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Comparison Table

Atlantic Avenue / 42nd Street – PM Peak Hour

Scenario	Level of Service per Movement by Approach (delay in sec/veh) Queue Length [95 th Queue (ft) / storage length (ft)]			
	Eastbound	Westbound	Northbound	Southbound
	LTR	LTR	L/TR	L/TR
	Overall Intersection			
2016 Assumptions 2029 - Signal at 39 th	D (36.4) [93'/346']	C (34.9) [37'/354']	A (9.9) [89'/50'] / A (8.3) [189'/327']	B (10.1) [24'/50'] / B (17.0) [348'/299']
	B (13.6)			
2016 Assumptions 2029 - Signal at 40 th	D (36.4) [89'/346']	C (34.9) [42'/354']	B (19.1) [88'/50'] / A (7.6) [291'/327']	B (10.2) [26'/50'] / B (17.0) [358'/299']
	B (13.6)			
2015 Assumptions 2025 - Signal at 39 th	D (36.4) [98'/346']	C (34.9) [38'/354']	A (8.9) [80'/50'] / A (7.6) [160'/327']	B (10.1) [23'/50'] / B (16.9) [367'/299']
	B (13.3)			
2015 Assumptions 2025 - Signal at 40 th	D (36.4) [90'/346']	C (34.9) [43'/354']	B (15.9) [86'/50'] / B (13.7) [239'/327']	B (10.1) [23'/50'] / B (16.8) [358'/299']
	B (16.2)			

Pacific Ave/Atlantic Ave (Cavalier Oceanfront Entrance) – PM Peak Hour

Scenario	Level of Service per Movement by Approach (delay in sec/veh) Queue Length [95 th Queue (ft) / storage length (ft)]		
	Westbound	Northbound	Southbound
	LR	TR	L/T
	Overall Intersection		
2016 Assumptions 2029 -Signal at 39 th	F (93.3) [311'/255']	A (0) [12'/534']	B (12.3) [41'/200'] / A (0.0) [0'/522']
	A (6.5)		
2016 Assumptions 2029- Signal at 40 th	E (37.0) [313'/255']	A (0.0) [15'/522']	B (12.0) [38'/200'] / A (0.0) [20'/327']
	A (2.6)		
2015 Assumptions 2025 -Signal at 39 th	F (50.8) [345'/255']	A (0.0) [15'/534']	B (11.8) [51'/200']
	A (3.0)		
2015 Assumptions 2025 - Signal at 40 th	D (33.4) [314'/255']	A (0.0) [7'/522']	B (11.7) [46'/200'] / A (0.0) [44'/327']
	A (2.0)		

Pacific Ave/40th Street – PM Peak Hour

Scenario	Level of Service per Movement by Approach (delay in sec/veh) Queue Length [95 th Queue (ft) / storage length (ft)]			
	Eastbound	Westbound	Northbound	Southbound
	LTR	LTR	LT/TR	LT/TR
	Overall Intersection			
2016 Assumptions 2029 - Signal at 39 th	F (56.4) [115'/244']	F (86.2) [92'/253']	A (4.7) [242'/299'] / A (0.0) [204'/299']	A (1.0) [110'/534'] / A (0.0) [81'/534']
B (3.0)				
2016 Assumptions 2029 - Signal at 40 th	D (37.4) [72'/244']	D (43.1) [116'/252'] D (38.8) [140'/252']	B (18.0) [292'/310']	F (94.0) [406'/522']
E (61.0)				
2015 Assumptions 2025 - Signal at 39 th	F (54.8) [172'/244']	F (89.8) [89'/253']	A (4.1) [231'/299']	A (1.8) [106'/534']
B (3.1)				
2015 Assumptions 2025 - Signal at 40 th	D (37.4) [68'/244']	D (44.6) [122'/252'] D (39.0) [131'/252']	B (14.2) [277'/310']	E (70.6) [380'/522']
D (46.6)				

Pacific Ave/39th Street

Scenario	Level of Service per Movement by Approach (delay in sec/veh) Queue Length [95 th Queue (ft) / storage length (ft)]		
	Westbound	Northbound	Southbound
	L/R	TR	LT
	Overall Intersection		
2016 Assumptions 2029 - Signal at 39 th	D (44.7) [114'/100'] / C (33.5) [218'/254']	B (11.5) [286'/331']	C (30.1) [240'/299']
C (23.4)			
2016 Assumptions 2029 - Signal at 40 th	E (37.3) [45'/255']	A (0.0) [18'/332']	A (0.5) [43'/310']
A (0.4)			
2015 Assumptions 2025- Signal at 39 th	D (45.6) [89'/100'] / D (42.6) [116'/254']	B (11.1) [291'/331']	C (26.4) [239'/299']
C (22.1)			
2015 Assumptions 2025- Signal at 40 th	D (30.1) [46'/255']	A (0.0) [12'/332']	A (0.5) [39'/310']
A (0.4)			

Atlantic Ave/40th Street

Scenario	Level of Service per Movement by Approach (delay in sec/veh) Queue Length [95 th Queue (ft) / storage length (ft)]		
	Eastbound	Northbound	Southbound
	LR	LT	TR
	Overall Intersection		
2016 Assumptions 2029 - Signal at 39 th	A (9.8) [62'/253']	A (2.5) [15'/318']	A (0.0) [23'/357']
	A (4.7)		
2016 Assumptions 2029 - Signal at 40 th	A (7.3) [18'/252']	C (20.4) [112'/307']	C (15.2) [68'/345']
	A (39.1)		
2015 Assumptions 2025 - Signal at 39 th	A (9.4) [50'/253']	A (3.8) [10'/318']	A (0.0) [0'/357']
	A (4.2)		
2015 Assumptions 2025 - Signal at 40 th	A (7.3) [6'/252']	C (15.5) [87'/307']	B (13.0) [68'/345']
	A (7.7)		