



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. SIGNIFICANT IMPACT CRITERIA – MAINLINE

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

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

Peak Hour	2026	2031
AM	2	2
Midday	5	5
PM	5	5
Saturday	4	4

As summarized in the above table, of the 18 intersections analyzed, 2 intersections, 5 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.

Int. No.	Intersection Name	2026 Peak Hour				2031 Peak Hour				Type of Mitigation ⁽²⁾
		AM	MD	PM	SAT	AM	MD	PM	SAT	
1	Boat Basin Pl and Marina Rd (unsignalized)	-	-	X	-	-	-	X	-	Install Signal
4	126th Street and Shea Road/34th Ave (signalized)	-	X	X	X	-	X	X	X	Modify Signal timing/phasing
9	Roosevelt Ave and 126th Street (signalized)	-	X	X	X	-	X	X	X	Modify Signal timing/phasing and lane configuration
10-1	Roosevelt Ave and Stadium Pl North (unsignalized)	-	-	-	X	-	-	-	X	Install Signal
11E	Roosevelt Ave and Southfield Employee Lot (unsignalized)	X	X	X	-	X	X	X	-	Install Signal
12	Roosevelt Ave and 114th Street (signalized)	X	X	X	X	X	X	X	X	Modify Signal timing/phasing and lane configuration
16	114th St and 34th Ave (signalized)	-	X	-	-	-	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 PI 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 PI 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 PI 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):

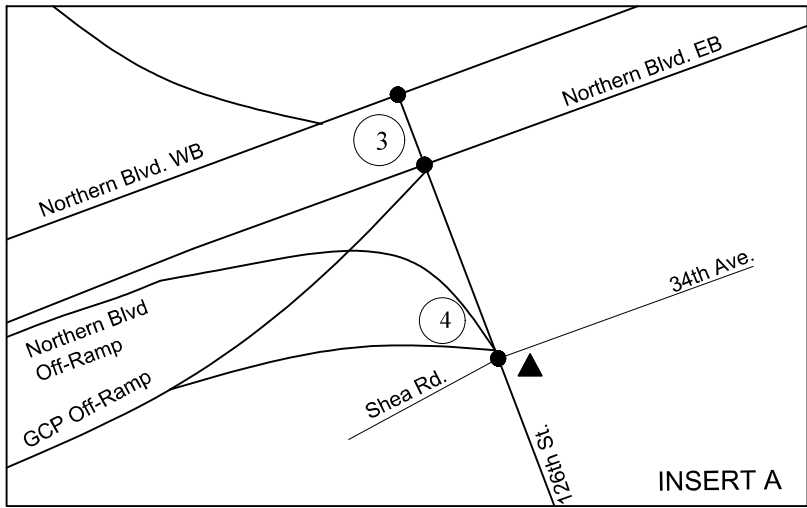
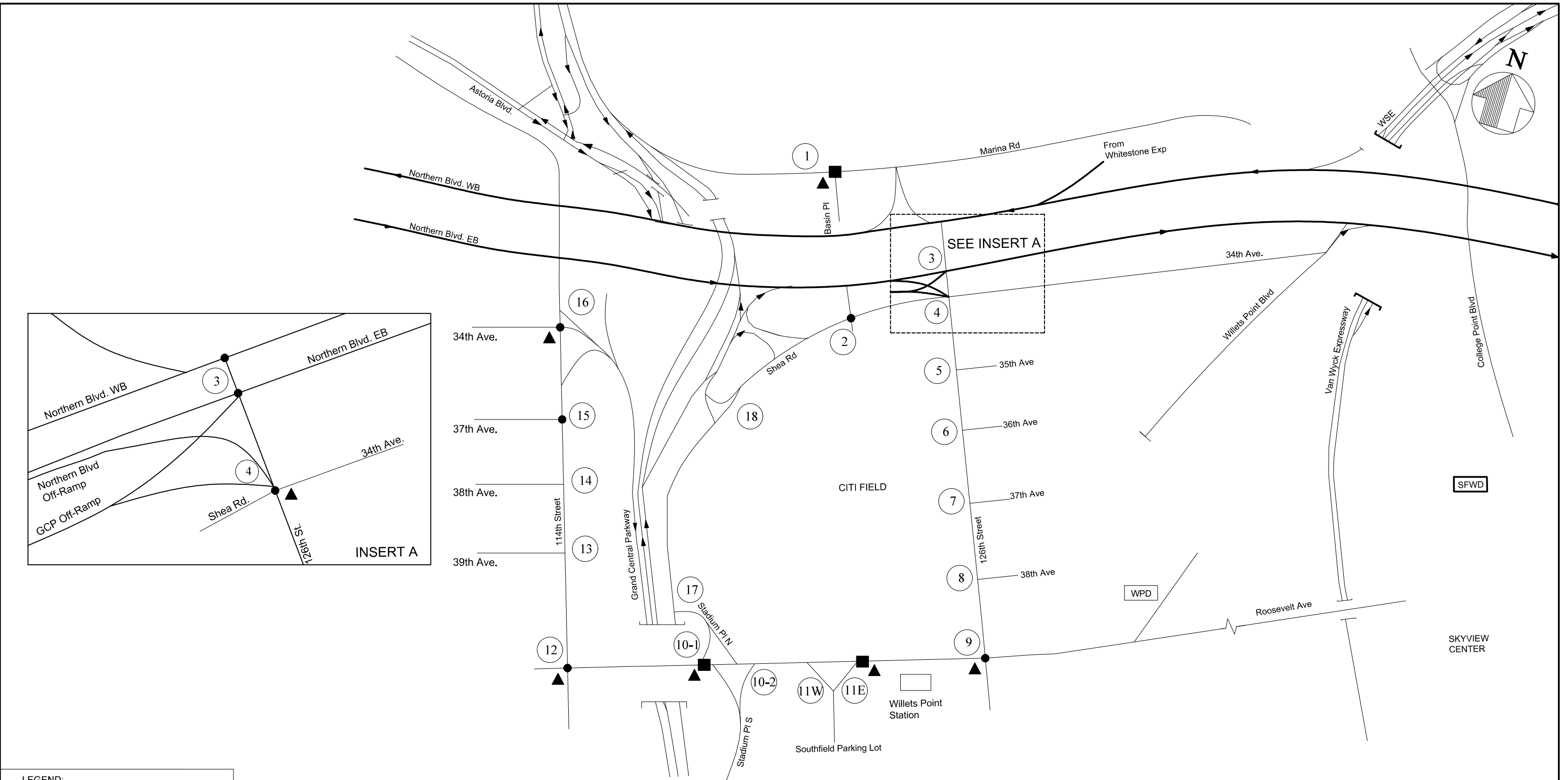
<https://drive.google.com/open?id=1AvlWbOkpgCMUfvqOUd4waW5IA04EzV8B>

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



LEGEND:

- -EXISTING SIGNALIZED INTERSECTION
- ① -INTERSECTION NUMBER
- ▲ -IMPACTED INTERSECTION (2026 AND 2031)
- -PROPOSED SIGNAL (2026 AND 2031)

DRAFT

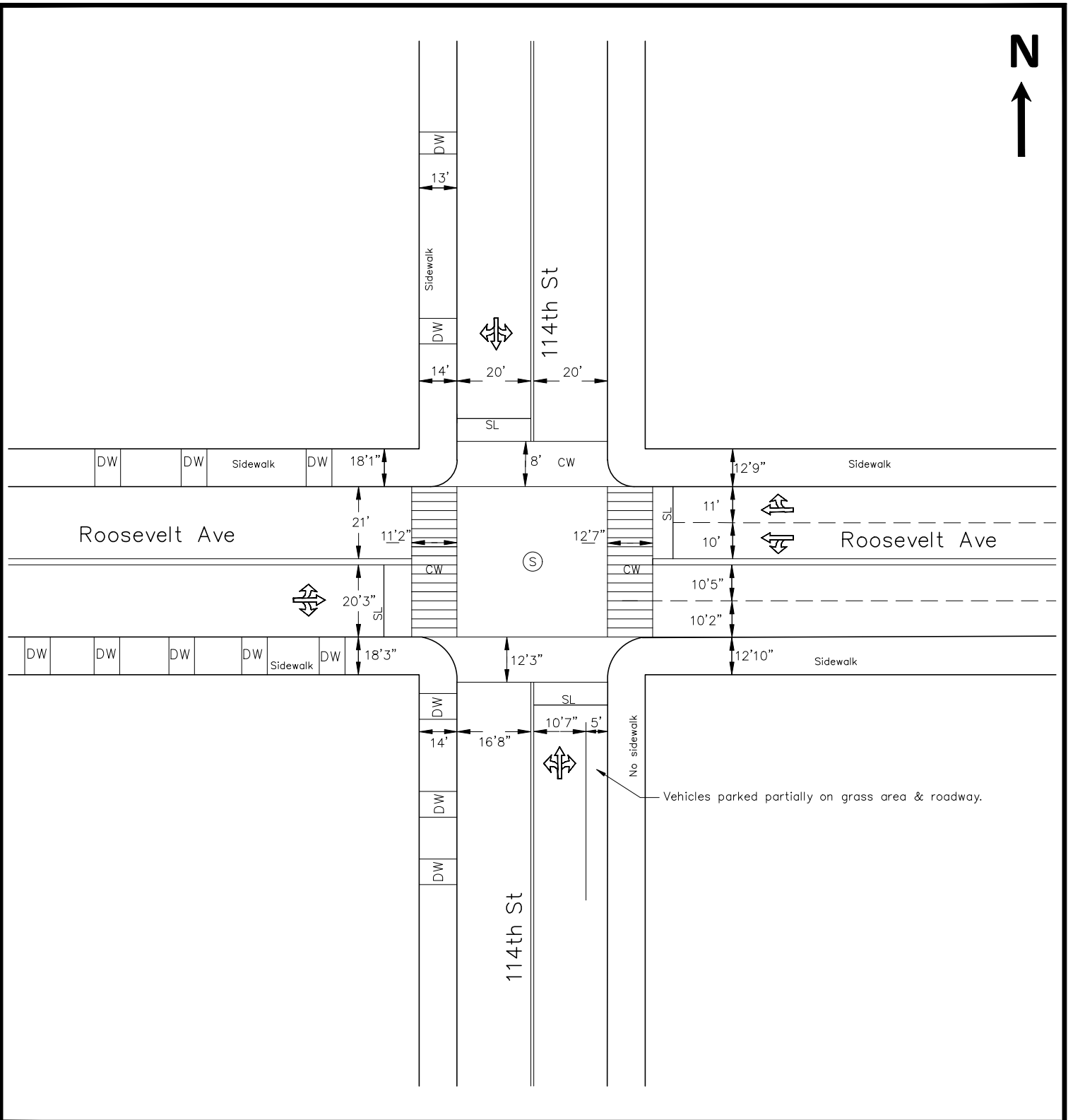
BA ENGINEERING, P.C.
139 FULTON STREET
NEW YORK, NY 10038

**LAGUARDIA AIRPORT
ACCESS IMPROVEMENT PROJECT
TRAFFIC STUDY**

Date:
5/7/2020

**2026 AND 2031
SIGNIFICANTLY IMPACTED INTERSECTIONS**
(BASED ON CEQR TECHNICAL MEMORANDUM CRITERIA)

FIGURE 1



EXISTING LANE CONFIGURATION

**114TH ST AND ROOSEVELT AVE
(INTERSECTION 12)**



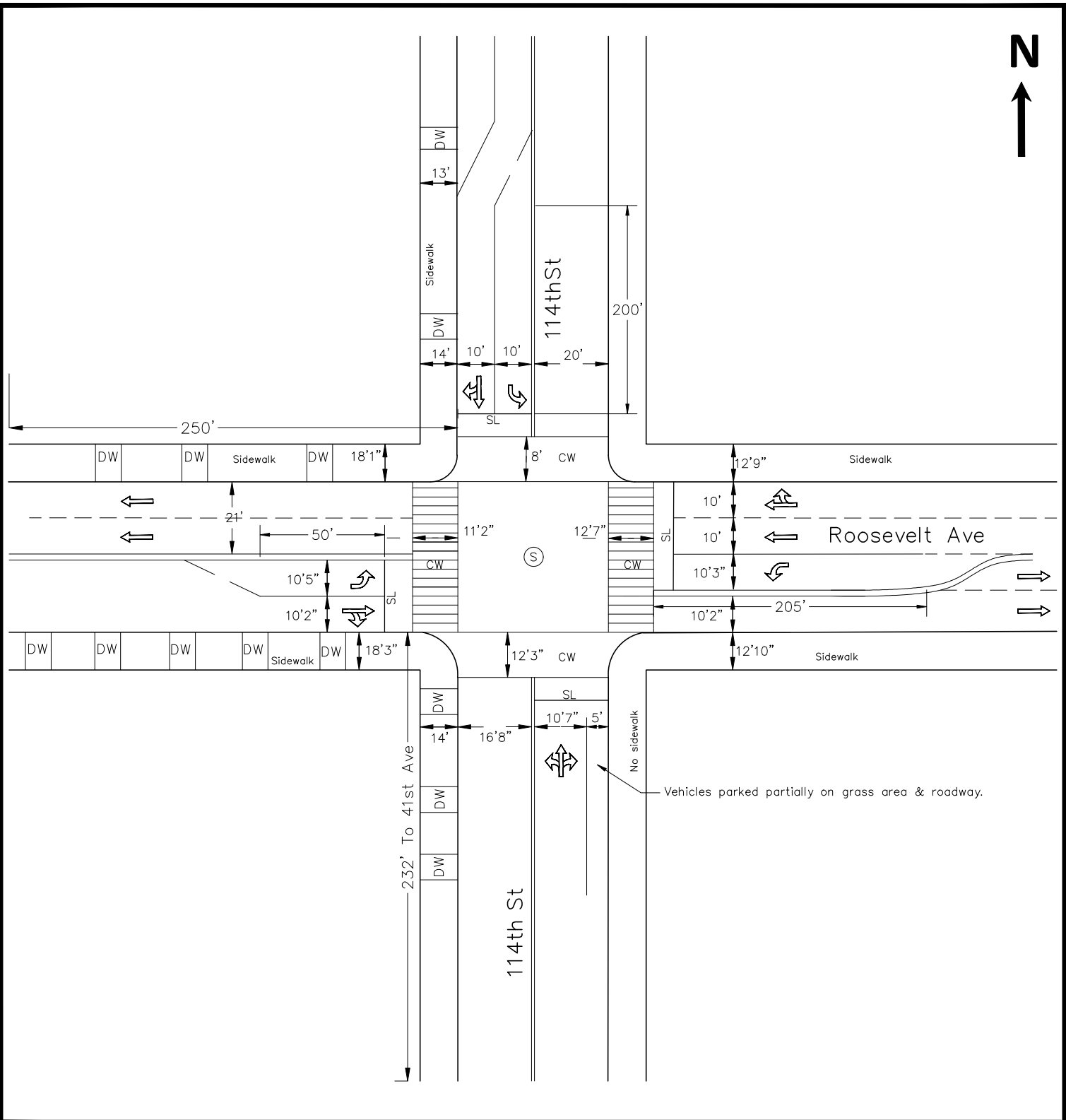
B-A ENGINEERING, P.C.
139 FULTON STREET
NEW YORK, NY 10038

LAGUARDIA AIRPORT
ACCESS IMPROVEMENT PROJECT
TRAFFIC STUDY

Not to
Scale

Date:
5/7/2020

FIGURE 2



NOTES:

1. THE PROPOSED LANE CONFIGURATION SHOWN IS A SKETCH. DETAILED DESIGN SHOULD BE PERFORMED DURING THE DESIGN STAGE OF THIS PROJECT.
2. THE LEFT-TURN BAYS SHOWN ARE BASED ON THE 50TH PERCENTILE QUEUE LENGTHS AS PER SYNCHRO ANALYSIS RESULTS.
3. PARKING ON THE APPROACHES, NEAR SIDE AND FAR SIDE, IS CURRENTLY PROHIBITED. HOWEVER, VEHICLES DO PARK ALONG THESE APPROACHES. STRICT ENFORCEMENT IS REQUIRED.

PROPOSED LANE CONFIGURATION

**114TH ST AND ROOSEVELT AVE
(INTERSECTION 12)**



B-A ENGINEERING, P.C.
139 FULTON STREET
NEW YORK, NY 10038

LAGUARDIA AIRPORT
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TRAFFIC STUDY

Not to
Scale

Date:
5/7/2020

FIGURE 3

TABLES

LaGuardia Airport Access Improvement Project

TABLE 1

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No Action AM Peak Hour (7:15am - 8:15am)				2026 Build AM Peak Hour (7:15am - 8:15am)				2026 Build AM Peak Hour w/ Mitigation (7:15am - 8:15am)				Mitigation Measures			
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement		V/C Ratio	Delay (secs)	LOS
1	Boat Basin Pl and Marina Rd (unsignalized)	EB	1	T	T	0	0.00	0.0	-	0	0.00	0.0	-	EB	1	T	T	0.00	4.4	A	Install traffic signal with a 90-second cycle length and 2 phases. EB/WB green phase = 67 secs, NB green phase= 23 secs. Yellow= 3 secs and All red=2 secs.
			1	TR	R	5	0.00	0.0	-	5	0.00	0.0	-		1	TR	R				
		WB	1	LT	L	385	0.30	6.3	A	435	0.34	6.8	A	WB	1	LT	L	0.74	12.2	B	
			1	T	T	710	0.32	0.0	-	710	0.32	0.0	-		1	T	T				
		NB	1	L	L	30	0.36	59.3	F	30	0.46	83.6	F	NB	1	L	L	0.09	24.5	C	
			1	R	R	30	0.04	8.5	A	30	0.04	8.5	A		1	R	R				
		NB App.	-	-	-	-	-	-	-	33.9	D	-	-	-	E	Inter.	-	-	-	12.8	
2	Boat Basin Pl and Shea Road (signalized)	WB	1	LT	L	5	0.22	25.9	C	5	0.22	25.9	C	WB	1	LT	L				Mitigation Not Required
			125	T	125	T															
			20	R	20	R															
		NB	1	LT	L	5	0.04	7.1	A	5	0.04	7.1	A	NB	1	LT	L				
			40	T	40	T															
			25	R	25	R															
		SB	1	LT	L	110	0.29	8.9	A	160	0.34	9.3	A	SB	1	LT	L				
			5	T	5	T															
			275	R	275	R															
		Inter.	-	-	-	-	-	-	-	12.9	B	-	-	-	B	Inter.	-	-	-	-	
3N	126th Street and Northern Blvd (signalized)	WB	3	T	T	2140	0.83	15.7	B	2190	0.85	16.6	B	WB	3	T	T			Mitigation Not Required	
		NB	2	L	L	115	0.22	8.4	A	115	0.22	8.4	A	NB	2	L	L				
		Inter	-	-	-	-	-	-	15.4	B	-	-	-	B	Inter	-	-	-			
3S	126th Street and GCP Off-Ramp EB / Northern Blvd (signalized)	EB	1	T	T	185	0.25	33.4	C	185	0.25	33.4	C	EB	1	T	T			Mitigation Not Required	
		NB	2	T	T	115	0.23	16.8	B	115	0.23	16.8	B	NB	2	T	T				
			2	R	R	115	0.30	18.0	B	115	0.30	18.0	B		2	R	R				
		NE	2	R	R	515	0.61	33.6	C	515	0.61	33.6	C	NE	2	R	R				
Inter.	-	-	-	-	-	-	29.5	C	-	-	-	C	Inter.	-	-	-					

LaGuardia Airport Access Improvement Project

TABLE 1

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No Action AM Peak Hour (7:15am - 8:15am)				2026 Build AM Peak Hour (7:15am - 8:15am)				2026 Build AM Peak Hour w/ Mitigation (7:15am - 8:15am)				Mitigation Measures			
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement		V/C Ratio	Delay (secs)	LOS
4	126th Street and Shea Road/34th Ave (signalized)	EB	1	LT	L	35	0.22	40.6	D	35	0.22	40.6	D	EB	1	LT	L				Mitigation Not Required
			1	R	T	15				15					1	R	T				
		WB	1	LTR2	L	15	0.34	43.9	D	15	0.34	43.9	D	WB	1	LTR2	L				
					T	20				20							T				
					R2	30				30							R2				
		NB	1	LT	L	65	0.25	35.6	D	65	0.25	35.4	D	NB	1	LT	L				
			1	TR	T	155				155					1	TR	T				
		SB	1	LTR	L	5	0.17	20.4	C	5	0.17	20.4	C	SB	1	LTR	L				
					T	100				100							T				
					R	10				10							R				
SE	1	L2LRR2	L2	5	0.47	47.6	D	5	0.55	49.9	D	SE	1	L2LRR2	L2						
			L	5				5							L						
			R	70				90							R						
			R2	55				55							R2						
Inter.	-	-	-	-			37.5	D			38.9	D	Inter.	-	-	-					
5	126th Street and 35th Ave (unsignalized)	WB	1	LR	L	20	0.05	12.1	B	20	0.05	12.6	B	WB	1	LR	L			Mitigation Not Required	
					R	0				0							R				
		NB	1	TR	T	230	0.10	0.0	-	230	0.10	0.0	-	NB	1	TR	T				
			1		R	20	0.07	0.0	-	20	0.07	0.0	-		1		R				
		SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
1	T		T	270	0.13	0.0	-	340	0.16	0.0	-	1	T		T						
WB App.	-	-	-	-			12.1	B			12.6	B	WB App.	-	-	-					
6	126th Street and 36th Ave (unsignalized)	WB	1	LR	L	5	0.03	11.0	B	5	0.03	11.2	B	WB	1	LR	L			Mitigation Not Required	
					R	10				10							R				
		NB	1	TR	T	240	0.11	0.0	-	240	0.11	0.0	-	NB	1	TR	T				
			1		R	15	0.06	0.0	-	15	0.06	0.0	-		1		R				
		SB	1	LT	L	5	0.01	0.4	A	5	0.01	0.4	A	SB	1	LT	L				
1	T		T	285	0.14	0.0	-	355	0.17	0.0	-	1	T		T						
WB App.	-	-	-	-			11.0	B			11.2	B	WB App.	-	-	-					
7	126th Street and 37th Ave (unsignalized)	WB	1	LR	L	0	0.00	0.0	A	0	0.00	0.0	A	WB	1	LR	L			Mitigation Not Required	
					R	0				0							R				
		NB	1	TR	T	255	0.12	0.0	-	255	0.12	0.0	-	NB	1	TR	T				
			1		R	0	0.06	0.0	-	0	0.06	0.0	-		1		R				
		SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
1	T		T	290	0.13	0.0	-	360	0.16	0.0	-	1	T		T						
WB App.	-	-	-	-			0.0	A			0.0	A	WB App.	-	-	-					

LaGuardia Airport Access Improvement Project

TABLE 1

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No Action AM Peak Hour (7:15am - 8:15am)				2026 Build AM Peak Hour (7:15am - 8:15am)				2026 Build AM Peak Hour w/ Mitigation (7:15am - 8:15am)				Mitigation Measures						
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement		V/C Ratio	Delay (secs)	LOS			
8	126th Street and 38th Ave (unsignalized)	WB	1	LR	L	5	0.09	9.8	A	L	5	0.09	9.8	A	WB	1	LR	L				Mitigation Not Required		
					R	55				R														
		NB	1	TR	T	200	0.09	0.0	-	T	200	0.09	0.0	-	NB	1	TR	T						
					R	5				R														
		SB	1	LT	L	15	0.01	1.3	A	L	15	0.01	1.1	A	SB	1	LT	L						
T	275				T																			
WB App.	-	-	-	-			9.8	A			9.8	A	WB App.	-	-	-								
9	Roosevelt Ave and 126th Street (signalized)	EB	2	TR	LT	L	105	0.62	16.9	B	LT	L	105	0.64	17.2	B	EB	2	TR	LT	L	0.67	28.1	C
					T	450	T				450													
					R	20	R				30													
		WB	2	TR	LT	L	15	0.57	14.6	B	LT	L	20	0.58	14.9	B	WB	2	TR	LT	L	0.62	18.4	B
					T	780	T				780													
					R	95	R				95													
		NB	1	LTR	L	20	0.10	32.0	C	L	20	0.26	35.5	D	NB	1	LTR	L	0.21	31.1	C			
					T	5				T	5													
					R	5				R	5													
		SB	2	TR	LT	L	160	0.45	41.5	D	LT	L	160	0.57	45.3	D	SB	2	TR	LT	L	0.40	40.2	D
T	35				T	60																		
R	85				R	130																		
Inter.	-	-	-	-			19.9	B			21.9	C	Inter.	-	-	-		25.9	C					
10-1	Roosevelt Ave and Stadium Pl North (unsignalized)	EB	1	T	T	765	0.25	0.0	-	T	765	0.25	0.0	-	EB	1	T	T	0.56	31.6	C			
					R		0.25	0.0	-	R		0.25	0.0	-										
		WB	1	T	T	720	0.25	0.0	-	T	765	0.26	0.0	-	WB	1	T	T	0.60	13.6	B			
					R		0.25	0.0	-	R		0.26	0.0	-										
		SB	1	R	R	365	0.75	28.9	D	R	365	0.78	32.2	D	SB	1	R	R	0.55	27.7	C			
SB App.	-	-	-	-			28.9	D			32.2	D	Inter.	-	-	-		23.4	C					
10-2	Roosevelt Ave and Stadium Pl South (unsignalized)	EB	1	T	T	505	0.16	0.0	-	T	505	0.16	0.0	-	EB	1	T	T						
					R		0.16	0.0	-	R		0.16	0.0	-										
		WB	1	T	T	820	0.28	0.0	-	T	910	0.32	0.0	-	WB	1	T	T						
					R		0.28	0.0	-	R		0.32	0.0	-										
		NB	1	R	R	170	0.30	12.3	B	R	190	0.33	12.7	B	NB	1	R	R						
NB App.	-	-	-	-			12.3	B			12.7	B	NB App.	-	-	-								
11W	Roosevelt Ave and Southfield Employee Lot (unsignalized)	EB	1	TR	T	570	0.25	0.0	-	T	575	0.26	0.0	-	EB	1	TR	T						
					R	105	0.20	0.0	-	R	120	0.22	0.0	-										
		WB	1	LT	L	5	0.01	0.3	A	L	5	0.01	0.2	A	WB	1	LT	L						
					T	820	0.38	0.0	-	T	910	0.42	0.0	-										
		NB	1	LR	L	0	0.00	0.0	A	L	0	0.00	0.0	A	NB	1	LR	L						
R	0	R	0																					
Inter.	-	-	-	-			0.0	A			0.0	A	Inter.	-	-	-								

LaGuardia Airport Access Improvement Project

TABLE 1

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No Action AM Peak Hour (7:15am - 8:15am)				2026 Build AM Peak Hour (7:15am - 8:15am)				2026 Build AM Peak Hour w/ Mitigation (7:15am - 8:15am)				Mitigation Measures			
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement		V/C Ratio	Delay (secs)	LOS
11E	Roosevelt Ave and Southfield Employee Lot (unsignalized)	EB	1	TR	T	570	0.27	0.0	-	575	0.27	0.0	-	EB	1	TR	T	0.30	6.8	A	
			1		R	0	0.13	0.0	-	0	0.13	0.0	-		1		R				
		WB	1	LT	L	60	0.08	2.5	A	105	0.14	3.9	A	WB	1	LT	L	0.70	13.9		B
			1		T	825	0.38	0.0	-	855	0.39	0.0	-		1		T				
		NB	1	LR	L	0	0.01	10.5	B	60	0.59	59.2	F	NB	1	LR	L	0.17	32.8		C
R	5				R																
Inter.	-	-	-	-	-	10.5	B	-	-	59.2	F	Inter.	-	-	-	-	12.2	B			
12	Roosevelt Ave and 114th Street (signalized)	EB	1	LTR	L	65	0.89	34.8	C	65	0.98	53.5	D	EB	1	LTR	L	0.39	20.5	C	
					T	415				415							T	0.58	19.1		B
					R	15				15							R				
		WB	1	L	L	270	0.64	19.5	B	270	0.64	19.5	B	WB	1	L	L	0.79	35.1	D	
			1	TR	T	600	0.86	24.6	C	605	0.91	30.1	C		1	TR	T	0.56	17.0		B
				R	215																
		NB	1	LTR	L	10	1.09	118.3	F	10	1.09	118.3	F	NB	1	LTR	L	0.82	54.0	D	
					T	30				30							T				
					R	240				240							R				
		SB	1	LTR	L	110	1.10	136.0	F	110	1.10	136.0	F	SB	1	LTR	L	0.63	49.4	D	
					T	50				50							T				
					R	30				30							R				
Inter.	-	-	-	-	-	50.4	D	-	-	56.5	E	Inter.	-	-	-	-	27.3	C			
13	114th St and 39th Ave (unsignalized)	NB	1	LT	L	50	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	50	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	NB	1	LT	L	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	
					T	260				300							T				
		SB	1	TR	T	190				190							T				
R	35				35	R															
Inter.	-	-	-	-	-	-	-	-	-	-	-	-	Inter.	-	-	-	-	-			
14	114th St and 38th Ave (unsignalized)	EB	1	LR	L	45	0.18	11.7	B	50	0.20	12.2	B	EB	1	LR	L				
					R	55				55							R				
		NB	1	T	T	260	0.17	0.0	-	300	0.20	0.0	-	NB	1	T	T				
		SB	1	T	T	170	0.11	0.0	-	170	0.11	0.0	-	SB	1	T	T				
EB App.	-	-	-	-	-	11.7	B	-	-	12.2	B	EB App.	-	-	-	-	-	-			
15	114th St and 37th Ave (signalized)	EB	1	LR	L	115	0.37	24.9	C	115	0.37	24.9	C	EB	1	LR	L				
					R	30				30							R				
		NB	1	LT	L	135	0.54	17.4	B	140	0.60	18.9	B	NB	1	LT	L				
					T	170				210							T				
		SB	1	TR	T	140	0.28	9.4	A	140	0.28	9.4	A	SB	1	TR	T				
R	40				40	R															
Inter.	-	-	-	-	-	16.9	B	-	-	17.7	B	Inter.	-	-	-	-	-	-			

LaGuardia Airport Access Improvement Project

TABLE 1

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No Action AM Peak Hour (7:15am - 8:15am)				2026 Build AM Peak Hour (7:15am - 8:15am)				2026 Build AM Peak Hour w/ Mitigation (7:15am - 8:15am)				Mitigation Measures					
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement		V/C Ratio	Delay (secs)	LOS		
16	114th St and 34th Ave (signalized)	EB	1	T	T	375	0.54	14.0	B	375	0.54	14.7	B	EB	1	T	T				Mitigation Not Required		
			1	R	R	70	0.12	9.2	A	70	0.12	9.2	A		1	R	R						
		NB	1	R	R	285	0.64	33.8	C	325	0.73	39.1	D	NB	1	R	R						
			1	L	L	185	0.39	27.1	C	185	0.39	27.1	C		1	L	L						
		SB	1	T	T	110	0.27	25.2	C	110	0.27	25.2	C	SB	1	T	T						
			1	R	R	310	0.27	0.5	A	310	0.27	0.5	A		1	R	R						
		Inter.	-	-	-				17.8	B				19.5	B	Inter.	-	-	-				
17	Shea Road and Stadium Pl N (unsignalized)	WB	1	LR	L	5	0.18	11.9	B	5	0.25	12.4	B	WB	1	LR	L				Mitigation Not Required		
			R	95	140	R																	
		NB	1	T	T	260	0.12	0.0	-	260	0.12	0.0	-	NB	1	T	T						
			1	TR	R	255	0.24	0.0	-	255	0.24	0.0	-		1	TR	R						
		SB	1	LT	L	110	0.13	6.8	A	110	0.13	6.8	A	SB	1	LT	L						
			1	T	T	155	0.07	0.0	-	155	0.07	0.0	-		1	T	T						
WB App.	-	-	-				11.9	B				12.4	B	WB App.	-	-	-						
18	Shea Road and GCP WB On Ramp (unsignalized)	NB	1	LT	L	325	<i>No analysis - there is no signal or stop control</i>				370	<i>No analysis - there is no signal or stop control</i>				NB	1	LT	L	<i>No analysis - there is no signal or stop control</i>			
			T		30	30					T												
		SB	1	TR	T	265					265					T							
			1		R	30					30					R							
	Ramp to GCP from SB Shea Rd (stop sign)	WB	1	T	T	325	0.23	0.0	-	370	0.27	0.0	-	WB	1	T	T						
		SB	1	R	R	30	0.06	11.3	B	30	0.07	11.9	B	SB	1	R	R						
		SW App.	-	-	-				11.3	B				11.9	B	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
		dI - 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.

LaGuardia Airport Access Improvement Project

TABLE 2

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No-Action Midday Peak Hour (1pm- 2pm)				2026 Build Midday Peak Hour (1pm- 2pm)				2026 Build MID Peak Hour w/ Mitigation (1pm - 2pm)						Mitigation Measures	
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS
1	Boat Basin Pl and Marina Rd (unsignalized)	EB	1	T	T	15	0.01	0.0	-	15	0.01	0.0	-	EB	1	T	T	0.04	7.1	A	Install traffic signal with a 90-second cycle length and 2 phases. EB/WB green phase = 60 secs, NB green phase= 30 secs. Yellow= 3 secs and All red=2 secs.
			1	TR	R	40	0.03	0.0	-	40	0.03	0.0	-		1	TR	R				
		WB	1	LT	L	270	0.20	7.3	A	335	0.25	7.7	A	WB	1	LT	L	0.38	9.9	A	
			1	T	T	110	0.05	0.0	-	110	0.05	0.0	-		1	T	T				
		NB	1	L	L	60	0.25	21.1	C	60	0.33	28.3	D	NB	1	L	L	0.14	16.7	B	
			1	R	R	20	0.02	8.6	A	20	0.02	8.6	A		1	R	R				
		NB App.	-	-	-				17.9	C			23.3	C	Inter.	-	-	-		10.6	
2	Boat Basin Pl and Shea Road (signalized)	WB	1	LT	L	0	0.21	25.7	C	0	0.21	25.7	C	WB	1	LT	L				Mitigation Not Required
			1	TR	T	125				125					1	TR	T				
				R	45	45									R						
		NB	1	LT	L	10	0.05	7.1	A	10	0.05	7.1	A	NB	1	LT	L				
			1	TR	T	35				35					1	TR	T				
			R	35	35		R														
		SB	1	LT	L	140	0.25	8.6	A	205	0.30	9.0	A	SB	1	LT	L				
			1	TR	T	5				5					1	TR	T				
			R	165	165		R														
		Inter.	-	-	-				13.2	B			13.0	B	Inter.	-	-	-			
3N	126th Street and Northern Blvd (signalized)	WB	3	T	T	1290	0.66	11.6	B	1355	0.70	12.3	B	WB	3	T	T				Mitigation Not Required
		NB	2	L	L	135	0.22	3.7	A	140	0.23	3.7	A	NB	2	L	L				
		Inter.	-	-	-				10.9	B			11.6	B	Inter.	-	-	-			
3S	126th Street and GCP Off-Ramp EB / Northern Blvd (signalized)	EB	1	T	T	185	0.24	33.2	C	185	0.24	33.2	C	EB	1	T	T				Mitigation Not Required
		NB	2	T	T	135	0.23	32.1	C	140	0.24	31.9	C	NB	2	T	T				
			2	R	R	125	0.34	34.6	C	125	0.34	34.2	C		2	R	R				
		NE	2	R	R	565	0.64	34.6	C	565	0.64	34.6	C	NE	2	R	R				
		Inter.	-	-	-				34.0	C			33.9	C	Inter.	-	-	-			

LaGuardia Airport Access Improvement Project

TABLE 2

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No-Action Midday Peak Hour (1pm- 2pm)				2026 Build Midday Peak Hour (1pm- 2pm)				2026 Build MID Peak Hour w/ Mitigation (1pm - 2pm)						Mitigation Measures	
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS
4	126th Street and Shea Road/34th Ave (signalized)	EB	1	LT	L	55	0.36	43.6	D	55	0.36	43.6	D	EB	1	LT	L	0.32	40.0	D	Modify signal timing. Reduce NB/SB phase by 9 secs. Increase EB/WB phase by 3 secs. Increase SBL phase by 6 secs. Cycle length remains same (120 secs).
			1	R	T	30				T					30						
					R	90				0.31					41.9	D	155				
		WB	1	LTR2	L	25	0.35	43.6	D	25	0.35	43.6	D	WB	1	LTR2	L	0.31	40.2	D	
					T	20				T							20				
					R2	30				R2							30				
		NB	1	LT	L	80	0.30	18.7	B	80	0.32	18.7	B	NB	1	LT	L	0.38	20.5	C	
				TR	T	170				T						175					
		SB	1	LTR	R	25	0.16	20.3	C	30	0.16	20.3	C	SB	1	LTR	R	0.20	26.3	C	
					L	10				L							10				
					T	90				T							90				
SE	1	L2LRR2	L2	5	0.82	67.4	E	5	0.94	85.6	F	SE	1	L2LRR2	L2	0.75	54.8	D			
			L	10				L							10						
			R	125				R							155						
			R2	65				R2							65						
Inter.	-	-	-	-	-	-	38.5	D	-	-	-	45.1	D	Inter.	-	-	-	-	37.1	D	
5	126th Street and 35th Ave (unsignalized)	WB	1	LR	L	75	0.18	14.1	B	75	0.19	15.1	C	WB	1	LR	L				
					R	0				R							0				
		NB	1	TR	T	275	0.09	0.0	-	285	0.09	0.0	-	NB	1	TR	T				
					R	0				R							0				
		SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
T	T			330	T	330															
WB App.	-	-	-	-	-	-	14.1	B	-	-	-	15.1	C	WB App.	-	-	-	-	-		
6	126th Street and 36th Ave (unsignalized)	WB	1	LR	L	15	0.12	10.9	B	15	0.13	11.2	B	WB	1	LR	L				
					R	55				R							55				
		NB	1	TR	T	220	0.10	0.0	-	230	0.10	0.0	-	NB	1	TR	T				
					R	25				R							25				
		SB	1	LT	L	50	0.05	3.0	A	50	0.05	2.6	A	SB	1	LT	L				
T	T			355	T	355															
WB App.	-	-	-	-	-	-	10.9	B	-	-	-	11.2	B	WB App.	-	-	-	-	-		
7	126th Street and 37th Ave (unsignalized)	WB	1	LR	L	5	0.01	12.0	B	5	0.01	12.7	B	WB	1	LR	L				
					R	0				R							0				
		NB	1	TR	T	245	0.11	0.0	-	255	0.11	0.0	-	NB	1	TR	T				
					R	0				R							0				
		SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
T	T			370	T	370															
WB App.	-	-	-	-	-	-	12.0	B	-	-	-	12.7	B	WB App.	-	-	-	-	-		

LaGuardia Airport Access Improvement Project

TABLE 2

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No-Action Midday Peak Hour (1pm- 2pm)				2026 Build Midday Peak Hour (1pm- 2pm)				2026 Build MID Peak Hour w/ Mitigation (1pm - 2pm)						Mitigation Measures				
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS			
8	126th Street and 38th Ave (unsignalized)	WB	1	LR	L	5	0.03	10.2	B	5	0.04	10.4	B	WB	1	LR	L				Mitigation Not Required			
					R	15				15							R							
		NB	1	TR	T	230	0.11	0.0	-	-	240	0.11	0.0	-	NB	1	TR	T						
					R	5					5							R						
		SB	1	LT	L	15	0.01	1.1	A	-	15	0.02	0.9	A	SB	1	LT	L						
T	360				455	T																		
WB App.	-	-	-	-	-	-	-	-	-	-	-	-	WB App.	-	-	-	-	-	-					
9	Roosevelt Ave and 126th Street (signalized)	EB	2	LR	L	115	0.49	11.3	B	120	0.51	11.7	B	EB	2	LR	L	0.67	40.5	D	Add NB left lane, Modify signal timing. Increase NB/SB phase by 18 secs. Reduce EB/WB phase by 18 secs. Cycle length remains same (120 secs). Mitigation measures for this intersection is under discussion between the PANYNJ and NYCDOT. Need exclusive left turn warrant analysis during design phase.			
					T	460				460							T							
					R	35				50							R							
		WB	2	TR	L	10	0.35	9.3	A	15	0.36	9.4	A	WB	2	TR	L	0.46	19.7	B				
					T	465				465							T							
					R	90				90							R							
		NB	1	LTR	L	70	0.61	51.8	D	205	2.20	585.3	F	NB	1	LTR	L	0.76	47.5	D				
					T	30				35							T	0.14	23.9	C				
					R	20				20							R							
		SB	2	TR	L	210	0.81	56.1	E	210	0.76	47.5	D	SB	2	TR	L	0.45	21.1	C				
T	75				115	T				0.50							21.9	C						
R	80				135	R																		
Inter.	-	-	-	-	-	-	-	-	-	-	-	-	Inter.	-	-	-	-	30.0	C					
10-1	Roosevelt Ave and Stadium Pl North (unsignalized)	EB	1	T	T	730	0.24	0.0	-	735	0.24	0.0	-	EB	1	T	T	0.60	30.1	Install traffic signal with a 120-second cycle length and 2 phases. EB/WB green phase = 56 secs, SB green phase= 64 secs. Yellow= 3 secs and All red=2 secs.				
					T		0.24	0.0	-	0.24	0.0	-	T											
		WB	1	T	T	485	0.16	0.0	-	590	0.20	0.0	-	WB	1	T	T	0.48	26.3					
					T		0.16	0.0	-	0.20	0.0	-	T											
		SB	1	R	R	385	0.62	18.8	C	385	0.68	22.4	C	SB	1	R	R	0.53	23.9		C			
SB App.	-	-	-	-	-	-	-	-	-	-	-	-	Inter.	-	-	-	-	27.4	C					
10-2	Roosevelt Ave and Stadium Pl South (unsignalized)	EB	1	T	T	525	0.17	0.0	-	530	0.17	0.0	-	EB	1	T	T			Mitigation Not Required				
					T		0.17	0.0	-	0.17	0.0	-	T											
		WB	1	T	T	620	0.20	0.0	-	825	0.27	0.0	-	WB	1	T	T							
					T		0.20	0.0	-	0.27	0.0	-	T											
		NB	1	R	R	105	0.19	11.6	B	135	0.25	12.1	B	NB	1	R	R							
NB App.	-	-	-	-	-	-	-	-	-	-	-	-	NB App.	-	-	-	-	-						
11W	Roosevelt Ave and Southfield Employee Lot (unsignalized)	EB	1	TR	T	610	0.25	0.0	-	625	0.26	0.0	-	EB	1	TR	T			Mitigation Not Required				
					R	20	0.14	0.0	-	40	0.16	0.0	-				R							
		WB	1	LT	L	5	0.01	0.3	A	5	0.01	0.2	A	WB	1	LT	L							
					T	610				0.27							0.0	-	815		0.36	0.0	-	T
		NB	1	LR	L	10	0.06	21.1	C	10	0.07	25.3	D	NB	1	LR	L							
					R	0				0							R							
Inter.	-	-	-	-	-	-	-	-	-	-	-	-	Inter.	-	-	-	-	-						

LaGuardia Airport Access Improvement Project

TABLE 2

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No-Action Midday Peak Hour (1pm- 2pm)				2026 Build Midday Peak Hour (1pm- 2pm)				2026 Build MID Peak Hour w/ Mitigation (1pm - 2pm)						Mitigation Measures				
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS			
11E	Roosevelt Ave and Southfield Employee Lot (unsignalized)	EB	1	TR	T	610	0.25	0.0	-	625	0.26	0.0	-	EB	1	TR	T	0.33	11.7	B	Install traffic signal with a 120-second cycle length and 2 phases. EB/WB green phase = 80 secs, NB green phase= 40 secs. Yellow= 3 secs and All red=2 secs.			
			1		R	0	0.13	0.0	-	0	0.13	0.0	-		1		R							
		WB	1	LT	L	5	0.01	0.3	A	60	0.08	2.6	A	WB	1	LT	L	0.54	8.2	A				
			1		T	610	0.27	0.0	-	745	0.33	0.0	-		1		T							
		NB	1	LR	L	5	0.02	20.4	C	75	0.60	55.3	F	NB	1	LR	L	0.17	32.6	C				
R	0				5	R																		
Inter.	-	-	-	-	-	-	20.4	C	-	-	55.3	F	Inter.	-	-	-	-	11.0	B					
12	Roosevelt Ave and 114th Street (signalized)	EB	1	LTR	L	100	0.93	40.1	D	100	1.15	109.8	F	EB	1	TR	L	0.46	18.7	B	Reconfigure lane geometry using existing (Fig. 2) roadway width. See Fig. 3 for proposed lane configuration. Cycle length remains same (120 secs). Need exclusive left turn warrant analysis during design phase.			
					T	450				455							T	0.56	15.9	B				
					R	20				20							R	-	-	-				
		WB	1	L	L	185	0.54	16.4	B	185	0.54	16.5	B	WB	1	L	L	0.58	31.9	C				
					T	495	0.78	21.4	C	505	0.94	36.4	D				WB	1	TR	T		0.54	25.3	C
		R	190	285	R	-				-				-										
		NB	1	LTR	L	15	1.08	120.1	F	15	1.08	120.1	F	NB	1	LTR	L	0.94	78.9	E				
					T	40				40							T					-	-	-
					R	195				195							R					-	-	-
		SB	1	LTR	L	85	1.14	146.8	F	85	1.14	146.8	F	SB	1	L	L	0.58	51.0	D				
					T	65				65							T	0.34	36.3	D				
					R	50				50							R							
Inter.	-	-	-	-	-	54.2	D	-	-	77.4	E	Inter.	-	-	-	-	32.5	C						
13	114th St and 39th Ave (unsignalized)	NB	1	LT	L	20	No Analysis - 39th Ave is one-way westbound			20	No Analysis - 39th Ave is one-way westbound			NB	1	LT	L	No Analysis - 39th Ave is one-way westbound						
					T	310				405							T							
		SB	1	TR	T	200				200				T										
					R	15				15				R										
Inter.	-	-	-	-	-	-	-	-	-	-	Inter.	-	-	-	-	-	-							
14	114th St and 38th Ave (unsignalized)	EB	1	LR	L	35	0.13	11.7	B	35	0.14	12.5	B	EB	1	LR	L	-	-	-				
					R	30				30							R							
		NB	1	T	T	310	0.20	0.0	-	405	0.26	0.0	-	NB	1	T	T	-	-	-				
		SB	1	T	T	185	0.13	0.0	-	185	0.13	0.0	-	SB	1	T	T	-	-	-				
EB App.	-	-	-	-	-	11.7	B	-	-	12.5	B	EB App.	-	-	-	-	-	-						
15	114th St and 37th Ave (signalized)	EB	1	LR	L	55	0.21	22.4	C	55	0.21	22.4	C	EB	1	LR	L	-	-	-				
					R	30				30							R							
		NB	1	LT	L	65	0.52	15.9	B	65	0.65	19.0	B	NB	1	LT	L	-	-	-				
					T	280				375							T							
		SB	1	TR	T	155	0.26	8.0	A	155	0.26	8.0	A	SB	1	TR	T	-	-	-				
R	25				25	R																		
Inter.	-	-	-	-	-	14.4	B	-	-	16.6	B	Inter.	-	-	-	-	-	-						

LaGuardia Airport Access Improvement Project

TABLE 2

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No-Action Midday Peak Hour (1pm- 2pm)				2026 Build Midday Peak Hour (1pm- 2pm)				2026 Build MID Peak Hour w/ Mitigation (1pm - 2pm)						Mitigation Measures		
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS	
16	114th St and 34th Ave (signalized)	EB	1	T	T	385	0.53	14.3	B	385	0.53	14.3	B	EB	1	T	T	0.68	26.5	C	Modify signal timing. Increase NB/SB phase by 12 secs. Reduce EB phase by 12 secs. Cycle length remains same (90 secs).	
			1	R	R	40	0.06	8.6	A	40	0.06	8.6	A		1	R	R	0.07	14.8	B		
		NB	1	R	R	335	0.76	34.2	D	430	0.97	57.0	E	NB	1	R	R	0.68	29.5	C		
			1	L	L	205	0.41	27.0	C	205	0.41	27.0	C		SB	1	L	L	0.29	17.0		B
		SB	1	T	T	140	0.28	25.0	C	140	0.28	25.0	C	SB		1	T	T	0.20	16.0		B
			1	R	R	180	0.15	0.2	A	180	0.15	0.2	A		1	R	R	0.15	0.2	A		
		Inter.	-	-	-	-	-	-	-	20.7	C	-	-	-	-	Inter.	-	-	-	-		21.2
17	Shea Road and Stadium Pl N (unsignalized)	WB	1	LR	L	5	0.24	11.9	B	L	5	0.42	13.8	B	WB	1	LR	L				Mitigation Not Required
			R		130	R				230												
		NB	1	T	T	235	0.11	0.0	-	235	0.11	0.0	-	NB	1	T	T					
			1	TR	R	280	0.23	0.0	-	280	0.23	0.0	-		1	TR	R					
		SB	1	LT	L	105	0.12	7.5	A	105	0.12	7.5	A	SB	1	LT	L					
			1	T	T	75	0.04	0.0	-	75	0.04	0.0	-		1	T	T					
		WB App.	-	-	-	-	-	-	-	11.9	B	-	-	-	-	WB App.	-	-	-	-	-	
18	Shea Road and GCP WB On Ramp (unsignalized)	NB	1	LT	L	320	No analysis - there is no signal or stop control	-	-	L	420	No analysis - there is no signal or stop control	-	-	NB	1	LT	L	No analysis - there is no signal or stop control	-	-	Mitigation Not Required
			T		45	T				45												
		SB	1	TR	T	180				T	180											
			1		R	15				R	15											
	Ramp to GCP from SW Shea Rd (stop sign)	WB	1	T	T	320	0.22	0.0	-	420	0.28	0.0	-	WB	1	T	T					
		SW	1	R	R	15	0.03	10.4	B	15	0.03	11.3	B	SW	1	R	R					
		SW App.	-	-	-	-	-	-	10.4	B	-	-	-	-	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.

LaGuardia Airport Access Improvement Project

TABLE 3

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	2026 No-Action PM Peak Hour (4:45pm-5:45pm)				2026 Build PM Peak Hour (4:45pm- 5:45pm)				2026 Build PM Peak Hour w/ Mitigation (4:45pm - 5:45pm)						Mitigation Measures	
						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	Boat Basin Pl and Marina Rd (unsignalized)	EB	1	T	T	10	0.01	0.0	-	10	0.01	0.0	-	EB	1	T	T	0.02	6.6	A	Install traffic signal with a 90-second cycle length and 2 phases. EB/WB green phase = 61 secs, NB green phase= 29 secs. Yellow= 3 secs and All red=2 secs.
			1	TR	R	25	0.02	0.0	-	25	0.02	0.0	-		1	TR	R				
		WB	1	LT	L	360	0.29	7.7	A	410	0.33	8.0	A	WB	1	LT	L	0.45	10.1	B	
			1	T	T	115	0.06	0.0	-	115	0.06	0.0	-		1	T	T				
		NB	1	L	L	60	0.43	40.8	E	60	0.55	60.2	F	NB	1	L	L	0.14	16.4	B	
			1	R	R	30	0.04	8.6	A	30	0.04	8.6	A		1	R	R				
		NB App.	-	-	-				29.9	D				42.7	E	Inter.	-	-	-		
2	Boat Basin Pl and Shea Road (signalized)	WB	1	LT	L	15	0.33	27.0	C	15	0.33	27.0	C	WB	1	LT	L				Mitigation Not Required
			1	TR	T	185				185					1	TR	T				
				R	R	50				50						R	R				
		NB	1	LT	L	15	0.05	7.2	A	15	0.05	7.2	A	NB	1	LT	L				
			1	TR	T	40				40					1	TR	T				
				R	R	30				30						R	R				
		SB	1	LT	L	150	0.29	8.8	A	200	0.33	9.3	A	SB	1	LT	L				
			1	TR	T	15				15					1	TR	T				
				R	R	220				220						R	R				
		Inter.	-	-	-				15.0	B				14.8	B	Inter.	-	-	-		
3N	126th Street and Northern Blvd (signalized)	WB	3	T	T	1410	0.64	11.0	B	1460	0.67	11.4	B	WB	3	T	T				Mitigation Not Required
		NB	2	L	L	170	0.27	8.2	A	175	0.28	8.3	A	NB	2	L	L				
		Inter	-	-	-				10.8	B				11.2	B	Inter	-	-	-		
3S	126th Street and GCP Off-Ramp EB / Northern Blvd (signalized)	EB	1	T	T	415	0.62	47.9	D	415	0.62	47.9	D	EB	1	T	T				Mitigation Not Required
		NB	2	T	T	170	0.29	30.8	C	175	0.30	31.2	C	NB	2	T	T				
			2	R	R	140	0.32	31.8	C	140	0.32	32.1	C		2	R	R				
		NE	2	R	R	810	0.67	28.8	C	810	0.67	28.8	C	NE	2	R	R				
		Inter.	-	-	-				34.3	C				34.3	C	Inter.	-	-	-		

LaGuardia Airport Access Improvement Project

TABLE 3

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No-Action PM Peak Hour (4:45pm-5:45pm)				2026 Build PM Peak Hour (4:45pm- 5:45pm)				2026 Build PM Peak Hour w/ Mitigation (4:45pm - 5:45pm)						Mitigation Measures	
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS
4	126th Street and Shea Road/34th Ave (signalized)	EB	1	LT	L	55	0.31	42.2	D	55	0.31	42.2	D	EB	1	LT	L	0.29	39.4	D	Modify signal timing. Reduce NB/SB phase by 9 secs. Increase EB/WB phase by 3 secs. Increase SBL phase by 6 secs. Cycle length remains same (120 secs).
			1	R	T	20				20					1	R	T				
		WB	1	LTR2	L	10	0.23	40.4	D	10	0.23	40.4	D	WB	1	LTR2	L	0.21	37.5	D	
					T	20				T											
					R2	30				R2											
		NB	1	LT	L	120	0.39	30.6	C	120	0.39	30.6	C	NB	1	LT	L	0.48	44.9	D	
			1	TR	T	215				220					1	TR	T				
		SB	1	LTR	L	5	0.31	22.6	C	5	0.31	22.6	C	SB	1	LTR	L	0.37	29.5	C	
					T	135				T											
					R	35				R											
		SE	1	L2LRR2	L2	5	0.93	81.0	F	5	1.00	95.2	F	SE	1	L2LRR2	L2	0.80	56.5	E	
					L	15				L											
R	190				R																
R2	75				R2																
Inter.	-	-	-	-	-	-	45.9	D	-	-	-	D	Inter.	-	-	-	-	45.2	D		
5	126th Street and 35th Ave (unsignalized)	WB	1	LR	L	40	0.13	16.0	C	40	0.14	16.8	C	WB	1	LR	L				
					R	0				R											
		NB	1	TR	T	355	0.13	0.0	-	360	0.13	0.0	-	NB	1	TR	T				
			1		R	0				0					0.13		0.0				-
		SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
			1	T	T	440	0.19	0.0	-	510	0.22	0.0	-		1	T	T				
WB App.	-	-	-	-	-	-	16.0	C	-	-	-	C	WB App.	-	-	-	-	-	-		
6	126th Street and 36th Ave (unsignalized)	WB	1	LR	L	30	0.20	13.7	B	30	0.21	14.2	B	WB	1	LR	L				
					R	55				R											
		NB	1	TR	T	300	0.14	0.0	-	305	0.15	0.0	-	NB	1	TR	T				
			1		R	15				0.08					0.0		-				1
		SB	1	LT	L	55	0.06	2.9	A	55	0.06	2.7	A	SB	1	LT	L				
			1	T	T	425	0.19	0.0	-	495	0.22	0.0	-		1	T	T				
WB App.	-	-	-	-	-	-	13.7	B	-	-	-	B	WB App.	-	-	-	-	-	-		
7	126th Street and 37th Ave (unsignalized)	WB	1	LR	L	0	0.00	0.0	A	0	0.00	0.0	A	WB	1	LR	L				
					R	0				R											
		NB	1	TR	T	315	0.15	0.0	-	320	0.15	0.0	-	NB	1	TR	T				
			1		R	0				0.08					0.0		-				1
		SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
			1	T	T	455	0.21	0.0	-	525	0.24	0.0	-		1	T	T				
WB App.	-	-	-	-	-	-	0.0	A	-	-	-	A	WB App.	-	-	-	-	-	-		

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TABLE 3

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No-Action PM Peak Hour (4:45pm-5:45pm)				2026 Build PM Peak Hour (4:45pm- 5:45pm)				2026 Build PM Peak Hour w/ Mitigation (4:45pm - 5:45pm)						Mitigation Measures		
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS	
8	126th Street and 38th Ave (unsignalized)	WB	1	LR	L	5	0.06	10.5	B	5	0.06	10.7	B	WB	1	LR	L				Mitigation Not Required	
					R	30				30							R					
		NB	1	TR	T	285	0.14	0.0	-	-	290	0.14	0.0	-	NB	1	TR	T				
					R	5					5							R				
		SB	1	LT	L	50	0.05	2.7	A	-	50	0.05	2.5	A	SB	1	LT	L				
T	405				475	T																
WB App.	-	-	-											WB App.	-	-	-					
9	Roosevelt Ave and 126th Street (signalized)	EB	2	LR	L	135	0.71	19.1	B	140	0.72	19.8	B	EB	2	LR	L	0.70	28.9	C	Added NB left lane, No change in signal timing, Cycle length remains same (120 secs). Mitigation measures for this intersection is under discussion between the PANYNJ and NYCDOT. Need exclusive left turn warrant analysis during design phase.	
					T	670				670							T					
					R	5				10							R					
		WB	2	TR	L	75	0.69	18.4	B	-	75	0.70	18.5	B	WB	2	TR	L	0.70	18.5		B
					T	540					540							T				
					R	135					135							R				
		NB	1	LTR	L	25	0.21	34.0	C	-	75	0.55	45.3	D	NB	1	LTR	L	0.39	39.9		D
					T	20					20							T	0.13	32.6		C
					R	15					15							R				
		SB	2	TR	L	265	0.84	74.9	E	-	265	0.91	84.4	F	-	SB	2	TR	L	0.81		62.3
T	15				30	T					0.59								49.2	D		
R	130				185	R																
Inter.	-	-	-											Inter.	-	-	-		32.0	C		
10-1	Roosevelt Ave and Stadium Pl North (unsignalized)	EB	1	T	T	995	0.31	0.0	-	1000	0.32	0.0	-	EB	1	T	T	0.82	39.7	D	Install traffic signal with a 120-second cycle length and 2 phases. EB/WB green phase = 58 secs, SB green phase= 62 secs. Yellow= 3 secs and All red=2 secs.	
					T				T													
		WB	1	T	T	575	0.18	0.0	-	635	0.20	0.0	-	WB	1	T	T	0.50	25.9	C		
					T				T													
		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		
SB App.	-	-	-										Inter.	-	-	-		33.0	C			
10-2	Roosevelt Ave and Stadium Pl South (unsignalized)	EB	1	T	T	705	0.22	0.0	-	710	0.22	0.0	-	EB	1	T	T				Mitigation Not Required	
					T				T													
		WB	1	T	T	715	0.22	0.0	-	835	0.26	0.0	-	WB	1	T	T					
					T				T													
		NB	1	R	R	75	0.16	12.4	B	95	0.20	12.8	B	NB	1	R	R					
NB App.	-	-	-										NB App.	-	-	-						
11W	Roosevelt Ave and Southfield Employee Lot (unsignalized)	EB	1	TR	T	770	0.32	0.0	-	775	0.33	0.0	-	EB	1	TR	T				Mitigation Not Required	
					R	10	0.17	0.0	-	30	0.19	0.0	-				R					
		WB	1	LT	L	5	0.01	0.3	A	5	0.01	0.3	A	WB	1	LT	L					
					T	710	0.29	0.0	-	830	0.34	0.0	-				T					
		NB	1	LR	L	5	0.03	26.4	D	5	0.04	29.3	D	NB	1	LR	L					
R	0	0	R																			
Inter.	-	-	-										Inter.	-	-	-						

LaGuardia Airport Access Improvement Project

TABLE 3

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No-Action PM Peak Hour (4:45pm-5:45pm)				2026 Build PM Peak Hour (4:45pm- 5:45pm)				2026 Build PM Peak Hour w/ Mitigation (4:45pm - 5:45pm)						Mitigation Measures			
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS		
11E	Roosevelt Ave and Southfield Employee Lot (unsignalized)	EB	1	TR	T	770	0.32	0.0	-	775	0.33	0.0	-	EB	1	TR	T	0.41	6.5	A	Install traffic signal with a 120-second cycle length and 2 phases. EB/WB green phase = 80 secs, NB green phase= 40 secs. Yellow= 3 secs and All red=2 secs.		
			1		R	0	0.16	0.0	-	0	0.16	0.0	-		1		R						
		WB	1	LT	L	5	0.01	0.3	A	60	0.09	3.1	A	WB	1	LT	L	0.53	12.3	B			
			1		T	690	0.28	0.0	-	740	0.31	0.0	-		1		T						
		NB	1	LR	L	25	0.26	20.5	C	95	1.04	134.3	F	NB	1	LR	L	0.30	34.8	C			
R	40				45	R																	
Inter.	-	-	-	-	-	-	20.5	C	-	-	-	F	Inter.	-	-	-	-	11.8	B				
12	Roosevelt Ave and 114th Street (signalized)	EB	1	LTR	L	80	1.15	107.2	F	80	1.30	168.7	F	EB	1	TR	L	0.23	8.7	A		Reconfigure lane geometry using existing (Fig. 2) roadway width. See Fig. 3 for proposed lane configuration. Modify signal timing. Provide leading EB/WB left turn phase of 30 secs.Reduce EB/WB phase by 30 secs. Cycle length remains same (120 secs). Need exclusive left turn warrant analysis during design phase.	
					T	595				600							T	1.13	110.3	F			
					R	25				25							R						
		WB	1	L	L	260	0.92	51.9	D	260	0.93	53.7	D	WB	1	L	L	0.86	54.0	D			
					TR	T	570	0.83	22.4	C	575	0.90	29.1				C	TR	T	0.75	28.5		C
		NB	1	LTR	L	10	1.08	117.8	F	10	1.08	117.8	F	NB	1	LTR	L	0.96	86.0	F			
					T	25				25							T						
					R	240				240							R						
		SB	1	L	L	160	1.15	160.0	F	160	1.15	160.0	F	SB	1	L	L	1.12	150.0	F			
					TR	T	95	0.36	38.5	D	95	0.36	38.5				D	TR	T	0.35	38.5		D
		Inter.	-	-	-	-	-	-	73.9	E	-	-	-	F	Inter.	-	-	-	-	68.0	E		
		13	114th St and 39th Ave (unsignalized)	NB	1	LT	L	45	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	45	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	NB	1	LT	L	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	Mitigation Not Required
							T	225				280							T				
SB	1			TR	T	285	285	T															
					R	20	20	R															
Inter.	-	-	-	-	-	-	-	-	-	-	-	Inter.	-	-	-	-	-						
14	114th St and 38th Ave (unsignalized)	EB	1	LR	L	35	0.16	11.8	B	35	0.17	12.2	B	EB	1	LR	L						
					R	45				45							R						
		NB	1	T	T	225	0.15	0.0	-	280	0.19	0.0	-	NB	1	T	T						
		SB	1	T	T	260	0.17	0.0	-	260	0.17	0.0	-	SB	1	T	T						
EB App.	-	-	-	-	-	-	11.8	B	-	-	-	B	EB App.	-	-	-	-	-	-				
15	114th St and 37th Ave (signalized)	EB	1	LR	L	65	0.27	23.1	C	65	0.27	23.1	C	EB	1	LR	L						
					R	45				45							R						
		NB	1	LT	L	120	0.48	15.7	B	120	0.55	17.1	B	NB	1	LT	L						
					T	140				195							T						
		SB	1	TR	T	215	0.32	12.2	B	215	0.32	12.2	B	SB	1	TR	T						
R	30				30	R																	
Inter.	-	-	-	-	-	-	15.8	B	-	-	-	B	Inter.	-	-	-	-	-	-				

LaGuardia Airport Access Improvement Project

TABLE 3

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No-Action PM Peak Hour (4:45pm-5:45pm)				2026 Build PM Peak Hour (4:45pm- 5:45pm)				2026 Build PM Peak Hour w/ Mitigation (4:45pm - 5:45pm)						Mitigation Measures	
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS
16	114th St and 34th Ave (signalized)	EB	1	T	T	365	0.51	14.0	B	365	0.51	14.0	B	EB	1	T	T				Mitigation Not Required
			1	R	R	65	0.10	9.0	A	65	0.10	9.0	A		1	R	R				
		NB	1	R	R	205	0.44	28.9	C	260	0.56	29.2	C	NB	1	R	R				
			1	L	L	250	0.48	28.8	C	250	0.48	28.8	C		1	L	L				
		SB	1	T	T	180	0.35	26.1	C	180	0.35	26.1	C	SB	1	T	T				
			1	R	R	200	0.17	0.3	A	200	0.17	0.3	A		1	R	R				
		Inter.	-	-	-	-	-	-	18.5	B	-	-	-	19.0	B	Inter.	-	-	-		
17	Shea Road and Stadium PI N (unsignalized)	WB	1	LR	L	15	0.31	14.3	B	15	0.42	15.3	C	WB	1	LR	L				Mitigation Not Required
			R		125	185				R											
		NB	1	T	T	305	0.13	0.0	-	305	0.13	0.0	-	NB	1	T	T				
			1	TR	R	255	0.23	0.0	-	255	0.23	0.0	-		1	TR	R				
		SB	1	LT	L	165	0.20	8.4	A	165	0.20	8.4	A	SB	1	LT	L				
			1	T	T	105	0.05	0.0	-	105	0.05	0.0	-		1	T	T				
		WB App.	-	-	-	-	-	-	14.3	B	-	-	-	15.3	C	WB App.	-	-	-		
18	Shea Road and GCP WB On Ramp (unsignalized)	NB	1	LT	L	370	No analysis - there is no signal or stop control			430	No analysis - there is no signal or stop control			NB	1	LT	L	No analysis - there is no signal or stop control			Mitigation Not Required
			T		60	T															
		SB	1	TR	T	270				270				T							
			1		R	20				20				R							
	Ramp to GCP from SW Shea Rd (stop sign)	WB	1	T	T	370	0.25	0.0	-	430	0.29	0.0	-	WB	1	T	T				
		SW	1	R	R	20	0.04	10.9	B	20	0.04	11.5	B	SW	1	R	R				
		SW App.	-	-	-	-	-	10.9	B	-	-	-	11.5	B	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.

LaGuardia Airport Access Improvement Project

TABLE 4

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No-Action Saturday Peak Hour (2pm- 3pm)				2026 Build Saturday Peak Hour (2pm- 3pm)				2026 Build Saturday Peak Hour with Mitigation (2pm - 3pm)						Mitigation Measures	
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS
1	Boat Basin Pl and Marina Rd (unsignalized)	EB	1	T	T	5	0.00	0.0	-	5	0.00	0.0	-	EB	1	T	T	0.02	6.6	A	Install traffic signal with a 90-second cycle length and 2 phases. EB/WB green phase = 61 secs, NB green phase= 29 secs. Yellow= 3 secs and All red=2 secs.
			1	TR	R	20	0.02	0.0	-	20	0.02	0.0	-		1	TR	R				
		WB	1	LT	L	275	0.19	6.9	A	315	0.21	7.1	A	WB	1	LT	L	0.31	8.6	A	
			1	T	T	110	0.05	0.0	-	110	0.05	0.0	-		1	T	T				
		NB	1	L	L	35	0.14	18.1	C	35	0.16	20.8	C	NB	1	L	L	0.08	17.8	B	
			1	R	R	25	0.03	8.5	A	25	0.03	8.5	A		1	R	R				
		NB App.	-	-	-	-	-	-	-	14.2	B	-	-	-	C	Inter.	-	-	-	-	
2	Boat Basin Pl and Shea Road (signalized)	WB	1	LT	L	5	0.26	26.2	C	5	0.26	26.2	C	WB	1	LT	L				Mitigation Not Required
			1	TR	T	185				T											
					R	25				R											
		NB	1	LT	L	5	0.04	7.1	A	5	0.04	7.1	A	NB	1	LT	L				
			1	TR	T	35				T											
					R	40				R											
		SB	1	LT	L	130	0.21	8.2	A	170	0.24	8.5	A	SB	1	LT	L				
			1	TR	T	5				T											
					R	160				R											
		Inter.	-	-	-	-	-	-	14.6	B	-	-	-	B	Inter.	-	-	-	-	-	
3N	126th Street and Northern Blvd (signalized)	WB	3	T	T	1350	0.66	10.2	B	1390	0.68	10.5	B	WB	3	T	T				Mitigation Not Required
		NB	2	L	L	175	0.29	3.5	A	180	0.30	3.5	A	NB	2	L	L				
		Inter	-	-	-	-	-	-	9.5	A	-	-	-	A	Inter	-	-	-			
3S	126th Street and GCP Off-Ramp EB / Northern Blvd (signalized)	EB	1	T	T	210	0.23	27.1	C	210	0.23	27.1	C	EB	1	T	T				Mitigation Not Required
		NB	2	T	T	175	0.31	35.7	D	180	0.32	35.8	D	NB	2	T	T				
			2	R	R	120	0.27	35.6	D	120	0.27	35.6	D		2	R	R				
		NE	2	R	R	575	0.72	33.3	C	575	0.72	33.3	C	NE	2	R	R				
Inter.	-	-	-	-	-	-	32.8	C	-	-	-	C	Inter.	-	-	-					

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TABLE 4

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No-Action Saturday Peak Hour (2pm- 3pm)				2026 Build Saturday Peak Hour (2pm- 3pm)				2026 Build Saturday Peak Hour with Mitigation (2pm - 3pm)				Mitigation Measures			
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement		V/C Ratio	Delay (secs)	LOS
4	126th Street and Shea Road/34th Ave (signalized)	EB	1	LT	L	40	0.26	41.0	D	40	0.26	41.0	D	EB	1	LT	L	0.23	38.0	D	Modify signal timing. Reduce NB/SB phase by 9 secs. Increase EB/WB phase by 3 secs. Increase SBL phase by 6 secs. Cycle length remains same (120 secs).
			1	R	T	30				30					1	R	T				
		WB	1	LTR2	L	35	0.48	46.9	D	35	0.48	46.9	D	WB	1	LTR2	L	0.43	42.8	D	
					T	30				T											
					R2	50				R2											
		NB	1	LT	L	85	0.32	22.2	C	85	0.32	22.2	C	NB	1	LT	L	0.40	29.2	C	
			1	TR	T	190				195					1	TR	T				
		SB	1	LTR	L	15	0.24	24.0	C	15	0.24	21.4	C	SB	1	LTR	L	0.29	27.9	C	
					T	125				T											
					R	15				R											
SE	1	L2LRR2	L2	10	0.93	80.8	F	10	1.01	96.6	F	SE	1	L2LRR2	L2	0.80	56.7	E			
			L	10				L													
			R	170				R													
			R2	85				R2													
Inter.	-	-	-	-	-	-	45.0	D	-	-	50.6	D	Inter.	-	-	-	-	41.1	D		
5	126th Street and 35th Ave (unsignalized)	WB	1	LR	L	65	0.22	17.3	C	65	0.23	18.4	C	WB	1	LR	L				
					R	0				R											
		NB	1	TR	T	305	0.11	0.0	-	310	0.11	0.0	-	NB	1	TR	T				
			1		R	0				0					0.11		0.0				-
		SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
1	T		T	430	0.21	0.0	-	490	0.24	0.0	-	1	T		T						
WB App.	-	-	-	-	-	-	17.3	C	-	-	18.4	C	WB App.	-	-	-	-	-	-		
6	126th Street and 36th Ave (unsignalized)	WB	1	LR	L	25	0.15	13.5	B	25	0.16	13.9	B	WB	1	LR	L				
					R	35				R											
		NB	1	TR	T	270	0.13	0.0	-	275	0.13	0.0	-	NB	1	TR	T				
			1		R	20				20					0.08		0.0				-
		SB	1	LT	L	30	0.03	1.4	A	30	0.03	1.3	A	SB	1	LT	L				
1	T		T	465	0.23	0.0	-	525	0.26	0.0	-	1	T		T						
WB App.	-	-	-	-	-	-	13.5	B	-	-	13.9	B	WB App.	-	-	-	-	-	-		
7	126th Street and 37th Ave (unsignalized)	WB	1	LR	L	0	0.01	9.4	A	0	0.01	9.4	A	WB	1	LR	L				
					R	5				R											
		NB	1	TR	T	285	0.13	0.0	-	290	0.13	0.0	-	NB	1	TR	T				
			1		R	0				0					0.06		0.0				-
		SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
1	T		T	490	0.21	0.0	-	550	0.23	0.0	-	1	T		T						
WB App.	-	-	-	-	-	-	9.4	A	-	-	9.4	A	WB App.	-	-	-	-	-	-		

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TABLE 4

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No-Action Saturday Peak Hour (2pm-3pm)				2026 Build Saturday Peak Hour (2pm-3pm)				2026 Build Saturday Peak Hour with Mitigation (2pm-3pm)						Mitigation Measures		
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS	
8	126th Street and 38th Ave (unsignalized)	WB	1	LR	L	5	0.07	10.2	B	5	0.08	10.3	B	WB	1	LR	L				Mitigation Not Required	
					R	40				R												
		NB	1	TR	T	245	0.11	0.0	-	-	250	0.11	0.0	-	NB	1	TR	T				
					R	5					R											
		SB	1	LT	L	50	0.05	2.6	A	-	50	0.05	2.4	A	SB	1	LT	L				
T	440				T																	
WB App.	-	-	-										WB App.	-	-	-						
9	Roosevelt Ave and 126th Street (signalized)	EB	2	TR	LT	L	110	0.62	17.0	B	110	0.64	17.4	B	EB	2	TR	L	0.61	18.0	B	Added NB left lane, No change in signal timing, Cycle length remains same (120 secs). Mitigation measures for this intersection is under discussion between the PANYNJ and NYCDOT. Need exclusive left turn warrant analysis during design phase.
					T	460	T															
					R	25	R															
		WB	2	TR	LT	L	20	0.47	13.8	B	20	0.47	13.8	B	WB	2	TR	L	0.47	13.8	B	
					T	510	T															
					R	125	R															
		NB	1	LTR	L	30	0.15	21.5	C	165	0.68	36.3	D	NB	1	LTR	L	0.59	32.9	C		
					T	15				T							0.09	20.7	C			
					R	15				R												
		SB	2	TR	L	L	315	0.82	43.4	D	315	0.93	61.4	E	SB	2	TR	L	L	0.82	43.6	
T	20				T	0.45	26.4	C														
R	110	R																				
Inter.	-	-	-										Inter.	-	-	-			23.1	C		
10-1	Roosevelt Ave and Stadium PI North (unsignalized)	EB	1	T	T	850	0.31	0.0	-	850	0.31	0.0	-	EB	1	T	T	0.84	27.5	C	Install traffic signal with a 90-second cycle length and 2 phases. EB/WB green phase = 43 secs, SB green phase= 47 secs. Yellow= 3 secs and All red=2 secs.	
					T			T														
		WB	1	T	T	635	0.21	0.0	-	715	0.24	0.0	-	WB	1	T	T	0.73	19.6	B		
					T		T															
SB	1	R	R	410	1.03	83.3	F	410	1.10	108.6	F	SB	1	R	R	0.75	29.8	C				
SB App.	-	-	-					83.3	F				108.6	F	Inter.	-	-	-		25.1	C	
10-2	Roosevelt Ave and Stadium PI South (unsignalized)	EB	1	T	T	485	0.18	0.0	-	485	0.18	0.0	-	EB	1	T	T				Mitigation Not Required	
					T			T														
		WB	1	T	T	730	0.25	0.0	-	885	0.30	0.0	-	WB	1	T	T					
					T		T															
NB	1	R	R	105	0.25	14.8	B	120	0.28	15.3	C	NB	1	R	R							
NB App.	-	-	-					14.8	B				15.3	C	NB App.	-	-	-				
11W	Roosevelt Ave and Southfield Employee Lot (unsignalized)	EB	1	TR	T	545	0.25	0.0	-	555	0.26	0.0	-	EB	1	TR	T				Mitigation Not Required	
					R	45	0.16	0.0	-	50	0.16	0.0	-				R					
		WB	1	LT	L	5	0.01	0.3	A	5	0.01	0.2	A	WB	1	LT	L					
					T	660	0.30	0.0	-	815	0.37	0.0	-				T					
		L	70	0.40	30.6	D	70	0.46	37.9	E	70	0.46	37.9	E	NB	1	LR	L				
R	5	R																				
Inter.	-	-	-					30.6	D				37.9	E	Inter.	-	-	-				

LaGuardia Airport Access Improvement Project

TABLE 4

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No-Action Saturday Peak Hour (2pm-3pm)				2026 Build Saturday Peak Hour (2pm-3pm)				2026 Build Saturday Peak Hour with Mitigation (2pm-3pm)						Mitigation Measures		
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS	
11E	Roosevelt Ave and Southfield Employee Lot (unsignalized)	EB	1	TR	T	550	0.25	0.0	-	560	0.25	0.0	-	EB	1	TR	T	0.30	14.8	B	Install traffic signal with a 90-second cycle length and 2 phases. EB/WB green phase = 64 secs, NB green phase= 26 secs. Yellow= 3 secs and All red=2 secs.	
			1		R	0	0.12	0.0	-	0	0.12	0.0	-		1		R					
		WB	1	LT	L	10	0.01	0.6	A	30	0.04	1.4	A	WB	1	LT	L	0.58	9.6	A		
			1		T	640	0.29	0.0	-	775	0.35	0.0	-		1		T					
		NB	1	LR	L	25	0.21	16.3	C	45	0.39	24.6	C	NB	1	LR	L	0.26	30.0	C		
R	45				R																	
Inter.	-	-	-	-	-	-	16.3	C	-	-	-	C	Inter.	-	-	-	-	13.0	B			
12	Roosevelt Ave and 114th Street (signalized)	EB	1	LTR	L	95	1.30dl	18.5	B	95	1.30dl	19.2	B	EB	1	TR	L	0.56	26.1	C		Reconfigure lane geometry using existing (Fig. 2) roadway width. See Fig. 3 for proposed lane configuration. Modify signal timing. Reduce NB/SB phase by 4 secs. Increase EB/WB phase by 4 secs. Cycle length remains same (120 secs). Need exclusive left turn warrant analysis during design phase.
					T	475				475							T	0.57	15.5	B		
					R	30				30							R	0.91	44.7	D		
		WB	1	L	L	235	1.01	84.7	F	235	1.01	84.7	F	WB	1	L	L	0.91	44.7	D		
					T	610	1.11	91.7	F	615	1.23	139.9	F				T	0.62	11.2	B		
		NB	1	LTR	L	10	0.71	33.1	C	10	0.71	33.1	C	NB	1	LTR	L	0.80	43.3	D		
					T	40				40							T					
		SB	1	LTR	L	150	0.88	59.7	E	150	0.88	59.7	E	SB	1	L	L	0.69	48.3	D		
					T	70				70							T	0.27	28.6	C		
		Inter.	-	-	-	-	-	-	59.6	E	-	-	-	E	Inter.	-	-	-	-	24.1	C	
13	114th St and 39th Ave (unsignalized)	NB	1	LT	L	65	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	65	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	NB	1	LT	L	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	
					T	270				345								T				
		SB	1	TR	T	260				260					T							
					R	30				30					R							
Inter.	-	-	-	-	-	-	-	-	-	-	-	-	Inter.	-	-	-	-	-	-			
14	114th St and 38th Ave (unsignalized)	EB	1	LR	L	40	0.16	12.0	B	40	0.17	12.6	B	EB	1	LR	L					
					R	40				40							R					
		NB	1	T	T	270	0.17	0.0	-	345	0.22	0.0	-	NB	1	T	T					
		SB	1	T	T	250	0.16	0.0	-	250	0.16	0.0	-	SB	1	T	T					
EB App.	-	-	-	-	-	-	12.0	B	-	-	-	B	EB App.	-	-	-	-	-	-			
15	114th St and 37th Ave (signalized)	EB	1	LR	L	95	0.33	24.0	C	95	0.33	24.0	C	EB	1	LR	L					
					R	40				40							R					
		NB	1	LT	L	90	0.52	21.9	C	90	0.62	24.4	C	NB	1	LT	L					
					T	220				295							T					
		SB	1	TR	T	210	0.32	8.9	A	210	0.32	8.9	A	SB	1	TR	T					
R	30				30	R																
Inter.	-	-	-	-	-	-	18.1	B	-	-	-	B	Inter.	-	-	-	-	-	-			

LaGuardia Airport Access Improvement Project

TABLE 4

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2026 No-Action Saturday Peak Hour (2pm- 3pm)				2026 Build Saturday Peak Hour (2pm- 3pm)				2026 Build Saturday Peak Hour with Mitigation (2pm - 3pm)						Mitigation Measures														
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS													
16	114th St and 34th Ave (signalized)	EB	1	T	T	475	0.57	15.2	B	475	0.57	15.2	B	EB	1	T	T				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	315	0.64	28.3	C	390	0.79	34.4	D	NB	1	R	R																	
			1	L	L	305	0.64	32.9	C	305	0.64	32.9	C		1	L	L																	
		SB	1	T	T	170	0.31	25.5	C	170	0.31	25.5	C	SB	1	T	T																	
			1	R	R	210	0.18	0.3	A	210	0.18	0.3	A		1	R	R																	
Inter.	-	-	-				20.2	C				22.1	C	Inter.	-	-	-																	
17	Shea Road and Stadium Pl N (unsignalized)	WB	1	LR	L	30	0.29	18.4	C	30	0.42	18.3	C	WB	1	LR	L				Mitigation Not Required													
			R		65	140				R																								
		NB	1	T	T	315	0.14	0.0	-	315	0.14	0.0	-	NB	1	T	T																	
			1	TR	R	265	0.26	0.0	-	265	0.26	0.0	-		1	TR	R																	
		SB	1	LT	L	145	0.19	8.0	A	145	0.19	8.0	A	SB	1	LT	L																	
			1	T	T	140	0.06	0.0	-	140	0.06	0.0	-		1	T	T																	
WB App.	-	-	-				18.4	C				18.3	C	WB App.	-	-	-																	
18	Shea Road and GCP WB On Ramp (unsignalized)	NB	1	LT	L	315	<i>No analysis - there is no signal or stop control</i>				390	<i>No analysis - there is no signal or stop control</i>				NB	1	LT	L	<i>No analysis - there is no signal or stop control</i>				Mitigation Not Required										
			1		T	65					65						T																	
		SB	1	TR	T	285					285					SB	1	TR	T															
			1		R	35					35						R																	
		Ramp to GCP from SW Shea Rd (stop sign)	WB	1	T	T					315					0.20	0.0	-	390						0.24	0.0	-	WB	1	T	T			
			SW	1	R	R					35					0.06	10.4	B	35						0.07	11.0	B	SW	1	R	R			
SW App.		-	-				10.4	B				11.0	B	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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2031 No Action AM Peak Hour (7:15am - 8:15am)				2031 Build AM Peak Hour (7:15am - 8:15am)				2031 Build AM Peak Hour w/ Mitigation (7:15am - 8:15am)						Mitigation Measures	
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS
1	Boat Basin Pl and Marina Rd (unsignalized)	EB	1	T	T	0	0.00	0.0	-	0	0.00	0.0	-	EB	1	T	T	0.00	4.4	A	Install traffic signal with a 90-second cycle length and 2 phases. EB/WB green phase = 67 secs, NB green phase= 23 secs. Yellow= 3 secs and All red=2 secs.
			1	TR	R	5	0.00	0.0	-	5	0.00	0.0	-		1	TR	R				
		WB	1	LT	L	440	0.34	6.8	A	490	0.38	7.2	A	WB	1	LT	L	0.80	14.1	B	
			1	T	T	730	0.33	0.0	-	730	0.33	0.0	-		1	T	T				
		NB	1	L	L	30	0.48	89.2	F	30	0.61	132.8	F	NB	1	L	L	0.09	24.1	C	
			1	R	R	30	0.04	8.5	A	30	0.04	8.5	A		1	R	R	0.12	24.6	C	
NB App.	-	-	-	-	-	-	-	48.9	E	-	-	70.7	F	Inter.	-	-	-	14.6	B		
2	Boat Basin Pl and Shea Road (signalized)	WB	1	LT	L	5	0.35	27.5	C	5	0.35	27.5	C	WB	1	LT	L				Mitigation Not Required
			1	TR	T	210				210					1	TR	T				
					R	20				20							R				
		NB	1	LT	L	5	0.04	7.1	A	5	0.04	7.1	A	NB	1	LT	L				
			1	TR	T	40				40					1	TR	T				
					R	25				25							R				
		SB	1	LT	L	160	0.34	9.4	A	210	0.39	9.8	A	SB	1	LT	L				
			1	TR	T	5				5					1	TR	T				
					R	280				280							R				
		Inter.	-	-	-	-	-	-	14.9	B	-	-	-	B	Inter.	-	-	-	-	-	
3N	126th Street and Northern Blvd (signalized)	WB	3	T	T	2170	0.84	16.2	B	2220	0.86	17.2	B	WB	3	T	T				Mitigation Not Required
		NB	2	L	L	155	0.30	9.4	A	160	0.31	9.5	B	NB	2	L	L				
		Inter	-	-	-	-	-	-	15.8	B	-	-	-	B	Inter	-	-	-			
3S	126th Street and GCP Off-Ramp EB / Northern Blvd (signalized)	EB	1	T	T	185	0.25	33.4	C	185	0.25	33.4	C	EB	1	T	T				Mitigation Not Required
		NB	2	T	T	155	0.31	34.3	C	160	0.32	34.7	C	NB	2	T	T				
			2	R	R	130	0.34	35.7	D	130	0.34	36.1	D		2	R	R				
		NE	2	R	R	525	0.62	33.9	C	525	0.62	33.9	C	NE	2	R	R				
Inter.	-	-	-	-	-	-	34.1	C	-	-	-	C	Inter.	-	-	-					

TABLE 5

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2031 No Action AM Peak Hour (7:15am - 8:15am)				2031 Build AM Peak Hour (7:15am - 8:15am)				2031 Build AM Peak Hour w/ Mitigation (7:15am - 8:15am)						Mitigation Measures			
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS		
4	126th Street and Shea Road/34th Ave (signalized)	EB	1	LT	L	40	0.25	41.1	D	L	40	0.25	41.1	D	EB	1	LT	L				Mitigation Not Required	
					T	15				T													
			1	R	R	130	0.40	43.8	D	180	0.56	48.5	D	1		R	R						
		WB	1	LTR2	L	15	0.34	44.0	D	L	15	0.34	44.0	D	WB	1	LTR2	L					
					T	20				T													
					R2	30				R2													
		NB	1	LT	L	150	0.44	34.8	C	L	150	0.44	34.9	C	NB	1	LT	L					
					T	205				T													
			1	TR	R	10				R	10												
		SB	1	LTR	L	5	0.21	20.9	C	L	5	0.21	20.9	C	SB	1	LTR	L					
T	130				T																		
R	10				R																		
SE	1	L2LRR2	L2	5	0.57	50.5	D	L2	5	0.66	54.3	D	SE	1	L2LRR2	L2							
			L	5				L															
			R	95				R															
			R2	55				R2															
Inter.	-	-	-	-			38.0	D				40.1	D	Inter.	-	-	-						
5	126th Street and 35th Ave (unsignalized)	WB	1	LR	L	20	0.06	14.9	B	L	20	0.07	15.7	C	WB	1	LR	L				Mitigation Not Required	
					R	0				R													
		NB	1	TR	T	365	0.16	0.0	-	T	370	0.16	0.0	-	NB	1	TR	T					
					R	20				R													
		SB	1	LT	L	0	0.00	0.0	-	L	0	0.00	0.0	-	SB	1	LT	L					
T	370				T																		
WB App.	-	-	-	-			14.9	B				15.7	C	WB App.	-	-	-						
6	126th Street and 36th Ave (unsignalized)	WB	1	LR	L	5	0.04	12.5	B	L	5	0.04	12.8	B	WB	1	LR	L				Mitigation Not Required	
					R	10				R													
		NB	1	TR	T	375	0.17	0.0	-	T	380	0.17	0.0	-	NB	1	TR	T					
					R	15				R													
		SB	1	LT	L	5	0.01	0.4	A	L	5	0.01	0.3	A	SB	1	LT	L					
T	385				T																		
WB App.	-	-	-	-			12.5	B				12.8	B	WB App.	-	-	-						
7	126th Street and 37th Ave (unsignalized)	WB	1	LR	L	0	0.00	0.0	A	L	0	0.00	0.0	A	WB	1	LR	L				Mitigation Not Required	
					R	0				R													
		NB	1	TR	T	390	0.18	0.0	-	T	395	0.18	0.0	-	NB	1	TR	T					
					R	0				R													
		SB	1	LT	L	0	0.00	0.0	-	L	0	0.00	0.0	-	SB	1	LT	L					
T	390				T																		
WB App.	-	-	-	-			0.0	A				0.0	A	WB App.	-	-	-						

TABLE 5

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2031 No Action AM Peak Hour (7:15am - 8:15am)				2031 Build AM Peak Hour (7:15am - 8:15am)				2031 Build AM Peak Hour w/ Mitigation (7:15am - 8:15am)						Mitigation Measures			
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS		
8	126th Street and 38th Ave (unsignalized)	WB	1	LR	L	25	0.37	12.8	B	L	25	0.38	13.1	B	WB	1	LR	L				Mitigation Not Required	
					R	190				R													
		NB	1	TR	T	200	0.09	0.0	-	-	T	205	0.10	0.0	-	NB	1	TR	T				
					R	20					R												
		SB	1	LT	L	110	0.11	5.1	A	-	L	110	0.11	4.7	A	SB	1	LT	L				
T	280				T																		
WB App.	-	-	-	-	-	-	-	-	-	-	-	-	-	WB App.	-	-	-	-	-	-			
9	Roosevelt Ave and 126th Street (signalized)	EB	2	LT	L	120	0.67	18.3	B	L	125	0.69	19.1	B	EB	2	LT	L	0.66	18.1	B	Reconfigure intersection. Added NB left lane. Cycle length remains same (120 secs). Mitigation measures for this intersection is under discussion between the PANYNJ and NYCDOT. Need exclusive left turn warrant analysis during design phase.	
					T	455				T													
					R	20				R													
		WB	2	LT	L	15	0.57	14.7	B	L	20	0.59	15.0	B	WB	2	LT	L	0.59	15.0	B		
					T	790				T													
					R	95				R													
		NB	1	LTR	L	20	0.10	32.0	C	L	50	0.27	36.0	D	NB	1	LTR	L	0.27	36.6	D		
					T	5				T													
					R	5				R													
		SB	2	LT	L	175	0.49	42.4	D	L	175	0.62	46.1	D	SB	2	LT	L	0.49	45.7	D		
T	35				T																		
R	95				R																		
Inter.	-	-	-	-	-	-	-	-	-	-	-	-	-	Inter.	-	-	-	-	-	22.6	C		
10-1	Roosevelt Ave and Stadium Pl North (unsignalized)	EB	1	T	T	790	0.26	0.0	-	T	765	0.25	0.0	-	EB	1	T	T	0.55	29.6	C	Install traffic signal with a 120-second cycle length and 2 phases. EB/WB green phase = 63 secs, SB green phase= 57 secs. Yellow= 3 secs and All red=2 secs.	
																							T
		WB	1	T	T	735	0.25	0.0	-	T	765	0.26	0.0	-	WB	1	T	T	0.59	24.4	C		
																							T
		SB	1	R	R	370	0.77	30.8	D	R	365	0.78	32.2	D	SB	1	R	R	0.58	29.9	C		
SB App.	-	-	-	-	-	-	-	-	-	-	-	-	-	Inter.	-	-	-	-	-	27.5	C		
10-2	Roosevelt Ave and Stadium Pl South (unsignalized)	EB	1	T	T	525	0.17	0.0	-	T	525	0.17	0.0	-	EB	1	T	T				Mitigation Not Required	
																							T
		WB	1	T	T	835	0.29	0.0	-	T	930	0.32	0.0	-	WB	1	T	T					
																							T
		NB	1	R	R	170	0.30	12.4	B	R	195	0.35	12.9	B	NB	1	R	R					
NB App.	-	-	-	-	-	-	-	-	-	-	-	-	-	NB App.	-	-	-	-	-	-			

TABLE 5

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2031 No Action AM Peak Hour (7:15am - 8:15am)				2031 Build AM Peak Hour (7:15am - 8:15am)				2031 Build AM Peak Hour w/ Mitigation (7:15am - 8:15am)						Mitigation Measures	
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS
11W	Roosevelt Ave and Southfield Employee Lot (unsignalized)	EB	1	TR	T	590	0.29	0.0	-	600	0.27	0.0	-	EB	1	TR	T				Mitigation Not Required
			1		R	105	0.22	0.0	-	120	0.22	0.0	-		1		R				
		WB	1	LT	L	5	0.01	0.3	A	5	0.01	0.2	A	WB	1	LT	L				
			1		T	835	0.39	0.0	-	930	0.43	0.0	-		1		T				
		NB	1	LR	L	0	0.00	0.0	A	0	0.00	0.0	A	NB	1	LR	L				
R	0				R																
Inter.	-	-	-	-			0.0	A			0.0	A	Inter.	-	-	-					
11E	Roosevelt Ave and Southfield Employee Lot (unsignalized)	EB	1	TR	T	590	0.28	0.0	-	600	0.28	0.0	-	EB	1	TR	T	0.29	6.2	A	Install traffic signal with a 90-second cycle length and 2 phases. EB/WB green phase = 66 secs, NB green phase= 24 secs. Yellow= 3 secs and All red=2 secs.
			1		R	0	0.14	0.0	-	0	0.14	0.0	-		1		R				
		WB	1	LT	L	65	0.09	2.7	A	115	0.16	4.2	A	WB	1	LT	L	0.65	10.4	B	
			1		T	840	0.39	0.0	-	870	0.40	0.0	-		1		T				
		NB	1	LR	L	0	0.01	10.6	B	65	0.72	82.1	F	NB	1	LR	L	0.25	31.7	C	
R	5				R																
Inter.	-	-	-	-			10.6	B			82.1	F	Inter.	-	-	-		9.9	A		
12	Roosevelt Ave and 114th Street (signalized)	EB	1	LTR	L	65	0.94	43.2	D	65	1.04	70.6	E	EB	1	TR	L	0.36	17.2	B	Reconfigure lane geometry using existing (Fig. 2) roadway width. See Fig. 3 for proposed lane configuration. Modify signal timing. Increase NB/SB phase by 6 secs. Reduce EB/WB phase by 6 secs. Cycle length remains same (120 secs). Need exclusive left turn warrant analysis during design phase.
					T	430				430							0.57	16.6	B		
					R	15				15											
		WB	1	L	L	275	0.67	20.9	C	275	0.67	20.9	C	WB	1	L	L	0.75	25.5	C	
					TR	T	615	0.87	25.9	C	615	0.93	32.2				C	TR	T	0.54	
		NB	1	LTR	L	10	1.12	129.9	F	10	1.12	129.9	F	NB	1	LTR	L	0.94	75.6	E	
					T	35				35											
		SB	1	LTR	L	115	1.21	171.1	F	115	1.21	171.1	F	SB	1	L	L	0.83	76.6	E	
					T	50				50							0.20	31.3	C		
		Inter.	-	-	-	-			58.3	E			66.7	E	Inter.	-	-	-		27.1	
13	114th St and 39th Ave (unsignalized)	NB	1	LT	L	50	No Analysis - 39th Ave is one-way westbound			50	No Analysis - 39th Ave is one-way westbound			NB	1	LT	L	No Analysis - 39th Ave is one-way westbound			Mitigation Not Required
					T	265				310											
		SB	1	TR	T	195				195				SB	1	TR	T				
					R	35				35							R				
Inter.	-	-	-	-									Inter.	-	-	-					
14	114th St and 38th Ave (unsignalized)	EB	1	LR	L	50	0.20	12.0	B	50	0.20	12.3	B	EB	1	LR	L				Mitigation Not Required
					R	55				55							R				
		NB	1	T	T	265	0.17	0.0	-	310	0.20	0.0	-	NB	1	T	T				
		SB	1	T	T	175	0.12	0.0	-	175	0.12	0.0	-	SB	1	T	T				
EB App.	-	-	-	-			12.0	B			12.3	B	EB App.	-	-	-					

TABLE 5

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2031 No Action AM Peak Hour (7:15am - 8:15am)				2031 Build AM Peak Hour (7:15am - 8:15am)				2031 Build AM Peak Hour w/ Mitigation (7:15am - 8:15am)						Mitigation Measures	
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS
15	114th St and 37th Ave (signalized)	EB	1	LR	L	115	0.37	24.9	C	115	0.37	24.9	C	EB	1	LR	L				
					R	30				30							R				
		NB	1	LT	L	145	0.57	18.3	B	145	0.62	19.6	B	NB	1	LT	L				
					T	170				215							T				
SB	1	TR	T	145	0.28	9.2	A	145	0.28	9.2	A	SB	1	TR	T						
			R	40				40							R						
Inter.	-	-	-	-			17.2	B			18.0	B	Inter.	-	-	-					
16	114th St and 34th Ave (signalized)	EB	1	T	T	380	0.55	14.8	B	380	0.55	14.8	B	EB	1	T	T				
					R	70				70							R				
		NB	1	R	R	285	0.64	33.6	C	330	0.74	39.7	D	NB	1	R	R				
					L	185				185							L				
		SB	1	T	T	115	0.28	25.3	C	115	0.28	25.3	C	SB	1	T	T				
					R	315				315							R				
Inter.	-	-	-	-			17.7	B			19.7	B	Inter.	-	-	-					
17	Shea Road and Stadium Pl N (unsignalized)	WB	1	LR	L	5	0.18	12.0	B	5	0.26	12.6	B	WB	1	LR	L				
					R	95				145							R				
		NB	1	T	T	265	0.12	0.0	-	265	0.12	0.0	-	NB	1	T	T				
					TR	260				260							TR				
		SB	1	LT	L	110	0.13	6.6	A	110	0.13	6.6	A	SB	1	LT	L				
					T	175				175							T				
WB App.	-	-	-	-			12.0	B			12.6	B	WB App.	-	-	-					
18	Shea Road and GCP WB On Ramp (unsignalized)	NB	1	LT	L	330	No analysis - there is no signal or stop control			380	No analysis - there is no signal or stop control			NB	1	LT	L	No analysis - there is no signal or stop control			
					T	30				30							T				
		SB	1	TR	T	285				285				285	TR	T					
					R	100				100				R							
	Ramp to GCP from SB Shea Rd (stop sign)	WB	1	T	T	330	0.24	0.0	-	380	0.27	0.0	-	WB	1	T	T				
					R	100	0.21	12.6	B	100	0.23	13.4	B	SB			1	R	R		
SW App.	-	-	-	-			12.6	B			13.4	B	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 6

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2031 No-Action Midday Peak Hour (1pm - 2pm)				2031 Build Midday Peak Hour (1pm - 2pm)				2031 Build Midday Peak Hour w/ Mitigation (1pm - 2pm)						Mitigation Measures		
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS	
1	Boat Basin Pl and Marina Rd (unsignalized)	EB	1	T	T	15	0.01	0.0	-	15	0.01	0.0	-	EB	1	T	T	0.05	6.7	A	Install traffic signal with a 120-second cycle length and 2 phases. EB/WB green phase = 88 secs, NB green phase= 32 secs. Yellow= 3 secs and All red=2 secs.	
			1	TR	R	45	0.04	0.0	-	45	0.04	0.0	-		1	TR	R					
		WB	1	LT	L	310	0.24	7.5	A	380	0.29	7.9	A	WB	1	LT	L	0.42	9.9	A		
			1	T	T	125	0.06	0.0	-	125	0.06	0.0	-		1	T	T					
		NB	1	L	L	60	0.30	25.7	D	60	0.40	37.0	E	NB	1	L	L	0.14	16.6	B		
			1	R	R	20	0.02	8.7	A	20	0.02	8.7	A		1	R	R					0.05
NB App.	-	-	-	-	-	-	-	21.4	C	-	-	-	-	Inter.	-	-	-	-	10.5	B		
2	Boat Basin Pl and Shea Road (signalized)	WB	1	LT	L	0	0.31	26.9	C	0	0.31	26.9	C	WB	1	LT	L				Mitigation Not Required	
			1	TR	T	210				210					1	TR	T					
				R	R	45				45						R	R					
		NB	1	LT	L	10	0.05	7.1	A	10	0.05	7.1	A	NB	1	LT	L					
			1	TR	T	35				35					1	TR	T					
				R	R	35				35						R	R					
		SB	1	LT	L	180	0.29	8.9	A	250	0.34	9.4	A	SB	1	LT	L					
			1	TR	T	5				5					1	TR	T					
				R	R	170				170												
		Inter.	-	-	-	-	-	-	-	14.8	B	-	-	-	-	Inter.	-	-	-	-		-
3N	126th Street and Northern Blvd (signalized)	WB	3	T	T	1345	0.69	12.2	B	1415	0.73	13.2	B	WB	3	T	T				Mitigation Not Required	
		NB	2	L	L	175	0.28	4.2	A	180	0.29	4.2	A	NB	2	L	L					
		Inter	-	-	-	-	-	-	11.4	B	-	-	-	-	Inter	-	-	-				
3S	126th Street and GCP Off-Ramp EB / Northern Blvd (signalized)	EB	1	T	T	185	0.24	33.2	C	185	0.24	33.2	C	EB	1	T	T				Mitigation Not Required	
		NB	2	T	T	175	0.30	29.3	C	180	0.31	29.1	C		NB	2	T	T				
			2	R	R	135	0.37	31.1	C	135	0.37	30.8	C			2	R	R				
		NE	2	R	R	570	0.65	34.8	C	565	0.64	34.6	C	NE	2	R	R					
Inter.	-	-	-	-	-	-	33.1	C	-	-	-	-	Inter.	-	-	-						

TABLE 6

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	2031 No-Action Midday Peak Hour (1pm - 2pm)				2031 Build Midday Peak Hour (1pm - 2pm)				2031 Build Midday Peak Hour w/ Mitigation (1pm - 2pm)						Mitigation Measures	
						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
4	126th Street and Shea Road/34th Ave (signalized)	EB	1	LT	L	55	0.36	43.6	D	55	0.36	43.6	D	EB	1	LT	L	0.32	40.0	D	Modify signal timing. Reduce NB/SB phase by 9 secs. Increase EB/WB phase by 3 secs. Increase SBL phase by 6 secs. Cycle length remains same (120 secs).
					T	30				T											
		WB	1	LRR2	R	130	0.35	43.6	D	25	0.35	43.6	D	WB	1	LRR2	R	0.31	40.2	D	
					L	25				L											
					T	20				T											
		NB	1	TR	R2	30	0.50	23.2	C	165	0.51	23.3	C	NB	1	TR	R	0.62	26.5	C	
					L	165				L											
					T	220				T											
		SB	1	LTR	R	25	0.20	20.8	C	10	0.20	20.8	C	SB	1	LTR	R	0.24	27.0	C	
					L	10				L											
T	115				T																
SE	1	L2LRR2	R	5	0.88	75.0	E	5	1.02	104.1	F	SE	1	L2LRR2	R	0.81	59.9	E			
			L	10				L													
			T	115				T													
			R2	65				R2													
Inter.	-	-	-	-	-	-	40.0	D	-	-	-	-	49.3	D	-	-	-	39.8	D		
5	126th Street and 35th Ave (unsignalized)	WB	1	LR	L	75	0.23	18.0	C	75	0.26	19.8	C	WB	1	LR	L				
					R	0				R											
		NB	1	TR	T	410	0.13	0.0	-	420	0.14	0.0	-	NB	1	TR	T				
					R	0				R											
		SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
T	410				T																
WB App.	-	-	-	-	-	-	18.0	C	-	-	-	-	19.8	C	-	-	-	-	-		
6	126th Street and 36th Ave (unsignalized)	WB	1	LR	L	15	0.15	12.3	B	15	0.15	12.7	B	WB	1	LR	L				
					R	55				R											
		NB	1	TR	T	355	0.15	0.0	-	365	0.16	0.0	-	NB	1	TR	T				
					R	25				R											
		SB	1	LT	L	50	0.06	2.9	A	50	0.06	2.5	A	SB	1	LT	L				
T	435				T																
WB App.	-	-	-	-	-	-	12.3	B	-	-	-	-	12.7	B	-	-	-	-	-		
7	126th Street and 37th Ave (unsignalized)	WB	1	LR	L	5	0.02	14.4	B	5	0.02	15.3	C	WB	1	LR	L				
					R	0				R											
		NB	1	TR	T	380	0.17	0.0	-	390	0.17	0.0	-	NB	1	TR	T				
					R	0				R											
		SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
T	450				T																
WB App.	-	-	-	-	-	-	14.4	B	-	-	-	-	15.3	C	-	-	-	-	-		

TABLE 6

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	2031 No-Action Midday Peak Hour (1pm - 2pm)				2031 Build Midday Peak Hour (1pm - 2pm)				2031 Build Midday Peak Hour w/ Mitigation (1pm - 2pm)						Mitigation Measures	
						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
8	126th Street and 38th Ave (unsignalized)	WB	1	LR	L	30	0.34	13.1	B	30	0.35	13.7	B	WB	1	LR	L				Mitigation Not Required
					R	150				R											
		NB	1	TR	T	230	0.11	0.0	-	240	0.11	0.0	-	NB	1	TR	T				
					R	20	0.07	0.0	-	20	0.07	0.0	-				R				
		SB	1	LT	L	90	0.09	4.1	A	90	0.09	3.7	A	SB	1	LT	L				
T	365				0.16	0.0	-	470	0.21	0.0	-	T									
WB App.	-	-	-	-				13.1	B			13.7	B	WB App.	-	-	-				
9	Roosevelt Ave and 126th Street (signalized)	EB	2	LT	L	130	0.53	12.0	B	135	0.55	12.4	B	EB	2	LT	L	0.76	44.1	D	Reconfigure intersection. Added NB left lane, Added NB/SB left turn phase of 9 secs, Added a leading EB phase of 14 secs. Modify signal timing. Increase NB/SB phase by 14 secs. Reduce EB/WB phase by 37 secs. Cycle length remains same (120 secs). Mitigation measures for this intersection is under discussion between the PANYNJ and NYCDOT. Need exclusive left turn warrant analysis during design phase.
					T	465				T											
					R	40				R											
		WB	2	TR	L	10	0.35	9.3	A	15	0.36	9.4	A	WB	2	TR	L	0.67	36.7	D	
					T	475				T											
					R	90				R											
		NB	1	LTR	L	70	0.63	53.5	D	215	2.60	763.7	F	NB	1	TR	L	0.80	47.6	D	
					T	30				T											
					R	20				R							0.15				
		SB	2	TR	L	230	0.89	66.5	E	230	0.82	52.6	D	SB	2	TR	L	0.48	19.9	B	
T	75				T																
R	90				R	0.59				27.2							C				
Inter.	-	-	-	-			23.6	C			129.7	F	Inter.	-	-	-		36.8	D		
10-1	Roosevelt Ave and Stadium Pl North (unsignalized)	EB	1	T	T	755	0.24	0.0	-	760	0.25	0.0	-	EB	1	T	T	0.63	31.3	Install traffic signal with a 120-second cycle length and 2 phases. EB/WB green phase = 55 secs, SB green phase = 65 secs. Yellow= 3 secs and All red=2 secs.	
					T		T														
		WB	1	T	T	500	0.17	0.0	-	610	0.20	0.0	-	WB	1	T	T	0.51	16.9		B
					T		T														
		SB	1	R	R	385	0.63	19.2	C	385	0.69	23.2	C	SB	1	R	R	0.52	23.1		C
SB App.	-	-	-	-			19.2	C			23.2	C	Inter.	-	-	-		24.4	C		
10-2	Roosevelt Ave and Stadium Pl South (unsignalized)	EB	1	T	T	550	0.18	0.0	-	555	0.18	0.0	-	EB	1	T	T			Mitigation Not Required	
					T		T														
		WB	1	T	T	640	0.21	0.0	-	860	0.28	0.0	-	WB	1	T	T				
					T		T														
		NB	1	R	R	105	0.20	11.8	B	135	0.26	12.3	B	NB	1	R	R				
NB App.	-	-	-	-			11.8	B			12.3	B	NB App.	-	-	-					
11W	Roosevelt Ave and Southfield Employee Lot (unsignalized)	EB	1	TR	T	635	0.27	0.0	-	650	0.27	0.0	-	EB	1	TR	T			Mitigation Not Required	
					R	20	0.15	0.0	-	40	0.16	0.0	-				R				
		WB	1	LT	L	5	0.01	0.3	A	5	0.01	0.2	A	WB	1	LT	L				
					T	630	0.28	0.0	-	850	0.37	0.0	-				T				
		NB	1	LR	L	10	0.06	22.2	C	10	0.07	26.8	D	NB	1	LR	L				
					R	0				R											
Inter.	-	-	-	-			22.2	C			26.8	D	Inter.	-	-	-					

TABLE 6

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	2031 No-Action Midday Peak Hour (1pm - 2pm)				2031 Build Midday Peak Hour (1pm - 2pm)				2031 Build Midday Peak Hour w/ Mitigation (1pm - 2pm)						Mitigation Measures			
						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		
11E	Roosevelt Ave and Southfield Employee Lot (unsignalized)	EB	1	TR	T	635	0.27	0.0	-	650	0.27	0.0	-	EB	1	TR	T	0.30	8.8	A	Install traffic signal with a 120-second cycle length and 2 phases. EB/WB green phase = 90 secs, NB green phase= 30 secs. Yellow= 3 secs and All red=2 secs.		
			1		R	0	0.13	0.0	-	0	0.14	0.0	-		1		R						
		WB	1	LT	L	5	0.01	0.3	A	65	0.09	2.8	A	WB	1	LT	L	0.51	14.4	B			
			1		T	630	0.28	0.0	-	775	0.34	0.0	-		1		T						
		NB	1	LR	L	5	0.03	21.3	C	80	0.70	71.6	F	NB	1	LR	L	0.25	41.5	D			
R	0				R																		
Inter.	-	-	-	-	-	21.3	C	-	-	71.6	F	Inter.	-	-	-	-	13.8	B					
12	Roosevelt Ave and 114th Street (signalized)	EB	1	LTR	L	100	0.97	49.8	D	100	1.23	143.6	F	EB	1	L	L	0.47	19.4	B	Reconfigure lane geometry using existing (Fig. 2) roadway width. See Fig. 3 for proposed lane configuration. Cycle length remains same (120 secs). Need exclusive left turn warrant analysis during design phase.		
					T	470				T							0.58	16.5	B				
					R	20				R							-	-	-				
		WB	1	L	L	185	0.55	16.9	B	185	0.56	17.0	B	WB	1	L	L	0.60	33.2	C			
					TR	T	505	0.80	22.5	C	510	0.96	41.5				D	TR	T	0.56		25.7	C
		NB	1	LTR	L	15	1.10	125.1	F	15	1.10	125.1	F	NB	1	LTR	L	0.95	82.0	F			
					T	45				T							-					-	-
					R	195				R							-					-	-
		SB	1	LTR	L	90	1.20	169.0	F	90	1.20	169.0	F	SB	1	L	L	0.63	54.5	D			
					TR	T				65							0.34	36.3	D				
R	50				R	-				-							-						
Inter.	-	-	-	-	-	60.7	E	-	-	92.0	F	Inter.	-	-	-	-	33.5	C					
13	114th St and 39th Ave (unsignalized)	NB	1	LT	L	20	No Analysis - 39th Ave is one-way westbound				20	No Analysis - 39th Ave is one-way westbound				NB	1	LT	L	No Analysis - 39th Ave is one-way westbound			
					T	320					425								T				
		SB	1	TR	T	205					205					T							
					R	15					15					R							
Inter.	-	-	-	-	-	-	-	-	-	-	-	Inter.	-	-	-	-	-	-					
14	114th St and 38th Ave (unsignalized)	EB	1	LR	L	35	0.13	11.8	B	35	0.14	12.8	B	EB	1	LR	L						
					R	30				30							R						
		NB	1	T	T	320	0.21	0.0	-	425	0.28	0.0	-	NB	1	T	T						
		SB	1	T	T	190	0.13	0.0	-	190	0.13	0.0	-	SB	1	T	T						
EB App.	-	-	-	-	-	11.8	B	-	-	12.8	B	EB App.	-	-	-	-	-	-					
15	114th St and 37th Ave (signalized)	EB	1	LR	L	55	0.21	22.4	C	55	0.21	22.4	C	EB	1	LR	L						
					R	30				30							R						
		NB	1	LT	L	65	0.53	16.2	B	65	0.68	19.9	B	NB	1	LT	L						
					T	290				395							T						
		SB	1	TR	T	160	0.26	8.2	A	160	0.26	8.2	A	SB	1	TR	T						
R	25				25	R																	
Inter.	-	-	-	-	-	14.6	B	-	-	17.2	B	Inter.	-	-	-	-	-	-					

TABLE 6

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2031 No-Action Midday Peak Hour (1pm- 2pm)				2031 Build Midday Peak Hour (1pm - 2pm)				2031 Build Midday Peak Hour w/ Mitigation (1pm - 2pm)						Mitigation Measures	
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS
16	114th St and 34th Ave (signalized)	EB	1	T	T	390	0.53	14.4	B	390	0.53	14.4	B	EB	1	T	T	0.71	28.2	C	Modify signal timing. Increase NB/SB phase by 13 secs. Reduce EB phase by 13 secs. Cycle length remains same (90 secs).
			1	R	R	45	0.06	8.6	A	45	0.06	8.6	A		1	R	R	0.09	15.6	B	
		NB	1	R	R	345	0.78	35.5	D	450	1.02	67.5	E	NB	1	R	R	0.69	29.9	C	
			1	L	L	205	0.41	27.0	C	205	0.41	27.0	C		SB	1	L	L	0.28	16.4	
		SB	1	T	T	140	0.28	25.0	C	140	0.28	25.0	C	SB		1	T	T	0.19	15.4	
			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	C	-	-	32.6	C	Inter.	-	-	-	-	21.8	C	
17	Shea Road and Stadium Pl N (unsignalized)	WB	1	LR	L	5	0.25	12.1	B	5	0.44	14.3	B	WB	1	LR	L	-	-	Mitigation Not Required	
			R	135	245	R															
		NB	1	T	T	240	0.11	0.0	-	240	0.11	0.0	-	NB	1	T	T	-	-		
			1	TR	R	280	0.23	0.0	-	280	0.23	0.0	-		1	TR	R	-	-		
		SB	1	LT	L	105	0.12	7.2	A	105	0.12	7.2	A	SB	1	LT	L	-	-		
			1	T	T	95	0.05	0.0	-	95	0.05	0.0	-		1	T	T	-	-		
		WB App.	-	-	-	-	-	12.1	B	-	-	14.3	B	WB App.	-	-	-	-	-		
18	Shea Road and GCP WB On Ramp (unsignalized)	NB	1	LT	L	325	No analysis - there is no signal or stop control	-	-	435	No analysis - there is no signal or stop control	-	-	NB	1	LT	L	No analysis - there is no signal or stop control	-	-	
			T		50	50				T											
		SB	1	TR	T	200				200				T							
			1		R	80				80				R							
	Ramp to GCP from SW Shea Rd (stop sign)	WB	1	T	T	325	0.22	0.0	-	435	0.29	0.0	-	WB	1	T	T	-	-		
		SW	1	R	R	80	0.15	11.2	B	80	0.17	12.6	B	SW	1	R	R	-	-		
		SW App.	-	-	-	-	-	11.2	B	-	-	12.6	B	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
		dI - 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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2031 No-Action PM Peak Hour (4:45pm - 5:45pm)				2031 Build PM Peak Hour (4:45pm - 5:45pm)				2031 Build PM Peak Hour w/ Mitigation (4:45pm - 5:45pm)						Mitigation Measures	
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS
1	Boat Basin Pl and Marina Rd (unsignalized)	EB	1	T	T	10	0.01	0.0	-	10	0.01	0.0	-	EB	1	T	T	0.02	5.1	A	Install traffic signal with a 90-second cycle length and 2 phases. EB/WB green phase = 65 secs, NB green phase= 25 secs. Yellow= 3 secs and All red=2 secs.
			1	TR	R	25	0.02	0.0	-	25	0.02	0.0	-		1	TR	R				
		WB	1	LT	L	395	0.32	7.9	A	450	0.46	10.0	B	WB	1	LT	L	0.53	9.6	A	
			1	T	T	120	0.06	0.0	-	120	0.06	0.0	-		1	T	T				
		NB	1	L	L	60	0.51	53.7	F	60	1.08	236.4	F	NB	1	L	L	0.17	17.9	B	
			1	R	R	30	0.04	8.6	A	30	0.05	10.0	A		1	R	R				
NB App.	-	-	-				E			159.6	F	Inter.	-	-	-				B		
2	Boat Basin Pl and Shea Road (signalized)	WB	1	LT	L	15	0.36	27.5	C	15	0.36	27.5	C	WB	1	LT	L				Mitigation Not Required
			1	TR	T	215				215					1	TR	T				
				R	R	50				50						R	R				
		NB	1	LT	L	15	0.06	7.2	A	15	0.06	7.2	A	NB	1	LT	L				
			1	TR	T	40				40					1	TR	T				
				R	R	35				35						R	R				
		SB	1	LT	L	185	0.32	9.1	A	235	0.37	9.6	A	SB	1	LT	L				
			1	TR	T	15				15					1	TR	T				
				R	220	225		R	R												
		Inter.	-	-	-			15.4	B			15.3	B	Inter.	-	-	-				
3N	126th Street and Northern Blvd (signalized)	WB	3	T	T	1460	0.67	11.4	B	1510	0.69	11.9	B	WB	3	T	T				Mitigation Not Required
		NB	2	L	L	185	0.29	8.1	A	190	0.30	8.1	A	NB	2	L	L				
		Inter.	-	-	-			11.1	B			11.6	B	Inter.	-	-	-				
3S	126th Street and GCP Off-Ramp EB / Northern Blvd (signalized)	EB	1	T	T	420	0.63	48.1	D	420	0.63	48.1	D	EB	1	T	T				Mitigation Not Required
		NB	2	T	T	185	0.32	35.2	D	190	0.33	35.7	D	NB	2	T	T				
			2	R	R	145	0.33	36.2	D	145	0.33	36.7	D		2	R	R				
		NE	2	R	R	820	0.68	29.0	C	820	0.68	29.0	C	NE	2	R	R				
Inter.	-	-	-			35.4	D			35.6	D	Inter.	-	-	-						

TABLE 7

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2031 No-Action PM Peak Hour (4:45pm - 5:45pm)				2031 Build PM Peak Hour (4:45pm - 5:45pm)				2031 Build PM Peak Hour w/ Mitigation (4:45pm - 5:45pm)					Mitigation Measures		
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio		Delay (secs)	LOS
4	126th Street and Shea Road/34th Ave (signalized)	EB	1	LT	L	55	0.31	42.2	D	55	0.31	42.2	D	EB	1	LT	L	0.29	39.4	D	Modify signal timing. Reduce NB/SB phase by 9 secs. Increase EB/WB phase by 3 secs. Increase SBL phase by 6 secs. Cycle length remains same (120 secs).
					T	20				T											
		WB	1	LTR2	R	145	0.23	40.4	D	195	0.23	40.4	D	WB	1	LTR2	R	0.21	37.5	D	
					L	10				L											
		NB	1	TR	T	20	0.45	31.3	C	20	0.46	31.3	C	NB	1	TR	T	0.57	46.6	D	
					R2	30				R											
					L	145				L											
		SB	1	LTR	T	235	0.34	23.2	C	240	0.36	23.3	C	SB	1	LTR	T	0.42	30.5	D	
					R	20				R											
					L	5				L											
SE	1	L2LRR2	T	150	0.98	91.1	F	155	1.05	107.0	F	SE	1	L2LRR2	T	0.84	60.0	E			
			R	40				R													
			L2	5				L2													
			L	15				L													
Inter.	-	-	-	-	-	-	48.8	D	-	-	54.3	D	Inter.	-	-	-	-	47.6	D		
																				R	75
5	126th Street and 35th Ave (unsignalized)	WB	1	LR	L	40	0.15	17.9	C	40	0.16	19.0	C	WB	1	LR	L				
					R	0				R											
		NB	1	TR	T	400	0.14	0.0	-	405	0.15	0.0	-	NB	1	TR	T				
					R	0				R											
		SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
T	510				T																
WB App.	-	-	-	-	-	-	17.9	C	-	-	19.0	C	WB App.	-	-	-	-	-	-		
6	126th Street and 36th Ave (unsignalized)	WB	1	LR	L	30	0.22	14.9	B	30	0.23	15.5	C	WB	1	LR	L				
					R	55				R											
		NB	1	TR	T	345	0.17	0.0	-	350	0.17	0.0	-	NB	1	TR	T				
					R	15				R											
		SB	1	LT	L	55	0.06	2.8	A	55	0.06	2.6	A	SB	1	LT	L				
T	495				T																
WB App.	-	-	-	-	-	-	14.9	B	-	-	15.5	C	WB App.	-	-	-	-	-			
7	126th Street and 37th Ave (unsignalized)	WB	1	LR	L	0	0.00	0.0	A	0	0.00	0.0	A	WB	1	LR	L				
					R	0				R											
		NB	1	TR	T	360	0.17	0.0	-	365	0.17	0.0	-	NB	1	TR	T				
					R	0				R											
		SB	1	LT	L	0	0.00	0.0	-	0	0.00	0.0	-	SB	1	LT	L				
T	525				T																
WB App.	-	-	-	-	-	-	0.0	A	-	-	0.0	A	WB App.	-	-	-	-	-			

TABLE 7

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2031 No-Action PM Peak Hour (4:45pm- 5:45pm)				2031 Build PM Peak Hour (4:45pm - 5:45pm)				2031 Build PM Peak Hour w/ Mitigation (4:45pm - 5:45pm)						Mitigation Measures		
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS	
8	126th Street and 38th Ave (unsignalized)	WB	1	LR	L	5	0.13	10.8	B	5	0.13	10.9	B	WB	1	LR	L				Mitigation Not Required	
					R	70				70							R					
		NB	1	TR	T	290	0.14	0.0	-	295	0.14	0.0	-	NB	1	TR	T					
					R	5	0.07	0.0	-	5	0.07	0.0	-				R					
		SB	1	LT	L	110	0.12	4.5	A	110	0.12	4.2	A	SB	1	LT	L					
T	415				0.18	0.0	-	490	0.22	0.0	-	T	T									
WB App.	-	-	-					10.8	B			10.9	B	WB App.	-	-	-					
9	Roosevelt Ave and 126th Street (signalized)	EB	2	TR	L	140	0.72	19.7	B	145	0.74	20.4	C	EB	2	TR	L		0.89	36.5	D	
					T	675				675							T					
					R	5				10							R					
		WB	2	TR	L	75	0.70	18.6	B	75	0.70	18.7	B	WB	2	TR	L		0.90	39.5	D	
					T	545				545							T					
					R	135				135							R					
		NB	1	LTR	L	25	0.21	34.0	C	80	0.60	48.8	D	NB	1	LTR	L		0.23	25.2	C	
					T	20				20							T					
					R	15				15							R					
		SB	2	TR	L	270	0.86	76.0	E	270	0.92	85.7	F	SB	2	TR	L		0.67	45.4	D	
T	15				35	T																
R	135				190	R																
Inter.	-	-	-				30.0	C				33.9	C	Inter.	-	-	-		39.0	D		
10-1	Roosevelt Ave and Stadium Pl North (unsignalized)	EB	1	T	T	1005	0.32	0.0	-	1005	0.32	0.0	-	EB	1	T	T		0.71	29.7	Install traffic signal with a 120-second cycle length and 2 phases. EB/WB green phase = 61 secs, SB green phase= 59 secs. Yellow= 3 secs and All red=2 secs.	
					R			R														
		WB	1	T	T	580	0.18	0.0	-	645	0.20	0.0	-	WB	1	T	T		0.44	15.5		B
					R			R														
SB	1	R	R	425	0.79	28.8	D	425	0.83	33.7	D	SB	1	R	R		0.69	32.5	C			
SB App.	-	-	-				28.8	D				33.7	D	Inter.	-	-	-		26.4	C		
10-2	Roosevelt Ave and Stadium Pl South (unsignalized)	EB	1	T	T	715	0.23	0.0	-	715	0.23	0.0	-	EB	1	T	T		Mitigation Not Required			
					R			R														
		WB	1	T	T	725	0.22	0.0	-	850	0.26	0.0	-	WB	1	T	T					
					R			R														
NB	1	R	R	75	0.16	12.5	B	100	0.21	13.0	B	NB	1	R	R							
NB App.	-	-	-				12.5	B				13.0	B	NB App.	-	-	-					
11W	Roosevelt Ave and Southfield Employee Lot (unsignalized)	EB	1	TR	T	780	0.33	0.0	-	785	0.33	0.0	-	EB	1	TR	T		Mitigation Not Required			
					R	10	0.17	0.0	-	30	0.19	0.0	-				R					
		WB	1	LT	L	5	0.01	0.3	A	5	0.01	0.3	A	WB	1	LT	L					
					T	720	0.30	0.0	-	845	0.35	0.0	-				T					
		NB	1	LR	L	5	0.04	27.0	D	5	0.04	30.0	D	NB	1	LR	L					
					R	0				0							R					
Inter.	-	-	-				27.0	D				30.0	D	Inter.	-	-	-					

TABLE 7

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2031 No-Action PM Peak Hour (4:45pm- 5:45pm)				2031 Build PM Peak Hour (4:45pm - 5:45pm)				2031 Build PM Peak Hour w/ Mitigation (4:45pm - 5:45pm)						Mitigation Measures	
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS
11E	Roosevelt Ave and Southfield Employee Lot (unsignalized)	EB	1	TR	T	780	0.33	0.0	-	785	0.33	0.0	-	EB	1	TR	T	0.45	16.7	B	Install traffic signal with a 120-second cycle length and 2 phases. EB/WB green phase = 74 secs, NB green phase= 46 secs. Yellow= 3 secs and All red=2 secs.
			1		R	0	0.16	0.0	-	0	0.17	0.0	-		1		R				
		WB	1	LT	L	5	0.01	0.3	A	65	0.10	3.3	A	WB	1	LT	L	0.61	14.5	B	
			1		T	700	0.29	0.0	-	750	0.31	0.0	-		1		T				
NB	1	LR	L	25	0.26	20.9	C	100	1.14	170.0	F	NB	1	LR	L	0.27	29.9	C			
			R	40											R						
Inter.	-	-	-	-	-	20.9	C	-	-	170.0	F	Inter.	-	-	-	-	16.9	B			
12	Roosevelt Ave and 114th Street (signalized)	EB	1	LTR	L	80	1.17	113.2	F	80	1.33	182.4	F	EB	1	L	L	0.20	7.9	A	
					T	600				T							1.02	72.7	E		
					R	25				R											
		WB	1	L	L	265	0.94	57.4	E	265	0.94	57.4	E	WB	1	L	L	0.76	45.5	D	
					TR	T	575	0.83	22.7	C	580	0.91	30.7				C	1	TR	T	0.69
		R	165	R																	
		NB	1	LTR	L	10	1.11	129.0	F	10	1.11	129.0	F	NB	1	LTR	L	1.06	112.1	F	
					T	30				T											
		SB	1	L	L	160	1.21	179.5	F	160	1.21	179.5	F	SB	1	L	L	1.13	152.8	F	
					TR	T	95	0.36	38.5	D	95	0.36	38.5				D	1	TR	T	0.33
R	30	R																			
Inter.	-	-	-	-	-	79.4	E	-	-	101.5	F	Inter.	-	-	-	-	58.9	E			
13	114th St and 39th Ave (unsignalized)	NB	1	LT	L	45	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	45	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	NB	1	LT	L	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	Mitigation Not Required	
					T	230			T												
		SB	1	TR	T	285			285					SB	1	TR	T				
					R	25			R												
Inter.	-	-	-	-	-	-	-	-	-	-	-	Inter.	-	-	-	-	-				
14	114th St and 38th Ave (unsignalized)	EB	1	LR	L	35	0.16	11.9	B	35	0.17	12.4	B	EB	1	LR	L	-	-	-	Mitigation Not Required
					R	45				R											
		NB	1	T	T	230	0.15	0.0	-	290	0.19	0.0	-	NB	1	T	T	-	-	-	
		SB	1	T	T	265	0.18	0.0	-	265	0.18	0.0	-	SB	1	T	T	-	-	-	
EB App.	-	-	-	-	-	11.9	B	-	-	12.4	B	EB App.	-	-	-	-	-	-			
15	114th St and 37th Ave (signalized)	EB	1	LR	L	65	0.28	23.3	C	65	0.28	23.3	C	EB	1	LR	L	-	-	-	Mitigation Not Required
					R	50				R											
		NB	1	LT	L	120	0.48	15.8	B	120	0.56	17.4	B	NB	1	LT	L	-	-	-	
					T	145				T											
		SB	1	TR	T	215	0.32	12.2	B	215	0.32	12.2	B	SB	1	TR	T	-	-	-	
R	30				R																
Inter.	-	-	-	-	-	15.9	B	-	-	16.7	B	Inter.	-	-	-	-	-	-			

TABLE 7

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2031 No-Action PM Peak Hour (4:45pm - 5:45pm)				2031 Build PM Peak Hour (4:45pm - 5:45pm)				2031 Build PM Peak Hour w/ Mitigation (4:45pm - 5:45pm)						Mitigation Measures	
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS
16	114th St and 34th Ave (signalized)	EB	1	T	T	370	0.52	14.1	B	370	0.52	14.1	B	EB	1	T	T				Mitigation Not Required
			1	R	R	65	0.10	9.0	A	65	0.10	9.0	A		1	R	R				
		NB	1	R	R	210	0.45	29.1	C	270	0.58	29.5	C	NB	1	R	R				
			1	L	L	255	0.49	39.0	C	255	0.49	29.0	C		1	L	L				
		SB	1	T	T	180	0.35	26.1	C	180	0.35	26.1	C	SB	1	T	T				
			1	R	R	200	0.17	0.3	A	200	0.17	0.3	A		1	R	R				
Inter.	-	-	-			18.7	B			19.2	B	Inter.	-	-	-						
17	Shea Road and Stadium Pl N (unsignalized)	WB	1	LR	L	15	0.32	14.4	B	15	0.43	15.6	C	WB	1	LR	L				Mitigation Not Required
			R		130	190				R											
		NB	1	T	T	305	0.13	0.0	-	310	0.13	0.0	-	NB	1	T	T				
			1	TR	R	255	0.23	0.0	-	255	0.23	0.0	-		1	TR	R				
		SB	1	LT	L	170	0.21	8.4	A	170	0.21	8.4	A	SB	1	LT	L				
			1	T	T	110	0.05	0.0	-	110	0.05	0.0	-		1	T	T				
WB App.	-	-	-			14.4	B			15.6	C	WB App.	-	-	-						
18	Shea Road and GCP WB On Ramp (unsignalized)	NB	1	LT	L	375	No analysis - there is no signal or stop control			440	No analysis - there is no signal or stop control			NB	1	LT	L	No analysis - there is no signal or stop control			
			1		T	60				60					T						
		SB	1	TR	T	280				280				T							
			1		R	40				40				R							
	Ramp to GCP from SW Shea Rd (stop sign)	WB	1	T	T	375	0.25	0.0	-	440	0.29	0.0	-	WB	1	T	T				
		SW	1	R	R	40	0.08	11.2	B	40	0.09	11.9	B	SW	1	R	R				
SW App.	-	-	-			11.2	B			11.9	B	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 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)						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
1	Boat Basin Pl and Marina Rd (unsignalized)	EB	1	T	T	5	0.00	0.0	-	5	0.00	0.0	-	EB	1	T	T	0.02	6.6	A	Install traffic signal with a 90-second cycle length and 2 phases. EB/WB green phase = 61 secs, NB green phase= 29 secs. Yellow= 3 secs and All red=2 secs.
			1	TR	R	20	0.02	0.0	-	20	0.02	0.0	-		1	TR	R				
		WB	1	LT	L	315	0.21	7.1	A	355	0.24	7.3	A	WB	1	LT	L	0.34	8.9		
			1	T	T	120	0.06	0.0	-	120	0.06	0.0	-		1	T	T				
		NB	1	L	L	35	0.16	21.0	C	35	0.19	24.4	C	NB	1	L	L	0.08	17.8		
			1	R	R	25	0.03	8.5	A	25	0.03	8.5	A		1	R	R				
		NB App.	-	-	-				15.9	C				17.9	C	Inter.	-	-	-		
2	Boat Basin Pl and Shea Road (signalized)	WB	1	LT	L	5	0.29	26.5	C	5	0.29	26.5	C	WB	1	LT	L				
			1	TR	T	215				215					1	TR	T				
				R	R	25				25						R	R				
		NB	1	LT	L	5	0.05	7.1	A	5	0.05	7.1	A	NB	1	LT	L				
			1	TR	T	35				35					1	TR	T				
				R	R	45				45						R	R				
		SB	1	LT	L	165	0.24	8.5	A	205	0.28	8.8	A	SB	1	LT	L				
			1	TR	T	5				5					1	TR	T				
				R	R	165				165						R	R				
		Inter.	-	-	-				14.9	B				14.7	B	Inter.	-	-	-		
3N	126th Street and Northern Blvd (signalized)	WB	3	T	T	1400	0.69	10.6	B	1440	0.71	11.1	B	WB	3	T	T				
		NB	2	L	L	195	0.32	3.6	A	200	0.33	3.7	A	NB	2	L	L				
		Inter	-	-	-				9.9	A				10.2	B	Inter	-	-	-		
3S	126th Street and GCP Off-Ramp EB / Northern Blvd (signalized)	EB	1	T	T	210	0.23	27.1	C	210	0.23	27.1	C	EB	1	T	T				
		NB	2	T	T	195	0.35	36.2	D	200	0.35	36.3	D	NB	2	T	T				
			2	R	R	125	0.28	35.7	D	125	0.28	35.7	D		2	R	R				
		NE	2	R	R	580	0.73	33.5	C	580	0.73	33.5	C	NE	2	R	R				
Inter.	-	-	-				33.1	C				33.1	C	Inter.	-	-	-				

TABLE 8

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	2031 No-Action Saturday Peak Hour (2pm - 3pm)				2031 Build Saturday Peak Hour (2pm - 3pm)				2031 Build Saturday Peak Hour with Mitigation (2pm - 3pm)						Mitigation Measures		
						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	
4	126th Street and Shea Road/34th Ave (signalized)	EB	1	LT	L	40	0.26	41.0	D	L	40	0.26	41.0	D	EB	1	LT	L	0.23	38.0	D	Modify signal timing. Reduce NB/SB phase by 9 secs. Increase EB/WB phase by 3 secs. Increase SBL phase by 6 secs. Cycle length remains same (120 secs).
					T	30				T												
		WB	1	LTR2	L	35	0.48	46.9	D	L	35	0.48	46.9	D	WB	1	LTR2	L	0.43	42.8	D	
					T	30				T												
					R2	50				R2												
		NB	1	TR	L	115	0.39	23.4	C	L	115	0.40	23.6	C	NB	1	TR	L	0.49	31.2	C	
					T	215				T												
					R	30				R												
		SB	1	LTR	L	15	0.27	21.8	C	L	15	0.27	21.8	C	SB	1	LTR	L	0.32	28.4	C	
					T	140				T												
R	15				R																	
SE	1	L2LRR2	L2	10	0.98	91.4	F	L2	10	1.07	113.8	F	SE	1	L2LRR2	L2	0.86	61.9	E			
			L	10				L														
			R	185				R														
			R2	85				R2														
Inter.	-	-	-	-	-	-	47.9	D	-	-	-	-	-	Inter.	-	-	-	-	43.6	D		
5	126th Street and 35th Ave (unsignalized)	WB	1	LR	L	65	0.25	20.2	C	L	65	0.27	21.8	C	WB	1	LR	L				Mitigation Not Required
					R	0				R												
		NB	1	TR	T	360	0.13	0.0	-	T	370	0.13	0.0	-	NB	1	TR	T				
					R	0				R												
		SB	1	LT	L	0	0.00	0.0	-	L	0	0.00	0.0	-	SB	1	LT	L				
T	500				T																	
WB App.	-	-	-	-	-	-	20.2	C	-	-	-	-	-	WB App.	-	-	-	-	-			
6	126th Street and 36th Ave (unsignalized)	WB	1	LR	L	25	0.17	15.0	B	L	25	0.18	15.7	C	WB	1	LR	L				Mitigation Not Required
					R	35				R												
		NB	1	TR	T	325	0.16	0.0	-	T	335	0.16	0.0	-	NB	1	TR	T				
					R	20				R												
		SB	1	LT	L	35	0.04	1.5	A	L	35	0.04	1.4	A	SB	1	LT	L				
					T	530				T												
WB App.	-	-	-	-	-	-	15.0	B	-	-	-	-	-	WB App.	-	-	-	-	-			
7	126th Street and 37th Ave (unsignalized)	WB	1	LR	L	0	0.01	9.6	A	L	0	0.01	9.6	A	WB	1	LR	L				Mitigation Not Required
					R	5				R												
		NB	1	TR	T	340	0.15	0.0	-	T	350	0.15	0.0	-	NB	1	TR	T				
					R	0				R												
		SB	1	LT	L	0	0.00	0.0	-	L	0	0.00	0.0	-	SB	1	LT	L				
T	555				T																	
WB App.	-	-	-	-	-	-	9.6	A	-	-	-	-	-	WB App.	-	-	-	-	-			

TABLE 8

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Movement	2031 No-Action Saturday Peak Hour (2pm - 3pm)				2031 Build Saturday Peak Hour (2pm - 3pm)				2031 Build Saturday Peak Hour with Mitigation (2pm - 3pm)						Mitigation Measures	
						Volume	V/C Ratio	Delay (secs)	LOS	Volume	V/C Ratio	Delay (secs)	LOS	Approach	# of Lanes	Lane Group	Movement	V/C Ratio	Delay (secs)		LOS
8	126th Street and 38th Ave (unsignalized)	WB	1	LR	L	5	0.15	10.5	B	5	0.16	10.6	B	WB	1	LR	L				Mitigation Not Required
					R	90				R											
		NB	1	TR	T	250	0.11	0.0	-	260	0.11	0.0	-	NB	1	TR	T				
					R	5				R											
		SB	1	LT	L	110	0.11	4.3	A	110	0.11	4.1	A	SB	1	LT	L				
T	445				T																
WB App.	-	-	-				10.5	B			10.6	B	WB App.	-	-	-					
9	Roosevelt Ave and 126th Street (signalized)	EB	2	TR	L	110	0.63	17.3	B	115	0.66	18.1	B	EB	2	TR	L	0.64	17.5	B	Reconfigure intersection. Added NB left lane. No change in signal timing. Cycle length remains same (120 secs). Mitigation measures for this intersection is under discussion between the PANYNJ and NYCDOT. Need exclusive left turn warrant analysis during design phase.
					T	465				T											
					R	25				R											
		WB	2	TR	L	20	0.48	14.0	B	20	0.48	14.0	B	WB	2	TR	L	0.48	14.0	B	
					T	520				T											
					R	130				R											
		NB	1	LTR	L	30	0.15	21.5	C	175	0.72	39.3	D	NB	1	LTR	L	0.64	35.0	D	
					T	15				T											
					R	15				R											
		SB	2	TR	L	320	0.83	44.6	D	320	0.95	63.8	E	SB	2	TR	L	0.84	44.9	D	
T	20				T																
Inter.	-	-	-				21.9	C			27.6	C	Inter.	-	-	-		23.5	C		
10-1	Roosevelt Ave and Stadium Pl North (unsignalized)	EB	1	T	T	865	0.32	0.0	-	865	0.32	0.0	-	EB	1	T	T	0.81	19.2	B	Install traffic signal with a 90-second cycle length and 2 phases. EB/WB green phase = 45 secs, SB green phase= 45 secs. Yellow= 3 secs and All red=2 secs.
					T					T											
		WB	1	T	T	645	0.22	0.0	-	735	0.25	0.0	-	WB	1	T	T	0.71	17.6	B	
					T					T											
SB	1	R	R	415	1.05	89.5	F	415	1.14	120.0	F	SB	1	R	R	0.80	34.7	C			
SB App.	-	-	-				89.5	F			120.0	F	Inter.	-	-	-		21.6	C		
10-2	Roosevelt Ave and Stadium Pl South (unsignalized)	EB	1	T	T	495	0.18	0.0	-	495	0.18	0.0	-	EB	1	T	T				Mitigation Not Required
					T					T											
		WB	1	T	T	740	0.25	0.0	-	910	0.31	0.0	-	WB	1	T	T				
					T					T											
NB	1	R	R	105	0.25	15.0	B	125	0.30	15.6	C	NB	1	R	R						
NB App.	-	-	-				15.0	B			15.6	C	NB App.	-	-	-					
11W	Roosevelt Ave and Southfield Employee Lot (unsignalized)	EB	1	TR	T	550	0.25	0.0	-	565	0.26	0.0	-	EB	1	TR	T				Mitigation Not Required
					R	50				R											
		WB	1	LT	L	5	0.01	0.3	A	5	0.01	0.2	A	WB	1	LT	L				
					T	670				T											
		NB	1	LR	L	70	0.41	31.4	D	70	0.48	40.6	E	NB	1	LR	L				
R	5				R																
Inter.	-	-	-				31.4	D			40.6	E	Inter.	-	-	-					

TABLE 8

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

Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	2031 No-Action Saturday Peak Hour (2pm - 3pm)				2031 Build Saturday Peak Hour (2pm - 3pm)				2031 Build Saturday Peak Hour with Mitigation (2pm - 3pm)						Mitigation Measures	
						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
11E	Roosevelt Ave and Southfield Employee Lot (unsignalized)	EB	1	TR	T	555	0.25	0.0	-	570	0.25	0.0	-	EB	1	TR	T	0.30	14.3	B	Install traffic signal with a 90-second cycle length and 2 phases. EB/WB green phase = 64 secs, NB green phase= 26 secs. Yellow= 3 secs and All red=2 secs.
			1		R	0	0.12	0.0	-	0	0.13	0.0	-		1		R				
		WB	1	LT	L	10	0.01	0.6	A	30	0.04	1.4	A	WB	1	LT	L	0.59	10.1	B	
			1		T	650	0.29	0.0	-	795	0.36	0.0	-		1		T				
		NB	1	LR	L	25	0.22	16.4	C	50	0.44	27.7	D	NB	1	LR	L	0.27	30.2	C	
R	45				R																
Inter.	-	-	-	-	-	16.4	C	-	-	27.7	D	Inter.	-	-	-	-	13.2	B			
12	Roosevelt Ave and 114th Street (signalized)	EB	1	LTR	L	95	1.30dl	18.9	B	95	1.30dl	19.5	B	EB	1	L	L	0.36	13.8	B	Reconfigure lane geometry using existing (Fig. 2) roadway width. See Fig. 3 for proposed lane configuration. Provide leading EB/WB left turn phase. Modify signal timing. Reduce NB/SB phase by 3 secs. Reduce EB/WB phase by 13 secs. Add EBL/WBL phase of 16 secs. Cycle length remains same (120 secs). Need exclusive left turn warrant analysis during design phase.
					T	485				485						T	0.87	42.7	D		
					R	30				30						R					
		WB	1	L	L	240	1.05	95.5	F	240	1.05	95.5	F	WB	1	L	L	1.00	60.4	E	
					T	620	1.13	96.4	F	630	1.26	152.3	F				T	T	0.95	41.0	
		R	1	TR	T	200	0.73	34.5	C	10	0.73	34.5	C	NB	1	LTR	L	0.80	42.4	D	
					R	230				R											
		NB	1	LTR	L	10	0.91	65.2	E	150	0.91	65.2	E	SB	1	LTR	L	0.67	56.1	E	
					T	45				45							T				
					R	230				R											
SB	1	LTR	L	150	0.91	65.2	E	150	0.91	65.2	E	SB	1	LTR	L	0.67	56.1	E			
			T	70				70							T						
R	1	TR	T	70	0.91	65.2	E	70	0.91	65.2	E	SB	1	TR	T	0.28	37.7	D			
			R	45				R													
Inter.	-	-	-	-	-	63.4	E	-	-	86.1	F	Inter.	-	-	-	-	43.2	D			
13	114th St and 39th Ave (unsignalized)	NB	1	LT	L	65	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	65	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	NB	1	LT	L	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	No Analysis - 39th Ave is one-way westbound	Mitigation Not Required
					T	275				355							T				
		SB	1	TR	T	265				265							T				
					R	30				30							R				
Inter.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
14	114th St and 38th Ave (unsignalized)	EB	1	LR	L	40	0.17	12.0	B	40	0.18	12.6	B	EB	1	LR	L				Mitigation Not Required
					R	45				45							R				
		NB	1	T	T	275	0.18	0.0	-	355	0.23	0.0	-	NB	1	T	T				
		SB	1	T	T	250	0.16	0.0	-	250	0.16	0.0	-	SB	1	T	T				
EB App.	-	-	-	-	-	12.0	B	-	-	12.6	B	EB App.	-	-	-	-	-	-			
15	114th St and 37th Ave (signalized)	EB	1	LR	L	95	0.33	24.0	C	95	0.33	24.0	C	EB	1	LR	L				Mitigation Not Required
					R	40				40							R				
		NB	1	LT	L	90	0.53	21.8	C	90	0.64	24.5	C	NB	1	LT	L				
					T	225				305							T				
		SB	1	TR	T	210	0.32	9.0	A	210	0.32	9.0	A	SB	1	TR	T				
R	35				35	R															
Inter.	-	-	-	-	-	18.0	B	-	-	19.8	B	Inter.	-	-	-	-	-	-			

TABLE 8

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Int. No.	Intersection Name	Approach	# of Lanes	Lane Group	Move ment	2031 No-Action Saturday Peak Hour (2pm- 3pm)				2031 Build Saturday Peak Hour (2pm - 3pm)				2031 Build Saturday Peak Hour with Mitigation (2pm - 3pm)						Mitigation Measures			
						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		
16	114th St and 34th Ave (signalized)	EB	1	T	T	480	0.57	15.3	B	480	0.57	15.3	B	EB	1	T	T				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	C	400	0.81	35.6	D	NB	1	R	R						
			1	L	L	305	0.64	32.9	C	305	0.64	32.9	C		1	L	L						
		SB	1	T	T	175	0.32	25.6	C	175	0.32	25.6	C	SB	1	T	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		C	Inter.	-	-	-				
17	Shea Road and Stadium Pl N (unsignalized)	WB	1	LR	L	30	0.30	18.7	C	30	0.44	18.7	C	WB	1	LR	L				Mitigation Not Required		
			R	65	145	R																	
		NB	1	T	T	320	0.14	0.0	-	320	0.14	0.0	-	NB	1	T	T						
			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	A	145	0.20	8.0	A	SB	1	LT	L						
			1	T	T	145	0.07	0.0	-	145	0.07	0.0	-		1	T	T						
		WB App.	-	-	-			18.7	C			18.7	C	WB App.	-	-	-						
18	Shea Road and GCP WB On Ramp (unsignalized)	NB	1	LT	L	320	<i>No analysis - there is no signal or stop control</i>				400	<i>No analysis - there is no signal or stop control</i>				NB	1	LT	L	<i>No analysis - there is no signal or stop control</i>			
			T		65	65					T												
		SB	1	TR	T	290					290					65	T						
			1		R	65					65					R							
	Ramp to GCP from SW Shea Rd (stop sign)	WB	1	T	T	320	0.20	0.0	-	400	0.25	0.0	-	WB	1	T	T						
		SW	1	R	R	65	0.11	10.7	B	65	0.13	11.5	B	SW	1	R	R						
		SW App.		-	-			10.7	B			11.5	B	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.