

APPENDIX O.5

Technical Memorandum #5 2026 and 2031 Future Traffic Conditions Non-Gameday – Mitigation



LaGuardia Airport Access Improvement Project Traffic Study NEPA EIS – TECHNICAL MEMORANDUM 5 2026 and 2031 FUTURE TRAFFIC CONDITIONS **INTERSECTION AND MAINLINE** PEAK HOUR ANALYSIS – NON-GAME DAY (NGD) – MITIGATION

To: Mr. Stephen Culberson (Ricondo, Inc.) Mr. Andrew Brooks (FAA) Ms. Marie Jenet (FAA)

From: Umesh Avadhani, P.E. (B-A Engineering, P.C)

Date: 5/7/2020

Subject: LaGuardia Airport Access Improvement Project EIS – Traffic Study **Technical Memorandum 5** 2026 and 2031 Future Traffic Conditions – MITIGATION – Non-Game Day Intersection and Mainline Peak Hour – Traffic Analysis

This Technical Memorandum 5 (TM5) is a summary of the proposed mitigation measures for the future conditions (No-Action and Build) non-game day (NGD) – 2026 and 2031 – traffic conditions for the AirTrain Project impacted intersections and mainline locations. Please refer to Technical Memorandums 3 and 4 (TM3 and TM4) for existing and future conditions – peak hour traffic volumes and analyses, respectively.

This TM5 is to determine the significant impact due to the project. The following guidelines summarized in the CEQR Technical Manual (March 2014 Edition), Chapter 16 is summarized below and was applied in determining whether or not the traffic impacts of the proposed AirTrain project being evaluated are significant.

1. SIGNIFICANT IMPACT CRITERIA – INTERSECTIONS

The identification of significant adverse traffic impacts at analyzed intersections is based on criteria presented in the CEQR Technical Manual. If a lane group in the Build conditions is within LOS A, B or C, or marginally acceptable LOS D (i.e., delay less than or equal to 45.0 seconds/vehicle), the impact is not considered significant. If the lane group LOS would deteriorate from LOS A, B, or C in the No-Action conditions to worse than mid-LOS D or to LOS E or F in the Build conditions, a significant adverse traffic impact is identified. For a lane group that would operate at LOS D in the No-Action conditions, an increase in delay of 5.0 or more seconds in the Build conditions is considered a significant adverse impact if the Build delay would exceed mid-LOS D. For a lane group that would operate at LOS E in the No-Action conditions, a projected Build increase in delay of 4.0 or more

seconds is considered a significant adverse impact. For a lane group that would operate at LOS F in the No-Action conditions, a projected Build increase in delay of 3.0 or more seconds is considered a significant adverse impact. The same criteria apply to signalized and unsignalized intersections. However, for traffic on a minor street at an unsignalized intersection to result in a significant adverse impact, at least 90 total passenger car equivalents ("PCEs") must be projected in the future Build conditions in any peak hour.

2. <u>SIGNIFICANT IMPACT CRITERIA – MAINLINE</u>

2a. Basic Freeway Segments

The determination of significant impacts for basic freeway segments is summarized as follows:

- If the level of service under the no-action condition is LOS D, an increase in the projected density of 5 or more passenger cars per mile per lane (pc/mi/ln) under the action condition should be considered a significant impact.
- If the level of service under the no-action condition is LOS E, an increase in the projected density of 4 or more pc/mi/ln under the action condition should be considered a significant impact.
- If the level of service under the no-action condition is LOS F, an increase in the projected density of 3 or more pc/mi/ln under the action condition should be considered a significant impact.

2b. Freeway Weaving and Freeway Merge and Diverge Segments

The determination of significant impacts for freeway weaving and freeway merge and diverge segments is summarized as follows:

- If the level of service under the no-action condition is LOS D, an increase in the projected density of 4 or more passenger cars per mile per lane (pc/mi/ln) under the action condition should be considered a significant impact.
- If the level of service under the no-action condition is LOS E, an increase in the projected density of 3 or more pc/mi/ln under the action condition should be considered a significant impact.
- If the level of service under the no-action condition is LOS F, an increase in the projected density of 2 or more pc/mi/ln under the action condition should be considered a significant impact.

The above 2 sections are based on the criteria summarized in the NYCDOT CEQR Technical Manual.

3. INTERSECTION ANALYSIS – 2026 AND 2031 CONDITIONS (NGD)

The 2026 and 2031 No-Action and Build conditions peak hour intersection analysis is summarized in the tables included in TM4. Based on the CEQR criteria for the signalized

Table A: Number of Impacted Intersections												
(out of 18 intersections analyzed)												
Peak Hour 2026 2031												
AM	2	2										
Midday	5	5										
PM	5	5										
Saturday 4 4												

and unsignalized intersections, Tables A and B (shown below) shows the number of intersections impacted for the 2026 and 2031 peak hour conditions.

As summarized in the above table, of the 18 intersections analyzed, 2 intersections, 5 intersections and 4 intersections will be significantly impacted during the AM, Midday, PM and Saturday peak hours, respectively. See Table B (below) for a listing of impacted intersections. Figure 1 shows the locations of the impacted intersections.

TABLE B: LIST OF IMPACTED INTERSECTIONS ⁽¹⁾										
Int.		2	026 Pe	ak Ho	ur	20	31 Pea	ak Hou	r	Type of
No.	Intersection Name	АМ	MD	PM	SAT	AM	MD	PM	SAT	Mitigation ⁽²⁾
1	Boat Basin Pl and Marina Rd (unsignalized)	-	-	х	-	-	-	х	-	Install Signal
4	126th Street and Shea Road/34th Ave (signalized)	-	х	х	х	-	x	x	х	Modify Signal timing/phasing
9	Roosevelt Ave and 126th Street (signalized)	-	x	x	x	-	x	x	х	Modify Signal timing/phasing and lane configuration
10-1	Roosevelt Ave and Stadium Pl North (unsignalized)	-	-	-	х	-	-	-	х	Install Signal
11E	Roosevelt Ave and Southfield Employee Lot (unsignalized)	х	х	х	-	х	x	х	-	Install Signal
12	Roosevelt Ave and 114th Street (signalized)	x	x	x	х	х	x	x	х	Modify Signal timing/phasing and lane configuration
16	114th St and 34th Ave (signalized)	-	х	-	-	-	x	-	-	Modify Signal timing/phasing

Notes: 1. The significant impacts are based on NYCDOT CEQR Technical Memorandum.

2. For details of type of mitigation measures see Tables 1-8.

3. An 'X' indicates impacted intersection during that peak hour.

4. A '-' indicates no impact during that peak hour.

3a. 2026 – Impacted Intersections and Mitigation (NGD)

3a.i 2026 Signalized Intersections (NGD)

Intersection 4: 126th Street and Shea Road/34th Avenue (signalized)

Impacts on the eastbound Shea Road right turns would occur during the midday peak hour. These impacts could be mitigated by shifting green times for the approaches. See Tables 1 through 4 for a details.

Impacts on the southeast GCP off-ramp approach would occur during the weekday midday, weekday PM and Saturday peak hours. These impacts could be mitigated by shifting green times for the approaches. See Tables 1 through 4 for a details.

Intersection 9: 126th Street and Roosevelt Avenue (signalized)

The proposed garage traffic will be entering and exiting at this intersection. The driveway access is along the 126th Street northbound approach. Impacts on the northbound 126th Street approach would occur during the weekday midday and PM peak hours. In addition, impacts would occur on the southbound 126th Street approach during the weekday PM and Saturday peak hours. As per on-going discussions with NYCDOT and PANYNJ, the impacts could be mitigated as described in detail by PANYNJ in the email with attachments which is included in the link provided below. A left-turn lane warrant analysis should be performed during the design phase of this project.

Intersection 12: Roosevelt Avenue at 114th Street (signalized)

Impacts on the eastbound Roosevelt Avenue approach would occur during the weekday AM and PM peak hours. Impacts on the westbound Roosevelt Avenue would occur during the weekday midday and Saturday peak hours. These impacts could be mitigated by shifting green times and by lane reconfiguration for the eastbound, westbound and southbound approaches. See Tables 1 through 4 for a details. The lane reconfiguration is within the existing curb limits and does not result in roadway widening. Figures 2 and 3 show the existing and proposed lane configuration. Parking near the approaches (near side and far side) currently prohibits parking. However, vehicles do park along these approaches. Strict enforcement is required. It should be noted that the proposed lane configuration shown is a sketch and detailed design should be performed during the design stage of this Project. A left-turn lane warrant analysis should be performed during the design phase of this project.

Intersection 16: 114th Street at 34th Avenue (signalized)

Impacts on the northbound 114th Street approach would occur during the weekday midday peak hour. These impacts could be mitigated by shifting green times for the approaches. See Tables 1 through 4 for details.

3a.ii 2026 Unsignalized Intersections (NGD)

Intersection 1: Boat Basin Pl and Marina Road (unsignalized)

Impacts on the northbound Marina Road approach would occur during the weekday PM peak hour. The impacts can be mitigated by a traffic signal. See Tables 1 through 4 for details. A traffic signal warrant analysis needs to be performed during the design phase of this project. Should this analysis indicate that a traffic signal is not warranted, other mitigation measures would need to be identified or the significant impacts may only be partially mitigated or remain unmitigated. Based on the CEQR criteria, although only the weekday PM peak hour is significantly impacted, a signalized intersection analysis needs to be performed for all the peak hours.

Intersection 10-1: Roosevelt Avenue and Stadium Pl North (unsignalized)

Impacts on the southbound Stadium PI North approach would occur during the Saturday peak hour. The impacts can be mitigated by a traffic signal. See Tables 1 through 4 for details. A traffic signal warrant analysis needs to be performed during the design phase of this project. Should this analysis indicate that a traffic signal is not warranted, other mitigation measures would need to be identified (such as traffic police enforcement) or the significant impacts may only be partially mitigated or remain unmitigated. Based on the CEQR criteria, although only the Saturday peak hour is significantly impacted, a signalized intersection analysis needs to be performed for all the peak hours.

Intersection 11E: Roosevelt Ave and Southfield Employee Lot (unsignalized)

Impacts on the southbound Southfield Employee Lot Driveway would occur during the weekday AM, Midday and PM peak hours. The impacts can be mitigated by a traffic signal. See Tables 1 through 4 for details. A traffic signal warrant analysis needs to be performed during the design phase of this project. Should this analysis indicate that a traffic signal is not warranted, other mitigation measures would need to be identified (such as traffic police enforcement) or the significant impacts may only be partially mitigated or remain unmitigated. Based on the CEQR criteria, although the weekday peak hours are significantly impacted, a signalized intersection analysis needs to be performed for Saturday peak hour.

3b. 2031 – Impacted Intersections and Mitigation (NGD)

3b.i 2031 Signalized Intersections (NGD)

Intersection 4: 126th Street and Shea Road/34th Avenue (signalized)

Impacts on the eastbound Shea Road right turns would occur during the midday peak hour. These impacts could be mitigated by shifting green times for the approaches. See Tables 5 through 8 for details. Impacts on the southeast GCP off-ramp approach would occur during the weekday midday, weekday PM peak hour and Saturday peak hour. These impacts could be mitigated by shifting green times for the approaches. See Tables 5 through 8 for details.

Intersection 9: 126th Street and Roosevelt Avenue (signalized)

The proposed garage traffic will be entering and exiting at this intersection. The driveway access is along the 126th Street northbound approach. Impacts on the northbound 126th Street approach would occur during the weekday midday and PM peak hours. In addition, impacts would occur on the southbound 126th Street approach during the weekday PM and Saturday peak hours. As per on-going discussions with NYCDOT and PANYNJ, the impacts could be mitigated as described in detail by PANYNJ in the email with attachments (this is included in the link provided below). A left-turn lane warrant analysis should be performed during the design phase of this project.

Intersection 12: Roosevelt Avenue at 114th Street (signalized)

Impacts on the eastbound Roosevelt Avenue approach would occur during the weekday AM and PM peak hours. Impacts on the westbound Roosevelt Avenue would occur during the weekday midday and Saturday peak hours. These impacts could be mitigated by shifting green times and by lane reconfiguration for the eastbound, westbound and southbound approaches. See Tables 5 through 8 for details. The lane reconfiguration is within the existing curb limits and does not result in roadway widening. Figure 2 shows the proposed lane configuration. Parking near the approaches (near side and far side) currently prohibits parking. However, vehicles do park along these approaches. Strict enforcement is required. It should be noted that the lane configuration shown is a sketch and detailed design including turning radius, etc. should be performed during the design stage of this Project. A left-turn lane warrant analysis should be performed during the design phase of this project.

Intersection 16: 114th Street at 34th Avenue (signalized)

Impacts on the northbound 114th Street approach would occur during the weekday midday peak hour. These impacts could be mitigated by shifting green times for the approaches. See Tables 5 through 8 for details.

3b.ii 2031 Unsignalized Intersections (NGD)

Intersection 1: Boat Basin Pl and Marina Road (unsignalized)

Impacts on the northbound Marina Road approach would occur during the weekday PM peak hour. The impacts can be mitigated by a traffic signal. See Tables 1 through 4 for details. A traffic signal warrant analysis needs to be performed during the design phase of this project. Should this analysis indicate that a traffic signal is not warranted, other mitigation measures would need to be identified or the significant impacts may only be partially mitigated or remain unmitigated. Based on the CEQR criteria, although only the weekday PM peak hour is significantly impacted, a signalized intersection analysis needs to be performed for all the peak hours.

Intersection 10-1: Roosevelt Avenue and Stadium Pl North (unsignalized)

Impacts on the southbound Stadium PI North approach would occur during the Saturday peak hour. The impacts can be mitigated by a traffic signal. See Tables 1 through 4 for details. A traffic signal warrant analysis needs to be performed during the design phase of this project. Should this analysis indicate that a traffic signal is not warranted, other mitigation measures would need to be identified (such as traffic police enforcement) or the significant impacts may only be partially mitigated or remain unmitigated. Based on the CEQR criteria, although only the Saturday peak hour is significantly impacted, a signalized intersection analysis needs to be performed for all the peak hours.

Intersection 11E: Roosevelt Ave and Southfield Employee Lot (unsignalized)

Impacts on the southbound Southfield Employee Lot Driveway would occur during the weekday AM, Midday and PM peak hours. The impacts can be mitigated by a traffic signal. See Tables 1 through 4 for details. A traffic signal warrant analysis needs to be performed during the design phase of this project. Should this analysis indicate that a traffic signal is not warranted, other mitigation measures would need to be identified (such as traffic police enforcement) or the significant impacts may only be partially mitigated or remain unmitigated. Based on the CEQR criteria, although the weekday peak hours are significantly impacted, a signalized intersection analysis needs to be performed for Saturday peak hour.

4. MAINLINE ANALYSIS – 2026 AND 2031 CONDITIONS (NGD)

Based on the criteria specified in the CEQR Technical Manual, there is no significant impact at any of the roadway segments analyzed within the study area along Grand Central Parkway (GCP), Van Wyck Expressway (VWE) and Whitestone Expressway (WSE).

Link for the SYNCHRO files and the PANYNJ email to NYCDOT is shown below: Technical Memorandum No. 5 (2026 and 2031 Future NGD Conditions – Mitigation): https://drive.google.com/open?id=1AvIWbOkpgCMUfvqOUd4waW5IA04EzV8B

Link for Tech Memorandum No. 4 (TM4) Technical Memorandum No. 4 (2026 and 2031 Future NGD Conditions): https://drive.google.com/open?id=1BbELg4pO WjcH6CF-bgoqaJVENI42Vr0

FIGURES







TABLES

TABLE 1
2026 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						2026 No A	ction AM 8:15	Peak Hour am)	(7:15am -	202	6 Build Al (7:15am -	VI Peak Ho 8:15am)	ur	202	6 Build AN	l Peak Hou	r w/ Mitiga	ation (7:1	5am - 8:15	am)	Mitigation Massuras
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Moveme nt	V/C Ratio	Delay (secs)	LOS	
		FR	1	Т	Т	0	0.00	0.0	-	0	0.00	0.0	-	FB	1	Т	Т	0.00	11		
		ED	1	TR	R	5	0.00	0.0	-	5	0.00	0.0	-	LD	1	TR	R	0.00	4.4		Install traffic signal with a 90-
	Boat Basin Pl	WB	1	LT	L	385	0.30	6.3	A	435	0.34	6.8	A	WB	1	LT	L	0.74	12.2	в	second cycle length and 2
1	and Marina Rd		1	Т	т	710	0.32	0.0	-	710	0.32	0.0	-		1	Т	Т	0.74	12.2		67 secs, NB green phase = 67
	(unsignalized)	NB	1	L	L	30	0.36	59.3	F	30	0.46	83.6	F	NB	1	L	L	0.09	24.5	с	secs. Yellow= 3 secs and All
			1	R	R	30	0.04	8.5	A	30	0.04	8.5	A		1	R	R	0.12	24.9	с	red=2 secs.
		NB App.		-	-			33.9	D			46.1	E	Inter.		-	-		12.8	В	
			1	LT	L	5				5	-				1	LT	L	1			
		WB	1	TR	Т	125	0.22	25.9	С	125	0.22	25.9	С	WB	1	TR	Т	1			
					R	20				20							R				-
	Boat Basin Pl		1	LT	L	5				5	-				1	LT	L	4			
2	and Shea Road	NB	1	TR	Т	40	0.04	7.1	A	40	0.04	7.1	A	NB	1	TR	Т	4			Mitigation Not Required
	(signalized)				R	25				25							R				-
			1	LT	L	110	0.00			160					1	LT	L –	-			
		SB	1	TR		5	0.29	8.9	A	5	0.34	9.3	A	SB	1	TR		+			
		L			R	275		12.0		275		12.0					к				-
		Inter.	-	-		2140	0.83	12.9	В	2100	0.05	12.9	В	Inter.	-	-	-				
	126th Street and		2			115	0.05	15.7	В	115	0.85	10.0	В		2						
3N	(signalized)	INB	2	L		115	0.22	0.4	A	115	0.22	0.4	A	INB	2	L	L				Mitigation Not Required
	(0.8.10.1200)	Inter	-	-	-			15.4	В			16.2	В	Inter	-	-	-				
	126th Street	EB	1	Т	Т	185	0.25	33.4	С	185	0.25	33.4	С	EB	1	Т	Т				-
	and GCP Off-	NB	2	Т	Т	115	0.23	16.8	В	115	0.23	16.8	В	NB	2	Т	Т				
35	Ramp EB /		2	R	R	115	0.30	18.0	В	115	0.30	18.0	В		2	R	R				Mitigation Not Required
	(signalized)	NE	2	R	R	515	0.61	33.6	C	515	0.61	33.6	C	NE	2	R	R				
		Inter.	-	-	-			29.5	С			29.6	C	Inter.	-	-	-				

T

TABLE 1
2026 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						2026 No A	ction AM 8:15	Peak Hour am)	(7:15am ·	202	6 Build Al (7:15am -	VI Peak Hou 8:15am)	ır	2026	5 Build AM	Peak Hou	r w/ Mitiga	tion (7:15	iam - 8:15	am)	Mitigation Manguros
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Moveme nt	V/C Ratio	Delay (secs)	LOS	Witigation Weasures
			1	LT	L	35	0.22	40.6	D	35	0.22	40.6	D		1	LT	L				
		EB	1	R	т	15				15				EB	1	R	Т				
					R	85	0.26	40.8	D	135	0.42	44.2	D				R				
			1	1 1 1 2 2		20	0.34	13.0	D	15	0.24	12.0	D	W/P	1		L T				
		VVD	1		R2	30	0.54	43.5	U	30	0.54	43.5	U	VVD	T		R2				
			1	LT	L	65				65					1	LT	L				
	126th Street and	NB			Т	155	0.25	35.6	D	155	0.25	35.4	D	NB			Т				
4	Shea Road/34th		1	TR	R	10				10					1	TR	R				Mitigation Not Required
	Ave (signalized)				L	5				5							L				
		SB	1	LTR	т	100	0.17	20.4	С	100	0.17	20.4	С	SB	1	LTR	Т				
					R	10				10							R				
					L2	5				5							L2				
		SE	1	L2LRR2	L	5	0.47	47.6	D	5	0.55	49.9	D	SE	1	L2LRR2	L				
					R	70				90							R				
		later			R2	55		27.5		55		28.0		later			R2				
		inter.	-	-	-	20		57.5	U	20		56.9	U	inter.	-	-	-				
		WB	1	LR	R	0	0.05	12.1	В	0	0.05	12.6	В	WB	1	LR	R				
	126th Street and	NB	1	TR	Т	230	0.10	0.0	-	230	0.10	0.0	-	NB	1	TR	Т				
5	35th Ave (unsignalized)		1		R	20	0.07	0.0	-	20	0.07	0.0	-		1		R				Mitigation Not Required
	(unsignalized)	SB	1		L -	0	0.00	0.0	-	0	0.00	0.0	-	- SB	1		L				
			1			270	0.13	0.0	-	340	0.16	0.0	-		1						
		үүр Арр.	-	-	-	5		12.1	D	5		12.0	D	WB App.	-	-	-				
		WB	1	LR	R	10	0.03	11.0	В	10	0.03	11.2	В	WB	1	LR	R				
	126th Street and	NB	1	TR	т	240	0.11	0.0	-	240	0.11	0.0	-	NB	1	TR	Т				
6	36th Ave		1		R	15	0.06	0.0	-	15	0.06	0.0	-		1		R				Mitigation Not Required
	(unsignalized)	SB	1	LT	L	5	0.01	0.4	A	5	0.01	0.4	A	SB	1	LT	L				
			1	Т	Т	285	0.14	0.0	-	355	0.17	0.0	-		1	Т	Т				
		WB App.	-	-	-			11.0	В			11.2	В	WB App.	-	-	-				
		WB	1	LR	L R	0	0.00	0.0	А	0	0.00	0.0	Α	WB	1	LR	R				
	126th Street and	NB	1	TR	Т	255	0.12	0.0	-	255	0.12	0.0	-	NB	1	TR	Т				
7	37th Ave		1		R	0	0.06	0.0	-	0	0.06	0.0	-		1		R				Mitigation Not Required
	(unsignalized)	SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
			1	Т	Т	290	0.13	0.0	-	360	0.16	0.0	-		1	Т	Т				
		WB App.	-	-	-			0.0	А			0.0	Α	WB App.	-	-	-				

TABLE 1
2026 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						2026 No A	ction AM I 8:15a	Peak Hour am)	(7:15am -	202	6 Build AN (7:15am -	VI Peak Hou 8:15am)	ır	2026	5 Build AM	Peak Hou	r w/ Mitiga	tion (7:15	iam - 8:15	am)	
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Moveme nt	V/C Ratio	Delay (secs)	LOS	witigation Measures
		WB	1	LR	L	5 55	0.09	9.8	А	5	0.09	9.8	A	WB	1	LR	L				
	126th Street and		1		Т	200	0.09	0.0	-	200	0.09	0.0	-		1		Т				
8	38th Ave	NB	1	TR	R	5	0.05	0.0	-	5	0.05	0.0	-	NB	1	TR	R				Mitigation Not Required
	(unsignalized)		1	LT	L	15	0.01	1.3	А	15	0.01	1.1	Α		1	LT	L				
		SB	1	Т	Т	275	0.12	0.0	-	345	0.15	0.0	-	SB	1	т	т				
		WB App.	-	-	-			9.8	А			9.8	А	WB App.	-	-	-				
				LT	L	105				105						LT	L				
		EB	2	тр	Т	450	0.62	16.9	В	450	0.64	17.2	В	EB	2	тр	Т	0.67	28.1	С	
					R	20				30							R				Add NB left lane, Modify
				LT	L	15				20						LT	L				signal timing. Increase NB/SB
		WB	2	TR	т	780	0.57	14.6	В	780	0.58	14.9	В	WB	2	TR	Т	0.62	18.4	В	phase by 5 secs. Reduce EB/WB phase by 5 secs. Cycle length
	Roosevelt Ave				R	95				95							R				remains same (120 secs).
9	and 126th Street				L	20				50							L	0.21	31.1	С	Mitigation measures for this
	(signalized)	NB	1	LTR	Т	5	0.10	32.0	С	5	0.26	35.5	D	NB	1	LTR	Т	0.02	27.2	с	between the PANYNI and
					R	5				5							R				NYCDOT. Need exclusive left
				LT	L	160				160						LT	L	0.40	40.2	D	turn warrant analysis during
		SB	2	TR	Т	35	0.45	41.5	D	60	0.57	45.3	D	SB	2	TR	Т	0.43	40.4	D	design phase.
					R	85				130							R				
		Inter.	-	-	-			19.9	В			21.9	С	Inter.	-	-	-		25.9	С	
		EB	1	т	T	765	0.25	0.0	-	765	0.25	0.0	-	EB	1	т	Т	0.56	31.6	С	Install traffic signal with a 120-
	Roosevelt Ave		1		Т		0.25	0.0	-		0.25	0.0	-		1		Т				second cycle length and 2
10-1	and Stadium Pl	WB	1	т	T	720	0.25	0.0	-	765	0.26	0.0	-	WВ	1	т	T	0.60	13.6	В	phases. EB/WB green phase =
	(unsignalized)		1		T		0.25	0.0	-		0.26	0.0	-		1		T				secs. Yellow= 3 secs and All
		SB	1	К	R	365	0.75	28.9	D	365	0.78	32.2	D	SB	1	к	К	0.55	27.7	<u> </u>	red=2 secs.
		SB App.	-	-	- -		0.10	28.9	D		0.10	32.2	D	Inter.	-	-	- -		23.4	L	
		EB	1	Т		505	0.16	0.0	-	505	0.16	0.0	-	EB	1	т					
	Roosevelt Ave		1				0.10	0.0	-		0.10	0.0	-		1						
10-2	South	WB	1	т	- т Т	820	0.28	0.0	-	910	0.32	0.0	-	WВ	1	т	- ' - T				Mitigation Not Required
	(unsignalized)	NP	1	D		170	0.28	12.3	- D	100	0.32	12.7	- P	NR	1	D	P				
		NB App	-	n	n -	170	0.50	12.5	B	150	0.55	12.7	B	NB App	-		n -				
		нь дрр.	1		т	570	0.25	0.0	5	575	0.26	0.0	-	но дрр.	1		т				
		EB	1	TR	R R	105	0.25	0.0		120	0.20	0.0		EB	1	TR	R				
	Roosevelt Ave		1			5	0.20	0.0	Δ	5	0.01	0.0	Δ		1						
11W	and Southfield	WB	1	LT	т	820	0.38	0.0	-	910	0.42	0.0	-	WB	1	LT	т				Mitigation Not Required
	Employee Lot		-			0	0.50	0.0		0	0.72	0.0			-						
	(unsignalized)	NB	1	LR	R	0	0.00	0.0	A	0	0.00	0.0	А	NB	1	LR	R				
		Inter.	-	-	-			0.0	А			0.0	А	Inter.	-	-	-				

							2026 l	ntersectio	on Capac	ity Analys	is Result	s Summar	y - Non-	Game Day	- 1000 SF	PACES					
						2026 No A	ction AM 8:15	Peak Hour am)	(7:15am ·	202	6 Build Al (7:15am -	M Peak Ho 8:15am)	ur	2026	6 Build AM	Peak Hou	r w/ Mitiga	ition (7:1	5am - 8:15	am)	Mitigation Measures
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Moveme nt	V/C Ratio	Delay (secs)	LOS	initigation measures
		FB	1	TR	Т	570	0.27	0.0	-	575	0.27	0.0	-	FR	1	TR	Т	0.30	6.8	Δ	
			1		R	0	0.13	0.0	-	0	0.13	0.0	-		1		R	0.50	0.0		Install traffic signal with a 120-
	Roosevelt Ave	WB	1	LT	L	60	0.08	2.5	A	105	0.14	3.9	A	WB	1	LT	L	0.70	13.9	В	second cycle length and 2 phases FB/WB green phase =
11E	Employee Lot		1		Т	825	0.38	0.0	-	855	0.39	0.0	-		1		Т				80 secs, NB green phase= 40
	(unsignalized)	NB	1	LR	L R	0 5	0.01	10.5	В	60 10	0.59	59.2	F	NB	1	LR	L R	0.17	32.8	с	secs. Yellow= 3 secs and All red=2 secs.
		Inter.	-	-	-			10.5	В			59.2	F	Inter.	-	-	-		12.2	В	
					L	65				65						L	L	0.39	20.5	С	
		EB	1	LTR	Т	415	0.89	34.8	С	415	0.98	53.5	D	EB	1	тр	Т	0.58	10.1	D	
					R	15				15							R	0.58	19.1	D	Decention land and the
			1	L	L	270	0.64	19.5	В	270	0.64	19.5	В		1	L	L	0.79	35.1	D	using existing (Fig. 2) roadway
		WB	1	TR	Т	600	0.86	24.6	C	605	0.91	30.1	C	WB	1	TR	Т	0.56	17.0	В	width. See Fig. 3 for proposed
	Roosevelt Ave				R	215				255							R				lane configuration. Modify
12	and 114th Street				L	10				10	-						L				phase by 1 sec. Reduce EB/WB
	(signalized)	NB	1	LTR	Т	30	1.09	118.3	F	30	1.09	118.3	F	NB	1	LTR	Т	0.82	54.0	D	phase by 1 sec. Cycle length
					R	240				240							R				remains same (120 secs). Need exclusive left turn warrant
					L	110			_	110			_			L	L	0.63	49.4	D	analysis during design phase.
		SB	1	LTR	T	50	1.10	136.0	F	50	1.10	136.0	F	SB	1	TR	T	0.18	28.2	с	
					R	30		50.4		30							R				
		Inter.	-	-	-	50		50.4	D	50		56.5	E	Inter.	-	-	-		27.3		
		NB	1	LT		30	-			200	-			NB	1	LT					
13	114th St and					100	No Analy	sis - 39th A	ve is one-	100	No Analy	rsis - 39th A	ve is one-				т Т	No Analy	sis - 39th	Ave is one-	Mitigation Not Required
15	(unsignalized)	SB	1	TR		35	wa	ıy westboui	nd	35	- wo	ay westbou	nd	SB	1	TR	P	w	ay westbo	und	Mitigation Not Nequired
		Inter	_		-	55	1				-			Inter			-				
		inter.				45				50				interi							
	114th Stand	EB	1	LR	R	55	0.18	11.7	В	55	0.20	12.2	В	EB	1	LR	R				
14	38th Ave	NB	1	Т	Т	260	0.17	0.0	-	300	0.20	0.0	-	NB	1	т	Т				Mitigation Not Required
	(unsignalized)	SB	1	Т	т	170	0.11	0.0	-	170	0.11	0.0	-	SB	1	т	т				
		EB App.	-	-	-			11.7	В			12.2	В	EB App.	-	-	-				
					L	115				115							L				
		EB	1	LR	R	30	0.37	24.9	С	30	0.37	24.9	С	EB	1	LR	R				
15	114th St and 37th Ave	NB	1	LT	L	135 170	0.54	17.4	В	140 210	0.60	18.9	В	NB	1	LT	L				Mitigation Not Required
	(signalized)	SB	1	TR	T R	140 40	0.28	9.4	Α	140 40	0.28	9.4	А	SB	1	TR	T				
		Inter.	-	-	-			16.9	В			17.7	В	Inter.	-	-	-				

TABLE 1 2026 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						2026 No A	ction AM 8:15	Peak Hour am)	(7:15am ·	202	6 Build Al (7:15am -	M Peak Ho 8:15am)	ur	2020	6 Build AN	l Peak Hou	r w/ Mitiga	ition (7:1	5am - 8:15	am)	Mitigation Measures
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Moveme nt	V/C Ratio	Delay (secs)	LOS	Wingation Weasures
		FB	1	Т	Т	375	0.54	14.0	В	375	0.54	14.7	В	FB	1	Т	Т				
			1	R	R	70	0.12	9.2	А	70	0.12	9.2	A		1	R	R				
	114th St and	NB	1	R	R	285	0.64	33.8	С	325	0.73	39.1	D	NB	1	R	R				
16	34th Ave		1	L	L	185	0.39	27.1	С	185	0.39	27.1	C		1	L	L				Mitigation Not Required
	(signalized)	SB	1	T		110	0.27	25.2	C ·	110	0.27	25.2	C C	SB		T					
			1	К	К	310	0.27	0.5	A	310	0.27	0.5			1	К	К				
		Inter.	-	-	-			17.8	В			19.5	В	Inter.	-	-	-				
		WB	1	LR		5	0.18	11.9	В	5	0.25	12.4	в	WB	1	LR	L	-			
					R	95				140							R				
	Shea Road and	NB	1	Т	Т	260	0.12	0.0	-	260	0.12	0.0	-	NB	1	Т	Т				
17	Stadium PI N		1	TR	R	255	0.24	0.0	-	255	0.24	0.0	-		1	TR	R				Mitigation Not Required
	(unsignalized)	ср	1	LT	L	110	0.13	6.8	А	110	0.13	6.8	A	CD	1	LT	L				
		30	1	Т	Т	155	0.07	0.0	-	155	0.07	0.0	-	30	1	Т	Т				
		WB App.	-	-	-			11.9	В			12.4	В	WB App.	-	-	-				
	Shea Road and	ND	1	1.7	L	325				370				ND	1	1.7	L				
	GCP WB		1	1 "	Т	30	No and	lysis - there	e is no	30	No and	alysis - ther	e is no	IND	1	1 ''	Т	No an	alysis - the	ere is no	
	On Ramp	C R	1	тр	Т	265	signa	l or stop co	ntrol	265	signa	al or stop co	ontrol	C R	1	тр	Т] signo	al or stop c	ontrol	
18	(unsignalized)	30	1		R	30				30				30	1		R			-	Mitigation Not Required
	Ramp to GCP	WB	1	Т	Т	325	0.23	0.0	-	370	0.27	0.0	-	WB	1	Т	Т				
	from SB Shea Rd	SB	1	R	R	30	0.06	11.3	В	30	0.07	119	В	SB	1	R	R				
	(stop sign)	SW App.	-	-	-			11.3	В			11.9	В	SW App.	-	-	-				

	Legend	1:
EB - Eastbound	L - Left	V/C Ratio - Volume/Capacity Ratio
WB - Westbound	T - Through	# -95th percentile volume exceeds capacity, queue may be longer
NB - Northbound	R - Right	~ - Volume exceeds capacity, queue is theoretically infinite.
SB - Southbound	LOS - Level of Service	m -Volume for 95th percentile queue is metered by upstream signal
		dl - Defacto Lane

Notes: 1. The results shown for the signalized intersection analysis is based on SYNCHRO 10.

2. The results shown for the unsignalized intersection analysis is based on SYNCHRO 10, HCM 2000.

3. The impacted intersection/approach/movement is shown in red.

	TABLE 2	
2026 Intersection Capac	ity Analysis Results Summary - Non	-Game Day - 1000 SPACES

						2026 No	o-Action N (1pm-	/lidday Peal 2pm)	k Hour	2026	Build Mid (1pm-	day Peak H 2pm)	our		2026 Build	MID Peak I	lour w/ Miti	gation (1	pm - 2pm))	Mitigation Moscuros
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	white attorn we as the s
		FB	1	Т	Т	15	0.01	0.0	-	15	0.01	0.0	-	FR	1	Т	Т	0.04	71	Δ	
			1	TR	R	40	0.03	0.0	-	40	0.03	0.0	-		1	TR	R	0.04	/.1		Install traffic signal with a 90-
	Boat Basin Pl and	WB	1	LT	L	270	0.20	7.3	А	335	0.25	7.7	А	WB	1	LT	L	0 38	99	Δ	second cycle length and 2
1	Marina Rd		1	Т	Т	110	0.05	0.0	-	110	0.05	0.0	-		1	Т	Т	0.00	5.5		60 secs, NB green phase= 30
	(unsignalized)	NB	1	L	L	60	0.25	21.1	С	60	0.33	28.3	D	NB	1	L	L	0.14	16.7	В	secs. Yellow= 3 secs and All
			1	R	R	20	0.02	8.6	А	20	0.02	8.6	А		1	R	R	0.05	15.9	В	red=2 secs.
		NB App.	-	-	-			17.9	С			23.3	С	Inter.	-	-	-		10.6	В	
			1	LT	L	0				0					1	LT	L				
		WB	1	TR	Т	125	0.21	25.7	С	125	0.21	25.7	С	WB	1	TR	Т				
					R	45				45							R				
	Boat Basin Pl and		1	LT	L	10	0.05	7.4		10	0.05	7.4			1	LT	L				
2	Shea Road	NB	1	TR		35	0.05	/.1	А	35	0.05	/.1	A	NB	1	TR					Mitigation Not Required
	(signalized)		1	1.7	ĸ	35				35					1	17	R				
		CD		LI		140	0.25	86	^	205	0.20	9.0		CD	1	LI					
		30	1	TR	R	165	0.25	8.0	А	165	0.50	5.0	~	30	1	TR	R				
		Inter	-	-	-	100		13.2	В	100		13.0	В	Inter	_	_	-				
	126th Street and	WB	3	Т	т	1290	0.66	11.6	В	1355	0.70	12.3	В	WB	3	Т	Т				
3N	Northern Blvd	NB	2	L	L	135	0.22	3.7	A	140	0.23	3.7	A	NB	2	L	L				Mitigation Not Required
	(signalized)	Inter	-	-	-			10.9	В			11.6	В	Inter	-	-	-				
		EB	1	т	т	185	0.24	33.2	с	185	0.24	33.2	с	EB	1	т	т				
	126th Street and		2	т	т	135	0.23	32.1	С	140	0.24	31.9	С		2	т	т				
35	GCP Off-Ramp EB	NB	2	R	R	125	0.34	34.6	С	125	0.34	34.2	С	NB	2	R	R				Mitigation Not Required
35	(signalized)	NE	2	R	R	565	0.64	34.6	С	565	0.64	34.6	с	NE	2	R	R				
	, , ,	Inter.	-	-	-			34.0	С			33.9	с	Inter.	-	-	-				

TABLE 2
2026 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						2026 No	o-Action N (1pm-	1idday Pea 2pm)	k Hour	2026	Build Mid (1pm-	lday Peak H 2pm)	lour		2026 Build	MID Peak H	lour w/ Miti	gation (1	pm - 2pm)		Mitigation Moscuros
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	Witigation Weasures
			1	LT	L	55	0.36	43.6	D	55	0.36	43.6	D		1	LT	L	0.32	40.0	D	
		EB	1	R	T	30				30				EB	1	R	Т				
					R	90	0.31	41.9	D	155	0.53	47.8	D				R	0.48	43.6	D	
		W/B	1	ITR2	т	25	0 35	43.6		23	0.35	43.6		WB	1	ITR2	 т	0 31	40.2	р	
			-	21112		30	0.55	15.0		30	0.55	10.0			-	21112	R2	0.01	10.2		
			1	LT	L	80				80					1	LT	L				Modify signal timing. Reduce
	126th Street and	NB			т	170	0.30	18.7	В	175	0.32	18.7	В	NB			Т	0.38	20.5	с	NB/SB phase by 9 secs.
4	Shea Road/34th		1	IR	R	25				30					1	IR	R				Increase EB/WB phase by 3
	Ave (signalized)				L	10				10							L				secs. Cycle length remains
		SB	1	LTR	Т	90	0.16	20.3	С	90	0.16	20.3	С	SB	1	LTR	Т	0.20	26.3	С	same (120 secs).
					R	5				5							R				
					L2	5				5							L2				
		SE	1	L2LRR2	L	10	0.82	67.4	E	10	0.94	85.6	F	SE	1	L2LRR2	L	0.75	54.8	D	
					R	125				155							R				
		Inter	_	_	KZ	co		38.5		65		45.1		Inter			RZ		37.1		
		inter.			L	75		56.5		75		43.1		inter.		-	L		37.1		
		WB	1	LR	R	0	0.18	14.1	В	0	0.19	15.1	С	WB	1	LR	R				
	126th Street and	ND	1	TD	т	275	0.09	0.0	-	285	0.09	0.0	-		1	TD	Т				
5	35th Ave	NB	1		R	0	0.09	0.0	-	0	0.09	0.0	-	NB	1	IK	R				Mitigation Not Required
	(unsignalized)	SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
			1	Т	Т	330	0.14	0.0	-	425	0.18	0.0	-	55	1	Т	Т				
		WB App.	-	-	-			14.1	В			15.1	С	WB App.	-	-	-				
		WB	1	LR	L	15	0.12	10.9	В	15	0.13	11.2	В	WB	1	LR	L				
					R	55	0.10			55	0.10				1		R				
6	126th Street and	NB		TR		220	0.10	0.0	-	230	0.10	0.0	-	NB	1	TR					Mitigation Not Required
0	(unsignalized)		1	IT		50	0.07	3.0	Δ	50	0.07	2.6			1	IT					Witigation Not Required
		SB	1	Т	T	355	0.15	0.0	-	450	0.19	0.0	-	SB	1	Т	Т				-
		WB App.	-	-	-			10.9	В			11.2	В	WB App.	-	-	-				
					L	5			_	5							L				
		WB			R	0	0.01	12.0	В	0	0.01	12.7	В	WB	1	LR	R				
	126th Street and	NB	1	тр	Т	245	0.11	0.0	-	255	0.11	0.0	-	NR	1	тр	Т				
7	37th Ave		1		R	0	0.05	0.0	-	0	0.06	0.0	-		1		R				Mitigation Not Required
	(unsignalized)	SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
			1	Т	Т	370	0.15	0.0	-	465	0.19	0.0	-	_	1	Т	Т				ļ
		WB App.	-	-	-			12.0	В			12.7	В	WB App.	-	-	-				

TABLE 2
2026 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						2026 No	o-Action N (1pm-	/idday Pea 2pm)	k Hour	2026	Build Mid (1pm-	lday Peak H 2pm)	our		2026 Build	MID Peak I	Hour w/ Miti	gation (1	pm - 2pm)		Mitigation Measures
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	witigation weasures
		WB	1	LR	L R	5 15	0.03	10.2	В	5 15	0.04	10.4	В	WB	1	LR	L R				
	126th Street and	ND	1	тр	Т	230	0.11	0.0	-	240	0.11	0.0	-	ND	1	тр	т				
8	38th Ave	NB	1	ТК	R	5	0.06	0.0	-	5	0.06	0.0	-	NB	1		R				Mitigation Not Required
	(unsignalized)	SB	1	LT	L	15	0.01	1.1	А	15	0.02	0.9	А	SB	1	LT	L				
			1	Т	Т	360	0.16	0.0	-	455	0.20	0.0	-	50	1	Т	Т				
		WB App.	-	-	-			10.2	В			10.4	В	WB App.	-	-	-				
				LT	L	115	-			120						LT	L				
		EB	2	TR	Т	460	0.49	11.3	В	460	0.51	11.7	В	EB	2	TR	Т	0.67	40.5	D	
					R	35				50							R				Add NB left lane, Modify signal
				LT	L	10				15					_	LT	L				timing. Increase NB/SB phase by 18 secs. Reduce FB/WB
		WB	2	TR	Т	465	0.35	9.3	A	465	0.36	9.4	A	WB	2	TR	T	0.46	19.7	В	phase by 18 secs. Cycle length
0	Roosevelt Ave				R	90				90							R	0.70	47.5	6	remains same (120 secs).
9	(signalized)	NB	1	ITD		70	0.61	51.8		205	2 20	585 3	c	NR	1	ITP		0.76	47.5	D	intersection is under discussion
			1	LIN	R	20	0.01	51.0		20	2.20	565.5			-	LIIX	R	0.14	23.9	С	between the PANYNJ and
						210	0.81	56.1	F	210	0.76	47.5					<u>к</u> 1	0.45	21.1		NYCDOT. Need exclusive left
		SB	2	-	Т	75	0.01	50.1	-	115	0.70			SB	2		т	0.15			design phase.
				TR	R	80	0.51	35.4	D	135	0.83	50.7	D			TR	R	0.50	21.9	С	
		Inter.	-	-	-			21.5	с			102.5	F	Inter.	-	-	-		30.0	С	
			1	_	Т	700	0.24	0.0	-	705	0.24	0.0	-		1	_	т	0.00	22.4		
	Roosevelt Ave	EB	1	Т	т	730	0.24	0.0	-	735	0.24	0.0	-	EB	1	T	т	0.60	30.1	С	Install traffic signal with a 120-
10.1	and Stadium Pl	14/12	1	Ŧ	Т	405	0.16	0.0	-	500	0.20	0.0	-	14/17	1	Ŧ	т	0.49	26.2	(phases. EB/WB green phase =
10-1	North	VV B	1		Т	485	0.16	0.0	-	590	0.20	0.0	-		1		Т	0.48	20.3	Ĺ	56 secs, SB green phase= 64
	(unsignalized)	SB	1	R	R	385	0.62	18.8	С	385	0.68	22.4	С	SB	1	R	R	0.53	23.9	С	secs. Yellow= 3 secs and All red=2 secs
		SB App.	-	-	-			18.8	С			22.4	С	Inter.	-	-	-		27.4	с	100-2 5005.
		FB	1	т	Т	525	0.17	0.0	-	530	0.17	0.0	-	FB	1	т	Т				
	Roosevelt Ave		1		Т		0.17	0.0	-		0.17	0.0	-		1		Т				
10-2	and Stadium Pl	WB	1	т	Т	620	0.20	0.0	-	825	0.27	0.0	-	wв	1	т	Т				Mitigation Not Required
	South (unsignalized)		1		Т		0.20	0.0	-		0.27	0.0	-		1		Т				
	(unsignalized)	NB	1	R	R	105	0.19	11.6	В	135	0.25	12.1	В	NB	1	R	R				
		NB App.	-	-	-			11.6	В			12.1	В	NB App.	-	-	-				
		EB	1	TR	T	610	0.25	0.0	-	625	0.26	0.0	-	EB	1	TR	Т				
	Roosovalt Ava		1		R	20	0.14	0.0	-	40	0.16	0.0	-		1		R				
	and Southfield	WB		LT		5	0.01	0.3	A	5	0.01	0.2	A	WB	1	LT					Mitiaatian Nat Daw 1
11W	Employee Lot		1		T .	610	0.27	0.0	-	815	0.36	0.0	-		1		T				Wiltigation Not Required
	(unsignalized)	NB	1	LR		10	0.06	21.1	с	10	0.07	25.3	D	NB	1	LR					
		Inter.	-	-	- -	0		21.1	С	0		25.3	D	Inter.	-	-	- -				

TABLE 2	
2026 Intersection Capacity Analysis Results Sun	nmary - Non-Game Day - 1000 SPACES

						2026 No	o-Action N (1pm-	/lidday Pea 2pm)	k Hour	2026	Build Mid (1pm-	day Peak H 2pm)	lour		2026 Build	MID Peak I	Hour w/ Miti	igation (1	.pm - 2pm)	Baikingting Banggung
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	- Mitigation Measures
		FB	1	тв	Т	610	0.25	0.0	-	625	0.26	0.0	-	FR	1	TR	Т	0 33	117	в	
			1		R	0	0.13	0.0	-	0	0.13	0.0	-		1		R	0.55	11.7		Install traffic signal with a 120-
	Roosevelt Ave	WB	1	LT	L	5	0.01	0.3	A	60	0.08	2.6	A	wв	1	ЦТ	L	0.54	8.2	A	second cycle length and 2 phases FB/WB green phase =
11E	Employee Lot		1		Т	610	0.27	0.0	-	745	0.33	0.0	-		1		Т				80 secs, NB green phase = 40
	(unsignalized)	NB	1	LR	L	5	0.02	20.4	с	75	0.60	55.3	F	NB	1	LR	L	0.17	32.6	с	secs. Yellow= 3 secs and All
					R	0				5							R				red=2 secs.
		Inter.	-	-	-			20.4	С			55.3	F	Inter.	-	-	-		11.0	В	
					L	100				100	1.45	100.0	_			L	L	0.46	18.7	В	-
		EB	1	LIR	R	450 20	0.93	40.1	D	455 20	1.15	109.8	F	EB	1	TR	R	0.56	15.9	В	
			1	L	L	185	0.54	16.4	В	185	0.54	16.5	В		1	L	L	0.58	31.9	с	
		WB			Т	495			_	505				WB			Т				Reconfigure lane geometry
	Roosevelt Ave		1	TR	R	190	0.78	21.4	C	285	0.94	36.4	D		1	TR	R	0.54	25.3	С	width. See Fig. 3 for proposed
12	and 114th Street				L	15				15							L				lane configuration. Cycle length
	(signalized)	NB	1	LTR	Т	40	1.08	120.1	F	40	1.08	120.1	F	NB	1	LTR	Т	0.94	78.9	E	remains same (120 secs). Need
					R	195				195							R				analysis during design phase.
					L	85				85						L	L	0.58	51.0	D	
		SB	1	LTR	Т	65	1.14	146.8	F	65	1.14	146.8	F	SB	1	TR	Т	0.34	36.3		
					R	50				50							R				-
		Inter.	-	-	-			54.2	D			77.4	E	Inter.	-	-	-		32.5	С	
		NB	1	LT	L	20	-			20				NB	1	LT	L				
12	114th St and				T	310	No Analy	sis - 39th A	ve is one-	405	No Analy	rsis - 39th A	ve is one-				T	No Anal	ysis - 39th	Ave is one-	
13	(unsignalized)	SB	1	TR		200	wa	ay westbou	nd	200	. wa	ay westbou	nd	SB	1	TR		и	vay westbo	und	Mitigation Not Required
	(Inter			ĸ	15				15				Inter			ĸ				
		inter.	-	-	-	35				35				inter.	-	-	-				
	114th St and	EB	1	LR	R	30	0.13	11.7	В	30	0.14	12.5	В	EB	1	LR	R				
14	38th Ave	NB	1	Т	Т	310	0.20	0.0	-	405	0.26	0.0	-	NB	1	т	Т				Mitigation Not Required
	(unsignalized)	SB	1	Т	Т	185	0.13	0.0	-	185	0.13	0.0	-	SB	1	Т	Т]
		EB App.	-	-	-			11.7	В			12.5	В	EB App.	-	-	-				
		EB	1	LR	L	55	0.21	22.4	с	55	0.21	22.4	с	EB	1	LR	L				
	114th St and			 	L	65	0.52	15.0		65	0.65	10.0					к L				-
15	37th Ave (signalized)	NR			Т	280	0.52	15.9	В	375	0.65	19.0	В	NR	1	LI	T				Mitigation Not Required
		SB	1	TR	R	25	0.26	8.0	A	25	0.26	8.0	A	SB	1	TR	R				
		Inter.	-	-	-			14.4	В			16.6	В	Inter.	-	-	-				

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TABLE 2
2026 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						2026 No	o-Action N (1pm-	1idday Pea 2pm)	k Hour	2026	Build Mic (1pm-	lday Peak H 2pm)	lour		2026 Build	MID Peak I	Hour w/ Mit	igation (1	pm - 2pm)	Mitigation Manufactures
Int. No	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	
			1	Т	T	385	0.53	14.3	В	385	0.53	14.3	В		1	Т	Т	0.68	26.5	С	
		EB	1	R	R	40	0.06	8.6	А	40	0.06	8.6	A	EB	1	R	R	0.07	14.8	В	Modify signal timing. Increase
	114th St and	NB	1	R	R	335	0.76	34.2	D	430	0.97	57.0	E	NB	1	R	R	0.68	29.5	С	NB/SB phase by 12 secs.
16	34th Ave		1	L	L	205	0.41	27.0	С	205	0.41	27.0	С	4	1	L	L	0.29	17.0	В	Reduce EB phase by 12 secs.
	(signalized)	SB	1	Т	Т	140	0.28	25.0	С	140	0.28	25.0	С	SB	1	Т	Т	0.20	16.0	В	Cycle length remains same (90
			1	R	R	180	0.15	0.2	А	180	0.15	0.2	A		1	R	R	0.15	0.2	A	secs).
		Inter.	-	-	-			20.7	С			28.9	С	Inter.	-	-	-		21.2	С	
		W/B	1	IR	L	5	0.24	11 9	в	5	0.42	13.8	В	WB	1	IR	L				
		**5	1		R	130	0.24	11.5		230	0.42	15.0			1		R				
	Shea Road and	ND	1	Т	Т	235	0.11	0.0	-	235	0.11	0.0	-	ND	1	Т	Т				
17	Stadium PI N	ND	1	TR	R	280	0.23	0.0	-	280	0.23	0.0	-		1	TR	R				Mitigation Not Required
	(unsignalized)	ср	1	LT	L	105	0.12	7.5	А	105	0.12	7.5	A	CD	1	LT	L]
		30	1	Т	Т	75	0.04	0.0	-	75	0.04	0.0	-	30	1	Т	Т				
		WB App.	-	-	-			11.9	В			13.8	В	WB App.	-	-	-				
	Shea Road and	NR	1	іт	L	320				420				NR	1	IT	L				
	GCP WB	ND	1		Т	45	No and	alysis - ther	e is no	45	No an	alysis - ther	e is no		1	L1	Т	No an	alysis - the	ere is no	
	On Ramp	SB	1	тр	Т	180	signa	l or stop co	ntrol	180	signa	al or stop co	ontrol	SB	1	TR	Т	sign	al or stop o	control	
18	(unsignalized)	50	1		R	15				15				50	1		R				Mitigation Not Required
	Ramp to GCP	WB	1	Т	Т	320	0.22	0.0	-	420	0.28	0.0	-	WB	1	Т	Т				4
	from SW Shea Rd	SW	1	R	R	15	0.03	10.4	В	15	0.03	11.3	В	SW	1	R	R				-
	(stop sign)	SW App.	-	-	-			10.4	В			11.3	В	SW App.	-	-	-				

	Legend	k .
EB - Eastbound	L - Left	V/C Ratio - Volume/Capacity Ratio
WB - Westbound	T - Through	# -95th percentile volume exceeds capacity, queue may be longer
NB - Northbound	R - Right	~ - Volume exceeds capacity, queue is theoretically infinite.
SB - Southbound	LOS - Level of Service	m -Volume for 95th percentile queue is metered by upstream signal
		dl - Defacto Lane

Notes: 1. The results shown for the signalized intersection analysis is based on SYNCHRO 10.

2. The results shown for the unsignalized intersection analysis is based on SYNCHRO 10, HCM 2000.

3. The impacted intersection/approach/movement is shown in red.

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							ТА	BLE 3							
			2026 I	ntersectio	on Capad	tty Analys	is Resul	ts Summa	ry - Nor	I-Game Da	ay - 1000 S	PACES			
		2026 No-A	ction PM 5:45	Peak Hour pm)	(4:45pm-	202	6 Build Pl (4:45pm-	M Peak Hou 5:45pm)	ır	20	26 Build PIV	l Peak Hou	r w/ Mitigati	ion (4:45p	om - 5:
.ane	Move		v/c	Delay	1.00		v/c	Delay	1.00			Lane	Movemen	v/c	Dela

						2026 No-A	ction PM 5:45	Peak Hour pm)	(4:45pm-	202	6 Build Pl (4:45pm-	M Peak Hou 5:45pm)	ır	20	26 Build PIV	1 Peak Hou	r w/ Mitigati	on (4:45)	pm - 5:45p	em)	Mitigation Moasuros
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	witigation weasures
		ED	1	Т	Т	10	0.01	0.0	-	10	0.01	0.0	-	ED	1	Т	Т	0.02	66	^	
		LD	1	TR	R	25	0.02	0.0	-	25	0.02	0.0	-	LD	1	TR	R	0.02	0.0	A	Install traffic signal with a 90-
E	Boat Basin Pl and	W/B	1	LT	L	360	0.29	7.7	A	410	0.33	8.0	А	WB	1	LT	L	0.45	10.1	в	second cycle length and 2
1	Marina Rd		1	Т	Т	115	0.06	0.0	-	115	0.06	0.0	-		1	Т	Т	0.43	10.1		61 secs, NB green phase= 29
	(unsignalized)	NB	1	L	L	60	0.43	40.8	E	60	0.55	60.2	F	NB	1	L	L	0.14	16.4	В	secs. Yellow= 3 secs and All
			1	R	R	30	0.04	8.6	A	30	0.04	8.6	А		1	R	R	0.08	15.8	В	red=2 secs.
		NB App.	-	-	-			29.9	D			42.7	Е	Inter.	-	-	-		10.7	В	
			1	LT	L	15				15					1	LT	L				
		WB	1	TR	Т	185	0.33	27.0	С	185	0.33	27.0	С	WB	1	TR	Т				
					R	50				50							R				
	Boat Basin Pl and		1	LT	L	15				15					1	LT	L				
2	Shea Road	NB	1	TR	T	40	0.05	7.2	A	40	0.05	/.2	A	NB	1	TR	T				Mitigation Not Required
	(signalized)				R	30				30						. –	R				
		CD	1	LI	L	150	0.20	0 0		200	0.22	0.2		CD.	1	LI	L				
		SD	1	TR		15	0.29	0.0		15	0.55	9.5	А	30	1	TR					
		Inter			ĸ	220		15.0		220		14.0		Inter			ĸ				
			-	т	т	1410	0.64	11.0	B	1460	0.67	14.0	B	M/R	-	-	- T				
3N	126th Street and Northern Blvd	NB	2			1410	0.04	82	Δ	175	0.07	83	Δ	NB	2						Mitigation Not Required
	(signalized)	Inter	-	-	-	1/0	0.27	10.8	B	1,5	0.20	11.2	B	Inter	-	-	-				
		FB	1	т	т	415	0.62	47.9	D	415	0.62	47.9	D	FB	1	т	т				
	126th Street and		2	т	т	170	0.29	30.8	c	175	0.30	31.2	c		2	т	т				
35	GCP Off-Ramp EB	NB	2	R	R	140	0.32	31.8	c	140	0.32	32.1	c	NB	2	R	R				Mitigation Not Required
	/ Northern Blvd (signalized)	NE	2	R	R	810	0.67	28.8	c	810	0.67	28.8	C	NE	2	R	R				
	(Signanzea)	Inter.	-	-	-			34.3	с			34.3	С	Inter.	-	-	-				

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							2020 1	ner seen	in capat	ity Analys	is nesu	us summa	iry - 1401	-Game Da	. T000.2	FACLS					
						2026 No-A	ction PM 5:45	Peak Hour om)	(4:45pm-	202	6 Build Pl (4:45pm-	VI Peak Hou 5:45pm)	ır	20:	26 Build PM	l Peak Houi	r w/ Mitigati	on (4:45p	m - 5:45p	m)	
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	witigation measures
			1	LT	L	55	0.21	12.2	D	55	0.21	42.2	D		1	LT	L	0.20	20.4	D	
		EB	1	R	Т	20	0.51	42.2	U	20	0.51	42.2	U	EB	1	R	Т	0.29	33.4	U	
			-		R	105	0.35	42.7	D	155	0.51	47.1	D		1	N.	R	0.46	43.0	D	
					L	10				10							L				
		WB	1	LTR2	Т	20	0.23	40.4	D	20	0.23	40.4	D	WB	1	LTR2	Т	0.21	37.5	D	
					R2	30				30							R2				
			1	LT	L	120				120					1	LT	L				Modify signal timing. Reduce
	126th Street and	NB	1	TR	T	215	0.39	30.6	С	220	0.39	30.6	С	NB	1	TR	Т	0.48	44.9	D	Increase EB/WB phase by 3
4	Shea Road/34th				R	20				20							R				secs. Increase SBL phase by 6
	Ave (Signalized)				L	5	0.24	22.6		5	0.01	22.6		67		1.70	L	0.07	20.5	6	secs. Cycle length remains
		SB	1		T	135	0.31	22.6	С	135	0.31	22.6	С	SB	1	LIR	T	0.37	29.5	С	same (120 secs).
					R	35				35							R				
						5) 15											
		SE	1	L2LRR2		10	0.93	81.0	F	15 210	1.00	95.2	F	SE	1	L2LRR2		0.80	56.5	E	
					 2	75				75							л 				
		Inter	-	-	-	/3		45.9	D	75		50.7	D	Inter	-		-		45.2	D	
		interi			L	40				40				interi			L			5	
		WB	1	LR	R	0	0.13	16.0	С	0	0.14	16.8	С	WB	1	LR	R				
	126th Street and		1		Т	355	0.13	0.0	-	360	0.13	0.0	-		1		т				
5	35th Ave	NB	1		R	0	0.13	0.0	-	0	0.13	0.0	-	NB	1	IR	R				Mitigation Not Required
	(unsignalized)	CD.	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	CD.	1	LT	L				
		28	1	Т	Т	440	0.19	0.0	-	510	0.22	0.0	-	58	1	Т	Т				
		WB App.	-	-	-			16.0	С			16.8	С	WB App.	-	-	-				
		WB	1	LR	L	30	0.20	13.7	В	30	0.21	14.2	в	WВ	1	LR	L				
					R	55				55			-				R				
	126th Street and	NB	1	TR	T	300	0.14	0.0	-	305	0.15	0.0	-	NB	1	TR	Т				
6	36th Ave (unsignalized)		1		R	15	0.08	0.0	-	15	0.08	0.0	-		1		R				Mitigation Not Required
	(unsignalized)	SB	1			55	0.06	2.9	A	55	0.06	2.7	A	SB	1						
		M/D Arra	1			425	0.19	0.0	-	495	0.22	0.0	-		1	-					
		WB App.	-	-	-	0		13.7	В	0		14.2	В	WB App.	-	-	-				
		WB	1	LR		0	0.00	0.0	А	0	0.00	0.0	А	WB	1	LR					
			1		л Т	315	0.15	0.0		320	0.15	0.0			1		т				
7	126th Street and 37th Ave	NB	1	TR		0	0.08	0.0		0	0.15	0.0		NB	1	TR	R				Mitigation Not Required
	(unsignalized)		1	ιт		0	0.00	0.0		0	0.00	0.0			1	LT					
		SB	1	Т		455	0.21	0.0	-	525	0.24	0.0	-	SB	1	т	т				
		WB App.	-	-	-			0.0	A			0.0	A	WB App.	-	-	-				•

TABLE 3
2026 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						2026 No-A	ction PM 5:45	Peak Hour pm)	(4:45pm-	202	6 Build Pl (4:45pm-	VI Peak Hou 5:45pm)	ır	20	26 Build PM	1 Peak Hou	r w/ Mitigati	ion (4:45p	om - 5:45p	om)	Mitigation Massures
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	wingation weasures
		WB	1	LR	L R	5 30	0.06	10.5	В	5 30	0.06	10.7	В	WB	1	LR	L R				
	126th Street and		1		т	285	0.14	0.0	-	290	0.14	0.0	-		1		Т				
8	38th Ave	NB	1	TR	R	5	0.07	0.0	-	5	0.07	0.0	-	NB	1	TR	R				Mitigation Not Required
	(unsignalized)	CD.	1	LT	L	50	0.05	2.7	А	50	0.05	2.5	А	CD.	1	LT	L				
		30	1	Т	Т	405	0.18	0.0	-	475	0.21	0.0	-	30	1	Т	Т				
		WB App.	-	-	-			10.5	В			10.7	В	WB App.	-	-	-				
				LT	L	135				140						LT	L				
		EB	2	TR	Т	670	0.71	19.1	В	670	0.72	19.8	В	EB	2	TR	Т	0.70	28.9	С	
		-			R	5				10							R				
				LT	L	75				75						LT	L				Added NB left lane, No change
		WB	2	TR	Т	540	0.69	18.4	В	540	0.70	18.5	В	WB	2	TR	Т	0.70	18.5	В	remains same (120 secs).
	Roosevelt Ave				R	135				135							R				Mitigation measures for this
9	and 126th Street				L	25	0.01			75	0.55						L	0.39	39.9	D	intersection is under discussion between the PANYNI and
	(Signanzed)	NB	1	LIR	T	20	0.21	34.0	C	20	0.55	45.3	D	NB	1	LIK	T	0.13	32.6	С	NYCDOT. Need exclusive left
					R	15				15							R				turn warrant analysis during
		60	2	L		265	0.84	74.9	E	265	0.91	84.4	F	CD	2	L	L	0.81	62.3	E	design phase.
		28	2	TR	1	15	0.41	52.6	D	30	0.61	59.6	Е	58	2	TR		0.59	49.2	D	
		Inter			ĸ	130		20.4	<u> </u>	185		22.1		Inter			ĸ		22.0	6	
		inter.	-	-	- -		0.21	29.4	L		0.20	33.1	L	Inter.	-	-	- т		32.0	L	
		EB	1	Т		995	0.31	0.0	-	1000	0.32	0.0	-	EB	1	т	т	0.82	39.7	D	Install traffic signal with a 120-
	Roosevelt Ave		1		<u>г</u>		0.31	0.0	-		0.32	0.0	-		1		т				second cycle length and 2
10-1	North	WB	1	Т	<u>г</u>	575	0.18	0.0	-	635	0.20	0.0	-	WB	1	Т	T	0.50	25.9	с	58 secs, SB green phase = 62
	(unsignalized)	SB	1	R	R	420	0.77	27.7	D	420	0.81	31.8	D	SB	1	R	R	0.60	26.0	C	secs. Yellow= 3 secs and All
		SB App.	_	-	-		0177	27.7	D		0.01	31.8	D	Inter.	-	-	-	0.00	33.0	c	red=2 secs.
			1		т		0.22	0.0	-		0.22	0.0	-		1		т				
	Decession Arre	EB	1	Т	т	705	0.22	0.0	-	710	0.22	0.0	-	EB	1	Т	т				
	and Stadium Pl		1	_	т		0.22	0.0	-		0.26	0.0	-		1		т				
10-2	South	WB	1	T	Т	715	0.22	0.0	-	835	0.26	0.0	-	WB	1	Т	Т				Mitigation Not Required
	(unsignalized)	NB	1	R	R	75	0.16	12.4	В	95	0.20	12.8	В	NB	1	R	R				
		NB App.	-	-	-			12.4	В			12.8	В	NB App.	-	-	-				
		50	1	TO	Т	770	0.32	0.0	-	775	0.33	0.0	-	ED.	1	TO	Т				
		EB	1	IK	R	10	0.17	0.0	-	30	0.19	0.0	-	EB	1	IK	R				
	Roosevelt Ave	W/P	1	17	L	5	0.01	0.3	А	5	0.01	0.3	А		1	17	L				
11W	and Southfield	VV B	1		Т	710	0.29	0.0	-	830	0.34	0.0	-	VV B	1		Т				Mitigation Not Required
	(unsignalized)	NB	1	IP	L	5	0.03	26.4	D	5	0.04	20.2	D	NB	1	IP	L				
		IND	Т	LN	R	0	0.05	20.4	U	0	0.04	29.5	U	ND	т	LN	R				
		Inter.	-	-	-			26.4	D			29.3	D	Inter.	-	-	-				

TABLE 3
2026 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						2026 No-A	ction PM 5:45	Peak Hour pm)	(4:45pm-	202	6 Build Pl (4:45pm-	VI Peak Hou 5:45pm)	ır	20	26 Build PM	l Peak Hou	r w/ Mitigat	ion (4:45)	pm - 5:45p	om)	Mitigation Moasuros
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	Witigation Weasures
		FB	1	TR	Т	770	0.32	0.0	-	775	0.33	0.0	-	FB	1	TR	т	0.41	6.5	Δ	
	Deserve la Asse		1		R	0	0.16	0.0	-	0	0.16	0.0	-		1		R	0.11	0.5		Install traffic signal with a 120-
445	and Southfield	WB	1	LT	L	5	0.01	0.3	A	60	0.09	3.1	A	WB	1	LT	L	0.53	12.3	В	phases. EB/WB green phase =
115	Employee Lot		1			690 25	0.28	0.0	-	95	0.31	0.0	-		1						80 secs, NB green phase= 40
	(unsignalizeu)	NB	1	LR	R	40	0.26	20.5	С	45	1.04	134.3	F	NB	1	LR	R	0.30	34.8	С	red=2 secs.
		Inter.	-	-	-			20.5	С			134.3	F	Inter.	-	-	-		118	В	
					L	80				80						L	L	0.23	8.7	А	
		EB	1	LTR	т	595	1.15	107.2	F	600	1.30	168.7	F	EB	1		т				
					R	25				25						IR	R	1.13	110.3	F	
			1	L	L	260	0.92	51.9	D	260	0.93	53.7	D		1	L	L	0.86	54.0	D	Reconfigure lane geometry
		WB			т	570				575				WB			т				using existing (Fig. 2) roadway width. See Fig. 3 for proposed
	Pageovalt Ava		1	TR	R	165	0.83	22.4	С	220	0.90	29.1	С		1	TR	R	0.75	28.5	С	lane configuration. Modify
12	and 114th Street				L	10				10							L				EB/WB left turn phase of 30
	(signalized)	NB	1	LTR	т	25	1.08	117.8	F	25	1.08	117.8	F	NB	1	LTR	т	0.96	86.0	F	secs.Reduce EB/WB phase by
					R	240				240							R				same (120 secs). Need
			1	L	L	160	1.15	160.0	F	160	1.15	160.0	F		1	L	L	1.12	150.0	F	exclusive left turn warrant analysis during design phase
		SB			т	95				95				SB			т				analysis daming design phase.
			1	TR	R	30	0.36	38.5	D	30	0.36	38.5	D		1	TR	R	0.35	38.5	D	
		Inter.	-	-	-			73.9	E			94.0	F	Inter.	-	-	-		68.0	E	
					L	45				45							L				
	114th St and	NB	1	LT	т	225	AL. A		· · · · · · · · · · · · · · · · · · ·	280				NB	1	LT	т	No. Aurol		.	
13	39th Ave	SB	1	TR	Т	285	wa No Analy: wa	sis - 39th Al y westbour	ve is one- nd	285	wo Anaiy wa	sis - 39th A' iy westboui	ve is one- 1d	SB	1	TR	Т	NO Analy W	ay westbo	ave is one- und	Mitigation Not Required
	(unsignalized)				R	20				20							R				
		Inter.	-	-	-	35				35				Inter.	-	-	-				
	111th Stand	EB	1	LR	R	45	0.16	11.8	В	45	0.17	12.2	В	EB	1	LR	R				
14	38th Ave	NB	1	Т	Т	225	0.15	0.0	-	280	0.19	0.0	-	NB	1	T	Т				Mitigation Not Required
	(unsignalized)	SB	1	Т	Т	260	0.17	0.0	-	260	0.17	0.0	-	SB	1	Т	Т				
		EB App.	-	-	-			11.8	В			12.2	В	EB App.	-	-	-				
		EB	1	LR	L R	65 45	0.27	23.1	С	65 45	0.27	23.1	С	EB	1	LR	L R				
15	114th St and 37th Ave	NB	1	LT	L	120 140	0.48	15.7	В	120 195	0.55	17.1	В	NB	1	LT	Г				Mitigation Not Required
	(signalized)	SB	1	TR	T	215	0.32	12.2	В	215	0.32	12.2	В	SB	1	TR	T				
		Inter.	-		R -	30		15.8	В	30		16.4	В	Inter.	-	-	R -				

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TABLE 3
2026 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						2026 No-A	Action PM 5:45	Peak Hour pm)	(4:45pm-	202	6 Build Pl (4:45pm-	M Peak Hou 5:45pm)	ır	20	26 Build PN	1 Peak Hou	r w/ Mitigati	ion (4:45p	om - 5:45p	om)	Mitigation Measures
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	
		FB	1	Т	Т	365	0.51	14.0	В	365	0.51	14.0	В	FB	1	Т	Т				
			1	R	R	65	0.10	9.0	A	65	0.10	9.0	A		1	R	R				1
	114th St and	NB	1	R	R	205	0.44	28.9	С	260	0.56	29.2	С	NB	1	R	R				
16	34th Ave	6.0		L -	L	250	0.48	28.8	C	250	0.48	28.8	C		1	L	L 				Mitigation Not Required
	(signalized)	SB	1	T	T	180	0.35	26.1	C	180	0.35	26.1	C	SB	1	T	T				4
		Intor	1	К	ĸ	200	0.17	185	A	200	0.17	19.0	A	Intor	1	ĸ	К				-
		inter.	-	-	-	15		10.5	D	15		15.0	D	inter.	-	-	-				
		WB	1	LR		13	0.31	14.3	В	105	0.42	15.3	с	WB	1	LR					
					R	125				185							R				4
	Shea Road and	NB	1	Т	Т	305	0.13	0.0	-	305	0.13	0.0	-	NB	1	Т	Т				
17	Stadium PI N		1	TR	R	255	0.23	0.0	-	255	0.23	0.0	-		1	TR	R				Mitigation Not Required
	(unsignalized)	C.B.	1	LT	L	165	0.20	8.4	А	165	0.20	8.4	А	SB	1	LT	L]
		50	1	Т	Т	105	0.05	0.0	-	105	0.05	0.0	-	50	1	Т	Т				
		WB App.	-	-	-			14.3	В			15.3	С	WB App.	-	-	-				
	Shea Road and	NR	1	IT	L	370				430				NR	1	IT	L				
	GCP WB	IND	1	1 "	Т	60	No and	alysis - ther	e is no	60	No an	alysis - ther	e is no		1	L1	Т	No an	alysis - the	ere is no	
	On Ramp	SB	1	тв	Т	270	signa	l or stop co	ntrol	270	signa	I or stop co	ntrol	SB	1	TR	Т	signa	al or stop o	control	
18 (unsignalized	(unsignalized)	50	1		R	20				20				30	1		R				Mitigation Not Required
	Ramp to GCP	WB	1	Т	Т	370	0.25	0.0	-	430	0.29	0.0	-	WB	1	Т	Т				
	from SW Shea Rd	SW	1	R	R	20	0.04	10.9	В	20	0.04	11.5	В	SW	1	R	R				-
	(stop sign)	SW App.		-	-			10.9	В			11.5	В	SW App.		-	-				

	Legend	Ŀ
EB - Eastbound	L - Left	V/C Ratio - Volume/Capacity Ratio
WB - Westbound	T - Through	# -95th percentile volume exceeds capacity, queue may be longer
NB - Northbound	R - Right	~ - Volume exceeds capacity, queue is theoretically infinite.
SB - Southbound	LOS - Level of Service	m -Volume for 95th percentile queue is metered by upstream signal
		dl - Defacto Lane

Notes: 1. The results shown for the signalized intersection analysis is based on SYNCHRO 10.

2. The results shown for the unsignalized intersection analysis is based on SYNCHRO 10, HCM 2000.

3. The impacted intersection/approach/movement is shown in red.

							2026 Int	ersection	Capacity	y Analysis I	Results S	ummary -	- Non-Ga	ame Day -	1000 SP	ACES					
						2026 No	-Action Sa (2pm-	aturday Pea · 3pm)	ak Hour	2026 Buil	d Saturda 3p	y Peak Hou m)	ır (2pm-	2026	Build Sat	urday Pea	k Hour with	Mitigatio	n (2pm - 3	3pm)	Mitigation Moacuros
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	
		EB	1	T TR	T R	5 20	0.00	0.0	-	5 20	0.00	0.0	-	EB	1	T TR	T R	0.02	6.6	A	Install traffic signal with a 90-
	Boat Basin Pl		1	LT	L	275	0.19	6.9	A	315	0.21	7.1	A		1	LT	L	0.21	0.0		second cycle length and 2
1	and Marina Rd	VVD	1	Т	Т	110	0.05	0.0	-	110	0.05	0.0	-		1	т	Т	0.51	0.0	A	phases. EB/WB green phase = 61 secs. NB green phase= 29
	(unsignalized)	NB	1	L	L	35	0.14	18.1	С	35	0.16	20.8	С	NB	1	L	L	0.08	17.8	В	secs. Yellow= 3 secs and All
			1	R	R	25	0.03	8.5	A	25	0.03	8.5	A		1	R	R	0.06	17.7	В	red=2 secs.
		NB App.	-	-	-	-		14.2	В	-		15.8	С	Inter.	-	-	-		9.6	A	
			1			105	0.26	26.2		5	0.26	26.2			1						
		VVD	1	TR		25	0.20	20.2		25	0.20	20.2		VVD	1	TR	R				
			1	ЦТ		5				5					1	ЦТ	L				-
	Boat Basin Pl	NB			Т	35	0.04	7.1	A	35	0.04	7.1	A	NB			Т				
2	and Shea Road (signalized)		1	TR	R	40				40	1					TR	R				Mitigation Not Required
	(0.8.00.000)		1	LT	L	130				170					1	LT	L				
		SB	1	TR	Т	5	0.21	8.2	A	5	0.24	8.5	A	SB	1	TR	Т				
			-		R	160				160							R				-
		Inter.	-	-	-			14.6	В			14.3	В	Inter.	-	-	-				
	126th Street and	WB	3	Т	T	1350	0.66	10.2	В	1390	0.68	10.5	В	WB	3	Т	Т				-
3N	Northern Blvd	NB	2			175	0.29	3.5	A	180	0.30	3.5	A	NB	2	L	L				Mitigation Not Required
	(Signanzed)	Inter	-	-	-			9.5	A			9.8	A	Inter	-	-	-				
	126th Street	EB	1	Т	Т	210	0.23	27.1	С	210	0.23	27.1	С	EB	1	Т	Т				-
	and GCP Off-	NB	2	Т	T	175	0.31	35.7	D	180	0.32	35.8	D	NB	2	T	T				
35	Ramp EB / Northern Blvd		2	R		120	0.27	35.6		120	0.27	35.6	D		2	R	R				wiitigation Not Required
	(signalized)		2		н к 	5/5	0.72	33.3		5/5	0.72	33.3		Inter	2	к К	к				4
		inter.	-	-	1 -			32.0				32.0	Ľ	Inter.	-	-	-				

TABLE 4

						2026 No	-Action Sa (2pm-	iturday Pea 3pm)	k Hour	2026 Build	d Saturda 3pi	y Peak Hou m)	r (2pm-	2026	Build Sat	urday Pea	k Hour with	Mitigatio	n (2pm - 3	pm)	
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	wingation weasures
			1	LT	L	40	0.26	41.0	D	40	0.26	41.0	D		1	LT	L	0.23	38.0	D	
		EB	1	R	Т	30				30				EB	1	R	Т				
					R	100	0.37	43.2	D	140	0.52	47.4	D				R	0.47	43.2	D	
			1	1702		35	0.49	16.0		35	0.40	46.0	5		1			0.42	12.0		
		WB			T	30	0.48	46.9	D	30	0.48	46.9	D	WB			T	0.43	42.8	D	
			1	17	RZ	50				50					1	1.7	RZ				
		NB				190	0.32	22.2	c	105	0.32	22.2	c	NB				0.40	29.2	c	Nodify signal timing. Reduce
4	126th Street and Shea Road/34th	ND	1	TR	R	30	0.52	22.2	C	30	0.52	22.2	C		1	TR	R	0.40	23.2	C	Increase EB/WB phase by 3
	Ave (signalized)					15				15											secs. Increase SBL phase by 6
		SB	1	LTR	<u>т</u>	125	0.24	24.0	с	125	0.24	21.4	с	SB	1	LTR	Т	0.29	27.9	с	same (120 secs).
					R	15				15							R				
					L2	10				10							L2				
					L	10			_	10			_				L			_	
		SE	1	L2LRR2	R	170	0.93	80.8	F	190	1.01	96.6	F	SE	1	L2LRR2	R	0.80	56.7	E	
					R2	85				85							R2				
		Inter.	-	-	-			45.0	D			50.6	D	Inter.	-	-	-		41.1	D	
		WB	1	I R	L	65	0.22	173	c	65	0.23	18.4	c	WB	1	IR	L				
					R	0	0.22	17.5	,	0	0.25	10.4	,				R				
	126th Street and	NB	1	TR	Т	305	0.11	0.0	-	310	0.11	0.0	-	NB	1	TR	Т				
5	35th Ave		1		R	0	0.11	0.0	-	0	0.11	0.0	-		1		R				Mitigation Not Required
	(unsignalized)	SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
			1	Т	Т	430	0.21	0.0	-	490	0.24	0.0	-		1	Т	Т				
		WB App.	-	-	-			17.3	С			18.4	С	WB App.	-	-	-				
		WB	1	LR	L	25	0.15	13.5	В	25	0.16	13.9	В	WB	1	LR	L				
					R	35	0.42			35	0.12				1		R				
6	126th Street and	NB		TR		270	0.13	0.0	-	275	0.13	0.0	-	NB		TR					Mitigation Not Deguired
0	(unsignalized)			1.7	R I	20	0.08	0.0	-	20	0.08	0.0	-			1.7	К				
		SB			<u>г</u>	30 465	0.03	1.4	A	50	0.03	1.3	A	SB			ц ц т				
		WB Ann	-	-		405	0.23	13.5	 	525	0.20	13.9	- B	WB Ann	-	-	-				
		WD App.	_	-	-	0		13.5	U	0		13.5	U	WD App.	_	_	-				
		WB	1	LR	R	5	0.01	9.4	А	5	0.01	9.4	А	WB	1	LR	R				
	126th Street and		1		Т	285	0.13	0.0	-	290	0.13	0.0	-		1		Т				
7	37th Ave	NB	1	TR	R	0	0.06	0.0	-	0	0.06	0.0	-	NB	1	TR	R				Mitigation Not Required
	(unsignalized)		1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-		1	LT	L				
		SB	1	т	т	490	0.21	0.0	-	550	0.23	0.0	-	SB	1	т	т			<u> </u>	
		WB App.	-	-	-			9.4	А			9.4	А	WB App.	-	-	-				

TABLE 4

						2026 No	-Action Sa (2pm-	turday Pea 3pm)	ak Hour	2026 Buil	d Saturda 3p	y Peak Hou m)	ır (2pm-	2026	Build Sat	urday Pea	k Hour with	Mitigatio	n (2pm - 3	pm)	Mitigation Manguros
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	- Witigation Measures
		WB	1	LR	L R	5 40	0.07	10.2	В	5 40	0.08	10.3	В	WB	1	LR	L R				
	126th Street and	ND	1	тр	Т	245	0.11	0.0	-	250	0.11	0.0	-		1	тр	Т				
8	38th Ave	ND	1		R	5	0.06	0.0	-	5	0.06	0.0	-		1		R				Mitigation Not Required
	(unsignalized)	SB	1	LT	L	50	0.05	2.6	А	50	0.05	2.4	A	SB	1	LT	L				
		50	1	Т	Т	440	0.19	0.0	-	500	0.21	0.0	-	50	1	Т	Т				
		WB App.	-	-	-			10.2	В			10.3	В	WB App.	-	-	-				
				LT	L	110				110						LT	L				
		EB	2	TR	Т	460	0.62	17.0	В	460	0.64	17.4	В	EB	2	TR	Т	0.61	18.0	В	
					R	25				40							R				_
				LT	L	20				20						LT	L				Added NB left lane, No change
		WB	2	TR	Т	510	0.47	13.8	В	510	0.47	13.8	В	WB	2	TR	Т	0.47	13.8	В	remains same (120
	Roosevelt Ave				R	125				125							R				secs). Mitigation measures for
9	and 126th Street				L	30	-			165							L	0.59	32.9	С	this intersection is under
	(signalized)	NB	1	LTR	Т	15	0.15	21.5	с	20	0.68	36.3	D	NB	1	LTR	Т	0.09	20.7	с	PANYNI and NYCDOT. Need
					R	15				15							R				exclusive left turn warrant
				L	L	315	0.82	43.4	D	315	0.93	61.4	E	1		L	L	0.82	43.6	D	analysis during design phase.
		SB	2	TR	т	20	0.33	24.3	c	60	0.46	26.8	C	SB	2	TR	Т	0.45	26.4	C	
					R	110	0.55	21.5	Ű	130	0.10	20.0	Č				R	0.15	20.1		
		Inter.	-	-	-			21.6	С			26.5	С	Inter.	-	-	-		23.1	С	
		FB	1	т	т	850	0.31	0.0	-	850	0.31	0.0	-	FB	1	Т	Т	0.84	27.5	С	Install traffic signal with a 90-
	Roosevelt Ave		1		Т		0.31	0.0	-		0.31	0.0	-		1		Т				second cycle length and 2
10-1	and Stadium Pl	WB	1	т	Т	635	0.21	0.0	-	715	0.24	0.0	-	WB	1	т	Т	0.73	19.6	в	phases. EB/WB green phase =
10 1	North		1		Т	000	0.21	0.0	-	, 13	0.24	0.0	-		1		Т	0.75	13.0		43 secs, SB green phase= 47
	(unsignalized)	SB	1	R	R	410	1.03	83.3	F	410	1.10	108.6	F	SB	1	R	R	0.75	29.8	С	red=2 secs.
		SB App.	-	-	-			83.3	F			108.6	F	Inter.	-	-	-		25.1	С	
		FB	1	т	Т	485	0.18	0.0	-	485	0.18	0.0	-	FB	1	Т	Т				
	Roosevelt Ave	20	1	•	Т	105	0.18	0.0	-		0.18	0.0	-		1		Т				
10-2	and Stadium Pl	W/B	1	т	Т	730	0.25	0.0	-	885	0.30	0.0	-	W/B	1	<u>т</u>	Т				Mitigation Not Required
10-2	South	VVD	1	•	Т	/30	0.25	0.0	-	005	0.30	0.0	-	***	1		Т				Wittigation Not Nequired
	(unsignalized)	NB	1	R	R	105	0.25	14.8	В	120	0.28	15.3	С	NB	1	R	R				
		NB App.	-	-	-			14.8	В			15.3	С	NB App.	-	-	-				
		EB	1	тр	Т	545	0.25	0.0	-	555	0.26	0.0	-	EB	1	тр	Т				
		LD	1		R	45	0.16	0.0	-	50	0.16	0.0	-		1		R				
	Roosevelt Ave		1	IT	L	5	0.01	0.3	А	5	0.01	0.2	А		1	1.1	L				
11W	Employee Lot	VVD	1		Т	660	0.30	0.0	-	815	0.37	0.0	-	VV D	1		Т				Mitigation Not Required
	(unsignalized)	NP	1		L	70	0.40	30.6		70	0.46	27.0	F	NID	1	I P	L				
		IND	1	LK	R	5	0.40	30.6		5	0.46	37.9	E	IND		LK	R				
		Inter.	-	-	-			30.6	D			37.9	E	Inter.	-	-	-				

TABLE 4

						2026 No	-Action Sa (2pm-	turday Pea 3pm)	ak Hour	2026 Buil	d Saturda 3p	y Peak Hou m)	r (2pm-	2026	Build Sat	urday Pea	k Hour with	Mitigatio	n (2pm - 3	pm)	
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	- Mitigation Measures
		FR	1	TR	Т	550	0.25	0.0	-	560	0.25	0.0	-	FB	1	TR	Т	0.30	1/1 8	в	
		LD	1		R	0	0.12	0.0	-	0	0.12	0.0	-		1		R	0.50	14.0	В	Install traffic signal with a 90-
	Roosevelt Ave	WB	1	і іт	L	10	0.01	0.6	A	30	0.04	1.4	A	WB	1	іт	L	0.58	9.6	Δ	second cycle length and 2
11E	Employee Lot		1		Т	640	0.29	0.0	-	775	0.35	0.0	-		1		Т		510		64 secs, NB green phase = 26
	(unsignalized)	NB	1	LR	L	25	0.21	16.3	с	45	0.39	24.6	с	NB	1	LR	L	0.26	30.0	с	secs. Yellow= 3 secs and All
					R	45				50							R				red=2 secs.
		Inter.	-	-	-			16.3	С			24.6	С	Inter.	-	-	-		13.0	В	
					L	95		10.5	_	95			_			L	L	0.56	26.1	С	-
		EB	1	LTR	T R	475 30	1.30di	18.5	В	475 30	1.30dl	19.2	В	EB	1	TR	R	0.57	15.5	В	Reconfigure lane geometry
			1	L	L	235	1.01	84.7	F	235	1.01	84.7	F		1	L	L	0.91	44.7	D	using existing (Fig. 2) roadway
		WB	1	TR	Т	610	1.11	91.7	F	615	1.23	139.9	F	WB	1	TR	Т	0.62	11.2	В	width. See Fig. 3 for proposed lane configuration. Modify
12	Roosevelt Ave				ĸ	10				10							ĸ				signal timing. Reduce NB/SB
	(signalized)	NB	1	ITR	 т	40	0.71	33.1	C	40	0.71	33.1	C	NB	1	I TR	т	0.80	43.3	D	EB/WB phase by 4 secs. Cycle
			-		R	225		55.1		225		0011			-	2	B		1010	5	length remains same (120
						150				150						L	L	0.69	48.3	D	warrant analysis during design
		SB	1	LTR	Т	70	0.88	59.7	E	70	0.88	59.7	E	SB	1		Т				phase.
					R	40	1			40	1					TR	R	0.27	28.6	С	
		Inter.	-	-	-			59.6	E			79.3	E	Inter.	-	-	-		24.1	С	
		ND	1		L	65				65				ND	1	1.7	L				
	114th St and	ND	1	LI	Т	270]., . ,			345]			IND	1	LI	Т]	1 : 201		
13	39th Ave	SB	1	TR	Т	260	wc	sis - 39th A iy westboui	ve is one- nd	260	wo Analy wo	ay westbou	ve is one- nd	SB	1	TR	Т	one-N	way westb	ound	Mitigation Not Required
	(unsignalized)		-		R	30		,		30	-				-		R		,		
		Inter.	-	-	-									Inter.	-	-	-				
		EB	1	LR	L	40	0.16	12.0	В	40	0.17	12.6	В	EB	1	LR	L				
	114th St and				R	40				40							R				
14	38th Ave (unsignalized)	NB	1	Т —	T	270	0.17	0.0	-	345	0.22	0.0	-	NB	1	Т —	T -				Mitigation Not Required
	(SB	1			250	0.16	0.0	-	250	0.16	0.0	-	SB	1	I					-
		ев Арр.	-	-	-	05		12.0	В	05		12.6	В	ЕВ Арр.	-	-	-				
		EB	1	LR	R	40	0.33	24.0	с	40	0.33	24.0	С	EB	1	LR	R				
	114th St and					90				90											-
15	37th Ave	NB	1	LT		220	0.52	21.9	с	295	0.62	24.4	С	NB	1	LT	Т				Mitigation Not Required
	(signalized)	SB	1	TR	T	210	0.32	8.9	А	210	0.32	8.9	A	SB	1	TR	T				
		Inter.	-	-	-			18.1	В	50		19.8	В	Inter.	-	-	-				1

TABLE 4

2026 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						2026 No	-Action Sa (2pm-	aturday Pea · 3pm)	ak Hour	2026 Buil	d Saturda 3p	y Peak Hou m)	ır (2pm-	2026	Build Sat	urday Pea	k Hour with	Mitigatio	n (2pm - 3	lpm)	Mitigation Moasuros
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	Wingation Weasures
		FB	1	Т	Т	475	0.57	15.2	В	475	0.57	15.2	В	FR	1	Т	Т				
			1	R	R	70	0.11	9.1	A	70	0.11	9.1	A		1	R	R				
	114th St and	NB	1	R	R	315	0.64	28.3	С	390	0.79	34.4	D	NB	1	R	R				
16	34th Ave		1	L	L	305	0.64	32.9	С	305	0.64	32.9	С		1	L	L				Mitigation Not Required
	(signalized)	SB	1	Т	Т	170	0.31	25.5	С	170	0.31	25.5	С	SB	1	Т	T				
			1	R	R	210	0.18	0.3	A	210	0.18	0.3	A		1	R	R				
		Inter.	-	-	-			20.2	С			22.1	C	Inter.	-	-	-				
		WB	1	LR	L	30	0.29	18.4	с	30	0.42	18.3	с	WB	1	LR	L				
					R	65				140							R				
	Shea Road and	NB	1	Т	Т	315	0.14	0.0	-	315	0.14	0.0	-	NB	1	Т	Т				
17	Stadium PI N		1	TR	R	265	0.26	0.0	-	265	0.26	0.0	-		1	TR	R				Mitigation Not Required
	(unsignalized)	SB	1	LT	L	145	0.19	8.0	A	145	0.19	8.0	Α	SB	1	LT	L				
			1	Т	Т	140	0.06	0.0	-	140	0.06	0.0	-	50	1	Т	Т				
		WB App.	-	-	-			18.4	с			18.3	С	WB App.	-	-	-				
	Shea Road and	NB	1	.т	L	315				390				NB	1	іт	L				
	GCP WB		1		Т	65	No and	alysis - ther	e is no	65	No and	alysis - ther	e is no		1		Т	No ana	ilysis - the	re is no	
	On Ramp	SB	1	TR	Т	285	signa	al or stop co	ontrol	285	signa	al or stop co	ontrol	SB	1	TR	Т	signa	l or stop c	ontrol	
18	(unsignalized)	50	1		R	35				35		-		50	1		R				Mitigation Not Required
	Ramp to GCP	WB	1	Т	Т	315	0.20	0.0	-	390	0.24	0.0	-	WB	1	Т	Т				
	from SW Shea	SW	1	R	R	35	0.06	10.4	В	35	0.07	11.0	В	SW	1	R	R				
	Rd (stop sign)	SW App.		-	-			10.4	В			11.0	В	SW App.		-	-				

	Legend:	
EB - Eastbound	L - Left	V/C Ratio - Volume/Capacity Ratio
WB - Westbound	T - Through	# -95th percentile volume exceeds capacity, queue may be longer
NB - Northbound	R - Right	~ - Volume exceeds capacity, queue is theoretically infinite.
SB - Southbound	LOS - Level of Service	m -Volume for 95th percentile queue is metered by upstream signal
		dl - Defacto Lane

Notes: 1. The results shown for the signalized intersection analysis is based on SYNCHRO 10.

2. The results shown for the unsignalized intersection analysis is based on SYNCHRO 10, HCM 2000.

3. The impacted intersection/approach/movement is shown in red.

TABLE 5

2031 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						203	1 No Action (7:15am -	AM Peak - 8:15am)	Hour	203	1 Build AM (7:15am -	Л Peak Hou 8:15am)	r	2031	Build AM	Peak Hou	r w/ Mitig	ation (7:1	5am - 8:15	iam)	Ministian Massaures
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movem ent	V/C Ratio	Delay (secs)	LOS	witigation measures
		FB	1	Т	Т	0	0.00	0.0	-	0	0.00	0.0	-	FB	1	т	т	0.00		Δ	
			1	TR	R	5	0.00	0.0	-	5	0.00	0.0	-	20	1	TR	R	0.00			Install traffic signal with a 90-
	Boat Basin Pl	WB	1	LT	L	440	0.34	6.8	А	490	0.38	7.2	A	WB	1	LT	L	0.80	14.1	в	second cycle length and 2
1	and Marina Rd		1	Т	Т	730	0.33	0.0	-	730	0.33	0.0	-		1	Т	Т			_	67 secs, NB green phase = 23
	(unsignalized)	NB	1	L	L	30	0.48	89.2	F	30	0.61	132.8	F	NB	1	L	L	0.09	24.1	С	secs. Yellow= 3 secs and All
			1	R	R	30	0.04	8.5	Α	30	0.04	8.5	A		1	R	R	0.12	24.6	С	red=2 secs.
		NB App.		-	-			48.9	E			70.7	F	Inter.		-	-		14.6	В	
			1	LT	L	5		27.5		5	0.05	27.5			1	LT					
		N R	1	TR		210	0.35	27.5	C	210	0.35	27.5		VV B	1	TR					
			1	1.7	ĸ	20				20					1	1.7	ĸ				
	Boat Basin Pl	NB	- 1	L1	<u>г</u>	40	0.04	71	Δ	40	0.04	71		NB	1		г Т				
2	and Shea Road		1	TR	R	25		<i>,</i>		25	0.01	/			1	TR	B				Mitigation Not Required
	(signalized)		1	IT		160				210					1	іт					
		SB			т	5	0.34	9.4	А	5	0.39	9.8	A	SB			Т				
			1	TR	R	280				280					1	TR	R				
		Inter.	-	-	-			14.9	В			14.8	В	Inter.	-	-	-				
	126th Street and	WB	3	Т	Т	2170	0.84	16.2	В	2220	0.86	17.2	В	WB	3	т	т				
ЗN	Northern Blvd	NB	2	L	L	155	0.30	9.4	А	160	0.31	9.5	В	NB	2	L	L				Mitigation Not Required
	(signalized)	Inter	-	-	-			15.8	В			16.7	В	Inter	-	-	-				
		EB	1	т	т	185	0.25	33.4	с	185	0.25	33.4	с	EB	1	т	т				
	and GCP Off-	ND	2	т	т	155	0.31	34.3	С	160	0.32	34.7	с	ND	2	т	т				
35	Ramp EB /	INR	2	R	R	130	0.34	35.7	D	130	0.34	36.1	D		2	R	R				Mitigation Not Required
	Northern Blvd	NE	2	R	R	525	0.62	33.9	С	525	0.62	33.9	С	NE	2	R	R]
	(signalized)	Inter.	-	-	-			34.1	С			34.2	С	Inter.	-	-	-				

TABLE 5

						203:	1 No Action (7:15am -	AM Peak I 8:15am)	Hour	203	1 Build AM (7:15am -	/I Peak Hou 8:15am)	r	2031	Build AM	Peak Hou	r w/ Mitiga	ation (7:1	5am - 8:15	5am)	
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movem ent	V/C Ratio	Delay (secs)	LOS	Mitigation Measures
			1	LT	L	40	0.25	41.1	D	40	0.25	41.1	D		1	LT	L				
		EB			Т	15			5	15				EB			Т				
			1	R	R	130	0.40	43.8	D	180	0.56	48.5	D		1	R	R				
					L	15			_	15			_				L				
		WB	1	LTR2	Т	20	0.34	44.0	D	20	0.34	44.0	D	WB	1	LTR2	T				
			1		R2	30				30					1		R2				
		ND	1	LI	L -	205	0.44	24.0	C	210	0.44	24.0	<u> </u>	ND	1	LI	L - T				
4	126th Street and	IND	1	TR		10	0.44	54.0	C	10	0.44	54.9	C	IND	1	TR					Mitigation Not Required
-	Ave (signalized)					5				5											
		SB	1	LTR	Т	130	0.21	20.9	с	130	0.21	20.9	с	SB	1	LTR	Т				
					R	10				10							R				
					L2	5				5							L2				
					L	5	0.57	50.5	-	5	0.55	54.2	_				L				
		SE	1	L2LRR2	R	95	0.57	50.5	D	120	0.66	54.3	D	SE		L2LRR2	R				
					R2	55				55							R2				
		Inter.	-	-	-			38.0	D			40.1	D	Inter.	-	-	-				
		WB	1	LR	L	20	0.06	14.9	в	20	0.07	15.7	С	WB	1	LR	L				
					R	0			_	0							R				
	126th Street and	NB	1	TR	Т	365	0.16	0.0	-	370	0.16	0.0	-	NB	1	TR	Т				
5	35th Ave		1		R	20	0.10	0.0	-	20	0.10	0.0	-		1		R				Mitigation Not Required
	(unsignalized)	SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1		L				
			1	T	Т	370	0.18	0.0	-	445	0.22	0.0	-		1	Т	Т				
		WB App.	-	-	-	E		14.9	В	F		15.7	Ĺ	WB App.	-	-	-				
		WB	1	LR	R	10	0.04	12.5	В	10	0.04	12.8	В	WB	1	LR	R				
	12Cth Ctract and		1		Т	375	0.17	0.0	-	380	0.17	0.0	-		1		Т				
6	36th Ave	NB	1	TR	R	15	0.09	0.0	-	15	0.10	0.0	-	NB	1	TR	R				Mitigation Not Required
	(unsignalized)		1	LT	L	5	0.01	0.4	A	5	0.01	0.3	А		1	LT	L				
		SB	1	Т	Т	385	0.19	0.0	-	460	0.22	0.0	-	SB	1	Т	Т				
		WB App.	-	-	-			12.5	В			12.8	В	WB App.	-	-	-				
		W/D	1		L	0	0.00	0.0	•	0	0.00	0.0			1		L				
		VV B	1	LK	R	0	0.00	0.0	А	0	0.00	0.0	A	WB	1	LK	R				
	126th Street and	NB	1	тр	Т	390	0.18	0.0	-	395	0.18	0.0	-	NR	1	тр	Т				
7	37th Ave		1		R	0	0.09	0.0	-	0	0.09	0.0	-	IND	1		R				Mitigation Not Required
	(unsignalized)	SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
			1	Т	т	390	0.17	0.0	-	465	0.20	0.0	-	55	1	Т	Т				
		WB App.	-	-	-			0.0	А			0.0	А	WB App.	-	-	-				

TABLE 5

2031 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						203	1 No Action (7:15am	AM Peak - 8:15am)	Hour	203	31 Build AM (7:15am -	V Peak Hou 8:15am)	ır	2031	Build AM	Peak Hou	r w/ Mitig	ation (7:1	5am - 8:15	iam)	
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movem ent	V/C Ratio	Delay (secs)	LOS	Mitigation Measures
		WB	1	LR	L R	25 190	0.37	12.8	В	25 190	0.38	13.1	В	WB	1	LR	L R				
	126th Street and	ND	1	тр	Т	200	0.09	0.0	-	205	0.10	0.0	-	ND	1	тр	Т				
8	38th Ave	INB	1	IR	R	20	0.06	0.0	-	20	0.06	0.0	-		1		R				Mitigation Not Required
	(unsignalized)	C.D.	1	LT	L	110	0.11	5.1	А	110	0.11	4.7	A	6.0	1	LT	L				
		SB	1	т	Т	280	0.12	0.0	-	355	0.15	0.0	-	- SR	1	т	Т				
		WB App.	-	-	-			12.8	В			13.1	В	WB App.	-	-	-				
				LT	L	120				125						LT	L				
		EB	2		т	455	0.67	18.3	В	455	0.69	19.1	В	EB	2		Т	0.66	18.1	В	
				TR	R	20	1			30	1					TR	R				
				LT	L	15				20						LT	L				Reconfigure intersection. Added
		WB	2		т	790	0.57	14.7	В	790	0.59	15.0	В	WВ	2		Т	0.59	15.0	В	NB left lane. Cycle length
	Roosevelt Ave			TR	R	95	1			95	1					TR	R				remains same (120 secs). Mitigation measures for this
9	and 126th Street				L	20				50							L	0.27	36.6	D	intersection is under discussion
	(signalized)	NB	1	LTR	Т	5	0.10	32.0	С	5	0.27	36.0	D	NB	1	LTR	Т	0.00	22.0	_	between the PANYNJ and
					R	5	1			5	1						R	0.03	30.8	C	NYCDO1. Need exclusive left turn warrant analysis during
				LT	L	175				175						LT	L	0.49	45.7	D	design phase.
		SB	2		т	35	0.49	42.4	D	60	0.62	46.1	D	SB	2		т	0.54	10.0		
				IR	R	95	1			145	1					IR	R	0.54	46.0		
		Inter.	-	-	-			20.8	С			23.0	С	Inter.	-	-	-		22.6	с	
		50	1	-	Т	700	0.26	0.0	-	705	0.25	0.0	-	50	1	-	Т	0.55	20.0	6	
	Roosevelt Ave	ED	1		Т	1 /90	0.26	0.0	-	/05	0.25	0.0	-] [1] '	Т	0.55	29.0		Install traffic signal with a 120- second cycle length and 2
10.1	and Stadium Pl		1	-	Т	725	0.25	0.0	-	765	0.26	0.0	-		1	-	Т	0.50	24.4	6	phases. EB/WB green phase =
10-1	North	VVD	1		Т	/ / / / /	0.25	0.0	-	/05	0.26	0.0	-] ^{VVB}	1] '	Т	0.59	24.4		63 secs, SB green phase= 57
	(unsignalized)	SB	1	R	R	370	0.77	30.8	D	365	0.78	32.2	D	SB	1	R	R	0.58	29.9	С	secs. Yellow= 3 secs and All
		SB App.	-	-	-			30.8	D			32.2	D	Inter.	-	-	-		27.5	С	
		50	1	Ŧ	Т	5.25	0.17	0.0	-	525	0.17	0.0	-	50	1	-	Т				
	Roosevelt Ave	EB	1		Т	525	0.17	0.0	-	525	0.17	0.0	-		1	1 '	Т				
10.2	and Stadium Pl		1	Ŧ	Т	0.05	0.29	0.0	-	020	0.32	0.0	-		1	-	Т				Mitigation Nat Deswined
10-2	South	VV B	1		Т	835	0.29	0.0	-	930	0.32	0.0	-] _{Ми}	1] '	Т				wittigation Not Required
	(unsignalized)	NB	1	R	R	170	0.30	12.4	В	195	0.35	12.9	В	NB	1	R	R]
		NB App.	-	-	-			12.4	В			12.9	В	NB App.	-	-	-				

Т

TABLE 5

						203	1 No Action (7:15am	AM Peak 8:15am)	Hour	203	31 Build Af (7:15am -	V Peak Hou 8:15am)	ır	2031	Build AM	Peak Hou	r w/ Mitig	ation (7:1	5am - 8:1!	5am)	
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movem ent	V/C Ratio	Delay (secs)	LOS	- Mitigation Measures
		ED.	1	тр	Т	590	0.29	0.0	-	600	0.27	0.0	-	50	1	тр	т				
		EB	1	IK	R	105	0.22	0.0	-	120	0.22	0.0	-	EB	1		R				1
	Roosevelt Ave	W/B	1	ιт	L	5	0.01	0.3	А	5	0.01	0.2	A	W/B	1	іт	L				
11W	Employee Lot	VVB	1	LI	Т	835	0.39	0.0	-	930	0.43	0.0	-	VVB	1		Т				Mitigation Not Required
	(unsignalized)	NB	1	IR	L	0	0.00	0.0	Δ	0	0.00	0.0		NB	1	IR	L				
			-		R	0	0.00	0.0		0	0.00	0.0			-		R				
		Inter.	-	-	-			0.0	А			0.0	A	Inter.	-	-	-				
		EB	1	TR	Т	590	0.28	0.0	-	600	0.28	0.0	-	EB	1	TR	Т	0.29	6.2	A	
			1		R	0	0.14	0.0	-	0	0.14	0.0	-		1		R				Install traffic signal with a 90-
	and Southfield	WB	1	LT	L	65	0.09	2.7	A	115	0.16	4.2	A	wв	1	LT	L	0.65	10.4	В	phases. EB/WB green phase =
11E	Employee Lot		1		T	840	0.39	0.0	-	870	0.40	0.0	-		1		T				66 secs, NB green phase= 24
	(unsignalized)	NB	1	LR	L	0	0.01	10.6	В	65	0.72	82.1	F	NB	1	LR		0.25	31.7	С	secs. Yellow= 3 secs and All
		Inter			R	5		10.0		10		02.1		Inter			R		0.0		- Teu-z secs.
		inter.	-	-	-	CE.		10.6	В	6E		82.1		inter.	-	-	-	0.26	9.9	A	
		50	1			05	0.04	42.2		05	1.04	70.0		50	1		L -	0.50	17.2	D	-
		EB		LIK		430	0.94	45.2		430	1.04	70.6		EB	1	TR		0.57	16.6	В	
					R	15				15							R				
				L	L	275	0.67	20.9	C	275	0.67	20.9	C	-	1	L	L	0.75	25.5	С	using existing (Fig. 2) roadway
		WB	1	TR	Т	615	0.87	25.9	с	615	0.93	32.2	с	WB	1	Т	Т	0.54	9.2	A	width. See Fig. 3 for proposed
	Roosevelt Ave				R	215				260						TR	R				lane configuration. Modify
12	and 114th Street				L	10				10							L				phase by 6 secs. Reduce EB/WB
	(signalized)	NB	1	LTR	Т	35	1.12	129.9	F	35	1.12	129.9	F	NB	1	LTR	Т	0.94	75.6	E	phase by 6 secs. Cycle length
					R	245				245							R				exclusive left turn warrant
					L	115				115						L	L	0.83	76.6	E	analysis during design phase.
		SB	1	LTR	Т	50	1.21	171.1	F	50	1.21	171.1	F	SB	1	TD	Т	0.20	21.2		
					R	30				30	1						R	0.20	51.5		
		Inter.	-	-	-			58.3	E			66.7	E	Inter.	-	-	-		27.1	С	1
			1		L	50				50					1		L				
	114th St and	NB			Т	265	1			310	1			NB			т				
13	39th Ave	C D	1	тр	Т	195	No Analys	is - 39th A westhou	ve is one- nd	195	No Analys	sis - 39th Av westhour	re is one- nd	CD	1	тр	Т	No Ana	ilysis - 39t. wav westh	h Ave is ound	Mitigation Not Required
	(unsignalized)	30			R	35] ""	,		35		y westboun	i di	30	1		R		may mesta	ound	
		Inter.	-	-	-									Inter.	-	-	-				
		EB	1	LR	L	50	0.20	12.0	В	50	0.20	12.3	В	EB	1	LR	L				
	114th St and		_		R	55				55					-		R				-
14	38th Ave	NB	1	Т	Т	265	0.17	0.0	-	310	0.20	0.0	-	NB	1	Т	Т				Mitigation Not Required
	(unsignalized)	SB	1	Т	Т	175	0.12	0.0	-	175	0.12	0.0	-	SB	1	Т	Т				
		EB App.	-	-	-			12.0	В			12.3	B	EB App.	-	-	-				

TABLE 5

2031 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						203	1 No Action (7:15am	AM Peak - 8:15am)	Hour	203	1 Build AN (7:15am -	Л Peak Hou 8:15am)	r	2031	Build AM	Peak Hou	r w/ Mitig	ation (7:1	5am - 8:15	iam)	
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movem ent	V/C Ratio	Delay (secs)	LOS	Mitigation Measures
		EB	1	LR	L R	115 30	0.37	24.9	С	115 30	0.37	24.9	с	EB	1	LR	L R				
15	114th St and 37th Ave	NB	1	LT	L	145 170	0.57	18.3	В	145 215	0.62	19.6	В	NB	1	LT	L T				
	(Signalized)	SB	1	TR	T R	145 40	0.28	9.2	А	145 40	0.28	9.2	А	SB	1	TR	T R				
		Inter.	-	-	-			17.2	В			18.0	В	Inter.	-	-	-				
		FB	1	Т	Т	380	0.55	14.8	В	380	0.55	14.8	В	FB	1	Т	Т				
			1	R	R	70	0.12	9.2	A	70	0.12	9.2	A		1	R	R				
	114th St and	NB	1	R	R	285	0.64	33.6	С	330	0.74	39.7	D	NB	1	R	R				
16	34th Ave		1	L	L	185	0.39	27.1	С	185	0.39	27.1	С	-	1	L	L				Mitigation Not Required
	(signalized)	SB	1	Т	Т	115	0.28	25.3	С	115	0.28	25.3	С	SB	1	Т	Т				
			1	R	R	315	0.28	0.5	A	315	0.28	0.5	A		1	R	R				
		Inter.	-	-	-			17.7	В			19.7	В	Inter.	-	-	-				
		WB	1	LR	L R	5 95	0.18	12.0	В	5 145	0.26	12.6	В	WB	1	LR	L R				
	Shea Road and		1	т	т	265	0.12	0.0	-	265	0.12	0.0	-		1	т	Т				
17	Stadium PI N	NB	1	TR	R	260	0.24	0.0	_	260	0.24	0.0	_	NB	1	TR	R				Mitigation Not Required
	(unsignalized)		1	11		110	0.13	6.6	Δ	110	0.13	6.6	Δ		1	11	1				
		SB	1	Т	T	175	0.08	0.0	-	175	0.08	0.0	-	SB	1	Т	Т				
		WB App.	-	_	-			12.0	В			12.6	В	WB App.	-	-	-				
	Shea Road and		1		1	330				380					1		1				
	GCP WB	NB	1	LT	T	30	No analys	is - there is	no sianal	30	No ana	lvsis - there	is no	NB		LT	т	No ana	lvsis - ther	re is no	
	On Ramp		1		Τ T	285	or	stop contro	ol	285	signa	l or stop cor	ntrol		1		T	signa	l or stop co	ontrol	
18	(unsignalized)	SB	1	TR	R	100		·		100				SB	1	TR	R	-			Mitigation Not Required
	Ramp to GCP	WB	1	Т	Т	330	0.24	0.0	-	380	0.27	0.0	-	WB	1	Т	Т				
	from SB Shea Rd	SB	1	R	R	100	0.21	12.6	В	100	0.23	13.4	В	SB	1	R	R				
	(stop sign)	SW App.	-	-	-			12.6	В			13.4	В	SW App.	-	-	-				

	Legen	d:
EB - Eastbound	L - Left	V/C Ratio - Volume/Capacity Ratio
WB - Westbound	T - Through	# -95th percentile volume exceeds capacity, queue may be longer
NB - Northbound	R - Right	\sim - Volume exceeds capacity, queue is theoretically infinite.
SB - Southbound	LOS - Level of Service	m -Volume for 95th percentile queue is metered by upstream signal dl - Defacto Lane

Notes: 1. The results shown for the signalized intersection analysis is based on SYNCHRO 10.

2. The results shown for the unsignalized intersection analysis is based on SYNCHRO 10, HCM 2000.

3. The impacted intersection/approach/movement is shown in red.

TABLE 6

						2031	No-Action N (1pm	Vidday Pea - 2pm)	k Hour	2031	Build Mid (1pm -	day Peak Ho 2pm)	our		2031 Build I	Vidday Pe	ak Hour w/	Mitigation (1pm - 2pm)	
Int. No	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	- Mitigation Measures
		FB	1	Т	Т	15	0.01	0.0	-	15	0.01	0.0	-	FR	1	Т	Т	0.05	67		
			1	TR	R	45	0.04	0.0	-	45	0.04	0.0	-		1	TR	R	0.05	0.7		Install traffic signal with a 120-
	Boat Basin Pl and	W/B	1	LT	L	310	0.24	7.5	A	380	0.29	7.9	A	WB	1	LT	L	0.42	99		second cycle length and 2 phases.
1	Marina Rd		1	Т	Т	125	0.06	0.0	-	125	0.06	0.0	-		1	Т	Т	0.12	5.5		EB/WB green phase = 88 secs, NB
	(unsignalized)	NB	1	L	L	60	0.30	25.7	D	60	0.40	37.0	E	NB	1	L	L	0.14	16.6	В	green phase= 32 secs. Yellow= 3 secs and All red=2 secs.
			1	R	R	20	0.02	8.7	A	20	0.02	8.7	A		1	R	R	0.05	15.7	В	
		NB App.	-	-	-			21.4	С			29.8	D	Inter.	-	-	-		10.5	В	
			1	LT	L	0				0					1	LT	L				
		WB	1	TR	Т	210	0.31	26.9	С	210	0.31	26.9	С	WB	1	TR	Т				
					R	45				45							R				-
	Boat Basin Pl and		1	LT		10	0.05	7.4		10	0.05	7.4				LT	L 	-			
2	Shea Road	NB	1	TR		35	0.05	7.1	A	35	0.05	/.1	A	NB	1	TR		-			Mitigation Not Required
	(signalized)		1	17	к Г	180				35					1	17	ĸ				-
		S P				180	0.29	80		250	0.34	9.4		S P				-			
		50	1	TR		170	0.25	0.5		170	0.54	5.4		30	1	TR	P	-			
		Inter				1/0		14.8	в	1/0		14.6	B	Inter			ĸ				
		WB	3	т	Т	1345	0.69	12.2	B	1415	0.73	13.2	B	WB	3	т	т				
ЗN	Northern Blvd	NB	2	i		175	0.28	4.2	A	180	0.29	4.2	A	NB	2		L I				Mitigation Not Required
	(signalized)	Inter	-	-	-			11.4	В			12.2	В	Inter	-	-	-				
		EB	1	т	т	185	0.24	33.2	С	185	0.24	33.2	с	EB	1	т	т				
	126th Street and		2	т	т	175	0.30	29.3	с	180	0.31	29.1	с		2	т	т				
35	3S GCP Off-Ramp EB	NB	2	R	R	135	0.37	31.1	с	135	0.37	30.8	с	- NB	2	R	R				Mitigation Not Required
	(signalized)	NE	2	R	R	570	0.65	34.8	с	565	0.64	34.6	с	NE	2	R	R				
		Inter.	-	-	-			33.1	с			32.9	С	Inter.	-	-	-				1

TABLE 6

						2031 1	No-Action N (1pm-	/lidday Pea · 2pm)	ık Hour	2031	Build Mid (1pm -	day Peak Ho 2pm)	our		2031 Build	Midday Pea	ak Hour w/	Mitigation (1pm - 2pm)	
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	- Mitigation Measures
		FB	1	LT	L	55 30	0.36	43.6	D	55 30	0.36	43.6	D	FB	1	LT	L	0.32	40.0	D	
			1	R	R	130	0.45	45.2	D	200	0.69	54.8	D		1	R	R	0.62	48.4	D	
					L	25				25							L	0.01			
		WB	1	LTR2	т	20	0.35	43.6	D	20	0.35	43.6	D	WB	1	LTR2	т	0.31	40.2	D	
					R2	30				30	1						R2				
			1	LT	L	165				165					1	LT	L				
	126th Street and	NB			Т	220	0.50	23.2	с	225	0.51	23.3	с	NB			Т	0.62	26.5	с	Modify signal timing. Reduce NB/SB phase by 9 secs. Increase
4	Shea Road/34th		1		R	25				30	1						R				EB/WB phase by 3 secs. Increase
	Ave (signalized)				L	10				10							L				SBL phase by 6 secs. Cycle length
		SB	1	LTR	Т	115	0.20	20.8	с	115	0.20	20.8	С	SB	1	LTR	Т	0.24	27.0	с	remains same (120 secs).
					R	5				5							R				
					L2	5				5	1						L2				
		SE	1	L2LRR2	L	10	0.88	75.0	E	10	1.02	104.1	F	SE	1	L2LRR2	L	0.81	59.9	Е	
					R	140				175							R				
					R2	65				65							R2				
		Inter.	-	-	-			40.0	D			49.3	D	Inter.	-	-	-		39.8	D	
		WB	1	LR	L	75	0.23	18.0	с	75	0.26	19.8	с	WB	1	LR	L				
					R	0				0							R				-
_	126th Street and	NB	1	TR	T	410	0.13	0.0	-	420	0.14	0.0	-	NB	1	TR					
5	35th Ave (unsignalized)		1		R	0	0.13	0.0	-	0	0.14	0.0	-				R				Mitigation Not Required
	(SB	1			0	0.00	0.0	-	0	0.00	0.0	-	SB			L 				
		W/P App	1			410	0.17	18.0	-	515	0.21	10.0	-	W/P App		I	1				-
		vvв Арр.	-	-	-	15		18.0	C	15		19.0		ив Арр.	-	-	-				
		WB	1	LR	R	55	0.15	12.3	В	55	0.15	12.7	В	WB	1	LR	B				
	12Cth Church and		1		Т	355	0.15	0.0	_	365	0.16	0.0	-		1		Т				-
6	36th Ave	NB	1	TR	R	25	0.10	0.0	-	25	0.10	0.0	-	NB	1	TR	R				Mitigation Not Required
	(unsignalized)		1	LT	L	50	0.06	2.9	A	50	0.06	2.5	A		1	LT	L				
		SB	1	т	т	435	0.18	0.0	-	540	0.23	0.0	-	SB	1	т	т				
		WB App.	-	-	-			12.3	В			12.7	В	WB App.	-	-	-				
		14/0	4	1.5	L	5	0.00	14.4		5	0.02	15.2				15	L				
		W B			R	0	0.02	14.4	В	0	0.02	15.3		WB			R	1			
	126th Street and	NID	1	тр	т	380	0.17	0.0	-	390	0.17	0.0	-	ND	1	тр	т				
7	37th Ave	INR	1		R	0	0.08	0.0	-	0	0.09	0.0	-		1		R				Mitigation Not Required
	(unsignalized)	C D	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	CB	1	LT	L				
		30	1	Т	т	450	0.18	0.0	-	555	0.22	0.0	-	30	1	т	Т				
		WB App.	-	-	-			14.4	В			15.3	С	WB App.	-	-	-				

TABLE 6

						2031 1	No-Action N (1pm	Vidday Pea - 2pm)	ık Hour	2031	Build Mid (1pm -	day Peak H 2pm)	our		2031 Build I	Midday Pe	ak Hour w/	Mitigation (1pm - 2pm	i)	Mitigation Massures
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	Mitigation Measures
		WB	1	LR	L	30	0.34	13.1	В	30	0.35	13.7	В	WB	1	LR	L				
			1			230	0.11	0.0		240	0.11	0.0			1		к				-
	126th Street and	NB	1	TR		230	0.11	0.0	-	240	0.11	0.0		NB	1	TR	R				
8	38th Ave (unsignalized)		1	LT		90	0.09	4.1	A	90	0.09	3.7	A		1	LT	L				Mitigation Not Required
	(SB	1	Т	т	365	0.16	0.0	-	470	0.21	0.0	-	SB	1	т	Т				-
		WB App.	-	-	-			13.1	В			13.7	В	WB App.	-	-	-				
				LT	L	130				135						LT	L				
		EB	2	-	т	465	0.53	12.0	В	465	0.55	12.4	В	EB	2		т	0.76	44.1	D	
				IK	R	40				55	1						R				Reconfigure intersection. Added
				LT	L	10				15						LT	L				NB left lane, Added NB/SB left turn phase of 9 secs. Added a leading EB
		WB	2	TR	т	475	0.35	9.3	A	475	0.36	9.4	A	WB	2	TR	Т	0.67	36.7	D	phase of 14 secs. Modify signal
	Roosevelt Ave				R	90				90							R				timing. Increase NB/SB phase by 14
9	and 126th Street				L	70				215	1					L	L	0.80	47.6	D	secs. Cycle length remains same
	(signalized)	NB	1	LTR	Т	30	0.63	53.5	D	35	2.60	763.7	F	NB	1	TR	Т	0.15	26.6	с	(120 secs). Mitigation measures for
					R	20				20							R		10.0		between the PANYNJ and NYCDOT.
		CD	2	L		230	0.89	66.5	E	230	0.82	52.6	D	CD CD	2	L		0.48	19.9	В	Need exclusive left turn warrant
		30	2	TR		75 90	0.55	36.5	D	120	0.90	58.5	E	30	2	TR	P	0.59	27.2	С	analysis during design phase.
		Inter	-	-	-	50		23.6	C	150		129.7	F	Inter		-	-		36.8	D	-
			1		т		0.24	0.0	-		0.25	0.0	-		1		т				
	De e e e e e e e e e e	EB	1	Т	т	755	0.24	0.0	-	- 760	0.25	0.0	-	EB	1	Т	т	0.63	31.3	C	Install traffic signal with a 120-
	and Stadium Pl		1	_	т	500	0.17	0.0	-	610	0.20	0.0	-		1	-	Т	0.54	16.0		second cycle length and 2 phases.
10-1	North	W B	1		Т	500	0.17	0.0	-	610	0.20	0.0	-	1 wb	1	1 '	Т	0.51	16.9	В	EB/WB green phase = 55 secs, SB green phase= 65 secs. Yellow= 3
	(unsignalized)	SB	1	R	R	385	0.63	19.2	С	385	0.69	23.2	С	SB	1	R	R	0.52	23.1	С	secs and All red=2 secs.
		SB App.	-	-	-			19.2	с			23.2	С	Inter.	-	-	-		24.4	С	
		EB	1	т	Т	550	0.18	0.0	-	- 555	0.18	0.0	-	ЕВ	1	т	Т				-
	Roosevelt Ave		1		Т		0.18	0.0	-		0.18	0.0	-		1		Т				-
10-2	and Stadium Pl	WВ	1	т	Т	640	0.21	0.0	-	860	0.28	0.0	-	wв	1	т	T				Mitigation Not Required
	(unsignalized)		1			105	0.21	0.0	-	125	0.28	0.0	-	ND	1		T				-
		NB Ann	1	к	ĸ	105	0.20	11.8	В	135	0.26	12.3	В	NB	1	к	к				-
		пь арр.	- 1	-	- т	635	0.27	0.0	Б	650	0.27	12.5	D	пь арр.	-	-	- T				
		EB	1	TR		20	0.27	0.0		40	0.16	0.0	_	EB	1	TR	R				-
	Roosevelt Ave		1			5	0.01	0.3	A	5	0.01	0.2	A		1		L				-
11W	and Southfield	WB	1	LT	Т	630	0.28	0.0	-	850	0.37	0.0	-	WB	1	LT	Т				Mitigation Not Required
	(unsignalized)	NB	1	LR	L	10	0.06	22.2	с	10	0.07	26.8	D	NB	1	LR	L				
		Inter.	-	-	- R	0		22.2	С	0		26.8	D	Inter.	-	-	-				

TABLE 6

						2031	No-Action N (1pm·	/lidday Pea · 2pm)	ak Hour	2031	. Build Mid (1pm -	day Peak H 2pm)	our	:	2031 Build	Midday Pe	ak Hour w/	Mitigation (1pm - 2pm)	
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	Mitigation Measures
		EB	1	TR	Т	635	0.27	0.0	-	650	0.27	0.0	-	EB	1	TR	Т	0.30	8.8	Α	
	Deerswalt Ave		1		R	0	0.13	0.0	-	0	0.14	0.0	-		1		R				Install traffic signal with a 120-
115	and Southfield	WB	1	LT		5	0.01	0.3	A	65	0.09	2.8	A	WВ	1	LT		0.51	14.4	в	second cycle length and 2 phases.
110	Employee Lot		1			5	0.28	0.0	-	80	0.34	0.0	-		1						green phase= 30 secs. Yellow= 3
	(unsignalizeu)	NB	1	LR	R	0	0.03	21.3	C	5	0.70	71.6	F	NB	1	LR	R	0.25	41.5	D	secs and All red=2 secs.
		Inter.	-	-	-			21.3	с			71.6	F	Inter.	-	-	-		13.8	В	-
					L	100				100						L	L	0.47	19.4	В	
		EB	1	LTR	т	470	0.97	49.8	D	475	1.23	143.6	F	EB	1	тр	т	0.58	10.5		
					R	20				20						IK	R	0.58	10.5	В	
			1	L	L	185	0.55	16.9	В	185	0.56	17.0	В		1	L	L	0.60	33.2	С	
		WB	1	TR	Т	505	0.80	22.5		510	0.96	41.5		WB	1	Т	т	0.56	25.7		Reconfigure lane geometry using
	Roosevelt Ave		-		R	195	0.00	22.5		300	0.50	11.5			-	TR	R	0.50	23.7	Ľ	Fig. 3 for proposed lane
12	and 114th Street				L	15				15							L				configuration. Cycle length remains
	(signalized)	NB	1	LTR	Т	45	1.10	125.1	F	45	1.10	125.1	F	NB	1	LTR	Т	0.95	82.0	F	same (120 secs). Need exclusive left turn warrant analysis during
					R	195				195							R				design phase.
					L	90				90						L	L	0.63	54.5	D	
		SB	1	LTR	т	65	1.20	169.0	F	65	1.20	169.0	F	SB	1	TR	Т	0.34	36.3		
					R	50				50							R		55.5		
		Inter.	-	-	-			60.7	E			92.0	F	Inter.	-	-	-		33.5	С	
		NB	1	LT	L	20	4			20	-			NB	1	LT	L	-			
	114th St and				Т —	320	No Analy.	sis - 39th A	ve is one-	425	No Analy	sis - 39th Av	e is one-				Т	No Analy	sis - 39th A	ve is one-	
13	(unsignalized)	SB	1	TR		205	w	ay westbou	nd	205	w	ay westbour	nd	SB	1	TR		w	ay westbou	nd	wiltigation Not Required
		Inter	-	-	- K	15	-			15	-			Inter	_	-	- K	-			
					L	35				35							L				
	114th St and	EB	1	LR	R	30	0.13	11.8	В	30	0.14	12.8	В	EB	1	LR	R	1			
14	38th Ave	NB	1	Т	Т	320	0.21	0.0	-	425	0.28	0.0	-	NB	1	Т	т				Mitigation Not Required
	(unsignalized)	SB	1	Т	Т	190	0.13	0.0	-	190	0.13	0.0	-	SB	1	T	Т				
		EB App.	-	-	-			11.8	В			12.8	В	EB App.	-	-	-				
		EB	1	LR	L R	55 30	0.21	22.4	с	55 30	0.21	22.4	с	EB	1	LR	L R	-			
15	114th St and 37th Ave	NB	1	LT	L	65	0.53	16.2	В	65	0.68	19.9	в	NB	1	LT	L	-			Mitigation Not Required
	(signalized)					290				395							Т Т				
		SB	1	TR	R	25	0.26	8.2	A	25	0.26	8.2	A	SB	1	TR	R	1			
		Inter.	-	-	-			14.6	В			17.2	В	Inter.	-	-	-				

TABLE 6

2031 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						2031	No-Action N (1pm-	/lidday Pea - 2pm)	ak Hour	2031	Build Mid (1pm -	day Peak Ho 2pm)	our		2031 Build	Midday Pe	ak Hour w/	Mitigation (1pm - 2pm	1)	
Int. No	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	Mitigation Measures
		FB	1	Т	Т	390	0.53	14.4	В	390	0.53	14.4	В	FB	1	Т	Т	0.71	28.2	С	
			1	R	R	45	0.06	8.6	A	45	0.06	8.6	A	LD	1	R	R	0.09	15.6	В	Modify signal timing Increase
	114th St and	NB	1	R	R	345	0.78	35.5	D	450	1.02	67.5	E	NB	1	R	R	0.69	29.9	С	NB/SB phase by 13 secs. Reduce EB
16	34th Ave		1	L	L	205	0.41	27.0	С	205	0.41	27.0	С		1	L	L	0.28	16.4	В	phase by 13 secs. Cycle length
	(signalized)	SB	1	Т	Т	140	0.28	25.0	С	140	0.28	25.0	С	SB	1	Т	Т	0.19	15.4	В	remains same (90 secs).
			1	R	R	180	0.15	0.2	A	180	0.15	0.2	A		1	R	R	0.15	0.2	A	
		Inter.	-	-	-			21.1	С			32.6	C	Inter.	-	-	-		21.8	С	
		14/15	1		ι	5	0.25	12.1		5	0.44	14.2			1		L				
		VV B	1		R	135	0.25	12.1	В	245	0.44	14.5	В	VV B			R	1			
	Shea Road and		1	т	Т	240	0.11	0.0	-	240	0.11	0.0	-		1	т	т				1
17	Stadium Pl N	NB	1	TR	R	280	0.23	0.0	-	280	0.23	0.0	-	- NB	1	TR	R				Mitigation Not Required
	(unsignalized)		1	LT		105	0.12	7.2	Α	105	0.12	7.2	Α		1	LT	L				
		SB	1	Т	Т	95	0.05	0.0	-	95	0.05	0.0	-	SB	1	Т	Т				1
		WB App.	-	-	-			12.1	В			14.3	В	WB App.	-	-	-				-
	Shea Road and	ND	1	1.7	L	325				435			^	ND	1	1.7	L				
	GCP WB	INB	1		Т	50	No analys	sis - there is	no signal	50	No analys	is - there is i	no signal	I NB	1		Т	No analysi:	s - there is r	no signal or	
	On Ramp		1		Т	200	or	stop contr	ol	200	01	stop contro	ol 🛛		1		Т	1 .	stop contro	ol -	
18	(unsignalized)	SB	1		R	80	1			80	1			SB	1		R	1			Mitigation Not Required
	Ramp to GCP	WB	1	Т	Т	325	0.22	0.0	-	435	0.29	0.0	-	WB	1	Т	Т				-
	from SW Shea Rd	SW	1	R	R	80	0.15	11.2	В	80	0.17	12.6	В	SW	1	R	R				
	(stop sign)	SW App.	-	-	-			11.2	В			12.6	В	SW App.	-	-	-				

	Legen	d:
EB - Eastbound	L - Left	V/C Ratio - Volume/Capacity Ratio
WB - Westbound	T - Through	# -95th percentile volume exceeds capacity, queue may be longer
NB - Northbound	R - Right	~ - Volume exceeds capacity, queue is theoretically infinite.
SB - Southbound	LOS - Level of Service	m -Volume for 95th percentile queue is metered by upstream signal
		dl - Defacto Lane

Notes: 1. The results shown for the signalized intersection analysis is based on SYNCHRO 10.

2. The results shown for the unsignalized intersection analysis is based on SYNCHRO 10, HCM 2000.

3. The impacted intersection/approach/movement is shown in red.

TABLE 7

2031 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						203	1 No-Actior (4:45pm-	n PM Peak I - 5:45pm)	Hour	203	31 Build Pi (4:45pm -	VI Peak Hou 5:45pm)	r		2031 Build	PM Peak H	our w/ Mitig	ation (4:45p	om - 5:45pm	1)	
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	- Mitigation Measures
		FB	1	Т	Т	10	0.01	0.0	-	10	0.01	0.0	-	FB	1	Т	Т	0.02	51		
			1	TR	R	25	0.02	0.0	-	25	0.02	0.0	-		1	TR	R	0.02	5.1		Install traffic signal with a 90-
	Boat Basin Pl and	WB	1	LT	L	395	0.32	7.9	A	450	0.46	10.0	В	WB	1	LT	L	0.53	9.6	Α	second cycle length and 2 phases.
1	Marina Rd		1	Т	Т	120	0.06	0.0	-	120	0.06	0.0	-		1	Т	Т	0.55	5.0		EB/WB green phase = 65 secs, NB
	(unsignalized)	NB	1	L	L	60	0.51	53.7	F	60	1.08	236.4	F	NB	1	L	L	0.17	17.9	В	green phase= 25 secs. Yellow= 3 secs and All red=2 secs.
			1	R	R	30	0.04	8.6	A	30	0.05	10.0	A		1	R	R	0.10	17.2	В	-
		NB App.	-	-	-			38.4	E			159.6	F	Inter.	-	-	-		10.4	В	
			1	LT	L	15				15					1	LT	L	-			
		WB	1	TR	T	215	0.36	27.5	С	215	0.36	27.5	С	WB	1	TR	Т	-			
					R	50				50						. –	R				-
	Boat Basin Pl and	ND		LT	L -	15	0.00	7.2		15	0.00	7.2		ND	1	LT	L T				
2	Shea Road	NB	1	TR		40	0.06	7.2	A	25	0.06	7.2		INB	1	TR		-			Mitigation Not Required
	(signalized)		1	1.7	ĸ	35				35					1	17	ĸ				-
		SB		L1	т Т	105	0.32	91	Δ	15	0.37	96		SB	-		т Т				
		50	1	TR	R	220	0.52	5.1		225	0.37	5.0		50	1	TR	B	-			
		Inter	<u> </u>		-	220		15.4	в	225		15.3	в	Inter	_	-	-				-
	126th Street and	WB	3	т	т	1460	0.67	11.4	B	1510	0.69	11.9	В	WB	3	т	т				
ЗN	Northern Blvd	NB	2	L	L	185	0.29	8.1	A	190	0.30	8.1	A	NB	2	L	L				Mitigation Not Required
	(signalized)	Inter	-	-	-			11.1	В			11.6	В	Inter	-	-	-				
		EB	1	т	т	420	0.63	48.1	D	420	0.63	48.1	D	EB	1	т	т				
	126th Street and		2	т	т	185	0.32	35.2	D	190	0.33	35.7	D		2	т	т				
35	GCP Off-Ramp EB	NB	2	R	R	145	0.33	36.2	D	145	0.33	36.7	D	1 NB	2	R	R				Mitigation Not Required
, , , , , , , , , , , , , , , , , , ,	(signalized)	NE	2	R	R	820	0.68	29.0	с	820	0.68	29.0	с	NE	2	R	R				1
		Inter.	-	-	-			35.4	D			35.6	D	Inter.	-	-	-				1

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TABLE 7

2031 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

image image <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>203</th> <th>1 No-Actio (4:45pm</th> <th>n PM Peak - 5:45pm)</th> <th>Hour</th> <th>20</th> <th>31 Build Pl (4:45pm -</th> <th>VI Peak Hou 5:45pm)</th> <th>ır</th> <th></th> <th>2031 Build</th> <th>PM Peak H</th> <th>our w/ Mitig</th> <th>ation (4:45p</th> <th>om - 5:45pm</th> <th>1)</th> <th></th>							203	1 No-Actio (4:45pm	n PM Peak - 5:45pm)	Hour	20	31 Build Pl (4:45pm -	VI Peak Hou 5:45pm)	ır		2031 Build	PM Peak H	our w/ Mitig	ation (4:45p	om - 5:45pm	1)	
	Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	- Mitigation Measures
			FB	1	LT	L	55 20	0.31	42.2	D	55 20	0.31	42.2	D	FB	1	LT	L	0.29	39.4	D	
<t t<="" tr=""></t>					R	R	145	0.48	46.2		195	0.65	52.5	D		1	R	R	0.58	46.9	D	-
<t></t>				-		L	10	0.10	10.2		10	0.05	52.5			-		L	0.50	10.5		-
			WB	1	LTR2	T	20	0.23	40.4	D	20	0.23	40.4	D	WB	1	LTR2	Т	0.21	37.5	D	
						R2	30	1			30	1						R2				
				1	LT	L	145				145					1	LT	L				
		126th Street and	NB	1	тр	Т	235	0.45	31.3	с	240	0.46	31.3	с	NB	1	тр	Т	0.57	46.6	D	Nodify signal timing. Reduce NB/SB phase by 9 secs. Increase
	4	Shea Road/34th				R	20				20	1				1		R				EB/WB phase by 3 secs. Increase
		Ave (signalized)				L	5				5							L				SBL phase by 6 secs. Cycle length
			SB	1	LTR	Т	150	0.34	23.2	С	155	0.36	23.3	С	SB	1	LTR	Т	0.42	30.5	D	Ternams same (120 sees).
<						R	40				40							R				
						L2	5	-			5	1						L2				
			SE	1	L2LRR2	L	15	0.98	91.1	F	15	1.05	107.0	F	SE	1	L2LRR2	L	0.84	60.0	E	
image image <td></td> <td></td> <td></td> <td></td> <td></td> <td>R</td> <td>205</td> <td>-</td> <td></td> <td></td> <td>225</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>R</td> <td></td> <td></td> <td></td> <td></td>						R	205	-			225	-						R				
inter inter <td></td> <td></td> <td></td> <td></td> <td></td> <td>R2</td> <td>75</td> <td></td> <td></td> <td>-</td> <td>75</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>R2</td> <td></td> <td>17.0</td> <td></td> <td>-</td>						R2	75			-	75							R2		17.0		-
			Inter.	-	-	-	40		48.8	D	40		54.3	D	Inter.	-	-	-		47.6	D	
New part of the strength of the streng strength of the strength of the strength of the st			WB	1	LR		40	0.15	17.9	с	40	0.16	19.0	с	WB	1	LR					
1 1 1 1 1 0 <				1		т	400	0.14	0.0		405	0.15	0.0	_		1		т				
Image:	5	126th Street and 35th Ave	NB		TR	R	0	0.14	0.0			0.15	0.0	_	NB	1	TR	R				Mitigation Not Required
Normal Principal Normal Principal<	-	(unsignalized)		1	іт		0	0.00	0.0	-	0	0.00	0.0	-		1	іт					-
indicar inditer indicar indicar <td></td> <td></td> <td>SB</td> <td>1</td> <td>Т</td> <td>Т</td> <td>510</td> <td>0.22</td> <td>0.0</td> <td>-</td> <td>585</td> <td>0.25</td> <td>0.0</td> <td>-</td> <td>SB</td> <td>1</td> <td>Т</td> <td>Т</td> <td></td> <td></td> <td></td> <td>-</td>			SB	1	Т	Т	510	0.22	0.0	-	585	0.25	0.0	-	SB	1	Т	Т				-
$ 1 \\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \$			WB App.	-	-	-			17.9	с			19.0	с	WB App.	-	-	-				-
Image: Figure 1 bit in the second state 1 bit i			14/5			L	30	0.22	110		30	0.00	45.5				1.5	L				
1 1 <th1< th=""> 1 1 <</th1<>			WB			R	55	0.22	14.9	В	55	0.23	15.5		W B			R				
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		126th Street and	NR	1	тр	Т	345	0.17	0.0	-	350	0.17	0.0	-	NR	1	тр	Т				
$ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \$	6	36th Ave	ND	1		R	15	0.09	0.0	-	15	0.09	0.0	-	ND ND	1		R				Mitigation Not Required
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		(unsignalized)	SB	1	LT	L	55	0.06	2.8	A	55	0.06	2.6	A	SB	1	LT	L				
i i				1	Т	Т	495	0.22	0.0	-	570	0.25	0.0	-		1	т	Т				-
$egin{spars2} ultic \ height \ heigh$			WB App.	-	-	-			14.9	В			15.5	С	WB App.	-	-	-				
1 = 1 = 1 = 1 = 1 = 1 = 1 = 1 = 1 = 1			WB	1	LR	L	0	0.00	0.0	A	0	0.00	0.0	A	WB	1	LR	L				
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $						R	0				0							R				-
7 37th Ave (unsignalized) 1 C R 0 0.09 0.0 - 0 0.09 0.00 0.09 0.00 - 1 C R C Mitigation Not Required Mitigation Not Required SB 1 LT L 0 0.00 0.00 0.00 0.00 - 1 LT L C Mitigation Not Required SB 1 T T L 0 0.00 - 0.00 0.00 - - 1 LT L C Mitigation Not Required Mitigation Not Required		126th Street and	NB	1	TR		360	0.17	0.0	-	365	0.17	0.0	-	NB	1	TR	Т				-
SB 1 LT L 0 0.00 0.0 - 0 0.00 0.0 - B 1 LT L C C 1 T T T 525 0.24 0.0 - 6600 0.27 0.0 - SB 1 LT L C C	7	37th Ave		1		R	0	0.09	0.0	-	0	0.09	0.0	-		1		R				Mitigation Not Required
			SB				0	0.00	0.0	-		0.00	0.0	-	SB							4
			M/P Apr				525	0.24	0.0	-	600	0.27	0.0	-	M/P An-							-

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TABLE 7

						203	1 No-Action (4:45pm	n PM Peak - 5:45pm)	Hour	20	31 Build PI (4:45pm -	VI Peak Hou 5:45pm)	r		2031 Build	PM Peak H	our w/ Mitig	ation (4:45p	om - 5:45pm	1)	Mitigation Manguros
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	Witigation Measures
		WB	1	LR	L	5	0.13	10.8	В	5	0.13	10.9	В	WB	1	LR	L	-			
					R	70				70							R				-
0	126th Street and	NB	1	TR		290	0.14	0.0	-	295	0.14	0.0	-	NB	1	TR					Mitigation Not Poquirod
0	(unsignalized)		1	IT	ĸ	110	0.07	0.0	-	110	0.07	0.0	-		1	1.1.1	ĸ				
		SB	1	т	Т	415	0.12	0.0	-	490	0.12	0.0	-	SB	1	Т	Т				-
		WB App.	-	-	-			10.8	В			10.9	В	WB App.	-	-	-				-
				LT	L	140				145						LT	L				
		EB	2	тр	Т	675	0.72	19.7	В	675	0.74	20.4	с	EB	2	тр	т	0.89	36.5	D	Percentigure intersection Added
					R	5				10							R				NB left lane, Added NB/SB left
				LT	L	75				75						LT	L				turn phase of 9 secs. Modify
		WB	2	TR	Т	545	0.70	18.6	В	545	0.70	18.7	В	WB	2	TR	Т	0.90	39.5	D	signal timing. Increase NB/SB phase by 4 secs. Reduce EB/WB
	Roosevelt Ave				R	135				135							R				phase by 13 secs. Cycle length
9	and 126th Street (signalized)	ND	1	170		25	0.21	24.0		80	0.00	40.0			1	L	L	0.23	25.2	С	remains same (120 secs). Mitigation measures for this
	(1.5.1.1.1.)	INB	1	LIK		20	0.21	34.0	Ľ	20	0.60	48.8		NB	1	TR		0.17	25.1	С	intersection is under discussion
					ĸ	270	0.86	76.0	F	270	0.92	85.7	E				ĸ	0.67	15.1	D	between the PANYNJ and
		SB	2	-	т	15	0.80	70.0	L.	35	0.52	85.7	'	SB	2		Т	0.07	43.4		warrant analysis during design
				TR	R	135	0.43	52.7	D	190	0.64	59.8	E			TR	R	0.55	45.2	D	phase.
		Inter.	-	-	-			30.0	с			33.9	с	Inter.	-	-	-		39.0	D	-
		55	1	Ŧ	Т	1005	0.32	0.0	-	1005	0.32	0.0	-	50	1	-	Т	0.71	20.7		
	Roosevelt Ave	EB	1	I	Т	1005	0.32	0.0	-	1005	0.32	0.0	-	EB	1		Т	0.71	29.7		Install traffic signal with a 120-
10-1	and Stadium Pl	W/B	1	т	т	580	0.18	0.0	-	645	0.20	0.0	-	WB	1	т	Т	0.44	15.5	в	second cycle length and 2 phases.
10-1	North (unsignalized)		1	-	Т	500	0.18	0.0	-	045	0.20	0.0	-	~~~	1	1	Т	0.44	13.5		green phase= 59 secs. Yellow= 3
	(unsignalized)	SB	1	R	R	425	0.79	28.8	D	425	0.83	33.7	D	SB	1	R	R	0.69	32.5	С	secs and All red=2 secs.
		SB App.	-	-	-			28.8	D			33.7	D	Inter.	-	-	-		26.4	С	
		EB	1	т	T	715	0.23	0.0	-	715	0.23	0.0	-	EB	1	т	Т				-
	Roosevelt Ave		1		T		0.23	0.0	-		0.23	0.0	-		1		T T				-
10-2	and Stadium Pl South	WB	1	Т		725	0.22	0.0	-	850	0.26	0.0	-	WВ	1	т					- Mitigation Not Required
	(unsignalized)	NB	1	R	R	75	0.22	12.5	- B	100	0.20	13.0	B	NB	1	R	R				-
		NB App.	-	-	-	,,,,	0.10	12.5	В	100	0.21	13.0	В	NB App.	-	-	-				-
		(18) (pp)	1		т	780	0.33	0.0	-	785	0.33	0.0	-	(18) (pp)	1		Т				
		EB	1	TR	R	10	0.17	0.0	-	30	0.19	0.0	-	EB	1	TR	R				1
	Roosevelt Ave		1		L	5	0.01	0.3	Α	5	0.01	0.3	A		1		L				1
11W	and Southfield	WB	1	LI	Т	720	0.30	0.0	-	845	0.35	0.0	-	- WB	1		т				Mitigation Not Required
	(unsignalized)	NB	1	IR	L	5	0.04	27.0	D	5	0.04	30.0	D	NB	1	IR	L				
			-		R	0	0.04	27.0		0	0.04	50.0			-		R				
		Inter.	-	-	-			27.0	D			30.0	D	Inter.	-	-	-				

TABLE 7

						203	1 No-Action (4:45pm	n PM Peak - 5:45pm)	Hour	20	31 Build Pl (4:45pm -	M Peak Hou 5:45pm)	ır		2031 Build	PM Peak H	our w/ Mitig	ation (4:45p	om - 5:45pm	1)	
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	- Mitigation Measures
		FB	1	TR	Т	780	0.33	0.0	-	785	0.33	0.0	-	FB	1	тв	т	0.45	16.7	в	
	Description		1		R	0	0.16	0.0	-	0	0.17	0.0	-		1		R	0.45	10.7		Install traffic signal with a 120-
	and Southfield	WB	1	LT	L	5	0.01	0.3	A	65	0.10	3.3	A	wв	1	ιт	L	0.61	14.5	В	second cycle length and 2 phases.
TIE	Employee Lot		1		T	700	0.29	0.0	-	100	0.31	0.0	-		1		T				green phase= 46 secs. Yellow= 3
	(unsignalized)	NB	1	LR	R	40	0.26	20.9	С	45	1.14	170.0	F	NB	1	LR	R	0.27	29.9	С	secs and All red=2 secs.
		Inter.	-	-	-			20.9	с			170.0	F	Inter.	-	-	-		16.9	В	-
					L	80				80						L	L	0.20	7.9	Α	
		EB	1	LTR	т	600	1.17	113.2	F	600	1.33	182.4	F	EB	1		т				
					R	25	1			25	1					TR	R	1.02	72.7	E	
			1	L	L	265	0.94	57.4	E	265	0.94	57.4	E		1	L	L	0.76	45.5	D	Reconfigure lane geometry using existing (Fig. 2) roadway width.
		WB	<u> </u>		т	575				580				WВ		т	т				See Fig. 3 for proposed lane
			1	TR	R	165	0.83	22.7	C	225	0.91	30.7	C		1	TR	R	0.69	24.9	C	EB/WB left turn phase. Modify
12	and 114th Street				L	10				10							L				signal timing. Reduce NB/SB
	(signalized)	NB	1	LTR	т	30	1.11	129.0	F	30	1.11	129.0	F	NB	1	LTR	т	1.06	112.1	F	phase by 1 secs. Reduce EB/WB phase by 29 secs. Add EBL/WBL
					R	245	1			245	-						R	-			phase of 30 secs. Cycle length
			1	L	L	160	1.21	179.5	F	160	1.21	179.5	F		1	L	L	1.13	152.8	F	exclusive left turn warrant
		SB		_	т	95				95				SB		_	<u>т</u>				analysis during design phase.
			1	TR	R	30	0.36	38.5	D	30	0.36	38.5	D		1	TR	R	0.33	38.5	D	
		Inter		-		30		79.4	F	30		101.5	F	Inter					58.9	F	-
						45		75.4	-	45		101.5		inter.			1		50.5	L	
	114th St and	NB	1	LT	T	230	1			290	-			NB	1	LT	Т	-			
13	39th Ave	C P	1	тр	т	285	No Analy	sis - 39th A av westbou	ve is one- nd	285	No Analy	sis - 39th Av av westhour	re is one- nd	C P	1	тр	т	No Analysi	s - 39th Ave westhound	is one-way	Mitigation Not Required
	(unsignalized)	30	1	IK	R	25] "	ay nestbou	110	25		<i>ay westboa</i>		30	1		R		Westbound		
		Inter.	-	-	-									Inter.	-	-	-				
		EB	1	LR		35	0.16	11.9	В	35	0.17	12.4	В	EB	1	LR		-			
14	114th St and 38th Ave	NB	1	т	к	45 230	0.15	0.0	-	290	0.19	0.0		NB	1	т	г				Mitigation Not Required
	(unsignalized)	SB	1	т	Т	265	0.18	0.0	-	265	0.15	0.0	-	SB	1	т	Т				-
		EB App.	-	-	-			11.9	В			12.4	В	EB App.	-	-	-				
		FB	1	IR	L	65	0.28	23.3		65	0.28	23.3	C	FR	1	IR	L				
					R	50	0.20	20.0		50	0.20	23.5			<u> </u>		R				-
15	114th St and 37th Ave	NB	1	LT	L	120	0.48	15.8	В	120	0.56	17.4	В	NB	1	LT	L	4			Mitigation Not Required
	(signalized)				Т	145 215				205							Т				
		SB	1	TR	R	30	0.32	12.2	В	30	0.32	12.2	В	SB	1	TR	R	1			
		Inter.	-	-	-			15.9	В			16.7	В	Inter.	-	-	-				

TABLE 7

2031 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						203	1 No-Actior (4:45pm-	n PM Peak H · 5:45pm)	Hour	20	31 Build PI (4:45pm -	VI Peak Hou 5:45pm)	r		2031 Build	PM Peak H	our w/ Mitig	ation (4:45p	m - 5:45pm)	
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	Witigation Weasures
		FB	1	Т	Т	370	0.52	14.1	В	370	0.52	14.1	В	FR	1	Т	Т				
			1	R	R	65	0.10	9.0	А	65	0.10	9.0	A		1	R	R				
	114th St and	NB	1	R	R	210	0.45	29.1	С	270	0.58	29.5	С	NB	1	R	R				
16	34th Ave		1	L	L	255	0.49	39.0	С	255	0.49	29.0	С	-	1	L	L				Mitigation Not Required
	(signalized)	SB	1	Т	Т	180	0.35	26.1	С	180	0.35	26.1	С	SB	1	Т	Т				
			1	R	R	200	0.17	0.3	A	200	0.17	0.3	A		1	R	R				
		Inter.	-	-	-			18.7	В			19.2	В	Inter.	-	-	-				
		W/P	1		L	15	0.22	14.4	Р	15	0.42	15.6		\A/R	1	ID	L				
		VVD	1		R	130	0.52	14.4	D	190	0.43	15.0		VVD	1		R				
	Shea Road and	ND	1	Т	Т	305	0.13	0.0	-	310	0.13	0.0	-	ND	1	т	т				
17	Stadium Pl N	NB	1	TR	R	255	0.23	0.0	-	255	0.23	0.0	-	NR	1	TR	R				Mitigation Not Required
	(unsignalized)	C D	1	LT	L	170	0.21	8.4	А	170	0.21	8.4	A	CD.	1	LT	L				
		30	1	Т	Т	110	0.05	0.0	-	110	0.05	0.0	-	30	1	Т	Т				
		WB App.	-	-	-			14.4	В			15.6	С	WB App.	-	-	-				
	Shea Road and	NB	1	IT	L	375				440				NB	1	іт	L L				
	GCP WB		1	1 ''	Т	60	No analys	is - there is	no signal	60	No analys	is - there is i	no signal		1		Т	No analysi	s - there is n	o signal or	
	On Ramp	CD	1	тр	Т	280	or	stop contro	ol	280	or	stop contro	ol 🛛	CD.	1	тр	Т		stop control		
18	(unsignalized)	30	1		R	40				40				30	1	IN	R				Mitigation Not Required
	Ramp to GCP	WB	1	Т	Т	375	0.25	0.0	-	440	0.29	0.0	-	WB	1	Т	Т				
	from SW Shea Rd	SW	1	R	R	40	0.08	11.2	В	40	0.09	11.9	В	SW	1	R	R				
	(stop sign)	SW App.		-	-			11.2	В			11.9	В	SW App.		-	-				

	Legen	d:
EB - Eastbound	L - Left	V/C Ratio - Volume/Capacity Ratio
WB - Westbound	T - Through	# -95th percentile volume exceeds capacity, queue may be longer
NB - Northbound	R - Right	~ - Volume exceeds capacity, queue is theoretically infinite.
SB - Southbound	LOS - Level of Service	m -Volume for 95th percentile queue is metered by upstream signal
		dl - Defacto Lane

Notes: 1. The results shown for the signalized intersection analysis is based on SYNCHRO 10.

2. The results shown for the unsignalized intersection analysis is based on SYNCHRO 10, HCM 2000.

3. The impacted intersection/approach/movement is shown in red.

TABLE 8

						2031 M	No-Action Sa (2pm-	aturday Pe - 3pm)	ak Hour	2031	Build Satu (2pm -	rday Peak H 3pm)	lour	203	1 Build Sa	turday Peal	(Hour with M	Vitigatio	n (2pm - 3p	m)	
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	- Mitigation Measures
		FB	1	Т	Т	5	0.00	0.0	-	5	0.00	0.0	-	FR	1	т	Т	0.02	6.6	Δ	
			1	TR	R	20	0.02	0.0	-	20	0.02	0.0	-		1	TR	R	0.02	0.0		Install traffic signal with a 90-
	Boat Basin Pl and	WB	1	LT	L	315	0.21	7.1	А	355	0.24	7.3	A	WB	1	LT	L	0.34	8.9	Δ	second cycle length and 2
1	Marina Rd		1	Т	Т	120	0.06	0.0	-	120	0.06	0.0	-		1	Т	Т	0.51	0.5		61 secs, NB green phase = 29
	(unsignalized)	NB	1	L	L	35	0.16	21.0	С	35	0.19	24.4	С	NB	1	L	L	0.08	17.8	В	secs. Yellow= 3 secs and All
			1	R	R	25	0.03	8.5	A	25	0.03	8.5	A		1	R	R	0.06	17.6	В	red=2 secs.
		NB App.	-	-	-			15.9	С			17.9	С	Inter.	-	-	-		9.8	A	
			1	LT	L	5				5	-				1	LT	L	-			
		WB	1	TR	Т	215	0.29	26.5	С	215	0.29	26.5	C	WB	1	TR	Т	-			
					R	25				25							R				-
	Boat Basin Pl and		1	LT	L	5				5					1		L	-			
2	Shea Road	NB	1	TR	Т	35	0.05	7.1	A	35	0.05	/.1	A	NB	1	TR	Т	-			Mitigation Not Required
	(signalized)				R	45				45							R				-
		CD.	1			165	- 0.24	0.5		205	0.28			60	1			-			
		28	1	TR		105	0.24	8.5	A	105	0.28	8.8		58	1	TR		-			
		Intor			ĸ	105		14.0	P	105		14.7		Intor			ĸ				-
		W/R	2	-	-	1400	0.69	10.6	B	1440	0.71	11.1	B	M/R	-	- T	т				
211	126th Street and	NB	2		<u> </u>	195	0.03	3.6		200	0.71	3.7		NB	2	, ,					Aitiantian Nat Demuined
311	(signalized)	Inter	2	L.	L	155	0.52	0.0		200	0.55	10.2		Inter	2	L	L .				willigation Not Required
		Inter	-	-	-			9.9	A			10.2	В	Inter	-	-	-				
	126th Street and	EB	1	Т —	T	210	0.23	27.1	C	210	0.23	27.1	C	EB	1	Т _	<u>т</u>				-
	GCP Off-Ramp EB	NB	2	Т	T	195	0.35	36.2	D	200	0.35	36.3	D	NB	2						
35	/ Northern Blvd	NE	2			125	0.28	35.7		125	0.28	35.7			2						willigation Not Required
	(signalized)	NE	2	к	К	580	0.73	33.5		580	0.73	33.5		NE	2	К	К				4
1		inter.	- 1	- 1	- 1	1		33.I			1	33.⊥		j inter.				1	1	1	

TABLE 8

						2031 N	lo-Action Sa (2pm-	aturday Pe 3pm)	ak Hour	2031	Build Satur (2pm -	day Peak H 3pm)	our	203	1 Build Sat	turday Peak	Hour with N	/litigatio	n (2pm - 3p	m)	Ministra Manager
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	- Mitigation Measures
			1	ІТ	L	40	0.26	41.0	D	40	0.26	41.0	D		1	іт	L	0.23	38.0	D	
		EB			Т	30	0.20	1110		30	0.20			EB			т	0.20			
			1	R	R	140	0.52	47.4	D	180	0.67	53.6	D		1	R	R	0.60	47.7	D	
		N/D	1	1702		35	0.40	46.0	5	35	0.49	46.0			1	1702		0.42	42.0		
		WB				30	0.48	46.9	U	30	0.48	46.9		VVB	1			0.43	42.8		
			1	1.1.1	RZ	115				115					1	1.1	KZ				Modify signal timing Roduce
		NB			Т	215	0.39	23.4	C	220	0.40	23.6	C C	NB	-	L1	Т	0.49	31.2	C	NB/SB phase by 9 secs.
4	Shea Road/34th	110	1	TR	R	30			Ũ	35		2010			1	TR	B	0115	0112	Ũ	Increase EB/WB phase by 3
	Ave (signalized)				L	15				15							L				secs. Increase SBL phase by 6
		SB	1	LTR	т	140	0.27	21.8	с	140	0.27	21.8	с	SB	1	LTR	Т	0.32	28.4	с	same (120 secs).
					R	15				15							R				
					L2	10				10							L2				
		CE.	1	רססורו	L	10	0.08	01 /	E	10	1.07	112.9	E	CE	1	בססוכו	L	0.86	61.9	c	
		SE	1	LZLNNZ	R	185	0.98	91.4	- F	210	1.07	115.0	- F	JE	1	LZLKKZ	R	0.80	01.9	E	
					R2	85				85							R2				
		Inter.	-	-	-			47.9	D			55.6	E	Inter.	-	-	-		43.6	D	
		WB	1	LR	L	65	0.25	20.2	с	65	0.27	21.8	с	WB	1	LR	L				
					R	0				0							R				-
-	126th Street and	NB	1	TR		360	0.13	0.0	-	370	0.13	0.0	-	- NB	1	TR					Mitigation Not Deguized
5	(unsignalized)		1	1.7	ĸ	0	0.13	0.0	-	0	0.13	0.0	-		1	17	ĸ				Witigation Not Required
		SB	1		<u>г</u>	500	0.00	0.0	-	565	0.00	0.0	-	SB							-
		WB Ann	-	-	-	500	0.23	20.2	-	505	0.28	21.8		WB Ann	-	-	-				-
					L	25				25			-				L				
		WB	1	LR	R	35	0.17	15.0	В	35	0.18	15.7	С	WB	1	LR	R				
	126th Street and		1		т	325	0.16	0.0	-	335	0.16	0.0	-		1		Т				
6	36th Ave	NB	1		R	20	0.09	0.0	-	20	0.09	0.0	-		1		R				Mitigation Not Required
	(unsignalized)	CD	1	LT	L	35	0.04	1.5	А	35	0.04	1.4	А	C P	1	LT	L]
		30	1	Т	Т	530	0.26	0.0	-	595	0.29	0.0	-	36	1	Т	Т				
		WB App.	-	-	-			15.0	В			15.7	С	WB App.	-	-	-				
		WB	1	LR	L	0	0.01	9.6	А	0	0.01	9.6	А	WB	1	LR	L				
			_		R	5				5					_		R				-
	126th Street and	NB	1	TR	Т	340	0.15	0.0	-	350	0.15	0.0	-	NB	1	TR	Т				-
7	37th Ave		1		R	0	0.07	0.0	-	0	0.08	0.0	-		1		R				Mitigation Not Required
	(unsignalizeu)	SB	1	LT		0	0.00	0.0	-	0	0.00	0.0	-	SB	1						4
				T	T	555	0.24	0.0	-	620	0.26	0.0	-				T				4
		WB App.	-	-	-			9.6	A			9.6	A	WB App.	-	-	-				

TABLE 8

						2031 N	lo-Action Sa (2pm-	aturday Pea - 3pm)	ak Hour	2031	Build Satuı (2pm -	rday Peak H 3pm)	our	2031	1 Build Sat	turday Peal	K Hour with N	Vitigation	n (2pm - 3p	m)	Ministra Manager
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	- Witigation Measures
		WB	1	LR	L R	5 90	0.15	10.5	В	5 90	0.16	10.6	В	WB	1	LR	L R				
	126th Street and	ND	1	тр	Т	250	0.11	0.0	-	260	0.11	0.0	-	NR	1	тр	Т				
8	38th Ave		1		R	5	0.06	0.0	-	5	0.06	0.0	-		1		R				Mitigation Not Required
	(unsignalized)	SB	1	LT	L	110	0.11	4.3	А	110	0.11	4.1	A	SB	1	LT	L				
			1	Т	Т	445	0.19	0.0	-	510	0.22	0.0	-	50	1	Т	Т				
		WB App.	-	-	-			10.5	В			10.6	В	WB App.	-	-	-				
				LT	L	110				115						LT	L				
		EB	2	TR	Т	465	0.63	17.3	В	465	0.66	18.1	В	EB	2	TR	Т	0.64	17.5	В	
					R	25				40							R				Beconfigure intersection
				LT	L	20				20						ц	L				Added NB left lane. No change
		WB	2	тр	Т	520	0.48	14.0	В	520	0.48	14.0	В	WB	2	тр	Т	0.48	14.0	В	in signal timing, Cycle length
	Roosevelt Ave				R	130				130							R				remains same (120 secs).
9	and 126th Street				L	30				175							L	0.64	35.0	D	Mitigation measures for this intersection is under discussion
	(signalized)	NB	1	LTR	Т	15	0.15	21.5	С	20	0.72	39.3	D	NB	1	LTR	Т	0.00	20.7		between the PANYNJ and
					R	15				15							R	0.09	20.7		NYCDOT. Need exclusive left
				L	L	320	0.83	44.6	D	320	0.95	63.8	E			L	L	0.84	44.9	D	turn warrant analysis during
		SB	2		Т	20	0.22	24.2		65	0.47	27.0		SB	2		т	0.46	26.6		design phase.
				IR	R	110	0.33	24.3	L	130	0.47	27.0					R	0.46	26.6	C	
		Inter.	-	-	-			21.9	С			27.6	С	Inter.	-	-	-		23.5	С	
			1	_	Т	0.05	0.32	0.0	-	0.05	0.32	0.0	-		1	_	т	0.01	10.0		
	Poosovolt Avo	EB	1		т	865	0.32	0.0	-	865	0.32	0.0	-		1	1 '	Т	0.81	19.2	В	Install traffic signal with a 90-
	and Stadium Pl		1		Т		0.22	0.0	-		0.25	0.0	-		1	_	Т			_	phases. EB/WB green phase =
10-1	North	WB	1	Т	Т	645	0.22	0.0	-	- 735	0.25	0.0	-	- WB	1	1 T	Т	0.71	17.6	В	45 secs, SB green phase= 45
	(unsignalized)	SB	1	R	R	415	1.05	89.5	F	415	1.14	120.0	F	SB	1	R	R	0.80	34.7	С	secs. Yellow= 3 secs and All
		SB App.	-	-	-			89.5	F			120.0	F	Inter.	-	-	-		21.6	с	red=2 secs.
			1	_	т		0.18	0.0	-		0.18	0.0	-		1		т				
	Dessoult Aug	EB	1	Т	т	495	0.18	0.0	-	495	0.18	0.0	-	EB	1	I T	т				
	and Stadium Pl		1		т		0.25	0.0	-		0.31	0.0	-		1		т				
10-2	South	WB	1	Т	т	740	0.25	0.0	-	910	0.31	0.0	-	- WB	1	Ι T	т				Mitigation Not Required
	(unsignalized)	NB	1	R	R	105	0.25	15.0	В	125	0.30	15.6	с	NB	1	R	R				-
		NB App.	-	-	-			15.0	В			15.6	c	NB App.	-	-	-				-
			1		Т	550	0.25	0.0	-	565	0.26	0.0	-		1		Т				
		EB	1	TR	R	50	0.16	0.0	-	55	0.17	0.0	-	EB	1	TR	R				-
	Roosevelt Ave		1			5	0.01	0.3	Α	5	0.01	0.2	А		1						
11W	and Southfield	WB	1	LT	т	670	0.30	0.0	-	840	0.38	0.0	-	WB	1	LT	Т				Mitigation Not Required
	Employee Lot		-			70	0.50	0.0		70	0.50	0.0			-						
	(unsignalized)	NB	1	LR	B	5	0.41	31.4	D	5	0.48	40.6	E	NB	1	LR	B				
		Inter.	-	-	-			31.4	D			40.6	E	Inter.	-	-	-				

TABLE 8

2031 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						2031 1	No-Action Sa (2pm-	aturday Pe - 3pm)	ak Hour	2031	Build Satur (2pm -	rday Peak H 3pm)	lour	203:	1 Build Sat	urday Peal	Hour with M	Vitigatio	n (2pm - 3p	m)	
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	- Mitigation Measures
		FB	1	TR	Т	555	0.25	0.0	-	570	0.25	0.0	-	FB	1	TR	Т	0.30	14.3	в	
	Deservelt Ave		1		R	0	0.12	0.0	-	0	0.13	0.0	-		1		R				Install traffic signal with a 90-
115	and Southfield	WB	1	LT		10	0.01	0.6	A	30	0.04	1.4	A	WB	1	LT		0.59	10.1	В	phases. EB/WB green phase =
116	Employee Lot		1			25	0.29	0.0	-	795 50	0.36	0.0	-		1						64 secs, NB green phase= 26
	(unsignalized)	NB	1	LR	R	45	0.22	16.4	с	50	0.44	27.7	D	NB	1	LR	R	0.27	30.2	С	red=2 secs.
		Inter.	-	-	-			16.4	с			27.7	D	Inter.	-	-	-		13.2	В	-
					L	95				95						L	L	0.36	13.8	В	
		EB	1	LTR	т	485	1.30dl	18.9	В	485	1.30dl	19.5	В	EB	1		т				1
					R	30	1			30						TR	R	0.87	42.7	D	Reconfigure lane geometry
			1	L	L	240	1.05	95.5	F	240	1.05	95.5	F		1	L	L	1.00	60.4	E	using existing (Fig. 2) roadway
		WB			т	620				630				WB		т	т				- width. See Fig. 3 for proposed lane configuration. Provide
			1	TR	R	200	1.13	96.4	F	280	1.26	152.3	F		1	TR	R	0.95	41.0	D	leading EB/WB left turn phase,
12	Roosevelt Ave and 114th Street				L	10				10							L				Modify signal timing. Reduce NB/SB phase by 3 secs. Reduce
	(signalized)	NB	1	LTR	<u>т</u>	45	0.73	34.5	с	45	0.73	34.5	с	NB	1	LTR	т	0.80	42.4	D	EB/WB phase by 13 secs. Add
					R	230	-			230							R	-			EBL/WBL phase of 16 secs. Cycle length remains same
					- ··	150				150						1		0.67	56.1	E	(120 secs). Need exclusive left
		SB	1	I TR		70	0.91	65.2	F	70	0.91	65.2	F	SB	1		т				design phase.
					R	45	-			45						TR	R	0.28	37.7	D	
		Inter.	-	-	_			63.4	E			86.1	F	Inter.	-	-	-		43.2	D	1
					L	65				65							L				
	114th St and	NB	1	LT	т	275	1			355	İ ,			NB	1	LT	Т	1			
13	39th Ave	SB	1	TR	Т	265	No Analys	sis - 39th Ai iy westboui	ve is one- nd	265	No Analy wc	sis - 39th Ai iy westbour	/e is one- id	SB	1	TR	Т	No An	alysis - 39th -way westbo	Ave is ound	Mitigation Not Required
	(unsignalized)				R	30	-	-		30	-						R	-			
		Inter.	-	-	-	10				10				Inter.	-	-	-				
		EB	1	LR		40	0.17	12.0	В	40	0.18	12.6	В	EB	1	LR	B	-			
14	114th St and 38th Ave	NB	1	т	Т	275	0.18	0.0	-	355	0.23	0.0	-	NB	1	т	Т				 Mitigation Not Required
	(unsignalized)	SB	1	т	т	250	0.16	0.0	-	250	0.16	0.0	-	SB	1	т	т				
		EB App.	-	-	-			12.0	В			12.6	В	EB App.	-	-	-				
		EB	1	LR	L	95	0.33	24.0	с	95	0.33	24.0	с	EB	1	LR	L				
	11/1th 5t and				R	40			_	40							R				4
15	37th Ave	NB	1	LT		90	0.53	21.8	с	90	0.64	24.5	с	NB	1	LT		-			Mitigation Not Required
	(signalized)	50	1	то	Т	210	0.22	0.0		210	0.22	0.0		CD.	1	TD	Т				-
		Job Inter			R	35	0.52	9.0	R	35	0.52	9.0		Joter	1		R				-
		incer.	1 -	-	1 -		1	10.0			1	1 19.0	1 0	I inter.	-	-	-	1	1		1

TABLE 8

2031 Intersection Capacity Analysis Results Summary - Non-Game Day - 1000 SPACES

						2031 No-Action Saturday Peak Hour (2pm- 3pm)				2031 Build Saturday Peak Hour (2pm - 3pm)				2031 Build Saturday Peak Hour with Mitigation (2pm - 3pm)							
Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movemen t	V/C Ratio	Delay (secs)	LOS	Mitigation Measures
16	114th St and	EB	1	Т	Т	480	0.57	15.3	В	480	0.57	15.3	В	FB	1	Т	Т				Mitigation Not Required
			1	R	R	70	0.11	9.1	A	70	0.11	9.1	A		1	R	R				
		NB	1	R	R	320	0.65	28.6	С	400	0.81	35.6	D	NB	1	R	R				
	34th Ave (signalized)	SB	1	L	L	305	0.64	32.9	С	305	0.64	32.9	С	SB	1	L	L				
			1	Т	Т	175	0.32	25.6	С	175	0.32	25.6	С		1	Т	T				
			1	R	R	210	0.18	0.3	A	210	0.18	0.3	A		1	R	R				
-		Inter.	-	-	-			20.4	C			22.5	С	Inter.	-	-	-				
17	Shea Road and Stadium Pl N (unsignalized)	WB	1	LR	L	30	0.30	18.7	с	30	0.44	197		WB	1	LR	L				
					R	65				145	0.44	10.7			1		R				
		NB	1	Т	Т	320	0.14	0.0	-	320	0.14	0.0	-		1	т	т				Mitigation Not Required
			1	TR	R	270	0.26	0.0	-	270	0.26	0.0	-		1	TR	R				
		SB	1	LT	L	145	0.20	8.0	Α	145	0.20	8.0	A		1	LT	L				
			1	Т	Т	145	0.07	0.0	-	145	0.07	0.0	-		1	Т	Т				
		WB App.	-	-	-			18.7	С			18.7	С	WB App.	-	-	-				
18	Shea Road and GCP WB On Ramp (unsignalized)	NB	1	1.1	L	320				400			ND	1	1.1	L					
			1	L1	Т	65	No analysis - there is no signal			65	No analysis - there is no signal or stop control				1	1 "	Т	No analysis - there is no		e is no	
		SB	1	тр	тр Т	290	or stop control			290				SB	1	тр Т		signal or stop control			
			1		R	65				65					1		R				Mitigation Not Required
	Ramp to GCP from SW Shea Rd (stop sign)	WB	1	Т	Т	320	0.20	0.0	-	400	0.25	0.0	-	WB	1	Т	Т				
		SW	1	R	R	65	0.11	10.7	В	65	0.13	11.5	В	SW	1	R	R				4
		SW App.		-	-			10.7	В			11.5	В	SW App.		-	-				

Legend:									
EB - Eastbound	L - Left	V/C Ratio - Volume/Capacity Ratio							
WB - Westbound	T - Through	# -95th percentile volume exceeds capacity, queue may be longer							
NB - Northbound	R - Right	~ - Volume exceeds capacity, queue is theoretically infinite.							
SB - Southbound	LOS - Level of Service	m -Volume for 95th percentile queue is metered by upstream signal							
		dl - Defacto Lane							

Notes: 1. The results shown for the signalized intersection analysis is based on SYNCHRO 10.

2. The results shown for the unsignalized intersection analysis is based on SYNCHRO 10, HCM 2000.

3. The impacted intersection/approach/movement is shown in red.