Appendix D: Transportation

Part 3

Appendix D - Transportation Chapter Figures/Tables

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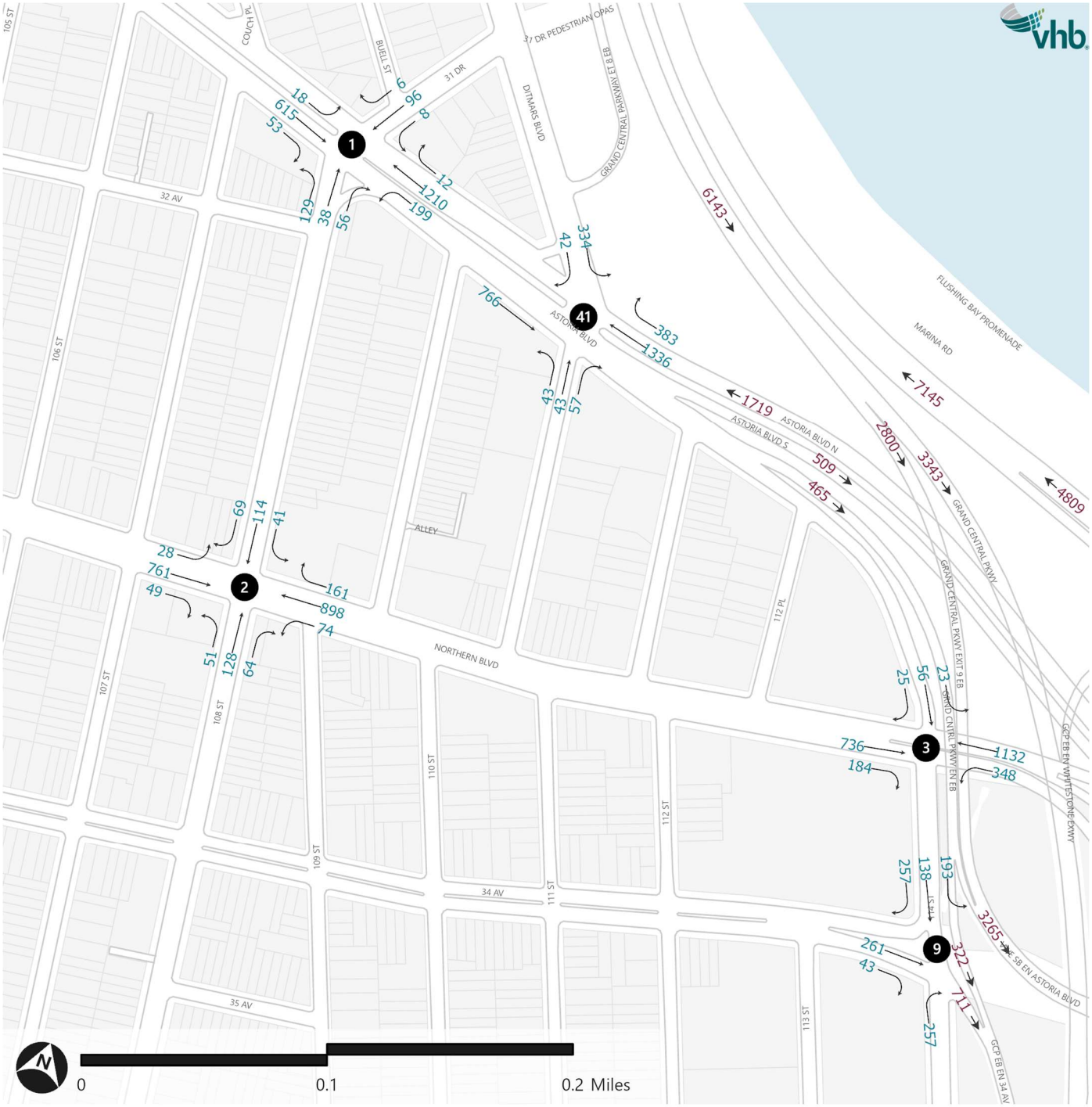
Figure D-41a: No-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-41b: No-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-41c: No-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour

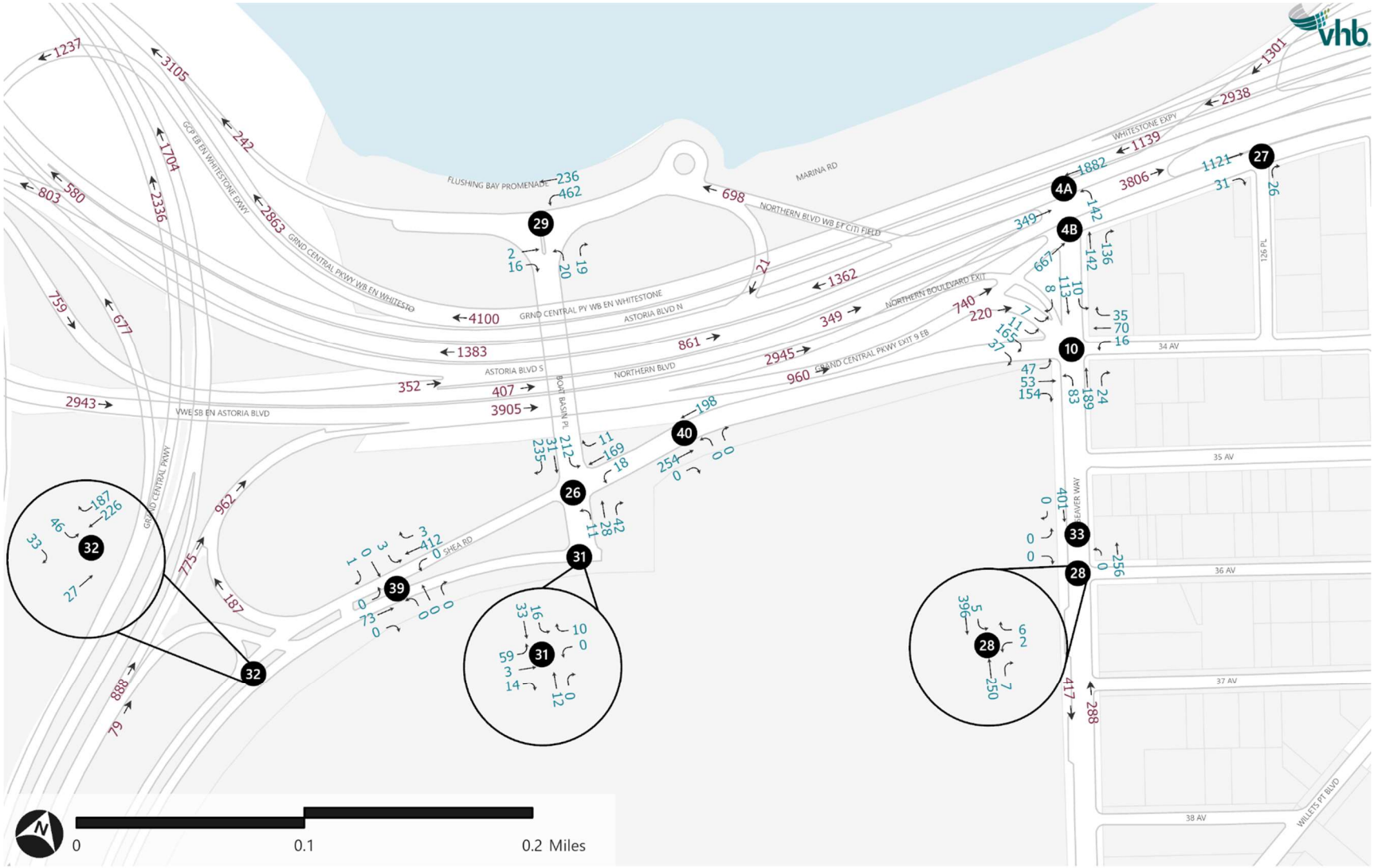
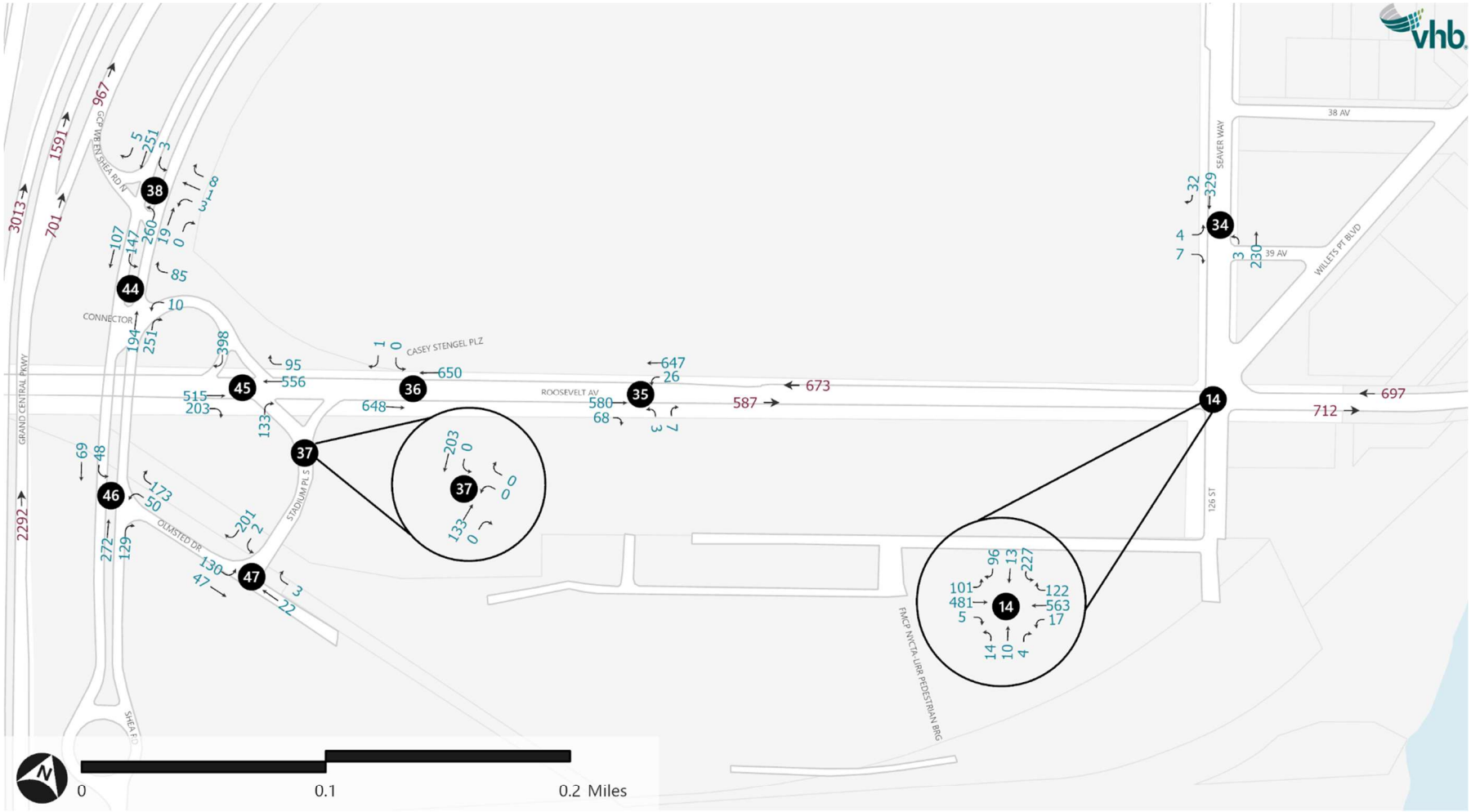


Figure D-41d: No-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-41e: No-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour

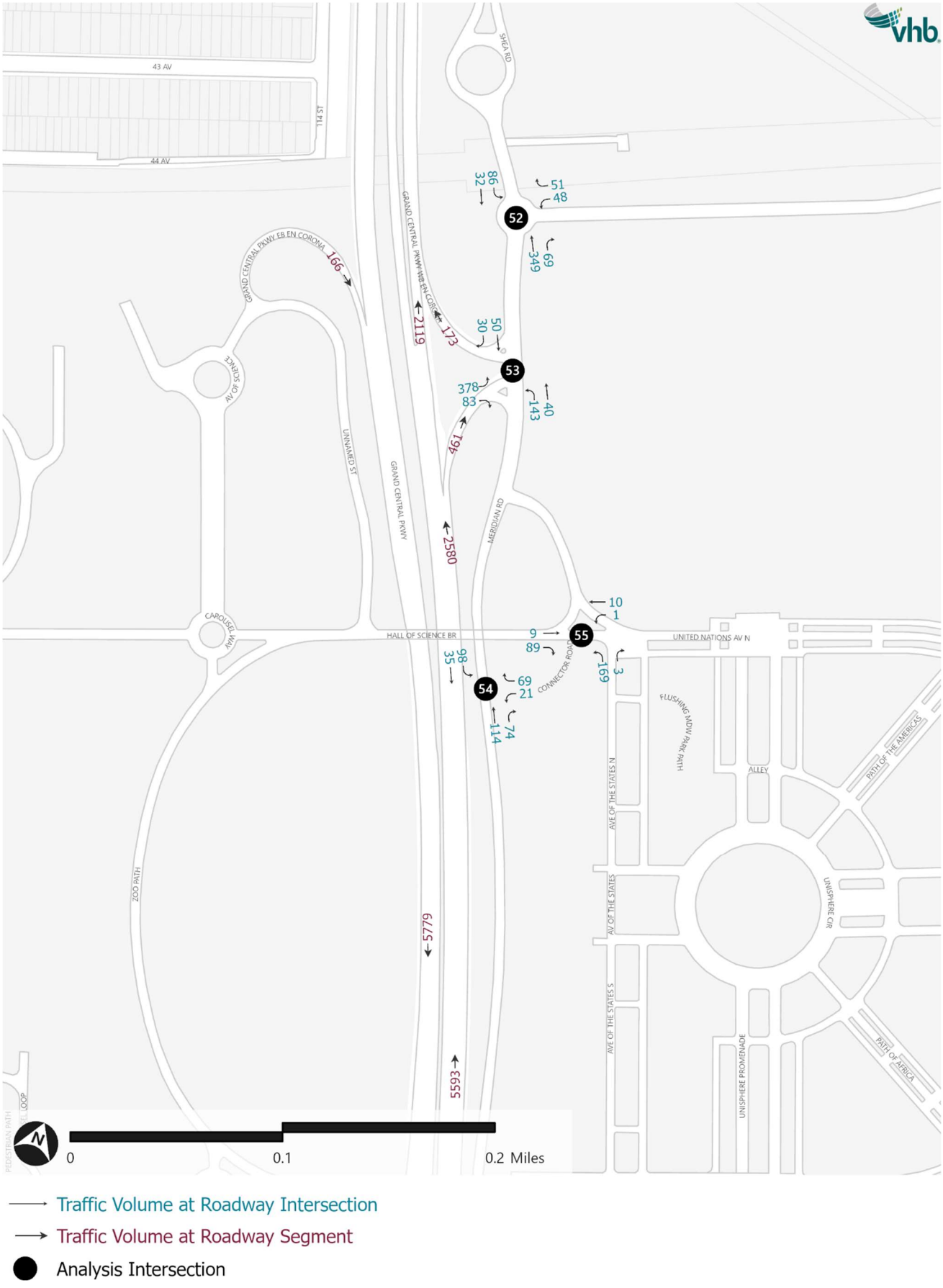


Figure D-41f: No-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour

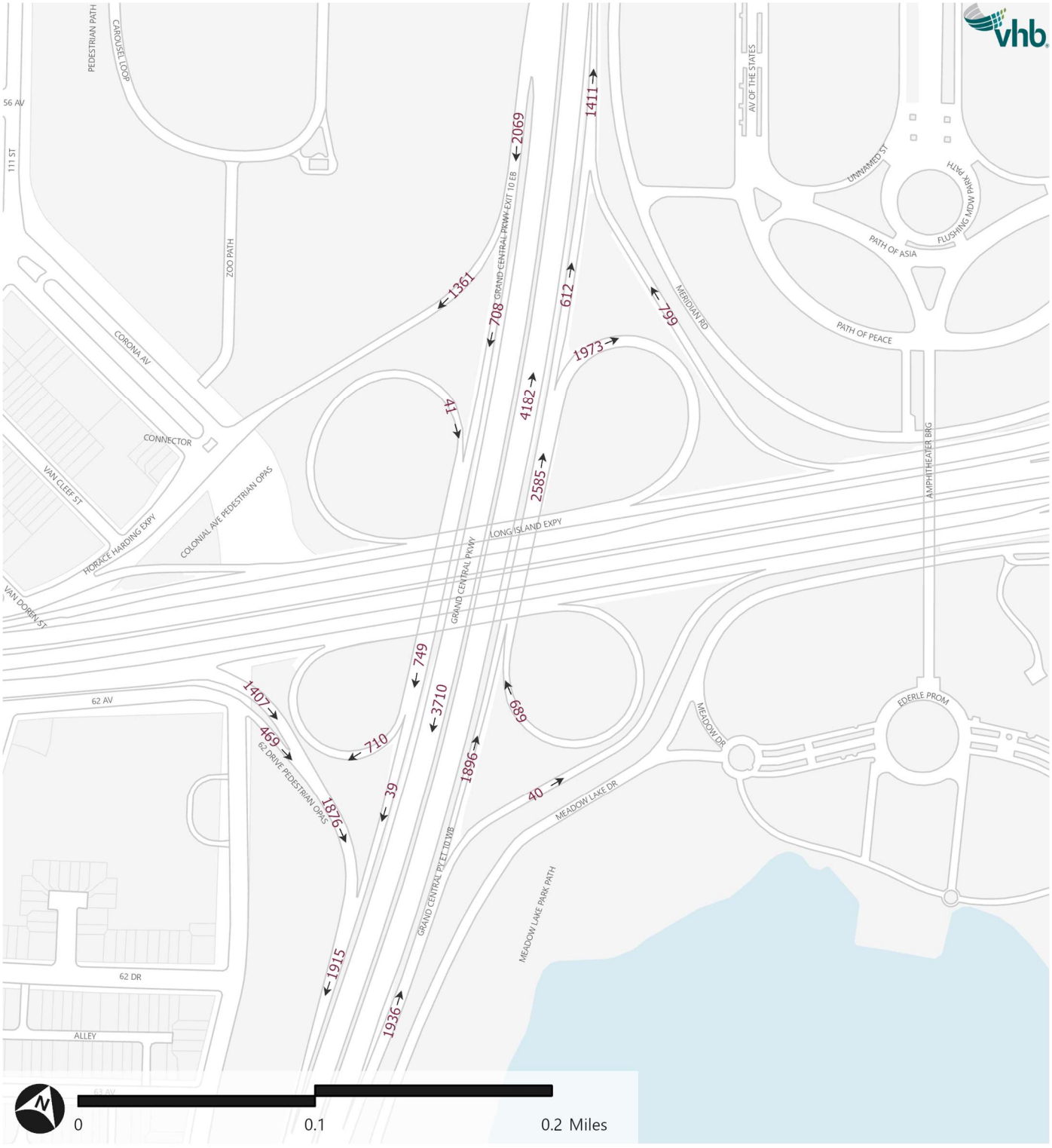


Figure D-41g: No-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour



Figure D-41h: No-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour

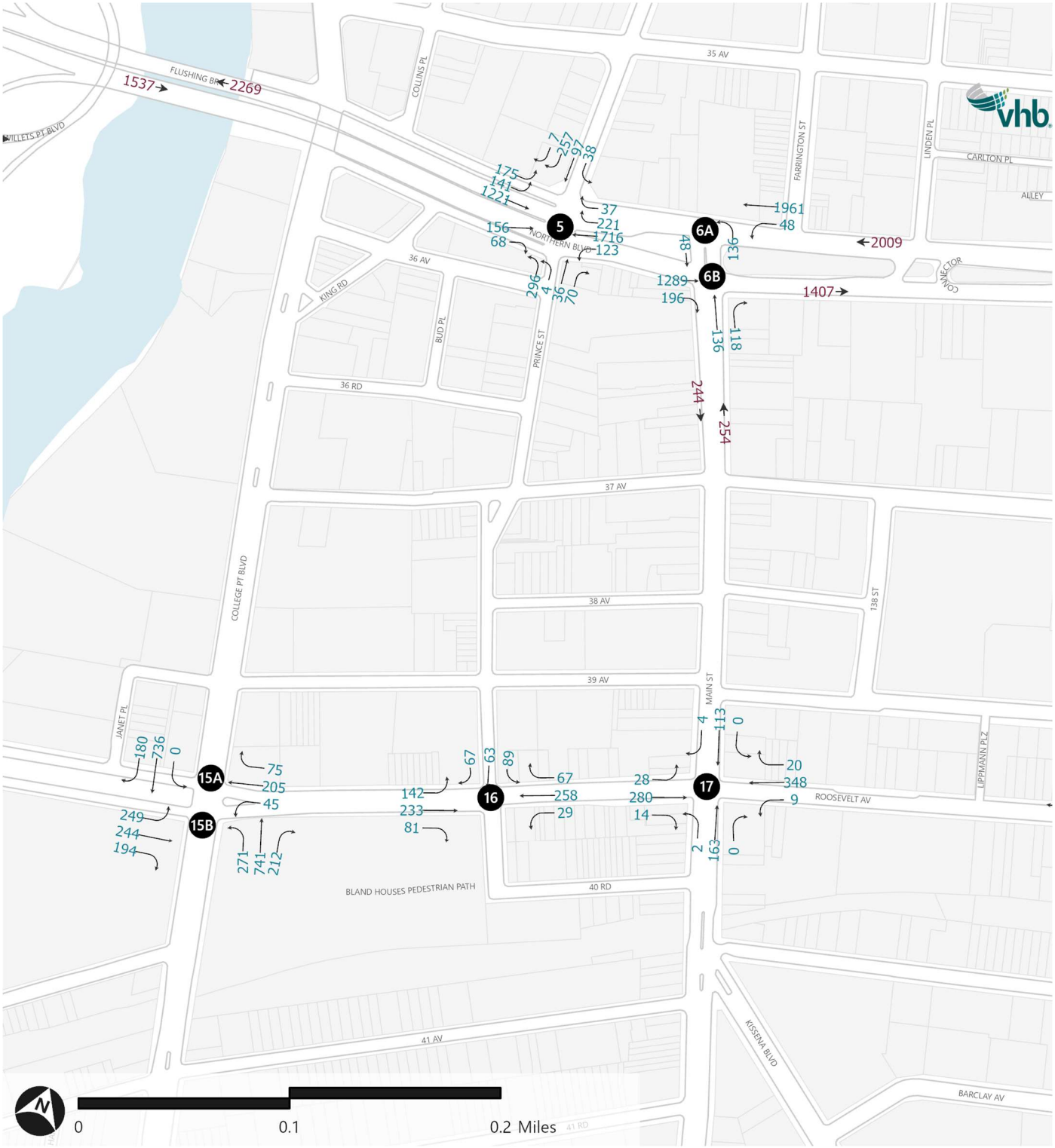


Figure D-41i: No-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour

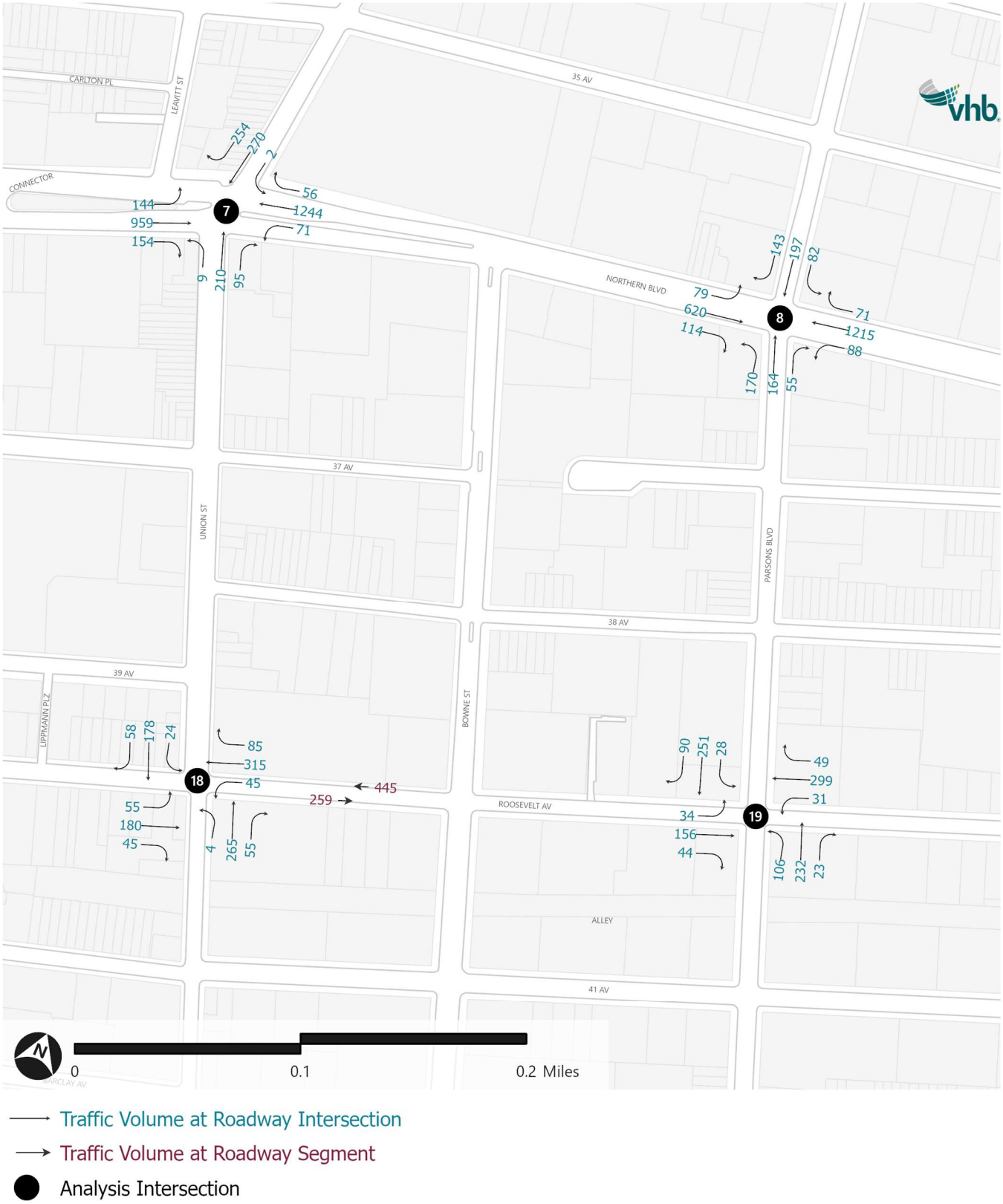
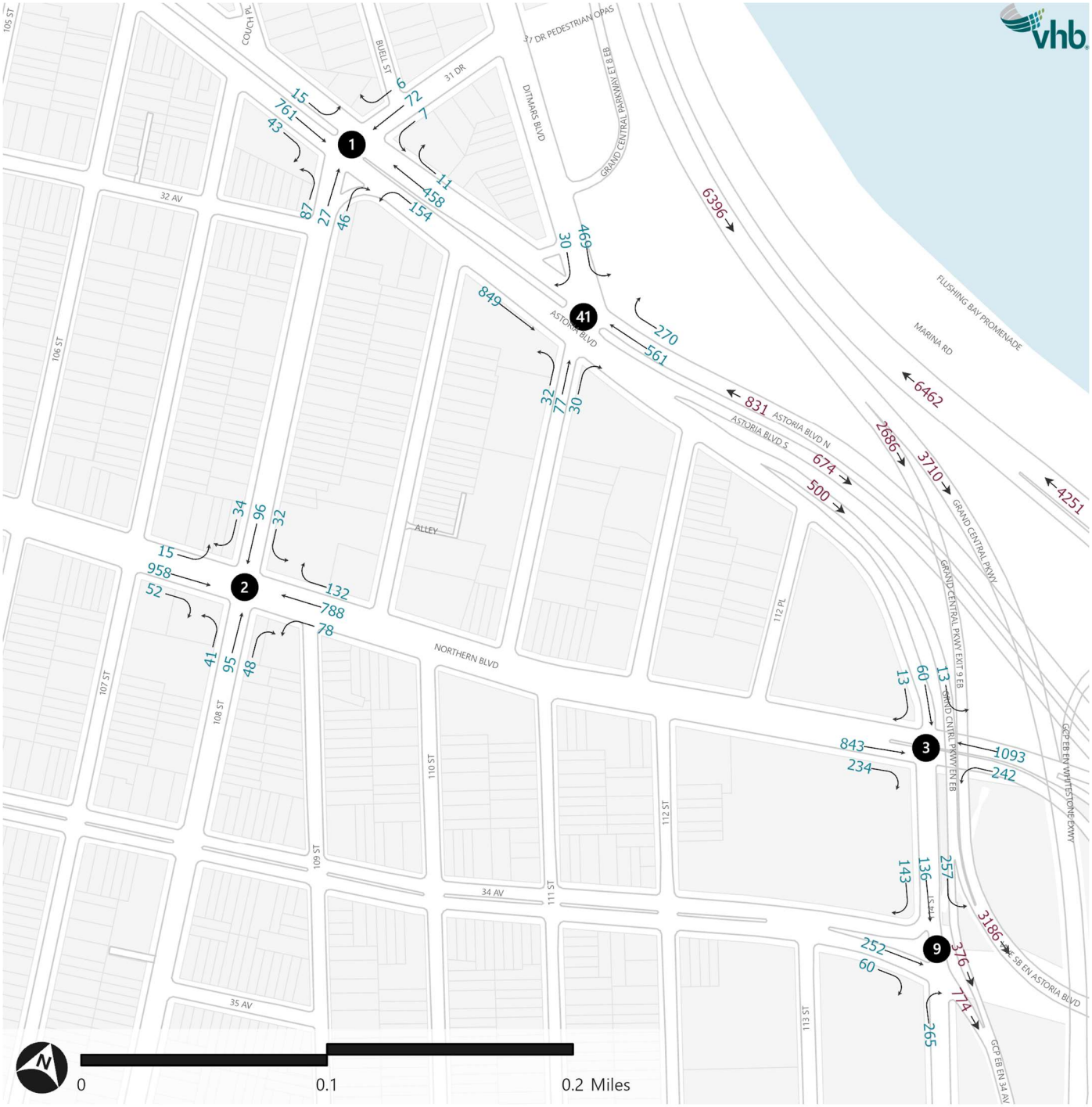


Figure D-42a: No-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

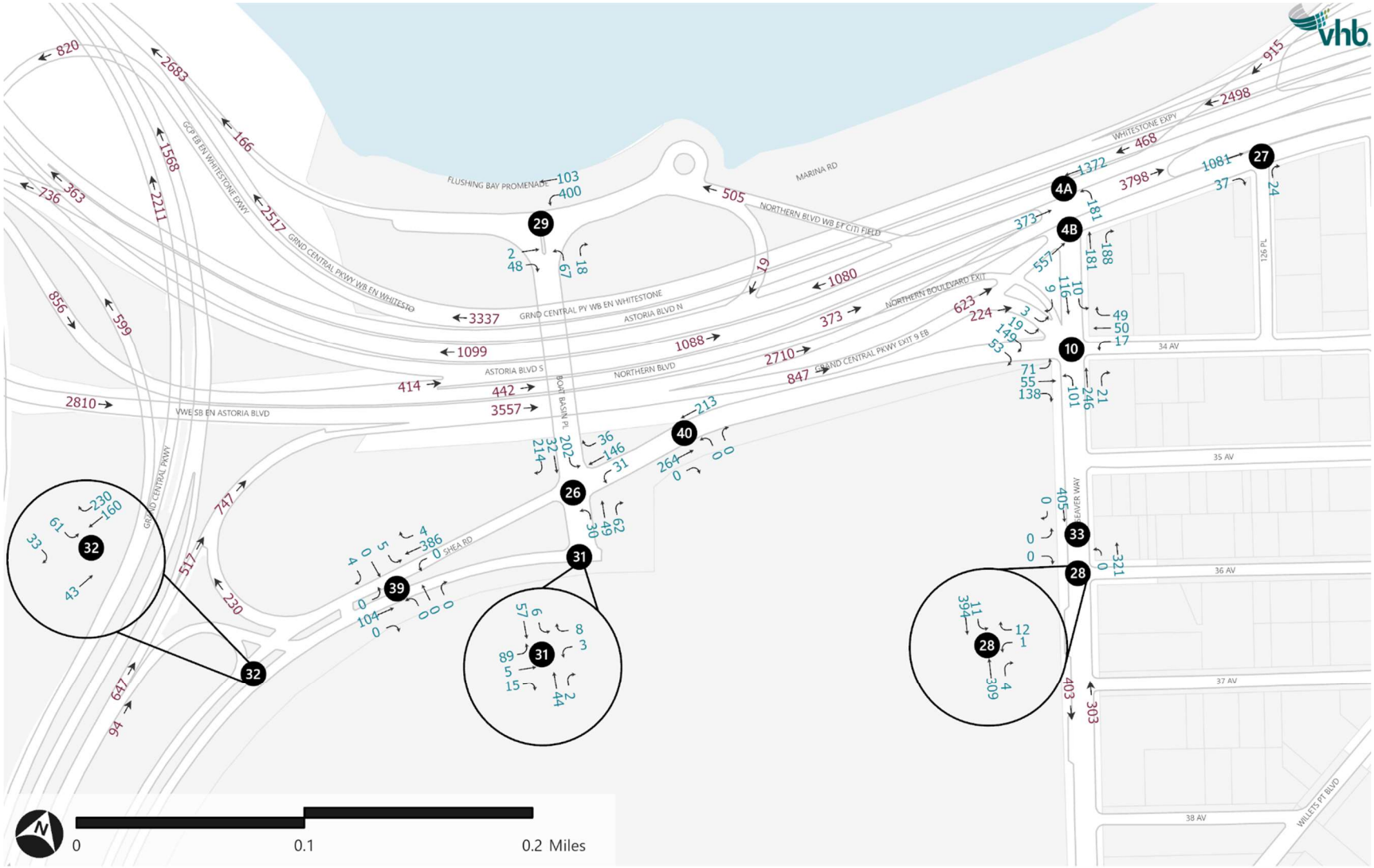
Figure D-42b: No-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

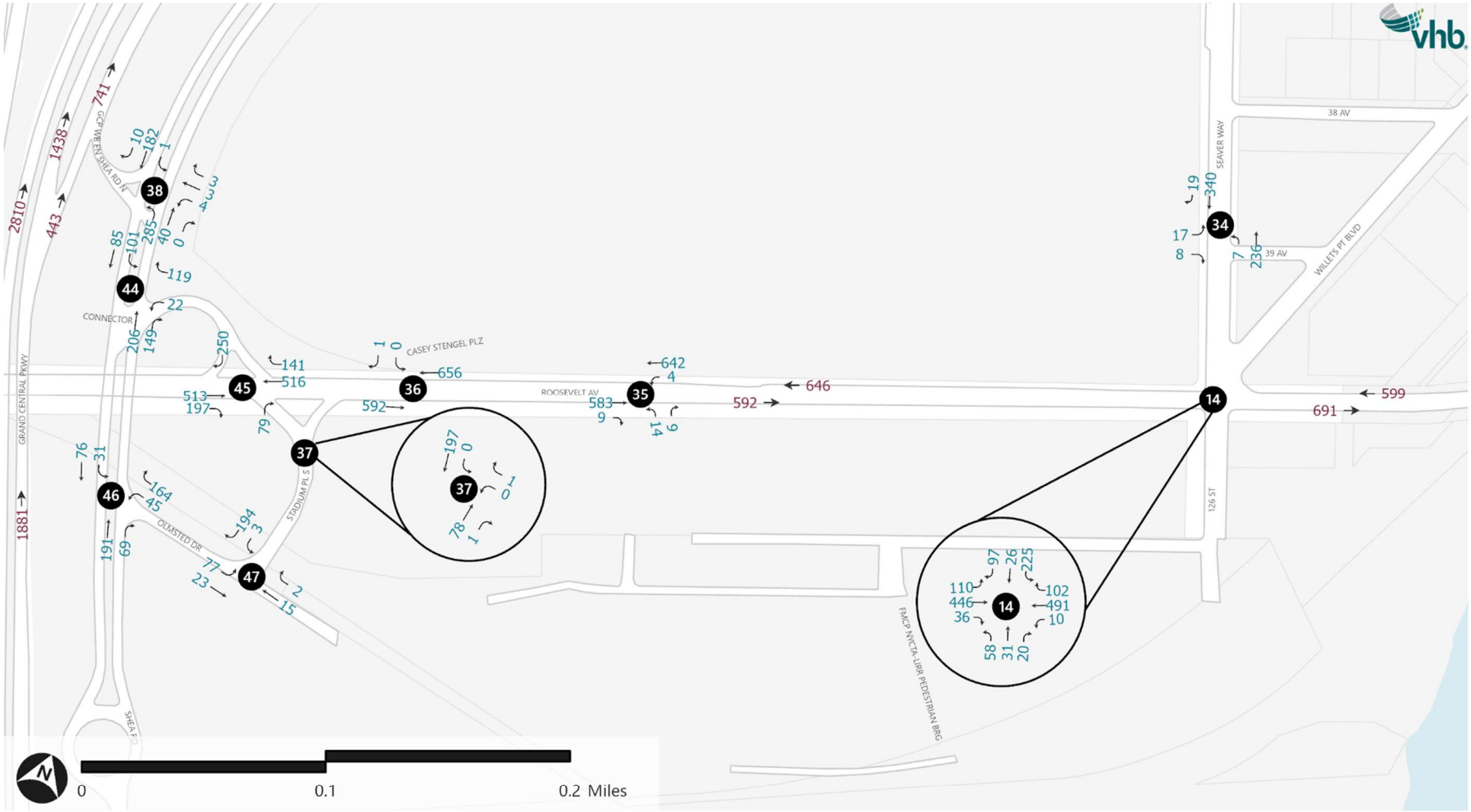
Figure D-42c: No-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-42d: No-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-42e: No-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour

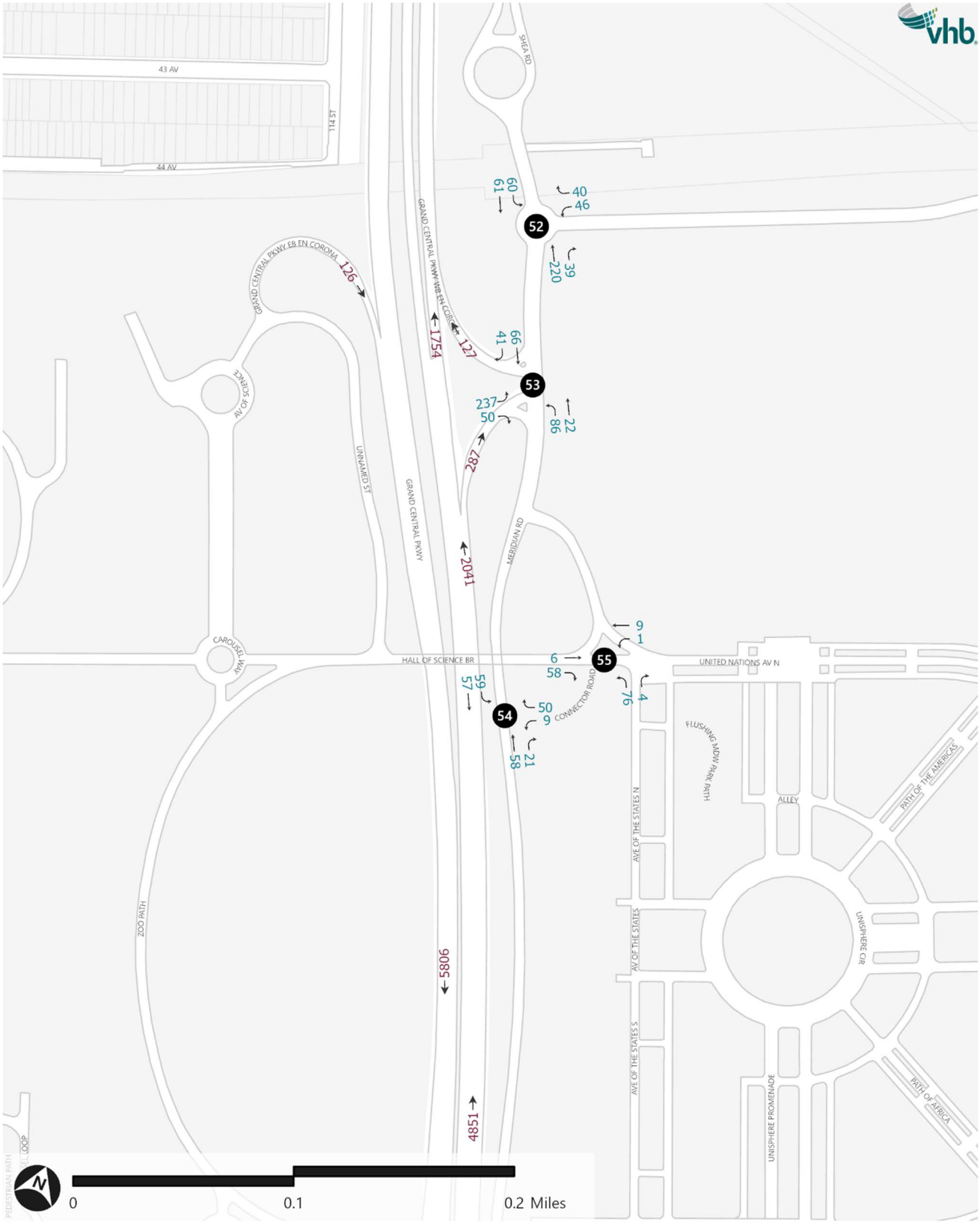


Figure D-42f: No-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour

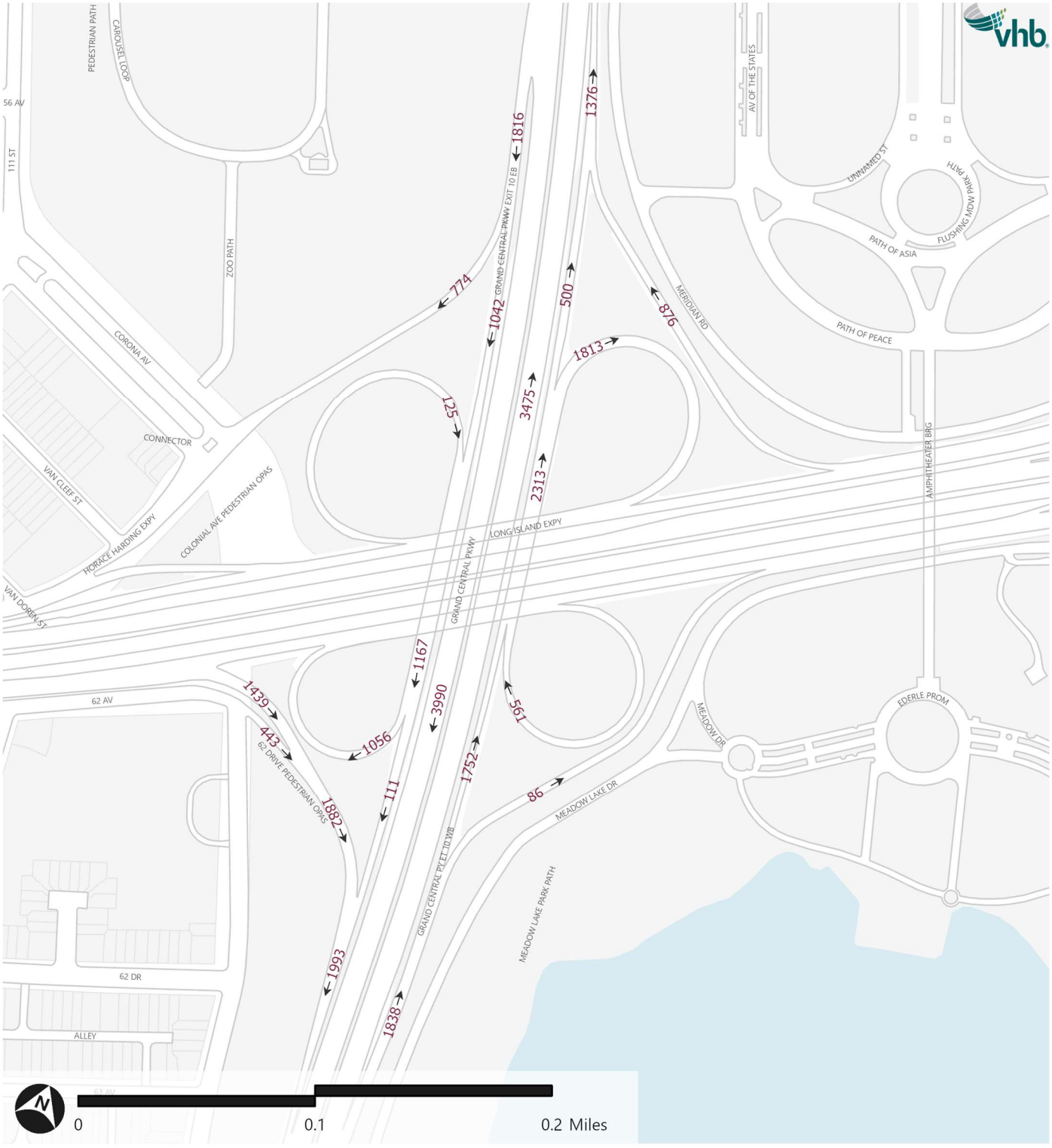


Figure D-42g: No-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour



Figure D-42h: No-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour

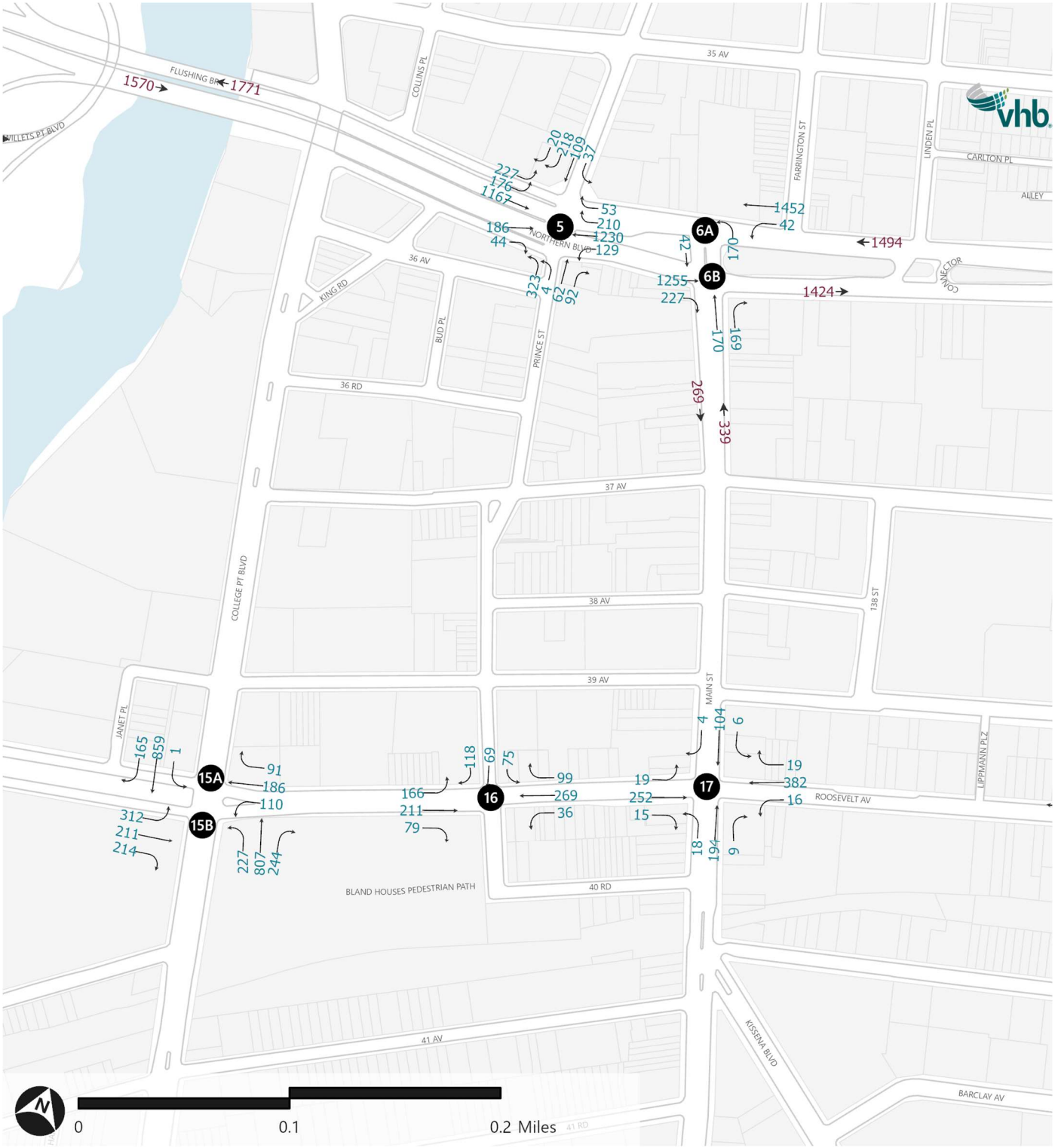


Figure D-42i: No-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour

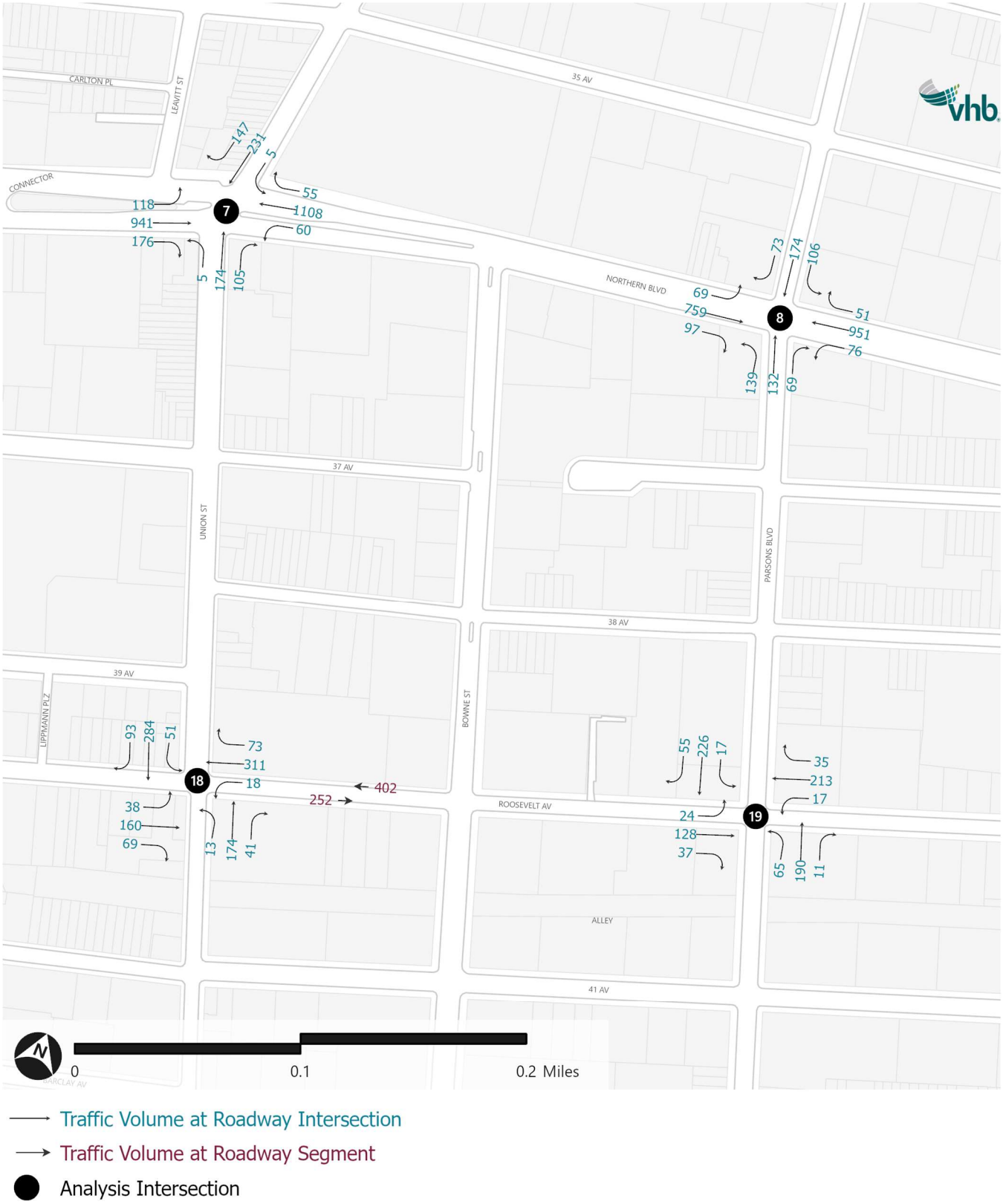
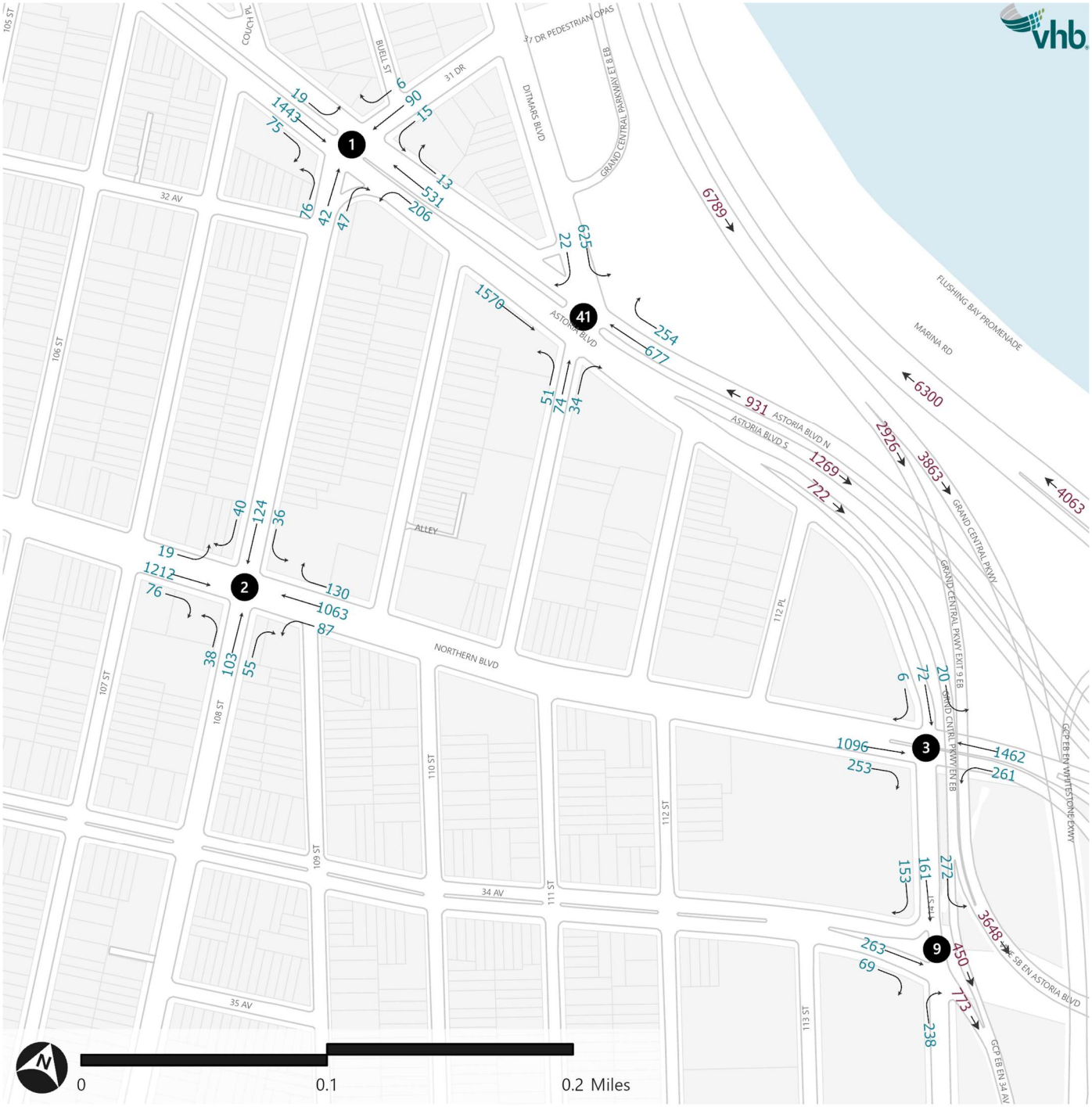


Figure D-43a: No-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour



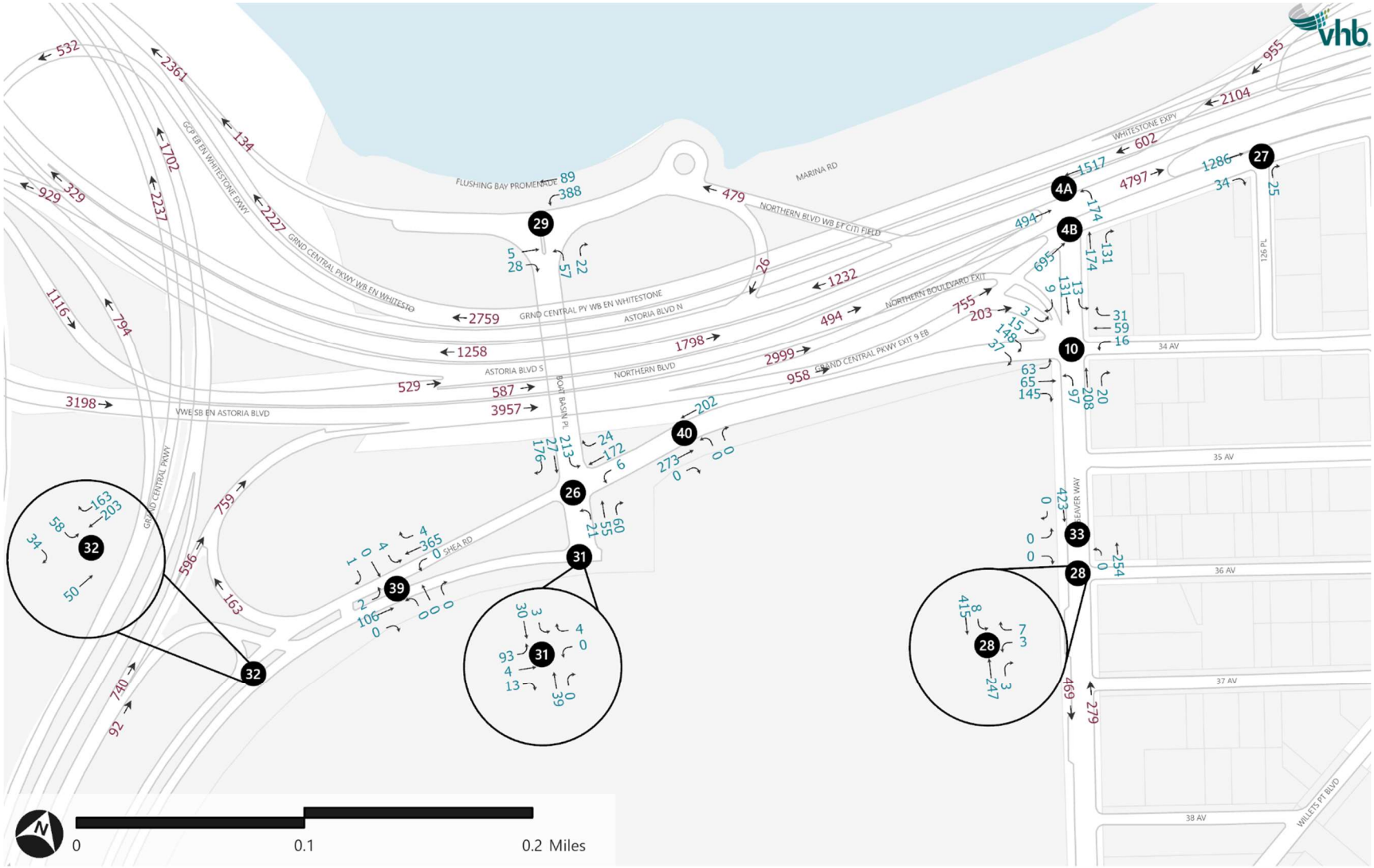
Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-43b: No-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour



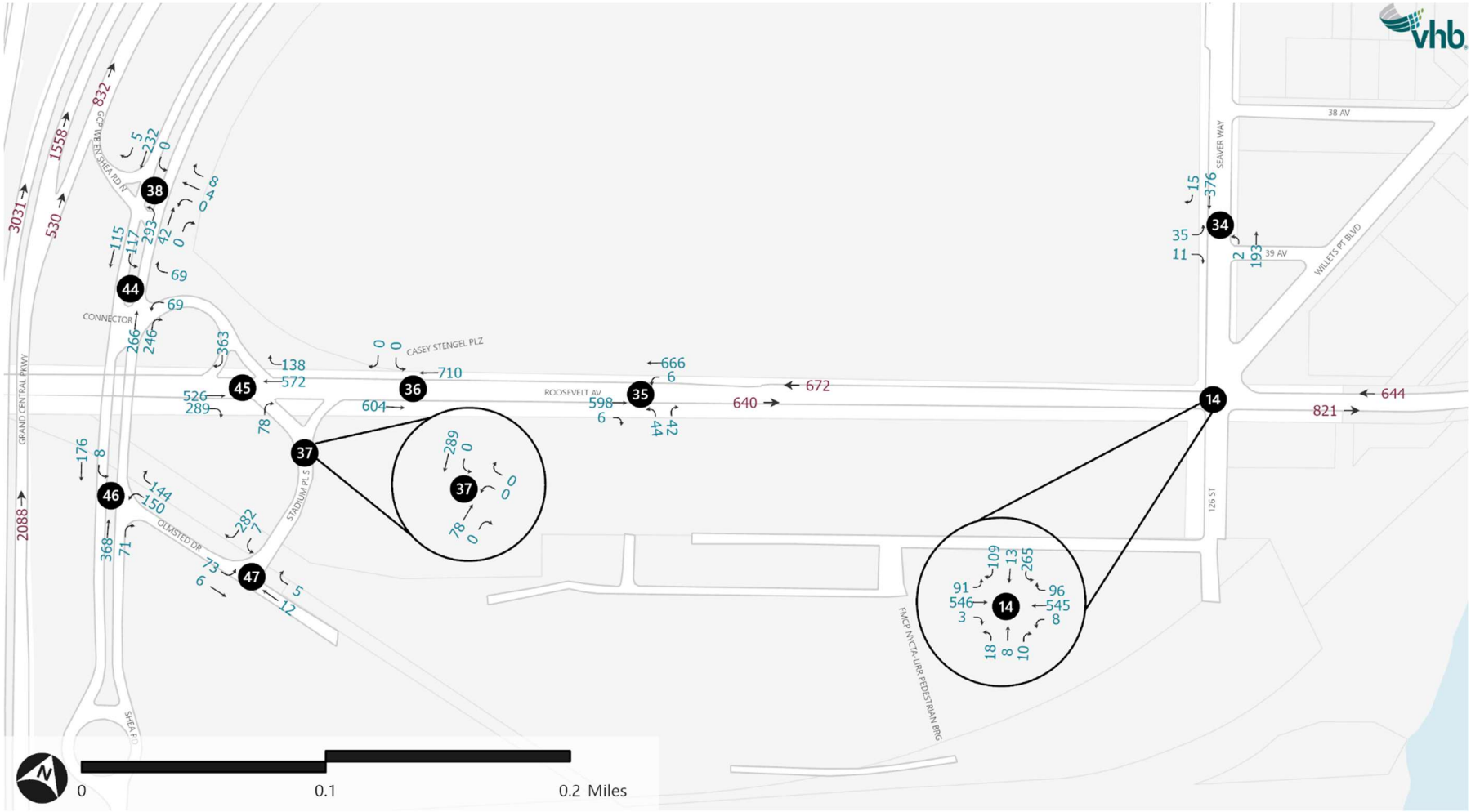
Figure D-43c: No-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-43d: No-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-43e: No-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour

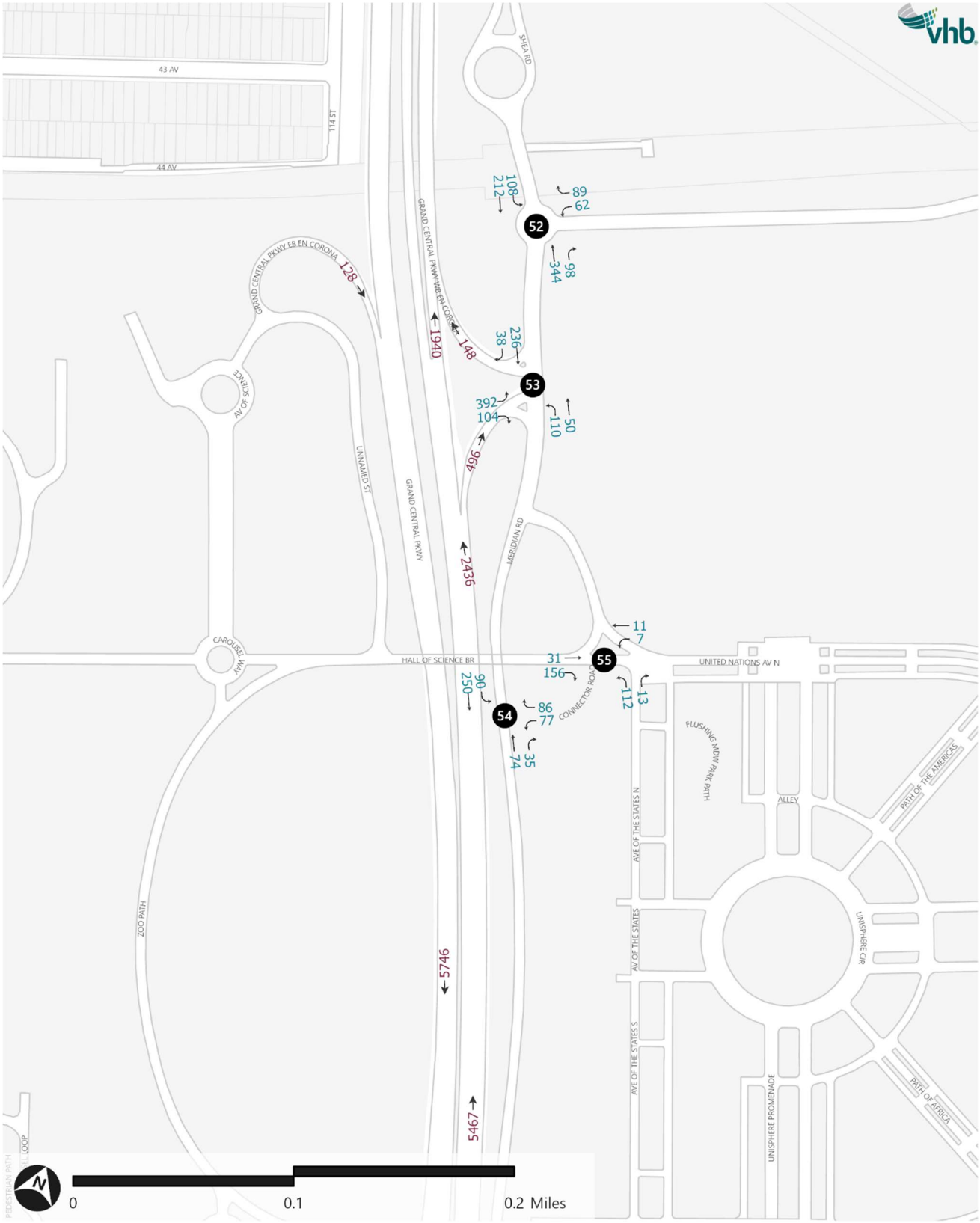


Figure D-43f: No-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour

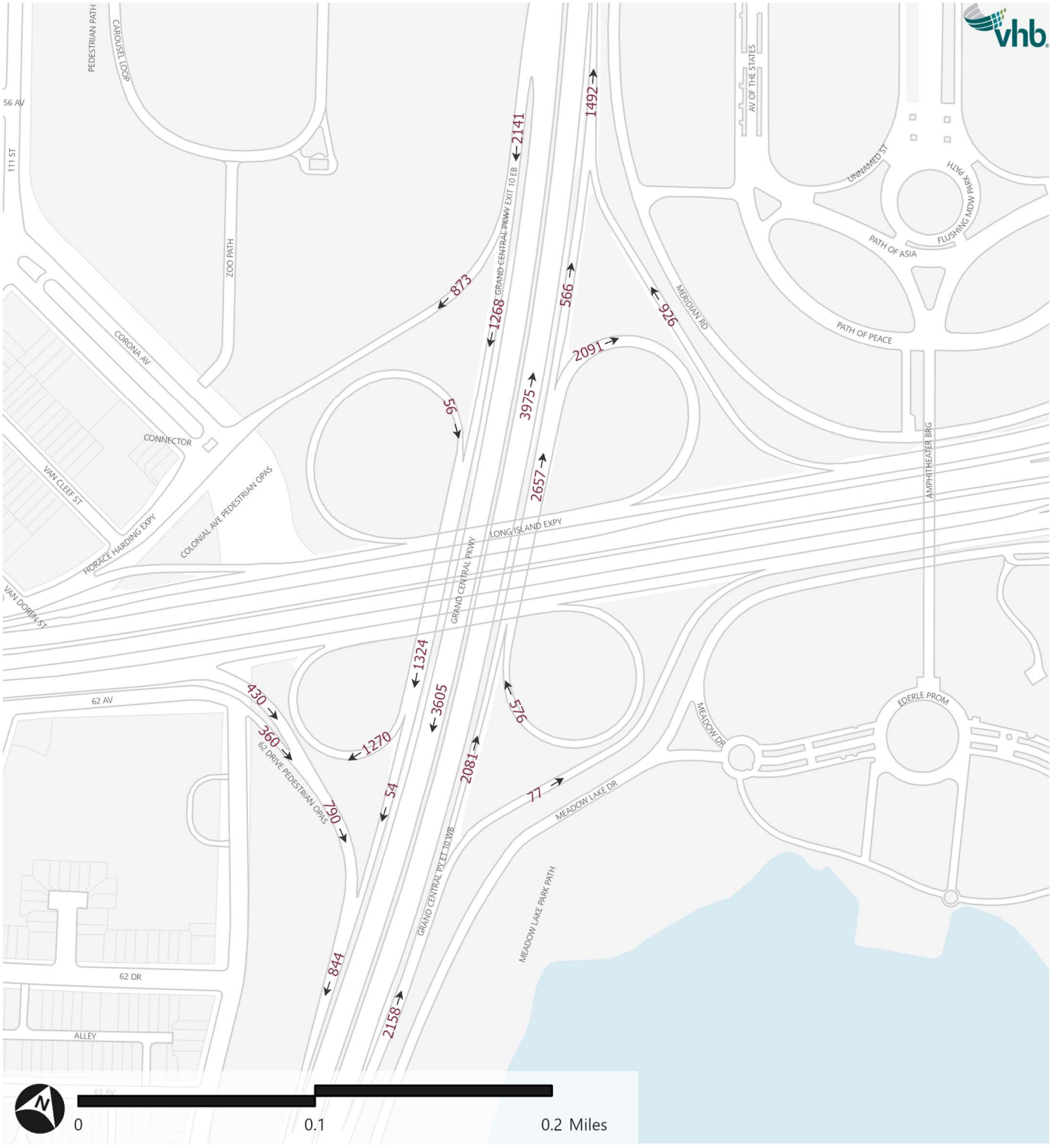


Figure D-43g: No-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour



Figure D-43h: No-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour

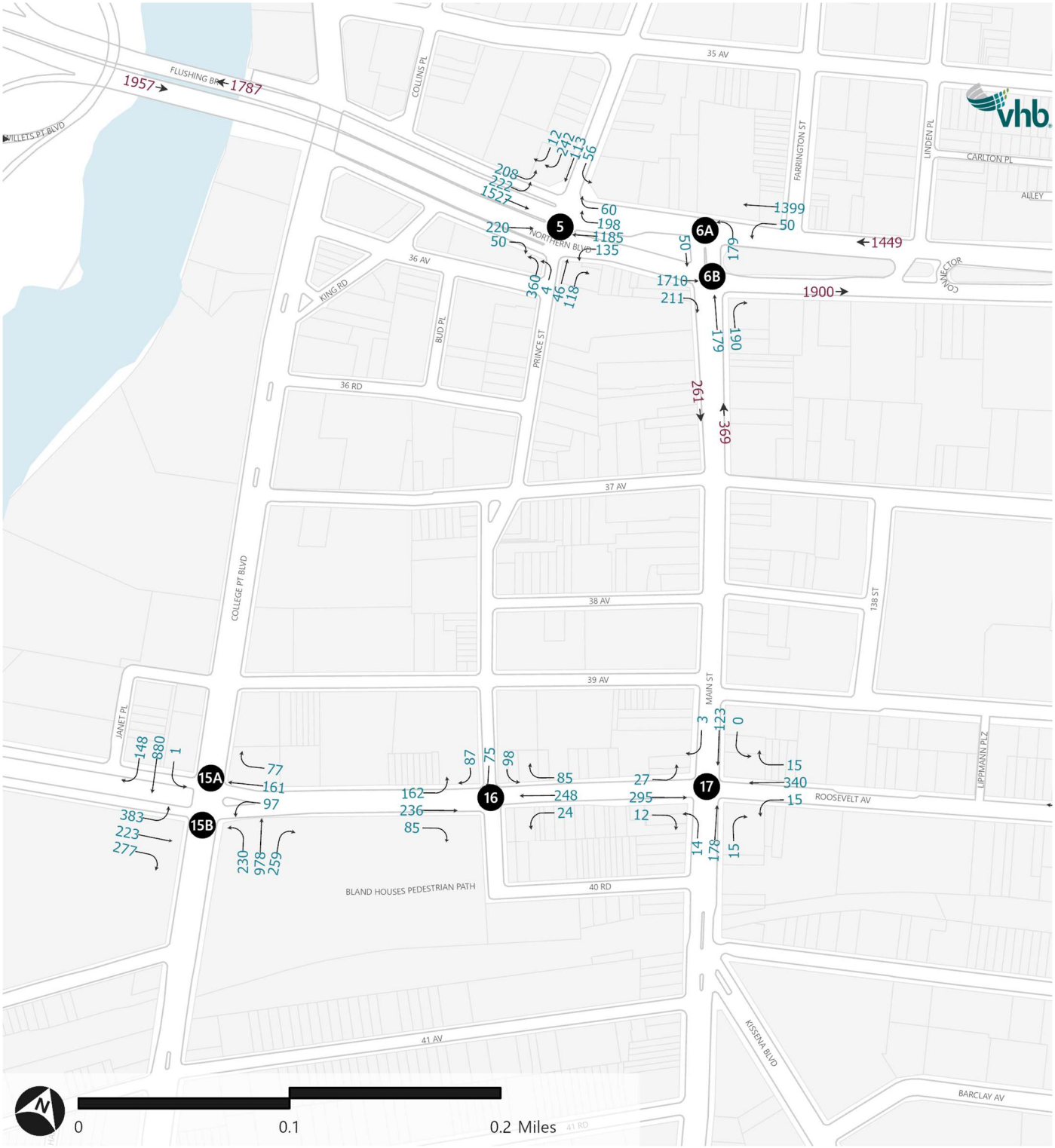


Figure D-43i: No-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour

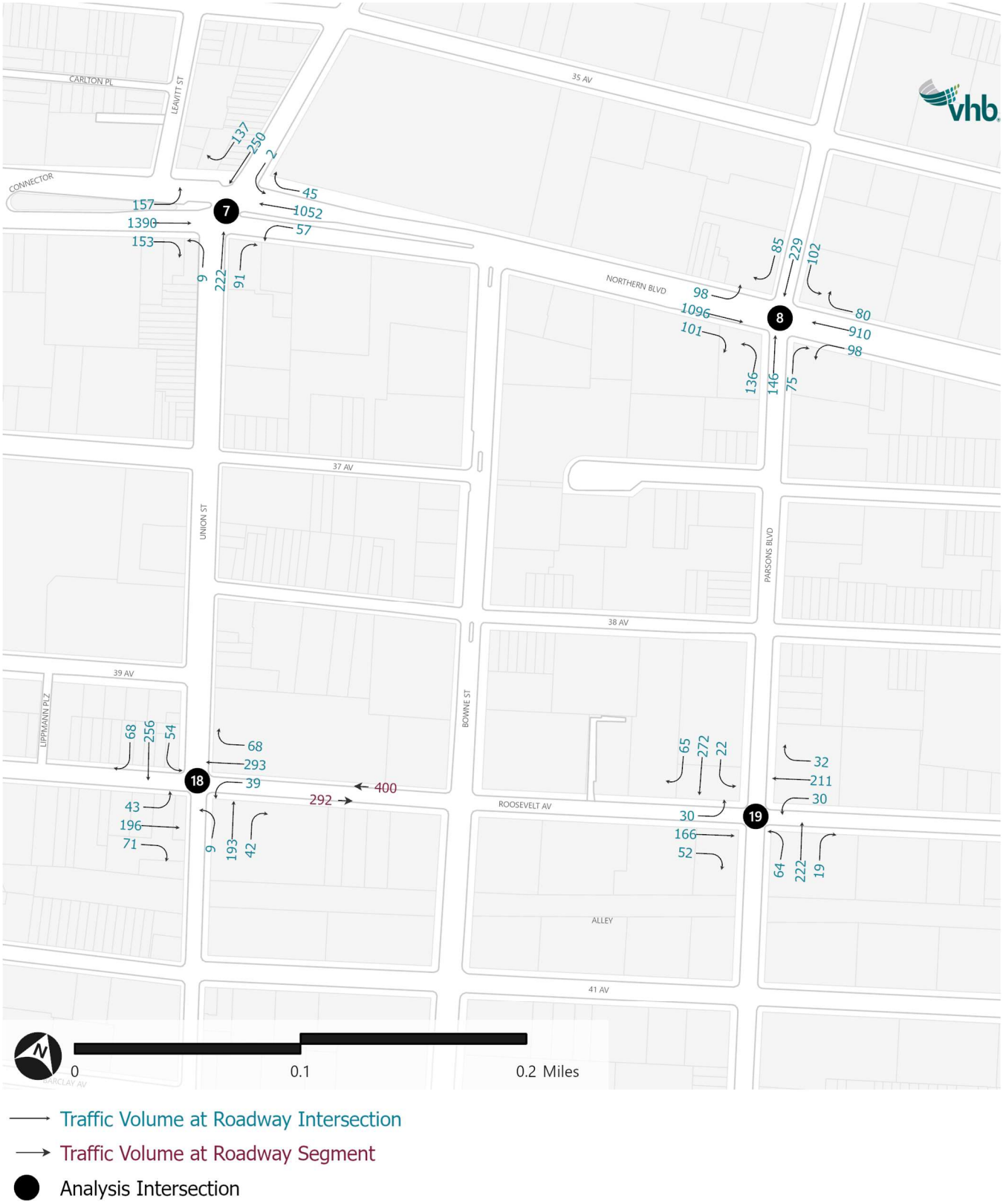
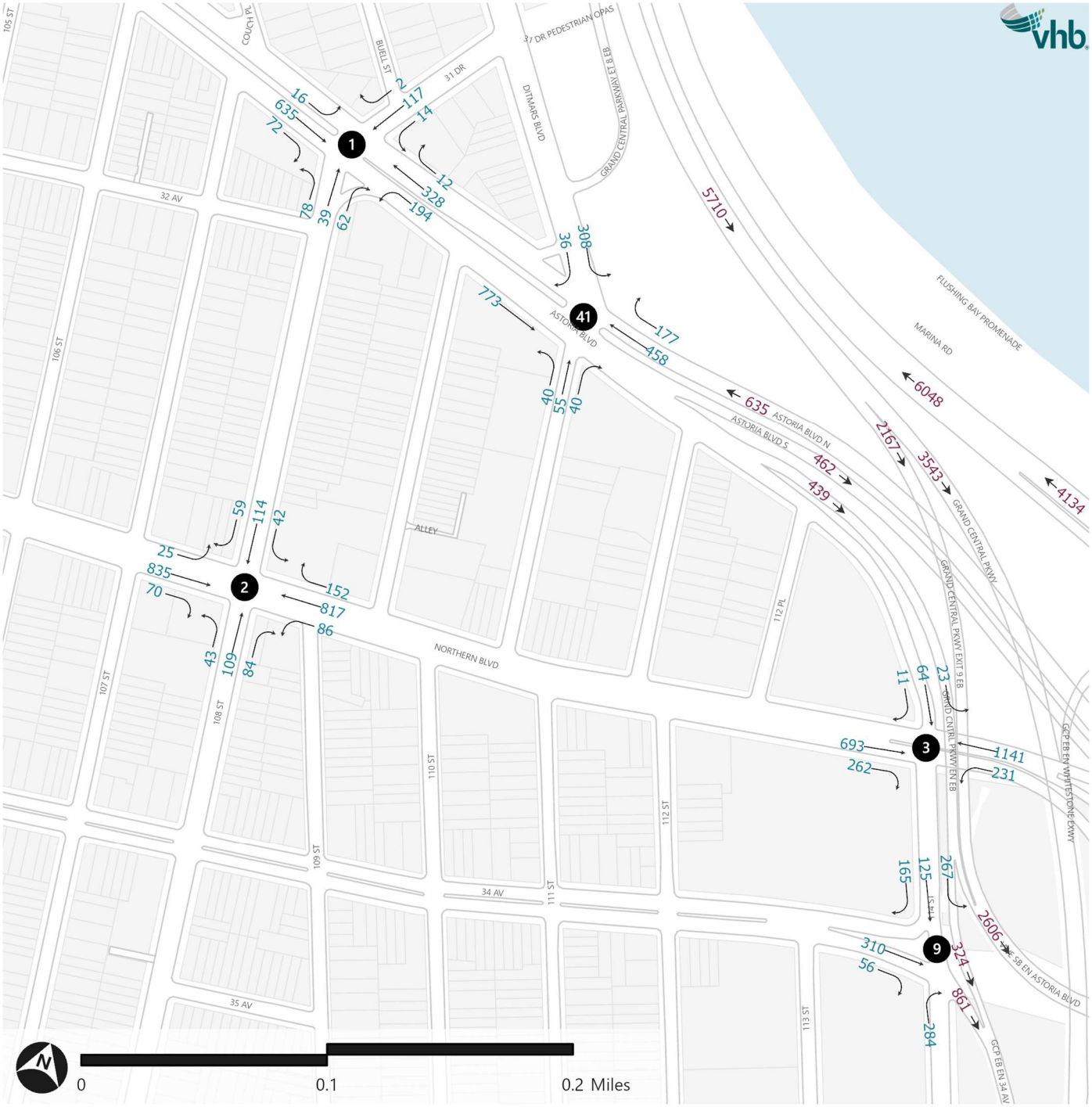


Figure D-44a: No-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-44b: No-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour



Figure D-44c: No-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour

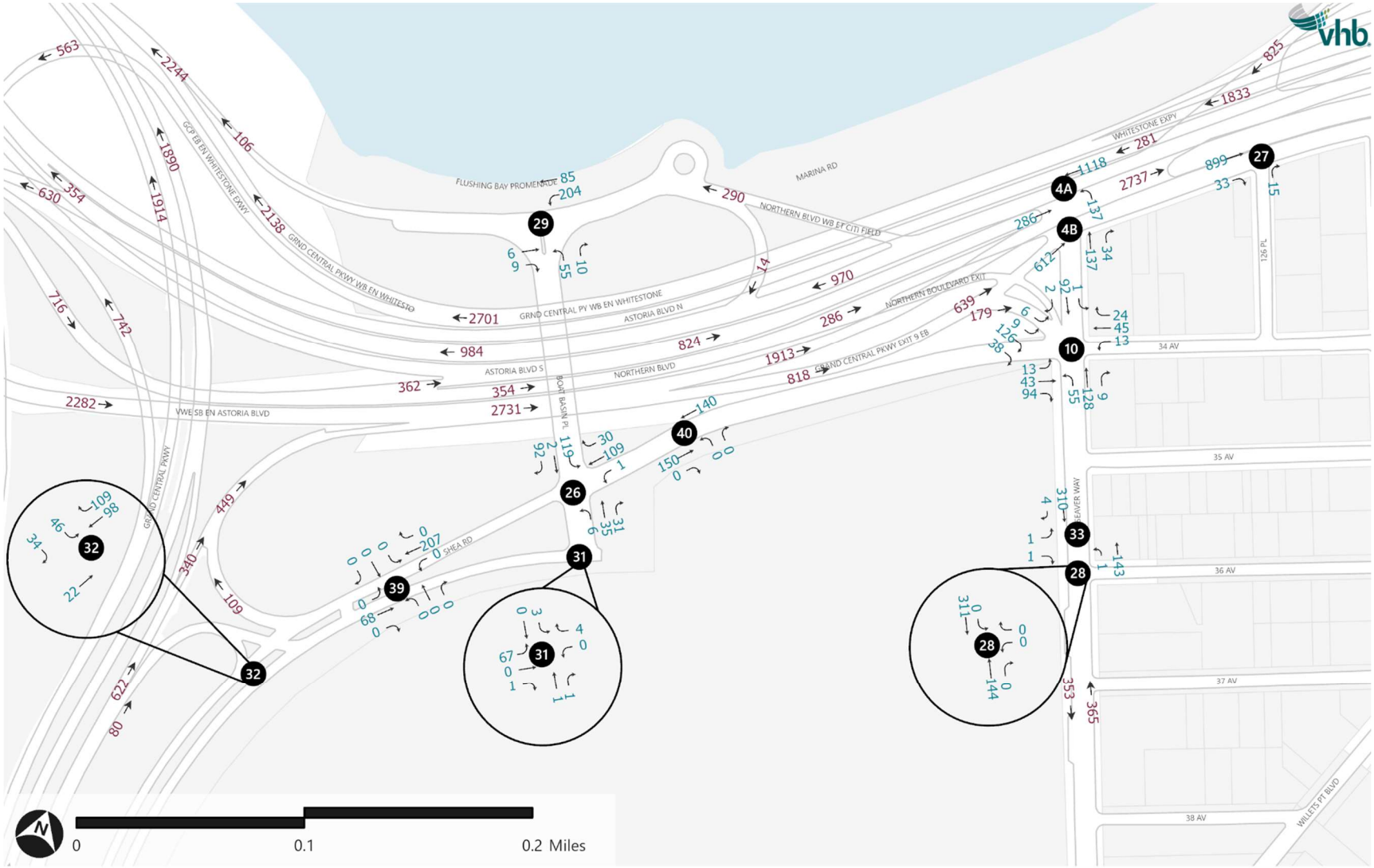


Figure D-44d: No-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour

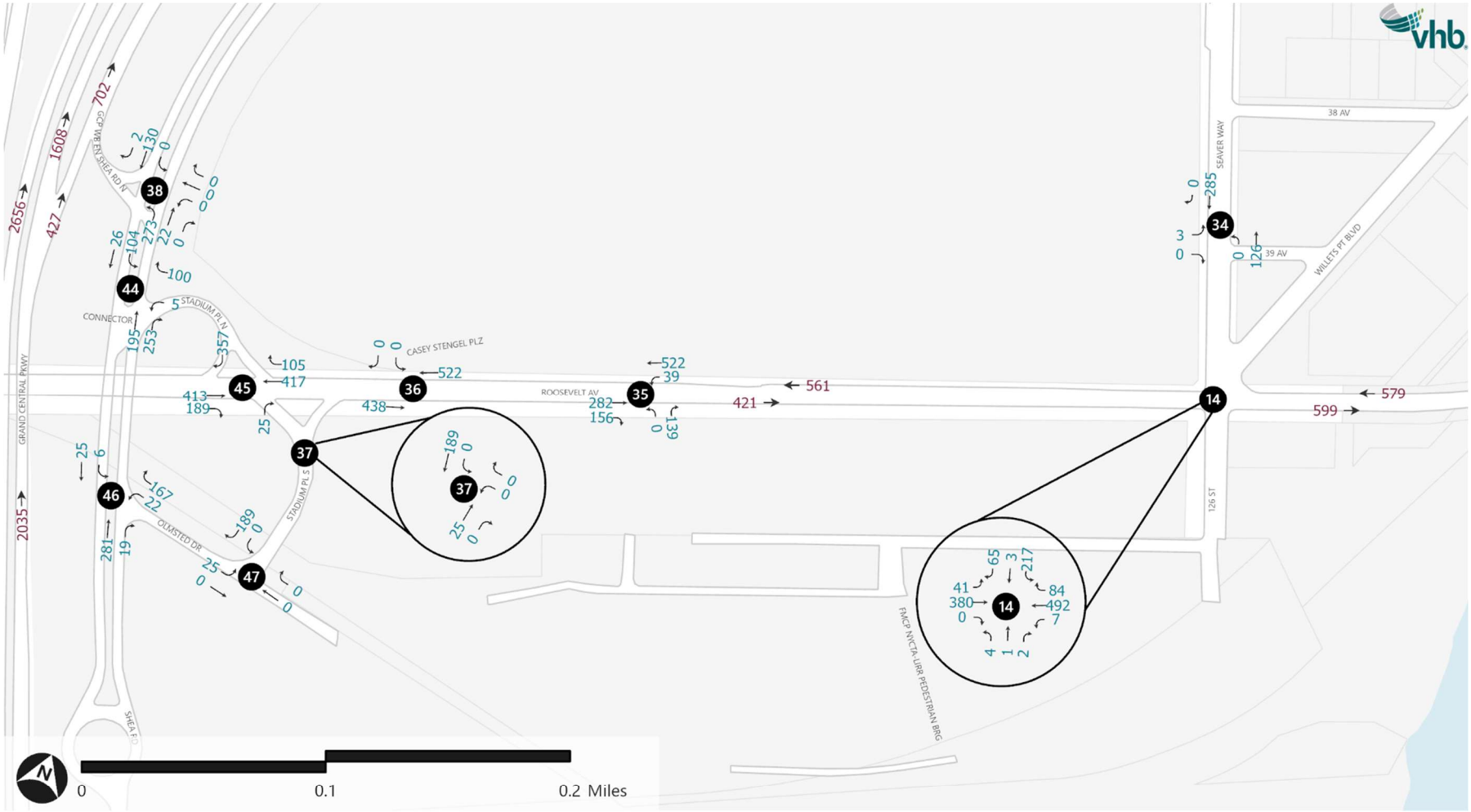


Figure D-44e: No-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour

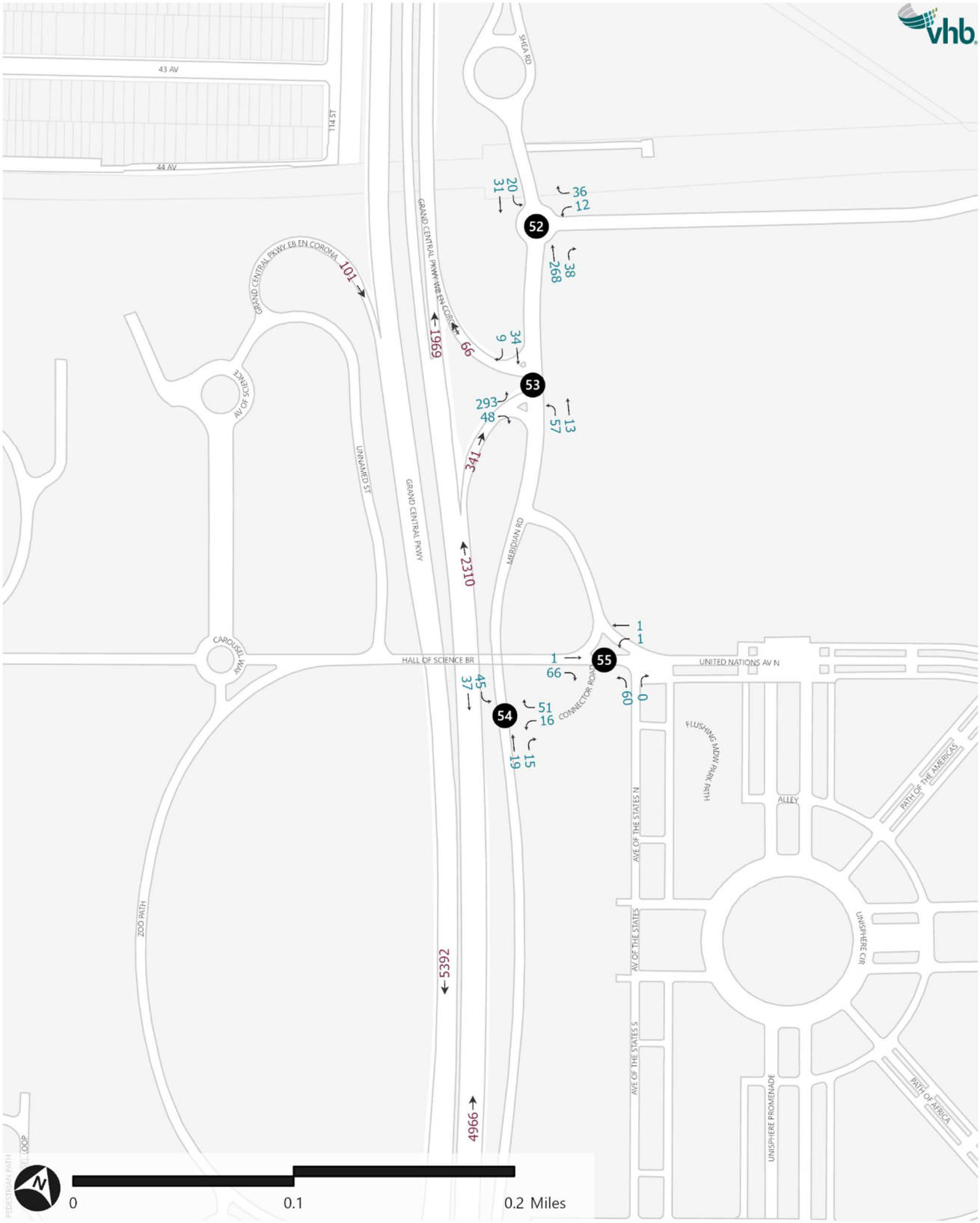


Figure D-44f: No-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour

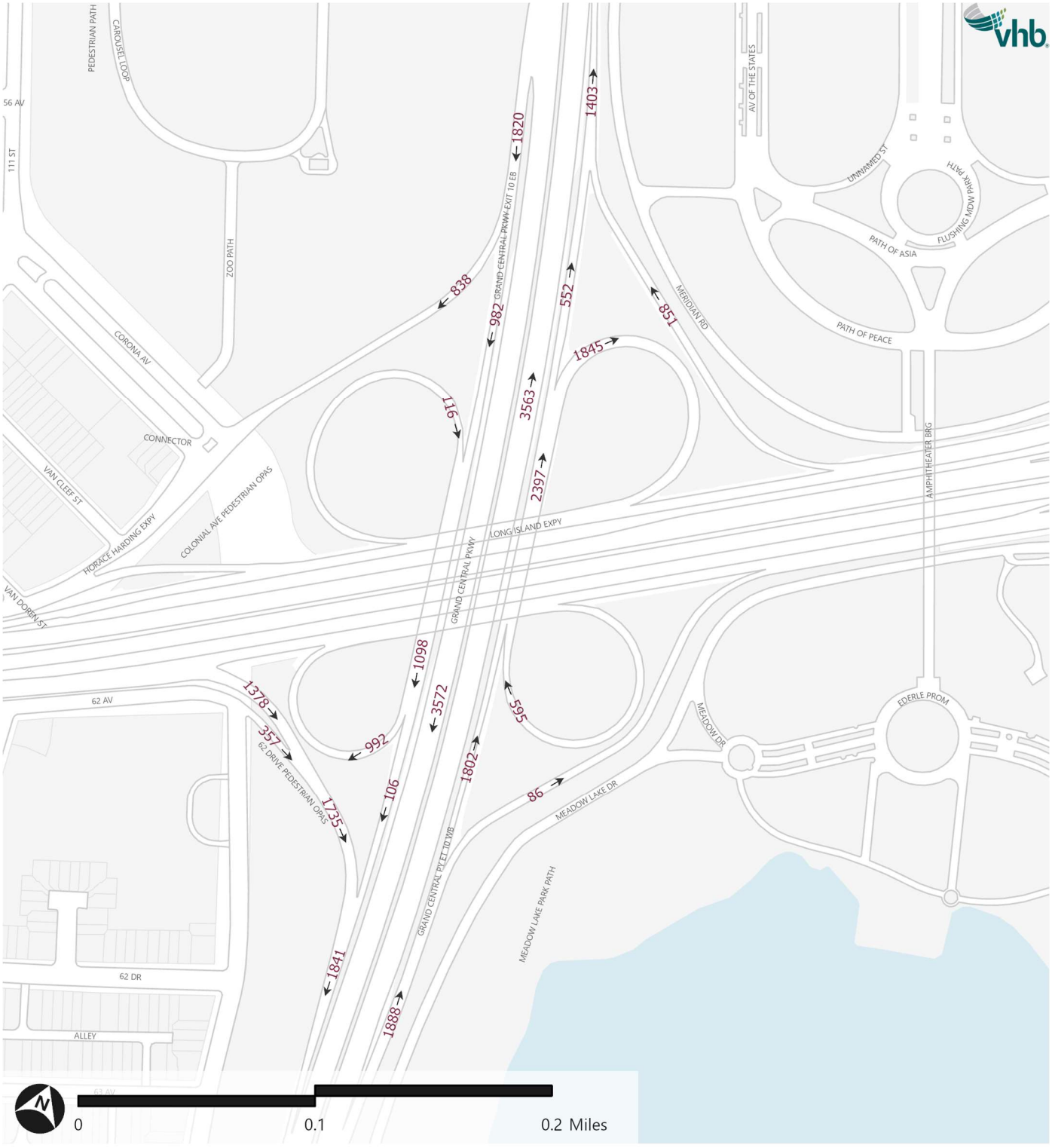


Figure D-44g: No-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour



Figure D-44h: No-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour



Figure D-44i: No-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour

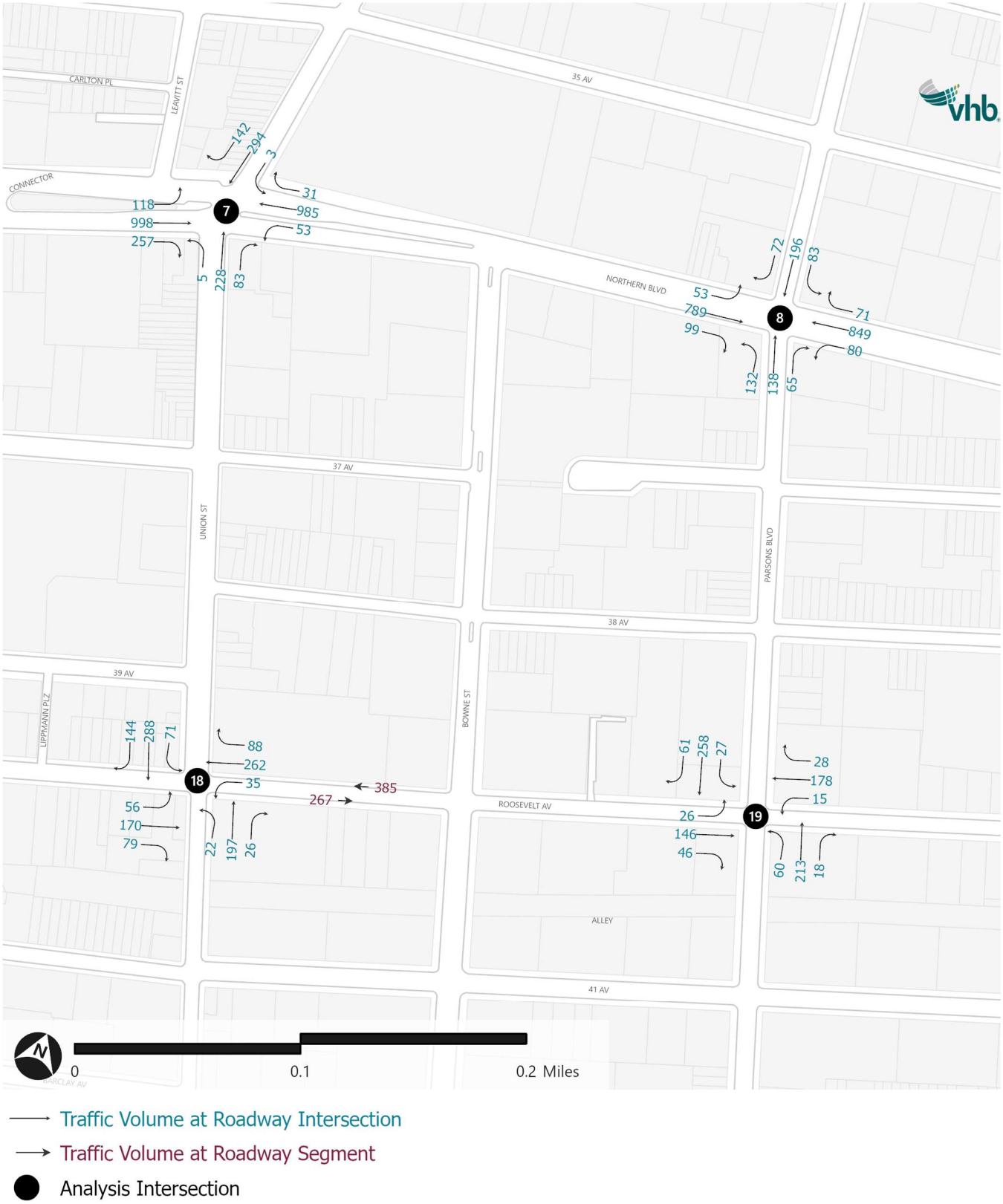


Figure D-45a: No-Action Gameday Traffic Volumes - Weekday PM Peak Hour

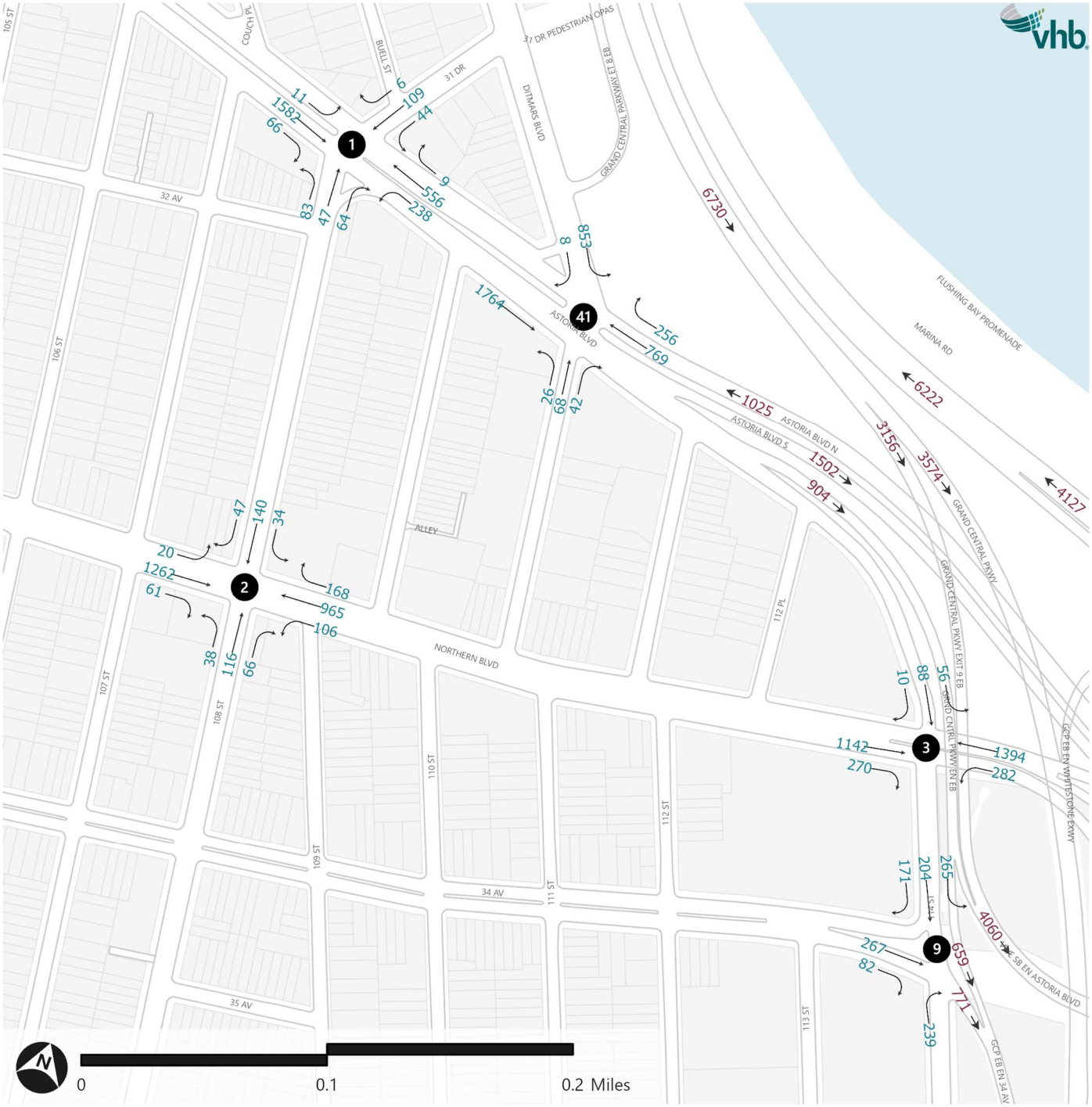


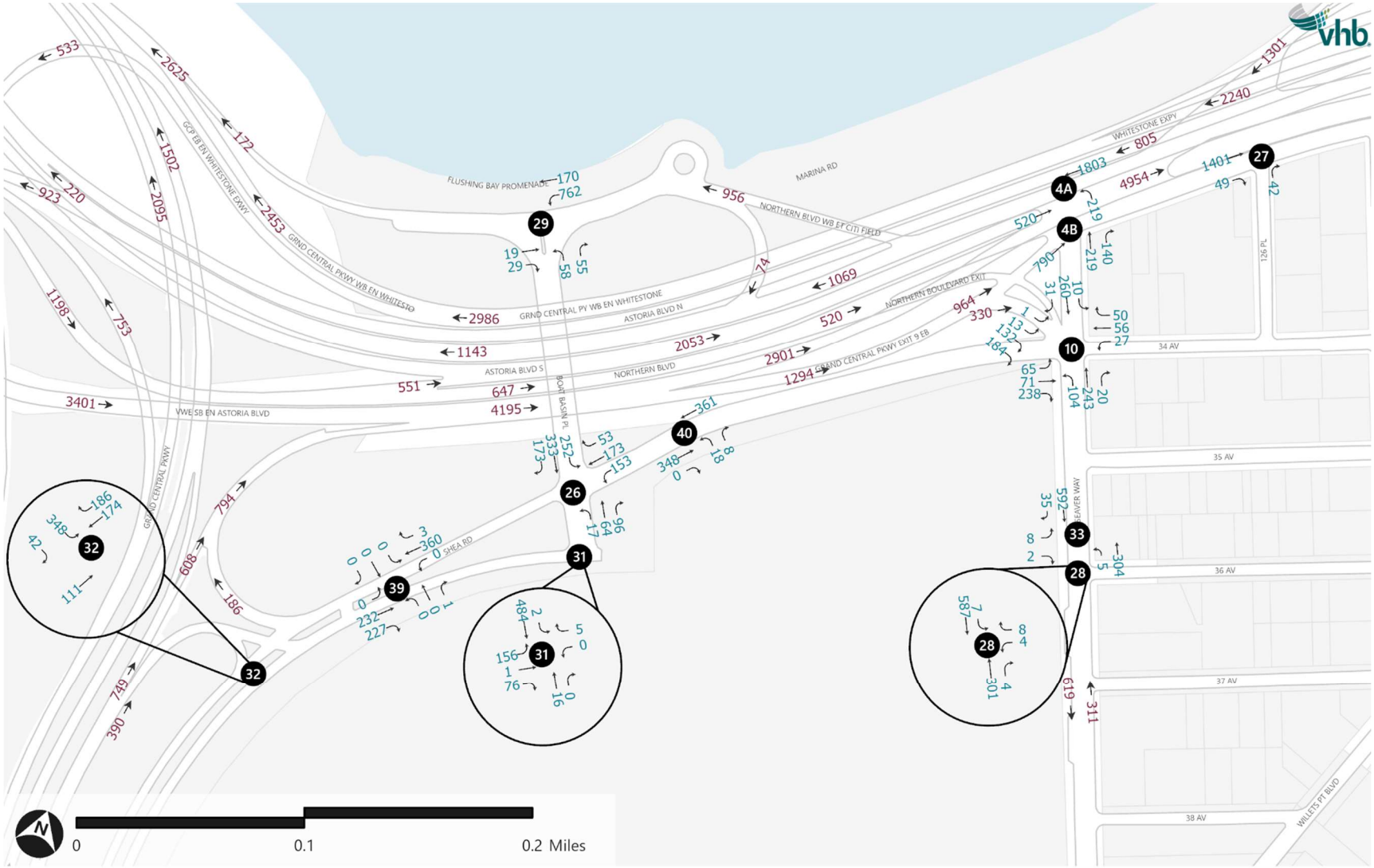
Figure D-45b: No-Action Gameday Traffic Volumes - Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

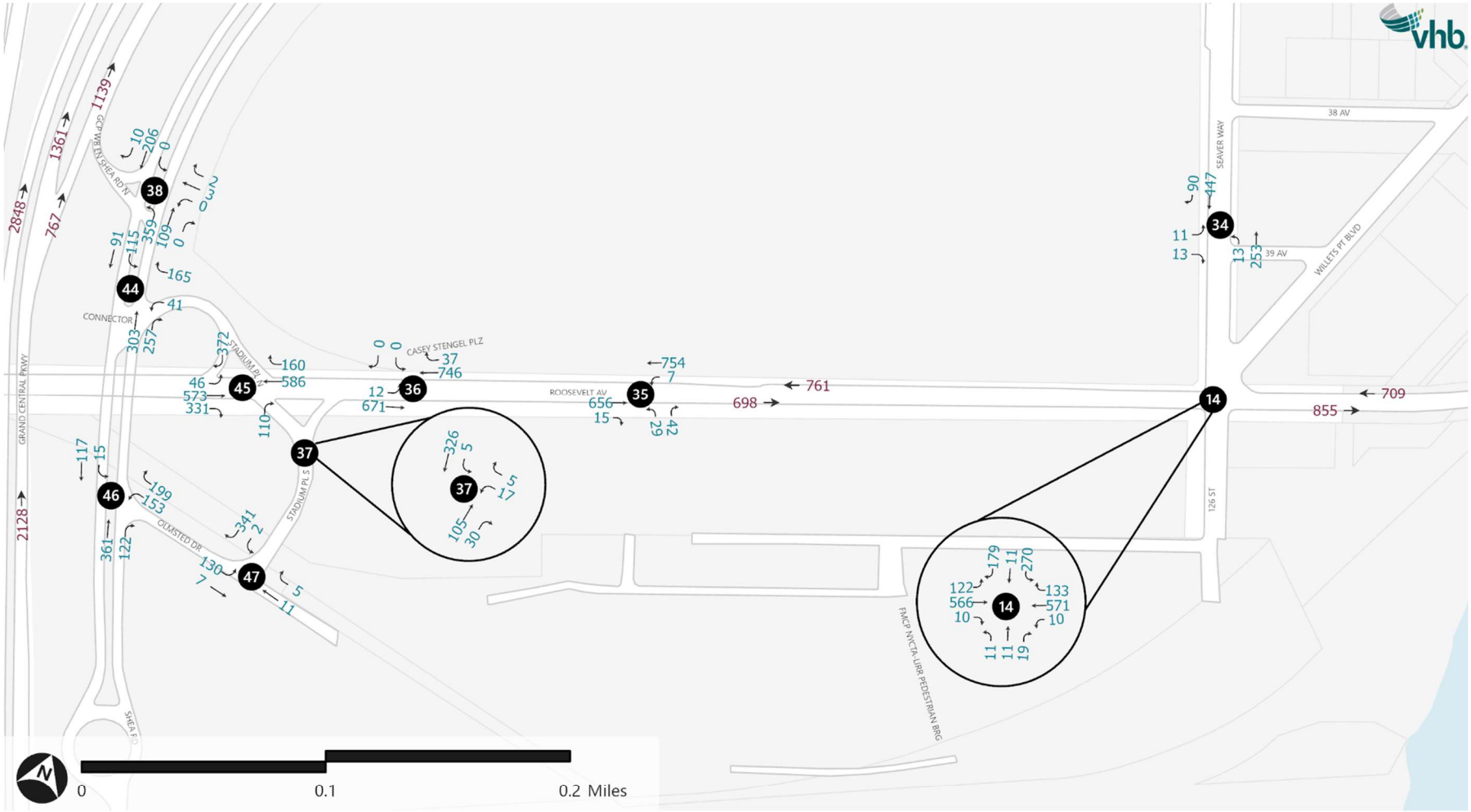
Figure D-45c: No-Action Gameday Traffic Volumes - Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-45d: No-Action Gameday Traffic Volumes - Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-45e: No-Action Gameday Traffic Volumes - Weekday PM Peak Hour

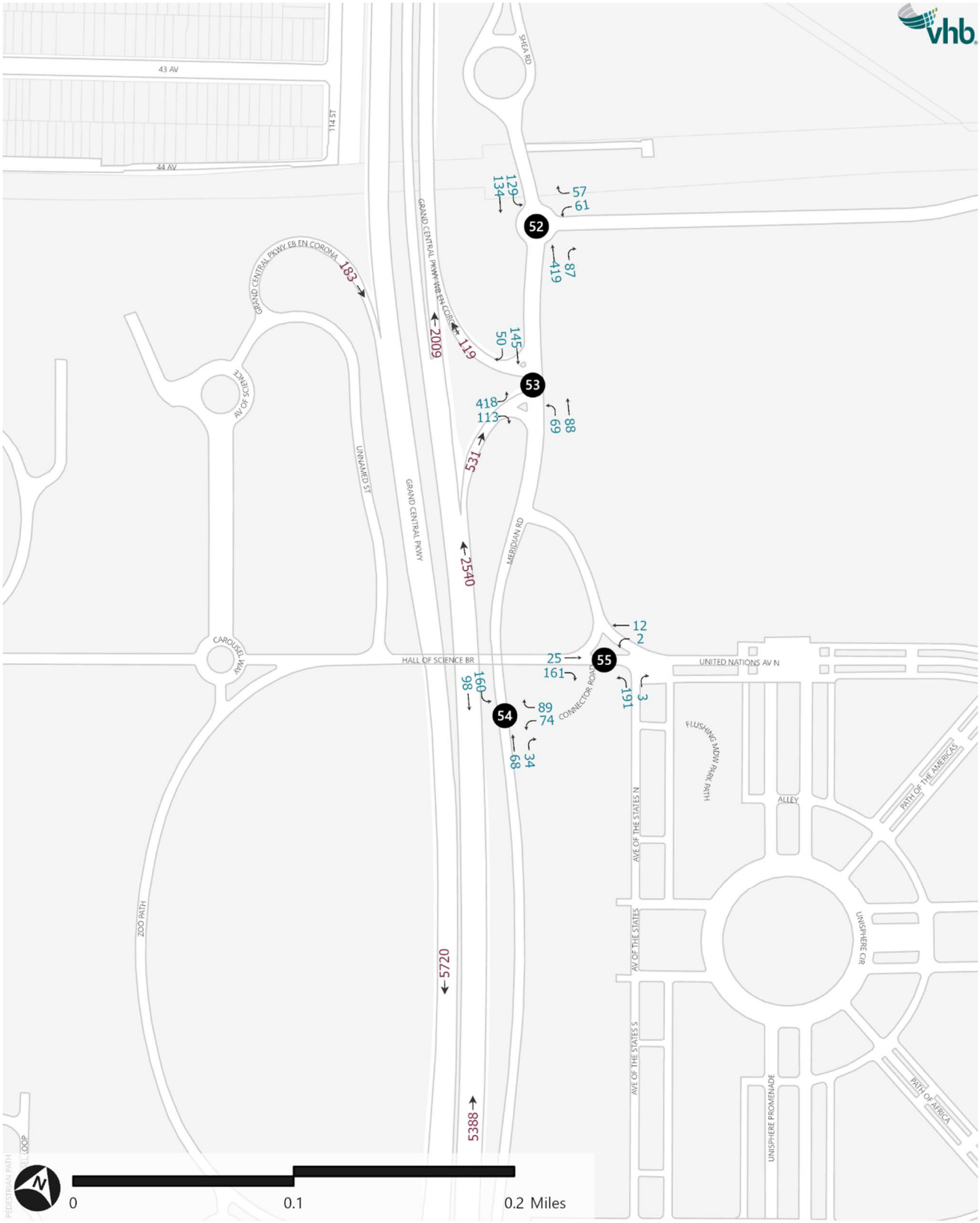


Figure D-45f: No-Action Gameday Traffic Volumes - Weekday PM Peak Hour

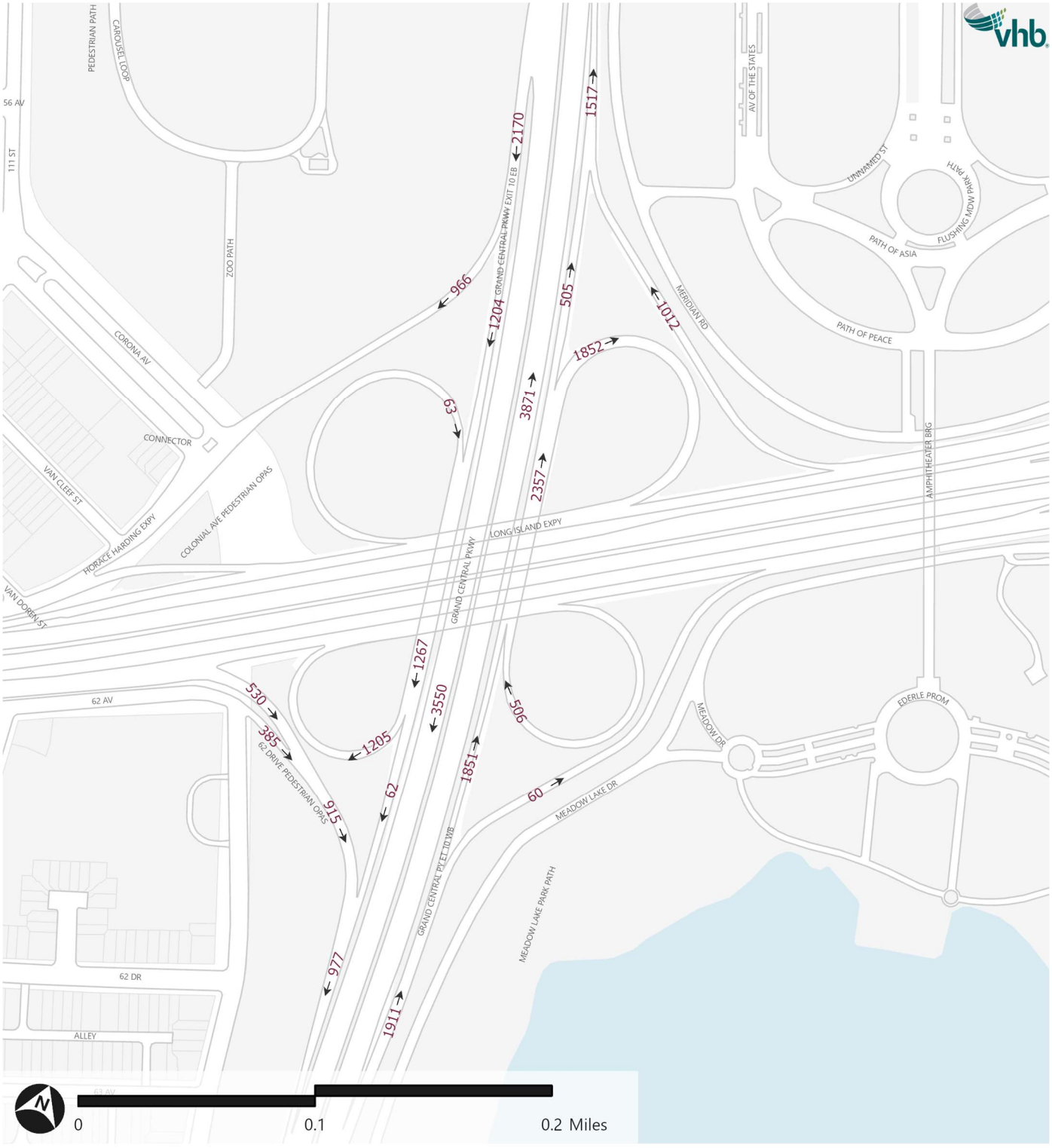


Figure D-45g: No-Action Gameday Traffic Volumes - Weekday PM Peak Hour



Figure D-45h: No-Action Gameday Traffic Volumes - Weekday PM Peak Hour

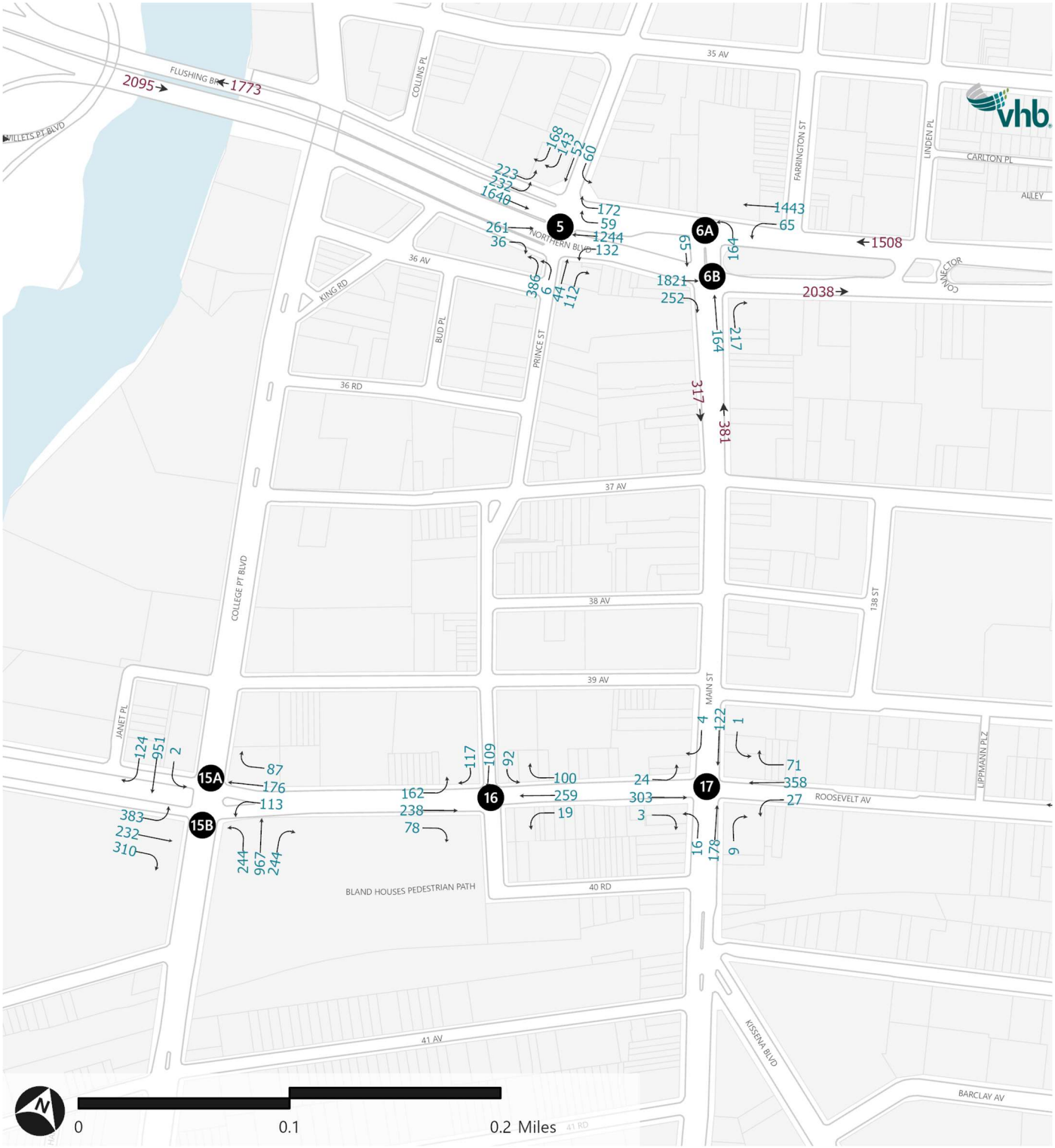


Figure D-45i: No-Action Gameday Traffic Volumes - Weekday PM Peak Hour

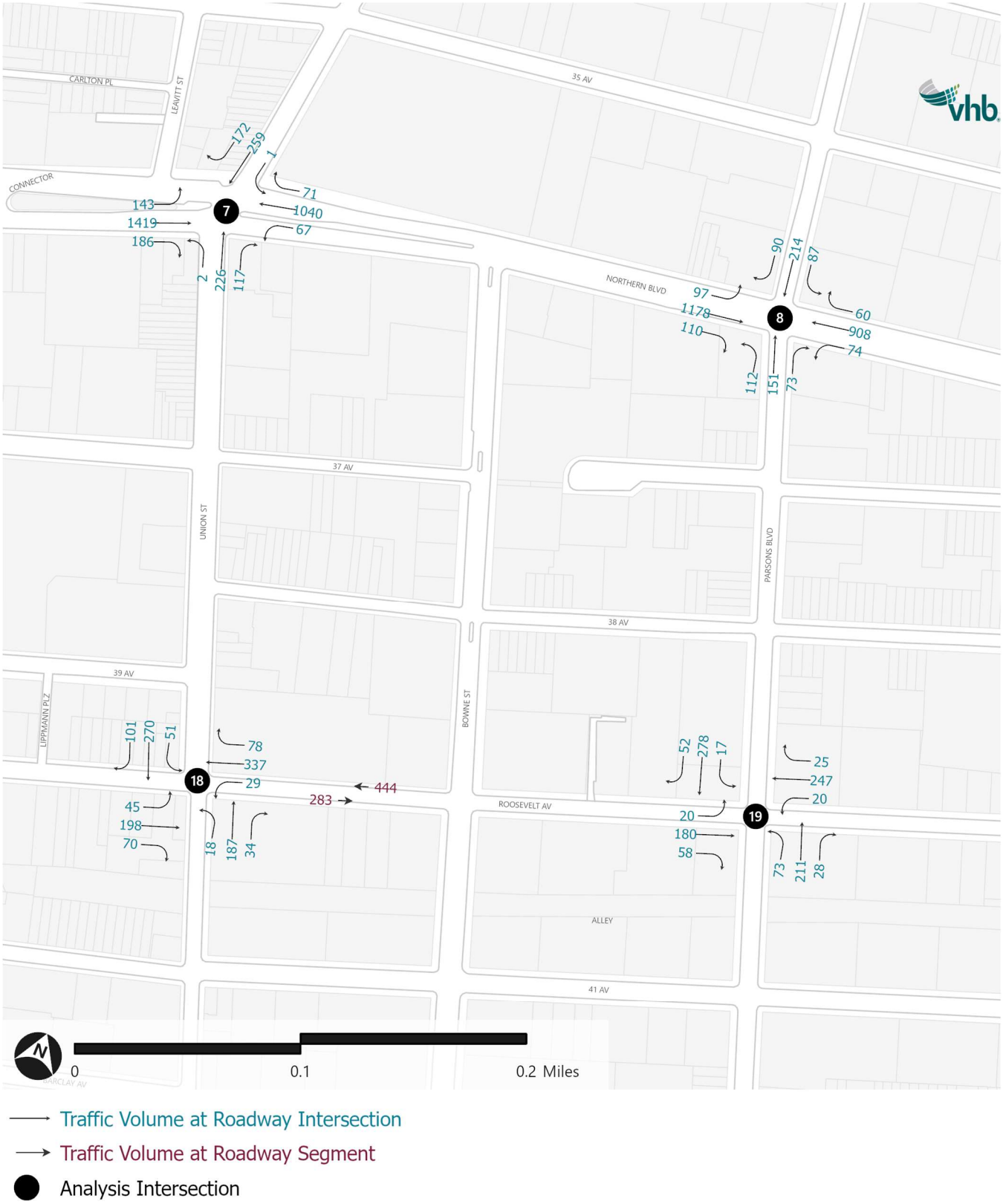
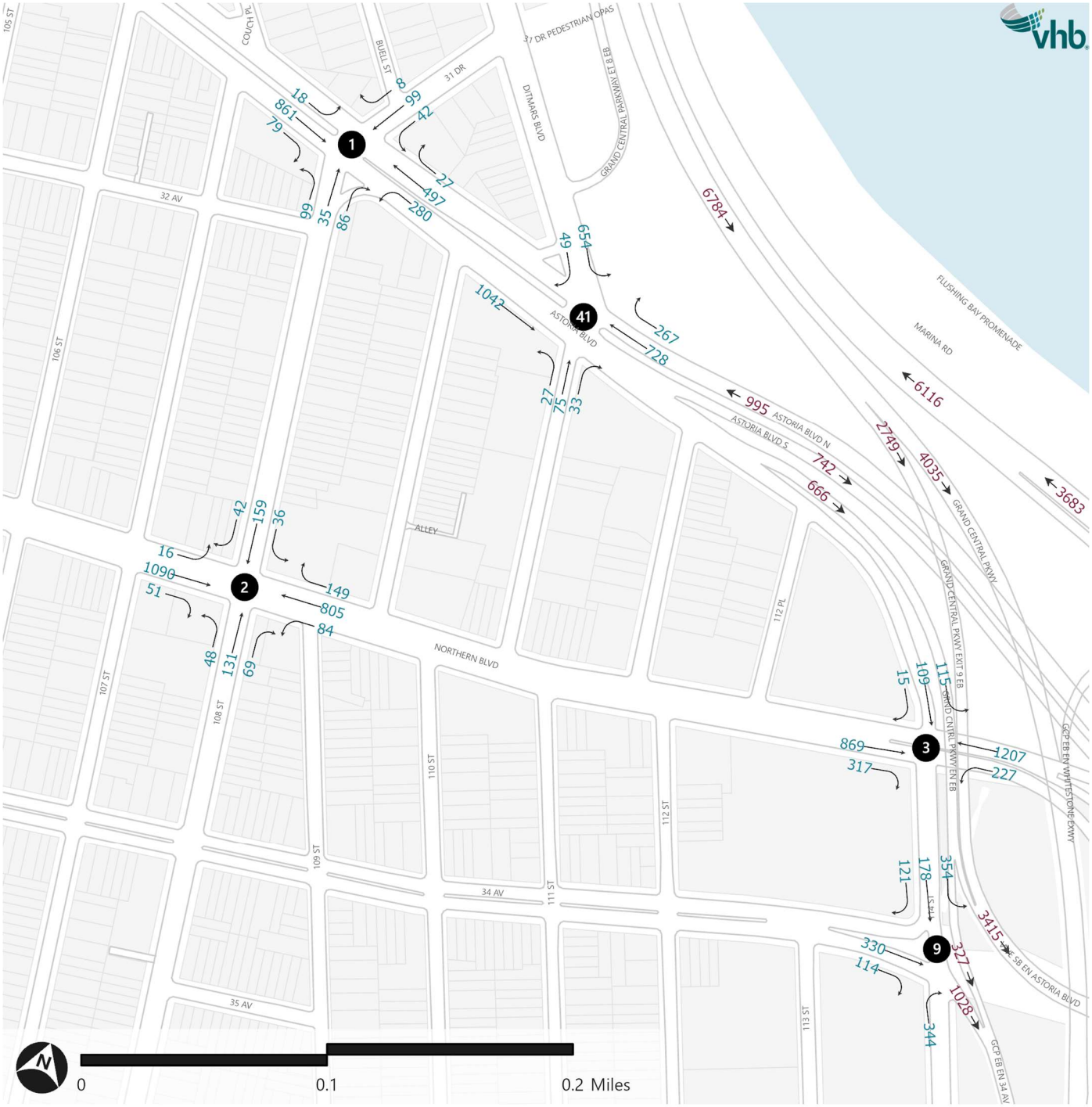


Figure D-46a: No-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-46b: No-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-46c: No-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour

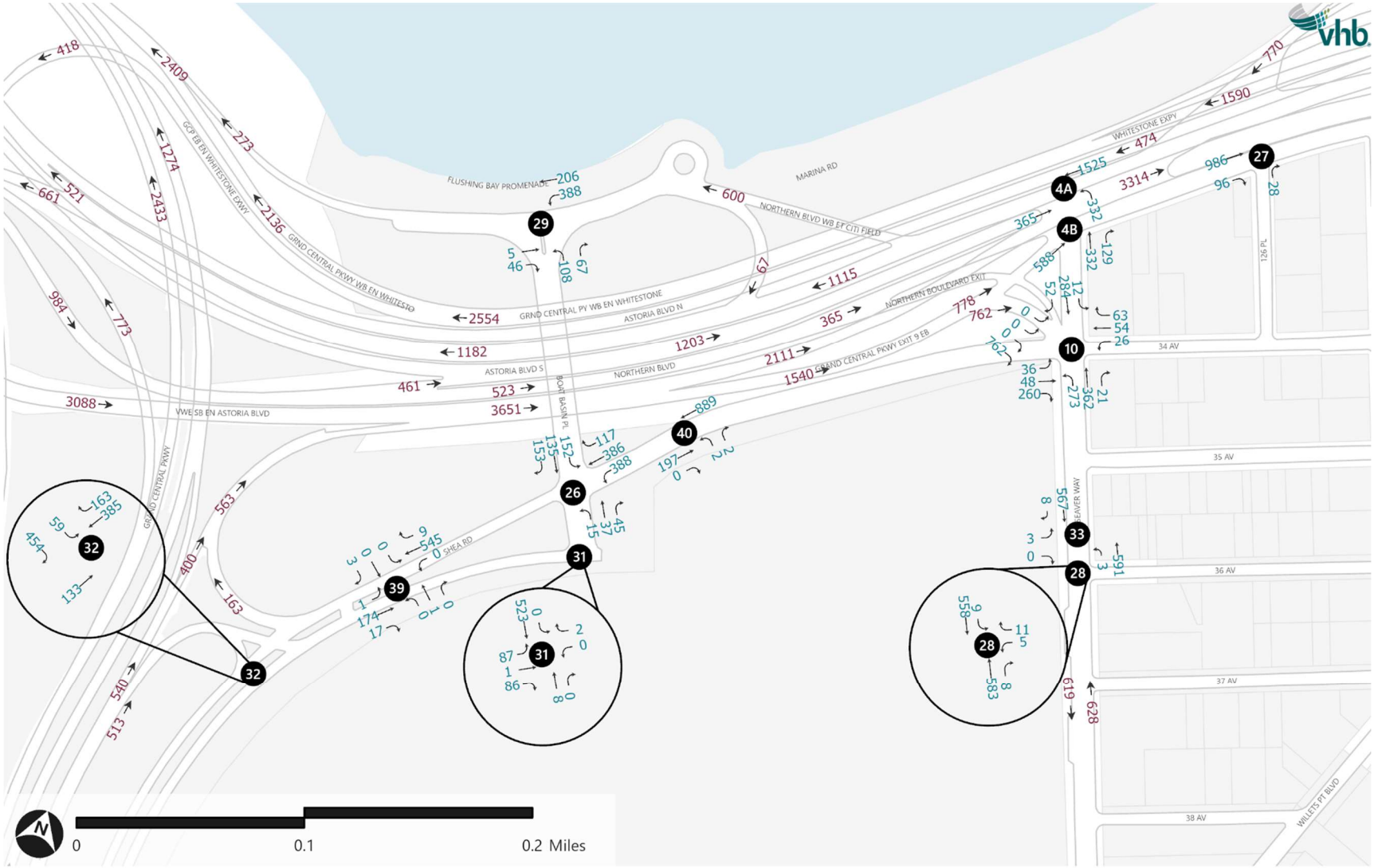
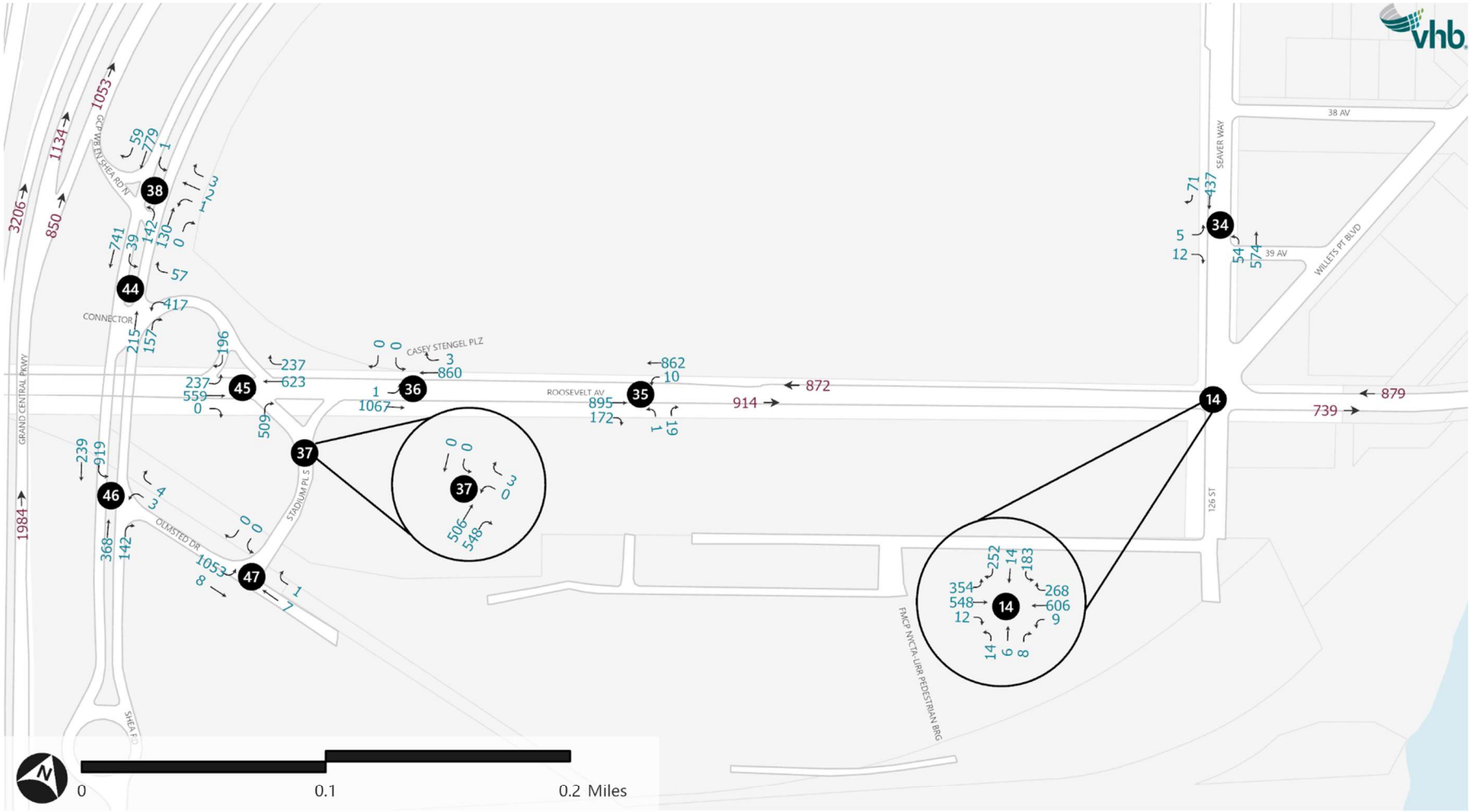


Figure D-46d: No-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-46e: No-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour

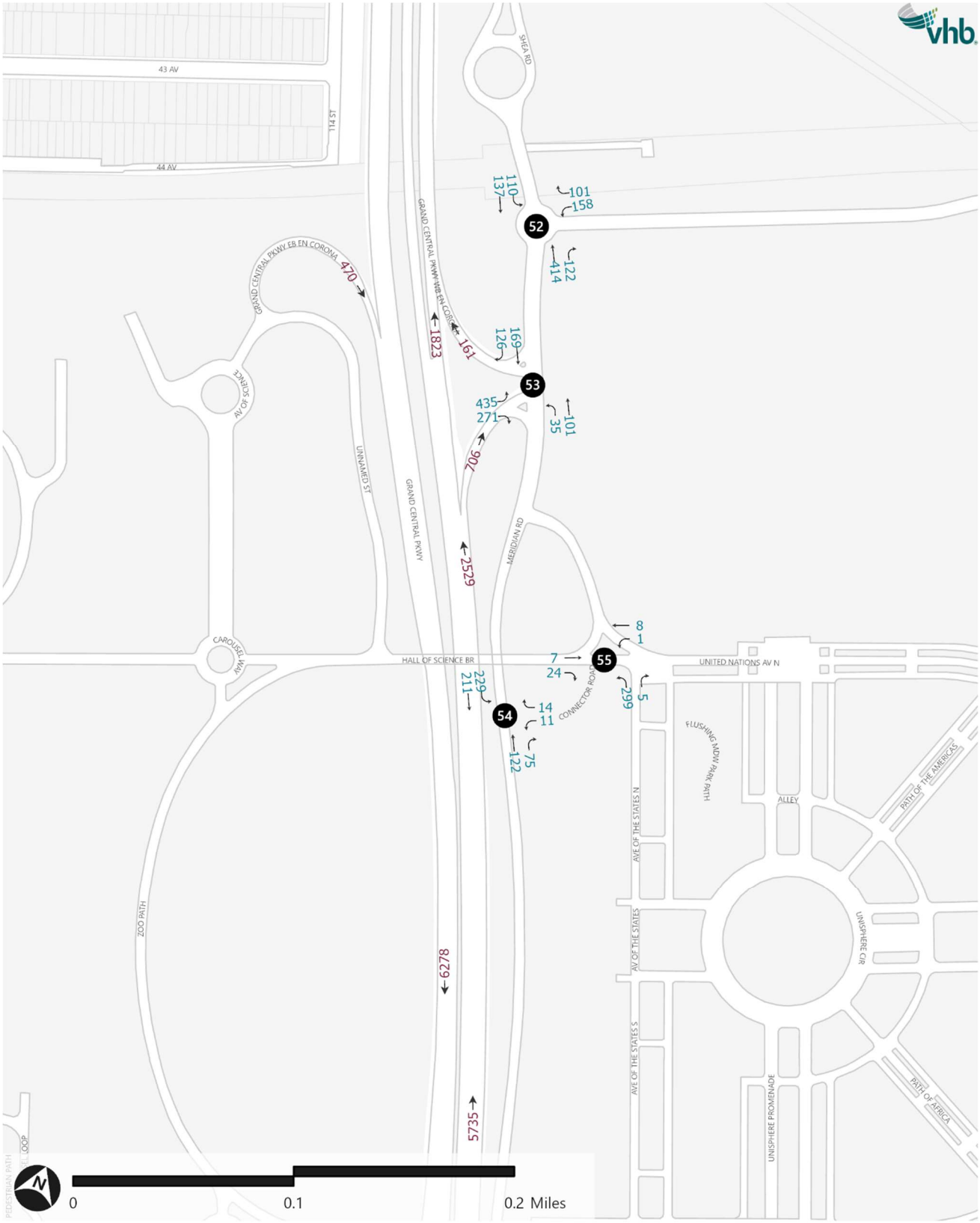


Figure D-46f: No-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour

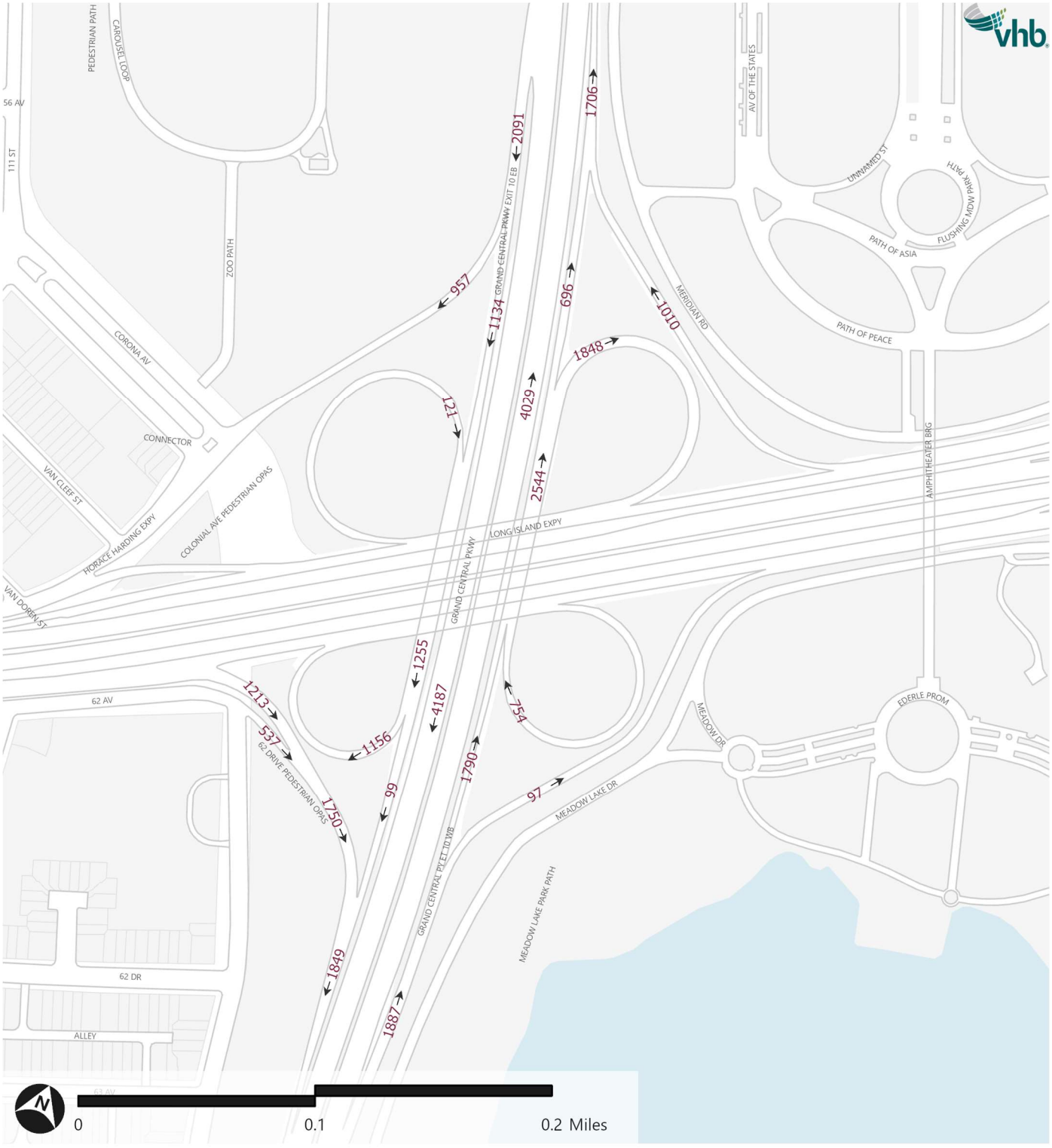


Figure D-46g: No-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour



→ Traffic Volume at Roadway Segment

Figure D-46h: No-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour

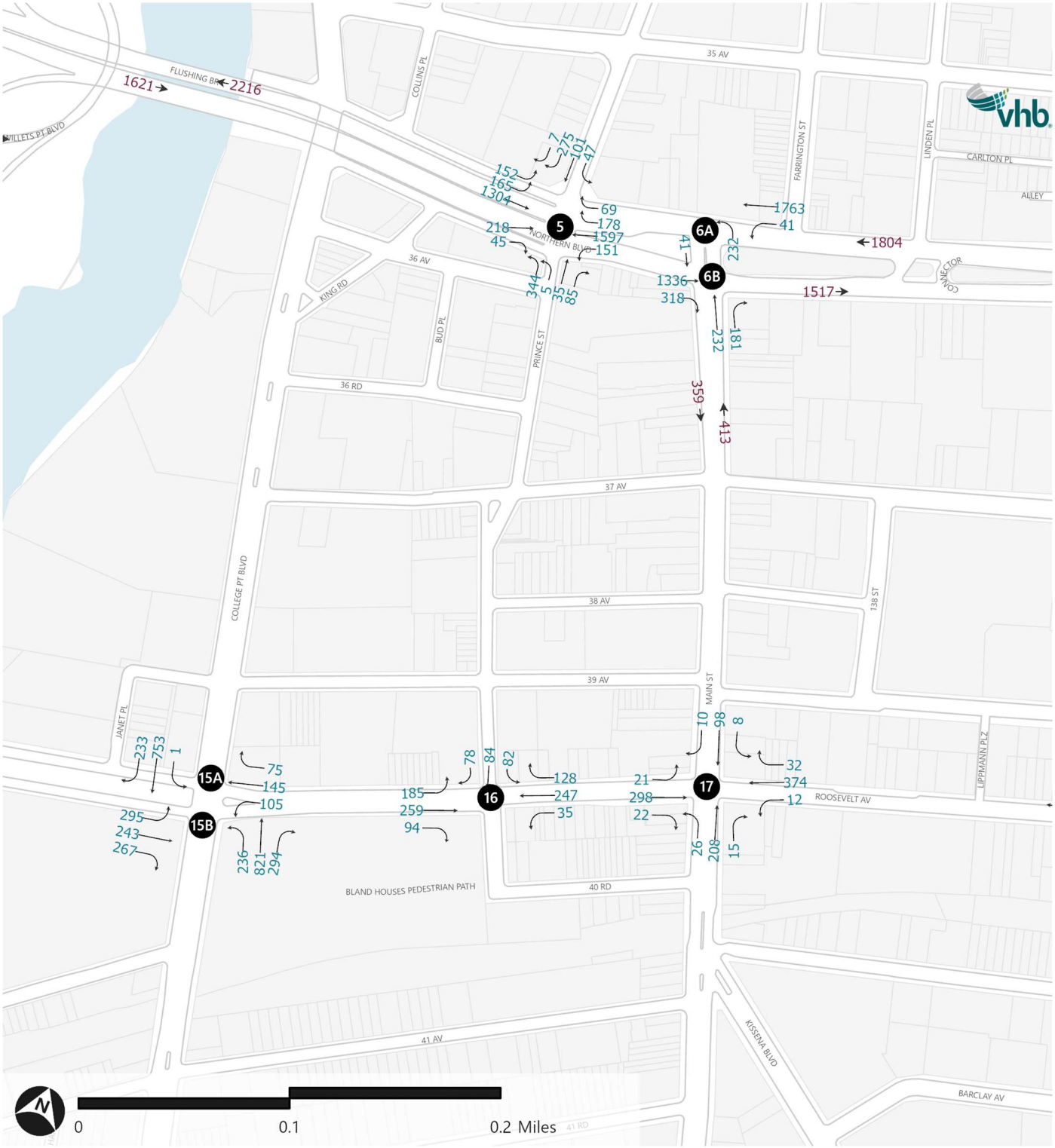


Figure D-46i: No-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour

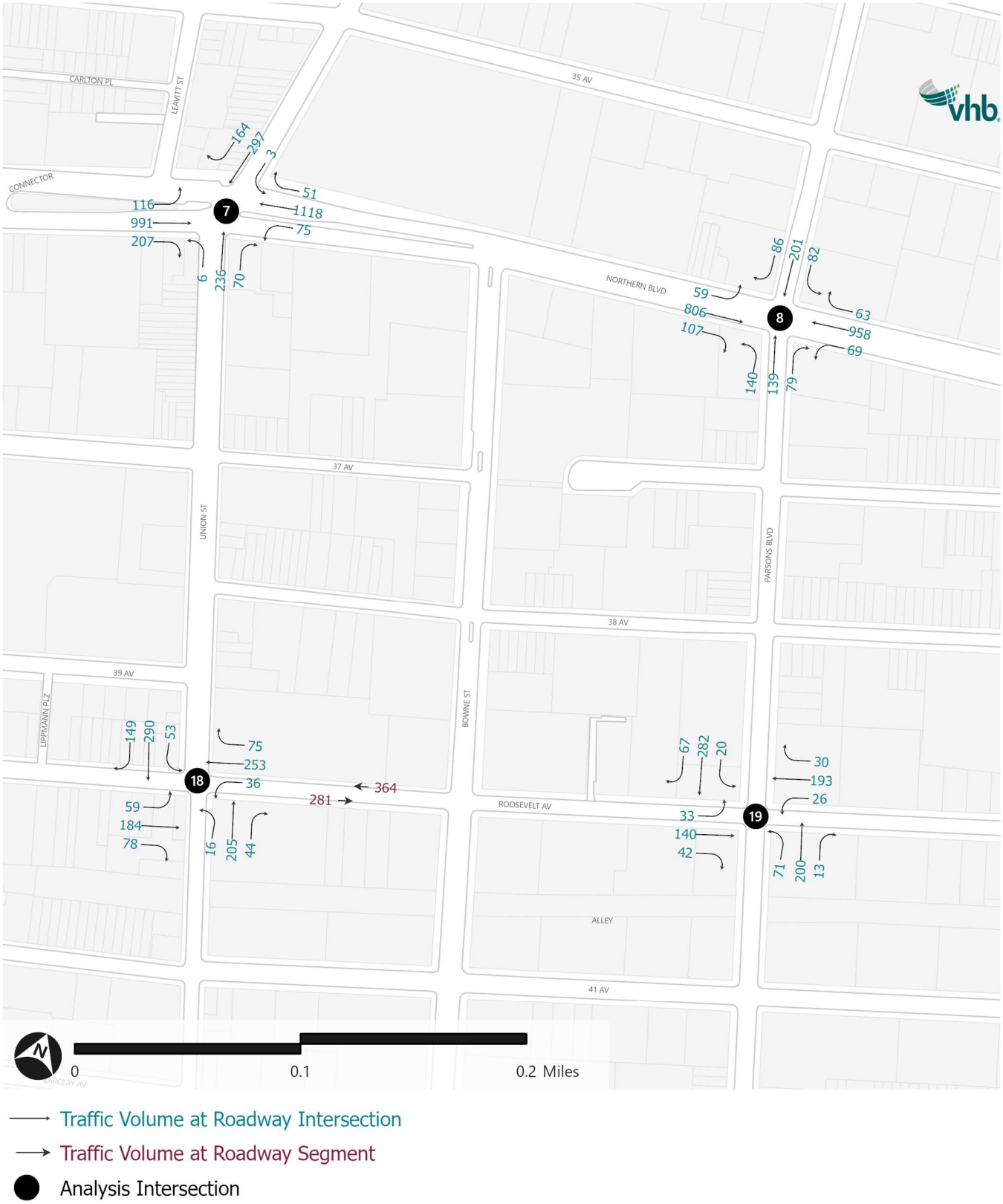
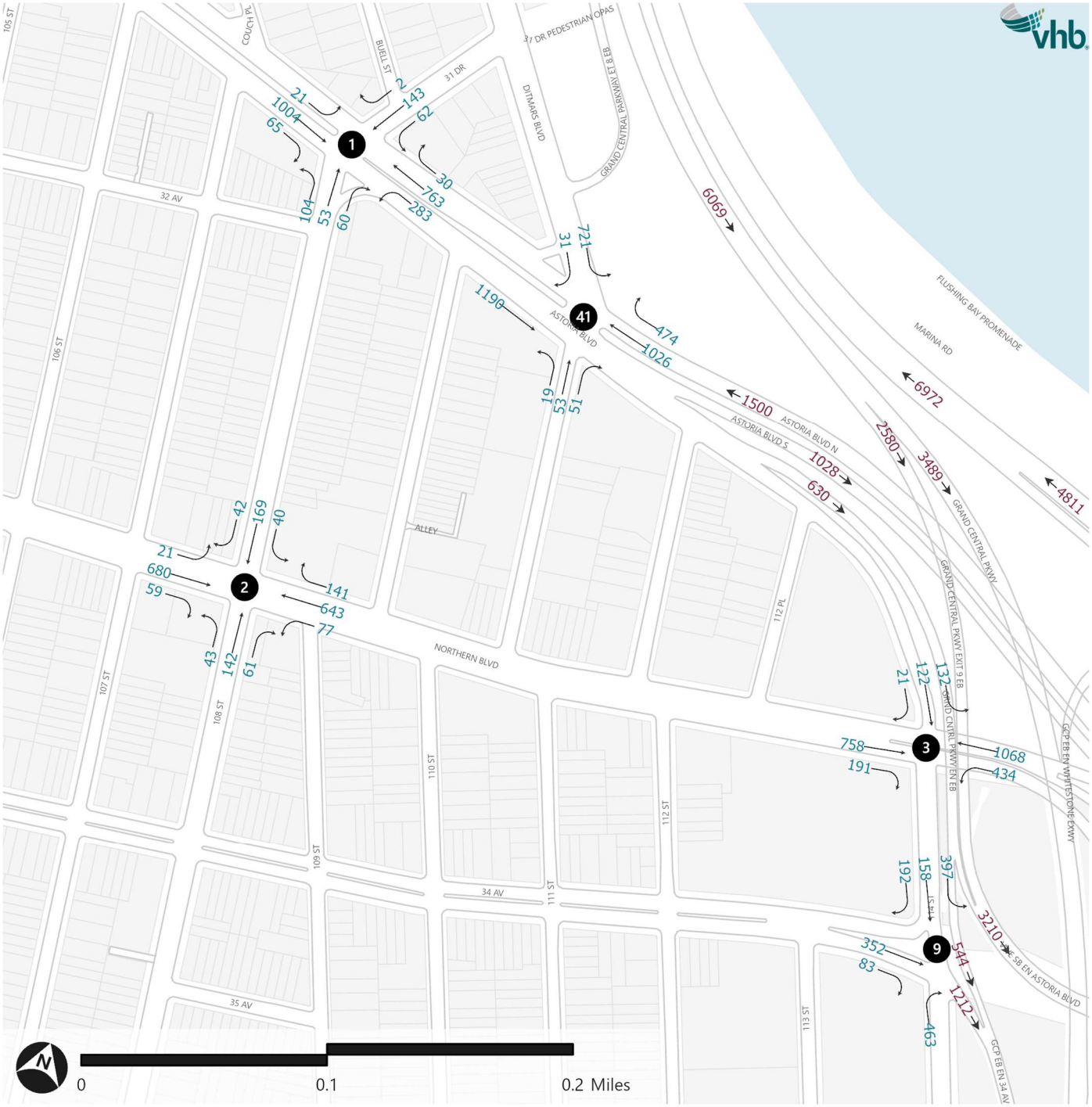


Figure D-47a: No-Action Gameday Traffic Volumes - Saturday PM Post Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

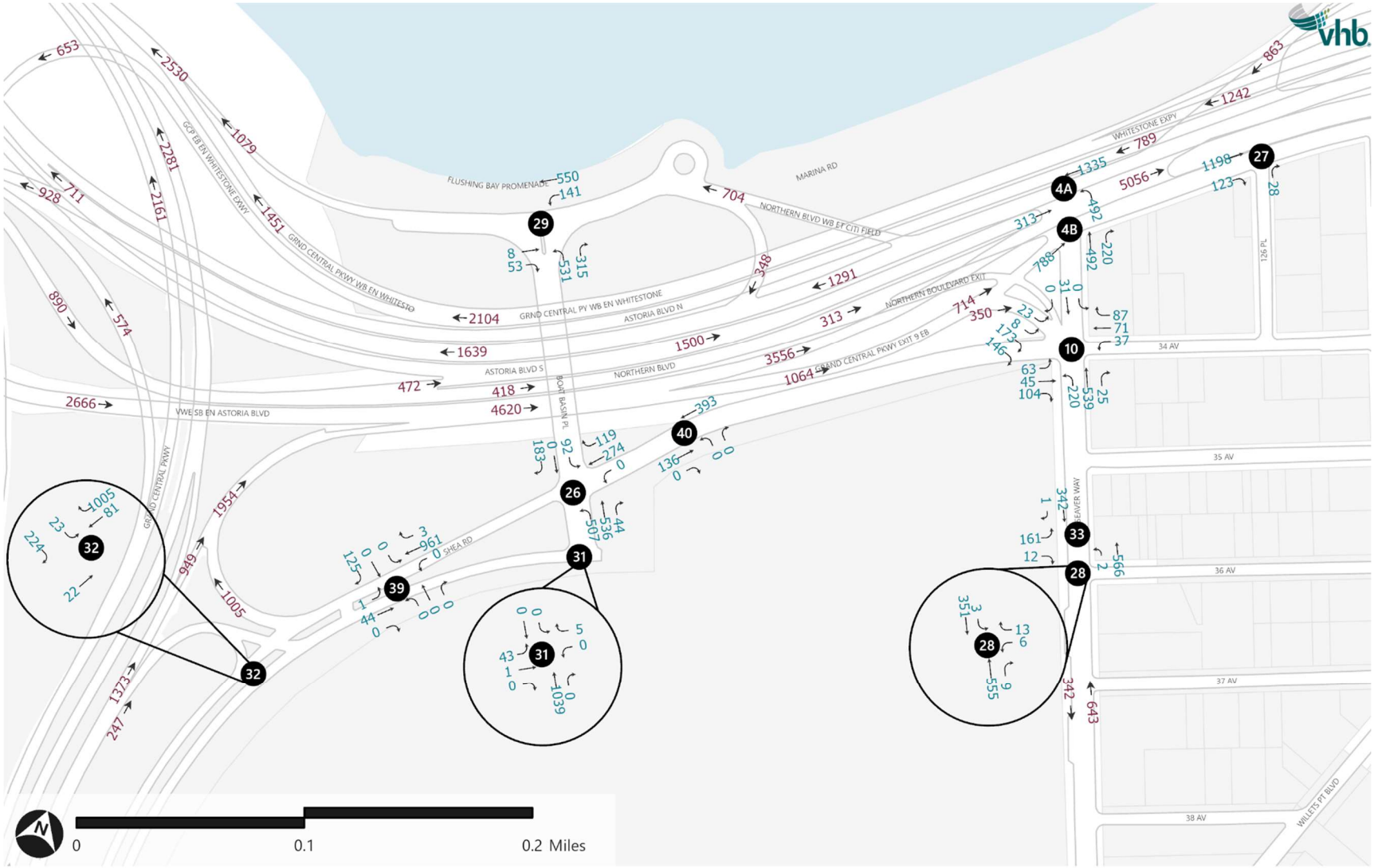
Figure D-47b: No-Action Gameday Traffic Volumes - Saturday PM Post Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-47c: No-Action Gameday Traffic Volumes - Saturday PM Post Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-47d: No-Action Gameday Traffic Volumes - Saturday PM Post Game Peak Hour

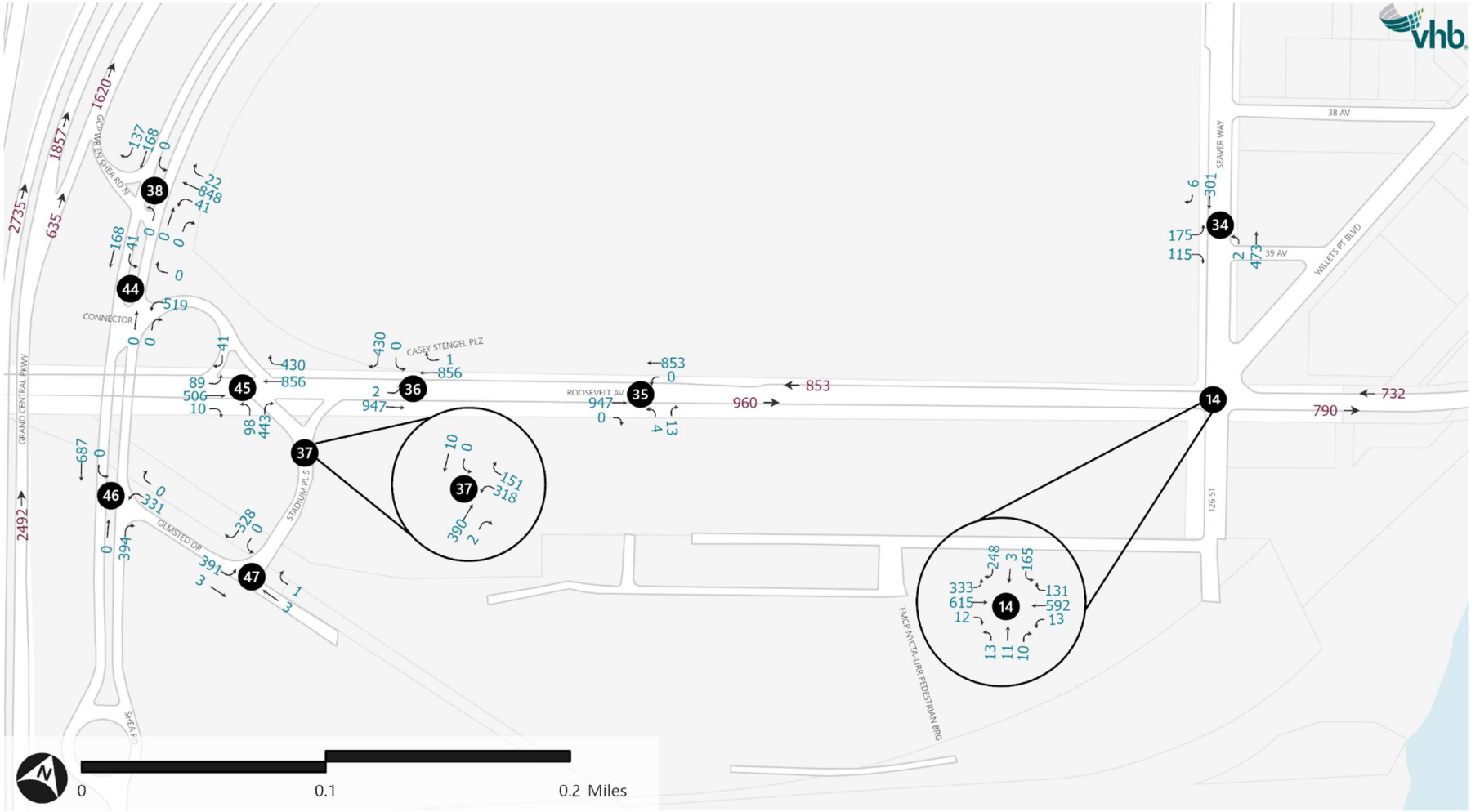


Figure D-47e: No-Action Gameday Traffic Volumes - Saturday PM Post Game Peak Hour

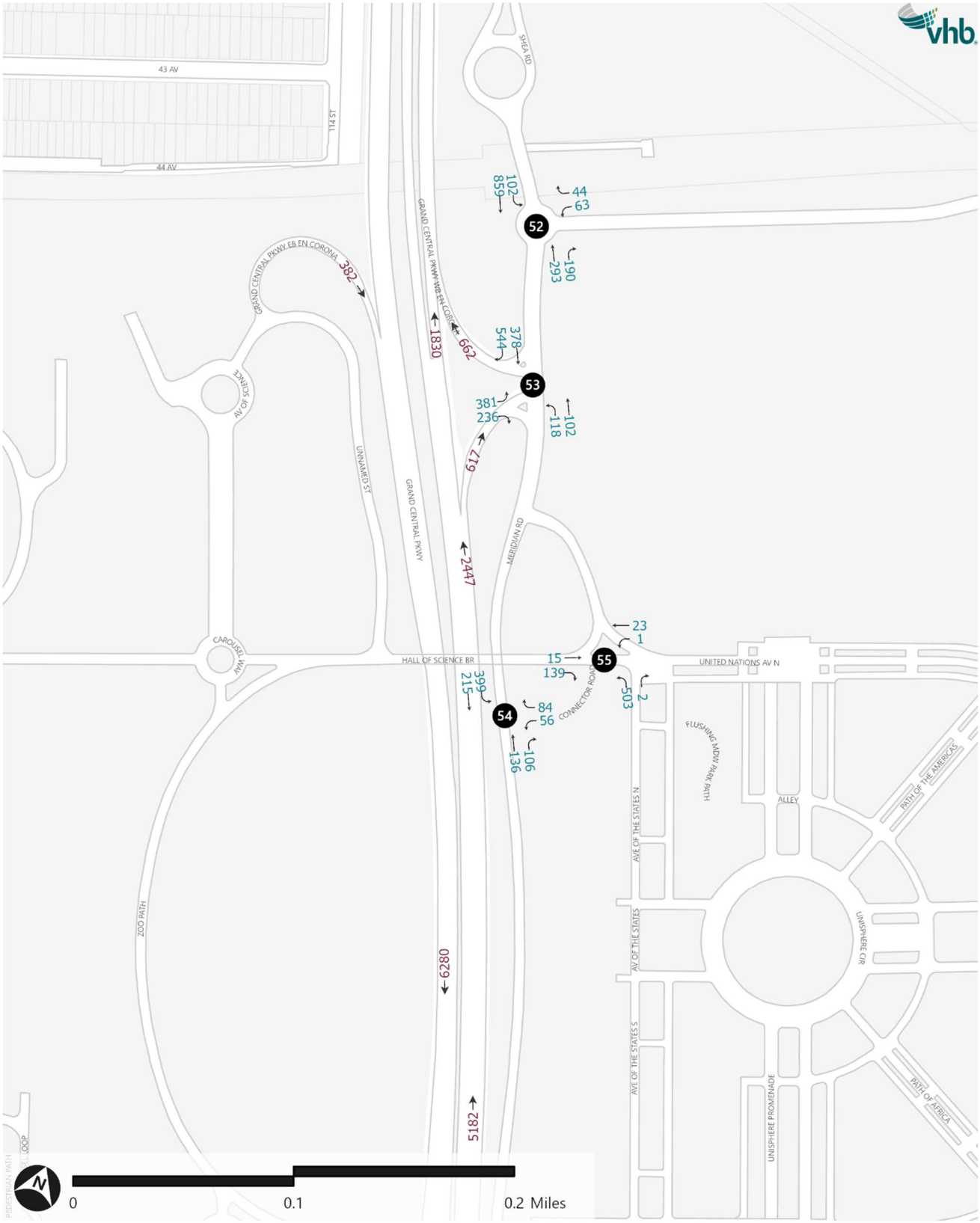


Figure D-47f: No-Action Gameday Traffic Volumes - Saturday PM Post Game Peak Hour

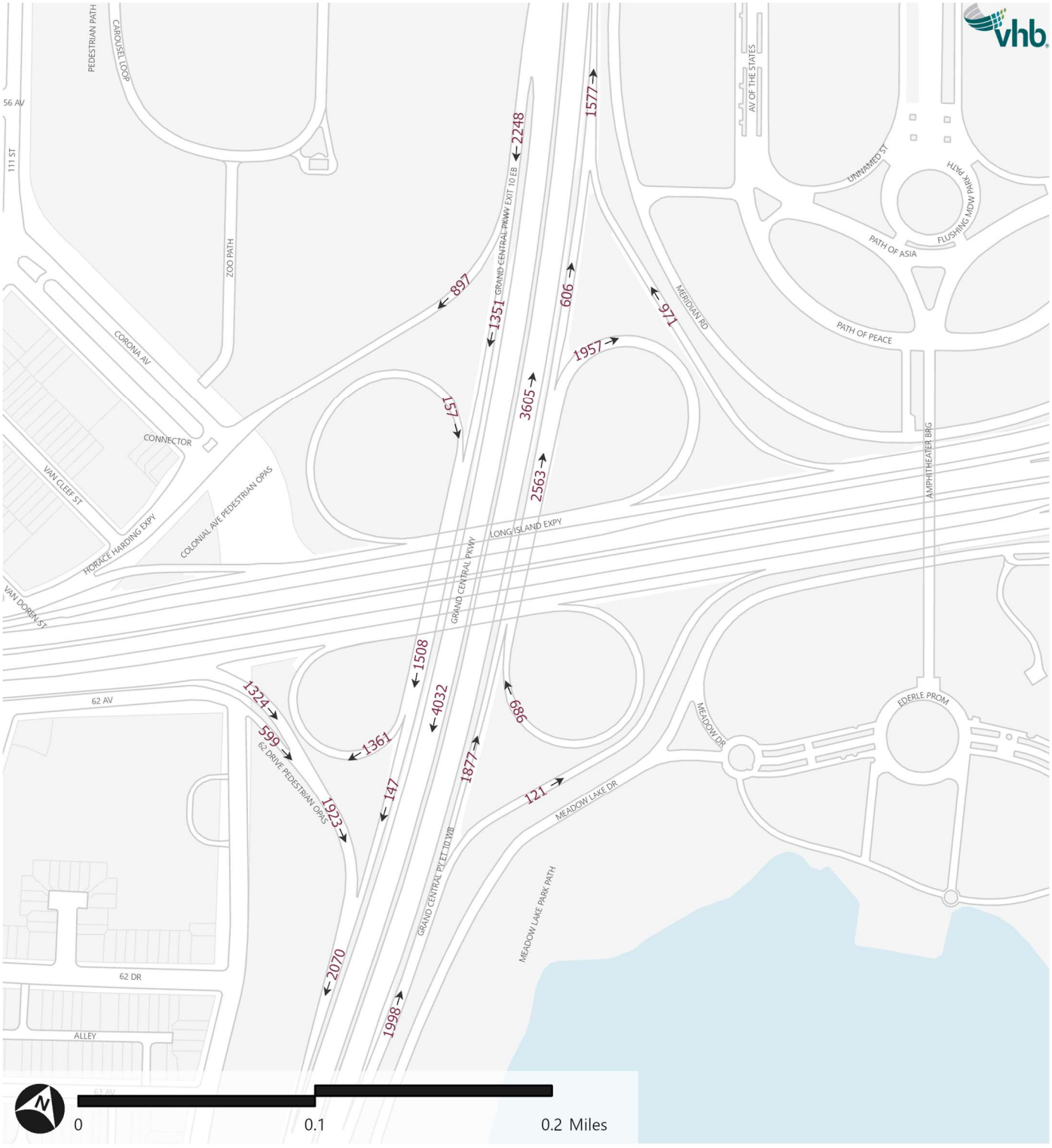


Figure D-47g: No-Action Gameday Traffic Volumes - Saturday PM Post Game Peak Hour



Figure D-47h: No-Action Gameday Traffic Volumes - Saturday PM Post Game Peak Hour

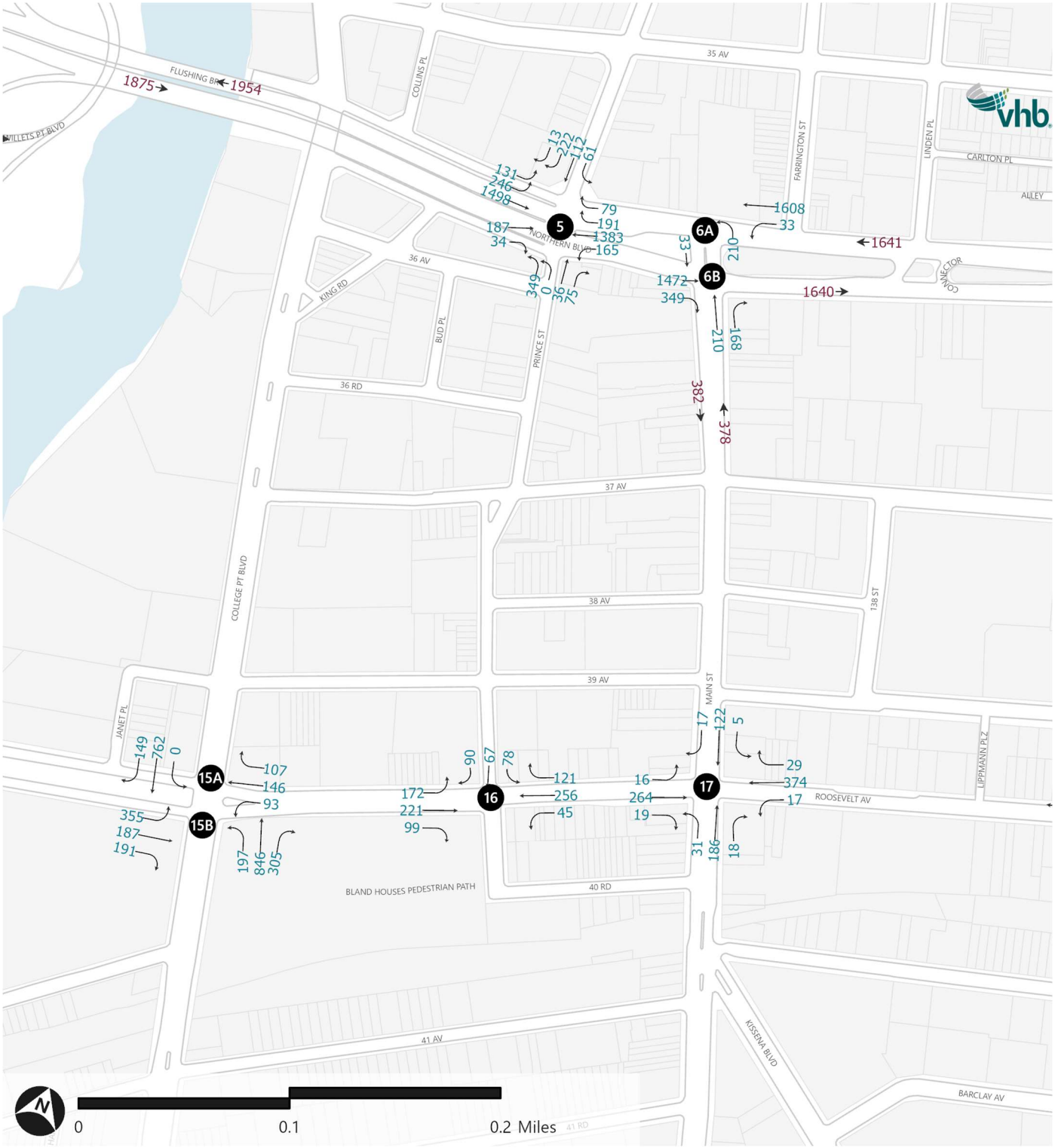


Figure D-47i: No-Action Gameday Traffic Volumes - Saturday PM Post Game Peak Hour

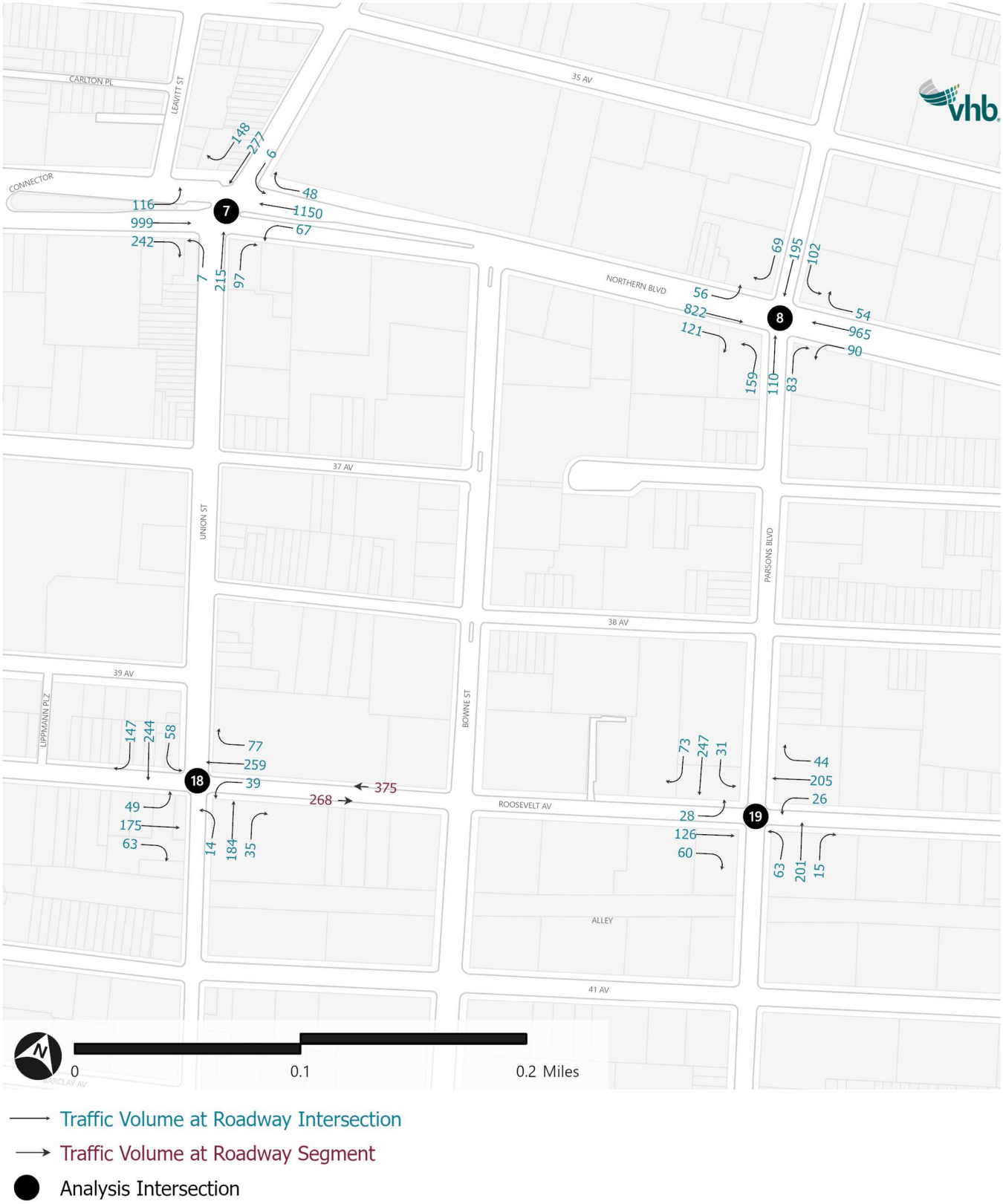
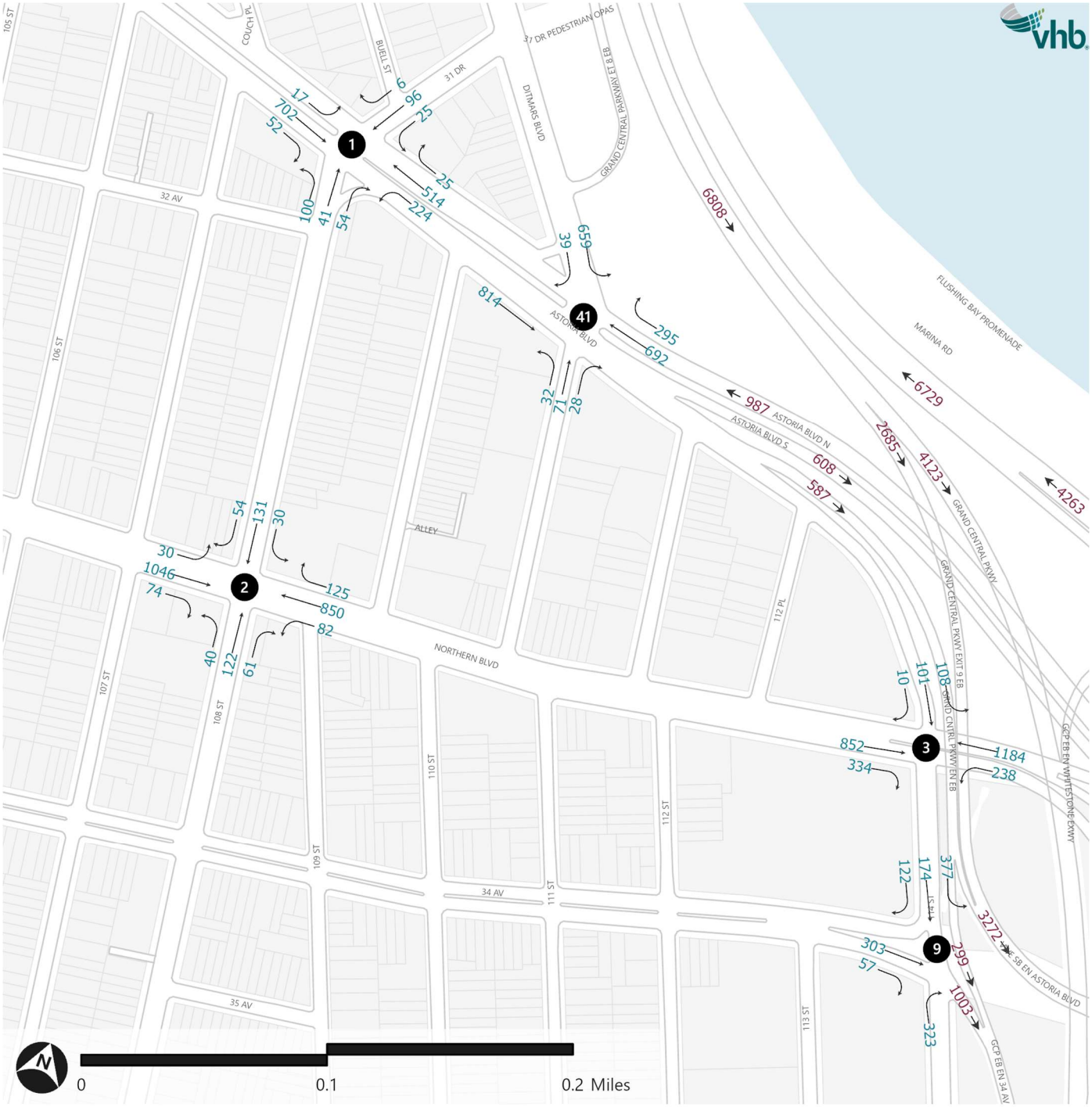


Figure D-48a: No-Action Gameday Traffic Volumes - Sunday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

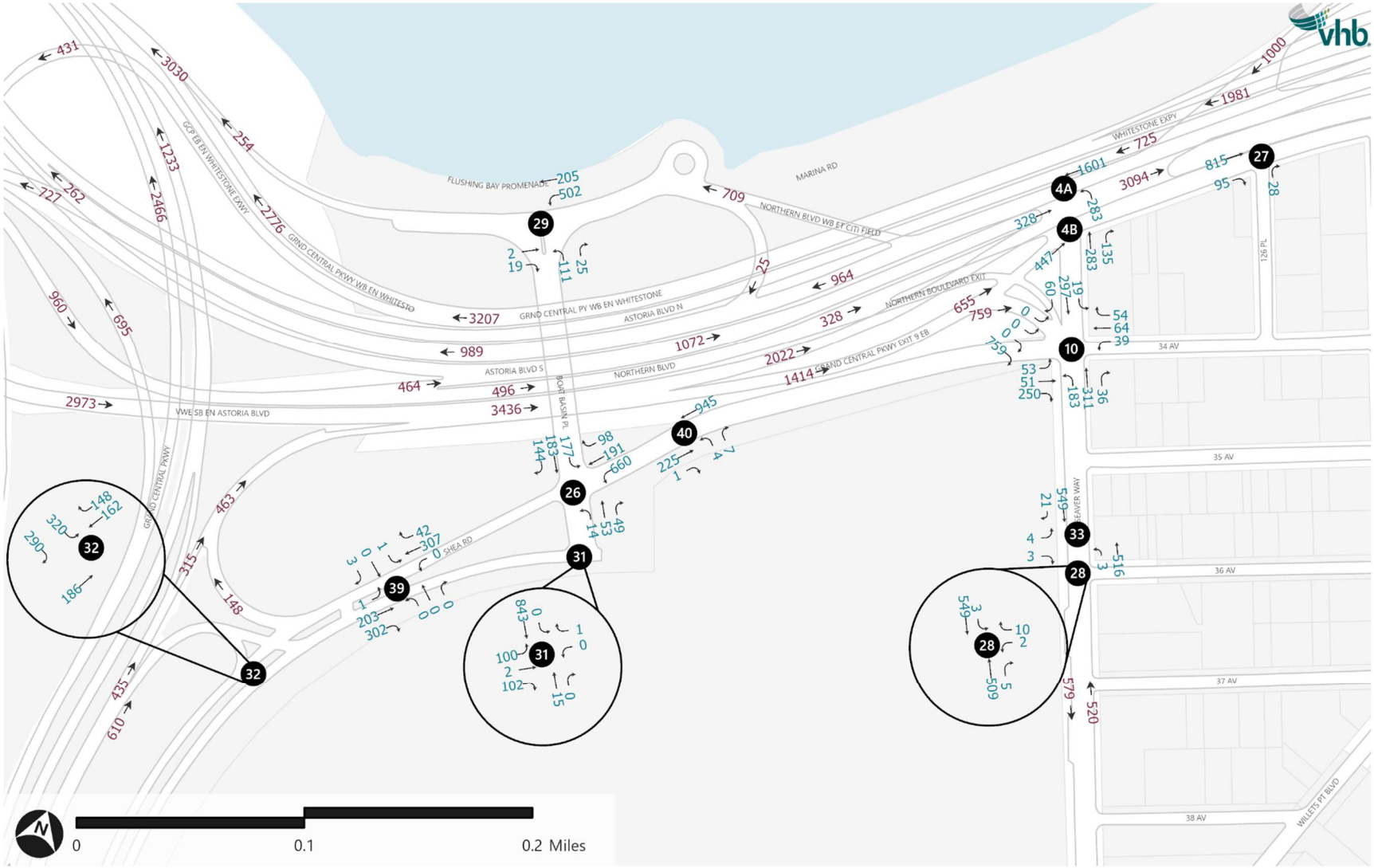
Figure D-48b: No-Action Gameday Traffic Volumes - Sunday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

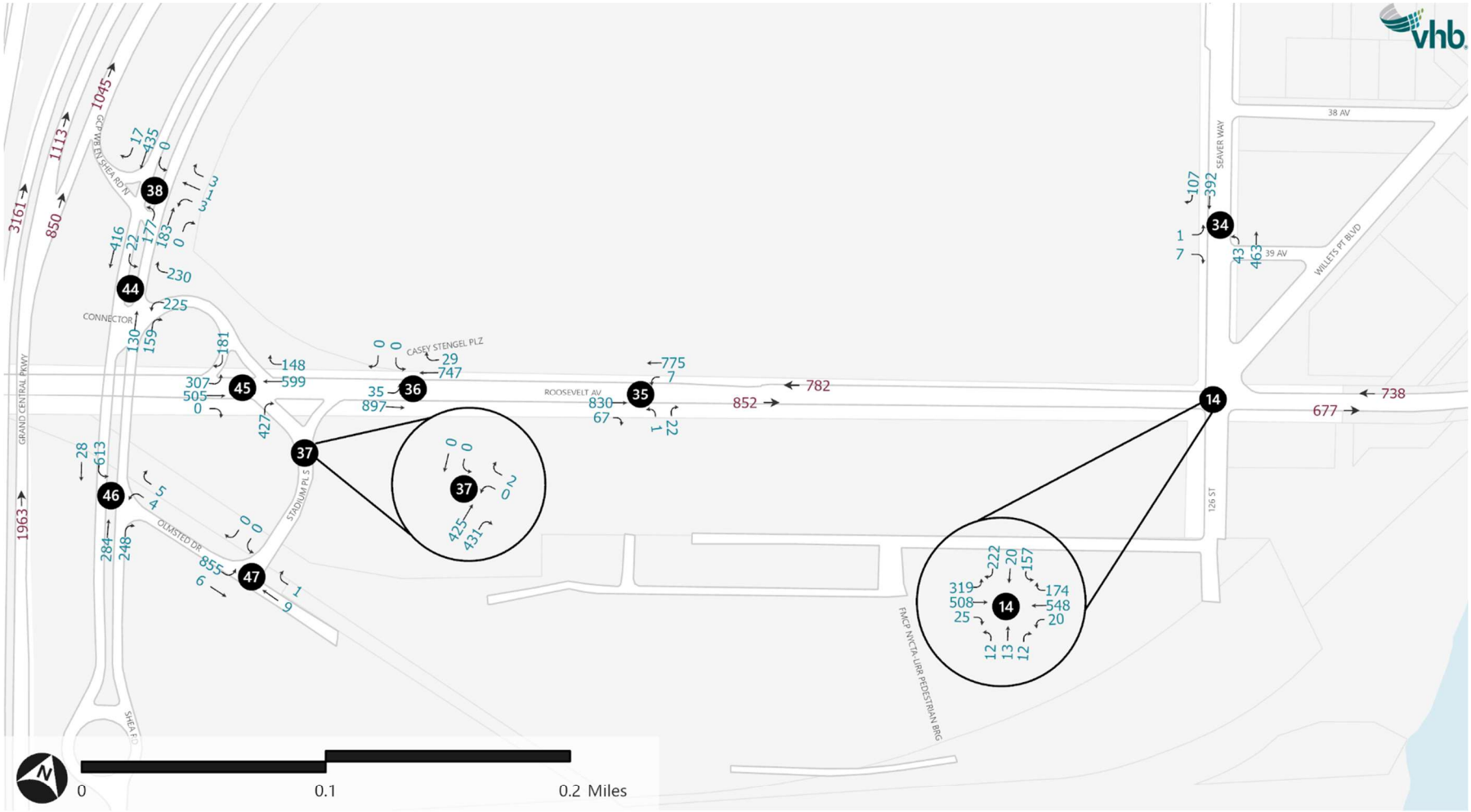
Figure D-48c: No-Action Gameday Traffic Volumes - Sunday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-48d: No-Action Gameday Traffic Volumes - Sunday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-48e: No-Action Gameday Traffic Volumes - Sunday Midday Peak Hour

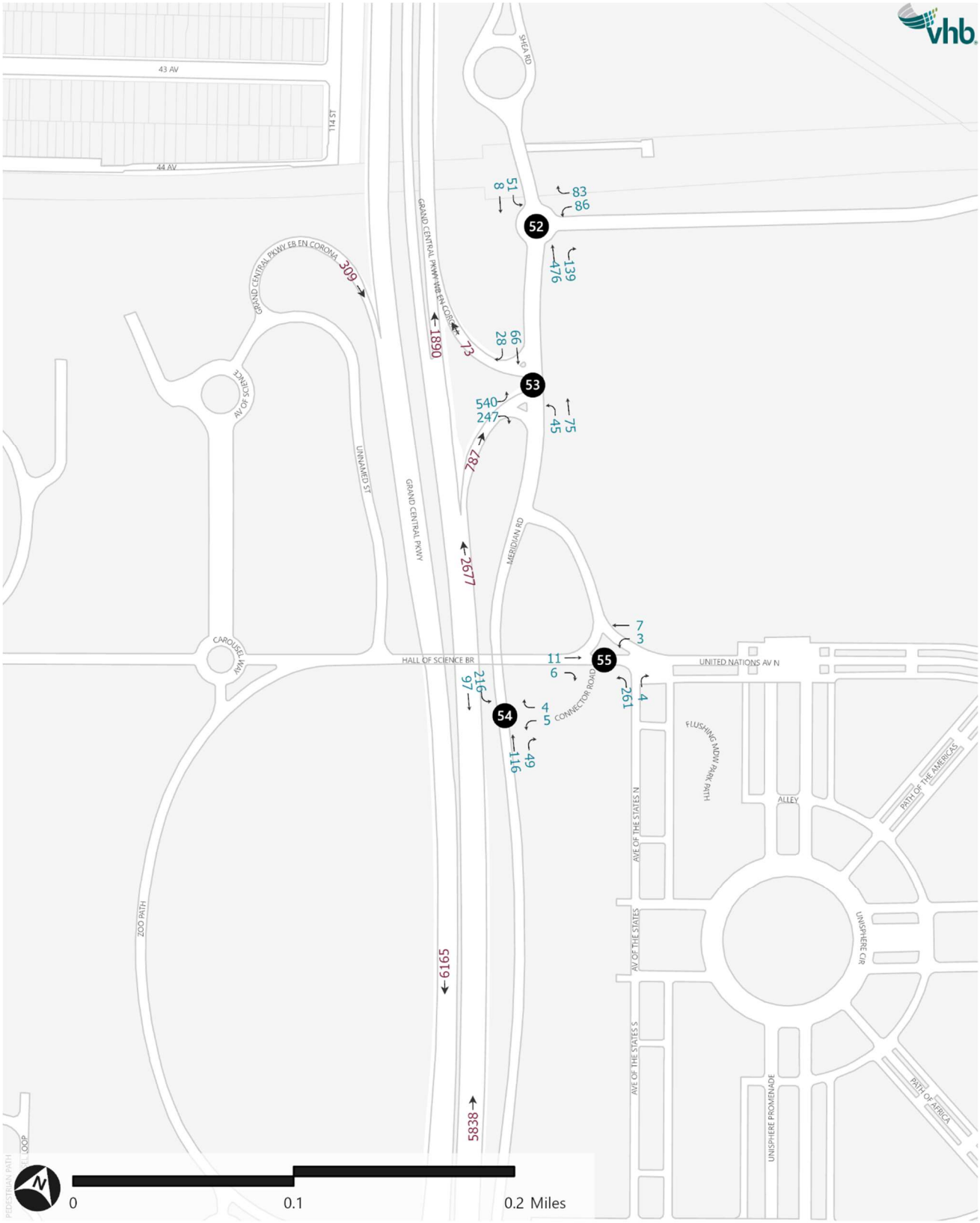


Figure D-48f: No-Action Gameday Traffic Volumes - Sunday Midday Peak Hour

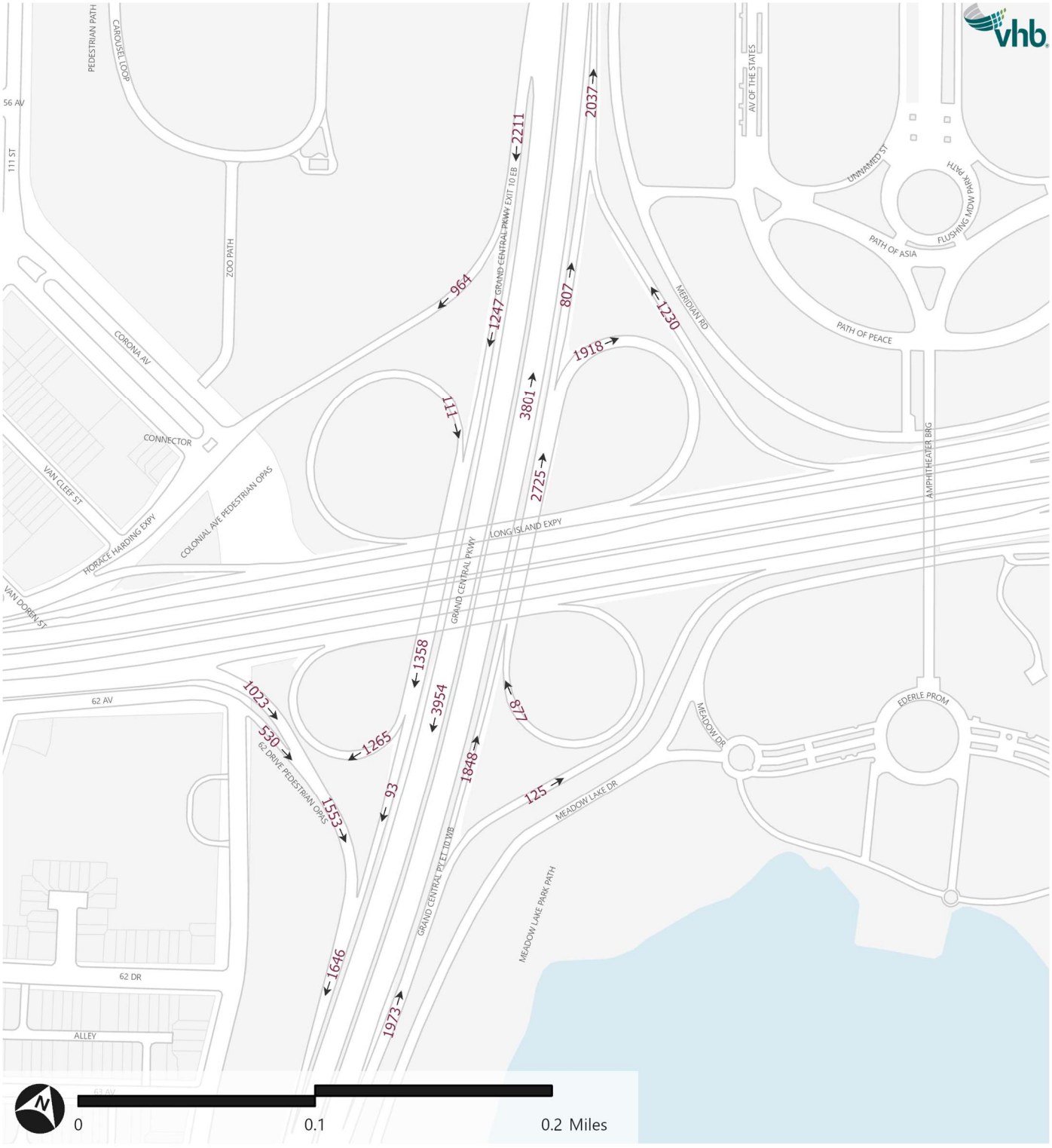


Figure D-48g: No-Action Gameday Traffic Volumes - Sunday Midday Peak Hour



Figure D-48h: No-Action Gameday Traffic Volumes - Sunday Midday Peak Hour

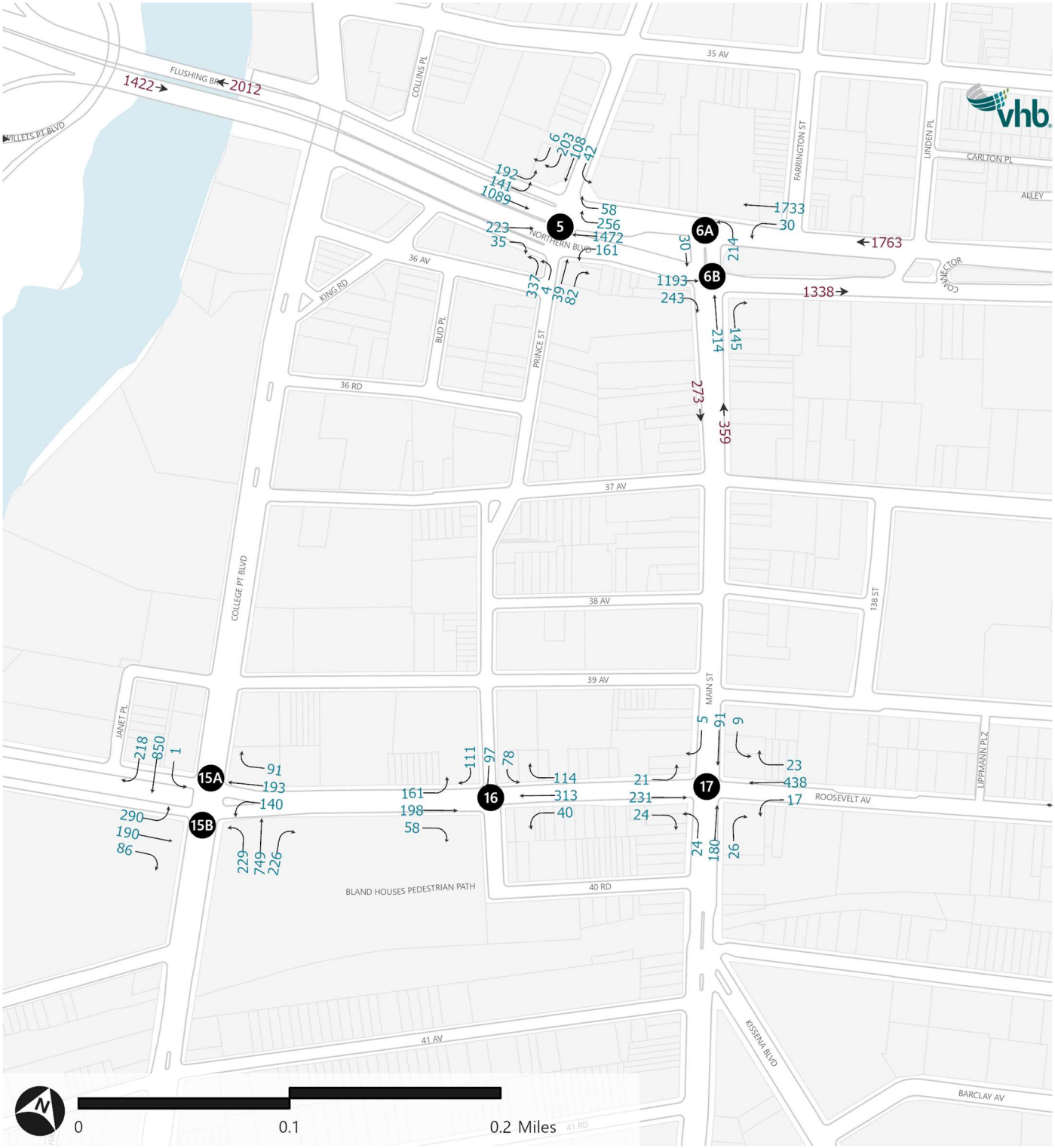


Figure D-48i: No-Action Gameday Traffic Volumes - Sunday Midday Peak Hour

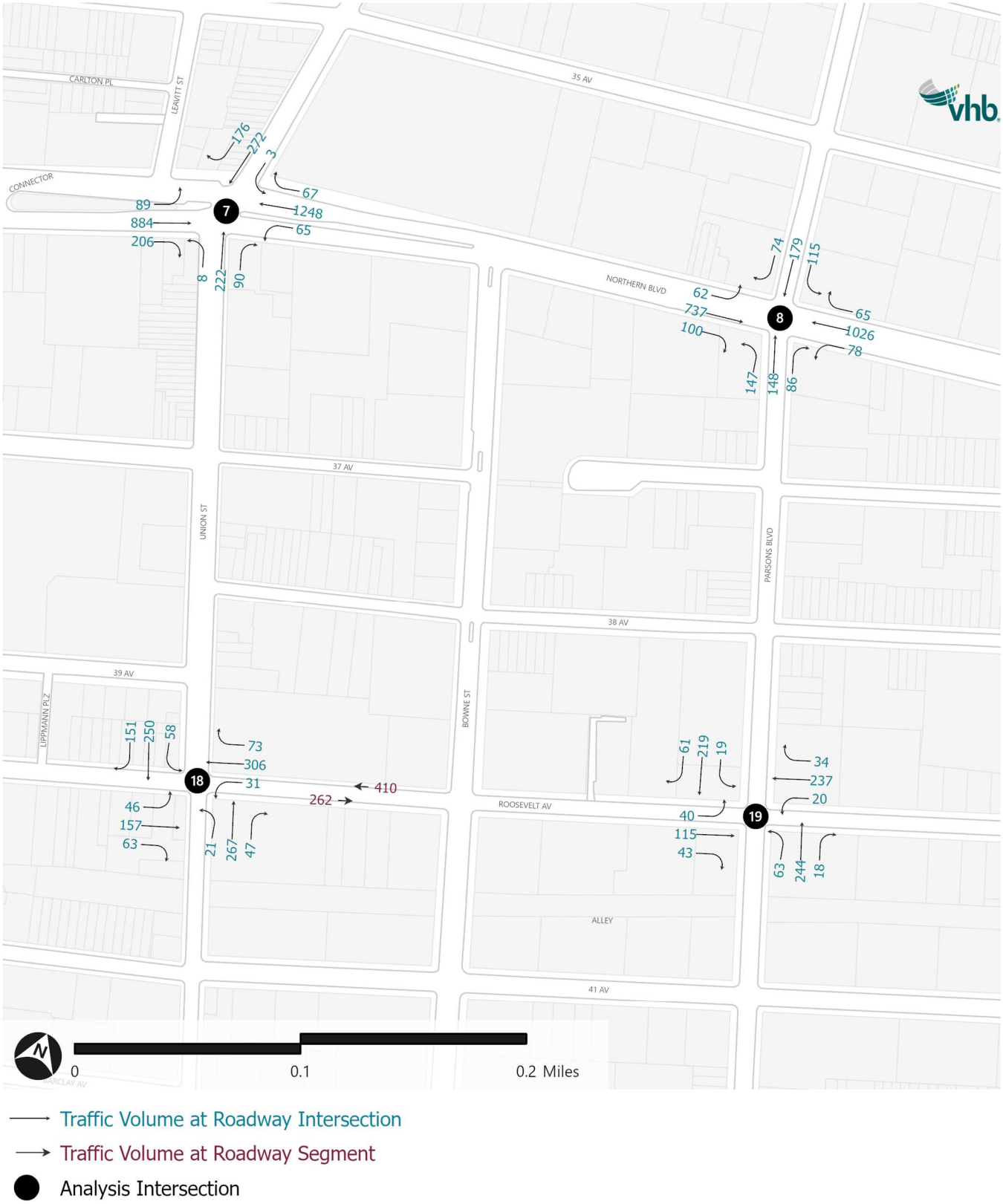
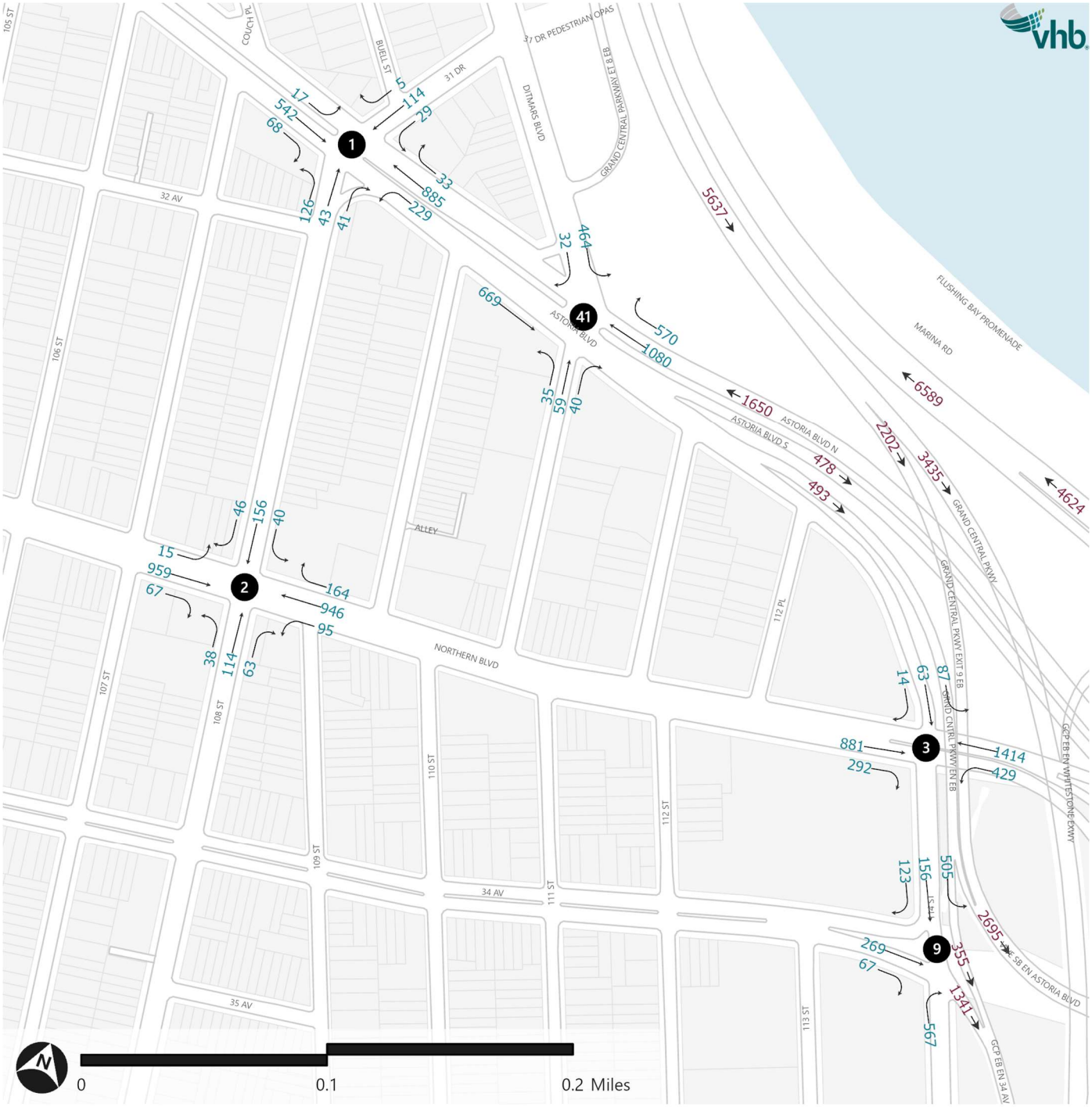


Figure D-49a: No-Action Gameday Traffic Volumes - Sunday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

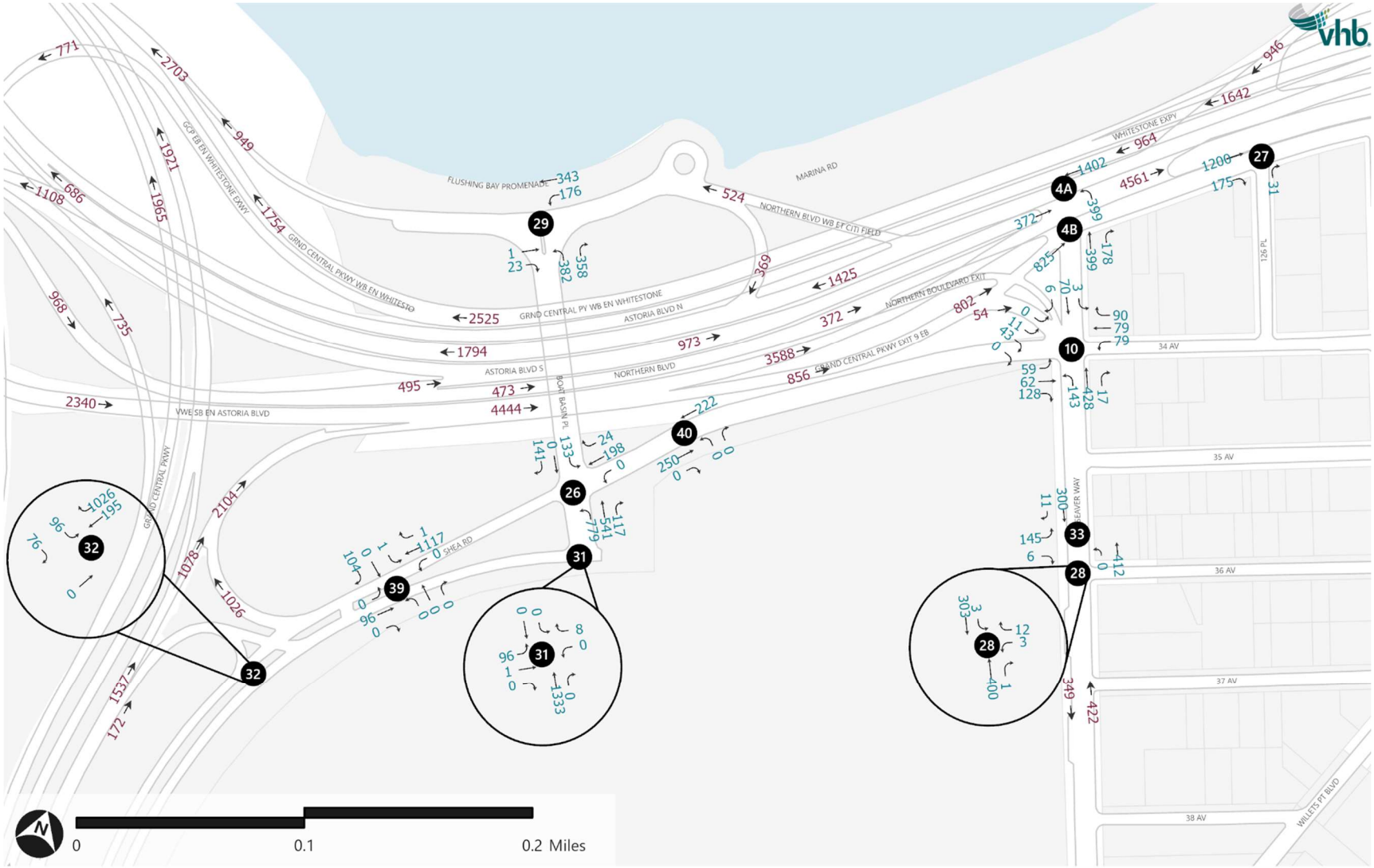
Figure D-49b: No-Action Gameday Traffic Volumes - Sunday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

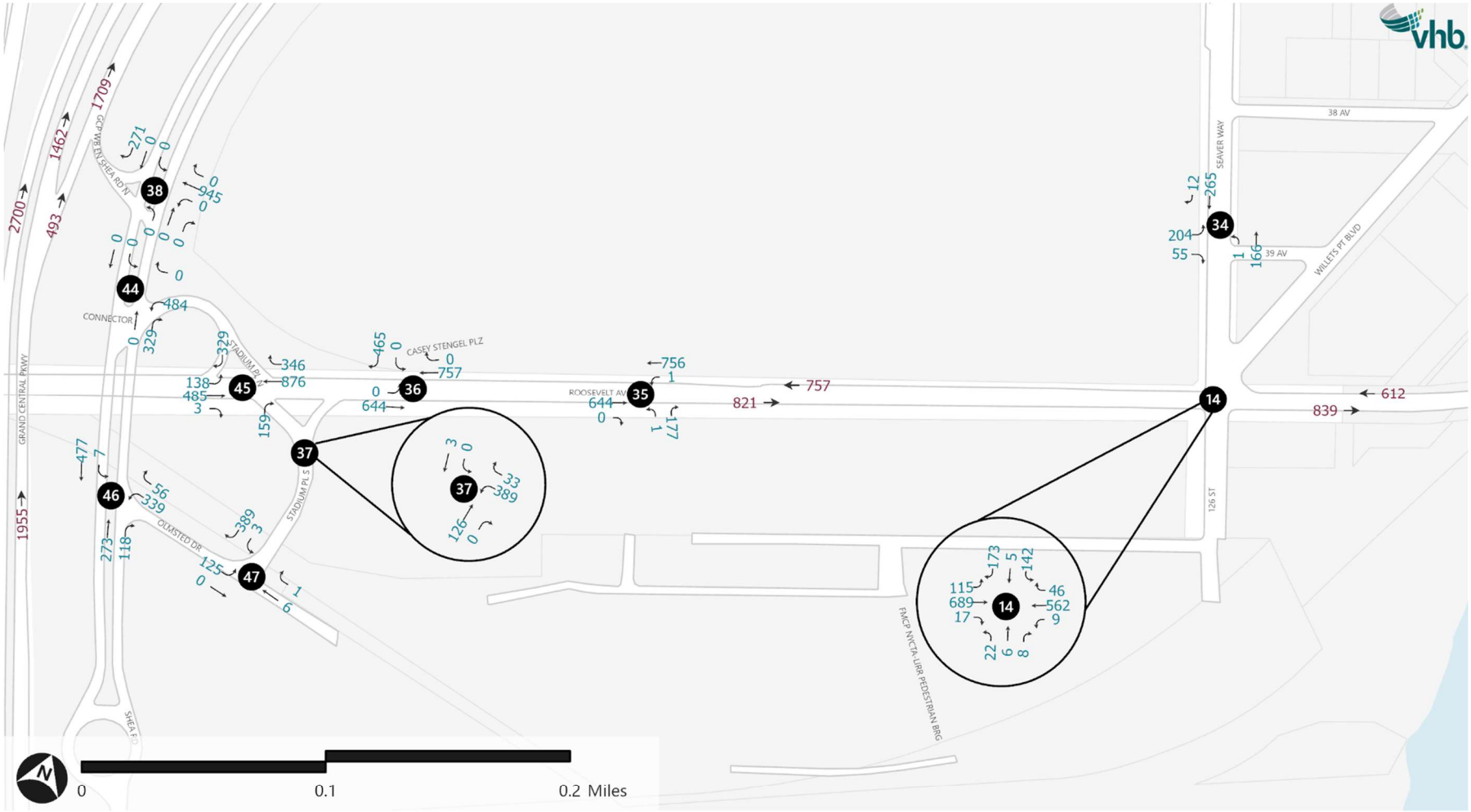
Figure D-49c: No-Action Gameday Traffic Volumes - Sunday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-49d: No-Action Gameday Traffic Volumes - Sunday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-49e: No-Action Gameday Traffic Volumes - Sunday PM Peak Hour

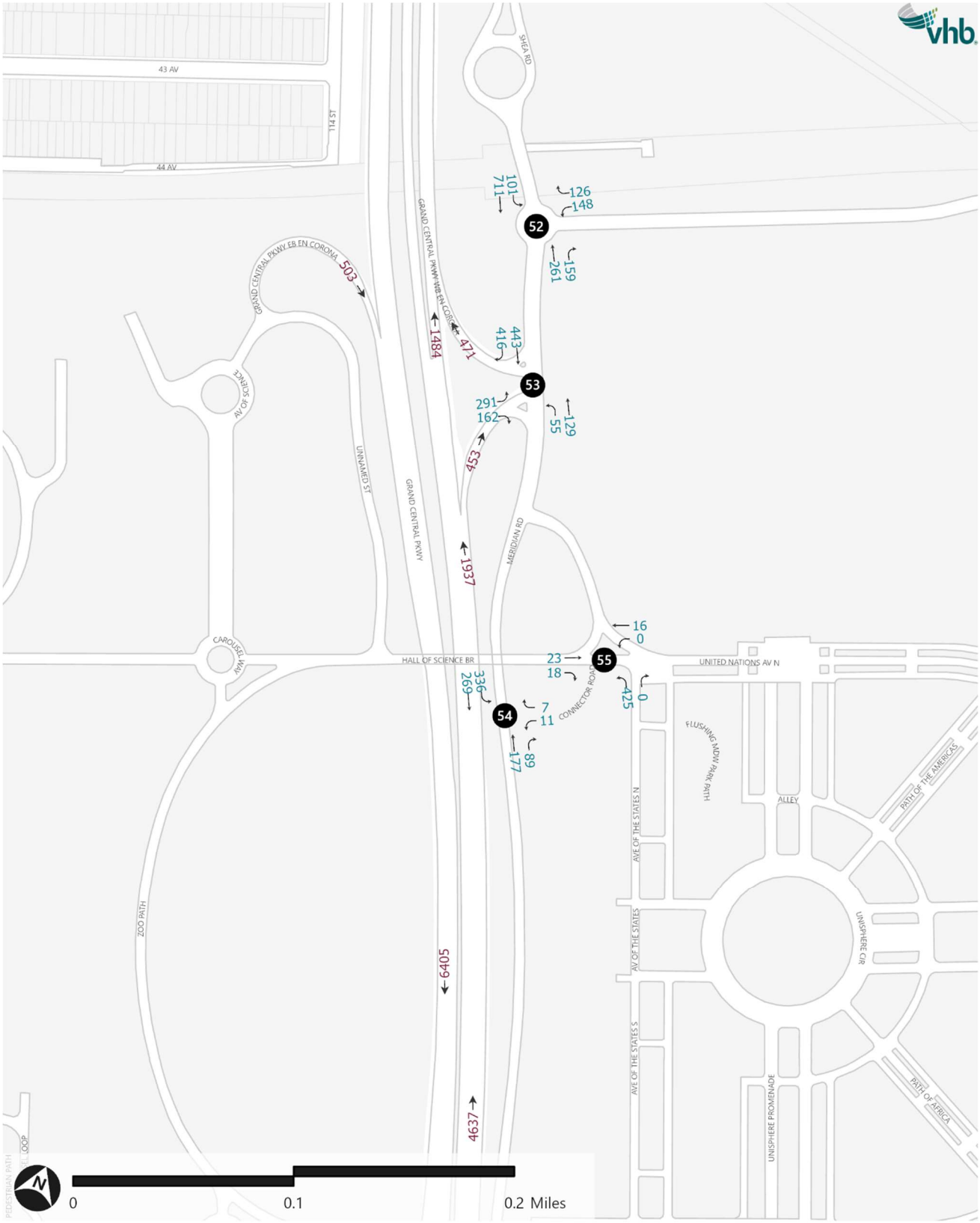


Figure D-49f: No-Action Gameday Traffic Volumes - Sunday PM Peak Hour

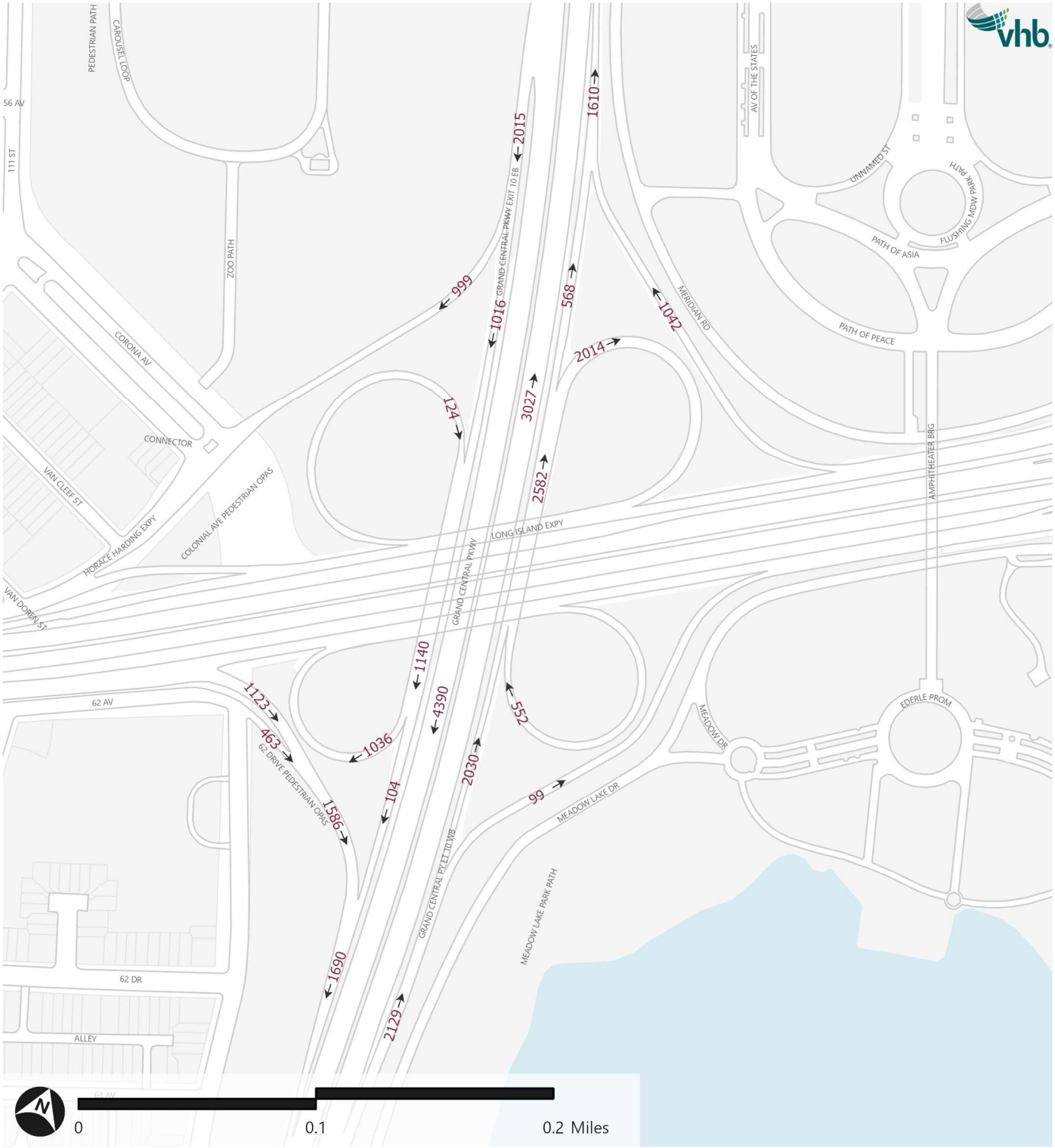


Figure D-49g: No-Action Gameday Traffic Volumes - Sunday PM Peak Hour



Figure D-49h: No-Action Gameday Traffic Volumes - Sunday PM Peak Hour



Figure D-49i: No-Action Gameday Traffic Volumes - Sunday PM Peak Hour

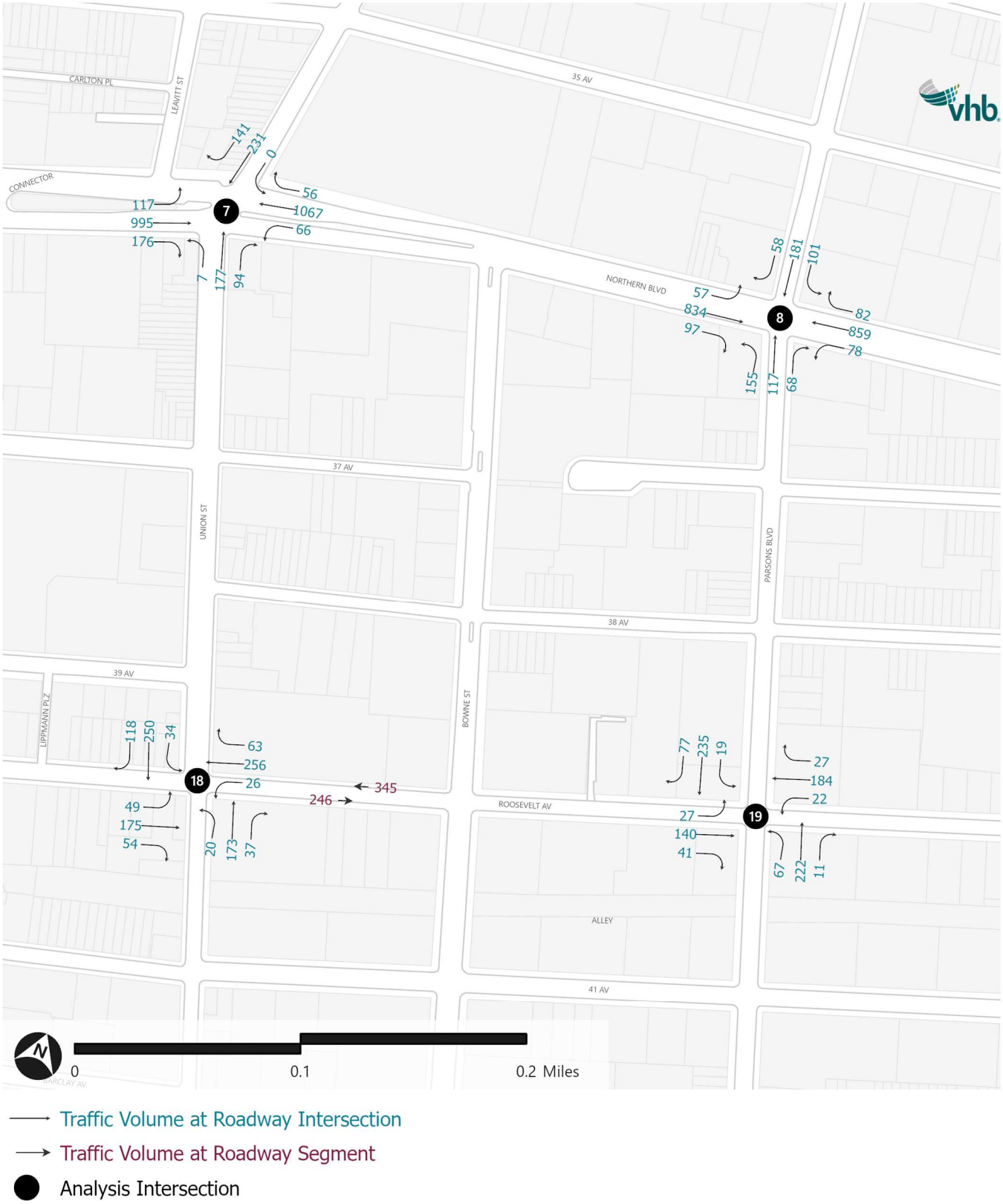
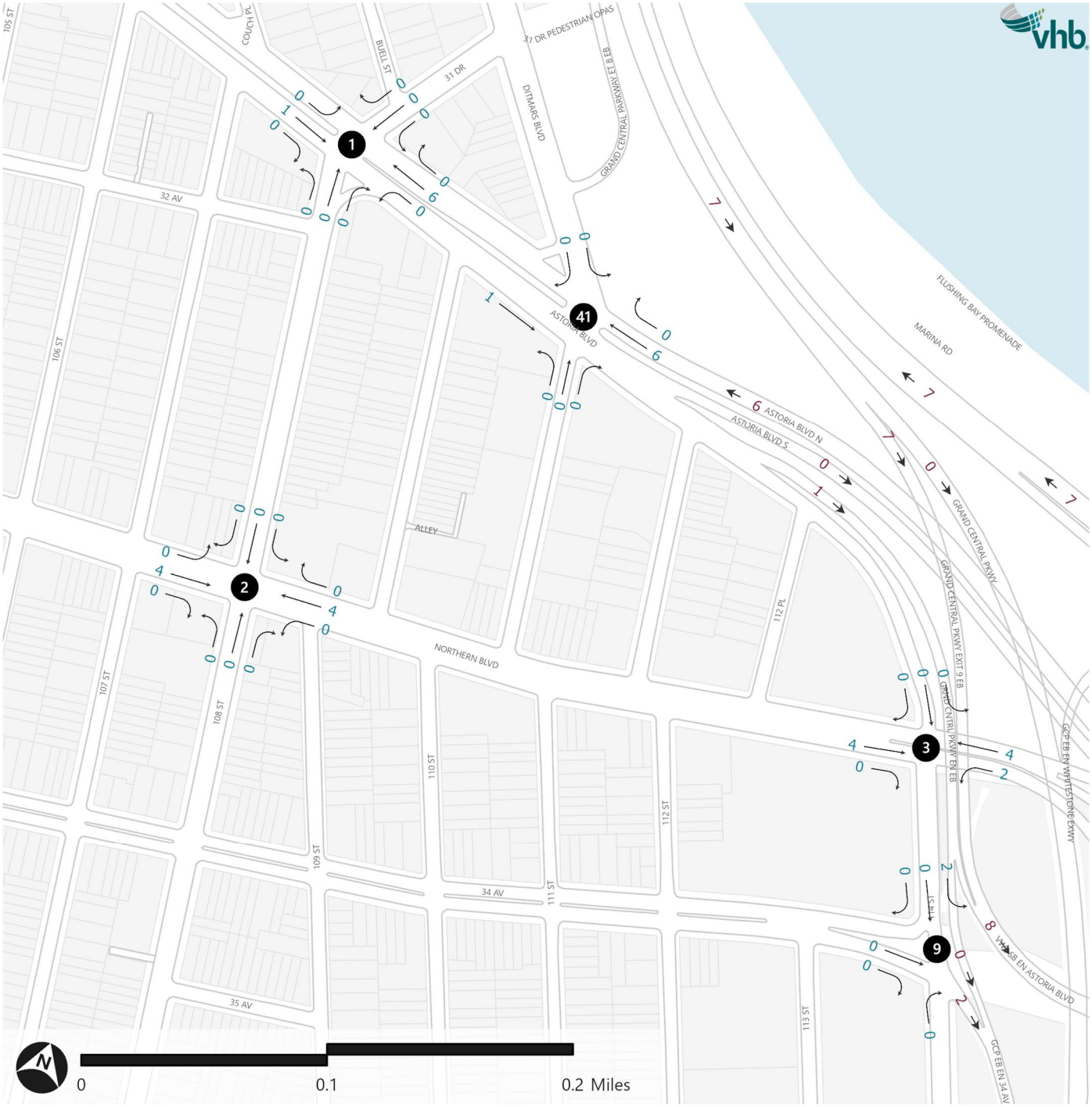


Figure D-50a: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

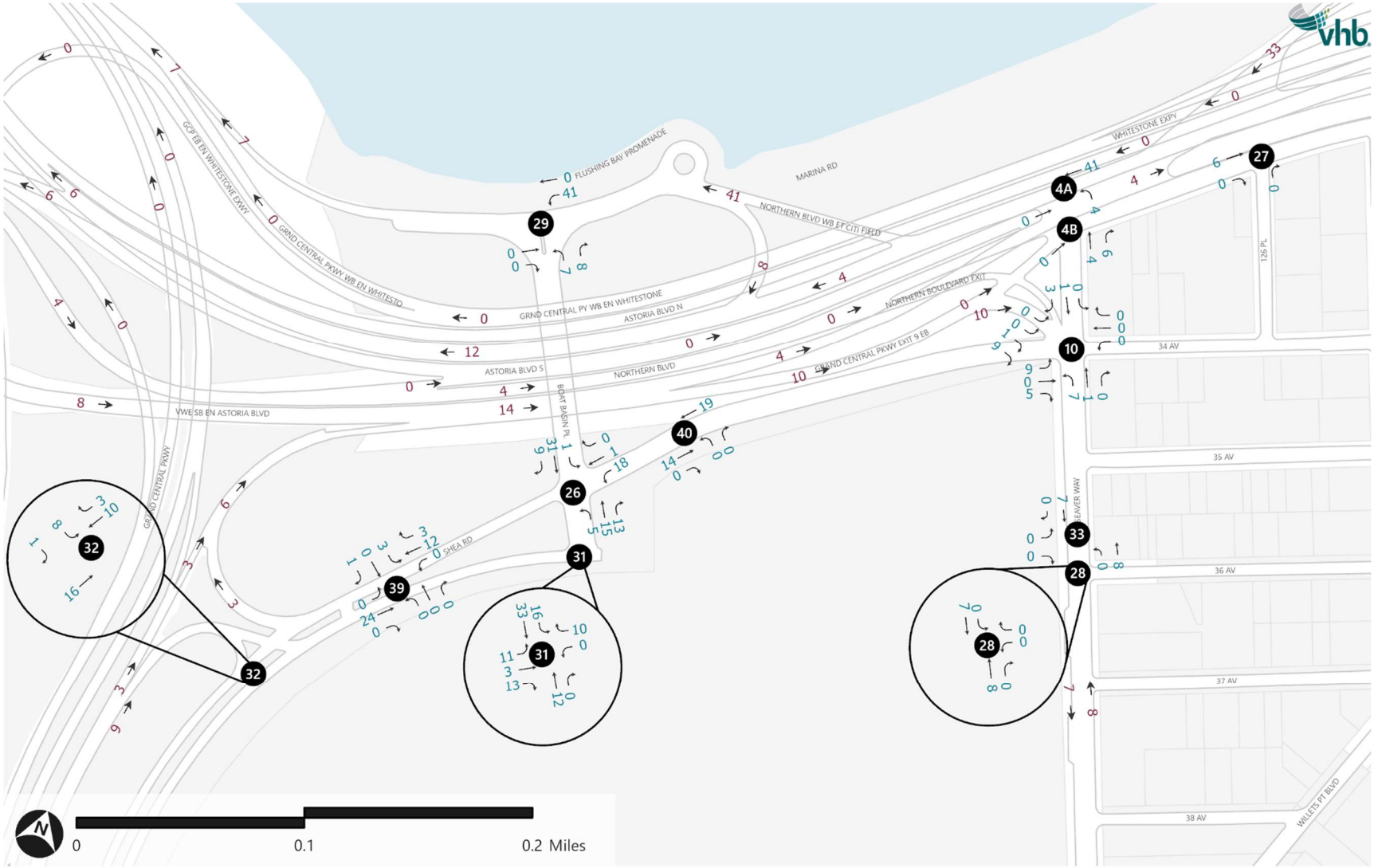
Figure D-50b: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-50c: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-50d: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour



Figure D-50e: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour

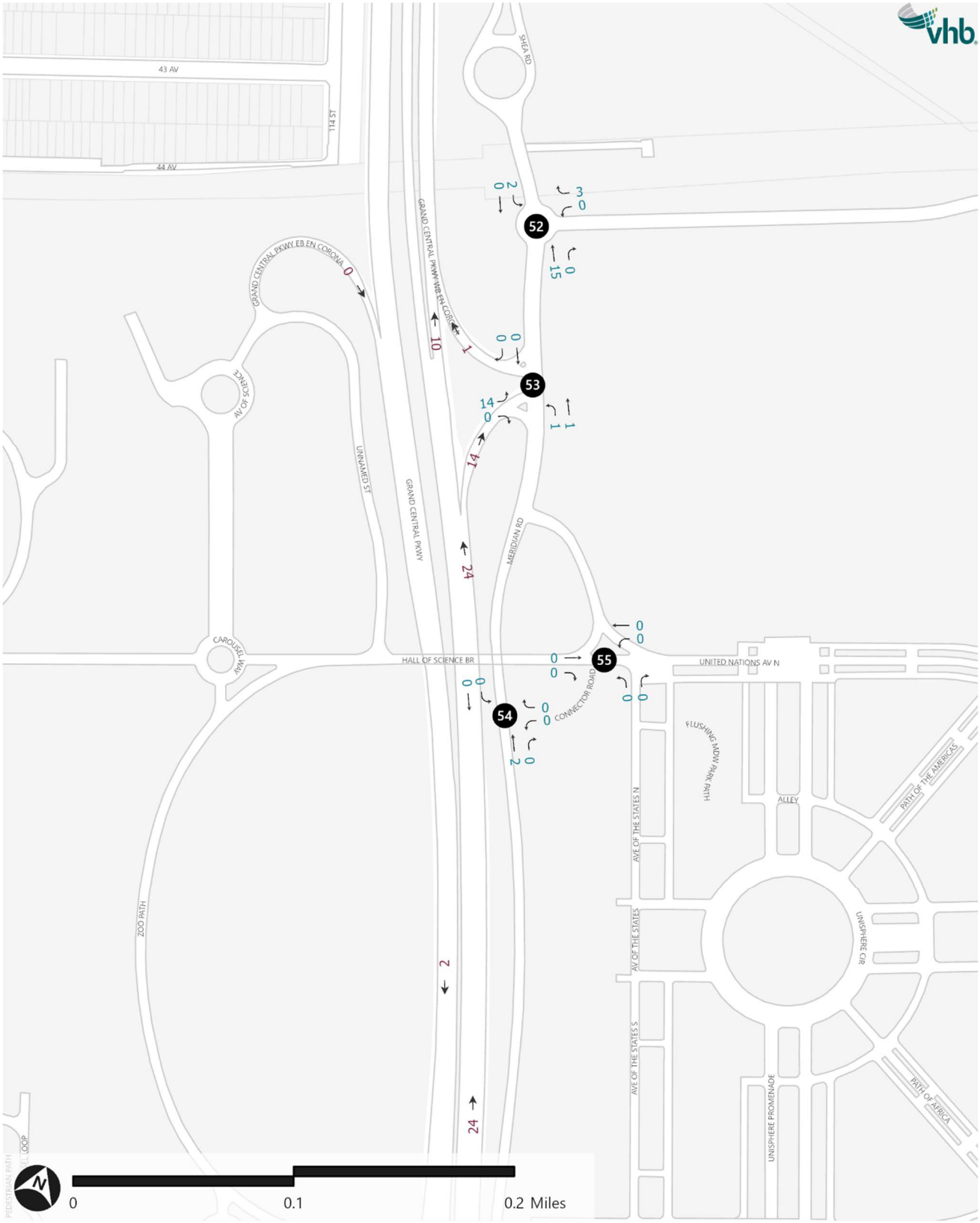


Figure D-50f: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour

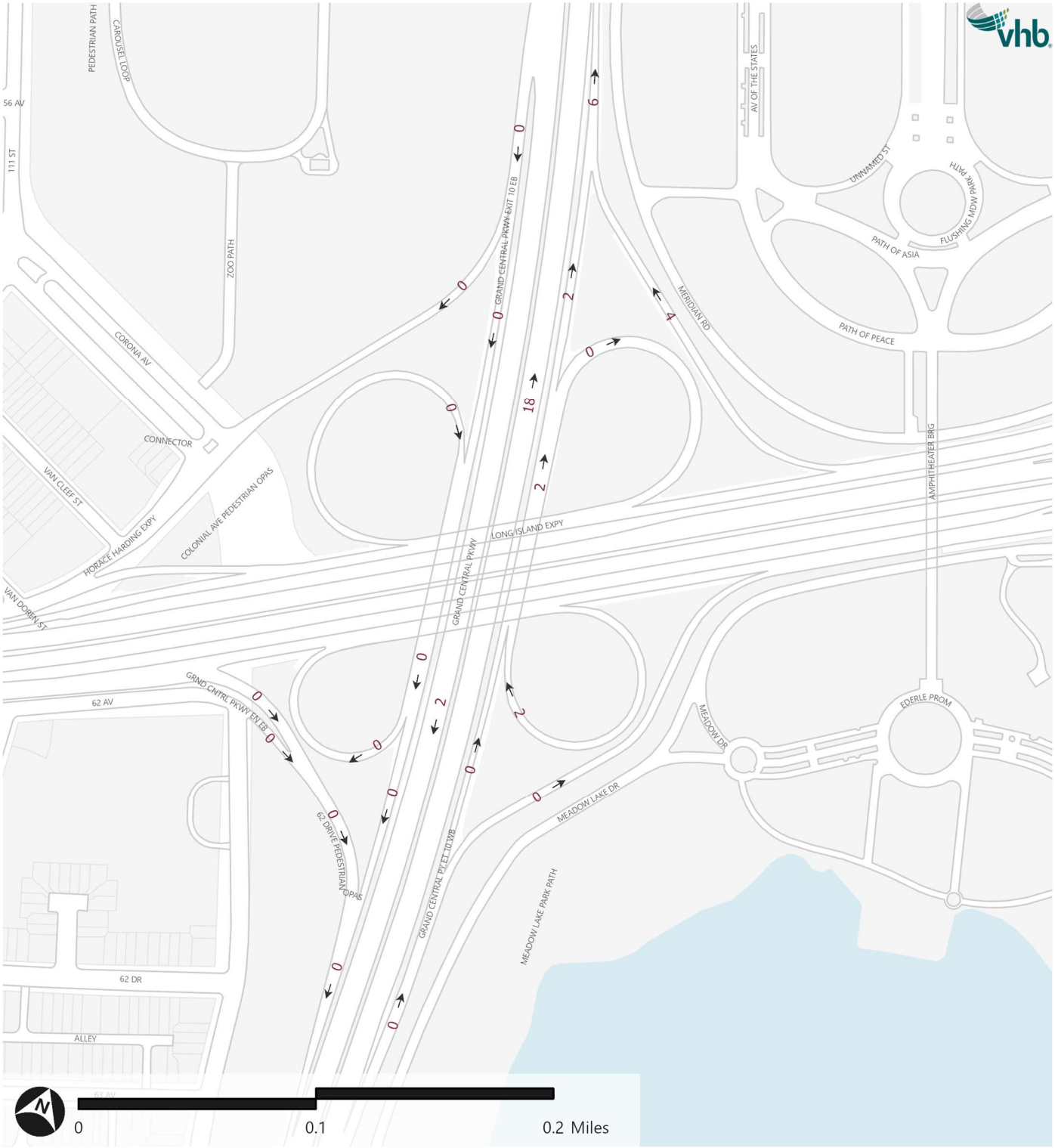


Figure D-50g: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour



Figure D-50h: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour

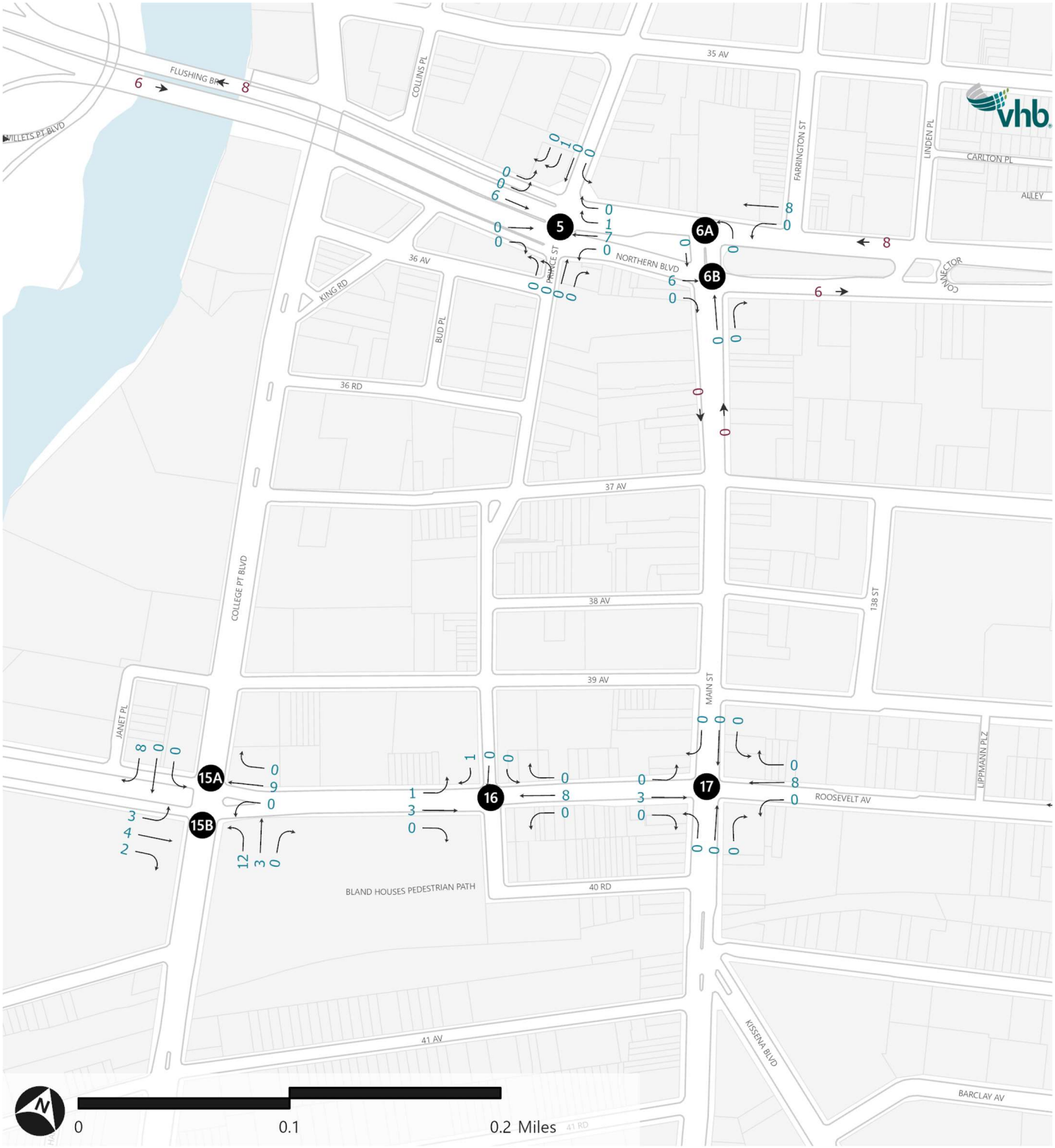


Figure D-50i: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour

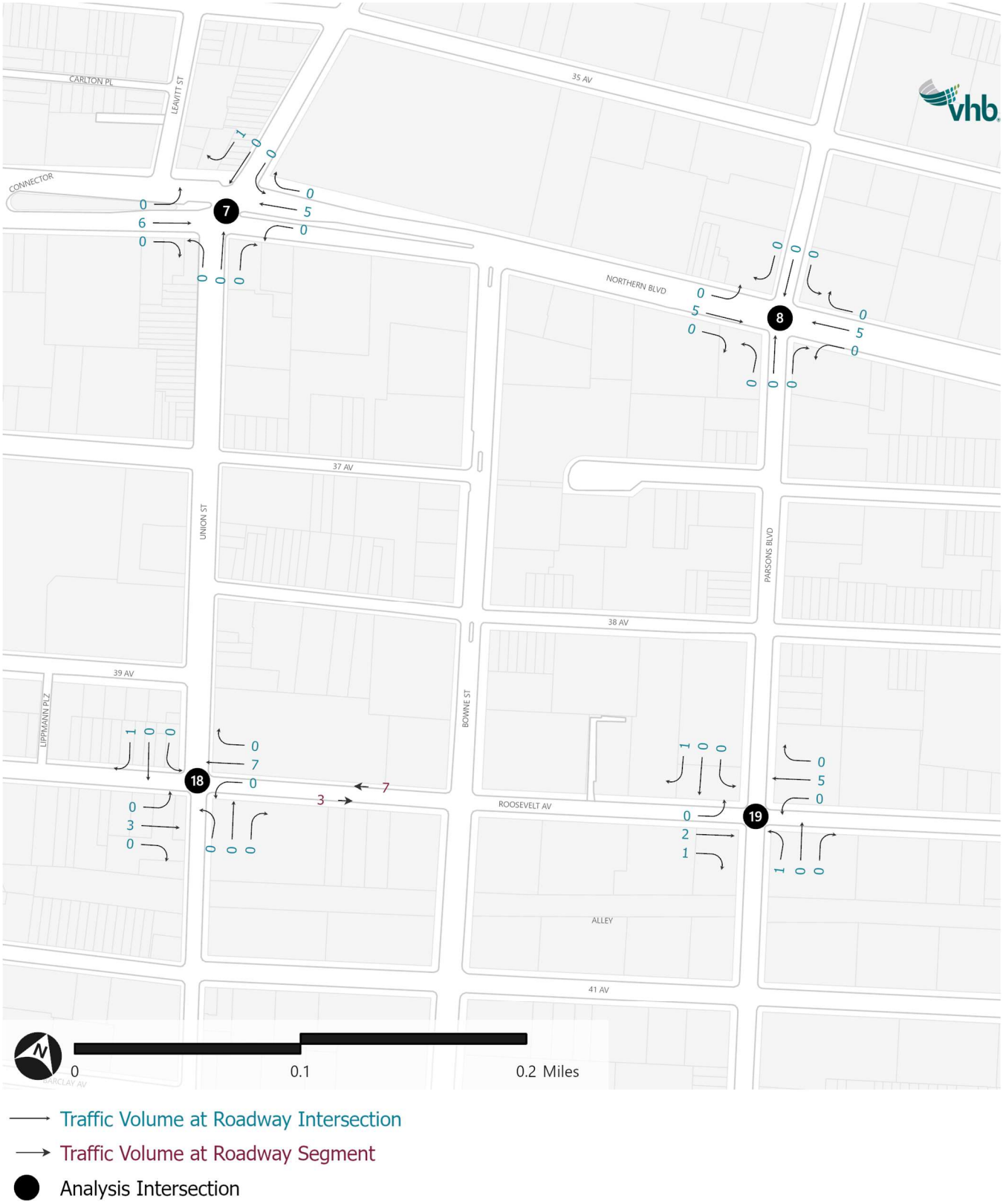
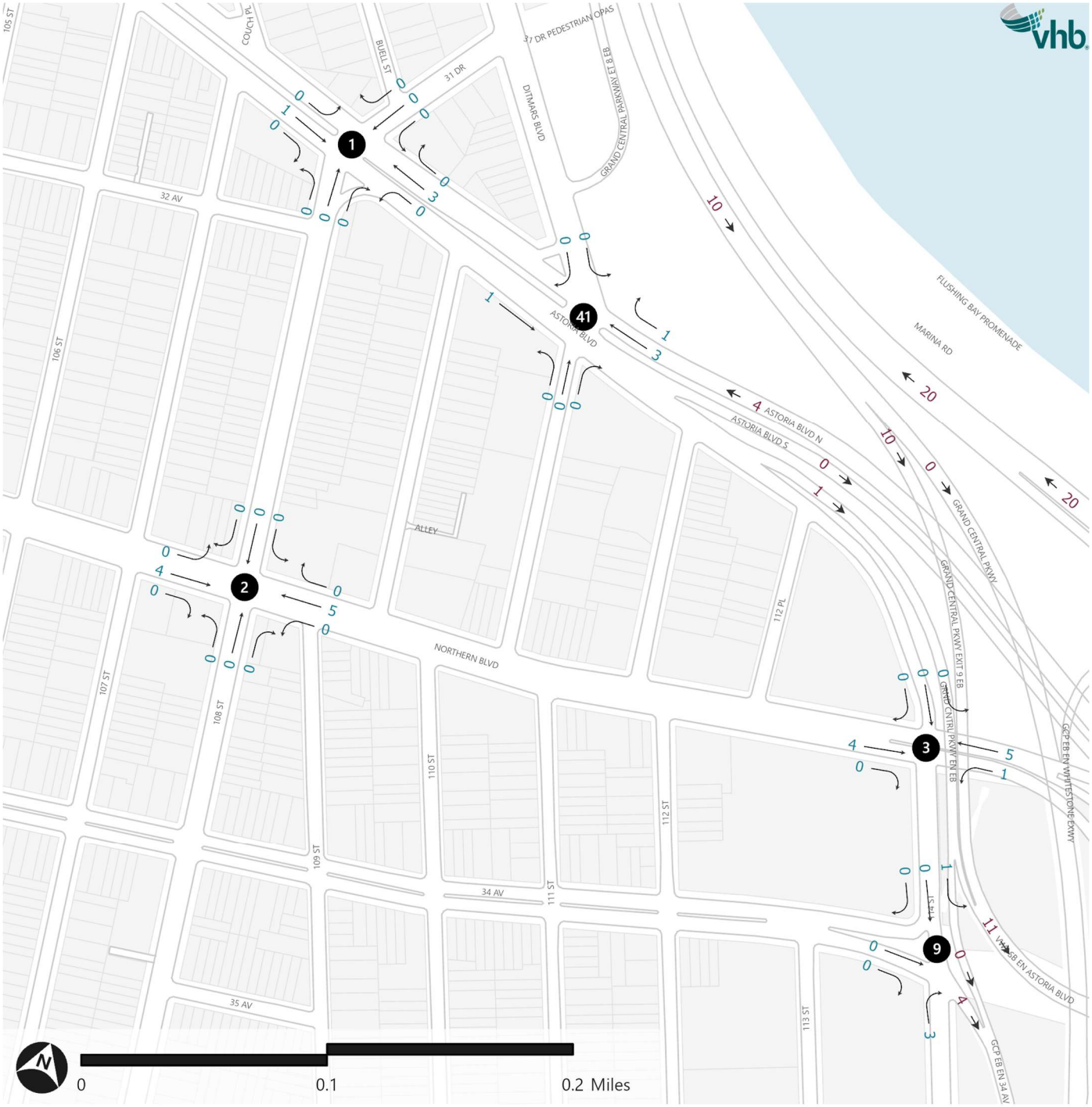


Figure D-51a: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

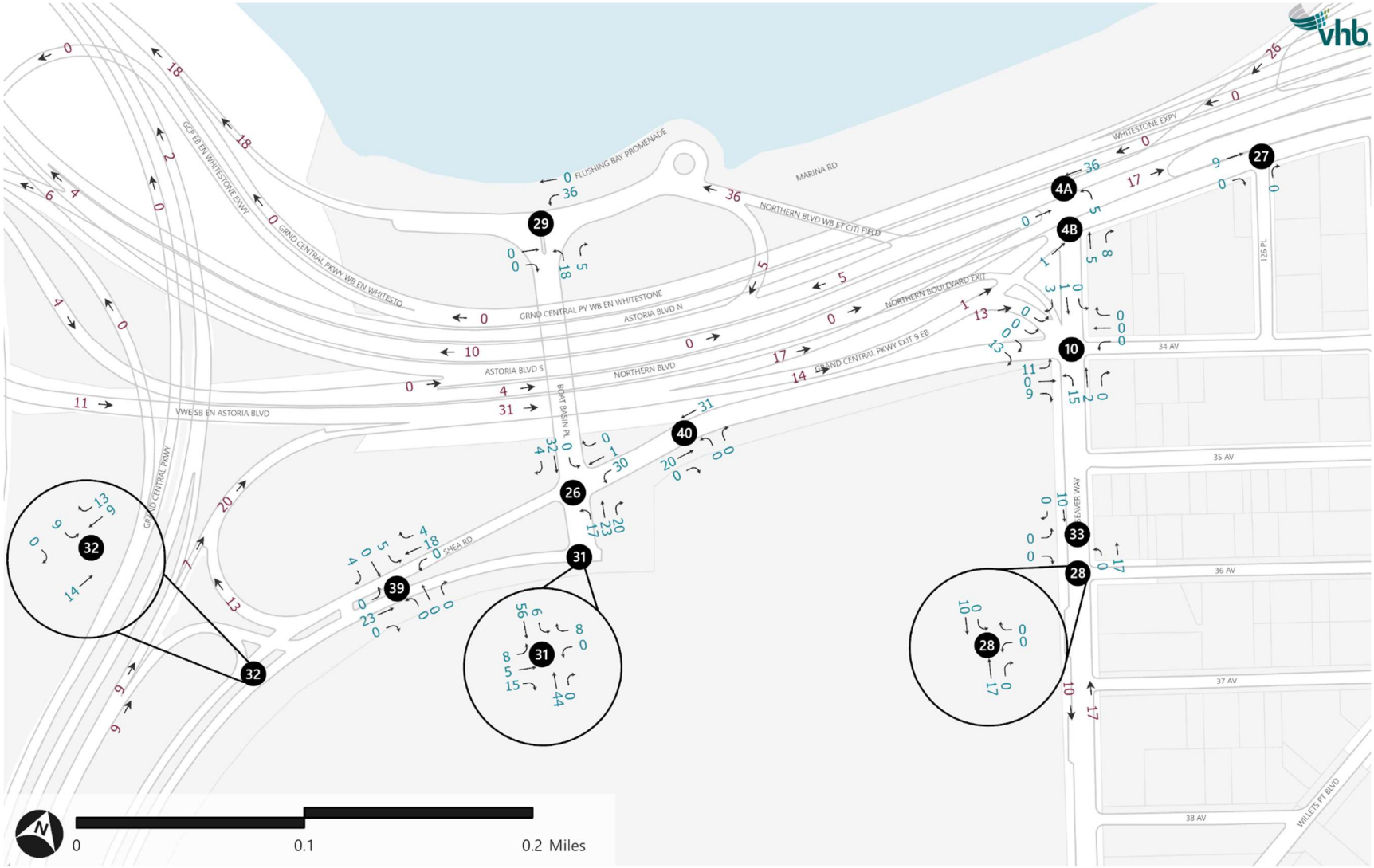
Figure D-51b: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

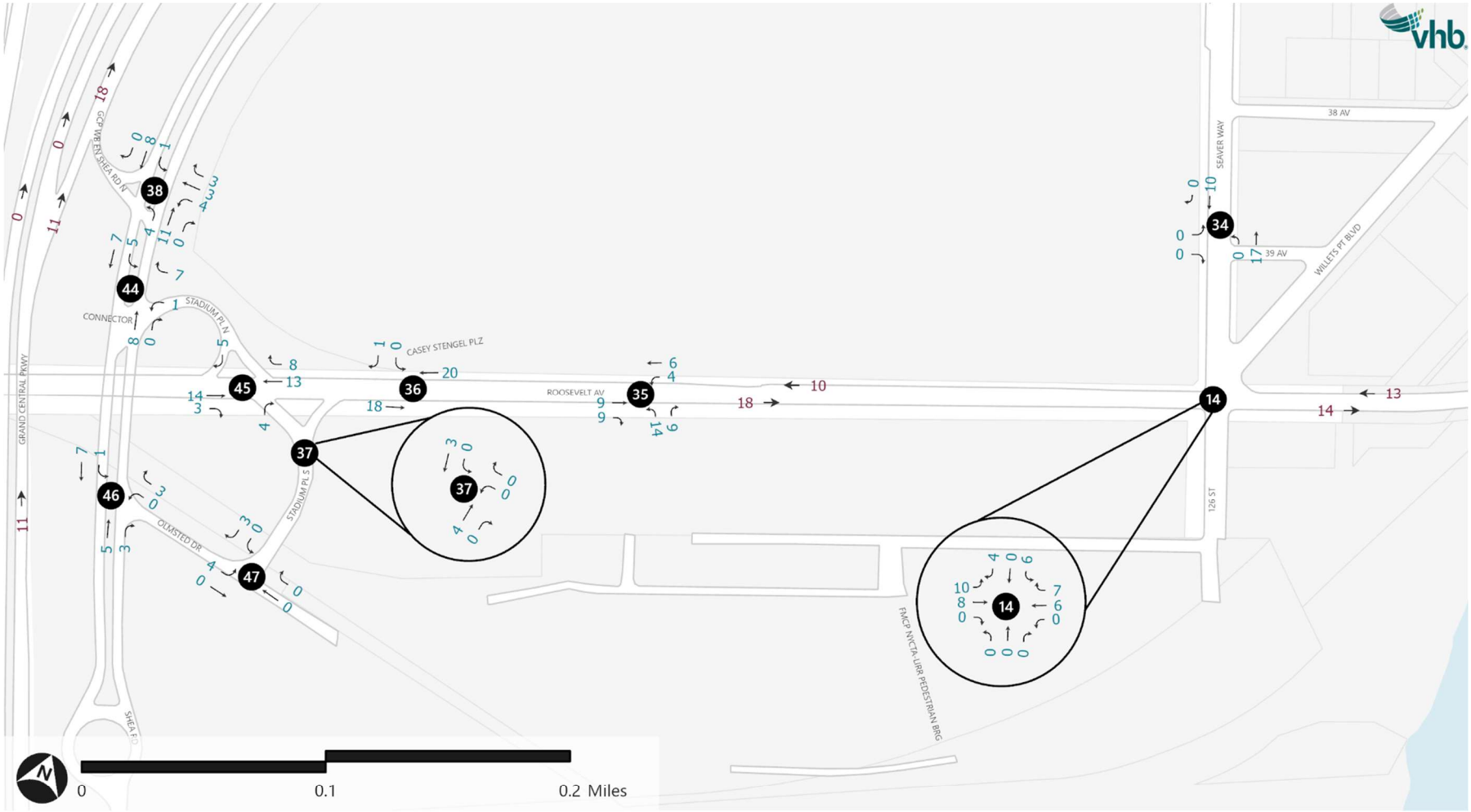
Figure D-51c: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-51d: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-51e: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour

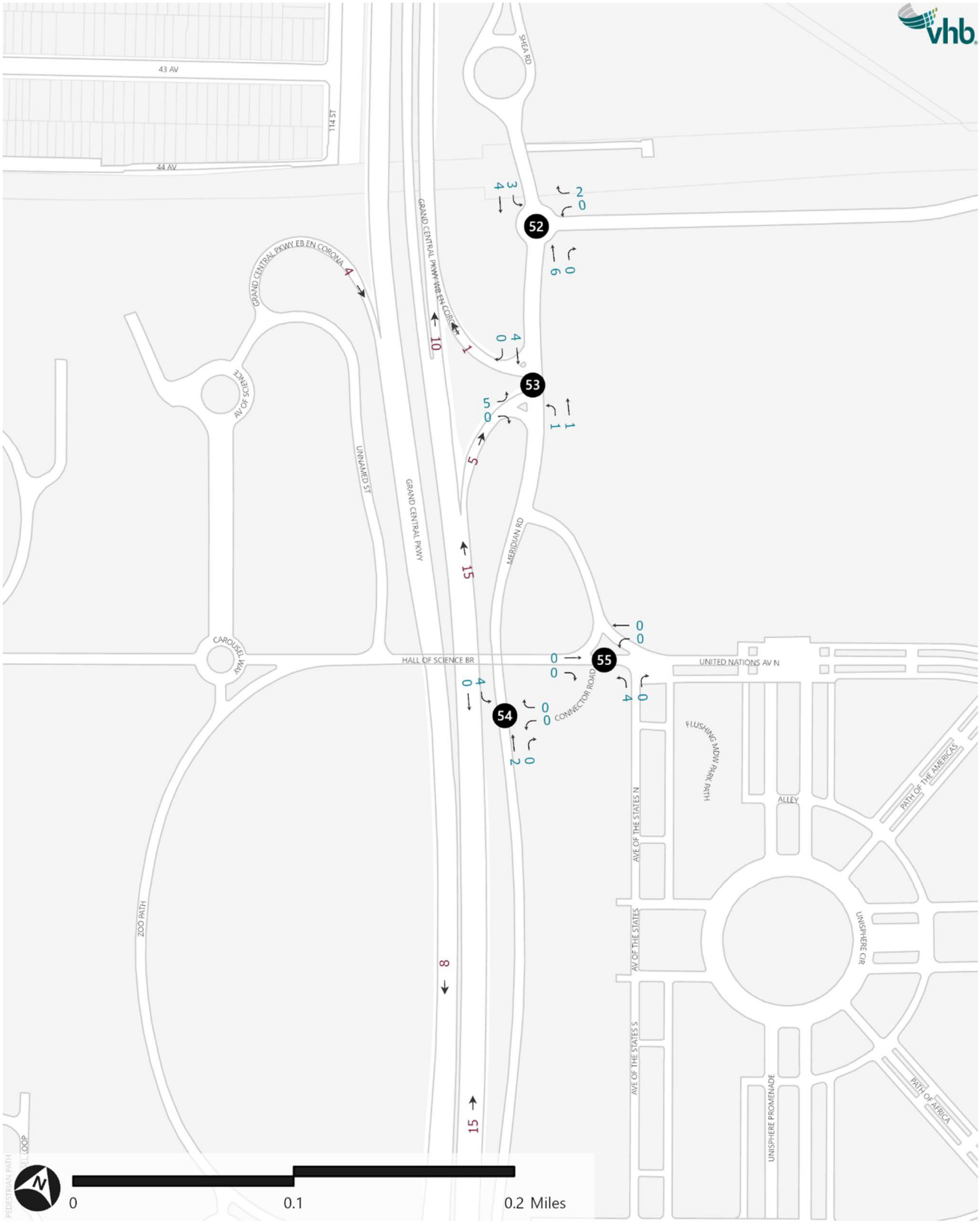


Figure D-51f: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour

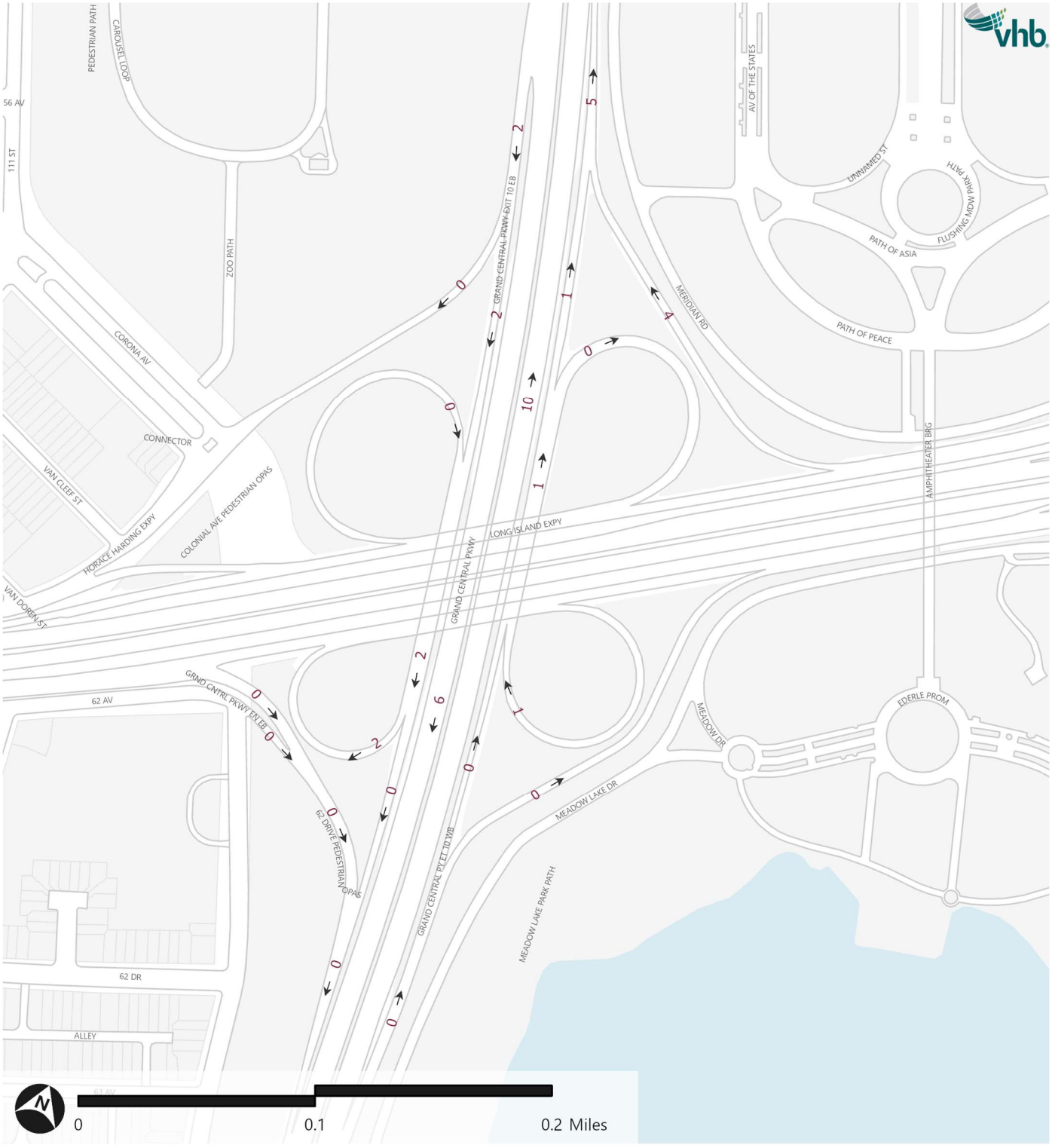


Figure D-51g: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour



Figure D-51h: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour

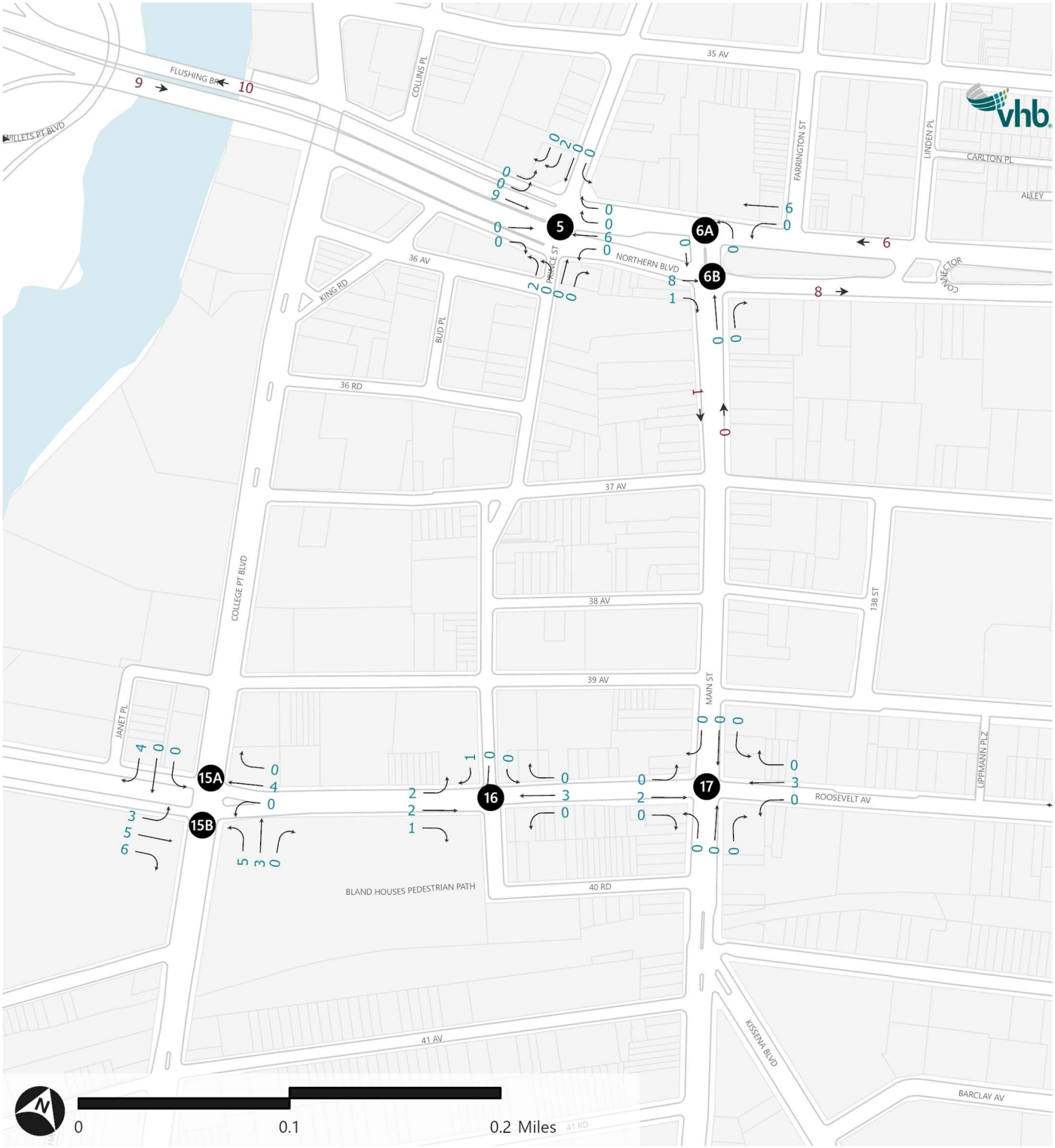


Figure D-51i: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour

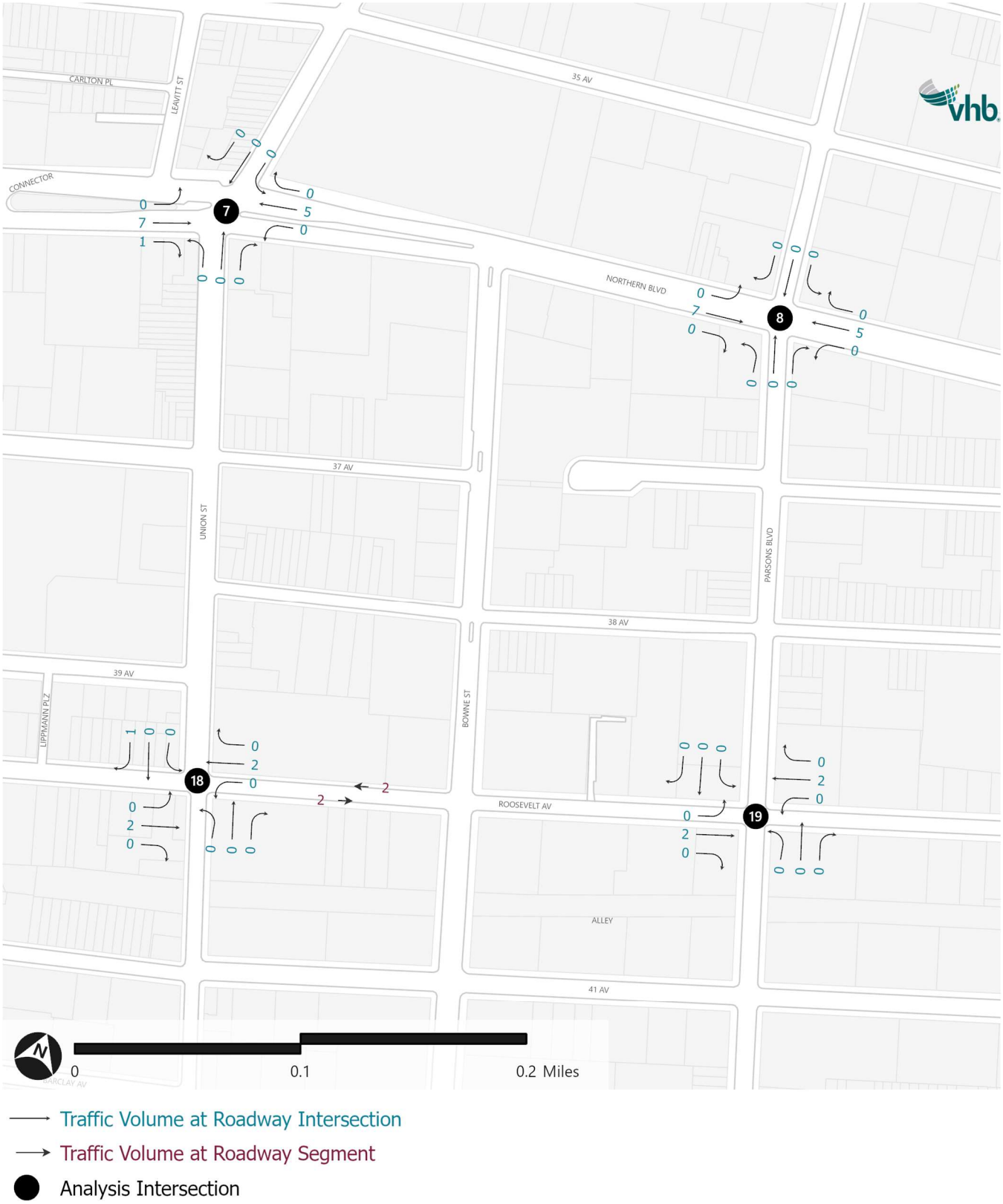
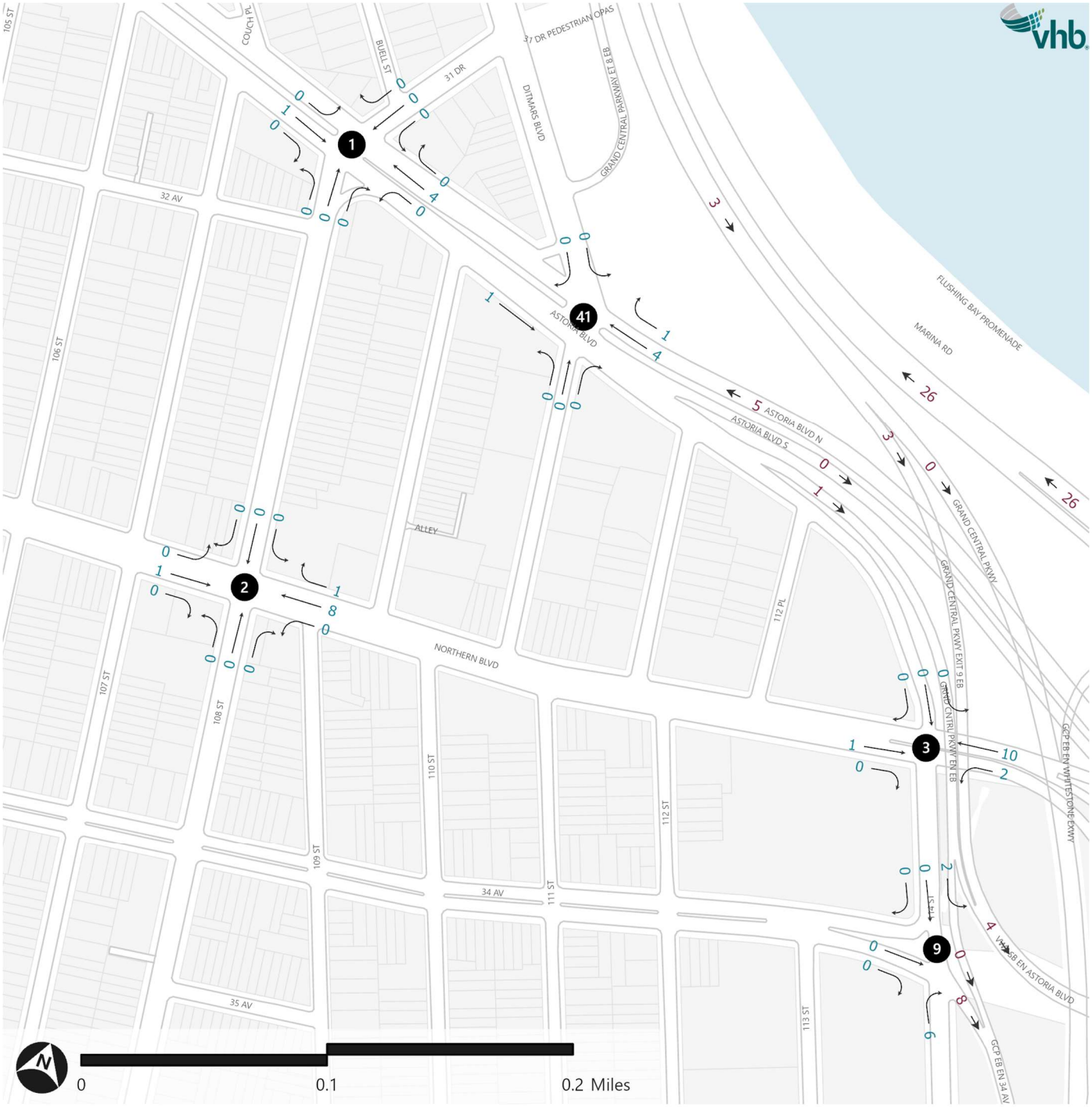


Figure D-52a: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

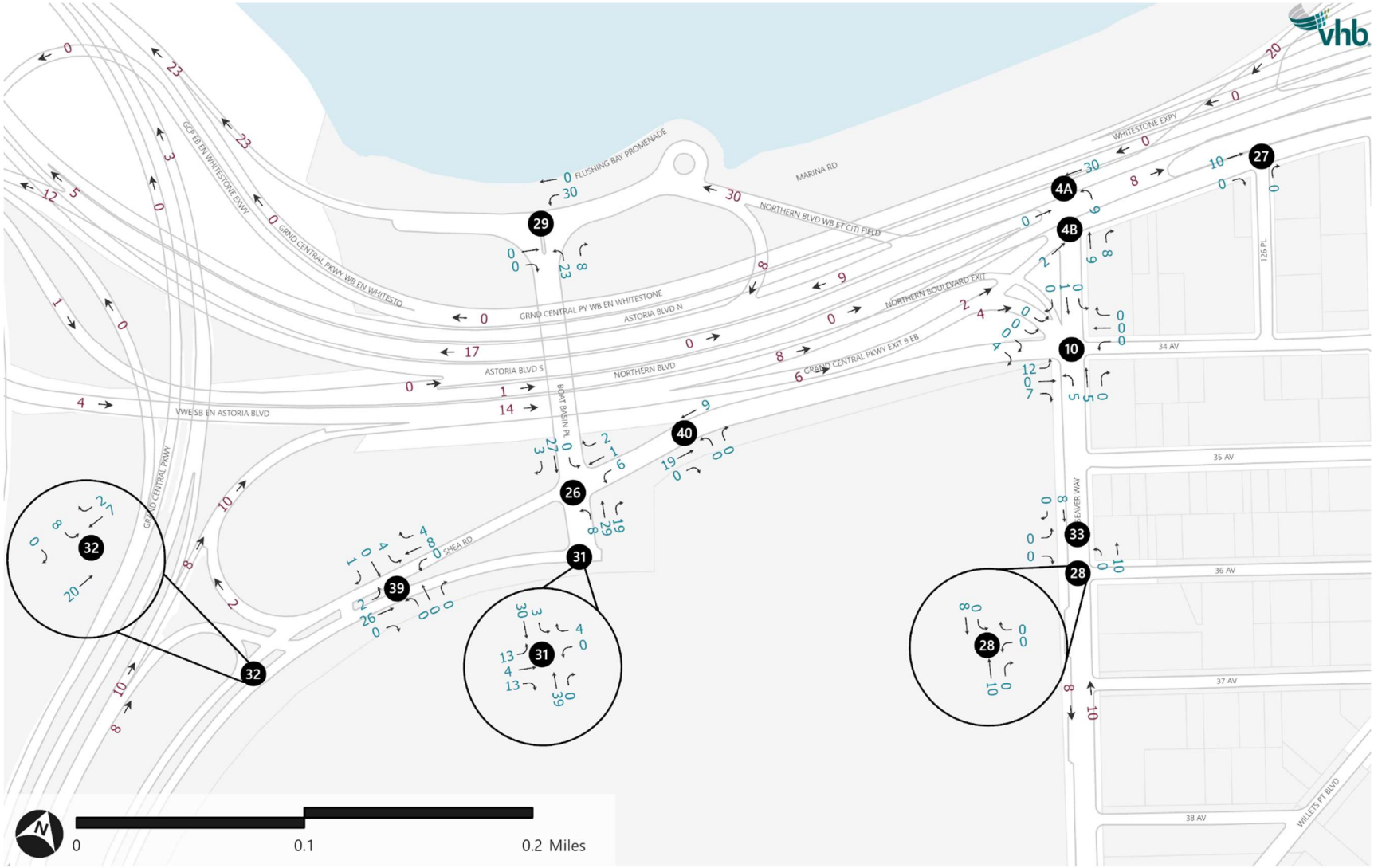
Figure D-52b: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

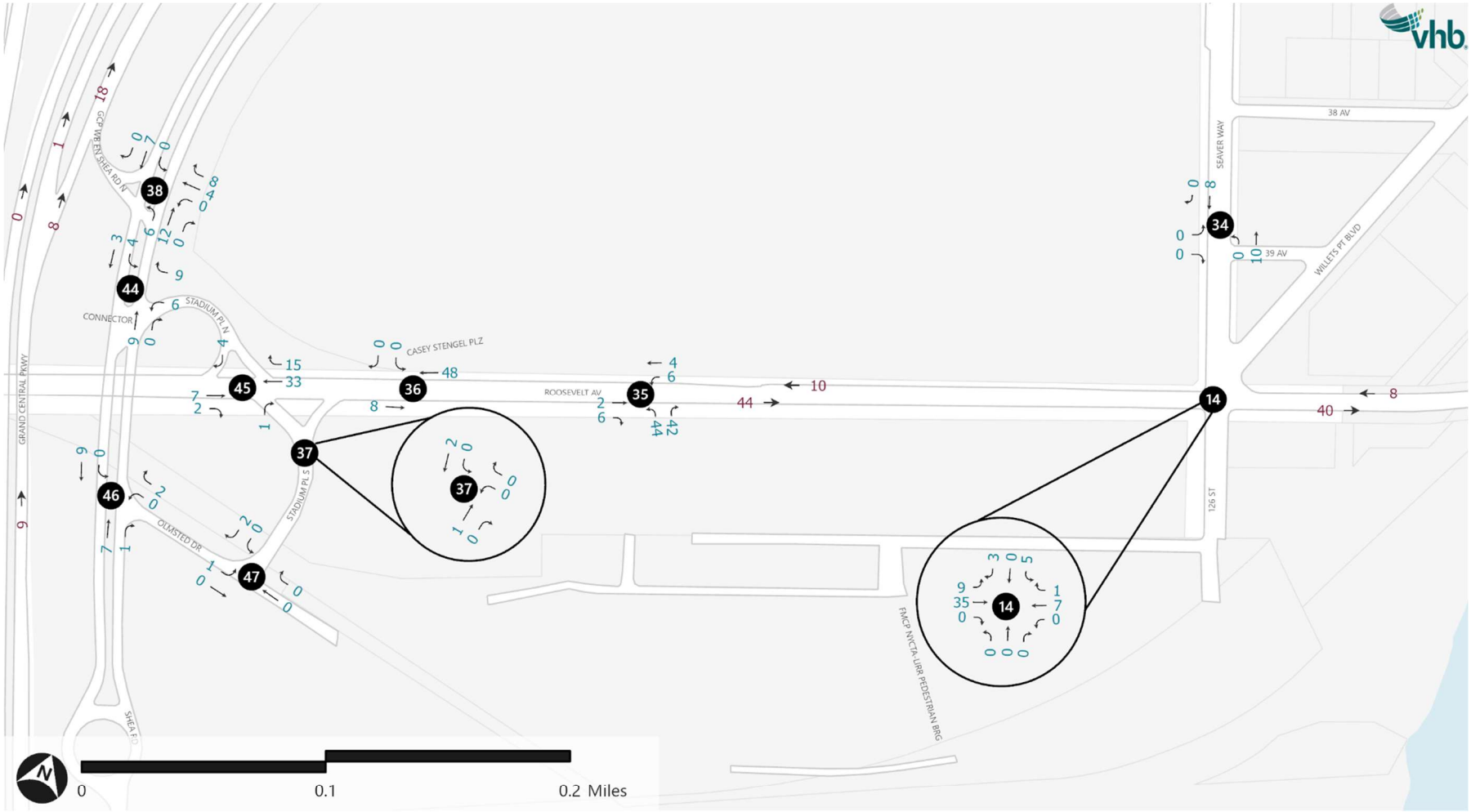
Figure D-52c: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-52d: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-52e: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour

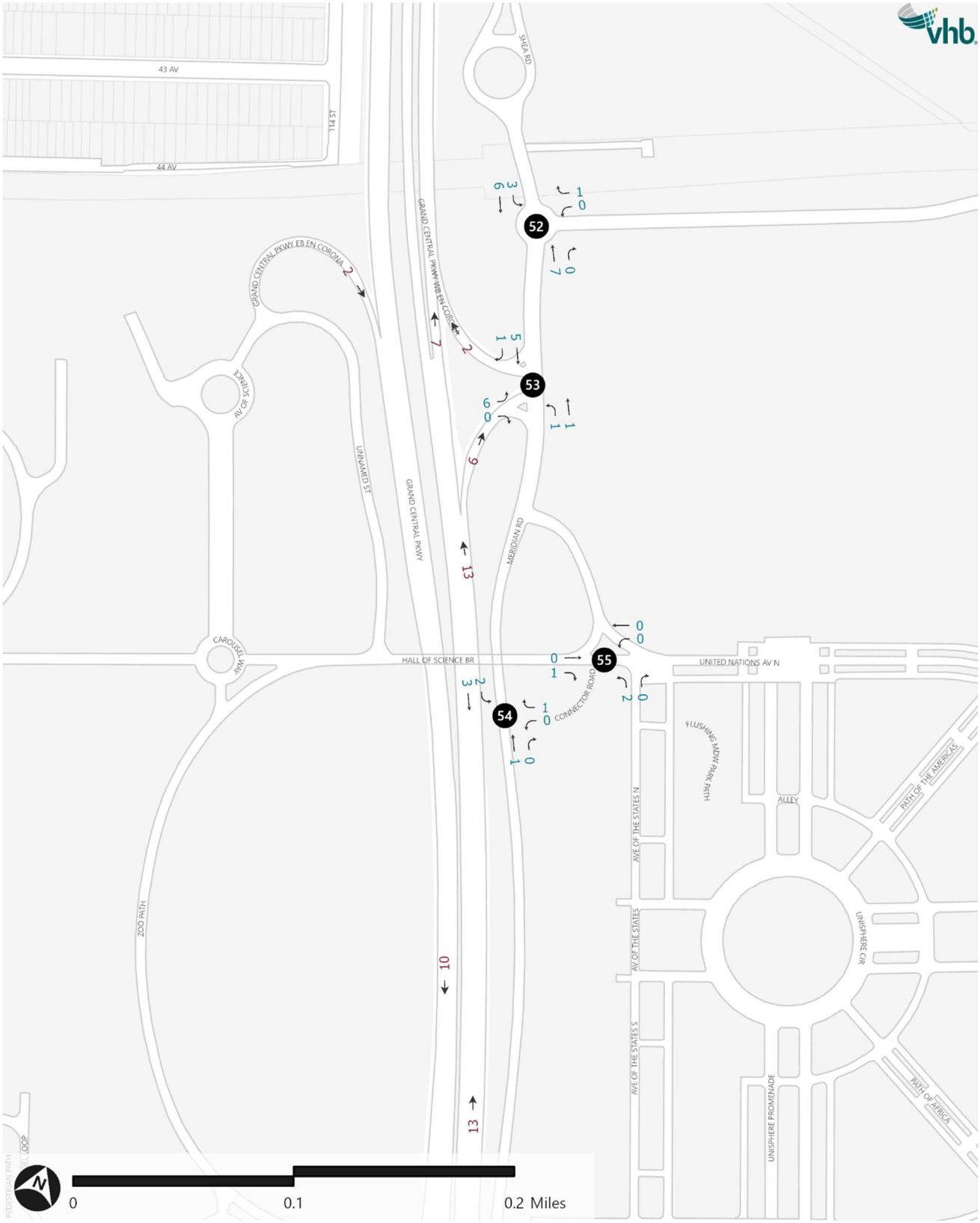


Figure D-52f: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour

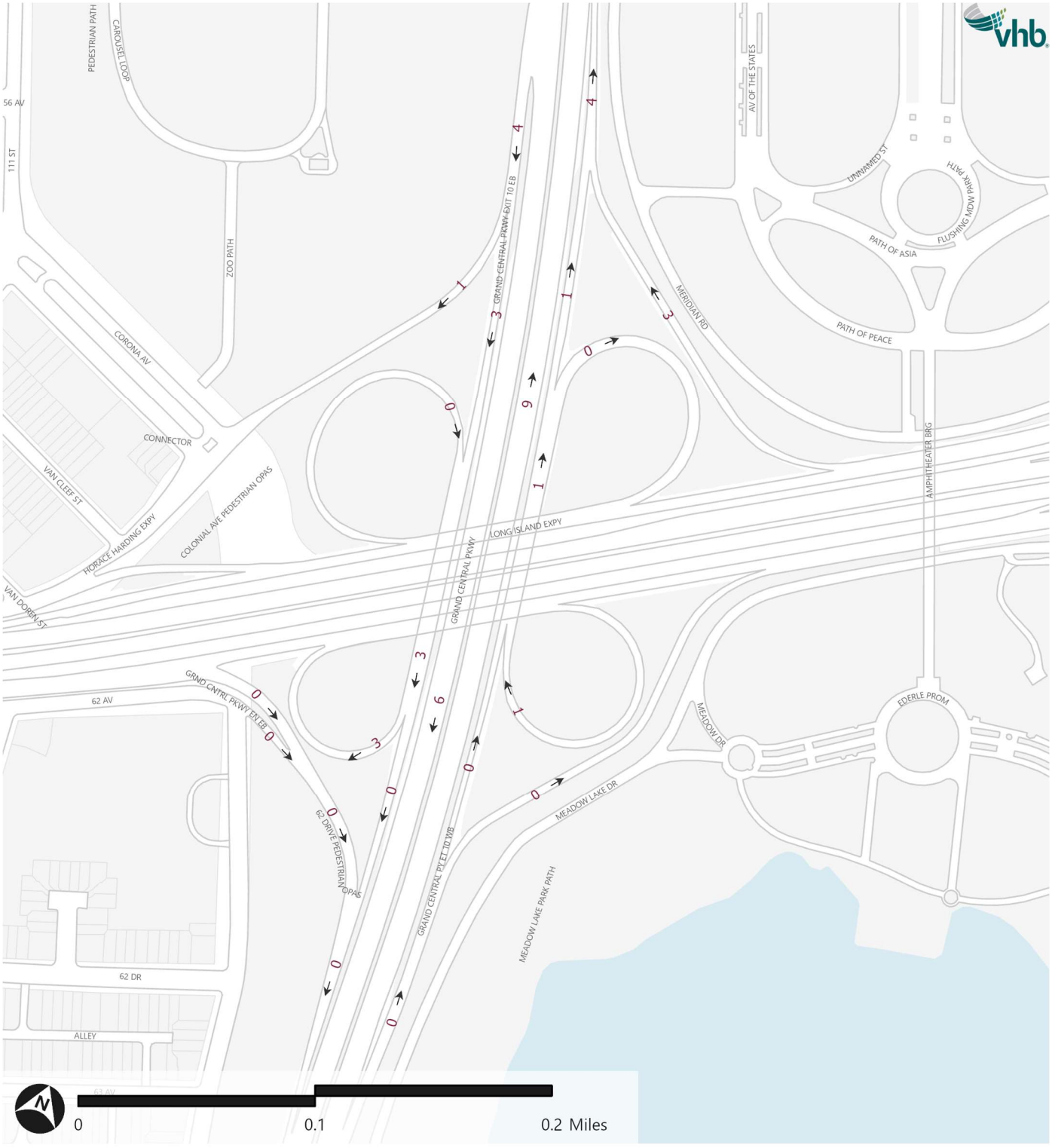


Figure D-52g: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour



Figure D-52h: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour

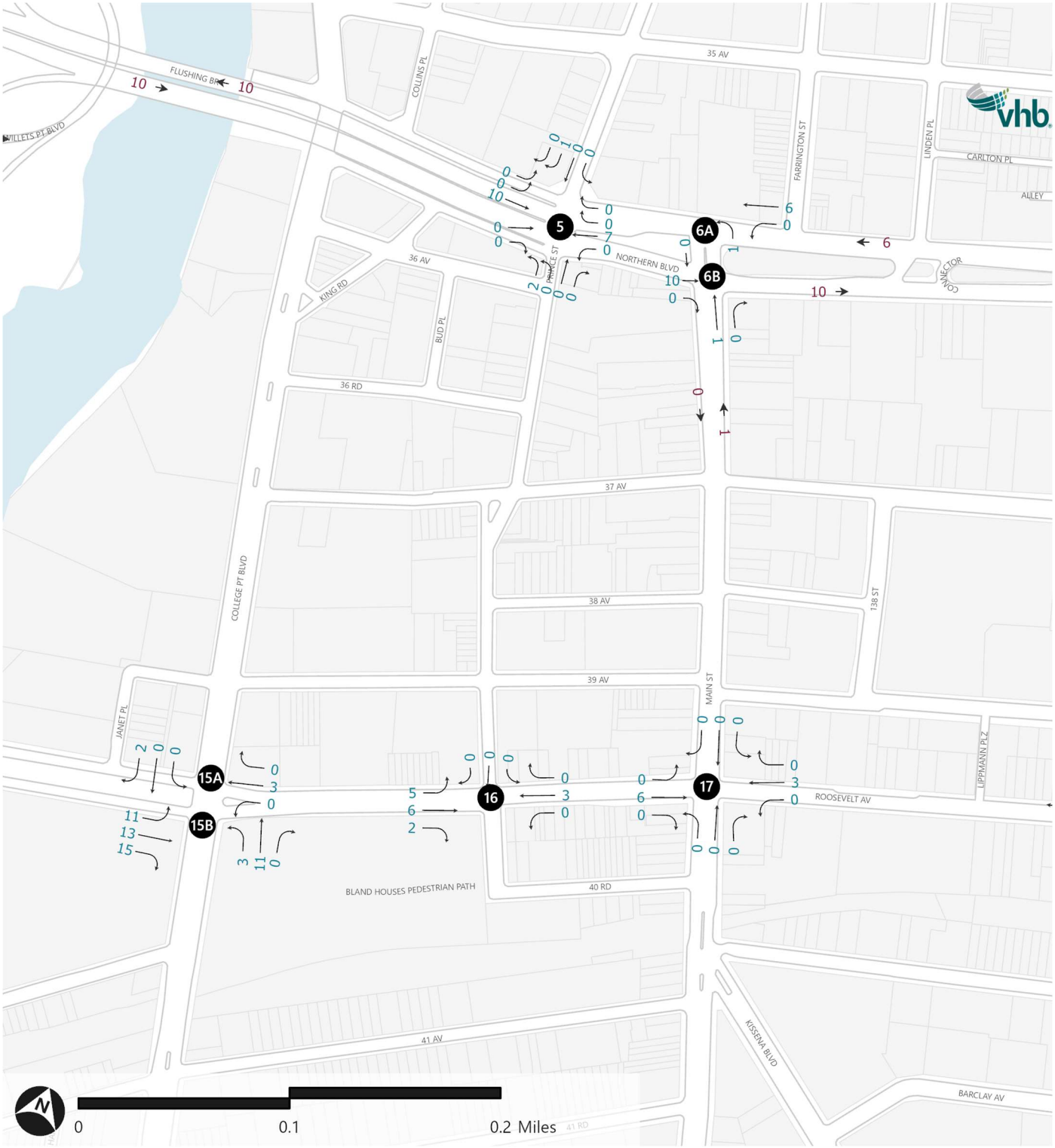


Figure D-52i: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour

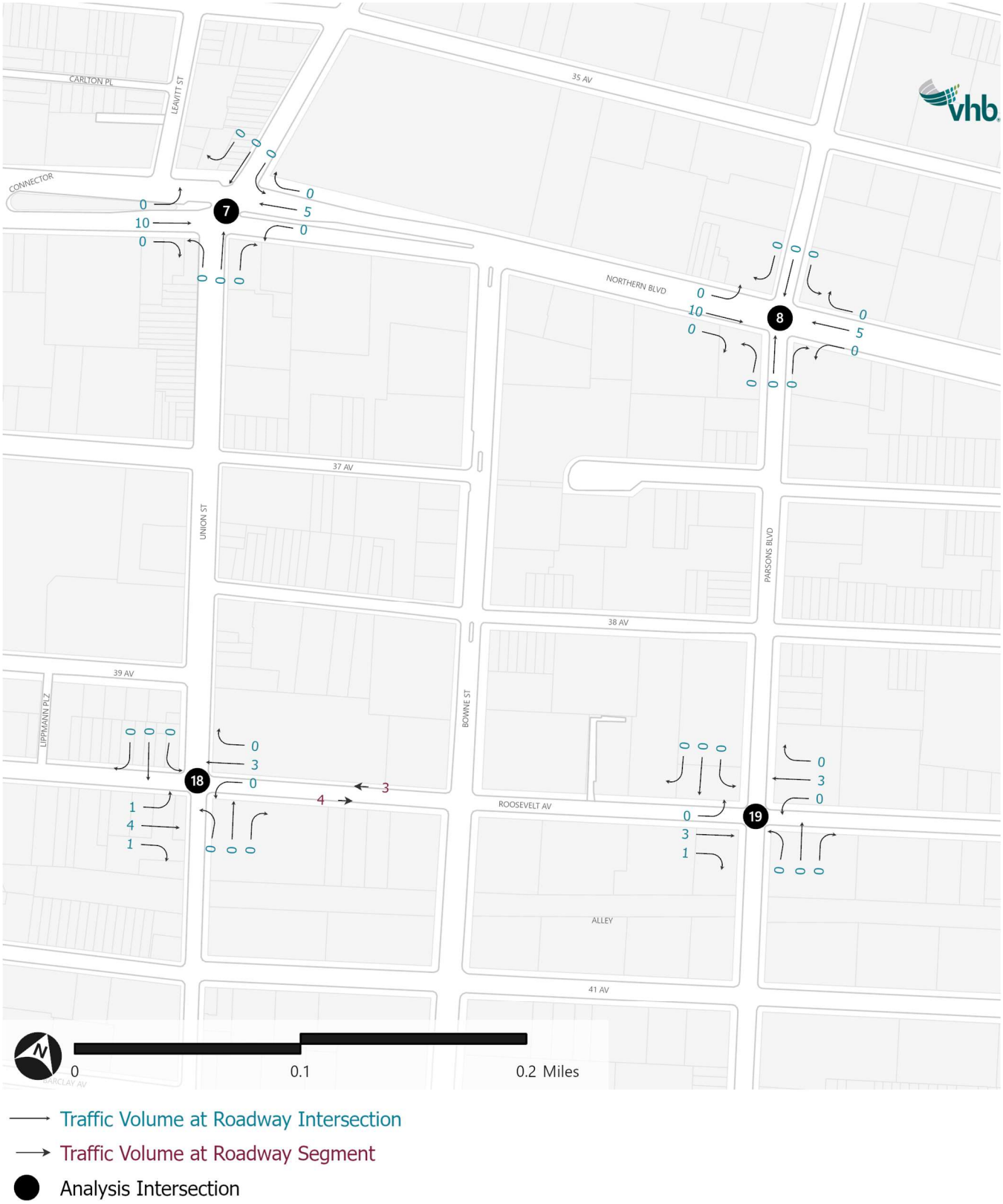
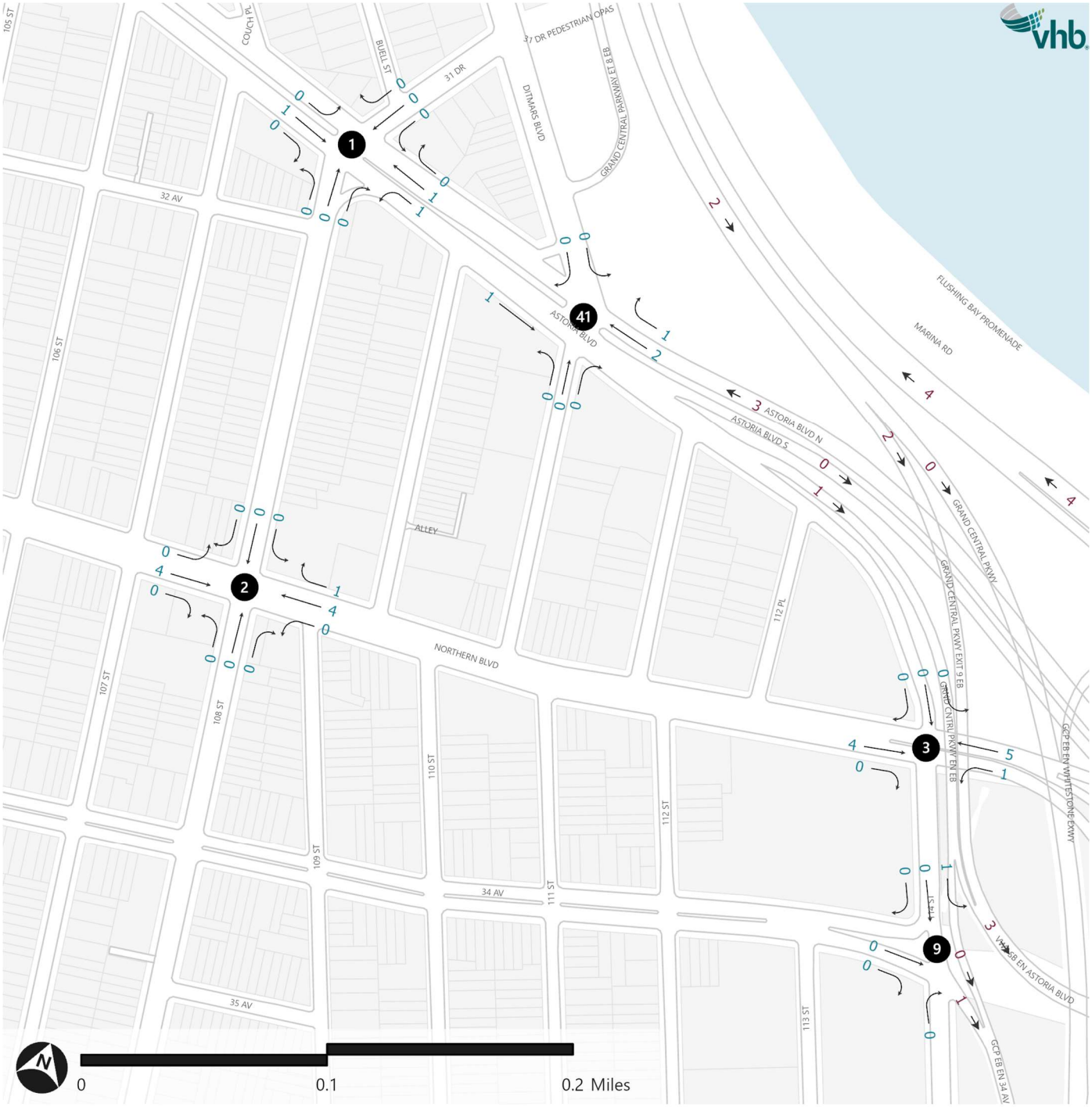


Figure D-53a: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

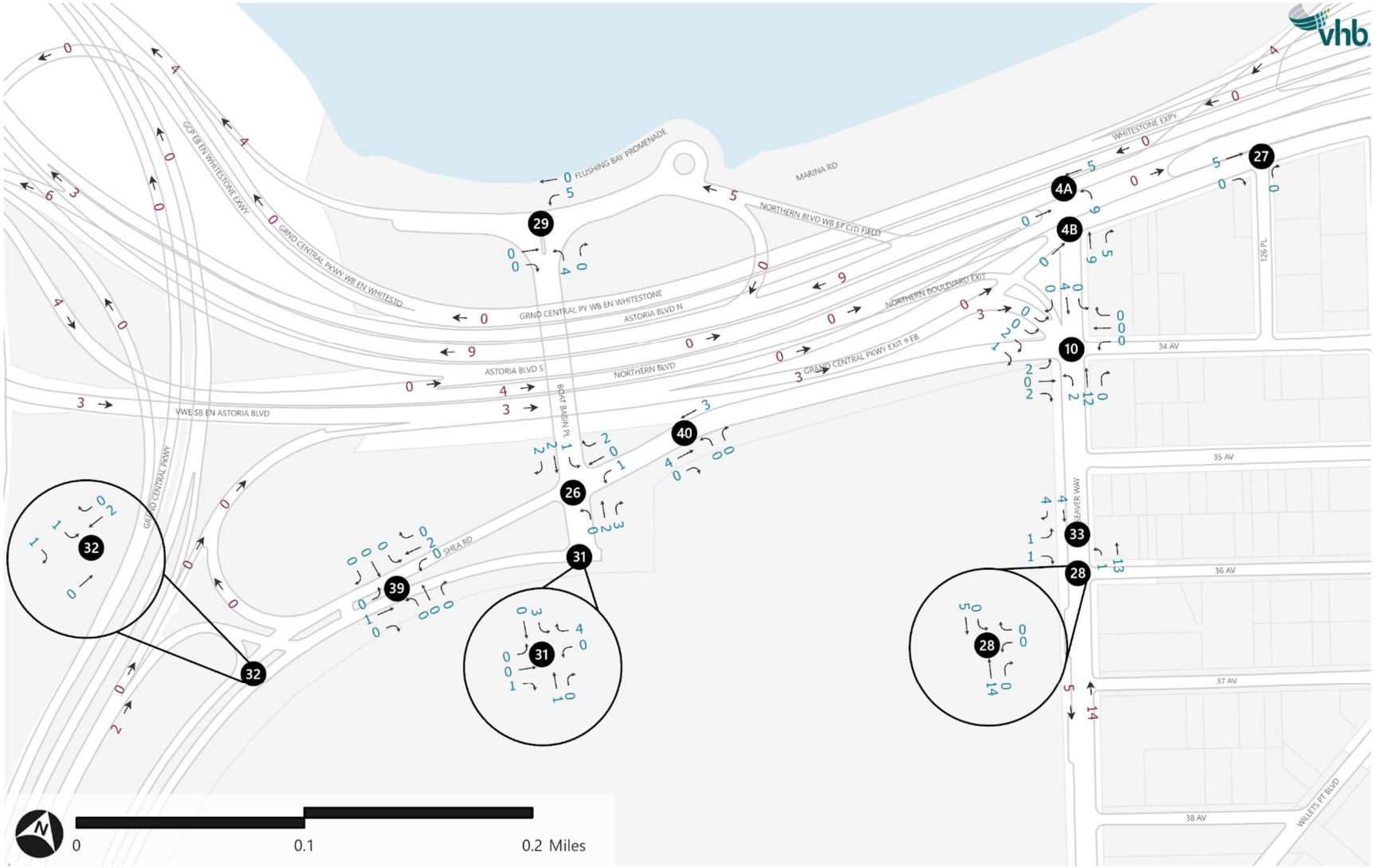
Figure D-53b: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-53c: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-53d: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour

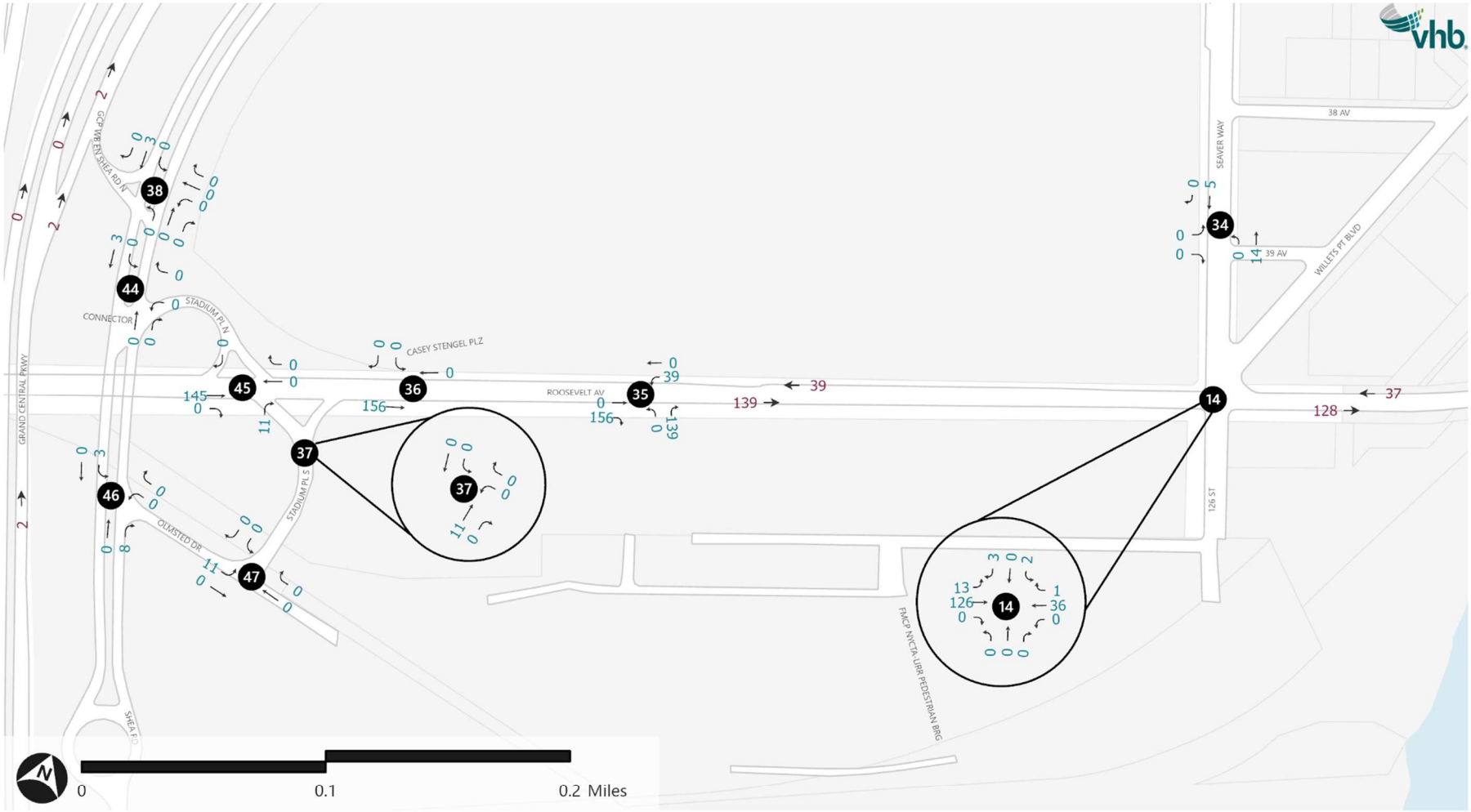


Figure D-53e: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour

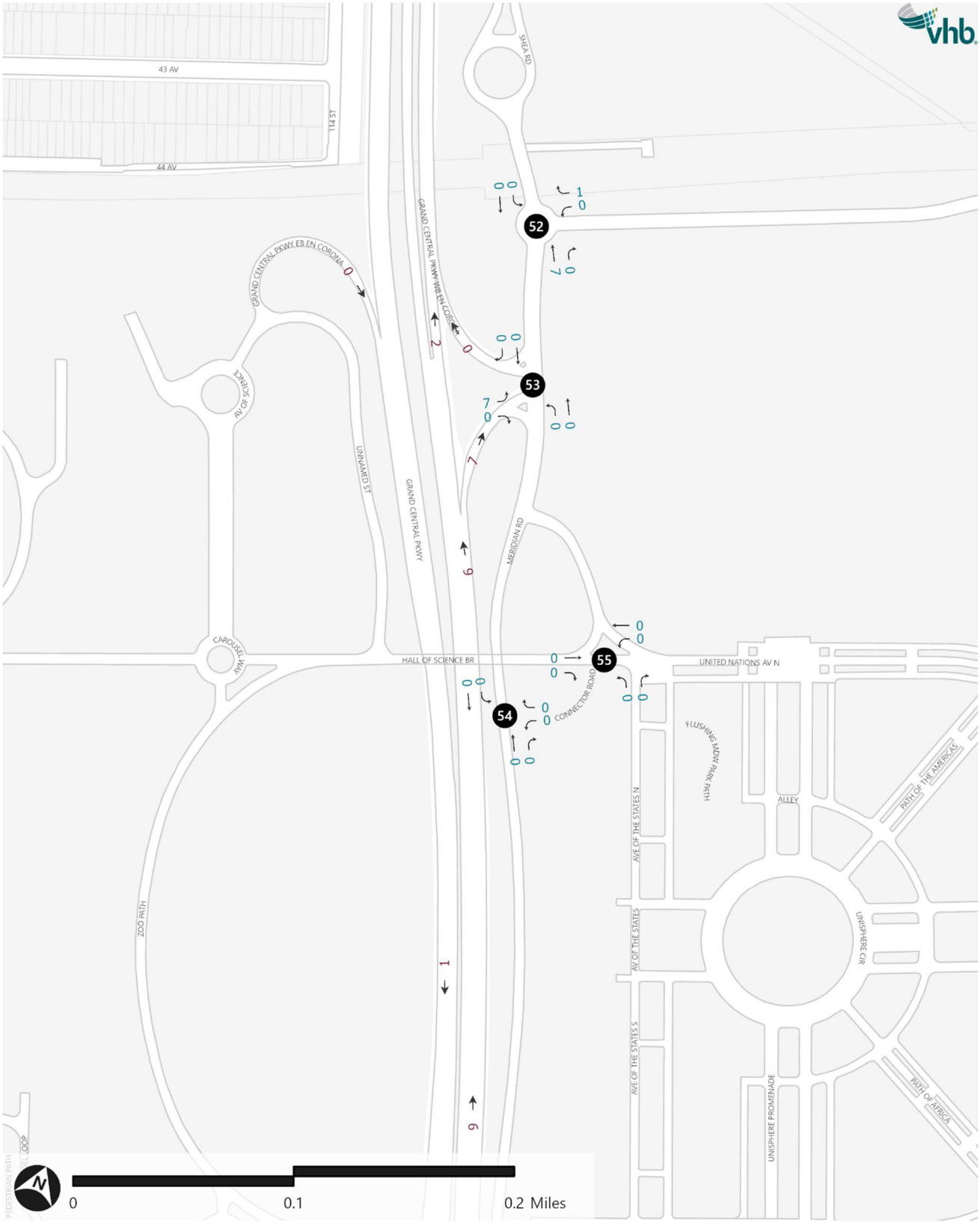


Figure D-53f: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour

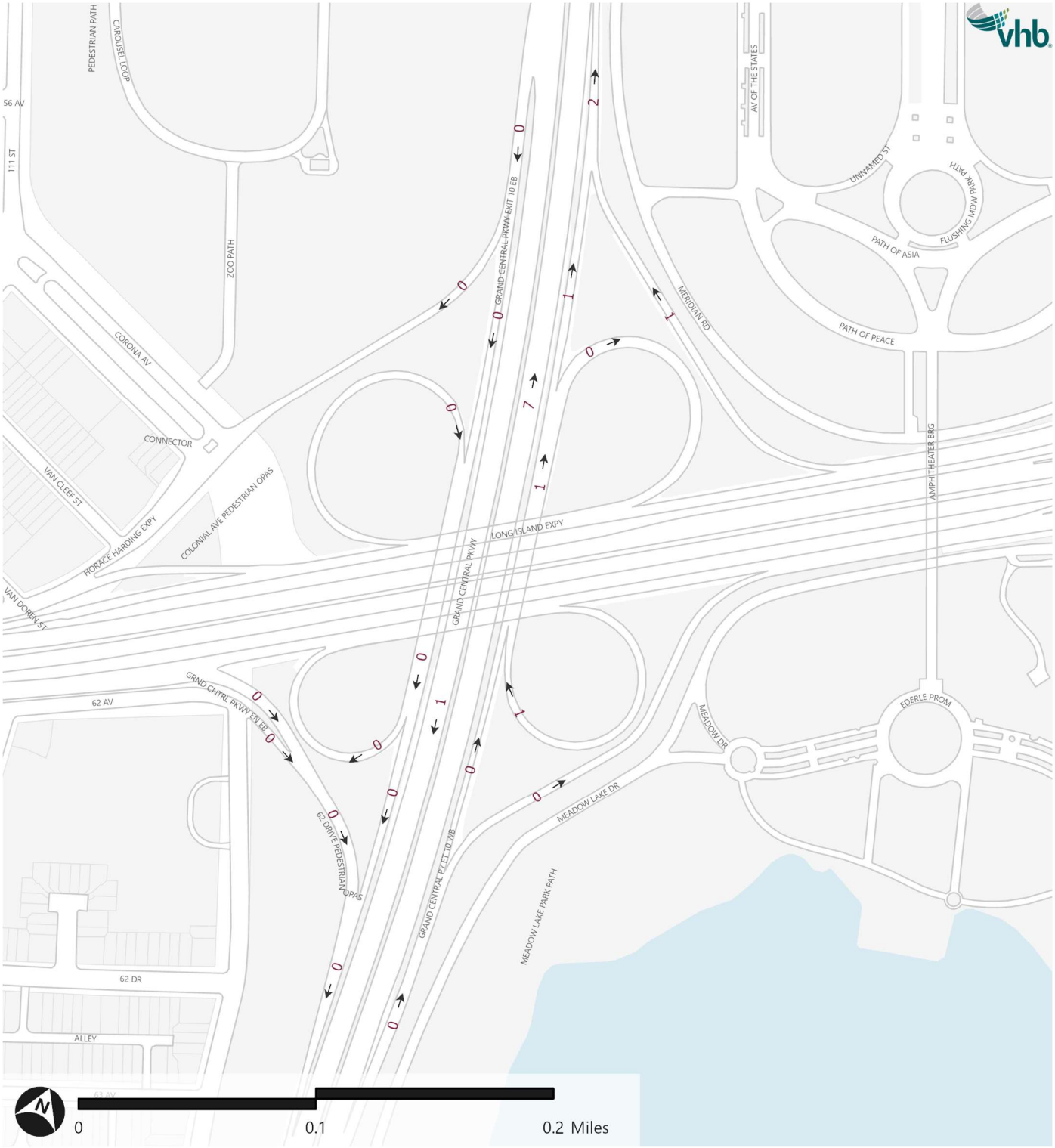


Figure D-53g: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour



Figure D-53h: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour

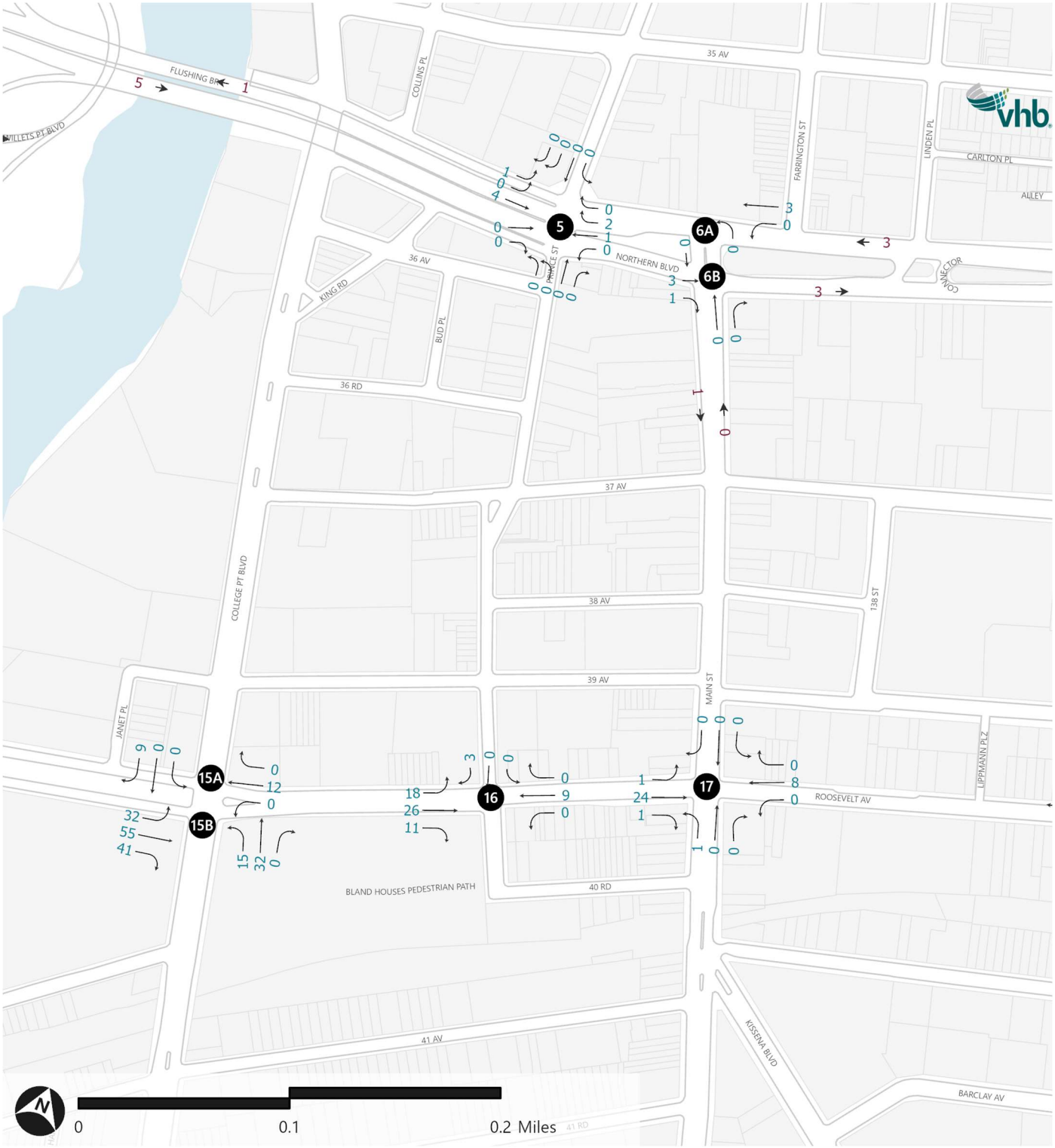


Figure D-53i: 2030 No-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour

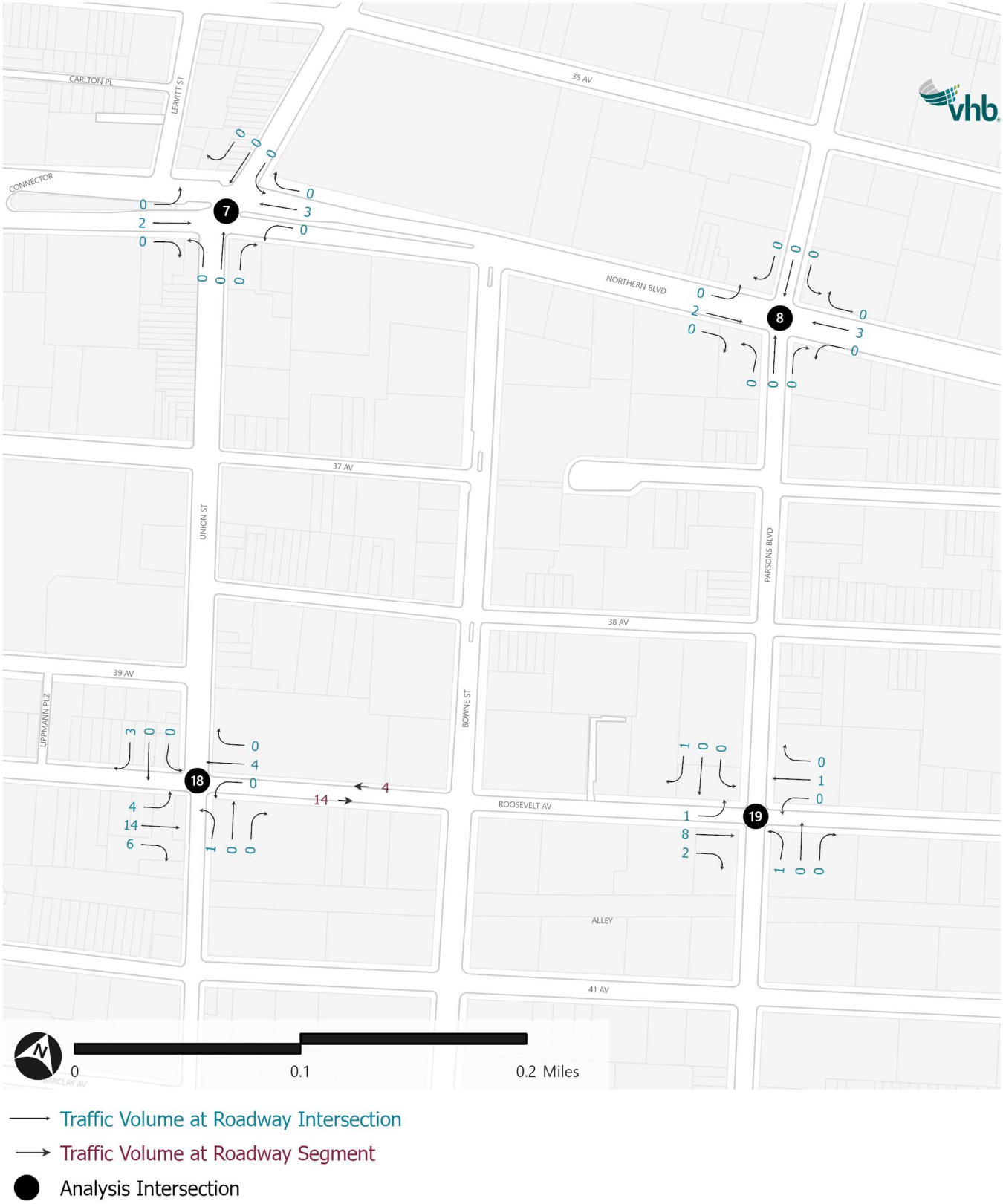
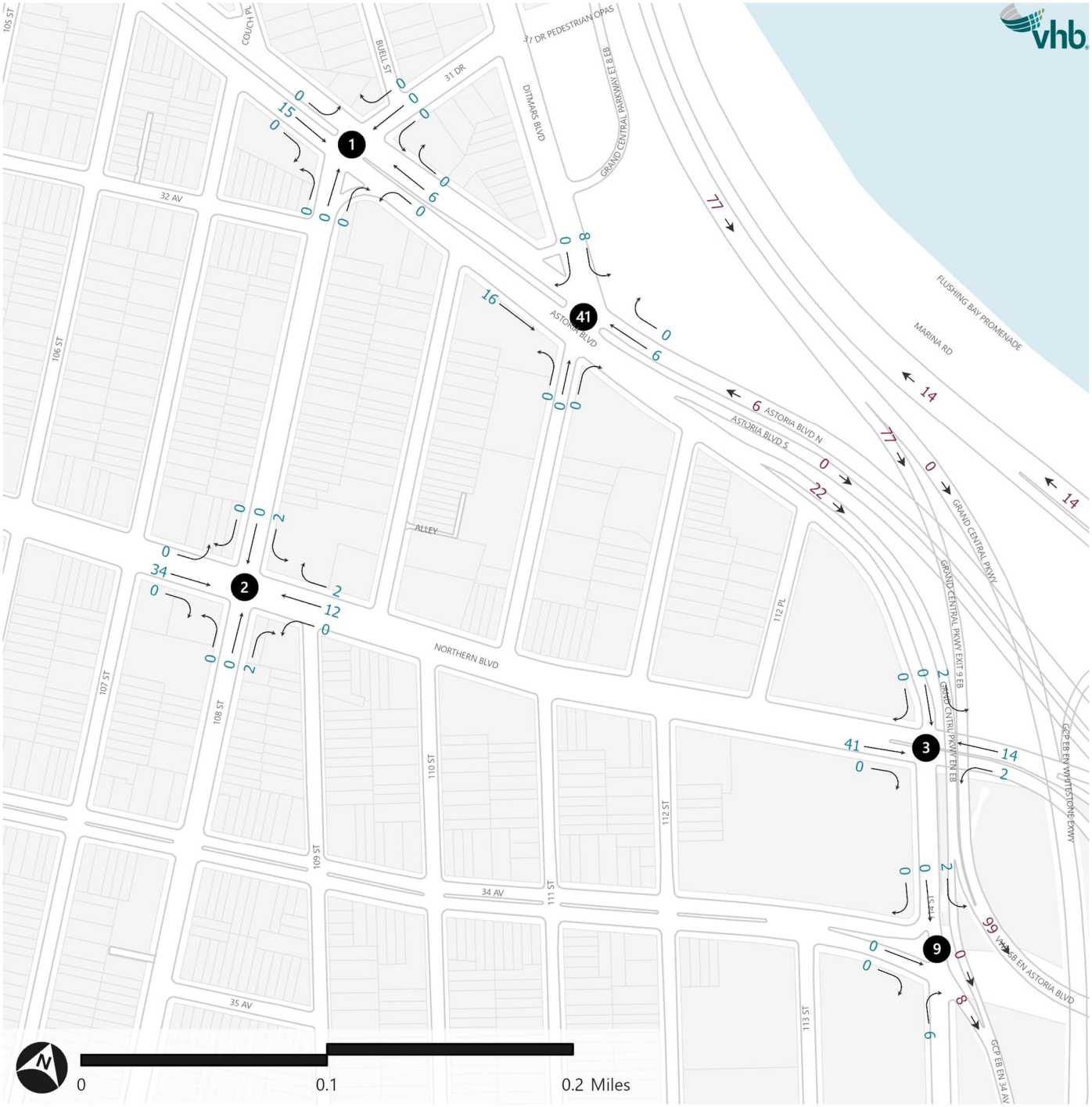


Figure D-54a: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

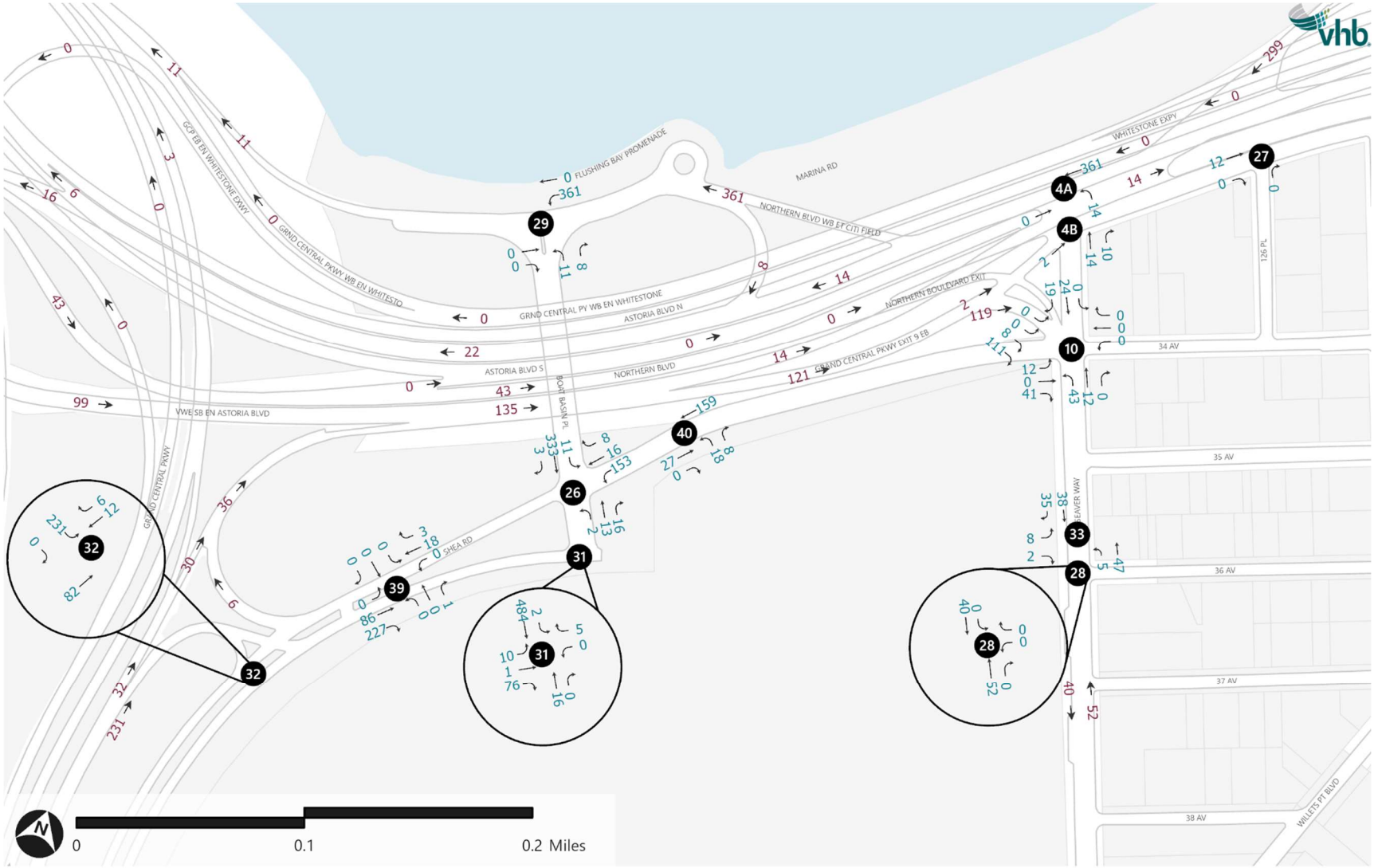
Figure D-54b: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

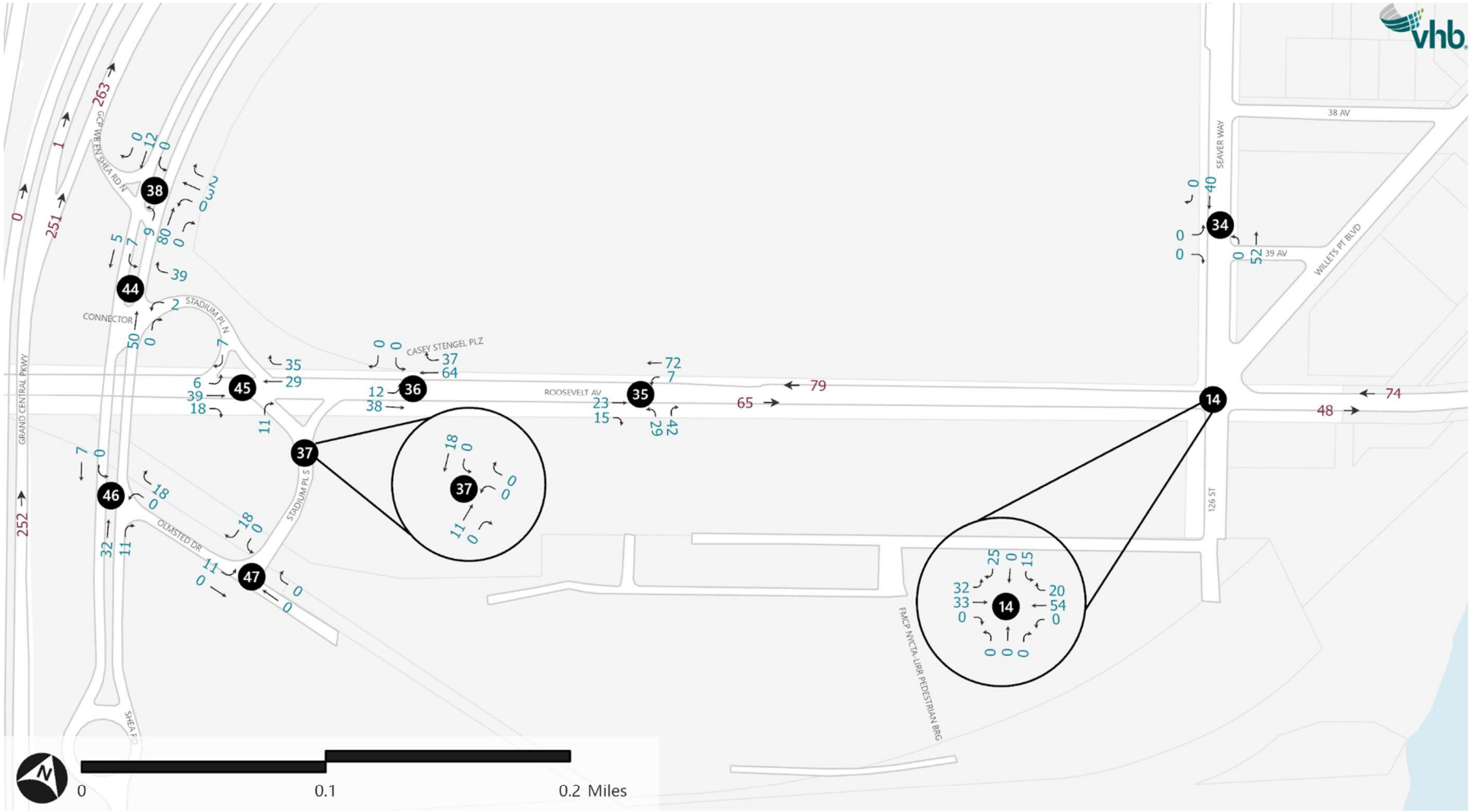
Figure D-54c: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-54d: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-54e: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour

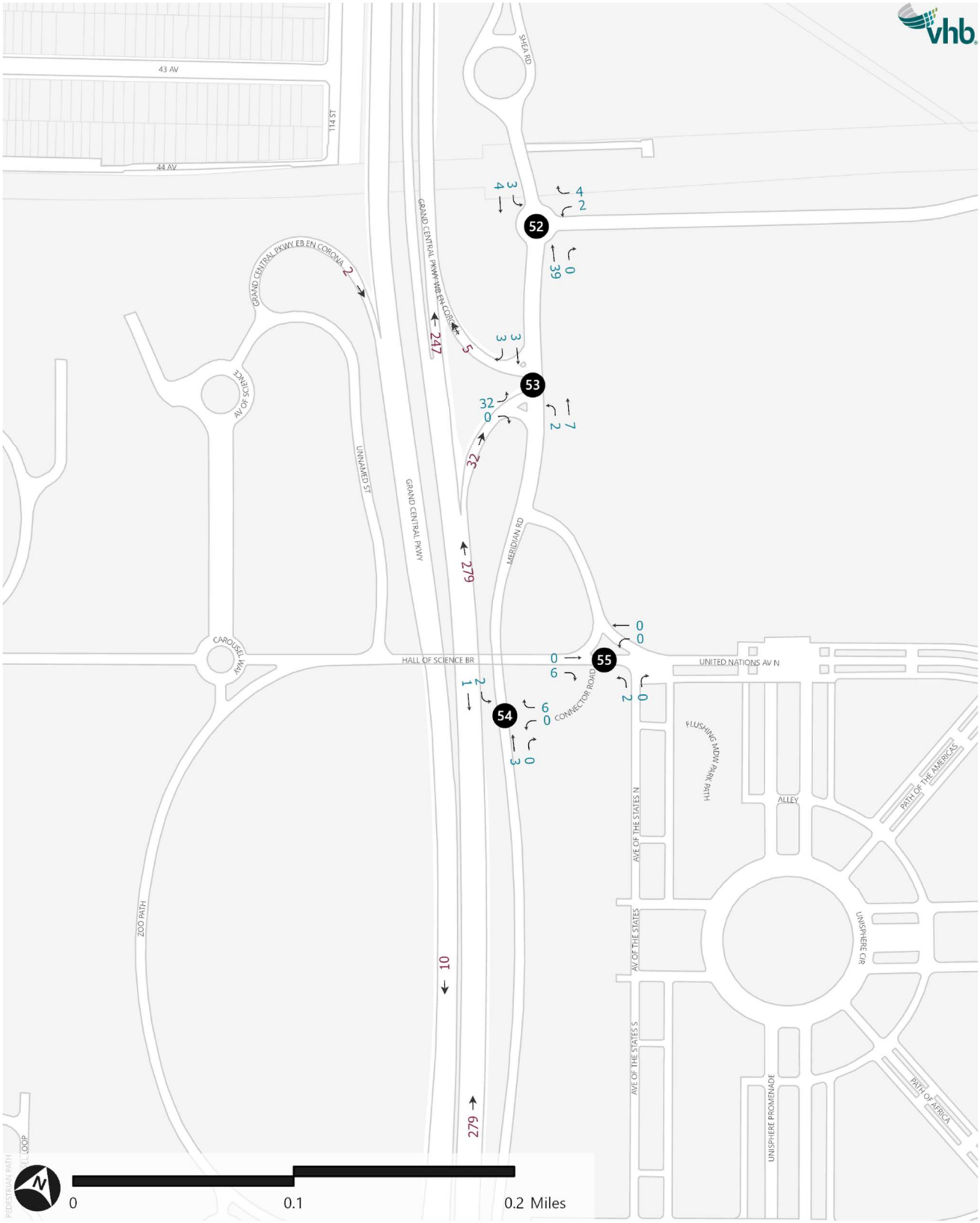
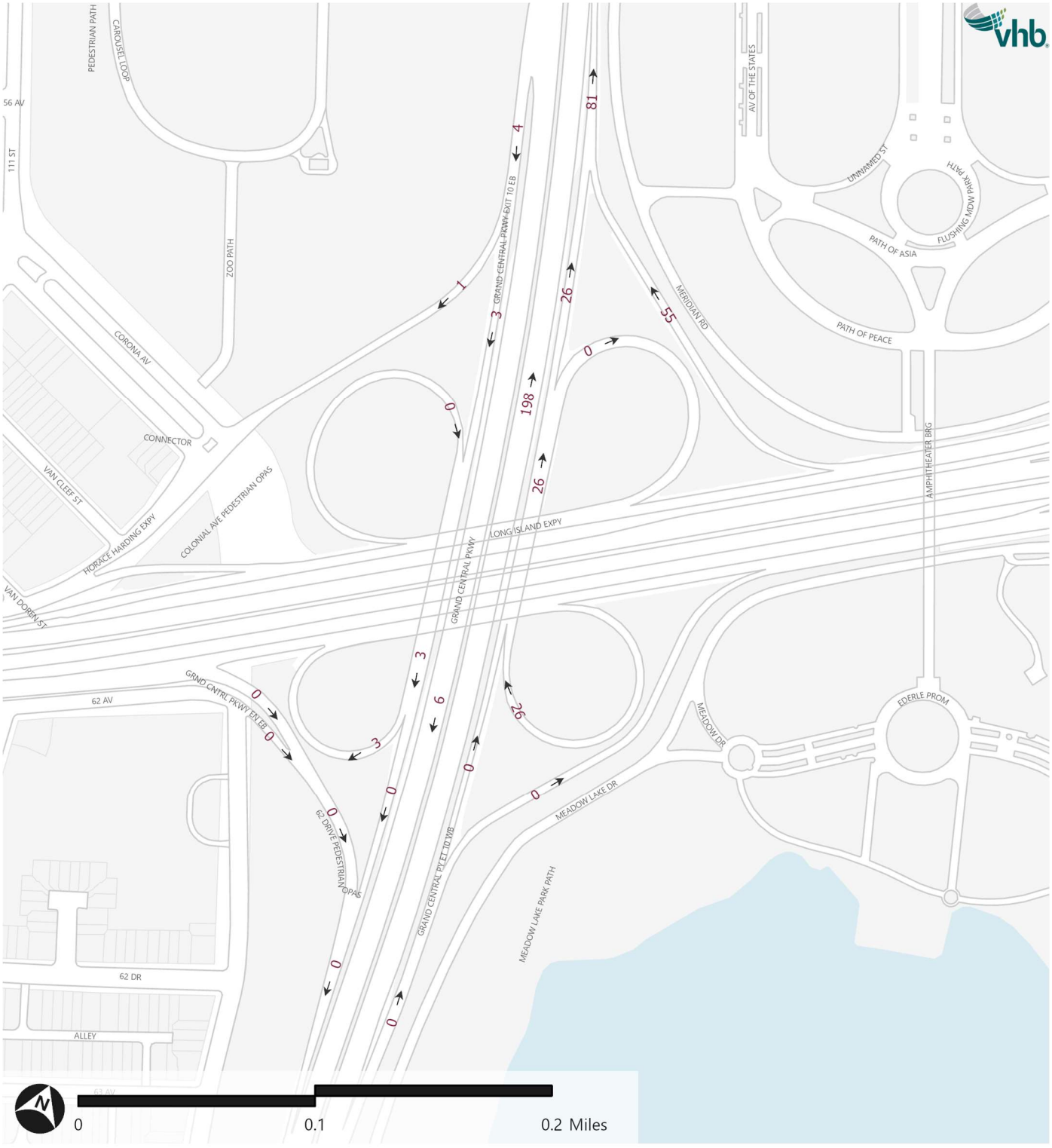


Figure D-54f: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour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LONG ISLAND EXPY
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UNNAMED ST
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MERIDIAN RD
AMPHITHEATER BRG
EDERLE PROM
MEADOW DR
MEADOW LAKE DR
MEADOW LAKE PARK PATH
GRAND CENTRAL PY E/T 10 WB
GRND CNTRL PKWY EN EB
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Figure D-54g: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour



Figure D-54h: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour

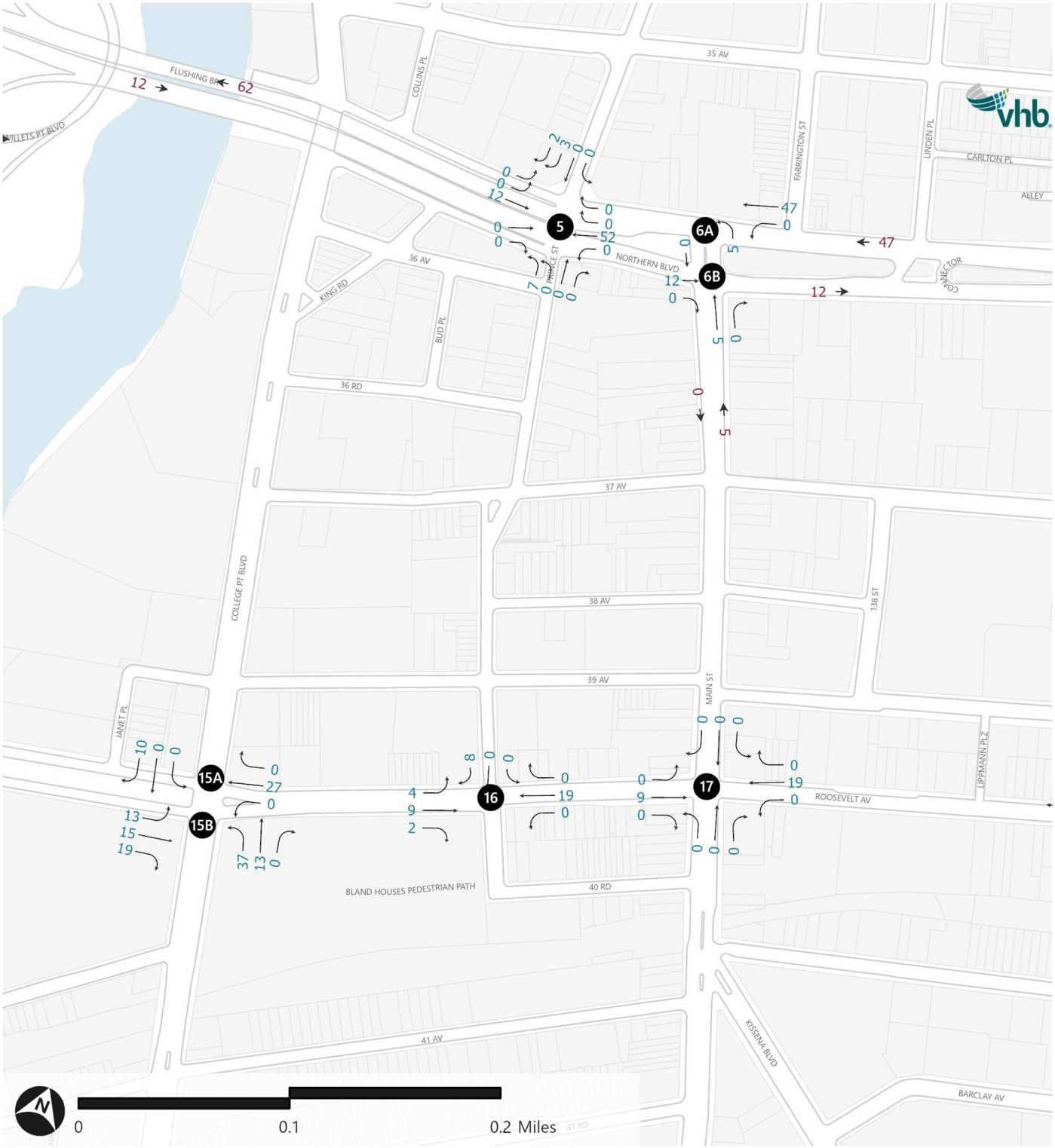


Figure D-54i: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour

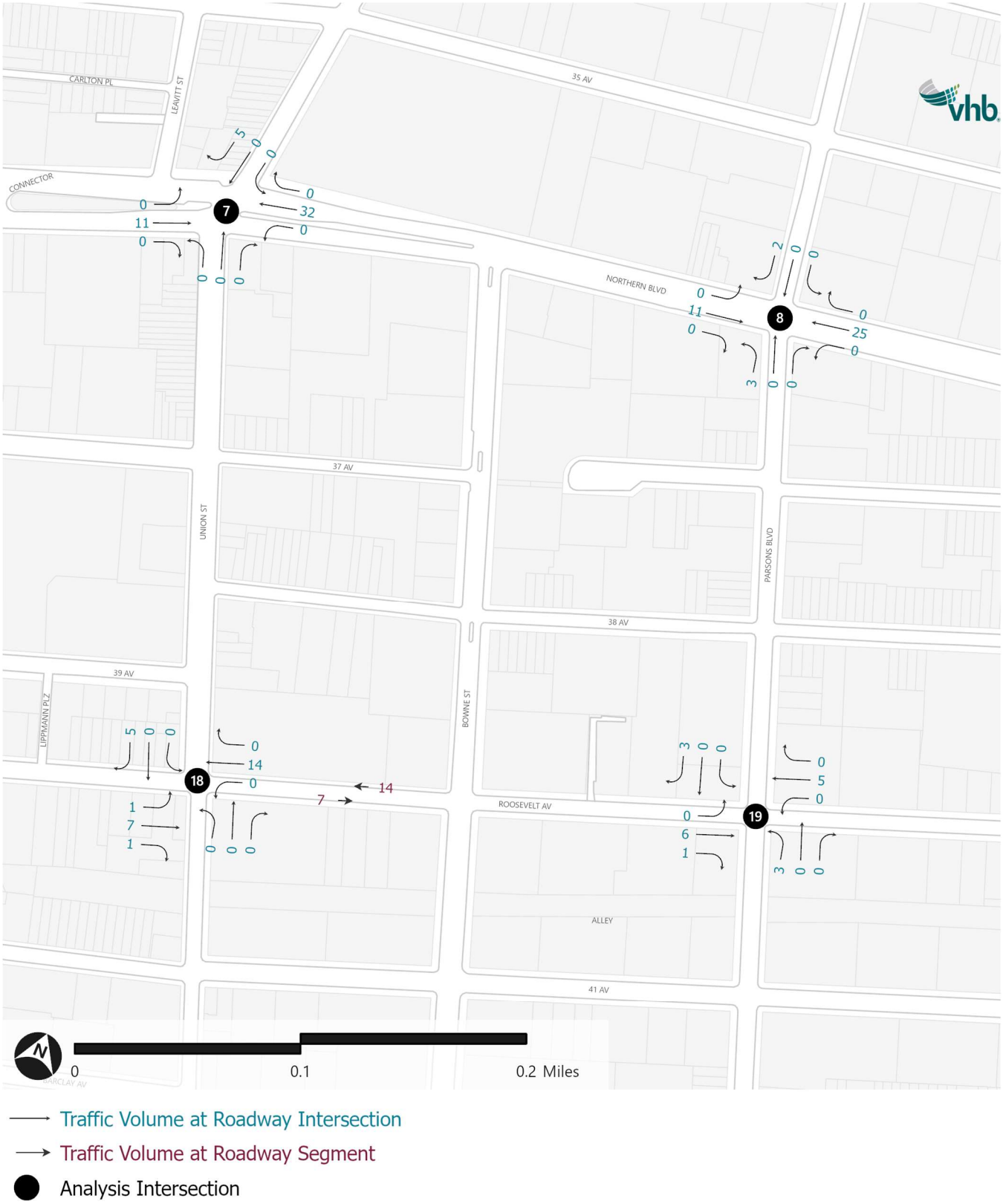
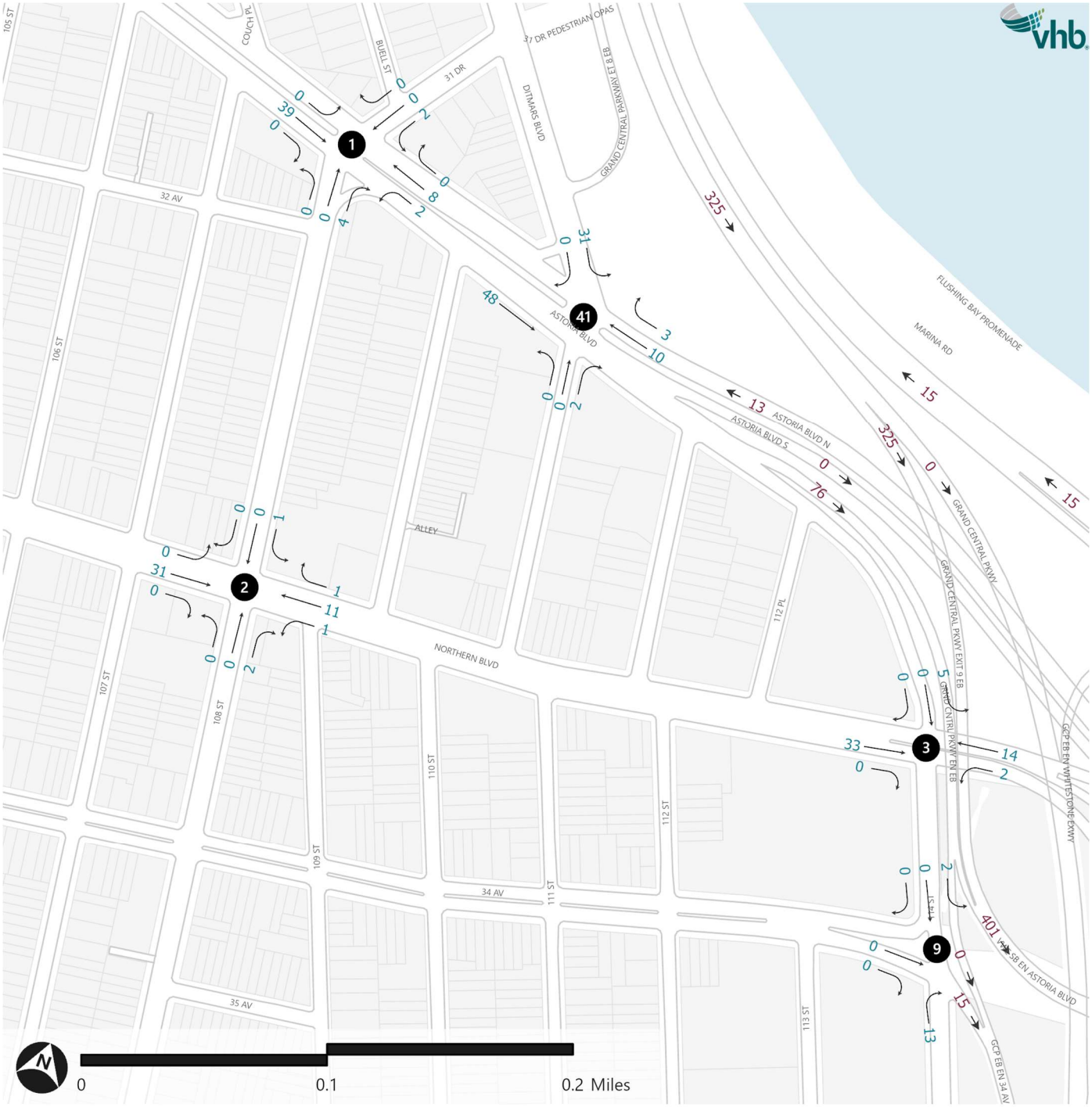


Figure D-55a: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

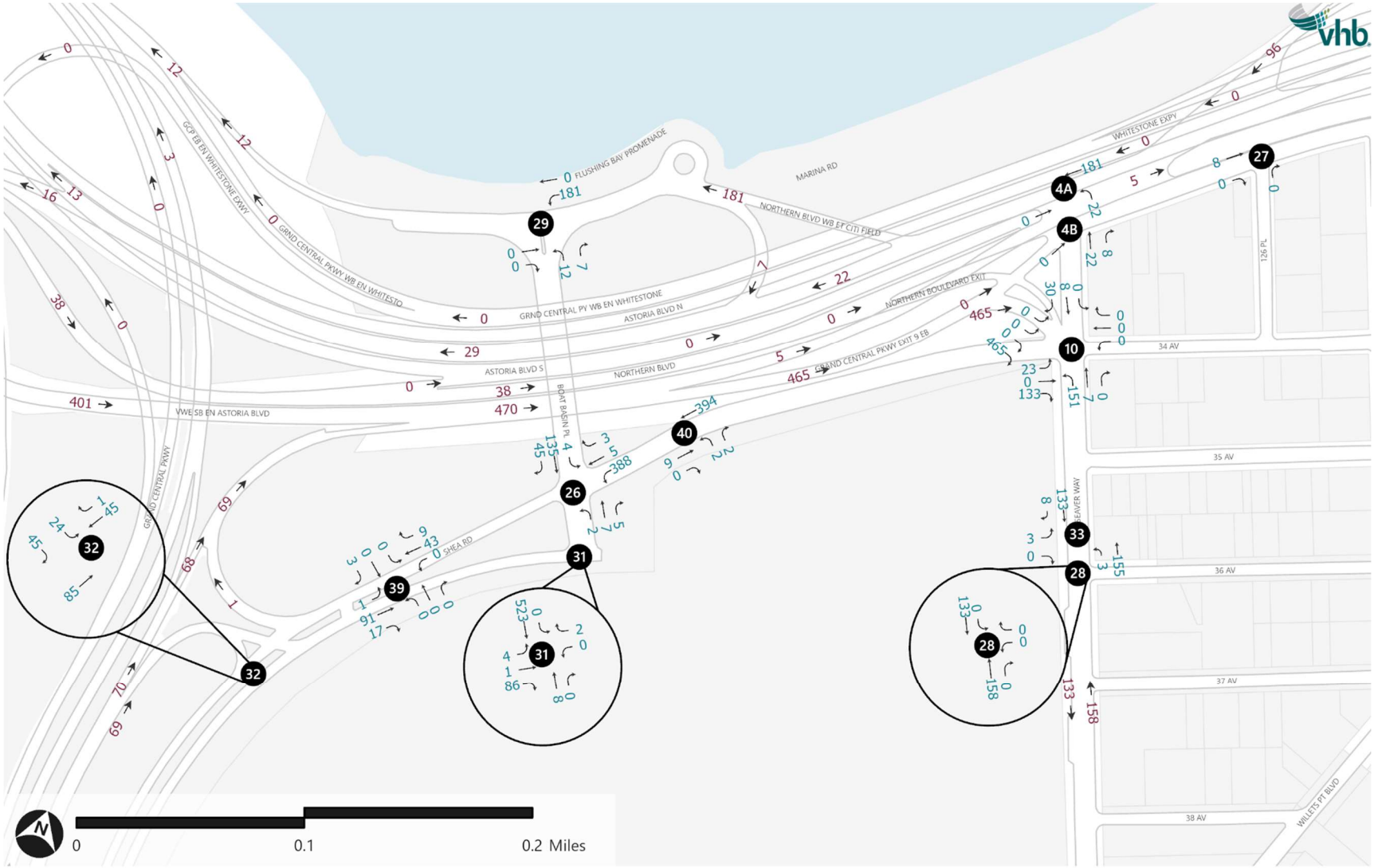
Figure D-55b: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

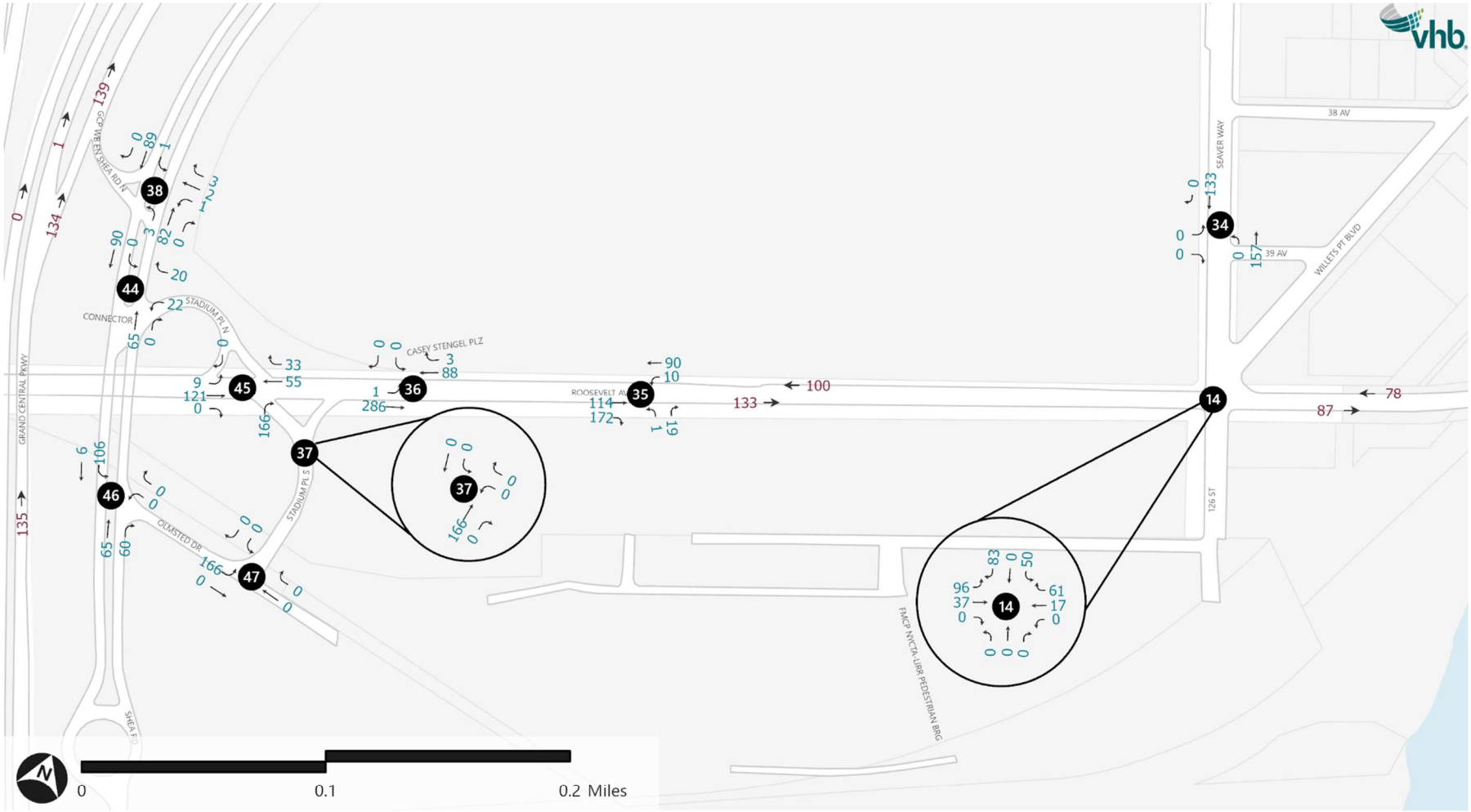
Figure D-55c: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-55d: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-55e: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour

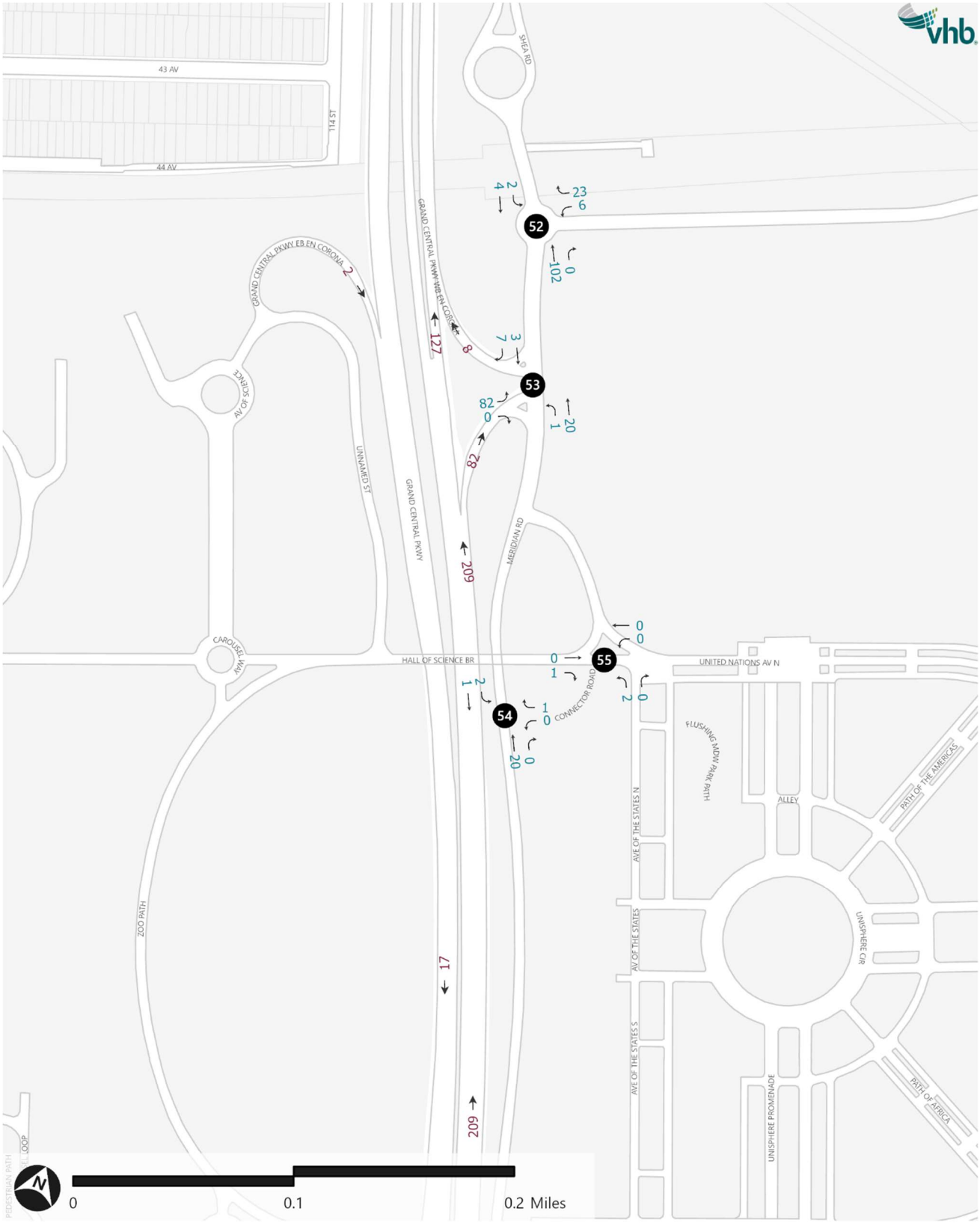
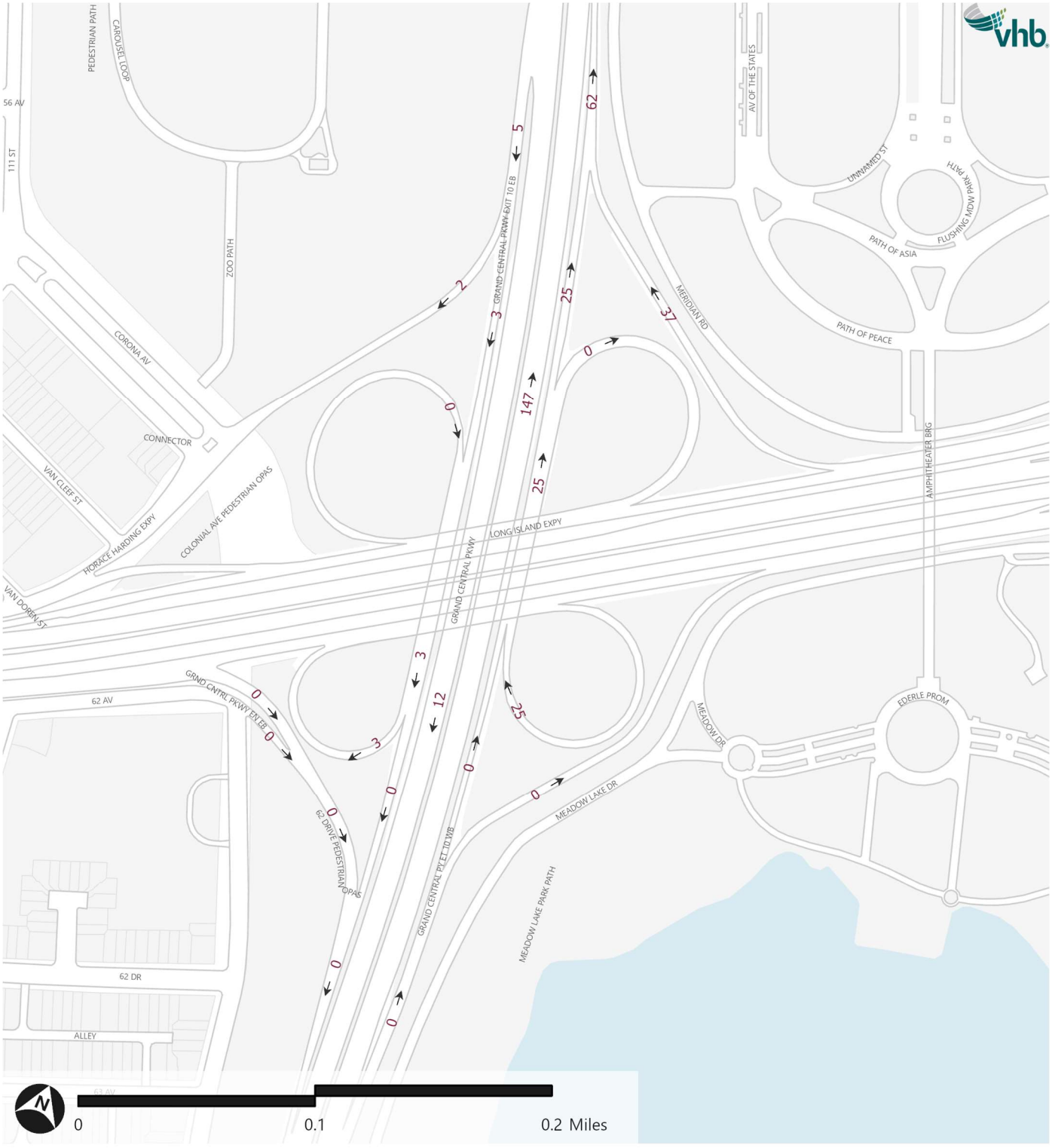


Figure D-55f: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour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62 DRIVE PEDESTRIAN OPAS
62 DR
ALLEY
GRAND CENTRAL PKWY EXIT 10 EB
GRAND CENTRAL PKWY
GRAND CENTRAL PY ET 10 WB
LONG ISLAND EXPY
AV OF THE STATES
UNNAMED ST
FLUSHING MDW PARK PATH
PATH OF ASIA
PATH OF PEACE
MERIDIAN RD
AMPHITHEATER BRG
EDERLE PROM
MEADOW DR
MEADOW LAKE DR
MEADOW LAKE PARK PATH
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12
25
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3
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Figure D-55g: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Figure D-55h: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour

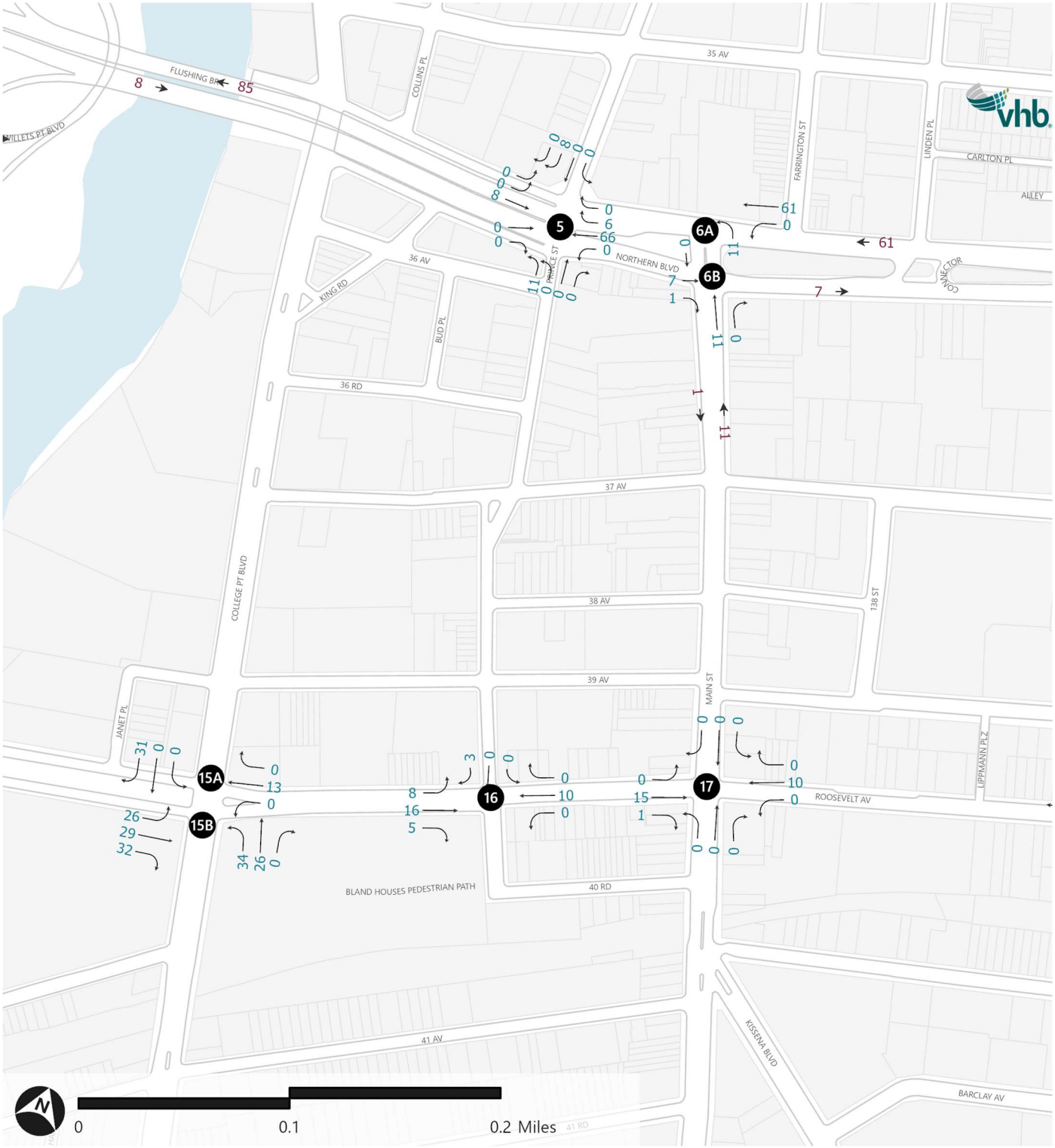


Figure D-55i: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour

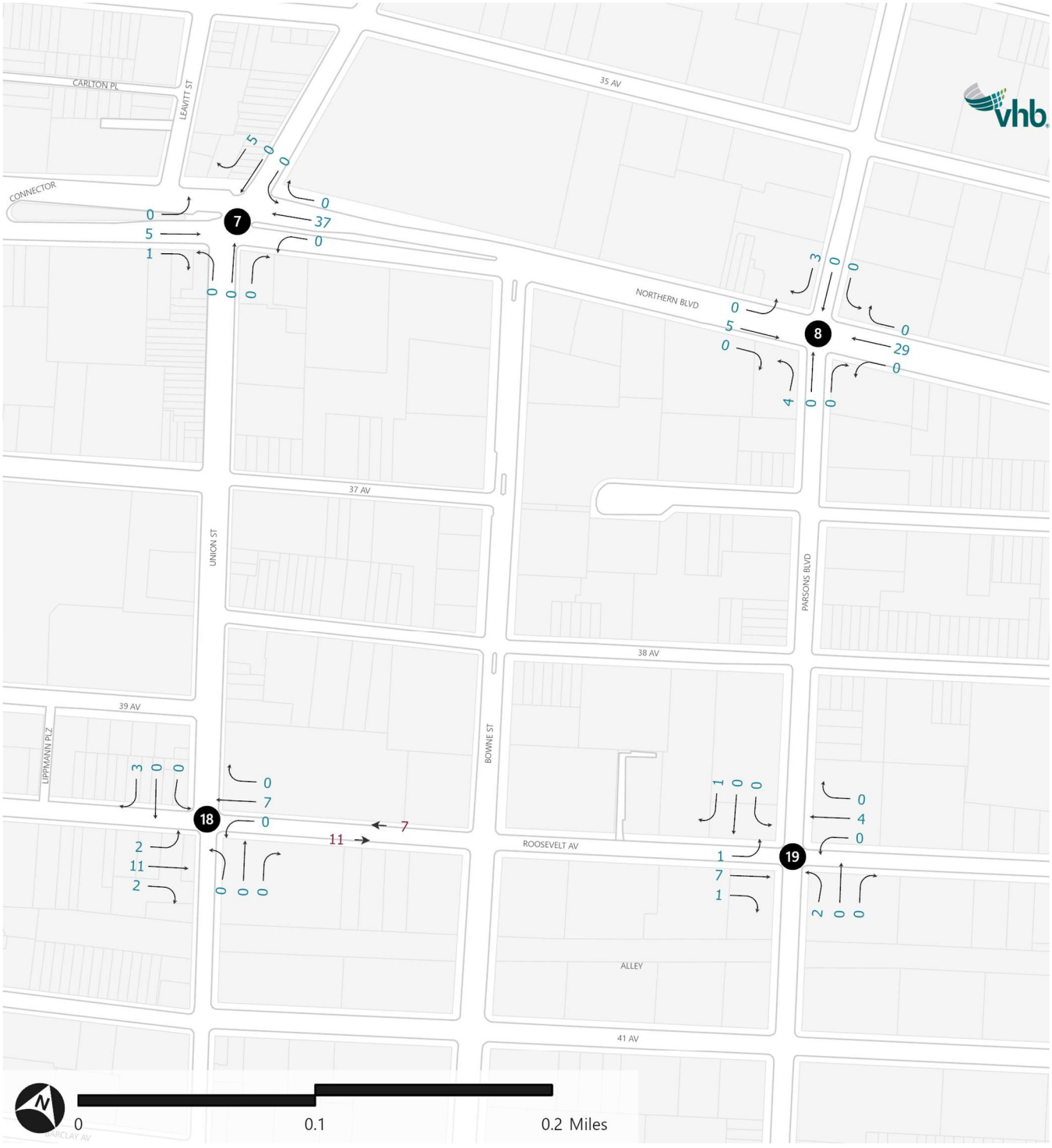


Figure D-56a: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour

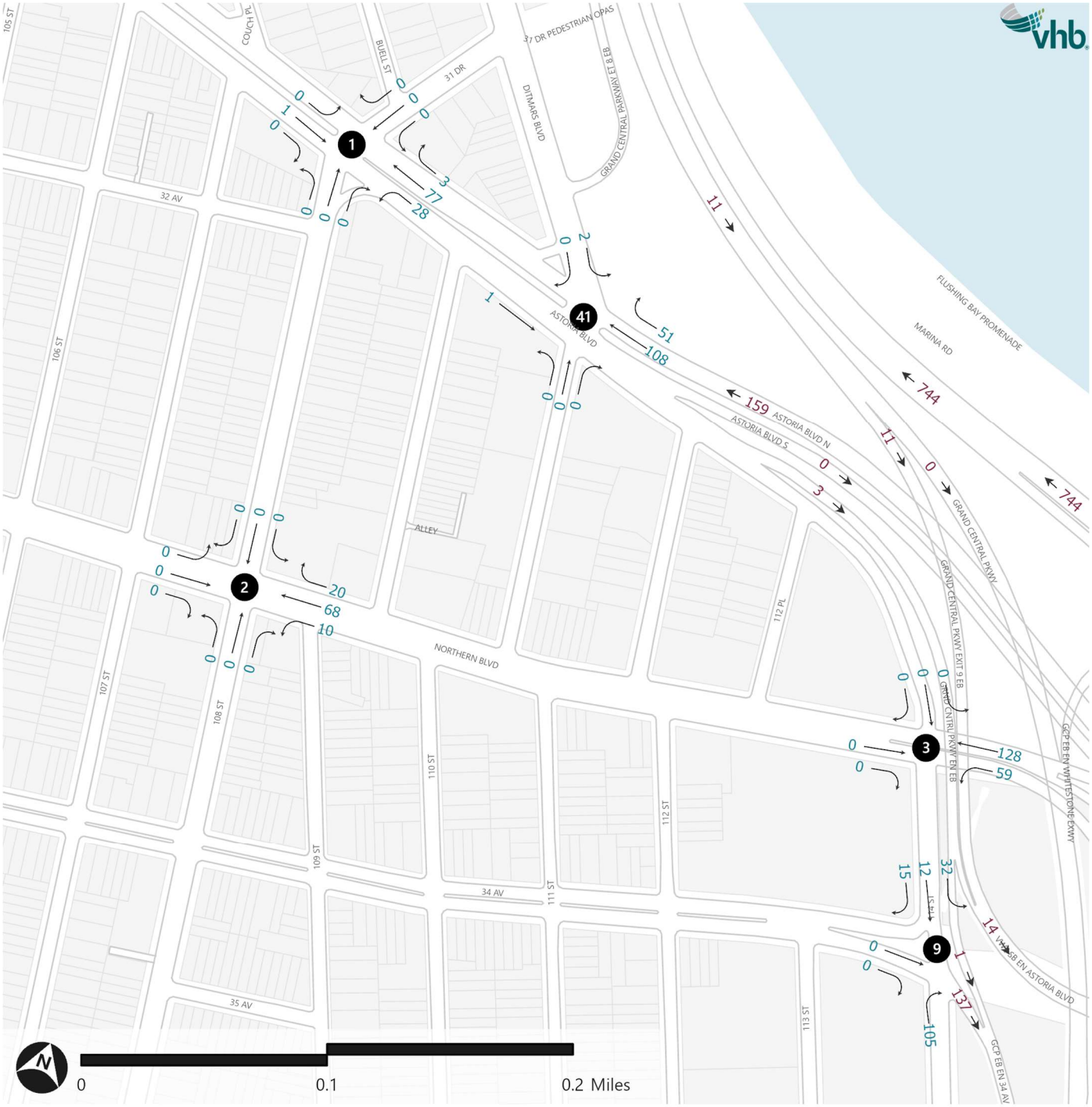


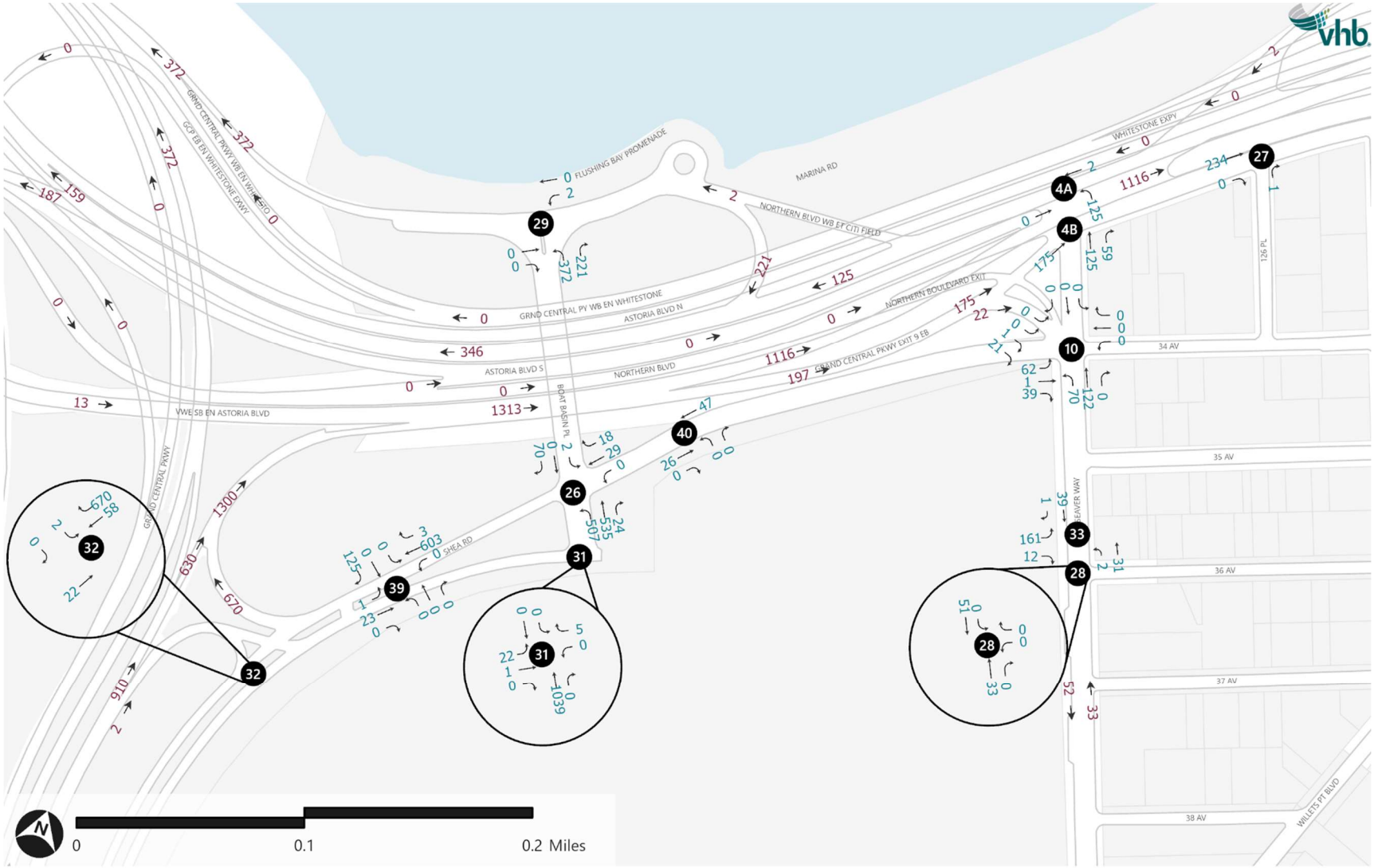
Figure D-56b: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

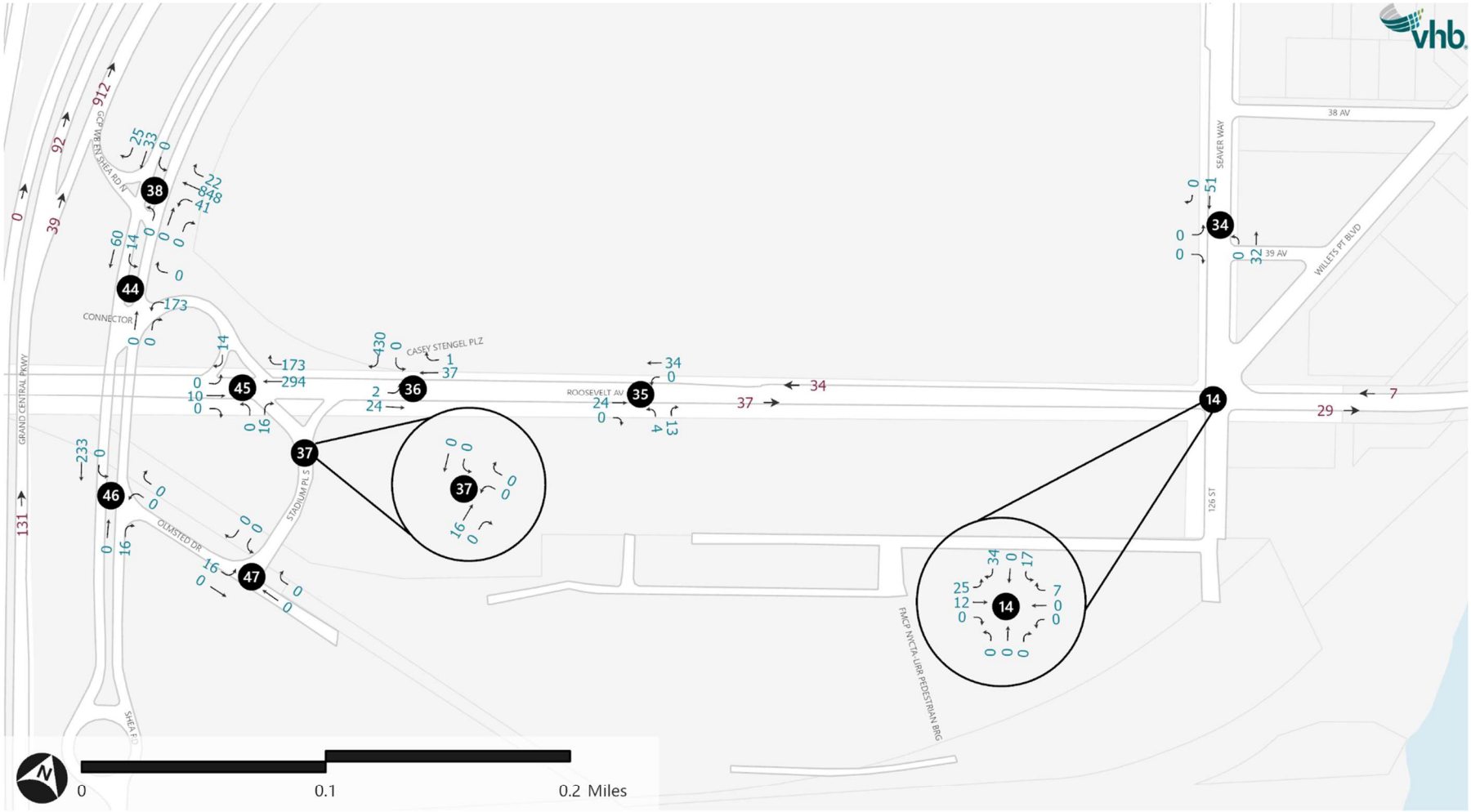
Figure D-56c: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-56d: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-56e: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour

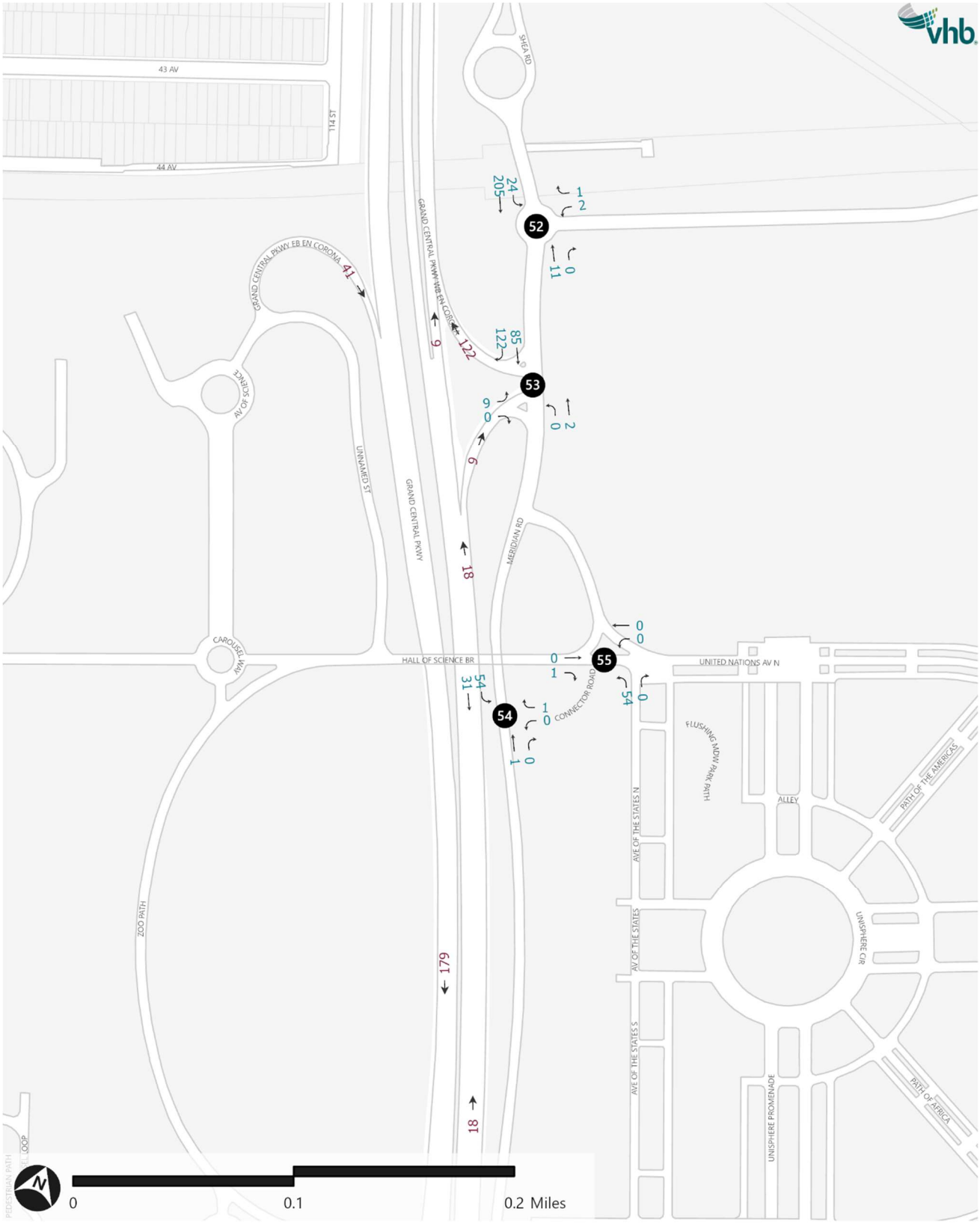


Figure D-56f: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour

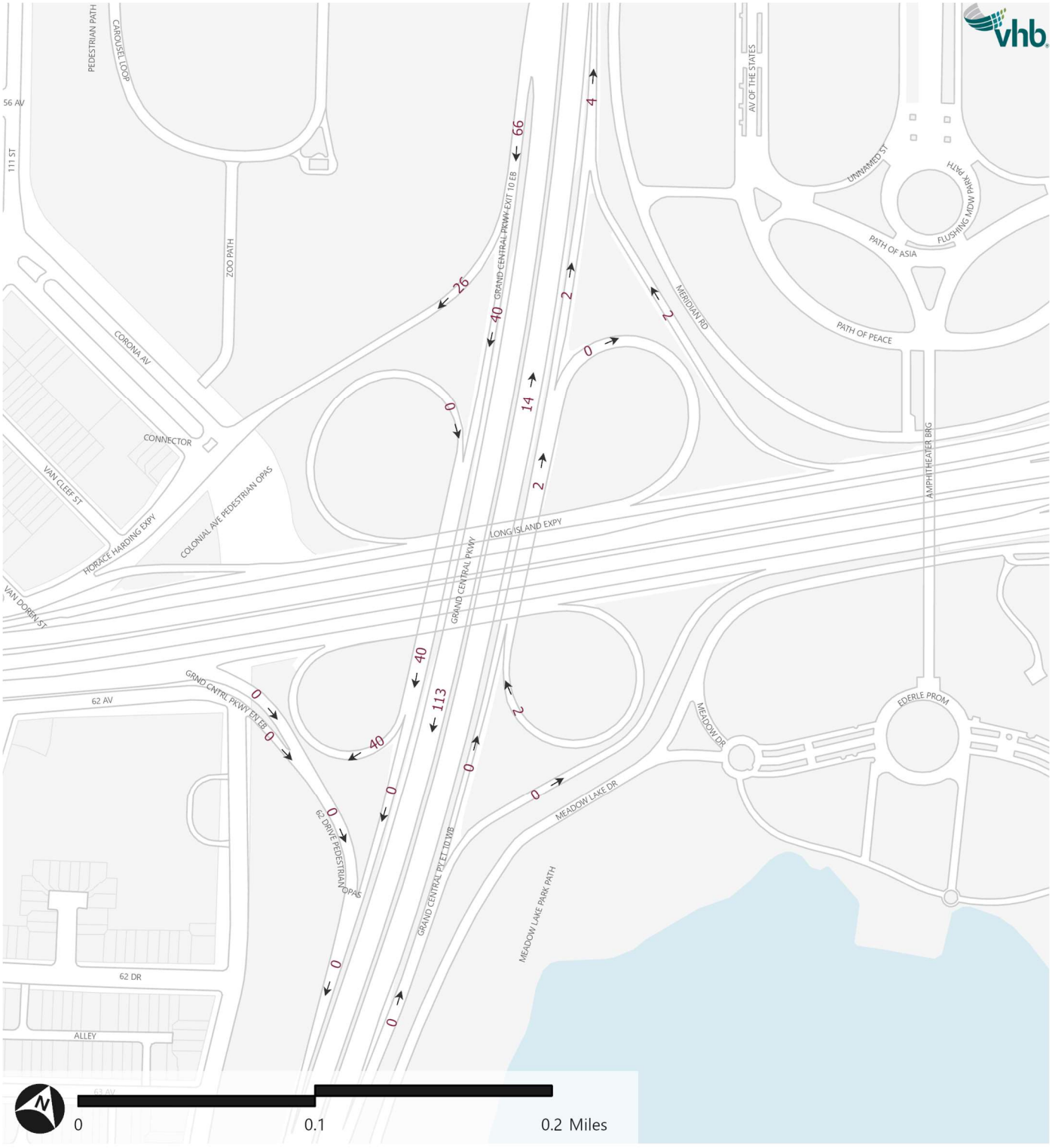


Figure D-56g: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Figure D-56h: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour

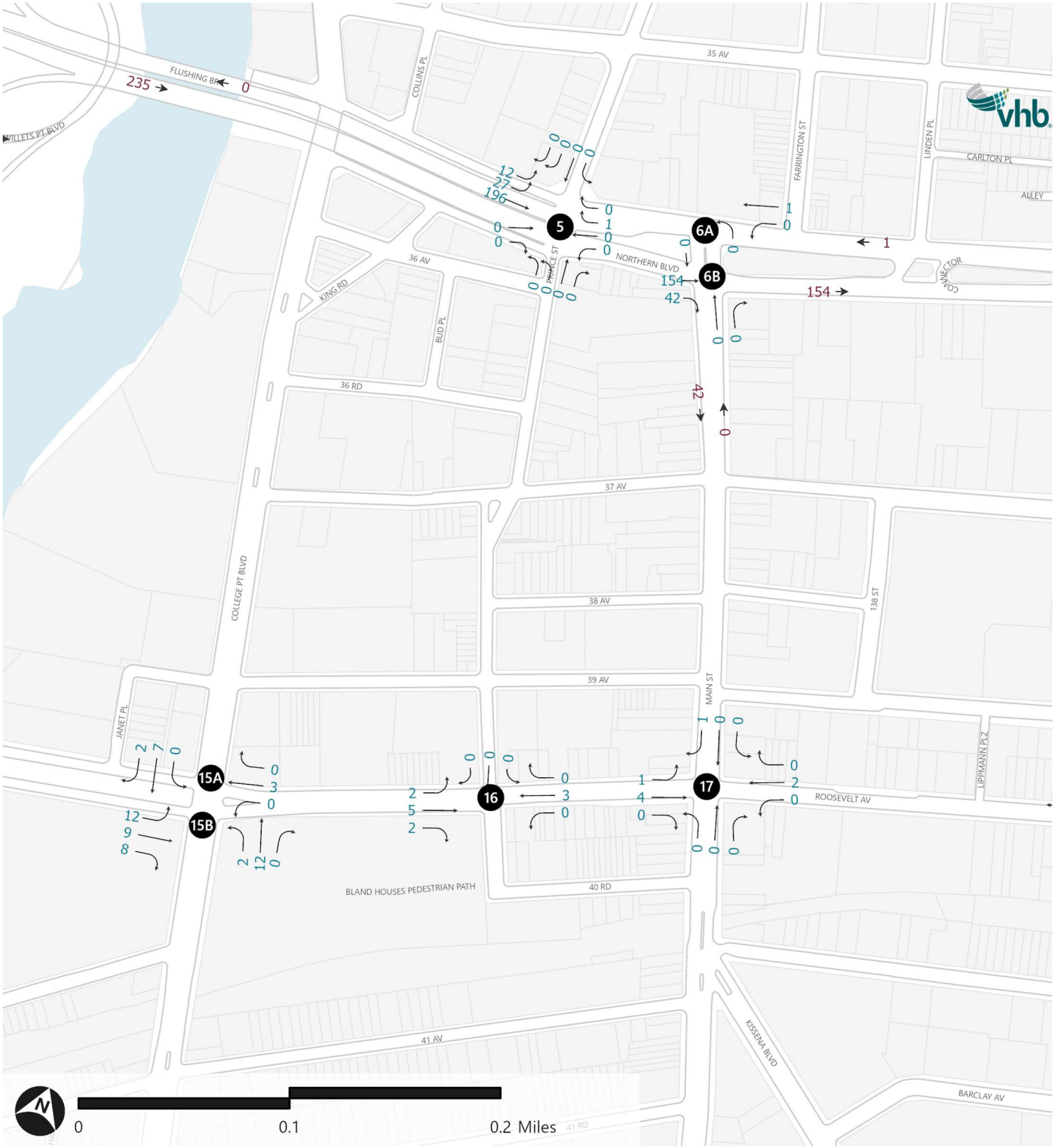


Figure D-56i: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour

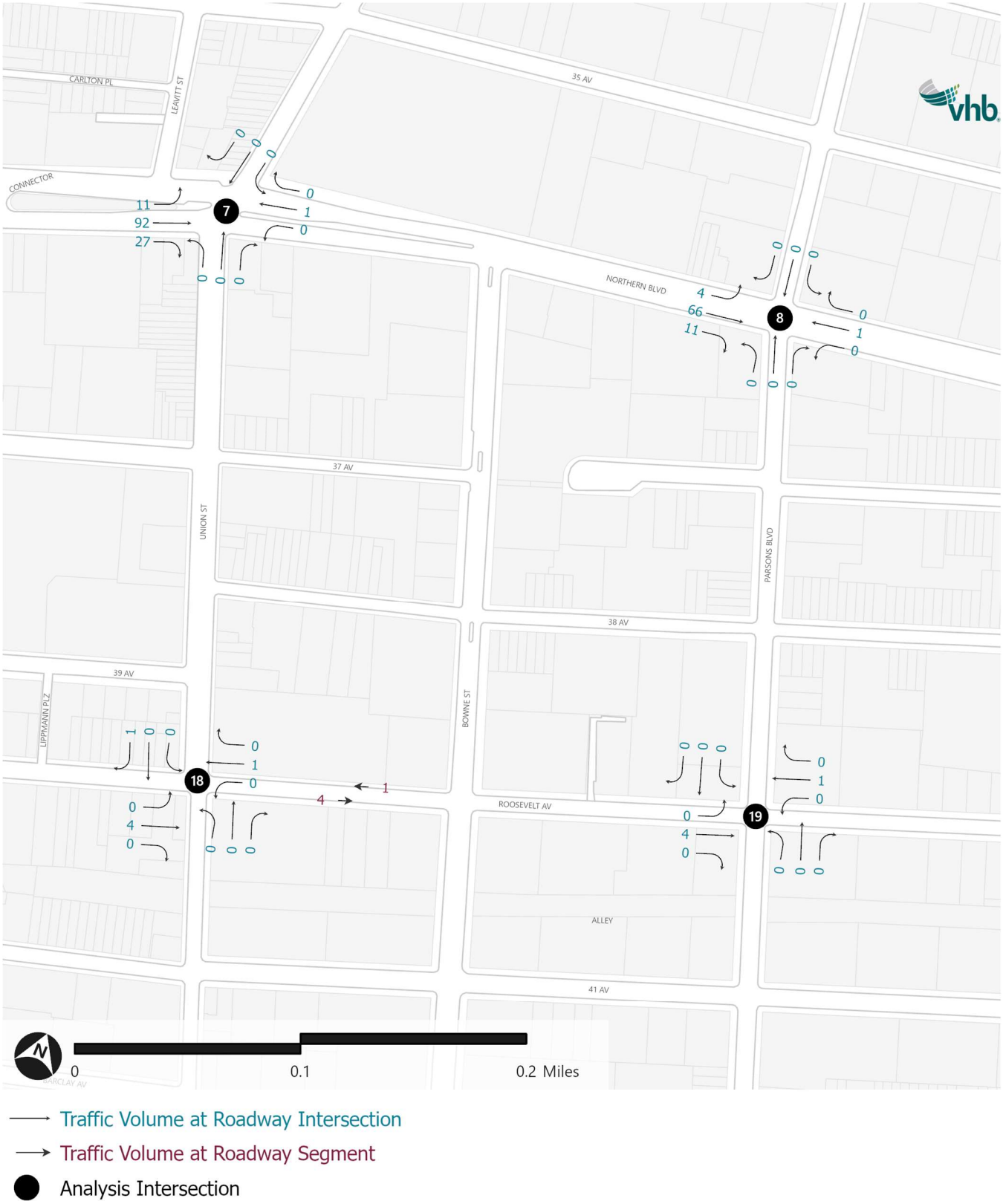
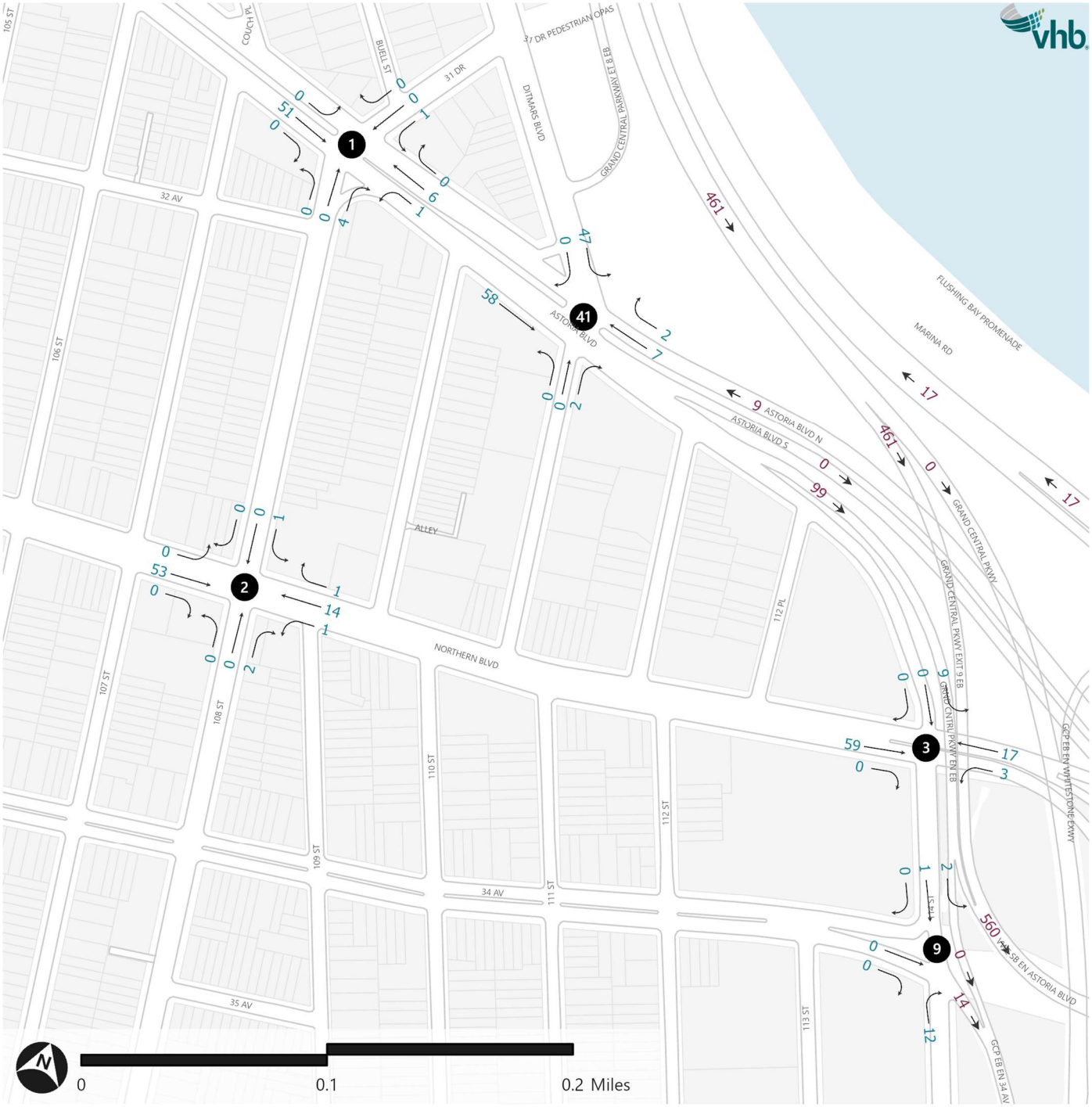


Figure D-57a: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

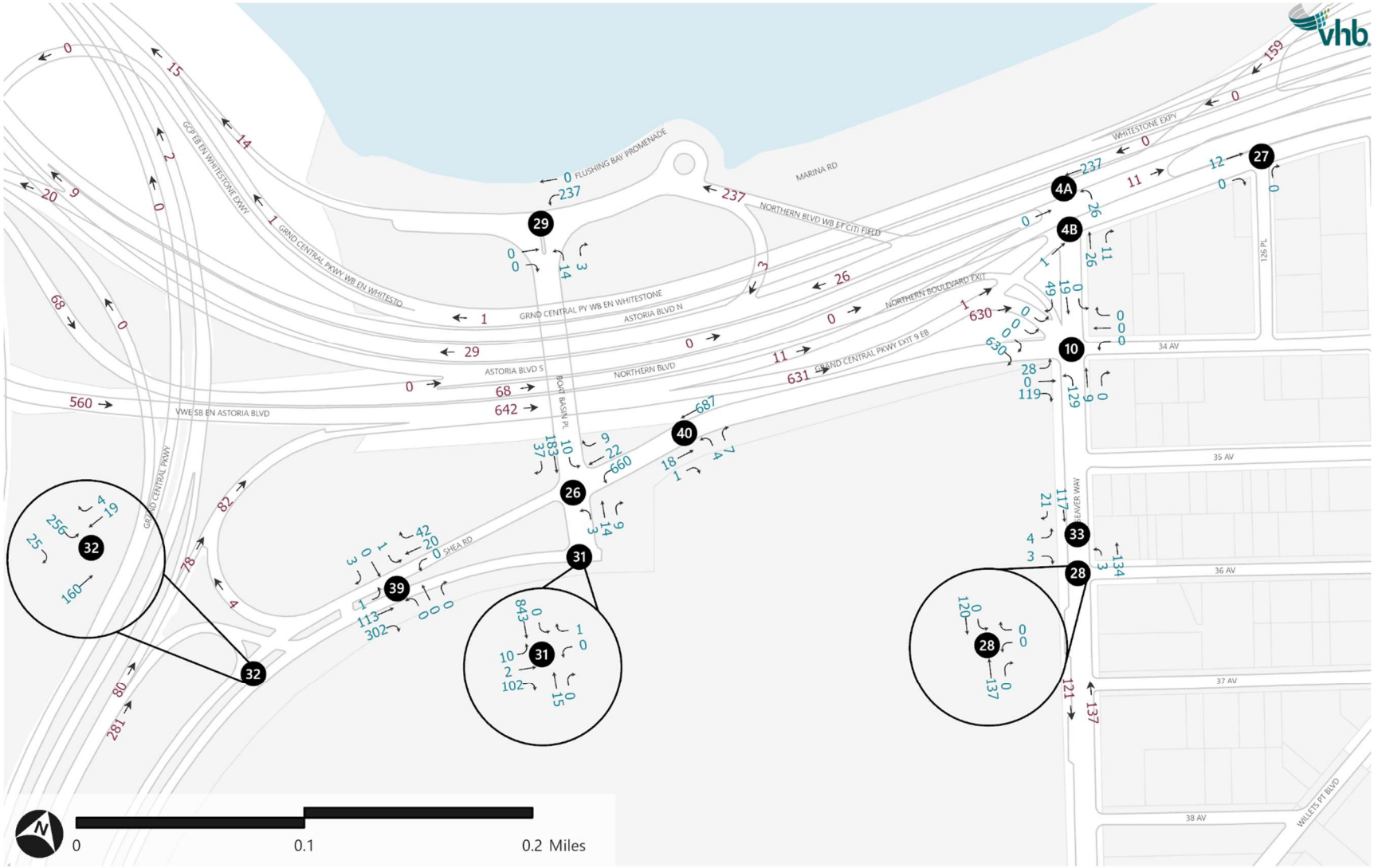
Figure D-57b: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

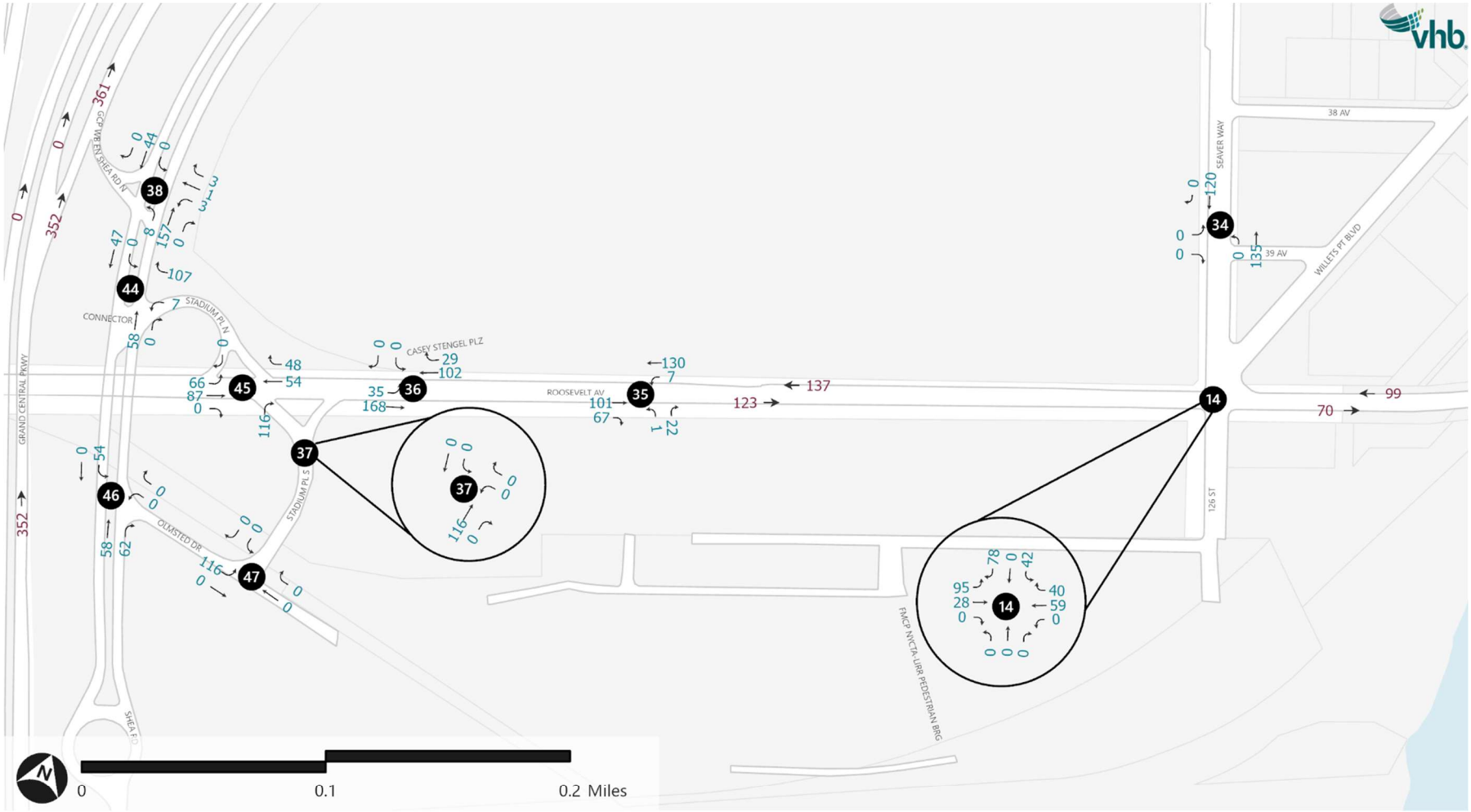
Figure D-57c: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-57d: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-57e: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour

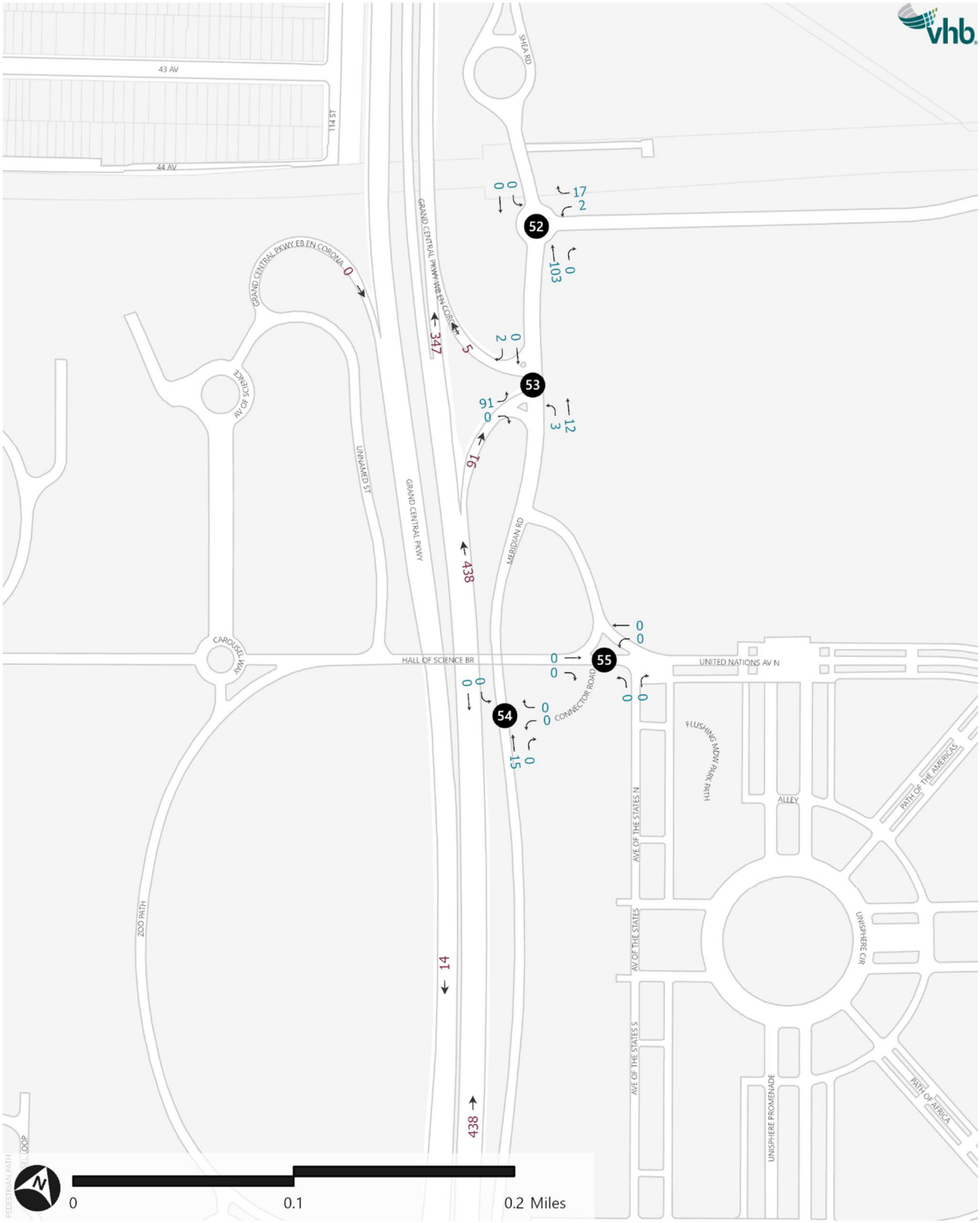
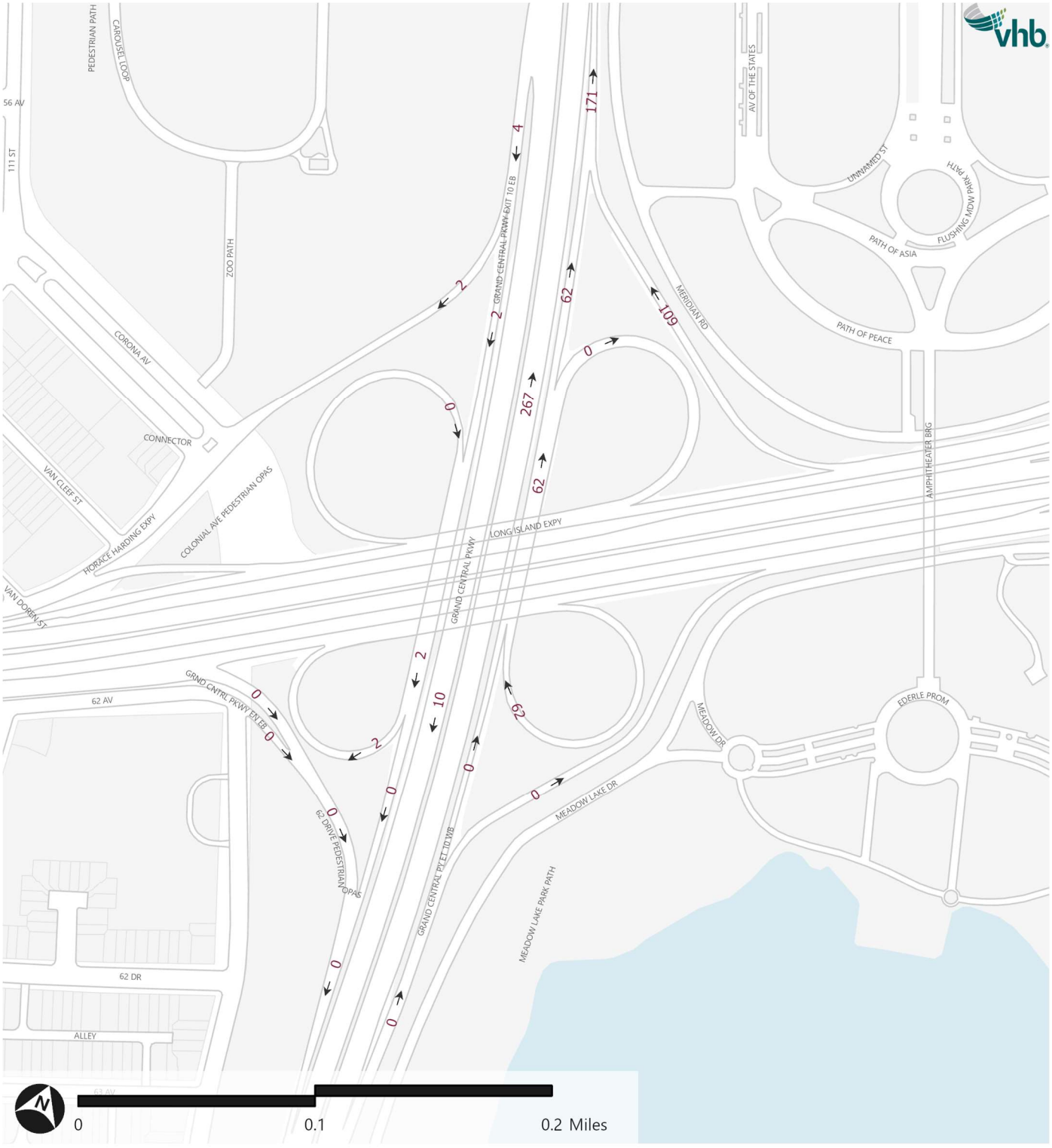


Figure D-57f: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour


PEDESTRIAN PATH
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AMPHITHEATER BRG
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MEADOW DR
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Figure D-57g: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour



Figure D-57h: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour

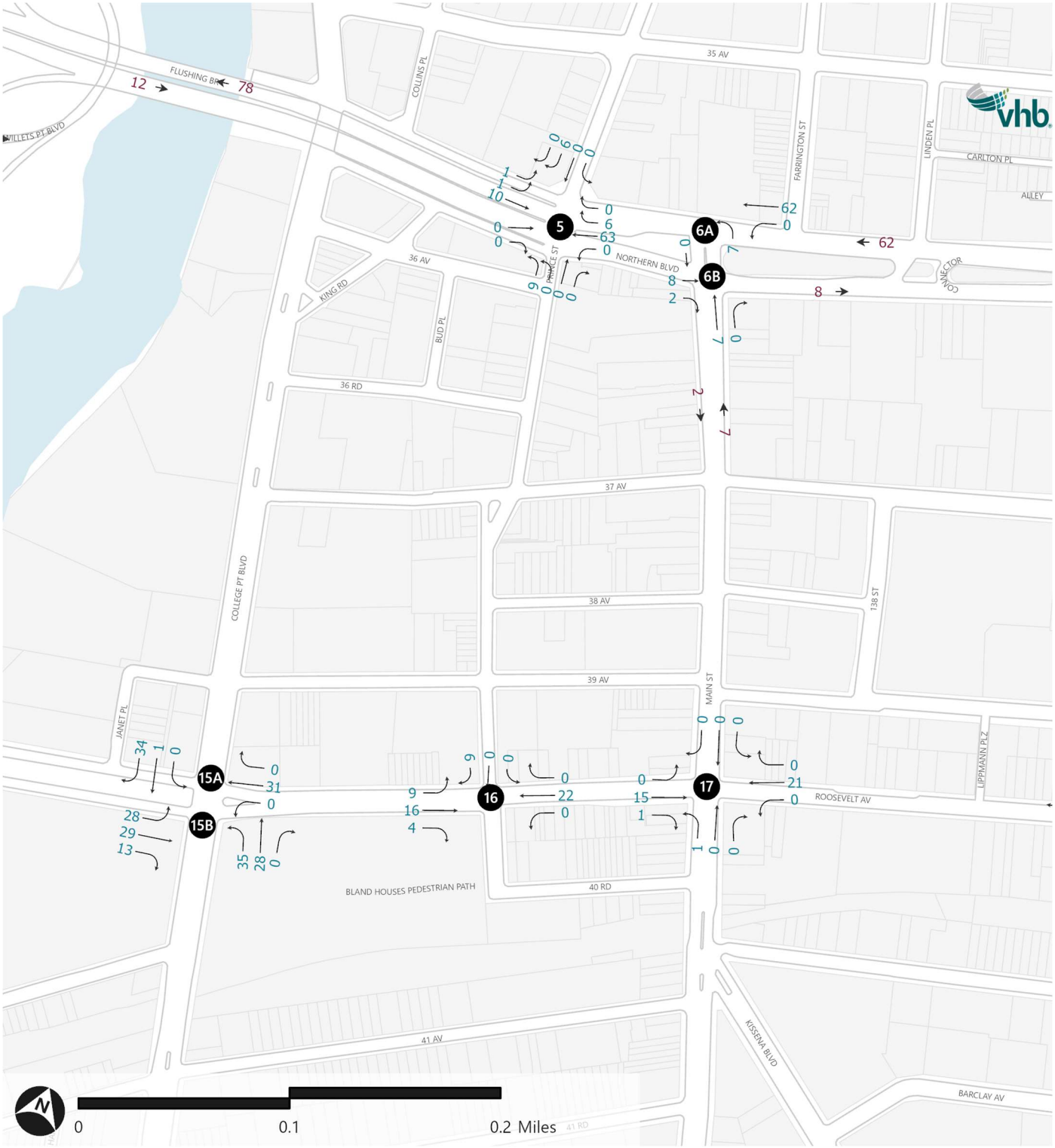


Figure D-57i: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour

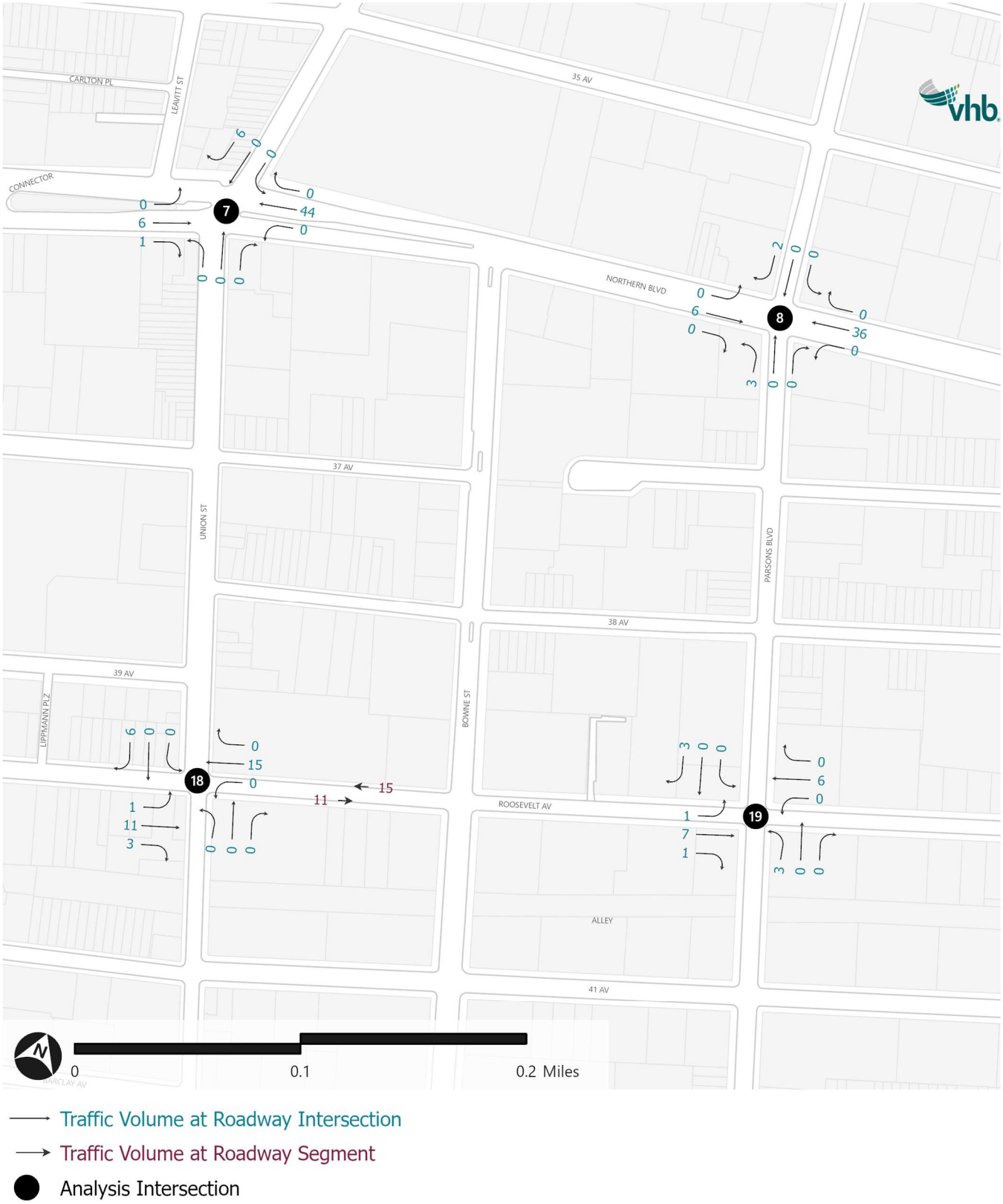
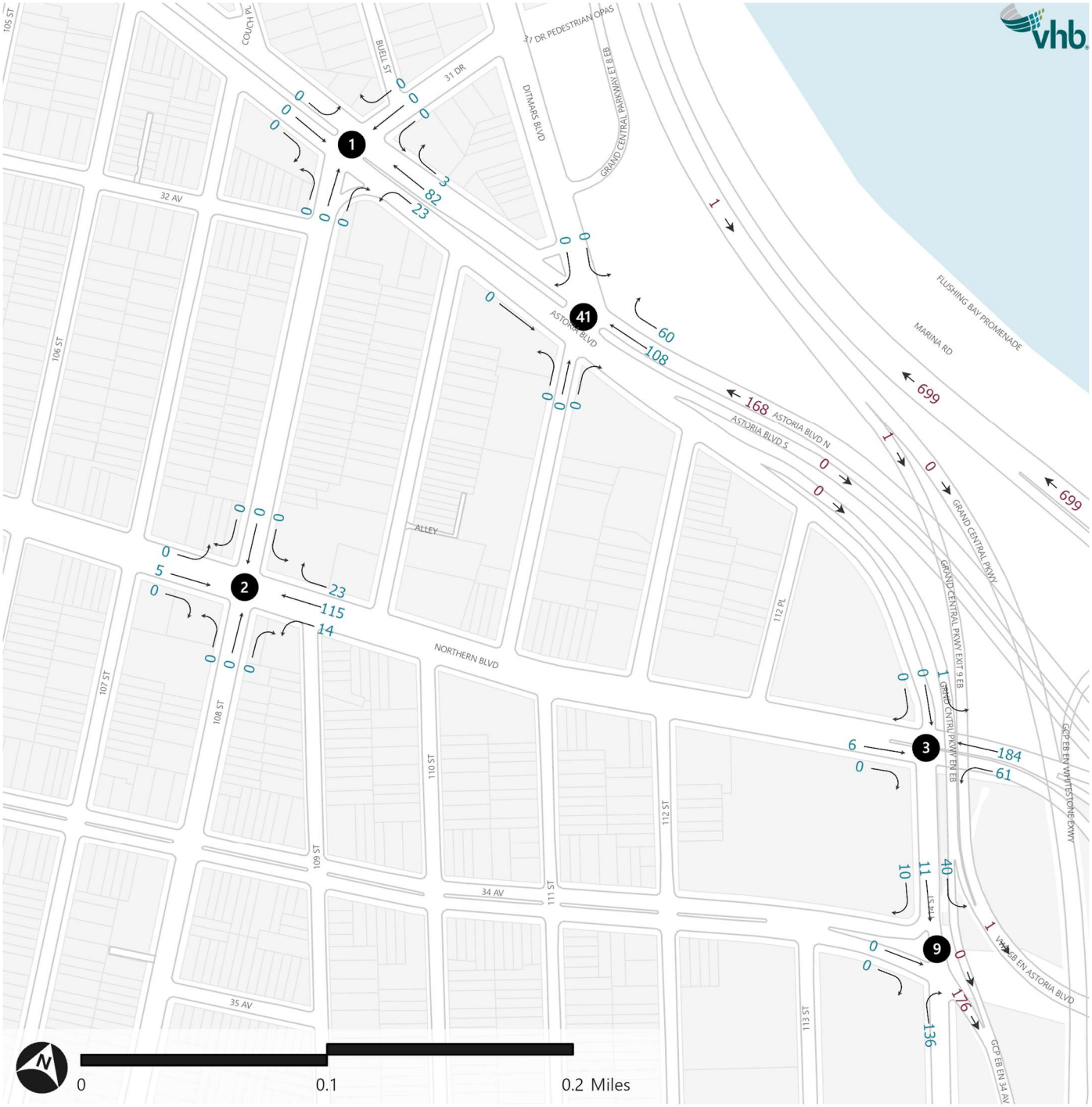


Figure D-58a: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-58b: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-58c: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour

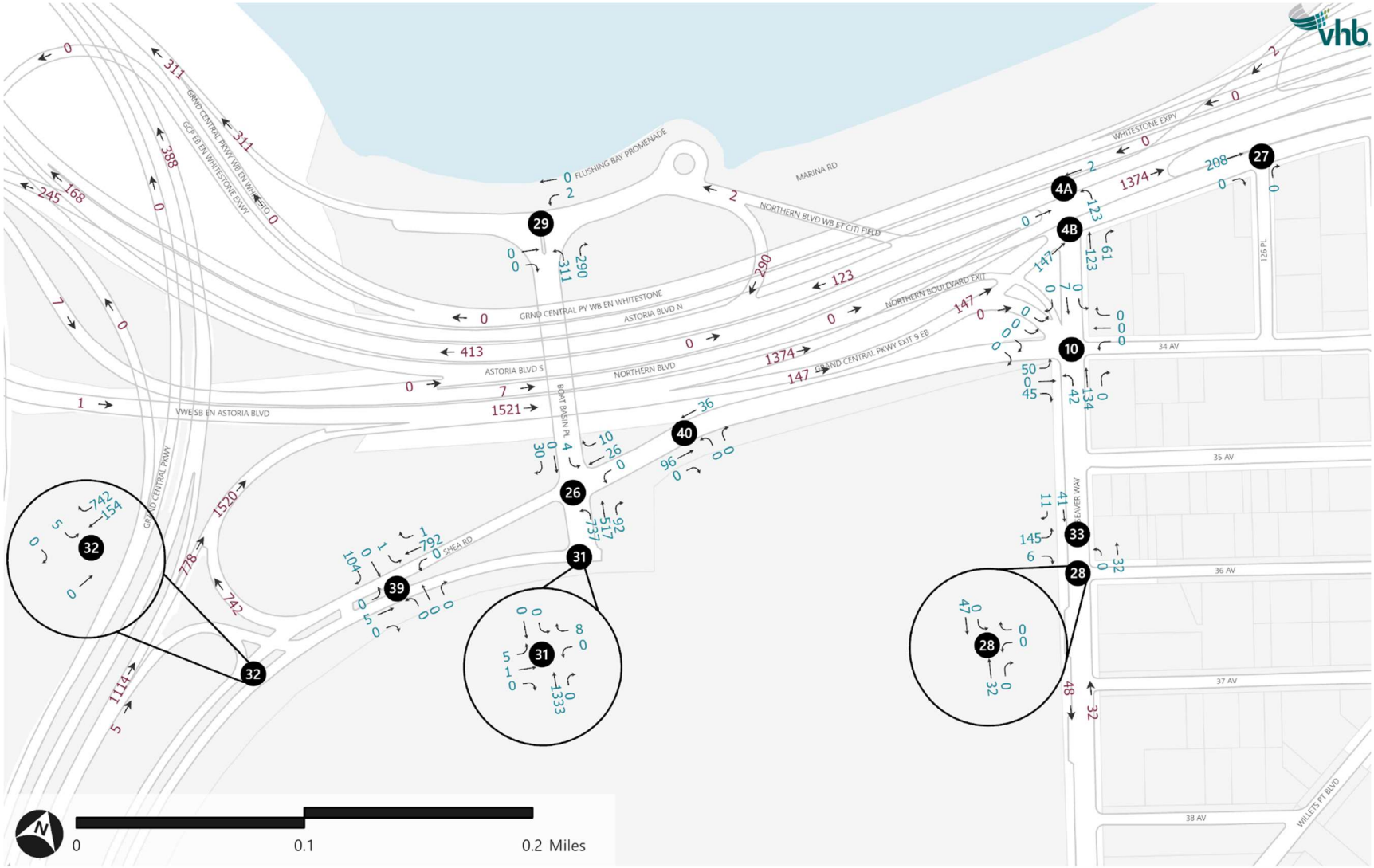
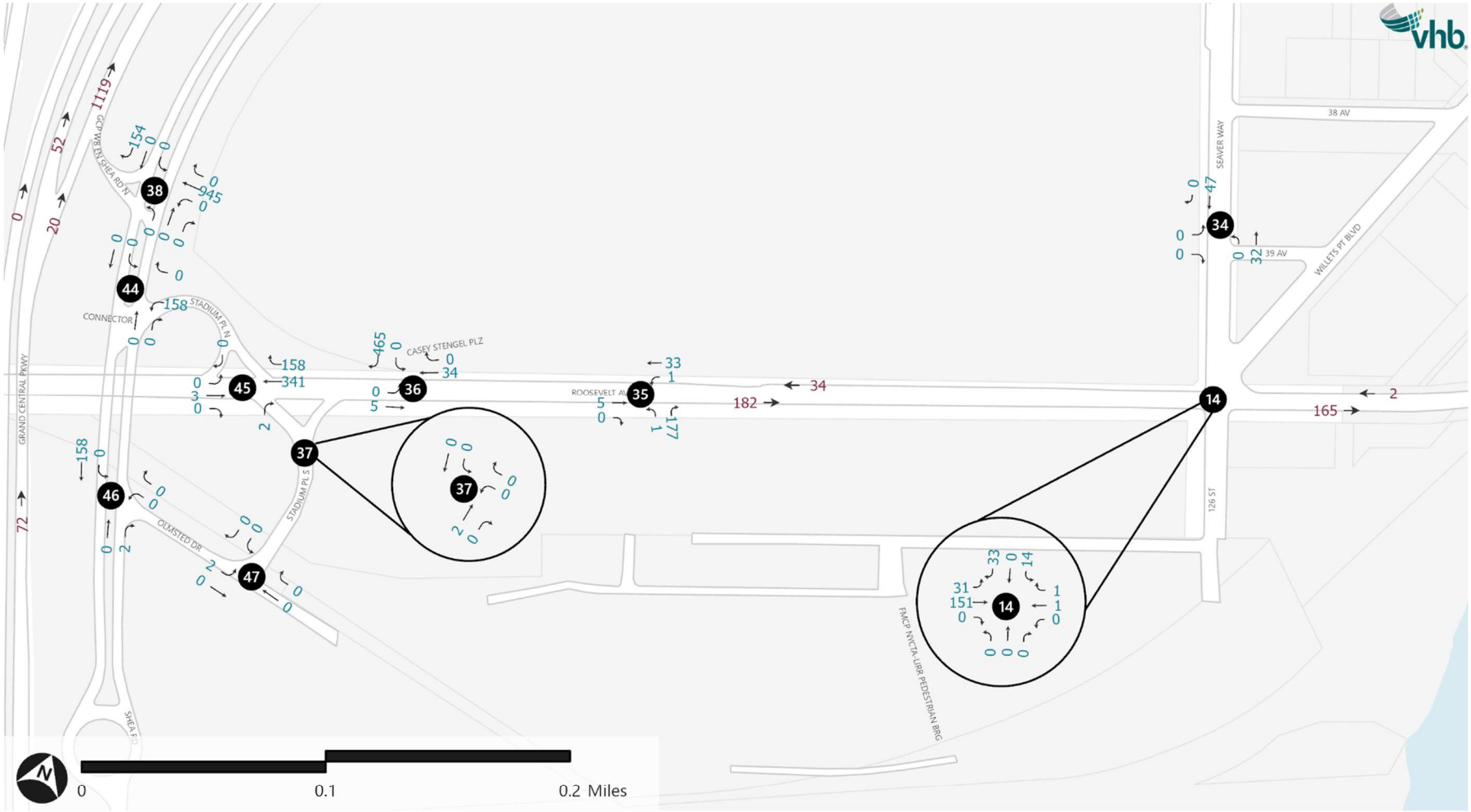


Figure D-58d: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-58e: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour

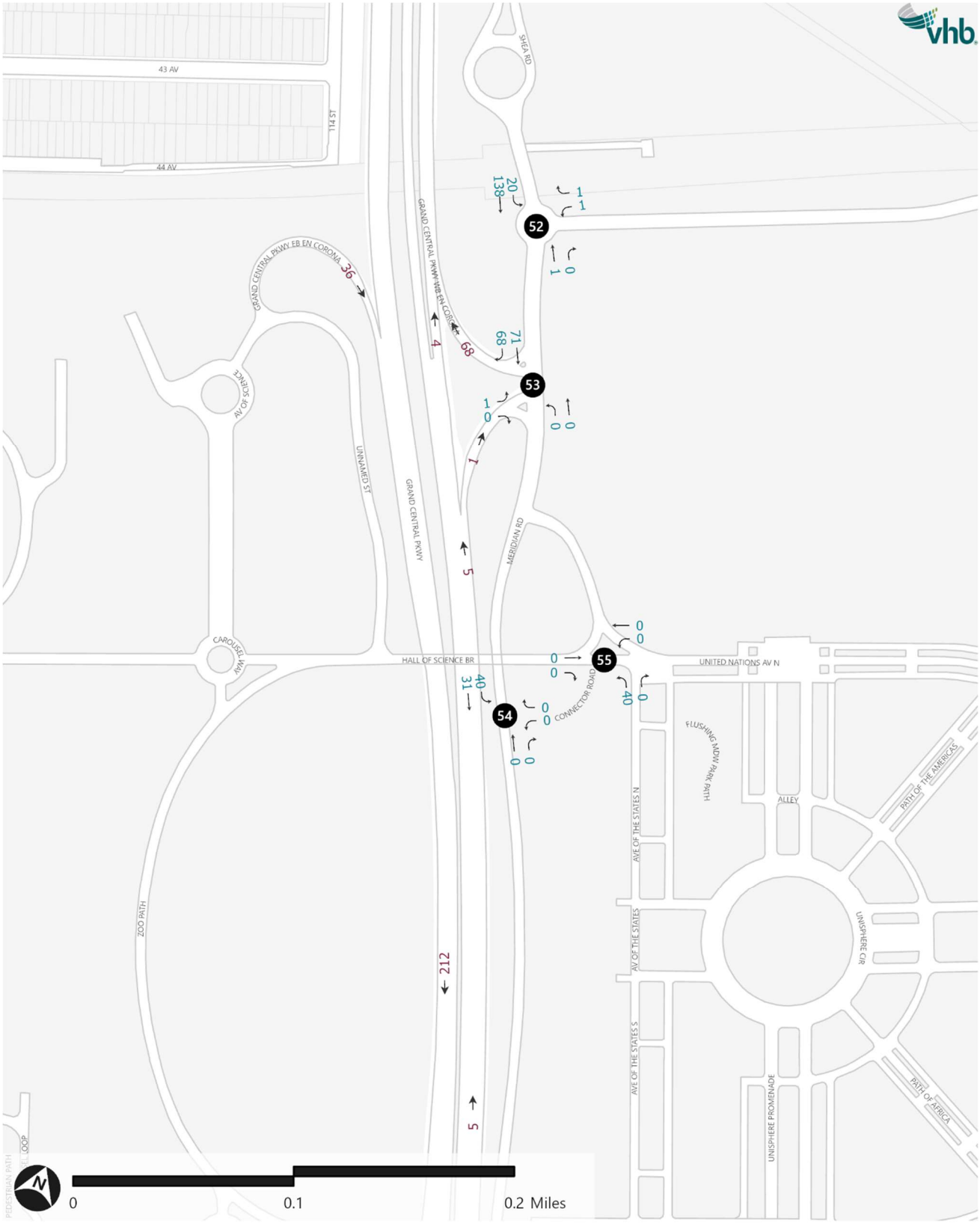
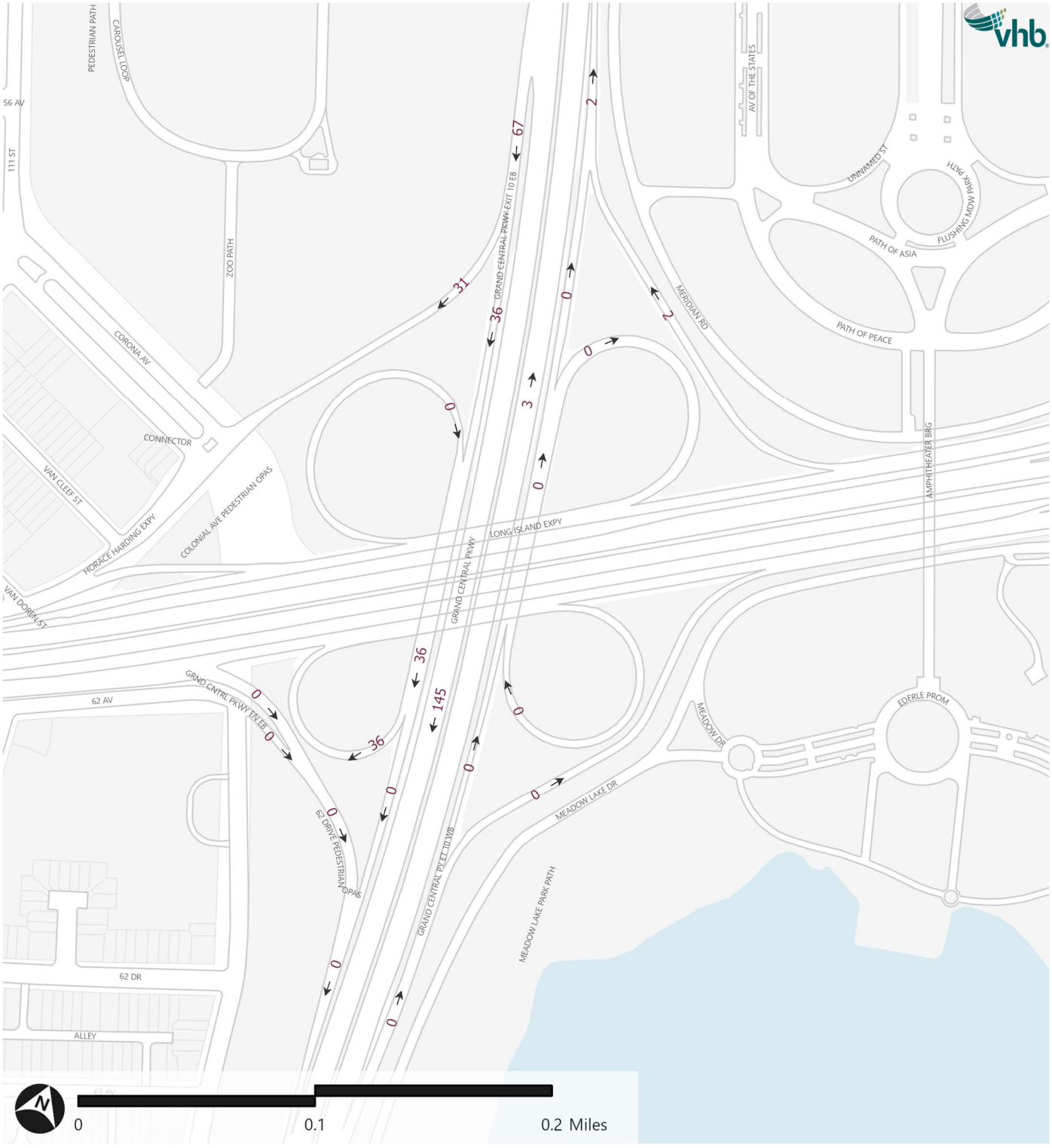


Figure D-58f: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour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GRAND CENTRAL PKWY
LONG ISLAND EXPY
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UNNAMED ST
FLUSHING MDW PARK PATH
PATH OF ASIA
MERIDIAN RD
PATH OF PEACE
AMPHITHEATER BRG
EDERLE PROM
MEADOW DR
MEADOW LAKE DR
MEADOW LAKE PARK PATH
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ALLEY
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Figure D-58g: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour



Figure D-58h: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour

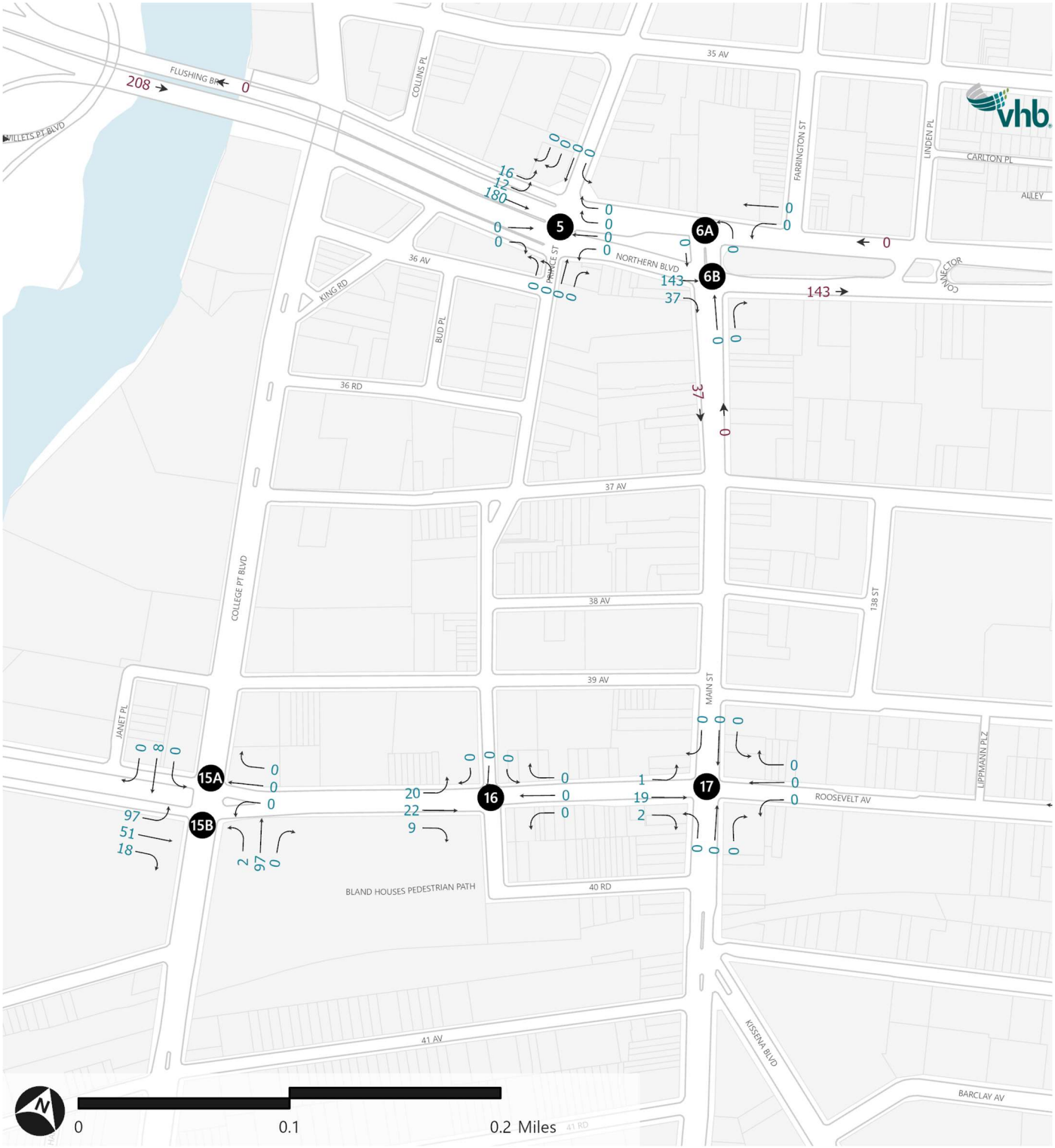


Figure D-58i: 2030 No-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour

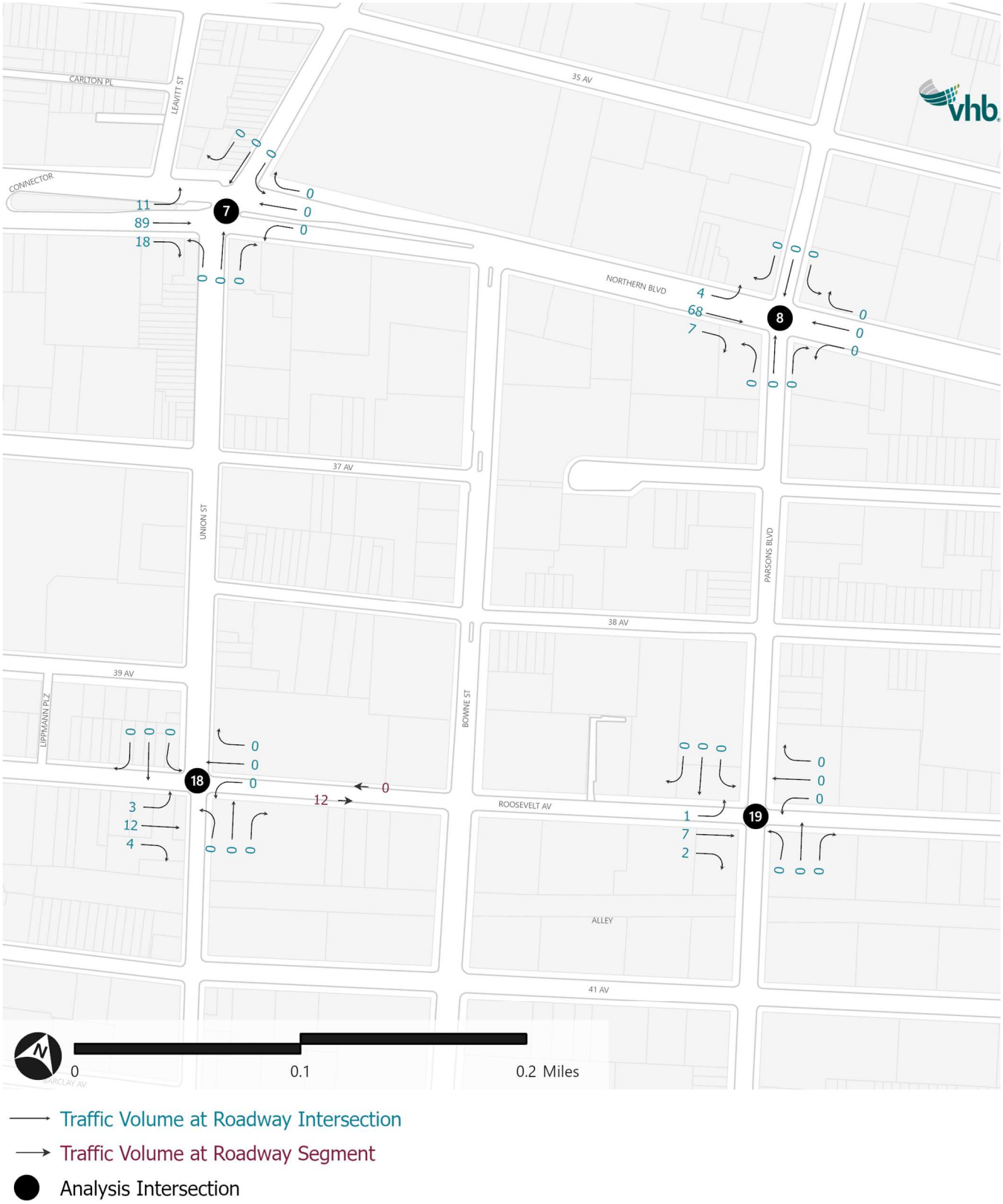
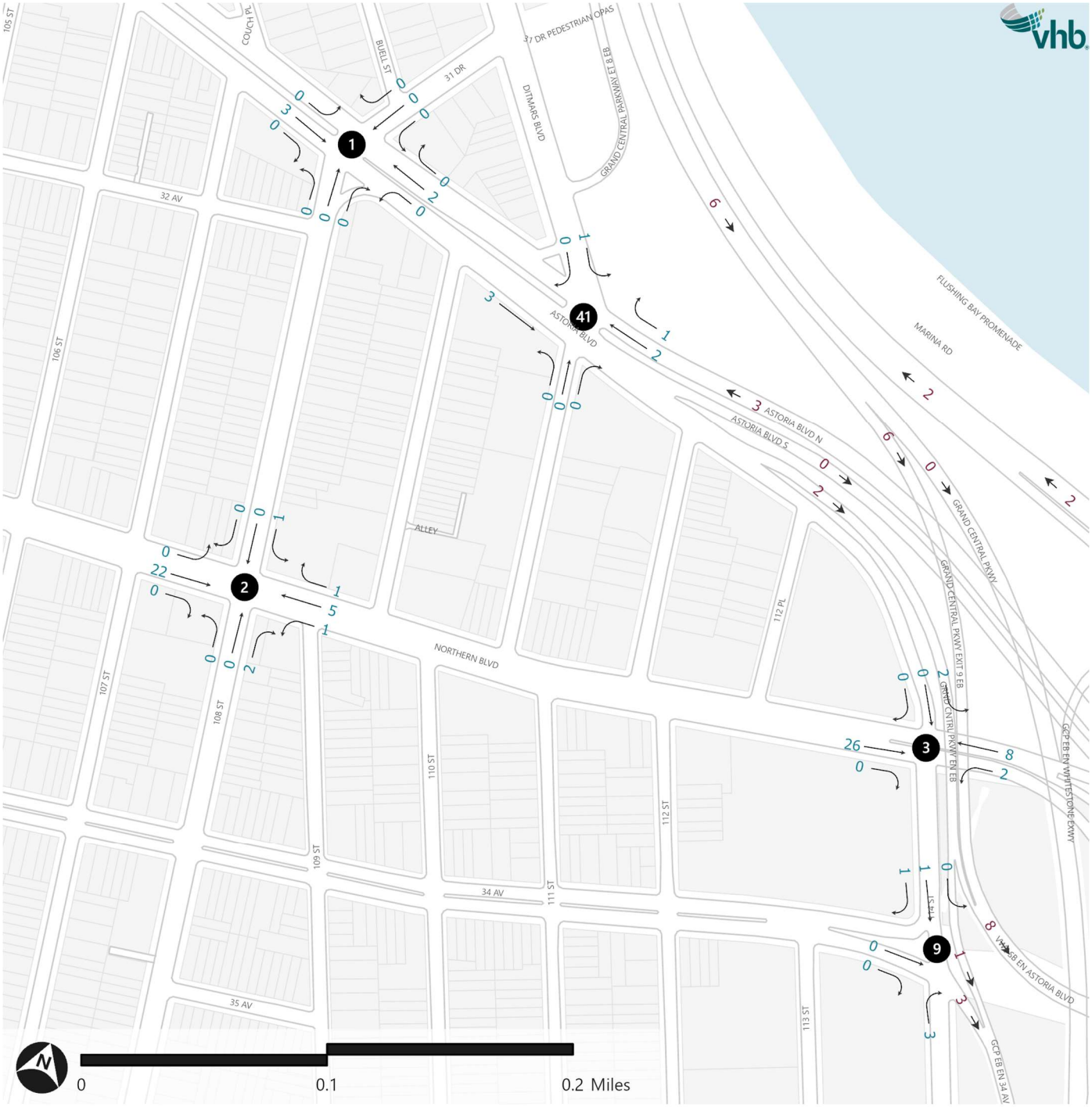


Figure D-59a: 2030 No-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

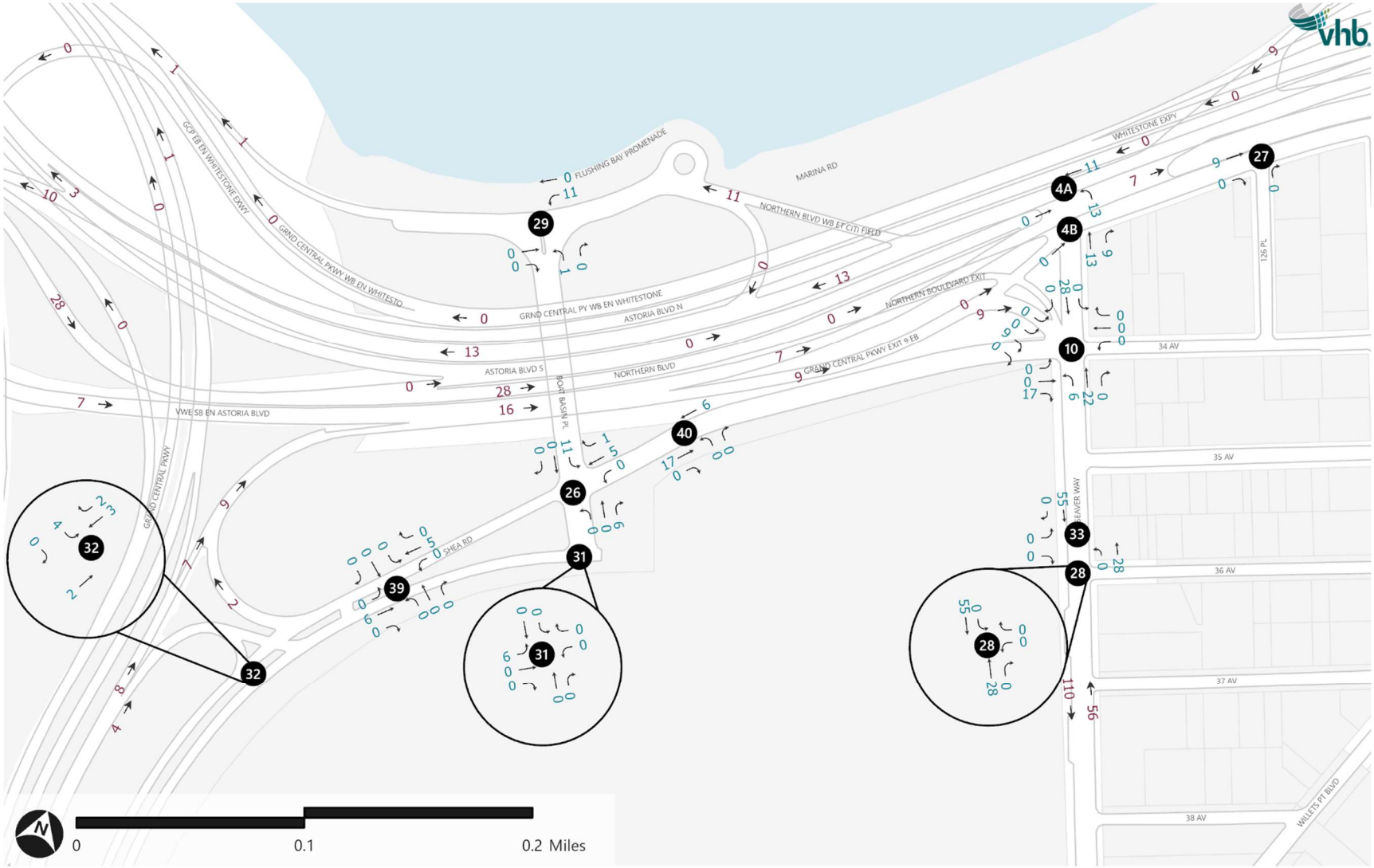
Figure D-59b: 2030 No-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

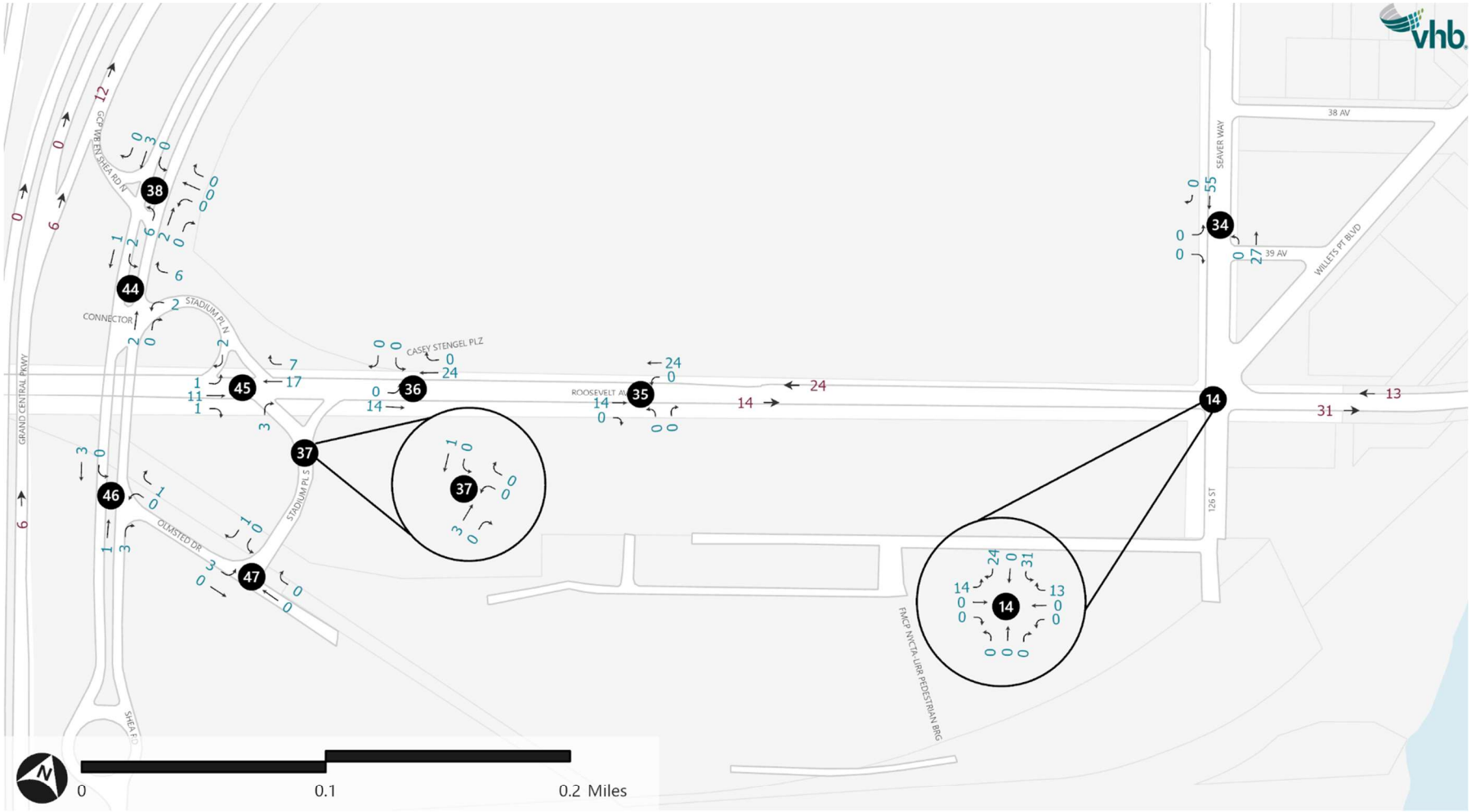
Figure D-59c: 2030 No-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-59d: 2030 No-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-59e: 2030 No-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour

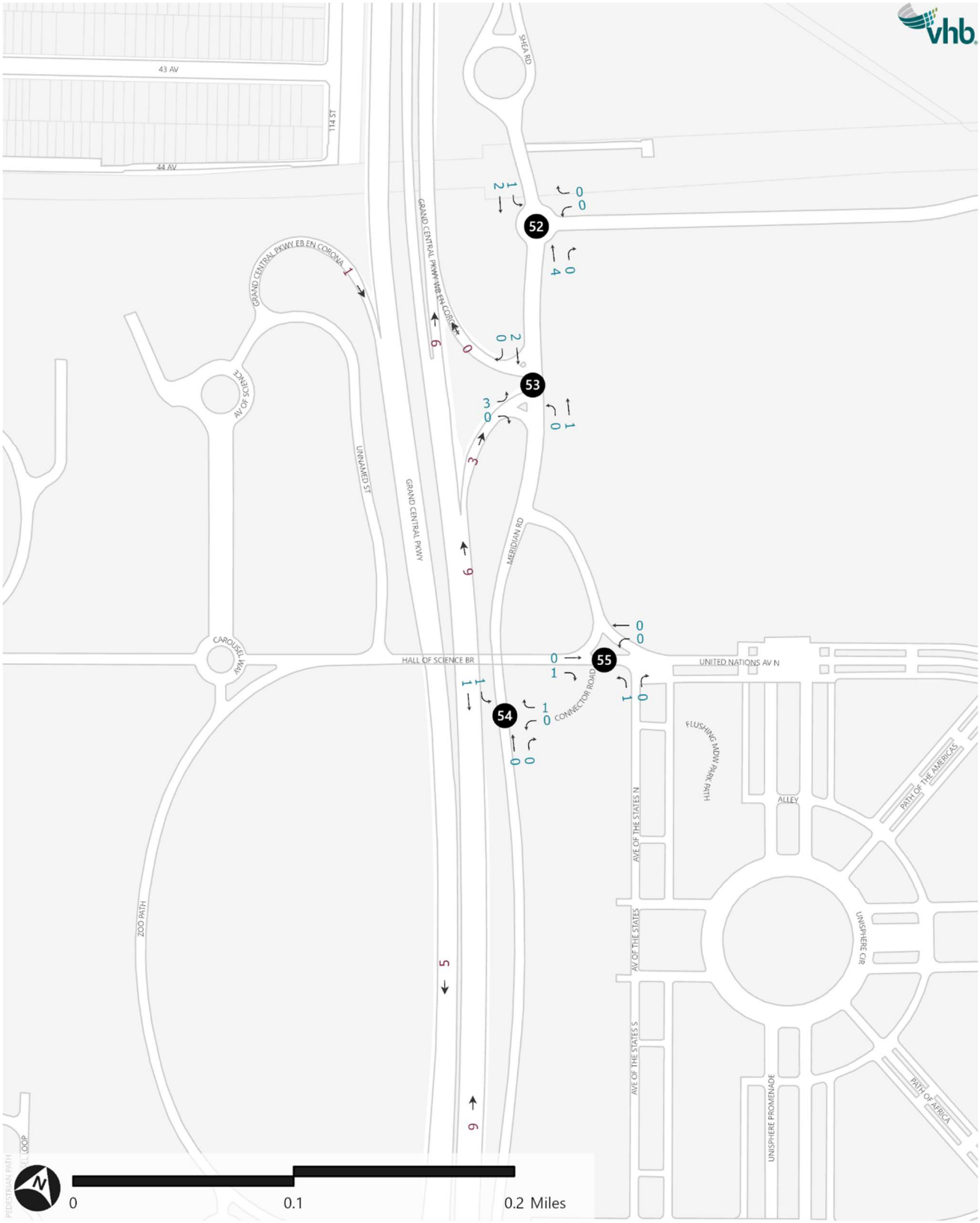


Figure D-59f: 2030 No-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour

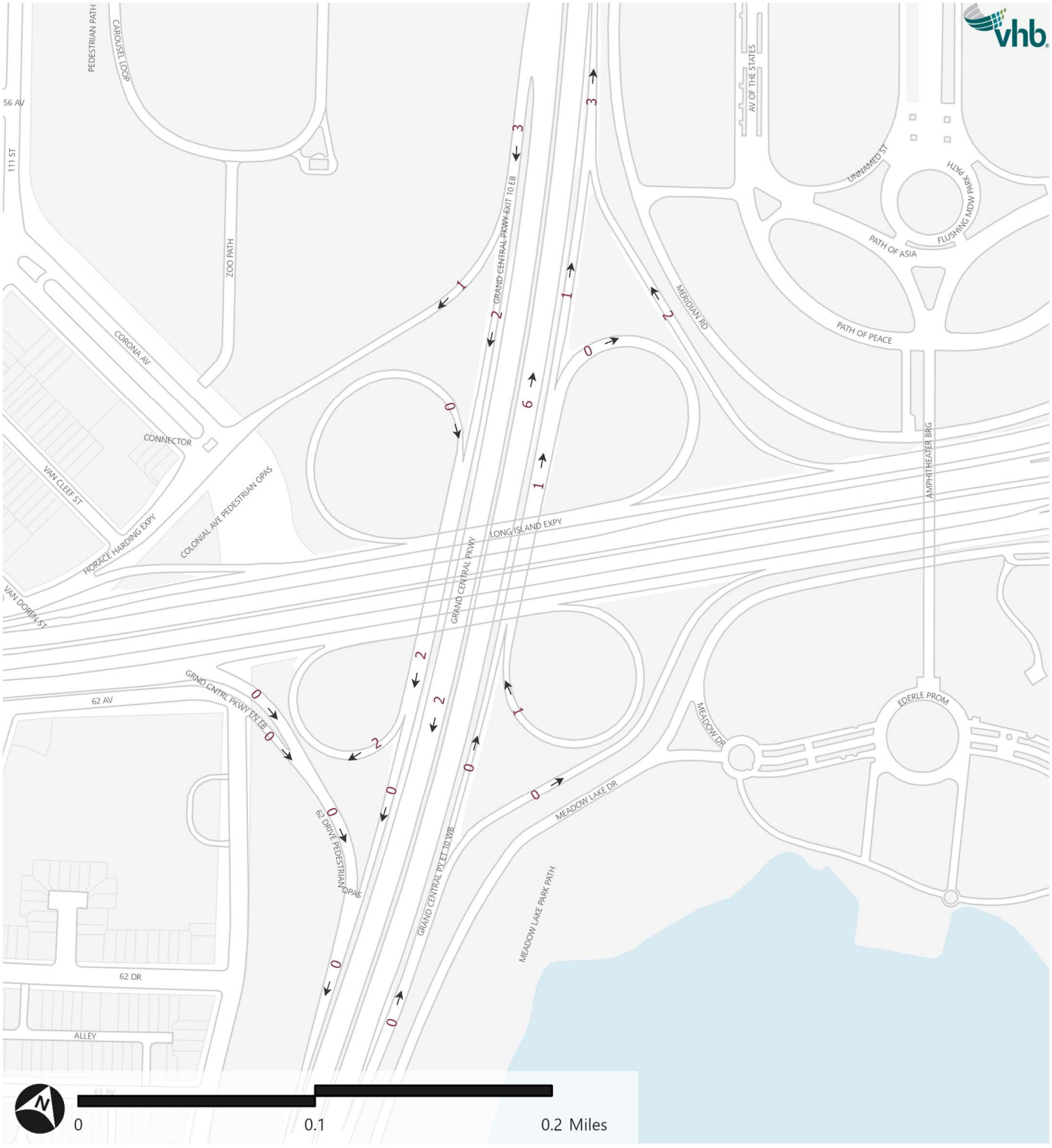


Figure D-59g: 2030 No-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour



Figure D-59h: 2030 No-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour

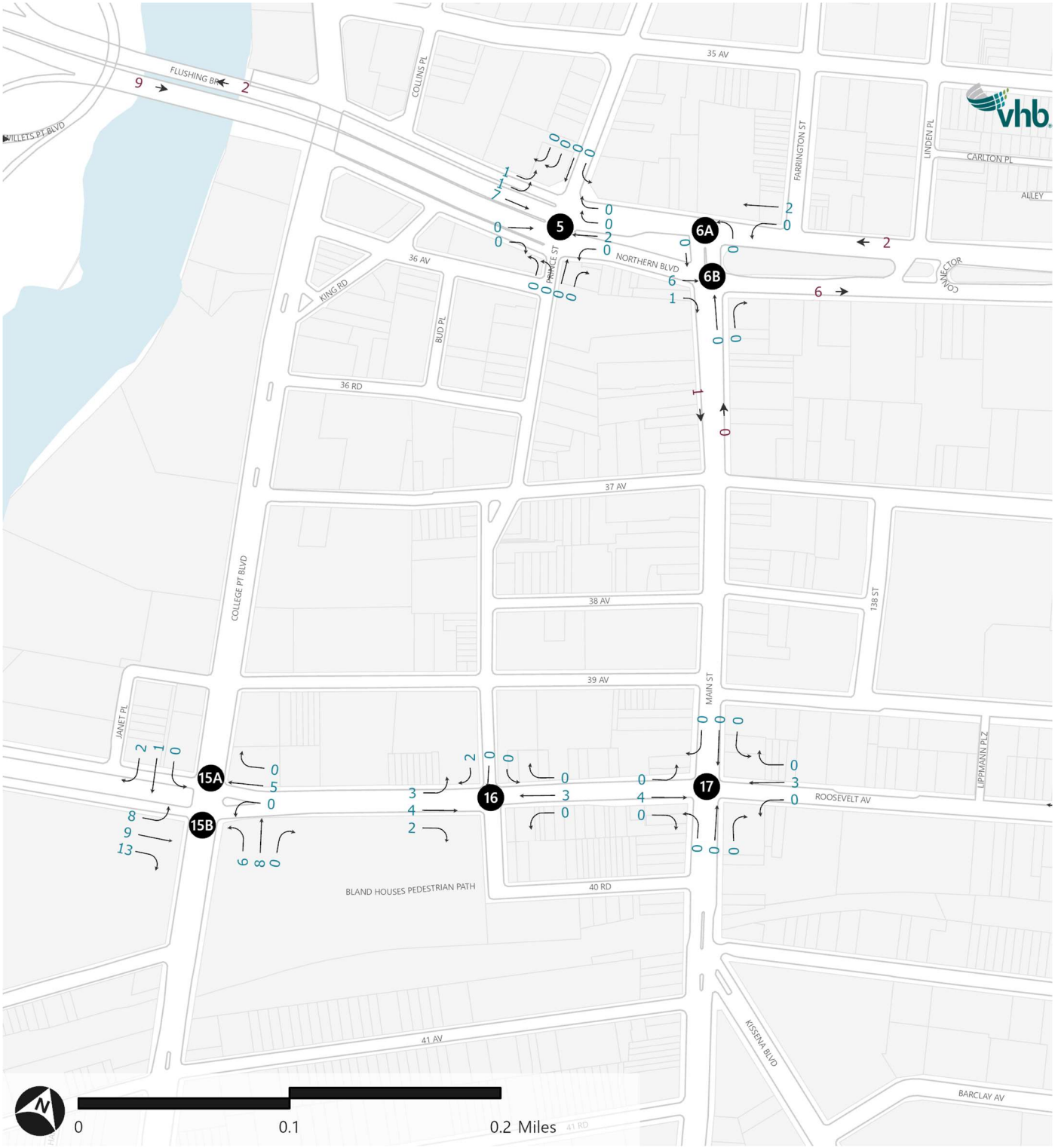


Figure D-59i: 2030 No-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour

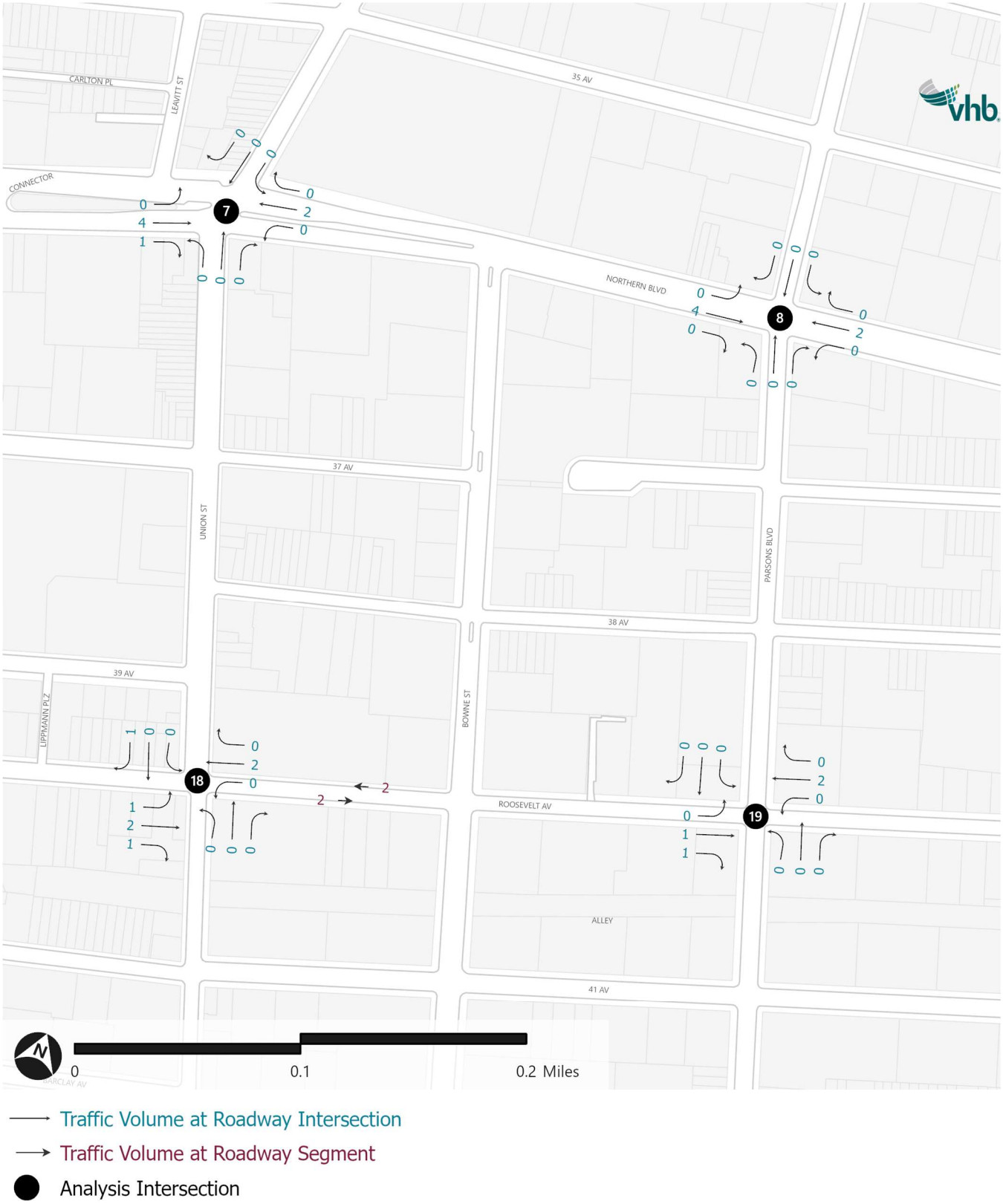
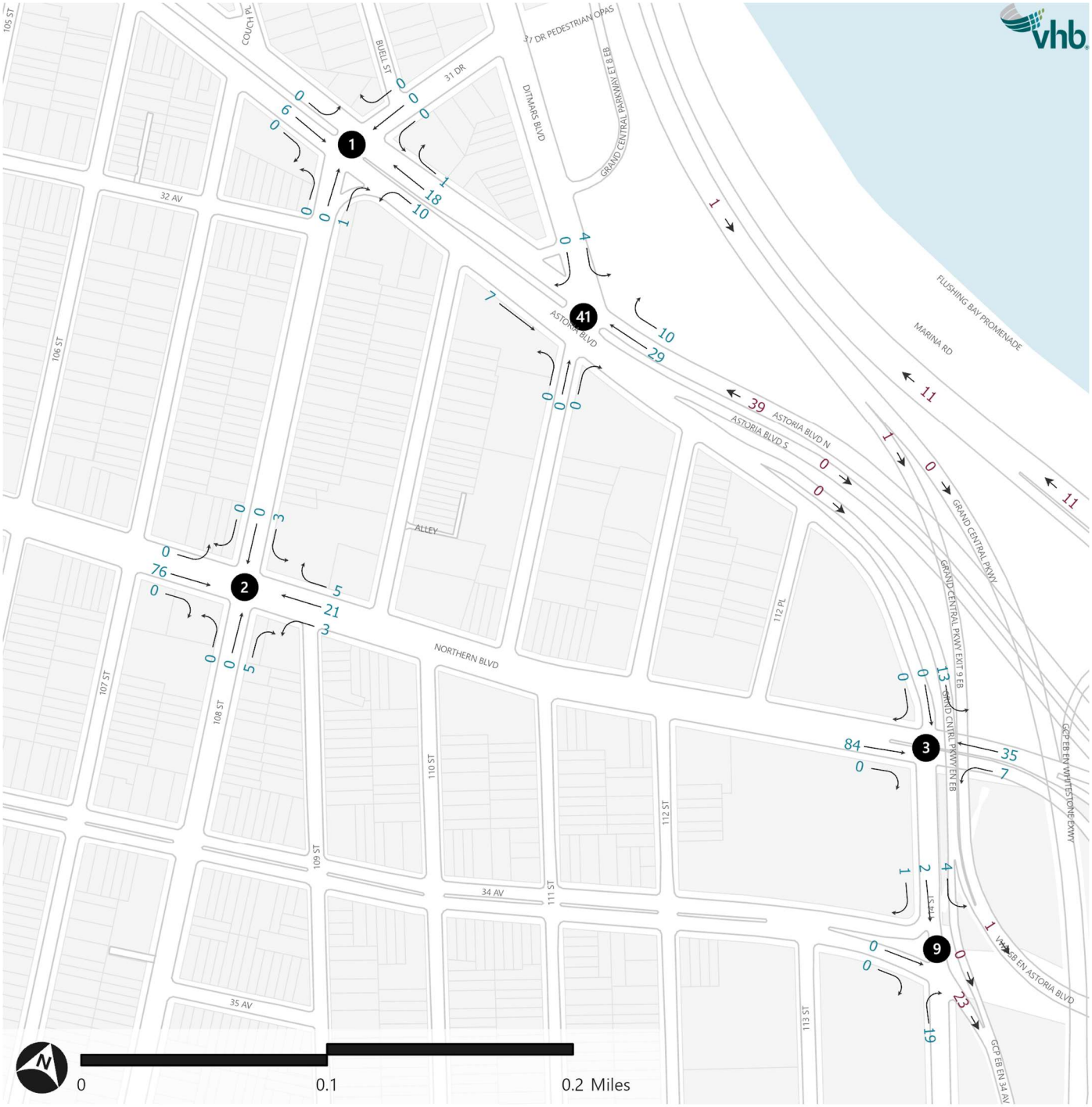


Figure D-60a: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

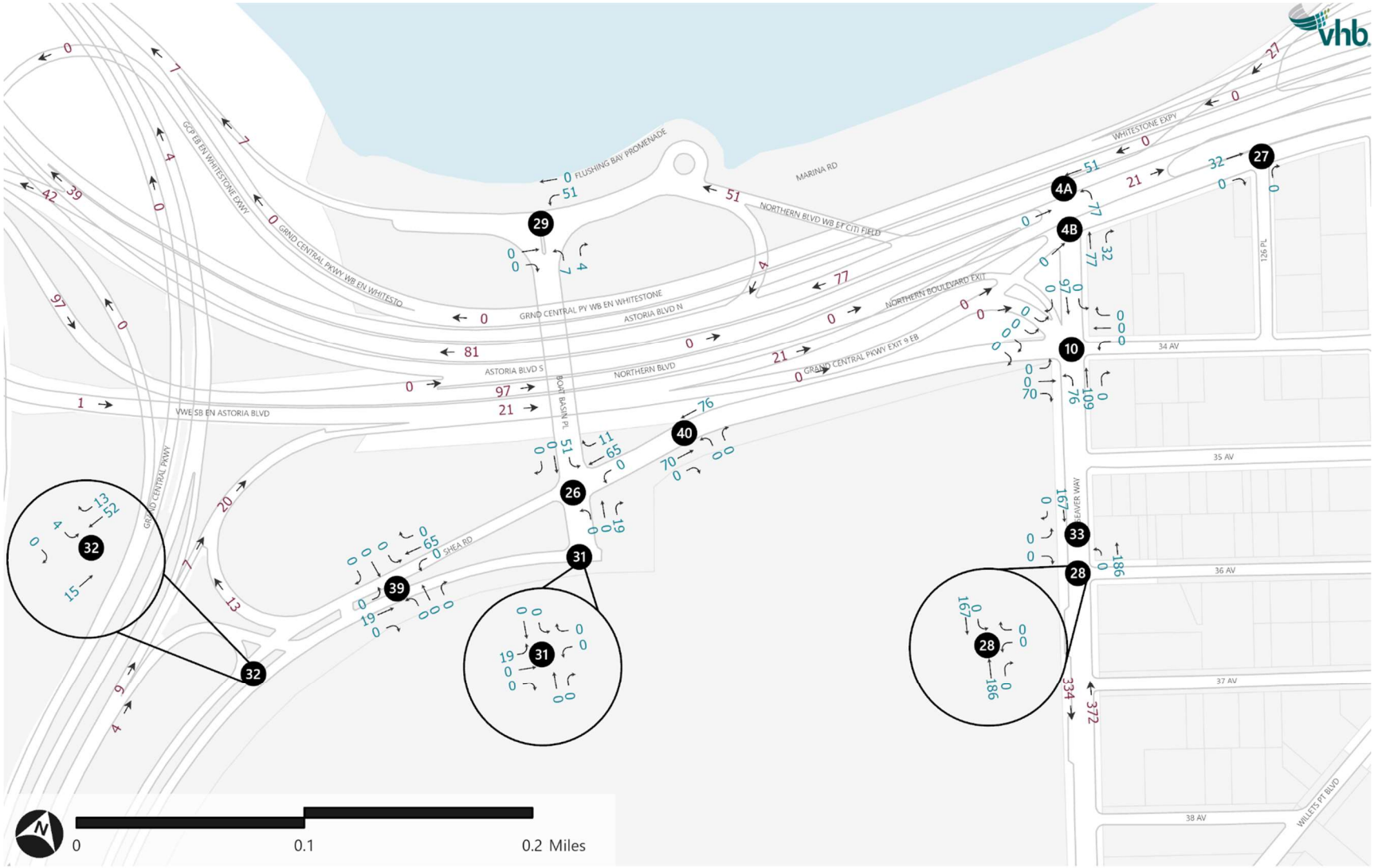
Figure D-60b: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-60c: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-60d: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour

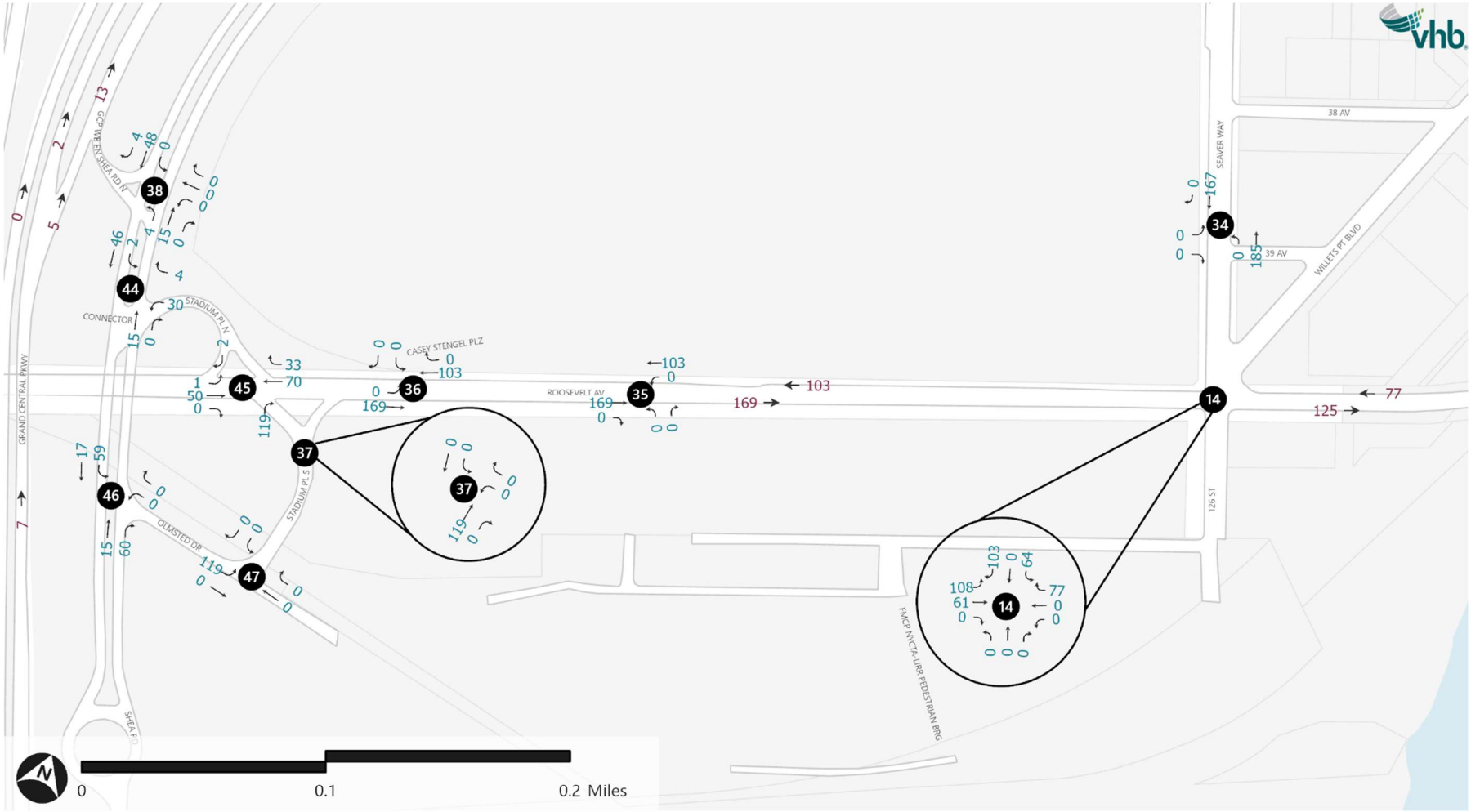


Figure D-60e: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour

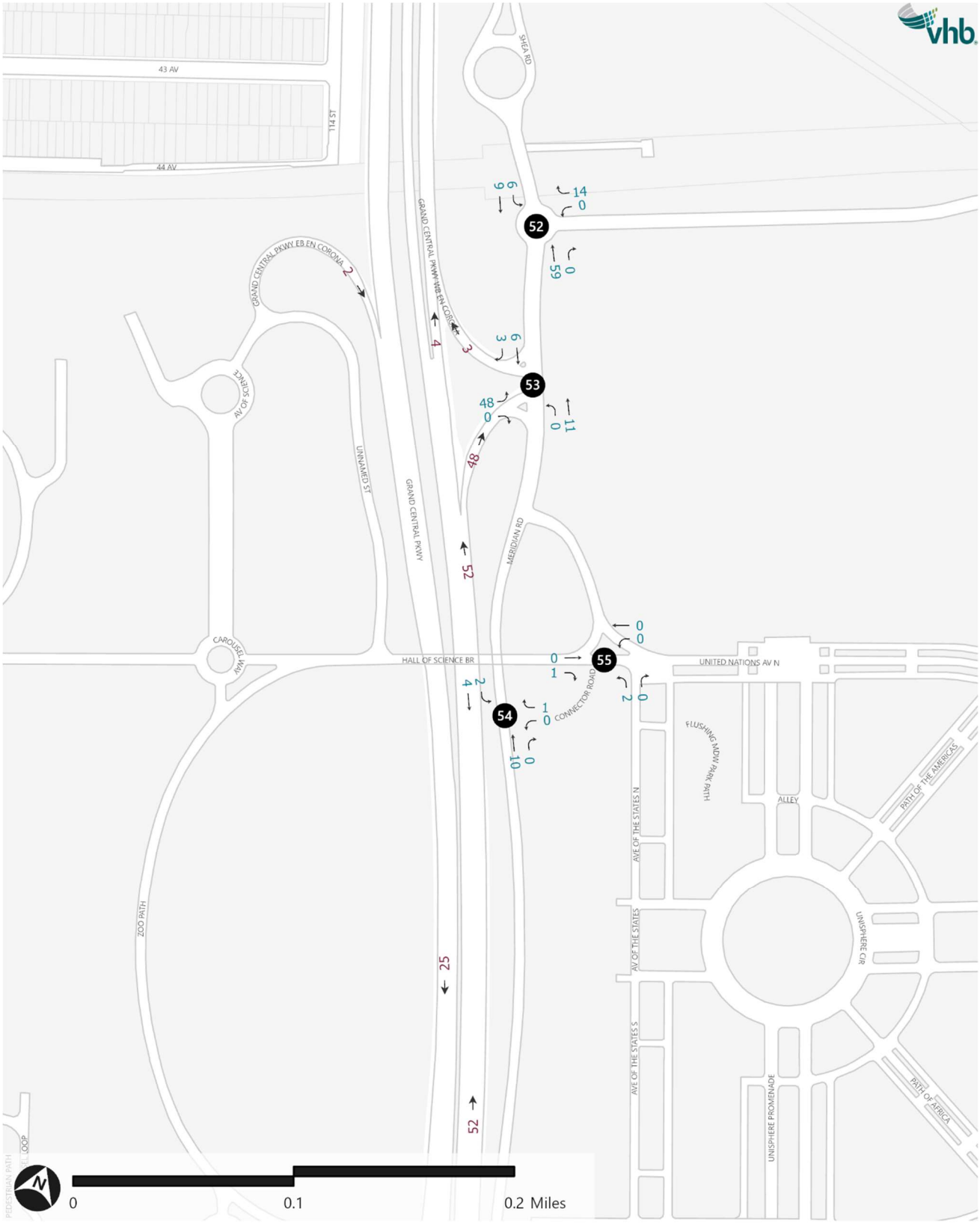


Figure D-60f: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour

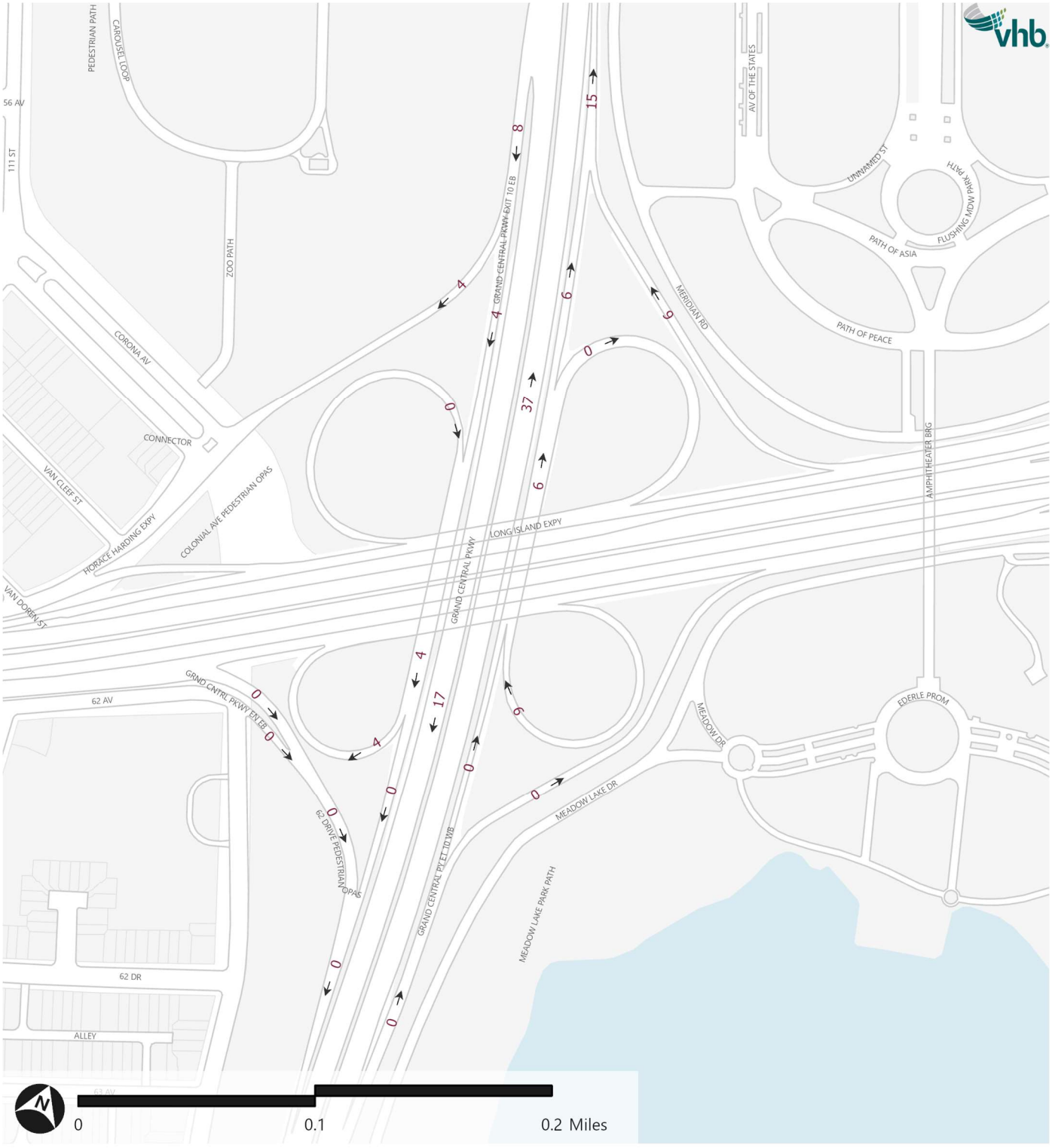


Figure D-60g: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Figure D-60h: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour

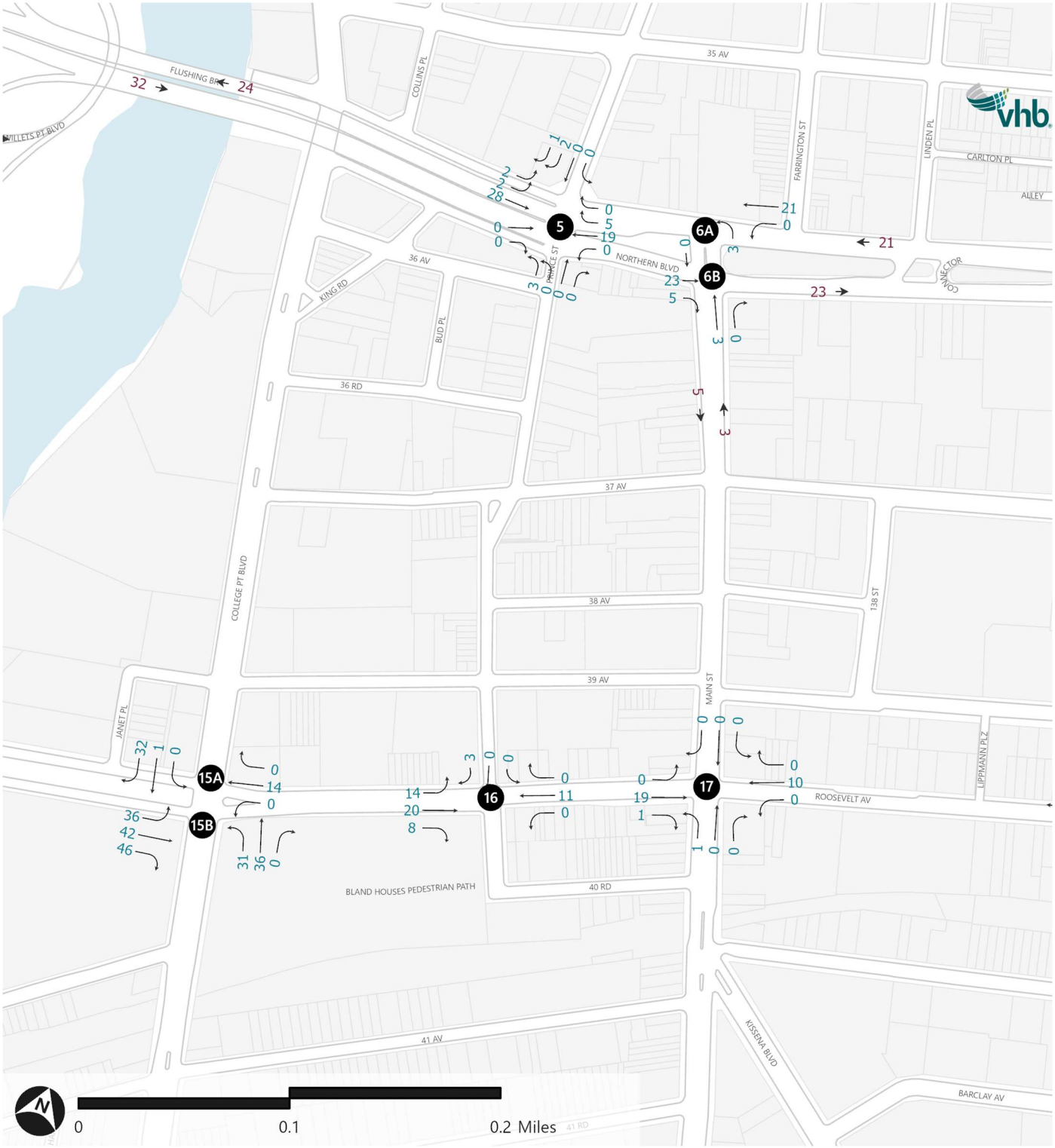


Figure D-60i: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour

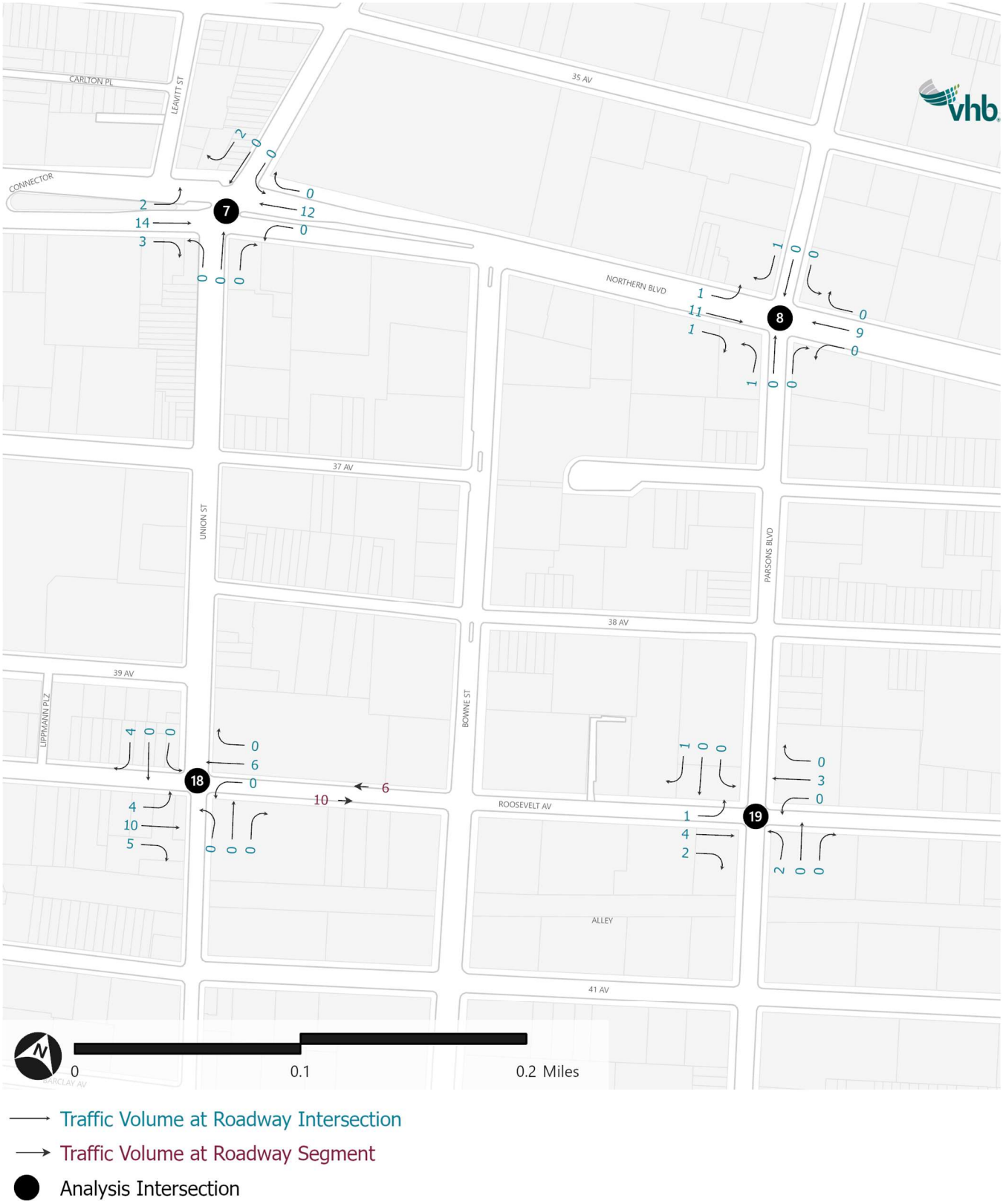
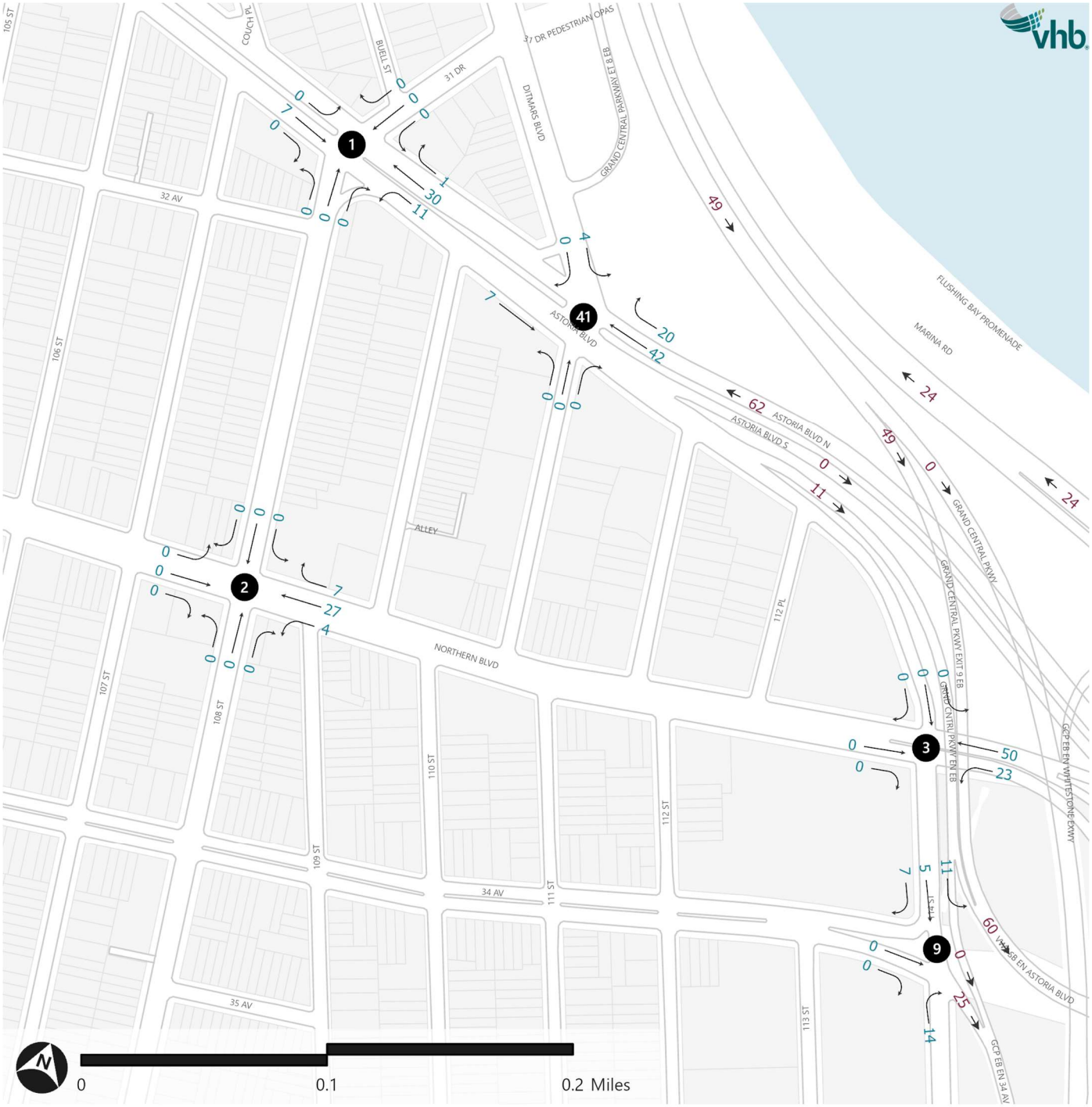


Figure D-61a: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

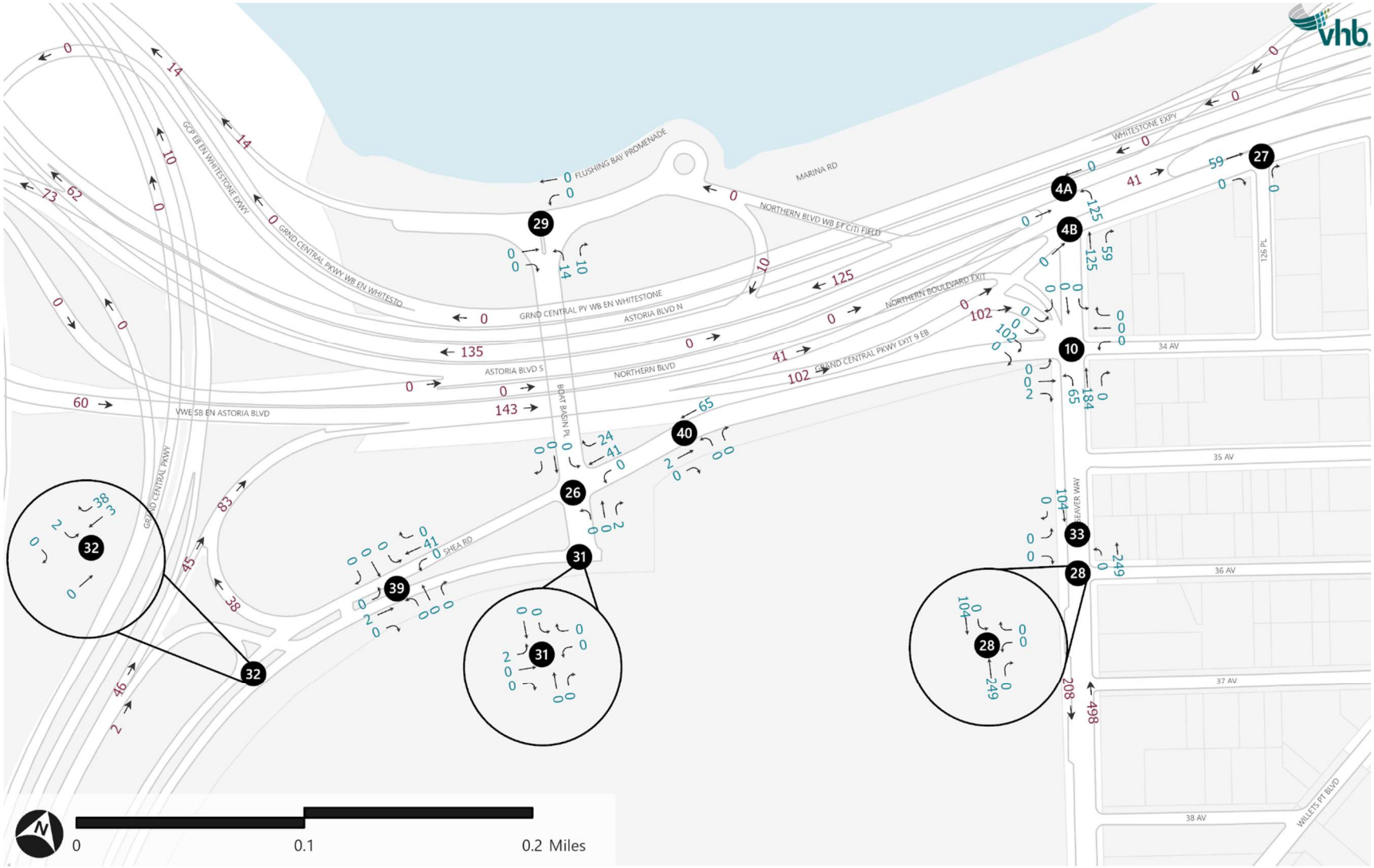
Figure D-61b: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

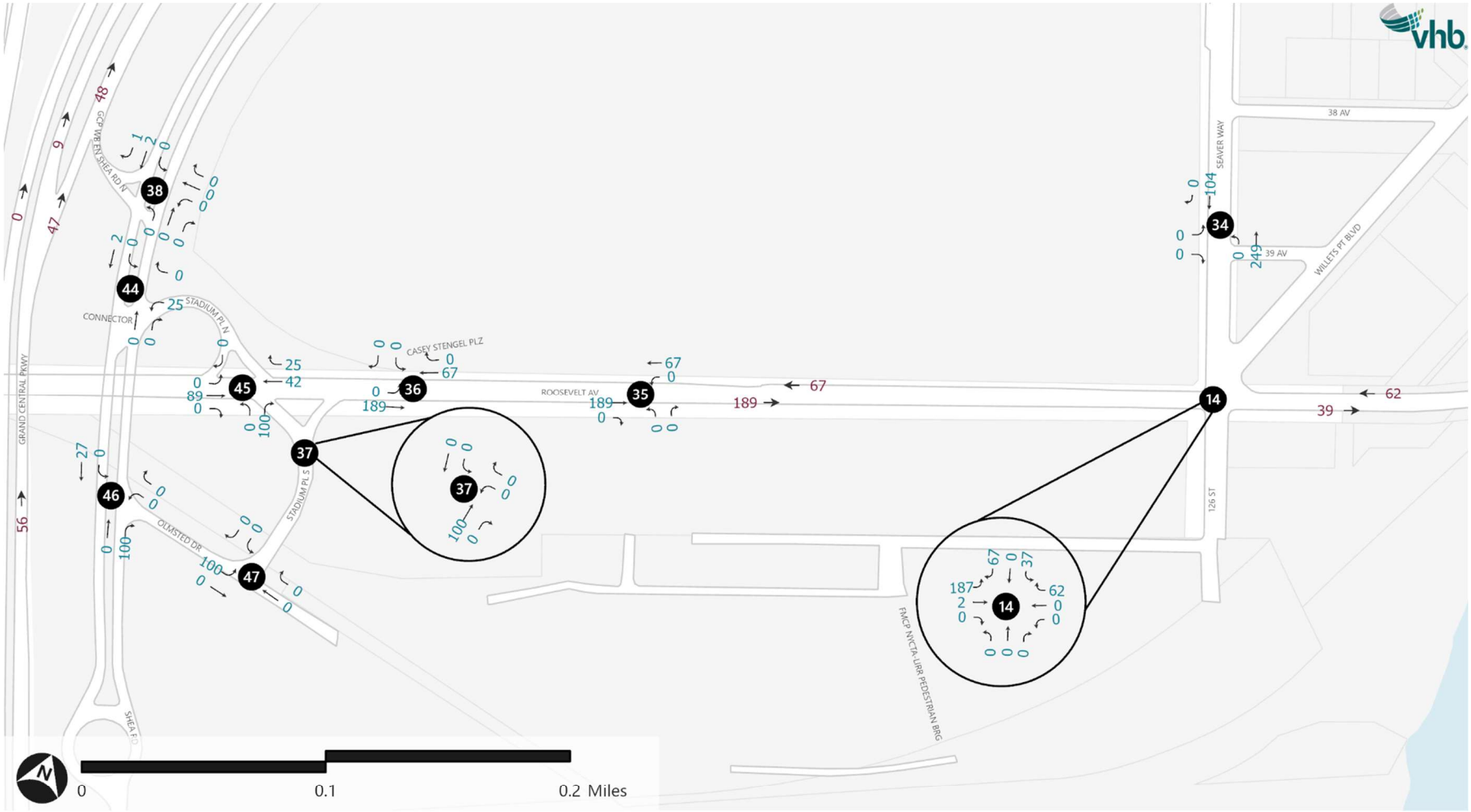
Figure D-61c: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-61d: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-61e: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour

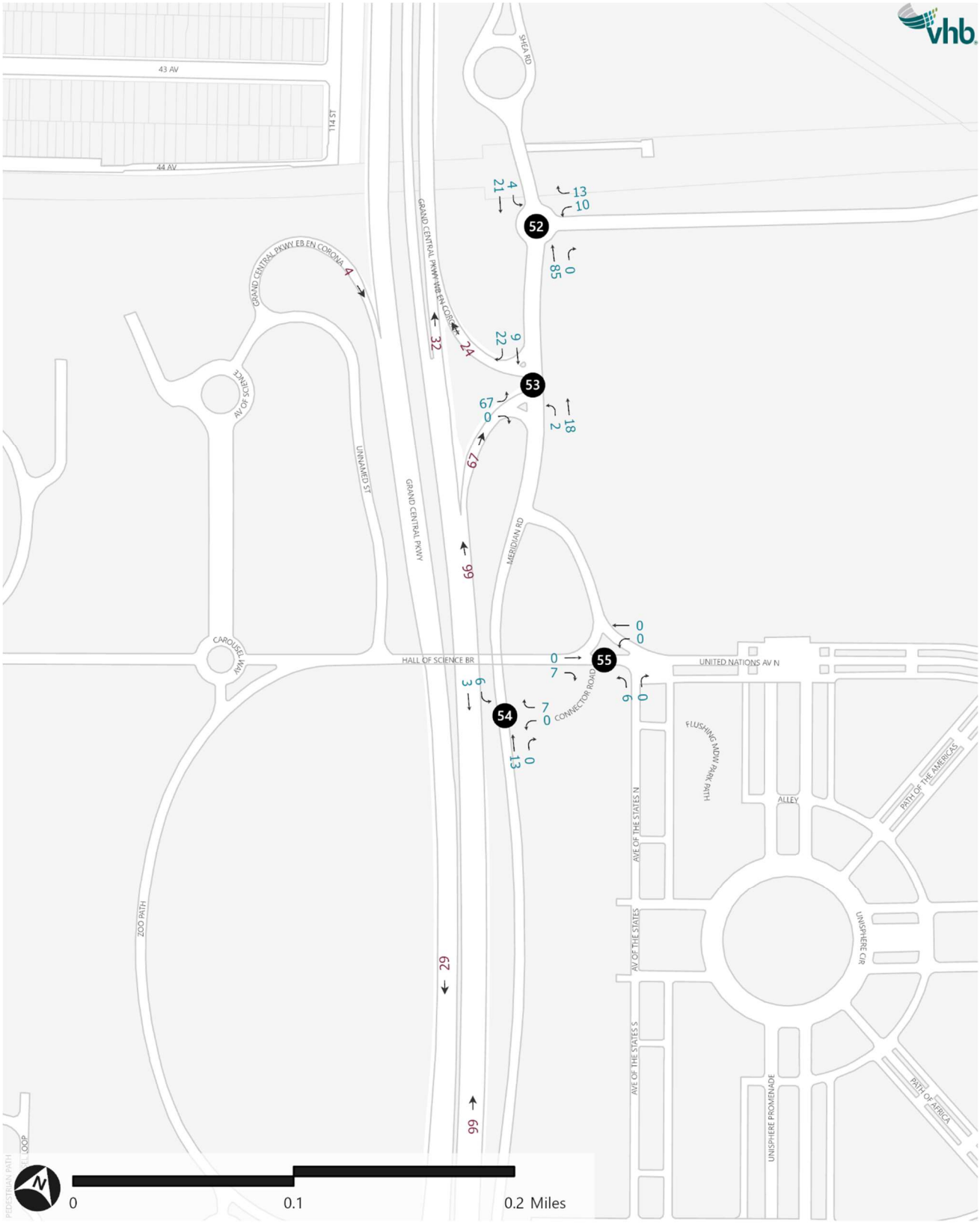


Figure D-61f: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour

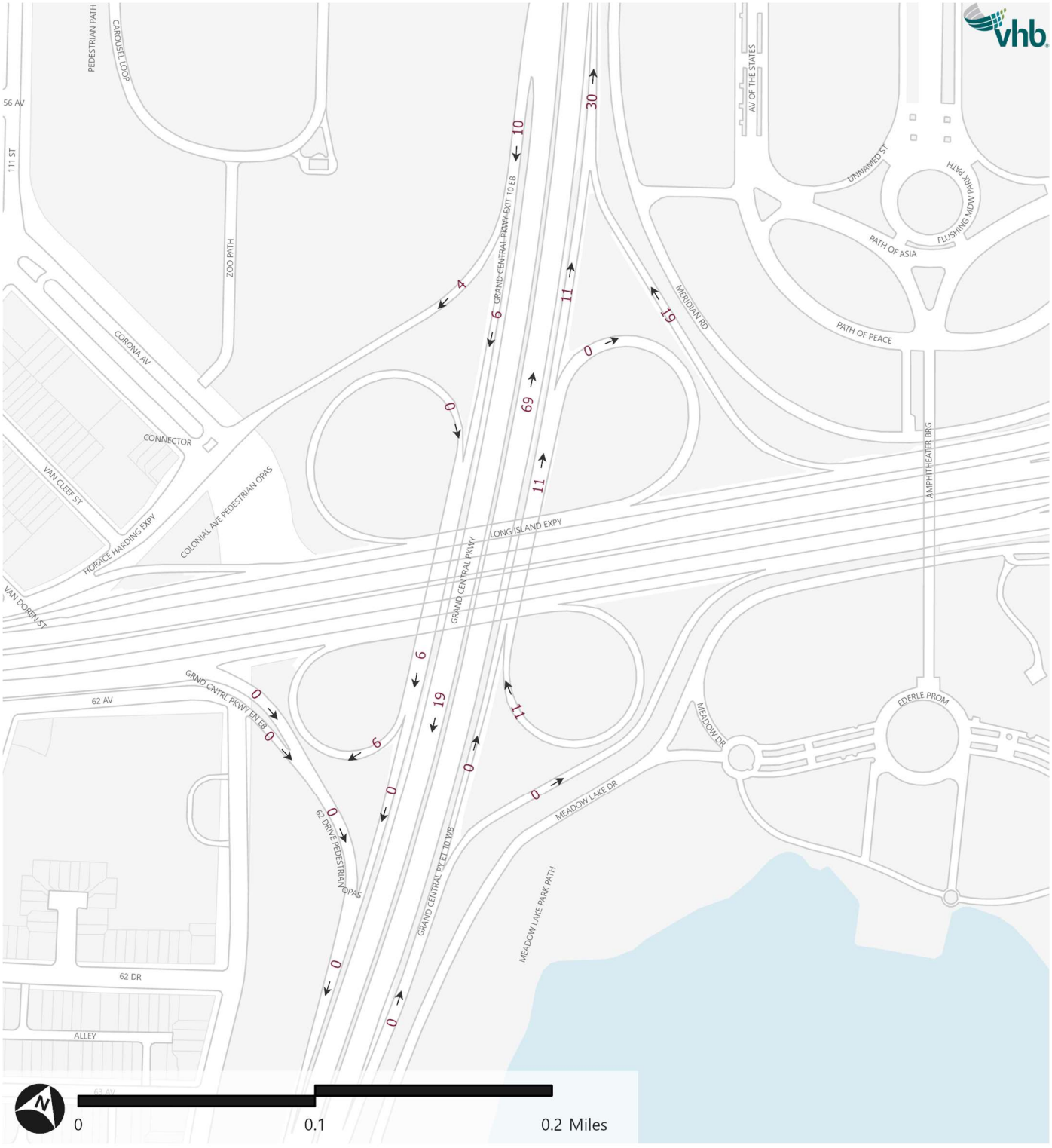
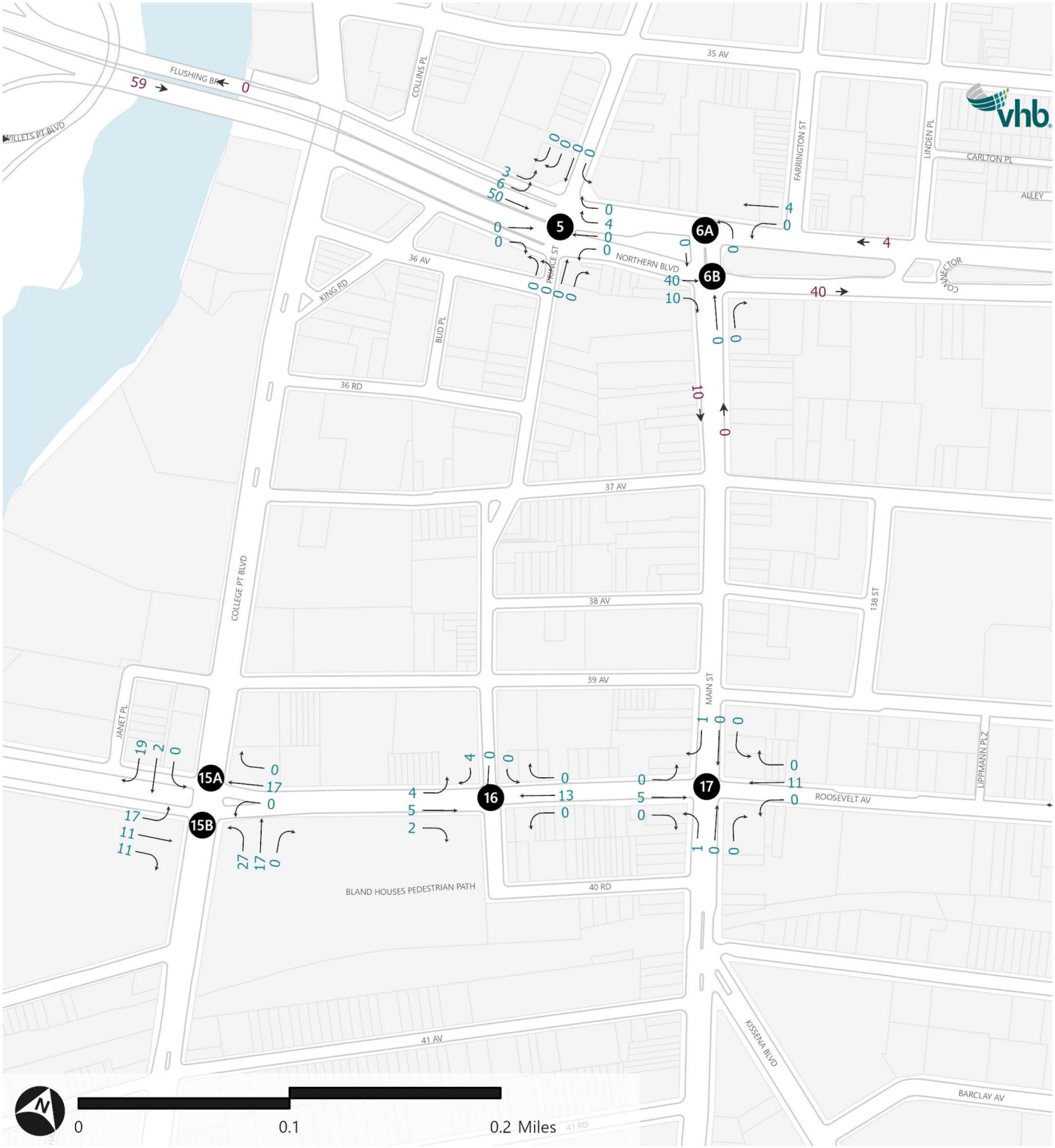

PEDESTRIAN PATH
CAROUSEL LOOP
56 AV
111 ST
ZOO PATH
CORONA AV
CONNECTOR
VAN CLEEF ST
HORACE HARDING EXPY
COLONIAL AVE PEDESTRIAN OPAS
VAN DORN ST
GRAND CENTRAL PKWY EXIT 10 EB
GRAND CENTRAL PKWY
LONG ISLAND EXPY
GRND CNTRL PKWY EN EB
62 AV
62 DRIVE PEDESTRIAN OPAS
GRAND CENTRAL PY E/T 10 WB
62 DR
ALLEY
63 AV
AV OF THE STATES
UNNAMED ST
FLUSHING MDW PARK PATH
PATH OF ASIA
MERIDIAN RD
PATH OF PEACE
AMPHITHEATER BRG
EDERLE PROM
MEADOW DR
MEADOW LAKE DR
MEADOW LAKE PARK PATH
10
30
4
6
11
19
0
69
6
19
11
0
6
0
0
0

Figure D-61g: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Figure D-61h: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Traffic Volume at Roadway Intersection

Traffic Volume at Roadway Segment

Analysis Intersection

Figure D-61i: 2030 No-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour

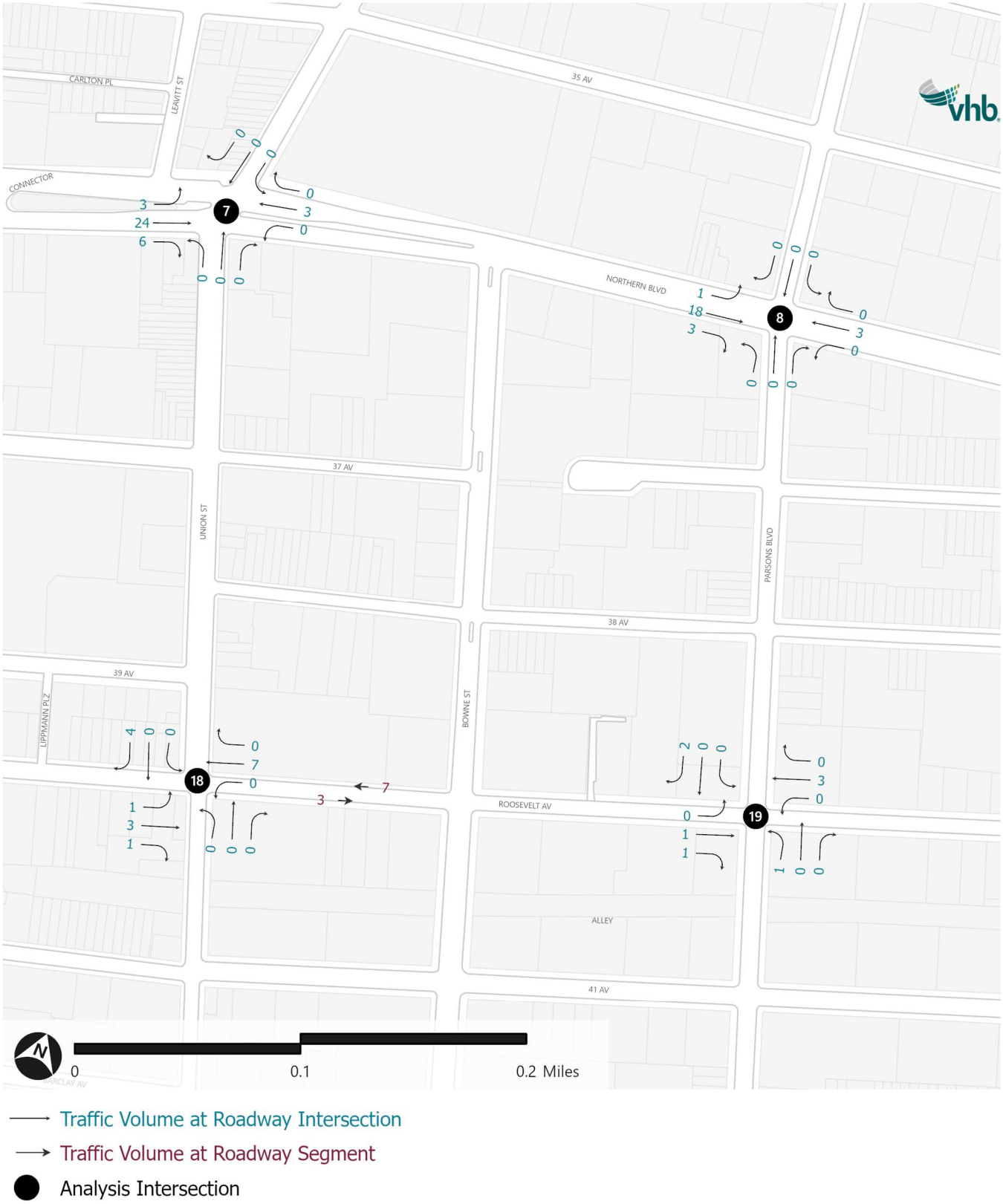
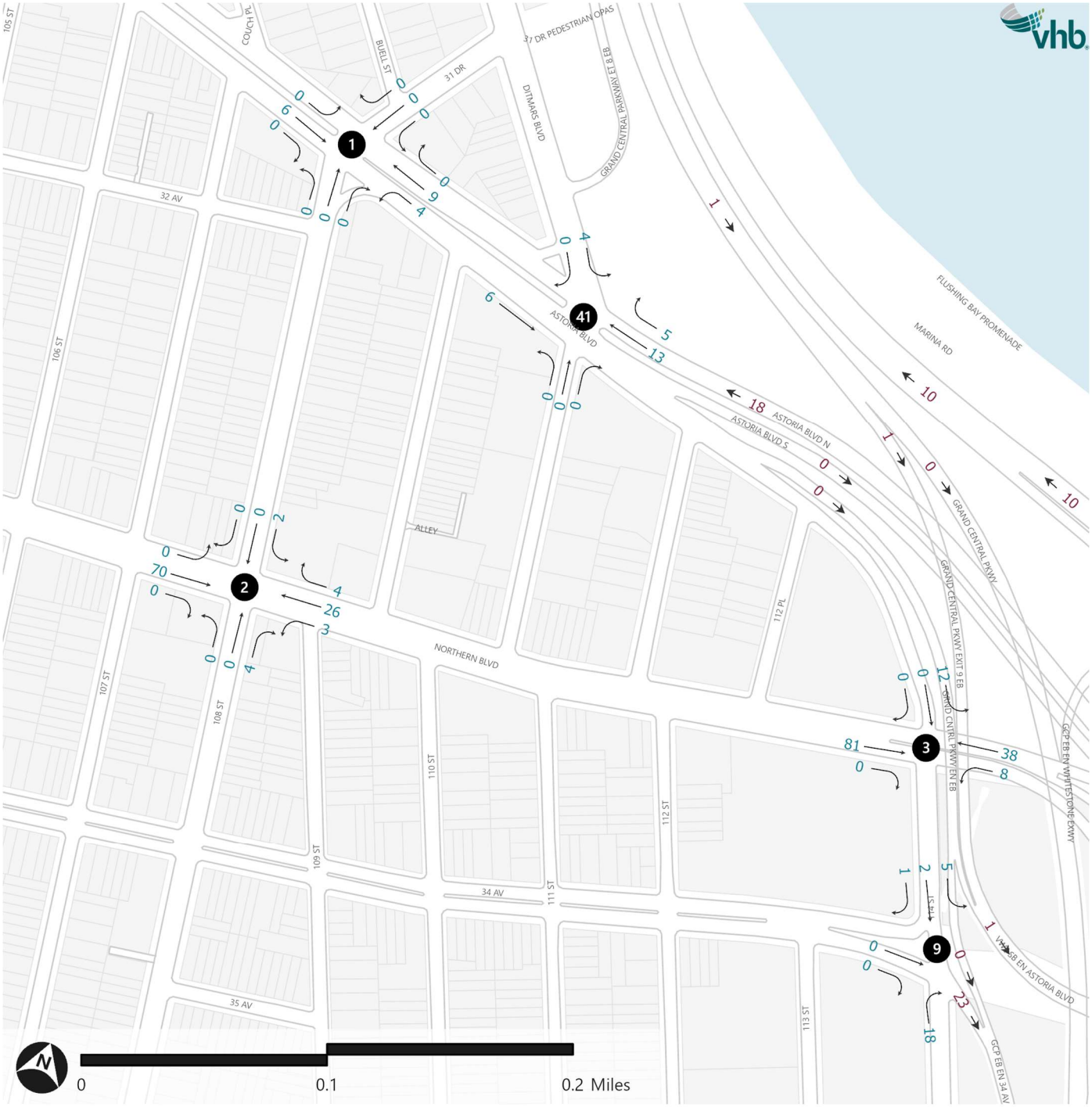


Figure D-62a: 2030 No-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

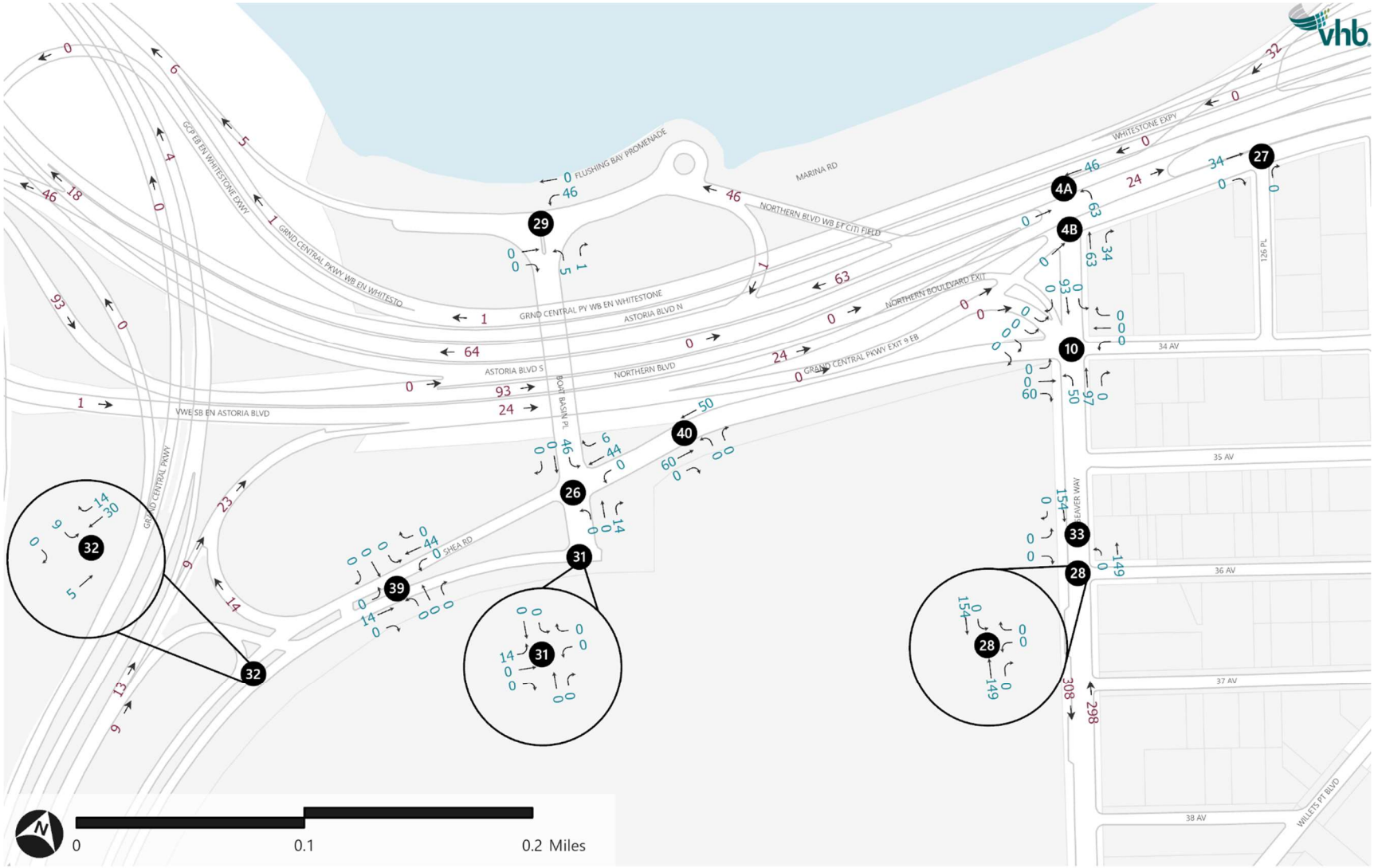
Figure D-62b: 2030 No-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

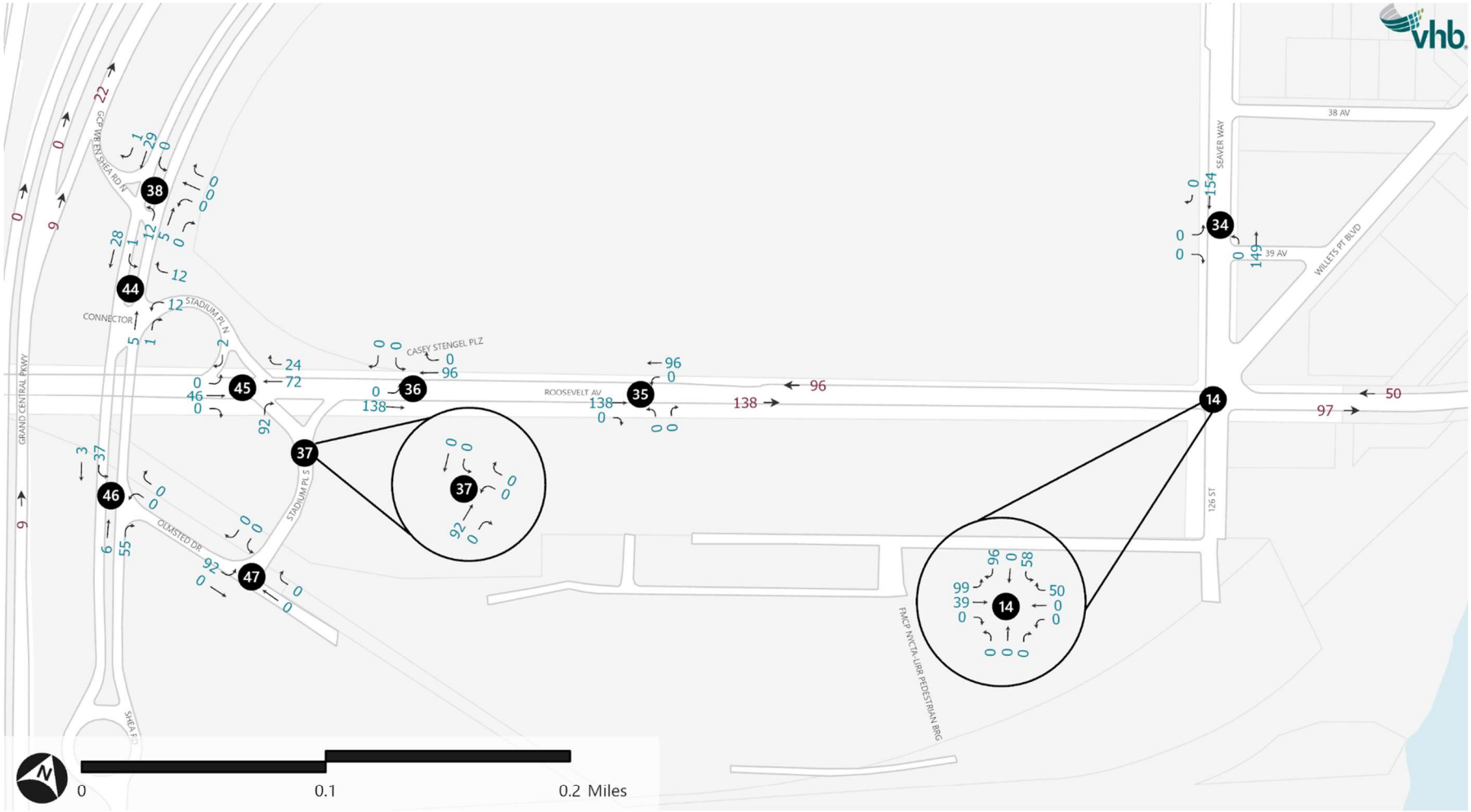
Figure D-62c: 2030 No-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-62d: 2030 No-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-62e: 2030 No-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour

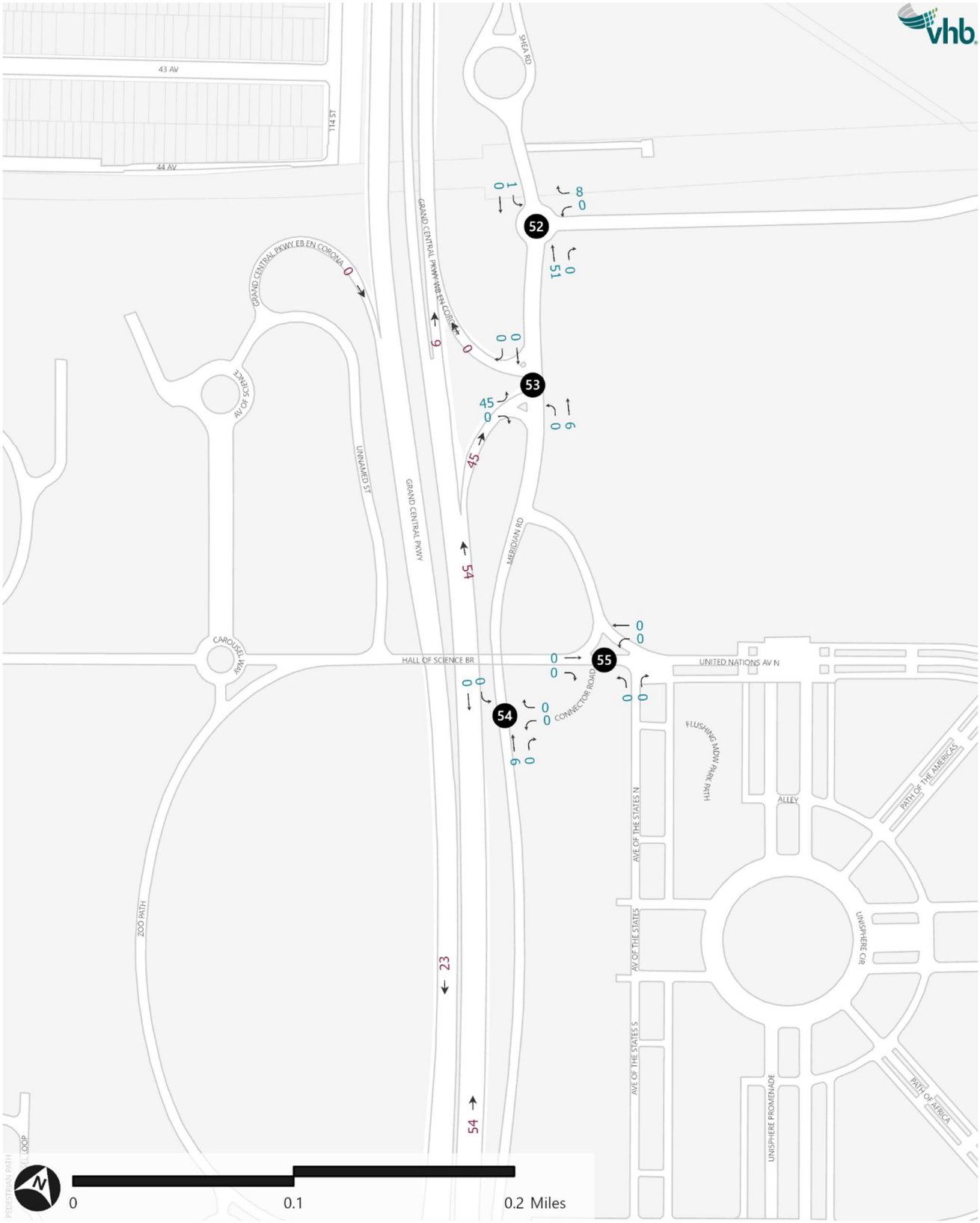


Figure D-62f: 2030 No-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour

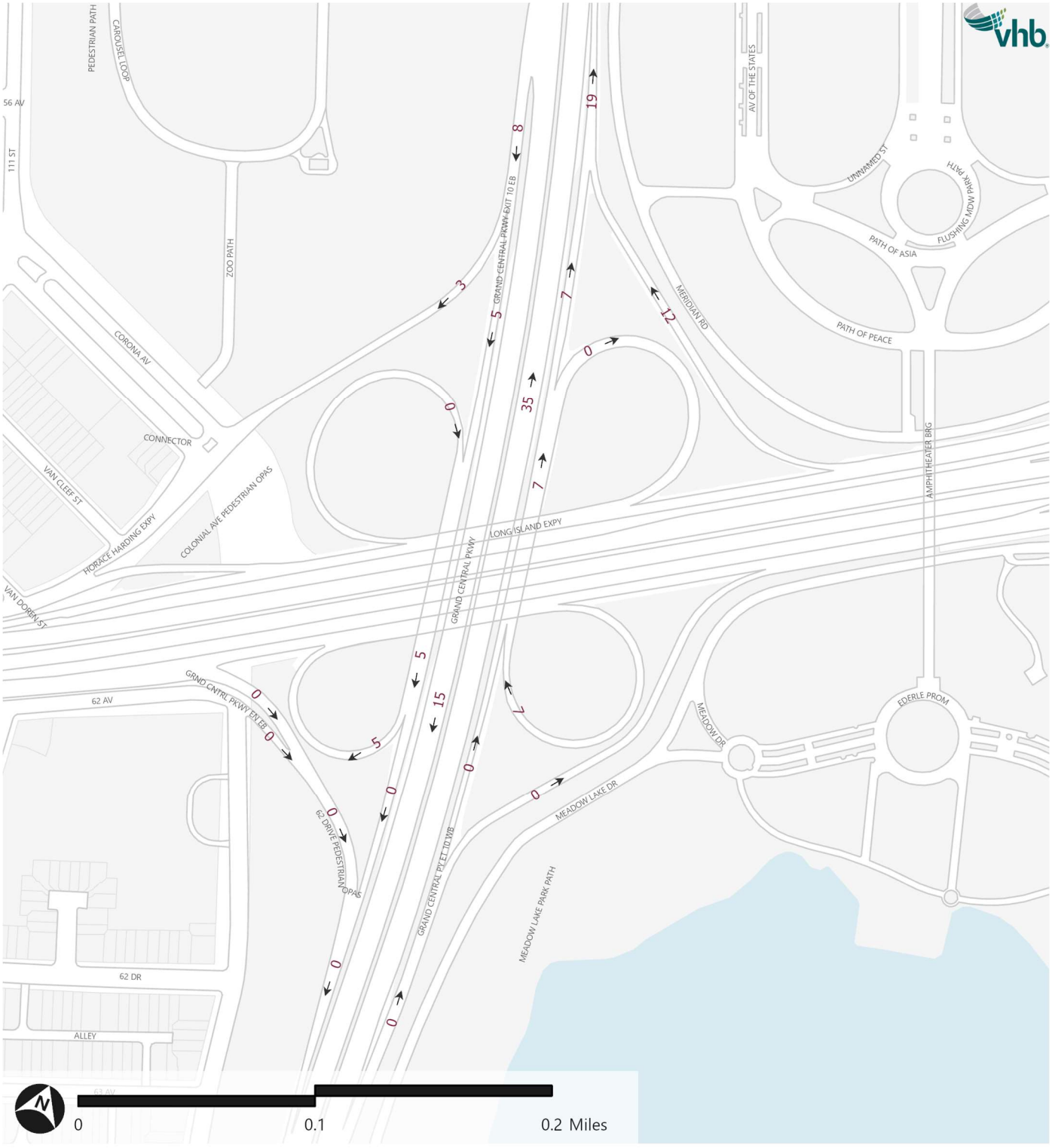
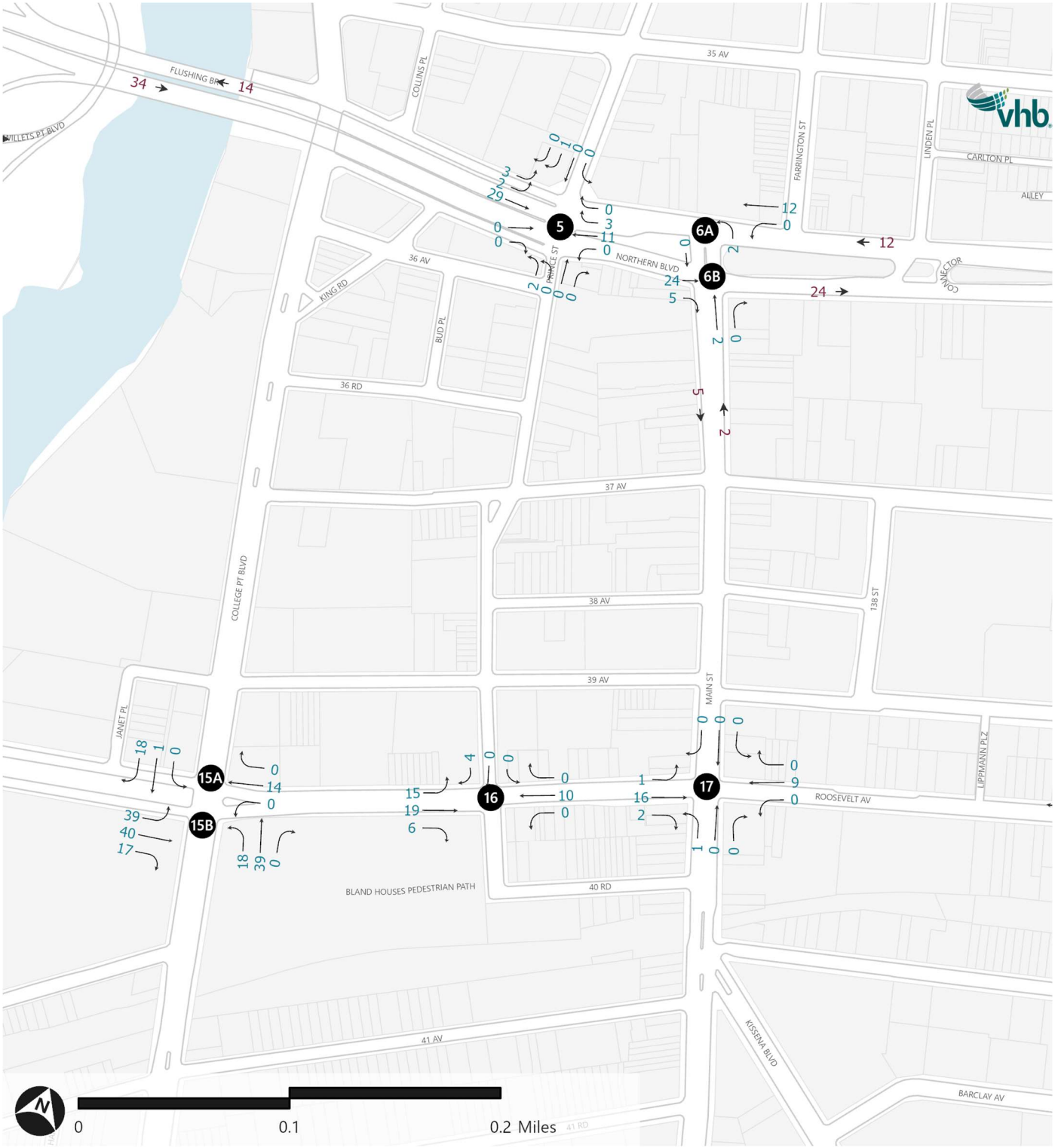


Figure D-62g: 2030 No-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour



Figure D-62h: 2030 No-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour



Traffic Volume at Roadway Intersection

Traffic Volume at Roadway Segment

Analysis Intersection

Figure D-62i: 2030 No-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour

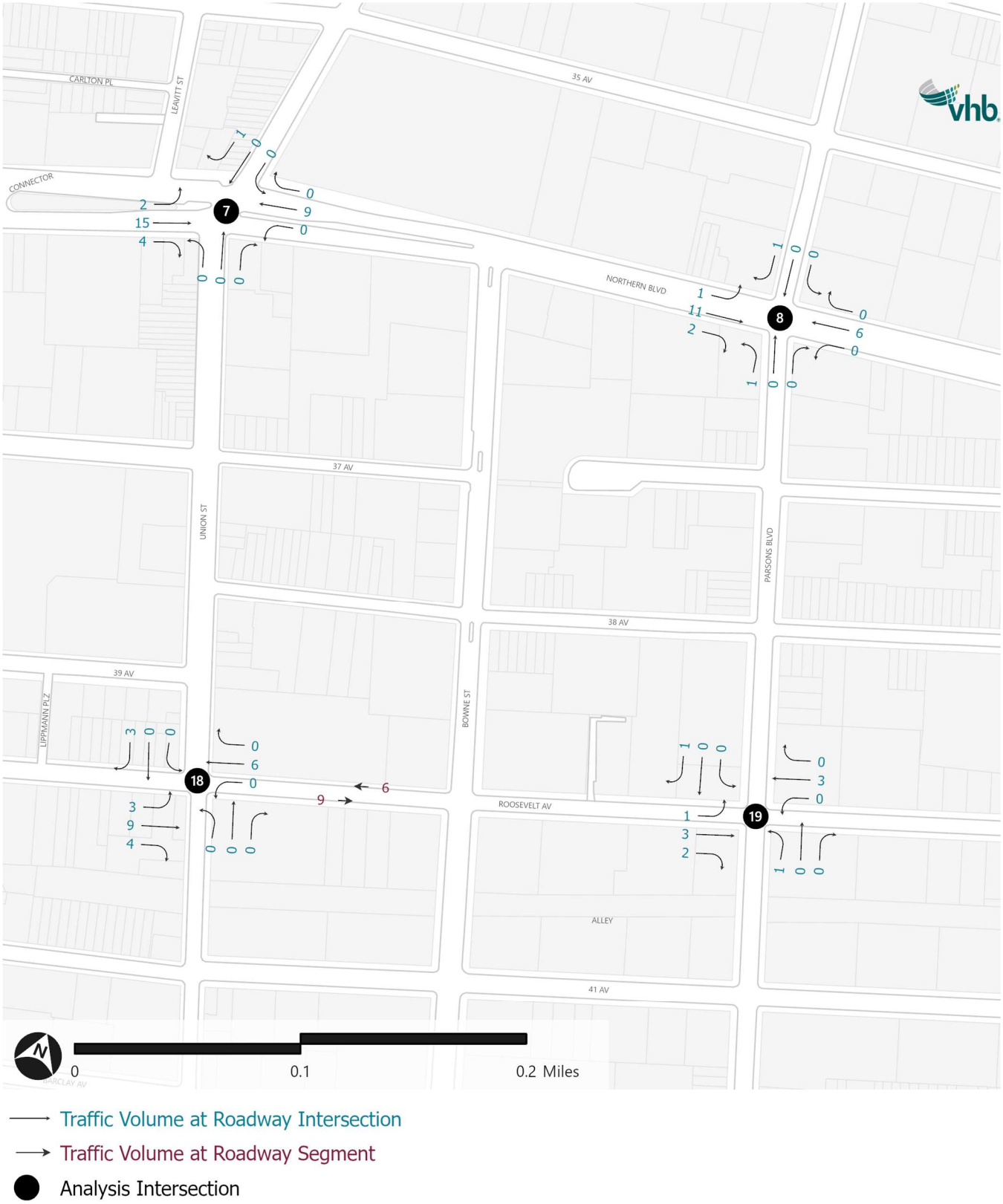
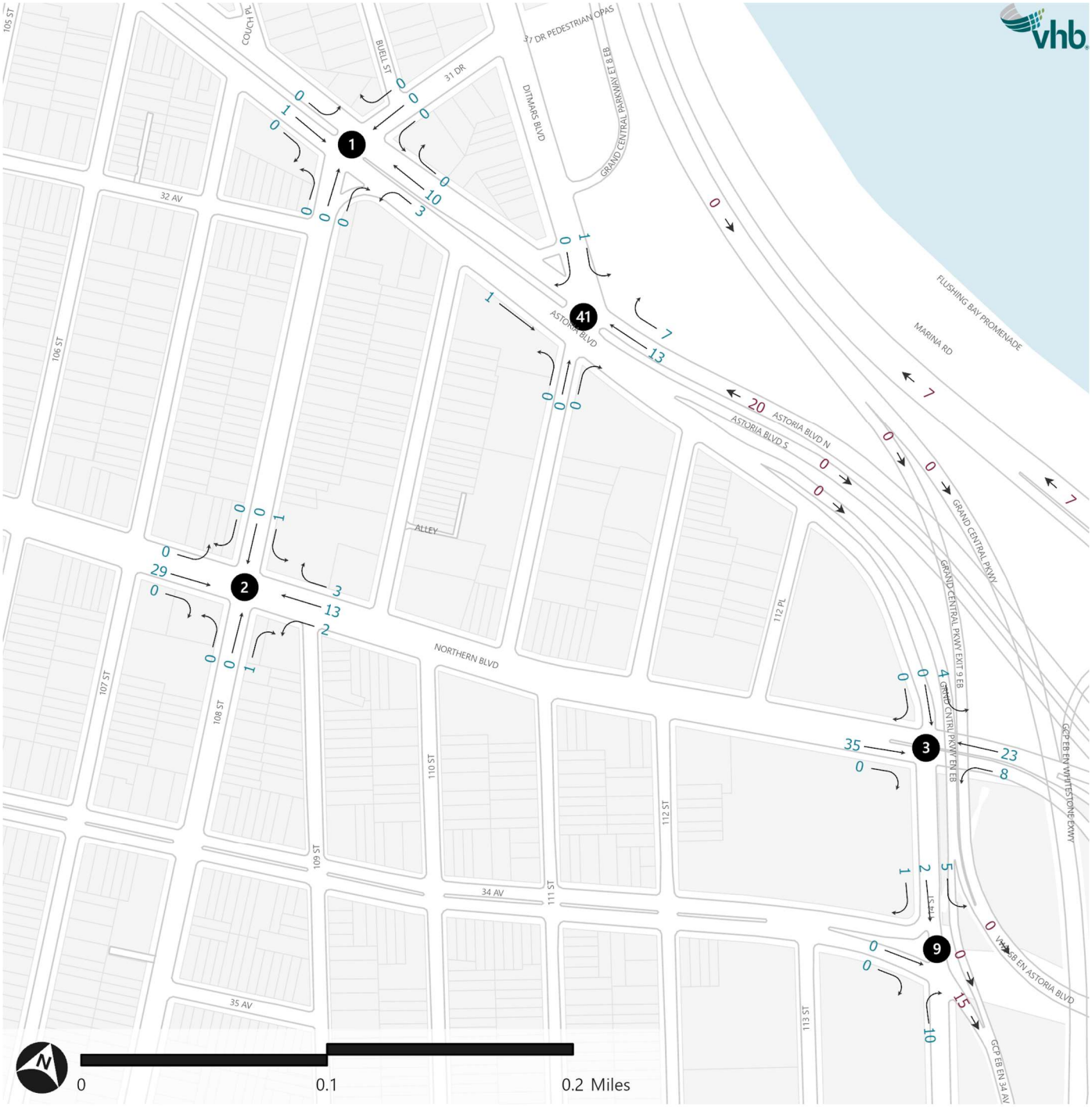


Figure D-63a: 2030 No-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

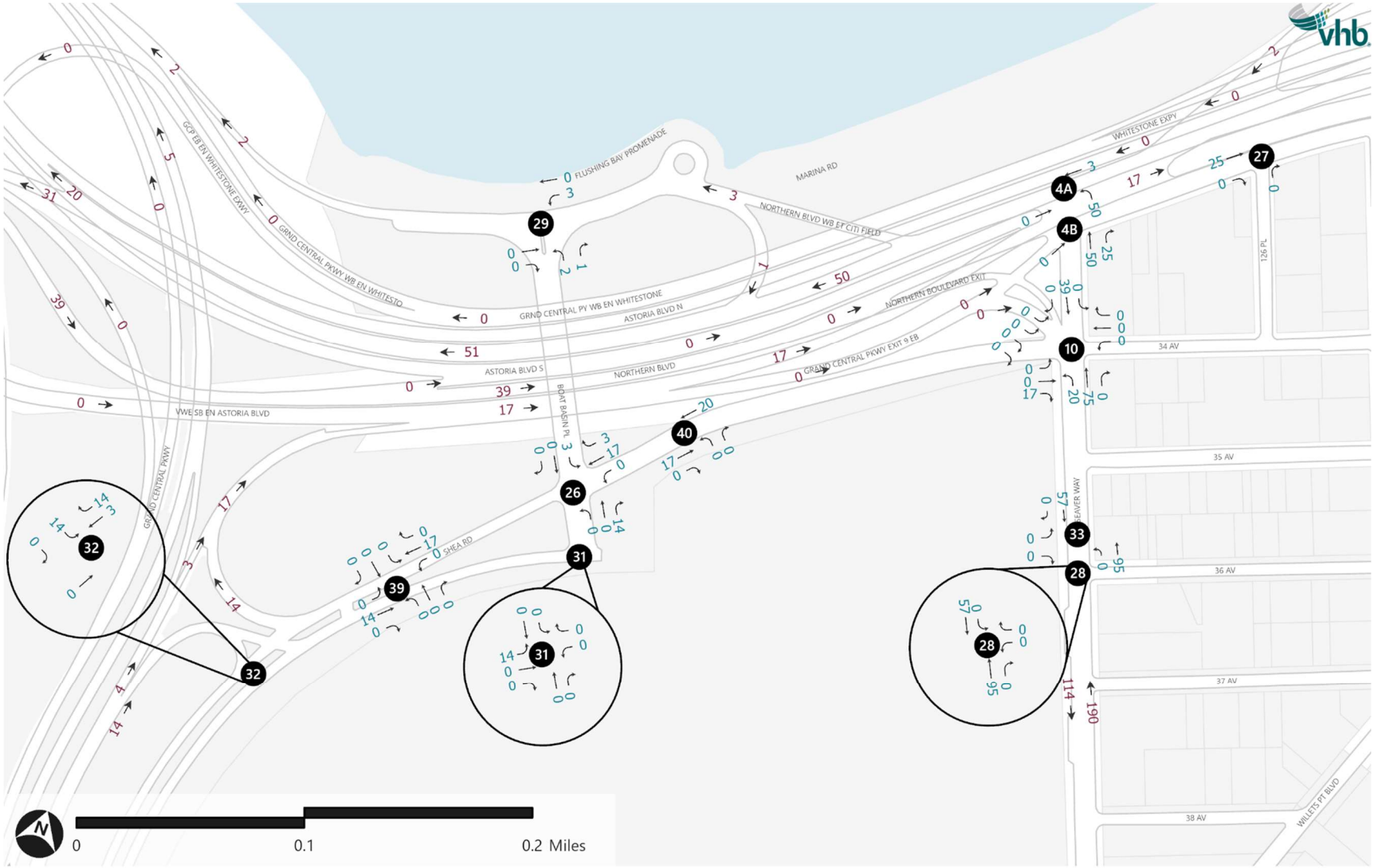
Figure D-63b: 2030 No-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

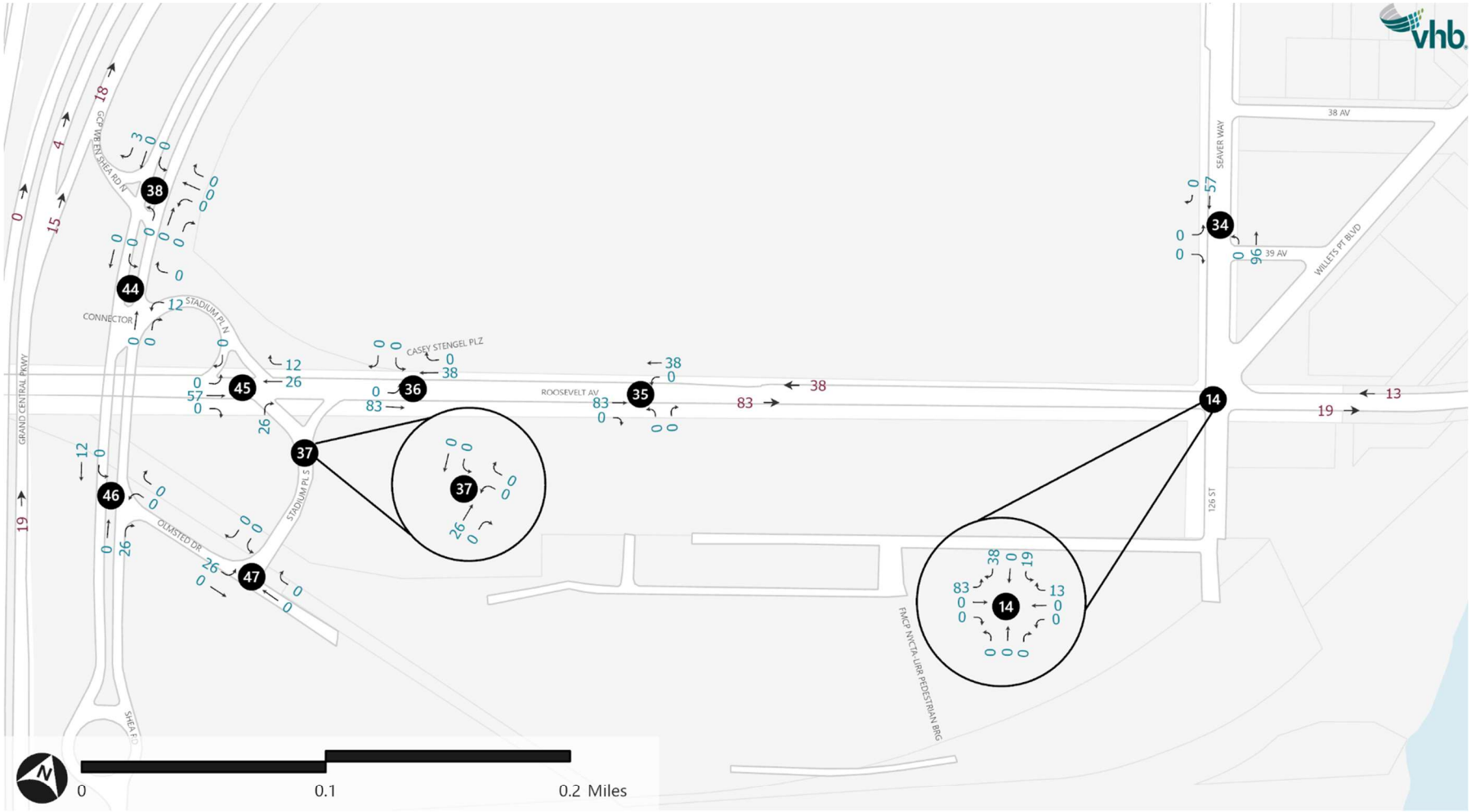
Figure D-63c: 2030 No-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-63d: 2030 No-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour



Legend

- Traffic Volume at Roadway Intersection
- Traffic Volume at Roadway Segment
- Analysis Intersection

Figure D-63e: 2030 No-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour

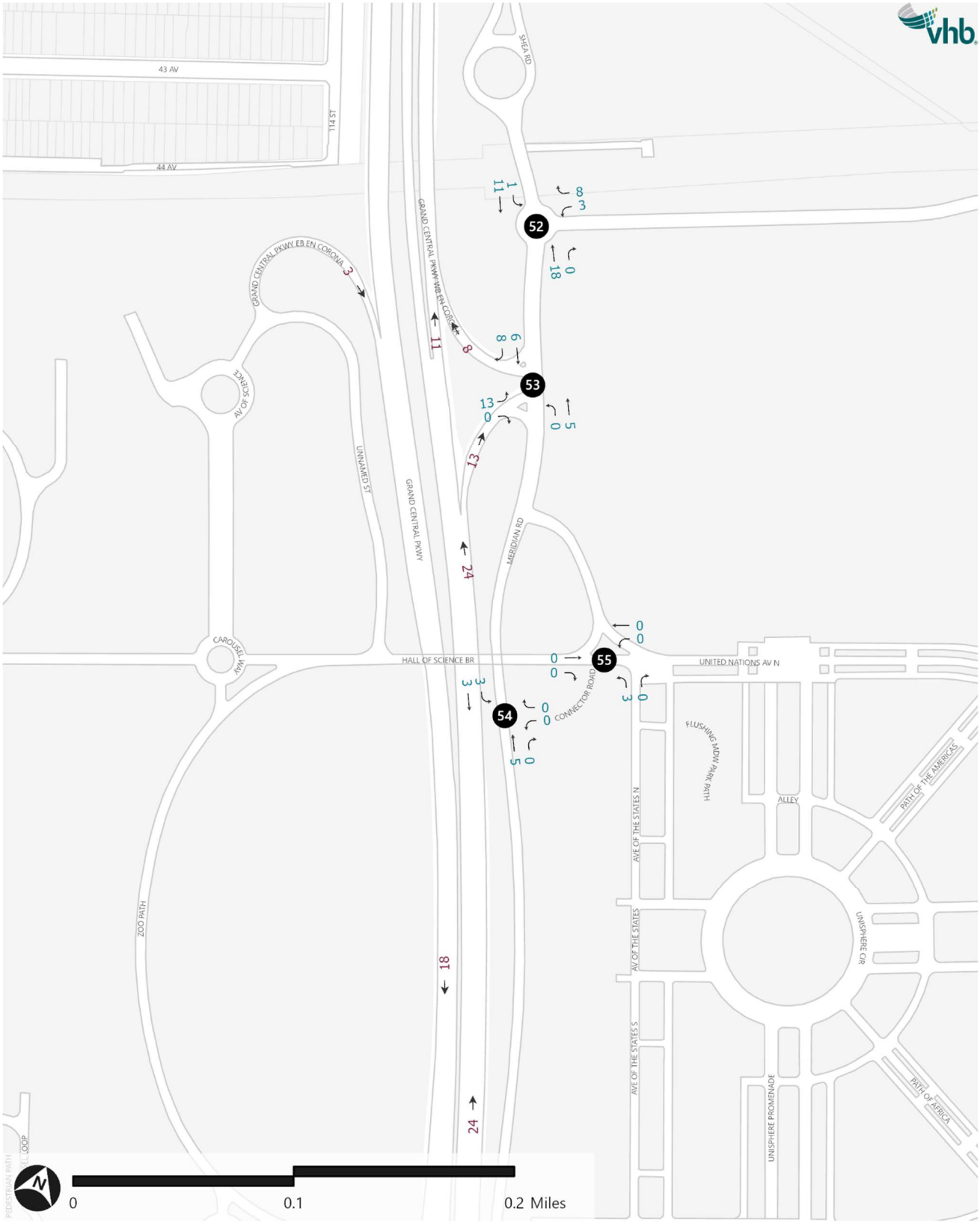


Figure D-63f: 2030 No-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour

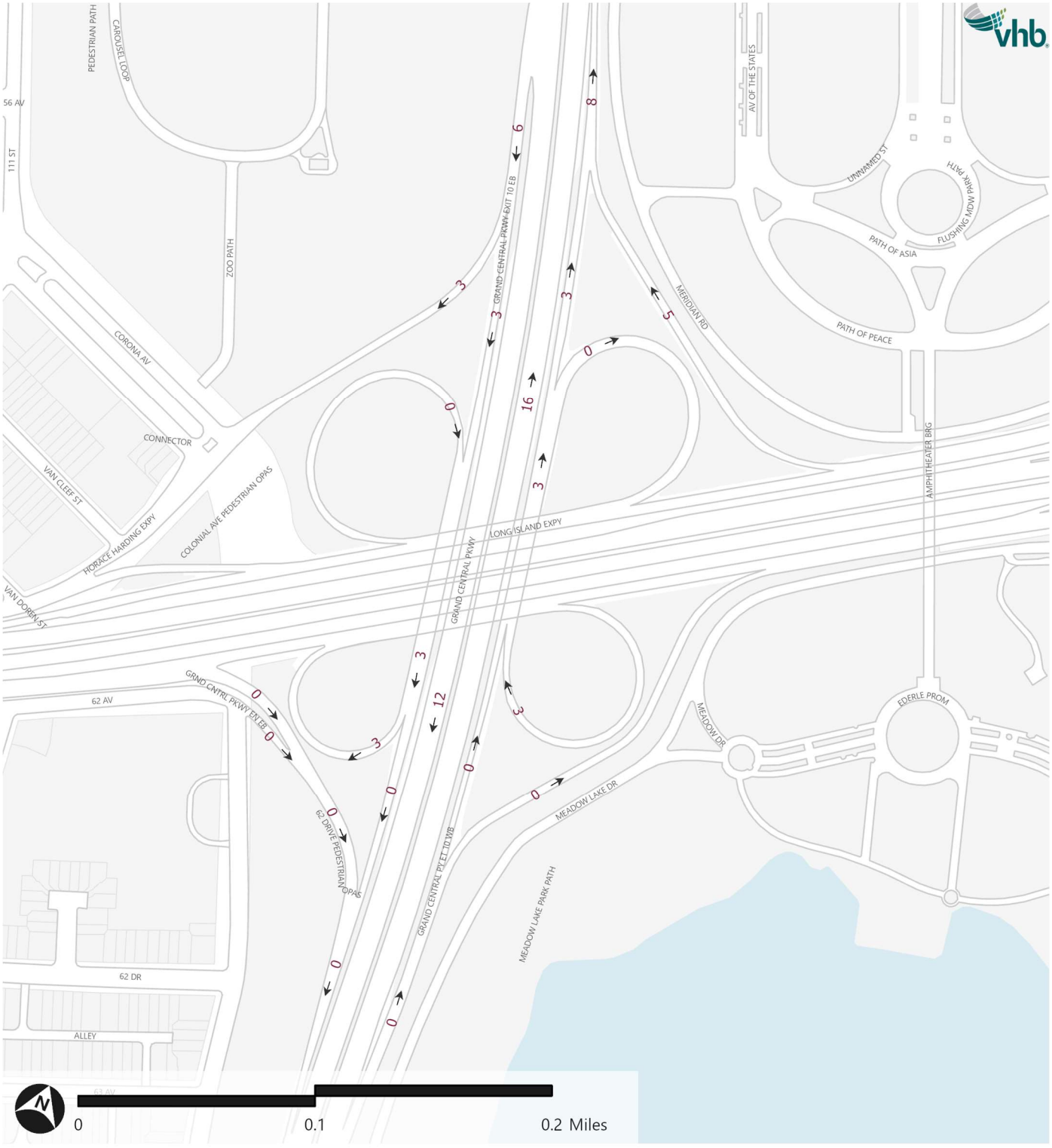

PEDESTRIAN PATH
CAROUSEL LOOP
56 AV
111 ST
ZOO PATH
CORONA AV
CONNECTOR
VAN CLEEF ST
HORACE HARDING EXPY
COLONIAL AVE PEDESTRIAN OPAS
VAN DORN ST
GRAND CENTRAL PKWY EXIT 10 EB
GRAND CENTRAL PKWY
LONG ISLAND EXPY
GRND CNTRL PKWY EN EB
62 AV
62 DRIVE PEDESTRIAN OPAS
GRAND CENTRAL PY E/T 10 WB
62 DR
ALLEY
63 AV
AV OF THE STATES
UNNAMED ST
FLUSHING MDW PARK PATH
PATH OF ASIA
MERIDIAN RD
PATH OF PEACE
AMPHITHEATER BRG
EDERLE PROM
MEADOW DR
MEADOW LAKE DR
MEADOW LAKE PARK PATH
8
6
3
3
3
5
0
16
3
0
3
12
3
0
0
0

Figure D-63g: 2030 No-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour



Figure D-63h: 2030 No-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour

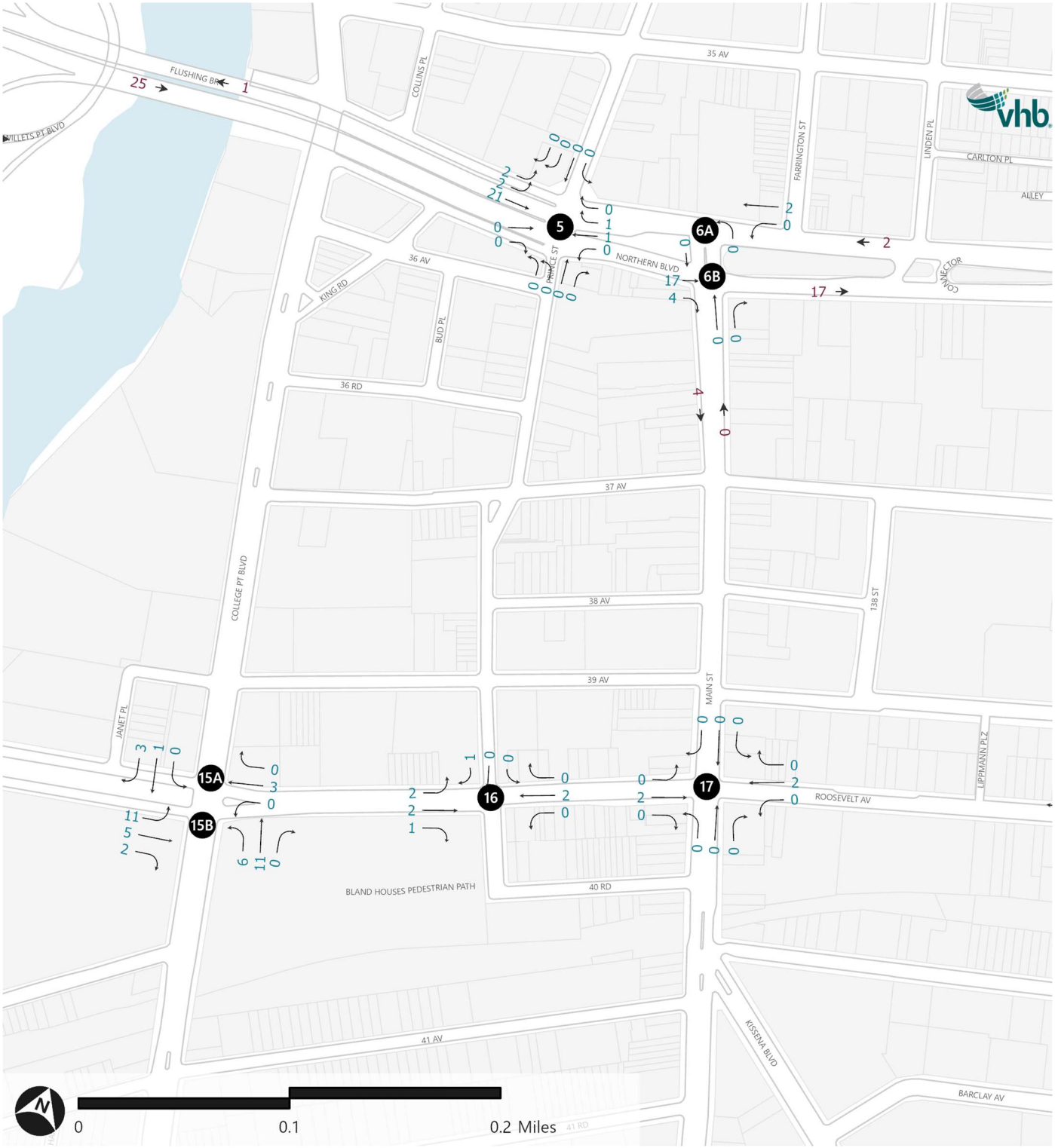


Figure D-63i: 2030 No-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour

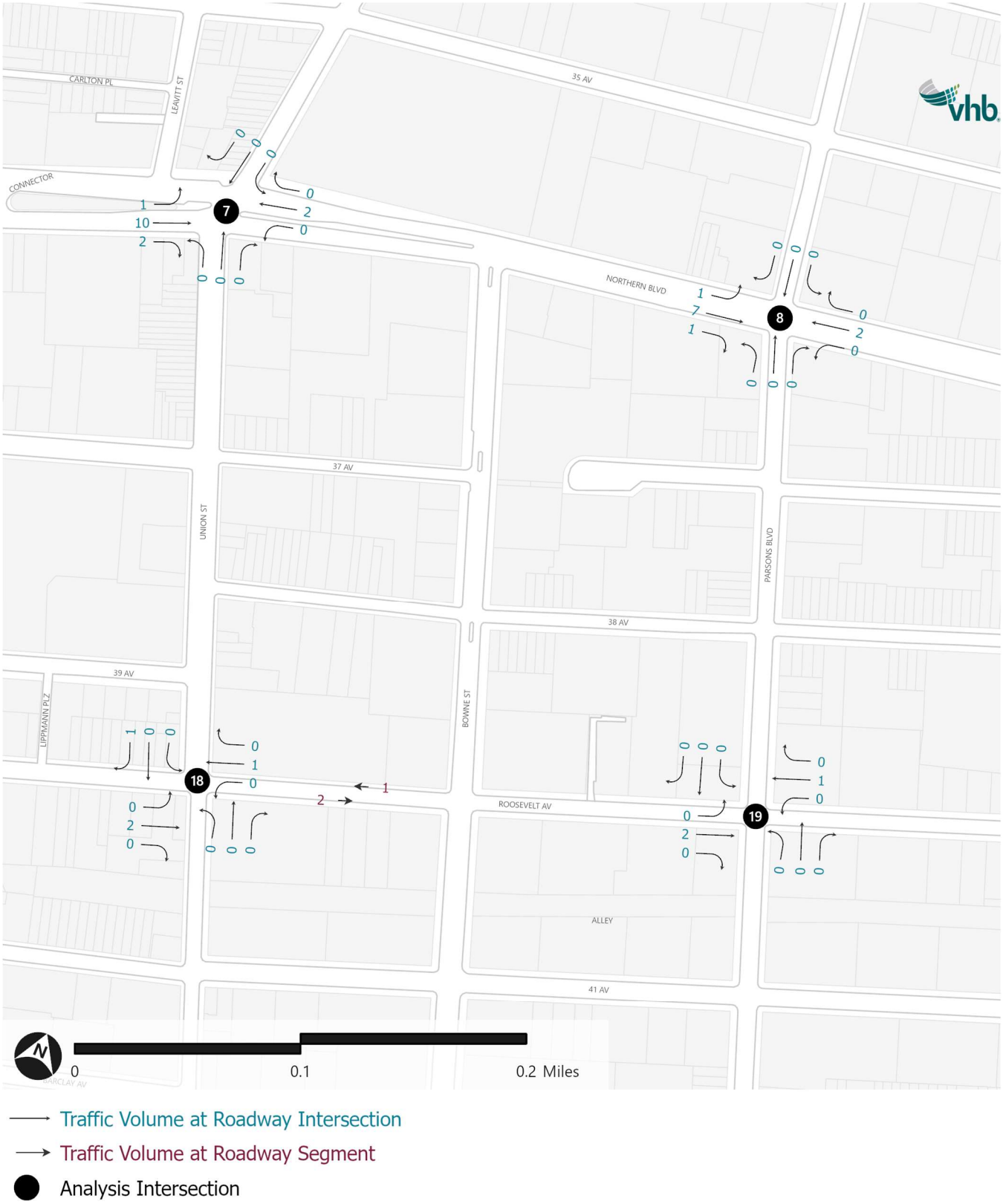


TABLE D-5
Queens Future
2030 NO-ACTION CONDITION - NON-GAMEDAY TRAFFIC LEVEL OF SERVICE

		Weekday AM Peak Hour				Weekday Midday Peak Hour				Weekday PM Peak Hour				Saturday PM Peak Hour			
				Control				Control				Control				Control			
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
SIGNALIZED INTERSECTIONS																	
Astoria Boulevard at 108th Street/ 31st Drive																	
Astoria Boulevard	EB	L	0.17	22.5	C	L	0.06	18.9	B	L	0.08	19.2	B	L	0.06	18.9	B
		TR	0.39	22.7	C	TR	0.61	25.1	C	TR	0.80	31.7	C	TR	0.48	22.8	C
Astoria Boulevard	WB	L	0.47	4.8	A	L	0.60	19.2	B	L	0.66	57.5	E	L	0.62	14.6	B
		TR	0.49	1.7	A	TR	0.21	3.7	A	TR	0.23	8.4	A	TR	0.16	4.6	A
108th Street	NB	L	0.53	43.3	D	L	0.23	21.0	C	L	0.29	36.6	D	L	0.20	20.5	C
		TR	0.30	36.5	D	TR	0.19	20.2	C	TR	0.27	35.8	D	TR	0.24	20.9	C
31st Drive	SB	LT	0.32	36.5	D	LT	0.17	20.0	B	LT	0.30	36.4	D	LT	0.26	21.1	C
		R	0.02	31.8	C	R	0.01	18.2	B	R	0.02	31.8	C	R	0.01	18.1	B
Overall Intersection		-	-	**13.4**	**B**	-	-	**18.2**	**B**	-	-	**28.9**	**C**	-	-	**17.4**	**B**
Astoria Boulevard at Ditmars Boulevard/ 111th Street																	
Astoria Boulevard	EB	T	0.33	49.0	D	T	0.37	38.9	D	T	0.68	5.6	A	T	0.32	35.9	D
Astoria Boulevard	WB	TR	0.90	36.8	D	TR	0.44	17.4	B	TR	0.50	25.5	C	TR	0.32	16.0	B
111th Street	NB	LTR	0.65	59.8	E	LTR	0.77	60.2	E	LTR	0.62	56.1	E	LTR	0.71	54.9	D
Ditmars Boulevard	SB	L	0.47	40.1	D	L	0.68	36.5	D	L	0.80	48.6	D	L	0.46	31.6	C
		R	0.13	35.6	D	R	0.10	27.7	C	R	0.07	33.2	C	R	0.12	27.9	C
Overall Intersection		-	-	**41.5**	**D**	-	-	**32.1**	**C**	-	-	**22.2**	**C**	-	-	**29.9**	**C**
Northern Boulevard at 108th Street																	
Northern Boulevard	EB	L	0.28	56.4	E	L	0.13	39.9	D	L	0.18	53.4	D	L	0.23	50.8	D
		T	1.18	123.4	F	T	1.32	181.3	F	T	1.61	308.2	F	T	1.11	95.2	F
		R	0.14	14.7	B	R	0.12	14.4	B	R	0.17	15.1	B	R	0.15	14.8	B
Northern Boulevard	WB	L	0.70	75.1	E	L	0.70	79.0	E	L	0.73	81.6	F	L	0.74	79.7	E
		T	1.33	184.4	F	T	1.07	82.1	F	T	1.45	235.3	F	T	1.10	90.8	F
		R	0.36	18.1	B	R	0.30	16.9	B	R	0.28	16.6	B	R	0.34	17.5	B
108th Street	NB	LTR	1.05	120.9	F	LTR	1.00	109.4	F	LTR	1.14	153.2	F	LTR	1.10	136.0	F
108th Street	SB	LTR	1.12	145.1	F	LTR	0.87	82.4	F	LTR	1.12	143.5	F	LTR	1.13	149.9	F
Overall Intersection		-	-	**135.7**	**F**	-	-	**117.7**	**F**	-	-	**229.5**	**F**	-	-	**93.8**	**F**
Northern Boulevard at 114th Street																	
Northern Boulevard	EB	T	0.93	53.3	D	T	0.74	26.1	C	T	0.92	36.6	D	T	0.65	23.3	C
		R	0.59	36.1	D	R	0.46	20.4	C	R	0.48	19.7	B	R	0.53	22.1	C
Northern Boulevard	WB	-	-	-	-	-	-	-	-	L	0.83	43.2	D	-	-	-	-
		LT	1.09	69.6	E	LT	1.02	48.5	D	T	1.31	162.1	F	LT	1.04	53.5	D
114th Street	SB	LTR	0.38	45.7	D	LTR	0.30	42.3	D	LTR	0.36	45.0	D	LTR	0.31	42.4	D
Overall Intersection		-	-	**61.2**	**E**	-	-	**37.8**	**D**	-	-	**92.1**	**F**	-	-	**40.7**	**D**
Northern Boulevard westbound at 126th Street/ Seaver Way																	
Northern Boulevard	WB	T	0.72	11.9	B	T	0.52	8.8	A	T	0.50	8.5	A	T	0.43	7.8	A
126th Street/ Seaver Way	NB	L	0.27	6.0	A	L	0.31	2.8	A	L	0.28	8.7	A	L	0.23	2.6	A
Overall Intersection		-	-	**11.5**	**B**	-	-	**8.0**	**A**	-	-	**8.5**	**A**	-	-	**7.2**	**A**
Northern Boulevard eastbound at 126th Street/ Seaver Way																	
Northern Boulevard	EB	T	0.41	35.5	D	T	0.46	36.4	D	T	0.83	56.3	E	T	0.35	34.4	C
126th Street/ Seaver Way	NB	T	0.28	26.2	C	T	0.33	29.9	C	T	0.29	28.5	C	T	0.24	30.4	C
		R	0.33	27.1	C	R	0.46	33.0	C	R	0.30	29.1	C	R	0.08	28.3	C
Grand Central Parkway eastbound Off-Ramp	NEB	R	0.70	35.8	D	R	0.62	33.3	C	R	0.61	26.7	C	R	0.64	34.0	C
Overall Intersection		-	-	**33.6**	**C**	-	-	**33.7**	**C**	-	-	**37.4**	**D**	-	-	**33.4**	**C**
Northern Boulevard at Prince Street																	
Northern Boulevard	EB	L	1.74	403.1	F	L	1.83	435.3	F	L	1.53	298.4	F	L	1.19	161.8	F
		T	0.56	17.9	B	T	0.65	25.5	C	T	0.74	27.8	C	T	0.64	25.3	C
Northern Boulavard	WB	L	1.20	183.4	F	L	0.89	98.3	F	L	0.84	83.2	F	L	1.01	126.4	F
		T	0.88	15.8	B	T	0.73	16.5	B	T	0.74	22.0	C	T	0.62	16.3	B
		R	0.52	12.2	B	R	0.64	18.7	B	R	0.69	26.2	C	R	0.50	17.0	B
Prince Street	NB	LTR	2.00+	500+	F	LTR	2.00+	500+	F	LTR	2.00+	500+	F	LTR	2.00+	500+	F
Prince Street	SB	LTR	1.17	150.4	F	LTR	0.91	66.5	E	LTR	1.02	93.1	F	LTR	0.71	47.4	D
Northern Boulevard Eastbound Service Road	NEB	R	0.43	17.6	B	R	0.51	25.2	C	R	0.51	24.9	C	R	0.40	22.4	C
Overall Intersection		-	-	**131.2**	**F**	-	-	**136.2**	**F**	-	-	**151.4**	**F**	-	-	**93.0**	**F**

TABLE D-5
Queens Future
2030 NO-ACTION CONDITION - NON-GAMEDAY TRAFFIC LEVEL OF SERVICE

		Weekday AM Peak Hour				Weekday Midday Peak Hour				Weekday PM Peak Hour				Saturday PM Peak Hour			
				Control				Control				Control				Control			
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard westbound at Main Street																	
Northern Boulevard	WB	L	0.12	11.7	B	L	0.10	13.2	B	L	0.13	12.7	B	L	0.07	12.9	B
		T	0.91	28.9	C	T	0.71	21.8	C	T	0.65	19.2	B	T	0.60	19.3	B
Main Street	NB	L	0.30	1.1	A	L	0.26	0.6	A	L	0.31	1.7	A	L	0.29	0.7	A
Overall Intersection		**-**	**-**	**26.4**	**C**	**-**	**-**	**19.2**	**B**	**-**	**-**	**17.1**	**B**	**-**	**-**	**16.4**	**B**
Northern Boulevard eastbound at Main Street																	
Northern Boulevard	EB	T	0.74	16.3	B	T	0.72	12.4	B	T	0.94	19.0	B	T	0.72	12.9	B
		R	0.52	16.7	B	R	0.50	12.6	B	R	0.50	9.8	A	R	0.57	13.8	B
Main Street	NB	TR	0.66	47.5	D	TR	0.66	43.6	D	T	0.57	44.8	D	TR	0.67	43.3	D
		-	-	-	-	-	-	-	-	R	0.98	98.6	F	-	-	-	-
Main Street	SB	T	0.12	40.8	D	T	0.09	40.9	D	T	0.12	39.7	D	T	0.07	40.5	D
Overall Intersection		**-**	**-**	**21.7**	**C**	**-**	**-**	**19.0**	**B**	**-**	**-**	**27.2**	**C**	**-**	**-**	**19.5**	**B**
Northern Boulevard at Union Street																	
Northern Boulevard	EB	L	0.84	64.0	E	L	0.70	42.3	D	L	0.77	42.1	D	L	0.56	28.9	C
		TR	0.85	40.8	D	TR	0.88	44.4	D	TR	1.10	92.8	F	TR	1.01	65.6	E
Northern Boulevard	WB	L	0.41	24.0	C	L	0.34	23.4	C	L	0.34	26.1	C	L	0.30	24.2	C
		TR	0.97	53.5	D	TR	0.91	46.5	D	TR	0.79	37.7	D	TR	0.76	37.7	D
Union Street	NB	LT	0.46	30.9	C	LT	0.31	26.7	C	LT	0.43	30.1	C	LT	0.40	28.2	C
		R	0.28	22.9	C	R	0.27	23.1	C	R	0.23	21.8	C	R	0.18	21.7	C
Union Street	SB	LT	0.51	31.7	C	LT	0.36	27.4	C	LT	0.43	30.1	C	LT	0.48	29.7	C
		R	0.67	33.9	C	R	0.39	25.8	C	R	0.35	24.4	C	R	0.32	24.1	C
Overall Intersection		**-**	**-**	**43.7**	**D**	**-**	**-**	**40.7**	**D**	**-**	**-**	**59.6**	**E**	**-**	**-**	**45.9**	**D**
Northern Boulevard at Parsons Boulevard																	
Northern Boulevard	EB	L	0.46	44.2	D	L	0.46	48.9	D	L	0.49	46.6	D	L	0.24	35.8	D
		T	0.64	30.8	C	T	0.73	33.8	C	T	1.06	79.0	E	T	0.81	37.6	D
		R	0.32	25.9	C	R	0.32	25.8	C	R	0.32	25.6	C	R	0.27	24.6	C
Northern Boulevard	WB	L	0.30	27.4	C	L	0.35	32.8	C	L	0.59	55.3	E	L	0.40	37.0	D
		TR	0.88	39.8	D	TR	1.02	66.0	E	TR	1.00	62.2	E	TR	0.89	43.2	D
Parsons Boulevard	NB	L	1.25	196.6	F	L	0.92	89.5	F	L	0.98	106.1	F	L	1.01	114.8	F
		TR	0.81	57.8	E	TR	0.69	48.0	D	TR	0.74	50.5	D	TR	0.65	45.7	D
Parsons Boulevard	SB	LT	1.34	218.7	F	LTR	1.35	220.4	F	LTR	1.45	260.3	F	LTR	1.44	259.0	F
		R	0.50	40.1	D	-	-	-	-	-	-	-	-	-	-	-	-
Overall Intersection		**-**	**-**	**64.8**	**E**	**-**	**-**	**74.2**	**E**	**-**	**-**	**91.2**	**F**	**-**	**-**	**75.3**	**E**
Roosevelt Avenue at 108th Street																	
Roosevelt Avenue	EB	LTR	0.81	33.0	C	LTR	0.96	53.3	D	LTR	1.01	65.1	E	LTR	0.82	35.6	D
Roosevelt Avenue	WB	LTR	1.17	100.0	F	LTR	0.94	39.9	D	LTR	1.07	81.5	F	LTR	0.92	36.6	D
108th Street	NB	LTR	1.04	108.4	F	LTR	0.85	72.3	E	LTR	1.17	154.3	F	LTR	1.16	154.3	F
108th Street	SB	LTR	1.08	120.8	F	LTR	0.92	83.6	F	LTR	1.10	125.8	F	LTR	0.97	91.4	F
Overall Intersection		**-**	**-**	**84.9**	**F**	**-**	**-**	**55.5**	**E**	**-**	**-**	**94.7**	**F**	**-**	**-**	**65.6**	**E**
Roosevelt Avenue at 111th Street																	
Roosevelt Avenue	EB	LTR	0.66	13.1	B	LTR	0.69	6.0	A	LTR	0.80	11.1	B	LTR	0.60	6.2	A
Roosevelt Avenue	WB	LTR	0.99	48.5	D	LTR	0.73	18.4	B	LTR	0.94	37.3	D	LTR	0.81	22.4	C
111th Street	NB	LTR	0.77	59.6	E	LTR	0.68	53.2	D	LTR	0.94	85.3	F	LTR	0.96	90.5	F
Overall Intersection		**-**	**-**	**37.6**	**D**	**-**	**-**	**17.7**	**B**	**-**	**-**	**33.6**	**C**	**-**	**-**	**28.6**	**C**
Roosevelt Avenue at 114th Street																	
Roosevelt Avenue	EB	LTR	1.28	164.6	F	LTR	1.07	78.3	E	LTR	1.47	243.9	F	LTR	1.06	76.5	E
Roosevelt Avenue	WB	LT	1.32	188.5	F	LT	0.98	45.5	D	LT	1.48	242.0	F	LT	1.06	68.6	E
		R	0.19	14.0	B	R	0.22	5.3	A	R	0.24	7.2	A	R	0.19	6.3	A
114th Street	NB	LTR	1.05	115.6	F	LTR	0.96	97.3	F	LTR	1.02	107.1	F	LTR	0.95	93.0	F
114th Street	SB	L	0.94	120.7	F	L	0.76	81.8	F	L	0.90	104.8	F	L	0.86	96.8	F
		TR	0.76	67.9	E	TR	0.54	52.3	D	TR	0.69	61.1	E	TR	0.68	62.6	E
Overall Intersection		**-**	**-**	**148.7**	**F**	**-**	**-**	**60.7**	**E**	**-**	**-**	**191.6**	**F**	**-**	**-**	**69.9**	**E**
Roosevelt Avenue at 126th Street/ Seaver Way																	
Roosevelt Avenue	EB	LTR	0.54	20.4	C	LTR	0.45	12.7	B	LTR	0.48	14.6	B	LTR	0.25	9.0	A
Roosevelt Avenue	WB	LTR	0.47	12.9	B	LTR	0.35	9.2	A	LTR	0.38	11.7	B	LTR	0.32	8.9	A
126th Street/ Seaver Way	NB	LTR	0.08	31.1	C	LTR	0.49	44.5	D	LTR	0.13	32.2	C	LTR	0.03	34.1	C
126th Street/ Seaver Way	SB	L	0.76	52.3	D	L	1.02	104.2	F	L	0.87	64.1	E	L	0.75	56.6	E
		TR	0.32	35.3	D	TR	0.42	41.2	D	TR	0.37	36.4	D	TR	0.23	37.2	D
Overall Intersection		**-**	**-**	**22.9**	**C**	**-**	**-**	**29.2**	**C**	**-**	**-**	**23.6**	**C**	**-**	**-**	**18.5**	**B**

TABLE D-5
Queens Future
2030 NO-ACTION CONDITION - NON-GAMEDAY TRAFFIC LEVEL OF SERVICE

		Weekday AM Peak Hour				Weekday Midday Peak Hour				Weekday PM Peak Hour				Saturday PM Peak Hour			
				Control				Control				Control				Control			
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue westbound at College Point Boulevard																	
Roosevelt Avenue	WB	LTR	0.46	20.6	C	LTR	0.52	27.2	C	LTR	0.44	40.8	D	LTR	0.48	26.6	C
College Point Boulevard	NB	L	0.96	77.6	E	L	0.85	51.3	D	L	0.75	48.1	D	L	0.67	38.8	D
		T	0.43	7.8	A	T	0.51	9.3	A	T	0.54	10.1	B	T	0.45	7.9	A
College Point Boulevard	SB	TR	0.96	60.0	E	TR	1.13	106.0	F	TR	1.03	76.8	E	TR	0.81	36.8	D
Overall Intersection		-	-	**39.5**	**D**	-	-	**54.3**	**D**	-	-	**43.3**	**D**	-	-	**24.6**	**C**
Roosevelt Avenue eastbound at College Point Boulevard																	
Roosevelt Avenue	EB	LTR	0.69	30.9	C	LTR	0.74	24.3	C	LTR	0.86	36.5	D	LTR	0.64	21.5	C
College Point Boulevard	NB	TR	0.61	24.3	C	TR	0.67	22.7	C	TR	0.70	28.8	C	TR	0.64	21.9	C
College Point Boulevard	SB	LT	0.51	2.2	A	LT	0.66	4.3	A	LT	0.64	5.8	A	LT	0.45	4.4	A
Overall Intersection		-	-	**19.9**	**B**	-	-	**17.2**	**B**	-	-	**24.2**	**C**	-	-	**16.9**	**B**
Roosevelt Avenue at Prince Street																	
Roosevelt Avenue	EB	LT	0.87	37.0	D	LT	0.81	29.5	C	LT	1.03	75.6	E	LT	0.78	27.4	C
		R	0.24	16.0	B	R	0.29	14.0	B	R	0.46	25.7	C	R	0.36	15.6	B
Roosevelt Avenue	WB	LTR	0.64	4.9	A	LTR	0.71	12.4	B	LTR	0.68	18.0	B	LTR	0.76	14.9	B
Prince Street	SB	LTR	0.47	30.1	C	LTR	1.01	86.5	F	LTR	0.73	41.4	D	LTR	0.98	76.4	E
Overall Intersection		-	-	**23.1**	**C**	-	-	**36.4**	**D**	-	-	**45.7**	**D**	-	-	**33.6**	**C**
Roosevelt Avenue at Main Street																	
Roosevelt Avenue	EB	LTR	0.88	55.0	E	LTR	0.62	19.1	B	LTR	0.94	45.2	D	LTR	0.70	20.9	C
Roosevelt Avenue	WB	LTR	0.83	28.0	C	LTR	0.80	22.9	C	LTR	0.76	47.0	D	LTR	0.82	26.2	C
Main Street	NB	LTR	0.35	17.1	B	LTR	0.46	19.8	B	LTR	0.42	18.8	B	LTR	0.47	19.7	B
Main Street	SB	LTR	0.29	16.4	B	LTR	0.29	16.9	B	LTR	0.26	15.8	B	LTR	0.30	16.9	B
Overall Intersection		-	-	**33.5**	**C**	-	-	**20.5**	**C**	-	-	**37.0**	**D**	-	-	**22.3**	**C**
Roosevelt Avenue at Union Street																	
Roosevelt Avenue	EB	LTR	0.60	58.2	E	LTR	0.82	27.0	C	LTR	0.71	7.5	A	LTR	0.97	46.1	D
Roosevelt Avenue	WB	LTR	1.03	79.2	E	LTR	1.15	121.1	F	LTR	0.86	44.5	D	LTR	1.14	117.9	F
Union Street	NB	LTR	0.66	39.1	D	LTR	0.42	21.4	C	LTR	0.46	33.5	C	LTR	0.42	21.4	C
Union Street	SB	LT	1.03	106.2	F	LT	1.10	104.4	F	LT	1.11	121.7	F	LT	1.10	102.0	F
		R	0.38	35.6	D	R	0.47	26.5	C	R	0.47	39.9	D	R	0.64	32.7	C
Overall Intersection		-	-	**66.9**	**E**	-	-	**74.0**	**E**	-	-	**52.1**	**D**	-	-	**73.5**	**E**
Roosevelt Avenue at Parsons Boulevard																	
Roosevelt Avenue	EB	LT	0.71	42.5	D	LT	0.50	27.2	C	LT	0.59	35.1	D	LTR	0.58	28.5	C
		R	0.14	23.7	C	R	0.12	19.5	B	R	0.17	24.2	C	-	-	-	-
Roosevelt Avenue	WB	LT	1.06	98.2	F	LT	0.74	37.3	D	LT	0.75	43.5	D	LTR	0.57	27.8	C
		R	0.20	24.9	C	R	0.13	19.7	B	R	0.11	23.3	C	-	-	-	-
Parsons Boulevard	NB	LT	1.05	97.3	F	LT	0.72	35.2	D	LT	0.79	45.3	D	LTR	0.79	40.1	D
		R	0.07	22.6	C	R	0.04	18.5	B	R	0.06	22.4	C	-	-	-	-
Parsons Boulevard	SB	LTR	0.89	55.0	E	LTR	0.70	32.7	C	LTR	0.84	48.1	D	LTR	0.82	40.8	D
Overall Intersection		-	-	**71.8**	**E**	-	-	**32.4**	**C**	-	-	**42.2**	**D**	-	-	**35.2**	**D**
34th Avenue/Shea Road at 126th Street/ Seaver Way																	
Shea Road	EB	LT	0.51	48.1	D	LT	0.69	58.5	E	LT	0.55	48.9	D	LT	0.19	38.8	D
		R	0.86	78.2	E	R	0.63	53.5	D	R	0.76	63.7	E	R	0.42	44.5	D
34th Avenue	WB	LTR	0.50	46.4	D	LTR	0.48	45.7	D	LTR	0.41	43.3	D	LTR	0.29	40.7	D
126th Street/ Seaver Way	NB	LTR	0.31	21.8	C	LTR	0.41	23.4	C	LTR	0.35	22.5	C	LTR	0.19	20.2	C
Northern Boulevard Off-Ramp	SB	LTR	0.19	20.4	C	LTR	0.20	20.4	C	LTR	0.21	20.6	C	LTR	0.13	19.5	B
Ramp from Whitestone Expressway	SEB	LR	0.77	60.3	E	LR	0.76	59.2	E	LR	0.68	54.0	D	LR	0.59	50.2	D
Overall Intersection		-	-	**44.6**	**D**	-	-	**40.3**	**D**	-	-	**39.5**	**D**	-	-	**34.9**	**C**
Shea Road at Boat Basin Place																	
Shea Road	WB	LTR	0.25	25.9	C	LTR	0.28	26.3	C	LTR	0.24	25.7	C	LTR	0.18	25.2	C
Boat Basin Place	NB	LTR	0.06	7.1	A	LTR	0.10	7.4	A	LTR	0.09	7.3	A	LTR	0.04	7.0	A
Boat Basin Place	SB	LTR	0.40	9.8	A	LTR	0.39	9.8	A	LTR	0.31	8.9	A	LTR	0.16	7.7	A
Overall Intersection		-	-	**13.4**	**B**	-	-	**13.5**	**B**	-	-	**13.0**	**B**	-	-	**13.3**	**B**

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Queens Future
2030 NO-ACTION CONDITION - NON-GAMEDAY TRAFFIC LEVEL OF SERVICE

		Weekday AM Peak Hour				Weekday Midday Peak Hour				Weekday PM Peak Hour				Saturday PM Peak Hour			
				Control				Control				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
34th Avenue at 114th Street																	
34th Avenue	EB	T	0.36	11.3	B	T	0.31	10.7	B	T	0.35	11.1	B	T	0.36	11.2	B
		R	0.07	8.5	A	R	0.09	8.7	A	R	0.11	8.8	A	R	0.08	8.6	A
114th Street	NB	R	0.20	0.3	A	R	0.18	0.2	A	R	0.16	0.2	A	R	0.20	0.3	A
114th Street	SB	L	0.49	28.7	C	L	0.56	30.3	C	L	0.55	29.8	C	L	0.61	31.7	C
		T	0.48	29.8	C	T	0.57	33.9	C	T	0.62	35.8	D	T	0.58	35.2	D
		R	0.21	0.3	A	R	0.12	0.2	A	R	0.11	0.2	A	R	0.12	0.2	A
Overall Intersection		**-**	**-**	**11.5**	**B**	**-**	**-**	**14.3**	**B**	**-**	**-**	**15.1**	**B**	**-**	**-**	**14.6**	**B**
Marina Road at Boat Basin Place			NEW SIGNAL				NEW SIGNAL				NEW SIGNAL				NEW SIGNAL		
Marina Road	EB	TR	0.03	8.6	A	TR	0.07	9.0	A	TR	0.04	8.8	A	TR	0.02	8.6	A
Marina Road	WB	L	0.69	20.2	C	L	0.68	20.1	C	L	0.51	14.7	B	L	0.30	11.3	B
		T	0.25	10.6	B	T	0.11	9.3	A	T	0.10	9.2	A	T	0.09	9.1	A
Boat Basin Place	NB	L	0.05	30.7	C	L	0.16	32.3	C	L	0.14	32.0	C	L	0.13	31.9	C
		R	0.06	31.0	C	R	0.07	31.2	C	R	0.06	30.9	C	R	0.03	30.5	C
Overall Intersection		**-**	**-**	**17.3**	**B**	**-**	**-**	**19.1**	**B**	**-**	**-**	**15.9**	**B**	**-**	**-**	**14.3**	**B**
UNSIGNALIZED INTERSECTIONS																	
Northern Boulevard eastbound at 126th Place																	
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
126th Place	NB	R	-	11.1	B	R	-	10.5	B	R	-	9.6	A	R	-	10.3	B
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**0.2**	**A**	**-**	**-**	**0.2**	**A**	**-**	**-**	**0.2**	**A**
Roosevelt Avenue at Stadium Place North																	
Roosevelt Avenue	EB	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A
Roosevelt Avenue	WB	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A
Stadium Place North	SB	R	-	20.5	C	R	-	13.8	B	R	-	17.5	C	R	-	13.8	B
Overall Intersection		**-**	**-**	**4.7**	**A**	**-**	**-**	**2.5**	**A**	**-**	**-**	**3.5**	**A**	**-**	**-**	**3.4**	**A**
Roosevelt Avenue at Stadium Place																	
Roosevelt Avenue	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Roosevelt Avenue	WB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**
Roosevelt Avenue at Stadium Place South																	
Roosevelt Avenue	EB	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A
Roosevelt Avenue	WB	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A
Stadium Place South	NB	R	-	11.8	B	R	-	10.7	B	R	-	10.7	B	R	-	9.9	A
Overall Intersection		**-**	**-**	**1.3**	**A**	**-**	**-**	**0.7**	**A**	**-**	**-**	**0.7**	**A**	**-**	**-**	**0.2**	**A**
Roosevelt Avenue at Citi Field Entrance 3																	
Roosevelt Avenue	EB	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A
Roosevelt Avenue	WB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Citi Field Entrance 3	SB	R	-	9.6	A	R	-	10.1	B	R	-	0.0	A	R	-	0.0	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**
Roosevelt Avenue at Southfield Parking Lot																	
Roosevelt Avenue	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Roosevelt Avenue	WB	LT	-	0.5	A	LT	-	0.1	A	LT	-	0.1	A	LT	-	0.7	A
Southfield Parking Lot	NB	L	-	24.6	C	L	-	19.0	C	L	-	22.1	C	L	-	0.0	A
		R	-	11.8	B	R	-	10.7	B	R	-	11.1	B	R	-	11.4	B
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**1.1**	**A**	**-**	**-**	**1.7**	**A**
Shea Road at Citi Field Entrance 10																	
Shea Road	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Shea Road	WB	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A
Citi Field Entrance 10	NB	LR	-	0.0	A	LR	-	0.0	A	LR	-	0.0	A	LR	-	0.0	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**

TABLE D-5
Queens Future
2030 NO-ACTION CONDITION - NON-GAMEDAY TRAFFIC LEVEL OF SERVICE

		Weekday AM Peak Hour				Weekday Midday Peak Hour				Weekday PM Peak Hour				Saturday PM Peak Hour			
				Control				Control				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Shea Road/ Citi Field Entrance 8 at Boat Basin Place																	
Shea Road	EB	LTR	-	9.5	A	LTR	-	9.9	B	LTR	-	9.4	A	LTR	-	8.9	A
Citi Field Entrance 8	WB	R	-	9.0	A	R	-	9.5	A	R	-	8.4	A	R	-	8.8	A
Boat Basin Place	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Boat Basin Place	SB	LT	-	2.7	A	LT	-	0.8	A	LT	-	0.7	A	LT	-	7.5	A
Overall Intersection		**-**	**-**	**6.3**	**A**	**-**	**-**	**5.4**	**A**	**-**	**-**	**5.6**	**A**	**-**	**-**	**8.7**	**A**
Shea Road at Citi Field Entrance 6 and 7																	
Citi Field Entrance 7	EB	LTR	-	12.9	B	LTR	-	13.0	B	LTR	-	11.8	B	LTR	-	0.0	A
Citi Field Entrance 6	WB	LTR	-	0.0	A	LTR	-	0.0	A	LTR	-	0.0	A	LTR	-	0.0	A
Shea Road	NB	LTR	-	0.0	A	LTR	-	0.0	A	LTR	-	0.3	A	LTR	-	0.0	A
Shea Road	SB	LTR	-	0.0	A	LTR	-	0.0	A	LTR	-	0.0	A	LTR	-	0.0	A
Overall Intersection		**-**	**-**	**0.1**	**A**	**-**	**-**	**0.2**	**A**	**-**	**-**	**0.2**	**A**	**-**	**-**	**0.0**	**A**
Grand Central Parkway westbound exit ramp at West Park Loop/ Shea Road																	
Grand Central Parkway westbound exit ramp	EB	L	-	11.5	B	L	-	11.3	B	L	-	11.3	B	L	-	9.9	A
		R	-	10.4	B	R	-	10.3	B	R	-	10.2	B	R	-	9.3	A
Shea Road	NB	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A
Shea Road	SB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Overall Intersection		**-**	**-**	**1.8**	**A**	**-**	**-**	**2.0**	**A**	**-**	**-**	**2.0**	**A**	**-**	**-**	**2.5**	**A**
Grand Central Parkway westbound Entrance Ramp at Shea Road/ Citi Field Entrance 4																	
Citi Field Entrance 4	WB	LTR	-	12.8	B	LTR	-	19.6	C	LTR	-	14.3	B	LTR	-	0.0	A
Shea Road	NB	LTR	-	8.5	A	LTR	-	8.2	A	LTR	-	8.3	A	LTR	-	7.9	A
Shea Road	SB	LTR	-	0.2	A	LTR	-	0.1	A	LTR	-	0.0	A	LTR	-	0.0	A
Overall Intersection		**-**	**-**	**4.5**	**A**	**-**	**-**	**5.1**	**A**	**-**	**-**	**4.8**	**A**	**-**	**-**	**5.3**	**A**
Shea Road at Stadium Place North																	
Stadium Place North	WB	LR	-	11.9	B	LR	-	12.4	B	LR	-	18.8	C	LR	-	11.2	B
Shea Road	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Shea Road	SB	LT	-	5.1	A	LT	-	4.8	A	LT	-	4.4	A	LT	-	7.1	A
Overall Intersection		**-**	**-**	**3.1**	**A**	**-**	**-**	**4.0**	**A**	**-**	**-**	**4.3**	**A**	**-**	**-**	**3.2**	**A**
Shea Road at Olmsted Drive																	
Olmsted Drive	WB	LR	-	14.8	B	LR	-	11.8	B	LR	-	19.8	C	LR	-	11.0	B
Shea Road	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Shea Road	SB	LT	-	3.6	A	LT	-	2.5	A	LT	-	0.4	A	LT	-	1.6	A
Overall Intersection		**-**	**-**	**5.2**	**A**	**-**	**-**	**5.0**	**A**	**-**	**-**	**6.3**	**A**	**-**	**-**	**4.4**	**A**
Shea Road at Meridian Road																	
Meridian Road	WB	LR	-	9.3	A	LR	-	8.5	A	LR	-	11.1	B	LR	-	7.7	A
Shea Road	NB	TR	-	13.4	B	TR	-	9.7	A	TR	-	17.1	C	TR	-	9.6	A
Shea Road	SB	L	-	8.7	A	L	-	8.1	A	L	-	9.6	A	L	-	7.4	A
		T	-	7.5	A	T	-	7.5	A	T	-	11.2	B	T	-	7.0	A
Overall Intersection		**-**	**-**	**11.7**	**B**	**-**	**-**	**9.0**	**A**	**-**	**-**	**13.7**	**B**	**-**	**-**	**9.0**	**A**
Shea Road at Grand Central Parkway westbound exit ramp (9P)																	
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	49.3	E	L	-	15.2	C	L	-	114.1	F	L	-	13.3	B
		R	-	9.2	A	R	-	9.0	A	R	-	10.9	B	R	-	8.7	A
Shea Road	NB	LT	-	6.2	A	LT	-	6.1	A	LT	-	5.9	A	LT	-	6.0	A
Shea Road	SB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Overall Intersection		**-**	**-**	**27.6**	**D**	**-**	**-**	**9.0**	**A**	**-**	**-**	**47.9**	**E**	**-**	**-**	**10.3**	**B**
Shea Road at New York Avenue																	
New York Avenue	WB	LR	-	10.8	B	LR	-	9.4	A	LR	-	14.1	B	LR	-	9.1	A
Shea Road	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Shea Road	SB	LT	-	6.1	A	LT	-	4.1	A	LT	-	2.4	A	LT	-	4.2	A
Overall Intersection		**-**	**-**	**4.3**	**A**	**-**	**-**	**4.0**	**A**	**-**	**-**	**5.1**	**A**	**-**	**-**	**5.2**	**A**

TABLE D-5
Queens Future
2030 NO-ACTION CONDITION - NON-GAMEDAY TRAFFIC LEVEL OF SERVICE

		Weekday AM Peak Hour				Weekday Midday Peak Hour				Weekday PM Peak Hour				Saturday PM Peak Hour			
				Control				Control				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
126th Street/ Seaver Way at Citi Field Entrance 11																	
Citi Field Entrance 11	EB	LR	-	0.0	A	LR	-	0.0	A	LR	-	0.0	A	LR	-	10.6	B
126th Street/ Seaver Way	NB	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.1	A
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.1**	**A**
36th Avenue at 126th Street/ Seaver Way																	
36th Avenue	WB	LR	-	10.1	B	LR	-	9.8	A	LR	-	10.9	B	LR	-	0.0	A
126th Street/ Seaver Way	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
126th Street/ Seaver Way	SB	LT	-	0.1	A	LT	-	0.3	A	LT	-	0.2	A	LT	-	0.0	A
Overall Intersection		**-**	**-**	**0.2**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**0.0**	**A**
126th Street/ Seaver Way at Citi Field Entrance 1																	
Citi Field Entrance 1	EB	LR	-	11.4	B	LR	-	12.4	B	LR	-	14.1	B	LR	-	11.3	B
126th Street/ Seaver Way	NB	LT	-	0.1	A	LT	-	0.2	A	LT	-	0.1	A	LT	-	0.0	A
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**0.6**	**A**	**-**	**-**	**1.1**	**A**	**-**	**-**	**0.1**	**A**
Stadium Place South at Southfield Parking Lot																	
Southfield Parking	WB	LR	-	0.0	A	LR	-	8.7	A	LR	-	0.0	A	LR	-	0.0	A
Stadium Place South	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Stadium Place South	SB	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**
Stadium Place South at Olmsted Drive																	
Olmsted Drive	EB	LT	-	5.7	A	LT	-	5.6	A	LT	-	6.9	A	LT	-	7.2	A
Olmsted Drive	WB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Stadium Place South	SB	LR	-	9.9	A	LR	-	9.5	A	LR	-	10.0	B	LR	-	9.2	A
Overall Intersection		**-**	**-**	**7.4**	**A**	**-**	**-**	**7.8**	**A**	**-**	**-**	**8.8**	**A**	**-**	**-**	**9.0**	**A**
New York Avenue at United Nations Avenue North																	
United Nations Avenue North	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
United Nations Avenue North	WB	LT	-	0.6	A	LT	-	0.6	A	LT	-	3.4	A	LT	-	3.7	A
New York Avenue	NB	LR	-	10.9	B	LR	-	9.9	A	LR	-	13.3	B	LR	-	9.1	A
Overall Intersection		**-**	**-**	**6.7**	**A**	**-**	**-**	**5.2**	**A**	**-**	**-**	**5.0**	**A**	**-**	**-**	**4.3**	**A**

(1) Control delay is measured in seconds per vehicle.
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
(3) Movement delay and overall delay cannot be calculated; exceeds the Synchro software threshold.
Note: Lane groups reflecting v/c ratios greater than 2.00 or delays greater than 500 seconds are presented in the tables as having v/c ratios of "2.00+" and delays of "500+" seconds.

TABLE D-6
Queens Future
2030 NO-ACTION CONDITION - GAMEDAY TRAFFIC LEVEL OF SERVICE

		Weekday PM Peak Hour				Saturday PM Pre Game Peak Hour				Saturday PM Post Game Peak Hour				Sunday Midday Peak Hour				Sunday PM Peak Hour			
				Control				Control				Control				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
SIGNALIZED INTERSECTIONS																					
Astoria Boulevard at 108th Street/ 31st Drive																					
Astoria Boulevard	EB	L	0.04	18.8	B	L	0.08	19.2	B	L	0.14	20.5	C	L	0.08	19.2	B	L	0.13	20.5	C
		TR	0.86	34.4	C	TR	0.65	25.6	C	TR	0.68	26.2	C	TR	0.52	23.4	C	TR	0.40	21.8	C
Astoria Boulevard	WB	L	0.90	81.4	F	L	1.09	105.0	F	L	1.08	104.0	F	L	0.70	23.8	C	L	0.61	11.4	B
		TR	0.27	10.9	B	TR	0.24	3.2	A	TR	0.37	1.6	A	TR	0.25	2.9	A	TR	0.43	2.1	A
108th Street	NB	L	0.38	39.4	D	L	0.29	21.9	C	L	0.37	23.8	C	L	0.26	21.4	C	L	0.37	23.4	C
		TR	0.31	36.6	D	TR	0.30	21.7	C	TR	0.27	21.3	C	TR	0.23	20.8	C	TR	0.20	20.3	C
31st Drive	SB	LT	0.48	40.7	D	LT	0.34	22.4	C	LT	0.50	25.7	C	LT	0.28	21.4	C	LT	0.30	21.8	C
		R	0.02	31.8	C	R	0.02	18.2	B	R	0.01	18.1	B	R	0.02	18.2	B	R	0.01	18.2	B
Overall Intersection		-	-	**34.5**	**C**	-	-	**29.9**	**C**	-	-	**26.2**	**C**	-	-	**17.2**	**B**	-	-	**12.1**	**B**
Astoria Boulevard at Ditmars Boulevard/ 111th Street																					
Astoria Boulevard	EB	T	0.76	7.9	A	T	0.44	36.9	D	T	0.46	37.3	D	T	0.33	37.6	D	T	0.25	35.8	D
Astoria Boulevard	WB	TR	0.57	26.7	C	TR	0.50	18.1	B	TR	0.78	23.4	C	TR	0.50	18.1	B	TR	0.76	23.9	C
111th Street	NB	LTR	0.56	54.1	D	LTR	0.72	55.2	E	LTR	0.62	49.6	D	LTR	0.67	51.9	D	LTR	0.70	54.0	D
Ditmars Boulevard	SB	L	1.08	97.3	F	L	0.97	59.8	E	L	0.99	64.2	E	L	0.91	50.7	D	L	0.71	37.2	D
		R	0.02	32.6	C	R	0.17	28.5	C	R	0.10	27.7	C	R	0.13	28.0	C	R	0.11	27.7	C
Overall Intersection		-	-	**35.3**	**D**	-	-	**36.6**	**D**	-	-	**36.9**	**D**	-	-	**34.0**	**C**	-	-	**32.8**	**C**
Northern Boulevard at 108th Street																					
Northern Boulevard	EB	L	0.18	53.3	D	L	0.12	39.7	D	L	0.10	28.3	C	L	0.27	53.6	D	L	0.14	52.3	D
		T	1.66	330.8	F	T	1.47	245.5	F	T	0.86	35.2	D	T	1.31	174.8	F	T	1.25	149.7	F
		R	0.14	14.7	B	R	0.12	14.4	B	R	0.14	14.6	B	R	0.16	14.9	B	R	0.15	14.7	B
Northern Boulevard	WB	L	0.84	97.0	F	L	0.76	85.1	F	L	0.36	36.1	D	L	0.76	85.0	F	L	0.86	99.4	F
		T	1.20	131.5	F	T	1.03	65.9	E	T	0.83	32.8	C	T	1.13	102.2	F	T	1.31	174.5	F
		R	0.35	17.7	B	R	0.28	16.6	B	R	0.31	17.1	B	R	0.26	16.3	B	R	0.31	17.1	B
108th Street	NB	LTR	1.10	137.1	F	LTR	1.10	135.3	F	LTR	1.10	135.4	F	LTR	1.11	141.6	F	LTR	1.11	140.1	F
108th Street	SB	LTR	1.11	142.2	F	LTR	1.13	145.4	F	LTR	1.10	133.9	F	LTR	1.11	139.2	F	LTR	1.11	133.8	F
Overall Intersection		-	-	**204.7**	**F**	-	-	**150.8**	**F**	-	-	**55.1**	**E**	-	-	**127.6**	**F**	-	-	**142.3**	**F**
Northern Boulevard at 114th Street																					
Northern Boulevard	EB	T	0.96	42.9	D	T	0.84	32.1	C	T	0.55	20.5	C	T	0.85	32.3	C	T	0.76	27.0	C
		R	0.52	20.8	C	R	0.57	23.3	C	R	0.38	18.7	B	R	0.61	24.5	C	R	0.52	21.9	C
Northern Boulevard	WB	L	0.97	68.1	E	-	-	-	-	L	1.03	65.5	E	-	-	-	-	L	1.23	141.9	F
		T	1.28	147.3	F	LT	1.08	67.8	E	T	1.02	50.2	D	LT	1.07	64.3	E	T	1.36	183.2	F
114th Street	SB	LTR	0.54	49.7	D	LTR	0.77	58.7	E	LTR	0.89	71.8	E	LTR	0.71	55.0	E	LTR	0.53	47.3	D
Overall Intersection		-	-	**88.1**	**F**	-	-	**51.2**	**D**	-	-	**44.9**	**D**	-	-	**48.9**	**D**	-	-	**114.1**	**F**
Northern Boulevard westbound at 126th Street/ Seaver Way																					
Northern Boulevard	WB	T	0.70	11.8	B	T	0.49	8.3	A	T	0.48	8.3	A	T	0.57	9.4	A	T	0.53	8.9	A
126th Street/ Seaver Way	NB	L	0.36	8.1	A	L	0.52	4.1	A	L	0.77	8.9	A	L	0.48	3.8	A	L	0.67	6.6	A
Overall Intersection		-	-	**11.3**	**B**	-	-	**7.6**	**A**	-	-	**8.4**	**A**	-	-	**8.4**	**A**	-	-	**8.3**	**A**
Northern Boulevard eastbound at 126th Street/ Seaver Way																					
Northern Boulevard	EB	T	0.87	59.2	E	T	0.41	35.4	D	T	0.37	34.8	C	T	0.37	34.8	C	T	0.44	35.9	D
126th Street/ Seaver Way	NB	T	0.38	33.8	C	T	0.55	27.9	C	T	0.80	33.1	C	T	0.50	26.9	C	T	0.68	31.8	C
		R	0.30	33.8	C	R	0.48	28.5	C	R	0.84	42.4	D	R	0.46	27.8	C	R	0.69	36.5	D
Grand Central Parkway eastbound Off-Ramp	NEB	R	0.67	28.3	C	R	0.67	34.7	C	R	0.84	42.2	D	R	0.51	30.8	C	R	0.91	48.5	D
Overall Intersection		-	-	**39.8**	**D**	-	-	**32.7**	**C**	-	-	**38.5**	**D**	-	-	**30.6**	**C**	-	-	**40.8**	**D**
Northern Boulevard at Prince Street																					
Northern Boulevard	EB	L	1.47	276.1	F	L	1.32	215.3	F	L	1.53	303.5	F	L	1.40	247.5	F	L	1.51	295.3	F
		T	0.79	29.4	C	T	0.66	25.7	C	T	0.76	28.4	C	T	0.54	23.2	C	T	0.72	27.3	C
Northern Boulavard	WB	L	0.72	71.1	E	L	0.91	92.7	F	L	1.06	135.6	F	L	1.02	124.5	F	L	0.78	85.5	F
		T	0.75	22.1	C	T	0.90	24.6	C	T	0.85	21.9	C	T	0.90	24.4	C	T	0.74	18.9	B
		R	0.56	22.8	C	R	0.60	20.7	C	R	0.66	21.3	C	R	0.73	23.6	C	R	0.50	17.3	B
Prince Street	NB	LTR	2.00+	500+	F	LTR	2.00+	500+	F	LTR	1.88	453.1	F	LTR	1.98	499.1	F	LTR	2.00+	500+	F
Prince Street	SB	LTR	1.08	110.7	F	LTR	1.01	88.9	F	LTR	0.97	77.8	E	LTR	0.80	53.8	D	LTR	0.84	56.8	E
Northern Boulevard Eastbound Service Road	NEB	R	0.61	28.4	C	R	0.53	25.5	C	R	0.46	24.0	C	R	0.53	25.6	C	R	0.44	23.3	C
Overall Intersection		-	-	**150.3**	**F**	-	-	**92.8**	**F**	-	-	**94.4**	**F**	-	-	**94.4**	**F**	-	-	**104.5**	**F**
Northern Boulevard westbound at Main Street																					
Northern Boulevard	WB	L	0.15	12.9	B	L	0.09	13.2	B	L	0.08	13.0	B	L	0.07	12.9	B	L	0.09	13.1	B
		T	0.64	19.1	B	T	0.85	27.2	C	T	0.79	24.2	C	T	0.79	24.5	C	T	0.62	19.7	B
Main Street	NB	L	0.29	2.4	A	L	0.31	0.7	A	L	0.27	0.5	A	L	0.30	0.7	A	L	0.29	2.7	A
Overall Intersection		-	-	**17.0**	**B**	-	-	**24.0**	**C**	-	-	**21.2**	**C**	-	-	**21.7**	**C**	-	-	**17.2**	**B**
Northern Boulevard eastbound at Main Street																					
Northern Boulevard	EB	T	0.96	19.4	B	T	0.70	11.9	B	T	0.79	13.9	B	T	0.63	12.0	B	T	0.79	13.5	B
		R	0.62	10.9	B	R	0.68	15.6	B	R	0.82	20.9	C	R	0.56	13.8	B	R	0.57	13.8	B
Main Street	NB	T	0.55	44.2	D	TR	0.74	46.6	D	TR	0.70	45.0	D	TR	0.67	43.6	D	TR	0.61	41.8	D
		R	1.08	125.6	F	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Main Street	SB	T	0.14	40.0	D	T	0.09	40.8	D	T	0.07	40.5	D	T	0.07	40.5	D	T	0.09	39.1	D
Overall Intersection		-	-	**30.9**	**C**	-	-	**20.1**	**C**	-	-	**21.0**	**C**	-	-	**19.5**	**B**	-	-	**18.8**	**B**

TABLE D-6
Queens Future
2030 NO-ACTION CONDITION - GAMEDAY TRAFFIC LEVEL OF SERVICE

		Weekday PM Peak Hour				Saturday PM Pre Game Peak Hour				Saturday PM Post Game Peak Hour				Sunday Midday Peak Hour				Sunday PM Peak Hour			
				Control				Control				Control				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard at Union Street																					
Northern Boulevard	EB	L	0.62	30.7	C	L	0.60	32.6	C	L	0.61	33.1	C	L	0.51	29.8	C	L	0.58	32.0	C
		TR	1.18	124.6	F	TR	0.90	45.5	D	TR	0.96	54.6	D	TR	0.86	42.9	D	TR	0.86	42.4	D
Northern Boulevard	WB	L	0.37	27.7	C	L	0.41	25.7	C	L	0.34	24.5	C	L	0.34	23.3	C	L	0.30	22.7	C
		TR	0.78	37.4	D	TR	0.87	43.5	D	TR	0.87	42.9	D	TR	0.95	52.6	D	TR	0.86	42.7	D
Union Street	NB	LT	0.47	31.0	C	LT	0.42	28.6	C	LT	0.41	28.4	C	LT	0.41	28.4	C	LT	0.37	27.7	C
		R	0.28	22.7	C	R	0.16	21.4	C	R	0.21	22.1	C	R	0.21	22.1	C	R	0.22	22.2	C
Union Street	SB	LT	0.47	30.8	C	LT	0.51	30.5	C	LT	0.49	29.9	C	LT	0.47	29.5	C	LT	0.35	27.1	C
		R	0.46	26.9	C	R	0.38	25.3	C	R	0.40	25.8	C	R	0.43	26.5	C	R	0.36	25.0	C
Overall Intersection		-	-	**73.2**	**E**	-	-	**39.7**	**D**	-	-	**42.9**	**D**	-	-	**42.0**	**D**	-	-	**38.2**	**D**
Northern Boulevard at Parsons Boulevard																					
Northern Boulevard	EB	L	0.45	44.4	D	L	0.28	39.9	D	L	0.30	41.2	D	L	0.39	46.9	D	L	0.30	37.1	D
		T	1.16	118.5	F	T	0.76	35.0	C	T	0.80	36.9	D	T	0.72	33.1	C	T	0.77	35.1	D
		R	0.36	26.6	C	R	0.34	26.2	C	R	0.35	26.5	C	R	0.31	25.6	C	R	0.29	25.1	C
Northern Boulevard	WB	L	0.47	50.4	D	L	0.33	33.6	C	L	0.42	38.5	D	L	0.37	35.0	D	L	0.40	38.4	D
		TR	0.96	53.0	D	TR	0.95	50.9	D	TR	0.97	54.4	D	TR	1.00	61.9	E	TR	0.86	40.7	D
Parsons Boulevard	NB	L	0.88	85.4	F	L	1.05	127.2	F	L	0.96	100.2	F	L	0.93	89.9	F	L	0.94	93.1	F
		TR	0.65	44.5	D	TR	0.82	59.6	E	TR	0.66	46.6	D	TR	0.74	51.6	D	TR	0.66	47.6	D
Parsons Boulevard	SB	LTR	1.51	286.2	F	LTR	1.50	284.2	F	LTR	1.42	249.0	F	LTR	1.37	230.6	F	LTR	1.36	225.1	F
Overall Intersection		-	-	**105.5**	**F**	-	-	**81.2**	**F**	-	-	**74.7**	**E**	-	-	**72.9**	**E**	-	-	**65.4**	**E**
Roosevelt Avenue at 108th Street																					
Roosevelt Avenue	EB	LTR	1.07	84.5	F	LTR	0.86	39.6	D	LTR	0.76	31.6	C	LTR	0.84	36.5	D	LTR	0.76	31.4	C
Roosevelt Avenue	WB	LTR	1.20	130.9	F	LTR	0.95	44.5	D	LTR	0.96	42.1	D	LTR	0.89	34.0	C	LTR	0.93	35.1	D
108th Street	NB	LTR	1.17	149.8	F	LTR	1.17	154.8	F	LTR	1.16	150.5	F	LTR	1.12	136.0	F	LTR	1.17	154.8	F
108th Street	SB	LTR	1.09	123.3	F	LTR	1.09	126.8	F	LTR	1.09	127.9	F	LTR	1.11	134.0	F	LTR	1.10	130.5	F
Overall Intersection		-	-	**117.2**	**F**	-	-	**76.9**	**E**	-	-	**73.8**	**E**	-	-	**71.6**	**E**	-	-	**73.4**	**E**
Roosevelt Avenue at 111th Street																					
Roosevelt Avenue	EB	LTR	0.80	11.6	B	LTR	0.62	6.0	A	LTR	0.61	6.2	A	LTR	0.62	5.7	A	LTR	0.63	7.6	A
Roosevelt Avenue	WB	LTR	1.03	58.7	E	LTR	0.87	29.3	C	LTR	0.98	46.6	D	LTR	0.84	25.5	C	LTR	0.98	46.7	D
111th Street	NB	LTR	1.07	119.0	F	LTR	1.08	123.6	F	LTR	1.07	118.5	F	LTR	1.09	123.6	F	LTR	0.74	57.4	E
Overall Intersection		-	-	**50.1**	**D**	-	-	**39.3**	**D**	-	-	**48.5**	**D**	-	-	**37.5**	**D**	-	-	**33.9**	**C**
Roosevelt Avenue at 114th Street																					
Roosevelt Avenue	EB	LTR	1.81	392.7	F	LTR	1.17	117.6	F	LTR	1.08	87.4	F	LTR	1.15	106.8	F	LTR	1.15	109.2	F
Roosevelt Avenue	WB	LT	1.45	230.0	F	LT	1.08	74.7	E	LT	1.12	85.4	F	LT	1.06	66.8	E	LT	1.27	150.7	F
		R	0.29	7.8	A	R	0.32	5.7	A	R	0.82	25.1	C	R	0.26	5.1	A	R	0.93	37.2	D
114th Street	NB	LTR	1.07	122.6	F	LTR	1.07	125.6	F	LTR	1.08	128.3	F	LTR	1.07	122.4	F	LTR	1.08	129.0	F
114th Street	SB	L	1.13	172.2	F	L	1.10	157.6	F	L	1.02	144.0	F	L	1.13	163.9	F	L	1.15	186.5	F
		TR	1.06	134.9	F	TR	0.94	110.4	F	TR	0.83	79.5	E	TR	0.59	61.4	E	TR	1.03	132.5	F
Overall Intersection		-	-	**241.1**	**F**	-	-	**94.3**	**F**	-	-	**81.8**	**F**	-	-	**89.0**	**F**	-	-	**114.3**	**F**
Roosevelt Avenue at 126th Street/ Seaver Way																					
Roosevelt Avenue	EB	-	-	-	-	L	1.40	226.3	F	DefL	1.13	111.2	F	DefL	1.13	116.0	F	-	-	-	-
		-	-	-	-	TR	0.54	15.3	B	TR	0.63	17.6	B	TR	0.47	13.2	B	-	-	-	-
		LTR	0.58	16.2	B	-	-	-	-	LTR	(4)	49.8	D	LTR	(4)	55.0	D	LTR	0.61	15.9	B
Roosevelt Avenue	WB	LTR	0.46	12.6	B	LTR	0.55	11.7	B	LTR	0.42	9.9	A	LTR	0.45	10.3	B	LTR	0.34	9.1	A
126th Street/ Seaver Way	NB	LTR	0.15	32.3	C	LTR	0.12	35.5	D	LTR	0.14	36.0	D	LTR	0.15	36.2	D	LTR	0.15	36.0	D
126th Street/ Seaver Way	SB	L	0.85	61.2	E	L	0.71	54.6	D	L	0.94	77.8	E	L	0.60	47.6	D	L	0.56	30.2	C
		TR	0.49	39.0	D	TR	0.84	63.3	E	TR	1.16	138.0	F	TR	0.78	56.7	E	TR	0.61	31.5	C
Overall Intersection		-	-	**24.0**	**C**	-	-	**55.0**	**D**	-	-	**49.9**	**D**	-	-	**37.6**	**D**	-	-	**16.9**	**B**
Roosevelt Avenue westbound at College Point Boulevard																					
Roosevelt Avenue	WB	LTR	0.52	39.2	D	LTR	0.42	27.4	C	LTR	0.48	27.8	C	LTR	0.54	28.7	C	LTR	0.40	25.6	C
College Point Boulevard	NB	L	0.76	48.8	D	L	0.91	51.8	D	L	0.74	43.8	D	L	0.88	56.3	E	L	0.80	48.8	D
		T	0.54	10.7	B	T	0.49	7.3	A	T	0.51	10.3	B	T	0.46	8.0	A	T	0.56	11.9	B
College Point Boulevard	SB	TR	1.08	93.1	F	TR	1.09	88.5	F	TR	0.97	54.1	D	TR	1.14	108.6	F	TR	0.89	42.3	D
Overall Intersection		-	-	**50.5**	**D**	-	-	**47.3**	**D**	-	-	**32.7**	**C**	-	-	**56.8**	**E**	-	-	**28.1**	**C**
Roosevelt Avenue eastbound at College Point Boulevard																					
Roosevelt Avenue	EB	LTR	0.90	40.3	D	LTR	0.95	43.2	D	LTR	0.70	22.9	C	LTR	0.49	18.6	B	LTR	0.57	19.9	B
College Point Boulevard	NB	TR	0.69	28.8	C	TR	0.78	25.7	C	TR	0.68	23.0	C	TR	0.62	21.7	C	TR	0.70	23.3	C
College Point Boulevard	SB	LT	0.70	5.8	A	LT	0.55	4.5	A	LT	0.59	5.1	A	LT	0.61	5.2	A	LT	0.55	5.4	A
Overall Intersection		-	-	**25.0**	**C**	-	-	**25.2**	**C**	-	-	**17.1**	**B**	-	-	**15.0**	**B**	-	-	**16.9**	**B**
Roosevelt Avenue at Prince Street																					
Roosevelt Avenue	EB	LT	0.97	60.1	E	LT	0.98	51.4	D	LT	0.86	37.1	D	LT	0.87	39.0	D	LT	0.86	39.7	D
		R	0.45	27.1	C	R	0.52	19.9	B	R	0.58	27.3	C	R	0.37	19.1	B	R	0.38	20.3	C
Roosevelt Avenue	WB	LTR	0.75	18.0	B	LTR	0.81	18.6	B	LTR	0.79	16.4	B	LTR	0.83	19.2	B	LTR	0.72	14.8	B
Prince Street	SB	LTR	0.82	47.6	D	LTR	0.95	71.8	E	LTR	0.94	70.5	E	LTR	1.02	86.7	F	LTR	1.01	86.5	F
Overall Intersection		-	-	**41.0**	**D**	-	-	**41.4**	**D**	-	-	**35.7**	**D**	-	-	**41.3**	**D**	-	-	**41.1**	**D**

TABLE D-6
Queens Future
2030 NO-ACTION CONDITION - GAMEDAY TRAFFIC LEVEL OF SERVICE

		Weekday PM Peak Hour				Saturday PM Pre Game Peak Hour				Saturday PM Post Game Peak Hour				Sunday Midday Peak Hour				Sunday PM Peak Hour			
				Control				Control				Control				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at Main Street																					
Roosevelt Avenue	EB	LTR	0.89	39.1	D	LTR	0.79	24.6	C	LTR	0.64	20.2	C	LTR	0.66	20.4	C	LTR	0.68	21.0	C
Roosevelt Avenue	WB	LTR	1.12	111.7	F	LTR	0.78	25.6	C	LTR	0.80	24.7	C	LTR	0.80	26.2	C	LTR	0.68	23.1	C
Main Street	NB	LTR	0.37	17.5	B	LTR	0.53	21.3	C	LTR	0.56	22.2	C	LTR	0.53	21.3	C	LTR	0.51	20.5	C
Main Street	SB	LTR	0.26	15.8	B	LTR	0.27	16.7	B	LTR	0.36	17.9	B	LTR	0.25	16.2	B	LTR	0.31	17.1	B
Overall Intersection		**-**	**-**	**62.8**	**E**	**-**	**-**	**23.5**	**C**	**-**	**-**	**22.0**	**C**	**-**	**-**	**22.5**	**C**	**-**	**-**	**21.1**	**C**
Roosevelt Avenue at Union Street																					
Roosevelt Avenue	EB	LTR	0.72	7.7	A	LTR	1.00	50.6	D	LTR	0.87	32.3	C	LTR	0.79	26.6	C	LTR	0.84	28.0	C
Roosevelt Avenue	WB	LTR	0.99	67.3	E	LTR	1.09	99.4	F	LTR	1.16	123.9	F	LTR	1.07	93.6	F	LTR	0.97	65.8	E
Union Street	NB	LTR	0.53	35.2	D	LTR	0.47	22.4	C	LTR	0.38	20.8	C	LTR	0.58	24.8	C	LTR	0.42	21.5	C
Union Street	SB	LT	1.12	124.1	F	LT	1.09	101.6	F	LT	1.07	96.5	F	LT	1.11	108.7	F	LT	1.10	107.9	F
		R	0.66	52.3	D	R	0.82	51.6	D	R	0.71	40.5	D	R	0.77	45.7	D	R	0.62	33.3	C
Overall Intersection		**-**	**-**	**60.3**	**E**	**-**	**-**	**69.6**	**E**	**-**	**-**	**72.5**	**E**	**-**	**-**	**63.8**	**E**	**-**	**-**	**54.9**	**D**
Roosevelt Avenue at Parsons Boulevard																					
Roosevelt Avenue	EB	LT	0.62	36.3	D	LT	0.58	30.0	C	LTR	0.58	28.8	C	LTR	0.62	30.6	C	LTR	0.59	28.9	C
		R	0.21	24.9	C	R	0.15	20.1	C	-	-	-	-	-	-	-	-	-	-	-	-
Roosevelt Avenue	WB	LT	0.80	47.0	D	LT	0.52	26.4	C	LTR	0.73	34.7	C	LTR	0.74	35.1	D	LTR	0.63	30.0	C
		R	0.10	23.2	C	R	0.13	19.9	B	-	-	-	-	-	-	-	-	-	-	-	-
Parsons Boulevard	NB	LT	1.05	100.0	F	LTR	0.94	62.1	E	LTR	0.80	41.2	D	LTR	0.90	51.4	D	LTR	0.90	53.5	D
		R	0.09	22.8	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Parsons Boulevard	SB	LTR	0.76	41.3	D	LTR	0.91	51.5	D	LTR	0.90	50.9	D	LTR	0.79	38.7	D	LTR	0.86	44.8	D
Overall Intersection		**-**	**-**	**53.7**	**D**	**-**	**-**	**44.3**	**D**	**-**	**-**	**40.4**	**D**	**-**	**-**	**39.9**	**D**	**-**	**-**	**40.8**	**D**
34th Avenue/Shea Road at 126th Street/ Seaver Way						TA CONTROLLED								TA CONTROLLED							
Shea Road	EB	LT	0.63	53.1	D	LT	0.35	42.2	D	LT	0.60	53.1	D	LT	0.51	47.7	D	LT	0.64	54.7	D
		R	1.24	185.3	F	R	1.45	274.5	F	R	0.65	59.0	E	R	1.31	215.0	F	R	0.79	70.3	E
34th Avenue	WB	LTR	0.54	47.7	D	LTR	0.59	50.2	D	LTR	0.85	69.9	E	LTR	0.68	55.0	D	LTR	1.34	226.2	F
126th Street/ Seaver Way	NB	-	-	-	-	DefL	0.95	70.1	E	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	TR	0.59	28.1	C	-	-	-	-	-	-	-	-	-	-	-	-
		LTR	0.44	24.2	C	LTR	(5)	45.3	D	LTR	0.81	34.6	C	LTR	0.69	30.8	C	LTR	0.59	26.7	C
Northern Boulevard Off-Ramp	SB	LTR	0.40	23.5	C	LTR	0.45	24.5	C	LTR	0.04	18.6	B	LTR	0.54	26.4	C	LTR	0.11	19.4	B
Ramp from Whitestone Expressway	SEB	LR	1.09	119.7	F	-	-	-	-	LR	1.14	137.8	F	-	-	-	-	LR	0.18	40.9	D
		-	-	-	-	R	0.47	0.9	A	-	-	-	-	R	0.46	0.8	A	-	-	-	-
Overall Intersection		**-**	**-**	**76.4**	**E**	**-**	**-**	**55.2**	**E**	**-**	**-**	**65.0**	**E**	**-**	**-**	**43.3**	**D**	**-**	**-**	**75.2**	**E**
Shea Road at Boat Basin Place						TA CONTROLLED				TA CONTROLLED				TA CONTROLLED				TA CONTROLLED			
Shea Road	WB	LTR	0.48	28.9	C	LTR	0.54	11.2	B	LT	0.65	34.7	C	LTR	0.56	11.5	B	LT	0.46	29.8	C
		-	-	-	-	-	-	-	-	R	0.67	44.1	D	-	-	-	-	R	0.12	25.4	C
Boat Basin Place	NB	-	-	-	-	-	-	-	-	L	0.24	0.3	A	-	-	-	-	L	0.33	0.5	A
		LTR	0.13	7.5	A	LTR	0.19	25.4	C	TR	0.83	21.7	C	LTR	0.20	25.5	C	TR	1.18	108.0	F
Boat Basin Place	SB	LTR	0.52	11.2	B	LTR	0.79	39.2	D	LTR	0.58	14.7	B	LTR	0.90	48.9	D	LTR	1.06	85.3	F
Overall Intersection		**-**	**-**	**15.8**	**B**	**-**	**-**	**20.8**	**C**	**-**	**-**	**19.9**	**B**	**-**	**-**	**24.8**	**C**	**-**	**-**	**69.1**	**E**
34th Avenue at 114th Street																					
34th Avenue	EB	T	0.33	10.9	B	T	0.38	11.5	B	T	0.43	12.1	B	T	0.35	11.1	B	T	0.30	10.6	B
		R	0.13	9.0	A	R	0.17	9.3	A	R	0.13	9.0	A	R	0.07	8.5	A	R	0.10	8.8	A
114th Street	NB	R	0.18	0.3	A	R	0.24	0.4	A	R	0.32	0.5	A	R	0.23	0.3	A	R	0.43	0.8	A
114th Street	SB	L	0.60	31.1	C	L	0.73	36.5	D	L	0.86	45.9	D	L	0.75	37.4	D	L	1.06	86.9	F
		T	0.93	69.9	E	T	0.84	55.8	E	T	0.70	42.0	D	T	0.80	50.6	D	T	0.74	44.8	D
		R	0.12	0.2	A	R	0.09	0.1	A	R	0.15	0.2	A	R	0.10	0.1	A	R	0.09	0.1	A
Overall Intersection		**-**	**-**	**21.4**	**C**	**-**	**-**	**19.8**	**B**	**-**	**-**	**18.5**	**B**	**-**	**-**	**19.8**	**B**	**-**	**-**	**31.8**	**C**
Marina Road at Boat Basin Place			NEW SIGNAL				NEW SIGNAL				NEW SIGNAL				NEW SIGNAL				NEW SIGNAL		
Marina Road	EB	TR	0.05	5.4	A	TR	0.07	9.0	A	TR	0.09	13.5	B	TR	0.03	8.6	A	TR	0.05	13.1	B
Marina Road	WB	L	1.01	49.6	D	L	0.68	19.9	B	L	0.28	16.0	B	L	0.81	27.1	C	L	0.44	19.5	B
		T	0.15	6.0	A	T	0.22	10.2	B	T	0.59	21.2	C	T	0.22	10.2	B	T	0.42	17.6	B
Boat Basin Place	NB	L	0.24	41.4	D	L	0.50	42.0	D	L	1.10	105.6	F	L	0.56	44.9	D	L	1.34	209.4	F
		R	0.24	41.7	D	R	0.32	36.4	D	R	0.70	39.3	D	R	0.14	32.8	C	R	1.38	228.0	F
Overall Intersection		**-**	**-**	**40.1**	**D**	**-**	**-**	**21.1**	**C**	**-**	**-**	**52.0**	**D**	**-**	**-**	**25.1**	**C**	**-**	**-**	**132.8**	**F**
UNSIGNALIZED INTERSECTIONS																					
Northern Boulevard eastbound at 126th Place																					
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
126th Place	NB	R	-	9.7	A	R	-	11.7	B	R	-	15.2	C	R	-	11.8	B	R	-	15.1	C
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**0.4**	**A**	**-**	**-**	**0.4**	**A**

TABLE D-6
Queens Future
2030 NO-ACTION CONDITION - GAMEDAY TRAFFIC LEVEL OF SERVICE

		Weekday PM Peak Hour				Saturday PM Pre Game Peak Hour				Saturday PM Post Game Peak Hour				Sunday Midday Peak Hour				Sunday PM Peak Hour			
				Control				Control				Control				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at Stadium Place North																					
Roosevelt Avenue	EB	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A
Roosevelt Avenue	WB	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A
Stadium Place North	SB	R	-	17.3	C	R	-	13.6	B	R	-	13.5	B	R	-	13.5	B	R	-	28.4	D
Overall Intersection		**-**	**-**	**3.4**	**A**	**-**	**-**	**1.7**	**A**	**-**	**-**	**0.4**	**A**	**-**	**-**	**1.6**	**A**	**-**	**-**	**4.8**	**A**
Roosevelt Avenue at Stadium Place																					
Roosevelt Avenue	EB	LTR	-	1.8	A	LTR	-	9.1	A	LTR	-	8.3	A	LTR	-	13.4	B	LTR	-	11.0	B
Roosevelt Avenue	WB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**2.4**	**A**	**-**	**-**	**1.4**	**A**	**-**	**-**	**4.1**	**A**	**-**	**-**	**2.3**	**A**
Roosevelt Avenue at Stadium Place South																					
Roosevelt Avenue	EB	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A
Roosevelt Avenue	WB	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A
Stadium Place South	NB	R	-	11.5	B	R	-	33.6	D	LR	-	209.4	F	R	-	22.0	C	R	-	11.9	B
Overall Intersection		**-**	**-**	**0.9**	**A**	**-**	**-**	**9.3**	**A**	**-**	**-**	**51.7**	**F**	**-**	**-**	**5.9**	**A**	**-**	**-**	**1.1**	**A**
Roosevelt Avenue at Citi Field Entrance 3																					
Roosevelt Avenue	EB	LT	-	0.3	A	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.8	A	LT	-	0.0	A
Roosevelt Avenue	WB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Citi Field Entrance 3	SB	R	-	0.0	A	R	-	0.0	A	R	-	0.0	A	R	-	0.0	A	R	-	0.0	A
Overall Intersection		**-**	**-**	**0.1**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.5**	**A**	**-**	**-**	**0.0**	**A**
Roosevelt Avenue at Southfield Parking Lot																					
Roosevelt Avenue	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Roosevelt Avenue	WB	LT	-	0.1	A	LT	-	0.2	A	LT	-	0.0	A	LT	-	0.1	A	LT	-	0.0	A
Southfield Parking Lot	NB	L	-	23.8	C	L	-	36.5	E	L	-	42.2	E	L	-	28.6	D	L	-	19.6	C
		R	-	11.6	B	R	-	13.8	B	R	-	15.5	C	R	-	12.6	B	R	-	13.9	B
Overall Intersection		**-**	**-**	**0.9**	**A**	**-**	**-**	**0.2**	**A**	**-**	**-**	**0.2**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**1.6**	**A**
Shea Road at Citi Field Entrance 10																					
Shea Road	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Shea Road	WB	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A
Citi Field Entrance 10	NB	LR	-	13.1	B	LR	-	13.0	B	LR	-	0.0	A	LR	-	12.5	B	LR	-	0.0	A
Overall Intersection		**-**	**-**	**0.5**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.1**	**A**	**-**	**-**	**0.0**	**A**
Shea Road/ Citi Field Entrance 8 at Boat Basin Place																					
Shea Road	EB	LTR	-	19.2	C	LTR	-	15.0	C	LTR	-	16.1	C	LTR	-	31.4	E	LTR	-	26.1	D
Citi Field Entrance 8	WB	R	-	8.6	A	R	-	8.3	A	R	-	14.0	B	R	-	8.3	A	R	-	17.1	C
Boat Basin Place	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Boat Basin Place	SB	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A
Overall Intersection		**-**	**-**	**6.3**	**A**	**-**	**-**	**3.8**	**A**	**-**	**-**	**0.8**	**A**	**-**	**-**	**6.3**	**A**	**-**	**-**	**2.0**	**A**
Shea Road at Citi Field Entrance 6 and 7																					
Citi Field Entrance 7	EB	LTR	-	0.0	A	LTR	-	10.4	B	LTR	-	16.7	C	LTR	-	10.8	B	LTR	-	17.7	C
Citi Field Entrance 6	WB	LTR	-	10.0	A	LTR	-	17.8	C	LTR	-	0.0	A	LTR	-	0.0	A	LTR	-	0.0	A
Shea Road	NB	LTR	-	0.0	A	LTR	-	0.1	A	LTR	-	0.4	A	LTR	-	0.1	A	LTR	-	0.0	A
Shea Road	SB	LTR	-	0.0	A	LTR	-	0.0	A	LTR	-	0.0	A	LTR	-	0.0	A	LTR	-	0.0	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**0.1**	**A**	**-**	**-**	**1.9**	**A**	**-**	**-**	**0.1**	**A**	**-**	**-**	**1.5**	**A**
Grand Central Parkway westbound exit ramp at West Park Loop/ Shea Road																					
Grand Central Parkway westbound exit ramp	EB	L	-	16.1	C	L	-	15.0	B	L	-	14.4	B	L	-	16.1	C	L	-	20.3	C
		R	-	12.0	B	R	-	29.2	D	R	-	23.4	C	R	-	12.7	B	R	-	17.7	C
Shea Road	NB	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A	T	-	0.0	A
Shea Road	SB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Overall Intersection		**-**	**-**	**6.6**	**A**	**-**	**-**	**12.0**	**B**	**-**	**-**	**4.5**	**A**	**-**	**-**	**7.7**	**A**	**-**	**-**	**2.4**	**A**
Grand Central Parkway westbound Entrance Ramp at Shea Road/ Citi Field Entrance 4											TA CONTROLLED								TA CONTROLLED		
Citi Field Entrance 4	WB	LTR	-	24.2	C	LTR	-	18.8	C	LTR	0.40	7.3	A	LTR	-	17.8	C	LTR	0.70	25.8	C
Shea Road	NB	LTR	-	7.9	A	LTR	-	8.1	A	-	-	-	-	LTR	-	6.8	A	-	-	-	-
Shea Road	SB	LTR	-	0.0	A	LTR	-	0.0	A	TR	1.00	81.4	F	LTR	-	0.0	A	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	0.42	16.2	B
Overall Intersection		**-**	**-**	**5.0**	**A**	**-**	**-**	**1.8**	**A**	**-**	**-**	**26.7**	**C**	**-**	**-**	**2.4**	**A**	**-**	**-**	**23.6**	**C**
Shea Road at Stadium Place North																					
Stadium Place North	WB	LR	-	17.6	C	LR	-	404.5	F	LR	-	27.8	D	LR	-	49.6	E	LR	-	20.8	C
Shea Road	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Shea Road	SB	LT	-	5.5	A	LT	-	0.6	A	LT	-	1.5	A	LT	-	0.5	A	LT	-	0.0	A
Overall Intersection		**-**	**-**	**4.9**	**A**	**-**	**-**	**122.3**	**F**	**-**	**-**	**20.0**	**C**	**-**	**-**	**19.2**	**C**	**-**	**-**	**12.7**	**B**

TABLE D-6
Queens Future
2030 NO-ACTION CONDITION - GAMEDAY TRAFFIC LEVEL OF SERVICE

		Weekday PM Peak Hour				Saturday PM Pre Game Peak Hour				Saturday PM Post Game Peak Hour				Sunday Midday Peak Hour				Sunday PM Peak Hour			
				Control				Control				Control				Control				Control			
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Shea Road at Olmsted Drive											TA CONTROLLED										
Olmsted Drive	WB	LR	-	31.9	D	LR	-	(3)	F	LR	0.7	31.4	C	LR	-	407.0	F	LR	-	172.2	F
Shea Road	NB	TR	-	0.0	A	TR	-	0.0	A	R	0.3	0.5	A	TR	-	0.0	A	TR	-	0.0	A
Shea Road	SB	LT	-	1.1	A	LT	-	87.5	F	LT	0.7	15.5	B	LT	-	22.0	C	LT	-	0.2	A
Overall Intersection		**-**	**-**	**12.2**	**B**	**-**	**-**	**(3)**	**F**	**-**	**-**	**15.2**	**B**	**-**	**-**	**15.1**	**C**	**-**	**-**	**53.8**	**F**
Shea Road at Meridian Road																					
Meridian Road	WB	LR	-	10.3	B	LR	-	16.1	C	LR	-	11.6	B	LR	-	11.3	B	LR	-	19.5	C
Shea Road	NB	TR	-	18.0	C	TR	-	41.5	E	TR	-	22.2	C	TR	-	39.2	E	TR	-	31.5	D
Shea Road	SB	L	-	9.5	A	L	-	11.0	B	L	-	9.5	A	L	-	9.0	A	L	-	11.1	B
		T	-	8.9	A	T	-	10.4	B	T	-	259.7	F	T	-	7.8	A	T	-	250.8	F
Overall Intersection		**-**	**-**	**14.2**	**B**	**-**	**-**	**27.9**	**D**	**-**	**-**	**152.8**	**F**	**-**	**-**	**31.3**	**D**	**-**	**-**	**129.5**	**F**
Shea Road at Grand Central Parkway westbound exit ramp (9P)																					
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	37.3	E	L	-	39.4	E	L	-	500+	F	L	-	41.7	E	L	-	242.6	F
		R	-	10.1	B	R	-	13.1	B	R	-	27.1	D	R	-	10.4	B	R	-	22.8	C
Shea Road	NB	LT	-	3.6	A	LT	-	2.2	A	LT	-	5.3	A	LT	-	3.1	A	LT	-	3.1	A
Shea Road	SB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Overall Intersection		**-**	**-**	**18.6**	**C**	**-**	**-**	**17.3**	**C**	**-**	**-**	**138.1**	**F**	**-**	**-**	**25.1**	**D**	**-**	**-**	**47.1**	**E**
Shea Road at New York Avenue																					
New York Avenue	WB	LR	-	13.7	B	LR	-	15.2	C	LR	-	85.0	F	LR	-	14.1	B	LR	-	29.6	D
Shea Road	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Shea Road	SB	LT	-	5.2	A	LT	-	5.4	A	LT	-	7.6	A	LT	-	6.2	A	LT	-	6.6	A
Overall Intersection		**-**	**-**	**6.9**	**A**	**-**	**-**	**4.2**	**A**	**-**	**-**	**17.1**	**C**	**-**	**-**	**4.3**	**A**	**-**	**-**	**5.2**	**A**
126th Street/ Seaver Way at Citi Field Entrance 11											TA CONTROLLED								TA CONTROLLED		
Citi Field Entrance 11	EB	LR	-	18.4	C	LR	-	205.1	F	LR	0.23	17.0	B	LR	-	106.1	F	LR	0.20	16.6	B
126th Street/ Seaver Way	NB	LT	-	0.2	A	LT	-	0.5	A	LT	0.17	0.1	A	LT	-	0.4	A	LT	0.14	0.1	A
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	-	0.0	A	TR	0.29	24.4	C	TR	-	0.0	A	TR	0.29	24.3	C
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**0.9**	**A**	**-**	**-**	**11.2**	**B**	**-**	**-**	**1.0**	**A**	**-**	**-**	**11.7**	**B**
36th Avenue at 126th Street/ Seaver Way																					
36th Avenue	WB	LR	-	11.7	B	LR	-	14.9	B	LR	-	12.8	B	LR	-	12.2	B	LR	-	11.9	B
126th Street/ Seaver Way	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
126th Street/ Seaver Way	SB	LT	-	0.1	A	LT	-	0.2	A	LT	-	0.1	A	LT	-	0.1	A	LT	-	0.1	A
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**0.2**	**A**	**-**	**-**	**0.3**	**A**
126th Street/ Seaver Way at Citi Field Entrance 1											TA CONTROLLED								TA CONTROLLED		
Citi Field Entrance 1	EB	LR	-	16.5	C	LR	-	18.5	C	LR	0.32	12.2	B	LR	-	13.5	B	LR	0.28	12.1	B
126th Street/ Seaver Way	NB	LT	-	0.6	A	LT	-	1.3	A	LT	0.15	0.0	A	LT	-	1.2	A	LT	0.06	0.0	A
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	-	0.0	A	TR	0.36	33.3	C	TR	-	0.0	A	TR	0.33	32.2	C
Overall Intersection		**-**	**-**	**0.7**	**A**	**-**	**-**	**1.0**	**A**	**-**	**-**	**13.4**	**B**	**-**	**-**	**0.7**	**A**	**-**	**-**	**17.2**	**B**
Stadium Place South at Southfield Parking Lot																					
Southfield Parking	WB	LR	-	11.7	B	LR	-	18.5	C	LR	-	69.2	F	LR	-	15.0	C	LR	-	19.0	C
Stadium Place South	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Stadium Place South	SB	LT	-	0.2	A	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A
Overall Intersection		**-**	**-**	**0.7**	**A**	**-**	**-**	**0.1**	**A**	**-**	**-**	**39.2**	**E**	**-**	**-**	**0.0**	**A**	**-**	**-**	**14.5**	**B**
Stadium Place South at Olmsted Drive																					
Olmsted Drive	EB	LT	-	7.1	A	LT	-	13.7	B	LT	-	8.0	A	LT	-	11.0	B	LT	-	7.5	A
Olmsted Drive	WB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
Stadium Place South	SB	LR	-	10.2	B	LR	-	0.0	A	LR	-	10.3	B	LR	-	0.0	A	LR	-	11.3	B
Overall Intersection		**-**	**-**	**8.9**	**A**	**-**	**-**	**13.5**	**B**	**-**	**-**	**9.0**	**A**	**-**	**-**	**10.9**	**B**	**-**	**-**	**10.2**	**B**
New York Avenue at United Nations Avenue North																					
United Nations Avenue North	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A
United Nations Avenue North	WB	LT	-	1.0	A	LT	-	1.0	A	LT	-	0.4	A	LT	-	11.1	B	LT	-	0.0	A
New York Avenue	NB	LR	-	13.0	B	LR	-	133.3	F	LR	-	472.9	F	LR	-	(3)	F	LR	-	(3)	F
Overall Intersection		**-**	**-**	**6.2**	**A**	**-**	**-**	**117.5**	**F**	**-**	**-**	**352.0**	**F**	**-**	**-**	**(3)**	**F**	**-**	**-**	**(3)**	**F**

(1) Control delay is measured in seconds per vehicle.
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
(3) Movement delay and overall delay cannot be calculated; exceeds the Synchro software threshold.
(4) Under the No Action condition the EB approach would operate with a defacto-left (DefL) lane group and a shared through-right (TR) lane group. As a result of traffic volume reassignments under the With Action condition no defacto movemnts would be present. Therefore the EB approach has been modeled as it is striped in the Existing conditions, as a shared left-through-right (LTR) lane group. The total approach delay under the No Action is shown for impact analysis comparison purposes.
(5) Under the No Action condition the NB approach would operate with a defacto-left (DefL) lane group and a shared through-right (TR) lane group. As a result of project roadway improvements under the With Action condition no defacto movemnts would be present. Therefore the NB approach has been modeled as it is striped in the Existing conditions, as a shared left-through-right (LTR) lane group. The total approach delay under the No Action is shown for impact analysis comparison purposes.
Note: Lane groups reflecting v/c ratios greater than 2.00 or delays greater than 500 seconds are presented in the tables as having v/c ratios of "2.00+" and delays of "500+" seconds.

TABLE D-7
Queens Future
NO-ACTION NON-GAMEDAY HIGHWAY LEVEL OF SERVICE

ID	Mainline	Direction	Segment	Facility Type	NON-GAMEDAY SCENARIOS											
					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday PM Peak Hour		
					Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS
1	GCP	WB	GCP WB north of ramp from LIE	Merge	37.7	81.8	F	48.0	21.6	C	47.5	24.0	C	48.0	22.4	C
2	GCP	WB	GCP WB south of Hall of Science Bridge overpass	Basic	37.7	88.7	F	48.0	22.3	C	47.5	26.2	D	48.0	22.9	C
3	GCP	WB	GCP WB south of Exit 9P	Diverge	37.7	76.3	F	48.0	25.9	C	47.5	35.4	E	48.0	27.5	C
4	GCP	WB	GCP WB Inner north of Inner/Outer split	Basic	40.2	85.5	F	47.9	32.0	D	47.7	33.9	D	48.0	30.4	D
5	GCP	WB	GCP WB Inner south of Exit 9W	Diverge	40.2	99.9	F	47.9	22.2	C	47.7	24.2	C	48.0	21.9	C
6	GCP	WB	GCP WB Inner north of Exit 9W	Basic	48.8	24.9	C	48.0	25.0	C	48.1	24.8	C	48.3	21.6	C
7	GCP	WB	GCP WB Outer north of Inner/Outer split	Basic	47.4	30.9	D	48.7	19.1	C	48.6	21.1	C	48.6	21.8	C
8	GCP	WB	GCP WB Outer north of ramp from Meridian Road	Merge	46.5	32.3	D	48.5	13.8	B	48.3	15.3	B	48.5	15.0	B
9	GCP	WB	GCP WB Outer at Roosevelt Avenue overpass	Basic	46.5	42.3	E	48.5	22.0	C	48.3	24.5	C	48.5	24.0	C
10	GCP	WB	GCP WB Outer south of Exit 9E	Diverge	46.5	31.5	D	48.5	17.0	B	48.3	19.0	B	48.5	18.5	B
11	GCP	WB	GCP WB Outer north of Exit 9E	Basic	48.1	16.9	B	48.6	15.4	B	48.3	16.6	B	48.4	17.3	B
12	GCP	WB	GCP WB Outer north of ramp from Shea Road	Merge	48.6	12.3	B	48.6	11.3	B	48.5	12.3	B	48.3	14.0	B
13	GCP	WB	GCP WB Outer south of ramp from Marina Road	Basic	48.6	18.4	C	48.6	16.9	B	48.5	18.4	C	48.3	20.6	C
14	GCP	WB	GCP WB Outer north of ramp from Marina Road	Basic	46.7	25.5	C	47.3	23.3	C	47.5	22.3	C	47.6	22.9	C
15	GCP	WB	GCP WB north of Inner/Outer merge	Basic	30.2	25.1	C	48.1	23.8	C	48.1	23.1	C	48.1	22.4	C
16	GCP	WB	GCP WB at Marina Pedestrian Overpass	Basic	30.2	31.8	D	48.1	28.4	D	48.1	27.6	D	48.1	26.8	D
17	GCP	WB	GCP WB at Exit 9E Weave/Shea Road	Weave	29.1	29.0	D	30.7	8.8	A	29.1	16.6	B	30.7	8.7	A
18	GCP	WB	GCP WB exit 9E ramp to Whitestone Expressway EB Outer	Merge	36.2	33.1	D	39.3	12.7	B	35.8	32.1	D	41.0	7.4	A
19	GCP	EB	GCP EB east of Exit 8	Basic	45.8	36.1	E	45.3	38.2	E	44.7	43.6	E	46.5	33.1	D
20	GCP	EB	GCP EB west of Exit 9E	Diverge	45.8	32.6	D	45.3	35.1	E	44.7	37.2	E	46.5	29.2	D
21	GCP	EB	GCP EB south of Exit 9E	Basic	48.6	24.4	C	48.4	27.3	D	48.3	28.4	D	48.5	26.4	D
22	GCP	EB	GCP EB south of Exit 9E and ramp from Whitestone Expressway WB	Merge	47.8	24.8	C	47.9	25.0	C	48.1	24.3	C	48.2	23.0	C
23	GCP	EB	GCP EB north of ramp from Astoria Boulevard and 34th Avenue	Basic	47.8	33.3	D	47.9	33.6	D	48.1	32.6	D	48.2	30.7	D
24	GCP	EB	GCP EB south of ramp from Astoria Boulevard and 34th Avenue	Merge	46.7	32.2	D	46.8	33.3	D	46.6	33.1	D	46.8	31.5	D
25	GCP	EB	GCP EB north of ramp from Hall of Science	Basic	47.8	31.9	D	48.0	32.0	D	47.3	34.7	D	48.1	30.2	D
26	GCP	EB	GCP EB south of ramp from Hall of Science	Merge	39.9	30.9	D	40.1	29.3	D	30.0	35.1	E	40.1	27.5	C
27	GCP	EB	GCP EB south of Hall of Science Bridge overpass	Basic	39.9	37.7	E	40.1	38.1	E	30.0	50.9	F	40.1	36.0	E
28	GCP	EB	GCP EB north of ramp to LIE	Diverge	39.9	29.7	D	40.1	30.3	D	30.0	39.7	E	40.1	28.5	D
29	GCP	EB	GCP EB ramp to Whitestone Expressway EB Outer (Exit 9E)	Basic	47.7	33.1	D	47.7	31.6	D	47.4	34.8	D	48.3	25.4	C
30	VWE	NB	VWE NB north of ramp from College Point Boulevard	Basic	38.7	52.9	F	45.2	36.7	E	47.6	31.5	D	48.0	28.7	D
31	VWE	NB	VWE NB south of Exit 13	Diverge	38.7	57.6	F	45.2	45.0	F	47.6	37.9	E	48.0	31.3	D
32	VWE	NB	VWE NB north of Exit 13	Basic	45.0	55.4	F	48.2	24.1	C	47.5	38.1	E	47.7	31.0	D
33	VWE	NB	VWE NB ramp to Northern Boulevard and Whitestone Expressway WB (exit 13)	Diverge	28.6	32.7	D	27.9	52.3	F	30.0	21.4	C	30.4	20.4	C
34	VWE	NB	VWE NB south of Exit 14	Diverge	45.0	40.4	E	48.2	23.0	C	47.5	36.0	E	47.7	26.8	C
35	VWE	NB	VWE NB ramp to Whitestone Expressway EB	Basic	47.7	26.0	D	48.8	15.0	B	48.6	22.3	C	48.4	23.3	C
36	VWE	SB	VWE SB ramp from Whitestone Expressway WB	Basic	48.0	32.1	D	44.4	50.2	F	47.6	36.2	E	47.7	34.0	D
37	VWE	SB	VWE SB ramp from Whitestone Expressway EB and Northern Boulevard WB	Merge	33.3	24.2	C	17.5	137.0	F	33.0	37.5	E	33.5	19.7	B
38	VWE	SB	VWE SB south of ramps from Whitestone Expressway and Northern Boulevard	Merge	47.7	30.6	D	22.0	123.6	F	47.5	35.7	E	47.6	31.0	D
39	VWE	SB	VWE SB north of ramp to College Point Boulevard	Basic	47.7	30.8	D	22.0	125.9	F	47.5	36.1	E	47.6	31.3	D
40	Whitestone Exp	EB	Astoria Boulevard EB ramp to Whitestone Expressway EB Inner	Basic	26.2	8.3	A	26.1	10.7	A	25.7	20.9	C	26.2	7.3	A
41	Whitestone Exp	EB	Whitestone Expressway EB Inner east of ramps from Astoria Boulevard and Northern B	Merge	40.5	7.5	A	40.4	9.4	A	40.1	16.0	B	40.6	7.1	A
42	Whitestone Exp	EB	Whitestone Expressway EB Inner west of ramp from Whitestone Expressway EB Outer	Basic	24.1	11.0	B	29.8	14.0	B	29.7	24.1	C	29.6	10.8	A
43	Whitestone Exp	EB	Whitestone Expressway EB west of ramp to VWE SB	Weave	39.7	25.3	C	39.8	32.3	D	39.4	40.4	E	40.2	18.1	B
44	Whitestone Exp	EB	Whitestone Expressway EB south of Exit 14	Diverge	40.1	27.6	C	40.1	26.1	C	31.5	55.8	F	40.5	18.5	B
45	Whitestone Exp	EB	Whitestone Expressway EB south of ramp from VWE NB	Basic	48.8	23.1	C	48.7	23.0	C	48.6	26.9	D	49.2	16.0	B
46	Whitestone Exp	EB	Astoria Boulevard EB and GCP EB ramp to Whitestone Expressway EB Outer	Basic	25.9	31.9	D	25.9	29.4	D	25.8	35.7	E	26.0	23.7	C
47	Whitestone Exp	EB	Whitestone Expressway EB Outer west of split to Inner/Northern Boulevard EB	Weave	46.0	39.2	E	47.6	23.0	C	45.4	37.0	E	48.9	15.7	B
48	Whitestone Exp	EB	Whitestone Expressway EB Outer ramp to Whitestone Expressway EB	Basic	40.5	38.2	E	40.5	35.6	E	40.4	39.9	E	40.8	25.1	C
49	Whitestone Exp	WB	Whitestone Expressway WB north of ramp from Service Road/Linden Place	Basic	45.8	39.1	E	47.9	27.3	D	47.6	30.4	D	48.0	27.6	D

TABLE D-7
Queens Future
NO-ACTION NON-GAMEDAY HIGHWAY LEVEL OF SERVICE

ID	Mainline	Direction	Segment	Facility Type	NON-GAMEDAY SCENARIOS											
					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday PM Peak Hour		
					Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS
50	Whitestone Exp	WB	Whitestone Expressway WB north of ramp to VWE SB	Weave	34.2	61.6	F	40.6	35.6	E	43.9	36.1	E	44.1	30.3	D
51	Whitestone Exp	WB	Whitestone Expressway WB south of ramp to VWE SB	Basic	33.8	66.3	F	39.9	33.6	D	47.1	24.5	C	47.6	19.3	C
52	Whitestone Exp	WB	Whitestone Expressway WB north of Exit 13D	Diverge	33.8	59.2	F	39.9	21.8	C	47.1	18.6	B	47.6	14.7	B
53	Whitestone Exp	WB	Whitestone Expressway WB south of Exit 13D	Basic	32.2	65.7	F	45.0	27.4	D	47.7	21.7	C	48.1	16.7	B
54	Whitestone Exp	WB	Whitestone Expressway WB east of Exit 13A/13B-C Split	Diverge	32.2	54.8	F	45.0	20.0	C	47.7	17.6	B	48.1	13.3	B
55	Whitestone Exp	WB	Whitestone Expressway WB Exit 13B-C Ramp	Basic	30.6	106.8	F	49.0	27.4	D	49.0	23.1	C	49.2	20.1	C
56	Whitestone Exp	WB	Whitestone Expressway WB west of ramp from Northern Expressway/VWE NB	Basic	22.8	93.6	F	47.8	33.2	D	48.1	23.3	C	48.1	21.9	C
57	Whitestone Exp	WB	Whitestone Expressway WB east of GCP EB/WB Split	Diverge	22.8	36.7	E	47.8	22.2	C	48.1	16.6	B	48.1	15.9	B
58	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP EB	Basic	30.5	24.7	C	31.3	16.0	B	31.7	10.5	A	31.6	11.2	B
59	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP WB	Basic	47.0	29.7	D	48.7	27.7	D	49.0	24.4	C	49.0	23.7	C
60	Whitestone Exp	WB	GCP WB Outer ramp from Whitestone Expressway WB and Marina Road	Merge	45.4	22.0	C	45.5	20.2	C	45.7	17.7	B	45.7	17.1	B
61	Astoria Blvd	EB	Astoria Boulevard ramp to GCP EB and Whitestone Expressway EB Outer	Diverge	26.3	9.5	A	26.3	10.6	B	26.3	15.2	B	26.3	9.2	A
62	Astoria Blvd	EB	Astoria Boulevard and 34th Avenue ramp to GCP EB	Merge	25.2	23.1	C	25.0	27.3	C	24.9	29.3	D	25.0	27.6	C
63	Astoria Blvd	WB	Whitestone Expressway WB ramp to Astoria Boulevard (exit 13A)	Basic	49.0	18.1	C	50.0	5.1	A	49.9	6.4	A	50.0	3.1	A
64	Astoria Blvd	WB	Whitestone Expressway WB and Northern Boulevard WB ramp to Astoria Boulevard	Basic	19.0	116.0	F	41.4	11.6	B	39.8	16.1	B	44.4	8.6	A
65	Northern Blvd	EB	Northern Boulevard EB east of 114th Street	Basic	29.1	14.1	B	29.3	15.1	B	34.8	18.2	C	29.6	12.7	B
66	Northern Blvd	EB	Northern Boulevard EB west of ramp to Whitestone Expressway EB	Diverge	29.1	10.5	B	29.3	11.1	B	34.8	15.2	B	29.6	9.0	A
67	Northern Blvd	EB	Northern Boulevard EB east of ramp to Whitestone Expressway EB	Basic	30.7	7.5	A	30.7	8.1	A	36.3	9.0	A	30.8	6.5	A
68	Northern Blvd	EB	Northern Boulevard EB west of ramp to Seaver Way	Diverge	30.7	5.0	A	30.7	5.7	A	36.3	6.1	A	30.8	4.5	A
69	Northern Blvd	EB	Northern Boulevard EB west of ramp from VWE NB	Basic	25.8	21.2	C	25.0	55.4	F	25.2	45.9	F	26.0	12.0	B
70	Northern Blvd	EB	Northern Boulevard EB east of ramp from VWE NB	Basic	26.9	98.6	F	21.8	145.4	F	25.5	97.5	F	28.0	17.4	B
71	Northern Blvd	WB	Northern Boulevard WB west of Prince Street	Basic	24.4	30.2	D	21.9	71.2	F	25.9	21.2	C	25.7	19.5	C
72	Northern Blvd	WB	Northern Boulevard WB east of ramp to VWE SB and Whitestone Expressway WB	Diverge	24.4	25.2	C	21.9	62.3	F	25.9	16.1	B	25.7	14.3	B
73	Northern Blvd	WB	Northern Boulevard WB west of ramp to VWE SB and Whitestone Expressway WB	Basic	28.9	28.5	D	29.8	12.0	B	30.4	10.8	A	30.1	10.6	A
74	Northern Blvd	WB	Northern Boulevard WB east of off-ramp to Whitestone Expressway WB	Diverge	28.9	29.0	D	29.8	9.4	A	30.4	8.3	A	30.1	8.3	A
75	Northern Blvd	WB	Northern Boulevard WB west of ramp to Marina Road	Basic	26.9	14.3	B	27.0	12.2	B	26.9	13.9	B	27.0	11.7	B
76	Northern Blvd	WB	Northern Boulevard WB west of ramp from Marina Road	Diverge	30.7	14.4	B	30.7	12.2	B	30.7	13.9	B	30.7	11.6	B

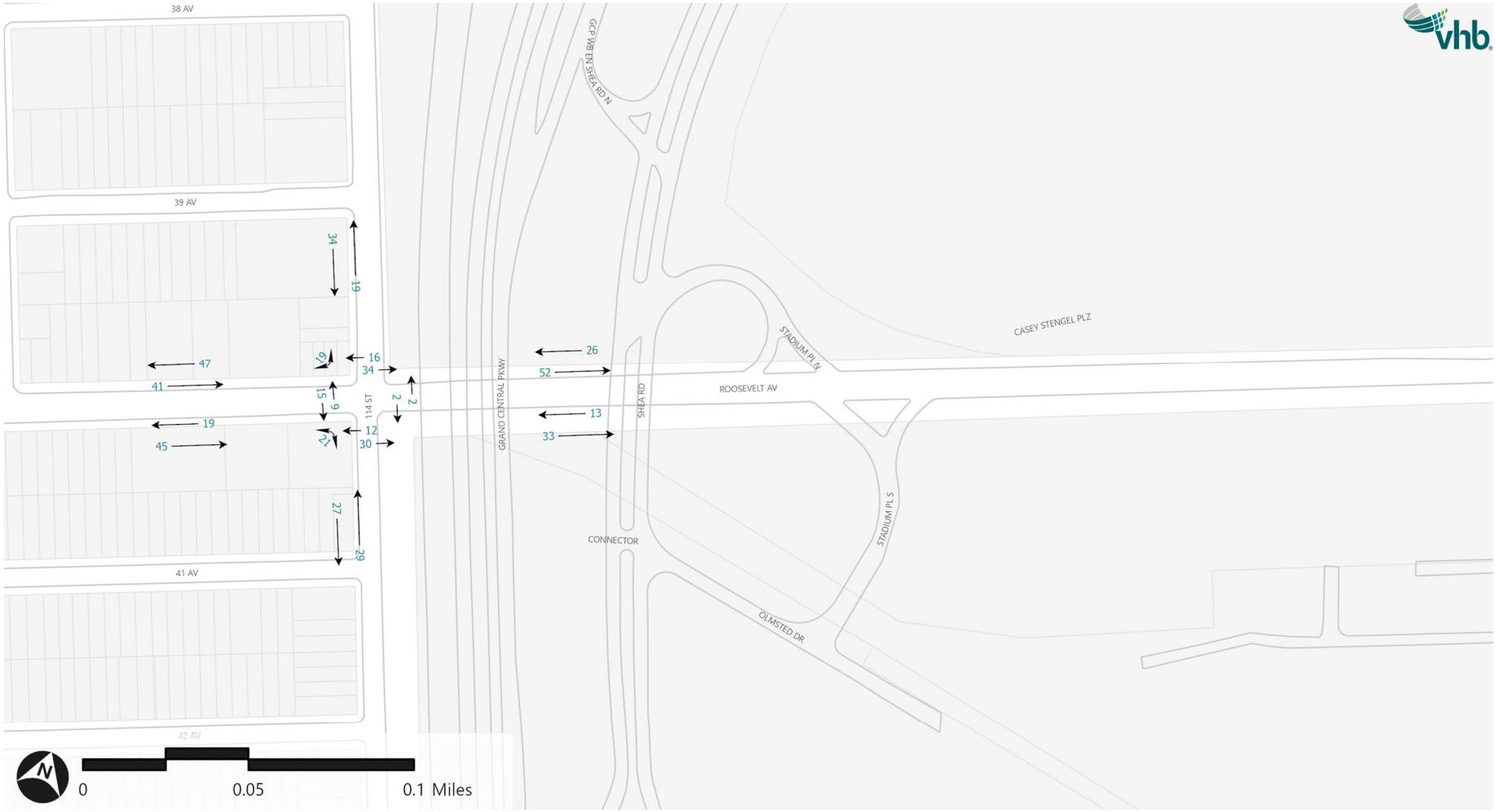
TABLE D-8
Queens Future
NO-ACTION GAMEDAY HIGHWAY LEVEL OF SERVICE

ID	Mainline	Direction	Segment	Facility Type	GAMEDAY SCENARIOS														
					Weekday PM Peak Hour			Saturday PM Pre Game Peak Hour			Saturday PM Post Game Peak Hour			Sunday Midday Peak Hour			Sunday PM Peak Hour		
					Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS
1	GCP	WB	GCP WB north of ramp from LIE	Merge	47.5	24.3	C	43.1	26.5	C	42.6	63.0	F	38.2	37.5	E	47.6	25.7	C
2	GCP	WB	GCP WB south of Hall of Science Bridge overpass	Basic	47.5	27.8	D	43.1	53.2	F	42.6	93.6	F	38.2	81.8	F	47.6	32.3	D
3	GCP	WB	GCP WB south of Exit 9P	Diverge	47.5	34.7	D	43.1	69.8	F	42.6	101.0	F	38.2	100.2	F	47.6	39.6	E
4	GCP	WB	GCP WB Inner north of Inner/Outer split	Basic	47.9	32.0	D	47.6	36.8	E	48.1	31.1	D	47.8	34.2	D	48.0	30.4	D
5	GCP	WB	GCP WB Inner south of Exit 9W	Diverge	47.9	22.6	C	47.6	25.9	C	48.1	21.7	C	47.8	24.1	C	48.0	21.5	C
6	GCP	WB	GCP WB Inner north of Exit 9W	Basic	48.2	23.2	C	48.0	27.4	D	48.2	24.3	C	48.0	26.5	D	48.3	21.7	C
7	GCP	WB	GCP WB Outer north of Inner/Outer split	Basic	48.4	21.9	C	48.8	20.2	C	48.7	19.8	C	48.8	19.5	C	49.1	15.8	B
8	GCP	WB	GCP WB Outer north of ramp from Meridian Road	Merge	46.7	28.5	D	48.4	15.0	B	47.8	18.5	B	48.9	13.6	B	48.2	14.5	B
9	GCP	WB	GCP WB Outer at Roosevelt Avenue overpass	Basic	46.7	43.4	E	48.4	26.3	D	47.8	29.1	D	48.9	24.7	C	48.2	22.1	C
10	GCP	WB	GCP WB Outer south of Exit 9E	Diverge	46.7	36.0	E	48.4	22.1	C	47.8	23.0	C	48.9	20.5	C	48.2	17.2	B
11	GCP	WB	GCP WB Outer north of Exit 9E	Basic	48.4	14.5	B	48.7	12.1	B	48.3	19.4	C	48.8	11.2	B	48.7	15.3	B
12	GCP	WB	GCP WB Outer north of ramp from Shea Road	Merge	48.8	10.8	B	49.1	9.0	A	48.1	16.3	B	49.2	8.3	A	48.4	13.6	B
13	GCP	WB	GCP WB Outer south of ramp from Marina Road	Basic	48.8	16.2	B	49.1	13.4	B	48.1	24.0	C	49.2	12.5	B	48.4	19.9	C
14	GCP	WB	GCP WB Outer north of ramp from Marina Road	Basic	47.4	22.7	C	47.6	19.7	C	47.3	25.3	C	46.7	22.5	C	46.4	23.4	C
15	GCP	WB	GCP WB north of Inner/Outer merge	Basic	48.2	22.9	C	48.2	22.1	C	47.9	25.0	C	48.2	23.5	C	48.1	22.3	C
16	GCP	WB	GCP WB at Marina Pedestrian Overpass	Basic	48.2	27.3	D	48.2	26.4	D	47.9	29.8	D	48.2	28.1	D	48.1	26.7	D
17	GCP	WB	GCP WB at Exit 9E Weave/Shea Road	Weave	23.0	61.8	F	30.6	35.9	E	29.6	42.9	E	30.9	11.2	B	29.9	42.5	E
18	GCP	WB	GCP WB exit 9E ramp to Whitestone Expressway EB Outer	Merge	23.7	68.8	F	32.2	13.6	B	30.0	53.5	F	38.1	7.1	A	32.9	43.3	F
19	GCP	EB	GCP EB east of Exit 8	Basic	42.0	51.3	F	42.8	44.4	E	45.6	36.2	E	43.8	46.6	F	46.6	32.8	D
20	GCP	EB	GCP EB west of Exit 9E	Diverge	42.0	43.4	F	42.8	40.4	E	45.6	34.4	D	43.8	40.8	E	46.6	28.6	D
21	GCP	EB	GCP EB south of Exit 9E	Basic	48.3	26.2	D	48.2	29.9	D	48.5	25.9	C	48.2	30.5	D	48.6	25.5	C
22	GCP	EB	GCP EB south of Exit 9E and ramp from Whitestone Expressway WB	Merge	48.2	22.6	C	48.0	24.7	C	48.2	23.0	C	48.0	25.3	C	48.1	23.4	C
23	GCP	EB	GCP EB north of ramp from Astoria Boulevard and 34th Avenue	Basic	48.2	30.3	D	48.0	33.2	D	48.2	30.7	D	48.0	33.8	D	48.1	31.3	D
24	GCP	EB	GCP EB south of ramp from Astoria Boulevard and 34th Avenue	Merge	46.3	33.0	D	46.5	34.9	D	32.0	90.4	F	46.4	35.1	E	45.7	36.6	E
25	GCP	EB	GCP EB north of ramp from Hall of Science	Basic	46.7	36.1	E	47.1	36.1	E	22.2	127.1	F	46.8	37.7	E	39.8	64.9	F
26	GCP	EB	GCP EB south of ramp from Hall of Science	Merge	30.0	36.2	E	40.1	39.6	E	21.7	106.5	F	47.4	38.7	E	19.4	67.7	F
27	GCP	EB	GCP EB south of Hall of Science Bridge overpass	Basic	30.0	50.2	F	40.1	41.6	E	21.7	79.2	F	47.4	35.1	E	19.4	75.0	F
28	GCP	EB	GCP EB north of ramp to LIE	Diverge	30.0	39.2	E	40.1	32.9	D	21.7	58.2	F	47.4	27.0	C	19.4	61.1	F
29	GCP	EB	GCP EB ramp to Whitestone Expressway EB Outer (Exit 9E)	Basic	42.5	61.7	F	44.7	48.6	F	46.9	40.8	E	47.6	31.8	D	48.3	25.8	C
30	VWE	NB	VWE NB north of ramp from College Point Boulevard	Basic	46.7	33.6	D	47.8	31.9	D	40.2	38.4	E	47.0	33.8	D	47.7	31.6	D
31	VWE	NB	VWE NB south of Exit 13	Diverge	46.7	41.6	E	47.8	36.3	E	40.2	38.1	E	47.0	44.4	F	47.7	35.4	E
32	VWE	NB	VWE NB north of Exit 13	Basic	47.5	37.8	E	47.5	34.5	D	39.9	43.0	E	47.8	32.9	D	47.6	34.3	D
33	VWE	NB	VWE NB ramp to Northern Boulevard and Whitestone Expressway WB (exit 13)	Diverge	29.2	39.7	E	30.3	21.7	C	30.2	20.3	C	30.0	26.7	C	30.3	21.8	C
34	VWE	NB	VWE NB south of Exit 14	Diverge	47.5	33.9	D	47.5	28.9	D	39.9	33.2	D	47.8	27.6	C	47.6	29.9	D
35	VWE	NB	VWE NB ramp to Whitestone Expressway EB	Basic	48.3	25.8	C	48.1	27.5	D	40.1	34.5	D	48.3	25.5	C	48.2	26.1	D
36	VWE	SB	VWE SB ramp from Whitestone Expressway WB	Basic	47.7	35.5	E	47.8	33.2	D	48.1	33.6	D	48.5	21.5	C	47.7	33.1	D
37	VWE	SB	VWE SB ramp from Whitestone Expressway EB and Northern Boulevard WB	Merge	33.1	33.1	D	33.1	20.0	B	26.9	111.3	F	33.2	20.6	C	33.3	35.2	E
38	VWE	SB	VWE SB south of ramps from Whitestone Expressway and Northern Boulevard	Merge	47.5	34.8	D	47.7	30.4	D	47.8	36.9	E	48.3	22.7	C	47.7	33.1	D
39	VWE	SB	VWE SB north of ramp to College Point Boulevard	Basic	47.5	35.2	E	47.7	30.5	D	47.8	42.6	E	48.3	22.6	C	47.7	33.1	D
40	Whitestone Exp	EB	Astoria Boulevard EB ramp to Whitestone Expressway EB Inner	Basic	25.6	23.8	C	26.1	12.0	B	26.0	16.3	B	26.2	9.7	A	26.2	7.5	A
41	Whitestone Exp	EB	Whitestone Expressway EB Inner east of ramps from Astoria Boulevard and Northern E	Merge	40.0	17.7	B	40.5	10.5	B	40.3	12.6	B	40.5	9.3	A	40.6	8.3	A
42	Whitestone Exp	EB	Whitestone Expressway EB Inner west of ramp from Whitestone Expressway EB Outer	Basic	29.5	26.9	D	29.9	15.7	B	29.2	19.0	C	26.4	13.9	B	29.1	12.5	B
43	Whitestone Exp	EB	Whitestone Expressway EB west of ramp to VWE SB	Weave	39.8	36.0	E	40.2	21.4	C	39.3	40.3	E	40.2	19.9	B	39.6	28.4	D
44	Whitestone Exp	EB	Whitestone Expressway EB south of Exit 14	Diverge	39.4	37.0	E	40.3	23.9	C	40.3	32.4	D	40.3	21.6	C	40.1	29.0	D
45	Whitestone Exp	EB	Whitestone Expressway EB south of ramp from VWE NB	Basic	48.5	30.7	D	48.9	20.7	C	48.4	32.3	D	49.1	18.2	C	48.6	29.0	D
46	Whitestone Exp	EB	Astoria Boulevard EB and GCP EB ramp to Whitestone Expressway EB Outer	Basic	23.6	91.6	F	24.2	76.2	F	22.9	35.9	E	25.9	31.7	D	26.0	24.4	C
47	Whitestone Exp	EB	Whitestone Expressway EB Outer west of split to Inner/Northern Boulevard EB	Weave	24.5	114.0	F	30.6	96.0	F	42.2	74.9	F	47.9	25.6	C	41.4	36.9	E
48	Whitestone Exp	EB	Whitestone Expressway EB Outer ramp to Whitestone Expressway EB	Basic	40.8	36.1	E	40.9	26.6	D	40.1	43.9	E	40.8	25.6	C	40.6	42.9	E
49	Whitestone Exp	WB	Whitestone Expressway WB north of ramp from Service Road/Linden Place	Basic	47.2	34.1	D	48.1	26.2	D	48.2	25.4	C	48.2	24.5	C	47.6	30.8	D
50	Whitestone Exp	WB	Whitestone Expressway WB north of ramp to VWE SB	Weave	43.7	40.7	E	44.1	29.7	D	32.9	47.1	F	48.4	23.7	C	47.9	27.7	C
51	Whitestone Exp	WB	Whitestone Expressway WB south of ramp to VWE SB	Basic	46.2	29.5	D	47.6	18.8	C	39.8	25.5	C	47.0	24.8	C	47.3	23.1	C
52	Whitestone Exp	WB	Whitestone Expressway WB north of Exit 13D	Diverge	46.2	22.9	C	47.6	14.4	B	39.8	16.0	B	47.0	18.8	B	47.3	17.5	B
53	Whitestone Exp	WB	Whitestone Expressway WB south of Exit 13D	Basic	47.1	25.5	C	48.6	15.9	B	48.6	15.2	B	48.0	21.6	C	48.4	19.8	C
54	Whitestone Exp	WB	Whitestone Expressway WB east of Exit 13A/13B-C Split	Diverge	47.1	22.1	C	48.6	12.7	B	48.6	11.5	B	48.0	17.9	B	48.4	15.8	B
55	Whitestone Exp	WB	Whitestone Expressway WB Exit 13B-C Ramp	Basic	49.0	24.5	C	49.4	17.4	B	49.7	13.5	B	48.2	23.2	C	49.2	17.9	B
56	Whitestone Exp	WB	Whitestone Expressway WB west of ramp from Northern Expressway/VWE NB	Basic	47.9	30.4	D	48.1	20.7	C	48.4	15.3	B	35.3	72.3	F	46.9	52.7	F

TABLE D-8
Queens Future
NO-ACTION GAMEDAY HIGHWAY LEVEL OF SERVICE

ID	Mainline	Direction	Segment	Facility Type	GAMEDAY SCENARIOS														
					Weekday PM Peak Hour			Saturday PM Pre Game Peak Hour			Saturday PM Post Game Peak Hour			Sunday Midday Peak Hour			Sunday PM Peak Hour		
					Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS
57	Whitestone Exp	WB	Whitestone Expressway WB east of GCP EB/WB Split	Diverge	47.9	19.0	B	48.1	15.0	B	48.4	11.5	B	35.3	26.3	C	46.9	91.5	F
58	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP EB	Basic	31.7	10.3	A	31.8	7.8	A	31.5	12.3	B	31.9	8.1	A	31.5	14.9	B
59	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP WB	Basic	48.8	26.8	D	49.0	23.3	C	49.3	15.6	B	47.7	29.9	D	16.5	153.7	F
60	Whitestone Exp	WB	GCP WB Outer ramp from Whitestone Expressway WB and Marina Road	Merge	45.5	19.9	B	45.9	17.7	B	47.2	17.9	B	45.2	22.2	C	38.4	21.9	C
61	Astoria Blvd	EB	Astoria Boulevard ramp to GCP EB and Whitestone Expressway EB Outer	Diverge	26.3	18.5	B	26.3	14.1	B	26.3	13.1	B	26.3	12.3	B	26.3	10.1	B
62	Astoria Blvd	EB	Astoria Boulevard and 34th Avenue ramp to GCP EB	Merge	24.4	40.2	E	24.9	34.0	D	22.3	96.5	F	24.9	32.2	D	24.3	47.9	F
63	Astoria Blvd	WB	Whitestone Expressway WB ramp to Astoria Boulevard (exit 13A)	Basic	49.6	8.6	A	49.9	5.2	A	49.8	8.6	A	49.8	7.8	A	49.5	10.5	A
64	Astoria Blvd	WB	Whitestone Expressway WB and Northern Boulevard WB ramp to Astoria Boulevard	Basic	38.6	18.1	C	42.0	15.0	B	38.4	22.2	C	41.6	14.4	B	35.7	25.7	C
65	Northern Blvd	EB	Northern Boulevard EB east of 114th Street	Basic	34.9	19.4	C	29.5	17.2	B	29.4	16.4	B	29.5	16.9	B	29.3	17.3	B
66	Northern Blvd	EB	Northern Boulevard EB west of ramp to Whitestone Expressway EB	Diverge	34.9	15.5	B	29.5	12.3	B	29.4	11.3	B	29.5	12.4	B	29.3	12.3	B
67	Northern Blvd	EB	Northern Boulevard EB east of ramp to Whitestone Expressway EB	Basic	36.3	9.9	A	30.7	9.1	A	30.8	7.4	A	30.8	8.7	A	30.8	8.4	A
68	Northern Blvd	EB	Northern Boulevard EB west of ramp to Seaver Way	Diverge	36.3	6.6	A	30.7	6.9	A	30.8	4.9	A	30.8	6.2	A	30.8	6.0	A
69	Northern Blvd	EB	Northern Boulevard EB west of ramp from VWE NB	Basic	23.7	70.0	F	26.2	9.2	A	26.1	13.7	B	26.3	8.9	A	26.1	14.5	B
70	Northern Blvd	EB	Northern Boulevard EB east of ramp from VWE NB	Basic	24.0	122.2	F	28.6	21.3	C	28.0	55.3	F	28.5	24.0	C	27.7	42.4	E
71	Northern Blvd	WB	Northern Boulevard WB west of Prince Street	Basic	25.4	21.5	C	25.4	28.2	D	23.8	30.3	D	25.4	25.8	C	25.8	22.0	C
72	Northern Blvd	WB	Northern Boulevard WB east of ramp to VWE SB and Whitestone Expressway WB	Diverge	25.4	16.2	B	25.4	20.9	C	23.8	32.6	D	25.4	18.9	B	25.8	16.0	B
73	Northern Blvd	WB	Northern Boulevard WB west of ramp to VWE SB and Whitestone Expressway WB	Basic	30.4	10.9	A	30.0	16.9	B	30.3	11.1	B	30.1	14.9	B	30.4	10.9	A
74	Northern Blvd	WB	Northern Boulevard WB east of off-ramp to Whitestone Expressway WB	Diverge	30.4	8.5	A	30.0	13.0	B	30.3	8.5	A	30.1	11.6	B	30.4	8.6	A
75	Northern Blvd	WB	Northern Boulevard WB west of ramp to Marina Road	Basic	27.0	12.3	B	26.9	13.9	B	27.0	13.2	B	27.0	12.6	B	27.0	14.8	B
76	Northern Blvd	WB	Northern Boulevard WB west of ramp from Marina Road	Diverge	30.5	12.9	B	30.5	14.4	B	29.8	15.6	B	30.7	12.7	B	29.8	17.1	B

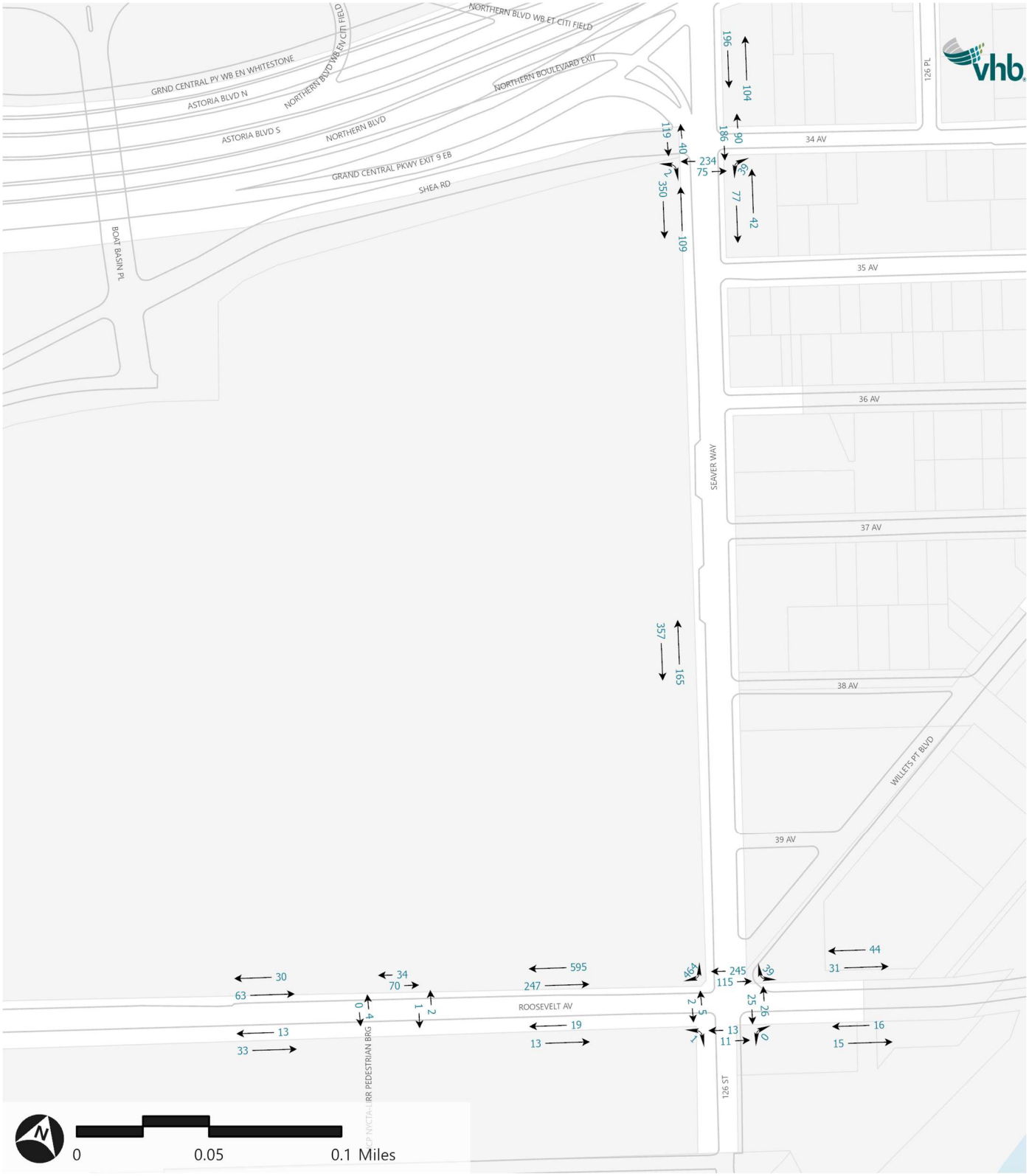
Figure D-64a: No-Action Non-Gameday Pedestrian Volumes – Weekday AM Peak Hour



Legend

→ Pedestrian Volume

Figure D-64b: No-Action Non-Gameday Pedestrian Volumes – Weekday AM Peak Hour



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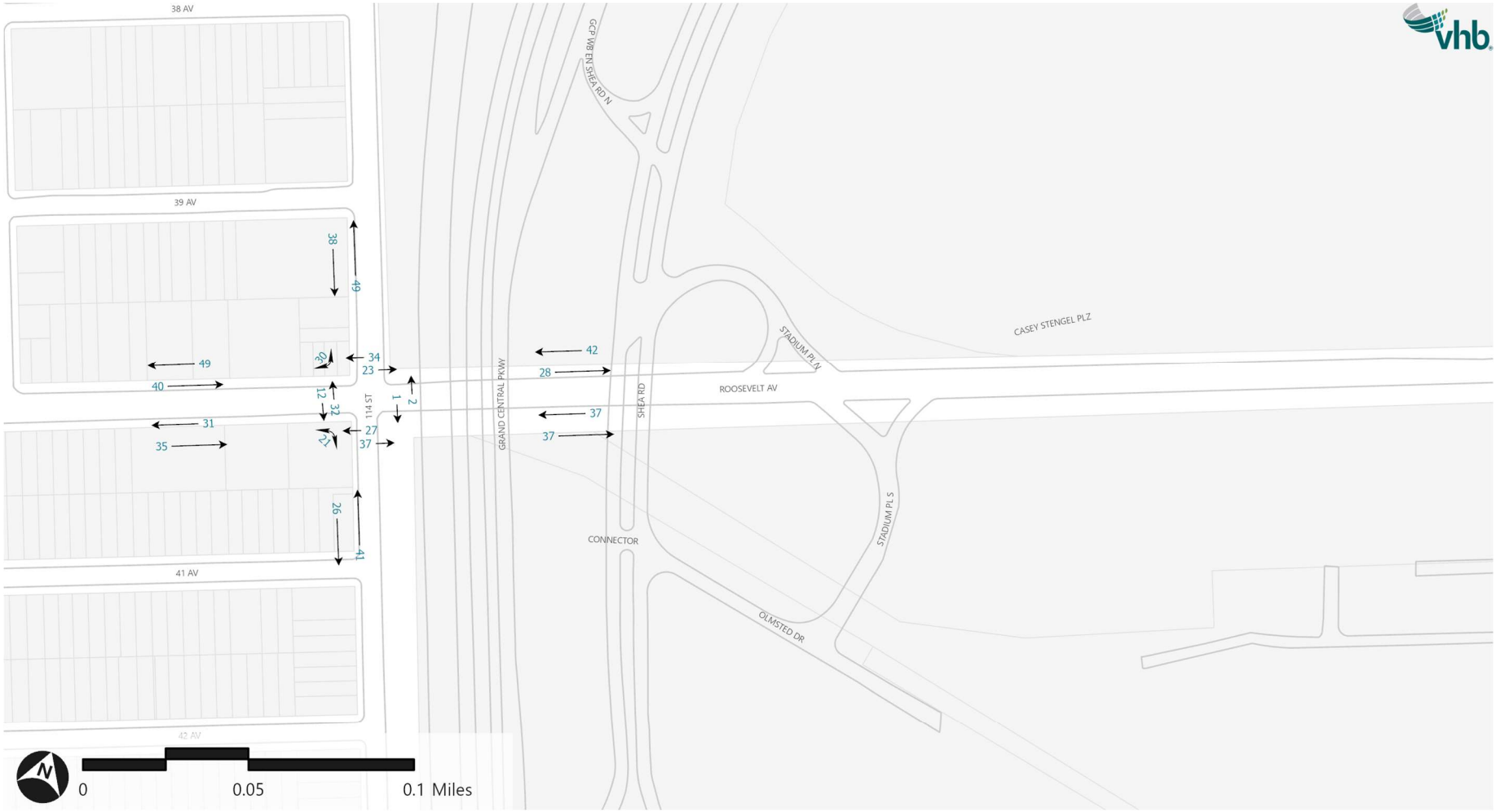
→ Pedestrian Volume

Figure D-65a: No-Action Non-Gameday Pedestrian Volumes – Weekday Midday Peak Hour



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→ Pedestrian Volume

Figure D-65b: No-Action Non-Gameday Pedestrian Volumes – Weekday Midday Peak Hour

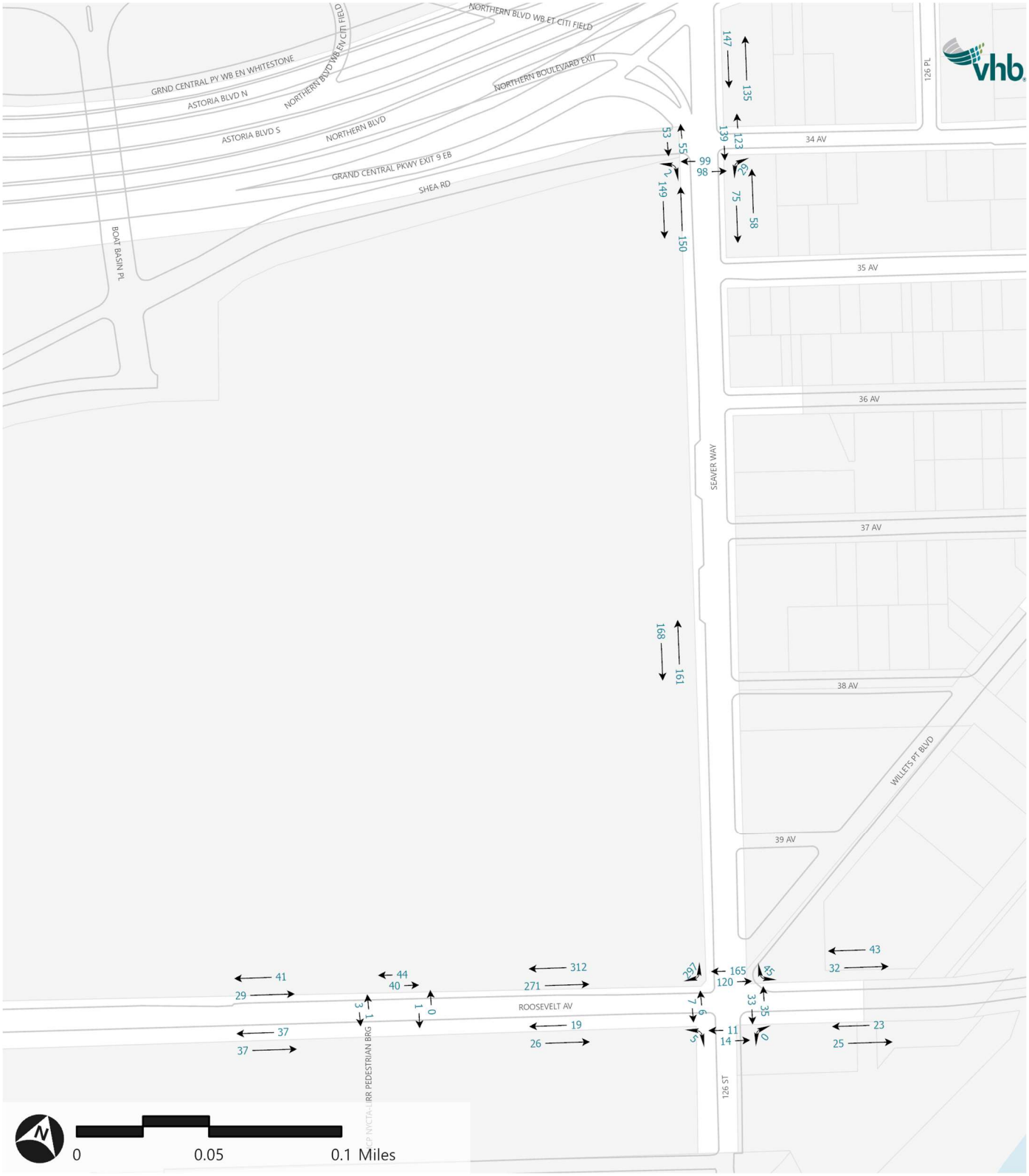

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Figure D-66a: No-Action Non-Gameday Pedestrian Volumes – Weekday PM Peak Hour

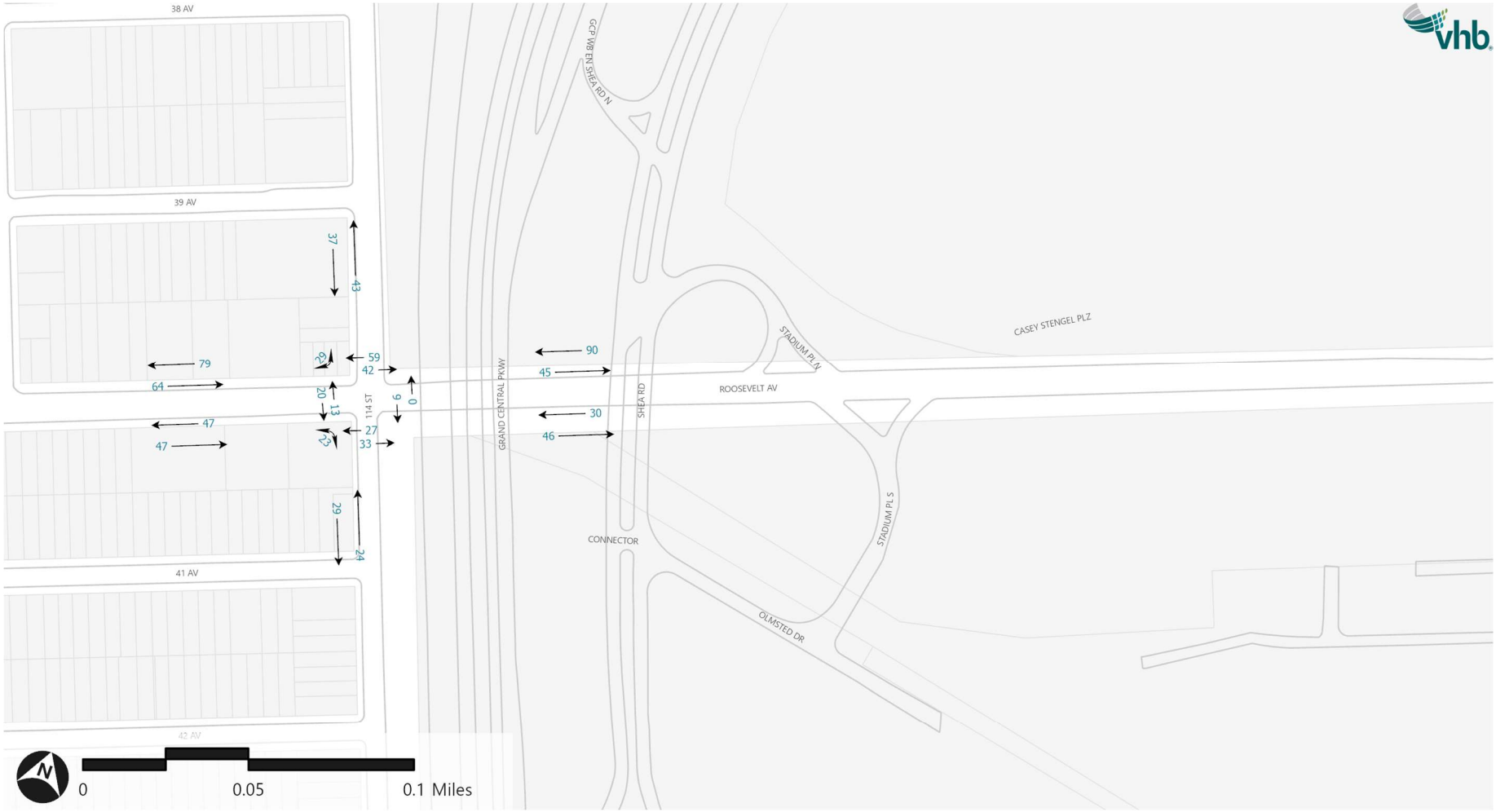

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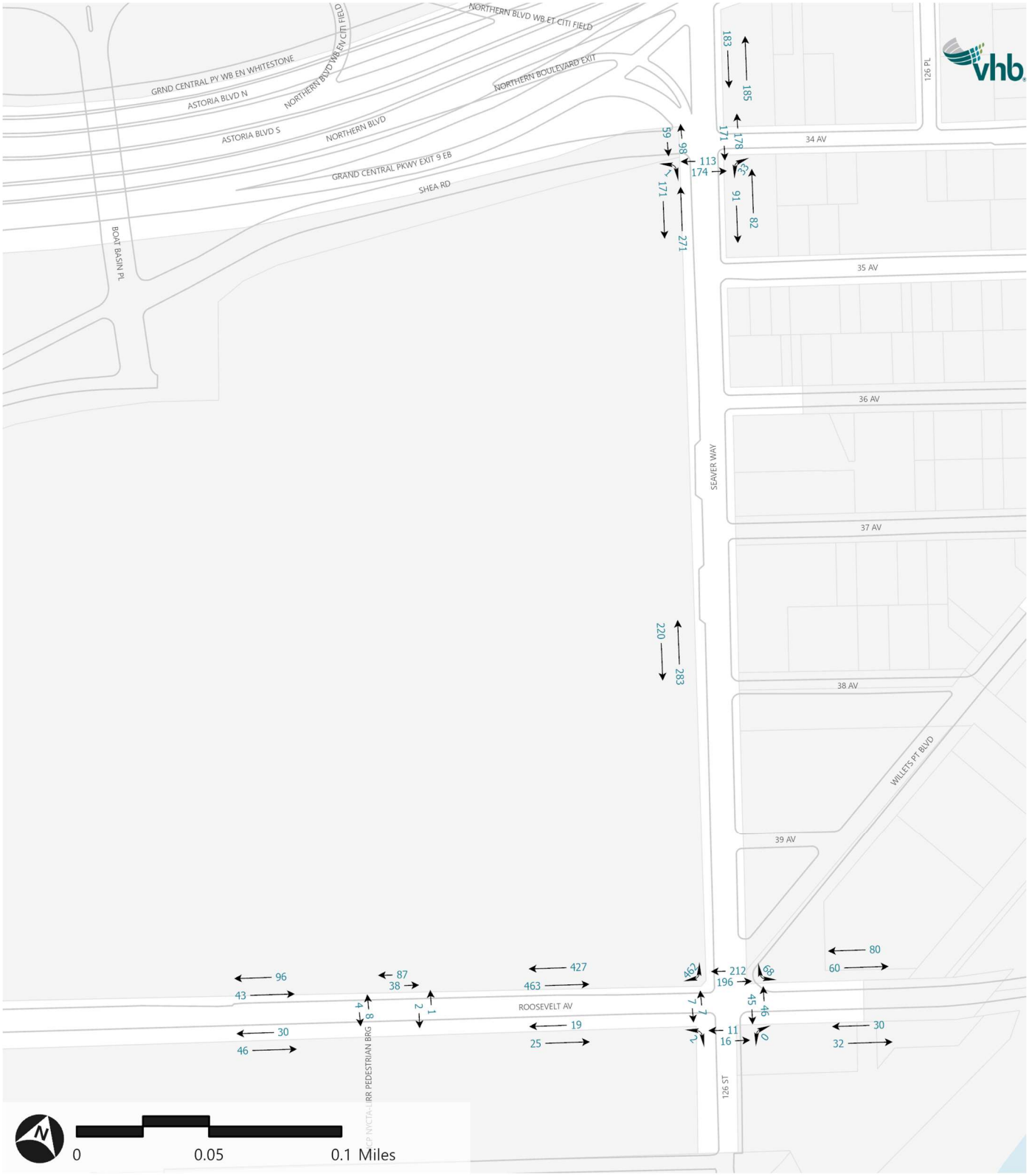
Figure D-66b: No-Action Non-Gameday Pedestrian Volumes – Weekday PM Peak Hour



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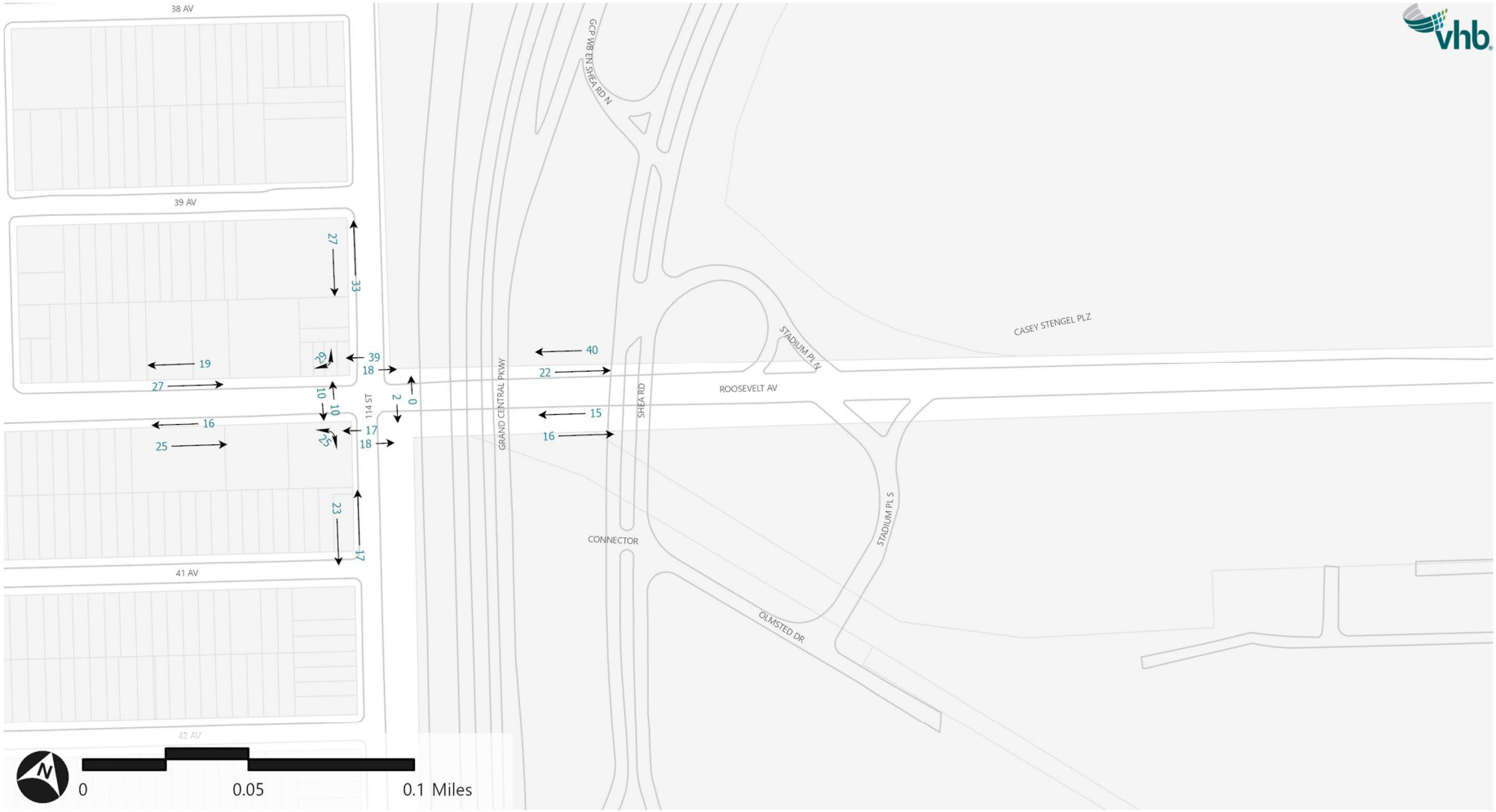
→ Pedestrian Volume

Figure D-67a: No-Action Non-Gameday Pedestrian Volumes – Saturday PM Peak Hour



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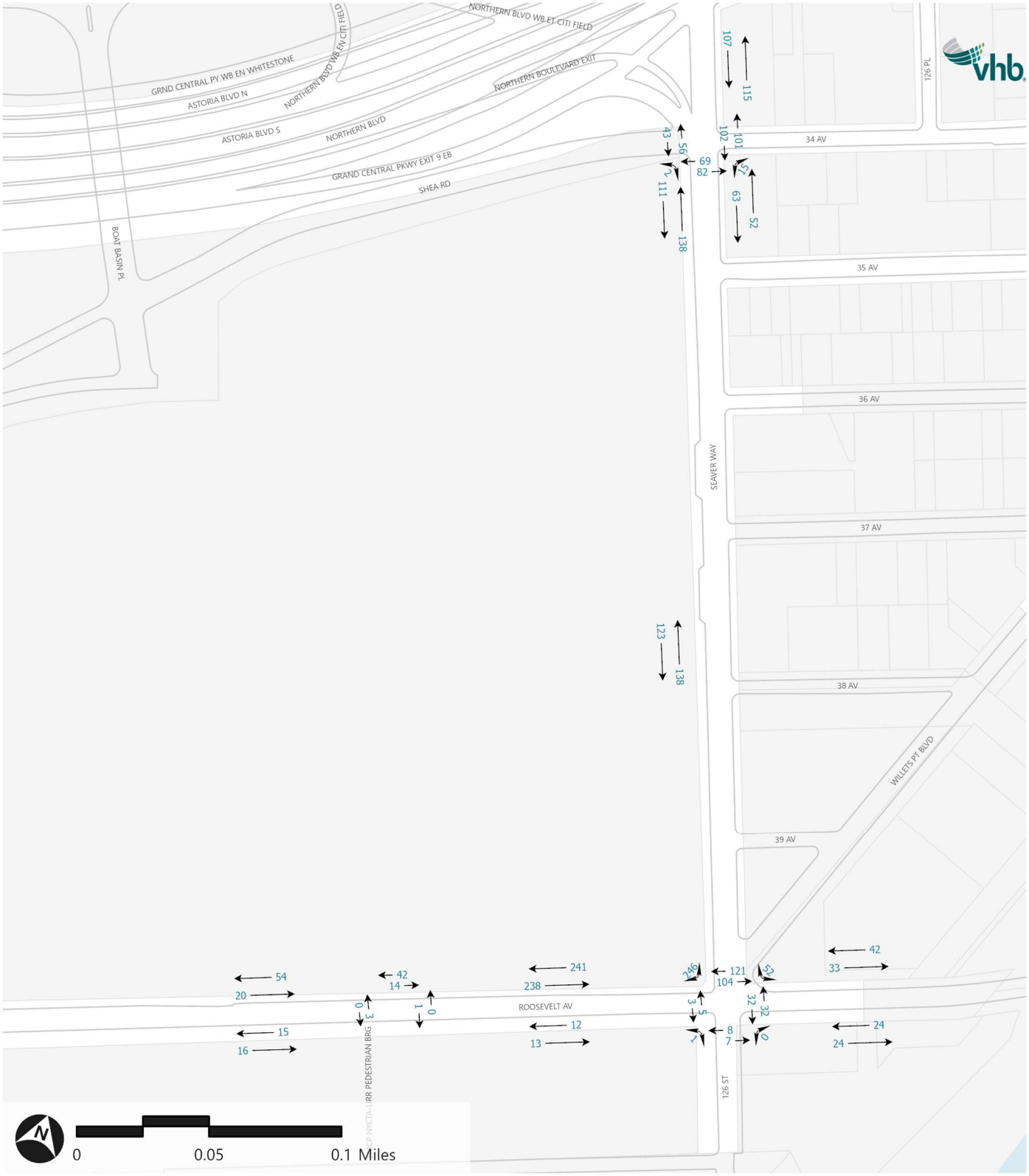
→ Pedestrian Volume

Figure D-67b: No-Action Non-Gameday Pedestrian Volumes – Saturday PM Peak Hour



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→ Pedestrian Volume

Figure D-68a: No-Action Gameday Pedestrian Volumes – Weekday PM Peak Hour

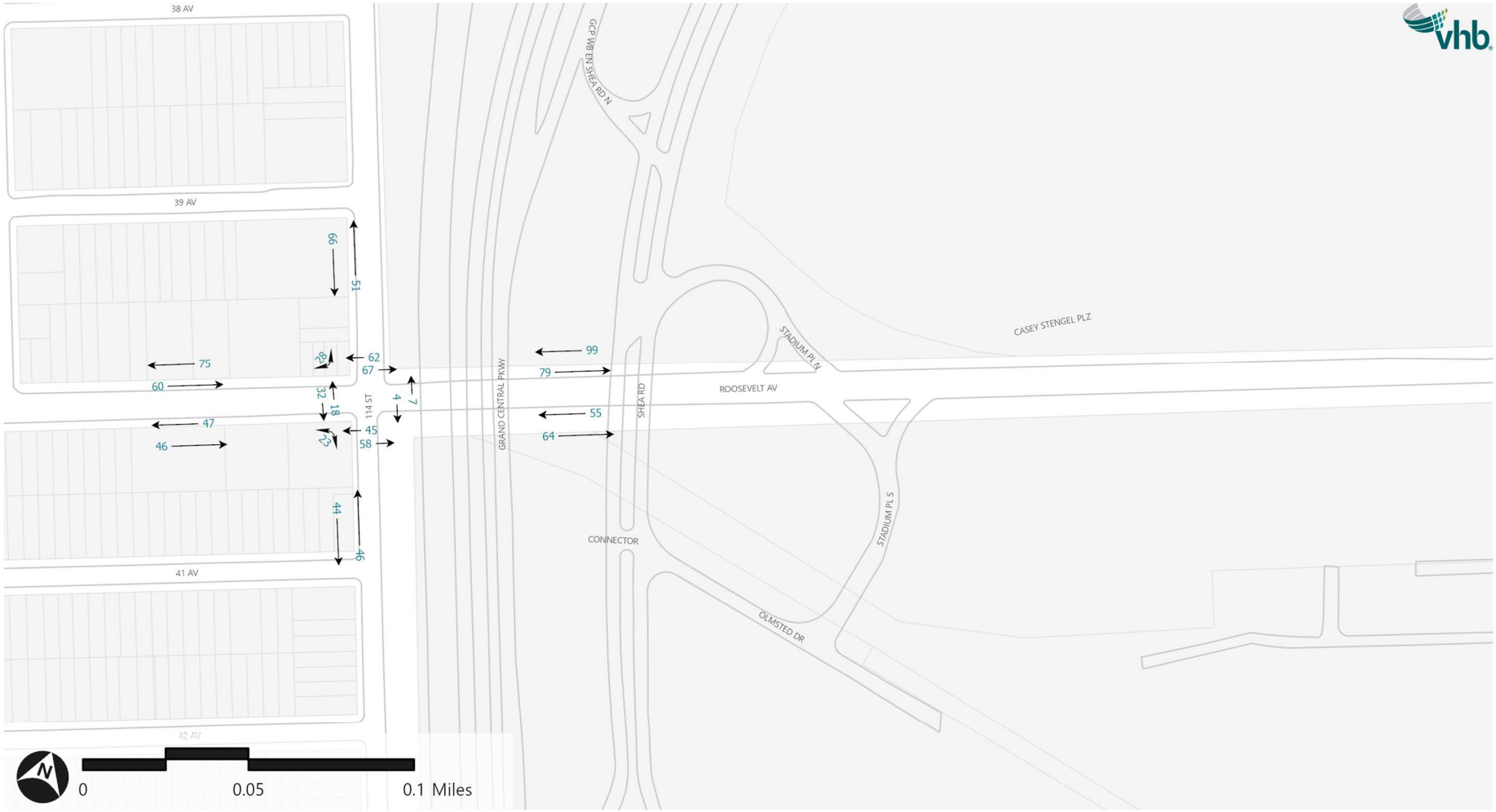

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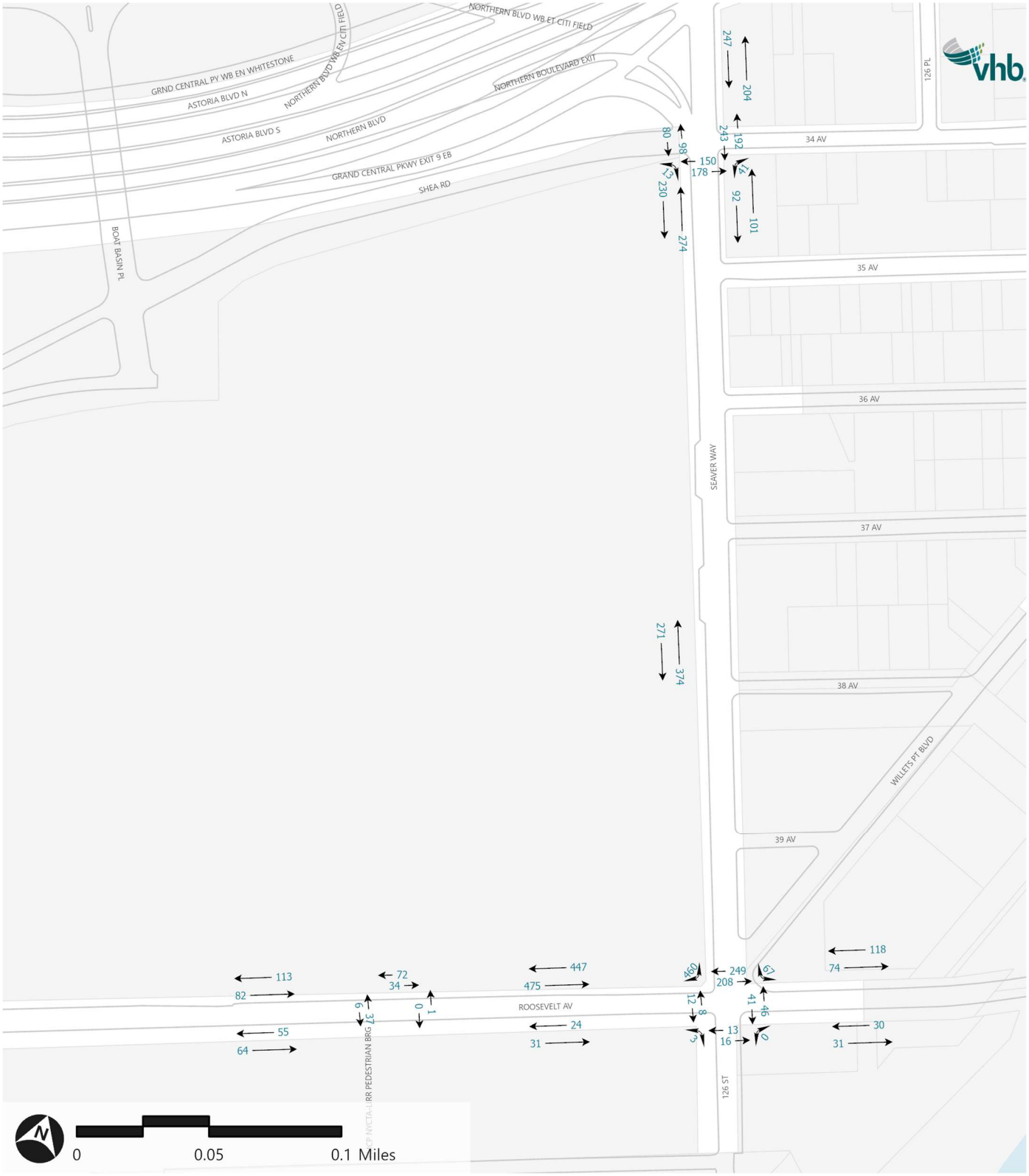
Figure D-68b: No-Action Gameday Pedestrian Volumes – Weekday PM Peak Hour



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→ Pedestrian Volume

Figure D-69a: No-Action Gameday Pedestrian Volumes – Saturday PM Pre Game Peak Hour

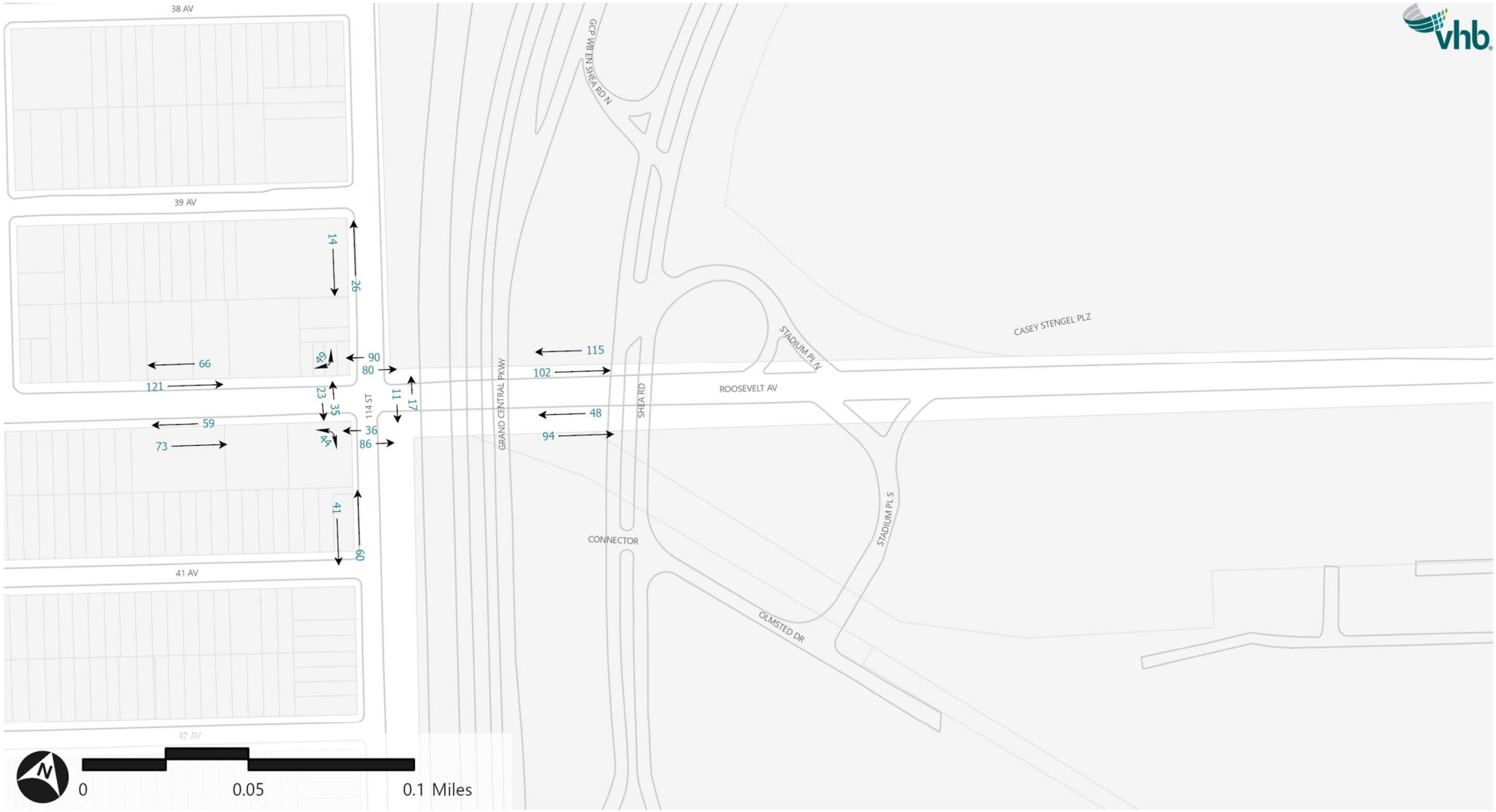

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Figure D-69b: No-Action Gameday Pedestrian Volumes – Saturday PM Pre Game Peak Hour

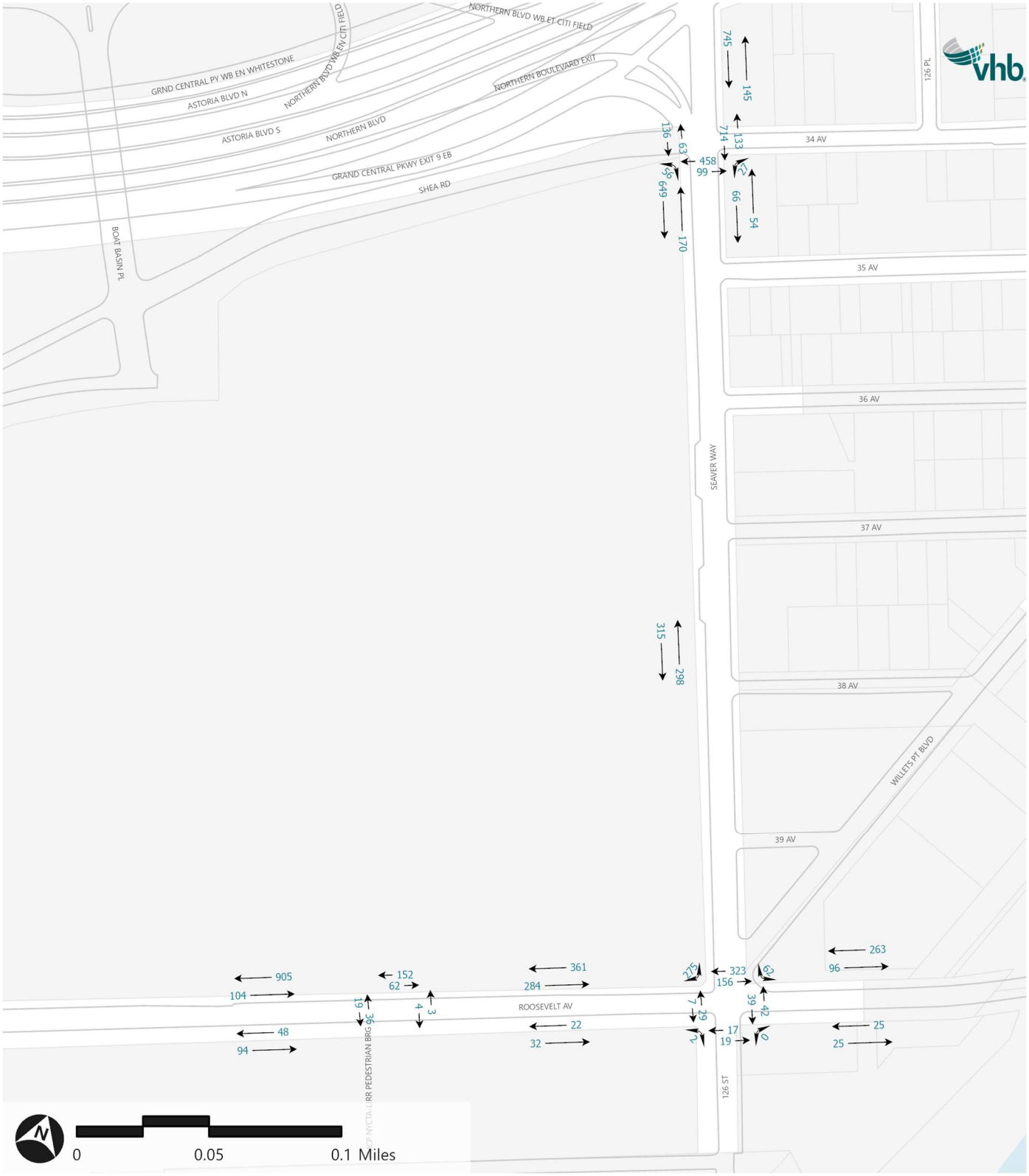

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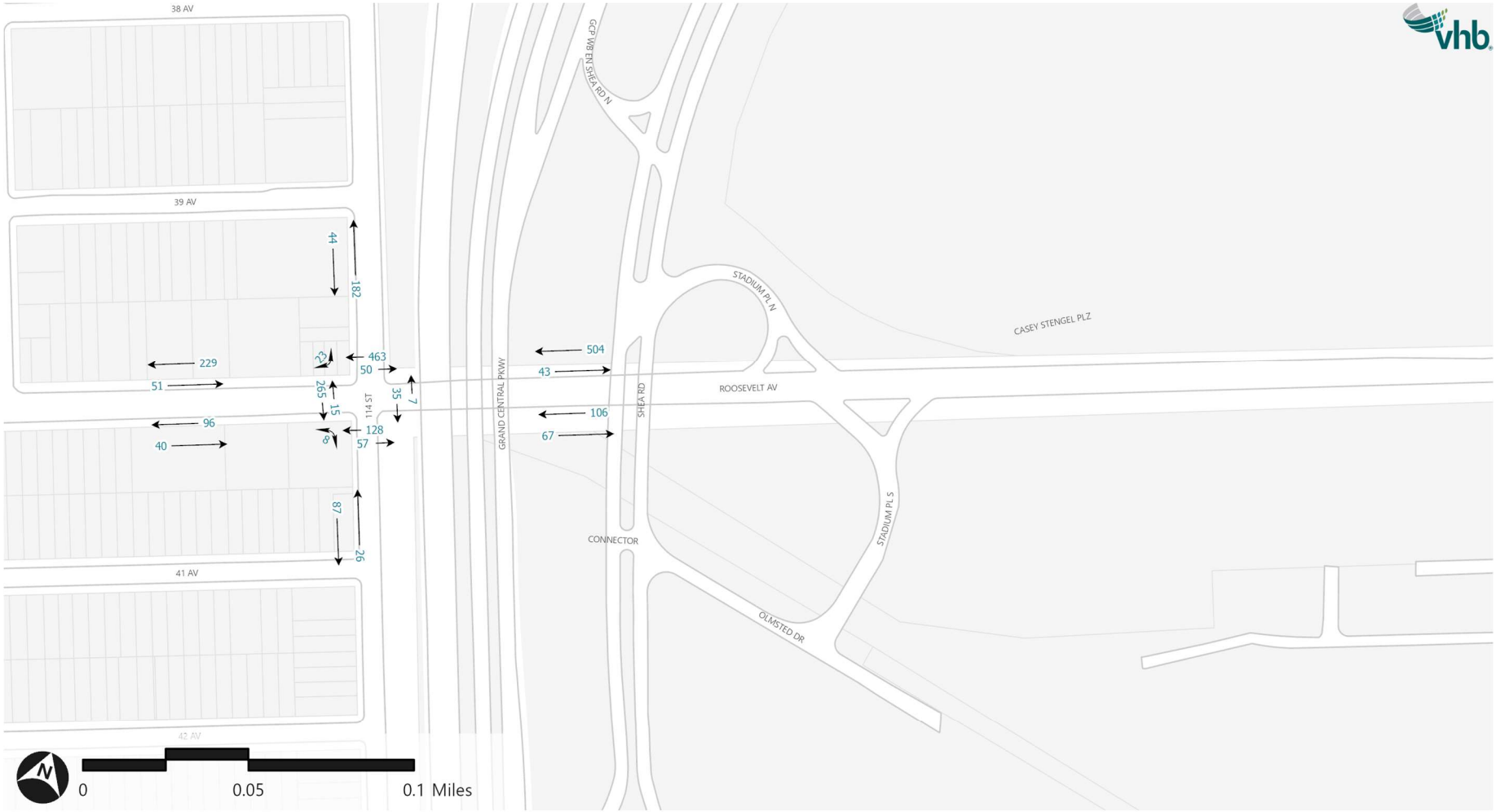
Figure D-70a: No-Action Gameday Pedestrian Volumes – Saturday PM Post Game Peak Hour



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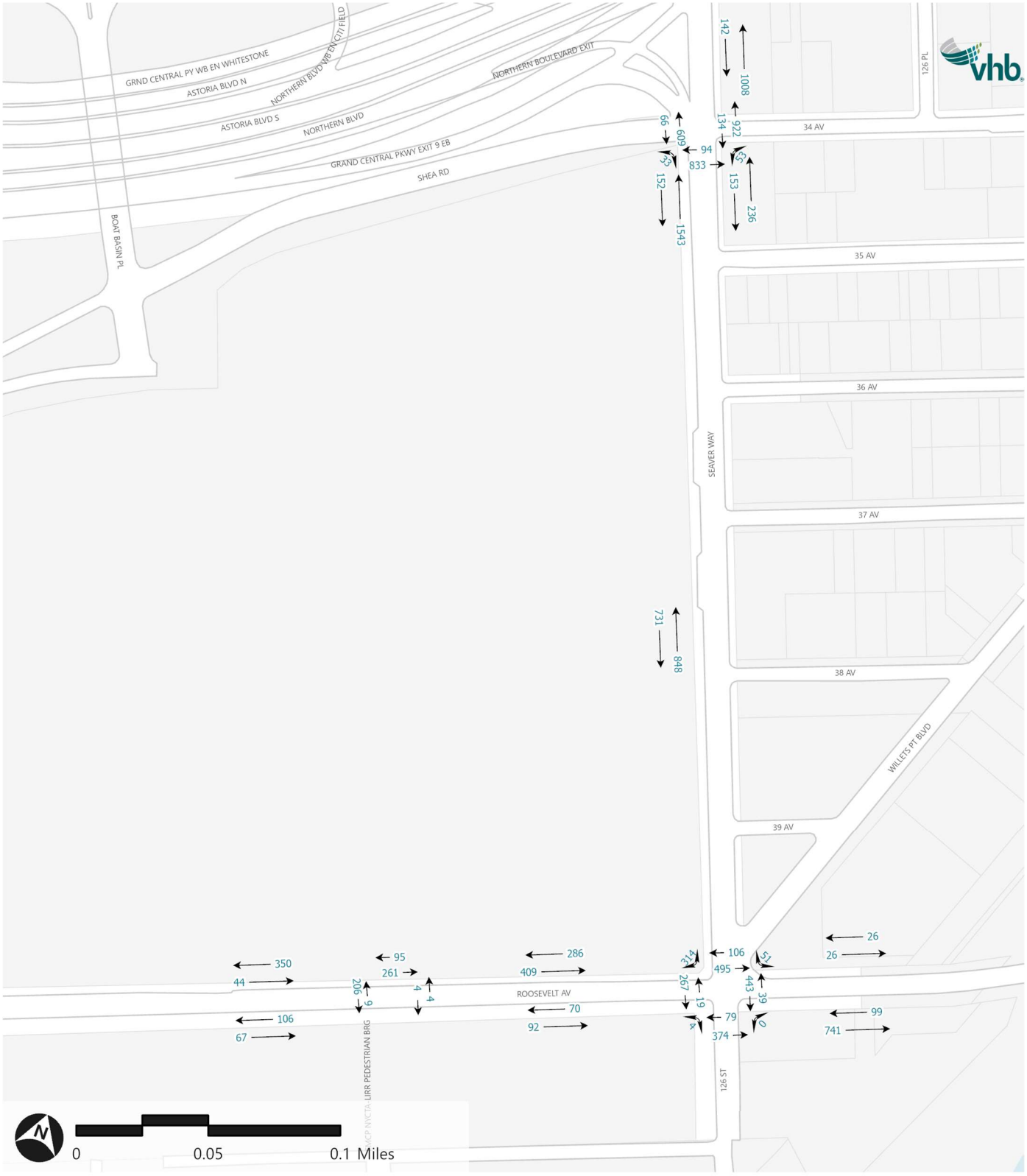
⟶ Pedestrian Volume

Figure D-70b: No-Action Gameday Pedestrian Volumes – Saturday PM Post Game Peak Hour



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→ Pedestrian Volume

Figure D-71a: No-Action Gameday Pedestrian Volumes – Sunday Midday Peak Hour

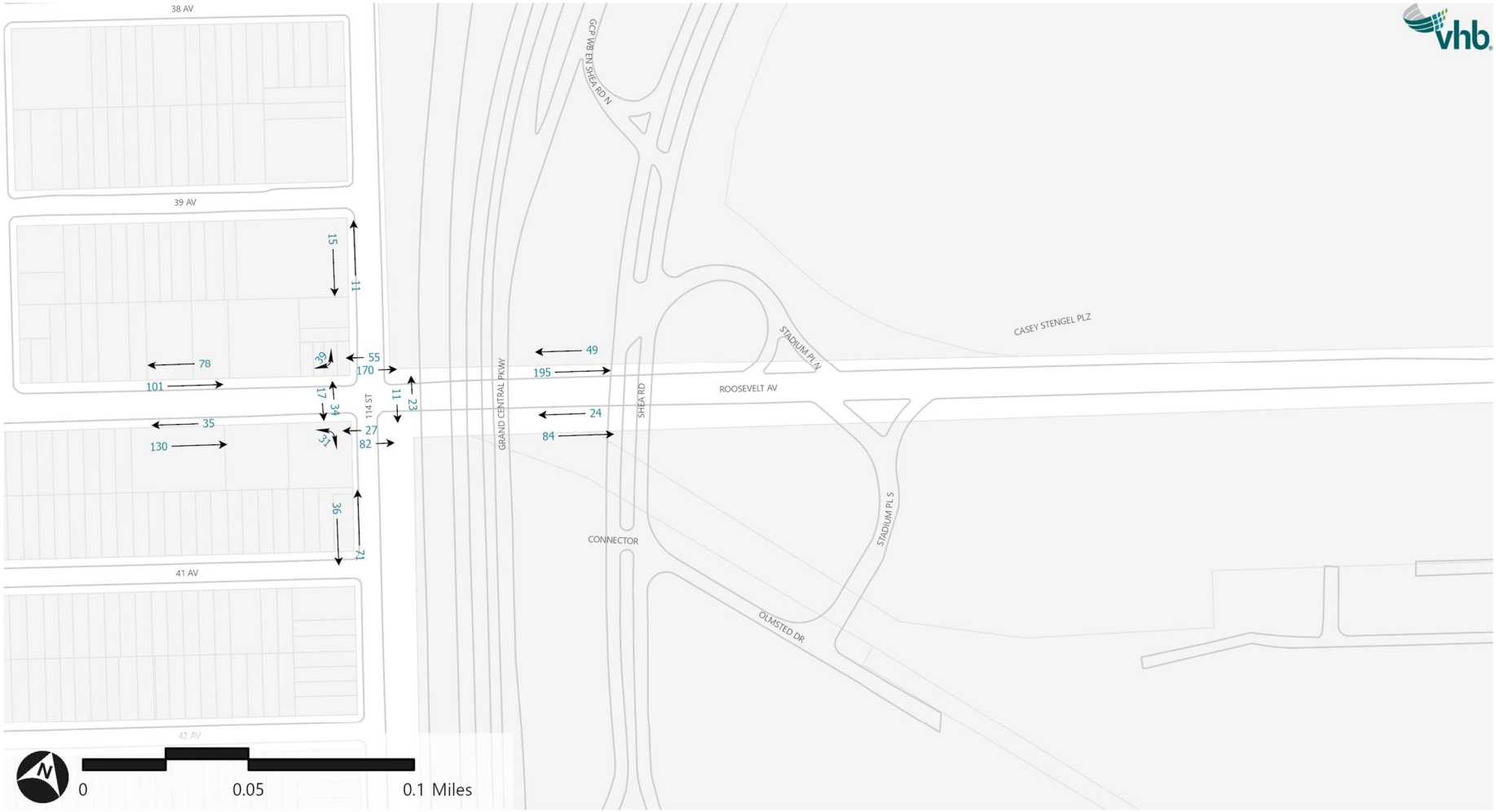
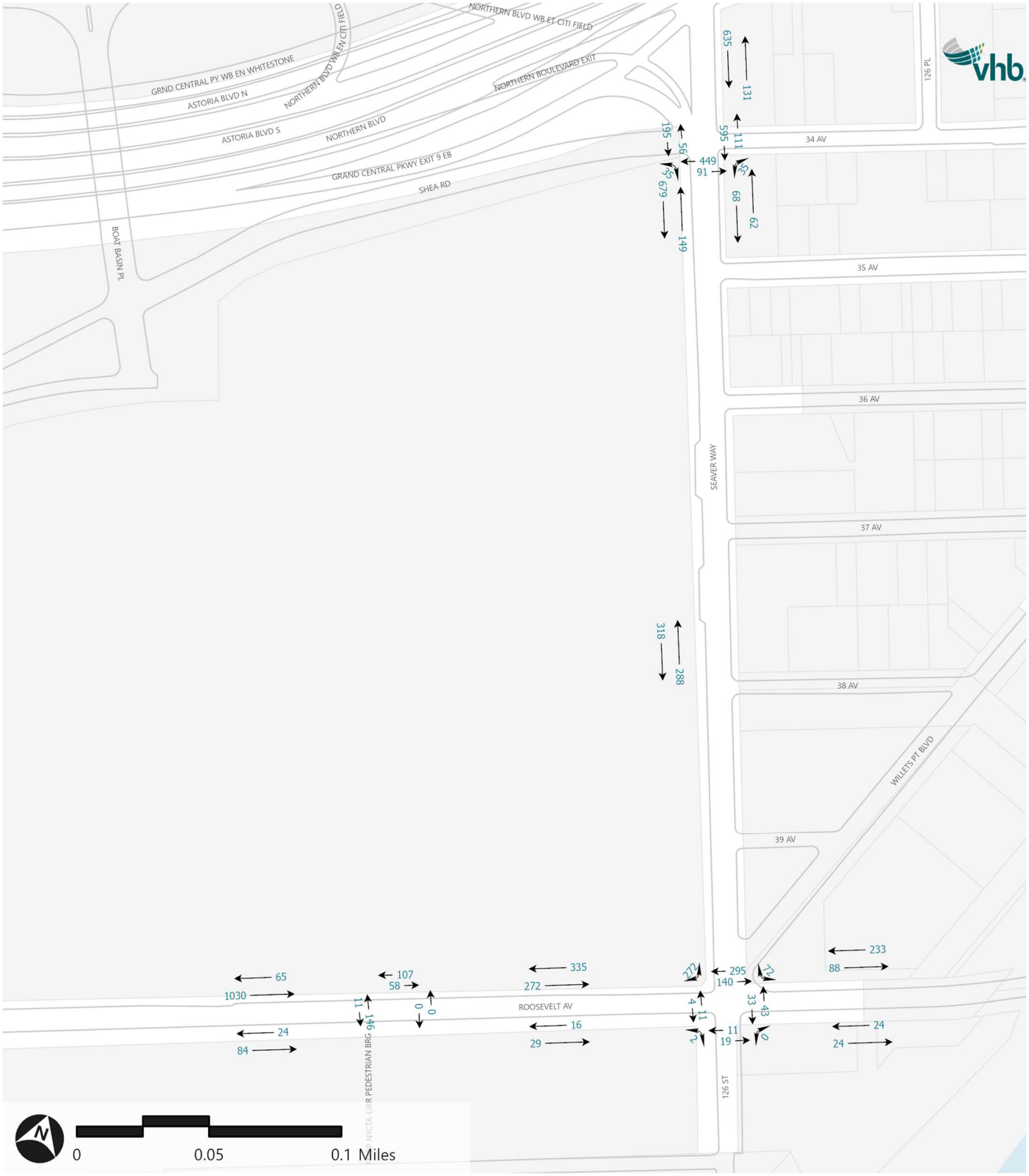


Figure D-71b: No-Action Gameday Pedestrian Volumes – Sunday Midday Peak Hour



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→ Pedestrian Volume

Figure D-72a: No-Action Gameday Pedestrian Volumes – Sunday PM Peak Hour

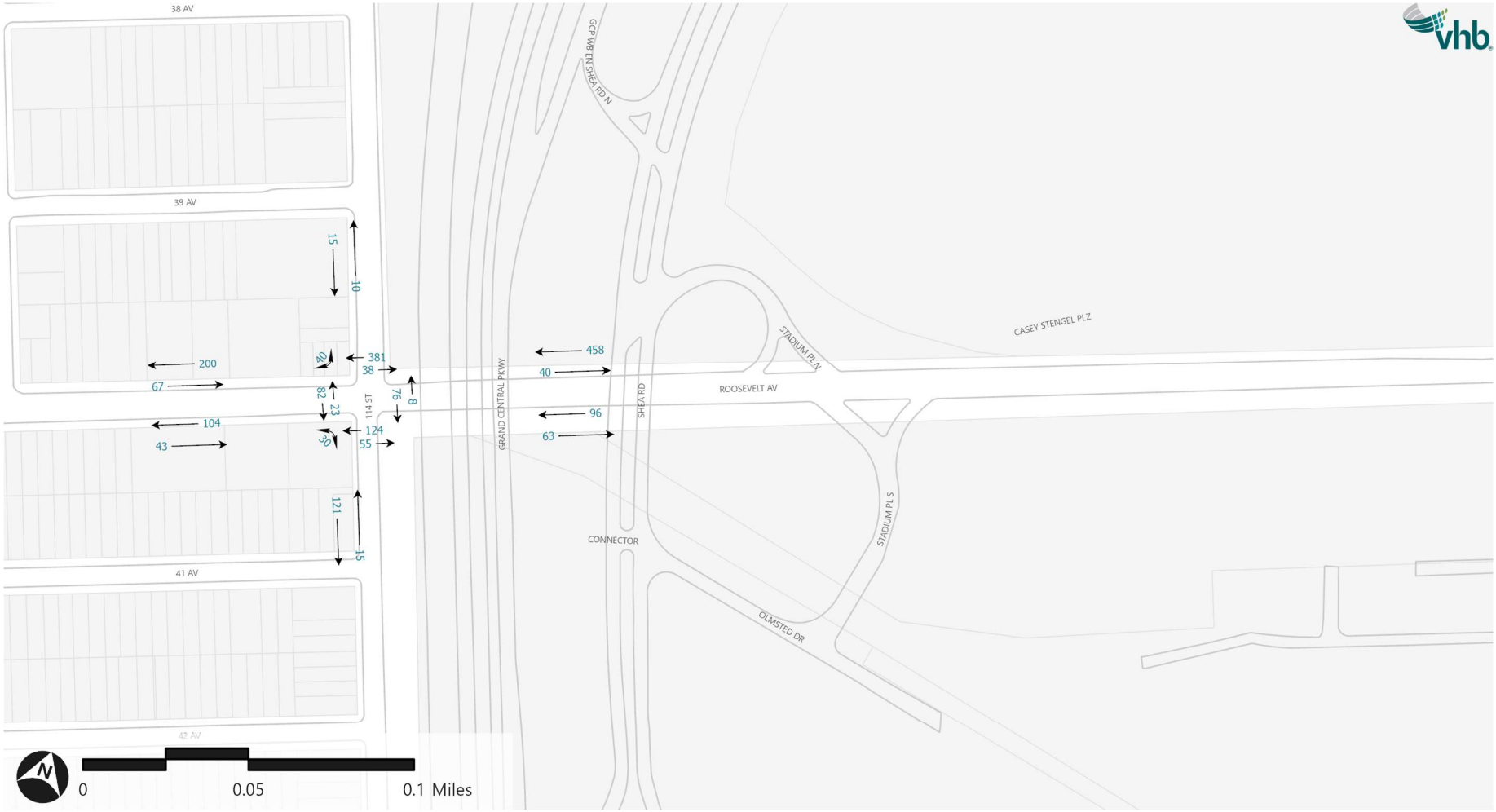

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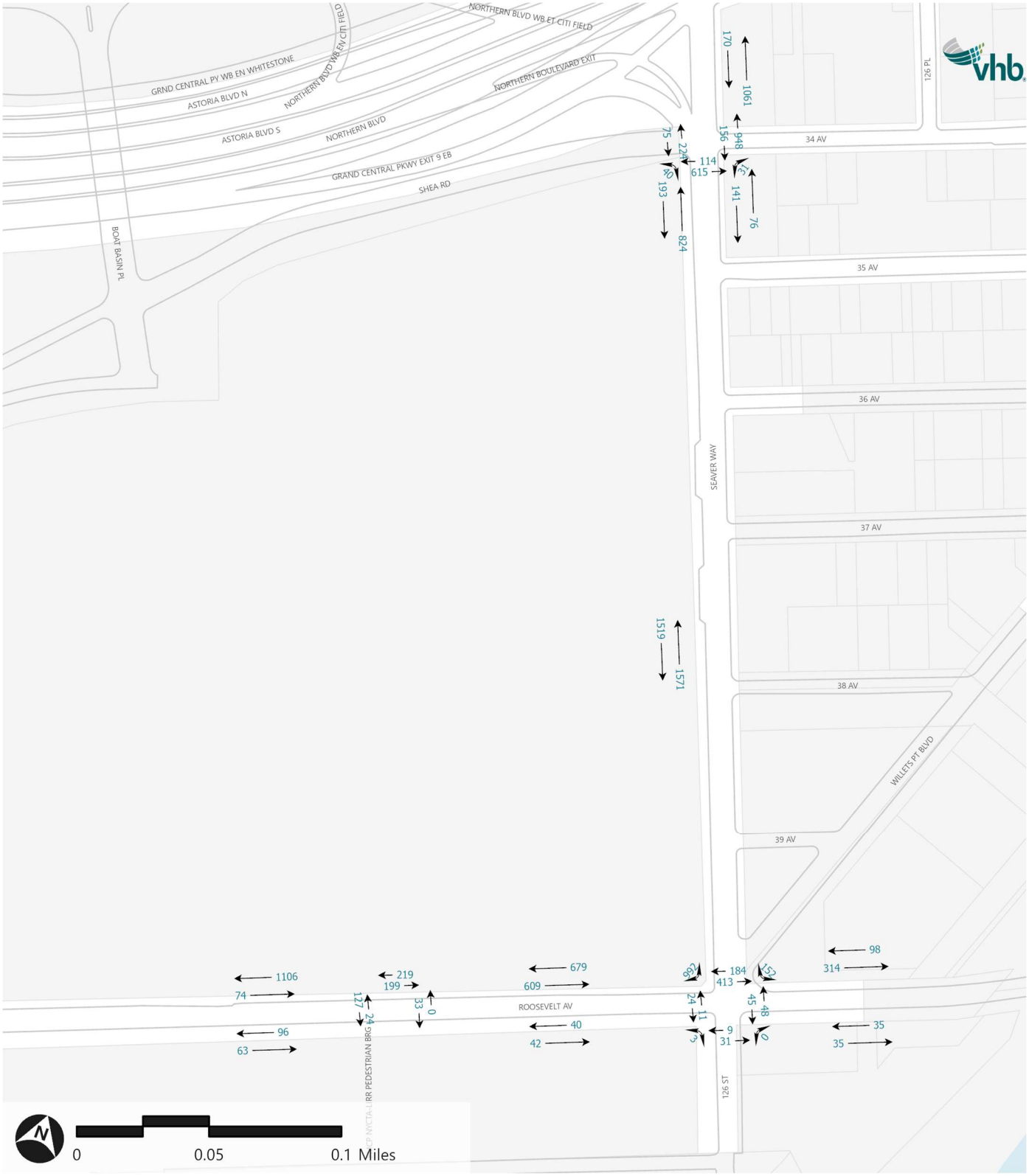
Figure D-72b: No-Action Gameday Pedestrian Volumes – Sunday PM Peak Hour



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→ Pedestrian Volume