 34th Street	EB	DefL	5.49	2077.0	F	EB	DefL	5.15	1925.0	F
		T	1.34	198.9	F		T	1.93	458.4	F
	WB	TR	1.33	187.7	F	WB	TR	1.82	403.9	F
	NB	LTR	0.79	12.6	B	NB	LTR	0.96	21.7	C
	INTERSECTION			259.7	F	INTERSECTION			294.9	F
10th Ave. @ 35th Street	WB	TR	0.72	29.7	C	WB	TR	0.57	27.5	C
	NB	LT	0.76	11.8	B	NB	LT	1.03	37.1	D
	INTERSECTION			16.2	B	INTERSECTION			35.8	D
10th Ave. @ 36th Street	EB	LT	0.33	23.6	C	EB	LT	0.94	37.4	D
	NB	TR	0.99	28.1	C	NB	TR	0.85	16.4	B
	INTERSECTION			27.7	C	INTERSECTION			24.5	C
10th Ave. @ 37th Street	WB	TR	0.66	28.7	C	WB	TR	0.91	44.6	D
	NB	LT	1.03	39.5	D	NB	LT	0.87	17.2	B
	INTERSECTION			37.8	D	INTERSECTION			22.3	C
10th Ave. @ 38th Street	EB	LT	0.42	24.8	C	EB	LT	0.87	34.7	C
	NB	TR	0.90	17.1	B	NB	TR	0.91	16.6	B
	INTERSECTION			18.0	B	INTERSECTION			22.3	C
10th Ave. @ 39th Street	WB	T	0.34	20.1	C	WB	T	0.75	30.4	C
		R	0.36	21.6	C		R	0.44	25.5	C
	NB	LT	0.98	31.1	C	NB	LT	1.02	34.2	C
	INTERSECTION			29.1	C	INTERSECTION			33.2	C
10th Ave. @ 41st Street	WB	T	0.43	21.0	C	WB	T	0.49	24.5	C
		R	0.46	22.2	C		R	0.91	44.5	D
	NB	LT	0.74	15.1	B	NB	LT	1.02	44.1	D
	INTERSECTION			16.9	B	INTERSECTION			41.1	D
10th Ave. @ 42nd Street	EB	LT	0.78	39.5	D	EB	LT	1.64	329.0	F
	WB	TR	0.79	32.3	C	WB	TR	1.36	197.8	F
	NB	LTR	1.02	41.6	D	NB	LTR	1.85	405.3	F
	INTERSECTION			39.2	D	INTERSECTION			361.7	F
11th Ave. @ 23rd Street	WB	L	0.27	16.7	B	WB	L	0.29	17.0	B
		R	0.62	25.4	C		R	0.69	28.2	C
	NB	TR	0.23	13.5	B	NB	TR	0.15	12.8	B
	SB	L	0.70	28.7	C	SB	L	0.73	29.0	C
		T	0.47	18.7	B		T	0.69	22.8	C
	INTERSECTION			20.6	C	INTERSECTION			23.4	C
11th Ave. @ 30th Street	EB	R	0.00	13.9	B	EB	R	0.00	13.9	B
	SB	LT	0.62	20.4	C	SB	LT	1.01	44.9	D
	INTERSECTION			20.4	C	INTERSECTION			44.9	D
11th Ave. @ 33rd Street	WB	L	0.00	31.3	C	WB	L	0.00	23.5	C
	SB	T	0.66	24.3	C	SB	T	0.75	14.3	B
	INTERSECTION			24.3	C	INTERSECTION			14.3	B
11th Ave. @ 34th Street	EB	DefL	2.47	738.1	F	EB	LTR	1.80	406.6	F
		TR	2.11	547.0	F					
	WB	DefL	4.16	1491.0	F	WB	DefL			
		TR	3.26	1070.0	F		TR	5.55	2099.0	F
	SB	LTR	0.51	18.1	B	SB	LTR	0.88	25.8	C
	INTERSECTION			504.3	F	INTERSECTION				
11th Ave. @ 35th Street	WB	L	0.13	15.2	B	WB	L	0.60	23.1	C
		LR	0.15	15.4	B		LR	0.62	23.5	C
		R	0.44	19.6	B		R	0.85	36.3	D
	NB	T	0.12	14.8	B	NB	T	0.08	14.5	B
	SB	T	0.45	17.8	B	SB	T	0.51	18.5	B
	INTERSECTION			17.4	B	INTERSECTION			22.3	C

11th Ave. @ 36th Street	NB	TR	0.38	23.8	C	NB	TR	0.44	24.4	C
	SB	L	0.61	33.1	C	SB	L	0.62	33.5	C
		T	0.45	8.6	A		T	0.59	10.1	B
	INTERSECTION			17.1	B	INTERSECTION			17.3	B
11th Ave. @ 37th Street	EB	LR	0.01	20.1	C	EB	LR	0.00	20.0	B
	WB	L	0.18	22.1	C	WB	L	0.42	25.8	C
		LR	0.26	23.2	C		LR	0.40	25.4	C
		R	0.66	34.9	C		R	0.59	32.1	C
	NB	T	0.12	9.7	A	NB	T	0.34	11.5	B
	SB	TR	0.49	12.8	B	SB	TR	0.55	13.4	B
	INTERSECTION			15.7	B	INTERSECTION			16.1	B
11th Ave. @ 38th Street	NB	TR	0.24	14.2	B	NB	TR	0.38	15.6	B
	SB	DefL	0.77	23.7	C	SB	DefL	0.85	38.0	D
		T	0.56	9.7	A		T	0.62	10.5	B
	INTERSECTION			13.1	B	INTERSECTION			15.7	B
11th Ave. @ 39th Street	WB	L	0.55	28.9	C	WB	L	1.04	67.4	E
		LR	0.33	24.0	C		LR	0.85	30.8	C
	NB	T	0.07	9.8	A	NB	T	0.30	22.8	C
	SB	T	0.61	14.8	B	SB	T	0.84	32.6	C
	INTERSECTION			16.4	B	INTERSECTION			38.0	D
11th Ave. @ 40th Street	NB	R	0.12	6.3	A	NB	R	0.38	8.0	A
	SB	L	0.30	7.3	A	SB	L	0.48	8.9	A
		T	0.48	8.7	A		T	0.41	8.0	A
	INTERSECTION			8.1	A	INTERSECTION			8.3	A
11th Ave. @ 41st Street	WB	L	0.07	19.9	B	WB	L	0.63	26.7	C
	SB	T	0.55	13.7	B	SB	T	0.42	12.4	B
	INTERSECTION			14.0	B	INTERSECTION			16.9	B
11th Ave. @ 42nd Street	EB	TR	0.60	26.2	C	EB	TR	0.77	26.7	C
		R	0.63	32.2	C		R	0.55	24.2	C
	WB	L	0.47	24.6	C	WB	L	0.73	33.0	C
		T	0.43	15.3	B		T	0.56	13.3	B
	SB	LTR	0.72	22.6	C	SB	LTR	0.61	27.0	C
	INTERSECTION			22.6	C	INTERSECTION			24.1	C
12 Avenue @ 22nd Street	WB	L	0.46	34.5	C	WB	L	0.54	33.0	C
		LR	0.84	54.5	D		LR	0.81	46.3	D
	NB	T	1.01	35.9	D	NB	T	0.90	21.8	C
		R	0.21	0.4	A		R	0.13	0.2	A
	SB	T	0.78	13.9	B	SB	T	1.03	43.3	D
	INTERSECTION			27.3	C	INTERSECTION			33.5	C
12TH AVE. @ 23rd ST.	NB	T	0.91	13.0	B	NB	T	0.81	12.7	B
	SB	TR	0.59	8.6	A	SB	TR	0.78	14.7	B
	INTERSECTION			11.0	B	INTERSECTION			13.8	B
12TH AVE. @ 30th ST.	EB	LR	0.00	38.4	D	EB	LR	0.04	39.2	D
	NB	T	0.86	24.0	C	NB	T	0.71	18.9	B
	SB	TR	0.67	10.8	B	SB	TR	0.91	18.7	B
	INTERSECTION			18.3	B	INTERSECTION			18.8	B
12TH AVE. @ 34th ST.	WB	L	0.57	43.1	D	WB	L	0.68	44.6	D
		R	0.56	26.5	C		R	0.87	38.0	D
	NB	T	0.73	17.4	B	NB	T	0.70	28.4	C
		R	0.77	14.7	B		R	0.43	7.3	A
	SB	L	0.78	47.2	D	SB	L	0.66	52.9	D
		T	0.57	5.4	A		T	0.74	15.6	B
	INTERSECTION			16.5	B	INTERSECTION			26.5	C
12th Ave @ 39th St	EB	L	0.00	33.8	C	EB	L	0.00	33.8	C
		R	0.01	33.8	C		R	0.00	33.8	C
	NB	L	0.08	55.3	E	NB	L	0.07	54.1	D
		T	0.63	12.6	B		T	0.70	13.9	B
	SB	T	0.80	23.7	C	SB	T	0.96	32.6	C
	INTERSECTION			17.7	B	INTERSECTION			22.9	C
12TH AVE. @ 40th ST.	NB	L	0.12	23.9	C	NB	L	0.03	33.5	C
		T	0.40	4.3	A		T	0.52	5.0	A
	SB	T	0.62	19.8	B	SB	T	0.71	14.7	B
		R	0.37	19.3	B		R	0.07	8.0	A
	INTERSECTION			11.8	B	INTERSECTION			9.7	A
12TH AVE. @ 41st ST.	EB	LR	0.03	25.1	C	EB	LR	0.49	37.9	D
	NB	TR	0.96	44.8	D	NB	TR	0.99	43.3	D
	SB	T	0.86	27.5	C	SB	T	0.97	33.1	C
	INTERSECTION			36.6	D	INTERSECTION			38.5	D

12TH AVE. @ 42nd ST.	EB	LTR	0.04	33.5	C	EB	LTR	0.14	32.1	C
	WB	L	0.41	38.9	D	WB	L	0.33	34.7	C
		R	0.44	21.5	C		R	0.64	21.6	C
	NB	TR	0.76	30.9	C	NB	TR	1.11	93.7	F
	SB	L	0.71	48.6	D	SB	L	0.63	43.5	D
		T	0.80	25.5	C		T	1.14	101.6	F
	INTERSECTION			30.1	C	INTERSECTION			82.7	F
12th Ave @ 44th Street	NB	TR	0.77	15.0	B	NB	TR	0.90	19.8	B
	SB	L	0.52	41.9	D	SB	L	0.30	38.2	D
		T	0.57	0.8	A		T	0.69	1.2	A
	INTERSECTION			10.7	B	INTERSECTION			12.2	B
12TH AVE. @ 49th Street	WB	LR	0.40	42.3	D	WB	LR	0.20	32.5	C
		R	0.42	42.4	D		R	0.67	45.9	D
	NB	T	0.64	14.8	B	NB	T	0.82	22.6	C
	SB	T	0.74	14.4	B	SB	T	0.84	21.2	C
	INTERSECTION			15.7	B	INTERSECTION			22.9	C
12th Ave @ 50th Street	NB	TR	0.65	21.3	C	NB	TR	0.96	35.3	D
	SB	L	0.67	65.2	E	SB	L	0.84	88.4	F
		T	0.74	14.4	B		T	0.77	15.0	B
	INTERSECTION			18.7	B	INTERSECTION			27.2	C
57th Street @ 12th Avenue	WB	R	0.73	48.9	D	WB	R	0.59	39.8	D
	NB	T	0.58	9.5	A	NB	T	0.88	20.0	C
	INTERSECTION			16.0	B	INTERSECTION			22.5	C
12th Ave @ Canal St (South)	NB	T	0.89	28.1	C	NB	T	0.54	18.3	B
		R	0.40	17.7	B		R	0.20	14.7	B
	SB	L	0.47	30.3	C	SB	L	0.59	32.8	C
		T	0.63	9.3	A		T	0.95	21.5	C
	INTERSECTION			21.1	C	INTERSECTION			21.7	C
12th Ave @ Canal St (North)	WB	L	0.16	38.6	D	WB	L	0.19	42.2	D
		R	0.80	55.6	E		R	0.65	52.9	D
	NB	T	0.70	11.9	B	NB	T	0.40	6.6	A
	SB	T	0.48	8.9	A	SB	T	0.67	9.5	A
	INTERSECTION			14.2	B	INTERSECTION			11.2	B
2nd Ave. @ 36th Street	EB	TR	0.91	38.8	D	EB	TR	0.61	33.2	C
	SB	L	0.46	13.5	B	SB	L	0.09	6.2	A
		LT	0.52	13.5	B		LT	0.34	7.5	A
	INTERSECTION			21.5	C	INTERSECTION			14.0	B
8th Ave @ 30th St	EB	LT	0.90	37.2	D	EB	LT	0.71	24.1	C
	NB	TR	0.74	17.9	B	NB	TR	0.74	17.9	B
	INTERSECTION			24.0	C	INTERSECTION			20.4	C
8th Ave @ 33rd St	WB	T	0.00	22.0	C	WB	T	0.00	26.5	C
		R	0.47	27.8	C		R	0.78	44.2	D
	NB	LT	0.81	34.6	C	NB	LT	0.95	37.3	D
	INTERSECTION			33.5	C	INTERSECTION			38.1	D
8th Ave @ 34th St	EB	LT	2.07	520.3	F	EB	LT	2.74	825.2	F
	WB	TR	1.62	323.7	F	WB	TR	1.68	353.9	F
	NB	LTR	1.79	394.3	F	NB	LTR	2.10	527.9	F
	INTERSECTION			401.8	F	INTERSECTION			557.1	F
8th Ave @ 42nd St	EB	DefL	0.55	28.9	C	EB	DefL	0.59	29.0	C
		T	0.39	14.8	B		T	0.69	20.1	C
	WB	TR	0.73	34.0	C	WB	TR	0.63	31.4	C
	NB	LTR	0.98	38.8	D	NB	LTR	0.72	22.9	C
	INTERSECTION			34.3	C	INTERSECTION			24.0	C
9th Ave @ 30th St	EB	TR	0.37	24.0	C	EB	TR	0.58	27.0	C
	SB	LT	0.81	17.6	B	SB	LT	0.93	23.5	C
	INTERSECTION			18.8	B	INTERSECTION			24.3	C
9th Ave @ 33rd St	WB	L	0.00	20.0	B	WB	L	0.00	20.0	B
	SB	TR	0.96	23.1	C	SB	TR	0.77	11.9	B
	INTERSECTION			23.1	C	INTERSECTION			11.9	B
9th Ave @ 34th St	EB	TR	1.74	376.9	F	EB	TR	1.69	356.5	F
	WB	DefL	2.81	860.2	F	WB	DefL	1.94	478.7	F
		T	1.10	94.4	F		T	1.39	216.6	F
	SB	LTR	1.59	303.5	F	SB	LTR	1.51	266.9	F
	INTERSECTION			370.7	F	INTERSECTION			292.8	F
9th Ave @ 37th St	WB	LT	0.59	26.8	C	WB	LT	0.91	41.7	D
	SB	TR	0.54	9.0	A	SB	TR	0.67	12.5	B
	INTERSECTION			14.0	B	INTERSECTION			20.2	C

9th Ave @ 42nd St	EB	TR	0.87	39.7	D	EB	TR	1.24	144.4	F
	WB	DefL	0.77	42.5	D	WB	DefL	0.83	53.2	D
		T	0.82	29.9	C		T	0.61	20.1	C
	SB	LTR	0.85	28.5	C	SB	LTR	0.99	41.1	D
	INTERSECTION			31.6	C	INTERSECTION			74.3	E
Broadway/6th Ave@34th St	EB	T	0.77	33.5	C	EB	T	0.84	36.9	D
	WB	TR	0.84	37.3	D	WB	TR	0.91	42.8	D
	NB	T	1.11	89.8	F	NB	T	1.11	92.1	F
	SB	T	0.69	37.2	D	SB	T	0.80	42.4	D
	INTERSECTION			60.9	E	INTERSECTION			61.4	E
Cardinal Stepanic Plz @ 40 St	EB	TR	0.03	12.5	B	EB	TR	0.65	20.1	C
		R	0.31	15.6	B		R	0.65	22.7	C
	SB	T	0.69	25.0	C	SB	T	0.66	24.4	C
	INTERSECTION			22.9	C	INTERSECTION			22.1	C
Dyer Ave @ 42nd St	EB	T	0.44	22.3	C	EB	T	0.95	44.3	D
	WB	T	0.56	24.3	C	WB	T	0.45	21.2	C
	NB	L	0.27	12.9	B	NB	L	0.43	15.9	B
		LTR	0.01	8.1	A		LTR	0.01	9.3	A
		R	0.47	13.0	B		R	0.67	19.6	B
	SB	R	0.07	11.4	B	SB	R	0.15	13.2	B
	INTERSECTION			18.9	B	INTERSECTION			28.6	C
Javitz Center @ 34th Street	EB	LT	0.30	4.5	A	EB	LT	0.21	4.0	A
	WB	TR	0.20	4.0	A	WB	TR	0.46	5.5	A
	SB	L	0.10	44.9	D	SB	L	0.11	45.1	D
		R	0.00	43.3	D		R	0.01	43.5	D
	INTERSECTION			4.9	A	INTERSECTION			5.6	A
NB Boulevard @ 33rd Street	WB	TR				WB	TR			
		R	0.01	16.9	B		R	0.68	30.2	C
	INTERSECTION					INTERSECTION				
NB Boulevard @ 34th Street	EB	LT	0.77	28.3	C	EB	LT	0.93	43.1	D
	WB	TR	0.76	27.6	C	WB	TR	1.39	208.4	F
	NB	LTR	0.04	31.6	C	NB	LTR	0.72	37.0	D
	INTERSECTION			28.0	C	INTERSECTION			122.8	F
NB Boulevard @ 35th Street	WB	TR	0.34	16.8	B	WB	TR	0.60	20.4	C
	NB	LT	0.23	15.9	B	NB	LT	0.29	16.5	B
	INTERSECTION			16.5	B	INTERSECTION			19.4	B
NB Boulevard @ 36th Street	EB	LT	0.31	16.6	B	EB	LT	0.86	36.9	D
	NB	TR	0.19	15.5	B	NB	TR	0.55	14.3	B
	INTERSECTION			16.3	B	INTERSECTION			26.5	C
NB Boulevard @ 37th Street	WB	TR	0.65	27.5	C	WB	TR	0.32	21.9	C
	NB	LT	0.01	9.9	A	NB	LT	0.14	10.8	B
	INTERSECTION			27.2	C	INTERSECTION			17.5	B
NB Boulevard @ 38th Street	EB	T	0.25	16.1	B	EB	T	0.89	35.5	D
	NB	R	0.04	14.2	B	NB	R	0.19	12.8	B
	INTERSECTION			15.9	B	INTERSECTION			31.8	C
SB Boulevard @ 35th Street	WB	T	0.77	33.1	C	WB	T	0.75	32.0	C
	SB	R	0.05	9.2	A	SB	R	0.15	10.0	A
	INTERSECTION			31.1	C	INTERSECTION			27.3	C
SB Boulevard @ 36th Street	EB	TR	0.43	24.7	C	EB	TR	0.93	43.6	D
	SB	LT	0.03	9.1	A	SB	LT	0.08	9.4	A
	INTERSECTION			23.2	C	INTERSECTION			39.9	D
SB Boulevard @ 37th Street	WB	LT	0.62	26.8	C	WB	LT	0.31	21.8	C
	SB	TR	0.05	10.2	B	SB	TR	0.05	10.1	B
	INTERSECTION			25.2	C	INTERSECTION			19.6	B

			AM					Midday					PM		
Intersection	Approach	Movt.	V/C Ratio	Delay Sec/Veh	LOS	Approa	Movt.	V/C Ratio	Delay Sec/Veh	LOS	Approa	Movt.	V/C Ratio	Delay Sec/Veh	LOS
11th Ave. @ 34th Street	EB	LTR	0.52	3.0	A	EB	LTR	0.53	12.8	B	EB	LTR	0.81	31.7	C
	WB	DefL	0.87	38.8	D	WB	LTR	0.91	23.0	C	WB	LTR	1.04	60.3	E
		TR	0.67	5.1	A										
	SB	LTR	0.98	42.8	D	SB	LTR	0.80	16.7	B	SB	LTR	0.91	25.9	C
	INTERSECTION			24.5	C	INTERSECTION			17.8	B	INTERSECTION			36.9	D
11th Ave. @ 35th Street	WB	L	0.34	17.9	B	WB	L	0.53	22.0	C	WB	L	0.64	25.0	C
		LR	0.35	18.0	B		LR	0.53	21.8	C		LR	0.65	25.3	C
		R	0.38	18.6	B		R	0.38	18.9	B		R	0.76	31.1	C
	NB	T	0.17	15.2	B	NB	T	0.14	14.9	B	NB	T	0.16	15.1	B
	SB	T	0.52	18.7	B	SB	T	0.69	21.3	C	SB	T	0.64	20.5	C
	INTERSECTION			18.1	B	INTERSECTION			20.7	C	INTERSECTION			22.2	C
11th Ave. @ 36th Street	NB	TR	0.61	32.7	C	NB	TR	0.38	24.5	C	NB	TR	0.80	40.4	D
	SB	L	0.85	39.4	D	SB	L	0.83	43.3	D	SB	L	0.97	55.2	E
		T	0.65	11.1	B		T	0.76	13.3	B		T	0.76	13.3	B
	INTERSECTION			21.7	C	INTERSECTION			20.2	C	INTERSECTION			28.5	C
11th Ave. @ 37th Street	EB	LR	0.00	12.8	B	EB	LR	0.00	25.7	C	EB	LR	0.01	10.3	B
	WB	L	0.26	15.6	B	WB	L	0.48	33.5	C	WB	L	0.39	14.3	B
		LR	0.27	15.7	B		LR	0.49	33.5	C		LR	0.40	14.5	B
		R	0.51	21.2	C		R	0.57	42.5	D		R	0.75	27.7	C
	NB	T	0.30	17.9	B	NB	T	0.18	6.7	A	NB	T	0.65	27.0	C
	SB	T	0.85	27.3	C	SB	T	0.58	9.7	A	SB	T	0.92	34.8	C
	INTERSECTION			24.4	C	INTERSECTION			13.5	B	INTERSECTION			29.1	C
11th Ave. @ 38th Street	NB	TR	0.59	33.4	C	NB	TR	0.27	20.4	C	NB	TR	0.84	38.7	D
	SB	DefL	0.98	44.5	D	SB	DefL	0.85	29.8	C	SB	DefL	0.89	40.7	D
		T	0.66	8.2	A		T	0.79	14.0	B		T	0.72	12.4	B
	INTERSECTION			21.3	C	INTERSECTION			17.9	B	INTERSECTION			24.2	C
11th Ave. @ 39th Street	WB	L	0.82	38.3	D	WB	L	0.81	33.4	C	WB	L	0.64	34.3	C
		LR	0.73	33.2	C		LR	0.54	22.2	C		LR	0.31	24.0	C
	NB	T	0.18	15.3	B	NB	T	0.17	15.8	B	NB	T	0.29	11.4	B
	SB	T	1.00	43.7	D	SB	T	0.96	36.0	D	SB	T	0.83	20.1	C
	INTERSECTION			39.7	D	INTERSECTION			32.6	C	INTERSECTION			19.3	B
11th Ave. @ 40th Street	NB	R	0.18	6.6	A	NB	R	0.19	6.7	A	NB	R	0.37	7.9	A
	SB	L	0.46	8.7	A	SB	L	0.33	7.5	A	SB	L	0.53	9.4	A
		T	0.65	10.6	B		T	0.60	10.0	B		T	0.66	10.8	B
	INTERSECTION			9.7	A	INTERSECTION			9.0	A	INTERSECTION			9.9	A
11th Ave. @ 41st Street	EB	R	0.79	39.0	D	EB	R	0.64	31.1	C	EB	R	0.51	27.3	C
	WB	L	0.26	22.7	C	WB	L	0.32	23.7	C	WB	L	0.38	24.9	C
		T	0.14	20.7	C		T	0.33	22.8	C		T	0.10	20.3	C
	SB	TR	0.71	16.2	B	SB	TR	0.61	14.6	B	SB	TR	0.83	18.9	B
	INTERSECTION			18.8	B	INTERSECTION			17.1	B	INTERSECTION			19.6	B
11th Ave. @ 42nd Street	EB	TR	0.57	21.5	C	EB	TR	0.66	27.7	C	EB	TR	0.86	37.9	D
		R	0.75	34.0	C		R	0.42	25.8	C		R	0.66	35.5	D
	WB	L	0.74	35.3	D	WB	L	0.61	30.1	C	WB	L	0.86	40.7	D
		T	0.32	10.8	B		T	0.27	13.4	B		T	0.48	13.7	B
	SB	LTR	0.93	35.1	D	SB	LTR	0.79	24.2	C	SB	LTR	0.85	28.9	C
	INTERSECTION			30.4	C	INTERSECTION			24.2	C	INTERSECTION			29.5	C
12TH AVE. @ 34th ST.	WB	L	0.47	51.7	D	WB	L	0.43	37.3	D	WB	L	0.29	33.7	C
		R	0.62	32.6	C		R	0.79	32.9	C		R	1.05	75.9	E
	NB	T	0.81	37.3	D	NB	T	0.85	15.4	B	NB	T	0.97	39.7	D
		R	0.42	9.0	A		R	0.30	1.6	A		R	0.22	2.7	A
	SB	L	0.97	90.3	F	SB	L	0.94	74.6	E	SB	L	1.04	109.9	F
		T	0.84	19.5	B		T	0.67	2.9	A		T	0.97	31.6	C
	INTERSECTION			32.6	C	INTERSECTION			17.8	B	INTERSECTION			43.9	D
12th Avenue @ 36th Street	EB	L	0.14	42.2	D	EB	L	0.15	43.1	D	EB	L	0.54	56.0	E
		R	0.05	40.8	D		R	0.05	41.6	D		R	0.17	46.3	D
	NB	T	0.90	32.4	C	NB	T	1.00	37.6	D	NB	T	0.91	22.2	C
	SB	T	1.04	42.1	D	SB	T	0.78	11.7	B	SB	T	1.00	28.9	C
	INTERSECTION			37.5	D	INTERSECTION			26.8	C	INTERSECTION			25.7	C

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12th Avenue @ 37th Street	EB	L	0.16	44.0	D	EB	L	0.19	45.3	D	EB	L	0.55	54.0	D
		R	0.07	42.9	D		R	0.10	45.0	D		R	0.21	46.1	D
	NB	L	0.18	57.5	E	NB	L	0.06	47.8	D	NB	L	0.18	52.8	D
		T	0.58	7.9	A		T	0.82	12.1	B		T	1.03	36.7	D
	SB	T	1.22	121.5	F	SB	T	0.98	36.4	D	SB	T	1.08	65.1	E
	INTERSECTION			66.5	E	INTERSECTION			22.5	C	INTERSECTION			49.0	D
12th Ave @ 39th St	EB	L	0.11	49.8	D	EB	L	0.02	36.2	D	EB	L	0.10	37.3	D
		R	0.22	53.0	D		R	0.02	36.4	D		R	0.13	38.3	D
	NB	L	0.59	84.5	F	NB	L	0.15	56.3	E	NB	L	0.18	54.5	D
		T	0.73	13.5	B		T	0.86	17.0	B		T	1.06	50.0	D
	SB	T	1.19	116.9	F	SB	T	0.97	35.9	D	SB	T	1.20	117.4	F
	INTERSECTION			67.2	E	INTERSECTION			25.0	C	INTERSECTION			77.9	E
12TH AVE. @ 40th ST.	NB	L	1.11	184.2	F	NB	L	0.12	34.9	C	NB	L	0.16	36.2	D
		T	0.51	8.4	A		T	0.55	5.3	A		T	0.68	5.8	A
	SB	T	0.74	17.9	B	SB	T	0.57	12.2	B	SB	T	0.72	14.2	B
		R	0.33	12.8	B		R	0.11	8.2	A		R	0.19	8.8	A
	INTERSECTION			15.6	B	INTERSECTION			8.3	A	INTERSECTION			9.4	A
12TH AVE. @ 41st ST.	EB	LR	0.02	38.4	D	EB	LR	0.04	28.5	C	EB	LR	0.04	34.2	C
	WB	L	0.15	40.5	D	WB	L	0.17	30.4	C	WB	L	0.18	36.3	D
		R	0.28	43.2	D		R	0.34	32.7	C		R	0.23	36.7	D
	NB	TR	0.91	19.1	B	NB	TR	1.02	34.3	C	NB	TR	1.07	44.4	D
	SB	T	1.15	84.8	F	SB	T	0.97	14.5	B	SB	T	1.10	57.5	E
	INTERSECTION			53.5	D	INTERSECTION			26.3	C	INTERSECTION			49.6	D
12TH AVE. @ 42nd ST.	EB	LTR	0.08	47.1	D	EB	LTR	0.06	32.4	C	EB	LTR	0.16	36.2	D
	WB	L	0.57	58.5	E	WB	L	0.26	35.2	D	WB	L	0.57	44.9	D
		R	0.37	25.2	C		R	0.28	16.0	B		R	0.63	32.0	C
	NB	TR	0.82	19.6	B	NB	TR	1.09	66.0	E	NB	TR	1.06	39.7	D
	SB	L	0.58	43.6	D	SB	L	0.58	36.7	D	SB	L	1.03	103.1	F
		T	1.07	46.3	D		T	0.97	42.2	D		T	1.03	48.9	D
	INTERSECTION			34.7	C	INTERSECTION			53.0	D	INTERSECTION			45.7	D

AltS 2025 (With 41st St. Open) Mitigation

5. Noise and Vibration

2010 Alt. S vs. 2010 Nobuild and Proposed Action TNM Modelled Noise Levels

Location	Time Period	2010 Nobuild Condition Modeled Leq (dBA)	2010 Prop. Action Modeled Leq (dBA)	2010 Alt S Condition Modeled Leq (dBA)	2010 Alt S Minus Nobuild (dBA)	2010 Alt S Minus Prop Act (dBA)
N1	AM	79.5	79.1	79.4	-0.1	0.3
	MD	77.7	77.5	77.4	-0.3	-0.1
	PM	76.8	76.2	76.2	-0.6	0.0
	NT	74.8	76.0	75.9	1.1	-0.1
	WE	80.5	80.6	80.9	0.4	0.3
N2	AM	77.3	77.1	76.8	-0.5	-0.3
	MD	77.4	77.0	75.3	-2.1	-1.7
	PM	77.5	77.0	76.9	-0.6	-0.1
	NT	75.0	75.5	65.8	**-9.2**	**-9.7**
	WE	77.5	79.7	69.5	**-8.0**	**-10.2**
N3	AM	72.2	72.3	72.7	0.5	0.4
	MD	69.4	69.6	70.3	0.9	0.7
	PM	68.2	68.5	68.6	0.4	0.1
	NT	66.1	67.2	67.5	1.4	0.3
	WE	65.2	66.9	67.1	1.9	0.2
N4	AM	74.1	74.0	73.8	-0.3	-0.2
	MD	76.1	76.0	75.4	-0.7	-0.6
	PM	72.2	72.1	72.1	-0.1	0.0
	NT	76.1	76.0	76.1	0.0	0.1
	WE	72.1	72.4	72.4	0.3	0.0
N5	AM	72.1	72.3	73.5	1.4	1.2
	MD	72.0	73.0	74.8	2.8	1.8
	PM	73.0	76.5	73.9	0.9	-2.6
	NT	74.1	78.3	77.7	**3.6**	-0.6
	WE	67.1	69.0	69.0	1.9	0.0
N6	AM	74.3	74.4	75.4	1.1	1.0
	MD	74.5	74.2	77	2.5	2.8
	PM	75.1	75.2	75.2	0.1	0.0
	NT	74.3	73.5	71.9	-2.4	-1.6
	WE	71.3	71.3	72	0.7	0.7
N7	AM	76.7	75.8	76.2	-0.5	0.4
	MD	74.3	74.2	76.5	2.2	2.3
	PM	72.2	72.3	72.3	0.1	0.0
	NT	75.7	77.2	76.6	0.9	-0.6
	WE	72.3	76.1	77.3	**5.0**	1.2
N8	AM	74.4	74.9	75.6	1.2	0.7
	MD	73.7	75.1	77	**3.3**	1.9
	PM	74.2	74.9	75	0.8	0.1
	NT	70.1	76.1	75.7	5.6	-0.4
	WE	71.3	78.8	82	**10.7**	**3.2**
N9	AM	75.4	75.4	76.3	0.9	0.9
	MD	74.4	74.4	76.6	2.2	2.2
	PM	74.9	75.5	75.5	0.6	0.0
	NT	73.1	75.3	75.1	2.0	-0.2
	WE	71.6	73.8	76.2	4.6	2.4

Location	Time Period	2010 Nobuild Condition Modeled Leq (dBA)	2010 Prop. Action Modeled Leq (dBA)	2010 Alt S Condition Modeled Leq (dBA)	2010 Alt S Minus Nobuild (dBA)	2010 Alt S Minus Prop Act (dBA)
N10	AM	77.0	76.2	76.5	-0.5	0.3
	MD	80.2	77.4	80.2	0.0	2.8
	PM	77.0	76.2	76.2	-0.8	0.0
	NT	73.3	74.3	74.1	0.8	-0.2
	WE	72.0	73.7	74.2	2.2	0.5
N11	AM	76.3	76.4	77.8	1.5	1.4
	MD	74.4	74.6	78.0	**3.6**	**3.4**
	PM	74.3	74.7	75.0	0.7	0.3
	NT	73.3	81.1	81.9	**8.6**	0.8
	WE	72.6	80.0	82.7	**10.1**	2.7
N12	AM	75.2	75.3	75.4	0.2	0.1
	MD	74.5	74.5	75.4	0.9	0.9
	PM	74.3	74.5	74.5	0.2	0.0
	NT	NA	NA	NA	NA	NA
	WE	NA	NA	NA	NA	NA
N13	AM	78.4	72.9	74.2	**-4.2**	1.3
	MD	72.7	70.2	73.4	0.7	**3.2**
	PM	72.0	71.3	71.3	-0.7	0.0
	NT	68.5	74.3	74.1	**5.6**	-0.2
	WE	70.4	77.5	78.0	**7.6**	0.5
N14	AM	72.9	71.4	71.7	-1.2	0.3
	MD	73.4	73.3	75.0	1.6	1.7
	PM	74.7	75.3	75.6	0.9	0.3
	NT	NA	NA	NA	NA	NA
	WE	NA	NA	NA	NA	NA
N15	AM	68.7	69.2	69.1	0.4	-0.1
	MD	68.5	67.8	68.3	-0.2	0.5
	PM	68.5	68.4	68.5	0.0	0.1
	NT	NA	NA	NA	NA	NA
	WE	NA	NA	NA	NA	NA
N16	AM	76.6	74.0	74	-2.6	0.0
	MD	70.5	70.3	70.7	0.2	0.4
	PM	72.3	72.4	72.4	0.1	0.0
	NT	NA	NA	NA	NA	NA
	WE	NA	NA	NA	NA	NA
N17	AM	71.1	71.3	71.5	**0.4**	0.2
	MD	67.3	67.6	68.9	**1.6**	1.3
	PM	71.6	71.8	71.6	0.0	-0.2
	NT	63.6	64.0	64.1	0.5	0.1
	WE	65.5	66.4	66.8	1.3	0.4
N18	AM	67.9	68.1	68.3	0.4	0.2
	MD	69.1	69.4	70.4	1.3	1.0
	PM	66.0	66.2	66.1	0.1	-0.1
	NT	65.1	69.4	68.5	**3.4**	-0.9
	WE	67.3	72.2	71.8	**4.5**	-0.4
N19	AM	70.3	70.1	70.6	0.3	0.5
	MD	69.9	69.7	71.3	1.4	1.6
	PM	66.6	66.9	66.9	0.3	0.0

2010 Alt. T (HKNA) vs. 2010 Nobuild and Proposed Action TNM Modelled Noise Levels

Location	Time Period	2010 Nobuild Condition Modelled Leq (dBA)	2010 Prop. Action Modelled Leq (dBA)	2010 Alt T Condition Modelled Leq (dBA)	2010 Alt T Minus Nobuild (dBA) L_{eq}	2010 Alt T Minus Prop Act (dBA) L_{eq}
N1	AM	79.5	79.1	**79.5**	**0.0**	0.4
	MD	77.7	77.5	77.6	-0.1	0.1
	PM	76.8	76.2	76.8	**0.0**	**0.6**
	NT	74.8	76.0	NA	NA	NA
	WE	**80.5**	**80.6**	NA	NA	NA
N2	AM	77.3	77.1	77.2	**-0.1**	0.1
	MD	77.4	77.0	77.1	-0.3	0.1
	PM	77.5	77.0	**77.4**	**-0.1**	**0.4**
	NT	75.0	75.5	NA	NA	NA
	WE	**77.5**	**79.7**	NA	NA	NA
N3	AM	**72.2**	**72.3**	**72.3**	**0.1**	**0.0**
	MD	69.4	69.6	69.3	-0.1	-0.3
	PM	68.2	68.5	68.2	0.0	-0.3
	NT	66.1	67.2	NA	NA	NA
	WE	65.2	66.9	NA	NA	NA
N4	AM	74.1	74.0	74.3	0.2	0.3
	MD	**76.1**	**76.0**	**76.2**	0.1	0.2
	PM	72.2	72.1	73.3	**1.1**	**1.2**
	NT	**76.1**	**76.0**	NA	NA	NA
	WE	72.1	72.4	NA	NA	NA
N5	AM	72.1	72.3	72.0	-0.1	**-0.3**
	MD	72.0	73.0	71.9	-0.1	-1.1
	PM	73.0	76.5	**73.0**	**0.0**	-3.5
	NT	**74.1**	**78.3**	NA	NA	NA
	WE	67.1	69.0	NA	NA	NA
N6	AM	74.3	74.4	75.3	1.0	0.9
	MD	74.5	74.2	**76.2**	**1.7**	**2.0**
	PM	**75.1**	**75.2**	75.9	0.8	0.7
	NT	74.3	72.1	NA	NA	NA
	WE	71.3	71.3	NA	NA	NA
N7	AM	**76.7**	75.8	**79.5**	**2.8**	**3.7**
	MD	74.3	74.2	75.5	1.2	1.3
	PM	72.2	72.3	72.8	0.6	0.5
	NT	75.7	**77.2**	NA	NA	NA
	WE	72.3	76.1	NA	NA	NA
N8	AM	**74.4**	74.9	**75.9**	**1.5**	**1.0**
	MD	73.7	75.1	75.0	1.3	-0.1
	PM	74.2	74.9	74.3	0.1	-0.6
	NT	70.1	76.1	NA	NA	NA
	WE	71.3	**78.8**	NA	NA	NA
N9	AM	**75.4**	75.4	**76.3**	0.9	0.9
	MD	74.4	74.4	75.5	**1.1**	**1.1**
	PM	74.9	**75.5**	75.0	0.1	-0.5
	NT	73.1	75.3	NA	NA	NA
	WE	71.6	73.8	NA	NA	NA

Location	Time Period	2010 Nobuild Condition Modelled Leq (dBA)	2010 Prop. Action Modelled Leq (dBA)	2010 Alt T Condition Modelled Leq (dBA)	2010 Alt T Minus Nobuild (dBA) L_{eq}	2010 Alt T Minus Prop Act (dBA) L_{eq}
N10	AM	77.0	76.2	77.1	0.1	0.9
	MD	**80.2**	**77.4**	**80.7**	**0.5**	**3.3**
	PM	77.0	76.2	77.0	0.0	0.8
	NT	73.3	74.3	NA	NA	NA
	WE	72.0	73.7	NA	NA	NA
N11	AM	**76.3**	76.4	**76.8**	0.5	0.4
	MD	74.4	74.6	75.1	**0.7**	**0.5**
	PM	74.3	74.7	74.5	0.2	-0.2
	NT	73.3	**81.1**	NA	NA	NA
	WE	72.6	80	NA	NA	NA
N12	AM	**75.2**	**75.3**	**75.3**	0.1	0.0
	MD	74.5	74.5	74.8	**0.3**	**0.3**
	PM	74.3	74.5	74.3	0.0	-0.2
	NT	NA	NA	NA	NA	NA
	WE	NA	NA	NA	NA	NA
N13	AM	**78.4**	72.9	**78.9**	0.5	**6.0**
	MD	72.7	70.2	73.7	**1.0**	3.5
	PM	72.0	71.3	72.2	0.2	0.9
	NT	68.5	74.3	NA	NA	NA
	WE	70.4	**77.5**	NA	NA	NA
N14	AM	72.9	71.4	66.1	-6.8	-5.3
	MD	73.4	73.3	73.7	**0.3**	**0.4**
	PM	**74.7**	**75.3**	**74.8**	0.1	-0.5
	NT	NA	NA	NA	NA	NA
	WE	NA	NA	NA	NA	NA
N15	AM	**68.7**	**69.2**	**68.9**	**0.2**	-0.3
	MD	68.5	67.8	68.3	-0.2	**0.5**
	PM	68.5	68.4	68.4	-0.1	0.0
	NT	NA	NA	NA	NA	NA
	WE	NA	NA	NA	NA	NA
N16	AM	**76.6**	**74.0**	**76.6**	**0.0**	**2.6**
	MD	70.5	70.3	70.4	-0.1	0.1
	PM	72.3	72.4	72.3	**0.0**	-0.1
	NT	NA	NA	NA	NA	NA
	WE	NA	NA	NA	NA	NA
N17	AM	71.1	71.3	**74.5**	**3.4**	**3.2**
	MD	67.3	67.6	68.5	1.2	0.9
	PM	**71.6**	**71.8**	71.6	0.0	-0.2
	NT	63.6	64	NA	NA	NA
	WE	65.5	66.4	NA	NA	NA
N18	AM	67.9	68.1	67.9	**0.0**	**-0.2**
	MD	**69.1**	69.4	**69.1**	**0.0**	-0.3
	PM	66.0	66.2	66.0	**0.0**	-0.2
	NT	65.1	69.4	NA	NA	NA
	WE	67.3	**72.2**	NA	NA	NA
N19	AM	70.3	70.1	66.0	**-4.3**	**-4.1**
	MD	69.9	69.7	66.2	**-3.7**	**-3.5**
	PM	66.6	66.9	66.6	**0.0**	-0.3

2025 Alt. T (HKNA) vs. 2025 Nobuild and Proposed Action TNM Modelled Noise Levels

Location	Time Period	2025 Nobuild Condition Modelled Leq (dBA)	2025 Prop. Action Modelled Leq (dBA)	2025 Alt T Condition Modelled Leq (dBA)	2025 Alt T Minus Nobuild (dBA) L_{eq}	2025 Alt T Minus Prop Act (dBA) L_{eq}
N1	AM	80.2	80.3	**80.5**	**0.3**	0.2
	MD	79.1	78.3	79.2	0.1	**0.9**
	PM	78.3	80.7	78.6	**0.3**	-2.1
	NT	75.3	76.3	NA	NA	NA
	WE	**82.3**	**82.3**	NA	NA	NA
N2	AM	**77.7**	77.5	77.8	0.1	0.3
	MD	77.7	77.4	**77.9**	**0.2**	**0.5**
	PM	77.7	77.9	77.2	-0.5	-0.7
	NT	74.6	74.8	NA	NA	NA
	WE	**76.7**	**78.5**	NA	NA	NA
N3	AM	**72.5**	**73.7**	**72.8**	0.3	-0.9
	MD	69.8	70.5	69.7	-0.1	-0.8
	PM	68.4	69.8	69.4	**1.0**	**-0.4**
	NT	66.3	69	NA	NA	NA
	WE	65.5	67.4	NA	NA	NA
N4	AM	74.3	74.8	75.0	0.7	0.2
	MD	**76.3**	75.6	**76.8**	0.5	**1.2**
	PM	72.5	73.2	73.7	**1.2**	0.5
	NT	**76.3**	**77.0**	NA	NA	NA
	WE	72.3	72.5	NA	NA	NA
N5	AM	72.1	76.6	73.2	**1.1**	**-3.4**
	MD	72.0	76.3	72.9	0.9	**-3.4**
	PM	73.2	**78.6**	**74.1**	0.9	-4.5
	NT	**74.1**	76.0	NA	NA	NA
	WE	67.1	67.2	NA	NA	NA
N6	AM	74.5	77	76.9	2.4	-0.1
	MD	75.1	**77.6**	**78.0**	**2.9**	**0.4**
	PM	**75.2**	76	74.6	-0.6	-1.4
	NT	74.5	71.9	NA	NA	NA
	WE	72.6	71.5	NA	NA	NA
N7	AM	**77.3**	**77.5**	**78.5**	**1.2**	**1.0**
	MD	74.7	76.5	75.8	1.1	-0.7
	PM	72.6	75.3	72.8	0.2	-2.5
	NT	74.5	76.5	NA	NA	NA
	WE	72.5	76.1	NA	NA	NA
N8	AM	**75.1**	**78.6**	**76.8**	**1.7**	-1.8
	MD	74.5	76.6	75.9	1.4	**-0.7**
	PM	**75.1**	77.6	74.5	-0.6	-3.1
	NT	70.1	74.2	NA	NA	NA
	WE	71.5	72.1	NA	NA	NA
N9	AM	**75.8**	**77.6**	**77.4**	**1.6**	**-0.2**
	MD	74.9	77.5	76.4	1.5	-1.1
	PM	**75.8**	76.2	75.3	-0.5	-0.9
	NT	73.5	**77.6**	NA	NA	NA
	WE	71.8	75.8	NA	NA	NA

Location	Time Period	2025 Nobuild Condition Modelled Leq (dBA)	2010 Prop. Action Modelled Leq (dBA)	2025 Alt T Condition Modelled Leq (dBA)	2025 Alt T Minus Nobuild (dBA) L_{eq}	2025 Alt T Minus Prop Act (dBA) L_{eq}
N10	AM	77.5	78.3	77.6	0.1	-0.7
	MD	**81.3**	**80.8**	**82.0**	**0.7**	**1.2**
	PM	77.8	79.0	77.3	-0.5	-1.7
	NT	74.2	74.0	NA	NA	NA
	WE	72.5	71.9	NA	NA	NA
N11	AM	**77.1**	80.3	**78.3**	**1.2**	-2.0
	MD	75.2	77.6	76.1	0.9	**-1.5**
	PM	74.7	76	74.2	-0.5	-1.8
	NT	73.5	**81**	NA	NA	NA
	WE	72.9	78.4	NA	NA	NA
N12	AM	**75.7**	**77.3**	**76.4**	**0.7**	-0.9
	MD	75.1	76.4	75.8	**0.7**	**-0.6**
	PM	74.8	75.8	74.3	-0.5	-1.5
	NT	NA	NA	NA	NA	NA
	WE	NA	NA	NA	NA	NA
N13	AM	**80.6**	76.2	**81.8**	**1.2**	**5.6**
	MD	74.6	73.8	75.4	0.8	1.6
	PM	72.9	72.7	72.4	-0.5	-0.3
	NT	70.1	**78.7**	NA	NA	NA
	WE	70.7	78.3	NA	NA	NA
N14	AM	74.0	73.2	74.6	0.6	**1.4**
	MD	74.1	75.2	74.9	**0.8**	-0.3
	PM	**76.7**	**76.5**	**76.2**	-0.5	-0.3
	NT	NA	NA	NA	NA	NA
	WE	NA	NA	NA	NA	NA
N15	AM	**69.4**	**69.4**	**69.4**	**0.0**	0.0
	MD	**69.4**	68.2	69.0	-0.4	**0.8**
	PM	68.5	68.7	67.5	-1.0	-1.2
	NT	NA	NA	NA	NA	NA
	WE	NA	NA	NA	NA	NA
N16	AM	**78.4**	**74.1**	**78.4**	0.0	**4.3**
	MD	70.5	70.4	70.6	**0.1**	0.2
	PM	72.4	72.8	71.9	-0.5	-0.9
	NT	NA	NA	NA	NA	NA
	WE	NA	NA	NA	NA	NA
N17	AM	71.2	**72.4**	**72.1**	**0.9**	**-0.3**
	MD	67.5	69.5	68.2	0.7	-1.3
	PM	**71.7**	**72.4**	71.2	-0.5	-1.2
	NT	63.7	64.5	NA	NA	NA
	WE	65.6	66.7	NA	NA	NA
N18	AM	68.1	69.7	68.9	0.8	**-0.8**
	MD	**69.2**	72.1	**70.3**	**1.1**	-1.8
	PM	66.1	**76.8**	65.9	-0.2	-10.9
	NT	65.3	65.5	NA	NA	NA
	WE	67.5	69.8	NA	NA	NA
N19	AM	70.7	72.7	71.5	0.8	-1.2
	MD	70.3	71.7	71.3	1.0	-0.4
	PM	67.0	70.7	66.5	-0.5	-4.2

2025 Alt. S vs. 2025 Nobuild and Proposed Action TNM Modelled Noise Levels

Location	Time Period	2025 Nobuild Condition Modeled Leq (dBA)	2025 Prop. Action Modeled Leq (dBA)	2025 Alt S Condition Modeled Leq (dBA)	2025 Alt S Minus Nobuild (dBA)	2025 Alt S Minus Prop Act (dBA)
N1	AM	80.2	80.3	80.3	0.1	0.0
	MD	79.1	78.3	78.3	-0.8	0.0
	PM	78.3	80.7	80.2	1.9	-0.5
	NT	75.3	76.3	76.5	1.2	0.2
	WE	82.3	82.3	82.3	0.0	0.0
N2	AM	77.7	77.5	77.5	-0.2	0.0
	MD	77.7	77.4	76.8	-0.9	-0.6
	PM	77.7	77.9	77.7	0.0	-0.2
	NT	74.6	74.8	72.8	-1.8	-2.0
	WE	76.7	78.5	77.5	0.8	-1.0
N3	AM	72.5	73.7	72.3	-0.2	-1.4
	MD	69.8	70.5	70.4	0.6	-0.1
	PM	68.4	69.8	69.8	1.4	0.0
	NT	66.3	69.0	69.0	2.7	0.0
	WE	65.5	67.4	67.2	1.7	-0.2
N4	AM	74.3	74.8	74.8	0.5	0.0
	MD	76.3	75.6	75.5	-0.8	-0.1
	PM	72.5	73.2	73.2	0.7	0.0
	NT	76.3	77.0	77.0	0.7	0.0
	WE	72.3	72.5	72.6	0.3	0.1
N5	AM	72.1	76.6	76.2	**4.1**	-0.4
	MD	72.0	76.3	76.3	**4.3**	0.0
	PM	73.2	78.6	78.4	**5.2**	-0.2
	NT	74.1	76.0	76.0	1.9	0.0
	WE	67.1	67.2	67.4	0.3	0.2
N6	AM	74.5	77.0	77.6	**3.1**	0.6
	MD	75.1	77.6	78.2	**3.1**	0.6
	PM	75.2	76.0	76.6	1.4	0.6
	NT	74.5	71.9	72.0	-2.5	0.1
	WE	72.6	71.5	72.7	0.1	1.2
N7	AM	77.3	77.5	77.6	0.3	0.1
	MD	74.7	76.5	76.4	1.7	-0.1
	PM	72.6	75.3	75.7	**3.1**	0.4
	NT	74.5	76.5	75.9	1.4	-0.6
	WE	72.5	76.1	75.0	2.5	-1.1
N8	AM	75.1	78.6	78.5	**3.4**	-0.1
	MD	74.5	76.6	76.7	2.2	0.1
	PM	75.1	77.6	78.1	**3.0**	0.5
	NT	70.1	74.2	75.2	**5.1**	1.0
	WE	71.5	72.1	76.1	**4.6**	**4.0**
N9	AM	75.8	77.6	78.3	2.5	0.7
	MD	74.9	77.5	79.5	**4.6**	2.0
	PM	75.8	76.2	75.3	-0.5	-0.9
	NT	73.5	77.6	77.7	**4.2**	0.1
	WE	71.8	75.8	75.4	**3.6**	-0.4

Location	Time Period	2025 Nobuild Condition Modeled Leq (dBA)	2025 Prop. Action Modeled Leq (dBA)	2025 Alt S Condition Modeled Leq (dBA)	2025 Alt S Minus Nobuild (dBA)	2025 Alt S Minus Prop Act (dBA)
N10	AM	77.5	78.3	77.4	-0.1	-0.9
	MD	81.3	80.8	80.9	-0.4	0.1
	PM	77.8	79.0	79.1	1.3	0.1
	NT	74.2	74.0	74.0	-0.2	0.0
	WE	72.5	71.9	73.2	0.7	1.3
N11	AM	77.1	80.3	79.7	2.6	-0.6
	MD	75.2	77.6	76.7	1.5	-0.9
	PM	74.7	76.0	75.9	1.2	-0.1
	NT	73.5	81	81	**7.5**	0.0
	WE	72.9	78.4	79.2	**6.3**	0.8
N12	AM	75.7	77.3	77.5	1.8	0.2
	MD	75.1	76.4	76.6	1.5	0.2
	PM	74.8	75.8	75.9	1.1	0.1
	NT	NA	NA	NA	NA	NA
	WE	NA	NA	NA	NA	NA
N13	AM	80.6	76.2	75.2	**-5.4**	-1.0
	MD	74.6	73.8	71.8	-2.8	-2.0
	PM	72.9	72.7	72.5	-0.4	-0.2
	NT	70.1	78.7	75.7	**5.6**	**-3.0**
	WE	70.7	78.3	78.3	**7.6**	0.0
N14	AM	74.0	73.2	73.2	-0.8	0.0
	MD	74.1	75.2	75.0	0.9	-0.2
	PM	76.7	76.5	75.6	-1.1	-0.9
	NT	NA	NA	NA	NA	NA
	WE	NA	NA	NA	NA	NA
N15	AM	69.4	69.4	69.5	0.1	0.1
	MD	69.4	68.2	68.4	-1.0	0.2
	PM	68.5	68.7	68.9	0.4	0.2
	NT	NA	NA	NA	NA	NA
	WE	NA	NA	NA	NA	NA
N16	AM	78.4	74.1	74.6	**-3.8**	0.5
	MD	70.5	70.4	70.5	0.0	0.1
	PM	72.4	72.8	72.9	0.5	0.1
	NT	NA	NA	NA	NA	NA
	WE	NA	NA	NA	NA	NA
N17	AM	71.2	72.4	72.3	1.1	-0.1
	MD	67.5	69.5	69.2	1.7	-0.3
	PM	71.7	72.4	72.2	0.5	-0.2
	NT	63.7	64.5	64.5	0.8	0.0
	WE	65.6	66.7	67.2	1.6	0.5
N18	AM	68.1	69.7	69.6	1.5	-0.1
	MD	69.2	72.1	71.8	2.6	-0.3
	PM	66.1	76.8	77.3	**11.2**	0.5
	NT	65.3	65.5	65.5	0.2	0.0
	WE	67.5	69.8	70.1	2.6	0.3
N19	AM	70.7	72.7	73.2	2.5	0.5
	MD	70.3	71.7	72	1.7	0.3
	PM	67.0	70.7	71.6	**4.6**	0.9

6. Air Quality

Appendix W Air Quality

This appendix comprises documentation for the air quality analyses performed relating to emissions from mobile sources and supporting tables for the mobile source analyses follow.

LIST OF TABLES

Air Quality Mobile Source Methodology for Alternatives

ALTERNATIVE B

Table WB-1: Tier I: Maximum 8-Hour CO Concentrations without Mitigation (2025 W/Alternative B)
Table WB-2: Tier I: Maximum 24-Hour and Annual PM_{10} Levels without Mitigation (2025 W/Alternative B)
Table WB-3: Tier I: Maximum $PM_{2.5}$ Incremental Impacts without Mitigation (2025 W/Alternative B)

ALTERNATIVE C

Table WC-1: Tier I: Maximum 8-Hour CO Concentrations without Mitigation (2025 W/Alternative C)
Table WC-2: Tier I: Maximum 24-Hour and Annual PM_{10} Levels without Mitigation (2025 W/Alternative C)
Table WC-3: Tier I: Maximum $PM_{2.5}$ Incremental Impacts without Mitigation (2025 W/Alternative C)

ALTERNATIVE H

Table WH-1: Tier I: Maximum 8-Hour CO Concentrations without Mitigation (2025 W/Alternative H)
Table WH-2: Tier I: Maximum 24-Hour and Annual PM_{10} Levels without Mitigation (2025 W/Alternative H)
Table WH-3: Tier I: Maximum $PM_{2.5}$ Incremental Impacts without Mitigation (2025 W/Alternative H)

ALTERNATIVE I

Table WI-1: Tier I: Maximum 8-Hour CO Concentrations without Mitigation (2010 W/Alternative I)
Table WI-2: Tier I: Maximum 24-Hour and Annual PM_{10} Levels without Mitigation (2010 W/Alternative I)
Table WI-3: Tier I: Maximum $PM_{2.5}$ Incremental Impacts without Mitigation (2010 W/Alternative I)
Table WI-4: Tier I: Maximum 8-Hour CO Concentrations without Mitigation (2025 W/Alternative I)
Table WI-5: Tier I: Maximum 24-Hour and Annual PM_{10} Levels without Mitigation (2025 W/Alternative I)
Table WI-6: Tier I: Maximum $PM_{2.5}$ Incremental Impacts without Mitigation (2025 W/Alternative I)

ALTERNATIVE L

Table WL-1: Tier I: Maximum 8-Hour CO Concentrations without Mitigation (2010 W/Alternative L)
Table WL-2: Tier I: Maximum 24-Hour and Annual PM_{10} Levels without Mitigation (2010 W/Alternative L)
Table WL-3: Tier I: Maximum $PM_{2.5}$ Incremental Impacts without Mitigation (2010 W/Alternative L)
Table WL-4: Tier I: Maximum 8-Hour CO Concentrations without Mitigation (2025 W/Alternative L)
Table WL-5: Tier I: Maximum 24-Hour and Annual PM_{10} Levels without Mitigation (2025 W/Alternative L)
Table WL-6: Tier I: Maximum $PM_{2.5}$ Incremental Impacts without Mitigation (2025 W/Alternative L)

ALTERNATIVE M

Table WM-1: Tier I: Maximum 8--Hour CO Concentrations without Mitigation (2010 W/Alternative M)
Table WM-2: Tier I: Maximum 24-Hour and Annual PM_{10} Levels without Mitigation (2010 W/Alternative M)
Table WM-3: Tier I: Maximum $PM_{2.5}$ Incremental Impacts without Mitigation (2010 W/Alternative M)
Table WM-4: Tier I: Maximum 8-Hour CO Concentrations without Mitigation (2025 W/Alternative M)
Table WM-5: Tier I: Maximum 24-Hour and Annual PM_{10} Levels without Mitigation (2025 W/Alternative M)
Table WM-6: Tier I: Maximum $PM_{2.5}$ Incremental Impacts without Mitigation (2025 W/Alternative M)

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ALTERNATIVE O

Table WO-1: Tier I: Maximum 8-Hour CO Concentrations without Mitigation (2010 W/Alternative O)
Table WO-2: Tier I: Maximum 24-Hour and Annual PM_{10} Levels without Mitigation (2010 W/Alternative O)
Table WO-3: Tier I: Maximum $PM_{2.5}$ Incremental Impacts without Mitigation (2010 W/Alternative O)

ALTERNATIVE P

Table WP-1: Tier I: Maximum 8-Hour CO Concentrations without Mitigation (2010 W/Alternative P)
Table WP-2: Tier I: Maximum 24-Hour and Annual PM_{10} Levels without Mitigation (2010 W/Alternative P)
Table WP-3: Tier I: Maximum $PM_{2.5}$ Incremental Impacts without Mitigation (2010 W/Alternative P)

ALTERNATIVE Q: AIR QUALITY ANALYSIS

Route 9A Deck Analysis, Analytical Approach

Table WQ-1 Route 9A Deck: CO Emission Factors (2010)
Table WQ-2: Route 9A Deck: PM10 Emission Factors (2010)
Table WQ-3: Route 9A Deck: PM2.5 Emission Factors (2010)
Table WQ-4: Route 9A Deck: Traffic Volumes (W/Alternative Q 2010)
Table WQ-5: Route 9A Deck: Vehicle Mixes (W/Alternative Q 2010)
Table WQ-6: Route 9A Deck: Traffic Speeds (W/Alternative Q 2010)
Table WQ-7: Route 9A Deck: Signal Timing (W/Alternative Q 2010)
Table WQ-8: Route 9A Deck: Queue (W/Alternative Q 2010)
Table WQ-9: Route 9A Deck: CO Emission Rates (W/Alternative Q 2010)
Table WQ-10: Route 9A Deck: PM10 Emission Rates (W/Alternative Q 2010)
Table WQ-11: Route 9A Deck: PM2.5 24-hour Emission Rates (W/Alternative Q 2010)
Table WQ-12: Route 9A Deck: PM2.5 Annual Emission Rates (W/Alternative Q 2010)
Table WQ-13: Route 9A Deck: Traffic Volumes (W/O Alternative Q 2010)
Table WQ-14: Route 9A Deck: Vehicle Mixes (W/O Alternative Q 2010)
Table WQ-15: Route 9A Deck: Traffic Speeds (W/O Alternative Q 2010)
Table WQ-16 Route 9A Deck: Signal Timing (W/O Alternative Q 2010)
Table WQ-17: Route 9A Deck: Queue (W/O Alternative Q 2010)
Table WQ-18: Route 9A Deck: PM2.5 24-hour Emission Rates (W/O Alternative Q 2010)
Table WQ-19: Route 9A Deck: PM2.5 Annual Emission Rates (W/O Alternative Q 2010)
Table WQ-20: Route 9A Deck: CO Emission Factors (2025)
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AIR QUALITY MOBILE SOURCE METHODOLOGY

Air Quality Estimates

Pollutant concentrations were estimated near each of the mobile source analysis sites under each of the proposed project alternatives as follows:

- Maximum 8-hour CO concentrations near each analysis sites under each alternative using the Tier 1 methodology utilized for estimating concentrations under the Proposed Action and traffic data (i.e., volumes, speeds, vehicle mix, etc.) projected as described in Chapter 21, Section 21.F.1.
- Maximum PM10 and PM2.5 concentrations near four of the analysis sites (i.e., intersections where a Tier I analysis was conducted) were estimated under each alternative using the same methodology utilized for estimating concentrations under the Proposed Action and traffic data projected as described in Chapter 21, Section 21.F.1.
- Maximum Tier 1 results for CO, PM10 and PM2.5 are shown in the following tables:
    1. Tables WB-1 toWB-3 for Alternative B
    2. Tables WC-1 to WC-3 for Alternative C
    3. Tables WH-1 to WH-3 for Alternative H
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- PM10 and PM2.5 Tier II analyses under Alternative S were conducted using the same approach as under the Proposed Action as described in Chapter 21 and Appendix T. The same ten Tier II analysis sites as for the Proposed Action were analyzed under Alternative S. The results of this analysis are in Tables WS3-19 through WS3-26 for PM10 and Tables WS3-27 through WS3-34 for PM2.5.
- Maximum PM10 concentrations near ten of the analysis sites (i.e., intersections where a Tier II analysis was conducted) were estimated under each alternative (except Alternative S) by multiplying the results (i.e., estimated total pollutant concentrations) of the Tier II PM10 analysis conducted at each site under the Proposed Action <u>and</u> the ratio of projected the total 24-hour traffic volume on all approaching roadway links under this alternative to the projected total 24-hour traffic volume on all approaching links under the Proposed Action. Tables

WRatios-1 to WRatios-4 display the PM10 results for each alternative for the ten analysis sites.

- With the exception of the intersection of Route 9A and 34th Street, PM2.5 impacts at each analysis site under each alternative (except Alternative S) were estimated by multiplying the results (i.e., estimated incremental change in pollutant concentrations) of the detailed (i.e., Tier II) PM2.5 analysis conducted at that site under the Proposed Action and the ratio of projected changes in the total 24-hour traffic volume on all approaching roadway links between this alternative and future No Action conditions to the projected change in the total 24-hour traffic volume on all approaching roadway links between the Proposed Action and future No Action conditions. Tables WRatios-5 to WRatios-8 display the PM2.5 results for each alternative for the nine analysis sites.
- Using the ratio of traffic volume changes between alternatives and the Proposed Action does not work for the intersection of Route 9A and 34th Street because of changes in roadway geometries and traffic mitigation measures applied at this analysis site under the Proposed Action and some of the proposed alternatives. Instead, PM2.5 impacts at this intersection under each alternative (except Alternative S) were estimated by multiplying the results (i.e., estimated incremental changes in pollutant concentrations) of the detailed (i.e., Tier II) PM2.5 analysis conducted at this site under the Proposed Action and the ratio of impacts estimated using a Tier I analysis under this alternative and Tier I impacts estimated for the Proposed Action. WRatios-5 to WRatios-8 displays the PM2.5 results for each alternative (except Alternative S) for this analysis site.

This methodology which uses relative changes in traffic volumes between a project alternative and the Proposed Action in order to estimate Tier II-level pollutant concentrations is applicable for the following reasons:

- Changes in estimated PM10 and PM2.5 concentrations near a mobile source analysis site are generally directly proportional to the traffic volumes entering and exiting the intersection.
- Changes in vehicular speeds and traffic parameters associated with queuing (i.e., signal timing, etc.) do not significantly affect PM10 and PM2.5 levels.

Traffic Estimates

The methodology used to develop the traffic data for the Proposed Action and Alternative S are discussed in detail in Appendix S.1 to S.5 of the FGEIS. Unlike these alternative, which are fairly similar in terms of overall development and project elements, the other alternatives contain lower amounts of development or do not include some of the project elements (i.e., the Convention Center expansion and the proposed Multi-Use Facility). To reflect these differences, 24-hour vehicle trip generation calculations were made for each alternative and were used to project incremental volumes (which were be added to the Future Without the Proposed Action Conditions).

For each intersection analyzed for air quality, 24-hour traffic volume increments were projected by dividing the sum of the incremental traffic from the Weekday AM, Midday,

and PM peak hours by the ratio of the particular alternative's total vehicle trip generation for these same three peak hours to the alternative's 24-hour total vehicle trip generation. This methodology was applied to each intersection in the 2010 and 2025 analysis years for the Proposed Action and Alternative S.

These results were compared to the results of the previous detailed Tier II volume projections to evaluate the accuracy of the overall methodology. For both the Proposed Action and Alternative S, separate correction factors were developed for each intersection during each analysis year (the ratio of the detailed Tier II projection to the projection using this methodology). To further evaluate the accuracy of this methodology, comparisons were made after applying opposite correction factors to the projections (i.e, the projected Proposed Action increment was multiplied by the Alternative S correction factor and vice versa). It was determined that the most conservative correction factor (that which will result in the highest volumes) would be selected for each intersection and analysis year. This correction factor was applied to the projections for all alternatives.

In the 2010 analysis year, several intersections (particularly West 42nd Street at Route 9A and Eleventh Avenue) had significantly lower accuracies of projected volumes. This is directly attributable to the effect of street closures in that total volumes for some hours would decrease between 2010 Future Without the Proposed Action Conditions and 2010 Future With the Proposed Action Conditions. In essence, there are negative incremental traffic volumes for some hours because the effect of traffic diversions outweighs the addition of new incremental trips. For these situations, an alternative methodology was devised to compare the ratio of hourly incremental traffic volumes in the Proposed Action to the incremental traffic volume for an alternative in the Weekday AM, Midday, and PM peak hours. As was done with the initial methodology, the volumes projected with the alternative methodology were compared to the detailed Tier II volume projections and correction factors were established for each intersection. The most conservative correction factors were applied to the projections for all alternatives.

For each intersection and analysis year, the methodology used to project volumes was determined by a review of the accuracies of projected volumes (i.e., the methodology with the most accurate projection were utilized).

Alternative B
Tier 1 Mobile Source Analysis

TABLE WB-1

2025 FUTURE WITH PROJECT ALTERNATIVE B
WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.50	4.76	0.26	2.25	PM	4.76	0.00
2	Route 9A & West 42nd St.	5.01	5.20	0.19	1.99	PM	5.20	0.00
3	Route 9A & West 34th St.	4.94	5.13	0.19	2.03	PM	5.13	0.00
4	Eleventh Ave. & West 37th St.	3.50	4.91	1.41	2.75	PM	4.91	0.00
5	Eleventh Ave. & West 42nd St.	3.91	4.34	0.43	2.54	PM	4.36	-0.02
6	Eleventh Ave. & West 34th St.	3.53	4.64	1.11	2.74	SUN	4.64	0.00
7	Tenth Ave. & West 34th St.	3.71	5.50	1.79	2.65	EV	5.50	0.00
8	Tenth Ave. & West 39th/40th Streets	4.59	6.47	1.88	2.20	PM	6.37	0.10
9	Herald Square	4.43	4.71	0.28	2.28	PM	4.71	0.00
10	Eighth Ave. & West 42nd St.	4.64	5.33	0.69	2.18	PM	5.31	0.02
11	Second Ave. & East 36th St.	4.72	5.13	0.41	2.14	PM	5.13	0.00
12	Route 9A & Canal St.	4.03	4.53	0.50	2.49	SUN	4.53	0.00
13	Tenth Ave. & West 42nd St.	4.46	6.31	1.85	2.27	PM	6.27	0.04
14	Ninth Ave. & West 34th St.	3.83	5.27	1.44	2.59	SUN	5.27	0.00

Notes:

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WB-2
2025 FUTURE WITH THE PROJECT ALTERNATIVE B WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	103.6	102.91	0.69	I (PM)	42.3	42.21	0.09	I (PM)
4	Eleventh Ave. & West 37th St.	96.7	97.46	-0.76	I (PM)	39.1	39.09	0.01	I (PM)
10	Eighth Ave. & West 42nd St.	86.9	87.00	-0.10	I (PM)	39.31	39.54	-0.23	I (AM)
11	Second Ave. & East 36th St.	108.99	109.01	-0.02	I (PM)	46.52	46.57	-0.05	I (PM)

TABLE WB-3
2025 FUTURE WITH THE PROJECT ALTERNATIVE B WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.49	0.65	I (PM)	0.03	0.05	I (PM)
4	Eleventh Ave. & West 37th St.	3.24	3.41	I (PM)	0.09	0.09	I (PM)
10	Eighth Ave. & West 42nd St.	0.73	0.76	I (PM)	0.03	0.03	I (PM)
11	Second Ave. & East 36th St.	1.14	1.12	I (PM)	0.02	0.03	I (PM)

Notes:

Significant Threshold Values:

24-hour = 5 ug/m3

Annual = 0.1 ug/m3

NAAQS:

PM_{10} 24-hr = 150 $\mu g/m^3$

PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:

24-hour PM_{10} = 43 $\mu g/m^3$

Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:

AM - AM peak period (8-9 AM)

MD - Midday peak period (12-1 PM)

PM - PM peak period (5-6 PM)

EV - Evening Special Event peak period (8-9 PM)

SUN - Sunday Special Event peak period (4-5 PM).

Alternative C
Tier 1 Mobile Source Analysis

TABLE WC-1

2025 FUTURE WITH PROJECT ALTERNATIVE C
WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.50	4.76	0.26	2.25	PM	4.76	0.00
2	Route 9A & West 42nd St.	5.01	5.20	0.19	1.99	PM	5.20	0.00
3	Route 9A & West 34th St.	4.94	5.13	0.19	2.03	PM	5.13	0.00
4	Eleventh Ave. & West 37th St.	3.50	4.91	1.41	2.75	PM	4.91	0.00
5	Eleventh Ave. & West 42nd St.	3.91	4.34	0.43	2.54	PM	4.36	-0.02
6	Eleventh Ave. & West 34th St.	3.53	4.64	1.11	2.74	SUN	4.64	0.00
7	Tenth Ave. & West 34th St.	3.71	5.50	1.79	2.65	EV	5.50	0.00
8	Tenth Ave. & West 39th/40th Streets	4.59	6.39	1.80	2.21	PM	6.37	0.02
9	Herald Square	4.43	4.71	0.28	2.29	PM	4.71	0.00
10	Eighth Ave. & West 42nd St.	4.64	5.33	0.69	2.18	PM	5.31	0.02
11	Second Ave. & East 36th St.	4.72	5.13	0.41	2.14	PM	5.13	0.00
12	Route 9A & Canal St.	4.03	4.53	0.50	2.49	SUN	4.53	0.00
13	Tenth Ave. & West 42nd St.	4.46	6.30	1.84	2.27	PM	6.27	0.03
14	Ninth Ave. & West 34th St.	3.83	5.27	1.44	2.59	SUN	5.27	0.00

Notes:

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WC-2
2025 FUTURE WITH THE PROJECT ALTERNATIVE C WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS) (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	103.55	102.91	0.64	I (PM)	42.28	42.21	0.07	I (PM)
4	Eleventh Ave. & West 37th St.	96.66	97.46	-0.80	I (PM)	39.07	39.09	-0.02	I (PM)
10	Eighth Ave. & West 42nd St.	87	87.00	0.00	I (PM)	39.45	39.54	-0.09	I (AM)
11	Second Ave. & East 36th St.	108.96	109.01	-0.05	I (PM)	46.53	46.57	-0.04	I (PM)

TABLE WC-3
2025 FUTURE WITH THE PROJECT ALTERNATIVE C WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS) (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.48	0.65	I (PM)	0.03	0.05	I (PM)
4	Eleventh Ave. & West 37th St.	3.23	3.41	I (PM)	0.09	0.09	I (PM)
10	Eighth Ave. & West 42nd St.	0.74	0.76	I (PM)	0.03	0.03	I (PM)
11	Second Ave. & East 36th St.	1.14	1.12	I (PM)	0.03	0.03	I (PM)

Notes:

Significant Threshold Values:

24-hour = 5 ug/m3

Annual = 0.1 ug/m3

NAAQS:

PM_{10} 24-hr = 150 $\mu g/m^3$

PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:

24-hour PM_{10} = 43 $\mu g/m^3$

Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:

AM - AM peak period (8-9 AM)

MD - Midday peak period (12-1 PM)

PM - PM peak period (5-6 PM)

EV - Evening Special Event peak period (8-9 PM)

SUN - Sunday Special Event peak period (4-5 PM).

Alternative H
Tier 1 Mobile Source Analysis

TABLE WH-1

2025 FUTURE WITH PROJECT ALTERNATIVE H
WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.50	4.76	0.26	2.25	PM	4.76	0.00
2	Route 9A & West 42nd St.	5.01	5.31	0.30	1.99	PM	5.20	0.11
3	Route 9A & West 34th St.	4.94	5.13	0.19	2.03	PM	5.13	0.00
4	Eleventh Ave. & West 37th St.	3.50	3.89	0.39	2.75	PM	4.91	-1.02
5	Eleventh Ave. & West 42nd St.	3.91	5.87	1.96	2.54	PM	4.36	1.51
6	Eleventh Ave. & West 34th St.	3.66	4.84	1.18	2.67	PM	4.64	0.20
7	Tenth Ave. & West 34th St.	3.94	5.89	1.95	2.53	AM	5.50	0.39
8	Tenth Ave. & West 39th/40th Streets	4.59	6.63	2.04	2.20	PM	6.37	0.26
9	Herald Square	4.43	5.13	0.70	2.28	PM	4.71	0.42
10	Eighth Ave. & West 42nd St.	4.64	5.36	0.72	2.18	PM	5.31	0.05
11	Second Ave. & East 36th St.	4.72	5.13	0.41	2.14	PM	5.13	0.00
12	Route 9A & Canal St.	4.03	4.53	0.50	4.50	SUN	4.53	0.00
13	Tenth Ave. & West 42nd St.	4.46	6.91	2.45	2.27	PM	6.27	0.64
14	Ninth Ave. & West 34th St.	3.83	5.27	1.44	4.50	SUN	5.27	0.00

Notes:

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WH-2
2025 FUTURE WITH THE PROJECT ALTERNATIVE H – WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	104.38	102.91	1.47	I (PM)	42.35	42.21	0.14	I (PM)
4	Eleventh Ave. & West 37th St.	127.45	97.46	29.99	I (MD)	47.77	39.09	8.68	I (MD)
10	Eighth Ave. & West 42nd St.	81.43	87.00	-5.57	I (PM)	37.35	39.54	-2.19	I (AM)
11	Second Ave. & East 36th St.	109.01	109.01	0.00	I (PM)	46.57	46.57	0.00	I (PM)

TABLE WH-3
2025 FUTURE WITH THE PROJECT ALTERNATIVE H WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS (TIER I ANALYSIS)

Site #	Analysis Site	24-Hour Results			Annual Results		
		24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.47	0.65	I (PM)	0.04	0.05	I (PM)
4	Eleventh Ave. & West 37th St.	2.57	3.41	I (PM)	0.05	0.09	I (AM/PM)
10	Eighth Ave. & West 42nd St.	0.48	0.76	I (PM)	0.03	0.03	I (PM)
11	Second Ave. & East 36th St.	1.11	1.12	I (PM)	0.03	0.03	I (PM)

Notes:

Significant Threshold Values:

24-hour = 5 ug/m3

Annual = 0.1 ug/m3

NAAQS:

PM_{10} 24-hr = 150 $\mu g/m^3$

PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:

24-hour PM_{10} = 43 $\mu g/m^3$

Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:

AM - AM peak period (8-9 AM)

MD - Midday peak period (12-1 PM)

PM - PM peak period (5-6 PM)

EV - Evening Special Event peak period (8-9 PM)

SUN - Sunday Special Event peak period (4-5 PM).

Alternative I
Tier 1 Mobile Source Analysis

TABLE WI -1

2010 FUTURE WITH THE PROJECT ALTERNATIVE I
WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.77	4.97	0.20	2.12	PM	4.81	0.16
2	Route 9A & West 42nd St.	5.27	5.40	0.13	1.87	PM	5.23	0.17
3	Route 9A & West 34th St.	5.01	5.06	0.05	2.00	PM	5.06	0.00
4	Eleventh Ave. & West 37th St.	3.61	3.77	0.16	2.70	SUN	3.81	-0.04
5	Eleventh Ave. & West 42nd St.	4.20	6.37	2.17	2.40	PM	4.36	2.01
6	Eleventh Ave. & West 34th St.	4.00	4.64	0.64	2.50	MD	4.51	0.13
7	Tenth Ave. & West 34th St.	3.97	6.20	2.23	2.52	SUN	6.20	0.00
8	Tenth Ave. & West 39th/40th Streets	3.91	5.93	2.02	2.55	SUN	5.93	0.00
9	Herald Square	4.71	5.06	0.35	2.15	PM	4.74	0.32
10	Eighth Ave. & West 42nd St.	5.03	5.44	0.41	1.99	PM	5.19	0.25
11	Second Ave. & East 36th St.	5.43	5.43	0.00	1.79	AM	5.43	0.00
12	Route 9A & Canal St.	4.34	4.87	0.53	2.33	SUN	4.87	0.00
13	Tenth Ave. & West 42nd St.	4.10	6.53	2.43	2.45	SUN	6.53	0.00
14	Ninth Ave. & West 34th St.	4.36	5.97	1.61	2.32	SUN	5.97	0.00

Notes:

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WI-2
2010 FUTURE WITH THE PROJECT ALTERNATIVE I WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS) (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Increment ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level Increment ($\mu g/m^3$))	Tier Level of Analysis
1	Route 9A & West 57th St.	97.55	95.31	2.24	I (PM)	39.46	38.88	0.58	I (PM)
4	Eleventh Ave. & West 37th St.	72.53	81.41	-8.88	I (MD)	32.77	33.89	-1.12	I (MD)
10	Eighth Ave. & West 42nd St.	74.32	80.77	-6.45	I (AM)	35.09	37.03	-1.94	I (AM)
11	Second Ave. & East 36th St.	98.41	98.43	-0.02	I (PM)	42.65	42.66	-0.01	I (PM)

TABLE WI-3
2010 FUTURE WITH THE PROJECT ALTERNATIVE I WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS) (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.24	0.60	I (PM)	0.02	0.05	I (PM)
4	Eleventh Ave. & West 37th St.	1.38	1.40	I (MD)	0.03	0.03	I (MD)
10	Eighth Ave. & West 42nd St.	0.15	0.35	I (PM)	0.01	0.02	I (MD/PM)
11	Second Ave. & East 36th St.	0.11	0.73	I (PM)	0.00	0.02	I (AM/MD/PM)

Notes:

Significant Threshold Values:
24-hour = 5 ug/m3
Annual = 0.1 ug/m3

NAAQS:
PM_{10} 24-hr = 150 $\mu g/m^3$
PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
24-hour PM_{10} = 43 $\mu g/m^3$
Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM).

TABLE WI-4

2025 FUTURE WITH PROJECT ALTERNATIVE I
WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.50	4.77	0.27	2.25	PM	4.76	0.01
2	Route 9A & West 42nd St.	5.01	5.24	0.23	1.99	PM	5.20	0.04
3	Route 9A & West 34th St.	4.94	5.07	0.13	2.03	PM	5.13	-0.06
4	Eleventh Ave. & West 37th St.	3.50	3.84	0.34	2.75	SUN	4.91	-1.07
5	Eleventh Ave. & West 42nd St.	3.91	5.71	1.80	2.54	PM	4.36	1.35
6	Eleventh Ave. & West 34th St.	3.53	4.64	1.11	2.74	SUN	4.64	0.00
7	Tenth Ave. & West 34th St.	3.71	5.50	1.79	2.65	EV	5.50	0.00
8	Tenth Ave. & West 39th/40th Streets	4.59	6.01	1.42	2.21	PM	6.37	-0.36
9	Herald Square	4.43	4.97	0.54	2.29	PM	4.71	0.26
10	Eighth Ave. & West 42nd St.	4.64	5.26	0.62	2.18	PM	5.31	-0.05
11	Second Ave. & East 36th St.	4.99	5.01	0.02	2.01	AM	5.13	-0.12
12	Route 9A & Canal St.	4.03	4.53	0.50	2.49	SUN	4.53	0.00
13	Tenth Ave. & West 42nd St.	3.93	6.11	2.18	2.54	SUN	6.27	-0.16
14	Ninth Ave. & West 34th St.	3.83	5.27	1.44	2.59	SUN	5.27	0.00

Notes:

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WI-5
2025 FUTURE WITH THE PROJECT ALTERNATIVE WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS) (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	104.04	102.91	1.13	I (PM)	42.01	42.21	-0.20	I (PM)
4	Eleventh Ave. & West 37th St.	81.16	97.46	-16.30	I (MD)	36.04	39.09	-3.05	I (MD)
10	Eighth Ave. & West 42nd St.	79.11	87.00	-7.89	I (PM)	36.89	39.54	-2.65	I (AM)
11	Second Ave. & East 36th St.	105.96	109.01	-3.05	I (PM)	45.48	46.57	-1.09	I (PM)

TABLE WI-6
2025 FUTURE WITH THE PROJECT ALTERNATIVE I WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.44	0.65	I (PM)	0.03	0.05	I (PM)
4	Eleventh Ave. & West 37th St.	2.24	3.41	I (MD)	0.04	0.09	I (AM)
10	Eighth Ave. & West 42nd St.	0.32	0.76	I (PM)	0.02	0.03	I (PM)
11	Second Ave. & East 36th St.	0.62	1.12	I (PM)	0.01	0.03	I (AM/MD/PM)

Notes:

Significant Threshold Values:
24-hour = 5 ug/m3
Annual = 0.1 ug/m3

NAAQS:
PM_{10} 24-hr = 150 $\mu g/m^3$
PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
24-hour PM_{10} = 43 $\mu g/m^3$
Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Eventpeak period (4-5 PM).

Alternative L
Tier 1 Mobile Source Analysis

TABLE WL-1

2010 FUTURE WITH PROJECT ALTERNATIVE L
WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.77	4.80	0.03	2.12	PM	4.81	-0.01
2	Route 9A & West 42nd St.	5.27	5.27	0.00	1.87	PM	5.23	0.04
3	Route 9A & West 34th St.	4.50	5.06	0.56	2.25	SUN	5.06	0.00
4	Eleventh Ave. & West 37th St.	3.70	3.79	0.09	2.65	MD	3.81	-0.02
5	Eleventh Ave. & West 42nd St.	4.20	4.39	0.19	2.40	PM	4.36	0.03
6	Eleventh Ave. & West 34th St.	3.72	4.51	0.79	2.64	SUN	4.51	0.00
7	Tenth Ave. & West 34th St.	3.97	6.20	2.23	2.52	SUN	6.20	0.00
8	Tenth Ave. & West 39th/40th Streets	3.91	5.93	2.02	2.55	SUN	5.93	0.00
9	Herald Square	4.54	4.74	0.20	2.23	SUN	4.74	0.00
10	Eighth Ave. & West 42nd St.	5.03	5.10	0.07	1.99	PM	5.19	-0.09
11	Second Ave. & East 36th St.	5.43	5.49	0.06	1.79	AM	5.43	0.06
12	Route 9A & Canal St.	4.34	4.87	0.53	2.33	SUN	4.87	0.00
13	Tenth Ave. & West 42nd St.	4.10	6.53	2.43	2.45	SUN	6.53	0.00
14	Ninth Ave. & West 34th St.	3.97	5.97	2.00	2.52	SUN	5.97	0.00

Notes:

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WL-2
2010 FUTURE WITH THE PROJECT ALTERNATIVE L WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS) (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	95.11	95.31	-0.20	I (PM)	38.81	38.88	-0.07	I (PM)
4	Eleventh Ave. & West 37th St.	75.95	81.41	-5.46	I (MD)	32.11	33.89	-1.78	I (MD)
10	Eighth Ave. & West 42nd St.	79.11	80.77	-1.66	I (AM)	36.87	37.03	-0.16	I (AM)
11	Second Ave. & East 36th St.	98.37	98.43	-0.06	I (PM)	42.64	42.66	-0.02	I (PM)

TABLE WL-3
2010 FUTURE WITH THE PROJECT ALTERNATIVE L WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS) (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.06	0.60	I (PM)	0.00	0.05	I (AM/MD/PM)
4	Eleventh Ave. & West 37th St.	0.65	1.40	I (PM)	0.02	0.03	I (PM)
10	Eighth Ave. & West 42nd St.	0.19	0.35	I (PM)	0.01	0.02	I (AM/MD/PM)
11	Second Ave. & East 36th St.	0.27	0.73	I (AM)	0.01	0.02	I (AM)

Notes:

Significant Threshold Values:

24-hour = 5 ug/m3

Annual = 0.1 ug/m3

NAAQS:

PM_{10} 24-hr = 150 $\mu g/m^3$

PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:

24-hour PM_{10} = 43 $\mu g/m^3$

Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:

AM - AM peak period (8-9 AM)

MD - Midday peak period (12-1 PM)

PM - PM peak period (5-6 PM)

EV - Evening Special Event peak period (8-9 PM)

SUN - Sunday Special Event peak period (4-5 PM).

TABLE WL-4

2025 FUTURE WITH PROJECT ALTERNATIVE L
WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.50	4.74	0.24	2.25	PM	4.76	-0.02
2	Route 9A & West 42nd St.	5.01	5.33	0.32	1.99	PM	5.20	0.13
3	Route 9A & West 34th St.	4.94	5.29	0.35	2.03	PM	5.13	0.16
4	Eleventh Ave. & West 37th St.	3.50	4.79	1.29	2.75	PM	4.91	-0.12
5	Eleventh Ave. & West 42nd St.	3.91	4.19	0.28	2.54	PM	4.36	-0.17
6	Eleventh Ave. & West 34th St.	3.53	4.64	1.11	2.74	SUN	4.64	0.00
7	Tenth Ave. & West 34th St.	3.71	5.50	1.79	2.65	EV	5.50	0.00
8	Tenth Ave. & West 39th/40th Streets	4.59	6.34	1.75	2.20	PM	6.37	-0.03
9	Herald Square	4.43	4.70	0.27	2.28	PM	4.71	-0.01
10	Eighth Ave. & West 42nd St.	4.64	5.21	0.57	2.18	PM	5.31	-0.10
11	Second Ave. & East 36th St.	4.72	5.13	0.41	2.14	PM	5.13	0.00
12	Route 9A & Canal St.	4.03	4.53	0.50	2.49	SUN	4.53	0.00
13	Tenth Ave. & West 42nd St.	4.46	6.27	1.81	2.27	PM	6.27	0.00
14	Ninth Ave. & West 34th St.	3.83	5.27	1.44	2.59	SUN	5.27	0.00

Notes:

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WL-5
2025 FUTURE WITH THE PROJECT ALTERNATIVE L WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	103.34	102.91	0.43	I (PM)	42.20	42.21	-0.01	I (PM)
4	Eleventh Ave. & West 37th St.	91.34	97.46	-6.12	I (PM)	36.97	39.09	-2.12	I (PM)
10	Eighth Ave. & West 42nd St.	86.23	87.00	-0.77	I (PM)	39.41	39.54	-0.13	I (AM)
11	Second Ave. & East 36th St.	108.78	109.01	-0.23	I (PM)	46.48	46.57	-0.09	I (PM)

TABLE WL-6
2025 FUTURE WITH THE PROJECT ALTERNATIVE L WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.46	0.65	I (PM)	0.03	0.05	I (PM)
4	Eleventh Ave. & West 37th St.	2.53	3.41	I (PM)	0.07	0.09	I (PM)
10	Eighth Ave. & West 42nd St.	0.62	0.76	I (PM)	0.03	0.03	I (PM)
11	Second Ave. & East 36th St.	1.10	1.12	I (PM)	0.03	0.03	I (PM)

Notes:

Significant Threshold Values:
24-hour = 5 ug/m3
Annual = 0.1 ug/m3

NAAQS:
PM_{10} 24-hr = 150 $\mu g/m^3$
PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
24-hour PM_{10} = 43 $\mu g/m^3$
Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM).

Alternative M
Tier 1 Mobile Source Analysis

TABLE WM-1

2010 FUTURE WITH PROJECT ALTERNATIVE M
WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.77	4.80	0.03	2.12	PM	4.81	-0.01
2	Route 9A & West 42nd St.	5.27	5.11	-0.16	1.87	PM	5.23	-0.12
3	Route 9A & West 34th St.	5.01	4.87	-0.14	2.00	PM	5.06	-0.19
4	Eleventh Ave. & West 37th St.	3.70	3.81	0.11	2.65	MD	3.81	0.00
5	Eleventh Ave. & West 42nd St.	4.20	4.39	0.19	2.40	PM	4.36	0.03
6	Eleventh Ave. & West 34th St.	4.18	4.25	0.07	2.41	AM	4.51	-0.26
7	Tenth Ave. & West 34th St.	4.29	4.43	0.14	2.36	PM	6.20	-1.77
8	Tenth Ave. & West 39th/40th Streets	4.89	5.04	0.15	2.06	PM	5.93	-0.89
9	Herald Square	4.71	4.71	0.00	2.15	PM	4.74	-0.03
10	Eighth Ave. & West 42nd St.	5.03	5.16	0.13	1.99	PM	5.19	-0.03
11	Second Ave. & East 36th St.	5.43	5.43	0.00	1.79	AM	5.43	0.00
12	Route 9A & Canal St.	4.70	4.76	0.06	2.15	AM	4.87	-0.11
13	Tenth Ave. & West 42nd St.	4.67	4.89	0.22	2.17	PM	6.53	-1.64
14	Ninth Ave. & West 34th St.	4.36	4.44	0.08	2.32	AM	5.97	-1.53

Notes:

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WM-2
2010 FUTURE WITH THE PROJECT ALTERNATIVE M WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative*)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	95.16	95.31	-0.15	I (PM)	38.83	38.88	-0.05	I (PM)
4	Eleventh Ave. & West 37th St.	79.88	81.41	-1.53	I (MD)	33.37	33.89	-0.52	I (MD)
10	Eighth Ave. & West 42nd St.	79.20	80.77	-1.57	I (AM)	36.91	37.03	-0.12	I (PM)
11	Second Ave. & East 36th St.	98.35	98.43	-0.08	I (PM)	42.63	42.66	-0.03	I (PM)

TABLE WM-3
2010 FUTURE WITH THE PROJECT ALTERNATIVE M WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.06	0.60	I (AM/PM)	0.00	0.05	I (AM/MD/PM)
4	Eleventh Ave. & West 37th St.	0.91	1.40	I (MD)	0.02	0.03	I (AM/MD/PM)
10	Eighth Ave. & West 42nd St.	0.22	0.35	I (MD)	0.01	0.02	I (AM/MD/PM)
11	Second Ave. & East 36th St.	0.10	0.73	I (PM)	0.00	0.02	I (AM/MD/PM)

Notes:

Significant Threshold Values:
24-hour = 5 ug/m3
Annual = 0.1 ug/m3

NAAQS:
PM_{10} 24-hr = 150 $\mu g/m^3$
PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
24-hour PM_{10} = 43 $\mu g/m^3$
Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM).

TABLE WM-4

2025 FUTURE WITH PROJECT ALTERNATIVE M WITHOUT TRAFFIC MITIGATION MEASURES MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.50	4.74	0.24	2.25	PM	4.76	-0.02
2	Route 9A & West 42nd St.	5.01	5.21	0.20	1.99	PM	5.20	0.01
3	Route 9A & West 34th St.	4.94	5.11	0.17	2.03	PM	5.13	-0.02
4	Eleventh Ave. & West 37th St.	3.50	4.81	1.31	2.75	PM	4.91	-0.10
5	Eleventh Ave. & West 42nd St.	3.91	4.26	0.35	2.54	PM	4.36	-0.10
6	Eleventh Ave. & West 34th St.	3.66	4.21	0.55	2.67	PM	4.64	-0.43
7	Tenth Ave. & West 34th St.	4.13	4.46	0.33	2.43	PM	5.50	-1.04
8	Tenth Ave. & West 39th/40th Streets	4.59	6.34	1.75	2.20	PM	6.37	-0.03
9	Herald Square	4.43	4.69	0.26	2.28	PM	4.71	-0.02
10	Eighth Ave. & West 42nd St.	4.64	5.21	0.57	2.18	PM	5.31	-0.10
11	Second Ave. & East 36th St.	4.72	5.13	0.41	2.14	PM	5.13	0.00
12	Route 9A & Canal St.	4.36	4.51	0.15	2.32	AM	4.53	-0.02
13	Tenth Ave. & West 42nd St.	4.46	6.24	1.78	2.27	PM	6.27	-0.03
14	Ninth Ave. & West 34th St.	4.01	4.43	0.42	4.50	PM	5.27	-0.84

Notes:

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WM-5
2025 FUTURE WITH THE PROJECT ALTERNATIVE M WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS) (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	103.39	102.91	0.48	I (PM)	42.22	42.21	0.01	I (PM)
4	Eleventh Ave. & West 37th St.	93.06	97.46	-4.40	I (PM)	38.34	39.09	-0.75	I (PM)
10	Eighth Ave. & West 42nd St.	86.14	87.00	-0.86	I (PM)	39.45	39.54	-0.09	I (AM)
11	Second Ave. & East 36th St.	108.77	109.01	-0.24	I (PM)	46.48	46.57	-0.09	I (PM)

TABLE WM-6
2025 FUTURE WITH THE PROJECT ALTERNATIVE M WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS) (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.46	0.65	I (PM)	0.03	0.05	I (PM)
4	Eleventh Ave. & West 37th St.	2.87	3.41	I (PM)	0.08	0.09	I (PM)
10	Eighth Ave. & West 42nd St.	0.62	0.76	I (PM)	0.03	0.03	I (PM)
11	Second Ave. & East 36th St.	1.09	1.12	I (PM)	0.03	0.03	I (PM)

Notes:

Significant Threshold Values:
24-hour = 5 ug/m3
Annual = 0.1 ug/m3

NAAQS:
PM_{10} 24-hr = 150 $\mu g/m^3$
PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
24-hour PM_{10} = 43 $\mu g/m^3$
Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM).

Alternative O
Tier 1 Mobile Source Analysis

TABLE WO-1

2010 FUTURE WITH PROJECT ALTERNATIVE O
WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.77	4.84	0.07	2.11	PM	4.81	0.03
2	Route 9A & West 42nd St.	5.27	5.30	0.03	1.86	PM	5.23	0.07
3	Route 9A & West 34th St.	5.01	5.07	0.06	1.99	PM	5.06	0.01
4	Eleventh Ave. & West 37th St.	3.67	3.91	0.24	2.66	PM	3.81	0.10
5	Eleventh Ave. & West 42nd St.	4.20	4.59	0.39	2.40	PM	4.36	0.23
6	Eleventh Ave. & West 34th St.	4.18	4.23	0.05	2.41	AM	4.51	-0.28
7	Tenth Ave. & West 34th St.	4.29	4.41	0.12	2.35	PM	6.20	-1.79
8	Tenth Ave. & West 39th/40th Streets	4.89	5.03	0.14	2.05	PM	5.93	-0.90
9	Herald Square	4.71	4.77	0.06	2.14	PM	4.74	0.03
10	Eighth Ave. & West 42nd St.	5.03	5.34	0.31	1.98	PM	5.19	0.15
11	Second Ave. & East 36th St.	5.43	5.44	0.01	1.79	AM	5.43	0.01
12	Route 9A & Canal St.	4.70	4.73	0.03	2.15	AM	4.87	-0.14
13	Tenth Ave. & West 42nd St.	4.67	4.91	0.24	2.16	PM	6.53	-1.62
14	Ninth Ave. & West 34th St.	4.36	4.43	0.07	2.32	AM	5.97	-1.54

Notes:

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WO-2
2010 FUTURE WITH THE PROJECT ALTERNATIVE O WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	95.94	95.31	0.63	I (PM)	38.87	38.88	-0.01	I (PM)
4	Eleventh Ave. & West 37th St.	84.72	81.41	3.31	I (PM)	34.52	33.89	0.63	I (PM)
10	Eighth Ave. & West 42nd St.	82.20	80.77	1.43	I (PM)	37.76	37.03	0.73	I (AM)
11	Second Ave. & East 36th St.	97.88	98.43	-0.55	I (PM)	42.48	42.66	-0.18	I (PM)

TABLE WO-3
2010 FUTURE WITH THE PROJECT ALTERNATIVE O WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.11	0.60	I (PM)	0.01	0.05	I (PM)
4	Eleventh Ave. & West 37th St.	2.06	1.40	I (PM)	0.05	0.03	I (PM)
10	Eighth Ave. & West 42nd St.	1.12	0.35	I (PM)	0.03	0.02	I (PM)
11	Second Ave. & East 36th St.	0.03	0.73	I (AM/PM)	0.00	0.02	I (AM/MD/PM)

Notes:

Significant Threshold Values:

24-hour = 5 ug/m3

Annual = 0.1 ug/m3

NAAQS:

PM_{10} 24-hr = 150 $\mu g/m^3$

PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:

24-hour PM_{10} = 43 $\mu g/m^3$

Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:

AM - AM peak period (8-9 AM)

MD - Midday peak period (12-1 PM)

PM - PM peak period (5-6 PM)

EV - Evening Special Event peak period (8-9 PM)

SUN - Sunday Special Event peak period (4-5 PM).

Alternative P
Tier 1 Mobile Source Analysis

TABLE WP-1

2010 FUTURE WITH PROJECT ALTERNATIVE P
WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.77	4.77	0.00	2.12	PM	4.81	-0.04
2	Route 9A & West 42nd St.	5.13	5.50	0.37	1.94	SUN	5.23	0.27
3	Route 9A & West 34th St.	5.01	5.01	0.00	2.00	PM	5.06	-0.05
4	Eleventh Ave. & West 37th St.	3.61	3.77	0.16	2.70	SUN	3.81	-0.04
5	Eleventh Ave. & West 42nd St.	4.20	4.37	0.17	2.40	PM	4.36	0.01
6	Eleventh Ave. & West 34th St.	4.18	4.37	0.19	2.41	SUN	4.51	-0.14
7	Tenth Ave. & West 34th St.	4.29	4.69	0.40	2.36	SUN	6.20	-1.51
8	Tenth Ave. & West 39th/40th Streets	4.89	5.69	0.80	2.06	SUN	5.93	-0.24
9	Herald Square	4.71	4.81	0.10	2.15	SUN	4.74	0.07
10	Eighth Ave. & West 42nd St.	5.03	5.10	0.07	1.99	PM	5.19	-0.09
11	Second Ave. & East 36th St.	5.43	5.43	0.00	1.79	AM	5.43	0.00
12	Route 9A & Canal St.	4.34	4.87	0.53	2.33	SUN	4.87	0.00
13	Tenth Ave. & West 42nd St.	4.10	6.23	2.13	2.45	SUN	6.53	-0.30
14	Ninth Ave. & West 34th St.	3.97	6.00	2.03	2.52	SUN	5.97	0.03

Notes:

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WP-2
2010 FUTURE WITH THE PROJECT ALTERNATIVE P WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	95.00	95.31	-0.31	I (PM)	38.74	38.88	-0.14	I (PM)
4	Eleventh Ave. & West 37th St.	76.62	81.41	-4.79	I (MD)	32.39	33.89	-1.50	I (MD)
10	Eighth Ave. & West 42nd St.	80.62	80.77	-0.15	I (EV)	36.75	37.03	-0.28	I (AM)
11	Second Ave. & East 36th St.	97.94	98.43	-0.49	I (PM)	42.55	42.66	-0.11	I (EV)

TABLE WP-3
2010 FUTURE WITH THE PROJECT ALTERNATIVE P WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.58	0.60	I (SUN)	0.05	0.05	I (SUN)
4	Eleventh Ave. & West 37th St.	1.10	1.40	I (EV)	0.02	0.03	I (PM/EV)
10	Eighth Ave. & West 42nd St.	0.38	0.35	I (EV)	0.02	0.02	I (SUN)
11	Second Ave. & East 36th St.	0.75	0.73	I (SUN)	0.02	0.02	I (SUN)

Notes:

Significant Threshold Values:
24-hour = 5 ug/m3
Annual = 0.1 ug/m3

NAAQS:
PM_{10} 24-hr = 150 $\mu g/m^3$
PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
24-hour PM_{10} = 43 $\mu g/m^3$
Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM).

Alternative Q
Route 9A Deck Air Quality Analysis

ROUTE 9A DECK AIR QUALITY ANALYSIS
ANALYTICAL APPROACH

Introduction

An analysis was conducted to estimate the potential air quality impacts of the approximately 1,000 foot deck of Route 9A associated with this alternative. Pollutant levels near the two tunnel portals (i.e., one northbound and one southbound) were estimated using the same methodology and general assumptions as those used for the Lincoln Tunnel portal analysis. Modifications to this methodology however were required to account for:

1. Stop lights (and therefore queuing vehicles) near the deck's exit portals; and
2. Emissions generated within the Javits Center marshalling yards (which will be used by loading/unloading trucks servicing the Center) that will be vented by the facility's ventilation system into the decked roadway.

In addition, because of the potentially high emission rates that will be released through these portals during peak period, a detailed analysis was conducted using hour-by-hour traffic data over a peak 24-hour analysis period (i.e., a Tier II analysis).

Emission Sources

In accordance with the procedures utilized in the Lincoln Tunnel portal analysis, the following emission sources were considered:

- Emissions generated by the moving vehicles inside the deck and emitted out of the portals in the wakes of exiting vehicles;
- Emissions generated by the queuing vehicles inside the deck during the red signals located just outside the exit portals and emitted out of the portals in the wakes of exiting vehicles;
- Emissions generated within the marshalling yards that will be vented into the decked roadway;
- Emissions generated by the vehicles traveling on Route 9A downstream of the portals; and
- Emissions of moving and queuing vehicles on all roadway links within 1,000 feet of the exit portals.

The total impacts of these emission sources were added to the area's background concentrations to estimate total pollutant concentrations, which were then compared to the NAAQS.

Traffic data

Hourly information for each link and each intersection considered in the analysis was provided by the project's traffic engineers. Traffic data for the Future with the Alternative Q conditions were based on the projected traffic demands, including those associated with the various anticipated office and residential developments in the area and stadium events. Traffic volumes are in tables WQ-4 (Future with the Alternative Q scenario, year 2010), WQ-13 (Future without Alternative Q scenario, year 2010), WQ-23

(Future with the Alternative Q scenario, year 2025), and WQ-32 (Future without Alternative Q scenario, year 2025). Vehicle classifications are in tables WQ-5, WQ-14, WQ-24, and WQ-33. Traffic speeds are in tables WQ-6, WQ-15, WQ-25, and WQ-34. Signal timing information for the intersections along Route 9A are in tables WQ-7, WQ-16, WQ-26, and WQ-36.

Emissions and Emission Rates

Emissions from vehicles traveling along the links downstream of the portal or inside the tunnel were estimated based on the number of cars, the length of the link or tunnel, and pollutant emission factors.

CO emission factors were estimated using MOBILE 6.2 with NYSDEC's input files with the project site parameters. PM10 and PM2.5 emission factors were estimated using the latest USEPA approach and Mobile 6.2 as described in the Air Quality Chapter (Chapter 21). CO, PM_{10} and $PM_{2.5}$ emissions in the tunnel were also estimated using MOBILE 6.2 emission factors for tailpipe exhaust, break, and wear emissions the same factors as used for the open sections of the roadway. The in-tunnel fugitive dust emission factor used, which is much lower than the factor used for open roads due to enclosed conditions (i.e., no re-entrained dust from the outside sources, and tunnel cleaning and maintenance operations), was developed from the results of a two-year monitoring study conducted for the Ted Williams Tunnel (part of the Central Artery/Tunnel Project) in Boston, Massachusetts. CO emission factors are in Table WQ-1 (for 2010) and WQ-20 (for 2025); PM_{10} emission factors are in WQ-2 and WQ-21; $PM_{2.5}$ factors are in WQ-3 and WQ-22.

Emissions from idling vehicles at the traffic lights near the deck's portals, both within the deck itself and on the cross streets, were included. Following the CAL3QHC approach, it was assumed that vehicles will be moving only during the green phase of the cycle, and queuing during the other times. Idling emission rates were estimated based on the hourly average number of vehicles in the queue per lane during the analysis period, the number of lanes, and the idle emission factor. The number of cars in each queue was obtained using CAL3QHC's queuing algorithm, which estimates an average number of cars in a queue based on traffic volumes, saturation flow rates, and signal timing. The hourly queue length and the number of cars in it under each scenario analyzed are in tables WQ-8, WQ-17, WQ-27, and WQ-36.

Marshalling Yard Emissions

Emissions from the Javits Center marshalling yards will be exhausted into the Route 9A deck and these emissions, together with the emissions generated by the vehicular traffic under the deck, will be exhausted to the atmosphere through the deck's portals. Emission rates from marshalling yard's ventilation system were estimated by the project's ventilation group based on the estimated number of trucks that will travel and idle within the yards as well as the design of the ventilation systems. These emissions were added to the portal jet emissions during the truck loading/unloading periods (8 AM through 5 PM). The number of truck operations per hour of the day was conservatively assumed to be the highest anticipated for the major exhibition. It was assumed that these trucks would operate only two days prior and two days after an exhibition.

Modeling Approach

The following assumptions were applied to the modeling analysis:

- Roadway links were considered as sequences of volume sources that are 6 feet high and have a horizontal dimension equal to the width of the roadway;
- Free flow links included only free flow emissions;
- Idling links included free flow emissions during the green portion of the signal and idle emissions during other (idling) time;
- Idling links start at the beginning of an intersection's queue and end at the distance of the queue link that was determined from the number of cars in the queue by the CAL3QHC queuing algorithm;
- Marshalling yard emissions were added to free flow link emissions or to idle and free flow link contributions outside the exit portals, as applicable;
- The lengths of the under deck links are assumed to be the full length of the deck;
- The lengths of the portal jet links (the links containing under deck contributions downstream of the exit portals) were estimated based on the vehicular speeds and the roadway configuration right outside of the portals; and
- Link lengths and emission rates varied hourly based on traffic projections.

Emission rates for each link were estimated on an hour-by-hour basis for the 24-hour analysis period. Tables containing CO emission rates for the Future with Alternative Q are WQ-9 and WQ-28, PM_{10} emissions rates – WQ-10 and WQ-29. The $PM_{2.5}$ daily emission rates are in tables WQ-11 and WQ-30, while the annual $PM_{2.5}$ emission rates are in tables WQ-12 and WQ-31. The PM2.5 emission rates for the Future without Alternative Q are in tables WQ-18 and WQ-19 (daily and annual 2010) and WQ-37 and WQ-38 (daily and annual 2025).

Receptors

Receptors for the Route 9A portal analysis were placed along the sidewalks on the eastern side of the road and along the proposed bike path (the closest public-accessed land use) on the western side of the road. Additional receptors were placed on the top of the deck where, according to conceptual design plans, the public may have access. See figures WQ-1 and WQ-5 for the North and South portal areas.

Receptors for the annual "neighborhood" $PM_{2.5}$ analysis were placed at 15 meters from the roadway's edge, consistent with NYCDEP's "Interim Guidance for $PM_{2.5}$ Analyses." The annual receptors are on figures WQ-2 and WQ-6 for the North and South portals respectively. Receptors for the future scenario without Alternative Q are on figures WQ-3 and WQ-7 (daily) and WQ-4 and WQ-8 (annual).

Concentrations were also analyzed at the sidewalk along the east side of the Route 9A that would be under the deck under this alternative.

Meteorological Data

Five years of the most recently available surface meteorological observations from LaGuardia airport combined with the upper air data from Brookhaven were used in the analysis.

Scenarios Considered

Two years -- 2010 and 2025 with the Alternative Q -- were analyzed. For the $PM_{2.5}$ analysis, which considers the increments of the future with the Alternative Q over the future without Alternative Q, future without Alternative Q conditions (i.e., without the deck) for these years were also analyzed.

Results:

Estimated concentrations of the criteria pollutants are presented in the Tables WQ-39 through WQ-41 for the north and south portals of the deck, respectively. The result of the analysis is that estimated CO and PM_{10} concentrations will not exceed the NAAQS at the sensitive land uses near the portals. However, estimated incremental $PM_{2.5}$ impacts (i.e., Future with the Alternative Q minus the Future without Alternative Q values) are greater than the NYCDEP $PM_{2.5}$ significant threshold values in the areas immediately adjacent to each portal. This result indicates that the project may cause a potentially significant adverse air quality impacts at these locations. However, these significant adverse air quality impacts could be avoided through the incorporation of a mechanical ventilation system into the design of the deck, by shortening the deck or by developing two shorter decks rather than one longer deck.

Table WQ-39

Maximum Estimated CO and PM_{10} Concentrations Near Route 9A Deck North Portal

Pollutants	Units	Time Period	2010		2025	
			W/Alt Q	NAAQS	W/O Alt Q	NAAQS
CO	ppm	8-hour	6.5	9	5.9	9
PM_{10}	$\mu g/m^3$	24-hour	96	150	99	150
	$\mu g/m^3$	Annual	37	50	38	50

Table WQ-40

Maximum Estimated $PM_{2.5}$ Concentrations Near Route 9A Deck North Portal ($\mu g/m^3$)

Time Period	2010				2025			
	W/Alt Q	W/O Alt Q	Increment	STV	W/Alt Q	W/O Alt Q	Increment	STV
24-hour	16.5	4.8	11.8	5	13.0	4.9	8.1	5
Annual	1.68	0.51	1.16	0.1	0.82	0.21	0.61	0.1

Table WQ-41

Maximum Estimated CO and PM_{10} Concentrations Near Route 9A Deck South Portal

Pollutants	Units	Time Period	2010		2025	
			W/Alt Q	NAAQS	W/O Alt Q	NAAQS
CO	ppm	8-hour	6.7	9	5.9	9
PM_{10}	$\mu g/m^3$	24-hour	98	150	99	150
	$\mu g/m^3$	Annual	38	50	39	50

Table WQ-42

Maximum Estimated $PM_{2.5}$ Concentrations Near Route 9A Deck South Portal ($\mu g/m^3$)

Time Period	2010				2025			
	W/Alt Q	W/O Alt Q	Increment	STV	W/Alt Q	W/O Alt Q	Increment	STV
24-hour	10.4	6.3	4.1	5	8.3	5.8	2.6	5
Annual	0.82	0.37	0.46	0.1	0.40	0.18	0.21	0.1

FIGURE W-1

CO, PM_{10} AND $PM_{2.5}$ 24-HOUR RECEPTORS AND SOURCES AT THE NORTH PORTAL OF THE ROUTE 9A DECK UNDER THE PROPOSED ACTION

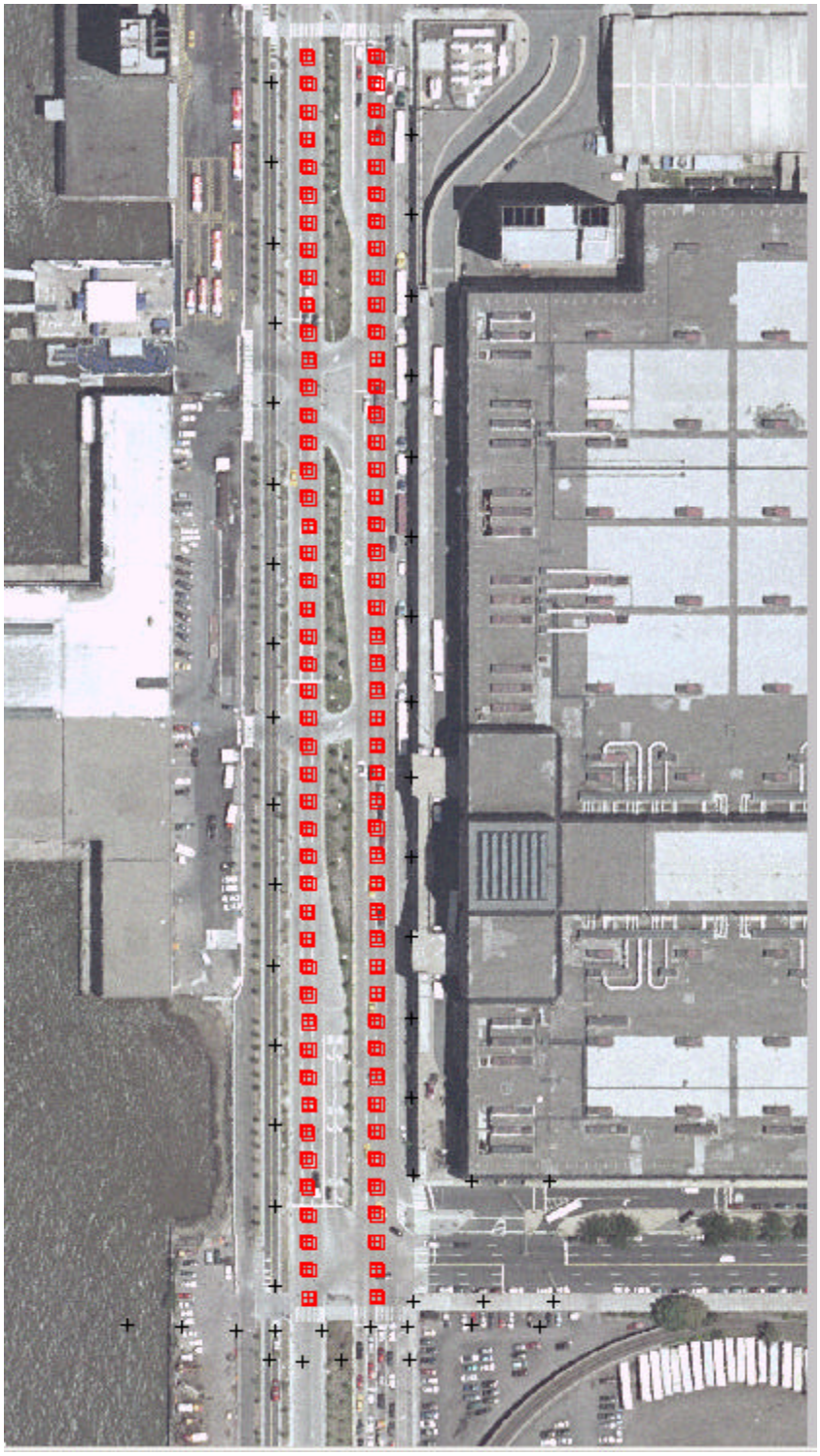

FIGURE W-2

$PM_{2.5}$ ANNUAL RECEPTORS AND SOURCES AT THE NORTH PORTAL OF THE ROUTE 9A DECK UNDER THE PROPOSED ACTION

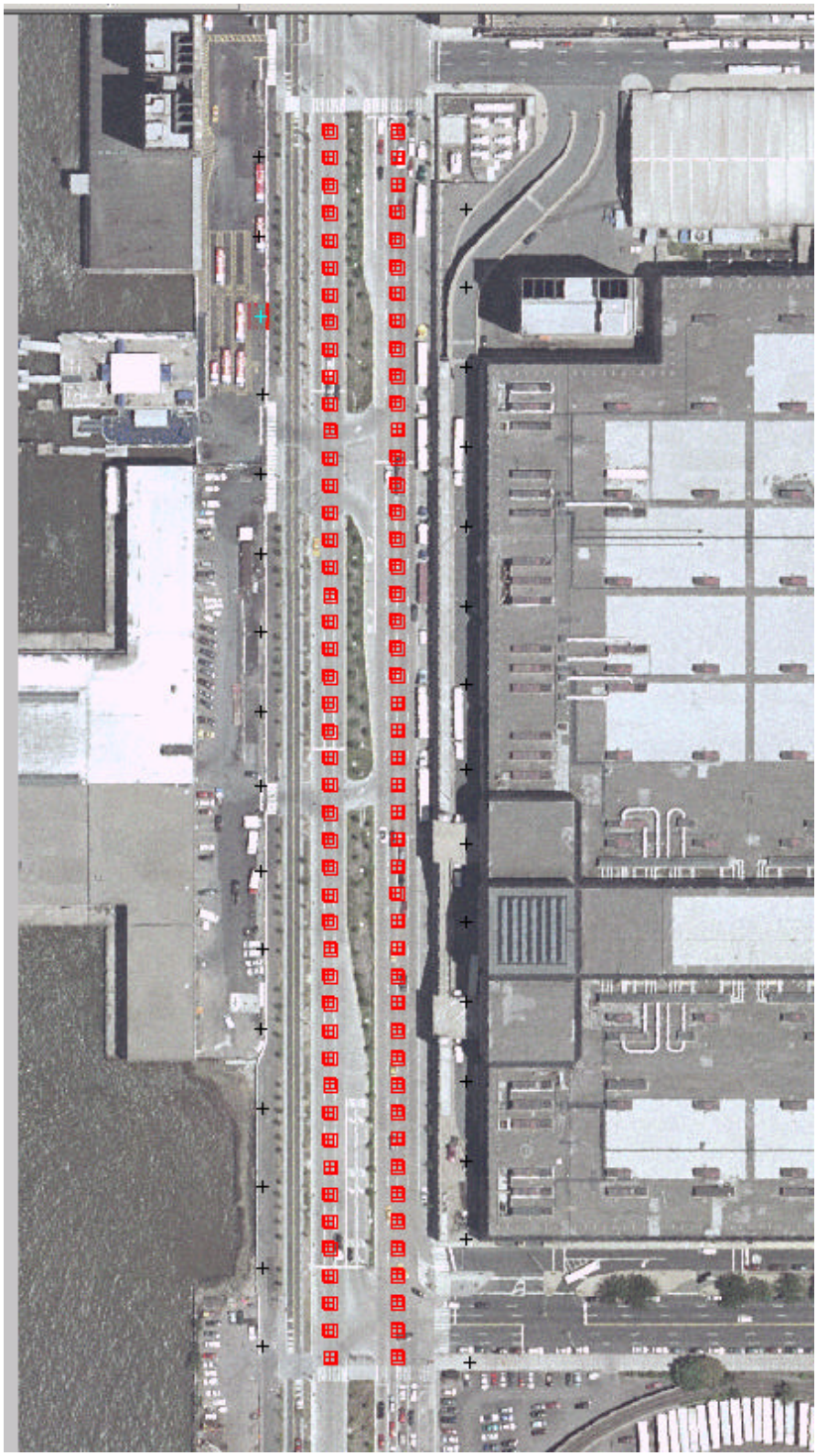

FIGURE W-3

CO, PM_{10} AND $PM_{2.5}$ 24-HOUR RECEPTORS AND SOURCES AT THE NORTH PORTAL OF THE ROUTE 9A DECK WITHOUT THE PROPOSED ACTION

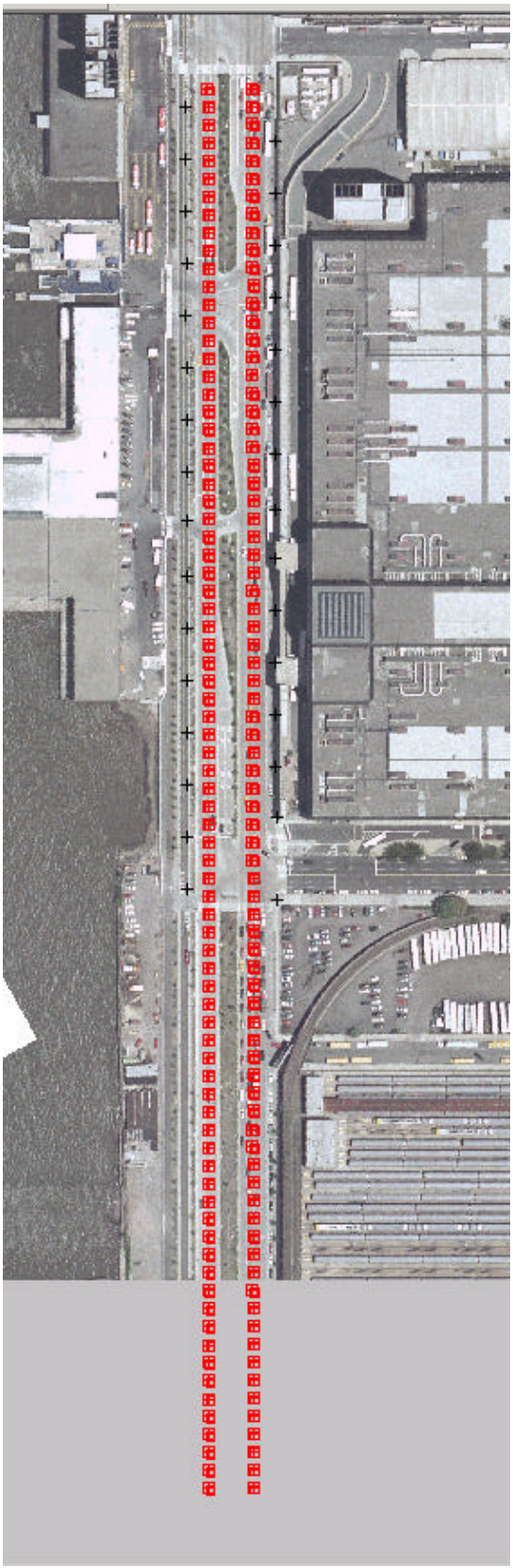

FIGURE W-4

$PM_{2.5}$ ANNUAL RECEPTORS AND SOURCES AT THE NORTH PORTAL OF THE ROUTE 9A DECK WITHOUT THE PROPOSED ACTION

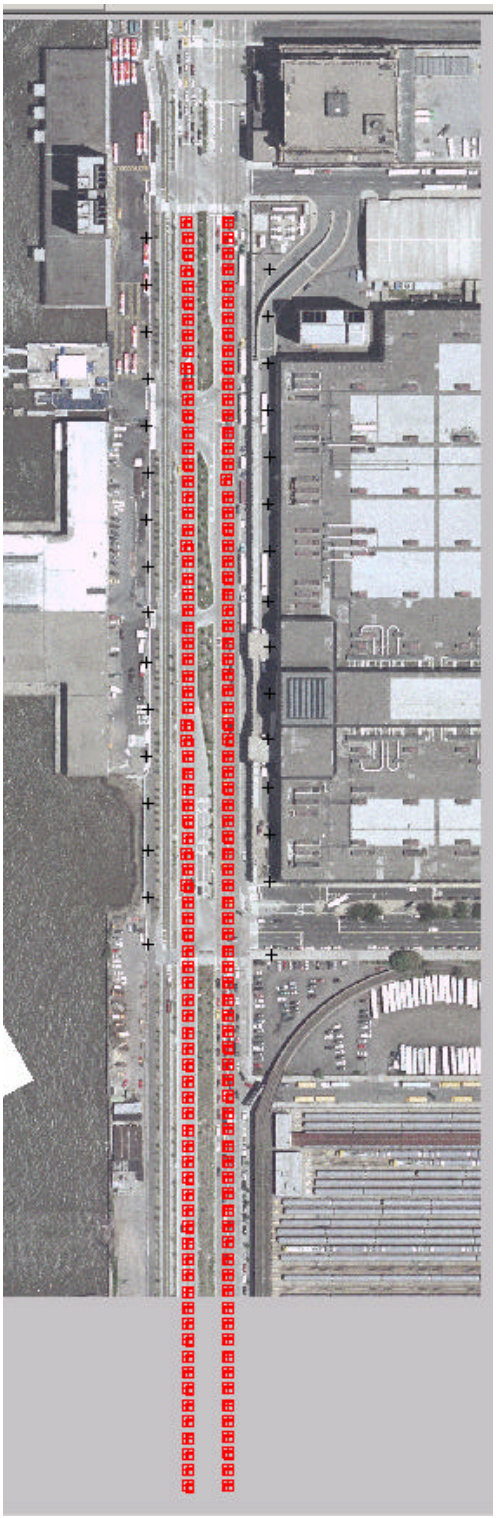

FIGURE W-5

CO, PM_{10} AND $PM_{2.5}$ 24-HOUR RECEPTORS AND SOURCES AT THE SOUTH PORTAL OF THE ROUTE 9A DECK UNDER THE PROPOSED ACTION

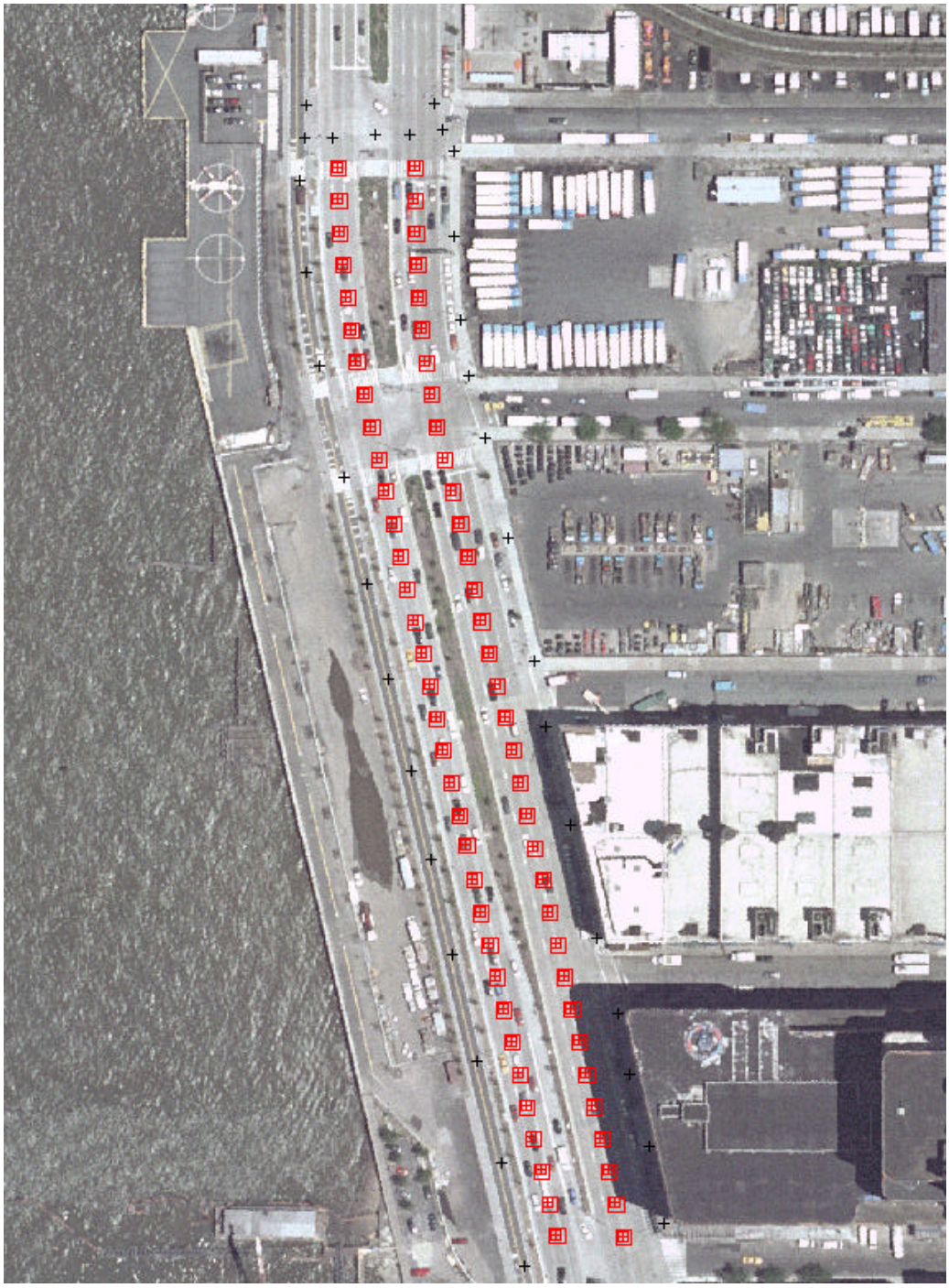

FIGURE W-6

$PM_{2.5}$ ANNUAL RECEPTORS AND SOURCES AT THE SOUTH PORTAL OF THE ROUTE 9A DECK UNDER THE PROPOSED ACTION

FIGURE W-7

CO, PM_{10} AND $PM_{2.5}$ 24-HOUR RECEPTORS AND SOURCES AT THE SOUTH PORTAL OF THE ROUTE 9A DECK WITHOUT THE PROPOSED ACTION

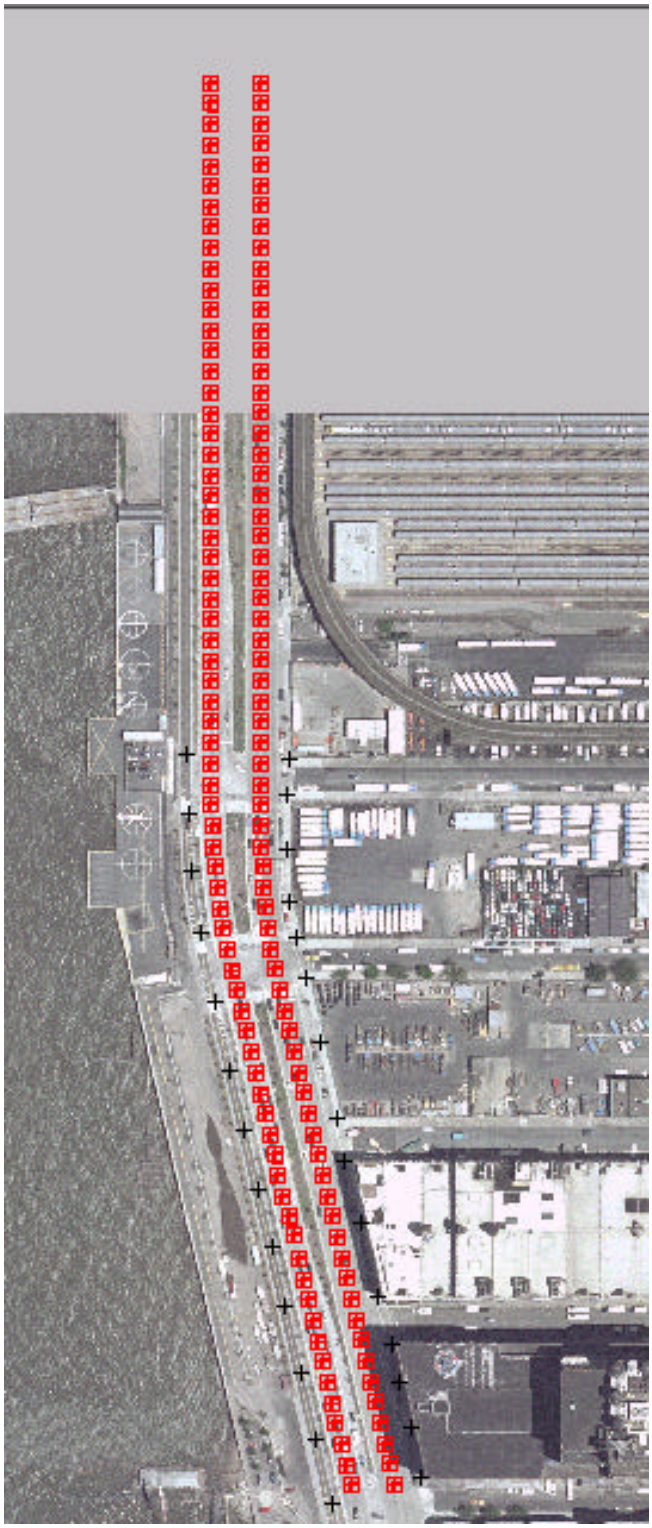

FIGURE W-8

$PM_{2.5}$ ANNUAL RECEPTORS AND SOURCES AT THE SOUTH PORTAL OF THE ROUTE 9A DECK WITHOUT THE PROPOSED ACTION

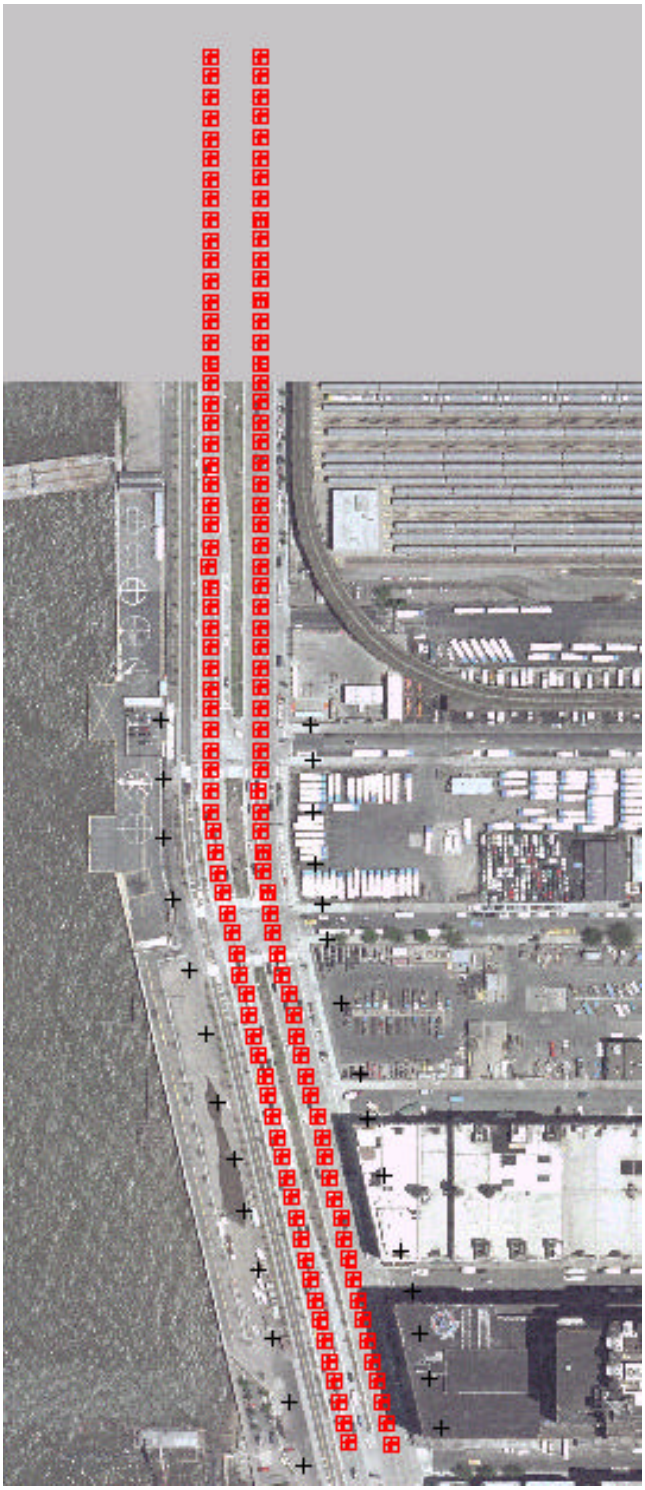

Table WQ-1

CO Emission Factors
2010

				1	2	3	4	5	128	129	130	131	132
Analysis Year	Time Period	Location	Pollutant		ARTERIAL	EXPRESS	ARTERIAL	EXPRESS		Light	Heavy Gas	Heavy Diesel	Diesel
	(hour ending)			SPEED	Auto	Auto	SUV	SUV	Taxi	Truck	Truck	Truck	Bus
2010	9	Midtown	CO	0.00	76.14	76.14	72.40	72.40	52.60	61.81	104.31	17.56	38.36
2010	9	Midtown	CO	2.5	30.46	30.46	28.96	28.96	21.04	24.72	41.73	7.02	15.35
2010	9	Midtown	CO	3.0	26.56	26.56	25.47	25.47	17.88	21.24	38.93	6.59	14.41
2010	9	Midtown	CO	4.0	21.69	21.69	21.11	21.11	13.93	16.88	35.44	6.06	13.23
2010	9	Midtown	CO	5.0	18.77	18.77	18.49	18.49	11.56	14.26	33.34	5.73	12.53
2010	9	Midtown	CO	6.0	17.03	17.03	16.90	16.90	10.10	12.66	29.62	5.14	11.23
2010	9	Midtown	CO	7.0	15.78	15.78	15.75	15.75	9.06	11.52	26.96	4.72	10.30
2010	9	Midtown	CO	8.0	14.85	14.85	14.90	14.90	8.27	10.66	24.97	4.40	9.61
2010	9	Midtown	CO	9.0	14.12	14.12	14.23	14.23	7.66	9.99	23.42	4.15	9.07
2010	9	Midtown	CO	10.0	13.54	13.54	13.70	13.70	7.18	9.46	22.18	3.95	8.64
2010	9	Midtown	CO	11.0	13.15	13.15	13.32	13.32	6.83	9.08	20.38	3.65	7.98
2010	9	Midtown	CO	12.0	12.82	12.82	13.00	13.00	6.53	8.77	18.89	3.40	7.44
2010	9	Midtown	CO	13.0	12.54	12.54	12.73	12.73	6.29	8.50	17.62	3.19	6.97
2010	9	Midtown	CO	14.0	12.30	12.30	12.50	12.50	6.07	8.27	16.53	3.01	6.58
2010	9	Midtown	CO	15.0	12.10	12.10	12.30	12.30	5.89	8.07	15.59	2.85	6.23
2010	9	Midtown	CO	16.0	11.92	11.92	12.13	12.13	5.73	7.90	14.59	2.68	5.85
2010	9	Midtown	CO	17.0	11.76	11.76	11.98	11.98	5.59	7.74	13.70	2.52	5.52
2010	9	Midtown	CO	18.0	11.62	11.62	11.84	11.84	5.46	7.61	12.92	2.39	5.22
2010	9	Midtown	CO	19.0	11.49	11.49	11.72	11.72	5.35	7.48	12.21	2.27	4.95
2010	9	Midtown	CO	20.0	11.38	11.38	11.61	11.61	5.24	7.37	11.58	2.15	4.71
2010	9	Midtown	CO	21.0	11.29	11.29	11.52	11.52	5.16	7.29	10.99	2.05	4.47
2010	9	Midtown	CO	22.0	11.20	11.20	11.44	11.44	5.09	7.21	10.45	1.95	4.26
2010	9	Midtown	CO	23.0	11.13	11.13	11.37	11.37	5.02	7.14	9.95	1.86	4.06
2010	9	Midtown	CO	24.0	11.06	11.06	11.30	11.30	4.95	7.07	9.50	1.78	3.89
2010	9	Midtown	CO	25.0	11.00	11.00	11.24	11.24	4.90	7.01	9.09	1.70	3.72
2010	9	Midtown	CO	26.0	10.97	10.97	11.21	11.21	4.87	6.98	8.73	1.64	3.57
2010	9	Midtown	CO	27.0	10.94	10.94	11.18	11.18	4.84	6.95	8.40	1.57	3.44
2010	9	Midtown	CO	28.0	10.91	10.91	11.16	11.16	4.81	6.92	8.09	1.51	3.31
2010	9	Midtown	CO	29.0	10.88	10.88	11.13	11.13	4.78	6.90	7.80	1.46	3.19
2010	9	Midtown	CO	30.0	10.86	10.86	11.11	11.11	4.76	6.88	7.53	1.41	3.08
2010	9	Midtown	CO	31.0	10.88	10.88	11.13	11.13	4.77	6.90	7.32	1.37	2.98
2010	9	Midtown	CO	32.0	10.90	10.90	11.15	11.15	4.79	6.92	7.12	1.33	2.90
2010	9	Midtown	CO	33.0	10.92	10.92	11.17	11.17	4.80	6.94	6.94	1.29	2.81
2010	9	Midtown	CO	34.0	10.94	10.94	11.19	11.19	4.81	6.96	6.76	1.25	2.74
2010	9	Midtown	CO	35.0	10.96	10.96	11.21	11.21	4.82	6.98	6.60	1.22	2.66
2010	9	Midtown	CO	36.0	11.06	11.06	11.31	11.31	4.90	7.07	6.49	1.19	2.61
2010	9	Midtown	CO	37.0	11.16	11.16	11.40	11.40	4.98	7.17	6.39	1.17	2.56
2010	9	Midtown	CO	38.0	11.25	11.25	11.49	11.49	5.05	7.25	6.29	1.15	2.51
2010	9	Midtown	CO	39.0	11.33	11.33	11.57	11.57	5.12	7.34	6.19	1.13	2.46
2010	9	Midtown	CO	40.0	11.42	11.42	11.65	11.65	5.19	7.42	6.11	1.11	2.41
2010	9	Midtown	CO	41.0	11.52	11.52	11.75	11.75	5.27	7.51	6.08	1.09	2.39
2010	9	Midtown	CO	42.0	11.61	11.61	11.84	11.84	5.34	7.61	6.05	1.08	2.36
2010	9	Midtown	CO	43.0	11.70	11.70	11.93	11.93	5.42	7.69	6.02	1.07	2.34
2010	9	Midtown	CO	44.0	11.79	11.79	12.01	12.01	5.49	7.78	6.00	1.06	2.31
2010	9	Midtown	CO	45.0	11.87	11.87	12.09	12.09	5.55	7.86	5.97	1.05	2.29
2010	9	Midtown	CO	46.0	11.97	11.97	12.19	12.19	5.63	7.95	6.01	1.05	2.29
2010	9	Midtown	CO	47.0	12.06	12.06	12.28	12.28	5.71	8.05	6.05	1.04	2.28
2010	9	Midtown	CO	48.0	12.16	12.16	12.37	12.37	5.78	8.13	6.09	1.04	2.28
2010	9	Midtown	CO	49.0	12.24	12.24	12.45	12.45	5.85	8.22	6.13	1.04	2.27
2010	9	Midtown	CO	50.0	12.33	12.33	12.53	12.53	5.92	8.30	6.17	1.04	2.27
2010	9	Midtown	CO	51.0	12.42	12.42	12.63	12.63	6.00	8.40	6.29	1.05	2.29
2010	9	Midtown	CO	52.0	12.52	12.52	12.72	12.72	6.07	8.49	6.41	1.06	2.31
2010	9	Midtown	CO	53.0	12.61	12.61	12.81	12.81	6.15	8.57	6.52	1.06	2.33
2010	9	Midtown	CO	54.0	12.70	12.70	12.89	12.89	6.22	8.66	6.63	1.07	2.34
2010	9	Midtown	CO	55.0	12.78	12.78	12.98	12.98	6.28	8.74	6.73	1.08	2.36

Table WQ-2

PM10 Emission Factors
2010

							Heavy Gas	Heavy Diesel		Idle	Idle
Analysis Year	Pollutant	Roadway Type	Auto	SUV	Taxi	Light Truck	Truck	Truck	Diesel Bus	Heavy Diesel	Diesel Bus
			g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/veh-hr	g/veh-hr
2010	PM10	Arterial	0.0250	0.0251	0.0247	0.0251	0.0602	0.1802	0.8678	1.0916	1.9511
2010	PM10	Tunnel	0.0250	0.0251	0.0247	0.0251	0.0602	0.1802	0.8678	1.0916	1.9511

Analysis Year	Pollutant	Roadway Type	SILT LOADING	K FACTOR	FLEET WEIGHT	C FACTOR	Paved Dust*
							g/vmt
2010	PM10	Arterial	0.10	7.30	3.00	0.2119	0.750
					Total Measured PM	Total Exhaust PM	Paved Dust
2010	PM10	Tunnel			0.153	0.066	0.087

Notes:

1. Number of rainy days in New York is 140 per year.
2. Total in-tunnel emissions factor 0.153 g/vmt as measured in the Ted Williams Tunnel.
3. Paved dust for tunnels is estimated using the latest AP-42 approach.
4. Idle emissions were obtained from the Mob 6.2 program.

Table WQ-3

PM2.5 Emission Factors
2010

							Heavy Gas	Heavy Diesel		Idle	Idle
Analysis Year	Pollutant	Roadway Type	Auto	SUV	Taxi	Light Truck	Truck	Truck	Diesel Bus	Heavy Diesel	Diesel Bus
			g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/veh-hr	g/veh-hr
2010	PM2.5	Arterial	0.0115	0.0116	0.0115	0.0116	0.0413	0.1417	0.7842	1.0043	1.7950
2010	PM2.5	Tunnel	0.0115	0.0116	0.0115	0.0116	0.0413	0.1417	0.7842	1.0043	1.7950

Analysis Year	Pollutant	Roadway Type	SILT LOADING	K FACTOR	FLEET WEIGHT	C FACTOR	Paved Dust*
							g/vmt
2010	PM2.5	Arterial	0.10	1.80	3.00	0.1617	0.086
2010	PM2.5	Tunnel					0.086

Notes:

1. Number of rainy days in New York is 140 per year.
2. Fugitive dust EF for open roads was is conservatively used in this analysis.
3. Idle emissions were obtained from the Mob 6.2 program.

Table WQ-4

Route 9A Deck: Traffic Volumes

W/Alternative Q 2010

Section	South Portal						
Start Time	30th Street to 29th Str SB	29th Street to 26th Str SB	26th Street to 27th Str NB	27th Street to 28th Str NB	28th Street to 29th Str NB	29th Street to 30th Str NB	34th Street to 30th Str SB
	vph	vph	vph	vph	vph	vph	vph
0:00	699	749	948	994	964	1035	771
1:00	394	422	559	586	569	611	435
2:00	245	262	383	402	390	419	270
3:00	210	225	295	309	300	322	232
4:00	237	253	320	336	326	350	261
5:00	615	659	537	563	547	587	679
6:00	1919	2053	1343	1408	1367	1468	2118
7:00	2475	2649	2067	2166	2102	2258	2732
8:00	2818	3014	2472	2588	2509	2692	3111
9:00	2708	2899	2398	2511	2435	2612	2989
10:00	2275	2448	2221	2325	2271	2442	2515
11:00	2127	2193	2422	2625	2496	2759	2289
12:00	2194	2266	2482	2690	2559	2830	2365
13:00	2137	2207	2592	2806	2670	2954	2307
14:00	2423	2509	2829	2926	2841	2977	2594
15:00	2379	2459	3071	3185	3103	3247	2541
16:00	2734	2828	2779	2884	2810	2941	2918
17:00	2845	2947	3137	3256	3171	3320	3036
18:00	2661	2747	3213	3333	3246	3395	2841
19:00	2558	2641	2898	3008	2929	3068	2732
20:00	1955	2012	2352	2436	2371	2861	2105
21:00	1812	1866	2230	2309	2249	2348	1932
22:00	1636	1686	2060	2134	2078	2170	1744
23:00	1402	1444	1698	1759	1712	1788	1494

Section	North Portal						
Start Time	39th Street to 37th Str SB	37th Street to 36th Str SB	36th Street to 34th Str SB	34th Street to 36th Str NB	36th Street to 37th Str NB	37th Street to 39th Str NB	30th Street to 34th Str NB
	vph	vph	vph	vph	vph	vph	vph
0:00	775	775	776	978	992	998	945
1:00	439	440	440	579	588	591	560
2:00	273	273	274	397	403	405	384
3:00	234	235	235	305	309	311	295
4:00	264	264	264	331	336	338	320
5:00	685	686	687	556	564	567	538
6:00	2135	2138	2142	1390	1410	1419	1345
7:00	2765	2768	2773	2152	2183	2195	2077
8:00	3140	3144	3149	2552	2588	2601	2457
9:00	3027	3030	3037	2505	2540	2553	2402
10:00	2496	2504	2513	2358	2390	2413	2259
11:00	2200	2210	2221	2840	2875	2909	2477
12:00	2267	2277	2287	2900	2936	2971	2538
13:00	2190	2200	2210	3016	3054	3089	2635
14:00	2524	2558	2584	3168	3261	3353	2786
15:00	2455	2489	2520	3545	3652	3759	3002
16:00	2861	2901	2935	3234	3330	3427	2740
17:00	2995	3037	3071	3669	3778	3887	3109
18:00	2768	2807	2840	3724	3836	3948	3154
19:00	2624	2661	2693	3329	3429	3530	2813
20:00	2063	2093	2156	2745	2829	2556	2562
21:00	1915	1942	1965	2604	2683	2762	2205
22:00	1734	1759	1779	2412	2485	2557	2043
23:00	1478	1499	1517	1981	2041	2101	1677

Table WQ-5

Route 9A Deck: Vehicle Mixes (Page 1 of 4)

W/Proposed Action 2010

Start Time	30th Street to 29th Str SB								29th Street to 26th Str SB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
1:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
2:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
3:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
4:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
5:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
6:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
7:00	66.84%	18.85%	8.56%	1.79%	1.21%	0.35%	2.41%	100%	66.84%	18.85%	8.56%	1.79%	1.21%	0.35%	2.41%	100%
8:00	66.06%	18.09%	8.34%	2.78%	1.74%	0.42%	2.58%	100%	66.06%	18.09%	8.34%	2.78%	1.74%	0.42%	2.58%	100%
9:00	63.94%	20.98%	8.06%	2.89%	2.01%	0.26%	1.85%	100%	63.94%	20.98%	8.06%	2.89%	2.01%	0.26%	1.85%	100%
10:00	63.43%	20.12%	8.34%	3.39%	2.49%	0.31%	1.92%	100%	63.43%	20.12%	8.34%	3.39%	2.49%	0.31%	1.92%	100%
11:00	62.92%	19.27%	8.61%	3.88%	2.96%	0.37%	1.98%	100%	62.92%	19.27%	8.61%	3.88%	2.96%	0.37%	1.98%	100%
12:00	64.01%	20.42%	7.58%	3.03%	2.52%	0.35%	2.11%	100%	64.01%	20.42%	7.58%	3.03%	2.52%	0.35%	2.11%	100%
13:00	63.95%	19.23%	9.71%	3.12%	1.68%	0.23%	2.08%	100%	63.95%	19.23%	9.71%	3.12%	1.68%	0.23%	2.08%	100%
14:00	66.48%	17.84%	8.80%	2.71%	1.33%	0.19%	2.65%	100%	66.48%	17.84%	8.80%	2.71%	1.33%	0.19%	2.65%	100%
15:00	66.48%	17.84%	8.80%	2.71%	1.33%	0.19%	2.65%	100%	66.48%	17.84%	8.80%	2.71%	1.33%	0.19%	2.65%	100%
16:00	69.00%	16.45%	7.90%	2.30%	0.99%	0.14%	3.22%	100%	69.00%	16.45%	7.90%	2.30%	0.99%	0.14%	3.22%	100%
17:00	70.77%	16.30%	8.65%	1.77%	0.58%	0.10%	1.82%	100%	70.77%	16.30%	8.65%	1.77%	0.58%	0.10%	1.82%	100%
18:00	70.69%	17.94%	7.17%	2.13%	0.64%	0.00%	1.44%	100%	70.69%	17.94%	7.17%	2.13%	0.64%	0.00%	1.44%	100%
19:00	63.01%	23.14%	9.44%	1.69%	0.62%	0.07%	2.03%	100%	63.01%	23.14%	9.44%	1.69%	0.62%	0.07%	2.03%	100%
20:00	62.45%	21.72%	11.33%	1.98%	0.58%	0.17%	1.77%	100%	62.45%	21.72%	11.33%	1.98%	0.58%	0.17%	1.77%	100%
21:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
22:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
23:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%

Start Time	26th Street to 27th Str NB								27th Street to 28th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
1:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
2:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
3:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
4:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
5:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
6:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
7:00	84.07%	3.05%	5.78%	1.83%	1.11%	0.73%	3.43%	100%	84.07%	3.05%	5.78%	1.83%	1.11%	0.73%	3.43%	100%
8:00	81.43%	6.79%	4.23%	2.54%	1.45%	0.79%	2.77%	100%	81.43%	6.79%	4.23%	2.54%	1.45%	0.79%	2.77%	100%
9:00	80.77%	6.93%	4.40%	2.33%	1.51%	1.19%	2.88%	100%	80.77%	6.93%	4.40%	2.33%	1.51%	1.19%	2.88%	100%
10:00	81.93%	6.20%	5.00%	2.24%	1.27%	1.12%	2.22%	100%	81.93%	6.20%	5.00%	2.24%	1.27%	1.12%	2.22%	100%
11:00	83.10%	5.47%	5.61%	2.16%	1.04%	1.05%	1.57%	100%	83.10%	5.47%	5.61%	2.16%	1.04%	1.05%	1.57%	100%
12:00	77.38%	9.74%	6.46%	2.34%	1.38%	0.90%	1.80%	100%	77.38%	9.74%	6.46%	2.34%	1.38%	0.90%	1.80%	100%
13:00	81.06%	8.80%	5.18%	1.79%	0.84%	0.37%	1.95%	100%	81.06%	8.80%	5.18%	1.79%	0.84%	0.37%	1.95%	100%
14:00	83.53%	7.70%	3.87%	1.50%	0.87%	0.30%	2.24%	100%	83.53%	7.70%	3.87%	1.50%	0.87%	0.30%	2.24%	100%
15:00	83.53%	7.70%	3.87%	1.50%	0.87%	0.30%	2.24%	100%	83.53%	7.70%	3.87%	1.50%	0.87%	0.30%	2.24%	100%
16:00	85.99%	6.59%	2.56%	1.20%	0.90%	0.24%	2.53%	100%	85.99%	6.59%	2.56%	1.20%	0.90%	0.24%	2.53%	100%
17:00	84.40%	7.34%	3.99%	1.19%	0.94%	0.12%	2.02%	100%	84.40%	7.34%	3.99%	1.19%	0.94%	0.12%	2.02%	100%
18:00	84.92%	6.67%	4.14%	1.46%	0.94%	0.09%	1.78%	100%	84.92%	6.67%	4.14%	1.46%	0.94%	0.09%	1.78%	100%
19:00	82.83%	7.89%	5.81%	1.03%	0.83%	0.06%	1.55%	100%	82.83%	7.89%	5.81%	1.03%	0.83%	0.06%	1.55%	100%
20:00	80.87%	9.64%	7.10%	0.66%	0.32%	0.60%	0.81%	100%	80.87%	9.64%	7.10%	0.66%	0.32%	0.60%	0.81%	100%
21:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
22:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
23:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%

Table WQ-5

Route 9A Deck: Vehicle Mixes (Page 2 of 4)

W/Proposed Action 2010

Start Time	28th Street to 29th Str NB								29th Street to 30th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
1:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
2:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
3:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
4:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
5:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
6:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
7:00	84.07%	3.05%	5.78%	1.83%	1.11%	0.73%	3.43%	100%	84.07%	3.05%	5.78%	1.83%	1.11%	0.73%	3.43%	100%
8:00	81.43%	6.79%	4.23%	2.54%	1.45%	0.79%	2.77%	100%	81.43%	6.79%	4.23%	2.54%	1.45%	0.79%	2.77%	100%
9:00	80.77%	6.93%	4.40%	2.33%	1.51%	1.19%	2.88%	100%	80.77%	6.93%	4.40%	2.33%	1.51%	1.19%	2.88%	100%
10:00	81.93%	6.20%	5.00%	2.24%	1.27%	1.12%	2.22%	100%	81.93%	6.20%	5.00%	2.24%	1.27%	1.12%	2.22%	100%
11:00	83.10%	5.47%	5.61%	2.16%	1.04%	1.05%	1.57%	100%	83.10%	5.47%	5.61%	2.16%	1.04%	1.05%	1.57%	100%
12:00	77.38%	9.74%	6.46%	2.34%	1.38%	0.90%	1.80%	100%	77.38%	9.74%	6.46%	2.34%	1.38%	0.90%	1.80%	100%
13:00	81.06%	8.80%	5.18%	1.79%	0.84%	0.37%	1.95%	100%	81.06%	8.80%	5.18%	1.79%	0.84%	0.37%	1.95%	100%
14:00	83.53%	7.70%	3.87%	1.50%	0.87%	0.30%	2.24%	100%	83.53%	7.70%	3.87%	1.50%	0.87%	0.30%	2.24%	100%
15:00	83.53%	7.70%	3.87%	1.50%	0.87%	0.30%	2.24%	100%	83.53%	7.70%	3.87%	1.50%	0.87%	0.30%	2.24%	100%
16:00	85.99%	6.59%	2.56%	1.20%	0.90%	0.24%	2.53%	100%	85.99%	6.59%	2.56%	1.20%	0.90%	0.24%	2.53%	100%
17:00	84.40%	7.34%	3.99%	1.19%	0.94%	0.12%	2.02%	100%	84.40%	7.34%	3.99%	1.19%	0.94%	0.12%	2.02%	100%
18:00	84.92%	6.67%	4.14%	1.46%	0.94%	0.09%	1.78%	100%	84.92%	6.67%	4.14%	1.46%	0.94%	0.09%	1.78%	100%
19:00	82.83%	7.89%	5.81%	1.03%	0.83%	0.06%	1.55%	100%	82.83%	7.89%	5.81%	1.03%	0.83%	0.06%	1.55%	100%
20:00	80.87%	9.64%	7.10%	0.66%	0.32%	0.60%	0.81%	100%	80.87%	9.64%	7.10%	0.66%	0.32%	0.60%	0.81%	100%
21:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
22:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
23:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%

Start Time	34th Street to 30th Street SB								30th Street to 34th Street NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
1:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
2:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
3:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
4:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
5:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
6:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
7:00	66.84%	18.85%	8.56%	1.79%	1.21%	0.35%	2.41%	100%	84.07%	3.05%	5.78%	1.83%	1.11%	0.73%	3.43%	100%
8:00	66.06%	18.09%	8.34%	2.78%	1.74%	0.42%	2.58%	100%	81.43%	6.79%	4.23%	2.54%	1.45%	0.79%	2.77%	100%
9:00	63.94%	20.98%	8.06%	2.89%	2.01%	0.26%	1.85%	100%	80.77%	6.93%	4.40%	2.33%	1.51%	1.19%	2.88%	100%
10:00	63.43%	20.12%	8.34%	3.39%	2.49%	0.31%	1.92%	100%	81.93%	6.20%	5.00%	2.24%	1.27%	1.12%	2.22%	100%
11:00	62.92%	19.27%	8.61%	3.88%	2.96%	0.37%	1.98%	100%	83.10%	5.47%	5.61%	2.16%	1.04%	1.05%	1.57%	100%
12:00	64.01%	20.42%	7.58%	3.03%	2.52%	0.35%	2.11%	100%	77.38%	9.74%	6.46%	2.34%	1.38%	0.90%	1.80%	100%
13:00	63.95%	19.23%	9.71%	3.12%	1.68%	0.23%	2.08%	100%	81.06%	8.80%	5.18%	1.79%	0.84%	0.37%	1.95%	100%
14:00	66.48%	17.84%	8.80%	2.71%	1.33%	0.19%	2.65%	100%	83.53%	7.70%	3.87%	1.50%	0.87%	0.30%	2.24%	100%
15:00	66.48%	17.84%	8.80%	2.71%	1.33%	0.19%	2.65%	100%	83.53%	7.70%	3.87%	1.50%	0.87%	0.30%	2.24%	100%
16:00	69.00%	16.45%	7.90%	2.30%	0.99%	0.14%	3.22%	100%	85.99%	6.59%	2.56%	1.20%	0.90%	0.24%	2.53%	100%
17:00	70.77%	16.30%	8.65%	1.77%	0.58%	0.10%	1.82%	100%	84.40%	7.34%	3.99%	1.19%	0.94%	0.12%	2.02%	100%
18:00	70.69%	17.94%	7.17%	2.13%	0.64%	0.00%	1.44%	100%	84.92%	6.67%	4.14%	1.46%	0.94%	0.09%	1.78%	100%
19:00	63.01%	23.14%	9.44%	1.69%	0.62%	0.07%	2.03%	100%	82.83%	7.89%	5.81%	1.03%	0.83%	0.06%	1.55%	100%
20:00	62.45%	21.72%	11.33%	1.98%	0.58%	0.17%	1.77%	100%	80.87%	9.64%	7.10%	0.66%	0.32%	0.60%	0.81%	100%
21:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
22:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
23:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%

Table WQ-5

Route 9A Deck: Vehicle Mixes (Page 3 of 4)

W/Proposed Action 2010

Start Time	39th Street to 37th Str SB								37th Street to 36th Str SB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
1:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
2:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
3:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
4:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
5:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
6:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
7:00	66.84%	18.85%	8.56%	1.79%	1.21%	0.35%	2.41%	100%	66.84%	18.85%	8.56%	1.79%	1.21%	0.35%	2.41%	100%
8:00	66.06%	18.09%	8.34%	2.78%	1.74%	0.42%	2.58%	100%	66.06%	18.09%	8.34%	2.78%	1.74%	0.42%	2.58%	100%
9:00	63.94%	20.98%	8.06%	2.89%	2.01%	0.26%	1.85%	100%	63.94%	20.98%	8.06%	2.89%	2.01%	0.26%	1.85%	100%
10:00	63.43%	20.12%	8.34%	3.39%	2.49%	0.31%	1.92%	100%	63.43%	20.12%	8.34%	3.39%	2.49%	0.31%	1.92%	100%
11:00	62.92%	19.27%	8.61%	3.88%	2.96%	0.37%	1.98%	100%	62.92%	19.27%	8.61%	3.88%	2.96%	0.37%	1.98%	100%
12:00	64.01%	20.42%	7.58%	3.03%	2.52%	0.35%	2.11%	100%	64.01%	20.42%	7.58%	3.03%	2.52%	0.35%	2.11%	100%
13:00	63.95%	19.23%	9.71%	3.12%	1.68%	0.23%	2.08%	100%	63.95%	19.23%	9.71%	3.12%	1.68%	0.23%	2.08%	100%
14:00	66.48%	17.84%	8.80%	2.71%	1.33%	0.19%	2.65%	100%	66.48%	17.84%	8.80%	2.71%	1.33%	0.19%	2.65%	100%
15:00	66.48%	17.84%	8.80%	2.71%	1.33%	0.19%	2.65%	100%	66.48%	17.84%	8.80%	2.71%	1.33%	0.19%	2.65%	100%
16:00	69.00%	16.45%	7.90%	2.30%	0.99%	0.14%	3.22%	100%	69.00%	16.45%	7.90%	2.30%	0.99%	0.14%	3.22%	100%
17:00	70.77%	16.30%	8.65%	1.77%	0.58%	0.10%	1.82%	100%	70.77%	16.30%	8.65%	1.77%	0.58%	0.10%	1.82%	100%
18:00	70.69%	17.94%	7.17%	2.13%	0.64%	0.00%	1.44%	100%	70.69%	17.94%	7.17%	2.13%	0.64%	0.00%	1.44%	100%
19:00	63.01%	23.14%	9.44%	1.69%	0.62%	0.07%	2.03%	100%	63.01%	23.14%	9.44%	1.69%	0.62%	0.07%	2.03%	100%
20:00	62.45%	21.72%	11.33%	1.98%	0.58%	0.17%	1.77%	100%	62.45%	21.72%	11.33%	1.98%	0.58%	0.17%	1.77%	100%
21:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
22:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%
23:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%

Start Time	36th Street to 34th Str SB								34th Street to 36th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
1:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
2:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
3:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
4:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
5:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
6:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
7:00	66.84%	18.85%	8.56%	1.79%	1.21%	0.35%	2.41%	100%	84.07%	3.05%	5.78%	1.83%	1.11%	0.73%	3.43%	100%
8:00	66.06%	18.09%	8.34%	2.78%	1.74%	0.42%	2.58%	100%	81.43%	6.79%	4.23%	2.54%	1.45%	0.79%	2.77%	100%
9:00	63.94%	20.98%	8.06%	2.89%	2.01%	0.26%	1.85%	100%	80.77%	6.93%	4.40%	2.33%	1.51%	1.19%	2.88%	100%
10:00	63.43%	20.12%	8.34%	3.39%	2.49%	0.31%	1.92%	100%	81.93%	6.20%	5.00%	2.24%	1.27%	1.12%	2.22%	100%
11:00	62.92%	19.27%	8.61%	3.88%	2.96%	0.37%	1.98%	100%	83.10%	5.47%	5.61%	2.16%	1.04%	1.05%	1.57%	100%
12:00	64.01%	20.42%	7.58%	3.03%	2.52%	0.35%	2.11%	100%	77.38%	9.74%	6.46%	2.34%	1.38%	0.90%	1.80%	100%
13:00	63.95%	19.23%	9.71%	3.12%	1.68%	0.23%	2.08%	100%	81.06%	8.80%	5.18%	1.79%	0.84%	0.37%	1.95%	100%
14:00	66.48%	17.84%	8.80%	2.71%	1.33%	0.19%	2.65%	100%	83.53%	7.70%	3.87%	1.50%	0.87%	0.30%	2.24%	100%
15:00	66.48%	17.84%	8.80%	2.71%	1.33%	0.19%	2.65%	100%	83.53%	7.70%	3.87%	1.50%	0.87%	0.30%	2.24%	100%
16:00	69.00%	16.45%	7.90%	2.30%	0.99%	0.14%	3.22%	100%	85.99%	6.59%	2.56%	1.20%	0.90%	0.24%	2.53%	100%
17:00	70.77%	16.30%	8.65%	1.77%	0.58%	0.10%	1.82%	100%	84.40%	7.34%	3.99%	1.19%	0.94%	0.12%	2.02%	100%
18:00	70.69%	17.94%	7.17%	2.13%	0.64%	0.00%	1.44%	100%	84.92%	6.67%	4.14%	1.46%	0.94%	0.09%	1.78%	100%
19:00	63.01%	23.14%	9.44%	1.69%	0.62%	0.07%	2.03%	100%	82.83%	7.89%	5.81%	1.03%	0.83%	0.06%	1.55%	100%
20:00	62.45%	21.72%	11.33%	1.98%	0.58%	0.17%	1.77%	100%	80.87%	9.64%	7.10%	0.66%	0.32%	0.60%	0.81%	100%
21:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
22:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
23:00	64.64%	20.28%	9.94%	1.88%	0.89%	0.26%	2.09%	100%	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%

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Route 9A Deck: Vehicle Mixes (Page 4 of 4)

W/Proposed Action 2010

Start Time	36th Street to 37th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
1:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
2:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
3:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
4:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
5:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
6:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
7:00	84.07%	3.05%	5.78%	1.83%	1.11%	0.73%	3.43%	100%
8:00	81.43%	6.79%	4.23%	2.54%	1.45%	0.79%	2.77%	100%
9:00	80.77%	6.93%	4.40%	2.33%	1.51%	1.19%	2.88%	100%
10:00	81.93%	6.20%	5.00%	2.24%	1.27%	1.12%	2.22%	100%
11:00	83.10%	5.47%	5.61%	2.16%	1.04%	1.05%	1.57%	100%
12:00	77.38%	9.74%	6.46%	2.34%	1.38%	0.90%	1.80%	100%
13:00	81.06%	8.80%	5.18%	1.79%	0.84%	0.37%	1.95%	100%
14:00	83.53%	7.70%	3.87%	1.50%	0.87%	0.30%	2.24%	100%
15:00	83.53%	7.70%	3.87%	1.50%	0.87%	0.30%	2.24%	100%
16:00	85.99%	6.59%	2.56%	1.20%	0.90%	0.24%	2.53%	100%
17:00	84.40%	7.34%	3.99%	1.19%	0.94%	0.12%	2.02%	100%
18:00	84.92%	6.67%	4.14%	1.46%	0.94%	0.09%	1.78%	100%
19:00	82.83%	7.89%	5.81%	1.03%	0.83%	0.06%	1.55%	100%
20:00	80.87%	9.64%	7.10%	0.66%	0.32%	0.60%	0.81%	100%
21:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
22:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
23:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%

Start Time	37th Street to 39th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
1:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
2:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
3:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
4:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
5:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
6:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
7:00	84.07%	3.05%	5.78%	1.83%	1.11%	0.73%	3.43%	100%
8:00	81.43%	6.79%	4.23%	2.54%	1.45%	0.79%	2.77%	100%
9:00	80.77%	6.93%	4.40%	2.33%	1.51%	1.19%	2.88%	100%
10:00	81.93%	6.20%	5.00%	2.24%	1.27%	1.12%	2.22%	100%
11:00	83.10%	5.47%	5.61%	2.16%	1.04%	1.05%	1.57%	100%
12:00	77.38%	9.74%	6.46%	2.34%	1.38%	0.90%	1.80%	100%
13:00	81.06%	8.80%	5.18%	1.79%	0.84%	0.37%	1.95%	100%
14:00	83.53%	7.70%	3.87%	1.50%	0.87%	0.30%	2.24%	100%
15:00	83.53%	7.70%	3.87%	1.50%	0.87%	0.30%	2.24%	100%
16:00	85.99%	6.59%	2.56%	1.20%	0.90%	0.24%	2.53%	100%
17:00	84.40%	7.34%	3.99%	1.19%	0.94%	0.12%	2.02%	100%
18:00	84.92%	6.67%	4.14%	1.46%	0.94%	0.09%	1.78%	100%
19:00	82.83%	7.89%	5.81%	1.03%	0.83%	0.06%	1.55%	100%
20:00	80.87%	9.64%	7.10%	0.66%	0.32%	0.60%	0.81%	100%
21:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
22:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%
23:00	82.47%	6.34%	6.44%	1.25%	0.72%	0.66%	2.12%	100%

Table WQ-6

Route 9A Deck: Traffic Speeds

W/Alternative Q 2010

Section	South Portal				
Start Time	29th to 26th Str SB	30th to 29th Str SB	26th to 29th Str NB	29th to 30th Str NB	30th to 34th Str NB
	mph	mph	mph	mph	mph
0:00	30	30	35	24	30
1:00	30	30	35	30	30
2:00	30	30	35	30	30
3:00	30	30	35	30	30
4:00	30	30	35	30	30
5:00	30	30	35	30	30
6:00	26	22	31	22	21
7:00	24	20	29	18	16
8:00	20	15	33	10	12
9:00	24	19	29	16	14
10:00	25	20	29	17	15
11:00	25	21	28	15	13
12:00	29	25	35	19	13
13:00	25	21	28	14	12
14:00	25	20	27	14	11
15:00	25	20	27	12	10
16:00	24	18	28	14	11
17:00	24	18	17	10	11
18:00	24	19	26	11	9
19:00	24	19	27	13	11
20:00	26	22	29	17	12
21:00	26	22	29	17	15
22:00	26	23	30	18	16
23:00	27	24	30	20	19

Section	North Portal						
Start Time	30th to 34th Str SB	34th to 36th Str SB	36th to 37th Str SB	37th to 39th Str SB	34th to 36th Str NB	36th to 37th Str NB	37th to 39th Str NB
	mph	mph	mph	mph	mph	mph	mph
0:00	30	30	40	30	30	30	30
1:00	30	30	40	30	30	30	30
2:00	30	30	40	30	30	30	30
3:00	30	30	40	30	30	30	30
4:00	30	30	40	30	30	30	30
5:00	30	30	40	30	30	30	30
6:00	24	20	38	17	20	26	20
7:00	23	17	37	14	15	23	14
8:00	19	20	40	11	9	15	8
9:00	22	16	37	12	12	22	12
10:00	23	19	37	15	13	23	13
11:00	24	20	38	17	10	21	9
12:00	25	20	36	19	9	19	11
13:00	24	20	38	17	8	21	8
14:00	23	18	37	15	7	20	6
15:00	23	19	37	15	5	19	3
16:00	22	17	37	13	7	20	5
17:00	23	19	35	12	8	25	10
18:00	22	17	37	14	3	18	2
19:00	23	18	37	14	6	20	5
20:00	25	12	38	18	10	22	4
21:00	25	21	38	19	11	22	10
22:00	25	22	38	20	13	23	12
23:00	26	23	38	21	16	24	15

Table WQ-7

Route 9A Deck: Signal Timing

W/Alternative Q 2010

Start Time	26th Street		29th Street			30th Street		
	Total Signal	Green Time SB	Total Signal	Green Time SB	Green Time NB	Total Signal	Green Time SB	Green Time NB
	sec	sec	sec	sec	sec	sec	sec	sec
0:00	90	51	90	53	53	90	50	42
1:00	90	51	90	53	53	90	50	42
2:00	90	51	90	53	53	90	50	42
3:00	90	51	90	53	53	90	50	42
4:00	90	51	90	53	53	90	50	42
5:00	90	51	90	53	53	90	50	42
6:00	150	106	150	113	113	150	110	95
7:00	150	106	150	113	113	150	110	95
8:00	150	106	150	113	113	150	110	95
9:00	150	106	150	113	113	150	110	95
10:00	150	106	150	113	113	150	110	95
11:00	120	81	120	83	83	120	80	70
12:00	120	81	120	83	83	120	80	70
13:00	120	81	120	83	83	120	80	70
14:00	120	81	120	83	83	120	80	70
15:00	120	83	120	83	83	120	86	78
16:00	120	83	120	83	83	120	86	78
17:00	120	83	120	83	83	120	86	78
18:00	120	83	120	83	83	120	86	78
19:00	120	83	120	83	83	120	86	78
20:00	120	83	120	83	83	120	80	70
21:00	120	83	120	83	83	120	80	70
22:00	90	51	90	53	53	90	50	42
23:00	90	51	90	53	53	90	50	42

Start Time	34th Street			36th Street			37th Street			39th Street	
	Total Signal	Green Time SB	Green Time NB	Total Signal	Green Time SB	Green Time NB	Total Signal	Green Time SB	Green Time NB	Total Signal	Green Time NB
	sec	sec	sec	sec	sec	sec	sec	sec	sec	sec	sec
0:00	120	46	38	90	60	60	90	45	68	90	29
1:00	120	46	38	90	60	60	90	45	68	90	29
2:00	120	46	38	90	60	60	90	45	68	90	29
3:00	90	45	37	90	60	60	90	45	68	90	32
4:00	90	45	37	90	60	60	90	45	68	90	32
5:00	90	45	37	90	60	60	90	45	68	90	32
6:00	150	105	80	150	106	106	150	92	123	150	89
7:00	150	105	80	150	106	106	150	92	123	150	89
8:00	150	105	80	150	106	106	150	92	123	150	89
9:00	150	105	80	150	106	106	150	92	123	150	89
10:00	150	105	80	150	106	106	150	92	123	150	89
11:00	120	75	60	120	88	88	120	62	93	120	62
12:00	120	75	60	120	88	88	120	62	93	120	62
13:00	120	75	60	120	88	88	120	62	93	120	62
14:00	120	75	60	120	88	88	120	62	93	120	62
15:00	130	85	77	120	95	95	120	62	93	120	62
16:00	130	85	77	120	95	95	120	62	93	120	62
17:00	130	85	77	120	95	95	120	62	93	120	62
18:00	130	85	77	120	95	95	120	62	93	120	62
19:00	130	46	38	120	95	95	120	62	93	120	39
20:00	120	46	38	120	95	95	120	62	93	120	39
21:00	120	46	38	120	95	95	120	62	93	120	39
22:00	120	75	60	120	95	95	120	62	93	120	62
23:00	120	75	60	120	95	95	120	62	93	90	29

Table WQ-8

Route 9A Deck: Queue
W/Alternative Q 2010

Start Time	26th Street SB		29th Street				30th Street			
	Queue Length SB	N of Cars SB	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB
	m/lane		m/lane		m/lane		m/lane		m/lane	
N of Lanes	3	3.0	3	3.0	4	4.0	3	3.0	2	2.0
0:00	38	6.3	39	6.5	34	5.7	29	4.9	44	7.3
1:00	38	6.3	39	6.5	34	5.7	29	4.9	44	7.3
2:00	38	6.3	39	6.5	34	5.7	29	4.9	44	7.3
3:00	38	6.3	39	6.5	34	5.7	29	4.9	44	7.3
4:00	38	6.3	39	6.5	34	5.7	29	4.9	44	7.3
5:00	38	6.3	39	6.5	34	5.7	29	4.9	44	7.3
6:00	51	8.5	50	8.3	34	5.6	38	6.3	41	6.9
7:00	51	8.5	50	8.3	34	5.6	38	6.3	41	6.9
8:00	51	8.5	50	8.3	34	5.6	38	6.3	41	6.9
9:00	38	6.3	39	6.5	34	5.7	29	4.9	44	7.3
10:00	38	6.3	39	6.5	34	5.7	29	4.9	44	7.3
11:00	38	6.3	39	6.5	34	5.7	29	4.9	44	7.3
12:00	38	6.3	39	6.5	34	5.7	29	4.9	44	7.3
13:00	38	6.3	39	6.5	34	5.7	29	4.9	44	7.3
14:00	38	6.3	39	6.5	34	5.7	29	4.9	44	7.3
15:00	50	8.3	50	8.4	42	7.0	31	5.1	51	8.5
16:00	50	8.3	50	8.4	42	7.0	31	5.1	51	8.5
17:00	50	8.3	50	8.4	42	7.0	31	5.1	51	8.5
18:00	50	8.3	50	8.4	42	7.0	31	5.1	51	8.5
19:00	38	6.3	39	6.5	34	5.7	29	4.9	44	7.3
20:00	38	6.4	38	6.4	53	8.9	26	4.4	53	8.9
21:00	38	6.4	38	6.4	53	8.9	26	4.4	53	8.9
22:00	38	6.3	39	6.5	34	5.7	29	4.9	44	7.3
23:00	38	6.3	39	6.5	34	5.7	29	4.9	44	7.3

Start Time	34th Street				36th Street				37th Street				39th Street NB	
	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB	Queue Length NB	N of Cars NB
	m/lane		m/lane		m/lane		m/lane		m/lane		m/lane		m/lane	
N of Lanes	2	2.0	4	4.0	3	3.0	2	2.0	2	2.0	3	3.0	4	4.0
0:00	36	6.0	46	7.6	34	5.7	32	5.4	76	12.7	17	2.8	44	7.4
1:00	36	6.0	46	7.6	34	5.7	32	5.4	76	12.7	17	2.8	44	7.4
2:00	36	6.0	46	7.6	34	5.7	32	5.4	76	12.7	17	2.8	44	7.4
3:00	36	6.0	46	7.6	34	5.7	32	5.4	76	12.7	17	2.8	44	7.4
4:00	36	6.0	46	7.6	34	5.7	32	5.4	76	12.7	17	2.8	44	7.4
5:00	36	6.0	46	7.6	34	5.7	32	5.4	76	12.7	17	2.8	44	7.4
6:00	55	9.1	53	8.9	73	12.2	41	6.9	250	41.7	16	2.6	43	7.2
7:00	55	9.1	53	8.9	73	12.2	41	6.9	250	41.7	16	2.6	43	7.2
8:00	55	9.1	53	8.9	73	12.2	41	6.9	250	41.7	16	2.6	43	7.2
9:00	36	6.0	46	7.6	34	5.7	32	5.4	76	12.7	17	2.8	44	7.4
10:00	36	6.0	46	7.6	34	5.7	32	5.4	76	12.7	17	2.8	44	7.4
11:00	36	6.0	46	7.6	34	5.7	32	5.4	76	12.7	17	2.8	44	7.4
12:00	36	6.0	46	7.6	34	5.7	32	5.4	76	12.7	17	2.8	44	7.4
13:00	36	6.0	46	7.6	34	5.7	32	5.4	76	12.7	17	2.8	44	7.4
14:00	36	6.0	46	7.6	34	5.7	32	5.4	76	12.7	17	2.8	44	7.4
15:00	53	8.9	50	8.3	34	5.6	31	5.1	232	38.6	22	3.6	58	9.7
16:00	53	8.9	50	8.3	34	5.6	31	5.1	232	38.6	22	3.6	58	9.7
17:00	53	8.9	50	8.3	34	5.6	31	5.1	232	38.6	22	3.6	58	9.7
18:00	53	8.9	50	8.3	34	5.6	31	5.1	232	38.6	22	3.6	58	9.7
19:00	36	6.0	46	7.6	34	5.7	32	5.4	76	12.7	17	2.8	44	7.4
20:00	74	12.4	94	15.6	420	70.0	70	11.6	70	11.6	420	70.0	70	11.6
21:00	74	12.4	94	15.6	420	70.0	70	11.6	70	11.6	420	70.0	70	11.6
22:00	36	6.0	46	7.6	34	5.7	32	5.4	76	12.7	17	2.8	44	7.4
23:00	36	6.0	46	7.6	34	5.7	32	5.4	76	12.7	17	2.8	44	7.4

Table WQ-9

Route 9A Deck: CO Emission Rates
W/Alternative Q 2010

Section	South Portal							
Start Time	30th Street to 29th Str SB						29th Street to 26th Str SB	
	FF link	*Queue link*	*Portal Jet (g/s)*				*free flow link*	*queue link*
	g/s	*g/s*	*Total*	*I Section*	*II Section*	*III Section*	*g/s*	*g/s*
0:00	0.045527	0.390430	0.504466	0.287546	0.156385	0.060536	0.171958	0.378417
1:00	0.025665	0.156172	0.236246	0.134660	0.073236	0.028349	0.096797	0.151367
2:00	0.015957	0.151608	0.187974	0.107145	0.058272	0.022557	0.060178	0.146943
3:00	0.013716	0.147384	0.174441	0.099431	0.054077	0.020933	0.051727	0.142849
4:00	0.015429	0.143456	0.179393	0.102254	0.055612	0.021527	0.058191	0.139042
5:00	0.040099	0.139803	0.290561	0.165620	0.090074	0.034867	0.151237	0.135502
6:00	0.166240	0.174163	0.909811	0.500396	0.300238	0.109177	0.595973	0.178359
7:00	0.220328	0.170933	1.150339	0.632686	0.379612	0.138041	0.777849	0.175052
8:00	0.265916	0.167186	1.320184	0.726101	0.435661	0.158422	0.909125	0.171214
9:00	0.244936	0.128861	1.223225	0.672774	0.403664	0.146787	0.856428	0.124896
10:00	0.200556	0.126237	1.027879	0.565333	0.339200	0.123345	0.714750	0.122353
11:00	0.170199	0.123780	0.857370	0.471553	0.282932	0.102884	0.605999	0.119971
12:00	0.171397	0.121705	0.881411	0.502404	0.273237	0.105769	0.623043	0.117960
13:00	0.170705	0.118092	0.858122	0.471967	0.283180	0.102975	0.609637	0.114458
14:00	0.196540	0.116040	0.960723	0.528397	0.317038	0.115287	0.698149	0.112469
15:00	0.192575	0.147376	1.008303	0.554566	0.332740	0.120996	0.700641	0.145621
16:00	0.225945	0.144986	1.155313	0.635422	0.381253	0.138638	0.813322	0.143260
17:00	0.238937	0.142882	1.195704	0.657637	0.394582	0.143484	0.855110	0.141181
18:00	0.222795	0.141610	1.142729	0.628501	0.377100	0.137127	0.804436	0.139924
19:00	0.210092	0.106653	1.079571	0.593764	0.356258	0.129549	0.760739	0.103371
20:00	0.154867	0.102660	0.768552	0.422704	0.253622	0.092226	0.568785	0.102660
21:00	0.143608	0.101834	0.712631	0.391947	0.235168	0.085516	0.529427	0.101834
22:00	0.109755	0.101990	0.559147	0.318714	0.173336	0.067098	0.391290	0.098851
23:00	0.093426	0.100618	0.488294	0.278328	0.151371	0.058595	0.334594	0.097523

Start Time	26th Street to 27th Str NB	27th Street to 28th Str NB	28th Street to 29th Str NB		29th Street to 30th Str NB		Under Deck (34th to 30th) SB	
	free flow link	*free flow link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.120232	0.137327	0.007192	0.463741	0.067551	0.296957	0.210143	0.294324
1:00	0.070920	0.081006	0.004248	0.185496	0.039123	0.118783	0.118516	0.117730
2:00	0.048583	0.055494	0.002910	0.180054	0.026802	0.115298	0.073685	0.114289
3:00	0.037350	0.042663	0.002237	0.175017	0.020606	0.112072	0.063336	0.111105
4:00	0.040582	0.046355	0.002431	0.170332	0.022389	0.109072	0.071250	0.108143
5:00	0.068103	0.077791	0.004080	0.165979	0.037572	0.106285	0.185171	0.105390
6:00	0.169382	0.193473	0.012980	0.159070	0.132303	0.097999	0.777616	0.132196
7:00	0.257650	0.294212	0.019737	0.154977	0.211762	0.095477	1.020594	0.129745
8:00	0.312389	0.356281	0.023874	0.152526	0.306863	0.093967	1.193284	0.126900
9:00	0.301670	0.344024	0.023062	0.151395	0.254020	0.096946	1.126083	0.097142
10:00	0.279736	0.318909	0.021537	0.148344	0.234083	0.094992	0.932716	0.095163
11:00	0.306368	0.361736	0.021830	0.145436	0.250528	0.093130	0.764059	0.093311
12:00	0.313981	0.370712	0.022380	0.142234	0.241063	0.091080	0.789664	0.091747
13:00	0.331258	0.390663	0.023590	0.140472	0.275767	0.089951	0.769099	0.089023
14:00	0.364702	0.410933	0.025320	0.138668	0.280485	0.088796	0.873246	0.087476
15:00	0.396649	0.448172	0.027702	0.167349	0.352475	0.101605	0.918824	0.089478
16:00	0.360551	0.407616	0.025197	0.165418	0.309622	0.100433	1.067286	0.088027
17:00	0.438805	0.496161	0.030664	0.162374	0.379166	0.098584	1.108954	0.086750
18:00	0.416953	0.471060	0.029115	0.159851	0.377319	0.097052	1.056751	0.085977
19:00	0.372902	0.421659	0.026062	0.127521	0.324259	0.081658	0.999172	0.080400
20:00	0.300197	0.338774	0.020923	0.194360	0.251714	0.097180	0.697974	0.070578
21:00	0.281400	0.317457	0.019616	0.191426	0.205550	0.095713	0.642620	0.070011
22:00	0.259606	0.292912	0.015410	0.120886	0.149944	0.077409	0.482262	0.076884
23:00	0.213884	0.241293	0.012693	0.119251	0.120636	0.076363	0.412443	0.075851

Table WQ-9

Route 9A Deck: CO Emission Rates
W/Alternative Q 2010 (Continued)

Section	North Portal											
Start Time	39th Street to 37th Str SB		37th Street to 36th Str SB		36th Street to 34th Str SB		34th Street to 36th Str NB					
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*Portal Jet (g/s)*			
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*Total*	*I Section*	*II Section*	*III Section*
0:00	0.063341	0.508560	0.112750	0.342377	0.092902	0.240264	0.206964	0.219667	0.767615	0.437541	0.237961	0.092114
1:00	0.035902	0.203424	0.063941	0.136951	0.052702	0.096106	0.122630	0.087867	0.335854	0.191437	0.104115	0.040302
2:00	0.022318	0.197479	0.039748	0.132948	0.032762	0.093297	0.083984	0.085289	0.300709	0.171404	0.093220	0.036085
3:00	0.019166	0.191977	0.034135	0.129244	0.036698	0.090698	0.064523	0.082903	0.293853	0.167496	0.091094	0.035262
4:00	0.021557	0.186860	0.038394	0.125800	0.041277	0.088280	0.070098	0.080684	0.292836	0.166917	0.090779	0.035140
5:00	0.055996	0.182103	0.099730	0.122597	0.107220	0.086033	0.117613	0.078621	0.331592	0.189007	0.102794	0.039791
6:00	0.233806	0.583340	0.324265	0.255998	0.493455	0.127300	0.329055	0.097999	0.627684	0.345226	0.207136	0.075322
7:00	0.324984	0.572524	0.419176	0.251252	0.664471	0.124939	0.546350	0.095477	0.857681	0.471725	0.283035	0.102922
8:00	0.391677	0.559971	0.481701	0.245743	0.731136	0.122200	0.768525	0.093967	1.183976	0.568308	0.473590	0.142077
9:00	0.370906	0.167850	0.458309	0.113001	0.744391	0.079299	0.677980	0.071713	1.138217	0.626020	0.375612	0.136586
10:00	0.285265	0.164432	0.377876	0.110700	0.592826	0.077684	0.621264	0.070268	1.116772	0.614225	0.368535	0.134013
11:00	0.204787	0.161231	0.344483	0.108545	0.458355	0.076172	0.855503	0.068891	1.190773	0.571571	0.476309	0.142893
12:00	0.207092	0.158528	0.353576	0.106726	0.474111	0.074895	0.917144	0.067374	1.213656	0.582555	0.485462	0.145639
13:00	0.202819	0.153823	0.343926	0.103558	0.454683	0.072672	0.970565	0.066539	1.255401	0.602592	0.502160	0.150648
14:00	0.241754	0.151149	0.400191	0.101758	0.544305	0.071409	1.093097	0.065685	1.288278	0.618373	0.515311	0.154593
15:00	0.233542	0.451485	0.420755	0.098251	0.553106	0.104099	1.691134	0.060963	1.560735	0.749153	0.624294	0.187288
16:00	0.286602	0.444163	0.490749	0.096657	0.662427	0.102411	1.253960	0.060260	1.291907	0.620116	0.516763	0.155029
17:00	0.310537	0.437717	0.510856	0.095254	0.679450	0.100924	1.353757	0.059151	1.378304	0.661586	0.551322	0.165396
18:00	0.277218	0.433820	0.486309	0.094406	0.647222	0.100026	2.226463	0.058231	1.476239	0.708595	0.590495	0.177149
19:00	0.254829	0.138922	0.454024	0.093526	0.324407	0.065632	1.339273	0.060405	0.684216	0.328424	0.273687	0.082106
20:00	0.188209	0.124047	0.354746	1.122840	0.308976	0.132602	0.872853	0.126661	0.832632	0.457948	0.274769	0.099916
21:00	0.173653	0.123050	0.330557	1.113814	0.246155	0.131536	0.801727	0.124749	0.729056	0.400981	0.240589	0.087487
22:00	0.155441	0.132848	0.299783	0.089437	0.360633	0.062763	0.716786	0.057262	0.726517	0.399584	0.239751	0.087182
23:00	0.130485	0.131062	0.256169	0.088235	0.304676	0.061919	0.555013	0.056487	0.607509	0.334130	0.200478	0.072901

Start Time	36th Street to 37th Str NB		37th Street to 39th Str NB		Under Deck (30th to 34th) NB	
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.124695	0.170852	0.068052	0.602050	0.149294	0.618321
1:00	0.073871	0.068341	0.040325	0.240820	0.088525	0.247328
2:00	0.050591	0.066336	0.027618	0.233754	0.060637	0.240072
3:00	0.038868	0.064480	0.023414	0.227215	0.060497	0.233356
4:00	0.042227	0.062754	0.025437	0.221133	0.065727	0.227110
5:00	0.070851	0.061150	0.042679	0.215481	0.110287	0.221305
6:00	0.194841	0.055391	0.188395	0.204519	0.374876	0.252808
7:00	0.302761	0.053965	0.314411	0.199256	0.611378	0.246303
8:00	0.398023	0.053112	0.464124	0.196105	0.785520	0.242407
9:00	0.357551	0.055777	0.391030	0.196547	0.741298	0.201859
10:00	0.335788	0.054653	0.359957	0.192587	0.684909	0.197792
11:00	0.387069	0.053582	0.424565	0.188812	0.723774	0.193915
12:00	0.400658	0.052402	0.407698	0.184655	0.737923	0.189645
13:00	0.416163	0.051753	0.485439	0.182367	0.795021	0.187296
14:00	0.450011	0.051088	0.609325	0.180025	0.869315	0.184890
15:00	0.510415	0.064549	1.069029	0.231897	1.167247	0.198428
16:00	0.464075	0.063804	0.657474	0.229222	1.011243	0.196139
17:00	0.504072	0.062630	0.550050	0.225004	1.166268	0.192530
18:00	0.541614	0.061657	3.148303	0.221508	1.286701	0.189537
19:00	0.474771	0.046982	0.459737	0.165554	0.514188	0.170028
20:00	0.382857	1.146504	0.367697	0.253323	0.491957	0.340675
21:00	0.358932	1.129197	0.241425	0.249499	0.393523	0.335533
22:00	0.330904	0.044537	0.339761	0.156939	0.565336	0.161181
23:00	0.269272	0.043935	0.162398	0.154817	0.448507	0.159001

Note:
Marshall Yard Contribution was used btw. 8:00 am - 5:00 pm

Table WQ-10

Route 9A Deck: PM10 Emission Rates
W/Alternative Q 2010

Section	South Portal							
Start Time	30th Street to 29th Str SB						29th Street to 26th Str SB	
	FF link	*Queue link*	*Portal Jet (g/s)*				*free flow link*	*queue link*
	g/s	*g/s*	*Total*	*I Section*	*II Section*	*III Section*	*g/s*	*g/s*
0:00	0.003606	0.000236	0.002918	0.001664	0.000905	0.000350	0.013622	0.000229
1:00	0.002033	0.000236	0.001724	0.000982	0.000534	0.000207	0.007668	0.000229
2:00	0.001264	0.000236	0.001139	0.000649	0.000353	0.000137	0.004767	0.000229
3:00	0.001086	0.000236	0.001004	0.000572	0.000311	0.000120	0.004098	0.000229
4:00	0.001222	0.000236	0.001107	0.000631	0.000343	0.000133	0.004610	0.000229
5:00	0.003176	0.000236	0.002593	0.001478	0.000804	0.000311	0.011980	0.000229
6:00	0.012668	0.000302	0.010166	0.005591	0.003355	0.001220	0.046578	0.000309
7:00	0.016406	0.000352	0.013377	0.007357	0.004414	0.001605	0.060321	0.000360
8:00	0.018716	0.000380	0.015405	0.008472	0.005083	0.001849	0.068774	0.000389
9:00	0.017846	0.000211	0.014009	0.007705	0.004623	0.001681	0.065626	0.000205
10:00	0.015004	0.000221	0.011892	0.006541	0.003924	0.001427	0.055482	0.000214
11:00	0.012895	0.000231	0.009936	0.005465	0.003279	0.001192	0.047519	0.000224
12:00	0.013315	0.000244	0.010337	0.005892	0.003204	0.001240	0.049154	0.000236
13:00	0.012957	0.000234	0.010026	0.005514	0.003309	0.001203	0.047839	0.000227
14:00	0.014777	0.000291	0.011688	0.006428	0.003857	0.001403	0.054684	0.000282
15:00	0.014512	0.000376	0.012304	0.006767	0.004060	0.001476	0.054917	0.000372
16:00	0.016769	0.000450	0.014613	0.008037	0.004822	0.001754	0.063534	0.000445
17:00	0.017190	0.000256	0.013795	0.007587	0.004552	0.001655	0.065216	0.000253
18:00	0.016012	0.000197	0.012549	0.006902	0.004141	0.001506	0.060537	0.000194
19:00	0.015487	0.000218	0.012605	0.006933	0.004160	0.001513	0.058569	0.000212
20:00	0.011807	0.000194	0.008909	0.004900	0.002940	0.001069	0.044506	0.000194
21:00	0.010987	0.000233	0.008399	0.004619	0.002772	0.001008	0.041438	0.000233
22:00	0.008443	0.000236	0.006376	0.003634	0.001977	0.000765	0.030668	0.000229
23:00	0.007238	0.000236	0.005490	0.003129	0.001702	0.000659	0.026269	0.000229

Start Time	26th Street to 27th Str NB	27th Street to 28th Str NB	28th Street to 29th Str NB		29th Street to 30th Str NB		Under Deck (34th to 30th) SB	
	free flow link	*free flow link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.009308	0.010631	0.005570	0.000308	0.005164	0.000197	0.002740	0.000178
1:00	0.005490	0.006271	0.003290	0.000308	0.003051	0.000197	0.001545	0.000178
2:00	0.003761	0.004296	0.002254	0.000308	0.002090	0.000197	0.000961	0.000178
3:00	0.002891	0.003303	0.001733	0.000308	0.001607	0.000197	0.000826	0.000178
4:00	0.003142	0.003589	0.001883	0.000308	0.001746	0.000197	0.000929	0.000178
5:00	0.005272	0.006022	0.003160	0.000308	0.002930	0.000197	0.002415	0.000178
6:00	0.013180	0.015055	0.010105	0.000303	0.009940	0.000186	0.009936	0.000229
7:00	0.020573	0.023492	0.015768	0.000466	0.015507	0.000287	0.013110	0.000267
8:00	0.024447	0.027882	0.018692	0.000390	0.018368	0.000240	0.015116	0.000288
9:00	0.023762	0.027099	0.018175	0.000438	0.017859	0.000280	0.013850	0.000159
10:00	0.021852	0.024912	0.016832	0.000352	0.016573	0.000226	0.011725	0.000167
11:00	0.023653	0.027927	0.016862	0.000267	0.017122	0.000171	0.009761	0.000174
12:00	0.024299	0.028690	0.017328	0.000285	0.017607	0.000182	0.010153	0.000184
13:00	0.025382	0.029934	0.018085	0.000267	0.018381	0.000171	0.009850	0.000176
14:00	0.027789	0.031312	0.019302	0.000298	0.018584	0.000191	0.011468	0.000219
15:00	0.030166	0.034085	0.021079	0.000366	0.022582	0.000222	0.012076	0.000228
16:00	0.027379	0.030953	0.019143	0.000404	0.020516	0.000245	0.014340	0.000273
17:00	0.030730	0.034746	0.021485	0.000317	0.023029	0.000192	0.013639	0.000156
18:00	0.031397	0.035471	0.021934	0.000278	0.023489	0.000169	0.012429	0.000119
19:00	0.028238	0.031931	0.019746	0.000196	0.021169	0.000125	0.012441	0.000165
20:00	0.022755	0.025679	0.015867	0.000221	0.017593	0.000111	0.008775	0.000134
21:00	0.021889	0.024694	0.015266	0.000481	0.014646	0.000240	0.008239	0.000160
22:00	0.020221	0.022815	0.012009	0.000308	0.010828	0.000197	0.006198	0.000178
23:00	0.016671	0.018807	0.009899	0.000308	0.008924	0.000197	0.005312	0.000178

Table WQ-10

Route 9A Deck: PM10 Emission Rates
W/Alternative Q 2010 (Continued)

Section	North Portal											
Start Time	39th Street to 37th Str SB		37th Street to 36th Str SB		36th Street to 34th Str SB		34th Street to 36th Str NB					
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*Portal Jet (g/s)*			
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*Total*	*I Section*	*II Section*	*III Section*
0:00	0.005017	0.000308	0.008520	0.000207	0.007359	0.000146	0.016138	0.000146	0.002337	0.001332	0.000724	0.000280
1:00	0.002844	0.000308	0.004832	0.000207	0.004175	0.000146	0.009562	0.000146	0.001553	0.000885	0.000481	0.000186
2:00	0.001768	0.000308	0.003004	0.000207	0.002595	0.000146	0.006549	0.000146	0.001193	0.000680	0.000370	0.000143
3:00	0.001518	0.000308	0.002579	0.000207	0.002907	0.000146	0.005031	0.000146	0.001191	0.000679	0.000369	0.000143
4:00	0.001708	0.000308	0.002901	0.000207	0.003270	0.000146	0.005466	0.000146	0.001259	0.000718	0.000390	0.000151
5:00	0.004436	0.000308	0.007536	0.000207	0.008493	0.000146	0.009171	0.000146	0.001834	0.001045	0.000568	0.000220
6:00	0.016967	0.001011	0.024910	0.000444	0.037080	0.000221	0.024319	0.000186	0.005099	0.002804	0.001683	0.000612
7:00	0.022049	0.001179	0.032370	0.000517	0.048188	0.000257	0.038179	0.000287	0.008484	0.004666	0.002800	0.001018
8:00	0.025097	0.001272	0.036849	0.000558	0.054840	0.000278	0.044986	0.000240	0.019135	0.009185	0.007654	0.002296
9:00	0.024006	0.000275	0.035240	0.000185	0.052478	0.000130	0.044232	0.000207	0.021419	0.011781	0.007068	0.002570
10:00	0.019812	0.000288	0.029150	0.000194	0.043467	0.000136	0.041342	0.000167	0.022874	0.012581	0.007549	0.002745
11:00	0.014728	0.000301	0.026728	0.000203	0.034335	0.000142	0.051305	0.000126	0.025058	0.012028	0.010023	0.003007
12:00	0.015191	0.000317	0.027563	0.000214	0.035391	0.000150	0.052516	0.000135	0.026196	0.012574	0.010479	0.003144
13:00	0.014664	0.000304	0.026611	0.000205	0.034177	0.000144	0.054634	0.000126	0.025688	0.012330	0.010275	0.003083
14:00	0.016994	0.000379	0.031119	0.000255	0.040186	0.000179	0.057551	0.000141	0.023944	0.011493	0.009578	0.002873
15:00	0.016529	0.001153	0.032692	0.000251	0.040991	0.000266	0.069538	0.000133	0.024046	0.011542	0.009619	0.002886
16:00	0.019378	0.001380	0.038320	0.000300	0.048028	0.000318	0.063611	0.000147	0.016405	0.007875	0.006562	0.001969
17:00	0.019981	0.000785	0.039512	0.000171	0.049498	0.000181	0.071769	0.000115	0.013298	0.006383	0.005319	0.001596
18:00	0.018390	0.000603	0.036371	0.000131	0.045589	0.000139	0.072655	0.000101	0.012019	0.005769	0.004808	0.001442
19:00	0.017542	0.000284	0.034697	0.000192	0.023538	0.000134	0.064783	0.000093	0.005325	0.002556	0.002130	0.000639
20:00	0.013760	0.000235	0.027217	0.002125	0.020365	0.000251	0.053043	0.000144	0.005162	0.002839	0.001704	0.000619
21:00	0.012816	0.000281	0.025352	0.002547	0.018633	0.000301	0.051045	0.000313	0.005339	0.002937	0.001762	0.000641
22:00	0.011607	0.000308	0.022956	0.000207	0.027505	0.000146	0.047283	0.000146	0.006988	0.003843	0.002306	0.000839
23:00	0.009894	0.000308	0.019571	0.000207	0.023454	0.000146	0.038833	0.000146	0.005809	0.003195	0.001917	0.000697

Start Time	36th Street to 37th Str NB		37th Street to 39th Str NB		Under Deck (30th to 34th) NB	
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.009723	0.000113	0.005306	0.000400	0.001926	0.000411
1:00	0.005760	0.000113	0.003144	0.000400	0.001142	0.000411
2:00	0.003945	0.000113	0.002154	0.000400	0.000782	0.000411
3:00	0.003031	0.000113	0.001826	0.000400	0.000781	0.000411
4:00	0.003293	0.000113	0.001983	0.000400	0.000848	0.000411
5:00	0.005525	0.000113	0.003328	0.000400	0.001423	0.000411
6:00	0.014999	0.000105	0.013893	0.000389	0.004618	0.000481
7:00	0.023544	0.000162	0.021804	0.000599	0.007743	0.000741
8:00	0.027729	0.000136	0.025664	0.000502	0.008819	0.000620
9:00	0.027264	0.000161	0.025240	0.000568	0.008716	0.000584
10:00	0.025478	0.000130	0.023681	0.000457	0.007861	0.000470
11:00	0.028758	0.000098	0.024688	0.000346	0.007735	0.000356
12:00	0.029432	0.000105	0.025271	0.000370	0.008041	0.000380
13:00	0.030622	0.000098	0.026285	0.000347	0.008364	0.000356
14:00	0.032800	0.000110	0.028611	0.000387	0.009003	0.000397
15:00	0.036731	0.000141	0.032077	0.000507	0.011493	0.000434
16:00	0.033591	0.000156	0.029326	0.000559	0.010675	0.000479
17:00	0.037895	0.000122	0.033081	0.000439	0.011710	0.000376
18:00	0.038378	0.000107	0.033515	0.000385	0.011690	0.000329
19:00	0.034222	0.000072	0.018801	0.000254	0.005064	0.000261
20:00	0.028026	0.001304	0.013517	0.000288	0.004775	0.000388
21:00	0.026966	0.002837	0.014814	0.000627	0.004496	0.000843
22:00	0.024975	0.000113	0.021810	0.000400	0.006577	0.000411
23:00	0.020515	0.000113	0.011175	0.000400	0.005398	0.000411

Note:
Marshall Yard Contribution was used btw. 8:00 am - 5:00 pm

Table WQ-11

Route 9A Deck: PM2.5 Emission Rates
W/Alternative Q 2010

Section	South Portal							
Start Time	30th Street to 29th Str SB						29th Street to 26th Str SB	
	FF link	*Queue link*	*Portal Jet (g/s)*				*free flow link*	*queue link*
	g/s	*g/s*	*Total*	*I Section*	*II Section*	*III Section*	*g/s*	*g/s*
0:00	0.003606	0.000236	0.002918	0.001664	0.000905	0.000350	0.013622	0.000229
1:00	0.002033	0.000236	0.001724	0.000982	0.000534	0.000207	0.007668	0.000229
2:00	0.001264	0.000236	0.001139	0.000649	0.000353	0.000137	0.004767	0.000229
3:00	0.001086	0.000236	0.001004	0.000572	0.000311	0.000120	0.004098	0.000229
4:00	0.001222	0.000236	0.001107	0.000631	0.000343	0.000133	0.004610	0.000229
5:00	0.003176	0.000236	0.002593	0.001478	0.000804	0.000311	0.011980	0.000229
6:00	0.012668	0.000302	0.010166	0.005591	0.003355	0.001220	0.046578	0.000309
7:00	0.016406	0.000352	0.013377	0.007357	0.004414	0.001605	0.060321	0.000360
8:00	0.018716	0.000380	0.015405	0.008472	0.005083	0.001849	0.068774	0.000389
9:00	0.017846	0.000211	0.014009	0.007705	0.004623	0.001681	0.065626	0.000205
10:00	0.015004	0.000221	0.011892	0.006541	0.003924	0.001427	0.055482	0.000214
11:00	0.012895	0.000231	0.009936	0.005465	0.003279	0.001192	0.047519	0.000224
12:00	0.013315	0.000244	0.010337	0.005892	0.003204	0.001240	0.049154	0.000236
13:00	0.012957	0.000234	0.010026	0.005514	0.003309	0.001203	0.047839	0.000227
14:00	0.014777	0.000291	0.011688	0.006428	0.003857	0.001403	0.054684	0.000282
15:00	0.014512	0.000376	0.012304	0.006767	0.004060	0.001476	0.054917	0.000372
16:00	0.016769	0.000450	0.014613	0.008037	0.004822	0.001754	0.063534	0.000445
17:00	0.017190	0.000256	0.013795	0.007587	0.004552	0.001655	0.065216	0.000253
18:00	0.016012	0.000197	0.012549	0.006902	0.004141	0.001506	0.060537	0.000194
19:00	0.015487	0.000218	0.012605	0.006933	0.004160	0.001513	0.058569	0.000212
20:00	0.011807	0.000194	0.008909	0.004900	0.002940	0.001069	0.044506	0.000194
21:00	0.010987	0.000233	0.008399	0.004619	0.002772	0.001008	0.041438	0.000233
22:00	0.008443	0.000236	0.006376	0.003634	0.001977	0.000765	0.030668	0.000229
23:00	0.007238	0.000236	0.005490	0.003129	0.001702	0.000659	0.026269	0.000229

Start Time	26th Street to 27th Str NB	27th Street to 28th Str NB	28th Street to 29th Str NB		29th Street to 30th Str NB		Under Deck (34th to 30th) SB	
	free flow link	*free flow link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.009308	0.010631	0.005570	0.000308	0.005164	0.000197	0.002740	0.000178
1:00	0.005490	0.006271	0.003290	0.000308	0.003051	0.000197	0.001545	0.000178
2:00	0.003761	0.004296	0.002254	0.000308	0.002090	0.000197	0.000961	0.000178
3:00	0.002891	0.003303	0.001733	0.000308	0.001607	0.000197	0.000826	0.000178
4:00	0.003142	0.003589	0.001883	0.000308	0.001746	0.000197	0.000929	0.000178
5:00	0.005272	0.006022	0.003160	0.000308	0.002930	0.000197	0.002415	0.000178
6:00	0.013180	0.015055	0.010105	0.000303	0.009940	0.000186	0.009936	0.000229
7:00	0.020573	0.023492	0.015768	0.000466	0.015507	0.000287	0.013110	0.000267
8:00	0.024447	0.027882	0.018692	0.000390	0.018368	0.000240	0.015116	0.000288
9:00	0.023762	0.027099	0.018175	0.000438	0.017859	0.000280	0.013850	0.000159
10:00	0.021852	0.024912	0.016832	0.000352	0.016573	0.000226	0.011725	0.000167
11:00	0.023653	0.027927	0.016862	0.000267	0.017122	0.000171	0.009761	0.000174
12:00	0.024299	0.028690	0.017328	0.000285	0.017607	0.000182	0.010153	0.000184
13:00	0.025382	0.029934	0.018085	0.000267	0.018381	0.000171	0.009850	0.000176
14:00	0.027789	0.031312	0.019302	0.000298	0.018584	0.000191	0.011468	0.000219
15:00	0.030166	0.034085	0.021079	0.000366	0.022582	0.000222	0.012076	0.000228
16:00	0.027379	0.030953	0.019143	0.000404	0.020516	0.000245	0.014340	0.000273
17:00	0.030730	0.034746	0.021485	0.000317	0.023029	0.000192	0.013639	0.000156
18:00	0.031397	0.035471	0.021934	0.000278	0.023489	0.000169	0.012429	0.000119
19:00	0.028238	0.031931	0.019746	0.000196	0.021169	0.000125	0.012441	0.000165
20:00	0.022755	0.025679	0.015867	0.000221	0.017593	0.000111	0.008775	0.000134
21:00	0.021889	0.024694	0.015266	0.000481	0.014646	0.000240	0.008239	0.000160
22:00	0.020221	0.022815	0.012009	0.000308	0.010828	0.000197	0.006198	0.000178
23:00	0.016671	0.018807	0.009899	0.000308	0.008924	0.000197	0.005312	0.000178

Table WQ-11

Route 9A Deck: PM2.5 Emission Rates W/Alternative Q 2010 (Continued)

North Portal											
39th Street to 37th Str SB		37th Street to 36th Str SB		36th Street to 34th Str SB		34th Street to 36th Str NB					
free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*Portal Jet (g/s)*			
g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*Total*	*I Section*	*II Section*	*III Section*
0.005017	0.000308	0.008520	0.000207	0.007359	0.000146	0.016138	0.000146	0.002337	0.001332	0.000724	0.000280
0.002844	0.000308	0.004832	0.000207	0.004175	0.000146	0.009562	0.000146	0.001553	0.000885	0.000481	0.000186
0.001768	0.000308	0.003004	0.000207	0.002595	0.000146	0.006549	0.000146	0.001193	0.000680	0.000370	0.000143
0.001518	0.000308	0.002579	0.000207	0.002907	0.000146	0.005031	0.000146	0.001191	0.000679	0.000369	0.000143
0.001708	0.000308	0.002901	0.000207	0.003270	0.000146	0.005466	0.000146	0.001259	0.000718	0.000390	0.000151
0.004436	0.000308	0.007536	0.000207	0.008493	0.000146	0.009171	0.000146	0.001834	0.001045	0.000568	0.000220
0.016967	0.001011	0.024910	0.000444	0.037080	0.000221	0.024319	0.000186	0.005099	0.002804	0.001683	0.000612
0.022049	0.001179	0.032370	0.000517	0.048188	0.000257	0.038179	0.000287	0.008484	0.004666	0.002800	0.001018
0.025097	0.001272	0.036849	0.000558	0.054840	0.000278	0.044986	0.000240	0.019135	0.009185	0.007654	0.002296
0.024006	0.000275	0.035240	0.000185	0.052478	0.000130	0.044232	0.000207	0.021419	0.011781	0.007068	0.002570
0.019812	0.000288	0.029150	0.000194	0.043467	0.000136	0.041342	0.000167	0.022874	0.012581	0.007549	0.002745
0.014728	0.000301	0.026728	0.000203	0.034335	0.000142	0.051305	0.000126	0.025058	0.012028	0.010023	0.003007
0.015191	0.000317	0.027563	0.000214	0.035391	0.000150	0.052516	0.000135	0.026196	0.012574	0.010479	0.003144
0.014664	0.000304	0.026611	0.000205	0.034177	0.000144	0.054634	0.000126	0.025688	0.012330	0.010275	0.003083
0.016994	0.000379	0.031119	0.000255	0.040186	0.000179	0.057551	0.000141	0.023944	0.011493	0.009578	0.002873
0.016529	0.001153	0.032692	0.000251	0.040991	0.000266	0.069538	0.000133	0.024046	0.011542	0.009619	0.002886
0.019378	0.001380	0.038320	0.000300	0.048028	0.000318	0.063611	0.000147	0.016405	0.007875	0.006562	0.001969
0.019981	0.000785	0.039512	0.000171	0.049498	0.000181	0.071769	0.000115	0.013298	0.006383	0.005319	0.001596
0.018390	0.000603	0.036371	0.000131	0.045589	0.000139	0.072655	0.000101	0.012019	0.005769	0.004808	0.001442
0.017542	0.000284	0.034697	0.000192	0.023538	0.000134	0.064783	0.000093	0.005325	0.002556	0.002130	0.000639
0.013760	0.000235	0.027217	0.002125	0.020365	0.000251	0.053043	0.000144	0.005162	0.002839	0.001704	0.000619
0.012816	0.000281	0.025352	0.002547	0.018633	0.000301	0.051045	0.000313	0.005339	0.002937	0.001762	0.000641
0.011607	0.000308	0.022956	0.000207	0.027505	0.000146	0.047283	0.000146	0.006988	0.003843	0.002306	0.000839
0.009894	0.000308	0.019571	0.000207	0.023454	0.000146	0.038833	0.000146	0.005809	0.003195	0.001917	0.000697

36th Street to 37th Str NB		37th Street to 39th Str NB		Under Deck (30th to 34th) NB	
free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0.009723	0.000113	0.005306	0.000400	0.001926	0.000411
0.005760	0.000113	0.003144	0.000400	0.001142	0.000411
0.003945	0.000113	0.002154	0.000400	0.000782	0.000411
0.003031	0.000113	0.001826	0.000400	0.000781	0.000411
0.003293	0.000113	0.001983	0.000400	0.000848	0.000411
0.005525	0.000113	0.003328	0.000400	0.001423	0.000411
0.014999	0.000105	0.013893	0.000389	0.004618	0.000481
0.023544	0.000162	0.021804	0.000599	0.007743	0.000741
0.027729	0.000136	0.025664	0.000502	0.008819	0.000620
0.027264	0.000161	0.025240	0.000568	0.008716	0.000584
0.025478	0.000130	0.023681	0.000457	0.007861	0.000470
0.028758	0.000098	0.024688	0.000346	0.007735	0.000356
0.029432	0.000105	0.025271	0.000370	0.008041	0.000380
0.030622	0.000098	0.026285	0.000347	0.008364	0.000356
0.032800	0.000110	0.028611	0.000387	0.009003	0.000397
0.036731	0.000141	0.032077	0.000507	0.011493	0.000434
0.033591	0.000156	0.029326	0.000559	0.010675	0.000479
0.037895	0.000122	0.033081	0.000439	0.011710	0.000376
0.038378	0.000107	0.033515	0.000385	0.011690	0.000329
0.034222	0.000072	0.018801	0.000254	0.005064	0.000261
0.028026	0.001304	0.013517	0.000288	0.004775	0.000388
0.026966	0.002837	0.014814	0.000627	0.004496	0.000843
0.024975	0.000113	0.021810	0.000400	0.006577	0.000411
0.020515	0.000113	0.011175	0.000400	0.005398	0.000411

Note:

Marshall Yard Contribution was used btw. 8:00 am - 5:00 pm

Table WQ-12

Route 9A Deck: PM2.5 Emission Rates W/Alternative Q 2010, Annual Analysis

Section	South Portal							
Start Time	30th Street to 29th Str SB						29th Street to 26th Str SB	
	FF link	*Queue link*	*Portal Jet (g/s)*				*free flow link*	*queue link*
	g/s	*g/s*	*Total*	*I Section*	*II Section*	*III Section*	*g/s*	*g/s*
0:00	0.000218		0.001068	0.000609	0.000331	0.000128	0.000857	
1:00	0.000123		0.000602	0.000343	0.000187	0.000072	0.000482	
2:00	0.000077		0.000375	0.000214	0.000116	0.000045	0.000300	
3:00	0.000066		0.000322	0.000184	0.000100	0.000039	0.000258	
4:00	0.000074		0.000362	0.000206	0.000112	0.000043	0.000290	
5:00	0.000192		0.000941	0.000537	0.000292	0.000113	0.000754	
6:00	0.000600		0.002935	0.001614	0.000968	0.000352	0.002350	
7:00	0.000847		0.004146	0.002280	0.001368	0.000498	0.003320	
8:00	0.001012		0.004954	0.002725	0.001635	0.000595	0.003964	
9:00	0.000801		0.003922	0.002157	0.001294	0.000471	0.003142	
10:00	0.000691		0.003387	0.001863	0.001118	0.000406	0.002724	
11:00	0.000663		0.003163	0.001739	0.001044	0.000380	0.002503	
12:00	0.000703		0.003361	0.001916	0.001042	0.000403	0.002660	
13:00	0.000671		0.003211	0.001766	0.001060	0.000385	0.002538	
14:00	0.000874		0.004149	0.002282	0.001369	0.000498	0.003314	
15:00	0.000858		0.004064	0.002235	0.001341	0.000488	0.003247	
16:00	0.001114		0.005272	0.002900	0.001740	0.000633	0.004220	
17:00	0.000814		0.003850	0.002118	0.001271	0.000462	0.003087	
18:00	0.000672		0.003179	0.001748	0.001049	0.000381	0.002539	
19:00	0.000777		0.003679	0.002023	0.001214	0.000441	0.002937	
20:00	0.000553		0.002640	0.001452	0.000871	0.000317	0.002084	
21:00	0.000566		0.002677	0.001472	0.000883	0.000321	0.002136	
22:00	0.000511		0.002416	0.001377	0.000749	0.000290	0.001930	
23:00	0.000438		0.002071	0.001180	0.000642	0.000249	0.001653	

Start Time	26th Street to 27th Str NB	27th Street to 28th Str NB	28th Street to 29th Str NB		29th Street to 30th Str NB		Under Deck (34th to 30th) SB	
	free flow link	*free flow link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.000340	0.000388	0.000345		0.000404		0.001068	
1:00	0.000200	0.000229	0.000204		0.000239		0.000602	
2:00	0.000137	0.000157	0.000140		0.000163		0.000375	
3:00	0.000106	0.000121	0.000107		0.000126		0.000322	
4:00	0.000115	0.000131	0.000117		0.000137		0.000362	
5:00	0.000192	0.000220	0.000196		0.000229		0.000941	
6:00	0.000481	0.000549	0.000490		0.000573		0.002935	
7:00	0.001004	0.001147	0.001022		0.001195		0.004146	
8:00	0.001051	0.001199	0.001067		0.001247		0.004954	
9:00	0.001059	0.001208	0.001075		0.001257		0.003922	
10:00	0.000838	0.000956	0.000857		0.001004		0.003387	
11:00	0.000758	0.000895	0.000781		0.000941		0.003163	
12:00	0.000829	0.000979	0.000855		0.001030		0.003361	
13:00	0.000876	0.001033	0.000902		0.001088		0.003211	
14:00	0.001031	0.001162	0.001035		0.001182		0.004149	
15:00	0.001119	0.001265	0.001131		0.001289		0.004064	
16:00	0.001086	0.001228	0.001098		0.001252		0.005272	
17:00	0.001068	0.001208	0.001080		0.001232		0.003850	
18:00	0.001019	0.001152	0.001030		0.001173		0.003179	
19:00	0.000853	0.000965	0.000863		0.000984		0.003679	
20:00	0.000542	0.000612	0.000547		0.000719		0.002640	
21:00	0.000799	0.000901	0.000805		0.000916		0.002677	
22:00	0.000738	0.000833	0.000744		0.000847		0.002416	
23:00	0.000608	0.000686	0.000613		0.000698		0.002071	

Table WQ-12

Route 9A Deck: PM2.5 Emission Rates
W/Alternative Q 2010, Annual Analysis (Continued)

Section	North Portal											
Start Time	39th Street to 37th Str SB		37th Street to 36th Str SB		36th Street to 34th Str SB		34th Street to 36th Str NB					
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*Portal Jet (g/s)*			
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*Total*	*I Section*	*II Section*	*III Section*
0:00	0.000358		0.000456		0.000684		0.000883		0.001342	0.000765	0.000416	0.000161
1:00	0.000203		0.000258		0.000388		0.000523		0.000796	0.000453	0.000247	0.000095
2:00	0.000126		0.000161		0.000241		0.000358		0.000545	0.000311	0.000169	0.000065
3:00	0.000108		0.000138		0.000207		0.000275		0.000419	0.000239	0.000130	0.000050
4:00	0.000122		0.000155		0.000233		0.000299		0.000455	0.000259	0.000141	0.000055
5:00	0.000316		0.000403		0.000606		0.000502		0.000763	0.000435	0.000237	0.000092
6:00	0.000986		0.001257		0.001889		0.001256		0.001910	0.001050	0.000630	0.000229
7:00	0.001398		0.001782		0.002677		0.002637		0.004000	0.002200	0.001320	0.000480
8:00	0.001667		0.002124		0.003191		0.002738		0.009254	0.004442	0.003702	0.001110
9:00	0.001324		0.001687		0.002536		0.002790		0.010595	0.005827	0.003496	0.001271
10:00	0.001121		0.001431		0.002154		0.002244		0.011047	0.006076	0.003646	0.001326
11:00	0.001013		0.001296		0.001953		0.002243		0.012020	0.005770	0.004808	0.001442
12:00	0.001074		0.001373		0.002069		0.002444		0.012733	0.006112	0.005093	0.001528
13:00	0.001016		0.001299		0.001958		0.002571		0.012476	0.005989	0.004990	0.001497
14:00	0.001345		0.001736		0.002630		0.002912		0.011692	0.005612	0.004677	0.001403
15:00	0.001309		0.001689		0.002564		0.003259		0.010727	0.005149	0.004291	0.001287
16:00	0.001723		0.002224		0.003374		0.003188		0.007014	0.003367	0.002805	0.000842
17:00	0.001266		0.001634		0.002478		0.003152		0.004836	0.002321	0.001934	0.000580
18:00	0.001033		0.001333		0.002023		0.002980		0.003965	0.001903	0.001586	0.000476
19:00	0.001178		0.001520		0.002307		0.002473		0.003283	0.001576	0.001313	0.000394
20:00	0.000863		0.001114		0.001721		0.001596		0.002341	0.001288	0.000773	0.000281
21:00	0.000884		0.001142		0.001733		0.002353		0.003132	0.001722	0.001033	0.000376
22:00	0.000801		0.001034		0.001569		0.002180		0.002901	0.001596	0.000957	0.000348
23:00	0.000683		0.000881		0.001338		0.001790		0.002381	0.001310	0.000786	0.000286

Start Time	36th Street to 37th Str NB		37th Street to 39th Str NB		Under Deck (30th to 34th) NB	
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.000470		0.000601		0.001342	
1:00	0.000278		0.000356		0.000796	
2:00	0.000191		0.000244		0.000545	
3:00	0.000146		0.000187		0.000419	
4:00	0.000159		0.000204		0.000455	
5:00	0.000267		0.000342		0.000763	
6:00	0.000668		0.000855		0.001910	
7:00	0.001401		0.001794		0.004000	
8:00	0.001454		0.001860		0.004142	
9:00	0.001482		0.001896		0.004205	
10:00	0.001192		0.001531		0.003379	
11:00	0.001190		0.001532		0.003074	
12:00	0.001296		0.001669		0.003361	
13:00	0.001364		0.001756		0.003530	
14:00	0.001570		0.002054		0.004024	
15:00	0.001758		0.002303		0.004336	
16:00	0.001719		0.002252		0.004244	
17:00	0.001700		0.002226		0.004197	
18:00	0.001608		0.002106		0.003965	
19:00	0.001334		0.001748		0.003283	
20:00	0.000862		0.000991		0.002341	
21:00	0.001270		0.001664		0.003132	
22:00	0.001176		0.001541		0.002901	
23:00	0.000966		0.001266		0.002381	

Note:

Marshall Yard Contribution was used btw. 8:00 am - 5:00 pm

Table WQ-13

Route 9A Deck: Traffic Volumes

W/O Alternative Q 2010

Section	South Portal						
Start Time	30th Street to 29th Str SB	29th Street to 26th Str SB	26th Street to 27th Str NB	27th Street to 28th Str NB	28th Street to 29th Str NB	29th Street to 30th Str NB	34th Street to 30th Str SB
	vph	vph	vph	vph	vph	vph	vph
0:00	688	737	972	1018	1004	1074	760
1:00	389	416	573	600	591	633	430
2:00	242	259	392	411	405	433	267
3:00	208	223	302	316	311	333	230
4:00	234	250	328	343	338	362	258
5:00	608	651	550	576	567	607	672
6:00	1894	2028	1374	1439	1419	1519	2093
7:00	2444	2617	2115	2214	2182	2336	2701
8:00	2782	2977	2531	2646	2605	2786	3075
9:00	2674	2863	2456	2567	2528	2704	2954
10:00	2230	2391	2252	2354	2321	2488	2468
11:00	2085	2142	2455	2658	2550	2811	2247
12:00	2150	2212	2516	2724	2615	2884	2321
13:00	2094	2155	2627	2841	2728	3010	2264
14:00	2375	2450	2868	2963	2903	3034	2546
15:00	2344	2416	3109	3223	3157	3294	2504
16:00	2693	2779	2813	2918	2858	2984	2875
17:00	2802	2896	3175	3294	3226	3368	2991
18:00	2621	2700	3252	3371	3302	3444	2799
19:00	2519	2596	2934	3044	2982	3113	2692
20:00	1925	1977	2385	2469	2417	2599	2076
21:00	1785	1834	2257	2336	2287	2382	1903
22:00	1611	1657	2085	2158	2113	2201	1718
23:00	1381	1419	1719	1779	1742	1814	1472

Section	North Portal						
Start Time	39th Street to 37th Str SB	37th Street to 36th Str SB	36th Street to 34th Str SB	34th Street to 36th Str NB	36th Street to 37th Str NB	37th Street to 39th Str NB	30th Street to 34th Str NB
	vph	vph	vph	vph	vph	vph	vph
0:00	791	794	796	1081	1096	1106	1086
1:00	447	448	450	636	644	650	639
2:00	278	279	279	435	441	445	437
3:00	238	239	240	334	339	342	336
4:00	268	269	270	363	368	372	365
5:00	696	699	701	609	618	624	613
6:00	2172	2179	2186	1525	1545	1560	1533
7:00	2812	2821	2831	2360	2392	2414	2367
8:00	3194	3205	3215	2802	2838	2863	2802
9:00	3079	3089	3101	2750	2785	2810	2739
10:00	2553	2561	2571	2495	2528	2552	2514
11:00	2250	2261	2272	3005	3041	3077	2756
12:00	2319	2329	2340	3072	3108	3145	2827
13:00	2240	2250	2262	3192	3230	3267	2932
14:00	2581	2616	2644	3358	3454	3551	3102
15:00	2517	2552	2579	3642	3749	3856	3350
16:00	2935	2975	3005	3322	3418	3515	3058
17:00	3072	3114	3144	3769	3878	3987	3470
18:00	2839	2878	2908	3825	3937	4049	3519
19:00	2691	2729	2757	3420	3521	3622	3146
20:00	2118	2148	2105	2826	2910	2438	2614
21:00	1963	1991	2012	2674	2753	2831	2460
22:00	1778	1803	1821	2477	2549	2622	2279
23:00	1516	1538	1554	2034	2094	2154	1871

Table WQ-14

Route 9A Deck: Vehicle Mixes (Table 1 of 4)

W/O Proposed Action 2010

Start Time	30th Street to 29th Str SB								29th Street to 26th Str SB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
1:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
2:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
3:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
4:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
5:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
6:00	66.44%	18.20%	7.60%	3.76%	0.82%	0.12%	2.59%	100%	66.44%	18.20%	7.60%	3.76%	0.82%	0.12%	2.59%	100%
7:00	66.44%	18.20%	7.60%	3.76%	0.82%	0.12%	2.59%	100%	66.44%	18.20%	7.60%	3.76%	0.82%	0.12%	2.59%	100%
8:00	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%
9:00	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%
10:00	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%
11:00	64.41%	20.54%	6.13%	5.53%	1.23%	0.18%	2.12%	100%	64.41%	20.54%	6.13%	5.53%	1.23%	0.18%	2.12%	100%
12:00	64.41%	20.54%	6.13%	5.53%	1.23%	0.18%	2.12%	100%	64.41%	20.54%	6.13%	5.53%	1.23%	0.18%	2.12%	100%
13:00	64.41%	20.54%	6.13%	5.53%	1.10%	0.16%	2.12%	100%	64.41%	20.54%	6.13%	5.53%	1.10%	0.16%	2.12%	100%
14:00	64.41%	20.54%	6.13%	5.53%	1.10%	0.16%	2.12%	100%	64.41%	20.54%	6.13%	5.53%	1.10%	0.16%	2.12%	100%
15:00	72.83%	16.91%	7.67%	1.04%	1.10%	0.16%	1.42%	101%	72.83%	16.91%	7.67%	1.04%	1.10%	0.16%	1.42%	101%
16:00	72.83%	16.91%	7.67%	1.04%	1.10%	0.16%	1.42%	101%	72.83%	16.91%	7.67%	1.04%	1.10%	0.16%	1.42%	101%
17:00	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%
18:00	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%
19:00	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%
20:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
21:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
22:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
23:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%

Start Time	26th Street to 27th Str NB								27th Street to 28th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
1:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
2:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
3:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
4:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
5:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
6:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
7:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
8:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
9:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
10:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
11:00	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
12:00	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
13:00	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
14:00	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
15:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
16:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
17:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
18:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
19:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
20:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
21:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
22:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
23:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%

Table WQ-14

Route 9A Deck: Vehicle Mixes (Table 2 of 4)

W/O Proposed Action 2010

Start Time	28th Street to 29th Str NB								29th Street to 30th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
1:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
2:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
3:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
4:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
5:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
6:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
7:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
8:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
9:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
10:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
11:00	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
12:00	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
13:00	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
14:00	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
15:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
16:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
17:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
18:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
19:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
20:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
21:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
22:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
23:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%

Start Time	34th Street to 30th Street SB								30th Street to 34th Street NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
1:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
2:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
3:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
4:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
5:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
6:00	66.44%	18.20%	7.60%	3.76%	0.82%	0.12%	2.59%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
7:00	66.44%	18.20%	7.60%	3.76%	0.82%	0.12%	2.59%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
8:00	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
9:00	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
10:00	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
11:00	64.41%	20.54%	6.13%	5.53%	1.23%	0.18%	2.12%	100%	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
12:00	64.41%	20.54%	6.13%	5.53%	1.23%	0.18%	2.12%	100%	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
13:00	64.41%	20.54%	6.13%	5.53%	1.10%	0.16%	2.12%	100%	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
14:00	64.41%	20.54%	6.13%	5.53%	1.10%	0.16%	2.12%	100%	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
15:00	72.83%	16.91%	7.67%	1.04%	1.10%	0.16%	1.42%	101%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
16:00	72.83%	16.91%	7.67%	1.04%	1.10%	0.16%	1.42%	101%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
17:00	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
18:00	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
19:00	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
20:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
21:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
22:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
23:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%

Table WQ-14

Route 9A Deck: Vehicle Mixes (Table 3 of 4)

W/O Proposed Action 2010

Start Time	39th Street to 37th Str SB								37th Street to 36th Str SB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
1:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
2:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
3:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
4:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
5:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
6:00	66.44%	18.20%	7.60%	3.76%	0.82%	0.12%	2.59%	100%	66.44%	18.20%	7.60%	3.76%	0.82%	0.12%	2.59%	100%
7:00	66.44%	18.20%	7.60%	3.76%	0.82%	0.12%	2.59%	100%	66.44%	18.20%	7.60%	3.76%	0.82%	0.12%	2.59%	100%
8:00	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%
9:00	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%
10:00	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%
11:00	64.41%	20.54%	6.13%	5.53%	1.23%	0.18%	2.12%	100%	64.41%	20.54%	6.13%	5.53%	1.23%	0.18%	2.12%	100%
12:00	64.41%	20.54%	6.13%	5.53%	1.23%	0.18%	2.12%	100%	64.41%	20.54%	6.13%	5.53%	1.23%	0.18%	2.12%	100%
13:00	64.41%	20.54%	6.13%	5.53%	1.10%	0.16%	2.12%	100%	64.41%	20.54%	6.13%	5.53%	1.10%	0.16%	2.12%	100%
14:00	64.41%	20.54%	6.13%	5.53%	1.10%	0.16%	2.12%	100%	64.41%	20.54%	6.13%	5.53%	1.10%	0.16%	2.12%	100%
15:00	72.83%	16.91%	7.67%	1.04%	1.10%	0.16%	1.42%	101%	72.83%	16.91%	7.67%	1.04%	1.10%	0.16%	1.42%	101%
16:00	72.83%	16.91%	7.67%	1.04%	1.10%	0.16%	1.42%	101%	72.83%	16.91%	7.67%	1.04%	1.10%	0.16%	1.42%	101%
17:00	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%
18:00	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%
19:00	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%
20:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
21:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
22:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%
23:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%

Start Time	36th Street to 34th Str SB								34th Street to 36th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
1:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
2:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
3:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
4:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
5:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
6:00	66.44%	18.20%	7.60%	3.76%	0.82%	0.12%	2.59%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
7:00	66.44%	18.20%	7.60%	3.76%	0.82%	0.12%	2.59%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
8:00	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
9:00	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
10:00	66.44%	18.20%	7.60%	3.76%	1.23%	0.18%	2.59%	100%	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
11:00	64.41%	20.54%	6.13%	5.53%	1.23%	0.18%	2.12%	100%	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
12:00	64.41%	20.54%	6.13%	5.53%	1.23%	0.18%	2.12%	100%	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
13:00	64.41%	20.54%	6.13%	5.53%	1.10%	0.16%	2.12%	100%	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
14:00	64.41%	20.54%	6.13%	5.53%	1.10%	0.16%	2.12%	100%	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
15:00	72.83%	16.91%	7.67%	1.04%	1.10%	0.16%	1.42%	101%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
16:00	72.83%	16.91%	7.67%	1.04%	1.10%	0.16%	1.42%	101%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
17:00	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
18:00	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
19:00	72.83%	16.91%	7.67%	1.04%	0.12%	0.02%	1.42%	100%	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
20:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
21:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
22:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
23:00	67.89%	18.55%	7.13%	3.44%	0.82%	0.12%	2.04%	100%	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%

Table WQ-14

Route 9A Deck: Vehicle Mixes (Table 4 of 4)

W/O Proposed Action 2010

Start Time	36th Street to 37th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
1:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
2:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
3:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
4:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
5:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
6:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
7:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
8:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
9:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
10:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
11:00	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
12:00	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
13:00	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
14:00	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
15:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
16:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
17:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
18:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
19:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
20:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
21:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
22:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
23:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%

Start Time	37th Street to 39th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
1:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
2:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
3:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
4:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
5:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
6:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
7:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
8:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
9:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
10:00	81.59%	6.73%	4.17%	3.24%	1.29%	0.19%	2.79%	100%
11:00	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
12:00	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
13:00	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
14:00	78.03%	9.74%	6.46%	3.38%	0.49%	0.07%	1.83%	100%
15:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
16:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
17:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
18:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
19:00	84.56%	7.24%	3.89%	1.94%	0.29%	0.04%	2.03%	100%
20:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
21:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
22:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%
23:00	81.39%	7.90%	4.84%	2.85%	0.69%	0.10%	2.22%	100%

Table WQ-15

Route 9A Deck: Traffic Speeds

W/O Alternative Q 2010

Section	South Portal				
Start Time	29th to 26th Str SB	30th to 29th Str SB	26th to 29th Str NB	29th to 30th Str NB	30th to 34th Str NB
	mph	mph	mph	mph	mph
0:00	30	30	35	24	30
1:00	30	30	35	30	30
2:00	30	30	35	30	30
3:00	30	30	35	30	30
4:00	30	30	35	30	30
5:00	30	30	35	30	30
6:00	26	22	31	22	24
7:00	25	20	29	17	23
8:00	21	15	33	10	19
9:00	24	19	28	15	22
10:00	25	21	29	16	23
11:00	26	21	28	14	24
12:00	30	26	35	19	25
13:00	25	21	28	13	24
14:00	25	20	27	13	23
15:00	25	20	27	12	23
16:00	24	19	28	13	22
17:00	24	18	17	10	23
18:00	24	19	26	11	22
19:00	25	19	27	13	23
20:00	26	22	29	17	25
21:00	26	23	29	17	25
22:00	27	23	29	18	25
23:00	27	24	30	20	26

Section	North Portal						
Start Time	30th to 34th Str SB	34th to 36th Str SB	36th to 37th Str SB	37th to 39th Str SB	34th to 36th Str NB	36th to 37th Str NB	37th to 39th Str NB
	mph	mph	mph	mph	mph	mph	mph
0:00	24	30	40	30	23	27	23
1:00	30	30	40	30	30	30	30
2:00	30	30	40	30	30	30	30
3:00	30	30	40	30	30	30	30
4:00	30	30	40	30	30	30	30
5:00	30	30	40	30	30	30	30
6:00	22	24	37	16	20	25	20
7:00	18	23	36	12	14	23	14
8:00	12	19	38	10	9	15	8
9:00	16	22	36	10	11	22	12
10:00	17	23	36	14	13	23	13
11:00	16	24	37	15	10	21	10
12:00	13	25	36	17	9	19	10
13:00	15	24	37	16	8	21	9
14:00	14	23	36	13	7	20	7
15:00	13	23	36	14	5	19	5
16:00	14	22	36	11	7	20	7
17:00	11	23	35	10	8	25	8
18:00	12	22	36	12	4	19	4
19:00	14	23	36	13	7	20	6
20:00	25	25	37	16	11	22	14
21:00	17	25	37	17	12	22	11
22:00	18	25	37	19	13	23	13
23:00	20	26	38	20	16	24	16

Table WQ-16

Route 9A Deck: Signal Timing

W/O Alternative Q 2010

Start Time	26th Street		29th Street			30th Street		
	Total Signal	Green Time SB	Total Signal	Green Time SB	Green Time NB	Total Signal	Green Time SB	Green Time NB
	sec	sec	sec	sec	sec	sec	sec	sec
0:00	90	51	90	53	53	90	50	42
1:00	90	51	90	53	53	90	50	42
2:00	90	51	90	53	53	90	50	42
3:00	90	51	90	53	53	90	50	42
4:00	90	51	90	53	53	90	50	42
5:00	90	51	90	53	53	90	50	42
6:00	150	106	150	113	113	150	110	95
7:00	150	106	150	113	113	150	110	95
8:00	150	106	150	113	113	150	110	95
9:00	150	106	150	113	113	150	110	95
10:00	150	106	150	113	113	150	110	95
11:00	120	81	120	83	83	120	80	70
12:00	120	81	120	83	83	120	80	70
13:00	120	81	120	83	83	120	80	70
14:00	120	81	120	83	83	120	80	70
15:00	120	83	120	83	83	120	86	78
16:00	120	83	120	83	83	120	86	78
17:00	120	83	120	83	83	120	86	78
18:00	120	83	120	83	83	120	86	78
19:00	120	83	120	83	83	120	86	78
20:00	120	83	120	83	83	120	80	70
21:00	120	83	120	83	83	120	80	70
22:00	90	51	90	53	53	90	50	42
23:00	90	51	90	53	53	90	50	42

Start Time	34th Street			36th Street			37th Street			39th Street	
	Total Signal	Green Time SB	Green Time NB	Total Signal	Green Time SB	Green Time NB	Total Signal	Green Time SB	Green Time NB	Total Signal	Green Time NB
	sec	sec	sec	sec	sec	sec	sec	sec	sec	sec	sec
0:00	120	46	38	90	60	60	90	45	68	90	32
1:00	120	46	38	90	60	60	90	45	68	90	32
2:00	120	46	38	90	60	60	90	45	68	90	32
3:00	90	45	37	90	60	60	90	45	68	90	32
4:00	90	45	37	90	60	60	90	45	68	90	32
5:00	90	45	37	90	60	60	90	45	68	90	32
6:00	150	105	80	150	106	106	150	92	123	150	89
7:00	150	105	80	150	106	106	150	92	123	150	89
8:00	150	105	80	150	106	106	150	92	123	150	89
9:00	150	105	80	150	106	106	150	92	123	150	89
10:00	150	105	80	150	106	106	150	92	123	150	89
11:00	120	75	60	120	88	88	120	62	93	120	62
12:00	120	75	60	120	88	88	120	62	93	120	62
13:00	120	75	60	120	88	88	120	62	93	120	62
14:00	120	75	60	120	88	88	120	62	93	120	62
15:00	130	85	77	120	95	95	120	62	93	120	62
16:00	130	85	77	120	95	95	120	62	93	120	62
17:00	130	85	77	120	95	95	120	62	93	120	62
18:00	130	85	77	120	95	95	120	62	93	120	62
19:00	130	46	38	120	95	95	120	62	93	120	62
20:00	120	46	38	120	95	95	120	62	93	120	62
21:00	120	46	38	120	95	95	120	62	93	120	62
22:00	120	75	60	120	95	95	120	62	93	120	62
23:00	120	75	60	120	95	95	120	62	93	90	29

Table WQ-17

Route 9A Deck: Queue

W/O Alternative Q 2010

Start Time	26th Street SB		29th Street				30th Street			
	Queue Length SB	N of Cars SB	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB
	m/lane		m/lane		m/lane		m/lane		m/lane	
N of Lanes	3	3.0	3	3.0	4	4.0	3	3.0	2	2.0
0:00	40	6.6	38	6.4	35	5.8	29	4.8	44	7.4
1:00	40	6.6	38	6.4	35	5.8	29	4.8	44	7.4
2:00	40	6.6	38	6.4	35	5.8	29	4.8	44	7.4
3:00	40	6.6	38	6.4	35	5.8	29	4.8	44	7.4
4:00	40	6.6	38	6.4	35	5.8	29	4.8	44	7.4
5:00	40	6.6	38	6.4	35	5.8	29	4.8	44	7.4
6:00	53	8.8	21	3.5	35	5.8	37	6.2	43	7.2
7:00	53	8.8	21	3.5	35	5.8	37	6.2	43	7.2
8:00	53	8.8	21	3.5	35	5.8	37	6.2	43	7.2
9:00	40	6.6	38	6.4	35	5.8	29	4.8	44	7.4
10:00	40	6.6	38	6.4	35	5.8	29	4.8	44	7.4
11:00	40	6.6	38	6.4	35	5.8	29	4.8	44	7.4
12:00	40	6.6	38	6.4	35	5.8	29	4.8	44	7.4
13:00	40	6.6	38	6.4	35	5.8	29	4.8	44	7.4
14:00	40	6.6	38	6.4	35	5.8	29	4.8	44	7.4
15:00	49	8.2	50	8.3	43	7.2	30	5.0	45	7.5
16:00	49	8.2	50	8.3	43	7.2	30	5.0	45	7.5
17:00	49	8.2	50	8.3	43	7.2	30	5.0	45	7.5
18:00	49	8.2	50	8.3	43	7.2	30	5.0	45	7.5
19:00	40	6.6	38	6.4	35	5.8	29	4.8	44	7.4
20:00	38	6.3	38	6.3	49	8.1	26	4.3	49	8.1
21:00	38	6.3	38	6.3	49	8.1	26	4.3	49	8.1
22:00	40	6.6	38	6.4	35	5.8	29	4.8	44	7.4
23:00	40	6.6	38	6.4	35	5.8	29	4.8	44	7.4

Start Time	34th Street				36th Street				37th Street				39th Street NB	
	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB	Queue Length NB	N of Cars NB
	m/lane		m/lane		m/lane		m/lane		m/lane		m/lane		m/lane	
N of Lanes	2	2.0	4	4.0	3	3.0	2	2.0	2	2.0	3	3.0	4	4.0
0:00	28	4.6	51	8.5	35	5.8	35	5.8	82	13.7	17	2.9	47	7.9
1:00	28	4.6	51	8.5	35	5.8	35	5.8	82	13.7	17	2.9	47	7.9
2:00	28	4.6	51	8.5	35	5.8	35	5.8	82	13.7	17	2.9	47	7.9
3:00	28	4.6	51	8.5	35	5.8	35	5.8	82	13.7	17	2.9	47	7.9
4:00	28	4.6	51	8.5	35	5.8	35	5.8	82	13.7	17	2.9	47	7.9
5:00	28	4.6	51	8.5	35	5.8	35	5.8	82	13.7	17	2.9	47	7.9
6:00	13	2.1	61	10.1	79	13.1	46	7.6	307	51.1	17	2.8	47	7.9
7:00	13	2.1	61	10.1	79	13.1	46	7.6	307	51.1	17	2.8	47	7.9
8:00	13	2.1	61	10.1	79	13.1	46	7.6	307	51.1	17	2.8	47	7.9
9:00	28	4.6	51	8.5	35	5.8	35	5.8	82	13.7	17	2.9	47	7.9
10:00	28	4.6	51	8.5	35	5.8	35	5.8	82	13.7	17	2.9	47	7.9
11:00	28	4.6	51	8.5	35	5.8	35	5.8	82	13.7	17	2.9	47	7.9
12:00	28	4.6	51	8.5	35	5.8	35	5.8	82	13.7	17	2.9	47	7.9
13:00	28	4.6	51	8.5	35	5.8	35	5.8	82	13.7	17	2.9	47	7.9
14:00	28	4.6	51	8.5	35	5.8	35	5.8	82	13.7	17	2.9	47	7.9
15:00	9	1.5	56	9.3	35	5.8	31	5.2	313	52.2	22	3.7	60	10.0
16:00	9	1.5	56	9.3	35	5.8	31	5.2	313	52.2	22	3.7	60	10.0
17:00	9	1.5	56	9.3	35	5.8	31	5.2	313	52.2	22	3.7	60	10.0
18:00	9	1.5	56	9.3	35	5.8	31	5.2	313	52.2	22	3.7	60	10.0
19:00	28	4.6	51	8.5	35	5.8	35	5.8	82	13.7	17	2.9	47	7.9
20:00	38	6.3	48	8.0	44	7.4	39	6.5	44	7.4	39	6.5	39	6.5
21:00	38	6.3	48	8.0	44	7.4	39	6.5	44	7.4	39	6.5	39	6.5
22:00	28	4.6	51	8.5	35	5.8	35	5.8	82	13.7	17	2.9	47	7.9
23:00	28	4.6	51	8.5	35	5.8	35	5.8	82	13.7	17	2.9	47	7.9

Table WQ-18

Route 9A Deck: PM2.5 Emission Rates
W/O Alternative Q 2010, 24 Hour Analysis

Section	South Portal							
Start Time	30th Street to 29th Str SB						29th Street to 26th Str SB	
	FF link	*Queue link*	*Portal Jet (g/s)*				*free flow link*	*queue link*
	g/s	*g/s*	*Total*	*I Section*	*II Section*	*III Section*	*g/s*	*g/s*
0:00	0.000509	0.000202	0.000000	0.000000	0.000000	0.000000	0.001920	0.000209
1:00	0.000288	0.000202	0.000000	0.000000	0.000000	0.000000	0.001085	0.000209
2:00	0.000179	0.000202	0.000000	0.000000	0.000000	0.000000	0.000675	0.000209
3:00	0.000154	0.000202	0.000000	0.000000	0.000000	0.000000	0.000580	0.000209
4:00	0.000173	0.000202	0.000000	0.000000	0.000000	0.000000	0.000653	0.000209
5:00	0.000450	0.000202	0.000000	0.000000	0.000000	0.000000	0.001696	0.000209
6:00	0.001859	0.000139	0.000000	0.000000	0.000000	0.000000	0.006838	0.000350
7:00	0.002398	0.000139	0.000000	0.000000	0.000000	0.000000	0.008823	0.000350
8:00	0.002736	0.000141	0.000000	0.000000	0.000000	0.000000	0.010059	0.000355
9:00	0.002630	0.000258	0.000000	0.000000	0.000000	0.000000	0.009674	0.000266
10:00	0.002193	0.000258	0.000000	0.000000	0.000000	0.000000	0.008078	0.000266
11:00	0.001825	0.000213	0.000000	0.000000	0.000000	0.000000	0.006699	0.000219
12:00	0.001882	0.000213	0.000000	0.000000	0.000000	0.000000	0.006919	0.000219
13:00	0.001831	0.000212	0.000000	0.000000	0.000000	0.000000	0.006737	0.000218
14:00	0.002077	0.000212	0.000000	0.000000	0.000000	0.000000	0.007657	0.000218
15:00	0.001955	0.000187	0.000000	0.000000	0.000000	0.000000	0.007381	0.000185
16:00	0.002246	0.000187	0.000000	0.000000	0.000000	0.000000	0.008489	0.000185
17:00	0.002324	0.000177	0.000000	0.000000	0.000000	0.000000	0.008796	0.000175
18:00	0.002174	0.000177	0.000000	0.000000	0.000000	0.000000	0.008200	0.000175
19:00	0.002089	0.000137	0.000000	0.000000	0.000000	0.000000	0.007884	0.000141
20:00	0.001673	0.000199	0.000000	0.000000	0.000000	0.000000	0.006292	0.000199
21:00	0.001551	0.000199	0.000000	0.000000	0.000000	0.000000	0.005838	0.000199
22:00	0.001192	0.000202	0.000000	0.000000	0.000000	0.000000	0.004321	0.000209
23:00	0.001022	0.000202	0.000000	0.000000	0.000000	0.000000	0.003699	0.000209

Start Time	26th Street to 27th Str NB	27th Street to 28th Str NB	28th Street to 29th Str NB		29th Street to 30th Str NB		Under Deck (34th to 30th) SB	
	free flow link	*free flow link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.001382	0.001576	0.000840	0.000263	0.000776	0.000168	0.001980	0.000152
1:00	0.000814	0.000928	0.000495	0.000263	0.000457	0.000168	0.001119	0.000152
2:00	0.000557	0.000636	0.000339	0.000263	0.000313	0.000168	0.000696	0.000152
3:00	0.000429	0.000489	0.000260	0.000263	0.000241	0.000168	0.000598	0.000152
4:00	0.000466	0.000531	0.000283	0.000263	0.000262	0.000168	0.000673	0.000152
5:00	0.000781	0.000891	0.000475	0.000263	0.000439	0.000168	0.001749	0.000152
6:00	0.002034	0.002320	0.001581	0.000335	0.001550	0.000208	0.007462	0.000247
7:00	0.003130	0.003569	0.002433	0.000335	0.002385	0.000208	0.009628	0.000247
8:00	0.003745	0.004265	0.002903	0.000335	0.002844	0.000208	0.010985	0.000250
9:00	0.003633	0.004137	0.002818	0.000335	0.002760	0.000214	0.010553	0.000194
10:00	0.003331	0.003794	0.002587	0.000335	0.002540	0.000214	0.008818	0.000194
11:00	0.003394	0.004003	0.002439	0.000216	0.002470	0.000138	0.007071	0.000160
12:00	0.003479	0.004103	0.002501	0.000216	0.002534	0.000138	0.007305	0.000160
13:00	0.003633	0.004280	0.002609	0.000216	0.002645	0.000138	0.007120	0.000159
14:00	0.003966	0.004464	0.002777	0.000216	0.002666	0.000138	0.008009	0.000159
15:00	0.004356	0.004919	0.003059	0.000296	0.003268	0.000154	0.008072	0.000113
16:00	0.003942	0.004454	0.002770	0.000296	0.002960	0.000154	0.009270	0.000113
17:00	0.004449	0.005028	0.003126	0.000296	0.003342	0.000154	0.009589	0.000107
18:00	0.004557	0.005146	0.003200	0.000296	0.003417	0.000154	0.008973	0.000107
19:00	0.004111	0.004647	0.002890	0.000238	0.003089	0.000152	0.008631	0.000102
20:00	0.003389	0.003822	0.002376	0.000368	0.002347	0.000184	0.006488	0.000136
21:00	0.003207	0.003617	0.002248	0.000368	0.002151	0.000184	0.005948	0.000136
22:00	0.002963	0.003342	0.001769	0.000263	0.001590	0.000168	0.004474	0.000152
23:00	0.002443	0.002755	0.001458	0.000263	0.001311	0.000168	0.003834	0.000152

Table WQ-18

Route 9A Deck: PM2.5 Emission Rates
W/O Alternative Q 2010, 24 Hour Analysis (Continued)

Section	North Portal					
Start Time	39th Street to 37th Str SB		37th Street to 36th Str SB		36th Street to 34th Str SB	
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.000734	0.000289	0.001251	0.000183	0.001082	0.000097
1:00	0.000415	0.000289	0.000706	0.000183	0.000611	0.000097
2:00	0.000258	0.000289	0.000439	0.000183	0.000380	0.000097
3:00	0.000221	0.000289	0.000377	0.000183	0.000425	0.000097
4:00	0.000249	0.000289	0.000424	0.000183	0.000478	0.000097
5:00	0.000647	0.000289	0.001101	0.000183	0.001243	0.000097
6:00	0.002565	0.001357	0.003773	0.000522	0.005626	0.000056
7:00	0.003321	0.001357	0.004886	0.000522	0.007284	0.000056
8:00	0.003780	0.001374	0.005563	0.000528	0.008291	0.000056
9:00	0.003645	0.000368	0.005362	0.000234	0.007996	0.000124
10:00	0.003021	0.000368	0.004445	0.000234	0.006630	0.000124
11:00	0.002175	0.000304	0.003946	0.000193	0.005071	0.000102
12:00	0.002241	0.000304	0.004065	0.000193	0.005222	0.000102
13:00	0.002163	0.000302	0.003926	0.000192	0.005043	0.000101
14:00	0.002492	0.000302	0.004564	0.000192	0.005895	0.000101
15:00	0.002318	0.000786	0.004583	0.000131	0.005738	0.000023
16:00	0.002702	0.000786	0.005341	0.000131	0.006684	0.000023
17:00	0.002813	0.000743	0.005560	0.000124	0.006955	0.000021
18:00	0.002599	0.000743	0.005139	0.000124	0.006432	0.000021
19:00	0.002464	0.000195	0.004872	0.000124	0.003300	0.000065
20:00	0.002032	0.000156	0.004018	0.000234	0.002861	0.000133
21:00	0.001884	0.000156	0.003725	0.000234	0.002734	0.000133
22:00	0.001706	0.000289	0.003373	0.000183	0.004035	0.000097
23:00	0.001455	0.000289	0.002877	0.000183	0.003442	0.000097

Start Time	34th Street to 36th Str NB						36th Street to 37th Str NB		37th Street to 39th Str NB		Under Deck (30th to 34th) NB	
	free flow link	*queue link*	*Portal Jet (g/s)*				*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*Total*	*I Section*	*II Section*	*III Section*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.002583	0.000132	0.000000	0.000000	0.000000	0.000000	0.001554	0.000099	0.000940	0.000358	0.001937	0.000386
1:00	0.001519	0.000132	0.000000	0.000000	0.000000	0.000000	0.000914	0.000099	0.000553	0.000358	0.001139	0.000386
2:00	0.001040	0.000132	0.000000	0.000000	0.000000	0.000000	0.000626	0.000099	0.000378	0.000358	0.000780	0.000386
3:00	0.000799	0.000132	0.000000	0.000000	0.000000	0.000000	0.000481	0.000099	0.000291	0.000358	0.000778	0.000386
4:00	0.000868	0.000132	0.000000	0.000000	0.000000	0.000000	0.000522	0.000099	0.000316	0.000358	0.000846	0.000386
5:00	0.001456	0.000132	0.000000	0.000000	0.000000	0.000000	0.000876	0.000099	0.000530	0.000358	0.001419	0.000386
6:00	0.004021	0.000220	0.000000	0.000000	0.000000	0.000000	0.002477	0.000121	0.002303	0.000457	0.004793	0.000584
7:00	0.006224	0.000220	0.000000	0.000000	0.000000	0.000000	0.003834	0.000121	0.003564	0.000457	0.007402	0.000584
8:00	0.007389	0.000220	0.000000	0.000000	0.000000	0.000000	0.004549	0.000121	0.004226	0.000457	0.008764	0.000584
9:00	0.007252	0.000168	0.000000	0.000000	0.000000	0.000000	0.004464	0.000126	0.004149	0.000457	0.008567	0.000491
10:00	0.006581	0.000168	0.000000	0.000000	0.000000	0.000000	0.004053	0.000126	0.003767	0.000457	0.007862	0.000491
11:00	0.007687	0.000108	0.000000	0.000000	0.000000	0.000000	0.004306	0.000081	0.003696	0.000294	0.007552	0.000317
12:00	0.007857	0.000108	0.000000	0.000000	0.000000	0.000000	0.004400	0.000081	0.003778	0.000294	0.007747	0.000317
13:00	0.008164	0.000108	0.000000	0.000000	0.000000	0.000000	0.004573	0.000081	0.003925	0.000294	0.008034	0.000317
14:00	0.008588	0.000108	0.000000	0.000000	0.000000	0.000000	0.004891	0.000081	0.004266	0.000294	0.008501	0.000317
15:00	0.010190	0.000107	0.000000	0.000000	0.000000	0.000000	0.005379	0.000114	0.004694	0.000411	0.011021	0.000382
16:00	0.009295	0.000107	0.000000	0.000000	0.000000	0.000000	0.004905	0.000114	0.004279	0.000411	0.010060	0.000382
17:00	0.010545	0.000107	0.000000	0.000000	0.000000	0.000000	0.005564	0.000114	0.004854	0.000411	0.011415	0.000382
18:00	0.010702	0.000107	0.000000	0.000000	0.000000	0.000000	0.005649	0.000114	0.004930	0.000411	0.011576	0.000382
19:00	0.009570	0.000119	0.000000	0.000000	0.000000	0.000000	0.005052	0.000089	0.004409	0.000324	0.005108	0.000349
20:00	0.008021	0.000147	0.000000	0.000000	0.000000	0.000000	0.004234	0.000221	0.003010	0.000295	0.004663	0.000363
21:00	0.007588	0.000147	0.000000	0.000000	0.000000	0.000000	0.004005	0.000221	0.003496	0.000295	0.004387	0.000363
22:00	0.007028	0.000132	0.000000	0.000000	0.000000	0.000000	0.003710	0.000099	0.003237	0.000358	0.006417	0.000386
23:00	0.005773	0.000132	0.000000	0.000000	0.000000	0.000000	0.003048	0.000099	0.001659	0.000358	0.005271	0.000386

Table WQ-19

Route 9A Deck: PM2.5 Emission Rates
W/O Alternative Q 2010, Annual Analysis

Section	South Portal							
Start Time	30th Street to 29th Str SB						29th Street to 26th Str SB	
	FF link	*Queue link*	*Portal Jet (g/s)*				*free flow link*	*queue link*
	g/s	*g/s*	*Total*	*I Section*	*II Section*	*III Section*	*g/s*	*g/s*
0:00	0.000286		0.000000	0.000000	0.000000	0.000000	0.000808	
1:00	0.000162		0.000000	0.000000	0.000000	0.000000	0.000457	
2:00	0.000101		0.000000	0.000000	0.000000	0.000000	0.000284	
3:00	0.000087		0.000000	0.000000	0.000000	0.000000	0.000244	
4:00	0.000097		0.000000	0.000000	0.000000	0.000000	0.000275	
5:00	0.000253		0.000000	0.000000	0.000000	0.000000	0.000713	
6:00	0.000908		0.000000	0.000000	0.000000	0.000000	0.002561	
7:00	0.001172		0.000000	0.000000	0.000000	0.000000	0.003305	
8:00	0.001344		0.000000	0.000000	0.000000	0.000000	0.003790	
9:00	0.001292		0.000000	0.000000	0.000000	0.000000	0.003645	
10:00	0.001077		0.000000	0.000000	0.000000	0.000000	0.003044	
11:00	0.000893		0.000000	0.000000	0.000000	0.000000	0.002418	
12:00	0.000921		0.000000	0.000000	0.000000	0.000000	0.002497	
13:00	0.000895		0.000000	0.000000	0.000000	0.000000	0.002426	
14:00	0.001015		0.000000	0.000000	0.000000	0.000000	0.002758	
15:00	0.000815		0.000000	0.000000	0.000000	0.000000	0.002212	
16:00	0.000936		0.000000	0.000000	0.000000	0.000000	0.002545	
17:00	0.000948		0.000000	0.000000	0.000000	0.000000	0.002581	
18:00	0.000887		0.000000	0.000000	0.000000	0.000000	0.002407	
19:00	0.000852		0.000000	0.000000	0.000000	0.000000	0.002314	
20:00	0.000802		0.000000	0.000000	0.000000	0.000000	0.002168	
21:00	0.000743		0.000000	0.000000	0.000000	0.000000	0.002012	
22:00	0.000671		0.000000	0.000000	0.000000	0.000000	0.001817	
23:00	0.000575		0.000000	0.000000	0.000000	0.000000	0.001556	

Start Time	26th Street to 27th Str NB	27th Street to 28th Str NB	28th Street to 29th Str NB		29th Street to 30th Str NB		Under Deck (34th to 30th) SB	
	free flow link	*free flow link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.000389	0.000408	0.000352		0.000469		0.001033	
1:00	0.000229	0.000240	0.000207		0.000276		0.000584	
2:00	0.000157	0.000164	0.000142		0.000189		0.000363	
3:00	0.000121	0.000126	0.000109		0.000146		0.000312	
4:00	0.000131	0.000137	0.000118		0.000158		0.000351	
5:00	0.000220	0.000230	0.000199		0.000265		0.000912	
6:00	0.000640	0.000670	0.000578		0.000771		0.003273	
7:00	0.000985	0.001031	0.000889		0.001187		0.004223	
8:00	0.001178	0.001232	0.001061		0.001415		0.004847	
9:00	0.001143	0.001195	0.001030		0.001374		0.004656	
10:00	0.001048	0.001096	0.000945		0.001264		0.003891	
11:00	0.000877	0.000950	0.000797		0.001096		0.003141	
12:00	0.000899	0.000973	0.000818		0.001125		0.003245	
13:00	0.000939	0.001015	0.000853		0.001174		0.003156	
14:00	0.001025	0.001059	0.000908		0.001183		0.003550	
15:00	0.001175	0.001218	0.001044		0.001359		0.002838	
16:00	0.001063	0.001103	0.000945		0.001231		0.003260	
17:00	0.001200	0.001245	0.001067		0.001389		0.003301	
18:00	0.001229	0.001274	0.001092		0.001421		0.003089	
19:00	0.001109	0.001151	0.000986		0.001284		0.002971	
20:00	0.000955	0.000988	0.000847		0.001135		0.002819	
21:00	0.000903	0.000935	0.000801		0.001040		0.002585	
22:00	0.000835	0.000864	0.000740		0.000961		0.002333	
23:00	0.000688	0.000712	0.000610		0.000793		0.001999	

Table WQ-19

Route 9A Deck: PM2.5 Emission Rates
W/O Alternative Q 2010, Annual Analysis (Continued)

Section	North Portal					
Start Time	39th Street to 37th Str SB		37th Street to 36th Str SB		36th Street to 34th Str SB	
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.000358		0.000457		0.000688	
1:00	0.000202		0.000258		0.000388	
2:00	0.000126		0.000160		0.000241	
3:00	0.000108		0.000138		0.000207	
4:00	0.000121		0.000155		0.000233	
5:00	0.000315		0.000403		0.000606	
6:00	0.001132		0.001445		0.002175	
7:00	0.001466		0.001871		0.002817	
8:00	0.001678		0.002143		0.003225	
9:00	0.001618		0.002066		0.003110	
10:00	0.001341		0.001713		0.002579	
11:00	0.001049		0.001341		0.002021	
12:00	0.001081		0.001381		0.002082	
13:00	0.001041		0.001331		0.002006	
14:00	0.001199		0.001547		0.002345	
15:00	0.000951		0.001228		0.001861	
16:00	0.001109		0.001431		0.002168	
17:00	0.001130		0.001458		0.002208	
18:00	0.001044		0.001348		0.002042	
19:00	0.000990		0.001278		0.001936	
20:00	0.000959		0.001237		0.001819	
21:00	0.000889		0.001147		0.001738	
22:00	0.000805		0.001039		0.001574	
23:00	0.000686		0.000886		0.001343	

Start Time	34th Street to 36th Str NB						36th Street to 37th Str NB		37th Street to 39th Str NB		Under Deck (30th to 34th) NB	
	free flow link	*queue link*	*Portal Jet (g/s)*				*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*Total*	*I Section*	*II Section*	*III Section*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.000977		0.000000	0.000000	0.000000	0.000000	0.000660		0.000524		0.001542	
1:00	0.000574		0.000000	0.000000	0.000000	0.000000	0.000388		0.000308		0.000907	
2:00	0.000393		0.000000	0.000000	0.000000	0.000000	0.000266		0.000211		0.000621	
3:00	0.000302		0.000000	0.000000	0.000000	0.000000	0.000204		0.000162		0.000477	
4:00	0.000328		0.000000	0.000000	0.000000	0.000000	0.000222		0.000176		0.000519	
5:00	0.000551		0.000000	0.000000	0.000000	0.000000	0.000372		0.000295		0.000870	
6:00	0.001602		0.000000	0.000000	0.000000	0.000000	0.001083		0.000859		0.002531	
7:00	0.002480		0.000000	0.000000	0.000000	0.000000	0.001676		0.001329		0.003909	
8:00	0.002945		0.000000	0.000000	0.000000	0.000000	0.001988		0.001576		0.004627	
9:00	0.002890		0.000000	0.000000	0.000000	0.000000	0.001951		0.001547		0.004524	
10:00	0.002623		0.000000	0.000000	0.000000	0.000000	0.001772		0.001405		0.004151	
11:00	0.002425		0.000000	0.000000	0.000000	0.000000	0.001636		0.001300		0.003494	
12:00	0.002478		0.000000	0.000000	0.000000	0.000000	0.001672		0.001329		0.003584	
13:00	0.002575		0.000000	0.000000	0.000000	0.000000	0.001737		0.001381		0.003717	
14:00	0.002709		0.000000	0.000000	0.000000	0.000000	0.001858		0.001501		0.003933	
15:00	0.003108		0.000000	0.000000	0.000000	0.000000	0.002133		0.001723		0.004492	
16:00	0.002835		0.000000	0.000000	0.000000	0.000000	0.001945		0.001571		0.004101	
17:00	0.003216		0.000000	0.000000	0.000000	0.000000	0.002206		0.001782		0.004653	
18:00	0.003264		0.000000	0.000000	0.000000	0.000000	0.002240		0.001810		0.004719	
19:00	0.002919		0.000000	0.000000	0.000000	0.000000	0.002003		0.001619		0.004219	
20:00	0.002554		0.000000	0.000000	0.000000	0.000000	0.001753		0.001154		0.003712	
21:00	0.002416		0.000000	0.000000	0.000000	0.000000	0.001658		0.001340		0.003493	
22:00	0.002238		0.000000	0.000000	0.000000	0.000000	0.001536		0.001241		0.003236	
23:00	0.001839		0.000000	0.000000	0.000000	0.000000	0.001262		0.001020		0.002658	

Table WQ-20

CO Emission Factors
2025

				1	2	3	4	5	128	129	130	131	132
Analysis Year	Time Period	Location	Pollutant		ARTERIAL	EXPRESS	ARTERIAL	EXPRESS		Light	Heavy Gas	Heavy Diese	Diesel
	(hour ending)			SPEED	Auto	Auto	SUV	SUV	Taxi	Truck	Truck	Truck	Bus
2025	9	Midtown	CO	0.00	50.71	50.71	41.03	41.03	50.5775	33.875	85.5225	3.1525	9.1975
2025	9	Midtown	CO	2.5	20.28	20.28	16.41	16.41	20.231	13.55	34.209	1.261	3.679
2025	9	Midtown	CO	3.0	17.91	17.91	14.58	14.58	17.196	11.72	31.917	1.184	3.454
2025	9	Midtown	CO	4.0	14.94	14.94	12.30	12.30	13.403	9.432	29.052	1.087	3.173
2025	9	Midtown	CO	5.0	13.15	13.15	10.92	10.92	11.127	8.06	27.333	1.029	3.004
2025	9	Midtown	CO	6.0	12.06	12.06	10.06	10.06	9.721	7.197	24.284	0.923	2.693
2025	9	Midtown	CO	7.0	11.28	11.28	9.44	9.44	8.717	6.581	22.106	0.847	2.471
2025	9	Midtown	CO	8.0	10.69	10.69	8.98	8.98	7.963	6.119	20.472	0.79	2.304
2025	9	Midtown	CO	9.0	10.24	10.24	8.62	8.62	7.377	5.759	19.202	0.745	2.175
2025	9	Midtown	CO	10.0	9.87	9.87	8.34	8.34	6.909	5.471	18.185	0.71	2.071
2025	9	Midtown	CO	11.0	9.61	9.61	8.12	8.12	6.569	5.257	16.712	0.656	1.914
2025	9	Midtown	CO	12.0	9.40	9.40	7.94	7.94	6.286	5.078	15.484	0.611	1.783
2025	9	Midtown	CO	13.0	9.21	9.21	7.79	7.79	6.046	4.927	14.445	0.573	1.672
2025	9	Midtown	CO	14.0	9.05	9.05	7.66	7.66	5.841	4.797	13.555	0.54	1.577
2025	9	Midtown	CO	15.0	8.92	8.92	7.55	7.55	5.663	4.684	12.783	0.512	1.495
2025	9	Midtown	CO	16.0	8.80	8.80	7.45	7.45	5.508	4.586	11.96	0.481	1.403
2025	9	Midtown	CO	17.0	8.69	8.69	7.36	7.36	5.37	4.499	11.235	0.453	1.322
2025	9	Midtown	CO	18.0	8.60	8.60	7.29	7.29	5.248	4.422	10.59	0.429	1.251
2025	9	Midtown	CO	19.0	8.52	8.52	7.22	7.22	5.139	4.353	10.013	0.407	1.186
2025	9	Midtown	CO	20.0	8.44	8.44	7.15	7.15	5.04	4.29	9.493	0.387	1.129
2025	9	Midtown	CO	21.0	8.38	8.38	7.10	7.10	4.96	4.24	9.007	0.367	1.072
2025	9	Midtown	CO	22.0	8.32	8.32	7.06	7.06	4.888	4.195	8.564	0.35	1.021
2025	9	Midtown	CO	23.0	8.27	8.27	7.02	7.02	4.821	4.153	8.16	0.334	0.974
2025	9	Midtown	CO	24.0	8.22	8.22	6.98	6.98	4.76	4.115	7.79	0.319	0.932
2025	9	Midtown	CO	25.0	8.18	8.18	6.94	6.94	4.704	4.079	7.449	0.306	0.892
2025	9	Midtown	CO	26.0	8.16	8.16	6.93	6.93	4.673	4.063	7.155	0.293	0.857
2025	9	Midtown	CO	27.0	8.14	8.14	6.91	6.91	4.645	4.047	6.883	0.282	0.824
2025	9	Midtown	CO	28.0	8.12	8.12	6.90	6.90	4.618	4.033	6.63	0.272	0.793
2025	9	Midtown	CO	29.0	8.11	8.11	6.88	6.88	4.594	4.02	6.395	0.262	0.764
2025	9	Midtown	CO	30.0	8.09	8.09	6.87	6.87	4.571	4.007	6.176	0.253	0.738
2025	9	Midtown	CO	31.0	8.10	8.10	6.88	6.88	4.583	4.019	6.003	0.245	0.716
2025	9	Midtown	CO	32.0	8.11	8.11	6.89	6.89	4.594	4.03	5.84	0.238	0.695
2025	9	Midtown	CO	33.0	8.13	8.13	6.90	6.90	4.605	4.04	5.688	0.231	0.675
2025	9	Midtown	CO	34.0	8.14	8.14	6.91	6.91	4.615	4.05	5.544	0.225	0.656
2025	9	Midtown	CO	35.0	8.14	8.14	6.92	6.92	4.625	4.059	5.409	0.219	0.639
2025	9	Midtown	CO	36.0	8.21	8.21	6.98	6.98	4.702	4.116	5.32	0.214	0.625
2025	9	Midtown	CO	37.0	8.27	8.27	7.03	7.03	4.775	4.169	5.235	0.21	0.613
2025	9	Midtown	CO	38.0	8.33	8.33	7.08	7.08	4.844	4.22	5.154	0.206	0.601
2025	9	Midtown	CO	39.0	8.39	8.39	7.13	7.13	4.91	4.268	5.078	0.202	0.589
2025	9	Midtown	CO	40.0	8.44	8.44	7.18	7.18	4.972	4.314	5.006	0.198	0.579
2025	9	Midtown	CO	41.0	8.51	8.51	7.23	7.23	5.049	4.37	4.981	0.196	0.572
2025	9	Midtown	CO	42.0	8.57	8.57	7.29	7.29	5.121	4.424	4.958	0.194	0.566
2025	9	Midtown	CO	43.0	8.63	8.63	7.34	7.34	5.191	4.474	4.936	0.192	0.56
2025	9	Midtown	CO	44.0	8.69	8.69	7.39	7.39	5.257	4.523	4.915	0.19	0.554
2025	9	Midtown	CO	45.0	8.74	8.74	7.43	7.43	5.32	4.569	4.894	0.188	0.549
2025	9	Midtown	CO	46.0	8.81	8.81	7.49	7.49	5.396	4.625	4.93	0.188	0.548
2025	9	Midtown	CO	47.0	8.87	8.87	7.54	7.54	5.468	4.678	4.963	0.187	0.547
2025	9	Midtown	CO	48.0	8.93	8.93	7.59	7.59	5.537	4.729	4.996	0.187	0.546
2025	9	Midtown	CO	49.0	8.99	8.99	7.64	7.64	5.604	4.778	5.026	0.187	0.545
2025	9	Midtown	CO	50.0	9.04	9.04	7.69	7.69	5.668	4.825	5.056	0.187	0.544
2025	9	Midtown	CO	51.0	9.11	9.11	7.74	7.74	5.743	4.88	5.156	0.188	0.549
2025	9	Midtown	CO	52.0	9.17	9.17	7.80	7.80	5.815	4.933	5.252	0.19	0.553
2025	9	Midtown	CO	53.0	9.23	9.23	7.85	7.85	5.884	4.984	5.344	0.191	0.558
2025	9	Midtown	CO	54.0	9.29	9.29	7.90	7.90	5.951	5.033	5.433	0.192	0.562
2025	9	Midtown	CO	55.0	9.34	9.34	7.94	7.94	6.015	5.08	5.518	0.194	0.565

Table WQ-21

PM10 Emission Factors
2025

							Heavy Gas	Heavy Diesel		Idle	Idle
Analysis Year	Pollutant	Roadway Type	Auto	SUV	Taxi	Light Truck	Truck	Truck	Diesel Bus	Heavy Diesel	Diesel Bus
			g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/veh-hr	g/veh-hr
2025	PM10	Arterial	0.0247	0.0247	0.0247	0.0247	0.0335	0.0674	0.0854	1.0040	1.0040
2025	PM10	Tunnel	0.0247	0.0247	0.0247	0.0247	0.0335	0.0674	0.0854	1.0040	1.0040

Analysis Year	Pollutant	Roadway Type	SILT LOADING	K FACTOR	FLEET WEIGHT	C FACTOR	Paved Dust*
							g/vmt
2025	PM10	Arterial	0.10	7.30	3.00	0.2119	0.750
					Total Measured PM	Total Exhaust PM	Paved Dust
2025	PM10	Tunnel		g/vmt	0.153	0.066	0.087

Notes:

1. Number of rainy days in New York is 140 per year.
2. Total in-tunnel emissions factor 0.153 g/vmt as measured in the Ted Williams Tunnel.
3. Paved dust for tunnels is estimated using the latest AP-42 approach.
4. Idle emissions were obtained from the Mob 6.2 program.

Table WQ-22

PM2.5 Emission Factors
2025

Analysis Year	Pollutant	Roadway Type	Auto EF	SUV EF	Taxi EF	Light Truck EF	Heavy GasTrK E	Heavy Diesel EF	Diesel Bus EF	Idle Heavy Diese	Idle Diesel Bus
2025	PM25	Arterial	0.0113	0.0113	0.0113	0.0113	0.0187	0.0378	0.0644	0.9237	0.9237
2025	PM25	Arterial	0.0113	0.0113	0.0113	0.0113	0.0187	0.0378	0.0644	0.9237	0.9237

Analysis Year	Pollutant	Roadway Type	SILT LOADING	K FACTOR	FLEET WEIGHT	C FACTOR	Paved Dust
2010	PM25	Arterial	0.10	1.80	3.00	0.1617	0.086
2010	PM25	Tunnel					0.086

Notes:

1. Number of rainy days in New York is 140 per year.
2. Total in-tunnel emissions factor 0.153 g/vmt.
3. Idle emissions were obtained from the Mobile 6.2 program.

Table WQ-23

Route 9A Deck: Traffic Volumes

W/Alternative Q 2025

Section	South Portal						
Start Time	30th Street to 29th Str SB	29th Street to 26th Str SB	26th Street to 27th Str NB	27th Street to 28th Str NB	28th Street to 29th Str NB	29th Street to 30th Str NB	34th Street to 30th Str SB
	vph	vph	vph	vph	vph	vph	vph
0:00	759	817	1137	1187	1135	1230	838
1:00	427	458	664	693	664	719	472
2:00	266	285	455	475	455	493	293
3:00	228	245	349	365	350	379	252
4:00	257	275	380	396	380	411	284
5:00	667	715	637	665	638	691	737
6:00	2080	2231	1593	1663	1595	1726	2298
7:00	2684	2879	2456	2563	2455	2659	2966
8:00	3066	3285	2946	3070	2925	3174	3385
9:00	2936	3150	2874	2993	2853	3091	3243
10:00	2498	2708	2472	2579	2513	2712	2761
11:00	2336	2425	2694	2912	2761	3063	2513
12:00	2409	2504	2764	2989	2836	3147	2596
13:00	2348	2442	2882	3112	2953	3277	2533
14:00	2665	2779	3149	3248	3145	3308	2852
15:00	2620	2795	3413	3535	3444	3616	2792
16:00	3010	3221	3090	3203	3121	3278	3207
17:00	3144	3376	3489	3618	3524	3700	3349
18:00	2929	3121	3570	3699	3603	3781	3120
19:00	2799	2980	3214	3331	3243	3407	2983
20:00	2200	2341	2680	2772	2696	3269	2324
21:00	1993	2116	2477	2562	2495	2613	2120
22:00	1796	1909	2288	2368	2306	2415	1911
23:00	1543	1641	1887	1952	1901	1991	1641

Section	North Portal						
Start Time	39th Street to 37th Str SB	37th Street to 36th Str SB	36th Street to 34th Str SB	34th Street to 36th Str NB	36th Street to 37th Str NB	37th Street to 39th Str NB	30th Street to 34th Str NB
	vph	vph	vph	vph	vph	vph	vph
0:00	860	863	866	1109	1125	1136	1076
1:00	485	487	488	658	667	673	640
2:00	302	303	303	451	457	461	439
3:00	259	260	261	346	351	355	337
4:00	292	293	293	376	381	385	367
5:00	757	760	762	631	640	646	615
6:00	2361	2369	2376	1578	1600	1616	1537
7:00	3049	3059	3068	2434	2468	2492	2363
8:00	3495	3506	3517	2898	2937	2965	2792
9:00	3341	3352	3363	2830	2868	2895	2723
10:00	2743	2755	2767	2670	2705	2735	2468
11:00	2431	2445	2458	3226	3264	3308	2718
12:00	2511	2525	2537	3304	3343	3386	2784
13:00	2442	2456	2469	3442	3483	3529	2901
14:00	2811	2852	2882	3622	3726	3835	3078
15:00	2746	2784	2816	4145	4260	4371	3358
16:00	3150	3193	3228	3769	3873	3972	3040
17:00	3282	3327	3365	4268	4385	4497	3430
18:00	3070	3112	3148	4340	4461	4578	3514
19:00	2935	2976	3009	3895	4004	4109	3160
20:00	2299	2331	2412	3226	3316	2553	2819
21:00	2089	2118	2143	3007	3092	3174	2437
22:00	1883	1909	1932	2780	2859	2935	2253
23:00	1615	1638	1657	2291	2356	2419	1852

Table WQ-24

Route 9A Deck: Vehicle Mixes (Page 1 of 4)

W/Proposed Action 2025

Start Time	30th Street to 29th Str SB								29th Street to 26th Str SB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
1:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
2:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
3:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
4:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
5:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
6:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
7:00	66.63%	18.80%	8.84%	1.78%	1.20%	0.36%	2.40%	100%	66.63%	18.80%	8.84%	1.78%	1.20%	0.36%	2.40%	100%
8:00	65.46%	18.00%	9.20%	2.70%	1.69%	0.44%	2.51%	100%	65.46%	18.00%	9.20%	2.70%	1.69%	0.44%	2.51%	100%
9:00	63.50%	20.84%	8.76%	2.82%	1.97%	0.30%	1.81%	100%	63.50%	20.84%	8.76%	2.82%	1.97%	0.30%	1.81%	100%
10:00	62.95%	19.97%	9.05%	3.33%	2.45%	0.36%	1.89%	100%	62.95%	19.97%	9.05%	3.33%	2.45%	0.36%	1.89%	100%
11:00	62.40%	19.11%	9.34%	3.85%	2.93%	0.42%	1.96%	100%	62.40%	19.11%	9.34%	3.85%	2.93%	0.42%	1.96%	100%
12:00	62.72%	20.01%	9.46%	2.95%	2.46%	0.34%	2.06%	100%	62.72%	20.01%	9.46%	2.95%	2.46%	0.34%	2.06%	100%
13:00	62.82%	18.89%	11.26%	3.06%	1.64%	0.28%	2.04%	100%	62.82%	18.89%	11.26%	3.06%	1.64%	0.28%	2.04%	100%
14:00	65.51%	17.58%	10.11%	2.67%	1.31%	0.21%	2.61%	100%	65.51%	17.58%	10.11%	2.67%	1.31%	0.21%	2.61%	100%
15:00	65.51%	17.58%	10.11%	2.67%	1.31%	0.21%	2.61%	100%	65.51%	17.58%	10.11%	2.67%	1.31%	0.21%	2.61%	100%
16:00	68.19%	16.28%	8.97%	2.27%	0.97%	0.14%	3.17%	100%	68.19%	16.28%	8.97%	2.27%	0.97%	0.14%	3.17%	100%
17:00	69.57%	16.05%	10.18%	1.74%	0.57%	0.10%	1.78%	100%	69.57%	16.05%	10.18%	1.74%	0.57%	0.10%	1.78%	100%
18:00	70.28%	17.85%	7.70%	2.11%	0.63%	0.00%	1.43%	100%	70.28%	17.85%	7.70%	2.11%	0.63%	0.00%	1.43%	100%
19:00	62.27%	22.85%	10.55%	1.66%	0.61%	0.06%	1.99%	100%	62.27%	22.85%	10.55%	1.66%	0.61%	0.06%	1.99%	100%
20:00	62.56%	21.74%	11.34%	1.94%	0.57%	0.12%	1.74%	100%	62.56%	21.74%	11.34%	1.94%	0.57%	0.12%	1.74%	100%
21:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
22:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
23:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%

Start Time	26th Street to 27th Str NB								27th Street to 28th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
1:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
2:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
3:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
4:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
5:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
6:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
7:00	82.93%	3.08%	6.97%	1.80%	1.09%	0.75%	3.38%	100%	82.93%	3.08%	6.97%	1.80%	1.09%	0.75%	3.38%	100%
8:00	77.49%	7.04%	8.29%	2.34%	1.34%	0.94%	2.56%	100%	77.49%	7.04%	8.29%	2.34%	1.34%	0.94%	2.56%	100%
9:00	77.21%	7.17%	7.93%	2.16%	1.40%	1.46%	2.67%	100%	77.21%	7.17%	7.93%	2.16%	1.40%	1.46%	2.67%	100%
10:00	78.81%	6.27%	8.09%	2.12%	1.20%	1.41%	2.09%	100%	78.81%	6.27%	8.09%	2.12%	1.20%	1.41%	2.09%	100%
11:00	80.41%	5.38%	8.25%	2.08%	1.00%	1.36%	1.52%	100%	80.41%	5.38%	8.25%	2.08%	1.00%	1.36%	1.52%	100%
12:00	73.01%	9.31%	12.03%	2.19%	1.29%	0.48%	1.69%	100%	73.01%	9.31%	12.03%	2.19%	1.29%	0.48%	1.69%	100%
13:00	76.84%	8.50%	9.73%	1.68%	0.79%	0.62%	1.84%	100%	76.84%	8.50%	9.73%	1.68%	0.79%	0.62%	1.84%	100%
14:00	80.08%	7.56%	7.56%	1.42%	0.83%	0.43%	2.13%	100%	80.08%	7.56%	7.56%	1.42%	0.83%	0.43%	2.13%	100%
15:00	80.08%	7.56%	7.56%	1.42%	0.83%	0.43%	2.13%	100%	80.08%	7.56%	7.56%	1.42%	0.83%	0.43%	2.13%	100%
16:00	83.31%	6.61%	5.40%	1.15%	0.86%	0.24%	2.42%	100%	83.31%	6.61%	5.40%	1.15%	0.86%	0.24%	2.42%	100%
17:00	80.22%	7.35%	8.44%	1.11%	0.88%	0.12%	1.88%	100%	80.22%	7.35%	8.44%	1.11%	0.88%	0.12%	1.88%	100%
18:00	83.15%	6.61%	6.08%	1.42%	0.92%	0.08%	1.74%	100%	83.15%	6.61%	6.08%	1.42%	0.92%	0.08%	1.74%	100%
19:00	82.34%	7.86%	6.35%	1.02%	0.83%	0.06%	1.54%	100%	82.34%	7.86%	6.35%	1.02%	0.83%	0.06%	1.54%	100%
20:00	80.76%	9.41%	7.97%	0.67%	0.33%	0.04%	0.82%	100%	80.76%	9.41%	7.97%	0.67%	0.33%	0.04%	0.82%	100%
21:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
22:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
23:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%

Table WQ-24

Route 9A Deck: Vehicle Mixes (Page 2 of 4)

W/Proposed Action 2025

Start Time	28th Street to 29th Str NB								29th Street to 30th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
1:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
2:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
3:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
4:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
5:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
6:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
7:00	82.93%	3.08%	6.97%	1.80%	1.09%	0.75%	3.38%	100%	82.93%	3.08%	6.97%	1.80%	1.09%	0.75%	3.38%	100%
8:00	77.49%	7.04%	8.29%	2.34%	1.34%	0.94%	2.56%	100%	77.49%	7.04%	8.29%	2.34%	1.34%	0.94%	2.56%	100%
9:00	77.21%	7.17%	7.93%	2.16%	1.40%	1.46%	2.67%	100%	77.21%	7.17%	7.93%	2.16%	1.40%	1.46%	2.67%	100%
10:00	78.81%	6.27%	8.09%	2.12%	1.20%	1.41%	2.09%	100%	78.81%	6.27%	8.09%	2.12%	1.20%	1.41%	2.09%	100%
11:00	80.41%	5.38%	8.25%	2.08%	1.00%	1.36%	1.52%	100%	80.41%	5.38%	8.25%	2.08%	1.00%	1.36%	1.52%	100%
12:00	73.01%	9.31%	12.03%	2.19%	1.29%	0.48%	1.69%	100%	73.01%	9.31%	12.03%	2.19%	1.29%	0.48%	1.69%	100%
13:00	76.84%	8.50%	9.73%	1.68%	0.79%	0.62%	1.84%	100%	76.84%	8.50%	9.73%	1.68%	0.79%	0.62%	1.84%	100%
14:00	80.08%	7.56%	7.56%	1.42%	0.83%	0.43%	2.13%	100%	80.08%	7.56%	7.56%	1.42%	0.83%	0.43%	2.13%	100%
15:00	80.08%	7.56%	7.56%	1.42%	0.83%	0.43%	2.13%	100%	80.08%	7.56%	7.56%	1.42%	0.83%	0.43%	2.13%	100%
16:00	83.31%	6.61%	5.40%	1.15%	0.86%	0.24%	2.42%	100%	83.31%	6.61%	5.40%	1.15%	0.86%	0.24%	2.42%	100%
17:00	80.22%	7.35%	8.44%	1.11%	0.88%	0.12%	1.88%	100%	80.22%	7.35%	8.44%	1.11%	0.88%	0.12%	1.88%	100%
18:00	83.15%	6.61%	6.08%	1.42%	0.92%	0.08%	1.74%	100%	83.15%	6.61%	6.08%	1.42%	0.92%	0.08%	1.74%	100%
19:00	82.34%	7.86%	6.35%	1.02%	0.83%	0.06%	1.54%	100%	82.34%	7.86%	6.35%	1.02%	0.83%	0.06%	1.54%	100%
20:00	80.76%	9.41%	7.97%	0.67%	0.33%	0.04%	0.82%	100%	80.76%	9.41%	7.97%	0.67%	0.33%	0.04%	0.82%	100%
21:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
22:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
23:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%

Start Time	34th Street to 30th Street SB								30th Street to 34th Street NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
1:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
2:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
3:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
4:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
5:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
6:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
7:00	66.63%	18.80%	8.84%	1.78%	1.20%	0.36%	2.40%	100%	82.93%	3.08%	6.97%	1.80%	1.09%	0.75%	3.38%	100%
8:00	65.46%	18.00%	9.20%	2.70%	1.69%	0.44%	2.51%	100%	77.49%	7.04%	8.29%	2.34%	1.34%	0.94%	2.56%	100%
9:00	63.50%	20.84%	8.76%	2.82%	1.97%	0.30%	1.81%	100%	77.21%	7.17%	7.93%	2.16%	1.40%	1.46%	2.67%	100%
10:00	62.95%	19.97%	9.05%	3.33%	2.45%	0.36%	1.89%	100%	78.81%	6.27%	8.09%	2.12%	1.20%	1.41%	2.09%	100%
11:00	62.40%	19.11%	9.34%	3.85%	2.93%	0.42%	1.96%	100%	80.41%	5.38%	8.25%	2.08%	1.00%	1.36%	1.52%	100%
12:00	62.72%	20.01%	9.46%	2.95%	2.46%	0.34%	2.06%	100%	73.01%	9.31%	12.03%	2.19%	1.29%	0.48%	1.69%	100%
13:00	62.82%	18.89%	11.26%	3.06%	1.64%	0.28%	2.04%	100%	76.84%	8.50%	9.73%	1.68%	0.79%	0.62%	1.84%	100%
14:00	65.51%	17.58%	10.11%	2.67%	1.31%	0.21%	2.61%	100%	80.08%	7.56%	7.56%	1.42%	0.83%	0.43%	2.13%	100%
15:00	65.51%	17.58%	10.11%	2.67%	1.31%	0.21%	2.61%	100%	80.08%	7.56%	7.56%	1.42%	0.83%	0.43%	2.13%	100%
16:00	68.19%	16.28%	8.97%	2.27%	0.97%	0.14%	3.17%	100%	83.31%	6.61%	5.40%	1.15%	0.86%	0.24%	2.42%	100%
17:00	69.57%	16.05%	10.18%	1.74%	0.57%	0.10%	1.78%	100%	80.22%	7.35%	8.44%	1.11%	0.88%	0.12%	1.88%	100%
18:00	70.28%	17.85%	7.70%	2.11%	0.63%	0.00%	1.43%	100%	83.15%	6.61%	6.08%	1.42%	0.92%	0.08%	1.74%	100%
19:00	62.27%	22.85%	10.55%	1.66%	0.61%	0.06%	1.99%	100%	82.34%	7.86%	6.35%	1.02%	0.83%	0.06%	1.54%	100%
20:00	62.56%	21.74%	11.34%	1.94%	0.57%	0.12%	1.74%	100%	80.76%	9.41%	7.97%	0.67%	0.33%	0.04%	0.82%	100%
21:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
22:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
23:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%

Table WQ-24

Route 9A Deck: Vehicle Mixes (Page 3 of 4)

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Start Time	39th Street to 37th Str SB								37th Street to 36th Str SB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
1:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
2:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
3:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
4:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
5:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
6:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
7:00	66.63%	18.80%	8.84%	1.78%	1.20%	0.36%	2.40%	100%	66.63%	18.80%	8.84%	1.78%	1.20%	0.36%	2.40%	100%
8:00	65.46%	18.00%	9.20%	2.70%	1.69%	0.44%	2.51%	100%	65.46%	18.00%	9.20%	2.70%	1.69%	0.44%	2.51%	100%
9:00	63.50%	20.84%	8.76%	2.82%	1.97%	0.30%	1.81%	100%	63.50%	20.84%	8.76%	2.82%	1.97%	0.30%	1.81%	100%
10:00	62.95%	19.97%	9.05%	3.33%	2.45%	0.36%	1.89%	100%	62.95%	19.97%	9.05%	3.33%	2.45%	0.36%	1.89%	100%
11:00	62.40%	19.11%	9.34%	3.85%	2.93%	0.42%	1.96%	100%	62.40%	19.11%	9.34%	3.85%	2.93%	0.42%	1.96%	100%
12:00	62.72%	20.01%	9.46%	2.95%	2.46%	0.34%	2.06%	100%	62.72%	20.01%	9.46%	2.95%	2.46%	0.34%	2.06%	100%
13:00	62.82%	18.89%	11.26%	3.06%	1.64%	0.28%	2.04%	100%	62.82%	18.89%	11.26%	3.06%	1.64%	0.28%	2.04%	100%
14:00	65.51%	17.58%	10.11%	2.67%	1.31%	0.21%	2.61%	100%	65.51%	17.58%	10.11%	2.67%	1.31%	0.21%	2.61%	100%
15:00	65.51%	17.58%	10.11%	2.67%	1.31%	0.21%	2.61%	100%	65.51%	17.58%	10.11%	2.67%	1.31%	0.21%	2.61%	100%
16:00	68.19%	16.28%	8.97%	2.27%	0.97%	0.14%	3.17%	100%	68.19%	16.28%	8.97%	2.27%	0.97%	0.14%	3.17%	100%
17:00	69.57%	16.05%	10.18%	1.74%	0.57%	0.10%	1.78%	100%	69.57%	16.05%	10.18%	1.74%	0.57%	0.10%	1.78%	100%
18:00	70.28%	17.85%	7.70%	2.11%	0.63%	0.00%	1.43%	100%	70.28%	17.85%	7.70%	2.11%	0.63%	0.00%	1.43%	100%
19:00	62.27%	22.85%	10.55%	1.66%	0.61%	0.06%	1.99%	100%	62.27%	22.85%	10.55%	1.66%	0.61%	0.06%	1.99%	100%
20:00	62.56%	21.74%	11.34%	1.94%	0.57%	0.12%	1.74%	100%	62.56%	21.74%	11.34%	1.94%	0.57%	0.12%	1.74%	100%
21:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
22:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%
23:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%

Start Time	36th Street to 34th Str SB								34th Street to 36th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
1:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
2:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
3:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
4:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
5:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
6:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
7:00	66.63%	18.80%	8.84%	1.78%	1.20%	0.36%	2.40%	100%	82.93%	3.08%	6.97%	1.80%	1.09%	0.75%	3.38%	100%
8:00	65.46%	18.00%	9.20%	2.70%	1.69%	0.44%	2.51%	100%	77.49%	7.04%	8.29%	2.34%	1.34%	0.94%	2.56%	100%
9:00	63.50%	20.84%	8.76%	2.82%	1.97%	0.30%	1.81%	100%	77.21%	7.17%	7.93%	2.16%	1.40%	1.46%	2.67%	100%
10:00	62.95%	19.97%	9.05%	3.33%	2.45%	0.36%	1.89%	100%	78.81%	6.27%	8.09%	2.12%	1.20%	1.41%	2.09%	100%
11:00	62.40%	19.11%	9.34%	3.85%	2.93%	0.42%	1.96%	100%	80.41%	5.38%	8.25%	2.08%	1.00%	1.36%	1.52%	100%
12:00	62.72%	20.01%	9.46%	2.95%	2.46%	0.34%	2.06%	100%	73.01%	9.31%	12.03%	2.19%	1.29%	0.48%	1.69%	100%
13:00	62.82%	18.89%	11.26%	3.06%	1.64%	0.28%	2.04%	100%	76.84%	8.50%	9.73%	1.68%	0.79%	0.62%	1.84%	100%
14:00	65.51%	17.58%	10.11%	2.67%	1.31%	0.21%	2.61%	100%	80.08%	7.56%	7.56%	1.42%	0.83%	0.43%	2.13%	100%
15:00	65.51%	17.58%	10.11%	2.67%	1.31%	0.21%	2.61%	100%	80.08%	7.56%	7.56%	1.42%	0.83%	0.43%	2.13%	100%
16:00	68.19%	16.28%	8.97%	2.27%	0.97%	0.14%	3.17%	100%	83.31%	6.61%	5.40%	1.15%	0.86%	0.24%	2.42%	100%
17:00	69.57%	16.05%	10.18%	1.74%	0.57%	0.10%	1.78%	100%	80.22%	7.35%	8.44%	1.11%	0.88%	0.12%	1.88%	100%
18:00	70.28%	17.85%	7.70%	2.11%	0.63%	0.00%	1.43%	100%	83.15%	6.61%	6.08%	1.42%	0.92%	0.08%	1.74%	100%
19:00	62.27%	22.85%	10.55%	1.66%	0.61%	0.06%	1.99%	100%	82.34%	7.86%	6.35%	1.02%	0.83%	0.06%	1.54%	100%
20:00	62.56%	21.74%	11.34%	1.94%	0.57%	0.12%	1.74%	100%	80.76%	9.41%	7.97%	0.67%	0.33%	0.04%	0.82%	100%
21:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
22:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
23:00	64.59%	20.27%	10.09%	1.86%	0.89%	0.24%	2.07%	100%	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%

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Route 9A Deck: Vehicle Mixes (Page 4 of 4)

W/Proposed Action 2025

Start Time	36th Street to 37th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
1:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
2:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
3:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
4:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
5:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
6:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
7:00	82.93%	3.08%	6.97%	1.80%	1.09%	0.75%	3.38%	100%
8:00	77.49%	7.04%	8.29%	2.34%	1.34%	0.94%	2.56%	100%
9:00	77.21%	7.17%	7.93%	2.16%	1.40%	1.46%	2.67%	100%
10:00	78.81%	6.27%	8.09%	2.12%	1.20%	1.41%	2.09%	100%
11:00	80.41%	5.38%	8.25%	2.08%	1.00%	1.36%	1.52%	100%
12:00	73.01%	9.31%	12.03%	2.19%	1.29%	0.48%	1.69%	100%
13:00	76.84%	8.50%	9.73%	1.68%	0.79%	0.62%	1.84%	100%
14:00	80.08%	7.56%	7.56%	1.42%	0.83%	0.43%	2.13%	100%
15:00	80.08%	7.56%	7.56%	1.42%	0.83%	0.43%	2.13%	100%
16:00	83.31%	6.61%	5.40%	1.15%	0.86%	0.24%	2.42%	100%
17:00	80.22%	7.35%	8.44%	1.11%	0.88%	0.12%	1.88%	100%
18:00	83.15%	6.61%	6.08%	1.42%	0.92%	0.08%	1.74%	100%
19:00	82.34%	7.86%	6.35%	1.02%	0.83%	0.06%	1.54%	100%
20:00	80.76%	9.41%	7.97%	0.67%	0.33%	0.04%	0.82%	100%
21:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
22:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
23:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%

Start Time	37th Street to 39th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
1:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
2:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
3:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
4:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
5:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
6:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
7:00	82.93%	3.08%	6.97%	1.80%	1.09%	0.75%	3.38%	100%
8:00	77.49%	7.04%	8.29%	2.34%	1.34%	0.94%	2.56%	100%
9:00	77.21%	7.17%	7.93%	2.16%	1.40%	1.46%	2.67%	100%
10:00	78.81%	6.27%	8.09%	2.12%	1.20%	1.41%	2.09%	100%
11:00	80.41%	5.38%	8.25%	2.08%	1.00%	1.36%	1.52%	100%
12:00	73.01%	9.31%	12.03%	2.19%	1.29%	0.48%	1.69%	100%
13:00	76.84%	8.50%	9.73%	1.68%	0.79%	0.62%	1.84%	100%
14:00	80.08%	7.56%	7.56%	1.42%	0.83%	0.43%	2.13%	100%
15:00	80.08%	7.56%	7.56%	1.42%	0.83%	0.43%	2.13%	100%
16:00	83.31%	6.61%	5.40%	1.15%	0.86%	0.24%	2.42%	100%
17:00	80.22%	7.35%	8.44%	1.11%	0.88%	0.12%	1.88%	100%
18:00	83.15%	6.61%	6.08%	1.42%	0.92%	0.08%	1.74%	100%
19:00	82.34%	7.86%	6.35%	1.02%	0.83%	0.06%	1.54%	100%
20:00	80.76%	9.41%	7.97%	0.67%	0.33%	0.04%	0.82%	100%
21:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
22:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%
23:00	81.85%	6.24%	7.47%	1.24%	0.71%	0.39%	2.10%	100%

Table WQ-25

Route 9A Deck: Traffic Speeds

W/Alternative Q 2025

Section	South Portal				
Start Time	29th to 26th Str SB	30th to 29th Str SB	26th to 29th Str NB	29th to 30th Str NB	30th to 34th Str NB
	mph	mph	mph	mph	mph
0:00	30	30	32	24	23
1:00	30	30	35	30	30
2:00	30	30	35	30	30
3:00	30	30	35	30	30
4:00	30	30	35	30	30
5:00	30	30	35	30	30
6:00	23	20	31	21	20
7:00	21	18	29	16	14
8:00	17	14	32	9	12
9:00	20	16	28	14	12
10:00	21	18	29	16	14
11:00	22	19	28	14	12
12:00	29	24	35	17	13
13:00	22	19	28	13	11
14:00	21	18	27	13	10
15:00	21	18	27	11	8
16:00	20	16	27	13	10
17:00	17	14	18	10	7
18:00	20	16	26	10	7
19:00	20	17	27	12	9
20:00	22	20	28	15	11
21:00	23	21	29	16	14
22:00	24	22	29	17	15
23:00	25	23	30	20	18

Section	North Portal						
Start Time	30th to 34th Str SB	34th to 36th Str SB	36th to 37th Str SB	37th to 39th Str SB	34th to 36th Str NB	36th to 37th Str NB	37th to 39th Str NB
	mph	mph	mph	mph	mph	mph	mph
0:00	30	30	35	35	23	22	22
1:00	30	30	35	35	30	30	30
2:00	30	30	35	35	30	30	30
3:00	30	30	35	35	30	30	30
4:00	30	30	35	35	30	30	30
5:00	30	30	35	35	30	30	30
6:00	24	20	31	31	21	18	18
7:00	22	17	30	30	16	12	12
8:00	18	19	25	25	9	8	8
9:00	21	15	30	30	13	9	9
10:00	23	18	31	31	14	10	10
11:00	23	19	31	31	11	6	6
12:00	25	20	35	35	9	9	9
13:00	23	19	31	31	10	5	5
14:00	22	17	31	31	9	3	3
15:00	23	18	31	31	6	2	2
16:00	22	16	30	30	8	2	2
17:00	23	18	32	32	11	5	5
18:00	22	16	30	30	4	2	2
19:00	22	17	30	30	7	2	2
20:00	24	10	31	31	11	3	3
21:00	24	21	32	32	12	7	7
22:00	25	22	32	32	14	9	9
23:00	26	23	32	32	17	13	13

Table WQ-26

Route 9A Deck: Signal Timing

W/Alternative Q 2025

Start Time	26th Street		29th Street			30th Street		
	Total Signal	Green Time SB	Total Signal	Green Time SB	Green Time NB	Total Signal	Green Time SB	Green Time NB
	sec	sec	sec	sec	sec	sec	sec	sec
0:00	90	51	90	53	53	90	50	42
1:00	90	51	90	53	53	90	50	42
2:00	90	51	90	53	53	90	50	42
3:00	90	51	90	53	53	90	50	42
4:00	90	51	90	53	53	90	50	42
5:00	90	51	90	53	53	90	50	42
6:00	150	106	150	113	113	150	110	95
7:00	150	106	150	113	113	150	110	95
8:00	150	106	150	113	113	150	110	95
9:00	150	106	150	113	113	150	110	95
10:00	150	106	150	113	113	150	110	95
11:00	120	81	120	83	83	120	80	70
12:00	120	81	120	83	83	120	80	70
13:00	120	81	120	83	83	120	80	70
14:00	120	81	120	83	83	120	80	70
15:00	120	83	120	83	83	120	86	78
16:00	120	83	120	83	83	120	86	78
17:00	120	83	120	83	83	120	86	78
18:00	120	83	120	83	83	120	86	78
19:00	120	83	120	83	83	120	86	78
20:00	120	83	120	83	83	120	80	70
21:00	120	83	120	83	83	120	80	70
22:00	90	51	90	53	53	90	50	42
23:00	90	51	90	53	53	90	50	42

Start Time	34th Street			36th Street			37th Street			39th Street	
	Total Signal	Green Time SB	Green Time NB	Total Signal	Green Time SB	Green Time NB	Total Signal	Green Time SB	Green Time NB	Total Signal	Green Time NB
	sec	sec	sec	sec	sec	sec	sec	sec	sec	sec	sec
0:00	120	46	38	90	60	60	90	45	68	90	29
1:00	120	46	38	90	60	60	90	45	68	90	29
2:00	120	46	38	90	60	60	90	45	68	90	29
3:00	90	45	37	90	60	60	90	45	68	90	32
4:00	90	45	37	90	60	60	90	45	68	90	32
5:00	90	45	37	90	60	60	90	45	68	90	32
6:00	150	105	80	150	106	106	150	92	123	150	89
7:00	150	105	80	150	106	106	150	92	123	150	89
8:00	150	105	80	150	106	106	150	92	123	150	89
9:00	150	105	80	150	106	106	150	92	123	150	89
10:00	150	105	80	150	106	106	150	92	123	150	89
11:00	120	75	60	120	88	88	120	62	93	120	62
12:00	120	75	60	120	88	88	120	62	93	120	62
13:00	120	75	60	120	88	88	120	62	93	120	62
14:00	120	75	60	120	88	88	120	62	93	120	62
15:00	130	85	77	120	95	95	120	62	93	120	62
16:00	130	85	77	120	95	95	120	62	93	120	62
17:00	130	85	77	120	95	95	120	62	93	120	62
18:00	130	85	77	120	95	95	120	62	93	120	62
19:00	130	46	38	120	95	95	120	62	93	120	39
20:00	120	46	38	120	95	95	120	62	93	120	39
21:00	120	46	38	120	95	95	120	62	93	120	39
22:00	120	75	60	120	95	95	120	62	93	120	62
23:00	120	75	60	120	95	95	120	62	93	90	29

Table WQ-27

Route 9A Deck: Queue

W/Alternative Q 2025

Start Time	26th Street SB		29th Street				30th Street			
	Queue Length SB	N of Cars SB	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB
	m/lane		m/lane		m/lane		m/lane		m/lane	
N of Lanes	3	3.0	3	3.0	4	4.0	3	3.0	2	2.0
0:00	42	7.0	43	7.1	38	6.3	32	5.4	49	8.1
1:00	42	7.0	43	7.1	38	6.3	32	5.4	49	8.1
2:00	42	7.0	43	7.1	38	6.3	32	5.4	49	8.1
3:00	42	7.0	43	7.1	38	6.3	32	5.4	49	8.1
4:00	42	7.0	43	7.1	38	6.3	32	5.4	49	8.1
5:00	42	7.0	43	7.1	38	6.3	32	5.4	49	8.1
6:00	61	10.1	59	9.8	39	6.5	41	6.8	49	8.2
7:00	61	10.1	59	9.8	39	6.5	41	6.8	49	8.2
8:00	61	10.1	59	9.8	39	6.5	41	6.8	49	8.2
9:00	42	7.0	43	7.1	38	6.3	32	5.4	49	8.1
10:00	42	7.0	43	7.1	38	6.3	32	5.4	49	8.1
11:00	42	7.0	43	7.1	38	6.3	32	5.4	49	8.1
12:00	42	7.0	43	7.1	38	6.3	32	5.4	49	8.1
13:00	42	7.0	43	7.1	38	6.3	32	5.4	49	8.1
14:00	42	7.0	43	7.1	38	6.3	32	5.4	49	8.1
15:00	67	11.2	64	10.7	47	7.8	34	5.6	57	9.5
16:00	67	11.2	64	10.7	47	7.8	34	5.6	57	9.5
17:00	67	11.2	64	10.7	47	7.8	34	5.6	57	9.5
18:00	67	11.2	64	10.7	47	7.8	34	5.6	57	9.5
19:00	42	7.0	43	7.1	38	6.3	32	5.4	49	8.1
20:00	43	7.1	43	7.1	70	11.6	29	4.8	70	11.6
21:00	43	7.1	43	7.1	70	11.6	29	4.8	70	11.6
22:00	42	7.0	43	7.1	38	6.3	32	5.4	49	8.1
23:00	42	7.0	43	7.1	38	6.3	32	5.4	49	8.1

Start Time	34th Street				36th Street				37th Street				39th Street NB	
	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB	Queue Length NB	N of Cars NB
	m/lane		m/lane		m/lane		m/lane		m/lane		m/lane		m/lane	
N of Lanes	2	2.0	4	4.0	3	3.0	2	2.0	2	2.0	3	3.0	4	4.0
0:00	39	6.5	50	8.3	38	6.3	37	6.2	112	18.7	19	3.2	51	8.5
1:00	39	6.5	50	8.3	38	6.3	37	6.2	112	18.7	19	3.2	51	8.5
2:00	39	6.5	50	8.3	38	6.3	37	6.2	112	18.7	19	3.2	51	8.5
3:00	39	6.5	50	8.3	38	6.3	37	6.2	112	18.7	19	3.2	51	8.5
4:00	39	6.5	50	8.3	38	6.3	37	6.2	112	18.7	19	3.2	51	8.5
5:00	39	6.5	50	8.3	38	6.3	37	6.2	112	18.7	19	3.2	51	8.5
6:00	59	9.9	61	10.1	120	20.0	47	7.8	623	103.9	17	2.9	49	8.2
7:00	59	9.9	61	10.1	120	20.0	47	7.8	623	103.9	17	2.9	49	8.2
8:00	59	9.9	61	10.1	120	20.0	47	7.8	623	103.9	17	2.9	49	8.2
9:00	59	9.9	61	10.1	120	20.0	47	7.8	623	103.9	17	2.9	49	8.2
10:00	39	6.5	50	8.3	38	6.3	37	6.2	112	18.7	19	3.2	51	8.5
11:00	39	6.5	50	8.3	38	6.3	37	6.2	112	18.7	19	3.2	51	8.5
12:00	39	6.5	50	8.3	38	6.3	37	6.2	112	18.7	19	3.2	51	8.5
13:00	39	6.5	50	8.3	38	6.3	37	6.2	112	18.7	19	3.2	51	8.5
14:00	39	6.5	50	8.3	38	6.3	37	6.2	112	18.7	19	3.2	51	8.5
15:00	58	9.7	55	9.1	40	6.6	38	6.3	532	88.7	25	4.1	79	13.2
16:00	58	9.7	55	9.1	40	6.6	38	6.3	532	88.7	25	4.1	79	13.2
17:00	58	9.7	55	9.1	40	6.6	38	6.3	532	88.7	25	4.1	79	13.2
18:00	58	9.7	55	9.1	40	6.6	38	6.3	532	88.7	25	4.1	79	13.2
19:00	39	6.5	50	8.3	38	6.3	37	6.2	112	18.7	19	3.2	51	8.5
20:00	100	16.6	232	38.6	794	132.4	82	13.7	794	132.4	82	13.7	82	13.7
21:00	100	16.6	232	38.6	794	132.4	82	13.7	794	132.4	82	13.7	82	13.7
22:00	39	6.5	50	8.3	38	6.3	37	6.2	112	18.7	19	3.2	51	8.5
23:00	39	6.5	50	8.3	38	6.3	37	6.2	112	18.7	19	3.2	51	8.5

Table WQ-28

Route 9A Deck: CO Emission Rates W/Alternative Q 2025

Section	South Portal							
Start Time	30th Street to 29th Str SB						29th Street to 26th Str SB	
	FF link	*Queue link*	*Portal Jet (g/s)*				*free flow link*	*queue link*
	g/s	*g/s*	*Total*	*I Section*	*II Section*	*III Section*	*g/s*	*g/s*
0:00	0.035690	0.282561	0.379797	0.216484	0.117737	0.045576	0.135360	0.278581
1:00	0.020084	0.113024	0.178795	0.101913	0.055426	0.021455	0.075921	0.111433
2:00	0.012486	0.109920	0.141315	0.080550	0.043808	0.016958	0.047195	0.108372
3:00	0.010732	0.107048	0.131022	0.074683	0.040617	0.015723	0.040564	0.105540
4:00	0.012073	0.104384	0.135191	0.077059	0.041909	0.016223	0.045631	0.102914
5:00	0.031367	0.101902	0.222481	0.126814	0.068969	0.026698	0.118564	0.100467
6:00	0.131197	0.137454	0.704427	0.387435	0.232461	0.084531	0.474094	0.141662
7:00	0.175155	0.134795	0.892887	0.491088	0.294653	0.107146	0.624578	0.138921
8:00	0.209990	0.132054	1.031545	0.567350	0.340410	0.123785	0.738008	0.136097
9:00	0.194723	0.094162	0.948917	0.521904	0.313142	0.113870	0.688026	0.092835
10:00	0.160895	0.092618	0.806500	0.443575	0.266145	0.096780	0.581742	0.091313
11:00	0.136420	0.091176	0.673092	0.370200	0.222120	0.080771	0.491974	0.089892
12:00	0.135286	0.089328	0.685931	0.390980	0.212638	0.082312	0.492112	0.088070
13:00	0.136507	0.087225	0.672788	0.370034	0.222020	0.080735	0.493430	0.085996
14:00	0.158361	0.085592	0.756084	0.415846	0.249508	0.090730	0.569235	0.084387
15:00	0.155071	0.126944	0.792456	0.435851	0.261511	0.095095	0.586653	0.132876
16:00	0.183147	0.124720	0.910203	0.500612	0.300367	0.109224	0.687852	0.130548
17:00	0.200841	0.124000	0.948437	0.521640	0.312984	0.113812	0.752620	0.129794
18:00	0.181005	0.122541	0.903336	0.496835	0.298101	0.108400	0.678850	0.128267
19:00	0.167528	0.078864	0.840175	0.462096	0.277258	0.100821	0.629677	0.077753
20:00	0.127426	0.077883	0.609311	0.335121	0.201073	0.073117	0.486341	0.077883
21:00	0.115034	0.077187	0.561441	0.308792	0.185275	0.067373	0.439298	0.077187
22:00	0.087567	0.076213	0.439350	0.241643	0.144986	0.052722	0.323127	0.075140
23:00	0.074598	0.075281	0.383886	0.211137	0.126682	0.046066	0.276150	0.074221

Start Time	26th Street to 27th Str NB	27th Street to 28th Str NB	28th Street to 29th Str NB		29th Street to 30th Str NB		Under Deck (34th to 30th) SB	
	free flow link	*free flow link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.105757	0.120302	0.006210	0.343520	0.059273	0.220834	0.164892	0.214906
1:00	0.061899	0.070421	0.003647	0.137408	0.033918	0.088334	0.092833	0.085962
2:00	0.042400	0.048237	0.002498	0.133640	0.023234	0.085912	0.057714	0.083601
3:00	0.032591	0.037078	0.001921	0.130154	0.017859	0.083670	0.049606	0.081417
4:00	0.035411	0.040286	0.002087	0.126921	0.019404	0.081592	0.055801	0.079391
5:00	0.059424	0.067605	0.003502	0.123909	0.032563	0.079656	0.144978	0.077503
6:00	0.147943	0.168302	0.011152	0.124939	0.115022	0.078808	0.609050	0.095376
7:00	0.225363	0.256241	0.016967	0.121410	0.184829	0.076582	0.799356	0.093531
8:00	0.267587	0.303775	0.020005	0.118509	0.260037	0.074752	0.939916	0.091629
9:00	0.260686	0.295659	0.019485	0.112031	0.220009	0.072020	0.877301	0.071616
10:00	0.225362	0.256173	0.017253	0.110477	0.188194	0.071021	0.736058	0.070442
11:00	0.247965	0.291933	0.017571	0.109010	0.202717	0.070078	0.603746	0.069345
12:00	0.249888	0.294384	0.017725	0.106947	0.195431	0.068752	0.617991	0.067940
13:00	0.264302	0.310821	0.018718	0.104916	0.220389	0.067446	0.606448	0.066340
14:00	0.292688	0.328847	0.020208	0.103643	0.225678	0.066628	0.690986	0.065098
15:00	0.317861	0.358666	0.022171	0.126287	0.285373	0.076906	0.726018	0.066438
16:00	0.290574	0.328191	0.020289	0.124948	0.250729	0.076090	0.844929	0.065274
17:00	0.348604	0.393805	0.024342	0.123269	0.305845	0.075067	0.883540	0.064897
18:00	0.338110	0.381569	0.023586	0.122087	0.309328	0.074348	0.839202	0.064133
19:00	0.303982	0.343176	0.021204	0.097236	0.265611	0.062509	0.780195	0.059981
20:00	0.252651	0.284620	0.017568	0.176187	0.216040	0.088093	0.556658	0.052653
21:00	0.230267	0.259507	0.016037	0.172916	0.168462	0.086458	0.509258	0.052183
22:00	0.212506	0.239526	0.012603	0.092730	0.122957	0.059612	0.381385	0.057965
23:00	0.175086	0.197316	0.010381	0.091598	0.098946	0.058885	0.326630	0.057256

Table WQ-28

Route 9A Deck: CO Emission Rates W/Alternative Q 2025 (Continued)

Section	North Portal											
Start Time	39th Street to 37th Str SB		37th Street to 36th Str SB		36th Street to 34th Str SB		34th Street to 36th Str NB					
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*Portal Jet (g/s)*			
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*Total*	*I Section*	*II Section*	*III Section*
0:00	0.051046	0.496140	0.086907	0.250723	0.074763	0.172455	0.176988	0.169033	0.581134	0.331246	0.180151	0.069736
1:00	0.028779	0.198456	0.048999	0.100289	0.042156	0.068982	0.102591	0.067613	0.255589	0.145686	0.079233	0.030671
2:00	0.017893	0.193006	0.030464	0.097535	0.026209	0.067088	0.070274	0.065760	0.227151	0.129476	0.070417	0.027258
3:00	0.015379	0.187962	0.026183	0.094986	0.029383	0.065334	0.054011	0.064044	0.222465	0.126805	0.068964	0.026696
4:00	0.017299	0.183284	0.029453	0.092622	0.033052	0.063708	0.058682	0.062453	0.222619	0.126893	0.069012	0.026714
5:00	0.044942	0.178926	0.076518	0.090420	0.085870	0.062194	0.098468	0.060971	0.256223	0.146047	0.079429	0.030747
6:00	0.171174	0.971530	0.251840	0.280519	0.396101	0.092571	0.272318	0.074964	0.511188	0.281153	0.168692	0.061343
7:00	0.221459	0.952735	0.325816	0.275092	0.532648	0.090780	0.441147	0.072846	0.706448	0.388546	0.233128	0.084774
8:00	0.256144	0.933362	0.376793	0.269498	0.589024	0.088934	0.618636	0.071105	0.848178	0.407125	0.339271	0.101781
9:00	0.241702	0.918628	0.355571	0.265244	0.595851	0.087530	0.527480	0.069352	0.833989	0.458694	0.275216	0.100079
10:00	0.197372	0.162624	0.290712	0.082182	0.470806	0.056527	0.492036	0.054362	0.731993	0.402596	0.241558	0.087839
11:00	0.146567	0.160094	0.266278	0.080903	0.365998	0.055648	0.667402	0.053640	0.777030	0.427366	0.256420	0.093244
12:00	0.152459	0.156849	0.276945	0.079263	0.374344	0.054520	0.740093	0.052625	0.769837	0.369522	0.307935	0.092380
13:00	0.147229	0.153156	0.267451	0.077397	0.365946	0.053236	0.735733	0.051625	0.826988	0.396954	0.330795	0.099239
14:00	0.170358	0.150289	0.312237	0.075948	0.438405	0.052239	0.817048	0.050999	0.889922	0.427162	0.355969	0.106791
15:00	0.166457	0.701554	0.329051	0.078302	0.446292	0.076720	1.228920	0.051001	1.176776	0.564853	0.470710	0.141213
16:00	0.191906	0.689261	0.379372	0.076930	0.526366	0.075376	0.967055	0.050460	0.995067	0.477632	0.398027	0.119408
17:00	0.203226	0.685283	0.401754	0.076486	0.538974	0.074941	0.969973	0.049782	1.215023	0.668263	0.400958	0.145803
18:00	0.191682	0.677219	0.378955	0.075586	0.520272	0.074059	1.468585	0.049304	1.265310	0.607349	0.506124	0.151837
19:00	0.178653	0.138474	0.353175	0.069978	0.260735	0.048133	1.045355	0.047846	0.569228	0.273230	0.227691	0.068307
20:00	0.139902	0.968232	0.276603	1.452348	0.261863	0.121395	0.731223	0.104041	0.991167	0.545142	0.327085	0.118940
21:00	0.127606	0.959583	0.252374	1.439375	0.193658	0.120310	0.655139	0.102110	0.897999	0.493899	0.296340	0.107760
22:00	0.115059	0.133821	0.227539	0.067626	0.282472	0.046515	0.588748	0.045629	0.583793	0.321086	0.192652	0.070055
23:00	0.098733	0.132183	0.195275	0.066799	0.240181	0.045946	0.463556	0.045072	0.486548	0.267601	0.160561	0.058386

Start Time	36th Street to 37th Str NB		37th Street to 39th Str NB		Under Deck (30th to 34th) NB	
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.107755	0.130865	0.059071	0.463479	0.128560	0.452573
1:00	0.061755	0.052346	0.033849	0.185392	0.074560	0.181029
2:00	0.042302	0.050911	0.023187	0.180309	0.051085	0.176066
3:00	0.032513	0.049582	0.019665	0.175605	0.050992	0.171473
4:00	0.035324	0.048351	0.021365	0.171243	0.055405	0.167214
5:00	0.059275	0.047203	0.035851	0.167178	0.092979	0.163245
6:00	0.171629	0.041807	0.159613	0.157616	0.317051	0.194136
7:00	0.289491	0.040626	0.269204	0.153164	0.517795	0.188653
8:00	0.404269	0.039655	0.375847	0.149503	0.636002	0.184144
9:00	0.363057	0.038677	0.337517	0.145818	0.619344	0.179605
10:00	0.330989	0.042086	0.308118	0.149056	0.544396	0.145549
11:00	0.460473	0.041528	0.395880	0.147077	0.584357	0.143616
12:00	0.407051	0.040742	0.349819	0.144294	0.577546	0.140899
13:00	0.565288	0.039968	0.485942	0.141553	0.639710	0.138222
14:00	0.897616	0.039483	0.783998	0.139836	0.711329	0.136545
15:00	2.638221	0.049786	2.296610	0.213717	0.994401	0.147335
16:00	2.404042	0.049259	2.092268	0.211451	0.834110	0.145773
17:00	0.728704	0.048596	0.634087	0.208608	1.067706	0.143813
18:00	2.788465	0.048130	2.427651	0.206608	1.122875	0.142434
19:00	2.503040	0.037042	1.370772	0.131191	0.441124	0.128104
20:00	0.715129	0.156062	0.293828	0.208083	0.404891	0.586276
21:00	0.413785	0.153165	0.226697	0.204219	0.322607	0.575392
22:00	0.351922	0.035326	0.306492	0.125112	0.461625	0.122168
23:00	0.260423	0.034895	0.141448	0.123585	0.365871	0.120677

Note:

Marshall Yard Contribution was used btw. 8:00 am - 5:00 pm

Table WQ-29

Route 9A Deck: PM10 Emission Rates W/Alternative Q 2025

Section	South Portal							
Start Time	30th Street to 29th Str SB						29th Street to 26th Str SB	
	FF link	*Queue link*	*Portal Jet (g/s)*				*free flow link*	*queue link*
	g/s	*g/s*	*Total*	*I Section*	*II Section*	*III Section*	*g/s*	*g/s*
0:00	0.003833	0.000137	0.002692	0.001534	0.000834	0.000323	0.014537	0.000135
1:00	0.002157	0.000137	0.001561	0.000890	0.000484	0.000187	0.008154	0.000135
2:00	0.001341	0.000137	0.001010	0.000576	0.000313	0.000121	0.005069	0.000135
3:00	0.001153	0.000137	0.000883	0.000503	0.000274	0.000106	0.004356	0.000135
4:00	0.001297	0.000137	0.000980	0.000559	0.000304	0.000118	0.004901	0.000135
5:00	0.003369	0.000137	0.002379	0.001356	0.000738	0.000285	0.012733	0.000135
6:00	0.013435	0.000189	0.009493	0.005221	0.003133	0.001139	0.049508	0.000195
7:00	0.017346	0.000226	0.012269	0.006748	0.004049	0.001472	0.063917	0.000233
8:00	0.019816	0.000242	0.014010	0.007705	0.004623	0.001681	0.072945	0.000249
9:00	0.018966	0.000125	0.013305	0.007318	0.004391	0.001597	0.069906	0.000124
10:00	0.016139	0.000133	0.011357	0.006247	0.003748	0.001363	0.060102	0.000132
11:00	0.013860	0.000142	0.009432	0.005188	0.003113	0.001132	0.051429	0.000140
12:00	0.014291	0.000143	0.009738	0.005551	0.003019	0.001169	0.053094	0.000141
13:00	0.013928	0.000138	0.009490	0.005219	0.003132	0.001139	0.051768	0.000136
14:00	0.015814	0.000167	0.010724	0.005898	0.003539	0.001287	0.058935	0.000165
15:00	0.015545	0.000252	0.011283	0.006205	0.003723	0.001354	0.060738	0.000264
16:00	0.017867	0.000297	0.012994	0.007147	0.004288	0.001559	0.070023	0.000311
17:00	0.018641	0.000168	0.013391	0.007365	0.004419	0.001607	0.073309	0.000176
18:00	0.017360	0.000128	0.012433	0.006838	0.004103	0.001492	0.067752	0.000134
19:00	0.016597	0.000122	0.011954	0.006575	0.003945	0.001434	0.064721	0.000120
20:00	0.013043	0.000110	0.008661	0.004763	0.002858	0.001039	0.050835	0.000110
21:00	0.011820	0.000137	0.007945	0.004370	0.002622	0.000953	0.045971	0.000137
22:00	0.009070	0.000137	0.006003	0.003301	0.001981	0.000720	0.033972	0.000135
23:00	0.007790	0.000137	0.005169	0.002843	0.001706	0.000620	0.029197	0.000135

Start Time	26th Street to 27th Str NB	27th Street to 28th Str NB	28th Street to 29th Str NB		29th Street to 30th Str NB		Under Deck (34th to 30th) SB	
	free flow link	*free flow link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.010911	0.012411	0.006410	0.000175	0.005999	0.000113	0.002587	0.000104
1:00	0.006367	0.007244	0.003754	0.000175	0.003508	0.000113	0.001457	0.000104
2:00	0.004361	0.004962	0.002571	0.000175	0.002403	0.000113	0.000906	0.000104
3:00	0.003352	0.003814	0.001977	0.000175	0.001847	0.000113	0.000778	0.000104
4:00	0.003643	0.004144	0.002148	0.000175	0.002007	0.000113	0.000876	0.000104
5:00	0.006113	0.006954	0.003604	0.000175	0.003368	0.000113	0.002275	0.000104
6:00	0.015283	0.017386	0.011526	0.000181	0.011427	0.000114	0.009361	0.000131
7:00	0.023589	0.026821	0.017769	0.000299	0.017620	0.000189	0.012112	0.000157
8:00	0.028285	0.032110	0.021156	0.000254	0.021025	0.000160	0.013842	0.000168
9:00	0.027608	0.031311	0.020646	0.000291	0.020483	0.000187	0.013209	0.000095
10:00	0.023730	0.026975	0.018176	0.000246	0.017962	0.000158	0.011256	0.000102
11:00	0.025850	0.030433	0.018327	0.000202	0.018674	0.000130	0.009324	0.000108
12:00	0.026512	0.031233	0.018815	0.000152	0.019182	0.000098	0.009629	0.000108
13:00	0.027652	0.032519	0.019593	0.000173	0.019980	0.000111	0.009385	0.000105
14:00	0.030213	0.033946	0.020870	0.000180	0.020169	0.000116	0.010596	0.000127
15:00	0.032747	0.036951	0.022853	0.000223	0.024569	0.000136	0.011151	0.000132
16:00	0.029648	0.033486	0.020711	0.000232	0.022272	0.000141	0.012839	0.000155
17:00	0.033463	0.037802	0.023378	0.000174	0.025128	0.000106	0.013303	0.000088
18:00	0.034240	0.038641	0.023897	0.000159	0.025674	0.000097	0.012366	0.000067
19:00	0.030820	0.034794	0.021509	0.000112	0.023131	0.000072	0.011861	0.000093
20:00	0.025683	0.028933	0.017867	0.000111	0.019906	0.000055	0.008586	0.000075
21:00	0.023761	0.026779	0.016557	0.000323	0.015932	0.000161	0.007852	0.000093
22:00	0.021954	0.024746	0.013027	0.000175	0.011779	0.000113	0.005898	0.000104
23:00	0.018103	0.020402	0.010739	0.000175	0.009711	0.000113	0.005065	0.000104

Table WQ-29

Route 9A Deck: PM10 Emission Rates
W/Alternative Q 2025

Section	North Portal											
Start Time	39th Street to 37th Str SB		37th Street to 36th Str SB		36th Street to 34th Str SB		34th Street to 36th Str NB					
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*Portal Jet (g/s)*			
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*Total*	*I Section*	*II Section*	*III Section*
0:00	0.005452	0.000241	0.009282	0.000122	0.008029	0.000084	0.017889	0.000086	0.002124	0.001211	0.000658	0.000255
1:00	0.003074	0.000241	0.005233	0.000122	0.004527	0.000084	0.010611	0.000086	0.001358	0.000774	0.000421	0.000163
2:00	0.001911	0.000241	0.003254	0.000122	0.002815	0.000084	0.007268	0.000086	0.001003	0.000572	0.000311	0.000120
3:00	0.001643	0.000241	0.002797	0.000122	0.003156	0.000084	0.005586	0.000086	0.001002	0.000571	0.000311	0.000120
4:00	0.001848	0.000241	0.003146	0.000122	0.003550	0.000084	0.006069	0.000086	0.001068	0.000609	0.000331	0.000128
5:00	0.004800	0.000241	0.008173	0.000122	0.009222	0.000084	0.010184	0.000086	0.001637	0.000933	0.000507	0.000196
6:00	0.018357	0.001338	0.027007	0.000386	0.040251	0.000127	0.026988	0.000108	0.004838	0.002661	0.001597	0.000581
7:00	0.023709	0.001598	0.034881	0.000461	0.051988	0.000152	0.041680	0.000180	0.007531	0.004142	0.002485	0.000904
8:00	0.027184	0.001709	0.039989	0.000493	0.059604	0.000163	0.049595	0.000152	0.017642	0.008468	0.007057	0.002117
9:00	0.025970	0.001222	0.038205	0.000353	0.056960	0.000116	0.048451	0.000180	0.019760	0.010868	0.006521	0.002371
10:00	0.021326	0.000234	0.031411	0.000118	0.046871	0.000081	0.045687	0.000121	0.021064	0.011585	0.006951	0.002528
11:00	0.015923	0.000249	0.028928	0.000126	0.037185	0.000086	0.057253	0.000099	0.023449	0.012897	0.007738	0.002814
12:00	0.016447	0.000250	0.029877	0.000127	0.038376	0.000087	0.058621	0.000075	0.024295	0.011662	0.009718	0.002915
13:00	0.015994	0.000242	0.029055	0.000122	0.037338	0.000084	0.061085	0.000085	0.023911	0.011477	0.009564	0.002869
14:00	0.018416	0.000294	0.033753	0.000149	0.043612	0.000102	0.064279	0.000089	0.022186	0.010649	0.008874	0.002662
15:00	0.017992	0.001394	0.035567	0.000156	0.044566	0.000152	0.079412	0.000090	0.022481	0.010791	0.008992	0.002698
16:00	0.020643	0.001641	0.040808	0.000183	0.051121	0.000179	0.072214	0.000094	0.015130	0.007262	0.006052	0.001816
17:00	0.021485	0.000931	0.042474	0.000104	0.053221	0.000102	0.081741	0.000070	0.012589	0.006924	0.004154	0.001511
18:00	0.020091	0.000708	0.039720	0.000079	0.049765	0.000077	0.083115	0.000064	0.011721	0.005626	0.004688	0.001407
19:00	0.019219	0.000214	0.037994	0.000108	0.025760	0.000075	0.074582	0.000055	0.005261	0.002525	0.002104	0.000631
20:00	0.015049	0.001373	0.029754	0.002059	0.022365	0.000172	0.061734	0.000066	0.005289	0.002909	0.001746	0.000635
21:00	0.013678	0.001705	0.027052	0.002557	0.019882	0.000214	0.057604	0.000190	0.005364	0.002950	0.001770	0.000644
22:00	0.012329	0.000241	0.024381	0.000122	0.029212	0.000084	0.053267	0.000086	0.006493	0.003571	0.002143	0.000779
23:00	0.010574	0.000241	0.020914	0.000122	0.025063	0.000084	0.043898	0.000086	0.005379	0.002958	0.001775	0.000645

Start Time	36th Street to 37th Str NB		37th Street to 39th Str NB		Under Deck (30th to 34th) NB	
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.010770	0.000067	0.005904	0.000236	0.001893	0.000231
1:00	0.006387	0.000067	0.003501	0.000236	0.001127	0.000231
2:00	0.004375	0.000067	0.002398	0.000236	0.000772	0.000231
3:00	0.003363	0.000067	0.002034	0.000236	0.000771	0.000231
4:00	0.003654	0.000067	0.002210	0.000236	0.000838	0.000231
5:00	0.006131	0.000067	0.003708	0.000236	0.001406	0.000231
6:00	0.016634	0.000060	0.015469	0.000228	0.004558	0.000281
7:00	0.025686	0.000100	0.023886	0.000378	0.007066	0.000465
8:00	0.030550	0.000085	0.028402	0.000321	0.008319	0.000395
9:00	0.029845	0.000100	0.027746	0.000378	0.008134	0.000466
10:00	0.028139	0.000094	0.026194	0.000332	0.007348	0.000324
11:00	0.032073	0.000077	0.027574	0.000272	0.007559	0.000266
12:00	0.032834	0.000058	0.028218	0.000205	0.007727	0.000201
13:00	0.034214	0.000066	0.029411	0.000233	0.008059	0.000227
14:00	0.036603	0.000069	0.031970	0.000243	0.008557	0.000237
15:00	0.041854	0.000088	0.036434	0.000377	0.011061	0.000260
16:00	0.038052	0.000091	0.033117	0.000392	0.010023	0.000271
17:00	0.043064	0.000069	0.037473	0.000294	0.011270	0.000203
18:00	0.043810	0.000062	0.038141	0.000268	0.011536	0.000185
19:00	0.039312	0.000043	0.021529	0.000152	0.005113	0.000148
20:00	0.032539	0.000098	0.013369	0.000131	0.004920	0.000369
21:00	0.030376	0.000286	0.016642	0.000381	0.004290	0.001073
22:00	0.028087	0.000067	0.024461	0.000236	0.006263	0.000231
23:00	0.023147	0.000067	0.007477	0.000236	0.005148	0.000231

Note:

Marshall Yard Contribution was used btw. 8:00 am - 5:00 pm

Table WQ-30

Route 9A Deck: PM2.5 Emission Rates W/Alternative Q 2025, 24 Hour Analysis

Section	South Portal							
Start Time	30th Street to 29th Str SB						29th Street to 26th Str SB	
	FF link	*Queue link*	*Portal Jet (g/s)*				*free flow link*	*queue link*
	g/s	*g/s*	*Total*	*I Section*	*II Section*	*III Section*	*g/s*	*g/s*
0:00	0.000486	0.000126	0.000450	0.000257	0.000140	0.000054	0.001845	0.000124
1:00	0.000274	0.000126	0.000295	0.000168	0.000092	0.000035	0.001035	0.000124
2:00	0.000170	0.000126	0.000220	0.000125	0.000068	0.000026	0.000643	0.000124
3:00	0.000146	0.000126	0.000235	0.000134	0.000073	0.000028	0.000553	0.000124
4:00	0.000165	0.000126	0.000252	0.000144	0.000078	0.000030	0.000622	0.000124
5:00	0.000428	0.000126	0.000502	0.000286	0.000156	0.000060	0.001616	0.000124
6:00	0.001705	0.000174	0.001894	0.001042	0.000625	0.000227	0.006284	0.000179
7:00	0.002206	0.000208	0.002457	0.001351	0.000811	0.000295	0.008129	0.000214
8:00	0.002523	0.000222	0.002807	0.001544	0.000926	0.000337	0.009286	0.000229
9:00	0.002406	0.000115	0.002586	0.001422	0.000853	0.000310	0.008869	0.000114
10:00	0.002049	0.000123	0.002229	0.001226	0.000736	0.000267	0.007631	0.000121
11:00	0.001761	0.000130	0.001842	0.001013	0.000608	0.000221	0.006535	0.000128
12:00	0.001816	0.000131	0.001900	0.001083	0.000589	0.000228	0.006747	0.000129
13:00	0.001769	0.000127	0.001846	0.001015	0.000609	0.000221	0.006573	0.000125
14:00	0.002013	0.000154	0.002110	0.001160	0.000696	0.000253	0.007500	0.000152
15:00	0.001978	0.000232	0.002162	0.001189	0.000713	0.000259	0.007730	0.000243
16:00	0.002279	0.000273	0.002513	0.001382	0.000829	0.000302	0.008931	0.000286
17:00	0.002362	0.000155	0.002473	0.001360	0.000816	0.000297	0.009288	0.000162
18:00	0.002195	0.000118	0.002269	0.001248	0.000749	0.000272	0.008568	0.000123
19:00	0.002105	0.000112	0.001244	0.000684	0.000410	0.000149	0.008207	0.000111
20:00	0.001652	0.000102	0.001041	0.000572	0.000343	0.000125	0.006439	0.000102
21:00	0.001500	0.000126	0.000981	0.000559	0.000304	0.000118	0.005835	0.000126
22:00	0.001151	0.000126	0.001413	0.000805	0.000438	0.000170	0.004312	0.000124
23:00	0.000989	0.000126	0.001227	0.000699	0.000380	0.000147	0.003706	0.000124

Start Time	26th Street to 27th Str NB	27th Street to 28th Str NB	28th Street to 29th Str NB		29th Street to 30th Str NB		Under Deck (34th to 30th) SB	
	free flow link	*free flow link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.001385	0.001576	0.000814	0.000161	0.000762	0.000104	0.000354	0.000096
1:00	0.000808	0.000920	0.000477	0.000161	0.000445	0.000104	0.000199	0.000096
2:00	0.000554	0.000630	0.000326	0.000161	0.000305	0.000104	0.000124	0.000096
3:00	0.000426	0.000484	0.000251	0.000161	0.000235	0.000104	0.000139	0.000096
4:00	0.000462	0.000526	0.000273	0.000161	0.000255	0.000104	0.000156	0.000096
5:00	0.000776	0.000883	0.000458	0.000161	0.000428	0.000104	0.000406	0.000096
6:00	0.001940	0.002207	0.001463	0.000166	0.001451	0.000105	0.001773	0.000121
7:00	0.003016	0.003429	0.002272	0.000275	0.002253	0.000174	0.002312	0.000144
8:00	0.003605	0.004092	0.002696	0.000234	0.002679	0.000147	0.002653	0.000154
9:00	0.003524	0.003997	0.002635	0.000267	0.002615	0.000172	0.002499	0.000088
10:00	0.003020	0.003433	0.002313	0.000227	0.002286	0.000146	0.002136	0.000093
11:00	0.003281	0.003862	0.002326	0.000186	0.002370	0.000119	0.001743	0.000099
12:00	0.003362	0.003960	0.002386	0.000140	0.002432	0.000090	0.001800	0.000100
13:00	0.003509	0.004126	0.002486	0.000159	0.002535	0.000102	0.001749	0.000096
14:00	0.003837	0.004311	0.002651	0.000166	0.002562	0.000106	0.001993	0.000117
15:00	0.004159	0.004693	0.002902	0.000205	0.003120	0.000125	0.002040	0.000121
16:00	0.003769	0.004257	0.002633	0.000213	0.002831	0.000130	0.002370	0.000143
17:00	0.004242	0.004793	0.002964	0.000160	0.003186	0.000097	0.002391	0.000081
18:00	0.004338	0.004895	0.003027	0.000146	0.003253	0.000089	0.002207	0.000062
19:00	0.003901	0.004403	0.002722	0.000103	0.002927	0.000066	0.001158	0.000085
20:00	0.003238	0.003648	0.002253	0.000102	0.002510	0.000051	0.000972	0.000069
21:00	0.003017	0.003400	0.002102	0.000297	0.002023	0.000148	0.000896	0.000085
22:00	0.002787	0.003142	0.001654	0.000161	0.001496	0.000104	0.001317	0.000096
23:00	0.002299	0.002590	0.001363	0.000161	0.001233	0.000104	0.001131	0.000096

Table WQ-30

Route 9A Deck: PM2.5 Emission Rates
W/Alternative Q 2025, 24 Hour Analysis (Continued)

Section	North Portal											
Start Time	39th Street to 37th Str SB		37th Street to 36th Str SB		36th Street to 34th Str SB		34th Street to 36th Str NB					
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*Portal Jet (g/s)*			
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*Total*	*I Section*	*II Section*	*III Section*
0:00	0.000692	0.000222	0.001178	0.000112	0.001019	0.000077	0.002271	0.000079	0.000589	0.000335	0.000182	0.000071
1:00	0.000390	0.000222	0.000664	0.000112	0.000575	0.000077	0.001347	0.000079	0.000436	0.000249	0.000135	0.000052
2:00	0.000243	0.000222	0.000413	0.000112	0.000357	0.000077	0.000923	0.000079	0.000366	0.000209	0.000113	0.000044
3:00	0.000208	0.000222	0.000355	0.000112	0.000401	0.000077	0.000709	0.000079	0.000366	0.000208	0.000113	0.000044
4:00	0.000235	0.000222	0.000399	0.000112	0.000451	0.000077	0.000771	0.000079	0.000379	0.000216	0.000117	0.000045
5:00	0.000609	0.000222	0.001037	0.000112	0.001170	0.000077	0.001293	0.000079	0.000492	0.000280	0.000152	0.000059
6:00	0.002330	0.001231	0.003428	0.000355	0.005109	0.000117	0.003427	0.000100	0.001164	0.000640	0.000384	0.000140
7:00	0.003015	0.001470	0.004436	0.000425	0.006612	0.000140	0.005329	0.000165	0.001870	0.001028	0.000617	0.000224
8:00	0.003461	0.001572	0.005091	0.000454	0.007588	0.000150	0.006320	0.000140	0.010248	0.004919	0.004099	0.001230
9:00	0.003295	0.001124	0.004847	0.000325	0.007227	0.000107	0.006185	0.000166	0.012338	0.006786	0.004072	0.001481
10:00	0.002708	0.000216	0.003988	0.000109	0.005951	0.000075	0.005815	0.000111	0.014084	0.007746	0.004648	0.001690
11:00	0.002023	0.000229	0.003676	0.000116	0.004725	0.000080	0.007266	0.000091	0.016108	0.008859	0.005316	0.001933
12:00	0.002090	0.000230	0.003796	0.000116	0.004877	0.000080	0.007433	0.000069	0.016760	0.008045	0.006704	0.002011
13:00	0.002031	0.000223	0.003689	0.000112	0.004741	0.000077	0.007751	0.000078	0.016170	0.007762	0.006468	0.001940
14:00	0.002344	0.000270	0.004296	0.000137	0.005550	0.000094	0.008164	0.000081	0.014233	0.006832	0.005693	0.001708
15:00	0.002290	0.001282	0.004526	0.000143	0.005672	0.000140	0.010086	0.000083	0.012700	0.006096	0.005080	0.001524
16:00	0.002633	0.001509	0.005205	0.000168	0.006520	0.000165	0.009180	0.000086	0.006697	0.003215	0.002679	0.000804
17:00	0.002722	0.000856	0.005381	0.000096	0.006743	0.000094	0.010363	0.000065	0.003440	0.001892	0.001135	0.000413
18:00	0.002541	0.000651	0.005023	0.000073	0.006293	0.000071	0.010530	0.000059	0.002443	0.001173	0.000977	0.000293
19:00	0.002437	0.000197	0.004818	0.000100	0.003267	0.000069	0.009439	0.000051	0.001139	0.000547	0.000456	0.000137
20:00	0.001906	0.001263	0.003769	0.001895	0.002833	0.000158	0.007784	0.000060	0.001291	0.000710	0.000426	0.000155
21:00	0.001736	0.001568	0.003433	0.002353	0.002523	0.000197	0.007314	0.000175	0.001840	0.001012	0.000607	0.000221
22:00	0.001565	0.000222	0.003094	0.000112	0.003708	0.000077	0.006763	0.000079	0.001457	0.000801	0.000481	0.000175
23:00	0.001342	0.000222	0.002654	0.000112	0.003181	0.000077	0.005574	0.000079	0.001235	0.000679	0.000408	0.000148

Start Time	36th Street to 37th Str NB		37th Street to 39th Str NB		Under Deck (30th to 34th) NB	
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.001367	0.000061	0.000750	0.000217	0.000376	0.000212
1:00	0.000811	0.000061	0.000445	0.000217	0.000224	0.000212
2:00	0.000556	0.000061	0.000304	0.000217	0.000153	0.000212
3:00	0.000427	0.000061	0.000258	0.000217	0.000153	0.000212
4:00	0.000464	0.000061	0.000281	0.000217	0.000166	0.000212
5:00	0.000778	0.000061	0.000471	0.000217	0.000279	0.000212
6:00	0.002112	0.000056	0.001964	0.000210	0.000906	0.000258
7:00	0.003284	0.000092	0.003054	0.000347	0.001442	0.000428
8:00	0.003893	0.000078	0.003620	0.000295	0.001677	0.000363
9:00	0.003810	0.000092	0.003542	0.000348	0.001650	0.000429
10:00	0.003581	0.000086	0.003334	0.000306	0.001474	0.000298
11:00	0.004070	0.000071	0.003499	0.000251	0.001499	0.000245
12:00	0.004163	0.000053	0.003578	0.000189	0.001527	0.000185
13:00	0.004341	0.000060	0.003732	0.000214	0.001597	0.000209
14:00	0.004649	0.000063	0.004060	0.000223	0.001703	0.000218
15:00	0.005316	0.000081	0.004627	0.000347	0.002201	0.000239
16:00	0.004837	0.000084	0.004210	0.000361	0.002002	0.000249
17:00	0.005460	0.000063	0.004751	0.000271	0.002227	0.000187
18:00	0.005550	0.000057	0.004832	0.000247	0.002273	0.000170
19:00	0.004975	0.000039	0.002725	0.000139	0.001003	0.000136
20:00	0.004103	0.000090	0.001686	0.000121	0.000951	0.000340
21:00	0.003857	0.000263	0.002113	0.000350	0.000853	0.000987
22:00	0.003566	0.000061	0.003106	0.000217	0.001245	0.000212
23:00	0.002939	0.000061	0.001596	0.000217	0.001023	0.000212

Note:

Marshall Yard Contribution was used btw. 8:00 am - 5:00 pm

Table WQ-31

Route 9A Deck: PM2.5 Emission Rates W/Alternative Q 2025, Annual Analysis

Section	South Portal							
Start Time	30th Street to 29th Str SB						29th Street to 26th Str SB	
	FF link	*Queue link*	*Portal Jet (g/s)*				*free flow link*	*queue link*
	g/s	*g/s*	*Total*	*I Section*	*II Section*	*III Section*	*g/s*	*g/s*
0:00	0.000105		0.000515	0.000293	0.000160	0.000062	0.000414	
1:00	0.000059		0.000290	0.000165	0.000090	0.000035	0.000232	
2:00	0.000037		0.000180	0.000103	0.000056	0.000022	0.000144	
3:00	0.000032		0.000155	0.000088	0.000048	0.000019	0.000124	
4:00	0.000036		0.000174	0.000099	0.000054	0.000021	0.000140	
5:00	0.000092		0.000452	0.000258	0.000140	0.000054	0.000363	
6:00	0.000288		0.001410	0.000776	0.000465	0.000169	0.001131	
7:00	0.000378		0.001854	0.001020	0.000612	0.000222	0.001486	
8:00	0.000436		0.002135	0.001174	0.000705	0.000256	0.001711	
9:00	0.000405		0.001984	0.001091	0.000655	0.000238	0.001592	
10:00	0.000347		0.001702	0.000936	0.000562	0.000204	0.001378	
11:00	0.000327		0.001560	0.000858	0.000515	0.000187	0.001244	
12:00	0.000337		0.001611	0.000918	0.000499	0.000193	0.001283	
13:00	0.000326		0.001561	0.000858	0.000515	0.000187	0.001243	
14:00	0.000378		0.001794	0.000987	0.000592	0.000215	0.001444	
15:00	0.000372		0.001756	0.000966	0.000579	0.000211	0.001452	
16:00	0.000436		0.002057	0.001132	0.000679	0.000247	0.001707	
17:00	0.000428		0.002021	0.001111	0.000667	0.000242	0.001682	
18:00	0.000392		0.001851	0.001018	0.000611	0.000222	0.001529	
19:00	0.000384		0.001815	0.000998	0.000599	0.000218	0.001498	
20:00	0.000299		0.001400	0.000770	0.000462	0.000168	0.001165	
21:00	0.000276		0.001301	0.000742	0.000403	0.000156	0.001073	
22:00	0.000249		0.001173	0.000669	0.000364	0.000141	0.000968	
23:00	0.000214		0.001007	0.000574	0.000312	0.000121	0.000832	

Start Time	26th Street to 27th Str NB	27th Street to 28th Str NB	28th Street to 29th Str NB		29th Street to 30th Str NB		Under Deck (34th to 30th) SB	
	free flow link	*free flow link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.000177	0.000201	0.000176		0.000208		0.000515	
1:00	0.000103	0.000117	0.000103		0.000122		0.000290	
2:00	0.000071	0.000080	0.000071		0.000083		0.000180	
3:00	0.000054	0.000062	0.000054		0.000064		0.000155	
4:00	0.000059	0.000067	0.000059		0.000070		0.000174	
5:00	0.000099	0.000113	0.000099		0.000117		0.000452	
6:00	0.000248	0.000282	0.000248		0.000292		0.001410	
7:00	0.000406	0.000462	0.000406		0.000479		0.001854	
8:00	0.000474	0.000538	0.000470		0.000556		0.002135	
9:00	0.000469	0.000532	0.000466		0.000550		0.001984	
10:00	0.000393	0.000447	0.000400		0.000470		0.001702	
11:00	0.000418	0.000492	0.000428		0.000517		0.001560	
12:00	0.000424	0.000500	0.000435		0.000526		0.001611	
13:00	0.000445	0.000524	0.000456		0.000552		0.001561	
14:00	0.000491	0.000551	0.000490		0.000562		0.001794	
15:00	0.000532	0.000600	0.000537		0.000614		0.001756	
16:00	0.000486	0.000548	0.000490		0.000561		0.002057	
17:00	0.000535	0.000604	0.000540		0.000618		0.002021	
18:00	0.000543	0.000613	0.000548		0.000627		0.001851	
19:00	0.000485	0.000547	0.000489		0.000559		0.001815	
20:00	0.000390	0.000439	0.000392		0.000518		0.001400	
21:00	0.000385	0.000434	0.000388		0.000442		0.001301	
22:00	0.000356	0.000401	0.000358		0.000409		0.001173	
23:00	0.000293	0.000330	0.000295		0.000337		0.001007	

Table WQ-31

Route 9A Deck: PM2.5 Emission Rates
W/Alternative Q 2025, Annual Analysis (Continued)

Section	North Portal											
Start Time	39th Street to 37th Str SB		37th Street to 36th Str SB		36th Street to 34th Str SB		34th Street to 36th Str NB					
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*Portal Jet (g/s)*			
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*Total*	*I Section*	*II Section*	*III Section*
0:00	0.000176		0.000225		0.000338		0.000435		0.000662	0.000378	0.000205	0.000079
1:00	0.000099		0.000127		0.000191		0.000258		0.000394	0.000225	0.000122	0.000047
2:00	0.000062		0.000079		0.000119		0.000177		0.000270	0.000154	0.000084	0.000032
3:00	0.000053		0.000068		0.000102		0.000136		0.000208	0.000118	0.000064	0.000025
4:00	0.000060		0.000076		0.000115		0.000147		0.000226	0.000129	0.000070	0.000027
5:00	0.000155		0.000198		0.000298		0.000247		0.000379	0.000216	0.000117	0.000045
6:00	0.000483		0.000617		0.000928		0.000619		0.000947	0.000521	0.000312	0.000114
7:00	0.000635		0.000811		0.001220		0.001015		0.001548	0.000852	0.000511	0.000186
8:00	0.000735		0.000938		0.001412		0.001175		0.006480	0.003110	0.002592	0.000778
9:00	0.000681		0.000870		0.001309		0.001166		0.007637	0.004200	0.002520	0.000916
10:00	0.000563		0.000720		0.001085		0.001072		0.008607	0.004734	0.002840	0.001033
11:00	0.000503		0.000644		0.000971		0.001261		0.009894	0.005442	0.003265	0.001187
12:00	0.000519		0.000665		0.001002		0.001279		0.010310	0.004949	0.004124	0.001237
13:00	0.000502		0.000642		0.000968		0.001341		0.010001	0.004801	0.004001	0.001200
14:00	0.000589		0.000761		0.001154		0.001424		0.008951	0.004296	0.003580	0.001074
15:00	0.000576		0.000743		0.001127		0.001629		0.007949	0.003816	0.003180	0.000954
16:00	0.000674		0.000869		0.001318		0.001494		0.004440	0.002131	0.001776	0.000533
17:00	0.000660		0.000852		0.001292		0.001650		0.002671	0.001469	0.000881	0.000320
18:00	0.000607		0.000783		0.001188		0.001666		0.002120	0.001018	0.000848	0.000254
19:00	0.000595		0.000768		0.001165		0.001481		0.001888	0.000906	0.000755	0.000227
20:00	0.000462		0.000596		0.000925		0.001184		0.001626	0.000894	0.000536	0.000195
21:00	0.000427		0.000552		0.000837		0.001179		0.001501	0.000826	0.000495	0.000180
22:00	0.000385		0.000497		0.000754		0.001090		0.001388	0.000763	0.000458	0.000167
23:00	0.000330		0.000426		0.000647		0.000898		0.001141	0.000627	0.000376	0.000137

Start Time	36th Street to 37th Str NB		37th Street to 39th Str NB		Under Deck (30th to 34th) NB	
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.000231		0.000297		0.000662	
1:00	0.000137		0.000176		0.000394	
2:00	0.000094		0.000121		0.000270	
3:00	0.000072		0.000093		0.000208	
4:00	0.000078		0.000101		0.000226	
5:00	0.000131		0.000169		0.000379	
6:00	0.000329		0.000422		0.000947	
7:00	0.000539		0.000693		0.001548	
8:00	0.000624		0.000802		0.001780	
9:00	0.000619		0.000795		0.001762	
10:00	0.000569		0.000732		0.001557	
11:00	0.000668		0.000862		0.001670	
12:00	0.000678		0.000874		0.001694	
13:00	0.000711		0.000917		0.001776	
14:00	0.000767		0.001005		0.001901	
15:00	0.000877		0.001145		0.002074	
16:00	0.000804		0.001050		0.001894	
17:00	0.000888		0.001159		0.002083	
18:00	0.000897		0.001172		0.002120	
19:00	0.000797		0.001041		0.001888	
20:00	0.000637		0.000625		0.001626	
21:00	0.000635		0.000829		0.001501	
22:00	0.000587		0.000767		0.001388	
23:00	0.000484		0.000632		0.001141	

Note:

Marshall Yard Contribution was used btw. 8:00 am - 5:00 pm

Table WQ-32

Route 9A Deck: Traffic Volumes

W/O Alternative Q 2025

Section	South Portal						
Start Time	30th Street to 29th Str SB	29th Street to 26th Str SB	26th Street to 27th Str NB	27th Street to 28th Str NB	28th Street to 29th Str NB	29th Street to 30th Str NB	34th Street to 30th Str SB
	vph	vph	vph	vph	vph	vph	vph
0:00	742	794	1048	1098	1082	1158	820
1:00	419	449	617	646	637	682	463
2:00	261	279	423	443	436	467	288
3:00	224	240	325	340	335	359	248
4:00	252	270	353	370	364	390	279
5:00	655	701	593	621	612	655	724
6:00	2042	2186	1481	1551	1529	1637	2256
7:00	2635	2821	2282	2388	2353	2519	2912
8:00	3009	3218	2719	2843	2795	2995	3323
9:00	2881	3085	2655	2773	2727	2918	3184
10:00	2407	2581	2431	2540	2505	2685	2665
11:00	2251	2312	2650	2868	2752	3033	2426
12:00	2320	2385	2718	2943	2826	3116	2504
13:00	2262	2326	2835	3064	2943	3245	2443
14:00	2568	2648	3097	3199	3134	3276	2753
15:00	2530	2609	3352	3474	3403	3552	2702
16:00	2905	3002	3034	3148	3084	3220	3102
17:00	3033	3140	3426	3555	3482	3634	3238
18:00	2828	2914	3507	3635	3560	3714	3019
19:00	2703	2784	3154	3271	3204	3345	2887
20:00	2125	2187	2624	2715	2660	2864	2301
21:00	1925	1978	2433	2519	2466	2568	2052
22:00	1735	1784	2248	2327	2279	2373	1850
23:00	1489	1529	1853	1918	1878	1956	1587

Section	North Portal						
Start Time	39th Street to 37th Str SB	37th Street to 36th Str SB	36th Street to 34th Str SB	34th Street to 36th Str NB	36th Street to 37th Str NB	37th Street to 39th Str NB	30th Street to 34th Str NB
	vph	vph	vph	vph	vph	vph	vph
0:00	850	853	856	1163	1178	1189	1167
1:00	480	482	483	684	693	700	687
2:00	299	300	301	469	475	479	471
3:00	257	258	258	360	365	368	362
4:00	289	290	291	391	396	400	393
5:00	750	753	755	656	665	672	660
6:00	2338	2346	2354	1641	1663	1679	1650
7:00	3019	3029	3039	2533	2567	2591	2538
8:00	3460	3471	3483	3020	3059	3087	3011
9:00	3307	3318	3331	2949	2987	3014	2935
10:00	2752	2761	2771	2688	2723	2749	2703
11:00	2438	2450	2462	3247	3286	3325	2976
12:00	2519	2530	2541	3327	3366	3404	3057
13:00	2450	2461	2473	3466	3507	3547	3182
14:00	2820	2857	2887	3647	3751	3856	3373
15:00	2787	2824	2852	3970	4085	4200	3661
16:00	3196	3239	3270	3606	3710	3814	3322
17:00	3331	3376	3409	4080	4197	4314	3754
18:00	3115	3157	3188	4158	4279	4400	3831
19:00	2979	3019	3048	3736	3844	3952	3446
20:00	2334	2366	2321	3094	3183	2675	2876
21:00	2119	2149	2171	2884	2969	3054	2653
22:00	1910	1937	1956	2667	2745	2824	2452
23:00	1639	1662	1679	2196	2260	2325	2020

Table WQ-33
Route 9A Deck: Vehicle Mixes (Page 1 of 4)
W/O Proposed Action 2025

Start Time	30th Street to 29th Str SB								29th Street to 26th Str SB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
1:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
2:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
3:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
4:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
5:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
6:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
7:00	66.74%	18.83%	8.67%	1.78%	1.20%	0.38%	2.40%	100%	66.74%	18.83%	8.67%	1.78%	1.20%	0.38%	2.40%	100%
8:00	65.95%	18.16%	8.48%	2.71%	1.69%	0.50%	2.51%	100%	65.95%	18.16%	8.48%	2.71%	1.69%	0.50%	2.51%	100%
9:00	63.90%	20.97%	8.11%	2.83%	1.97%	0.40%	1.82%	100%	63.90%	20.97%	8.11%	2.83%	1.97%	0.40%	1.82%	100%
10:00	63.35%	20.11%	8.43%	3.33%	2.44%	0.46%	1.88%	100%	63.35%	20.11%	8.43%	3.33%	2.44%	0.46%	1.88%	100%
11:00	62.79%	19.25%	8.74%	3.82%	2.91%	0.53%	1.95%	100%	62.79%	19.25%	8.74%	3.82%	2.91%	0.53%	1.95%	100%
12:00	63.84%	20.39%	8.03%	2.93%	2.43%	0.34%	2.04%	100%	63.84%	20.39%	8.03%	2.93%	2.43%	0.34%	2.04%	100%
13:00	63.64%	19.21%	10.19%	3.00%	1.61%	0.36%	2.00%	100%	63.64%	19.21%	10.19%	3.00%	1.61%	0.36%	2.00%	100%
14:00	66.17%	17.90%	9.24%	2.61%	1.28%	0.25%	2.55%	100%	66.17%	17.90%	9.24%	2.61%	1.28%	0.25%	2.55%	100%
15:00	66.17%	17.90%	9.24%	2.61%	1.28%	0.25%	2.55%	100%	66.17%	17.90%	9.24%	2.61%	1.28%	0.25%	2.55%	100%
16:00	68.71%	16.59%	8.28%	2.22%	0.95%	0.15%	3.10%	100%	68.71%	16.59%	8.28%	2.22%	0.95%	0.15%	3.10%	100%
17:00	70.49%	16.48%	8.91%	1.71%	0.56%	0.10%	1.75%	100%	70.49%	16.48%	8.91%	1.71%	0.56%	0.10%	1.75%	100%
18:00	70.35%	18.00%	7.57%	2.06%	0.62%	0.00%	1.40%	100%	70.35%	18.00%	7.57%	2.06%	0.62%	0.00%	1.40%	100%
19:00	62.98%	23.06%	9.69%	1.64%	0.60%	0.06%	1.96%	100%	62.98%	23.06%	9.69%	1.64%	0.60%	0.06%	1.96%	100%
20:00	63.65%	22.13%	9.68%	2.00%	0.59%	0.18%	1.79%	100%	63.65%	22.13%	9.68%	2.00%	0.59%	0.18%	1.79%	100%
21:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
22:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
23:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%

Start Time	26th Street to 27th Str NB								27th Street to 28th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
1:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
2:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
3:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
4:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
5:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
6:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
7:00	83.97%	3.19%	5.78%	1.82%	1.10%	0.73%	3.41%	100%	83.97%	3.19%	5.78%	1.82%	1.10%	0.73%	3.41%	100%
8:00	81.09%	7.41%	4.19%	2.45%	1.40%	0.79%	2.67%	100%	81.09%	7.41%	4.19%	2.45%	1.40%	0.79%	2.67%	100%
9:00	80.43%	7.56%	4.32%	2.24%	1.45%	1.22%	2.77%	100%	80.43%	7.56%	4.32%	2.24%	1.45%	1.22%	2.77%	100%
10:00	81.62%	6.66%	4.99%	2.18%	1.24%	1.16%	2.16%	100%	81.62%	6.66%	4.99%	2.18%	1.24%	1.16%	2.16%	100%
11:00	82.81%	5.76%	5.65%	2.13%	1.02%	1.09%	1.55%	100%	82.81%	5.76%	5.65%	2.13%	1.02%	1.09%	1.55%	100%
12:00	77.55%	10.15%	6.61%	2.29%	1.35%	0.29%	1.76%	100%	77.55%	10.15%	6.61%	2.29%	1.35%	0.29%	1.76%	100%
13:00	80.60%	9.30%	5.28%	1.73%	0.81%	0.39%	1.89%	100%	80.60%	9.30%	5.28%	1.73%	0.81%	0.39%	1.89%	100%
14:00	83.16%	8.11%	3.94%	1.45%	0.85%	0.31%	2.18%	100%	83.16%	8.11%	3.94%	1.45%	0.85%	0.31%	2.18%	100%
15:00	83.16%	8.11%	3.94%	1.45%	0.85%	0.31%	2.18%	100%	83.16%	8.11%	3.94%	1.45%	0.85%	0.31%	2.18%	100%
16:00	85.72%	6.91%	2.59%	1.18%	0.88%	0.23%	2.48%	100%	85.72%	6.91%	2.59%	1.18%	0.88%	0.23%	2.48%	100%
17:00	84.12%	7.72%	3.99%	1.16%	0.92%	0.12%	1.97%	100%	84.12%	7.72%	3.99%	1.16%	0.92%	0.12%	1.97%	100%
18:00	84.71%	6.91%	4.17%	1.44%	0.93%	0.08%	1.75%	100%	84.71%	6.91%	4.17%	1.44%	0.93%	0.08%	1.75%	100%
19:00	82.76%	7.77%	5.98%	1.03%	0.84%	0.06%	1.56%	100%	82.76%	7.77%	5.98%	1.03%	0.84%	0.06%	1.56%	100%
20:00	81.70%	8.53%	7.75%	0.71%	0.35%	0.08%	0.88%	100%	81.70%	8.53%	7.75%	0.71%	0.35%	0.08%	0.88%	100%
21:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
22:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
23:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%

Table WQ-33
Route 9A Deck: Vehicle Mixes (Page 2 of 4)
W/O Proposed Action 2025

Start Time	28th Street to 29th Str NB								29th Street to 30th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
1:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
2:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
3:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
4:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
5:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
6:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
7:00	83.97%	3.19%	5.78%	1.82%	1.10%	0.73%	3.41%	100%	83.97%	3.19%	5.78%	1.82%	1.10%	0.73%	3.41%	100%
8:00	81.09%	7.41%	4.19%	2.45%	1.40%	0.79%	2.67%	100%	81.09%	7.41%	4.19%	2.45%	1.40%	0.79%	2.67%	100%
9:00	80.43%	7.56%	4.32%	2.24%	1.45%	1.22%	2.77%	100%	80.43%	7.56%	4.32%	2.24%	1.45%	1.22%	2.77%	100%
10:00	81.62%	6.66%	4.99%	2.18%	1.24%	1.16%	2.16%	100%	81.62%	6.66%	4.99%	2.18%	1.24%	1.16%	2.16%	100%
11:00	82.81%	5.76%	5.65%	2.13%	1.02%	1.09%	1.55%	100%	82.81%	5.76%	5.65%	2.13%	1.02%	1.09%	1.55%	100%
12:00	77.55%	10.15%	6.61%	2.29%	1.35%	0.29%	1.76%	100%	77.55%	10.15%	6.61%	2.29%	1.35%	0.29%	1.76%	100%
13:00	80.60%	9.30%	5.28%	1.73%	0.81%	0.39%	1.89%	100%	80.60%	9.30%	5.28%	1.73%	0.81%	0.39%	1.89%	100%
14:00	83.16%	8.11%	3.94%	1.45%	0.85%	0.31%	2.18%	100%	83.16%	8.11%	3.94%	1.45%	0.85%	0.31%	2.18%	100%
15:00	83.16%	8.11%	3.94%	1.45%	0.85%	0.31%	2.18%	100%	83.16%	8.11%	3.94%	1.45%	0.85%	0.31%	2.18%	100%
16:00	85.72%	6.91%	2.59%	1.18%	0.88%	0.23%	2.48%	100%	85.72%	6.91%	2.59%	1.18%	0.88%	0.23%	2.48%	100%
17:00	84.12%	7.72%	3.99%	1.16%	0.92%	0.12%	1.97%	100%	84.12%	7.72%	3.99%	1.16%	0.92%	0.12%	1.97%	100%
18:00	84.71%	6.91%	4.17%	1.44%	0.93%	0.08%	1.75%	100%	84.71%	6.91%	4.17%	1.44%	0.93%	0.08%	1.75%	100%
19:00	82.76%	7.77%	5.98%	1.03%	0.84%	0.06%	1.56%	100%	82.76%	7.77%	5.98%	1.03%	0.84%	0.06%	1.56%	100%
20:00	81.70%	8.53%	7.75%	0.71%	0.35%	0.08%	0.88%	100%	81.70%	8.53%	7.75%	0.71%	0.35%	0.08%	0.88%	100%
21:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
22:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
23:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%

Start Time	34th Street to 30th Street SB								30th Street to 34th Street NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
1:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
2:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
3:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
4:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
5:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
6:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
7:00	66.74%	18.83%	8.67%	1.78%	1.20%	0.38%	2.40%	100%	83.97%	3.19%	5.78%	1.82%	1.10%	0.73%	3.41%	100%
8:00	65.95%	18.16%	8.48%	2.71%	1.69%	0.50%	2.51%	100%	81.09%	7.41%	4.19%	2.45%	1.40%	0.79%	2.67%	100%
9:00	63.90%	20.97%	8.11%	2.83%	1.97%	0.40%	1.82%	100%	80.43%	7.56%	4.32%	2.24%	1.45%	1.22%	2.77%	100%
10:00	63.35%	20.11%	8.43%	3.33%	2.44%	0.46%	1.88%	100%	81.62%	6.66%	4.99%	2.18%	1.24%	1.16%	2.16%	100%
11:00	62.79%	19.25%	8.74%	3.82%	2.91%	0.53%	1.95%	100%	82.81%	5.76%	5.65%	2.13%	1.02%	1.09%	1.55%	100%
12:00	63.84%	20.39%	8.03%	2.93%	2.43%	0.34%	2.04%	100%	77.55%	10.15%	6.61%	2.29%	1.35%	0.29%	1.76%	100%
13:00	63.64%	19.21%	10.19%	3.00%	1.61%	0.36%	2.00%	100%	80.60%	9.30%	5.28%	1.73%	0.81%	0.39%	1.89%	100%
14:00	66.17%	17.90%	9.24%	2.61%	1.28%	0.25%	2.55%	100%	83.16%	8.11%	3.94%	1.45%	0.85%	0.31%	2.18%	100%
15:00	66.17%	17.90%	9.24%	2.61%	1.28%	0.25%	2.55%	100%	83.16%	8.11%	3.94%	1.45%	0.85%	0.31%	2.18%	100%
16:00	68.71%	16.59%	8.28%	2.22%	0.95%	0.15%	3.10%	100%	85.72%	6.91%	2.59%	1.18%	0.88%	0.23%	2.48%	100%
17:00	70.49%	16.48%	8.91%	1.71%	0.56%	0.10%	1.75%	100%	84.12%	7.72%	3.99%	1.16%	0.92%	0.12%	1.97%	100%
18:00	70.35%	18.00%	7.57%	2.06%	0.62%	0.00%	1.40%	100%	84.71%	6.91%	4.17%	1.44%	0.93%	0.08%	1.75%	100%
19:00	62.98%	23.06%	9.69%	1.64%	0.60%	0.06%	1.96%	100%	82.76%	7.77%	5.98%	1.03%	0.84%	0.06%	1.56%	100%
20:00	63.65%	22.13%	9.68%	2.00%	0.59%	0.18%	1.79%	100%	81.70%	8.53%	7.75%	0.71%	0.35%	0.08%	0.88%	100%
21:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
22:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
23:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%

Table WQ-33
Route 9A Deck: Vehicle Mixes (Page 3 of 4)
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Start Time	39th Street to 37th Str SB								37th Street to 36th Str SB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
1:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
2:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
3:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
4:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
5:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
6:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
7:00	66.74%	18.83%	8.67%	1.78%	1.20%	0.38%	2.40%	100%	66.74%	18.83%	8.67%	1.78%	1.20%	0.38%	2.40%	100%
8:00	65.95%	18.16%	8.48%	2.71%	1.69%	0.50%	2.51%	100%	65.95%	18.16%	8.48%	2.71%	1.69%	0.50%	2.51%	100%
9:00	63.90%	20.97%	8.11%	2.83%	1.97%	0.40%	1.82%	100%	63.90%	20.97%	8.11%	2.83%	1.97%	0.40%	1.82%	100%
10:00	63.35%	20.11%	8.43%	3.33%	2.44%	0.46%	1.88%	100%	63.35%	20.11%	8.43%	3.33%	2.44%	0.46%	1.88%	100%
11:00	62.79%	19.25%	8.74%	3.82%	2.91%	0.53%	1.95%	100%	62.79%	19.25%	8.74%	3.82%	2.91%	0.53%	1.95%	100%
12:00	63.84%	20.39%	8.03%	2.93%	2.43%	0.34%	2.04%	100%	63.84%	20.39%	8.03%	2.93%	2.43%	0.34%	2.04%	100%
13:00	63.64%	19.21%	10.19%	3.00%	1.61%	0.36%	2.00%	100%	63.64%	19.21%	10.19%	3.00%	1.61%	0.36%	2.00%	100%
14:00	66.17%	17.90%	9.24%	2.61%	1.28%	0.25%	2.55%	100%	66.17%	17.90%	9.24%	2.61%	1.28%	0.25%	2.55%	100%
15:00	66.17%	17.90%	9.24%	2.61%	1.28%	0.25%	2.55%	100%	66.17%	17.90%	9.24%	2.61%	1.28%	0.25%	2.55%	100%
16:00	68.71%	16.59%	8.28%	2.22%	0.95%	0.15%	3.10%	100%	68.71%	16.59%	8.28%	2.22%	0.95%	0.15%	3.10%	100%
17:00	70.49%	16.48%	8.91%	1.71%	0.56%	0.10%	1.75%	100%	70.49%	16.48%	8.91%	1.71%	0.56%	0.10%	1.75%	100%
18:00	70.35%	18.00%	7.57%	2.06%	0.62%	0.00%	1.40%	100%	70.35%	18.00%	7.57%	2.06%	0.62%	0.00%	1.40%	100%
19:00	62.98%	23.06%	9.69%	1.64%	0.60%	0.06%	1.96%	100%	62.98%	23.06%	9.69%	1.64%	0.60%	0.06%	1.96%	100%
20:00	63.65%	22.13%	9.68%	2.00%	0.59%	0.18%	1.79%	100%	63.65%	22.13%	9.68%	2.00%	0.59%	0.18%	1.79%	100%
21:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
22:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%
23:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%

Start Time	36th Street to 34th Str SB								34th Street to 36th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
1:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
2:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
3:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
4:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
5:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
6:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
7:00	66.74%	18.83%	8.67%	1.78%	1.20%	0.38%	2.40%	100%	83.97%	3.19%	5.78%	1.82%	1.10%	0.73%	3.41%	100%
8:00	65.95%	18.16%	8.48%	2.71%	1.69%	0.50%	2.51%	100%	81.09%	7.41%	4.19%	2.45%	1.40%	0.79%	2.67%	100%
9:00	63.90%	20.97%	8.11%	2.83%	1.97%	0.40%	1.82%	100%	80.43%	7.56%	4.32%	2.24%	1.45%	1.22%	2.77%	100%
10:00	63.35%	20.11%	8.43%	3.33%	2.44%	0.46%	1.88%	100%	81.62%	6.66%	4.99%	2.18%	1.24%	1.16%	2.16%	100%
11:00	62.79%	19.25%	8.74%	3.82%	2.91%	0.53%	1.95%	100%	82.81%	5.76%	5.65%	2.13%	1.02%	1.09%	1.55%	100%
12:00	63.84%	20.39%	8.03%	2.93%	2.43%	0.34%	2.04%	100%	77.55%	10.15%	6.61%	2.29%	1.35%	0.29%	1.76%	100%
13:00	63.64%	19.21%	10.19%	3.00%	1.61%	0.36%	2.00%	100%	80.60%	9.30%	5.28%	1.73%	0.81%	0.39%	1.89%	100%
14:00	66.17%	17.90%	9.24%	2.61%	1.28%	0.25%	2.55%	100%	83.16%	8.11%	3.94%	1.45%	0.85%	0.31%	2.18%	100%
15:00	66.17%	17.90%	9.24%	2.61%	1.28%	0.25%	2.55%	100%	83.16%	8.11%	3.94%	1.45%	0.85%	0.31%	2.18%	100%
16:00	68.71%	16.59%	8.28%	2.22%	0.95%	0.15%	3.10%	100%	85.72%	6.91%	2.59%	1.18%	0.88%	0.23%	2.48%	100%
17:00	70.49%	16.48%	8.91%	1.71%	0.56%	0.10%	1.75%	100%	84.12%	7.72%	3.99%	1.16%	0.92%	0.12%	1.97%	100%
18:00	70.35%	18.00%	7.57%	2.06%	0.62%	0.00%	1.40%	100%	84.71%	6.91%	4.17%	1.44%	0.93%	0.08%	1.75%	100%
19:00	62.98%	23.06%	9.69%	1.64%	0.60%	0.06%	1.96%	100%	82.76%	7.77%	5.98%	1.03%	0.84%	0.06%	1.56%	100%
20:00	63.65%	22.13%	9.68%	2.00%	0.59%	0.18%	1.79%	100%	81.70%	8.53%	7.75%	0.71%	0.35%	0.08%	0.88%	100%
21:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
22:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
23:00	65.19%	20.48%	9.17%	1.89%	0.90%	0.28%	2.10%	100%	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%

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Route 9A Deck: Vehicle Mixes (Page 4 of 4)
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Start Time	36th Street to 37th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
1:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
2:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
3:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
4:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
5:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
6:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
7:00	83.97%	3.19%	5.78%	1.82%	1.10%	0.73%	3.41%	100%
8:00	81.09%	7.41%	4.19%	2.45%	1.40%	0.79%	2.67%	100%
9:00	80.43%	7.56%	4.32%	2.24%	1.45%	1.22%	2.77%	100%
10:00	81.62%	6.66%	4.99%	2.18%	1.24%	1.16%	2.16%	100%
11:00	82.81%	5.76%	5.65%	2.13%	1.02%	1.09%	1.55%	100%
12:00	77.55%	10.15%	6.61%	2.29%	1.35%	0.29%	1.76%	100%
13:00	80.60%	9.30%	5.28%	1.73%	0.81%	0.39%	1.89%	100%
14:00	83.16%	8.11%	3.94%	1.45%	0.85%	0.31%	2.18%	100%
15:00	83.16%	8.11%	3.94%	1.45%	0.85%	0.31%	2.18%	100%
16:00	85.72%	6.91%	2.59%	1.18%	0.88%	0.23%	2.48%	100%
17:00	84.12%	7.72%	3.99%	1.16%	0.92%	0.12%	1.97%	100%
18:00	84.71%	6.91%	4.17%	1.44%	0.93%	0.08%	1.75%	100%
19:00	82.76%	7.77%	5.98%	1.03%	0.84%	0.06%	1.56%	100%
20:00	81.70%	8.53%	7.75%	0.71%	0.35%	0.08%	0.88%	100%
21:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
22:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
23:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%

Start Time	37th Street to 39th Str NB							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
1:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
2:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
3:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
4:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
5:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
6:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
7:00	83.97%	3.19%	5.78%	1.82%	1.10%	0.73%	3.41%	100%
8:00	81.09%	7.41%	4.19%	2.45%	1.40%	0.79%	2.67%	100%
9:00	80.43%	7.56%	4.32%	2.24%	1.45%	1.22%	2.77%	100%
10:00	81.62%	6.66%	4.99%	2.18%	1.24%	1.16%	2.16%	100%
11:00	82.81%	5.76%	5.65%	2.13%	1.02%	1.09%	1.55%	100%
12:00	77.55%	10.15%	6.61%	2.29%	1.35%	0.29%	1.76%	100%
13:00	80.60%	9.30%	5.28%	1.73%	0.81%	0.39%	1.89%	100%
14:00	83.16%	8.11%	3.94%	1.45%	0.85%	0.31%	2.18%	100%
15:00	83.16%	8.11%	3.94%	1.45%	0.85%	0.31%	2.18%	100%
16:00	85.72%	6.91%	2.59%	1.18%	0.88%	0.23%	2.48%	100%
17:00	84.12%	7.72%	3.99%	1.16%	0.92%	0.12%	1.97%	100%
18:00	84.71%	6.91%	4.17%	1.44%	0.93%	0.08%	1.75%	100%
19:00	82.76%	7.77%	5.98%	1.03%	0.84%	0.06%	1.56%	100%
20:00	81.70%	8.53%	7.75%	0.71%	0.35%	0.08%	0.88%	100%
21:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
22:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%
23:00	82.84%	5.86%	6.76%	1.27%	0.73%	0.40%	2.14%	100%

Table WQ-34

Route 9A Deck: Traffic Speeds

W/O Alternative Q 2025

Section	South Portal				
Start Time	29th to 26th Str SB	30th to 29th Str SB	26th to 29th Str NB	29th to 30th Str NB	30th to 34th Str NB
	mph	mph	mph	mph	mph
0:00	30	30	32	24	30
1:00	30	30	35	30	30
2:00	30	30	35	30	30
3:00	30	30	35	30	30
4:00	30	30	35	30	30
5:00	30	30	35	30	30
6:00	25	21	31	22	24
7:00	23	18	29	18	22
8:00	18	15	33	9	18
9:00	22	17	28	16	21
10:00	24	19	29	17	23
11:00	24	20	28	16	23
12:00	29	24	35	24	25
13:00	24	20	27	15	23
14:00	23	19	27	14	23
15:00	24	19	26	13	23
16:00	23	17	27	15	22
17:00	23	16	17	10	23
18:00	23	17	26	12	22
19:00	23	18	27	14	22
20:00	25	21	28	18	24
21:00	25	21	29	18	24
22:00	26	22	29	19	25
23:00	26	23	30	21	26

Section	North Portal						
Start Time	30th to 34th Str SB	34th to 36th Str SB	36th to 37th Str SB	37th to 39th Str SB	34th to 36th Str NB	36th to 37th Str NB	37th to 39th Str NB
	mph	mph	mph	mph	mph	mph	mph
0:00	24	30	35	30	23	27	22
1:00	30	30	35	30	30	30	30
2:00	30	30	35	30	30	30	30
3:00	30	30	35	30	30	30	30
4:00	30	30	35	30	30	30	30
5:00	30	30	35	30	30	30	30
6:00	22	21	32	13	20	25	19
7:00	18	18	31	8	14	23	13
8:00	12	18	26	6	9	15	8
9:00	16	17	30	5	11	22	11
10:00	17	19	31	10	13	22	12
11:00	16	20	31	12	10	21	9
12:00	13	20	35	10	9	19	8
13:00	15	20	31	12	8	20	7
14:00	14	19	31	9	7	20	5
15:00	12	19	31	9	5	19	3
16:00	14	17	30	6	7	20	5
17:00	11	16	32	6	7	25	5
18:00	11	18	30	7	4	18	2
19:00	13	18	31	8	6	19	4
20:00	24	21	32	13	12	22	13
21:00	17	22	32	14	12	22	10
22:00	18	22	32	16	13	22	12
23:00	20	23	33	18	16	24	15

Table WQ-35

Route 9A Deck: Signal Timing

W/O Alternative Q 2025

Start Time	26th Street		29th Street			30th Street		
	Total Signal	Green Time SB	Total Signal	Green Time SB	Green Time NB	Total Signal	Green Time SB	Green Time NB
	sec	sec	sec	sec	sec	sec	sec	sec
0:00	90	51	90	53	53	90	50	42
1:00	90	51	90	53	53	90	50	42
2:00	90	51	90	53	53	90	50	42
3:00	90	51	90	53	53	90	50	42
4:00	90	51	90	53	53	90	50	42
5:00	90	51	90	53	53	90	50	42
6:00	150	106	150	113	113	150	110	95
7:00	150	106	150	113	113	150	110	95
8:00	150	106	150	113	113	150	110	95
9:00	150	106	150	113	113	150	110	95
10:00	150	106	150	113	113	150	110	95
11:00	120	81	120	83	83	120	80	70
12:00	120	81	120	83	83	120	80	70
13:00	120	81	120	83	83	120	80	70
14:00	120	81	120	83	83	120	80	70
15:00	120	83	120	83	83	120	86	78
16:00	120	83	120	83	83	120	86	78
17:00	120	83	120	83	83	120	86	78
18:00	120	83	120	83	83	120	86	78
19:00	120	83	120	83	83	120	86	78
20:00	120	83	120	83	83	120	80	70
21:00	120	83	120	83	83	120	80	70
22:00	90	51	90	53	53	90	50	42
23:00	90	51	90	53	53	90	50	42

Start Time	34th Street			36th Street			37th Street			39th Street	
	Total Signal	Green Time SB	Green Time NB	Total Signal	Green Time SB	Green Time NB	Total Signal	Green Time SB	Green Time NB	Total Signal	Green Time NB
	sec	sec	sec	sec	sec	sec	sec	sec	sec	sec	sec
0:00	120	46	38	90	60	60	90	45	68	90	32
1:00	120	46	38	90	60	60	90	45	68	90	32
2:00	120	46	38	90	60	60	90	45	68	90	32
3:00	90	45	37	90	60	60	90	45	68	90	32
4:00	90	45	37	90	60	60	90	45	68	90	32
5:00	90	45	37	90	60	60	90	45	68	90	32
6:00	150	105	80	150	106	106	150	92	123	150	89
7:00	150	105	80	150	106	106	150	92	123	150	89
8:00	150	105	80	150	106	106	150	92	123	150	89
9:00	150	105	80	150	106	106	150	92	123	150	89
10:00	150	105	80	150	106	106	150	92	123	150	89
11:00	120	75	60	120	88	88	120	62	93	120	62
12:00	120	75	60	120	88	88	120	62	93	120	62
13:00	120	75	60	120	88	88	120	62	93	120	62
14:00	120	75	60	120	88	88	120	62	93	120	62
15:00	130	85	77	120	95	95	120	62	93	120	62
16:00	130	85	77	120	95	95	120	62	93	120	62
17:00	130	85	77	120	95	95	120	62	93	120	62
18:00	130	85	77	120	95	95	120	62	93	120	62
19:00	130	46	38	120	95	95	120	62	93	120	62
20:00	120	46	38	120	95	95	120	62	93	120	62
21:00	120	46	38	120	95	95	120	62	93	120	62
22:00	120	75	60	120	95	95	120	62	93	120	62
23:00	120	75	60	120	95	95	120	62	93	90	29

Table WQ-36

Route 9A Deck: Queue

W/O Alternative Q 2025

Start Time	26th Street SB		29th Street				30th Street			
	Queue Length SB	N of Cars SB	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB
	m/lane		m/lane		m/lane		m/lane		m/lane	
N of Lanes	3	3.0	3	3.0	4	4.0	3	3.0	2	2.0
0:00	40	6.6	40	6.6	38	6.3	55	9.2	48	8.0
1:00	40	6.6	40	6.6	38	6.3	55	9.2	48	8.0
2:00	40	6.6	40	6.6	38	6.3	55	9.2	48	8.0
3:00	40	6.6	40	6.6	38	6.3	55	9.2	48	8.0
4:00	40	6.6	40	6.6	38	6.3	55	9.2	48	8.0
5:00	40	6.6	40	6.6	38	6.3	55	9.2	48	8.0
6:00	56	9.4	56	9.3	37	6.2	40	6.7	46	7.7
7:00	56	9.4	56	9.3	37	6.2	40	6.7	46	7.7
8:00	56	9.4	56	9.3	37	6.2	40	6.7	46	7.7
9:00	40	6.6	40	6.6	38	6.3	55	9.2	48	8.0
10:00	40	6.6	40	6.6	38	6.3	55	9.2	48	8.0
11:00	40	6.6	40	6.6	38	6.3	55	9.2	48	8.0
12:00	40	6.6	40	6.6	38	6.3	55	9.2	48	8.0
13:00	40	6.6	40	6.6	38	6.3	55	9.2	48	8.0
14:00	40	6.6	40	6.6	38	6.3	55	9.2	48	8.0
15:00	53	8.8	57	9.5	46	7.7	60	10.0	56	9.3
16:00	53	8.8	57	9.5	46	7.7	60	10.0	56	9.3
17:00	53	8.8	57	9.5	46	7.7	60	10.0	56	9.3
18:00	53	8.8	57	9.5	46	7.7	60	10.0	56	9.3
19:00	40	6.6	40	6.6	38	6.3	55	9.2	48	8.0
20:00	42	7.0	42	7.0	53	8.9	29	4.8	53	8.9
21:00	42	7.0	42	7.0	53	8.9	29	4.8	53	8.9
22:00	40	6.6	40	6.6	38	6.3	55	9.2	48	8.0
23:00	40	6.6	40	6.6	38	6.3	55	9.2	48	8.0

Start Time	34th Street				36th Street				37th Street				39th Street NB	
	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB	Queue Length SB	N of Cars SB	Queue Length NB	N of Cars NB	Queue Length NB	N of Cars NB
	m/lane		m/lane		m/lane		m/lane		m/lane		m/lane		m/lane	
N of Lanes	2	2.0	4	4.0	3	3.0	2	2.0	2	2.0	3	3.0	4	4.0
0:00	33	5.5	55	9.2	38	6.3	37	6.2	114	19.0	19	3.2	51	8.5
1:00	33	5.5	55	9.2	38	6.3	37	6.2	114	19.0	19	3.2	51	8.5
2:00	33	5.5	55	9.2	38	6.3	37	6.2	114	19.0	19	3.2	51	8.5
3:00	33	5.5	55	9.2	38	6.3	37	6.2	114	19.0	19	3.2	51	8.5
4:00	33	5.5	55	9.2	38	6.3	37	6.2	114	19.0	19	3.2	51	8.5
5:00	33	5.5	55	9.2	38	6.3	37	6.2	114	19.0	19	3.2	51	8.5
6:00	14	2.3	65	10.9	113	18.9	49	8.2	586	97.6	19	3.1	52	8.6
7:00	14	2.3	65	10.9	113	18.9	49	8.2	586	97.6	19	3.1	52	8.6
8:00	14	2.3	65	10.9	113	18.9	49	8.2	586	97.6	19	3.1	52	8.6
9:00	33	5.5	55	9.2	38	6.3	37	6.2	114	19.0	19	3.2	51	8.5
10:00	33	5.5	55	9.2	38	6.3	37	6.2	114	19.0	19	3.2	51	8.5
11:00	33	5.5	55	9.2	38	6.3	37	6.2	114	19.0	19	3.2	51	8.5
12:00	33	5.5	55	9.2	38	6.3	37	6.2	114	19.0	19	3.2	51	8.5
13:00	33	5.5	55	9.2	38	6.3	37	6.2	114	19.0	19	3.2	51	8.5
14:00	33	5.5	55	9.2	38	6.3	37	6.2	114	19.0	19	3.2	51	8.5
15:00	10	1.7	60	10.0	42	7.0	34	5.7	583	97.1	24	4.0	70	11.7
16:00	10	1.7	60	10.0	42	7.0	34	5.7	583	97.1	24	4.0	70	11.7
17:00	10	1.7	60	10.0	42	7.0	34	5.7	583	97.1	24	4.0	70	11.7
18:00	10	1.7	60	10.0	42	7.0	34	5.7	583	97.1	24	4.0	70	11.7
19:00	33	5.5	55	9.2	38	6.3	37	6.2	114	19.0	19	3.2	51	8.5
20:00	41	6.9	53	8.8	49	8.2	43	7.1	49	8.2	43	7.1	43	7.1
21:00	41	6.9	53	8.8	49	8.2	43	7.1	49	8.2	43	7.1	43	7.1
22:00	33	5.5	55	9.2	38	6.3	37	6.2	114	19.0	19	3.2	51	8.5
23:00	33	5.5	55	9.2	38	6.3	37	6.2	114	19.0	19	3.2	51	8.5

Table WQ-37

Route 9A Deck: PM2.5 Emission Rates
W/O Alternative Q 2025, 24 Hour Analysis

Section	South Portal							
Start Time	30th Street to 29th Str SB						29th Street to 26th Str SB	
	FF link	*Queue link*	*Portal Jet (g/s)*				*free flow link*	*queue link*
	g/s	*g/s*	*Total*	*I Section*	*II Section*	*III Section*	*g/s*	*g/s*
0:00	0.000476	0.000121	0.000000	0.000000	0.000000	0.000000	0.001794	0.000121
1:00	0.000269	0.000121	0.000000	0.000000	0.000000	0.000000	0.001014	0.000121
2:00	0.000167	0.000121	0.000000	0.000000	0.000000	0.000000	0.000630	0.000121
3:00	0.000144	0.000121	0.000000	0.000000	0.000000	0.000000	0.000542	0.000121
4:00	0.000162	0.000121	0.000000	0.000000	0.000000	0.000000	0.000610	0.000121
5:00	0.000420	0.000121	0.000000	0.000000	0.000000	0.000000	0.001584	0.000121
6:00	0.001674	0.000170	0.000000	0.000000	0.000000	0.000000	0.006159	0.000172
7:00	0.002165	0.000199	0.000000	0.000000	0.000000	0.000000	0.007965	0.000201
8:00	0.002476	0.000216	0.000000	0.000000	0.000000	0.000000	0.009098	0.000218
9:00	0.002362	0.000112	0.000000	0.000000	0.000000	0.000000	0.008690	0.000112
10:00	0.001975	0.000119	0.000000	0.000000	0.000000	0.000000	0.007275	0.000119
11:00	0.001698	0.000126	0.000000	0.000000	0.000000	0.000000	0.006231	0.000126
12:00	0.001749	0.000121	0.000000	0.000000	0.000000	0.000000	0.006425	0.000121
13:00	0.001703	0.000120	0.000000	0.000000	0.000000	0.000000	0.006262	0.000120
14:00	0.001939	0.000142	0.000000	0.000000	0.000000	0.000000	0.007146	0.000142
15:00	0.001910	0.000205	0.000000	0.000000	0.000000	0.000000	0.007213	0.000190
16:00	0.002199	0.000238	0.000000	0.000000	0.000000	0.000000	0.008320	0.000220
17:00	0.002278	0.000135	0.000000	0.000000	0.000000	0.000000	0.008637	0.000125
18:00	0.002119	0.000102	0.000000	0.000000	0.000000	0.000000	0.007998	0.000095
19:00	0.002032	0.000103	0.000000	0.000000	0.000000	0.000000	0.007666	0.000103
20:00	0.001596	0.000106	0.000000	0.000000	0.000000	0.000000	0.006019	0.000106
21:00	0.001449	0.000128	0.000000	0.000000	0.000000	0.000000	0.005455	0.000128
22:00	0.001112	0.000121	0.000000	0.000000	0.000000	0.000000	0.004031	0.000121
23:00	0.000954	0.000121	0.000000	0.000000	0.000000	0.000000	0.003456	0.000121

Start Time	26th Street to 27th Str NB	27th Street to 28th Str NB	28th Street to 29th Str NB		29th Street to 30th Str NB		Under Deck (34th to 30th) SB	
	free flow link	*free flow link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.001278	0.001457	0.000776	0.000165	0.000718	0.000105	0.002199	0.000168
1:00	0.000752	0.000858	0.000457	0.000165	0.000422	0.000105	0.001243	0.000168
2:00	0.000515	0.000588	0.000313	0.000165	0.000289	0.000105	0.000773	0.000168
3:00	0.000396	0.000452	0.000241	0.000165	0.000222	0.000105	0.000664	0.000168
4:00	0.000430	0.000491	0.000262	0.000165	0.000242	0.000105	0.000747	0.000168
5:00	0.000722	0.000824	0.000439	0.000165	0.000406	0.000105	0.001941	0.000168
6:00	0.001805	0.002059	0.001403	0.000162	0.001376	0.000101	0.007988	0.000122
7:00	0.002802	0.003195	0.002177	0.000263	0.002135	0.000163	0.010331	0.000144
8:00	0.003328	0.003790	0.002577	0.000221	0.002529	0.000137	0.011804	0.000155
9:00	0.003255	0.003704	0.002519	0.000258	0.002468	0.000164	0.011267	0.000157
10:00	0.002970	0.003380	0.002305	0.000214	0.002263	0.000136	0.009438	0.000166
11:00	0.003225	0.003802	0.002317	0.000170	0.002346	0.000108	0.007817	0.000176
12:00	0.003306	0.003899	0.002377	0.000133	0.002408	0.000084	0.008067	0.000169
13:00	0.003450	0.004062	0.002477	0.000147	0.002510	0.000094	0.007865	0.000167
14:00	0.003774	0.004246	0.002641	0.000161	0.002536	0.000102	0.008882	0.000199
15:00	0.004084	0.004612	0.002868	0.000197	0.003065	0.000119	0.009372	0.000216
16:00	0.003702	0.004184	0.002603	0.000214	0.002782	0.000129	0.010786	0.000250
17:00	0.004168	0.004712	0.002930	0.000166	0.003131	0.000100	0.011173	0.000142
18:00	0.004261	0.004812	0.002992	0.000145	0.003196	0.000088	0.010396	0.000108
19:00	0.003828	0.004324	0.002689	0.000105	0.002874	0.000066	0.009973	0.000144
20:00	0.003171	0.003575	0.002224	0.000087	0.002200	0.000044	0.007389	0.000073
21:00	0.002965	0.003343	0.002078	0.000233	0.001988	0.000116	0.006604	0.000088
22:00	0.002739	0.003089	0.001635	0.000165	0.001470	0.000105	0.004961	0.000168
23:00	0.002258	0.002546	0.001348	0.000165	0.001211	0.000105	0.004256	0.000168

Table WQ-37

Route 9A Deck: PM2.5 Emission Rates
W/O Alternative Q 2025, 24 Hour Analysis (Continued)

Section	North Portal											
Start Time	39th Street to 37th Str SB		37th Street to 36th Str SB		36th Street to 34th Str SB		34th Street to 36th Str NB					
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*Portal Jet (g/s)*			
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*Total*	*I Section*	*II Section*	*III Section*
0:00	0.000684	0.000231	0.001164	0.000115	0.001007	0.000067	0.002382	0.000081	0.000000	0.000000	0.000000	0.000000
1:00	0.000386	0.000231	0.000658	0.000115	0.000569	0.000067	0.001402	0.000081	0.000000	0.000000	0.000000	0.000000
2:00	0.000240	0.000231	0.000409	0.000115	0.000354	0.000067	0.000960	0.000081	0.000000	0.000000	0.000000	0.000000
3:00	0.000207	0.000231	0.000352	0.000115	0.000397	0.000067	0.000738	0.000081	0.000000	0.000000	0.000000	0.000000
4:00	0.000232	0.000231	0.000396	0.000115	0.000446	0.000067	0.000802	0.000081	0.000000	0.000000	0.000000	0.000000
5:00	0.000604	0.000231	0.001028	0.000115	0.001160	0.000067	0.001345	0.000081	0.000000	0.000000	0.000000	0.000000
6:00	0.002308	0.001189	0.003396	0.000345	0.005062	0.000028	0.003565	0.000107	0.000000	0.000000	0.000000	0.000000
7:00	0.002986	0.001394	0.004393	0.000405	0.006550	0.000033	0.005545	0.000174	0.000000	0.000000	0.000000	0.000000
8:00	0.003427	0.001508	0.005041	0.000438	0.007516	0.000036	0.006588	0.000146	0.000000	0.000000	0.000000	0.000000
9:00	0.003263	0.000216	0.004800	0.000107	0.007159	0.000062	0.006444	0.000127	0.000000	0.000000	0.000000	0.000000
10:00	0.002717	0.000229	0.003997	0.000114	0.005962	0.000066	0.005852	0.000105	0.000000	0.000000	0.000000	0.000000
11:00	0.002030	0.000242	0.003684	0.000120	0.004734	0.000070	0.007311	0.000084	0.000000	0.000000	0.000000	0.000000
12:00	0.002096	0.000232	0.003804	0.000115	0.004884	0.000067	0.007484	0.000065	0.000000	0.000000	0.000000	0.000000
13:00	0.002037	0.000230	0.003696	0.000114	0.004748	0.000067	0.007802	0.000073	0.000000	0.000000	0.000000	0.000000
14:00	0.002351	0.000273	0.004303	0.000136	0.005558	0.000079	0.008220	0.000079	0.000000	0.000000	0.000000	0.000000
15:00	0.002323	0.001397	0.004591	0.000151	0.005743	0.000024	0.009661	0.000073	0.000000	0.000000	0.000000	0.000000
16:00	0.002671	0.001619	0.005279	0.000175	0.006602	0.000028	0.008786	0.000079	0.000000	0.000000	0.000000	0.000000
17:00	0.002762	0.000921	0.005459	0.000100	0.006830	0.000016	0.009912	0.000061	0.000000	0.000000	0.000000	0.000000
18:00	0.002578	0.000696	0.005095	0.000075	0.006373	0.000012	0.010089	0.000054	0.000000	0.000000	0.000000	0.000000
19:00	0.002473	0.000198	0.004888	0.000098	0.003309	0.000057	0.009053	0.000051	0.000000	0.000000	0.000000	0.000000
20:00	0.001936	0.000083	0.003828	0.000124	0.002727	0.000070	0.007467	0.000035	0.000000	0.000000	0.000000	0.000000
21:00	0.001762	0.000100	0.003484	0.000150	0.002556	0.000084	0.007017	0.000093	0.000000	0.000000	0.000000	0.000000
22:00	0.001588	0.000231	0.003140	0.000115	0.003756	0.000067	0.006489	0.000081	0.000000	0.000000	0.000000	0.000000
23:00	0.001363	0.000231	0.002695	0.000115	0.003224	0.000067	0.005342	0.000081	0.000000	0.000000	0.000000	0.000000

Start Time	36th Street to 37th Str NB		37th Street to 39th Str NB		Under Deck (30th to 34th) NB	
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.001433	0.000063	0.000867	0.000222	0.001785	0.000240
1:00	0.000843	0.000063	0.000510	0.000222	0.001051	0.000240
2:00	0.000578	0.000063	0.000349	0.000222	0.000720	0.000240
3:00	0.000444	0.000063	0.000268	0.000222	0.000719	0.000240
4:00	0.000482	0.000063	0.000292	0.000222	0.000781	0.000240
5:00	0.000809	0.000063	0.000489	0.000222	0.001310	0.000240
6:00	0.002196	0.000061	0.002041	0.000225	0.004249	0.000285
7:00	0.003415	0.000099	0.003175	0.000365	0.006590	0.000463
8:00	0.004056	0.000083	0.003769	0.000306	0.007790	0.000388
9:00	0.003967	0.000098	0.003687	0.000348	0.007606	0.000377
10:00	0.003604	0.000082	0.003350	0.000289	0.006980	0.000313
11:00	0.004095	0.000065	0.003515	0.000230	0.007178	0.000249
12:00	0.004192	0.000051	0.003597	0.000179	0.007368	0.000194
13:00	0.004369	0.000056	0.003750	0.000199	0.007674	0.000215
14:00	0.004681	0.000061	0.004082	0.000218	0.008145	0.000236
15:00	0.005097	0.000077	0.004447	0.000300	0.010474	0.000256
16:00	0.004635	0.000083	0.004043	0.000325	0.009516	0.000278
17:00	0.005228	0.000064	0.004560	0.000251	0.010722	0.000215
18:00	0.005324	0.000057	0.004645	0.000221	0.010929	0.000189
19:00	0.004777	0.000040	0.004167	0.000141	0.004846	0.000153
20:00	0.003940	0.000052	0.002809	0.000070	0.004363	0.000086
21:00	0.003704	0.000139	0.003233	0.000186	0.004057	0.000230
22:00	0.003425	0.000063	0.002989	0.000222	0.005921	0.000240
23:00	0.002820	0.000063	0.001535	0.000222	0.004878	0.000240

Table WQ-38

Route 9A Deck: PM2.5 Emission Rates
W/O Alternative Q 2025, Annual Analysis

Section	South Portal							
Start Time	30th Street to 29th Str SB						29th Street to 26th Str SB	
	FF link	*Queue link*	*Portal Jet (g/s)*				*free flow link*	*queue link*
	g/s	*g/s*	*Total*	*I Section*	*II Section*	*III Section*	*g/s*	*g/s*
0:00	0.000103		0.000000	0.000000	0.000000	0.000000	0.000403	
1:00	0.000058		0.000000	0.000000	0.000000	0.000000	0.000228	
2:00	0.000036		0.000000	0.000000	0.000000	0.000000	0.000142	
3:00	0.000031		0.000000	0.000000	0.000000	0.000000	0.000122	
4:00	0.000035		0.000000	0.000000	0.000000	0.000000	0.000137	
5:00	0.000091		0.000000	0.000000	0.000000	0.000000	0.000356	
6:00	0.000283		0.000000	0.000000	0.000000	0.000000	0.001110	
7:00	0.000372		0.000000	0.000000	0.000000	0.000000	0.001457	
8:00	0.000429		0.000000	0.000000	0.000000	0.000000	0.001679	
9:00	0.000398		0.000000	0.000000	0.000000	0.000000	0.001563	
10:00	0.000335		0.000000	0.000000	0.000000	0.000000	0.001316	
11:00	0.000316		0.000000	0.000000	0.000000	0.000000	0.001187	
12:00	0.000324		0.000000	0.000000	0.000000	0.000000	0.001221	
13:00	0.000314		0.000000	0.000000	0.000000	0.000000	0.001184	
14:00	0.000364		0.000000	0.000000	0.000000	0.000000	0.001373	
15:00	0.000358		0.000000	0.000000	0.000000	0.000000	0.001353	
16:00	0.000419		0.000000	0.000000	0.000000	0.000000	0.001586	
17:00	0.000412		0.000000	0.000000	0.000000	0.000000	0.001563	
18:00	0.000378		0.000000	0.000000	0.000000	0.000000	0.001425	
19:00	0.000370		0.000000	0.000000	0.000000	0.000000	0.001397	
20:00	0.000290		0.000000	0.000000	0.000000	0.000000	0.001092	
21:00	0.000267		0.000000	0.000000	0.000000	0.000000	0.001005	
22:00	0.000241		0.000000	0.000000	0.000000	0.000000	0.000906	
23:00	0.000206		0.000000	0.000000	0.000000	0.000000	0.000777	

Start Time	26th Street to 27th Str NB	27th Street to 28th Str NB	28th Street to 29th Str NB		29th Street to 30th Str NB		Under Deck (34th to 30th) SB	
	free flow link	*free flow link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.000163	0.000186	0.000169		0.000197		0.000504	
1:00	0.000096	0.000110	0.000099		0.000116		0.000285	
2:00	0.000066	0.000075	0.000068		0.000079		0.000177	
3:00	0.000051	0.000058	0.000052		0.000061		0.000152	
4:00	0.000055	0.000063	0.000057		0.000066		0.000171	
5:00	0.000092	0.000105	0.000095		0.000111		0.000445	
6:00	0.000231	0.000263	0.000238		0.000278		0.001388	
7:00	0.000377	0.000430	0.000389		0.000454		0.001821	
8:00	0.000438	0.000499	0.000450		0.000526		0.002099	
9:00	0.000433	0.000493	0.000445		0.000519		0.001952	
10:00	0.000386	0.000439	0.000398		0.000464		0.001645	
11:00	0.000409	0.000482	0.000425		0.000510		0.001508	
12:00	0.000417	0.000492	0.000434		0.000521		0.001552	
13:00	0.000437	0.000514	0.000453		0.000545		0.001505	
14:00	0.000483	0.000543	0.000488		0.000556		0.001728	
15:00	0.000522	0.000590	0.000530		0.000603		0.001696	
16:00	0.000478	0.000540	0.000486		0.000552		0.001984	
17:00	0.000527	0.000596	0.000536		0.000609		0.001951	
18:00	0.000534	0.000603	0.000542		0.000616		0.001788	
19:00	0.000476	0.000538	0.000483		0.000550		0.001755	
20:00	0.000383	0.000432	0.000388		0.000456		0.001391	
21:00	0.000379	0.000427	0.000384		0.000436		0.001262	
22:00	0.000350	0.000395	0.000355		0.000403		0.001138	
23:00	0.000289	0.000325	0.000292		0.000332		0.000976	

Table WQ-38

Route 9A Deck: PM2.5 Emission Rates
W/O Alternative Q 2025, Annual Analysis (Continued)

Section	North Portal											
Start Time	39th Street to 37th Str SB		37th Street to 36th Str SB		36th Street to 34th Str SB		34th Street to 36th Str NB					
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*	*Portal Jet (g/s)*			
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*	*Total*	*I Section*	*II Section*	*III Section*
0:00	0.000174		0.000222		0.000335		0.000457		0.000000	0.000000	0.000000	0.000000
1:00	0.000098		0.000126		0.000189		0.000269		0.000000	0.000000	0.000000	0.000000
2:00	0.000061		0.000078		0.000118		0.000184		0.000000	0.000000	0.000000	0.000000
3:00	0.000053		0.000067		0.000101		0.000141		0.000000	0.000000	0.000000	0.000000
4:00	0.000059		0.000076		0.000114		0.000154		0.000000	0.000000	0.000000	0.000000
5:00	0.000154		0.000196		0.000296		0.000258		0.000000	0.000000	0.000000	0.000000
6:00	0.000479		0.000612		0.000921		0.000645		0.000000	0.000000	0.000000	0.000000
7:00	0.000629		0.000804		0.001210		0.001057		0.000000	0.000000	0.000000	0.000000
8:00	0.000728		0.000930		0.001400		0.001227		0.000000	0.000000	0.000000	0.000000
9:00	0.000676		0.000863		0.001300		0.001214		0.000000	0.000000	0.000000	0.000000
10:00	0.000566		0.000723		0.001089		0.001076		0.000000	0.000000	0.000000	0.000000
11:00	0.000505		0.000646		0.000974		0.001264		0.000000	0.000000	0.000000	0.000000
12:00	0.000521		0.000665		0.001002		0.001288		0.000000	0.000000	0.000000	0.000000
13:00	0.000503		0.000643		0.000969		0.001347		0.000000	0.000000	0.000000	0.000000
14:00	0.000590		0.000761		0.001154		0.001433		0.000000	0.000000	0.000000	0.000000
15:00	0.000583		0.000752		0.001140		0.001560		0.000000	0.000000	0.000000	0.000000
16:00	0.000682		0.000879		0.001331		0.001433		0.000000	0.000000	0.000000	0.000000
17:00	0.000669		0.000863		0.001307		0.001583		0.000000	0.000000	0.000000	0.000000
18:00	0.000615		0.000793		0.001201		0.001598		0.000000	0.000000	0.000000	0.000000
19:00	0.000604		0.000778		0.001179		0.001422		0.000000	0.000000	0.000000	0.000000
20:00	0.000470		0.000607		0.000893		0.001139		0.000000	0.000000	0.000000	0.000000
21:00	0.000434		0.000561		0.000850		0.001133		0.000000	0.000000	0.000000	0.000000
22:00	0.000392		0.000505		0.000766		0.001048		0.000000	0.000000	0.000000	0.000000
23:00	0.000336		0.000434		0.000657		0.000862		0.000000	0.000000	0.000000	0.000000

Start Time	36th Street to 37th Str NB		37th Street to 39th Str NB		Under Deck (30th to 34th) NB	
	free flow link	*queue link*	*free flow link*	*queue link*	*free flow link*	*queue link*
	g/s	*g/s*	*g/s*	*g/s*	*g/s*	*g/s*
0:00	0.000242		0.000311		0.000721	
1:00	0.000143		0.000183		0.000424	
2:00	0.000098		0.000126		0.000291	
3:00	0.000075		0.000096		0.000223	
4:00	0.000082		0.000105		0.000243	
5:00	0.000137		0.000176		0.000407	
6:00	0.000342		0.000440		0.001018	
7:00	0.000561		0.000721		0.001664	
8:00	0.000651		0.000836		0.001923	
9:00	0.000644		0.000827		0.001898	
10:00	0.000571		0.000734		0.001701	
11:00	0.000670		0.000863		0.001820	
12:00	0.000682		0.000878		0.001859	
13:00	0.000714		0.000919		0.001944	
14:00	0.000772		0.001010		0.002083	
15:00	0.000841		0.001100		0.002261	
16:00	0.000772		0.001010		0.002074	
17:00	0.000853		0.001116		0.002290	
18:00	0.000861		0.001127		0.002313	
19:00	0.000766		0.001003		0.002061	
20:00	0.000614		0.000657		0.001664	
21:00	0.000611		0.000800		0.001637	
22:00	0.000565		0.000739		0.001514	
23:00	0.000465		0.000609		0.001247	

Table WQ-39

Maximum Estimated CO and PM_{10} Concentrations Near Route 9A Deck North Portal

Pollutants	Units	Time Period	2010		2025	
			W/Alt Q	NAAQS	W/O Alt Q	NAAQS
CO	ppm	8-hour	6.5	9	5.9	9
PM_{10}	$\mu g/m^3$	24-hour	96	150	99	150
	$\mu g/m^3$	Annual	37	50	38	50

Table WQ-40

Maximum Estimated $PM_{2.5}$ Concentrations Near Route 9A Deck North Portal ($\mu g/m^3$)

Time Period	2010				2025			
	W/Alt Q	W/O Alt Q	Increment	STV	W/Alt Q	W/O Alt Q	Increment	STV
24-hour	16.5	4.8	11.8	5	13.0	4.9	8.1	5
Annual	1.68	0.51	1.16	0.1	0.82	0.21	0.61	0.1

Table WQ-41

Maximum Estimated CO and PM_{10} Concentrations Near Route 9A Deck South Portal

Pollutants	Units	Time Period	2010		2025	
			W/Alt Q	NAAQS	W/O Alt Q	NAAQS
CO	ppm	8-hour	6.7	9	5.9	9
PM_{10}	$\mu g/m^3$	24-hour	98	150	99	150
	$\mu g/m^3$	Annual	38	50	39	50

Table WQ-42

Maximum Estimated $PM_{2.5}$ Concentrations Near Route 9A Deck South Portal ($\mu g/m^3$)

Time Period	2010				2025			
	W/Alt Q	W/O Alt Q	Increment	STV	W/Alt Q	W/O Alt Q	Increment	STV
24-hour	10.4	6.3	4.1	5	8.3	5.8	2.6	5
Annual	0.82	0.37	0.46	0.1	0.40	0.18	0.21	0.1

Alternative S
Air Quality Analysis

Lincoln Tunnel Portal Analysis

LINCOLN TUNNEL EXIT PORTALS ANALYSIS

Lincoln Tunnel exit portals analysis under Alternative S followed the same approach as under the Proposed Action as described in Chapter 21 and Appendix T1.

Emissions used in the analysis are in Tables WS1-1 through WS1-6.

The results of this analysis are presented in Tables WS1-7 through WS1-11.

Table WS1-1

LINCOLN TUNNEL PORTAL : CO EMISSION RATE
Alternative S 2010
(Page 2 of 2)

Section	Lincoln Tunnel Center Tube									
	Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Start Time	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
Link Length (m)				105	65	80	77	45	45	80
0:00				0.06	0.03	0.00	0.09	0.04	0.02	0.16
1:00				0.05	0.03	0.00	0.05	0.04	0.00	0.03
2:00				0.04	0.02	0.00	0.03	0.03	0.00	0.02
3:00				0.04	0.02	0.00	0.03	0.03	0.00	0.01
4:00				0.06	0.03	0.00	0.04	0.04	0.00	0.02
5:00				0.04	0.02	0.00	0.03	0.03	0.01	0.03
6:00	1.07	0.58	0.23	0.12	0.11	0.08	0.13	0.09	0.11	0.18
7:00	1.08	0.59	0.23	0.14	0.09	0.11	0.11	0.09	0.13	0.16
8:00	1.09	0.59	0.23	0.12	0.07	0.11	0.09	0.08	0.11	0.12
9:00	1.04	0.57	0.22	0.11	0.08	0.09	0.11	0.08	0.11	0.16
10:00				0.09	0.08	0.05	0.11	0.07	0.07	0.27
11:00				0.10	0.07	0.02	0.09	0.06	0.04	0.28
12:00				0.10	0.04	0.00	0.11	0.06	0.02	0.18
13:00				0.09	0.04	0.00	0.12	0.06	0.02	0.24
14:00				0.09	0.04	0.00	0.14	0.06	0.04	0.32
15:00				0.07	0.04	0.00	0.12	0.05	0.03	0.24
16:00				0.00	0.19	0.00	0.73	0.13	0.13	0.31
17:00				0.00	0.15	0.00	0.61	0.11	0.12	0.25
18:00				0.00	0.19	0.00	0.64	0.13	0.10	0.22
19:00				0.05	0.03	0.00	0.13	0.04	0.05	0.31
20:00				0.09	0.05	0.00	0.15	0.08	0.04	0.28
21:00				0.03	0.01	0.00	0.09	0.02	0.03	0.25
22:00				0.05	0.02	0.00	0.11	0.03	0.04	0.29
23:00				0.01	0.00	0.00	0.10	0.01	0.04	0.30

The same

Table WS1-1

LINCOLN TUNNEL PORTAL : CO EMISSION RATE
Alternative S 2010
(Page 1 of 2)

Section	Lincoln Tunnel South Tube								
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N	Lincoln Tunnel Center Tube
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80	
0:00	0.71	0.40	0.22	0.08	0.08	0.07	0.00	0.03	0.00
1:00	0.36	0.21	0.11	0.04	0.08	0.00	0.00	0.03	0.00
2:00	0.25	0.14	0.08	0.03	0.06	0.00	0.00	0.02	0.00
3:00	0.28	0.16	0.09	0.03	0.06	0.00	0.00	0.02	0.00
4:00	0.47	0.27	0.15	0.06	0.11	0.00	0.00	0.03	0.00
5:00	1.49	0.85	0.46	0.18	0.16	0.16	0.00	0.03	0.00
6:00	2.16	1.23	0.67	0.26	0.38	0.44	0.00	0.05	1.88
7:00	2.12	1.21	0.66	0.25	0.37	0.43	0.00	0.05	1.90
8:00	2.20	1.25	0.68	0.26	0.43	0.42	0.00	0.05	1.91
9:00	2.09	1.19	0.65	0.25	0.40	0.38	0.00	0.04	1.83
10:00	1.94	1.10	0.60	0.23	0.36	0.34	0.00	0.04	1.59
11:00	1.82	1.04	0.56	0.22	0.34	0.30	0.00	0.05	1.32
12:00	1.27	0.72	0.39	0.15	0.21	0.21	0.00	0.03	0.00
13:00	1.28	0.73	0.40	0.15	0.21	0.21	0.00	0.03	0.00
14:00	1.81	1.03	0.56	0.22	0.20	0.19	0.00	0.03	0.00
15:00	1.30	0.74	0.40	0.16	0.22	0.20	0.00	0.04	0.00
16:00	2.69	1.54	0.84	0.32	0.46	0.87	0.00	0.16	0.00
17:00	2.23	1.27	0.69	0.27	0.36	0.50	0.01	0.04	0.00
18:00	2.71	1.54	0.84	0.32	0.45	0.91	0.00	0.05	0.00
19:00	1.64	0.94	0.51	0.20	0.27	0.28	0.00	0.06	0.00
20:00	1.30	0.74	0.40	0.16	0.23	0.20	0.00	0.04	0.00
21:00	1.56	0.89	0.48	0.19	0.16	0.18	0.00	0.03	0.00
22:00	1.25	0.71	0.39	0.15	0.19	0.23	0.00	0.03	0.00
23:00	1.87	1.07	0.58	0.22	0.18	0.23	0.00	0.03	0.00

The same analysis methodology was used for Alternative S and the Proposed Action.

Table WS1-2

LINCOLN TUNNEL PORTAL : PM10 EMISSION RATE
Alternative S 2010
(Page 1 of 2)

Section	Lincoln Tunnel South Tube								
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N	Lincoln Tunnel Center Tube
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80	
0:00	0.0093	0.0053	0.0029	0.0011	0.0009	0.0009	0.0000	0.0003	0.0000
1:00	0.0048	0.0027	0.0015	0.0006	0.0009	0.0000	0.0000	0.0004	0.0000
2:00	0.0032	0.0018	0.0010	0.0004	0.0007	0.0000	0.0000	0.0003	0.0000
3:00	0.0036	0.0021	0.0011	0.0004	0.0008	0.0000	0.0000	0.0003	0.0000
4:00	0.0062	0.0035	0.0019	0.0007	0.0011	0.0000	0.0000	0.0004	0.0000
5:00	0.0195	0.0111	0.0060	0.0023	0.0016	0.0016	0.0000	0.0003	0.0000
6:00	0.0188	0.0107	0.0058	0.0023	0.0030	0.0037	0.0000	0.0006	0.0153
7:00	0.0186	0.0106	0.0058	0.0022	0.0029	0.0037	0.0000	0.0006	0.0152
8:00	0.0186	0.0106	0.0058	0.0022	0.0032	0.0036	0.0000	0.0006	0.0167
9:00	0.0182	0.0104	0.0056	0.0022	0.0031	0.0033	0.0000	0.0005	0.0158
10:00	0.0172	0.0098	0.0053	0.0021	0.0028	0.0031	0.0000	0.0005	0.0147
11:00	0.0166	0.0095	0.0052	0.0020	0.0028	0.0028	0.0000	0.0006	0.0124
12:00	0.0125	0.0071	0.0039	0.0015	0.0020	0.0020	0.0000	0.0004	0.0000
13:00	0.0126	0.0072	0.0039	0.0015	0.0020	0.0021	0.0000	0.0005	0.0000
14:00	0.0251	0.0143	0.0078	0.0030	0.0019	0.0019	0.0000	0.0004	0.0000
15:00	0.0128	0.0073	0.0040	0.0015	0.0021	0.0020	0.0000	0.0006	0.0000
16:00	0.0213	0.0122	0.0066	0.0026	0.0034	0.0054	0.0000	0.0015	0.0000
17:00	0.0196	0.0111	0.0061	0.0023	0.0029	0.0041	0.0001	0.0007	0.0000
18:00	0.0209	0.0119	0.0065	0.0025	0.0033	0.0055	0.0000	0.0006	0.0000
19:00	0.0155	0.0088	0.0048	0.0019	0.0024	0.0027	0.0000	0.0007	0.0000
20:00	0.0125	0.0071	0.0039	0.0015	0.0021	0.0020	0.0000	0.0005	0.0000
21:00	0.0205	0.0117	0.0064	0.0025	0.0015	0.0018	0.0000	0.0004	0.0000
22:00	0.0122	0.0069	0.0038	0.0015	0.0018	0.0022	0.0000	0.0004	0.0000
23:00	0.0246	0.0140	0.0076	0.0029	0.0017	0.0022	0.0000	0.0004	0.0000

The same analysis methodology was used for Alternative S and the Proposed Action.

Table WS1-2

LINCOLN TUNNEL PORTAL : PM10 EMISSION RATE
Alternative S 2010
(Page 2 of 2)

Lincoln Tunnel Center Tube									
Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Section I	Section II	Section III	g/sec	g/sec	g/sec				g/sec
			105	65	80	77	45	45	80
			0.0007	0.0003	0.0000	0.0010	0.0005	0.0004	0.0015
			0.0006	0.0004	0.0000	0.0006	0.0005	0.0001	0.0003
			0.0004	0.0002	0.0000	0.0003	0.0004	0.0000	0.0002
			0.0005	0.0002	0.0000	0.0003	0.0003	0.0000	0.0001
			0.0007	0.0003	0.0000	0.0005	0.0006	0.0000	0.0002
			0.0005	0.0002	0.0000	0.0004	0.0003	0.0001	0.0004
0.0087	0.0048	0.0018	0.0015	0.0012	0.0018	0.0015	0.0011	0.0014	0.0017
0.0087	0.0047	0.0018	0.0017	0.0011	0.0022	0.0012	0.0011	0.0016	0.0015
0.0095	0.0052	0.0020	0.0016	0.0009	0.0021	0.0010	0.0010	0.0015	0.0011
0.0090	0.0049	0.0019	0.0015	0.0010	0.0019	0.0012	0.0010	0.0014	0.0015
0.0084	0.0045	0.0018	0.0012	0.0010	0.0013	0.0012	0.0009	0.0011	0.0024
0.0071	0.0039	0.0015	0.0012	0.0008	0.0008	0.0010	0.0008	0.0007	0.0025
			0.0011	0.0005	0.0000	0.0012	0.0008	0.0004	0.0016
			0.0011	0.0004	0.0000	0.0013	0.0008	0.0005	0.0022
			0.0010	0.0004	0.0000	0.0016	0.0007	0.0006	0.0028
			0.0008	0.0004	0.0000	0.0014	0.0007	0.0005	0.0022
			0.0000	0.0020	0.0000	0.0049	0.0014	0.0015	0.0027
			0.0000	0.0016	0.0000	0.0041	0.0011	0.0013	0.0023
			0.0000	0.0020	0.0000	0.0043	0.0014	0.0012	0.0020
			0.0006	0.0003	0.0000	0.0014	0.0005	0.0006	0.0027
			0.0011	0.0006	0.0000	0.0017	0.0009	0.0006	0.0025
			0.0004	0.0001	0.0000	0.0010	0.0002	0.0005	0.0022
			0.0006	0.0002	0.0000	0.0012	0.0004	0.0006	0.0026
			0.0001	0.0001	0.0000	0.0011	0.0001	0.0006	0.0026

Table WS1-3

LINCOLN TUNNEL PORTAL : PM2.5 EMISSION RATE
Alternative S 2010
(Page 1 of 2)

Section	Lincoln Tunnel South Tube								
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N	Lincoln Tunnel Center Tube
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80	
0:00	0.001175	0.000670	0.000364	0.000141	0.000117	0.000116	0.000000	0.000046	0.000000
1:00	0.000607	0.000346	0.000188	0.000073	0.000119	0.000000	0.000000	0.000052	0.000000
2:00	0.000411	0.000234	0.000127	0.000049	0.000089	0.000000	0.000000	0.000040	0.000000
3:00	0.000463	0.000264	0.000143	0.000056	0.000098	0.000000	0.000000	0.000042	0.000000
4:00	0.000782	0.000446	0.000243	0.000094	0.000144	0.000000	0.000000	0.000053	0.000000
5:00	0.002473	0.001410	0.000767	0.000297	0.000197	0.000223	0.000000	0.000045	0.000000
6:00	0.002384	0.001359	0.000739	0.000286	0.000378	0.000505	0.000000	0.000079	0.001884
7:00	0.002357	0.001343	0.000731	0.000283	0.000369	0.000499	0.000000	0.000077	0.001867
8:00	0.002117	0.001207	0.000656	0.000254	0.000353	0.000448	0.000000	0.000068	0.002673
9:00	0.002195	0.001251	0.000680	0.000263	0.000366	0.000434	0.000000	0.000064	0.002233
10:00	0.002077	0.001184	0.000644	0.000249	0.000338	0.000401	0.000000	0.000060	0.002075
11:00	0.002112	0.001204	0.000655	0.000253	0.000363	0.000361	0.000000	0.000082	0.001525
12:00	0.001659	0.000946	0.000514	0.000199	0.000281	0.000266	0.000000	0.000062	0.000000
13:00	0.001683	0.000960	0.000522	0.000202	0.000266	0.000272	0.000000	0.000066	0.000000
14:00	0.003485	0.001987	0.001080	0.000418	0.000259	0.000273	0.000000	0.000067	0.000000
15:00	0.001782	0.001016	0.000552	0.000214	0.000282	0.000280	0.000000	0.000089	0.000000
16:00	0.002957	0.001686	0.000917	0.000355	0.000457	0.000761	0.000000	0.000240	0.000000
17:00	0.002679	0.001527	0.000831	0.000321	0.000381	0.000629	0.000015	0.000119	0.000000
18:00	0.002725	0.001553	0.000845	0.000327	0.000420	0.000786	0.000004	0.000075	0.000000
19:00	0.002013	0.001148	0.000624	0.000242	0.000300	0.000389	0.000000	0.000088	0.000000
20:00	0.001543	0.000879	0.000478	0.000185	0.000252	0.000266	0.000000	0.000065	0.000000
19:00	0.002603	0.001484	0.000807	0.000312	0.000193	0.000249	0.000000	0.000051	0.000000
20:00	0.001543	0.000879	0.000478	0.000185	0.000224	0.000302	0.000000	0.000051	0.000000
21:00	0.002603	0.001484	0.000807	0.000312	0.000193	0.000249	0.000000	0.000051	0.000000
22:00	0.001543	0.000879	0.000478	0.000185	0.000223	0.000302	0.000000	0.000051	0.000000
23:00	0.003118	0.001777	0.000967	0.000374	0.000214	0.000301	0.000000	0.000052	0.000000

The same analysis methodology was used for Alternative S and the Proposed Action.

Table WS1-3

LINCOLN TUNNEL PORTAL : PM2.5 EMISSION RATE
Alternative S 2010
(Page 2 of 2)

Lincoln Tunnel Center Tube									
Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Section I	Section II	Section III	g/sec	g/sec	g/sec				g/sec
			105	65	80	77	45	45	80
			0.000095	0.000039	0.000000	0.000111	0.000069	0.000070	0.000162
			0.000075	0.000049	0.000000	0.000065	0.000067	0.000014	0.000035
			0.000058	0.000028	0.000000	0.000037	0.000045	0.000007	0.000019
			0.000061	0.000025	0.000000	0.000031	0.000044	0.000004	0.000012
			0.000095	0.000042	0.000000	0.000052	0.000071	0.000008	0.000022
			0.000062	0.000024	0.000000	0.000040	0.000043	0.000015	0.000041
0.001074	0.000584	0.000226	0.000199	0.000151	0.000455	0.000157	0.000139	0.000252	0.000179
0.001064	0.000579	0.000224	0.000217	0.000128	0.000551	0.000133	0.000138	0.000277	0.000157
0.001523	0.000829	0.000321	0.000246	0.000118	0.000536	0.000109	0.000139	0.000310	0.000118
0.001273	0.000692	0.000268	0.000207	0.000130	0.000475	0.000127	0.000131	0.000268	0.000163
0.001182	0.000643	0.000249	0.000177	0.000136	0.000325	0.000129	0.000117	0.000207	0.000255
0.000869	0.000473	0.000183	0.000151	0.000099	0.000190	0.000104	0.000110	0.000144	0.000265
			0.000117	0.000053	0.000000	0.000130	0.000115	0.000081	0.000175
			0.000127	0.000049	0.000000	0.000144	0.000107	0.000105	0.000234
			0.000122	0.000049	0.000000	0.000169	0.000093	0.000105	0.000298
			0.000095	0.000048	0.000000	0.000146	0.000081	0.000082	0.000234
			0.000000	0.000212	0.000000	0.000527	0.000171	0.000254	0.000286
			0.000000	0.000175	0.000000	0.000442	0.000121	0.000149	0.000243
			0.000000	0.000255	0.000000	0.000460	0.000157	0.000165	0.000218
			0.000090	0.000042	0.000000	0.000153	0.000057	0.000088	0.000293
			0.000141	0.000076	0.000000	0.000180	0.000110	0.000094	0.000264
			0.000049	0.000014	0.000000	0.000105	0.000031	0.000090	0.000238
			0.000080	0.000024	0.000000	0.000129	0.000051	0.000103	0.000274
			0.000009	0.000007	0.000000	0.000115	0.000009	0.000107	0.000281
			0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
			0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

Table WS1-4

LINCOLN TUNNEL PORTAL : CO EMISSION RATE
Alternative S 2025
(Page 1 of 2)

Section	Lincoln Tunnel South Tube								
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N	Lincoln Tunnel Center Tube
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80	
0:00	0.59	0.335	0.182	0.070	0.062	0.06	0.000	0.022	0.000
1:00	0.30	0.173	0.094	0.036	0.064	0.00	0.000	0.025	0.000
2:00	0.21	0.117	0.064	0.025	0.048	0.00	0.000	0.019	0.000
3:00	0.23	0.132	0.072	0.028	0.052	0.00	0.000	0.020	0.000
4:00	0.39	0.222	0.121	0.047	0.092	0.00	0.000	0.026	0.000
5:00	1.23	0.702	0.382	0.148	0.130	0.13	0.000	0.022	0.000
6:00	1.66	0.946	0.514	0.199	0.328	0.34	0.000	0.037	1.377
7:00	1.64	0.933	0.507	0.196	0.338	0.37	0.000	0.039	1.393
8:00	1.88	1.070	0.582	0.225	0.417	0.34	0.000	0.042	1.205
9:00	1.74	0.993	0.540	0.209	0.399	0.31	0.000	0.036	1.278
10:00	1.56	0.889	0.484	0.187	0.317	0.28	0.000	0.033	1.117
11:00	1.47	0.840	0.457	0.177	0.298	0.24	0.000	0.036	1.026
12:00	1.02	0.581	0.316	0.122	0.181	0.17	0.000	0.025	0.000
13:00	1.04	0.591	0.322	0.125	0.172	0.16	0.000	0.022	0.000
14:00	0.93	0.529	0.288	0.111	0.168	0.14	0.000	0.020	0.000
15:00	0.97	0.552	0.300	0.116	0.179	0.15	0.000	0.026	0.000
16:00	1.92	1.094	0.595	0.230	0.360	0.63	0.000	0.099	0.000
17:00	1.55	0.885	0.481	0.186	0.309	0.38	0.005	0.047	0.000
18:00	1.94	1.107	0.602	0.233	0.370	0.75	0.001	0.040	0.000
19:00	1.22	0.693	0.377	0.146	0.230	0.23	0.000	0.044	0.000
20:00	1.00	0.572	0.311	0.120	0.178	0.15	0.000	0.029	0.000
21:00	1.30	0.740	0.403	0.156	0.128	0.14	0.000	0.024	0.000
22:00	0.97	0.552	0.300	0.116	0.152	0.18	0.000	0.024	0.000
23:00	0.94	0.537	0.292	0.113	0.000	0.00	0.000	0.000	0.000

The same analysis methodology was used for Alternative S and the Proposed Action.

Table WS1-4

LINCOLN TUNNEL PORTAL : CO EMISSION RATE
Alternative S 2025
(Page 2 of 2)

Section	Lincoln Tunnel Center Tube									
	Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Start Time	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
Link Length (m)				105	65	80	77	45	45	80
0:00				0.047	0.022	0.00	0.08	0.04	0.02	0.134
1:00				0.037	0.027	0.00	0.04	0.03	0.00	0.025
2:00				0.029	0.016	0.00	0.03	0.02	0.00	0.014
3:00				0.030	0.014	0.00	0.02	0.02	0.00	0.009
4:00				0.047	0.023	0.00	0.04	0.04	0.00	0.017
5:00				0.031	0.013	0.00	0.03	0.02	0.00	0.030
6:00	0.785	0.427	0.165	0.099	0.087	0.02	0.11	0.08	0.08	0.181
7:00	0.794	0.432	0.167	0.094	0.070	0.02	0.09	0.07	0.07	0.157
8:00	0.687	0.374	0.145	0.098	0.072	0.02	0.09	0.07	0.08	0.121
9:00	0.729	0.396	0.153	0.086	0.079	0.02	0.10	0.07	0.07	0.170
10:00	0.637	0.346	0.134	0.078	0.074	0.01	0.09	0.06	0.04	0.278
11:00	0.585	0.318	0.123	0.086	0.063	0.00	0.07	0.05	0.02	0.286
12:00				0.076	0.038	0.00	0.10	0.05	0.01	0.167
13:00				0.075	0.034	0.00	0.11	0.05	0.03	0.229
14:00				0.072	0.037	0.00	0.14	0.05	0.04	0.304
15:00				0.000	0.034	0.00	0.11	0.05	0.03	0.228
16:00				0.000	0.191	0.00	0.63	0.13	0.13	0.269
17:00				0.000	0.136	0.00	0.55	0.10	0.10	0.237
18:00				0.000	0.174	0.00	0.54	0.13	0.08	0.189
19:00				0.041	0.025	0.00	0.12	0.04	0.03	0.292
20:00				0.068	0.044	0.00	0.13	0.06	0.03	0.255
21:00				0.024	0.008	0.00	0.08	0.02	0.02	0.225
22:00				0.040	0.013	0.00	0.09	0.03	0.03	0.266
23:00				0.000	0.000	0.00	0.00	0.00	0.00	0.000

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Table WS1-5

LINCOLN TUNNEL PORTAL : PM10 EMISSION RATE
Alternative S 2025
(Page 1 of 2)

Section	Lincoln Tunnel South Tube									
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N	Lincoln Tunnel Center Tube	
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec	g/sec	Section I
Link Length (m)					118	160	20	80		
0:00	0.0100	0.0057	0.0031	0.0012	0.0010	0.0009	0.0000	0.0004	0.0000	
1:00	0.0052	0.0029	0.0016	0.0006	0.0010	0.0000	0.0000	0.0004	0.0000	
2:00	0.0035	0.0020	0.0011	0.0004	0.0008	0.0000	0.0000	0.0003	0.0000	
3:00	0.0039	0.0022	0.0012	0.0005	0.0008	0.0000	0.0000	0.0003	0.0000	
4:00	0.0067	0.0038	0.0021	0.0008	0.0012	0.0000	0.0000	0.0004	0.0000	
5:00	0.0210	0.0120	0.0065	0.0025	0.0017	0.0017	0.0000	0.0004	0.0000	
6:00	0.0195	0.0111	0.0060	0.0023	0.0033	0.0040	0.0000	0.0006	0.0157	0.0089
7:00	0.0192	0.0110	0.0060	0.0023	0.0032	0.0039	0.0000	0.0006	0.0154	0.0088
8:00	0.0197	0.0112	0.0061	0.0024	0.0038	0.0038	0.0000	0.0007	0.0169	0.0096
9:00	0.0195	0.0111	0.0061	0.0023	0.0037	0.0036	0.0000	0.0006	0.0162	0.0093
10:00	0.0181	0.0103	0.0056	0.0022	0.0032	0.0033	0.0000	0.0005	0.0155	0.0088
11:00	0.0174	0.0099	0.0054	0.0021	0.0031	0.0029	0.0000	0.0006	0.0135	0.0077
12:00	0.0135	0.0077	0.0042	0.0016	0.0022	0.0022	0.0000	0.0004	0.0000	
13:00	0.0134	0.0076	0.0042	0.0016	0.0022	0.0022	0.0000	0.0005	0.0000	
14:00	0.0130	0.0074	0.0040	0.0016	0.0022	0.0021	0.0000	0.0005	0.0000	
15:00	0.0135	0.0077	0.0042	0.0016	0.0023	0.0021	0.0000	0.0006	0.0000	
16:00	0.0209	0.0119	0.0065	0.0025	0.0037	0.0057	0.0000	0.0016	0.0000	
17:00	0.0200	0.0114	0.0062	0.0024	0.0033	0.0044	0.0001	0.0008	0.0000	
18:00	0.0210	0.0120	0.0065	0.0025	0.0036	0.0058	0.0000	0.0006	0.0000	
19:00	0.0163	0.0093	0.0051	0.0020	0.0026	0.0029	0.0000	0.0007	0.0000	
20:00	0.0129	0.0074	0.0040	0.0016	0.0022	0.0021	0.0000	0.0005	0.0000	
21:00	0.0222	0.0126	0.0069	0.0027	0.0016	0.0020	0.0000	0.0004	0.0000	
22:00	0.0128	0.0073	0.0040	0.0015	0.0019	0.0024	0.0000	0.0004	0.0000	
23:00	0.0125	0.0071	0.0039	0.0015	0.0018	0.0024	0.0000	0.0004	0.0000	

The same analysis methodology was used for Alternative S and the Proposed Action.

Table WS1-5

LINCOLN TUNNEL PORTAL : PM10 EMISSION RATE
Alternative S 2025
(Page 2 of 2)

Lincoln Tunnel Center Tube								
Portal Jet		Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Section II	Section III	g/sec	g/sec	g/sec				g/sec
		105	65	80	77	45	45	80
		0.0008	0.0003	0.0000	0.0010	0.0006	0.0003	0.0013
		0.0006	0.0004	0.0000	0.0006	0.0006	0.0001	0.0003
		0.0005	0.0002	0.0000	0.0004	0.0004	0.0000	0.0002
		0.0005	0.0002	0.0000	0.0003	0.0004	0.0000	0.0001
		0.0008	0.0004	0.0000	0.0005	0.0006	0.0000	0.0002
		0.0005	0.0002	0.0000	0.0004	0.0004	0.0001	0.0004
0.0049	0.0019	0.0016	0.0013	0.0020	0.0015	0.0012	0.0015	0.0017
0.0048	0.0018	0.0018	0.0011	0.0024	0.0013	0.0012	0.0017	0.0015
0.0052	0.0020	0.0018	0.0011	0.0023	0.0013	0.0011	0.0017	0.0012
0.0050	0.0019	0.0016	0.0012	0.0021	0.0015	0.0011	0.0016	0.0017
0.0048	0.0019	0.0013	0.0011	0.0014	0.0013	0.0009	0.0012	0.0026
0.0042	0.0016	0.0013	0.0009	0.0008	0.0010	0.0009	0.0008	0.0026
		0.0012	0.0006	0.0000	0.0014	0.0009	0.0004	0.0018
		0.0012	0.0005	0.0000	0.0015	0.0008	0.0005	0.0024
		0.0011	0.0005	0.0000	0.0018	0.0009	0.0007	0.0030
		0.0009	0.0005	0.0000	0.0015	0.0007	0.0005	0.0024
		0.0000	0.0023	0.0000	0.0056	0.0016	0.0017	0.0029
		0.0000	0.0019	0.0000	0.0049	0.0013	0.0015	0.0027
		0.0000	0.0023	0.0000	0.0048	0.0016	0.0012	0.0022
		0.0007	0.0004	0.0000	0.0015	0.0006	0.0006	0.0029
		0.0012	0.0007	0.0000	0.0018	0.0010	0.0006	0.0026
		0.0004	0.0001	0.0000	0.0010	0.0003	0.0005	0.0023
		0.0007	0.0002	0.0000	0.0012	0.0004	0.0006	0.0027
		0.0001	0.0001	0.0000	0.0011	0.0001	0.0006	0.0028

Table WS1-6

LINCOLN TUNNEL PORTAL : PM2.5 EMISSION RATE
Alternative S 2025
(Page 1 of 2)

Section	Lincoln Tunnel South Tube									
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N	Lincoln Tunnel Center Tube	
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec	g/sec	Section I
Link Length (m)					118	160	20	80		
0:00	0.00117	0.00067	0.00036	0.00014	0.00012	0.00011	0.00000	0.00005	0.00000	
1:00	0.00061	0.00035	0.00019	0.00007	0.00012	0.00000	0.00000	0.00005	0.00000	
2:00	0.00041	0.00023	0.00013	0.00005	0.00009	0.00000	0.00000	0.00004	0.00000	
3:00	0.00046	0.00026	0.00014	0.00006	0.00010	0.00000	0.00000	0.00004	0.00000	
4:00	0.00078	0.00044	0.00024	0.00009	0.00014	0.00000	0.00000	0.00005	0.00000	
5:00	0.00246	0.00140	0.00076	0.00030	0.00019	0.00022	0.00000	0.00004	0.00000	
6:00	0.00228	0.00130	0.00071	0.00027	0.00038	0.00050	0.00000	0.00008	0.00186	0.00106
7:00	0.00225	0.00128	0.00070	0.00027	0.00038	0.00049	0.00000	0.00007	0.00182	0.00104
8:00	0.00205	0.00117	0.00064	0.00025	0.00041	0.00042	0.00000	0.00007	0.00256	0.00146
9:00	0.00216	0.00123	0.00067	0.00026	0.00041	0.00042	0.00000	0.00007	0.00219	0.00125
10:00	0.00201	0.00114	0.00062	0.00024	0.00036	0.00038	0.00000	0.00006	0.00209	0.00119
11:00	0.00193	0.00110	0.00060	0.00023	0.00036	0.00035	0.00000	0.00008	0.00159	0.00091
12:00	0.00158	0.00090	0.00049	0.00019	0.00026	0.00026	0.00000	0.00006	0.00000	
13:00	0.00153	0.00087	0.00048	0.00018	0.00026	0.00026	0.00000	0.00006	0.00000	
14:00	0.00162	0.00092	0.00050	0.00019	0.00026	0.00027	0.00000	0.00007	0.00000	
15:00	0.00169	0.00096	0.00052	0.00020	0.00027	0.00028	0.00000	0.00009	0.00000	
16:00	0.00261	0.00149	0.00081	0.00031	0.00045	0.00076	0.00000	0.00025	0.00000	
17:00	0.00264	0.00150	0.00082	0.00032	0.00040	0.00065	0.00002	0.00012	0.00000	
18:00	0.00259	0.00148	0.00080	0.00031	0.00043	0.00080	0.00000	0.00008	0.00000	
19:00	0.00204	0.00116	0.00063	0.00024	0.00031	0.00039	0.00000	0.00009	0.00000	
20:00	0.00148	0.00085	0.00046	0.00018	0.00025	0.00026	0.00000	0.00006	0.00000	
21:00	0.00259	0.00148	0.00080	0.00031	0.00019	0.00025	0.00000	0.00005	0.00000	
22:00	0.00150	0.00086	0.00047	0.00018	0.00022	0.00030	0.00000	0.00005	0.00000	
23:00	0.00147	0.00084	0.00045	0.00018	0.00021	0.00030	0.00000	0.00005	0.00000	

The same analysis methodology was used for Alternative S and the Proposed Action.

Table WS1-6

LINCOLN TUNNEL PORTAL : PM2.5 EMISSION RATE
Alternative S 2025
(Page 2 of 2)

Lincoln Tunnel Center Tube								
Portal Jet		Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Section II	Section III	g/sec	g/sec	g/sec				g/sec
		105	65	80	77	45	45	80
		0.00010	0.00004	0.00000	0.00011	0.00007	0.00007	0.00017
		0.00008	0.00005	0.00000	0.00007	0.00007	0.00001	0.00004
		0.00006	0.00003	0.00000	0.00004	0.00005	0.00001	0.00002
		0.00006	0.00002	0.00000	0.00003	0.00005	0.00000	0.00001
		0.00010	0.00004	0.00000	0.00005	0.00007	0.00001	0.00003
		0.00006	0.00002	0.00000	0.00004	0.00004	0.00002	0.00005
0.00058	0.00022	0.00021	0.00015	0.00050	0.00016	0.00014	0.00025	0.00022
0.00056	0.00022	0.00023	0.00013	0.00060	0.00014	0.00014	0.00028	0.00020
0.00079	0.00031	0.00026	0.00014	0.00058	0.00014	0.00015	0.00033	0.00015
0.00068	0.00026	0.00022	0.00015	0.00052	0.00015	0.00014	0.00028	0.00021
0.00065	0.00025	0.00018	0.00014	0.00035	0.00014	0.00012	0.00021	0.00033
0.00049	0.00019	0.00016	0.00010	0.00021	0.00011	0.00011	0.00015	0.00034
		0.00012	0.00006	0.00000	0.00015	0.00012	0.00009	0.00021
		0.00013	0.00005	0.00000	0.00016	0.00011	0.00011	0.00028
		0.00013	0.00006	0.00000	0.00020	0.00010	0.00012	0.00035
		0.00010	0.00005	0.00000	0.00016	0.00009	0.00009	0.00028
		0.00000	0.00025	0.00000	0.00060	0.00020	0.00027	0.00031
		0.00000	0.00020	0.00000	0.00052	0.00014	0.00017	0.00028
		0.00000	0.00029	0.00000	0.00051	0.00018	0.00017	0.00023
		0.00009	0.00005	0.00000	0.00017	0.00006	0.00009	0.00034
		0.00014	0.00008	0.00000	0.00019	0.00011	0.00010	0.00030
		0.00005	0.00001	0.00000	0.00011	0.00003	0.00009	0.00027
		0.00008	0.00002	0.00000	0.00014	0.00005	0.00011	0.00031
		0.00001	0.00001	0.00000	0.00012	0.00001	0.00011	0.00032

Table WS1-7

7 LINE SUBWAY LINCOLN TUNNEL MAXIMUM CO CONCENTRATION (ppm)					
	Existing	Alternative S		No Action	
Year	**2003**	**2010**	**2025**	**2010**	**2025**
1998	4.50	3.45	3.33	3.87	3.67
1999	4.46	3.38	3.27	3.84	3.65
2000	4.63	3.41	3.31	3.94	3.74
2001	4.61	3.45	3.33	3.94	3.72
2002	**4.76**	**3.46**	**3.33**	**4.03**	**3.81**

Notes: 1) 8-Hour CO Background level of 2.9 ppm is included
2) 8-Hour CO NAAQS is 9 ppm

Table WS1-8

7 LINE SUBWAY LINCOLN TUNNEL MAXIMUM PM_{10} 24-HOUR CONCENTRATION (μg/m3)					
	Existing	Alternative S		No Action	
Year	**2003**	**2010**	**2025**	**2010**	**2025**
1998	53.2	46.4	46.4	46.6	46.7
1999	52.9	46.2	46.2	46.4	46.4
2000	**54.3**	**46.8**	**46.7**	**46.9**	**46.8**
2001	51.7	46.1	46.2	46.2	46.3
2002	50.9	45.5	45.6	45.7	45.8

Notes: 1) 24-Hour PM_{10} Background Level of 43 μg/m^3 is Included

2) 24-Hour PM_{10} NAAQS is 150 μg/m^3

Table WS1-9

7 LINE SUBWAY LINCOLN TUNNEL MAXIMUM PM_{10} ANNUAL CONCENTRATION (μg/m3)					
	Existing	Alternative S		No Action	
Year	**2003**	**2010**	**2025**	**2010**	**2025**
1998	22.64	21.58	21.59	21.61	21.61
1999	**22.68**	**21.60**	**21.61**	**21.63**	**21.63**
2000	22.57	21.56	0.57	21.58	21.59
2001	22.64	21.58	21.60	21.61	21.62
2002	22.42	21.51	21.52	21.53	21.53

Notes: **1) Annual PM_{10} Background Level of 21 $\mu g/m^3$ is Included**

2) Annual PM_{10} NAAQS is 50 $\mu g/m^3$

Table WS1-10

7 LINE SUBWAY LINCOLN TUNNEL $PM_{2.5}$ 24-HOUR INCREMENTS ($\mu g/m^3$)		
Year	**2010 Alternative S**	**2025 Alternative S**
1998	0.4761	0.4455
1999	0.4469	0.4192
2000	**0.5290**	**0.4813**
2001	0.4368	0.4158
2002	0.3543	0.3405

Note: **NYSDEC's 24-Hour STV is 5 $\mu g/m^3$**

Table WS1-11

7 LINE SUBWAY LINCOLN TUNNEL $PM_{2.5}$ ANNUAL INCREMENTS ($\mu g/m^3$)		
Year	**2010 Alternative S**	**2025 Alternative S**
1998	**0.0732**	**0.0698**
1999	0.0726	0.0693
2000	0.0726	0.0643
2001	0.0726	0.0694
2002	0.0658	0.0628

Note: **NYCDEP's Annual STV is 0.1 $\mu g/m^3$**

Lincoln Tunnel Ventilation Building Analysis

LINCOLN TUNNEL VENTILATION BUILDING ANALYSIS

Lincoln Tunnel ventilation buildings analysis under Alternative S followed the same approach as under the Proposed Action as described in Chapter 21 and Appendix T2.

The results of this analysis are presented in Tables WS2-1 through WS2-8.

Table WS2-1

7 LINE SUBWAY LINCOLN TUNNEL VENTILATION BUILDINGS MAXIMUM CO CONCENTRATION (ppm)				
	Alternative S			
Year	**2010**		**2025**	
	Direct Plume	**Wake Effects**	**Direct Plume**	**Wake Effects**
1998	4.00	3.73	**4.83**	**4.07**
1999	4.01	**3.94**	4.00	3.71
2000	3.89	3.78	4.36	3.77
2001	**4.04**	3.93	4.54	3.93
2002	3.80	3.77	4.13	3.82

Notes: **1) 8-Hour CO Background level of 2.9 ppm is included**
2) 8-Hour CO NAAQS is 9 ppm

Table WS2-2

7 LINE SUBWAY LINCOLN TUNNEL VENTILATION BUILDINGS MAXIMUM PM10 24H CONCENTRATION (mg/m3)				
	Alternative S			
Year	**2010**		**2025**	
	Direct Plume	**Wake Effects**	**Direct Plume**	**Wake Effects**
1998	49.39	45.43	53.30	50.10
1999	**50.82**	45.56	51.85	49.98
2000	50.10	45.30	52.85	51.11
2001	49.43	**45.60**	**55.93**	**51.45**
2002	48.06	46.10	53.44	51.04

Notes: **1) 24-Hour PM_{10} Background Level of 43 $\mu g/m^3$ is Included**

2) 24-Hour PM_{10} NAAQS is 150 $\mu g/m^3$

Table WS2-3

7 LINE SUBWAY LINCOLN TUNNEL VENTILATION BUILDINGS MAXIMUM PM10 ANNUAL CONCENTRATION (mg/m3)				
	Alternative S			
Year	**2010**		**2025**	
	Direct Plume	**Wake Effects**	**Direct Plume**	**Wake Effects**
1998	22.46	21.68	20.98	**22.51**
1999	**22.53**	21.64	20.98	22.27
2000	22.34	21.63	**20.99**	22.24
2001	22.22	**21.72**	20.97	22.50
2002	22.04	21.70	20.96	22.25

Notes: **1) Annual PM_{10} Background Level of 21 $\mu g/m^3$ is Included**

2) Annual PM_{10} NAAQS is 50 $\mu g/m^3$

Table WS2-4

7 LINE SUBWAY LINCOLN TUNNEL VENTILATION BUILDINGS $PM_{2.5}$ 24-HOUR INCREMENTS ($\mu g/m^3$)				
Year	**2010 Alternative S**		**2025 Alternative S**	
	Direct Plume	**Wake Effects**	**Direct Plume**	**Wake Effects**
1998	0.0148	0.4426	0.0257	0.0459
1999	0.0372	0.4318	0.0314	0.0547
2000	0.0163	0.4981	**0.0512**	**0.0635**
2001	0.0313	0.6422	0.0363	0.0523
2002	**0.0451**	**0.7930**	0.0304	0.0329

Note: **NYSDEC's 24-Hour STV is 5 $\mu g/m^3$**

Table WS2-5

7 LINE SUBWAY LINCOLN TUNNEL VENTILATION BUILDINGS $PM_{2.5}$ ANNUAL INCREMENTS ($\mu g/m^3$)				
Year	**2010 Alternative S**		**2025 Alternative S**	
	Direct Plume	**Wake Effects**	**Direct Plume**	**Wake Effects**
1998	0.0035	0.0756	0.0103	0.0119
1999	0.0033	0.0795	0.0106	0.0105
2000	**0.0043**	0.0833	**0.0110**	0.0101
2001	0.0038	0.0830	0.0094	**0.0125**
2002	0.0031	**0.0883**	0.0087	0.0095

Note: NYCDEP's Annual STV is 0.1 $\mu g/m^3$

Table WS2-6

Vent Buildings: PM 2.5 Grid Results

Scenario	Alternative S	No Action	Increment	STV
	ug/m^3	ug/m^3	ug/m^3	ug/m^3
2010Direct Plume	1.55E-02	1.54E-02	8.30E-05	0.1
2025 Direct Plume	1.22E-02	1.26E-02	-3.44E-04	0.1
2010 Wake Effects	2.52E-02	2.49E-02	2.70E-04	0.1
2025 Wake Effects	1.96E-02	1.70E-02	2.32E-03	0.1

TABLE WS2-7
2010 AND 2025 FUTURE WITH ALTERNATIVE S - MAXIMUM ESTIMATED CO AND PM_{10} CONCENTRATIONS NEAR THE LINCOLN TUNNEL VENTILATION BUILDINGS

Pollutant	Unit	Time Period	2010	2025	NAAQS
CO	ppm	8-hour	4.037	4.826	9
PM_{10}	$\mu g/m^3$	24-hour	50.818	55.930	150
		Annual	22.526	22.686	50

TABLE WS2-8
2010 AND 2025 FUTURE WITH ALTERNATIVE S - MAXIMUM ESTIMATED $PM_{2.5}$ CONCENTRATIONS FROM THE LINCOLN TUNNEL VENTILATION BUILDINGS

Time Period	2010			2025			
	Future With AltS ($\mu g/m^3$)	Future Without AltS ($\mu g/m^3$)	Increment ($\mu g/m^3$)	Future With AltS ($\mu g/m^3$)	Future Without AltS ($\mu g/m^3$)	Increment ($\mu g/m^3$)	STV ($\mu g/m^3$)
24 Hour	1.356	0.563	**0.793**	1.045	0.9816	**0.0635**	**5**
Annual	0.1926	0.1043	**0.0883**	0.1960	0.1835	**0.0125**	**0.1**

Annual neighborhood $PM_{2.5}$ impacts were estimated by averaging concentrations over a 1 kilometer by 1 kilometer grid centered around the location with the highest estimated concentration (as per the DEP's Interim Guidance).
PA - Proposed Action.

Tier I, Tier II and Ratios Analyses

AIR QUALITY MOBILE SOURCE METHODOLOGY

Air Quality Estimates

Pollutant concentrations were estimated near each of the mobile source analysis sites under each of the proposed project alternatives as follows:

- Maximum 8-hour CO concentrations near each analysis sites under each alternative using the Tier 1 methodology utilized for estimating concentrations under the Proposed Action and traffic data (i.e., volumes, speeds, vehicle mix, etc.) projected as described in Chapter 21, Section 21.F.1.
- Maximum PM10 and PM2.5 concentrations near four of the analysis sites (i.e., intersections where a Tier I analysis was conducted) were estimated under each alternative using the same methodology utilized for estimating concentrations under the Proposed Action and traffic data projected as described in Chapter 21, Section 21.F.1.
- Maximum Tier 1 results for CO, PM10 and PM2.5 are shown in the following tables:
    1. Tables WB-1 toWB-3 for Alternative B
    2. Tables WC-1 to WC-3 for Alternative C
    3. Tables WH-1 to WH-3 for Alternative H
    4. Tables WI-1 to WI-6 for Alternative I
    5. Tables WL-1 to WL-6 for Alternative L
    6. Tables WM-1 to WM-6 for Alternative M
    7. Tables WO-1 to WO-3 for Alternative O
    8. Tables WP-1 to WP-3 for Alternative P
    9. Tables WS3-1 to WS3-18 for Alternative S with and without mitigation measures and Alternative S with 41st Street Open.
    10. Tables WT-1 to WT-6 for Alternative T
- PM10 and PM2.5 Tier II analyses under Alternative S were conducted using the same approach as under the Proposed Action as described in Chapter 21 and Appendix T. The same ten Tier II analysis sites as for the Proposed Action were analyzed under Alternative S. The results of this analysis are in Tables WS3-19 through WS3-26 for PM10 and Tables WS3-27 through WS3-34 for PM2.5.
- Maximum PM10 concentrations near ten of the analysis sites (i.e., intersections where a Tier II analysis was conducted) were estimated under each alternative (except Alternative S) by multiplying the results (i.e., estimated total pollutant concentrations) of the Tier II PM10 analysis conducted at each site under the Proposed Action <u>and</u> the ratio of projected the total 24-hour traffic volume on all approaching roadway links under this alternative to the projected total 24-hour traffic volume on all approaching links under the Proposed Action. Tables

WRatios-1 to WRatios-4 display the PM10 results for each alternative for the ten analysis sites.

- With the exception of the intersection of Route 9A and 34th Street, PM2.5 impacts at each analysis site under each alternative (except Alternative S) were estimated by multiplying the results (i.e., estimated incremental change in pollutant concentrations) of the detailed (i.e., Tier II) PM2.5 analysis conducted at that site under the Proposed Action and the ratio of projected changes in the total 24-hour traffic volume on all approaching roadway links between this alternative and future No Action conditions to the projected change in the total 24-hour traffic volume on all approaching roadway links between the Proposed Action and future No Action conditions. Tables WRatios-5 to WRatios-8 display the PM2.5 results for each alternative for the nine analysis sites.
- Using the ratio of traffic volume changes between alternatives and the Proposed Action does not work for the intersection of Route 9A and 34th Street because of changes in roadway geometries and traffic mitigation measures applied at this analysis site under the Proposed Action and some of the proposed alternatives. Instead, PM2.5 impacts at this intersection under each alternative (except Alternative S) were estimated by multiplying the results (i.e., estimated incremental changes in pollutant concentrations) of the detailed (i.e., Tier II) PM2.5 analysis conducted at this site under the Proposed Action and the ratio of impacts estimated using a Tier I analysis under this alternative and Tier I impacts estimated for the Proposed Action. WRatios-5 to WRatios-8 displays the PM2.5 results for each alternative (except Alternative S) for this analysis site.

This methodology which uses relative changes in traffic volumes between a project alternative and the Proposed Action in order to estimate Tier II-level pollutant concentrations is applicable for the following reasons:

- Changes in estimated PM10 and PM2.5 concentrations near a mobile source analysis site are generally directly proportional to the traffic volumes entering and exiting the intersection.
- Changes in vehicular speeds and traffic parameters associated with queuing (i.e., signal timing, etc.) do not significantly affect PM10 and PM2.5 levels.

Traffic Estimates

The methodology used to develop the traffic data for the Proposed Action and Alternative S are discussed in detail in Appendix S.1 to S.5 of the FGEIS. Unlike these alternative, which are fairly similar in terms of overall development and project elements, the other alternatives contain lower amounts of development or do not include some of the project elements (i.e., the Convention Center expansion and the proposed Multi-Use Facility). To reflect these differences, 24-hour vehicle trip generation calculations were made for each alternative and were used to project incremental volumes (which were be added to the Future Without the Proposed Action Conditions).

For each intersection analyzed for air quality, 24-hour traffic volume increments were projected by dividing the sum of the incremental traffic from the Weekday AM, Midday,

and PM peak hours by the ratio of the particular alternative's total vehicle trip generation for these same three peak hours to the alternative's 24-hour total vehicle trip generation. This methodology was applied to each intersection in the 2010 and 2025 analysis years for the Proposed Action and Alternative S.

These results were compared to the results of the previous detailed Tier II volume projections to evaluate the accuracy of the overall methodology. For both the Proposed Action and Alternative S, separate correction factors were developed for each intersection during each analysis year (the ratio of the detailed Tier II projection to the projection using this methodology). To further evaluate the accuracy of this methodology, comparisons were made after applying opposite correction factors to the projections (i.e, the projected Proposed Action increment was multiplied by the Alternative S correction factor and vice versa). It was determined that the most conservative correction factor (that which will result in the highest volumes) would be selected for each intersection and analysis year. This correction factor was applied to the projections for all alternatives.

In the 2010 analysis year, several intersections (particularly West 42nd Street at Route 9A and Eleventh Avenue) had significantly lower accuracies of projected volumes. This is directly attributable to the effect of street closures in that total volumes for some hours would decrease between 2010 Future Without the Proposed Action Conditions and 2010 Future With the Proposed Action Conditions. In essence, there are negative incremental traffic volumes for some hours because the effect of traffic diversions outweighs the addition of new incremental trips. For these situations, an alternative methodology was devised to compare the ratio of hourly incremental traffic volumes in the Proposed Action to the incremental traffic volume for an alternative in the Weekday AM, Midday, and PM peak hours. As was done with the initial methodology, the volumes projected with the alternative methodology were compared to the detailed Tier II volume projections and correction factors were established for each intersection. The most conservative correction factors were applied to the projections for all alternatives.

For each intersection and analysis year, the methodology used to project volumes was determined by a review of the accuracies of projected volumes (i.e., the methodology with the most accurate projection were utilized).

TABLE WS3-10

2025 FUTURE WITH PROJECT ALTERNATIVE S WITHOUT TRAFFIC MITIGATION MEASURES - MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.50	4.74	0.24	2.25	PM	4.76	-0.02
2	Route 9A & West 42nd St.	5.01	5.14	0.13	1.99	PM	5.20	-0.06
3	Route 9A & West 34th St.	4.94	5.07	0.13	2.03	PM	5.13	-0.06
4	Eleventh Ave. & West 37th St.	3.50	4.91	1.41	2.75	PM	4.91	0.00
5	Eleventh Ave. & West 42nd St.	3.91	4.26	0.35	2.54	PM	4.36	-0.10
6	Eleventh Ave. & West 34th St.	3.53	4.76	1.23	2.74	SUN	4.64	0.12
7	Tenth Ave. & West 34th St.	4.13	5.14	1.01	2.43	PM	5.50	-0.36
8	Tenth Ave. & West 39th/40th Streets	4.59	6.49	1.90	2.20	PM	6.37	0.12
9	Herald Square	4.43	4.57	0.14	2.28	PM	4.71	-0.14
10	Eighth Ave. & West 42nd St.	4.64	5.17	0.53	2.18	PM	5.31	-0.14
11	Second Ave. & East 36th St.	4.72	5.07	0.35	2.14	PM	5.13	-0.06
12	Route 9A & Canal St.	4.03	4.53	0.50	2.49	SUN	4.53	0.00
13	Tenth Ave. & West 42nd St.	4.46	6.37	1.91	2.27	PM	6.27	0.10
14	Ninth Ave. & West 34th St.	3.83	5.26	1.43	2.59	SUN	5.27	-0.01

Notes:

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WS3-13

2025 FUTURE WITH THE PROJECT ALTERNATIVE S WITH TRAFFIC MITIGATION MEASURES MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.50	4.64	0.14	2.25	PM	4.66	-0.02
2	Route 9A & West 42nd St.	4.77	4.90	0.13	2.12	SUN	4.87	0.03
3	Route 9A & West 34th St.	4.20	4.64	0.44	2.40	SUN	4.66	-0.02
4	Eleventh Ave. & West 37th St.	3.50	4.57	1.07	2.75	PM	4.53	0.04
5	Eleventh Ave. & West 42nd St.	3.79	4.40	0.61	2.61	AM	4.41	-0.01
6	Eleventh Ave. & West 34th St.	3.53	4.60	1.07	2.74	SUN	4.60	0.00
7	Tenth Ave. & West 34th St.	4.13	4.93	0.80	2.44	PM	4.84	0.09
8	Tenth Ave. & West 39th/40th Streets	3.80	6.03	2.27	2.62	SUN	5.86	0.17
9	Herald Square	4.43	4.59	0.16	2.29	PM	4.73	-0.14
10	Eighth Ave. & West 42nd St.	4.64	4.64	0.00	2.18	PM	4.80	-0.16
11	Second Ave. & East 36th St.	4.72	5.15	0.43	2.14	PM	5.22	-0.07
12	Route 9A & Canal St.	4.03	4.53	0.50	2.49	SUN	4.53	0.00
13	Tenth Ave. & West 42nd St.	3.93	6.23	2.30	2.54	SUN	5.93	0.30
14	Ninth Ave. & West 34th St.	3.83	5.47	1.64	2.59	SUN	5.41	0.06

Notes:

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WS3-14
2025 FUTURE WITH THE PROJECT ALTERNATIVE S WITH TRAFFIC MITIGATION MEASURES

MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	103.03	102.91	0.12	I (PM)	42.12	42.21	-0.09	I (PM)
4	Eleventh Ave. & West 37th St.	95.96	97.46	-1.50	I (PM)	38.59	39.09	-0.50	I (PM)
10	Eighth Ave. & West 42nd St.	86.77	87.00	-0.23	I (PM)	39.62	39.54	0.08	I (AM)
11	Second Ave. & East 36th St.	107.82	109.01	-1.19	I (PM)	46.09	46.57	-0.48	I (PM)

TABLE WS3-15
2025 FUTURE WITH THE PROJECT ALTERNATIVE S WITH TRAFFIC MITIGATION MEASURES
MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.65	0.65	I (SUN)	0.05	0.05	I (SUN)
4	Eleventh Ave. & West 37th St.	3.16	3.41	I (PM)	0.09	0.09	I (PM/SUN)
10	Eighth Ave. & West 42nd St.	0.88	0.76	I (PM)	0.04	0.03	I (PM)
11	Second Ave. & East 36th St.	0.93	1.12	I (PM)	0.02	0.03	I (PM)

Notes:

Significant Threshold Values:

24-hour = 5 ug/m3

Annual = 0.1 ug/m3

NAAQS:

PM_{10} 24-hr = 150 $\mu g/m^3$

PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:

24-hour PM_{10} = 43 $\mu g/m^3$

Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:

AM - AM peak period (8-9 AM)

MD - Midday peak period (12-1 PM)

PM - PM peak period (5-6 PM)

EV - Evening Special Event peak period (8-9 PM)

SUN - Sunday Special Event peak period (4-5 PM).

TABLE WS3–7

2010 FUTURE WITH PROJECT ALTERNATIVE S WITH 41ST STREET OPEN WITHOUT TRAFFIC MITIGATION MEASURES MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.77	4.81	0.04	2.12	PM	4.81	0.00
2	Route 9A & West 42nd St.	5.13	5.29	0.16	1.94	SUN	5.23	0.06
3	Route 9A & West 34th St.	4.50	5.21	0.71	2.25	SUN	5.06	0.15
4	Eleventh Ave. & West 37th St.	3.61	3.79	0.18	2.70	SUN	3.81	-0.02
5	Eleventh Ave. & West 42nd St.	4.20	4.39	0.19	2.40	PM	4.36	0.03
6	Eleventh Ave. & West 34th St.	3.72	4.56	0.84	2.64	SUN	4.51	0.05
7	Tenth Ave. & West 34th St.	3.97	5.23	1.26	2.52	SUN	6.20	-0.97
8	Tenth Ave. & West 39th/40th Streets	4.10	5.97	1.87	2.55	SUN	5.93	0.04
9	Herald Square	4.71	4.71	0.00	2.15	PM	4.74	-0.03
10	Eighth Ave. & West 42nd St.	5.03	5.24	0.21	1.99	PM	5.19	0.05
11	Second Ave. & East 36th St.	5.43	5.43	0.00	1.79	AM	5.43	0.00
12	Route 9A & Canal St.	4.34	4.87	0.53	2.33	SUN	4.87	0.00
13	Tenth Ave. & West 42nd St.	4.10	6.34	2.24	2.45	SUN	6.53	-0.19
14	Ninth Ave. & West 34th St.	3.97	5.91	1.94	2.52	SUN	5.97	-0.06

Notes:

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WS3-8
2010 FUTURE WITH THE PROJECT ALTERNATIVE S WITH 41ST STREET OPEN WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	95.33	95.31	0.02	I (PM)	38.93	38.88	0.05	I (PM)
4	Eleventh Ave. & West 37th St.	76.97	81.41	-4.44	I (MD)	33.54	33.89	-0.35	I (MD)
10	Eighth Ave. & West 42nd St.	79.35	80.77	-1.42	I (AM)	36.97	37.03	-0.06	I (AM)
11	Second Ave. & East 36th St.	98.47	98.43	0.04	I (PM)	42.66	42.66	0.00	I (PM)

TABLE WS3-9
2010 FUTURE WITH THE PROJECT ALTERNATIVE S WITH 41ST STREET OPEN WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.08	0.60	I (AM/PM)	0.01	0.05	I (PM)
4	Eleventh Ave. & West 37th St.	0.65	1.40	I (PM)	0.02	0.03	I (PM)
10	Eighth Ave. & West 42nd St.	0.29	0.35	I (PM)	0.01	0.02	I (AM/MD/PM)
11	Second Ave. & East 36th St.	0.11	0.73	I (PM)	0.00	0.02	I (AM/MD/PM)

Notes:

Significant Threshold Values:
24-hour = 5 ug/m3
Annual = 0.1 ug/m3

NAAQS:
PM_{10} 24-hr = 150 $\mu g/m^3$
PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
24-hour PM_{10} = 43 $\mu g/m^3$
Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM).

TABLE WS3-11
2025 FUTURE WITH THE PROJECT ALTERNATIVE S WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	103.03	102.91	0.12	I (PM)	42.12	42.21	-0.09	I (PM)
4	Eleventh Ave. & West 37th St.	95.90	97.46	-1.56	I (PM)	38.59	39.09	-0.50	I (PM)
10	Eighth Ave. & West 42nd St.	85.40	87.00	-1.60	I (PM)	39.27	39.54	-0.27	I (AM)
11	Second Ave. & East 36th St.	107.80	109.01	-1.21	I (PM)	46.09	46.57	-0.48	I (PM)

TABLE WS3-12
2025 FUTURE WITH THE PROJECT ALTERNATIVE S WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.65	0.65	I (SUN)	0.05	0.05	I (SUN)
4	Eleventh Ave. & West 37th St.	3.41	3.41	I (PM)	0.09	0.09	I (PM)
10	Eighth Ave. & West 42nd St.	0.66	0.76	I (PM)	0.03	0.03	I (PM)
11	Second Ave. & East 36th St.	0.93	1.12	I (PM)	0.02	0.03	I (PM)

Notes:

Significant Threshold Values:
24-hour = 5 ug/m3
Annual = 0.1 ug/m3

NAAQS:
PM_{10} 24-hr = 150 $\mu g/m^3$
PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
24-hour PM_{10} = 43 $\mu g/m^3$
Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM).

TABLE WS3-13

2025 FUTURE WITH THE PROJECT ALTERNATIVE S WITH TRAFFIC MITIGATION MEASURES MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.50	4.64	0.14	2.25	PM	4.66	-0.02
2	Route 9A & West 42nd St.	4.77	4.90	0.13	2.12	SUN	4.87	0.03
3	Route 9A & West 34th St.	4.20	4.64	0.44	2.40	SUN	4.66	-0.02
4	Eleventh Ave. & West 37th St.	3.50	4.57	1.07	2.75	PM	4.53	0.04
5	Eleventh Ave. & West 42nd St.	3.79	4.40	0.61	2.61	AM	4.41	-0.01
6	Eleventh Ave. & West 34th St.	3.53	4.60	1.07	2.74	SUN	4.60	0.00
7	Tenth Ave. & West 34th St.	4.13	4.93	0.80	2.44	PM	4.84	0.09
8	Tenth Ave. & West 39th/40th Streets	3.80	6.03	2.27	2.62	SUN	5.86	0.17
9	Herald Square	4.43	4.59	0.16	2.29	PM	4.73	-0.14
10	Eighth Ave. & West 42nd St.	4.64	4.64	0.00	2.18	PM	4.80	-0.16
11	Second Ave. & East 36th St.	4.72	5.15	0.43	2.14	PM	5.22	-0.07
12	Route 9A & Canal St.	4.03	4.53	0.50	2.49	SUN	4.53	0.00
13	Tenth Ave. & West 42nd St.	3.93	6.23	2.30	2.54	SUN	5.93	0.30
14	Ninth Ave. & West 34th St.	3.83	5.47	1.64	2.59	SUN	5.41	0.06

Notes:

NAAQS:

CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:

8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:

AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WS3-14
2025 FUTURE WITH THE PROJECT ALTERNATIVES WITH TRAFFIC MITIGATION MEASURES

MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	103.03	102.91	0.12	I (PM)	42.12	42.21	-0.09	I (PM)
4	Eleventh Ave. & West 37th St.	95.96	97.46	-1.50	I (PM)	38.59	39.09	-0.50	I (PM)
10	Eighth Ave. & West 42nd St.	86.77	87.00	-0.23	I (PM)	39.62	39.54	0.08	I (AM)
11	Second Ave. & East 36th St.	107.82	109.01	-1.19	I (PM)	46.09	46.57	-0.48	I (PM)

TABLE WS3-15
2025 FUTURE WITH THE PROJECT ALTERNATIVES WITH TRAFFIC MITIGATION MEASURES
MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.65	0.65	I (SUN)	0.05	0.05	I (SUN)
4	Eleventh Ave. & West 37th St.	3.16	3.41	I (PM)	0.09	0.09	I (PM/SUN)
10	Eighth Ave. & West 42nd St.	0.88	0.76	I (PM)	0.04	0.03	I (PM)
11	Second Ave. & East 36th St.	0.93	1.12	I (PM)	0.02	0.03	I (PM)

Notes:

Significant Threshold Values:
24-hour = 5 ug/m3
Annual = 0.1 ug/m3

NAAQS:
PM_{10} 24-hr = 150 $\mu g/m^3$
PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
24-hour PM_{10} = 43 $\mu g/m^3$
Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM).

TABLE WS3-16

2025 FUTURE WITH THE PROJECT ALTERNATIVE S WITH 41ST STREET OPEN WITHOUT TRAFFIC MITIGATION MEASURES MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.50	4.74	0.24	2.25	PM	4.76	-0.02
2	Route 9A & West 42nd St.	5.01	5.17	0.16	2.00	PM	5.20	-0.03
3	Route 9A & West 34th St.	4.94	5.24	0.30	2.03	PM	5.13	0.11
4	Eleventh Ave. & West 37th St.	3.50	4.86	1.36	2.75	PM	4.91	-0.05
5	Eleventh Ave. & West 42nd St.	3.91	4.26	0.35	2.55	PM	4.36	-0.1
6	Eleventh Ave. & West 34th St.	3.53	4.76	1.23	2.74	SUN	4.64	0.12
7	Tenth Ave. & West 34th St.	4.13	5.11	0.98	2.44	PM	5.50	-0.39
8	Tenth Ave. & West 39th/40th Streets	4.59	6.47	1.88	2.21	PM	6.37	0.1
9	Herald Square	4.43	4.57	0.14	2.29	PM	4.71	-0.14
10	Eighth Ave. & West 42nd St.	4.64	5.17	0.53	2.18	PM	5.31	-0.14
11	Second Ave. & East 36th St.	4.72	5.07	0.35	2.14	PM	5.13	-0.06
12	Route 9A & Canal St.	4.03	4.53	0.50	2.49	SUN	4.53	0
13	Tenth Ave. & West 42nd St.	4.46	6.36	1.90	2.27	PM	6.27	0.09
14	Ninth Ave. & West 34th St.	3.83	5.26	1.43	2.59	SUN	5.27	-0.01

Notes:

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WS3-17
2025 FUTURE WITH THE PROJECT ALTERNATIVE S WITH 41ST STREET OPEN – WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	103.03	102.91	0.12	I (PM)	42.12	42.21	-0.09	I (PM)
4	Eleventh Ave. & West 37th St.	93.30	97.46	-4.16	I (PM)	37.64	39.09	-1.45	I (PM)
10	Eighth Ave. & West 42nd St.	85.50	87.00	-1.50	I (PM)	39.28	39.54	-0.26	I (AM)
11	Second Ave. & East 36th St.	107.80	109.01	-1.21	I (PM)	46.09	46.57	-0.48	I (PM)

TABLE WS3-18
2025 FUTURE WITH THE PROJECT ALTERNATIVE S WITH 41ST STREET OPEN WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.43	0.65	I (PM)	0.03	0.05	I (PM)
4	Eleventh Ave. & West 37th St.	2.82	3.41	I (PM)	0.08	0.09	I (PM)
10	Eighth Ave. & West 42nd St.	0.66	0.76	I (PM)	0.03	0.03	I (PM)
11	Second Ave. & East 36th St.	0.93	1.12	I (PM)	0.02	0.03	I (PM)

Notes:

Significant Threshold Values:

24-hour = 5 ug/m3

Annual = 0.1 ug/m3

NAAQS:

PM_{10} 24-hr = 150 $\mu g/m^3$

PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:

24-hour PM_{10} = 43 $\mu g/m^3$

Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:

AM - AM peak period (8-9 AM)

MD - Midday peak period (12-1 PM)

PM - PM peak period (5-6 PM)

EV - Evening Special Event peak period (8-9 PM)

SUN - Sunday Special Event peak period (4-5 PM).

Table WS3-19

2010 Future With and Without Alternative S without Traffic Mitigation Measures – Maximum 24-Hour					
PM10 24 Hours [Daily]					Daily Difference 2010
Site	Site Description	Alt S without MG 24Hr Max Impact	Alt S without MG 24Hr Total	NA 24Hr Total	
2	Route 9A @ 42nd Street	37.00	80.00	80.28	**-0.28**
3	9A & W 34th ST	37.60	80.60	81.88	**-1.28**
5	11 Ave & 42nd St	31.00	74.00	69.08	**4.92**
6	11 Ave & 34TH St	30.60	73.60	68.20	**5.40**
7	10th Ave & 34th Street	44.40	87.40	80.78	**6.62**
8	10 Ave & 39/40 LinTun*	36.48	79.48	76.33	**3.15**
9	Herald Square	37.10	80.10	79.69	**0.41**
12	9A & CANAL	54.00	97.00	95.22	**1.78**
13	10 Ave & 42nd St	48.70	91.70	88.76	**2.94**
14	9th Ave & 34th Street	40.20	83.20	79.83	**3.37**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table WS3-20

2010 Future With and Without Alternative S *with* Traffic Mitigation Measures – Maximum 24-Hour					
PM10 24 Hours					
Site	Site Description	Alt S with MG 24Hr Max Impact	Alt S with MG 24Hr Total	NA 24Hr Total	Daily Difference 2010
2	Route 9A @ 42nd Street	37.00	80.00	80.28	**-0.28**
3	9A & W 34th ST	37.60	80.60	81.88	**-1.28**
5	11 Ave & 42nd St	31.00	74.00	69.08	**4.92**
6	11 Ave & 34TH St	30.60	73.60	68.20	**5.40**
7	10th Ave & 34th Street	44.50	87.50	80.78	**6.72**
8	10 Ave & 39/40 LinTun*	36.38	79.48	76.33	**3.15**
9	Herald Square	37.10	80.10	79.69	**0.41**
12	9A & CANAL	54.00	97.00	95.22	**1.78**
13	10 Ave & 42nd St	48.70	91.70	88.76	**2.94**
14	9th Ave & 34th Street	40.20	83.20	79.83	**3.37**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table WS3-21

2025 Future With and Without Alternative S without Traffic Mitigation Measures – Maximum 24-Hour					
PM10 24 Hours [Daily]					Daily Difference 2025
Site	Site Description	Alt S without MG 24Hr Max Impact	Alt S without MG 24Hr Total	NA 24Hr Total	
2	Route 9A @ 42nd Street	41.30	84.30	83.30	**1.00**
3	9A & W 34th ST	41.30	84.30	84.90	**-0.60**
5	11 Ave & 42nd St	36.60	79.60	71.30	**8.30**
6	11 Ave & 34TH St	37.40	80.40	70.30	**10.10**
7	10th Ave & 34th Street	53.20	96.20	84.30	**11.90**
8	10 Ave & 39/40 LinTun*	42.92	85.92	79.00	**6.92**
9	Herald Square	40.70	83.70	82.50	**1.20**
12	9A & CANAL	59.70	102.70	99.40	**3.30**
13	10 Ave & 42nd St	56.40	99.40	92.40	**7.00**
14	9th Ave & 34th Street	48.50	91.50	83.50	**8.00**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table WS3-22

2025 Future With and Without Alternative S *with* Traffic Mitigation Measures – Maximum 24-Hour					
PM10 24 Hours [Daily]					Daily Difference 2025
Site	Site Description	Alt S with MG 24Hr Max Impact	Alt S with MG 24Hr Total	NA 24Hr Total	
2	Route 9A @ 42nd Street	41.30	84.30	83.30	**1.00**
3	9A & W 34th ST	41.30	84.30	84.90	**-0.60**
5	11 Ave & 42nd St	36.70	79.70	71.30	**8.40**
6	11 Ave & 34TH St	37.40	80.40	70.30	**10.10**
7	10th Ave & 34th Street	51.80	94.80	84.30	**10.50**
8	10 Ave & 39/40 LinTun*	42.65	85.65	79.00	**6.65**
9	Herald Square	40.70	83.70	82.50	**1.20**
12	9A & CANAL	59.70	102.70	99.40	**3.30**
13	10 Ave & 42nd St	56.40	99.40	92.40	**7.00**
14	9th Ave & 34th Street	46.20	89.20	83.50	**5.70**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table WS3-23

2010 Future With and Without Alternative S without Traffic Mitigation Measures – Annual					
		PM10 Annual			Annual Difference 2010
Site	Site Description	Alt S without MG Annual Max Impact	Alt S without MG Annual Total	NA Annual Total	
2	Route 9A @ 42nd Street	13.90	34.90	34.60	**0.30**
3	9A & W 34th ST	15.60	36.60	36.70	**-0.10**
5	11 Ave & 42nd St	11.50	32.50	30.80	**1.70**
6	11 Ave & 34TH St	11.00	32.00	29.90	**2.10**
7	10th Ave & 34th Street	15.20	36.20	33.70	**2.50**
8	10 Ave & 39/40 LinTun*	13.64	34.64	33.82	**0.82**
9	Herald Square	15.20	36.20	35.80	**0.40**
12	9A & CANAL	20.80	41.80	41.10	**0.70**
13	10 Ave & 42nd St	20.70	41.70	40.40	**1.30**
14	9th Ave & 34th Street	15.10	36.10	35.00	**1.10**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table WS3-24

2010 Future With and Without Alternative S *with* Traffic Mitigation Measures – Maximum Annual					
		PM_{10} Annual			
Site	Site Description	Alt S with MG Annual Max Impact	Alt S with MG Annual Total	NA Annual Total	Annual Difference 2010
2	Route 9A @ 42nd Street	13.90	34.90	34.60	**0.30**
3	9A & W 34th ST	15.60	36.60	36.70	**-0.10**
5	11 Ave & 42nd St	11.50	32.50	30.80	**1.70**
6	11 Ave & 34TH St	11.00	32.00	29.90	**2.10**
7	10th Ave & 34th Street	15.20	36.20	33.70	**2.50**
8	10 Ave & 39/40 LinTun*	13.64	34.64	33.82	**0.82**
9	Herald Square	15.20	36.20	35.80	**0.40**
12	9A & CANAL	20.80	41.80	41.10	**0.70**
13	10 Ave & 42nd St	20.70	41.70	40.40	**1.30**
14	9th Ave & 34th Street	15.10	36.10	35.00	**1.10**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table WS3-25

2025 Future With and Without Alternative S without Traffic Mitigation Measures – Annual					
PM10 Annual					Annual Difference 2025
Site	Site Description	Alt S without MG Annual Max Impact	Alt S without MG Annual Total	NA Annual Total	
2	Route 9A @ 42nd Street	15.40	36.40	35.70	**0.70**
3	9A & W 34th ST	17.30	38.30	37.90	**0.40**
5	11 Ave & 42nd St	13.40	34.40	31.60	**2.80**
6	11 Ave & 34TH St	13.50	34.50	30.70	**3.80**
7	10th Ave & 34th Street	18.10	39.10	34.90	**4.20**
8	10 Ave & 39/40 LinTun*	15.94	36.94	34.83	**2.11**
9	Herald Square	16.80	37.80	37.00	**0.80**
12	9A & CANAL	22.90	43.90	42.60	**1.30**
13	10 Ave & 42nd St	23.60	44.60	41.90	**2.70**
14	9th Ave & 34th Street	17.60	38.60	36.20	**2.40**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table WS3-26

2025 Future With and Without Alternative S *with* Traffic Mitigation Measures – Maximum Annual					
		PM10 Annual			
Site	Site Description	Alt S with MG Annual Max Impact	Alt S with MG Annual Total	NA Annual Total	Annual Difference 2025
2	Route 9A @ 42nd Street	15.40	36.40	35.70	**0.70**
3	9A & W 34th ST	17.30	38.30	37.90	**0.40**
5	11 Ave & 42nd St	13.50	34.50	31.60	**2.90**
6	11 Ave & 34TH St	13.50	34.50	30.70	**3.80**
7	10th Ave & 34th Street	16.90	37.90	34.90	**3.00**
8	10 Ave & 39/40 LinTun*	15.84	36.84	34.83	**2.01**
9	Herald Square	16.80	37.80	37.00	**0.80**
12	9A & CANAL	22.90	43.90	42.60	**1.30**
13	10 Ave & 42nd St	23.60	44.60	41.90	**2.70**
14	9th Ave & 34th Street	17.00	38.00	36.20	**1.80**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table WS3-27

2010 Future With the Proposed Action - Maximum PM2.5 Incremental Impacts *without* Mitigation [Daily]				
PM2.5 Daily				
Site	Site Description	Build	No Build	Daily Difference 2010
2	Route 9A @ 42nd Street	1.670	1.480	**0.190**
3	9A & W 34th ST	1.900	1.450	**0.450**
5	11 Ave & 42nd St	3.330	2.650	**0.680**
6	11 Ave & 34TH St	3.990	3.310	**0.680**
7	10th Ave & 34th Street	4.910	4.010	**0.900**
8	10 Ave & 39/40 LinTun*	4.300	3.930	**0.370**
9	Herald Square	2.680	2.550	**0.130**
12	9A & CANAL	6.690	6.450	**0.240**
13	10 Ave & 42nd St	5.380	4.810	**0.570**
14	9th Ave & 34th Street	4.950	4.480	**0.470**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table WS3-28

2010 Future With the Proposed Action - Maximum PM2.5 Incremental Impacts with Mitigation [Daily]				
PM2.5 Daily				
Site	Site Description	Build	No Build	Daily Difference 2010
2	Route 9A @ 42nd Street	1.780	1.600	**0.180**
3	9A & W 34th ST	1.900	1.450	**0.450**
5	11 Ave & 42nd St	3.330	2.650	**0.680**
6	11 Ave & 34TH St	3.990	3.310	**0.680**
7	10th Ave & 34th Street	5.190	4.300	**0.890**
8	10 Ave & 39/40 LinTun*	4.290	3.930	**0.360**
9	Herald Square	2.680	2.550	**0.130**
12	9A & CANAL	6.690	6.450	**0.240**
13	10 Ave & 42nd St	5.370	4.810	**0.560**
14	9th Ave & 34th Street	4.950	4.480	**0.470**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table WS3-29

2025 Future With the Proposed Action - Maximum PM2.5 Incremental Impacts *Without* Mitigation [Daily]

		PM2.5 Daily		
Site	**Site Description**	**Build**	**No Build**	**Daily Difference 2025**
2	**Route 9A @ 42nd Street**	2.550	2.140	**0.410**
3	**9A & W 34th ST**	2.290	1.510	**0.780**
5	**11 Ave & 42nd St**	4.070	2.880	**1.190**
6	**11 Ave & 34TH St**	4.650	3.350	**1.300**
7	**10th Ave & 34th Street**	6.720	5.180	**1.540**
8	**10 Ave & 39/40 LinTun***	5.040	4.230	**0.810**
9	**Herald Square**	3.490	3.150	**0.340**
12	**9A & CANAL**	5.280	4.850	**0.430**
13	**10 Ave & 42nd St**	3.660	1.170	**2.490**
14	**9th Ave & 34th Street**	6.050	5.050	**1.000**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table WS3-30

2025 Future With the Proposed Action - Maximum PM2.5 Incremental Impacts with Mitigation [Daily]				
PM2.5 Daily				
Site	Site Description	Build	No Build	Daily Difference 2025
2	Route 9A @ 42nd Street	2.560	2.140	**0.420**
3	9A & W 34th ST	2.310	1.510	**0.800**
5	11 Ave & 42nd St	4.060	2.880	**1.180**
6	11 Ave & 34TH St	4.650	3.350	**1.300**
7	10th Ave & 34th Street	6.610	5.180	**1.430**
8	10 Ave & 39/40 LinTun*	5.370	4.530	**0.840**
9	Herald Square	2.990	2.630	**0.360**
12	9A & CANAL	5.270	4.850	**0.420**
13	10 Ave & 42nd St	3.670	1.170	**2.500**
14	9th Ave & 34th Street	5.280	4.580	**0.700**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table WS3-31

2010 Future With the Proposed Action - Maximum PM2.5 Incremental Impacts *without* Mitigation [Annual]				
		PM2.5 Annual		
Site	Site Description	Build	No Build	Annual Difference 2010
2	Route 9A @ 42nd Street	0.120	0.078	**0.042**
3	9A & W 34th ST	0.038	0.019	**0.019**
5	11 Ave & 42nd St	0.061	0.042	**0.019**
6	11 Ave & 34TH St	0.055	0.033	**0.022**
7	10th Ave & 34th Street	0.139	0.112	**0.027**
8	10 Ave & 39/40 LinTun*	0.213	0.203	**0.010**
9	Herald Square	0.102	0.098	**0.004**
12	9A & CANAL	0.150	0.143	**0.007**
13	10 Ave & 42nd St	0.095	0.044	**0.051**
14	9th Ave & 34th Street	0.136	0.122	**0.014**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table WS3-32

2010 Future With the Proposed Action - Maximum PM2.5 Incremental Impacts with Mitigation [Annual]				
		PM2.5 Annual		
Site	Site Description	Build	No Build	Annual Difference 2010
2	Route 9A @ 42nd Street	0.123	0.078	**0.045**
3	9A & W 34th ST	0.038	0.019	**0.019**
5	11 Ave & 42nd St	0.061	0.042	**0.019**
6	11 Ave & 34TH St	0.055	0.033	**0.022**
7	10th Ave & 34th Street	0.137	0.112	**0.025**
8	10 Ave & 39/40 LinTun*	0.121	0.111	**0.010**
9	Herald Square	0.058	0.054	**0.004**
12	9A & CANAL	0.154	0.147	**0.007**
13	10 Ave & 42nd St	0.095	0.044	**0.051**
14	9th Ave & 34th Street	0.133	0.122	**0.011**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table WS3-33

2025 Future With the Proposed Action - Maximum PM2.5 Incremental Impacts *Without* Mitigation [Annual]				
		PM2.5 Annual		
Site	Site Description	Build	No Build	Annual Difference 2025
2	Route 9A @ 42nd Street	0.053	0.043	**0.010**
3	9A & W 34th ST	0.042	0.016	**0.026**
5	11 Ave & 42nd St	0.083	0.055	**0.028**
6	11 Ave & 34TH St	0.071	0.033	**0.038**
7	10th Ave & 34th Street	0.110	0.070	**0.040**
8	10 Ave & 39/40 LinTun*	0.196	0.168	**0.028**
9	Herald Square	0.050	0.039	**0.011**
12	9A & CANAL	0.160	0.147	**0.013**
13	10 Ave & 42nd St	0.132	0.108	**0.024**
14	9th Ave & 34th Street	0.103	0.078	**0.025**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table WS3-34

2025 Future With the Proposed Action - Maximum PM2.5 Incremental Impacts with Mitigation [Annual]				
PM2.5 Annual				
Site	Site Description	Build	No Build	Annual Difference 2025
2	Route 9A @ 42nd Street	0.036	0.026	**0.010**
3	9A & W 34th ST	0.042	0.016	**0.026**
5	11 Ave & 42nd St	0.084	0.057	**0.027**
6	11 Ave & 34TH St	0.071	0.033	**0.038**
7	10th Ave & 34th Street	0.107	0.070	**0.037**
8	10 Ave & 39/40 LinTun*	0.195	0.168	**0.027**
9	Herald Square	0.051	0.040	**0.011**
12	9A & CANAL	0.159	0.147	**0.012**
13	10 Ave & 42nd St	0.132	0.108	**0.024**
14	9th Ave & 34th Street	0.095	0.076	**0.019**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Alternative T
Air Quality Analysis

Tier 1 Mobile Source Analysis

TABLE WT-1

2010 FUTURE WITH PROJECT ALTERNATIVE T WITHOUT TRAFFIC MITIGATION MEASURES MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.77	4.80	0.03	2.11	PM	4.81	-0.01
2	Route 9A & West 42nd St.	5.27	5.26	-0.01	1.86	PM	5.23	0.03
3	Route 9A & West 34th St.	5.01	5.01	0.00	1.99	PM	5.06	-0.05
4	Eleventh Ave. & West 37th St.	3.70	3.74	0.04	2.65	MD	3.81	-0.07
5	Eleventh Ave. & West 42nd St.	4.20	4.29	0.09	2.40	PM	4.36	-0.07
6	Eleventh Ave. & West 34th St.	4.18	4.25	0.07	2.41	AM	4.51	-0.26
7	Tenth Ave. & West 34th St.	4.29	4.46	0.17	2.35	PM	6.20	-1.74
8	Tenth Ave. & West 39th/40th Streets	4.89	5.01	0.12	2.05	PM	5.93	-0.92
9	Herald Square	4.71	4.71	0.00	2.14	PM	4.74	-0.03
10	Eighth Ave. & West 42nd St.	5.03	5.07	0.04	1.98	PM	5.19	-0.12
11	Second Ave. & East 36th St.	5.43	5.43	0.00	1.78	AM	5.43	0.00
12	Route 9A & Canal St.	4.70	4.74	0.04	2.15	AM	4.87	-0.13
13	Tenth Ave. & West 42nd St.	4.67	4.87	0.20	2.16	PM	6.53	-1.66
14	Ninth Ave. & West 34th St.	4.36	4.50	0.14	2.32	AM	5.97	-1.47

Notes

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WT-2
2010 FUTURE WITH THE PROJECT ALTERNATIVE T WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	96.39	95.31	1.08	I (PM)	38.92	38.88	0.04	I (PM)
4	Eleventh Ave. & West 37th St.	74.90	81.41	-6.51	I (MD)	31.81	33.89	-2.08	I (MD)
10	Eighth Ave. & West 42nd St.	78.68	80.77	-2.09	I (AM)	36.67	37.03	-0.36	I (AM)
11	Second Ave. & East 36th St.	98.25	98.43	-0.18	I (PM)	42.59	42.66	-0.07	I (PM)

TABLE WT-3
2010 FUTURE WITH THE PROJECT ALTERNATIVE T WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.13	0.60	I (PM)	0.01	0.05	I (PM)
4	Eleventh Ave. & West 37th St.	0.26	1.40	I (MD)	0.00	0.03	I (AM/MD/PM)
10	Eighth Ave. & West 42nd St.	0.09	0.35	I (MD)	0.01	0.02	I (MD)
11	Second Ave. & East 36th St.	0.08	0.73	I (PM)	0.00	0.02	I (AM/MD/PM)

Notes:

Significant Threshold Values:

24-hour = 5 ug/m3

Annual = 0.1 ug/m3

NAAQS:

PM_{10} 24-hr = 150 $\mu g/m^3$

PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:

24-hour PM_{10} = 43 $\mu g/m^3$

Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:

AM - AM peak period (8-9 AM)

MD - Midday peak period (12-1 PM)

PM - PM peak period (5-6 PM)

EV - Evening Special Event peak period (8-9 PM)

SUN - Sunday Special Event peak period (4-5 PM).

TABLE WT-4

2025 FUTURE WITH THE PROJECT ALTERNATIVE T WITHOUT TRAFFIC MITIGATION MEASURES MAXIMUM 8-HOUR CO CONCENTRATIONS (PPM) (TIER I ANALYSIS)

Site #	Analysis Site	8-hour CO Level (Without PA)	8-hour CO Level (With Project Alternative)	8-hour CO Level (Difference)	CO de minimis Threshold	Peak Time Period	8-hour CO Level (With PA)	8-hour CO Level (Alternative – PA Difference)
1	Route 9A & West 57th St.	4.50	4.61	0.11	2.25	PM	4.76	-0.15
2	Route 9A & West 42nd St.	5.01	5.40	0.39	1.99	PM	5.20	0.20
3	Route 9A & West 34th St.	4.94	5.24	0.30	2.03	PM	5.13	0.11
4	Eleventh Ave. & West 37th St.	3.50	3.94	0.44	2.75	PM	4.91	-0.97
5	Eleventh Ave. & West 42nd St.	3.91	4.17	0.26	2.54	PM	4.36	-0.19
6	Eleventh Ave. & West 34th St.	3.66	4.20	0.54	2.67	PM	4.64	-0.44
7	Tenth Ave. & West 34th St.	3.94	5.13	1.19	2.53	AM	5.50	-0.37
8	Tenth Ave. & West 39th/40th Streets	4.59	5.27	0.68	2.20	PM	6.37	-1.10
9	Herald Square	4.43	4.51	0.08	2.28	PM	4.71	-0.20
10	Eighth Ave. & West 42nd St.	4.64	4.97	0.33	2.18	PM	5.31	-0.34
11	Second Ave. & East 36th St.	4.99	5.07	0.08	2.01	AM	5.13	-0.06
12	Route 9A & Canal St.	4.36	4.49	0.13	2.32	AM	4.53	-0.04
13	Tenth Ave. & West 42nd St.	4.46	5.20	0.74	2.27	PM	6.27	-1.07
14	Ninth Ave. & West 34th St.	4.03	4.63	0.60	2.49	AM	5.27	-0.64

Notes:

NAAQS:
CO = 9 ppm

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:
8-hour CO = 2.9 ppm

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time period:
AM - AM peak period (8-9 AM)
MD - Midday peak period (12-1 PM)
PM - PM peak period (5-6 PM)
EV - Evening Special Event peak period (8-9 PM)
SUN - Sunday Special Event peak period (4-5 PM)

* *Includes impacts from Lincoln Tunnel portal.*
** *Exceedance of the NAAQS*

TABLE WT-5
2025 FUTURE WITH THE PROJECT ALTERNATIVE T WITHOUT TRAFFIC MITIGATION MEASURES
MAXIMUM 24-HOUR AND ANNUAL PM_{10} LEVELS) (TIER I ANALYSIS)

Site #	Analysis Site	24-hour Level ($\mu g/m^3$) (With Project Alternative)	24-hour Level ($\mu g/m^3$) (With PA)	24-hour Impact ($\mu g/m^3$) (Difference)	Tier Level of Analysis	Annual Level ($\mu g/m^3$) (With Project Alternative)	Annual Level ($\mu g/m^3$) (With PA)	Annual Level ($\mu g/m^3$) (Difference)	Tier Level of Analysis
1	Route 9A & West 57th St.	101.76	102.91	-1.15	I (PM)	41.24	42.21	-0.97	I (PM)
4	Eleventh Ave. & West 37th St.	89.00	97.46	-8.46	I (MD)	36.63	39.09	-2.46	I (MD)
10	Eighth Ave. & West 42nd St.	84.25	87.00	-2.76	I (AM)	39.09	39.54	-0.46	I (AM)
11	Second Ave. & East 36th St.	104.78	109.01	-4.23	I (PM)	45.08	46.57	-1.49	I (PM)

TABLE WT-6
2025 FUTURE WITH THE PROJECT ALTERNATIVE T WITHOUT TRAFFIC MITIGATION MEASURES

MAXIMUM $PM_{2.5}$ INCREMENTAL IMPACTS) (TIER I ANALYSIS)

		24-Hour Results			Annual Results		
Site #	Analysis Site	24-hour Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)	Annual Increment (µg/m3) (With Project Alternative)	24-hour Increment (µg/m3) (With PA)	Tier Level of Analysis (Peak Time Period)
1	Route 9A & West 57th St.	0.38	0.65	I (AM)	0.02	0.05	I (AM/PM)
4	Eleventh Ave. & West 37th St.	1.96	3.41	I (AM)	0.04	0.09	I (AM/PM)
10	Eighth Ave. & West 42nd St.	0.56	0.76	I (PM)	0.02	0.03	I (PM)
11	Second Ave. & East 36th St.	0.56	1.12	I (AM)	0.02	0.03	I (AM)

Notes:

Significant Threshold Values:

24-hour = 5 ug/m3

Annual = 0.1 ug/m3

NAAQS:

PM_{10} 24-hr = 150 $\mu g/m^3$

PM_{10} Annual = 50 $\mu g/m$

All values are the maximum estimated concentrations under all time periods considered and include the following background concentrations:

24-hour PM_{10} = 43 $\mu g/m^3$

Annual PM_{10} = 21 $\mu g/m$

Tier I analyses assume peak period traffic conditions occur every hour of the 24-hour and annual analysis periods. Concentrations were estimated for the following time periods:

AM - AM peak period (8-9 AM)

MD - Midday peak period (12-1 PM)

PM - PM peak period (5-6 PM)

EV - Evening Special Event peak period (8-9 PM)

SUN - Sunday Special Event peak period (4-5 PM).

Tier 2 Mobile Source Analysis

Table WRatios-1

24 Hour PM10 Concentration Estimates for the Alternative Design Scenarios Based on the Proposed Action Scenario without Mitigation

Year 2010 Limit 107ug/m3

Site	Intersection	PA No MG		Alt B		Alt C		Alt H		Alt I		Alt J		Alt L		Alt M		Alt O		Alt P		Alt T	
		Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2
2	9A & W 42nd St	121,185	37.0							119,923	36.6	120,434	36.8	120,108	36.7	121,783	37.2	118,529	36.2	121,235	37.0	120,434	36.8
3	9A & 34TH ST	115,086	37.5							114,943	37.5	114,927	37.5	114,783	37.4	115,531	37.7	114,737	37.4	115,057	37.5	115,193	37.5
5	11 Ave & 42nd St	60,620	31.0							63,188	32.3	52,940	27.0	53,970	27.6	58,755	30.0	65,846	33.6	53,746	27.4	52,443	26.8
6	11 Ave & 34th St	59,558	31.2							60,567	31.7	50,778	26.6	56,118	29.4	50,630	26.5	54,293	28.4	62,632	32.8	50,226	26.3
7	10th Ave & 34th St	74,803	45.0							78,835	47.4	65,064	39.1	70,139	42.2	64,539	38.8	65,951	39.6	74,615	44.9	64,882	39.0
8	10th Ave & 39/40 LinTun	55,764	34.6							63,048	39.2	51,786	32.2	52,999	32.9	53,907	33.5	52,853	32.8	52,300	32.5	51,192	31.8
9	Herald Square	85,689	37.1							92,908	40.2	84,116	36.4	85,872	37.2	84,175	36.4	85,372	36.9	87,279	37.8	84,080	36.4
12	9A & Canal Street	230,470	54.1							221,926	52.1	214,685	50.4	220,418	51.7	214,799	50.4	217,918	51.2	225,738	53.0	214,576	50.4
13	10 Ave & 42 St	82,942	48.8							75,200	44.3	77,703	45.7	80,269	47.2	78,162	46.0	82,263	48.4	81,187	47.8	77,096	45.4
14	9th Ave & 34th St	68,612	40.2							77,677	45.5	63,690	37.3	66,352	38.9	63,794	37.4	64,038	37.5	66,122	38.7	64,865	38.0

Year 2025 Limit 107ug/m3

Site	Intersection	PA No MG		Alt B		Alt C		Alt H		Alt I		Alt J		Alt L		Alt M		Alt O		Alt P		Alt T	
		Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2
2	9A & W 42nd St	134,555	41.5	134,600	41.5	134,588	41.5	137,584	42.4	136,837	42.2	136,692	42.1	135,398	41.7	133,895	41.2					135,764	41.8
3	9A & 34TH ST	127,436	41.6	127,853	41.8	127,826	41.7	128,073	41.8	127,398	41.6	129,685	42.4	128,748	42.0	126,953	41.5					129,226	42.2
5	11 Ave & 42nd St	70,905	37.0	74,675	38.9	74,779	39.0	76,173	39.7	74,894	39.0	66,703	34.8	68,081	35.5	69,426	36.2					65,442	34.1
6	11 Ave & 34th St	72,013	37.2	70,017	36.2	69,873	36.1	74,538	38.5	70,317	36.4	65,593	33.9	66,019	34.1	60,606	31.3					65,840	34.0
7	10th Ave & 34th St	84,553	50.8	85,506	51.4	85,213	51.2	98,065	59.0	91,683	55.1	81,341	48.9	83,159	50.0	79,398	47.7					85,123	51.2
8	10th Ave & 39/40 LinTun	65,997	40.7	66,702	41.2	66,748	41.2	71,747	44.3	68,994	42.6	63,489	39.2	64,851	40.0	64,034	39.5					73,620	45.4
9	Herald Square	96,606	41.0	97,125	41.2	97,254	41.3	101,139	42.9	99,512	42.2	97,140	41.2	96,968	41.1	95,516	40.5					94,502	40.1
12	9A & Canal Street	256,369	59.8	246,537	57.5	246,479	57.5	245,945	57.4	241,098	56.3	244,321	57.0	245,552	57.3	241,800	56.4					238,308	55.6
13	10 Ave & 42 St	93,753	55.3	95,475	56.3	95,210	56.1	89,845	53.0	86,115	50.8	91,360	53.9	92,467	54.5	91,429	53.9					74,188	43.7
14	9th Ave & 34th St	81,347	47.7	82,277	48.2	82,175	48.2	88,952	52.1	85,170	49.9	78,753	46.1	81,142	47.6	78,656	46.1					78,248	45.9

Table WRatios-2

24 Hour PM10 Concentration Estimates for the Alternative Design Scenarios Based on the Proposed Action Scenario with Mitigation

Year 2010 Limit 107ug/m3

Site	Intersection	PA MG		Alt B		Alt C		Alt H		Alt I		Alt J		Alt L		Alt M		Alt O		Alt P		Alt T	
		Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2
2	9A & W 42nd St	121,199	37.0							123,035	37.6	123,560	37.7	123,225	37.6	124,943	38.1	121,605	37.1	124,381	38.0	123,560	37.7
3	9A & 34TH ST	115,100	37.5							108,882	35.5	108,867	35.5	108,731	35.4	109,439	35.7	108,687	35.4	108,991	35.5	109,119	35.6
5	11 Ave & 42nd St	60,634	31.0							63,291	32.3	53,027	27.1	54,059	27.6	58,852	30.0	65,954	33.7	53,835	27.5	52,529	26.8
6	11 Ave & 34th St	59,589	31.2							60,778	31.8	50,955	26.7	56,313	29.5	50,807	26.6	54,482	28.5	62,850	32.9	50,401	26.4
7	10th Ave & 34th St	74,842	45.0							79,082	47.5	65,268	39.2	70,359	42.3	64,742	38.9	66,158	39.8	74,849	45.0	65,086	39.1
8	10th Ave & 39/40 LinTun	55,772	34.6							63,155	39.2	51,874	32.2	53,089	32.9	53,999	33.5	52,943	32.8	52,389	32.5	51,279	31.8
9	Herald Square	85,720	37.1							94,442	40.8	85,505	37.0	87,290	37.7	85,565	37.0	86,782	37.5	88,720	38.4	85,469	37.0
12	9A & Canal Street	230,470	54.1							221,926	52.1	214,685	50.4	220,418	51.7	214,799	50.4	217,918	51.2	225,738	53.0	214,576	50.4
13	10 Ave & 42 St	82,950	48.8							75,294	44.3	77,800	45.8	80,369	47.3	78,259	46.1	82,365	48.5	81,288	47.9	77,193	45.4
14	9th Ave & 34th St	68,649	40.3							78,268	45.9	64,174	37.6	66,857	39.2	64,279	37.7	64,524	37.8	66,625	39.1	65,358	38.3

Year 2025 Limit 107ug/m3

Site	Intersection	PA MG		Alt B		Alt C		Alt H		Alt I		Alt J		Alt L		Alt M		Alt O		Alt P		Alt T	
		Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2
2	9A & W 42nd St	134,680	41.5	139,382	42.9	139,370	42.9	142,472	43.8	141,699	43.6	141,548	43.6	140,208	43.2	138,652	42.7					140,588	43.3
3	9A & 34TH ST	127,506	41.7	131,208	42.9	131,181	42.9	131,435	42.9	130,742	42.7	133,089	43.5	132,128	43.2	130,286	42.6					132,618	43.3
5	11 Ave & 42nd St	93,913	37.0	75,406	29.7	75,511	29.8	76,918	30.3	75,626	29.8	67,356	26.6	68,748	27.1	70,105	27.6					66,082	26.0
6	11 Ave & 34th St	72,154	37.2	70,447	36.3	70,301	36.2	74,995	38.7	70,748	36.5	65,995	34.0	66,424	34.2	60,978	31.4					66,244	34.2
7	10th Ave & 34th St	81,548	49.8	69,635	42.5	69,396	42.4	79,862	48.8	74,665	45.6	66,243	40.5	67,723	41.4	64,660	39.5					69,323	42.3
8	10th Ave & 39/40 LinTun	66,083	40.5	67,369	41.3	67,416	41.3	72,465	44.4	69,684	42.7	64,124	39.3	65,500	40.1	64,675	39.6					74,356	45.5
9	Herald Square	96,746	41.0	99,795	42.3	99,928	42.3	103,920	44.0	102,248	43.3	99,811	42.3	99,634	42.2	98,143	41.6					97,101	41.2
12	9A & Canal Street	256,369	59.8	246,537	57.5	246,479	57.5	245,945	57.4	241,098	56.3	244,321	57.0	245,552	57.3	241,800	56.4					238,308	55.6
13	10 Ave & 42 St	93,913	55.4	96,858	57.1	96,589	56.9	91,146	53.7	87,362	51.5	92,683	54.6	93,806	55.3	92,753	54.7					75,262	44.4
14	9th Ave & 34th St	78,538	46.0	63,026	36.9	62,948	36.8	68,140	39.9	65,242	38.2	60,326	35.3	62,157	36.4	60,252	35.3					59,940	35.1

Table WRatios-3

Annual PM10 Concentration Estimates for the Alternative Design Scenarios Based on the Proposed Action Scenario without Mitigation

Year 2010 Limit 29 ug/m3

Site	Intersection	PA No MG		Alt B		Alt C		Alt H		Alt I		Alt J		Alt L		Alt M		Alt O		Alt P		Alt T	
		Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2
2	9A & W 42nd St	121,185	13.9							119,923	13.7	120,434	13.8	120,108	13.7	121,783	13.9	118,529	13.5	121,235	13.9	120,434	13.8
3	9A & 34TH ST	115,086	15.6							114,943	15.6	114,927	15.5	114,783	15.5	115,531	15.6	114,737	15.5	115,057	15.6	115,193	15.6
5	11 Ave & 42nd St	60,620	11.5							63,188	12.0	52,940	10.1	53,970	10.3	58,755	11.2	65,846	12.5	53,746	10.2	52,443	10.0
6	11 Ave & 34th St	59,558	11.2							60,567	11.4	50,778	9.5	56,118	10.5	50,630	9.5	54,293	10.2	62,632	11.8	50,226	9.4
7	10th Ave & 34th St	74,803	15.3							78,835	16.1	65,064	13.3	70,139	14.3	64,539	13.2	65,951	13.4	74,615	15.2	64,882	13.2
8	10th Ave & 39/40 LinTun	55,764	13.5							63,048	15.2	51,786	12.5	52,999	12.8	53,907	13.0	52,853	12.8	52,300	12.6	51,192	12.4
9	Herald Square	85,689	15.1							92,908	16.4	84,116	14.8	85,872	15.1	84,175	14.8	85,372	15.0	87,279	15.4	84,080	14.8
12	9A & Canal Street	230,470	20.8							221,926	20.0	214,685	19.3	220,418	19.9	214,799	19.3	217,918	19.6	225,738	20.3	214,576	19.3
13	10 Ave & 42 St	82,942	20.6							75,200	18.7	77,703	19.3	80,269	20.0	78,162	19.4	82,263	20.5	81,187	20.2	77,096	19.2
14	9th Ave & 34th St	68,612	15.1							77,677	17.1	63,690	14.0	66,352	14.6	63,794	14.0	64,038	14.1	66,122	14.5	64,865	14.3

Year 2025 Limit 29 ug/m3

Site	Intersection	PA No MG		Alt B		Alt C		Alt H		Alt I		Alt J		Alt L		Alt M		Alt O		Alt P		Alt T	
		Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2
2	9A & W 42nd St	134,555	15.4	134,600	15.4	134,588	15.4	137,584	15.8	136,837	15.7	136,692	15.7	135,398	15.5	133,895	15.4					135,764	15.6
3	9A & 34TH ST	127,436	17.4	127,853	17.5	127,826	17.5	128,073	17.5	127,398	17.4	129,685	17.7	128,748	17.6	126,953	17.3					129,226	17.7
5	11 Ave & 42nd St	70,905	13.5	74,675	14.2	74,779	14.3	76,173	14.5	74,894	14.3	66,703	12.7	68,081	13.0	69,426	13.2					65,442	12.5
6	11 Ave & 34th St	72,013	13.5	70,017	13.1	69,873	13.1	74,538	14.0	70,317	13.2	65,593	12.3	66,019	12.4	60,606	11.3					65,840	12.3
7	10th Ave & 34th St	84,553	17.2	85,506	17.4	85,213	17.3	98,065	19.9	91,683	18.6	81,341	16.5	83,159	16.9	79,398	16.1					85,123	17.3
8	10th Ave & 39/40 LinTun	65,997	15.5	66,702	15.6	66,748	15.7	71,747	16.8	68,994	16.2	63,489	14.9	64,851	15.2	64,034	15.0					73,620	17.3
9	Herald Square	96,606	16.9	97,125	17.0	97,254	17.0	101,139	17.7	99,512	17.4	97,140	17.0	96,968	17.0	95,516	16.7					94,502	16.5
12	9A & Canal Street	256,369	23.0	246,537	22.1	246,479	22.1	245,945	22.1	241,098	21.6	244,321	21.9	245,552	22.0	241,800	21.7					238,308	21.4
13	10 Ave & 42 St	93,753	23.1	95,475	23.5	95,210	23.5	89,845	22.1	86,115	21.2	91,360	22.5	92,467	22.8	91,429	22.5					74,188	18.3
14	9th Ave & 34th St	81,347	17.6	82,277	17.8	82,175	17.8	88,952	19.2	85,170	18.4	78,753	17.0	81,142	17.5	78,656	17.0					78,248	16.9

Table WRatios-4

24 Hour PM10 Concentration Estimates for the Alternative Design Scenarios Based on the Proposed Action Scenario with Mitigation

Year 2010 Limit 29 ug/m3

Site	Intersection	PA MG		Alt B		Alt C		Alt H		Alt I		Alt J		Alt L		Alt M		Alt O		Alt P		Alt T	
		Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2
2	9A & W 42nd St	121,199	13.9							123,035	14.1	123,560	14.1	123,225	14.1	124,943	14.3	121,605	13.9	124,381	14.2	123,560	14.1
3	9A & 34TH ST	115,100	15.6							108,882	14.7	108,867	14.7	108,731	14.7	109,439	14.8	108,687	14.7	108,991	14.7	109,119	14.8
5	11 Ave & 42nd St	60,634	11.5							63,291	12.0	53,027	10.1	54,059	10.3	58,852	11.2	65,954	12.5	53,835	10.2	52,529	10.0
6	11 Ave & 34th St	59,589	11.2							60,778	11.4	50,955	9.6	56,313	10.6	50,807	9.5	54,482	10.2	62,850	11.8	50,401	9.5
7	10th Ave & 34th St	74,842	15.3							79,082	16.1	65,268	13.3	70,359	14.3	64,742	13.2	66,158	13.5	74,849	15.3	65,086	13.3
8	10th Ave & 39/40 LinTun	55,772	13.5							63,155	15.3	51,874	12.5	53,089	12.8	53,999	13.0	52,943	12.8	52,389	12.7	51,279	12.4
9	Herald Square	85,720	15.1							94,442	16.7	85,505	15.1	87,290	15.4	85,565	15.1	86,782	15.3	88,720	15.6	85,469	15.1
12	9A & Canal Street	230,470	20.8							221,926	20.0	214,685	19.3	220,418	19.9	214,799	19.3	217,918	19.6	225,738	20.3	214,576	19.3
13	10 Ave & 42 St	82,950	20.6							75,294	18.7	77,800	19.3	80,369	20.0	78,259	19.5	82,365	20.5	81,288	20.2	77,193	19.2
14	9th Ave & 34th St	68,649	15.1							78,268	17.2	64,174	14.1	66,857	14.7	64,279	14.1	64,524	14.2	66,625	14.7	65,358	14.4

Year 2025 Limit 29 ug/m3

Site	Intersection	PA MG		Alt B		Alt C		Alt H		Alt I		Alt J		Alt L		Alt M		Alt O		Alt P		Alt T	
		Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2	Volume	Tier 2
2	9A & W 42nd St	134,680	15.5	139,382	16.0	139,370	16.0	142,472	16.4	141,699	16.3	141,548	16.2	140,208	16.1	138,652	15.9					140,588	16.1
3	9A & 34TH ST	127,506	17.4	131,208	17.9	131,181	17.9	131,435	18.0	130,742	17.9	133,089	18.2	132,128	18.1	130,286	17.8					132,618	18.1
5	11 Ave & 42nd St	93,913	13.5	75,406	10.9	75,511	10.9	76,918	11.1	75,626	10.9	67,356	9.7	68,748	9.9	70,105	10.1					66,082	9.5
6	11 Ave & 34th St	72,154	13.4	70,447	13.1	70,301	13.1	74,995	14.0	70,748	13.2	65,995	12.3	66,424	12.4	60,978	11.3					66,244	12.3
7	10th Ave & 34th St	81,548	16.3	69,635	13.9	69,396	13.9	79,862	15.9	74,665	14.9	66,243	13.2	67,723	13.5	64,660	12.9					69,323	13.8
8	10th Ave & 39/40 LinTun	66,083	15.5	67,369	15.8	67,416	15.8	72,465	17.0	69,684	16.3	64,124	15.0	65,500	15.3	64,675	15.1					74,356	17.4
9	Herald Square	96,746	16.9	99,795	17.4	99,928	17.5	103,920	18.2	102,248	17.9	99,811	17.4	99,634	17.4	98,143	17.2					97,101	17.0
12	9A & Canal Street	256,369	23.0	246,537	22.1	246,479	22.1	245,945	22.1	241,098	21.6	244,321	21.9	245,552	22.0	241,800	21.7					238,308	21.4
13	10 Ave & 42 St	93,913	23.1	96,858	23.9	96,589	23.8	91,146	22.4	87,362	21.5	92,683	22.8	93,806	23.1	92,753	22.8					75,262	18.5
14	9th Ave & 34th St	78,538	17.0	63,026	13.6	62,948	13.6	68,140	14.7	65,242	14.1	60,326	13.1	62,157	13.4	60,252	13.0					59,940	13.0

Table WRatios-5

24 Hour PM2.5 Incremental Concentration Estimates for the Alternative Design Scenarios Based on the Proposed Action Scenario without Mitigation

Year 2010

Site	Intersection	PA No MG		Alt B		Alt C		Alt H		Alt I		Alt J		Alt L		Alt M		Alt O		Alt P		Alt T	
		Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Volume	Tier 2
2	9A & W 42nd St	211	0.17							(1,051)	-0.85	(540)	-0.43	(866)	-0.70	809	0.65	(2,445)	-1.97	261	0.21	(540)	-0.4
3*	9A & 34TH ST	(266)	0.47							(408)	0.32	(425)	0.22	(568)	0.30	180	0.15	(614)	0.37	(294)	0.33	(159)	0.22
5	11 Ave & 42nd St	9,236	0.69							11,803	0.88	1,556	0.12	2,586	0.19	7,371	0.55	14,461	1.08	2,362	0.18	1,058	0.1
6	11 Ave & 34th St	10,855	0.76							11,864	0.83	2,075	0.15	7,415	0.52	1,928	0.13	5,591	0.39	13,929	0.98	1,523	0.1
7	10th Ave & 34th St	12,415	0.99							16,446	1.31	2,676	0.21	7,751	0.62	2,151	0.17	3,563	0.28	12,226	0.97	2,494	0.2
8	10th Ave & 39/40 LinTun	4,717	0.44							12,010	1.12	748	0.07	1,960	0.18	2,869	0.27	1,815	0.17	1,262	0.12	154	0.0
9	Herald Square	1,922	0.14							9,141	0.67	348	0.03	2,105	0.15	407	0.03	1,605	0.12	3,511	0.26	313	0.0
12	9A & Canal Street	7,525	0.25							8,514	0.28	1,272	0.04	7,006	0.23	1,386	0.05	4,506	0.15	12,325	0.41	1,164	0.0
13	10 Ave & 42 St	6,408	0.63							(1,334)	-0.13	1,169	0.11	3,735	0.37	1,628	0.16	5,729	0.56	4,653	0.46	562	0.1
14	9th Ave & 34th St	5,673	0.48							14,739	1.25	751	0.06	3,414	0.29	855	0.07	1,099	0.09	3,184	0.27	1,927	0.2

Year 2025

Site	Intersection	PA No MG		Alt B		Alt C		Alt H		Alt I		Alt J		Alt L		Alt M		Alt O		Alt P		Alt T	
		Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Volume	Tier 2
2	9A & W 42nd St	3,576	0.43	3,621	0.44	3,609	0.43	6,604	0.79	5,858	0.70	5,713	0.69	4,419	0.53	2,916	0.35					4,785	0.6
3	9A & 34TH ST	2,677	0.79	3,094	0.91	3,067	0.90	3,314	0.98	2,639	0.78	4,926	1.45	3,989	1.18	2,194	0.65					4,467	1.3
5	11 Ave & 42nd St	15,314	1.16	19,084	1.45	19,188	1.45	20,582	1.56	19,303	1.46	11,112	0.84	12,490	0.95	13,835	1.05					9,851	0.7
6	11 Ave & 34th St	19,189	1.27	21,314	1.41	21,170	1.40	25,835	1.71	21,614	1.43	16,890	1.12	17,317	1.15	11,904	0.79					17,138	1.1
7	10th Ave & 34th St	16,192	1.13	17,145	1.20	16,851	1.18	29,703	2.07	23,322	1.63	12,980	0.91	14,797	1.03	11,036	0.77					16,762	1.2
8	10th Ave & 39/40 LinTun	10,645	0.82	11,358	0.87	11,404	0.88	16,403	1.26	13,650	1.05	8,145	0.63	9,507	0.73	8,690	0.67					18,276	1.4
9	Herald Square	5,808	0.42	6,326	0.46	6,455	0.47	10,341	0.75	8,714	0.63	6,342	0.46	6,169	0.45	4,718	0.34					3,704	0.3
12	9A & Canal Street	15,561	0.48	16,008	0.49	15,950	0.49	15,416	0.48	10,569	0.33	13,792	0.43	15,023	0.46	11,271	0.35					7,779	0.2
13	10 Ave & 42 St	11,074	0.73	12,797	0.84	12,531	0.83	7,167	0.47	3,436	0.23	8,681	0.57	9,788	0.65	8,750	0.58					(8,491)	-0.6
14	9th Ave & 34th St	12,006	0.97	12,936	1.05	12,834	1.04	19,612	1.58	15,829	1.28	9,412	0.76	11,802	0.95	9,315	0.75					8,908	0.7

*PM2.5 impacts at this intersection under each alternative were estimated by multiplying the impacts under the Tier II analysis conducted under the Proposed Action and the ratio of impacts estimated using a Tier I analysis under this alternative and Tier I impacts estimated for the Proposed Action.

Table WRatios-6

24 Hour PM2.5 Incremental Concentration Estimates for the Alternative Design Scenarios Based on the Proposed Action Scenario with Mitigation

Year 2010

Site	Intersection	PA MG		Alt B		Alt C		Alt H		Alt I		Alt J		Alt L		Alt M		Alt O		Alt P		Alt T	
		Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Volume	Tier 2
2	9A & W 42nd St	211	0.17							(1,078)	-0.87	(554)	-0.45	(889)	-0.72	830	0.67	(2,508)	-2.02	268	0.22	(554)	-0.4
3*	9A & 34TH ST	(266)	0.47							(387)	0.22	(402)	0.15	(538)	0.21	171	0.10	(582)	0.26	(278)	0.23	(150)	0.15
5	11 Ave & 42nd St	9,236	0.68							11,823	0.87	1,558	0.11	2,590	0.19	7,383	0.54	14,485	1.07	2,366	0.17	1,060	0.1
6	11 Ave & 34th St	10,855	0.77							11,905	0.84	2,083	0.15	7,441	0.53	1,934	0.14	5,610	0.40	13,977	0.99	1,528	0.1
7	10th Ave & 34th St	12,415	0.99							16,498	1.32	2,684	0.21	7,775	0.62	2,158	0.17	3,574	0.28	12,265	0.98	2,502	0.2
8	10th Ave & 39/40 LinTun	4,717	0.45							12,030	1.15	749	0.07	1,964	0.19	2,874	0.27	1,818	0.17	1,264	0.12	154	0.0
9	Herald Square	1,922	0.12							9,292	0.58	354	0.02	2,140	0.13	414	0.03	1,632	0.10	3,569	0.22	318	0.0
12	9A & Canal Street	7,525	0.25							8,514	0.28	1,272	0.04	7,006	0.23	1,386	0.05	4,506	0.15	12,325	0.41	1,164	0.0
13	10 Ave & 42 St	6,408	0.62							(1,336)	-0.13	1,170	0.11	3,739	0.36	1,630	0.16	5,736	0.55	4,659	0.45	563	0.1
14	9th Ave & 34th St	5,673	0.46							14,851	1.20	757	0.06	3,440	0.28	862	0.07	1,107	0.09	3,208	0.26	1,941	0.2

Year 2025

Site	Intersection	PA MG		Alt B		Alt C		Alt H		Alt I		Alt J		Alt L		Alt M		Alt O		Alt P		Alt T	
		Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Volume	Tier 2
2	9A & W 42nd St	3,576	0.44	3,750	0.46	3,737	0.46	6,839	0.84	6,066	0.75	5,916	0.73	4,576	0.56	3,020	0.37					4,955	0.6
3	9A & 34TH ST	2,677	0.78	3,175	0.93	3,147	0.92	3,401	0.99	2,709	0.79	5,055	1.47	4,094	1.19	2,252	0.66					4,584	1.3
5	11 Ave & 42nd St	15,314	1.17	19,271	1.47	19,376	1.48	20,783	1.59	19,492	1.49	11,221	0.86	12,613	0.96	13,970	1.07					9,947	0.8
6	11 Ave & 34th St	19,189	1.26	21,445	1.41	21,300	1.40	25,994	1.71	21,747	1.43	16,994	1.12	17,423	1.14	11,977	0.79					17,243	1.1
7	10th Ave & 34th St	16,192	1.19	13,962	1.03	13,724	1.01	24,190	1.78	18,993	1.40	10,570	0.78	12,051	0.89	8,988	0.66					13,651	1.0
8	10th Ave & 39/40 LinTun	10,645	0.81	11,472	0.87	11,518	0.88	16,568	1.26	13,787	1.05	8,227	0.63	9,602	0.73	8,777	0.67					18,459	1.4
9	Herald Square	5,808	0.39	6,500	0.44	6,633	0.45	10,625	0.71	8,953	0.60	6,516	0.44	6,339	0.43	4,848	0.33					3,806	0.3
12	9A & Canal Street	15,561	0.48	16,008	0.49	15,950	0.49	15,416	0.48	10,569	0.33	13,792	0.43	15,023	0.46	11,271	0.35					7,779	0.2
13	10 Ave & 42 St	11,074	0.73	12,982	0.86	12,713	0.84	7,270	0.48	3,486	0.23	8,807	0.58	9,930	0.65	8,877	0.59					(8,614)	-0.6
14	9th Ave & 34th St	12,006	0.73	9,909	0.60	9,832	0.60	15,023	0.91	12,126	0.74	7,210	0.44	9,040	0.55	7,136	0.43					6,823	0.4

*PM2.5 impacts at this intersection under each alternative were estimated by multiplying the impacts under the Tier II analysis conducted under the Proposed Action and the ratio of impacts estimated using a Tier I analysis under this alternative and Tier I impacts estimated for the Proposed Action.

Table WRatios-7

Annual PM2.5 Incremental Concentration Estimates for the Alternative Design Scenarios Based on the Proposed Action Scenario without Mitigation

Year 2010

Site	Intersection	PA No MG		Alt B		Alt C		Alt H		Alt I		Alt J		Alt L		Alt M		Alt O		Alt P		Alt T	
		Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Volume	Tier 2
2	9A & W 42nd St	211	0.008							(1,051)	-0.040	(540)	-0.020	(866)	-0.033	809	0.031	(2,445)	-0.093	261	0.010	(540)	-0.020
3*	9A & 34TH ST	(266)	0.019							(408)	0.013	(425)	0.013	(568)	0.013	180	0.006	(614)	0.019	(294)	0.013	(159)	0.013
5	11 Ave & 42nd St	9,236	0.015							11,803	0.019	1,556	0.003	2,586	0.004	7,371	0.012	14,461	0.023	2,362	0.004	1,058	0.002
6	11 Ave & 34th St	10,855	0.022							11,864	0.024	2,075	0.004	7,415	0.015	1,928	0.004	5,591	0.011	13,929	0.028	1,523	0.003
7	10th Ave & 34th St	12,415	0.028							16,446	0.037	2,676	0.006	7,751	0.017	2,151	0.005	3,563	0.008	12,226	0.028	2,494	0.006
8	10th Ave & 39/40 LinTun	4,717	0.012							12,010	0.031	748	0.002	1,960	0.005	2,869	0.007	1,815	0.005	1,262	0.003	154	0.000
9	Herald Square	1,922	0.004							9,141	0.019	348	0.001	2,105	0.004	407	0.001	1,605	0.003	3,511	0.007	313	0.001
12	9A & Canal Street	7,525	0.007							8,514	0.008	1,272	0.001	7,006	0.007	1,386	0.001	4,506	0.004	12,325	0.011	1,164	0.001
13	10 Ave & 42 St	6,408	0.052							(1,334)	-0.011	1,169	0.009	3,735	0.030	1,628	0.013	5,729	0.046	4,653	0.038	562	0.005
14	9th Ave & 34th St	5,673	0.014							14,739	0.036	751	0.002	3,414	0.008	855	0.002	1,099	0.003	3,184	0.008	1,927	0.005

Year 2025

Site	Intersection	PA No MG		Alt B		Alt C		Alt H		Alt I		Alt J		Alt L		Alt M		Alt O		Alt P		Alt T	
		Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Volume	Tier 2
2	9A & W 42nd St	3,576	0.010	3,621	0.010	3,609	0.010	6,604	0.018	5,858	0.016	5,713	0.016	4,419	0.012	2,916	0.008					4,785	0.013
3	9A & 34TH ST	2,677	0.034	3,094	0.039	3,067	0.039	3,314	0.042	2,639	0.034	4,926	0.063	3,989	0.051	2,194	0.028					4,467	0.057
5	11 Ave & 42nd St	15,314	0.026	19,084	0.032	19,188	0.033	20,582	0.035	19,303	0.033	11,112	0.019	12,490	0.021	13,835	0.023					9,851	0.017
6	11 Ave & 34th St	19,189	0.034	21,314	0.038	21,170	0.038	25,835	0.046	21,614	0.038	16,890	0.030	17,317	0.031	11,904	0.021					17,138	0.030
7	10th Ave & 34th St	16,192	0.033	17,145	0.035	16,851	0.034	29,703	0.061	23,322	0.048	12,980	0.026	14,797	0.030	11,036	0.022					16,762	0.034
8	10th Ave & 39/40 LinTun	10,645	0.020	11,358	0.021	11,404	0.021	16,403	0.031	13,650	0.026	8,145	0.015	9,507	0.018	8,690	0.016					18,276	0.034
9	Herald Square	5,808	0.012	6,326	0.013	6,455	0.013	10,341	0.021	8,714	0.018	6,342	0.013	6,169	0.013	4,718	0.010					3,704	0.008
12	9A & Canal Street	15,561	0.015	16,008	0.015	15,950	0.015	15,416	0.015	10,569	0.010	13,792	0.013	15,023	0.014	11,271	0.011					7,779	0.007
13	10 Ave & 42 St	11,074	0.020	12,797	0.023	12,531	0.023	7,167	0.013	3,436	0.006	8,681	0.016	9,788	0.018	8,750	0.016					(8,491)	-0.015
14	9th Ave & 34th St	12,006	0.024	12,936	0.026	12,834	0.026	19,612	0.039	15,829	0.032	9,412	0.019	11,802	0.024	9,315	0.019					8,908	0.018

*PM2.5 impacts at this intersection under each alternative were estimated by multiplying the impacts under the Tier II analysis conducted under the Proposed Action and the ratio of impacts estimated using a Tier I analysis under this alternative and Tier I impacts estimated for the Proposed Action.

Table WRatios-8

Annual PM2.5 Incremental Concentration Estimates for the Alternative Design Scenarios Based on the Proposed Action Scenario with Mitigation

Year 2010

Site	Intersection	PA MG		Alt B		Alt C		Alt H		Alt I		Alt J		Alt L		Alt M		Alt O		Alt P		Alt T	
		Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Volume	Tier 2
2	9A & W 42nd St	211	0.008							(1,078)	-0.041	(554)	-0.021	(889)	-0.034	830	0.031	(2,508)	-0.095	268	0.010	(554)	-0.021
3*	9A & 34TH ST	(266)	0.020							(387)	0.010	(402)	0.010	(538)	0.010	171	0.005	(582)	0.015	(278)	0.010	(150)	0.010
5	11 Ave & 42nd St	9,236	0.016							11,823	0.020	1,558	0.003	2,590	0.004	7,383	0.013	14,485	0.025	2,366	0.004	1,060	0.002
6	11 Ave & 34th St	10,855	0.023							11,905	0.025	2,083	0.004	7,441	0.016	1,934	0.004	5,610	0.012	13,977	0.030	1,528	0.003
7	10th Ave & 34th St	12,415	0.029							16,498	0.039	2,684	0.006	7,775	0.018	2,158	0.005	3,574	0.008	12,265	0.029	2,502	0.006
8	10th Ave & 39/40 LinTun	4,717	0.012							12,030	0.031	749	0.002	1,964	0.005	2,874	0.007	1,818	0.005	1,264	0.003	154	0.000
9	Herald Square	1,922	0.005							9,292	0.024	354	0.001	2,140	0.006	414	0.001	1,632	0.004	3,569	0.009	318	0.001
12	9A & Canal Street	7,525	0.007							8,514	0.008	1,272	0.001	7,006	0.007	1,386	0.001	4,506	0.004	12,325	0.011	1,164	0.001
13	10 Ave & 42 St	6,408	0.053							(1,336)	-0.011	1,170	0.010	3,739	0.031	1,630	0.013	5,736	0.047	4,659	0.039	563	0.005
14	9th Ave & 34th St	5,673	0.011							14,851	0.029	757	0.001	3,440	0.007	862	0.002	1,107	0.002	3,208	0.006	1,941	0.004

Year 2025

Site	Intersection	PA MG		Alt B		Alt C		Alt H		Alt I		Alt J		Alt L		Alt M		Alt O		Alt P		Alt T	
		Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Incremental Volume	Tier 2	Volume	Tier 2
2	9A & W 42nd St	3,576	0.01	3,750	0.010	3,737	0.010	6,839	0.019	6,066	0.017	5,916	0.017	4,576	0.013	3,020	0.008					4,955	0.014
3	9A & 34TH ST	2,677	0.035	3,175	0.042	3,147	0.041	3,401	0.044	2,709	0.035	5,055	0.066	4,094	0.054	2,252	0.029					4,584	0.060
5	11 Ave & 42nd St	15,314	0.026	19,271	0.033	19,376	0.033	20,783	0.035	19,492	0.033	11,221	0.019	12,613	0.021	13,970	0.024					9,947	0.017
6	11 Ave & 34th St	19,189	0.034	21,445	0.038	21,300	0.038	25,994	0.046	21,747	0.039	16,994	0.030	17,423	0.031	11,977	0.021					17,243	0.031
7	10th Ave & 34th St	16,192	0.031	13,962	0.027	13,724	0.026	24,190	0.046	18,993	0.036	10,570	0.020	12,051	0.023	8,988	0.017					13,651	0.026
8	10th Ave & 39/40 LinTun	10,645	0.02	11,472	0.022	11,518	0.022	16,568	0.031	13,787	0.026	8,227	0.015	9,602	0.018	8,777	0.016					18,459	0.035
9	Herald Square	5,808	0.011	6,500	0.012	6,633	0.013	10,625	0.020	8,953	0.017	6,516	0.012	6,339	0.012	4,848	0.009					3,806	0.007
12	9A & Canal Street	15,561	0.014	16,008	0.014	15,950	0.014	15,416	0.014	10,569	0.010	13,792	0.012	15,023	0.014	11,271	0.010					7,779	0.007
13	10 Ave & 42 St	11,074	0.021	12,982	0.025	12,713	0.024	7,270	0.014	3,486	0.007	8,807	0.017	9,930	0.019	8,877	0.017					(8,614)	-0.016
14	9th Ave & 34th St	12,006	0.02	9,909	0.017	9,832	0.016	15,023	0.025	12,126	0.020	7,210	0.012	9,040	0.015	7,136	0.012					6,823	0.011

*PM2.5 impacts at this intersection under each alternative were estimated by multiplying the impacts under the Tier II analysis conducted under the Proposed Action and the ratio of impacts estimated using a Tier I analysis under this alternative and Tier I impacts estimated for the Proposed Action.