

TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

| | | 2016 EXISTING | | | 2021 NO-BUILD | | | 2021 BUILD | | | |
|---|---|---------------|---------|---------|---------------|---------|---------|------------|---------|---------|---------|
| | | AM | MID-DAY | PM | AM | MID-DAY | PM | AM | MID-DAY | PM | |
| 1 | NYS ROUTE 32 (N. CHESTNUT ST.) & HENRY W DUBOIS DRIVE | UN SIGNALIZED | | | | | | | | | |
| | | WB | B[13.9] | C[15.6] | D[30.5] | B[14.6] | C[17.2] | E[41.9] | C[15.2] | C[20.5] | F[73.3] |
| | SB | A[8.3] | A[8.3] | A[8.8] | A[8.3] | A[8.5] | A[8.9] | A[8.4] | A[8.7] | A[9.2] | |
| | WITH WB APPROACH RESTRIPED | WB | - | - | - | B[13.2] | C[14.2] | C[23.2] | B[13.5] | C[15.8] | D[29.4] |
| | | SB | - | - | - | A[8.3] | A[8.5] | A[8.9] | A[8.4] | A[8.7] | A[9.2] |
| 2 | NYS ROUTE 32 (N. CHESTNUT ST.) & MULBERRY STREET | UN SIGNALIZED | | | | | | | | | |
| | | EB | B[14.4] | B[12.1] | C[15.5] | C[15.0] | B[12.4] | C[16.3] | C[15.6] | B[13.4] | C[17.9] |
| | | WB | B[13.7] | C[16.4] | C[16.7] | B[14.2] | C[17.5] | C[18.0] | B[14.8] | C[20.0] | C[20.6] |
| | | NB | A[8.2] | A[8.1] | A[9.0] | A[8.3] | A[8.2] | A[9.1] | A[8.4] | A[8.3] | A[9.3] |
| | | SB | A[8.1] | A[0.0] | A[8.7] | A[8.2] | A[0.0] | A[8.8] | A[8.2] | A[0.0] | A[9.1] |
| 3 | NYS ROUTE 32 (N. CHESTNUT ST.) & SITE ACCESS DRIVEWAY | UN SIGNALIZED | | | | | | | | | |
| | | EB | - | - | - | - | - | - | B[14.5] | C[16.9] | D[31.4] |
| | | NB | - | - | - | - | - | A[8.4] | A[8.5] | A[9.5] | |

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS.

2) SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.