Appendix E: Mitigation

Appendix E – Mitigation Chapter Figures/Tables

Figure/Table	Title
Table E - 1	Mitigation Traffic Level of Service - Non-Gameday Weekday AM Peak Hour
Table E - 2	Mitigation Traffic Level of Service - Non-Gameday Weekday Midday Peak Hour
Table E - 3	Mitigation Traffic Level of Service - Non-Gameday Weekday PM Peak Hour
Table E - 4	Mitigation Traffic Level of Service - Non-Gameday Saturday PM Peak Hour
Table E - 5	Mitigation Traffic Level of Service - Gameday Weekday PM Peak Hour
Table E - 6	Mitigation Traffic Level of Service - Gameday Saturday PM Pre Game Peak Hour
Table E - 7	Mitigation Traffic Level of Service - Gameday Saturday PM Post Game Peak Hour
Table E - 8	Mitigation Traffic Level of Service - Gameday Sunday Midday Peak Hour
Table E - 9	Mitigation Traffic Level of Service - Gameday Sunday PM Peak Hour
Figure E - 1	Existing Condition - Marina Road at Boat Basin Place
Figure E - 2	No-Action/With-Action Condition - Marina Road at Boat Basin Place
Figure E - 3	Mitigation Condition - Marina Road at Boat Basin Place
Figure E - 4	Existing/No-Action/With-Action Condition - Shea Road at GCP westbound exit ramp (9P)
Figure E - 5	Mitigation Condition - Shea Road at GCP westbound exit ramp (9P)

TABLE E-1
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY AM PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		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	0.18	22.7	C	L	0.18	22.7	C	
		TR	0.39	22.7	C	TR	0.41	22.8	C	TR	0.41	22.8	C	
Astoria Boulevard	WB	L	0.47	4.8	A	L	0.48	5.3	A	L	0.48	5.3	A	
		TR	0.49	1.7	A	TR	0.50	1.7	A	TR	0.50	1.7	A	
108th Street	NB	L	0.53	43.3	D	L	0.53	43.3	D	L	0.53	43.3	D	
		TR	0.30	36.5	D	TR	0.30	36.5	D	TR	0.30	36.5	D	
31st Drive	SB	LT	0.32	36.5	D	LT	0.32	36.5	D	LT	0.32	36.5	D	
		R	0.02	31.8	C	R	0.02	31.8	C	R	0.02	31.8	C	
Overall Intersection		-	-	**13.4**	**B**	-	-	**13.5**	**B**	-	-	**13.5**	**B**	
Astoria Boulevard at Ditmars Boulevard/ 111th Street														
Astoria Boulevard	EB	T	0.33	49.0	D	T	0.34	49.4	D	T	0.34	49.4	D	
Astoria Boulevard	WB	TR	0.90	36.8	D	TR	0.90	37.1	D	TR	0.90	37.1	D	
111th Street	NB	LTR	0.65	59.8	E	LTR	0.65	59.8	E	LTR	0.65	59.8	E	
Ditmars Boulevard	SB	L	0.47	40.1	D	L	0.47	40.1	D	L	0.47	40.1	D	
		R	0.13	35.6	D	R	0.13	35.6	D	R	0.13	35.6	D	
Overall Intersection		-	-	**41.5**	**D**	-	-	**41.8**	**D**	-	-	**41.8**	**D**	
Northern Boulevard at 108th Street														
Northern Boulevard	EB	L	0.28	56.4	E	L	0.28	56.4	E	L	0.28	56.4	E	- Modify signal timing: Shift 1 sec from LPI phase to EB/WB phase. [LPI phase green time shifts from 10 sec to 9 sec, EB/WB phase green time shifts from 64 sec to 65 sec]
		T	1.18	123.4	F	T	1.21	132.6	F	T	1.19	124.4	F	
		R	0.14	14.7	B	R	0.14	14.7	B	R	0.13	14.2	B	
Northern Boulevard	WB	L	0.70	75.1	E	L	0.70	76.7	E	L	0.71	76.4	E	
		T	1.33	184.4	F	T	1.34	190.9	F	T	1.32	180.9	F	
		R	0.36	18.1	B	R	0.36	18.1	B	R	0.36	17.4	B	
108th Street	NB	LTR	1.05	120.9	F	LTR	1.05	120.9	F	LTR	1.05	120.9	F	
108th Street	SB	LTR	1.12	145.1	F	LTR	1.12	145.1	F	LTR	1.12	145.1	F	
Overall Intersection		-	-	**135.7**	**F**	-	-	**141.3**	**F**	-	-	**134.8**	**F**	
Northern Boulevard at 114th Street														
Northern Boulevard	EB	T	0.93	53.3	D	T	0.96	58.2	E	T	0.96	58.2	E	
		R	0.59	36.1	D	R	0.59	36.1	D	R	0.59	36.1	D	
Northern Boulevard	WB	LT	1.09	69.6	E	LT	1.10	73.4	E	LT	1.10	73.4	E	
114th Street	SB	LTR	0.38	45.7	D	LTR	0.38	45.7	D	LTR	0.38	45.7	D	
Overall Intersection		-	-	**61.2**	**E**	-	-	**64.8**	**E**	-	-	**64.8**	**E**	
Northern Boulevard westbound at 126th Street/ Seaver Way														
Northern Boulevard	WB	T	0.72	11.9	B	T	0.80	14.2	B	T	0.80	14.2	B	
126th Street/ Seaver Way	NB	L	0.27	6.0	A	L	0.30	2.7	A	L	0.30	2.7	A	
Overall Intersection		-	-	**11.5**	**B**	-	-	**13.3**	**B**	-	-	**13.3**	**B**	
Northern Boulevard eastbound at 126th Street/ Seaver Way														
Northern Boulevard	EB	T	0.41	35.5	D	T	0.41	35.5	D	T	0.41	35.5	D	
		-	-	-	-	R	0.11	13.7	B	R	0.11	13.7	B	
126th Street/ Seaver Way	NB	T	0.28	26.2	C	T	0.32	23.2	C	T	0.32	23.2	C	
		R	0.33	27.1	C	R	0.33	23.9	C	R	0.33	23.9	C	
Grand Central Parkway eastbound Off-Ramp	NEB	R	0.70	35.8	D	R	0.71	36.2	D	R	0.71	36.2	D	
Overall Intersection		-	-	**33.6**	**C**	-	-	**31.8**	**C**	-	-	**31.8**	**C**	
Northern Boulevard at Prince Street														
Northern Boulevard	EB	L	1.74	403.1	F	L	1.74	403.1	F	L	1.74	403.1	F	
		T	0.56	17.9	B	T	0.56	18.0	B	T	0.56	18.0	B	
Northern Boulavard	WB	L	1.20	183.4	F	L	1.20	181.4	F	L	1.20	181.4	F	
		T	0.88	15.8	B	T	0.90	16.8	B	T	0.90	16.8	B	
		R	0.52	12.2	B	R	0.54	12.7	B	R	0.54	12.7	B	
Prince Street	NB	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	1.17	150.4	F	LTR	1.17	150.4	F	
Northern Boulevard Eastbound Service Road	NEB	R	0.43	17.6	B	R	0.43	17.6	B	R	0.43	17.6	B	
Overall Intersection		-	-	**131.2**	**F**	-	-	**130.2**	**F**	-	-	**130.2**	**F**	

TABLE E-1
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY AM PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		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	0.12	11.7	B	L	0.12	11.7	B	
		T	0.91	28.9	C	T	0.93	31.0	C	T	0.93	31.0	C	
Main Street	NB	L	0.30	1.1	A	L	0.30	1.1	A	L	0.30	1.1	A	
Overall Intersection		-	-	**26.4**	**C**	-	-	**28.4**	**C**	-	-	**28.4**	**C**	
Northern Boulevard eastbound at Main Street														
Northern Boulevard	EB	T	0.74	16.3	B	T	0.75	16.4	B	T	0.75	16.4	B	
		R	0.52	16.7	B	R	0.52	16.6	B	R	0.52	16.6	B	
Main Street	NB	TR	0.66	47.5	D	TR	0.66	47.5	D	TR	0.66	47.5	D	
Main Street	SB	T	0.12	40.8	D	T	0.12	40.8	D	T	0.12	40.8	D	
Overall Intersection		-	-	**21.7**	**C**	-	-	**21.7**	**C**	-	-	**21.7**	**C**	
Northern Boulevard at Union Street														
Northern Boulevard	EB	L	0.84	64.0	E	L	0.84	64.2	E	L	0.84	64.3	E	- Modify signal timing: Shift 1 sec from NB/SB LTR (phase C) to EB/WB (phase A). [NB/SB LTR (phase C) green time shifts from 38 sec to 37 sec, EB/WB (phase A) green time shifts from 45 sec to 46 sec (No change to LPI)]
		TR	0.85	40.8	D	TR	0.85	41.3	D	TR	0.84	39.5	D	
Northern Boulevard	WB	L	0.41	24.0	C	L	0.41	24.3	C	L	0.41	23.4	C	
		TR	0.97	53.5	D	TR	1.00	60.8	E	TR	0.98	54.8	D	
Union Street	NB	LT	0.46	30.9	C	LT	0.46	30.9	C	LT	0.47	31.9	C	
		R	0.28	22.9	C	R	0.28	22.9	C	R	0.28	23.6	C	
Union Street	SB	LT	0.51	31.7	C	LT	0.51	31.7	C	LT	0.52	32.7	C	
		R	0.67	33.9	C	R	0.67	33.9	C	R	0.68	35.3	D	
Overall Intersection		-	-	**43.7**	**D**	-	-	**46.8**	**D**	-	-	**44.2**	**D**	
Northern Boulevard at Parsons Boulevard														
Northern Boulevard	EB	L	0.46	44.2	D	L	0.47	45.6	D	L	0.47	45.6	D	
		T	0.64	30.8	C	T	0.65	31.1	C	T	0.65	31.1	C	
		R	0.32	25.9	C	R	0.32	25.9	C	R	0.32	25.9	C	
Northern Boulevard	WB	L	0.30	27.4	C	L	0.31	27.8	C	L	0.31	27.8	C	
		TR	0.88	39.8	D	TR	0.92	42.6	D	TR	0.92	42.6	D	
Parsons Boulevard	NB	L	1.25	196.6	F	L	1.25	196.6	F	L	1.25	196.6	F	
		TR	0.81	57.8	E	TR	0.81	57.8	E	TR	0.81	57.8	E	
Parsons Boulevard	SB	LT	1.34	218.7	F	LT	1.34	218.7	F	LT	1.34	218.7	F	
		R	0.50	40.1	D	R	0.50	40.1	D	R	0.50	40.1	D	
Overall Intersection		-	-	**64.8**	**E**	-	-	**65.6**	**E**	-	-	**65.6**	**E**	
Roosevelt Avenue at 108th Street														
Roosevelt Avenue	EB	LTR	0.81	33.0	C	LTR	0.88	39.7	D	LTR	0.88	39.7	D	- **Unmitigable** [Intersection delays change as a result of mititgation measures at adjacent intersections.]
Roosevelt Avenue	WB	LTR	1.17	100.0	F	LTR	1.23	124.8	F	LTR	1.23	125.7	F	
108th Street	NB	LTR	1.04	108.4	F	LTR	1.04	108.4	F	LTR	1.04	108.4	F	
108th Street	SB	LTR	1.08	120.8	F	LTR	1.08	120.8	F	LTR	1.08	120.8	F	
Overall Intersection		-	-	**84.9**	**F**	-	-	**95.0**	**F**	-	-	**95.4**	**F**	
Roosevelt Avenue at 111th Street														
Roosevelt Avenue	EB	LTR	0.66	13.1	B	LTR	0.72	14.9	B	LTR	0.71	13.9	B	- Modify signal timing: Shift 1 sec from NB phase to EB/WB phase. [NB phase green time shifts from 30 sec to 29 sec, EB/WB phase green time shifts from 80 sec to 81 sec]
Roosevelt Avenue	WB	LTR	0.99	48.5	D	LTR	1.02	56.2	E	LTR	1.01	52.1	D	
111th Street	NB	LTR	0.77	59.6	E	LTR	0.77	59.6	E	LTR	0.80	63.9	E	
Overall Intersection		-	-	**37.6**	**D**	-	-	**41.6**	**D**	-	-	**39.7**	**D**	
Roosevelt Avenue at 114th Street														
Roosevelt Avenue	EB	LTR	1.28	164.6	F	LTR	1.46	238.6	F	LTR	1.46	238.6	F	- **Unmitigable**
Roosevelt Avenue	WB	LT	1.32	188.5	F	LT	1.41	220.0	F	LT	1.41	220.0	F	
		R	0.19	14.0	B	R	0.30	12.0	B	R	0.30	12.0	B	
114th Street	NB	LTR	1.05	115.6	F	LTR	1.11	136.6	F	LTR	1.11	136.6	F	
114th Street	SB	L	0.94	120.7	F	L	0.97	129.5	F	L	0.97	129.5	F	
		TR	0.76	67.9	E	TR	0.80	74.6	E	TR	0.80	74.6	E	
Overall Intersection		-	-	**148.7**	**F**	-	-	**182.9**	**F**	-	-	**182.9**	**F**	

TABLE E-1
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY AM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.53	19.4	B	T	0.53	19.4	B	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.39	2.2	A	T	0.39	2.2	A	
Stadium Place North	SB	R	-	20.5	C	R	0.69	35.1	D	R	0.69	35.1	D	
Overall Intersection		-	-	**4.7**	**A**	-	-	**17.6**	**B**	-	-	**17.6**	**B**	
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
Roosevelt Avenue	EB	TR	-	0.0	A	TR	0.56	2.9	A	TR	0.56	2.9	A	
Roosevelt Avenue	WB	TR	-	0.0	A	TR	0.49	4.7	A	TR	0.49	5.0	A	
Overall Intersection		-	-	**0.0**	**A**	-	-	**3.7**	**A**	-	-	**3.9**	**A**	
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
Roosevelt Avenue	EB	T	-	0.0	A	T	0.35	2.4	A	T	0.35	2.4	A	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.45	9.7	A	T	0.45	9.6	A	
Stadium Place South	NB	R	-	11.8	B	R	0.19	24.0	C	R	0.19	24.0	C	
Overall Intersection		-	-	**1.3**	**A**	-	-	**8.2**	**A**	-	-	**8.1**	**A**	
Roosevelt Avenue at 126th Street/ Seaver Way														
Roosevelt Avenue	EB	LTR	0.54	20.4	C	LTR	0.61	9.6	A	LTR	0.66	14.8	B	- Modify signal timing: Shift 4 sec from EB/WB phase to the NB/SB phase. [EB/WB phase green time shifts from 75 sec to 71 sec, NB/SB phase green time shifts from 35 sec to 39 sec]
Roosevelt Avenue	WB	LTR	0.47	12.9	B	LTR	0.57	14.7	B	LTR	0.61	17.4	B	
126th Street/ Seaver Way	NB	LTR	0.08	31.1	C	LTR	0.06	30.8	C	LTR	0.06	28.0	C	
126th Street/ Seaver Way	SB	L	0.76	52.3	D	DefL	0.92	74.5	E	DefL	0.81	54.6	D	
		TR	0.32	35.3	D	TR	0.42	37.4	D	TR	0.37	33.4	C	
Overall Intersection		-	-	**22.9**	**C**	-	-	**23.2**	**C**	-	-	**23.0**	**C**	
Roosevelt Avenue westbound at College Point Boulevard														
Roosevelt Avenue	WB	LTR	0.46	20.6	C	LTR	0.49	20.7	C	LTR	0.51	21.4	C	- Modify signal timing: Shift 1 sec from EB/WB (phase A) to the NB/NBL (phase D). [EB/WB (phase A) green time shifts from 37 sec to 36 sec, NB/NBL (phase D) green time shifts from 14 sec to 15 sec]
College Point Boulevard	NB	L	0.96	77.6	E	L	0.98	81.7	F	L	0.95	73.4	E	
		T	0.43	7.8	A	T	0.43	7.8	A	T	0.43	7.4	A	
College Point Boulevard	SB	TR	0.96	60.0	E	TR	0.98	63.7	E	TR	0.98	63.7	E	
Overall Intersection		-	-	**39.5**	**D**	-	-	**41.4**	**D**	-	-	**40.3**	**D**	
Roosevelt Avenue eastbound at College Point Boulevard														
Roosevelt Avenue	EB	LTR	0.69	30.9	C	LTR	0.71	31.3	C	LTR	0.71	31.3	C	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
College Point Boulevard	NB	TR	0.61	24.3	C	TR	0.61	24.3	C	TR	0.61	24.3	C	
College Point Boulevard	SB	LT	0.51	2.2	A	LT	0.51	2.2	A	LT	0.51	2.1	A	
Overall Intersection		-	-	**19.9**	**B**	-	-	**20.0**	**C**	-	-	**20.0**	**C**	
Roosevelt Avenue at Prince Street														
Roosevelt Avenue	EB	LT	0.87	37.0	D	LT	0.92	43.4	D	LT	0.92	43.1	D	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
		R	0.24	16.0	B	R	0.24	16.3	B	R	0.24	16.0	B	
Roosevelt Avenue	WB	LTR	0.64	4.9	A	LTR	0.69	5.5	A	LTR	0.69	5.5	A	
Prince Street	SB	LTR	0.47	30.1	C	LTR	0.47	30.1	C	LTR	0.47	30.1	C	
Overall Intersection		-	-	**23.1**	**C**	-	-	**25.2**	**C**	-	-	**25.1**	**C**	
Roosevelt Avenue at Main Street														
Roosevelt Avenue	EB	LTR	0.88	55.0	E	LTR	0.90	58.3	E	LTR	0.90	58.3	E	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
Roosevelt Avenue	WB	LTR	0.83	28.0	C	LTR	0.90	29.9	C	LTR	0.90	32.7	C	
Main Street	NB	LTR	0.35	17.1	B	LTR	0.35	17.1	B	LTR	0.35	17.1	B	
Main Street	SB	LTR	0.29	16.4	B	LTR	0.29	16.4	B	LTR	0.29	16.4	B	
Overall Intersection		-	-	**33.5**	**C**	-	-	**35.3**	**D**	-	-	**36.4**	**D**	
Roosevelt Avenue at Union Street														
Roosevelt Avenue	EB	LTR	0.60	58.2	E	LTR	0.62	58.6	E	LTR	0.60	53.5	D	- Modify signal timing: Shift 2 sec from LPI phase to the EB/WB phase. [LPI phase green time shifts from 10 sec to 8 sec, EB/WB phase green time shifts from 59 sec to 61 sec]
Roosevelt Avenue	WB	LTR	1.03	79.2	E	LTR	1.09	96.4	F	LTR	1.05	82.8	F	
Union Street	NB	LTR	0.66	39.1	D	LTR	0.66	39.1	D	LTR	0.66	39.1	D	
Union Street	SB	LT	1.03	106.2	F	LT	1.03	106.2	F	LT	1.03	106.2	F	
		R	0.38	35.6	D	R	0.38	35.6	D	R	0.38	35.6	D	
Overall Intersection		-	-	**66.9**	**E**	-	-	**73.2**	**E**	-	-	**67.4**	**E**	

TABLE E-1
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY AM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Roosevelt Avenue at Parsons Boulevard														
Roosevelt Avenue	EB	LT	0.71	42.5	D	LT	0.79	50.5	D	LT	0.79	50.5	D	- **Unmitigable**
		R	0.14	23.7	C	R	0.14	23.7	C	R	0.14	23.7	C	
Roosevelt Avenue	WB	LT	1.06	98.2	F	LT	1.16	133.0	F	LT	1.16	133.0	F	
		R	0.20	24.9	C	R	0.20	24.9	C	R	0.20	24.9	C	
Parsons Boulevard	NB	LT	1.05	97.3	F	LT	1.05	97.3	F	LT	1.05	97.3	F	
		R	0.07	22.6	C	R	0.07	22.6	C	R	0.07	22.6	C	
Parsons Boulevard	SB	LTR	0.89	55.0	E	LTR	0.89	55.0	E	LTR	0.89	55.0	E	
Overall Intersection		**-**	**-**	**71.8**	**E**	**-**	**-**	**82.9**	**F**	**-**	**-**	**82.9**	**F**	
34th Avenue at 126th Street/ Seaver Way														
Northfield Service Lane (Formerly Shea Road)	EB	LT	0.51	48.1	D	-	-	-	-	-	-	-	-	
		R	0.86	78.2	E	-	-	-	-	-	-	-	-	
34th Avenue	WB	LTR	0.50	46.4	D	LR	0.24	23.6	C	LR	0.24	23.6	C	
126th Street/ Seaver Way	NB	LTR	0.31	21.8	C	TR	0.21	16.6	B	TR	0.21	16.6	B	
126th Street/ Seaver Way (Formerly Northern Boulevard Off-Ramp)	SB	LTR	0.19	20.4	C	LT	0.12	8.9	A	LT	0.12	8.9	A	
Ramp from Whitestone Expressway	SEB	LR	0.77	60.3	E	R	0.78	31.2	C	R	0.78	31.2	C	
Overall Intersection		**-**	**-**	**44.6**	**D**	**-**	**-**	**25.1**	**C**	**-**	**-**	**25.1**	**C**	
35th Avenue/Shea Road at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
35th Avenue	EB	Intersection not analyzed during the No Action condition				L	0.24	30.6	C	L	0.24	30.7	C	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
						TR	0.61	41.3	D	TR	0.61	41.4	D	
Shea Road	WB					LTR	0.12	26.5	C	LTR	0.12	26.5	C	
126th Street/ Seaver Way	NB					LTR	0.27	14.3	B	LTR	0.27	14.3	B	
126th Street/ Seaver Way	SB					LT	0.47	6.1	A	LT	0.47	6.1	A	
						R	0.40	2.2	A	R	0.40	2.2	A	
Overall Intersection						**-**	**-**	**14.2**	**B**	**-**	**-**	**14.2**	**B**	
Shea Road at Boat Basin Place														
Shea Road	EB	-	-	-	-	L	0.06	42.6	D	L	0.06	42.6	D	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
		-	-	-	-	TR	0.05	32.1	C	TR	0.05	32.1	C	
Shea Road	WB	-	-	-	-	L	0.17	34.8	C	L	0.17	34.8	C	
		-	-	-	-	T	0.44	27.6	C	T	0.44	27.6	C	
		-	-	-	-	R	0.09	22.2	C	R	0.09	22.2	C	
		LTR	0.25	25.9	C	LTR	(4)	28.6	C	LTR	(4)	28.6	C	
Boat Basin Place	NB	-	-	-	-	L	0.19	22.5	C	L	0.19	22.5	C	
		-	-	-	-	TR	0.02	19.5	B	TR	0.02	19.5	B	
		LTR	0.06	7.1	A	LTR	(4)	21.9	C	LTR	(4)	21.9	C	
Boat Basin Place	SB	-	-	-	-	L	0.62	28.5	C	L	0.62	32.4	C	
		-	-	-	-	T	0.04	15.4	B	T	0.04	17.9	B	
		-	-	-	-	R	0.83	37.2	D	R	0.83	42.1	D	
		LTR	0.40	9.8	A	LTR	(4)	32.9	C	LTR	(4)	37.3	D	
Overall Intersection		**-**	**-**	**13.4**	**B**	**-**	**-**	**30.9**	**C**	**-**	**-**	**33.4**	**C**	
Shea Road at Porte Cochere Exit Ramp														
Porte Cochere Exit Ramp	EB	Intersection does not exist in the No Action condition				LT	0.29	24.6	C	LT	0.29	24.6	C	
						R	0.03	0.0	A	R	0.03	0.0	A	
Shea Road	NB					T	0.04	10.4	B	T	0.04	10.4	B	
						R	0.02	0.0	A	R	0.02	0.0	A	
Shea Road	SB					L	0.05	10.5	B	L	0.05	10.5	B	
						T	0.58	16.5	B	T	0.58	16.5	B	
Overall Intersection						**-**	**-**	**16.4**	**B**	**-**	**-**	**16.4**	**B**	
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Grand Central Parkway westbound exit ramp	EB	L	-	11.5	B	L	0.28	32.7	C	L	0.28	32.7	C	
		-	-	-	-	T	0.18	34.6	C	T	0.18	34.6	C	
		R	-	10.4	B	R	0.38	23.1	C	R	0.38	23.1	C	
Podium Parking West Access	WB	-	-	-	-	L	0.29	35.9	D	L	0.29	35.9	D	
		-	-	-	-	TR	0.49	33.8	C	TR	0.49	33.8	C	
Shea Road	NB	-	-	-	-	L	0.78	31.4	C	L	0.78	31.4	C	
		-	-	-	-	TR	0.02	14.6	B	TR	0.02	14.6	B	
		T	-	0.0	A	LTR	(4)	30.6	C	LTR	(4)	30.6	C	
Shea Road	SB	-	-	-	-	L	0.05	20.5	C	L	0.05	20.5	C	
		TR	-	0.0	A	TR	0.74	34.1	C	TR	0.74	34.1	C	
Overall Intersection		**-**	**-**	**1.8**	**A**	**-**	**-**	**31.9**	**C**	**-**	**-**	**31.9**	**C**	

TABLE E-1
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY AM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Shea Road at Tower Parking Access			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Tower Parking Access (Formerly Citi Field Entrance 4)	WB	-	-	-	-	L	0.03	24.2	C	L	0.03	24.2	C	
		-	-	-	-	R	0.06	24.5	C	R	0.06	24.5	C	
		LTR	-	12.8	B	LR	(4)	24.4	C	LR	(4)	24.4	C	
Shea Road	NB	LTR	-	8.5	A	TR	0.40	22.8	C	TR	0.40	22.8	C	
Shea Road	SB	-	-	-	-	L	0.59	36.6	D	L	0.59	36.6	D	
		-	-	-	-	T	0.23	9.9	A	T	0.23	9.9	A	
		LTR	-	0.2	A	LT	(4)	20.1	C	LT	(4)	20.1	C	
Overall Intersection		**-**	**-**	**4.5**	**A**	**-**	**-**	**20.9**	**C**	**-**	**-**	**20.9**	**C**	
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Stadium Place North	WB	LR	-	11.9	B	LTR	0.27	27.2	C	LTR	0.27	27.2	C	
Shea Road	NB	-	-	-	-	L	0.00	0.0	A	L	0.00	0.0	A	
		TR	-	0.0	A	TR	0.60	33.5	C	TR	0.60	33.5	C	
Shea Road	SB	LT	-	5.1	A	LT	0.31	4.3	A	LT	0.31	4.3	A	
		-	-	-	-	R	0.17	0.2	A	R	0.17	0.2	A	
Overall Intersection		**-**	**-**	**3.1**	**A**	**-**	**-**	**17.4**	**B**	**-**	**-**	**17.4**	**B**	
Shea Road at Olmsted Drive			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Olmsted Drive	WB	-	-	-	-	L	0.21	31.6	C	L	0.21	31.6	C	
		-	-	-	-	R	0.36	18.7	B	R	0.36	18.7	B	
		LR	-	14.8	B	LR	(4)	21.6	C	LR	(4)	21.6	C	
Shea Road	NB	TR	-	0.0	A	TR	0.33	16.3	B	TR	0.33	16.3	B	
Shea Road	SB	LT	-	3.6	A	LT	0.13	6.7	A	LT	0.13	6.7	A	
Overall Intersection		**-**	**-**	**5.2**	**A**	**-**	**-**	**15.6**	**B**	**-**	**-**	**15.6**	**B**	
34th Avenue at 114th Street														
34th Avenue	EB	T	0.36	11.3	B	T	0.36	11.3	B	T	0.36	11.3	B	
		R	0.07	8.5	A	R	0.07	8.5	A	R	0.07	8.5	A	
114th Street	NB	R	0.20	0.3	A	R	0.24	0.4	A	R	0.24	0.4	A	
114th Street	SB	L	0.49	28.7	C	L	0.49	28.6	C	L	0.49	28.6	C	
		T	0.48	29.8	C	T	0.48	29.8	C	T	0.48	29.8	C	
		R	0.21	0.3	A	R	0.21	0.3	A	R	0.21	0.3	A	
Overall Intersection		**-**	**-**	**11.5**	**B**	**-**	**-**	**11.0**	**B**	**-**	**-**	**11.0**	**B**	
Marina Road at Boat Basin Place			NEW SIGNAL											
Marina Road	EB	TR	0.03	8.6	A	TR	0.03	8.6	A	TR	0.06	31.7	C	- Modify signal timing: Change to a three-phase signal with a 120 sec cycle length and 0 sec offset. The signal would operate with an NB phase with 34 sec green time, 3 sec yellow and 2 sec all-red, a protected WB phase with 37 sec green time, 3 sec yellow, and 2 sec all-red, and a EB/WB phase with 34 sec green time, 3 sec yellow, and 2 sec all-red.
Marina Road	WB	L	0.69	20.2	C	L	1.01	57.4	E	L	0.93	35.3	D	
		T	0.25	10.6	B	T	0.26	10.6	B	T	0.25	10.1	B	
Boat Basin Place	NB	L	0.05	30.7	C	L	0.05	45.0	D	L	0.05	45.0	D	
		R	0.06	31.0	C	R	0.07	45.7	D	R	0.07	45.7	D	
Overall Intersection		**-**	**-**	**17.3**	**B**	**-**	**-**	**43.3**	**D**	**-**	**-**	**29.0**	**C**	
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Area B Parking Structure Access (Formerly Citi Field Entrance 1)	EB	LR	-	11.4	B	LR	0.14	27.9	C	LR	0.14	27.9	C	
126th Street/ Seaver Way	NB	-	-	-	-	L	0.12	10.5	B	L	0.12	10.5	B	
		-	-	-	-	T	0.26	11.0	B	T	0.26	11.0	B	
		LT	-	0.1	A	LT	(4)	10.9	B	LT	(4)	10.9	B	
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	0.53	34.9	C	TR	0.53	34.9	C	
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**25.2**	**C**	**-**	**-**	**25.2**	**C**	
UNSIGNALIZED INTERSECTIONS														
Northern Boulevard eastbound at 126th Place														
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
126th Place	NB	R	-	11.1	B	R	-	11.1	B	R	-	11.1	B	
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**	
Roosevelt Avenue at Citi Field Entrance 3														
Roosevelt Avenue	EB	LT	-	0.0	A									
Roosevelt Avenue	WB	TR	-	0.0	A									
Citi Field Entrance 3	SB	R	-	9.6	A	Intersection does not exist in the With Action condition								
Overall Intersection		**-**	**-**	**0.0**	**A**									

TABLE E-1
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY AM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Mvt.	V/C	Control Delay	LOS	2030 With Action Mvt.	V/C	Control Delay	LOS	2030 Mitigation Mvt.	V/C	Control Delay	LOS	Mitigation Measure
Roosevelt Avenue at Southfield Parking Lot														
Roosevelt Avenue	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Roosevelt Avenue	WB	LT	-	0.5	A									
Southfield Parking Lot	NB	L	-	24.6	C									
		R	-	11.8	B									
Overall Intersection		**-**	**-**	**0.4**	**A**									
Shea Road at Northfield Parking Structure North Access 1														
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 1	SB					R	-	10.0	B	R	-	10.0	B	
Overall Intersection						**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
Shea Road at Northfield Parking Structure North Access 2														
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 2	SB					R	-	10.0	B	R	-	10.0	B	
Overall Intersection						**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	
Shea Road at Northfield Parking Structure South/North Access 3														
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A	TR	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure South Access	NB					L	-	14.8	B	L	-	14.8	B	
						R	-	9.3	A	R	-	9.3	A	
Northfield Parking Structure North Access 3	SB					R	-	10.0	B	R	-	10.0	B	
Overall Intersection						**-**	**-**	**0.2**	**A**	**-**	**-**	**0.2**	**A**	
Shea Road at Mets Truck Loading														
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A	TR	-	0.0	A	
Shea Road	WB					LT	-	0.0	A	LT	-	0.0	A	
Overall Intersection						**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	
Shea Road at Citi Field Entrance 10														
Shea Road	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Shea Road	WB	LT	-	0.0	A									
Citi Field Entrance 10	NB	LR	-	0.0	A									
Overall Intersection		**-**	**-**	**0.0**	**A**									
Shea Road/ Citi Field Entrance 8 at Boat Basin Place														
Shea Road	EB	LTR	-	9.5	A	Intersection does not exist in the With Action condition								
Citi Field Entrance 8	WB	R	-	9.0	A									
Boat Basin Place	NB	TR	-	0.0	A									
Boat Basin Place	SB	LT	-	2.7	A									
Overall Intersection		**-**	**-**	**6.3**	**A**									
Shea Road at Citi Field Entrance 6 and 7														
Citi Field Entrance 7	EB	LTR	-	12.9	B	Intersection does not exist in the With Action condition								
Citi Field Entrance 6	WB	LTR	-	0.0	A									
Shea Road	NB	LTR	-	0.0	A									
Shea Road	SB	LTR	-	0.0	A									
Overall Intersection		**-**	**-**	**0.1**	**A**									
Shea Road at Meridian Road														
Meridian Road	WB	LR	-	9.3	A	LR	-	9.6	A	LR	-	9.6	A	
Shea Road	NB	TR	-	13.4	B	TR	-	14.5	B	TR	-	14.5	B	
Shea Road	SB	L	-	8.7	A	L	-	8.8	A	L	-	8.8	A	
		T	-	7.5	A	T	-	8.5	A	T	-	8.5	A	
Overall Intersection		**-**	**-**	**11.7**	**B**	**-**	**-**	**12.1**	**B**	**-**	**-**	**12.1**	**B**	

TABLE E-1
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY AM PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Shea Road at Grand Central Parkway westbound exit ramp (9P)											SIGNALIZED INTERSECTION			
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	49.3	E	L	-	94.3	F	L	0.49	13.5	B	- Install a two-phase signal with a 60 sec cycle length and 0 sec offset. The signal would operate with an EBL phase with 27 sec green time, 3 sec yellow and 2 sec all-red, and NB/SB phase with 23 sec green time, 3 sec yellow, and 2 sec all-red. The EBR would operate as stop-controlled as in existing conditions. The SBR would have a Right Turn on Red.
		R	-	9.2	A	R	-	9.8	A	R	0.06	0.1	A	
Shea Road	NB	LT	-	6.2	A	LT	-	6.3	A	LT	0.45	16.7	B	
Shea Road	SB	TR	-	0.0	A	TR	-	0.0	A	TR	0.26	13.5	B	
Overall Intersection		**-**	**-**	**27.6**	**D**	**-**	**-**	**45.7**	**E**	**-**	**-**	**12.8**	**B**	
Shea Road at New York Avenue														
New York Avenue	WB	LR	-	10.8	B	LR	-	11.9	B	LR	-	11.9	B	
Shea Road	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Shea Road	SB	LT	-	6.1	A	LT	-	7.2	A	LT	-	7.2	A	
Overall Intersection		**-**	**-**	**4.3**	**A**	**-**	**-**	**5.3**	**A**	**-**	**-**	**5.3**	**A**	
126th Street/ Seaver Way at Citi Field Entrance 11														
Citi Field Entrance 11	EB	LR	-	0.0	A	LR	-	21.3	C	LR	-	21.3	C	
126th Street/ Seaver Way	NB	LT	-	0.0	A	T	-	0.0	A	T	-	0.0	A	
126th Street/ Seaver Way	SB	TR	-	0.0	A	T	-	0.0	A	T	-	0.0	A	
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**	
36th Avenue at 126th Street/ Seaver Way														
36th Avenue	WB	LR	-	10.1	B	Intersection not analyzed during the With Action condition								
126th Street/ Seaver Way	NB	TR	-	0.0	A									
126th Street/ Seaver Way	SB	LT	-	0.1	A									
Overall Intersection		**-**	**-**	**0.2**	**A**									
126th Street/ Seaver Way at Southfield Parking Lot														
Southfield Parking Lot East Access	WB	Intersection does not exist in the No Action condition				LR	-	7.4	A	LR	-	7.4	A	
126th Street/ Seaver Way	NB					LT	-	6.7	A	LT	-	6.7	A	
126th Street/ Seaver Way	SB					TR	-	7.5	A	TR	-	7.5	A	
Overall Intersection						**-**	**-**	**6.8**	**A**	**-**	**-**	**6.8**	**A**	
Stadium Place South at Southfield Parking Lot														
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	-	-	-	-	L	-	13.4	B	L	-	13.4	B	
		-	-	-	-	R	-	0.0	A	R	-	0.0	A	
		LR	-	0.0	A	LR	(4)	10.0	B	LR	(4)	10.0	B	
Stadium Place South	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Stadium Place South	SB	LT	-	0.0	A	LT	-	1.8	A	LT	-	1.8	A	
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**1.5**	**A**	**-**	**-**	**1.5**	**A**	
Stadium Place South at Olmsted Drive														
Olmsted Drive	EB	-	-	-	-	L	-	7.6	A	L	-	7.6	A	
		-	-	-	-	T	-	0.0	A	T	-	0.0	A	
		LT	-	5.7	A	LT	(4)	5.7	A	LT	(4)	5.7	A	
Olmsted Drive	WB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Stadium Place South	SB	LR	-	9.9	A	LR	-	10.0	B	LR	-	10.0	B	
Overall Intersection		**-**	**-**	**7.4**	**A**	**-**	**-**	**7.6**	**A**	**-**	**-**	**7.6**	**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	
United Nations Avenue North	WB	LT	-	0.6	A	LT	-	0.6	A	LT	-	0.6	A	
New York Avenue	NB	LR	-	10.9	B	LR	-	12.1	B	LR	-	12.1	B	
Overall Intersection		**-**	**-**	**6.7**	**A**	**-**	**-**	**8.4**	**A**	**-**	**-**	**8.4**	**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.
(4) As a result of the project roadway improvements under the With Action condition the lane group configuration has been modified; the approach delay 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 E-2
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		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	0.06	18.9	B	L	0.07	18.9	B	L	0.07	18.9	B	
		TR	0.61	25.1	C	TR	0.64	25.6	C	TR	0.64	25.6	C	
Astoria Boulevard	WB	L	0.60	19.2	B	L	0.62	22.2	C	L	0.62	22.2	C	
		TR	0.21	3.7	A	TR	0.23	3.5	A	TR	0.23	3.5	A	
108th Street	NB	L	0.23	21.0	C	L	0.23	21.0	C	L	0.23	21.0	C	
		TR	0.19	20.2	C	TR	0.19	20.2	C	TR	0.19	20.2	C	
31st Drive	SB	LT	0.17	20.0	B	LT	0.17	20.0	B	LT	0.17	20.0	B	
		R	0.01	18.2	B	R	0.01	18.2	B	R	0.01	18.2	B	
Overall Intersection		-	-	**18.2**	**B**	-	-	**18.6**	**B**	-	-	**18.6**	**B**	
Astoria Boulevard at Ditmars Boulevard/ 111th Street														
Astoria Boulevard	EB	T	0.37	38.9	D	T	0.39	39.0	D	T	0.39	39.0	D	
Astoria Boulevard	WB	TR	0.44	17.4	B	TR	0.46	17.6	B	TR	0.46	17.6	B	
111th Street	NB	LTR	0.77	60.2	E	LTR	0.77	60.2	E	LTR	0.77	60.2	E	
Ditmars Boulevard	SB	L	0.68	36.5	D	L	0.68	36.5	D	L	0.68	36.5	D	
		R	0.10	27.7	C	R	0.10	27.7	C	R	0.10	27.7	C	
Overall Intersection		-	-	**32.1**	**C**	-	-	**32.1**	**C**	-	-	**32.1**	**C**	
Northern Boulevard at 108th Street														
Northern Boulevard	EB	L	0.13	39.9	D	L	0.16	48.1	D	L	0.16	48.1	D	- **Unmitigable**
		T	1.32	181.3	F	T	1.43	229.4	F	T	1.43	229.4	F	
		R	0.12	14.4	B	R	0.12	14.4	B	R	0.12	14.4	B	
Northern Boulevard	WB	L	0.70	79.0	E	L	0.70	79.0	E	L	0.70	79.0	E	
		T	1.07	82.1	F	T	1.16	115.9	F	T	1.16	115.9	F	
		R	0.30	16.9	B	R	0.30	16.9	B	R	0.30	16.9	B	
108th Street	NB	LTR	1.00	109.4	F	LTR	1.00	109.4	F	LTR	1.00	109.4	F	
108th Street	SB	LTR	0.87	82.4	F	LTR	0.87	82.4	F	LTR	0.87	82.4	F	
Overall Intersection		-	-	**117.7**	**F**	-	-	**149.6**	**F**	-	-	**149.6**	**F**	
Northern Boulevard at 114th Street														
Northern Boulevard	EB	T	0.74	26.1	C	T	0.81	29.3	C	T	0.81	29.3	C	- **Unmitigable**
		R	0.46	20.4	C	R	0.46	20.4	C	R	0.46	20.4	C	
Northern Boulevard	WB	LT	1.02	48.5	D	LT	1.10	74.4	E	LT	1.10	74.4	E	
114th Street	SB	LTR	0.30	42.3	D	LTR	0.30	42.3	D	LTR	0.30	42.3	D	
Overall Intersection		-	-	**37.8**	**D**	-	-	**52.0**	**D**	-	-	**52.0**	**D**	
Northern Boulevard westbound at 126th Street/ Seaver Way														
Northern Boulevard	WB	T	0.52	8.8	A	T	0.62	10.2	B	T	0.62	10.2	B	
126th Street/ Seaver Way	NB	L	0.31	2.8	A	L	0.48	3.5	A	L	0.48	3.5	A	
Overall Intersection		-	-	**8.0**	**A**	-	-	**9.1**	**A**	-	-	**9.1**	**A**	
Northern Boulevard eastbound at 126th Street/ Seaver Way														
Northern Boulevard	EB	T	0.46	36.4	D	T	0.46	36.4	D	T	0.46	36.4	D	
		-	-	-	-	R	0.21	14.8	B	R	0.21	14.8	B	
126th Street/ Seaver Way	NB	T	0.33	29.9	C	T	0.51	35.4	D	T	0.51	35.4	D	
		R	0.46	33.0	C	R	0.55	37.6	D	R	0.55	37.6	D	
Grand Central Parkway eastbound Off-Ramp	NEB	R	0.62	33.3	C	R	0.63	33.7	C	R	0.63	33.7	C	
Overall Intersection		-	-	**33.7**	**C**	-	-	**33.2**	**C**	-	-	**33.2**	**C**	
Northern Boulevard at Prince Street														
Northern Boulevard	EB	L	1.83	435.3	F	L	1.83	435.3	F	L	1.83	435.3	F	
		T	0.65	25.5	C	T	0.68	26.2	C	T	0.68	26.2	C	
Northern Boulavard	WB	L	0.89	98.3	F	L	0.89	96.7	F	L	0.89	96.7	F	
		T	0.73	16.5	B	T	0.74	17.2	B	T	0.74	17.2	B	
		R	0.64	18.7	B	R	0.76	23.2	C	R	0.76	23.2	C	
Prince Street	NB	LTR	2.00+	500+	F	LTR	2.00+	500+	F	LTR	2.00+	500+	F	
Prince Street	SB	LTR	0.91	66.5	E	LTR	0.91	66.5	E	LTR	0.91	66.5	E	
Northern Boulevard Eastbound Service Road	NEB	R	0.51	25.2	C	R	0.51	25.2	C	R	0.51	25.2	C	
Overall Intersection		-	-	**136.2**	**F**	-	-	**133.4**	**F**	-	-	**133.4**	**F**	

TABLE E-2
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		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	0.10	13.2	B	L	0.10	13.2	B	L	0.10	13.2	B	
		T	0.71	21.8	C	T	0.74	22.9	C	T	0.74	22.9	C	
Main Street	NB	L	0.26	0.6	A	L	0.26	0.6	A	L	0.26	0.6	A	
Overall Intersection		-	-	**19.2**	**B**	-	-	**20.2**	**C**	-	-	**20.2**	**C**	
Northern Boulevard eastbound at Main Street														
Northern Boulevard	EB	T	0.72	12.4	B	T	0.75	12.5	B	T	0.75	12.5	B	
		R	0.50	12.6	B	R	0.50	12.4	B	R	0.50	12.4	B	
Main Street	NB	TR	0.66	43.6	D	TR	0.66	43.6	D	TR	0.66	43.6	D	
Main Street	SB	T	0.09	40.9	D	T	0.09	40.9	D	T	0.09	40.9	D	
Overall Intersection		-	-	**19.0**	**B**	-	-	**18.9**	**B**	-	-	**18.9**	**B**	
Northern Boulevard at Union Street														
Northern Boulevard	EB	L	0.70	42.3	D	L	0.71	46.3	D	L	0.71	46.3	D	
		TR	0.88	44.4	D	TR	0.91	47.5	D	TR	0.91	47.5	D	
Northern Boulevard	WB	L	0.34	23.4	C	L	0.35	24.3	C	L	0.35	24.3	C	
		TR	0.91	46.5	D	TR	0.96	54.1	D	TR	0.96	54.1	D	
Union Street	NB	LT	0.31	26.7	C	LT	0.31	26.7	C	LT	0.31	26.7	C	
		R	0.27	23.1	C	R	0.27	23.1	C	R	0.27	23.1	C	
Union Street	SB	LT	0.36	27.4	C	LT	0.36	27.4	C	LT	0.36	27.4	C	
		R	0.39	25.8	C	R	0.39	25.8	C	R	0.39	25.8	C	
Overall Intersection		-	-	**40.7**	**D**	-	-	**45.0**	**D**	-	-	**45.0**	**D**	
Northern Boulevard at Parsons Boulevard														
Northern Boulevard	EB	L	0.46	48.9	D	L	0.50	53.3	D	L	0.47	49.0	D	- Modify signal timing: Shift 3 sec from LPI phase to EB/WB phase. [LPI phase green time shifts from 10 sec to 7 sec, EB/WB phase green time shifts from 50 sec to 53 sec]
		T	0.73	33.8	C	T	0.79	36.3	D	T	0.74	32.3	C	
		R	0.32	25.8	C	R	0.32	25.8	C	R	0.29	23.4	C	
Northern Boulevard	WB	L	0.35	32.8	C	L	0.38	35.4	D	L	0.35	31.7	C	
		TR	1.02	66.0	E	TR	1.09	89.7	F	TR	1.03	66.8	E	
Parsons Boulevard	NB	L	0.92	89.5	F	L	0.92	89.5	F	L	0.92	89.5	F	
		TR	0.69	48.0	D	TR	0.69	48.0	D	TR	0.69	48.0	D	
Parsons Boulevard	SB	LTR	1.35	220.4	F	LTR	1.35	220.4	F	LTR	1.35	220.4	F	
Overall Intersection		-	-	**74.2**	**E**	-	-	**83.1**	**F**	-	-	**72.9**	**E**	
Roosevelt Avenue at 108th Street														
Roosevelt Avenue	EB	LTR	0.96	53.3	D	LTR	1.39	213.9	F	LTR	1.39	213.9	F	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.94	39.9	D	LTR	1.32	176.6	F	LTR	1.32	176.6	F	
108th Street	NB	LTR	0.85	72.3	E	LTR	0.85	72.3	E	LTR	0.85	72.3	E	
108th Street	SB	LTR	0.92	83.6	F	LTR	0.92	83.6	F	LTR	0.92	83.6	F	
Overall Intersection		-	-	**55.5**	**E**	-	-	**172.5**	**F**	-	-	**172.5**	**F**	
Roosevelt Avenue at 111th Street														
Roosevelt Avenue	EB	LTR	0.69	6.0	A	LTR	0.99	19.2	B	LTR	0.99	19.2	B	
Roosevelt Avenue	WB	LTR	0.73	18.4	B	LTR	0.97	41.9	D	LTR	0.97	41.9	D	
111th Street	NB	LTR	0.68	53.2	D	LTR	0.68	53.2	D	LTR	0.68	53.2	D	
Overall Intersection		-	-	**17.7**	**B**	-	-	**32.4**	**C**	-	-	**32.4**	**C**	
Roosevelt Avenue at 114th Street														
Roosevelt Avenue	EB	LTR	1.07	78.3	E	LTR	2.00+	500+	F	LTR	2.00+	500+	F	- **Unmitigable**
Roosevelt Avenue	WB	LT	0.98	45.5	D	LT	1.38	197.4	F	LT	1.38	197.4	F	
		R	0.22	5.3	A	R	0.66	16.4	B	R	0.66	16.4	B	
114th Street	NB	LTR	0.96	97.3	F	LTR	1.11	143.5	F	LTR	1.11	143.5	F	
114th Street	SB	L	0.76	81.8	F	L	0.83	96.1	F	L	0.83	96.1	F	
		TR	0.54	52.3	D	TR	0.59	55.3	E	TR	0.59	55.3	E	
Overall Intersection		-	-	**60.7**	**E**	-	-	**263.0**	**F**	-	-	**263.0**	**F**	

TABLE E-2
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
			Control				Control				Control			
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.63	20.0	C	T	0.63	20.0	C	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.45	2.1	A	T	0.45	2.1	A	
Stadium Place North	SB	R	-	13.8	B	R	0.71	35.8	D	R	0.71	35.8	D	
Overall Intersection		**-**	**-**	**2.5**	**A**	**-**	**-**	**17.5**	**B**	**-**	**-**	**17.5**	**B**	
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Roosevelt Avenue	EB	TR	-	0.0	A	TR	0.65	3.3	A	TR	0.65	3.3	A	
Roosevelt Avenue	WB	TR	-	0.0	A	TR	0.71	2.3	A	TR	0.71	2.3	A	
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**2.8**	**A**	**-**	**-**	**2.8**	**A**	
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.48	3.1	A	T	0.48	3.1	A	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.67	14.5	B	T	0.67	14.5	B	
Stadium Place South	NB	R	-	10.7	B	R	0.13	23.2	C	R	0.13	23.2	C	
Overall Intersection		**-**	**-**	**0.7**	**A**	**-**	**-**	**10.4**	**B**	**-**	**-**	**10.4**	**B**	
Roosevelt Avenue at 126th Street/ Seaver Way														
Roosevelt Avenue	EB	-	-	-	-	DefL	1.24	154.7	F	DefL	1.24	154.7	F	- **Unmitigable**
		-	-	-	-	TR	0.48	11.3	B	TR	0.48	11.3	B	
		LTR	0.45	12.7	B	LTR	(5)	71.7	E	LTR	(5)	71.7	E	
Roosevelt Avenue	WB	LTR	0.35	9.2	A	LTR	0.49	10.9	B	LTR	0.49	10.9	B	
126th Street/ Seaver Way	NB	-	-	-	-	DefL	1.22	233.2	F	DefL	1.22	233.2	F	
		-	-	-	-	TR	0.33	40.6	D	TR	0.33	40.6	D	
		LTR	0.49	44.5	D	LTR	(6)	132.4	F	LTR	(6)	132.4	F	
126th Street/ Seaver Way	SB	L	1.02	104.2	F	-	-	-	-	-	-	-	-	
		TR	0.42	41.2	D	-	-	-	-	-	-	-	-	
		LTR	(4)	81.9	F	LTR	1.85	434.5	F	LTR	1.85	434.5	F	
Overall Intersection		**-**	**-**	**29.2**	**C**	**-**	**-**	**172.8**	**F**	**-**	**-**	**172.8**	**F**	
Roosevelt Avenue westbound at College Point Boulevard														
Roosevelt Avenue	WB	LTR	0.52	27.2	C	LTR	0.62	30.3	C	LTR	0.62	30.3	C	- **Unmitigable**
College Point Boulevard	NB	L	0.85	51.3	D	L	0.85	51.2	D	L	0.85	51.2	D	
		T	0.51	9.3	A	T	0.51	9.2	A	T	0.51	9.2	A	
College Point Boulevard	SB	TR	1.13	106.0	F	TR	1.23	145.3	F	TR	1.23	145.3	F	
Overall Intersection		**-**	**-**	**54.3**	**D**	**-**	**-**	**70.0**	**E**	**-**	**-**	**70.0**	**E**	
Roosevelt Avenue eastbound at College Point Boulevard														
Roosevelt Avenue	EB	LTR	0.74	24.3	C	LTR	0.79	26.3	C	LTR	0.79	26.3	C	
College Point Boulevard	NB	TR	0.67	22.7	C	TR	0.67	22.7	C	TR	0.67	22.7	C	
College Point Boulevard	SB	LT	0.66	4.3	A	LT	0.66	4.1	A	LT	0.66	4.1	A	
Overall Intersection		**-**	**-**	**17.2**	**B**	**-**	**-**	**18.0**	**B**	**-**	**-**	**18.0**	**B**	
Roosevelt Avenue at Prince Street														
Roosevelt Avenue	EB	LT	0.81	29.5	C	LT	0.95	41.8	D	LT	0.95	41.8	D	
		R	0.29	14.0	B	R	0.29	12.0	B	R	0.29	12.0	B	
Roosevelt Avenue	WB	LTR	0.71	12.4	B	LTR	0.82	15.7	B	LTR	0.82	15.7	B	
Prince Street	SB	LTR	1.01	86.5	F	LTR	1.01	86.5	F	LTR	1.01	86.5	F	
Overall Intersection		**-**	**-**	**36.4**	**D**	**-**	**-**	**39.6**	**D**	**-**	**-**	**39.6**	**D**	
Roosevelt Avenue at Main Street														
Roosevelt Avenue	EB	LTR	0.62	19.1	B	LTR	0.74	22.1	C	LTR	0.74	22.1	C	
Roosevelt Avenue	WB	LTR	0.80	22.9	C	LTR	0.96	27.2	C	LTR	0.96	27.2	C	
Main Street	NB	LTR	0.46	19.8	B	LTR	0.46	19.8	B	LTR	0.46	19.8	B	
Main Street	SB	LTR	0.29	16.9	B	LTR	0.29	16.9	B	LTR	0.29	16.9	B	
Overall Intersection		**-**	**-**	**20.5**	**C**	**-**	**-**	**23.4**	**C**	**-**	**-**	**23.4**	**C**	
Roosevelt Avenue at Union Street														
Roosevelt Avenue	EB	LTR	0.82	27.0	C	LTR	0.99	48.2	D	LTR	0.99	48.2	D	- **Unmitigable**
Roosevelt Avenue	WB	LTR	1.15	121.1	F	LTR	1.37	206.9	F	LTR	1.37	206.9	F	
Union Street	NB	LTR	0.42	21.4	C	LTR	0.42	21.4	C	LTR	0.42	21.4	C	
Union Street	SB	LT	1.10	104.4	F	LT	1.10	104.4	F	LT	1.10	104.4	F	
		R	0.47	26.5	C	R	0.47	26.5	C	R	0.47	26.5	C	
Overall Intersection		**-**	**-**	**74.0**	**E**	**-**	**-**	**108.1**	**F**	**-**	**-**	**108.1**	**F**	

TABLE E-2
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Roosevelt Avenue at Parsons Boulevard														
Roosevelt Avenue	EB	LT	0.50	27.2	C	LT	0.71	35.9	D	LT	0.63	28.5	C	- Modify signal timing: Shift 4 sec from NB/SB phase to EB/WB phase. [NB/SB phase green time shifts from 33 sec to 29 sec, EB/WB phase green time shifts from 33 sec to 37 sec (No change to LPI)]
		R	0.12	19.5	B	R	0.12	19.5	B	R	0.10	16.8	B	
Roosevelt Avenue	WB	LT	0.74	37.3	D	LT	1.04	86.7	F	LT	0.93	54.6	D	
		R	0.13	19.7	B	R	0.13	19.7	B	R	0.11	16.9	B	
Parsons Boulevard	NB	LT	0.72	35.2	D	LT	0.72	35.2	D	LT	0.87	54.1	D	
		R	0.04	18.5	B	R	0.04	18.5	B	R	0.04	21.2	C	
Parsons Boulevard	SB	LTR	0.70	32.7	C	LTR	0.70	32.7	C	LTR	0.79	42.8	D	
Overall Intersection		**-**	**-**	**32.4**	**C**	**-**	**-**	**48.1**	**D**	**-**	**-**	**44.0**	**D**	
34th Avenue at 126th Street/ Seaver Way														
Northfield Service Lane (Formerly Shea Road)	EB	LT	0.69	58.5	E	-	-	-	-	-	-	-	-	
		R	0.63	53.5	D	-	-	-	-	-	-	-	-	
34th Avenue	WB	LTR	0.48	45.7	D	LR	0.49	49.1	D	LR	0.49	49.1	D	
126th Street/ Seaver Way	NB	LTR	0.41	23.4	C	TR	0.26	6.9	A	TR	0.26	6.9	A	
126th Street/ Seaver Way (Formerly Northern Boulevard Off-Ramp)	SB	LTR	0.20	20.4	C	LT	0.14	4.5	A	LT	0.14	4.5	A	
Ramp from Whitestone Expressway	SEB	LR	0.76	59.2	E	R	0.79	15.6	B	R	0.79	15.6	B	
Overall Intersection		**-**	**-**	**40.3**	**D**	**-**	**-**	**14.4**	**B**	**-**	**-**	**14.4**	**B**	
35th Avenue/Shea Road at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
35th Avenue	EB	Intersection not analyzed during the No Action condition				L	0.54	48.3	D	L	0.54	48.3	D	
						TR	0.70	53.9	D	TR	0.70	53.9	D	
Shea Road	WB					LTR	0.17	34.8	C	LTR	0.17	34.8	C	
126th Street/ Seaver Way	NB					LTR	0.41	11.0	B	LTR	0.41	11.0	B	
126th Street/ Seaver Way	SB					LT	0.59	6.4	A	LT	0.59	6.4	A	
						R	0.52	2.7	A	R	0.52	2.7	A	
Overall Intersection						**-**	**-**	**14.9**	**B**	**-**	**-**	**14.9**	**B**	
Shea Road at Boat Basin Place														
Shea Road	EB	-	-	-	-	L	0.54	53.0	D	L	0.54	53.0	D	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
		-	-	-	-	TR	0.09	32.5	C	TR	0.09	32.5	C	
Shea Road	WB	-	-	-	-	L	0.66	50.4	D	L	0.66	50.4	D	
		-	-	-	-	T	0.34	26.5	C	T	0.34	26.5	C	
		-	-	-	-	R	0.20	25.1	C	R	0.20	25.1	C	
		LTR	0.28	26.3	C	LTR	(4)	38.5	D	LTR	(4)	38.5	D	
Boat Basin Place	NB	-	-	-	-	L	0.21	23.1	C	L	0.21	23.1	C	
		-	-	-	-	TR	0.04	19.6	B	TR	0.04	19.6	B	
		LTR	0.10	7.4	A	LTR	(4)	21.7	C	LTR	(4)	21.7	C	
Boat Basin Place	SB	-	-	-	-	L	0.58	41.8	D	L	0.58	45.8	D	
		-	-	-	-	T	0.18	31.7	C	T	0.18	34.5	C	
		-	-	-	-	R	0.78	47.2	D	R	0.78	53.2	D	
		LTR	0.39	9.8	A	LTR	(4)	42.7	D	LTR	(4)	47.5	D	
Overall Intersection		**-**	**-**	**13.5**	**B**	**-**	**-**	**40.5**	**D**	**-**	**-**	**42.7**	**D**	
Shea Road at Porte Cochere Exit Ramp														
Porte Cochere Exit Ramp	EB	Intersection does not exist in the No Action condition				LT	0.71	34.5	C	LT	0.71	34.5	C	
						R	0.07	0.1	A	R	0.07	0.1	A	
Shea Road	NB					T	0.13	11.0	B	T	0.13	11.0	B	
						R	0.01	0.0	A	R	0.01	0.0	A	
Shea Road	SB					L	0.04	10.5	B	L	0.04	10.5	B	
						T	0.50	15.1	B	T	0.50	15.1	B	
Overall Intersection						**-**	**-**	**19.0**	**B**	**-**	**-**	**19.0**	**B**	
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Grand Central Parkway westbound exit ramp	EB	L	-	11.3	B	L	0.54	46.6	D	L	0.54	46.6	D	
		-	-	-	-	T	0.45	38.2	D	T	0.45	38.2	D	
		R	-	10.3	B	R	0.58	27.5	C	R	0.58	27.5	C	
Podium Parking West Access	WB	-	-	-	-	L	0.57	33.4	C	L	0.57	33.4	C	
		-	-	-	-	TR	0.92	49.5	D	TR	0.92	49.5	D	
Shea Road	NB	-	-	-	-	L	0.94	53.1	D	L	0.94	53.1	D	
		-	-	-	-	TR	0.14	20.0	B	TR	0.14	20.0	B	
		T	-	0.0	A	LTR	(4)	43.2	D	LTR	(4)	43.2	D	
Shea Road	SB	-	-	-	-	L	0.20	28.1	C	L	0.20	28.1	C	
		TR	-	0.0	A	TR	0.85	46.2	D	TR	0.85	46.2	D	
Overall Intersection		**-**	**-**	**2.0**	**A**	**-**	**-**	**41.0**	**D**	**-**	**-**	**41.0**	**D**	

TABLE E-2
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

INTERSECTION & APPROACH		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
		Mvt.	Control V/C	Control Delay	LOS	Mvt.	Control V/C	Control Delay	LOS	Mvt.	Control V/C	Control Delay	LOS	
Shea Road at Tower Parking Access			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Tower Parking Access (Formerly Citi Field Entrance 4)	WB	-	-	-	-	L	0.24	26.8	C	L	0.24	26.8	C	
		-	-	-	-	R	0.37	28.9	C	R	0.37	28.9	C	
		LTR	-	19.6	C	LR	(4)	28.0	C	LR	(4)	28.0	C	
Shea Road	NB	LTR	-	8.2	A	TR	0.43	23.2	C	TR	0.43	23.2	C	
Shea Road	SB	-	-	-	-	L	0.39	33.0	C	L	0.39	33.0	C	
		-	-	-	-	T	0.39	11.3	B	T	0.39	11.3	B	
		LTR	-	0.1	A	LT	(4)	15.2	B	LT	(4)	15.2	B	
Overall Intersection		**-**	**-**	**5.1**	**A**	**-**	**-**	**18.7**	**B**	**-**	**-**	**18.7**	**B**	
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Stadium Place North	WB	LR	-	12.4	B	LTR	0.65	35.1	D	LTR	0.65	35.1	D	
Shea Road	NB	-	-	-	-	L	0.02	25.6	C	L	0.02	25.6	C	
		TR	-	0.0	A	TR	0.49	31.4	C	TR	0.49	31.4	C	
Shea Road	SB	LT	-	4.8	A	LT	0.56	8.0	A	LT	0.56	8.0	A	
		-	-	-	-	R	0.28	0.4	A	R	0.28	0.4	A	
Overall Intersection		**-**	**-**	**4.0**	**A**	**-**	**-**	**16.4**	**B**	**-**	**-**	**16.4**	**B**	
Shea Road at Olmsted Drive			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Olmsted Drive	WB	-	-	-	-	L	0.21	31.5	C	L	0.21	31.5	C	
		-	-	-	-	R	0.35	18.5	B	R	0.35	18.5	B	
		LR	-	11.8	B	LR	(4)	21.5	C	LR	(4)	21.5	C	
Shea Road	NB	TR	-	0.0	A	TR	0.20	15.0	B	TR	0.20	15.0	B	
Shea Road	SB	LT	-	2.5	A	LT	0.26	7.6	A	LT	0.26	7.6	A	
Overall Intersection		**-**	**-**	**5.0**	**A**	**-**	**-**	**13.2**	**B**	**-**	**-**	**13.2**	**B**	
34th Avenue at 114th Street														
34th Avenue	EB	T	0.31	10.7	B	T	0.31	10.7	B	T	0.31	10.7	B	
		R	0.09	8.7	A	R	0.09	8.7	A	R	0.09	8.7	A	
114th Street	NB	R	0.18	0.2	A	R	0.29	0.5	A	R	0.29	0.5	A	
114th Street	SB	L	0.56	30.3	C	L	0.56	30.3	C	L	0.56	30.3	C	
		T	0.57	33.9	C	T	0.57	33.9	C	T	0.57	33.9	C	
		R	0.12	0.2	A	R	0.12	0.2	A	R	0.12	0.2	A	
Overall Intersection		**-**	**-**	**14.3**	**B**	**-**	**-**	**12.6**	**B**	**-**	**-**	**12.6**	**B**	
Marina Road at Boat Basin Place			NEW SIGNAL											
Marina Road	EB	TR	0.07	9.0	A	TR	0.07	9.0	A	TR	0.16	33.1	C	- Modify signal timing: Change to a three-phase signal with a 120 sec cycle length and 0 sec offset. The signal would operate with an NB phase with 34 sec green time, 3 sec yellow and 2 sec all-red, a protected WB phase with 37 sec green time, 3 sec yellow, and 2 sec all-red, and a EB/WB phase with 34 sec green time, 3 sec yellow, and 2 sec all-red.
Marina Road	WB	L	0.68	20.1	C	L	1.12	94.3	F	L	1.01	54.2	D	
		T	0.11	9.3	A	T	0.12	9.3	A	T	0.12	8.9	A	
Boat Basin Place	NB	L	0.16	32.3	C	L	0.41	41.2	D	L	0.42	41.3	D	
		R	0.07	31.2	C	R	0.08	33.3	C	R	0.08	33.3	C	
Overall Intersection		**-**	**-**	**19.1**	**B**	**-**	**-**	**69.8**	**E**	**-**	**-**	**45.3**	**D**	
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Area B Parking Structure Access (Formerly Citi Field Entrance 1)	EB	LR	-	12.4	B	LR	0.84	49.8	D	LR	0.84	49.8	D	
126th Street/ Seaver Way	NB	-	-	-	-	L	0.85	40.0	D	L	0.85	40.0	D	
		-	-	-	-	T	0.28	11.3	B	T	0.28	11.3	B	
		LT	-	0.2	A	LT	(4)	29.7	C	LT	(4)	29.7	C	
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	0.78	41.9	D	TR	0.78	41.9	D	
Overall Intersection		**-**	**-**	**0.6**	**A**	**-**	**-**	**39.1**	**D**	**-**	**-**	**39.1**	**D**	
UNSIGNALIZED INTERSECTIONS														
Northern Boulevard eastbound at 126th Place														
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
126th Place	NB	R	-	10.5	B	R	-	10.7	B	R	-	10.7	B	
Overall Intersection		**-**	**-**	**0.2**	**A**	**-**	**-**	**0.2**	**A**	**-**	**-**	**0.2**	**A**	
Roosevelt Avenue at Citi Field Entrance 3														
Roosevelt Avenue	EB	LT	-	0.0	A									
Roosevelt Avenue	WB	TR	-	0.0	A									
Citi Field Entrance 3	SB	R	-	10.1	B	Intersection does not exist in the With Action condition								
Overall Intersection		**-**	**-**	**0.0**	**A**									

TABLE E-2
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Roosevelt Avenue at Southfield Parking Lot														
Roosevelt Avenue	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Roosevelt Avenue	WB	LT	-	0.1	A									
Southfield Parking Lot	NB	L	-	19.0	C									
		R	-	10.7	B									
Overall Intersection		**-**	**-**	**0.3**	**A**									
Shea Road at Northfield Parking Structure North Access 1														
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 1	SB					R	-	10.7	B	R	-	10.7	B	
Overall Intersection						**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
Shea Road at Northfield Parking Structure North Access 2														
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 2	SB					R	-	10.7	B	R	-	10.7	B	
Overall Intersection						**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
Shea Road at Northfield Parking Structure South/North Access 3														
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A	TR	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure South Access	NB					L	-	17.5	C	L	-	17.5	C	
						R	-	9.5	A	R	-	9.5	A	
Northfield Parking Structure North Access 3	SB					R	-	10.7	B	R	-	10.7	B	
Overall Intersection						**-**	**-**	**0.4**	**A**	**-**	**-**	**0.4**	**A**	
Shea Road at Mets Truck Loading														
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A	TR	-	0.0	A	
Shea Road	WB					LT	-	0.0	A	LT	-	0.0	A	
Overall Intersection						**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	
Shea Road at Citi Field Entrance 10														
Shea Road	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Shea Road	WB	LT	-	0.0	A									
Citi Field Entrance 10	NB	LR	-	0.0	A									
Overall Intersection		**-**	**-**	**0.0**	**A**									
Shea Road/ Citi Field Entrance 8 at Boat Basin Place														
Shea Road	EB	LTR	-	9.9	B	Intersection does not exist in the With Action condition								
Citi Field Entrance 8	WB	R	-	9.5	A									
Boat Basin Place	NB	TR	-	0.0	A									
Boat Basin Place	SB	LT	-	0.8	A									
Overall Intersection		**-**	**-**	**5.4**	**A**									
Shea Road at Citi Field Entrance 6 and 7														
Citi Field Entrance 7	EB	LTR	-	13.0	B	Intersection does not exist in the With Action condition								
Citi Field Entrance 6	WB	LTR	-	0.0	A									
Shea Road	NB	LTR	-	0.0	A									
Shea Road	SB	LTR	-	0.0	A									
Overall Intersection		**-**	**-**	**0.2**	**A**									
Shea Road at Meridian Road														
Meridian Road	WB	LR	-	8.5	A	LR	-	9.7	A	LR	-	9.7	A	
Shea Road	NB	TR	-	9.7	A	TR	-	11.1	B	TR	-	11.1	B	
Shea Road	SB	L	-	8.1	A	L	-	8.2	A	L	-	8.2	A	
		T	-	7.5	A	T	-	15.9	C	T	-	15.9	C	
Overall Intersection		**-**	**-**	**9.0**	**A**	**-**	**-**	**13.2**	**B**	**-**	**-**	**13.2**	**B**	

TABLE E-2
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Shea Road at Grand Central Parkway westbound exit ramp (9P)											SIGNALIZED INTERSECTION			
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	15.2	C	L	-	40.7	E	L	0.39	17.0	B	- Install a two-phase signal with a 60 sec cycle length and 0 sec offset. The signal would operate with an EBL phase with 20 sec green time, 3 sec yellow and 2 sec all-red, and NB/SB phase with 30 sec green time, 3 sec yellow, and 2 sec all-red. The EBR would operate as stop-controlled as in existing conditions. The SBR would have a Right Turn on Red.
		R	-	9.0	A	R	-	12.0	B	R	0.03	0.0	A	
Shea Road	NB	LT	-	6.1	A	LT	-	7.0	A	LT	0.28	10.1	B	
Shea Road	SB	TR	-	0.0	A	TR	-	0.0	A	TR	0.52	12.1	B	
Overall Intersection		**-**	**-**	**9.0**	**A**	**-**	**-**	**12.8**	**B**	**-**	**-**	**12.4**	**B**	
Shea Road at New York Avenue														
New York Avenue	WB	LR	-	9.4	A	LR	-	12.5	B	LR	-	12.8	B	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
Shea Road	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Shea Road	SB	LT	-	4.1	A	LT	-	7.8	A	LT	-	7.8	A	
Overall Intersection		**-**	**-**	**4.0**	**A**	**-**	**-**	**7.2**	**A**	**-**	**-**	**7.2**	**A**	
126th Street/ Seaver Way at Citi Field Entrance 11														
Citi Field Entrance 11	EB	LR	-	0.0	A	LR	-	35.4	E	LR	-	35.4	E	
126th Street/ Seaver Way	NB	LT	-	0.0	A	T	-	0.0	A	T	-	0.0	A	
126th Street/ Seaver Way	SB	TR	-	0.0	A	T	-	0.0	A	T	-	0.0	A	
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**0.5**	**A**	**-**	**-**	**0.5**	**A**	
36th Avenue at 126th Street/ Seaver Way														
36th Avenue	WB	LR	-	9.8	A	Intersection not analyzed during the With Action condition								
126th Street/ Seaver Way	NB	TR	-	0.0	A									
126th Street/ Seaver Way	SB	LT	-	0.3	A									
Overall Intersection		**-**	**-**	**0.3**	**A**									
126th Street/ Seaver Way at Southfield Parking Lot														
Southfield Parking Lot East Access	WB	Intersection does not exist in the No Action condition				LR	-	7.8	A	LR	-	7.8	A	
126th Street/ Seaver Way	NB					LT	-	7.4	A	LT	-	7.4	A	
126th Street/ Seaver Way	SB					TR	-	7.3	A	TR	-	7.3	A	
Overall Intersection						**-**	**-**	**7.4**	**A**	**-**	**-**	**7.4**	**A**	
Stadium Place South at Southfield Parking Lot														
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	-	-	-	-	L	-	11.7	B	L	-	11.7	B	
		-	-	-	-	R	-	8.6	A	R	-	8.6	A	
		LR	-	8.7	A	LR	(4)	9.8	A	LR	(4)	9.8	A	
Stadium Place South	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Stadium Place South	SB	LT	-	0.0	A	LT	-	0.6	A	LT	-	0.6	A	
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**1.3**	**A**	**-**	**-**	**1.3**	**A**	
Stadium Place South at Olmsted Drive														
Olmsted Drive	EB	-	-	-	-	L	-	7.4	A	L	-	7.4	A	
		-	-	-	-	T	-	0.0	A	T	-	0.0	A	
		LT	-	5.6	A	LT	(4)	6.0	A	LT	(4)	6.0	A	
Olmsted Drive	WB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Stadium Place South	SB	LR	-	9.5	A	LR	-	9.8	A	LR	-	9.8	A	
Overall Intersection		**-**	**-**	**7.8**	**A**	**-**	**-**	**8.1**	**A**	**-**	**-**	**8.1**	**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	
United Nations Avenue North	WB	LT	-	0.6	A	LT	-	0.6	A	LT	-	0.6	A	
New York Avenue	NB	LR	-	9.9	A	LR	-	15.2	C	LR	-	15.2	C	
Overall Intersection		**-**	**-**	**5.2**	**A**	**-**	**-**	**12.8**	**B**	**-**	**-**	**12.8**	**B**	

(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) As a result of the project roadway improvements under the With Action condition the lane group configuration has been modified; the approach delay is shown for impact analysis comparison purposes.
(5) EB approach under the No Action would operate as a shared left-through-right (LTR) lane group. Under the With Action condition the EB approach would operate with a defacto-left (DefL) lane group and a shared through-right (TR) lane group. The total approach delay under the With Action is shown for impact analysis comparison purposes.
(6) NB approach under the No Action would operate as a shared left-through-right (LTR) lane group. Under the With Action condition the NB approach would operate with a defacto-left (DefL) lane group and a shared through-right (TR) lane group. The total approach delay under the With 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.
Note: EB approach at the intersection of 126th Street/ Seaver Way at Citi Field Entrance 11 is a minor approach and has less than 90 passenger car equivalents during this period; per CEQR methodology, this does not result in a significant traffic impact.

TABLE E-3
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY PM PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		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	0.08	19.2	B	L	0.08	19.3	B	L	0.08	19.3	B	
		TR	0.80	31.7	C	TR	0.81	32.2	C	TR	0.81	32.2	C	
Astoria Boulevard	WB	L	0.66	57.5	E	L	0.66	57.7	E	L	0.66	57.7	E	
		TR	0.23	8.4	A	TR	0.24	9.0	A	TR	0.24	9.0	A	
108th Street	NB	L	0.29	36.6	D	L	0.29	36.6	D	L	0.29	36.6	D	
		TR	0.27	35.8	D	TR	0.27	35.8	D	TR	0.27	35.8	D	
31st Drive	SB	LT	0.30	36.4	D	LT	0.30	36.4	D	LT	0.30	36.4	D	
		R	0.02	31.8	C	R	0.02	31.8	C	R	0.02	31.8	C	
Overall Intersection		-	-	**28.9**	**C**	-	-	**29.2**	**C**	-	-	**29.2**	**C**	
Astoria Boulevard at Ditmars Boulevard/ 111th Street														
Astoria Boulevard	EB	T	0.68	5.6	A	T	0.70	5.6	A	T	0.70	5.6	A	
Astoria Boulevard	WB	TR	0.50	25.5	C	TR	0.52	25.8	C	TR	0.52	25.8	C	
111th Street	NB	LTR	0.62	56.1	E	LTR	0.62	56.1	E	LTR	0.62	56.1	E	
Ditmars Boulevard	SB	L	0.80	48.6	D	L	0.80	48.6	D	L	0.80	48.6	D	
		R	0.07	33.2	C	R	0.07	33.2	C	R	0.07	33.2	C	
Overall Intersection		-	-	**22.2**	**C**	-	-	**22.1**	**C**	-	-	**22.1**	**C**	
Northern Boulevard at 108th Street														
Northern Boulevard	EB	L	0.18	53.4	D	L	0.18	53.4	D	L	0.18	53.4	D	- **Unmitigable**
		T	1.61	308.2	F	T	1.73	362.1	F	T	1.73	362.1	F	
		R	0.17	15.1	B	R	0.17	15.1	B	R	0.17	15.1	B	
Northern Boulevard	WB	L	0.73	81.6	F	L	0.73	81.6	F	L	0.73	81.6	F	
		T	1.45	235.3	F	T	1.55	283.5	F	T	1.55	283.5	F	
		R	0.28	16.6	B	R	0.28	16.6	B	R	0.28	16.6	B	
108th Street	NB	LTR	1.14	153.2	F	LTR	1.14	153.2	F	LTR	1.14	153.2	F	
108th Street	SB	LTR	1.12	143.5	F	LTR	1.12	143.5	F	LTR	1.12	143.5	F	
Overall Intersection		-	-	**229.5**	**F**	-	-	**270.7**	**F**	-	-	**270.7**	**F**	
Northern Boulevard at 114th Street														
Northern Boulevard	EB	T	0.92	36.6	D	T	0.99	48.3	D	T	0.99	48.3	D	- **Unmitigable**
		R	0.48	19.7	B	R	0.48	19.7	B	R	0.48	19.7	B	
Northern Boulevard	WB	L	0.83	43.2	D	L	0.88	56.5	E	L	0.88	56.5	E	
		T	1.31	162.1	F	T	1.38	193.5	F	T	1.38	193.5	F	
114th Street	SB	LTR	0.36	45.0	D	LTR	0.36	45.0	D	LTR	0.36	45.0	D	
Overall Intersection		-	-	**92.1**	**F**	-	-	**111.5**	**F**	-	-	**111.5**	**F**	
Northern Boulevard westbound at 126th Street/ Seaver Way														
Northern Boulevard	WB	T	0.50	8.5	A	T	0.62	10.0	A	T	0.62	10.0	A	
126th Street/ Seaver Way	NB	L	0.28	8.7	A	L	0.46	3.6	A	L	0.46	3.6	A	
Overall Intersection		-	-	**8.5**	**A**	-	-	**9.1**	**A**	-	-	**9.1**	**A**	
Northern Boulevard eastbound at 126th Street/ Seaver Way														
Northern Boulevard	EB	T	0.83	56.3	E	T	0.67	43.9	D	T	0.67	43.9	D	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
		-	-	-	-	R	0.25	17.3	B	R	0.25	17.3	B	
126th Street/ Seaver Way	NB	T	0.29	28.5	C	T	0.47	26.6	C	T	0.47	26.5	C	
		R	0.30	29.1	C	R	0.40	25.9	C	R	0.40	25.9	C	
Grand Central Parkway eastbound Off-Ramp	NEB	R	0.61	26.7	C	R	0.72	33.6	C	R	0.72	33.6	C	
Overall Intersection		-	-	**37.4**	**D**	-	-	**33.0**	**C**	-	-	**33.0**	**C**	
Northern Boulevard at Prince Street														
Northern Boulevard	EB	L	1.53	298.4	F	L	1.53	298.4	F	L	1.53	298.4	F	
		T	0.74	27.8	C	T	0.78	29.2	C	T	0.78	29.2	C	
Northern Boulavard	WB	L	0.84	83.2	F	L	0.84	81.2	F	L	0.84	81.2	F	
		T	0.74	22.0	C	T	0.78	24.4	C	T	0.78	24.4	C	
		R	0.69	26.2	C	R	0.79	32.2	C	R	0.79	32.2	C	
Prince Street	NB	LTR	2.00+	500+	F	LTR	2.00+	500+	F	LTR	2.00+	500+	F	
Prince Street	SB	LTR	1.02	93.1	F	LTR	1.02	93.1	F	LTR	1.02	93.1	F	
Northern Boulevard Eastbound Service Road	NEB	R	0.51	24.9	C	R	0.51	24.9	C	R	0.51	24.9	C	
Overall Intersection		-	-	**151.4**	**F**	-	-	**147.6**	**F**	-	-	**147.6**	**F**	

TABLE E-3
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY PM PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		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	0.13	12.7	B	L	0.13	12.7	B	L	0.13	12.7	B	
		T	0.65	19.2	B	T	0.70	20.5	C	T	0.70	20.5	C	
Main Street	NB	L	0.31	1.7	A	L	0.31	1.7	A	L	0.31	1.7	A	
Overall Intersection		-	-	**17.1**	**B**	-	-	**18.3**	**B**	-	-	**18.3**	**B**	
Northern Boulevard eastbound at Main Street														
Northern Boulevard	EB	T	0.94	19.0	B	T	0.99	25.1	C	T	0.99	25.1	C	
		R	0.50	9.8	A	R	0.50	9.4	A	R	0.50	9.4	A	
Main Street	NB	T	0.57	44.8	D	T	0.57	44.8	D	T	0.57	44.8	D	
		R	0.98	98.6	F	R	0.98	98.6	F	R	0.98	98.6	F	
Main Street	SB	T	0.12	39.7	D	T	0.12	39.7	D	T	0.12	39.7	D	
Overall Intersection		-	-	**27.2**	**C**	-	-	**31.3**	**C**	-	-	**31.3**	**C**	
Northern Boulevard at Union Street														
Northern Boulevard	EB	L	0.77	42.1	D	L	0.82	56.8	E	L	0.80	51.0	D	- Modify signal timing: Shift 2 sec from NB/SB LTR (phase C) to EB/WB (phase A). [NB/SB LTR (phase C) green time shifts from 38 sec to 36 sec, EB/WB (phase A) green time shifts from 45 sec to 47 sec (No change to LPI)]
		TR	1.10	92.8	F	TR	1.16	117.6	F	TR	1.11	95.7	F	
Northern Boulevard	WB	L	0.34	26.1	C	L	0.34	27.1	C	L	0.34	25.9	C	
		TR	0.79	37.7	D	TR	0.86	41.4	D	TR	0.83	37.9	D	
Union Street	NB	LT	0.43	30.1	C	LT	0.43	30.1	C	LT	0.45	32.0	C	
		R	0.23	21.8	C	R	0.23	21.8	C	R	0.23	23.2	C	
Union Street	SB	LT	0.43	30.1	C	LT	0.43	30.1	C	LT	0.45	31.9	C	
		R	0.35	24.4	C	R	0.35	24.4	C	R	0.37	26.0	C	
Overall Intersection		-	-	**59.6**	**E**	-	-	**72.3**	**E**	-	-	**61.8**	**E**	
Northern Boulevard at Parsons Boulevard														
Northern Boulevard	EB	L	0.49	46.6	D	L	0.54	52.1	D	L	0.54	52.1	D	- **Unmitigable**
		T	1.06	79.0	E	T	1.15	112.1	F	T	1.15	112.1	F	
		R	0.32	25.6	C	R	0.32	25.6	C	R	0.32	25.6	C	
Northern Boulevard	WB	L	0.59	55.3	E	L	0.59	57.6	E	L	0.59	57.6	E	
		TR	1.00	62.2	E	TR	1.11	98.0	F	TR	1.11	98.0	F	
Parsons Boulevard	NB	L	0.98	106.1	F	L	0.98	106.1	F	L	0.98	106.1	F	
		TR	0.74	50.5	D	TR	0.74	50.5	D	TR	0.74	50.5	D	
Parsons Boulevard	SB	LTR	1.45	260.3	F	LTR	1.45	260.3	F	LTR	1.45	260.3	F	
Overall Intersection		-	-	**91.2**	**F**	-	-	**113.4**	**F**	-	-	**113.4**	**F**	
Roosevelt Avenue at 108th Street														
Roosevelt Avenue	EB	LTR	1.01	65.1	E	LTR	1.47	247.4	F	LTR	1.47	247.4	F	- **Unmitigable**
Roosevelt Avenue	WB	LTR	1.07	81.5	F	LTR	1.53	278.2	F	LTR	1.53	278.2	F	
108th Street	NB	LTR	1.17	154.3	F	LTR	1.17	154.3	F	LTR	1.17	154.3	F	
108th Street	SB	LTR	1.10	125.8	F	LTR	1.10	125.8	F	LTR	1.10	125.8	F	
Overall Intersection		-	-	**94.7**	**F**	-	-	**231.2**	**F**	-	-	**231.2**	**F**	
Roosevelt Avenue at 111th Street														
Roosevelt Avenue	EB	LTR	0.80	11.1	B	LTR	1.11	66.4	E	LTR	1.11	66.4	E	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.94	37.3	D	LTR	1.24	138.8	F	LTR	1.24	138.8	F	
111th Street	NB	LTR	0.94	85.3	F	LTR	0.94	85.3	F	LTR	0.94	85.3	F	
Overall Intersection		-	-	**33.6**	**C**	-	-	**100.0**	**F**	-	-	**100.0**	**F**	
Roosevelt Avenue at 114th Street														
Roosevelt Avenue	EB	LTR	1.47	243.9	F	LTR	2.00+	500+	F	LTR	2.00+	500+	F	- **Unmitigable**
Roosevelt Avenue	WB	LT	1.48	242.0	F	LT	2.00+	500+	F	LT	2.00+	500+	F	
		R	0.24	7.2	A	R	1.07	72.6	E	R	1.07	72.6	E	
114th Street	NB	LTR	1.02	107.1	F	LTR	1.25	191.7	F	LTR	1.25	191.7	F	
114th Street	SB	L	0.90	104.8	F	L	1.01	137.9	F	L	1.01	137.9	F	
		TR	0.69	61.1	E	TR	0.77	69.9	E	TR	0.77	69.9	E	
Overall Intersection		-	-	**191.6**	**F**	-	-	**500+**	**F**	-	-	**500+**	**F**	

TABLE E-3
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.80	33.7	C	T	0.80	33.7	C	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.64	4.2	A	T	0.64	4.2	A	
Stadium Place North	SB	R	-	17.5	C	R	0.71	27.3	C	R	0.71	27.3	C	
Overall Intersection		**-**	**-**	**3.5**	**A**	**-**	**-**	**22.3**	**C**	**-**	**-**	**22.3**	**C**	
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Roosevelt Avenue	EB	TR	-	0.0	A	TR	0.85	7.3	A	TR	0.85	7.3	A	
Roosevelt Avenue	WB	TR	-	0.0	A	TR	1.02	32.9	C	TR	1.02	32.9	C	
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**21.1**	**C**	**-**	**-**	**21.1**	**C**	
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.55	4.6	A	T	0.55	4.6	A	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.85	24.4	C	T	0.85	24.4	C	
Stadium Place South	NB	R	-	10.7	B	R	0.14	16.0	B	R	0.14	16.0	B	
Overall Intersection		**-**	**-**	**0.7**	**A**	**-**	**-**	**16.6**	**B**	**-**	**-**	**16.6**	**B**	
Roosevelt Avenue at 126th Street/ Seaver Way														
Roosevelt Avenue	EB	-	-	-	-	DefL	1.35	196.4	F	DefL	1.35	196.4	F	- **Unmitigable**
		-	-	-	-	TR	0.52	13.1	B	TR	0.52	13.1	B	
		LTR	0.48	14.6	B	LTR	(5)	85.1	F	LTR	(5)	85.1	F	
Roosevelt Avenue	WB	LTR	0.38	11.7	B	LTR	0.53	13.8	B	LTR	0.53	13.8	B	
126th Street/ Seaver Way	NB	LTR	0.13	32.2	C	LTR	0.24	33.8	C	LTR	0.24	33.8	C	
126th Street/ Seaver Way	SB	L	0.87	64.1	E	-	-	-	-	-	-	-	-	
		TR	0.37	36.4	D	-	-	-	-	-	-	-	-	
		LTR	(4)	55.0	D	LTR	1.83	424.0	F	LTR	1.83	424.0	F	
Overall Intersection		**-**	**-**	**23.6**	**C**	**-**	**-**	**179.1**	**F**	**-**	**-**	**179.1**	**F**	
Roosevelt Avenue westbound at College Point Boulevard														
Roosevelt Avenue	WB	LTR	0.44	40.8	D	TR	0.56	44.5	D	TR	0.56	44.5	D	- Modify signal timing: Shift 2 sec from NB/NBL (phase D) to NB/SB (phase B). [NB/NBL (phase D) green time shifts from 14 sec to 12 sec, NB/SB (phase B) green time shifts from 37 sec to 39 sec]
College Point Boulevard	NB	L	0.75	48.1	D	L	0.75	47.9	D	L	0.80	53.7	D	
		T	0.54	10.1	B	T	0.54	10.1	B	T	0.54	10.6	B	
College Point Boulevard	SB	TR	1.03	76.8	E	TR	1.10	100.0	F	TR	1.04	78.8	E	
Overall Intersection		**-**	**-**	**43.3**	**D**	**-**	**-**	**53.0**	**D**	**-**	**-**	**45.9**	**D**	
Roosevelt Avenue eastbound at College Point Boulevard														
Roosevelt Avenue	EB	LTR	0.86	36.5	D	LTR	0.93	43.6	D	LTR	0.96	51.2	D	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
College Point Boulevard	NB	TR	0.70	28.8	C	TR	0.70	28.8	C	TR	0.67	26.9	C	
College Point Boulevard	SB	LT	0.64	5.8	A	LT	0.64	5.0	A	LT	0.62	5.0	A	
Overall Intersection		**-**	**-**	**24.2**	**C**	**-**	**-**	**26.9**	**C**	**-**	**-**	**28.8**	**C**	
Roosevelt Avenue at Prince Street														
Roosevelt Avenue	EB	LT	1.03	75.6	E	LT	1.27	160.3	F	LT	1.27	159.2	F	- **Unmitigable**
		R	0.46	25.7	C	R	0.46	21.9	C	R	0.46	21.4	C	[Intersection delays change as a result of mititgation measures at adjacent intersections.]
Roosevelt Avenue	WB	LTR	0.68	18.0	B	LTR	0.87	29.7	C	LTR	0.87	30.4	C	
Prince Street	SB	LTR	0.73	41.4	D	LTR	0.73	41.4	D	LTR	0.73	41.4	D	
Overall Intersection		**-**	**-**	**45.7**	**D**	**-**	**-**	**82.4**	**F**	**-**	**-**	**82.2**	**F**	
Roosevelt Avenue at Main Street														
Roosevelt Avenue	EB	LTR	0.94	45.2	D	LTR	1.18	114.3	F	LTR	1.09	72.3	E	- **Partially Mitigated**
Roosevelt Avenue	WB	LTR	0.76	47.0	D	LTR	0.96	61.9	E	LTR	0.90	54.3	D	Modify signal timing: Shift 3 sec from NB/SB phase to EB/WB phase. [NB/SB phase green time shifts from 65 sec to 62 sec, EB/WB phase green time shifts from 45 sec to 48 sec]
Main Street	NB	LTR	0.42	18.8	B	LTR	0.42	18.8	B	LTR	0.45	21.0	C	
Main Street	SB	LTR	0.26	15.8	B	LTR	0.26	15.8	B	LTR	0.28	17.6	B	
Overall Intersection		**-**	**-**	**37.0**	**D**	**-**	**-**	**69.4**	**E**	**-**	**-**	**51.7**	**D**	
Roosevelt Avenue at Union Street														
Roosevelt Avenue	EB	LTR	0.71	7.5	A	LTR	0.87	7.6	A	LTR	0.87	7.0	A	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.86	44.5	D	LTR	1.05	82.8	F	LTR	1.05	82.8	F	[Intersection delays change as a result of mititgation measures at adjacent intersections.]
Union Street	NB	LTR	0.46	33.5	C	LTR	0.46	33.5	C	LTR	0.46	33.5	C	
Union Street	SB	LT	1.11	121.7	F	LT	1.11	121.7	F	LT	1.11	121.7	F	
		R	0.47	39.9	D	R	0.47	39.9	D	R	0.47	39.9	D	
Overall Intersection		**-**	**-**	**52.1**	**D**	**-**	**-**	**60.8**	**E**	**-**	**-**	**60.6**	**E**	

TABLE E-3
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Roosevelt Avenue at Parsons Boulevard														
Roosevelt Avenue	EB	LT	0.59	35.1	D	LT	0.93	68.1	E	LT	0.86	54.6	D	- **Partially Mitigated** Modify signal timing: Shift 2 sec from NB/SB phase to EB/WB phase. [NB/SB phase green time shifts from 48 sec to 46 sec, EB/WB phase green time shifts from 48 sec to 50 sec (No changes to LPI)]
		R	0.17	24.2	C	R	0.17	24.2	C	R	0.16	22.8	C	
Roosevelt Avenue	WB	LT	0.75	43.5	D	LT	1.10	111.2	F	LT	1.06	95.3	F	
		R	0.11	23.3	C	R	0.11	23.3	C	R	0.10	21.9	C	
Parsons Boulevard	NB	LT	0.79	45.3	D	LT	0.79	45.3	D	LT	0.84	52.7	D	
		R	0.06	22.4	C	R	0.06	22.4	C	R	0.06	23.7	C	
Parsons Boulevard	SB	LTR	0.84	48.1	D	LTR	0.84	48.1	D	LTR	0.88	54.4	D	
Overall Intersection		**-**	**-**	**42.2**	**D**	**-**	**-**	**66.2**	**E**	**-**	**-**	**62.4**	**E**	
34th Avenue at 126th Street/ Seaver Way														
Northfield Service Lane (Formerly Shea Road)	EB	LT	0.55	48.9	D	-	-	-	-	-	-	-	-	
		R	0.76	63.7	E	-	-	-	-	-	-	-	-	
34th Avenue	WB	LTR	0.41	43.3	D	LR	0.46	49.5	D	LR	0.46	49.5	D	
126th Street/ Seaver Way	NB	LTR	0.35	22.5	C	TR	0.22	7.9	A	TR	0.22	7.9	A	
126th Street/ Seaver Way (Formerly Northern Boulevard Off-Ramp)	SB	LTR	0.21	20.6	C	LT	0.16	0.2	A	LT	0.16	0.2	A	
Ramp from Whitestone Expressway	SEB	LR	0.68	54.0	D	R	0.81	15.0	B	R	0.81	15.0	B	
Overall Intersection		**-**	**-**	**39.5**	**D**	**-**	**-**	**13.8**	**B**	**-**	**-**	**13.8**	**B**	
35th Avenue/Shea Road at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				
35th Avenue	EB	Intersection not analyzed during the No Action condition				L	0.60	44.9	D	L	0.60	44.7	D	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
						TR	0.77	52.9	D	TR	0.77	52.7	D	
Shea Road	WB					LTR	0.28	37.6	D	LTR	0.28	37.6	D	
126th Street/ Seaver Way	NB					LTR	0.33	9.6	A	LTR	0.33	9.6	A	
126th Street/ Seaver Way	SB					LT	0.59	6.2	A	LT	0.59	6.2	A	
						R	0.64	5.0	A	R	0.64	5.0	A	
Overall Intersection						**-**	**-**	**15.3**	**B**	**-**	**-**	**15.3**	**B**	
Shea Road at Boat Basin Place														
Shea Road	EB	-	-	-	-	L	0.54	49.9	D	L	0.54	49.9	D	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
		-	-	-	-	TR	0.11	35.0	C	TR	0.11	35.0	C	
Shea Road	WB	-	-	-	-	L	0.61	38.8	D	L	0.61	38.8	D	
		-	-	-	-	T	0.44	46.1	D	T	0.44	46.1	D	
		-	-	-	-	R	0.19	42.5	D	R	0.19	42.5	D	
		LTR	0.24	25.7	C	LTR	(4)	42.4	D	LTR	(4)	42.4	D	
Boat Basin Place	NB	-	-	-	-	L	0.04	19.9	B	L	0.04	19.9	B	
		-	-	-	-	TR	0.02	19.5	B	TR	0.02	19.5	B	
		LTR	0.09	7.3	A	LTR	(4)	19.6	B	LTR	(4)	19.6	B	
Boat Basin Place	SB	-	-	-	-	L	0.54	45.0	D	L	0.54	47.6	D	
		-	-	-	-	T	0.18	35.3	D	T	0.18	38.0	D	
		-	-	-	-	R	0.62	47.2	D	R	0.62	49.9	D	
		LTR	0.31	8.9	A	LTR	(4)	44.4	D	LTR	(4)	47.1	D	
Overall Intersection		**-**	**-**	**13.0**	**B**	**-**	**-**	**13.8**	**B**	**-**	**-**	**13.8**	**B**	
Shea Road at Porte Cochere Exit Ramp														
Porte Cochere Exit Ramp	EB	Intersection does not exist in the No Action condition				LT	0.86	43.6	D	LT	0.86	43.6	D	
						R	0.07	0.1	A	R	0.07	0.1	A	
Shea Road	NB					T	0.14	11.1	B	T	0.14	11.1	B	
						R	0.01	0.0	A	R	0.01	0.0	A	
Shea Road	SB					L	0.04	10.5	B	L	0.04	10.5	B	
						T	0.41	13.8	B	T	0.41	13.8	B	
Overall Intersection						**-**	**-**	**22.1**	**C**	**-**	**-**	**22.1**	**C**	
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Grand Central Parkway westbound exit ramp	EB	L	-	11.3	B	L	0.73	82.6	F	L	0.73	82.6	F	- **Unmitigable**
		-	-	-	-	T	0.40	46.7	D	T	0.40	46.7	D	
		R	-	10.2	B	R	0.75	35.1	D	R	0.75	35.1	D	
Podium Parking West Access	WB	-	-	-	-	L	0.70	48.2	D	L	0.70	48.2	D	
		-	-	-	-	TR	1.02	78.1	E	TR	1.02	78.1	E	
Shea Road	NB	-	-	-	-	L	0.99	72.8	E	L	0.99	72.8	E	
		-	-	-	-	TR	0.15	22.6	C	TR	0.15	22.6	C	
		T	-	0.0	A	LTR	(4)	58.3	E	LTR	(4)	58.3	E	
Shea Road	SB	-	-	-	-	L	0.24	40.4	D	L	0.24	40.4	D	
		TR	-	0.0	A	TR	0.98	75.5	E	TR	0.98	75.5	E	
Overall Intersection		**-**	**-**	**2.0**	**A**	**-**	**-**	**60.0**	**E**	**-**	**-**	**60.0**	**E**	

TABLE E-3
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY PM PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
			Control				Control				Control			
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Shea Road at Tower Parking Access			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Tower Parking Access (Formerly Citi Field Entrance 4)	WB	-	-	-	-	L	0.48	29.4	C	L	0.48	29.4	C	
		-	-	-	-	R	0.62	33.6	C	R	0.62	33.6	C	
		LTR	-	14.3	B	LR	(4)	31.6	C	LR	(4)	31.6	C	
Shea Road	NB	LTR	-	8.3	A	TR	0.57	25.1	C	TR	0.57	25.1	C	
Shea Road	SB	-	-	-	-	L	0.69	36.4	D	L	0.69	36.4	D	
		-	-	-	-	T	0.45	12.9	B	T	0.45	12.9	B	
		LTR	-	0.0	A	LT	(4)	20.5	C	LT	(4)	20.5	C	
Overall Intersection		**-**	**-**	**4.8**	**A**	**-**	**-**	**23.6**	**C**	**-**	**-**	**23.6**	**C**	
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Stadium Place North	WB	LR	-	18.8	C	LTR	0.68	34.6	C	LTR	0.68	34.6	C	
Shea Road	NB	-	-	-	-	L	0.05	30.1	C	L	0.05	30.1	C	
		TR	-	0.0	A	TR	0.82	45.9	D	TR	0.82	45.9	D	
Shea Road	SB	LT	-	4.4	A	LT	0.76	14.8	B	LT	0.76	14.8	B	
		-	-	-	-	R	0.32	0.5	A	R	0.32	0.5	A	
Overall Intersection		**-**	**-**	**4.3**	**A**	**-**	**-**	**22.8**	**C**	**-**	**-**	**22.8**	**C**	
Shea Road at Olmsted Drive			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Olmsted Drive	WB	-	-	-	-	L	0.51	37.2	D	L	0.51	37.2	D	
		-	-	-	-	R	0.35	18.5	B	R	0.35	18.5	B	
		LR	-	19.8	C	LR	(4)	26.6	C	LR	(4)	26.6	C	
Shea Road	NB	TR	-	0.0	A	TR	0.33	16.2	B	TR	0.33	16.2	B	
Shea Road	SB	LT	-	0.4	A	LT	0.38	8.5	A	LT	0.38	8.5	A	
Overall Intersection		**-**	**-**	**6.3**	**A**	**-**	**-**	**15.2**	**B**	**-**	**-**	**15.2**	**B**	
34th Avenue at 114th Street														
34th Avenue	EB	T	0.35	11.1	B	T	0.35	11.1	B	T	0.35	11.1	B	
		R	0.11	8.8	A	R	0.11	8.8	A	R	0.11	8.8	A	
114th Street	NB	R	0.16	0.2	A	R	0.31	0.5	A	R	0.31	0.5	A	
114th Street	SB	L	0.55	29.8	C	L	0.54	29.7	C	L	0.54	29.7	C	
		T	0.62	35.8	D	T	0.62	35.8	D	T	0.62	35.8	D	
		R	0.11	0.2	A	R	0.11	0.2	A	R	0.11	0.2	A	
Overall Intersection		**-**	**-**	**15.1**	**B**	**-**	**-**	**12.7**	**B**	**-**	**-**	**12.7**	**B**	
Marina Road at Boat Basin Place			NEW SIGNAL											
Marina Road	EB	TR	0.04	8.8	A	TR	0.04	8.8	A	TR	0.10	32.2	C	- Modify signal timing: Change to a three-phase signal with a 120 sec cycle length and 0 sec offset. The signal would operate with an NB phase with 34 sec green time, 3 sec yellow and 2 sec all-red, a protected WB phase with 37 sec green time, 3 sec yellow, and 2 sec all-red, and a EB/WB phase with 34 sec green time, 3 sec yellow, and 2 sec all-red. [Measures needed during the NGD AM, and NGD midday peak hours.]
Marina Road	WB	L	0.51	14.7	B	L	0.94	40.6	D	L	0.86	25.6	C	
		T	0.10	9.2	A	T	0.11	9.2	A	T	0.11	8.8	A	
Boat Basin Place	NB	L	0.14	32.0	C	L	0.43	35.2	D	L	0.44	35.4	D	
		R	0.06	30.9	C	R	0.08	26.7	C	R	0.08	26.7	C	
Overall Intersection		**-**	**-**	**15.9**	**B**	**-**	**-**	**34.8**	**C**	**-**	**-**	**26.0**	**C**	
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Area B Parking Structure Access (Formerly Citi Field Entrance 1)	EB	LR	-	14.1	B	LR	0.87	47.7	D	LR	0.87	47.7	D	
126th Street/ Seaver Way	NB	-	-	-	-	L	0.90	48.8	D	L	0.90	48.8	D	
		-	-	-	-	T	0.24	13.2	B	T	0.24	13.2	B	
		LT	-	0.1	A	LT	(4)	36.1	D	LT	(4)	36.1	D	
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	0.77	40.1	D	TR	0.77	40.1	D	
Overall Intersection		**-**	**-**	**1.1**	**A**	**-**	**-**	**41.0**	**D**	**-**	**-**	**41.0**	**D**	
UNSIGNALIZED INTERSECTIONS														
Northern Boulevard eastbound at 126th Place														
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
126th Place	NB	R	-	9.6	A	R	-	10.2	B	R	-	10.2	B	
Overall Intersection		**-**	**-**	**0.2**	**A**	**-**	**-**	**0.2**	**A**	**-**	**-**	**0.2**	**A**	
Roosevelt Avenue at Citi Field Entrance 3														
Roosevelt Avenue	EB	LT	-	0.0	A									
Roosevelt Avenue	WB	TR	-	0.0	A									
Citi Field Entrance 3	SB	R	-	0.0	A	Intersection does not exist in the With Action condition								
Overall Intersection		**-**	**-**	**0.0**	**A**									

TABLE E-3
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY PM PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Roosevelt Avenue at Southfield Parking Lot														
Roosevelt Avenue	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Roosevelt Avenue	WB	LT	-	0.1	A									
Southfield Parking Lot	NB	L	-	22.1	C									
		R	-	11.1	B									
Overall Intersection		**-**	**-**	**1.1**	**A**									
Shea Road at Northfield Parking Structure North Access 1														
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 1	SB					R	-	11.0	B	R	-	11.0	B	
Overall Intersection						**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
Shea Road at Northfield Parking Structure North Access 2														
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 2	SB					R	-	11.1	B	R	-	11.1	B	
Overall Intersection						**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
Shea Road at Northfield Parking Structure South/North Access 3														
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A	TR	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure South Access	NB					L	-	19.4	C	L	-	19.4	C	
						R	-	9.6	A	R	-	9.6	A	
Northfield Parking Structure North Access 3	SB					R	-	11.1	B	R	-	11.1	B	
Overall Intersection						**-**	**-**	**0.5**	**A**	**-**	**-**	**0.5**	**A**	
Shea Road at Mets Truck Loading														
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A	TR	-	0.0	A	
Shea Road	WB					LT	-	0.0	A	LT	-	0.0	A	
Overall Intersection						**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	
Shea Road at Citi Field Entrance 10														
Shea Road	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Shea Road	WB	LT	-	0.0	A									
Citi Field Entrance 10	NB	LR	-	0.0	A									
Overall Intersection		**-**	**-**	**0.0**	**A**									
Shea Road/ Citi Field Entrance 8 at Boat Basin Place														
Shea Road	EB	LTR	-	9.4	A	Intersection does not exist in the With Action condition								
Citi Field Entrance 8	WB	R	-	8.4	A									
Boat Basin Place	NB	TR	-	0.0	A									
Boat Basin Place	SB	LT	-	0.7	A									
Overall Intersection		**-**	**-**	**5.6**	**A**									
Shea Road at Citi Field Entrance 6 and 7														
Citi Field Entrance 7	EB	LTR	-	11.8	B	Intersection does not exist in the With Action condition								
Citi Field Entrance 6	WB	LTR	-	0.0	A									
Shea Road	NB	LTR	-	0.3	A									
Shea Road	SB	LTR	-	0.0	A									
Overall Intersection		**-**	**-**	**0.2**	**A**									
Shea Road at Meridian Road														
Meridian Road	WB	LR	-	11.1	B	LR	-	12.6	B	LR	-	12.6	B	- **Unmitigable**
Shea Road	NB	TR	-	17.1	C	TR	-	22.1	C	TR	-	22.1	C	
Shea Road	SB	L	-	9.6	A	L	-	9.9	A	L	-	9.9	A	
		T	-	11.2	B	T	-	142.1	F	T	-	142.1	F	
Overall Intersection		**-**	**-**	**13.7**	**B**	**-**	**-**	**78.9**	**F**	**-**	**-**	**78.9**	**F**	

TABLE E-3
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY WEEKDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Shea Road at Grand Central Parkway westbound exit ramp (9P)											SIGNALIZED INTERSECTION			
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	114.1	F	L	-	500+	F	L	0.77	29.4	C	- Install a two-phase signal with a 60 sec cycle length and 0 sec offset. The signal would operate with an EBL phase with 17 sec green time, 3 sec yellow and 2 sec all-red, and NB/SB phase with 33 sec green time, 3 sec yellow, and 2 sec all-red. The EBR would operate as stop-controlled as in existing conditions. The SBR would have a Right Turn on Red.
		R	-	10.9	B	R	-	19.7	C	R	0.07	0.1	A	
Shea Road	NB	LT	-	5.9	A	LT	-	7.5	A	LT	0.70	23.3	C	
Shea Road	SB	TR	-	0.0	A	TR	-	0.0	A	TR	0.78	16.2	B	
Overall Intersection		**-**	**-**	**47.9**	**E**	**-**	**-**	**201.0**	**F**	**-**	**-**	**19.4**	**B**	
Shea Road at New York Avenue														
New York Avenue	WB	LR	-	14.1	B	LR	-	275.0	F	R	-	500+	F	- **Unmitigable** [Intersection delays change as a result of mititgation measures at adjacent intersections.]
Shea Road	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Shea Road	SB	LT	-	2.4	A	LT	-	7.5	A	LT	-	7.5	A	
Overall Intersection		**-**	**-**	**5.1**	**A**	**-**	**-**	**50.3**	**F**	**-**	**-**	**126.0**	**F**	
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	
126th Street/ Seaver Way	NB	LT	-	0.0	A	T	-	0.0	A	T	-	0.0	A	
126th Street/ Seaver Way	SB	TR	-	0.0	A	T	-	0.0	A	T	-	0.0	A	
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	
36th Avenue at 126th Street/ Seaver Way														
36th Avenue	WB	LR	-	10.9	B	Intersection not analyzed during the With Action condition								
126th Street/ Seaver Way	NB	TR	-	0.0	A									
126th Street/ Seaver Way	SB	LT	-	0.2	A									
Overall Intersection		**-**	**-**	**0.3**	**A**									
126th Street/ Seaver Way at Southfield Parking Lot														
Southfield Parking Lot East Access	WB	Intersection does not exist in the No Action condition				LR	-	7.6	A	LR	-	7.6	A	
126th Street/ Seaver Way	NB					LT	-	7.4	A	LT	-	7.4	A	
126th Street/ Seaver Way	SB					TR	-	7.7	A	TR	-	7.7	A	
Overall Intersection						**-**	**-**	**7.4**	**A**	**-**	**-**	**7.4**	**A**	
Stadium Place South at Southfield Parking Lot														
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	-	-	-	-	L	-	14.0	B	L	-	14.0	B	
		-	-	-	-	R	-	0.0	A	R	-	0.0	A	
		LR	-	0.0	A	LR	(4)	10.7	B	LR	(4)	10.7	B	
Stadium Place South	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Stadium Place South	SB	LT	-	0.0	A	LT	-	0.3	A	LT	-	0.3	A	
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**1.5**	**A**	**-**	**-**	**1.5**	**A**	
Stadium Place South at Olmsted Drive														
Olmsted Drive	EB	-	-	-	-	L	-	7.5	A	L	-	7.5	A	
		-	-	-	-	T	-	0.0	A	T	-	0.0	A	
		LT	-	6.9	A	LT	(4)	7.1	A	LT	(4)	7.1	A	
Olmsted Drive	WB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Stadium Place South	SB	LR	-	10.0	B	LR	-	10.7	B	LR	-	10.7	B	
Overall Intersection		**-**	**-**	**8.8**	**A**	**-**	**-**	**9.3**	**A**	**-**	**-**	**9.3**	**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	- **Unmitigable**
United Nations Avenue North	WB	LT	-	3.4	A	LT	-	3.4	A	LT	-	3.4	A	
New York Avenue	NB	LR	-	13.3	B	LR	-	87.8	F	LR	-	87.8	F	
Overall Intersection		**-**	**-**	**5.0**	**A**	**-**	**-**	**62.6**	**F**	**-**	**-**	**62.6**	**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) As a result of the project roadway improvements under the With Action condition the lane group configuration has been modified; the approach delay is shown for impact analysis comparison purposes.
(5) EB approach under the No Action would operate as a shared left-through-right (LTR) lane group. Under the With Action condition the EB approach would operate with a defacto-left (DefL) lane group and a shared through-right (TR) lane group. The total approach delay under the With 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 E-4
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY SATURDAY PM PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		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	0.06	18.9	B	L	0.07	18.9	B	L	0.07	18.9	B	
		TR	0.48	22.8	C	TR	0.50	23.1	C	TR	0.50	23.1	C	
Astoria Boulevard	WB	L	0.62	14.6	B	L	0.64	16.6	B	L	0.64	16.6	B	
		TR	0.16	4.6	A	TR	0.17	4.4	A	TR	0.17	4.4	A	
108th Street	NB	L	0.20	20.5	C	L	0.20	20.5	C	L	0.20	20.5	C	
		TR	0.24	20.9	C	TR	0.24	20.9	C	TR	0.24	20.9	C	
31st Drive	SB	LT	0.26	21.1	C	LT	0.26	21.1	C	LT	0.26	21.1	C	
		R	0.01	18.1	B	R	0.01	18.1	B	R	0.01	18.1	B	
Overall Intersection		-	-	**17.4**	**B**	-	-	**17.6**	**B**	-	-	**17.6**	**B**	
Astoria Boulevard at Ditmars Boulevard/ 111th Street														
Astoria Boulevard	EB	T	0.32	35.9	D	T	0.33	36.2	D	T	0.33	36.2	D	
Astoria Boulevard	WB	TR	0.32	16.0	B	TR	0.34	16.2	B	TR	0.34	16.2	B	
111th Street	NB	LTR	0.71	54.9	D	LTR	0.71	54.9	D	LTR	0.71	54.9	D	
Ditmars Boulevard	SB	L	0.46	31.6	C	L	0.46	31.6	C	L	0.46	31.6	C	
		R	0.12	27.9	C	R	0.12	27.9	C	R	0.12	27.9	C	
Overall Intersection		-	-	**29.9**	**C**	-	-	**30.0**	**C**	-	-	**30.0**	**C**	
Northern Boulevard at 108th Street														
Northern Boulevard	EB	L	0.23	50.8	D	L	0.23	54.4	D	L	0.23	54.4	D	- **Unmitigable**
		T	1.11	95.2	F	T	1.21	131.6	F	T	1.21	131.6	F	
		R	0.15	14.8	B	R	0.15	14.8	B	R	0.15	14.8	B	
Northern Boulevard	WB	L	0.74	79.7	E	L	0.74	81.6	F	L	0.74	81.6	F	
		T	1.10	90.8	F	T	1.21	132.1	F	T	1.21	132.1	F	
		R	0.34	17.5	B	R	0.34	17.5	B	R	0.34	17.5	B	
108th Street	NB	LTR	1.10	136.0	F	LTR	1.10	136.0	F	LTR	1.10	136.0	F	
108th Street	SB	LTR	1.13	149.9	F	LTR	1.13	149.9	F	LTR	1.13	149.9	F	
Overall Intersection		-	-	**93.8**	**F**	-	-	**120.7**	**F**	-	-	**120.7**	**F**	
Northern Boulevard at 114th Street														
Northern Boulevard	EB	T	0.65	23.3	C	T	0.71	25.1	C	T	0.71	25.1	C	- **Unmitigable**
		R	0.53	22.1	C	R	0.53	22.1	C	R	0.53	22.1	C	
Northern Boulevard	WB	LT	1.04	53.5	D	LT	1.11	79.0	E	LT	1.11	79.0	E	
114th Street	SB	LTR	0.31	42.4	D	LTR	0.31	42.4	D	LTR	0.31	42.4	D	
Overall Intersection		-	-	**40.7**	**D**	-	-	**55.2**	**E**	-	-	**55.2**	**E**	
Northern Boulevard westbound at 126th Street/ Seaver Way														
Northern Boulevard	WB	T	0.43	7.8	A	T	0.54	9.0	A	T	0.54	9.0	A	
126th Street/ Seaver Way	NB	L	0.23	2.6	A	L	0.40	3.0	A	L	0.40	3.0	A	
Overall Intersection		-	-	**7.2**	**A**	-	-	**8.1**	**A**	-	-	**8.1**	**A**	
Northern Boulevard eastbound at 126th Street/ Seaver Way														
Northern Boulevard	EB	T	0.35	34.4	C	T	0.35	34.4	C	T	0.35	34.4	C	
		-	-	-	-	R	0.17	14.3	B	R	0.17	14.3	B	
126th Street/ Seaver Way	NB	T	0.24	30.4	C	T	0.42	40.9	D	T	0.42	40.9	D	
		R	0.08	28.3	C	R	0.18	37.3	D	R	0.18	37.3	D	
Grand Central Parkway eastbound Off-Ramp	NEB	R	0.64	34.0	C	R	0.67	34.6	C	R	0.67	34.6	C	
Overall Intersection		-	-	**33.4**	**C**	-	-	**33.8**	**C**	-	-	**33.8**	**C**	
Northern Boulevard at Prince Street														
Northern Boulevard	EB	L	1.19	161.8	F	L	1.19	161.8	F	L	1.19	161.8	F	
		T	0.64	25.3	C	T	0.68	26.1	C	T	0.68	26.1	C	
Northern Boulavard	WB	L	1.01	126.4	F	L	1.01	125.4	F	L	1.01	125.4	F	
		T	0.62	16.3	B	T	0.63	16.2	B	T	0.63	16.2	B	
		R	0.50	17.0	B	R	0.59	18.4	B	R	0.59	18.4	B	
Prince Street	NB	LTR	2.00+	500+	F	LTR	2.00+	500+	F	LTR	2.00+	500+	F	
Prince Street	SB	LTR	0.71	47.4	D	LTR	0.71	47.4	D	LTR	0.71	47.4	D	
Northern Boulevard Eastbound Service Road	NEB	R	0.40	22.4	C	R	0.40	22.4	C	R	0.40	22.4	C	
Overall Intersection		-	-	**93.0**	**F**	-	-	**90.9**	**F**	-	-	**90.9**	**F**	

TABLE E-4
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY SATURDAY PM PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		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	0.07	12.9	B	L	0.07	12.9	B	L	0.07	12.9	B	
		T	0.60	19.3	B	T	0.63	20.0	C	T	0.63	20.0	C	
Main Street	NB	L	0.29	0.7	A	L	0.29	0.7	A	L	0.29	0.7	A	
Overall Intersection		-	-	**16.4**	**B**	-	-	**17.1**	**B**	-	-	**17.1**	**B**	
Northern Boulevard eastbound at Main Street														
Northern Boulevard	EB	T	0.72	12.9	B	T	0.76	13.2	B	T	0.76	13.2	B	
		R	0.57	13.8	B	R	0.57	13.6	B	R	0.57	13.6	B	
Main Street	NB	TR	0.67	43.3	D	TR	0.67	43.3	D	TR	0.67	43.3	D	
Main Street	SB	T	0.07	40.5	D	T	0.07	40.5	D	T	0.07	40.5	D	
Overall Intersection		-	-	**19.5**	**B**	-	-	**19.4**	**B**	-	-	**19.4**	**B**	
Northern Boulevard at Union Street														
Northern Boulevard	EB	L	0.56	28.9	C	L	0.58	30.9	C	L	0.57	28.6	C	- Modify signal timing: Shift 2 sec from NB/SB LTR (phase C) to EB/WB (phase A). [NB/SB LTR (phase C) green time shifts from 37 sec to 35 sec, EB/WB (phase A) green time shifts from 43 sec to 45 sec (No changes to LPI)]
		TR	1.01	65.6	E	TR	1.06	80.8	F	TR	1.01	64.2	E	
Northern Boulevard	WB	L	0.30	24.2	C	L	0.30	24.8	C	L	0.30	23.6	C	
		TR	0.76	37.7	D	TR	0.81	39.8	D	TR	0.77	36.9	D	
Union Street	NB	LT	0.40	28.2	C	LT	0.40	28.2	C	LT	0.42	29.9	C	
		R	0.18	21.7	C	R	0.18	21.7	C	R	0.19	23.0	C	
Union Street	SB	LT	0.48	29.7	C	LT	0.48	29.7	C	LT	0.50	31.5	C	
		R	0.32	24.1	C	R	0.32	24.1	C	R	0.34	25.6	C	
Overall Intersection		-	-	**45.9**	**D**	-	-	**53.1**	**D**	-	-	**45.7**	**D**	
Northern Boulevard at Parsons Boulevard														
Northern Boulevard	EB	L	0.24	35.8	D	L	0.26	39.0	D	L	0.26	39.0	D	
		T	0.81	37.6	D	T	0.88	42.6	D	T	0.88	42.6	D	
		R	0.27	24.6	C	R	0.27	24.6	C	R	0.27	24.6	C	
Northern Boulevard	WB	L	0.40	37.0	D	L	0.43	41.1	D	L	0.43	41.1	D	
		TR	0.89	43.2	D	TR	0.95	51.5	D	TR	0.95	51.5	D	
Parsons Boulevard	NB	L	1.01	114.8	F	L	1.01	114.8	F	L	1.01	114.8	F	
		TR	0.65	45.7	D	TR	0.65	45.7	D	TR	0.65	45.7	D	
Parsons Boulevard	SB	LTR	1.44	259.0	F	LTR	1.44	259.0	F	LTR	1.44	259.0	F	
Overall Intersection		-	-	**75.3**	**E**	-	-	**78.2**	**E**	-	-	**78.2**	**E**	
Roosevelt Avenue at 108th Street														
Roosevelt Avenue	EB	LTR	0.82	35.6	D	LTR	1.17	119.9	F	LTR	1.17	119.9	F	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.92	36.6	D	LTR	1.31	169.0	F	LTR	1.31	169.0	F	
108th Street	NB	LTR	1.16	154.3	F	LTR	1.16	154.3	F	LTR	1.16	154.3	F	
108th Street	SB	LTR	0.97	91.4	F	LTR	0.97	91.4	F	LTR	0.97	91.4	F	
Overall Intersection		-	-	**65.6**	**E**	-	-	**139.0**	**F**	-	-	**139.0**	**F**	
Roosevelt Avenue at 111th Street														
Roosevelt Avenue	EB	LTR	0.60	6.2	A	LTR	0.86	8.1	A	LTR	0.86	8.1	A	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.81	22.4	C	LTR	1.09	78.6	E	LTR	1.09	78.6	E	
111th Street	NB	LTR	0.96	90.5	F	LTR	0.96	90.5	F	LTR	0.96	90.5	F	
Overall Intersection		-	-	**28.6**	**C**	-	-	**52.8**	**D**	-	-	**52.8**	**D**	
Roosevelt Avenue at 114th Street														
Roosevelt Avenue	EB	LTR	1.06	76.5	E	LTR	2.00+	500+	F	LTR	2.00+	500+	F	- **Unmitigable**
Roosevelt Avenue	WB	LT	1.06	68.6	E	LT	1.52	262.9	F	LT	1.52	262.9	F	
		R	0.19	6.3	A	R	0.65	16.7	B	R	0.65	16.7	B	
114th Street	NB	LTR	0.95	93.0	F	LTR	1.07	129.8	F	LTR	1.07	129.8	F	
114th Street	SB	L	0.86	96.8	F	L	0.94	116.5	F	L	0.94	116.5	F	
		TR	0.68	62.6	E	TR	0.75	71.3	E	TR	0.75	71.3	E	
Overall Intersection		-	-	**69.9**	**E**	-	-	**354.9**	**F**	-	-	**354.9**	**F**	

TABLE E-4
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY SATURDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.54	18.2	B	T	0.54	18.2	B	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.39	0.5	A	T	0.39	0.5	A	
Stadium Place North	SB	R	-	13.8	B	R	0.82	41.7	D	R	0.82	41.7	D	
Overall Intersection		-	-	**3.4**	**A**	-	-	**19.0**	**B**	-	-	**19.0**	**B**	
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Roosevelt Avenue	EB	TR	-	0.0	A	TR	0.58	3.3	A	TR	0.58	3.3	A	
Roosevelt Avenue	WB	TR	-	0.0	A	TR	0.68	3.4	A	TR	0.68	3.4	A	
Overall Intersection		-	-	**0.0**	**A**	-	-	**3.3**	**A**	-	-	**3.3**	**A**	
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.31	2.7	A	T	0.31	2.7	A	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.59	15.6	B	T	0.59	15.6	B	
Stadium Place South	NB	R	-	9.9	A	R	0.05	22.1	C	R	0.05	22.1	C	
Overall Intersection		-	-	**0.2**	**A**	-	-	**11.5**	**B**	-	-	**11.5**	**B**	
Roosevelt Avenue at 126th Street/ Seaver Way														
Roosevelt Avenue	EB	LTR	0.25	9.0	A	LTR	0.48	9.3	A	LTR	0.48	9.3	A	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.32	8.9	A	LTR	0.46	10.6	B	LTR	0.46	10.6	B	
126th Street/ Seaver Way	NB	LTR	0.03	34.1	C	LTR	0.32	38.3	D	LTR	0.32	38.3	D	
126th Street/ Seaver Way	SB	L	0.75	56.6	E	-	-	-	-	-	-	-	-	
		TR	0.23	37.2	D	-	-	-	-	-	-	-	-	
		-	-	-	-	LT	1.44	269.1	F	LT	1.44	269.1	F	
		-	-	-	-	DefR	1.89	455.1	F	DefR	1.89	455.1	F	
		LTR	(5)	51.5	D	LTR	(5)	394.0	F	LTR	(5)	394.0	F	
Overall Intersection		-	-	**18.5**	**B**	-	-	**158.0**	**F**	-	-	**158.0**	**F**	
Roosevelt Avenue westbound at College Point Boulevard														
Roosevelt Avenue	WB	LTR	0.48	26.6	C	LTR	0.56	29.6	C	LTR	0.56	29.6	C	
College Point Boulevard	NB	L	0.67	38.8	D	L	0.67	38.7	D	L	0.67	38.7	D	
		T	0.45	7.9	A	T	0.45	7.9	A	T	0.45	7.9	A	
College Point Boulevard	SB	TR	0.81	36.8	D	TR	0.88	41.9	D	TR	0.88	41.9	D	
Overall Intersection		-	-	**24.6**	**C**	-	-	**27.3**	**C**	-	-	**27.3**	**C**	
Roosevelt Avenue eastbound at College Point Boulevard														
Roosevelt Avenue	EB	LTR	0.64	21.5	C	LTR	0.71	23.1	C	LTR	0.71	23.1	C	
College Point Boulevard	NB	TR	0.64	21.9	C	TR	0.64	21.9	C	TR	0.64	21.9	C	
College Point Boulevard	SB	LT	0.45	4.4	A	LT	0.45	4.1	A	LT	0.45	4.1	A	
Overall Intersection		-	-	**16.9**	**B**	-	-	**17.5**	**B**	-	-	**17.5**	**B**	
Roosevelt Avenue at Prince Street														
Roosevelt Avenue	EB	LT	0.78	27.4	C	LT	0.91	36.6	D	LT	0.91	36.6	D	
		R	0.36	15.6	B	R	0.36	13.2	B	R	0.36	13.2	B	
Roosevelt Avenue	WB	LTR	0.76	14.9	B	LTR	0.86	18.0	B	LTR	0.86	18.0	B	
Prince Street	SB	LTR	0.98	76.4	E	LTR	0.98	76.4	E	LTR	0.98	76.4	E	
Overall Intersection		-	-	**33.6**	**C**	-	-	**36.3**	**D**	-	-	**36.3**	**D**	
Roosevelt Avenue at Main Street														
Roosevelt Avenue	EB	LTR	0.70	20.9	C	LTR	0.85	27.4	C	LTR	0.85	27.4	C	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
Roosevelt Avenue	WB	LTR	0.82	26.2	C	LTR	0.96	27.9	C	LTR	0.96	33.6	C	
Main Street	NB	LTR	0.47	19.7	B	LTR	0.47	19.7	B	LTR	0.47	19.7	B	
Main Street	SB	LTR	0.30	16.9	B	LTR	0.30	16.9	B	LTR	0.30	16.9	B	
Overall Intersection		-	-	**22.3**	**C**	-	-	**25.2**	**C**	-	-	**27.5**	**C**	
Roosevelt Avenue at Union Street														
Roosevelt Avenue	EB	LTR	0.97	46.1	D	LTR	1.17	104.7	F	LTR	1.04	53.7	D	- **Partially Mitigated** Modify signal timing: Shift 3 sec from LPI phase to EB/WB phase. [LPI phase green time shifts from 10 sec to 7 sec, EB/WB phase green time shifts from 34 sec to 37 sec]
Roosevelt Avenue	WB	LTR	1.14	117.9	F	LTR	1.33	191.1	F	LTR	1.21	139.7	F	
Union Street	NB	LTR	0.42	21.4	C	LTR	0.42	21.4	C	LTR	0.42	21.4	C	
Union Street	SB	LT	1.10	102.0	F	LT	1.10	102.0	F	LT	1.10	102.0	F	
		R	0.64	32.7	C	R	0.64	32.7	C	R	0.64	32.7	C	
Overall Intersection		-	-	**73.5**	**E**	-	-	**109.7**	**F**	-	-	**82.5**	**F**	

TABLE E-4
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY SATURDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Roosevelt Avenue at Parsons Boulevard														
Roosevelt Avenue	EB	LTR	0.58	28.5	C	LTR	0.77	37.0	D	LTR	0.77	37.0	D	
Roosevelt Avenue	WB	LTR	0.57	27.8	C	LTR	0.76	36.1	D	LTR	0.76	36.1	D	
Parsons Boulevard	NB	LTR	0.79	40.1	D	LTR	0.79	40.1	D	LTR	0.79	40.1	D	
Parsons Boulevard	SB	LTR	0.82	40.8	D	LTR	0.82	40.8	D	LTR	0.82	40.8	D	
Overall Intersection		**-**	**-**	**35.2**	**D**	**-**	**-**	**38.5**	**D**	**-**	**-**	**38.5**	**D**	
34th Avenue at 126th Street/ Seaver Way														
Northfield Service Lane (Formerly Shea Road)	EB	LT	0.19	38.8	D	-	-	-	-	-	-	-	-	
		R	0.42	44.5	D	-	-	-	-	-	-	-	-	
34th Avenue	WB	LTR	0.29	40.7	D	LR	0.37	48.1	D	LR	0.37	48.1	D	
126th Street/ Seaver Way	NB	LTR	0.19	20.2	C	TR	0.14	5.6	A	TR	0.14	5.6	A	
126th Street/ Seaver Way (Formerly Northern Boulevard Off-Ramp)	SB	LTR	0.13	19.5	B	LT	0.11	4.2	A	LT	0.11	4.2	A	
Ramp from Whitestone Expressway	SEB	LR	0.59	50.2	D	R	0.85	16.9	B	R	0.85	16.9	B	
Overall Intersection		**-**	**-**	**34.9**	**C**	**-**	**-**	**15.2**	**B**	**-**	**-**	**15.2**	**B**	
35th Avenue/Shea Road at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				
35th Avenue	EB					L	0.36	39.0	D	L	0.36	38.2	D	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
						TR	0.70	52.5	D	TR	0.70	51.3	D	
Shea Road	WB					LTR	0.26	44.7	D	LTR	0.26	44.7	D	
126th Street/ Seaver Way	NB	Intersection not analyzed during the No Action condition				LTR	0.15	5.0	A	LTR	0.15	5.0	A	
126th Street/ Seaver Way	SB					LT	0.46	2.4	A	LT	0.46	2.4	A	
						R	0.60	2.3	A	R	0.60	2.3	A	
Overall Intersection						**-**	**-**	**9.7**	**A**	**-**	**-**	**9.6**	**A**	
Shea Road at Boat Basin Place														
Shea Road	EB	-	-	-	-	L	0.48	49.1	D	L	0.48	49.1	D	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
		-	-	-	-	TR	0.07	33.8	C	TR	0.07	33.8	C	
Shea Road	WB	-	-	-	-	L	0.74	44.7	D	L	0.74	44.7	D	
		-	-	-	-	T	0.39	47.4	D	T	0.39	47.4	D	
		-	-	-	-	R	0.12	43.6	D	R	0.12	43.6	D	
		LTR	0.18	25.2	C	LTR	(4)	45.7	D	LTR	(4)	45.7	D	
Boat Basin Place	NB	-	-	-	-	L	0.03	19.8	B	L	0.03	19.8	B	
		-	-	-	-	TR	0.02	19.5	B	TR	0.02	19.5	B	
		LTR	0.04	7.0	A	LTR	(4)	19.5	B	LTR	(4)	19.5	B	
Boat Basin Place	SB	-	-	-	-	L	0.26	27.2	C	L	0.26	21.9	C	
		-	-	-	-	T	0.21	26.4	C	T	0.21	21.3	C	
		-	-	-	-	R	0.44	28.5	C	R	0.44	23.2	C	
		LTR	0.16	7.7	A	LTR	(4)	27.6	C	LTR	(4)	22.3	C	
Overall Intersection		**-**	**-**	**13.3**	**B**	**-**	**-**	**38.5**	**D**	**-**	**-**	**36.6**	**D**	
Shea Road at Porte Cochere Exit Ramp														
Porte Cochere Exit Ramp	EB					LT	0.74	26.5	C	LT	0.74	26.5	C	
						R	0.08	0.1	A	R	0.08	0.1	A	
Shea Road	NB					T	0.15	18.2	B	T	0.15	18.2	B	
		Intersection does not exist in the No Action condition				LTR	0.15	5.0	A	LTR	0.15	5.0	A	
Shea Road	SB					L	0.01	16.9	B	L	0.01	16.9	B	
						T	0.44	21.6	C	T	0.44	21.6	C	
Overall Intersection						**-**	**-**	**21.5**	**C**	**-**	**-**	**21.5**	**C**	
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Grand Central Parkway westbound exit ramp	EB	L	-	9.9	A	L	0.54	54.5	D	L	0.54	54.5	D	- **Unmitigable**
		-	-	-	-	T	0.35	38.8	D	T	0.35	38.8	D	
		R	-	9.3	A	R	0.68	30.4	C	R	0.68	30.4	C	
Podium Parking West Access	WB	-	-	-	-	L	0.82	54.9	D	L	0.82	54.9	D	
		-	-	-	-	TR	0.99	64.3	E	TR	0.99	64.3	E	
Shea Road	NB	-	-	-	-	L	0.88	54.5	D	L	0.88	54.5	D	
		-	-	-	-	TR	0.13	28.2	C	TR	0.13	28.2	C	
		T	-	0.0	A	LTR	(4)	46.9	D	LTR	(4)	46.9	D	
Shea Road	SB	-	-	-	-	L	0.30	42.2	D	L	0.30	42.2	D	
		TR	-	0.0	A	TR	0.79	55.8	E	TR	0.79	55.8	E	
Overall Intersection		**-**	**-**	**2.5**	**A**	**-**	**-**	**50.2**	**D**	**-**	**-**	**50.2**	**D**	

TABLE E-4
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY SATURDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Shea Road at Tower Parking Access			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Tower Parking Access (Formerly Citi Field Entrance 4)	WB	-	-	-	-	L	0.21	26.3	C	L	0.21	26.3	C	
		-	-	-	-	R	0.32	28.1	C	R	0.32	28.1	C	
		LTR	-	0.0	A	LR	(4)	27.4	C	LR	(4)	27.4	C	
Shea Road	NB	LTR	-	7.9	A	TR	0.39	21.6	C	TR	0.39	21.6	C	
Shea Road	SB	-	-	-	-	L	0.24	30.6	C	L	0.24	30.6	C	
		-	-	-	-	T	0.51	12.7	B	T	0.51	12.7	B	
		LTR	-	0.0	A	LT	(4)	14.6	B	LT	(4)	14.6	B	
Overall Intersection		**-**	**-**	**5.3**	**A**	**-**	**-**	**17.3**	**B**	**-**	**-**	**17.3**	**B**	
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Stadium Place North	WB	LR	-	11.2	B	LTR	0.70	37.0	D	LTR	0.70	37.0	D	
Shea Road	NB	-	-	-	-	L	0.03	25.7	C	L	0.03	25.7	C	
		TR	-	0.0	A	TR	0.56	32.6	C	TR	0.56	32.6	C	
Shea Road	SB	LT	-	7.1	A	LT	0.62	7.9	A	LT	0.62	7.9	A	
		-	-	-	-	R	0.53	1.1	A	R	0.53	1.1	A	
Overall Intersection		**-**	**-**	**3.2**	**A**	**-**	**-**	**15.4**	**B**	**-**	**-**	**15.4**	**B**	
Shea Road at Olmsted Drive			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Olmsted Drive	WB	-	-	-	-	L	0.08	29.7	C	L	0.08	29.7	C	
		-	-	-	-	R	0.32	18.0	B	R	0.32	18.0	B	
		LR	-	11.0	B	LR	(4)	19.4	B	LR	(4)	19.4	B	
Shea Road	NB	TR	-	0.0	A	TR	0.20	15.0	B	TR	0.20	15.0	B	
Shea Road	SB	LT	-	1.6	A	LT	0.26	7.5	A	LT	0.26	7.5	A	
Overall Intersection		**-**	**-**	**4.4**	**A**	**-**	**-**	**12.3**	**B**	**-**	**-**	**12.3**	**B**	
34th Avenue at 114th Street														
34th Avenue	EB	T	0.36	11.2	B	T	0.36	11.2	B	T	0.36	11.2	B	
		R	0.08	8.6	A	R	0.08	8.6	A	R	0.08	8.6	A	
114th Street	NB	R	0.20	0.3	A	R	0.34	0.6	A	R	0.34	0.6	A	
114th Street	SB	L	0.61	31.7	C	L	0.61	31.6	C	L	0.61	31.6	C	
		T	0.58	35.2	D	T	0.58	35.2	D	T	0.58	35.2	D	
		R	0.12	0.2	A	R	0.12	0.2	A	R	0.12	0.2	A	
Overall Intersection		**-**	**-**	**14.6**	**B**	**-**	**-**	**12.6**	**B**	**-**	**-**	**12.6**	**B**	
Marina Road at Boat Basin Place			NEW SIGNAL											
Marina Road	EB	TR	0.02	8.6	A	TR	0.02	8.6	A	TR	0.04	31.4	C	- Modify signal timing: Change to a three-phase signal with a 120 sec cycle length and 0 sec offset. The signal would operate with an NB phase with 34 sec green time, 3 sec yellow and 2 sec all-red, a protected WB phase with 37 sec green time, 3 sec yellow, and 2 sec all-red, and a EB/WB phase with 34 sec green time, 3 sec yellow, and 2 sec all-red. [Measures needed during the NGD AM, and NGD midday peak hours.]
Marina Road	WB	L	0.30	11.3	B	L	0.72	20.7	C	L	0.67	16.5	B	
		T	0.09	9.1	A	T	0.09	9.1	A	T	0.09	8.7	A	
Boat Basin Place	NB	L	0.13	31.9	C	L	0.35	13.9	B	L	0.36	14.1	B	
		R	0.03	30.5	C	R	0.05	7.9	A	R	0.05	7.9	A	
Overall Intersection		**-**	**-**	**14.3**	**B**	**-**	**-**	**17.5**	**B**	**-**	**-**	**15.2**	**B**	
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Area B Parking Structure Access (Formerly Citi Field Entrance 1)	EB	LR	-	11.3	B	LR	0.76	38.7	D	LR	0.76	38.7	D	
126th Street/ Seaver Way	NB	-	-	-	-	L	0.72	27.3	C	L	0.72	27.3	C	
		-	-	-	-	T	0.14	12.6	B	T	0.14	12.6	B	
		LT	-	0.0	A	LT	(4)	23.2	C	LT	(4)	23.2	C	
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	0.71	40.0	D	TR	0.71	40.0	D	
Overall Intersection		**-**	**-**	**0.1**	**A**	**-**	**-**	**34.6**	**C**	**-**	**-**	**34.6**	**C**	
UNSIGNALIZED INTERSECTIONS														
Northern Boulevard eastbound at 126th Place														
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
126th Place	NB	R	-	10.3	B	R	-	10.6	B	R	-	10.6	B	
Overall Intersection		**-**	**-**	**0.2**	**A**	**-**	**-**	**0.2**	**A**	**-**	**-**	**0.2**	**A**	
Roosevelt Avenue at Citi Field Entrance 3														
Roosevelt Avenue	EB	LT	-	0.0	A									
Roosevelt Avenue	WB	TR	-	0.0	A									
Citi Field Entrance 3	SB	R	-	0.0	A	Intersection does not exist in the With Action condition								
Overall Intersection		**-**	**-**	**0.0**	**A**									

TABLE E-4
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY SATURDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Mvt.	V/C	Control Delay	LOS	2030 With Action Mvt.	V/C	Control Delay	LOS	2030 Mitigation Mvt.	V/C	Control Delay	LOS	Mitigation Measure
Roosevelt Avenue at Southfield Parking Lot														
Roosevelt Avenue	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Roosevelt Avenue	WB	LT	-	0.7	A									
Southfield Parking Lot	NB	L	-	0.0	A									
		R	-	11.4	B									
Overall Intersection		**-**	**-**	**1.7**	**A**									
Shea Road at Northfield Parking Structure North Access 1														
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 1	SB					R	-	11.0	B	R	-	11.0	B	
Overall Intersection						**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	
Shea Road at Northfield Parking Structure North Access 2														
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 2	SB					R	-	11.0	B	R	-	11.0	B	
Overall Intersection						**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	
Shea Road at Northfield Parking Structure South/North Access 3														
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A	TR	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure South Access	NB					L	-	15.1	C	L	-	15.1	C	
						R	-	9.0	A	R	-	9.0	A	
Northfield Parking Structure North Access 3	SB					R	-	11.0	B	R	-	11.0	B	
Overall Intersection						**-**	**-**	**0.2**	**A**	**-**	**-**	**0.2**	**A**	
Shea Road at Mets Truck Loading														
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A	TR	-	0.0	A	
Shea Road	WB					LT	-	0.0	A	LT	-	0.0	A	
Overall Intersection						**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	
Shea Road at Citi Field Entrance 10														
Shea Road	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Shea Road	WB	LT	-	0.0	A									
Citi Field Entrance 10	NB	LR	-	0.0	A									
Overall Intersection		**-**	**-**	**0.0**	**A**									
Shea Road/ Citi Field Entrance 8 at Boat Basin Place														
Shea Road	EB	LTR	-	8.9	A	Intersection does not exist in the With Action condition								
Citi Field Entrance 8	WB	R	-	8.8	A									
Boat Basin Place	NB	TR	-	0.0	A									
Boat Basin Place	SB	LT	-	7.5	A									
Overall Intersection		**-**	**-**	**8.7**	**A**									
Shea Road at Citi Field Entrance 6 and 7														
Citi Field Entrance 7	EB	LTR	-	0.0	A	Intersection does not exist in the With Action condition								
Citi Field Entrance 6	WB	LTR	-	0.0	A									
Shea Road	NB	LTR	-	0.0	A									
Shea Road	SB	LTR	-	0.0	A									
Overall Intersection		**-**	**-**	**0.0**	**A**									
Shea Road at Meridian Road														
Meridian Road	WB	LR	-	7.7	A	LR	-	9.0	A	LR	-	9.0	A	
Shea Road	NB	TR	-	9.6	A	TR	-	11.1	B	TR	-	11.1	B	
Shea Road	SB	L	-	7.4	A	L	-	7.4	A	L	-	7.4	A	
		T	-	7.0	A	T	-	17.2	C	T	-	17.2	C	
Overall Intersection		**-**	**-**	**9.0**	**A**	**-**	**-**	**14.2**	**B**	**-**	**-**	**14.2**	**B**	

TABLE E-4
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - NON-GAMEDAY SATURDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Shea Road at Grand Central Parkway westbound exit ramp (9P)											SIGNALIZED INTERSECTION			
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	13.3	B	L	-	48.1	E	L	0.49	18.4	B	- Install a two-phase signal with a 60 sec cycle length and 0 sec offset. The signal would operate with an EBL phase with 20 sec green time, 3 sec yellow and 2 sec all-red, and NB/SB phase with 30 sec green time, 3 sec yellow, and 2 sec all-red. The EBR would operate as stop-controlled as in existing conditions. The SBR would have a Right Turn on Red.
		R	-	8.7	A	R	-	12.3	B	R	0.03	0.0	A	
Shea Road	NB	LT	-	6.0	A	LT	-	7.1	A	LT	0.14	8.6	A	
Shea Road	SB	TR	-	0.0	A	TR	-	0.0	A	TR	0.53	12.2	B	
Overall Intersection		**-**	**-**	**10.3**	**B**	**-**	**-**	**17.1**	**C**	**-**	**-**	**13.2**	**B**	
Shea Road at New York Avenue														
New York Avenue	WB	LR	-	9.1	A	LR	-	15.7	C	LR	-	16.7	C	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
Shea Road	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Shea Road	SB	LT	-	4.2	A	LT	-	8.0	A	LT	-	8.0	A	
Overall Intersection		**-**	**-**	**5.2**	**A**	**-**	**-**	**8.4**	**A**	**-**	**-**	**8.6**	**A**	
126th Street/ Seaver Way at Citi Field Entrance 11														
Citi Field Entrance 11	EB	LR	-	10.6	B	LR	-	26.6	D	LR	-	26.6	D	
126th Street/ Seaver Way	NB	LT	-	0.1	A	T	-	0.0	A	T	-	0.0	A	
126th Street/ Seaver Way	SB	TR	-	0.0	A	T	-	0.0	A	T	-	0.0	A	
Overall Intersection		**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
36th Avenue at 126th Street/ Seaver Way														
36th Avenue	WB	LR	-	0.0	A	Intersection not analyzed during the With Action condition								
126th Street/ Seaver Way	NB	TR	-	0.0	A									
126th Street/ Seaver Way	SB	LT	-	0.0	A									
Overall Intersection		**-**	**-**	**0.0**	**A**									
126th Street/ Seaver Way at Southfield Parking Lot														
Southfield Parking Lot East Access	WB	Intersection does not exist in the No Action condition				LR	-	8.2	A	LR	-	8.2	A	
126th Street/ Seaver Way	NB					LT	-	7.2	A	LT	-	7.2	A	
126th Street/ Seaver Way	SB					TR	-	8.5	A	TR	-	8.5	A	
Overall Intersection						**-**	**-**	**7.8**	**A**	**-**	**-**	**7.8**	**A**	
Stadium Place South at Southfield Parking Lot														
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	-	-	-	-	L	-	15.0	B	L	-	15.0	B	
		-	-	-	-	R	-	0.0	A	R	-	0.0	A	
		LR	-	0.0	A	LR	(4)	9.3	A	LR	(4)	9.3	A	
Stadium Place South	NB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Stadium Place South	SB	LT	-	0.0	A	LT	-	3.8	A	LT	-	3.8	A	
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**3.4**	**A**	**-**	**-**	**3.4**	**A**	
Stadium Place South at Olmsted Drive														
Olmsted Drive	EB	-	-	-	-	L	-	7.3	A	L	-	7.3	A	
		-	-	-	-	T	-	0.0	A	T	-	0.0	A	
		LT	-	7.2	A	LT	(4)	7.3	A	LT	(4)	7.3	A	
Olmsted Drive	WB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Stadium Place South	SB	LR	-	9.2	A	LR	-	9.3	A	LR	-	9.3	A	
Overall Intersection		**-**	**-**	**9.0**	**A**	**-**	**-**	**8.9**	**A**	**-**	**-**	**8.9**	**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	
United Nations Avenue North	WB	LT	-	3.7	A	LT	-	3.7	A	LT	-	3.7	A	
New York Avenue	NB	LR	-	9.1	A	LR	-	13.8	B	LR	-	13.8	B	
Overall Intersection		**-**	**-**	**4.3**	**A**	**-**	**-**	**12.0**	**B**	**-**	**-**	**12.0**	**B**	

(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) As a result of the project roadway improvements under the With Action condition the lane group configuration has been modified; the approach delay is shown for impact analysis comparison purposes.
(5) Under the Existing and No Action condition the SB approach would operate with a dedicated left (L) lane group and a shared through-right (TR) lane group. Under the With Action condition the SB would operate as a shared left-through (LT) lane group and a defacto-right (DefR) lane group. The total approach delay under the No Action and With 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 E-5
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY WEEKDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control				2030 With Action Control				2030 Mitigation Control				Mitigation Measure
		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	0.05	18.8	B	L	0.05	18.8	B	
		TR	0.86	34.4	C	TR	0.88	35.8	D	TR	0.88	35.8	D	
Astoria Boulevard	WB	L	0.90	81.4	F	L	0.90	81.4	F	L	0.90	81.4	F	
		TR	0.27	10.9	B	TR	0.29	11.4	B	TR	0.29	11.4	B	
108th Street	NB	L	0.38	39.4	D	L	0.38	39.4	D	L	0.38	39.4	D	
		TR	0.31	36.6	D	TR	0.31	36.6	D	TR	0.31	36.6	D	
31st Drive	SB	LT	0.48	40.7	D	LT	0.48	40.7	D	LT	0.48	40.7	D	
		R	0.02	31.8	C	R	0.02	31.8	C	R	0.02	31.8	C	
Overall Intersection		-	-	**34.5**	**C**	-	-	**35.2**	**D**	-	-	**35.2**	**D**	
Astoria Boulevard at Ditmars Boulevard/ 111th Street														
Astoria Boulevard	EB	T	0.76	7.9	A	T	0.78	7.9	A	T	0.78	7.9	A	
Astoria Boulevard	WB	TR	0.57	26.7	C	TR	0.58	27.0	C	TR	0.58	27.0	C	
111th Street	NB	LTR	0.56	54.1	D	LTR	0.56	54.1	D	LTR	0.56	54.1	D	
Ditmars Boulevard	SB	L	1.08	97.3	F	L	1.08	97.3	F	L	1.08	97.3	F	
		R	0.02	32.6	C	R	0.02	32.6	C	R	0.02	32.6	C	
Overall Intersection		-	-	**35.3**	**D**	-	-	**35.0**	**D**	-	-	**35.0**	**D**	
Northern Boulevard at 108th Street														
Northern Boulevard	EB	L	0.18	53.3	D	L	0.18	53.3	D	L	0.18	53.3	D	- **Unmitigable**
		T	1.66	330.8	F	T	1.78	384.3	F	T	1.78	384.3	F	
		R	0.14	14.7	B	R	0.14	14.7	B	R	0.14	14.7	B	
Northern Boulevard	WB	L	0.84	97.0	F	L	0.84	97.0	F	L	0.84	97.0	F	
		T	1.20	131.5	F	T	1.31	175.6	F	T	1.31	175.6	F	
		R	0.35	17.7	B	R	0.35	17.7	B	R	0.35	17.7	B	
108th Street	NB	LTR	1.10	137.1	F	LTR	1.10	137.1	F	LTR	1.10	137.1	F	
108th Street	SB	LTR	1.11	142.2	F	LTR	1.11	142.2	F	LTR	1.11	142.2	F	
Overall Intersection		-	-	**204.7**	**F**	-	-	**242.8**	**F**	-	-	**242.8**	**F**	
Northern Boulevard at 114th Street														
Northern Boulevard	EB	T	0.96	42.9	D	T	1.03	61.1	E	T	1.03	61.1	E	- **Unmitigable**
		R	0.52	20.8	C	R	0.52	20.8	C	R	0.52	20.8	C	
Northern Boulevard	WB	L	0.97	68.1	E	L	1.03	88.5	F	L	1.03	88.5	F	
		T	1.28	147.3	F	T	1.34	175.2	F	T	1.34	175.2	F	
114th Street	SB	LTR	0.54	49.7	D	LTR	0.54	49.7	D	LTR	0.54	49.7	D	
Overall Intersection		-	-	**88.1**	**F**	-	-	**108.6**	**F**	-	-	**108.6**	**F**	
Northern Boulevard westbound at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Northern Boulevard	WB	T	0.70	11.8	B	T	0.85	16.6	B	T	0.85	16.6	B	
126th Street/ Seaver Way	NB	L	0.36	8.1	A	L	0.51	6.3	A	L	0.51	6.3	A	
Overall Intersection		-	-	**11.3**	**B**	-	-	**15.2**	**B**	-	-	**15.2**	**B**	
Northern Boulevard eastbound at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Northern Boulevard	EB	T	0.87	59.2	E	T	0.80	52.6	D	T	0.80	52.6	D	
		-	-	-	-	R	0.31	20.4	C	R	0.31	20.4	C	
126th Street/ Seaver Way	NB	T	0.38	33.8	C	T	0.53	22.6	C	T	0.53	22.6	C	
		R	0.30	33.8	C	R	0.34	20.7	C	R	0.34	20.7	C	
Grand Central Parkway eastbound Off-Ramp	NEB	R	0.67	28.3	C	R	0.76	32.6	C	R	0.76	32.6	C	
Overall Intersection		-	-	**39.8**	**D**	-	-	**34.2**	**C**	-	-	**34.2**	**C**	
Northern Boulevard at Prince Street														
Northern Boulevard	EB	L	1.47	276.1	F	L	1.47	276.1	F	L	1.47	276.1	F	
		T	0.79	29.4	C	T	0.82	30.7	C	T	0.82	30.7	C	
Northern Boulavard	WB	L	0.72	71.1	E	L	0.72	69.7	E	L	0.72	69.7	E	
		T	0.75	22.1	C	T	0.81	24.7	C	T	0.81	24.7	C	
		R	0.56	22.8	C	R	0.58	24.5	C	R	0.58	24.5	C	
Prince Street	NB	LTR	2.00+	500+	F	LTR	2.00+	500+	F	LTR	2.00+	500+	F	
Prince Street	SB	LTR	1.08	110.7	F	LTR	1.08	110.7	F	LTR	1.08	110.7	F	
Northern Boulevard Eastbound Service Road	NEB	R	0.61	28.4	C	R	0.61	28.4	C	R	0.61	28.4	C	
Overall Intersection		-	-	**150.3**	**F**	-	-	**146.6**	**F**	-	-	**146.6**	**F**	

TABLE E-5
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY WEEKDAY PM PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		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	0.15	12.9	B	L	0.15	12.9	B	L	0.15	12.9	B	
		T	0.64	19.1	B	T	0.68	20.1	C	T	0.68	20.1	C	
Main Street	NB	L	0.29	2.4	A	L	0.29	2.4	A	L	0.29	2.4	A	
Overall Intersection		-	-	**17.0**	**B**	-	-	**18.0**	**B**	-	-	**18.0**	**B**	
Northern Boulevard eastbound at Main Street														
Northern Boulevard	EB	T	0.96	19.4	B	T	1.01	28.2	C	T	1.01	28.2	C	
		R	0.62	10.9	B	R	0.62	11.1	B	R	0.62	11.1	B	
Main Street	NB	T	0.55	44.2	D	T	0.55	44.2	D	T	0.55	44.2	D	
		R	1.08	125.6	F	R	1.08	125.6	F	R	1.08	125.6	F	
Main Street	SB	T	0.14	40.0	D	T	0.14	40.0	D	T	0.14	40.0	D	
Overall Intersection		-	-	**30.9**	**C**	-	-	**36.8**	**D**	-	-	**36.8**	**D**	
Northern Boulevard at Union Street														
Northern Boulevard	EB	L	0.62	30.7	C	L	0.66	35.1	D	L	0.65	32.5	C	- Modify signal timing: Shift 2 sec from NB/SB LTR (phase C) to EB/WB (phase A). [NB/SB LTR (phase C) green time shifts from 38 sec to 36 sec, EB/WB (phase A) green time shifts from 45 sec to 47 sec (No changes to LPI)]
		TR	1.18	124.6	F	TR	1.24	151.8	F	TR	1.19	127.2	F	
Northern Boulevard	WB	L	0.37	27.7	C	L	0.37	28.2	C	L	0.37	27.6	C	
		TR	0.78	37.4	D	TR	0.86	41.4	D	TR	0.83	37.9	D	
Union Street	NB	LT	0.47	31.0	C	LT	0.47	31.0	C	LT	0.49	32.9	C	
		R	0.28	22.7	C	R	0.28	22.7	C	R	0.29	24.2	C	
Union Street	SB	LT	0.47	30.8	C	LT	0.47	30.8	C	LT	0.49	32.6	C	
		R	0.46	26.9	C	R	0.46	26.9	C	R	0.48	28.7	C	
Overall Intersection		-	-	**73.2**	**E**	-	-	**86.8**	**F**	-	-	**75.2**	**E**	
Northern Boulevard at Parsons Boulevard														
Northern Boulevard	EB	L	0.45	44.4	D	L	0.51	50.0	D	L	0.51	50.0	D	- **Unmitigable**
		T	1.16	118.5	F	T	1.25	155.9	F	T	1.25	155.9	F	
		R	0.36	26.6	C	R	0.36	26.6	C	R	0.36	26.6	C	
Northern Boulevard	WB	L	0.47	50.4	D	L	0.47	52.7	D	L	0.47	52.7	D	
		TR	0.96	53.0	D	TR	1.07	82.3	F	TR	1.07	82.3	F	
Parsons Boulevard	NB	L	0.88	85.4	F	L	0.88	85.4	F	L	0.88	85.4	F	
		TR	0.65	44.5	D	TR	0.65	44.5	D	TR	0.65	44.5	D	
Parsons Boulevard	SB	LTR	1.51	286.2	F	LTR	1.51	286.2	F	LTR	1.51	286.2	F	
Overall Intersection		-	-	**105.5**	**F**	-	-	**127.3**	**F**	-	-	**127.3**	**F**	
Roosevelt Avenue at 108th Street														
Roosevelt Avenue	EB	LTR	1.07	84.5	F	LTR	1.52	268.1	F	LTR	1.52	268.1	F	- **Unmitigable**
Roosevelt Avenue	WB	LTR	1.20	130.9	F	LTR	1.73	366.3	F	LTR	1.73	366.3	F	
108th Street	NB	LTR	1.17	149.8	F	LTR	1.17	149.8	F	LTR	1.17	149.8	F	
108th Street	SB	LTR	1.09	123.3	F	LTR	1.09	123.3	F	LTR	1.09	123.3	F	
Overall Intersection		-	-	**117.2**	**F**	-	-	**271.0**	**F**	-	-	**271.0**	**F**	
Roosevelt Avenue at 111th Street														
Roosevelt Avenue	EB	LTR	0.80	11.6	B	LTR	1.09	56.5	E	LTR	1.09	56.5	E	- **Unmitigable**
Roosevelt Avenue	WB	LTR	1.03	58.7	E	LTR	1.39	202.1	F	LTR	1.39	202.1	F	
111th Street	NB	LTR	1.07	119.0	F	LTR	1.07	119.0	F	LTR	1.07	119.0	F	
Overall Intersection		-	-	**50.1**	**D**	-	-	**131.1**	**F**	-	-	**131.1**	**F**	
Roosevelt Avenue at 114th Street														
Roosevelt Avenue	EB	LTR	1.81	392.7	F	LTR	2.00+	500+	F	LTR	2.00+	500+	F	- **Unmitigable**
Roosevelt Avenue	WB	LT	1.45	230.0	F	LT	2.00+	481.6	F	LT	2.00+	481.6	F	
		R	0.29	7.8	A	R	1.12	90.8	F	R	1.12	90.8	F	
114th Street	NB	LTR	1.07	122.6	F	LTR	1.30	210.4	F	LTR	1.30	210.4	F	
114th Street	SB	L	1.13	172.2	F	L	1.24	217.0	F	L	1.24	217.0	F	
		TR	1.06	134.9	F	TR	1.18	178.3	F	TR	1.18	178.3	F	
Overall Intersection		-	-	**241.1**	**F**	-	-	**500+**	**F**	-	-	**500+**	**F**	

TABLE E-5
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY WEEKDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.97	38.8	D	T	0.97	38.8	D	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.84	10.7	B	T	0.84	10.7	B	
Stadium Place North	SB	R	-	17.3	C	R	0.56	2.3	A	R	0.56	2.3	A	
Overall Intersection		**-**	**-**	**3.4**	**A**	**-**	**-**	**21.2**	**C**	**-**	**-**	**21.2**	**C**	
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Roosevelt Avenue	EB	-	-	-	-	T	0.87	7.4	A	T	0.87	7.4	A	
		-	-	-	-	R	0.75	1.7	A	R	0.75	1.7	A	
		LTR	-	1.8	A	TR	(4)	4.4	A	TR	(4)	4.4	A	
Roosevelt Avenue	WB	-	-	-	-	T	0.84	12.6	B	T	0.84	12.6	B	
		-	-	-	-	R	0.69	3.1	A	R	0.69	3.1	A	
		TR	-	0.0	A	TR	(4)	8.3	A	TR	(4)	8.3	A	
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**6.1**	**A**	**-**	**-**	**6.1**	**A**	
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.46	5.7	A	T	0.46	5.7	A	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.80	22.7	C	T	0.80	22.7	C	
Stadium Place South	NB	R	-	11.5	B	R	0.21	16.8	B	R	0.21	16.8	B	
Overall Intersection		**-**	**-**	**0.9**	**A**	**-**	**-**	**16.6**	**B**	**-**	**-**	**16.6**	**B**	
Roosevelt Avenue at 126th Street/ Seaver Way														
Roosevelt Avenue	EB	LTR	0.58	16.2	B	LTR	0.67	16.0	B	LTR	0.67	16.0	B	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.46	12.6	B	LTR	0.72	18.5	B	LTR	0.72	18.5	B	
126th Street/ Seaver Way	NB	LTR	0.15	32.3	C	LTR	0.23	33.4	C	LTR	0.23	33.4	C	
126th Street/ Seaver Way	SB	L	0.85	61.2	E	-	-	-	-	-	-	-	-	
		TR	0.49	39.0	D	-	-	-	-	-	-	-	-	
		LTR	(4)	52.3	D	LTR	1.59	319.2	F	LTR	1.59	319.2	F	
Overall Intersection		**-**	**-**	**24.0**	**C**	**-**	**-**	**102.3**	**F**	**-**	**-**	**102.3**	**F**	
Roosevelt Avenue westbound at College Point Boulevard														
Roosevelt Avenue	WB	LTR	0.52	39.2	D	LTR	0.66	44.1	D	LTR	0.66	44.2	D	- Modify signal timing: Shift 1 sec from NB/NBL (phase C) to NB/SB (phase B). [NB/NBL (phase C) green time shifts from 17 sec to 16 sec, NB/SB (phase B) green time shifts from 37 sec to 38 sec]
College Point Boulevard	NB	L	0.76	48.8	D	L	0.76	48.5	D	L	0.78	50.8	D	
		T	0.54	10.7	B	T	0.54	10.7	B	T	0.54	10.7	B	
College Point Boulevard	SB	TR	1.08	93.1	F	TR	1.09	99.1	F	TR	1.06	88.0	F	
Overall Intersection		**-**	**-**	**50.5**	**D**	**-**	**-**	**53.3**	**D**	**-**	**-**	**49.5**	**D**	
Roosevelt Avenue eastbound at College Point Boulevard														
Roosevelt Avenue	EB	LTR	0.90	40.3	D	LTR	0.96	49.9	D	LTR	0.96	49.9	D	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
College Point Boulevard	NB	TR	0.69	28.8	C	TR	0.69	28.8	C	TR	0.69	28.8	C	
College Point Boulevard	SB	LT	0.70	5.8	A	LT	0.70	5.5	A	LT	0.70	5.3	A	
Overall Intersection		**-**	**-**	**25.0**	**C**	**-**	**-**	**28.7**	**C**	**-**	**-**	**28.7**	**C**	
Roosevelt Avenue at Prince Street														
Roosevelt Avenue	EB	LT	0.97	60.1	E	LT	1.21	136.1	F	LT	1.21	136.1	F	- **Unmitigable**
		R	0.45	27.1	C	R	0.45	23.1	C	R	0.45	23.1	C	[Intersection delays change as a result of mititgation measures at adjacent intersections.]
Roosevelt Avenue	WB	LTR	0.75	18.0	B	LTR	0.92	27.9	C	LTR	0.92	26.3	C	
Prince Street	SB	LTR	0.82	47.6	D	LTR	0.82	47.6	D	LTR	0.82	47.6	D	
Overall Intersection		**-**	**-**	**41.0**	**D**	**-**	**-**	**71.1**	**E**	**-**	**-**	**70.5**	**E**	
Roosevelt Avenue at Main Street														
Roosevelt Avenue	EB	LTR	0.89	39.1	D	LTR	1.14	96.9	F	LTR	1.02	45.7	D	- **Partially Mitigated**
Roosevelt Avenue	WB	LTR	1.12	111.7	F	LTR	1.35	207.0	F	LTR	1.22	149.5	F	Modify signal timing: Shift 4 sec from NB/SB phase to EB/WB phase. [NB/SB phase green time shifts from 65 sec to 61 sec, EB/WB phase green time shifts from 45 sec to 49 sec]
Main Street	NB	LTR	0.37	17.5	B	LTR	0.37	17.5	B	LTR	0.39	20.2	C	
Main Street	SB	LTR	0.26	15.8	B	LTR	0.26	15.8	B	LTR	0.27	18.2	B	
Overall Intersection		**-**	**-**	**62.8**	**E**	**-**	**-**	**126.0**	**F**	**-**	**-**	**84.5**	**F**	

TABLE E-5
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY WEEKDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Mvt.	V/C	Control Delay	LOS	2030 With Action Mvt.	V/C	Control Delay	LOS	2030 Mitigation Mvt.	V/C	Control Delay	LOS	Mitigation Measure
Roosevelt Avenue at Union Street														
Roosevelt Avenue	EB	LTR	0.72	7.7	A	LTR	0.88	7.4	A	LTR	0.88	6.6	A	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.99	67.3	E	LTR	1.21	139.9	F	LTR	1.21	139.9	F	[Intersection delays change as a result of mititgation measures at adjacent intersections.]
Union Street	NB	LTR	0.53	35.2	D	LTR	0.53	35.2	D	LTR	0.53	35.2	D	
Union Street	SB	LT	1.12	124.1	F	LT	1.12	124.1	F	LT	1.12	124.1	F	
		R	0.66	52.3	D	R	0.66	52.3	D	R	0.66	52.3	D	
Overall Intersection		**-**	**-**	**60.3**	**E**	**-**	**-**	**83.1**	**F**	**-**	**-**	**82.9**	**F**	
Roosevelt Avenue at Parsons Boulevard														
Roosevelt Avenue	EB	LT	0.62	36.3	D	LT	0.94	68.9	E	LT	0.94	68.9	E	- **Unmitigable**
		R	0.21	24.9	C	R	0.21	24.9	C	R	0.21	24.9	C	
Roosevelt Avenue	WB	LT	0.80	47.0	D	LT	1.14	124.6	F	LT	1.14	124.6	F	
		R	0.10	23.2	C	R	0.10	23.2	C	R	0.10	23.2	C	
Parsons Boulevard	NB	LT	1.05	100.0	F	LT	1.05	100.0	F	LT	1.05	100.0	F	
		R	0.09	22.8	C	R	0.09	22.8	C	R	0.09	22.8	C	
Parsons Boulevard	SB	LTR	0.76	41.3	D	LTR	0.76	41.3	D	LTR	0.76	41.3	D	
Overall Intersection		**-**	**-**	**53.7**	**D**	**-**	**-**	**80.0**	**E**	**-**	**-**	**80.0**	**E**	
34th Avenue at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Northfield Service Lane (Formerly Shea Road)	EB	LT	0.63	53.1	D	-	-	-	-	-	-	-	-	
		R	1.24	185.3	F	-	-	-	-	-	-	-	-	
34th Avenue	WB	LTR	0.54	47.7	D	LR	0.33	34.4	C	LR	0.33	34.4	C	
126th Street/ Seaver Way	NB	LTR	0.44	24.2	C	TR	0.71	31.7	C	TR	0.71	31.7	C	
126th Street/ Seaver Way (Formerly Northern Boulevard Off-Ramp)	SB	LTR	0.40	23.5	C	LT	0.32	16.7	B	LT	0.32	16.7	B	
Ramp from Whitestone Expressway	SEB	LR	1.09	119.7	F	R	0.74	2.7	A	R	0.74	2.7	A	
Overall Intersection		**-**	**-**	**76.4**	**E**	**-**	**-**	**12.7**	**B**	**-**	**-**	**12.7**	**B**	
35th Avenue/Shea Road at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
35th Avenue	EB	Intersection not analyzed during the No Action condition				L	0.53	34.2	C	L	0.53	34.2	C	
						TR	0.83	46.5	D	TR	0.83	46.5	D	
Shea Road	WB					LTR	0.13	27.6	C	LTR	0.13	27.6	C	
126th Street/ Seaver Way	NB					L	0.24	14.1	B	L	0.24	14.1	B	
						TR	0.24	13.1	B	TR	0.24	13.1	B	
126th Street/ Seaver Way	SB					LT	0.37	15.6	B	LT	0.37	15.6	B	
						R	0.61	1.3	A	R	0.61	1.3	A	
Overall Intersection						**-**	**-**	**16.0**	**B**	**-**	**-**	**16.0**	**B**	
Shea Road at Boat Basin Place						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Shea Road	EB	-	-	-	-	L	0.67	53.1	D	L	0.67	53.1	D	
		-	-	-	-	TR	0.35	46.0	D	TR	0.35	46.0	D	
Shea Road	WB	-	-	-	-	L	0.57	45.5	D	L	0.57	45.5	D	
		-	-	-	-	T	0.71	51.8	D	T	0.71	51.8	D	
		-	-	-	-	R	0.18	13.9	B	R	0.18	13.9	B	
		LTR	0.48	28.9	C	LTR	(4)	43.2	D	LTR	(4)	43.2	D	
Boat Basin Place	NB	-	-	-	-	L	0.17	53.2	D	L	0.17	53.2	D	
		-	-	-	-	TR	0.13	53.1	D	TR	0.13	53.1	D	
		LTR	0.13	7.5	A	LTR	(4)	53.2	D	LTR	(4)	53.2	D	
Boat Basin Place	SB	-	-	-	-	L	0.95	41.3	D	L	0.95	41.3	D	
		-	-	-	-	T	0.19	21.4	C	T	0.19	21.4	C	
		-	-	-	-	R	0.76	37.8	D	R	0.76	37.8	D	
		LTR	0.52	11.2	B	LTR	(4)	37.9	D	LTR	(4)	37.9	D	
Overall Intersection		**-**	**-**	**15.8**	**B**	**-**	**-**	**41.8**	**D**	**-**	**-**	**41.8**	**D**	
Shea Road at Porte Cochere Exit Ramp														
Porte Cochere Exit Ramp	EB	Intersection does not exist in the No Action condition				LT	0.86	43.6	D	LT	0.86	43.6	D	
						R	0.07	0.1	A	R	0.07	0.1	A	
Shea Road	NB					T	0.23	11.9	B	T	0.23	11.9	B	
						R	0.01	0.0	A	R	0.01	0.0	A	
Shea Road	SB					L	0.05	10.6	B	L	0.05	10.6	B	
						T	0.46	14.4	B	T	0.46	14.4	B	
Overall Intersection						**-**	**-**	**21.1**	**C**	**-**	**-**	**21.1**	**C**	

TABLE E-5
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY WEEKDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Grand Central Parkway westbound exit ramp	EB	L	-	16.1	C	L	0.97	116.2	F	L	0.97	116.2	F	- **Unmitigable**
		-	-	-	-	T	0.47	50.5	D	T	0.47	50.5	D	
		R	-	12.0	B	R	0.84	41.9	D	R	0.84	41.9	D	
Podium Parking West Access	WB	-	-	-	-	L	0.64	44.6	D	L	0.64	44.6	D	
		-	-	-	-	TR	1.14	121.7	F	TR	1.14	121.7	F	
Shea Road	NB	-	-	-	-	L	1.13	112.6	F	L	1.13	112.6	F	
		-	-	-	-	TR	0.20	23.2	C	TR	0.20	23.2	C	
		T	-	0.0	A	LTR	(4)	84.5	F	LTR	(4)	84.5	F	
Shea Road	SB	-	-	-	-	L	0.24	40.4	D	L	0.24	40.4	D	
		TR	-	0.0	A	TR	1.14	125.4	F	TR	1.14	125.4	F	
Overall Intersection		**-**	**-**	**6.6**	**A**	**-**	**-**	**87.2**	**F**	**-**	**-**	**87.2**	**F**	
Shea Road at Tower Parking Access			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Tower Parking Access (Formerly Citi Field Entrance 4)	WB	LTR	-	24.2	C	LR	0.79	31.8	C	LR	0.79	31.8	C	- **Unmitigable**
Shea Road	NB	LTR	-	7.9	A	TR	1.10	81.6	F	TR	1.10	81.6	F	
Shea Road	SB	-	-	-	-	L	1.04	84.5	F	L	1.04	84.5	F	
		-	-	-	-	T	0.44	16.1	B	T	0.44	16.1	B	
		LTR	-	0.0	A	LT	(4)	42.9	D	LT	(4)	42.9	D	
Overall Intersection		**-**	**-**	**5.0**	**A**	**-**	**-**	**48.6**	**D**	**-**	**-**	**48.6**	**D**	
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Stadium Place North	WB	LR	-	17.6	C	LTR	0.79	41.7	D	LTR	0.79	41.7	D	- **Unmitigable**
Shea Road	NB	-	-	-	-	L	0.02	29.3	C	L	0.02	29.3	C	
		TR	-	0.0	A	TR	1.14	114.3	F	TR	1.14	114.3	F	
Shea Road	SB	-	-	-	-	L	1.08	74.4	E	L	1.08	74.4	E	
		-	-	-	-	T	0.63	12.3	B	T	0.63	12.3	B	
		-	-	-	-	R	0.31	0.4	A	R	0.31	0.4	A	
		LT	-	5.5	A	LTR	(4)	31.3	C	LTR	(4)	31.3	C	
Overall Intersection		**-**	**-**	**4.9**	**A**	**-**	**-**	**56.0**	**E**	**-**	**-**	**56.0**	**E**	
Shea Road at Olmsted Drive			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Olmsted Drive	WB	-	-	-	-	L	0.63	41.5	D	L	0.63	41.5	D	
		-	-	-	-	R	0.47	19.5	B	R	0.47	19.5	B	
		LR	-	31.9	D	LR	(4)	25.7	C	LR	(4)	25.7	C	
Shea Road	NB	TR	-	0.0	A	TR	0.59	20.0	B	TR	0.59	20.0	B	
Shea Road	SB	LT	-	1.1	A	LT	0.47	9.6	A	LT	0.47	9.6	A	
Overall Intersection		**-**	**-**	**12.2**	**B**	**-**	**-**	**18.5**	**B**	**-**	**-**	**18.5**	**B**	
34th Avenue at 114th Street														
34th Avenue	EB	T	0.33	10.9	B	T	0.33	10.9	B	T	0.33	10.9	B	
		R	0.13	9.0	A	R	0.13	9.0	A	R	0.13	9.0	A	
114th Street	NB	R	0.18	0.3	A	R	0.35	0.6	A	R	0.35	0.6	A	
114th Street	SB	L	0.60	31.1	C	L	0.59	31.0	C	L	0.59	31.0	C	
		T	0.93	69.9	E	T	0.93	69.9	E	T	0.93	69.9	E	
		R	0.12	0.2	A	R	0.12	0.2	A	R	0.12	0.2	A	
Overall Intersection		**-**	**-**	**21.4**	**C**	**-**	**-**	**18.2**	**B**	**-**	**-**	**18.2**	**B**	
Marina Road at Boat Basin Place			NEW SIGNAL				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Marina Road	EB	TR	0.05	5.4	A	TR	0.24	45.6	D	TR	0.24	45.6	D	- **Unmitigable**
Marina Road	WB	L	1.01	49.6	D	L	0.99	62.2	E	L	0.99	62.2	E	
		T	0.15	6.0	A	LT	0.99	61.0	E	LT	0.99	61.0	E	
Boat Basin Place	NB	L	0.24	41.4	D	L	0.64	64.3	E	L	0.64	64.3	E	
		R	0.24	41.7	D	R	0.31	54.5	D	R	0.31	54.5	D	
Overall Intersection		**-**	**-**	**40.1**	**D**	**-**	**-**	**61.0**	**E**	**-**	**-**	**61.0**	**E**	
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Area B Parking Structure Access (Formerly Citi Field Entrance 1)	EB	LR	-	16.5	C	LR	0.22	25.7	C	LR	0.22	25.7	C	
126th Street/ Seaver Way	NB	-	-	-	-	L	0.25	16.0	B	L	0.25	16.0	B	
		-	-	-	-	T	0.24	13.2	B	T	0.24	13.2	B	
		LT	-	0.6	A	LT	(4)	14.1	B	LT	(4)	14.1	B	
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	0.89	48.5	D	TR	0.89	48.5	D	
Overall Intersection		**-**	**-**	**0.7**	**A**	**-**	**-**	**37.0**	**D**	**-**	**-**	**37.0**	**D**	

TABLE E-5
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY WEEKDAY PM PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
UNSIGNALIZED INTERSECTIONS														
Northern Boulevard eastbound at 126th Place														
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
126th Place	NB	R	-	9.7	A	R	-	10.0	B	R	-	10.0	B	
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**	
Roosevelt Avenue at Citi Field Entrance 3														
Roosevelt Avenue	EB	LT	-	0.3	A	Intersection does not exist in the With Action condition								
Roosevelt Avenue	WB	TR	-	0.0	A									
Citi Field Entrance 3	SB	R	-	0.0	A									
Overall Intersection		**-**	**-**	**0.1**	**A**									
Roosevelt Avenue at Southfield Parking Lot														
Roosevelt Avenue	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Roosevelt Avenue	WB	LT	-	0.1	A									
Southfield Parking Lot	NB	L	-	23.8	C									
		R	-	11.6	B									
Overall Intersection		**-**	**-**	**0.9**	**A**									
Shea Road at Northfield Parking Structure North Access 1														
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 1	SB					R	-	12.4	B	R	-	12.4	B	
Overall Intersection						**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
Shea Road at Northfield Parking Structure North Access 2														
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 2	SB					R	-	12.2	B	R	-	12.2	B	
Overall Intersection						**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
Shea Road at Northfield Parking Structure South/North Access 3														
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A	TR	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure South Access	NB					L	-	35.4	E	L	-	35.4	E	
						R	-	11.6	B	R	-	11.6	B	
Northfield Parking Structure North Access 3	SB					R	-	11.9	B	R	-	11.9	B	
Overall Intersection						**-**	**-**	**0.5**	**A**	**-**	**-**	**0.5**	**A**	
Shea Road at Mets Truck Loading														
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A	TR	-	0.0	A	
Shea Road	WB					LT	-	0.0	A	LT	-	0.0	A	
Overall Intersection						**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	
Shea Road at Citi Field Entrance 10														
Shea Road	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Shea Road	WB	LT	-	0.0	A									
Citi Field Entrance 10	NB	LR	-	13.1	B									
Overall Intersection		**-**	**-**	**0.5**	**A**									
Shea Road/ Citi Field Entrance 8 at Boat Basin Place														
Shea Road	EB	LTR	-	19.2	C	Intersection does not exist in the With Action condition								
Citi Field Entrance 8	WB	R	-	8.6	A									
Boat Basin Place	NB	TR	-	0.0	A									
Boat Basin Place	SB	LT	-	0.0	A									
Overall Intersection		**-**	**-**	**6.3**	**A**									

TABLE E-5
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY WEEKDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Mvt.	V/C	Control Delay	LOS	2030 With Action Mvt.	V/C	Control Delay	LOS	2030 Mitigation Mvt.	V/C	Control Delay	LOS	Mitigation Measure
Shea Road at Citi Field Entrance 6 and 7														
Citi Field Entrance 7	EB	LTR	-	0.0	A	Intersection does not exist in the With Action condition								
Citi Field Entrance 6	WB	LTR	-	10.0	A									
Shea Road	NB	LTR	-	0.0	A									
Shea Road	SB	LTR	-	0.0	A									
Overall Intersection		**-**	**-**	**0.0**	**A**									
Shea Road at Meridian Road							TA CONTROLLED				TA CONTROLLED			
Meridian Road	WB	LR	-	10.3	B	LR	0.44	25.2	C	LR	0.44	25.2	C	
Shea Road	NB	TR	-	18.0	C	TR	0.97	31.9	C	TR	0.97	31.9	C	
Shea Road	SB	L	-	9.5	A	L	0.54	31.9	C	L	0.54	31.9	C	
		T	-	8.9	A	T	0.58	8.5	A	T	0.58	8.5	A	
Overall Intersection		**-**	**-**	**14.2**	**B**	**-**	**-**	**22.6**	**C**	**-**	**-**	**22.6**	**C**	
Shea Road at Grand Central Parkway westbound exit ramp (9P)							TA CONTROLLED				TA CONTROLLED			
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	37.3	E	L	0.85	27.3	C	L	0.85	27.3	C	
		R	-	10.1	B	R	0.08	0.1	A	R	0.08	0.1	A	
Shea Road	NB	LT	-	3.6	A	LT	0.58	25.2	C	LT	0.58	25.2	C	
Shea Road	SB	TR	-	0.0	A	TR	0.82	31.8	C	TR	0.82	31.8	C	
Overall Intersection		**-**	**-**	**18.6**	**C**	**-**	**-**	**26.7**	**C**	**-**	**-**	**26.7**	**C**	
Shea Road at New York Avenue							TA CONTROLLED				TA CONTROLLED			
New York Avenue	WB	LR	-	13.7	B	LR	0.43	15.8	B	LR	0.43	15.8	B	
Shea Road	NB	TR	-	0.0	A	TR	0.10	5.3	A	TR	0.1	5.3	A	
Shea Road	SB	LT	-	5.2	A	LT	0.96	33.8	C	LT	0.96	33.8	C	
Overall Intersection		**-**	**-**	**6.9**	**A**	**-**	**-**	**27.4**	**C**	**-**	**-**	**27.4**	**C**	
126th Street/ Seaver Way at Citi Field Entrance 11														
Citi Field Entrance 11	EB	LR	-	18.4	C	LR	-	30.6	D	LR	-	30.6	D	
126th Street/ Seaver Way	NB	LT	-	0.2	A	T	-	0.0	A	T	-	0.0	A	
126th Street/ Seaver Way	SB	TR	-	0.0	A	T	-	0.0	A	T	-	0.0	A	
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
36th Avenue at 126th Street/ Seaver Way														
36th Avenue	WB	LR	-	11.7	B	Intersection not analyzed during the With Action condition								
126th Street/ Seaver Way	NB	TR	-	0.0	A									
126th Street/ Seaver Way	SB	LT	-	0.1	A									
Overall Intersection		**-**	**-**	**0.3**	**A**									
126th Street/ Seaver Way at Southfield Parking Lot														
Southfield Parking Lot East Access	WB	Intersection does not exist in the No Action condition				LR	-	7.9	A	LR	-	7.9	A	
126th Street/ Seaver Way	NB					LT	-	7.4	A	LT	-	7.4	A	
126th Street/ Seaver Way	SB					TR	-	7.3	A	TR	-	7.3	A	
Overall Intersection						**-**	**-**	**7.1**	**A**	**-**	**-**	**7.1**	**A**	
Stadium Place South at Southfield Parking Lot							TA CONTROLLED				TA CONTROLLED			
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	LR	-	11.7	B	LR	0.26	33.9	C	LR	0.26	33.9	C	
Stadium Place South	NB	-	-	-	-	T	0.17	0.4	A	T	0.17	0.4	A	
		-	-	-	-	R	0.36	1.0	A	R	0.36	1.0	A	
		TR	-	0.0	A	TR	(4)	0.8	A	TR	(4)	0.8	A	
Stadium Place South	SB	LT	-	0.2	A	LT	0.61	8.8	A	LT	0.61	8.8	A	
Overall Intersection		**-**	**-**	**0.7**	**A**	**-**	**-**	**6.8**	**A**	**-**	**-**	**6.8**	**A**	
Stadium Place South at Olmsted Drive							TA CONTROLLED				TA CONTROLLED			
Olmsted Drive	EB	LT	-	7.1	A	LT	-	8.4	A	LT	-	8.4	A	
Olmsted Drive	WB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Stadium Place South	SB	LR	-	10.2	B	LR	-	14.4	B	LR	-	14.4	B	
Overall Intersection		**-**	**-**	**8.9**	**A**	**-**	**-**	**11.4**	**B**	**-**	**-**	**11.4**	**B**	

TABLE E-5
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY WEEKDAY PM PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
New York Avenue at United Nations Avenue North							TA CONTROLLED				TA CONTROLLED			
United Nations Avenue North	EB	TR	-	0.0	A	TR	0.59	24.7	C	TR	0.59	24.7	C	
United Nations Avenue North	WB	LT	-	1.0	A	LT	0.04	15.0	B	LT	0.04	15.0	B	
New York Avenue	NB	LR	-	13.0	B	LR	0.73	9.5	A	LR	0.73	9.5	A	
Overall Intersection		**-**	**-**	**6.2**	**A**	**-**	**-**	**13.2**	**B**	**-**	**-**	**13.2**	**B**	

(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) As a result of the project roadway improvements under the With Action condition the lane group configuration has been modified; the approach delay 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.
Note: NB approach at the intersection of Shea Road at Northfield Parking Structure South/North Access 3 is a minor approach and has less than 90 passenger car equivalents during this period; per CEQR methodology, this does not result in a significant traffic impact.

TABLE E-6
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control				2030 With Action Control				2030 Mitigation Control				Mitigation Measure
		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	0.08	19.2	B	L	0.09	19.3	B	L	0.09	20.0	B	- Modify signal timing: Shift 1 sec from EB/WB phase to WBL phase. [EB/WB phase green time shifts from 33 sec to 32 sec, WBL phase green time shifts from 9 sec to 10 sec]
		TR	0.65	25.6	C	TR	0.67	26.0	C	TR	0.69	27.1	C	
Astoria Boulevard	WB	L	1.09	105.0	F	L	1.12	118.1	F	L	1.07	101.3	F	
		TR	0.24	3.2	A	TR	0.25	3.1	A	TR	0.25	3.0	A	
108th Street	NB	L	0.29	21.9	C	L	0.29	21.9	C	L	0.29	21.9	C	
		TR	0.30	21.7	C	TR	0.30	21.7	C	TR	0.30	21.7	C	
31st Drive	SB	LT	0.34	22.4	C	LT	0.34	22.4	C	LT	0.34	22.4	C	
		R	0.02	18.2	B	R	0.02	18.2	B	R	0.02	18.2	B	
Overall Intersection		-	-	**29.9**	**C**	-	-	**31.4**	**C**	-	-	**29.7**	**C**	
Astoria Boulevard at Ditmars Boulevard/ 111th Street														
Astoria Boulevard	EB	T	0.44	36.9	D	T	0.45	37.1	D	T	0.45	37.4	D	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
Astoria Boulevard	WB	TR	0.50	18.1	B	TR	0.51	18.2	B	TR	0.51	18.2	B	
111th Street	NB	LTR	0.72	55.2	E	LTR	0.72	55.2	E	LTR	0.72	55.2	E	
Ditmars Boulevard	SB	L	0.97	59.8	E	L	0.97	59.8	E	L	0.97	59.8	E	
		R	0.17	28.5	C	R	0.17	28.5	C	R	0.17	28.5	C	
Overall Intersection		-	-	**36.6**	**D**	-	-	**36.6**	**D**	-	-	**36.7**	**D**	
Northern Boulevard at 108th Street														
Northern Boulevard	EB	L	0.12	39.7	D	L	0.16	52.8	D	L	0.16	52.8	D	- **Unmitigable**
		T	1.47	245.5	F	T	1.61	309.8	F	T	1.61	309.8	F	
		R	0.12	14.4	B	R	0.12	14.4	B	R	0.12	14.4	B	
Northern Boulevard	WB	L	0.76	85.1	F	L	0.76	85.1	F	L	0.76	85.1	F	
		T	1.03	65.9	E	T	1.16	113.5	F	T	1.16	113.5	F	
		R	0.28	16.6	B	R	0.28	16.6	B	R	0.28	16.6	B	
108th Street	NB	LTR	1.10	135.3	F	LTR	1.10	135.3	F	LTR	1.10	135.3	F	
108th Street	SB	LTR	1.13	145.4	F	LTR	1.13	145.4	F	LTR	1.13	145.4	F	
Overall Intersection		-	-	**150.8**	**F**	-	-	**192.8**	**F**	-	-	**192.8**	**F**	
Northern Boulevard at 114th Street														
Northern Boulevard	EB	T	0.84	32.1	C	T	0.95	44.1	D	T	0.95	44.1	D	- **Unmitigable**
		R	0.57	23.3	C	R	0.57	23.3	C	R	0.57	23.3	C	
Northern Boulevard	WB	LT	1.08	67.8	E	LT	1.19	112.4	F	LT	1.19	112.4	F	
114th Street	SB	LTR	0.77	58.7	E	LTR	0.77	58.7	E	LTR	0.77	58.7	E	
Overall Intersection		-	-	**51.2**	**D**	-	-	**76.8**	**E**	-	-	**76.8**	**E**	
Northern Boulevard westbound at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Northern Boulevard	WB	T	0.49	8.3	A	T	0.59	9.5	A	T	0.59	9.5	A	
126th Street/ Seaver Way	NB	L	0.52	4.1	A	L	0.59	6.1	A	L	0.59	6.1	A	
Overall Intersection		-	-	**7.6**	**A**	-	-	**8.9**	**A**	-	-	**8.9**	**A**	
Northern Boulevard eastbound at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Northern Boulevard	EB	T	0.41	35.4	D	T	0.72	54.8	D	T	0.72	54.8	D	
		-	-	-	-	R	0.44	27.0	C	R	0.44	27.0	C	
126th Street/ Seaver Way	NB	T	0.55	27.9	C	T	0.63	24.3	C	T	0.63	24.3	C	
		R	0.48	28.5	C	R	0.55	25.3	C	R	0.55	25.3	C	
Grand Central Parkway eastbound Off-Ramp	NEB	R	0.67	34.7	C	R	0.55	22.3	C	R	0.55	22.3	C	
Overall Intersection		-	-	**32.7**	**C**	-	-	**30.0**	**C**	-	-	**30.0**	**C**	
Northern Boulevard at Prince Street														
Northern Boulevard	EB	L	1.32	215.3	F	L	1.32	215.3	F	L	1.32	215.3	F	
		T	0.66	25.7	C	T	0.71	26.8	C	T	0.71	26.8	C	
Northern Boulavard	WB	L	0.91	92.7	F	L	0.91	89.9	F	L	0.91	89.9	F	
		T	0.90	24.6	C	T	0.94	28.5	C	T	0.94	28.5	C	
		R	0.60	20.7	C	R	0.63	22.2	C	R	0.63	22.2	C	
Prince Street	NB	LTR	2.00+	500+	F	LTR	2.00+	500+	F	LTR	2.00+	500+	F	
Prince Street	SB	LTR	1.01	88.9	F	LTR	1.01	88.9	F	LTR	1.01	88.9	F	
Northern Boulevard Eastbound Service Road	NEB	R	0.53	25.5	C	R	0.53	25.5	C	R	0.53	25.5	C	
Overall Intersection		-	-	**92.8**	**F**	-	-	**91.9**	**F**	-	-	**91.9**	**F**	

TABLE E-6
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		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	0.09	13.2	B	L	0.09	13.2	B	L	0.09	13.2	B	
		T	0.85	27.2	C	T	0.89	29.9	C	T	0.89	29.9	C	
Main Street	NB	L	0.31	0.7	A	L	0.31	0.7	A	L	0.31	0.7	A	
Overall Intersection		-	-	**24.0**	**C**	-	-	**26.5**	**C**	-	-	**26.5**	**C**	
Northern Boulevard eastbound at Main Street														
Northern Boulevard	EB	T	0.70	11.9	B	T	0.75	12.5	B	T	0.75	12.5	B	
		R	0.68	15.6	B	R	0.68	15.1	B	R	0.68	15.1	B	
Main Street	NB	TR	0.74	46.6	D	TR	0.74	46.6	D	TR	0.74	46.6	D	
Main Street	SB	T	0.09	40.8	D	T	0.09	40.8	D	T	0.09	40.8	D	
Overall Intersection		-	-	**20.1**	**C**	-	-	**20.1**	**C**	-	-	**20.1**	**C**	
Northern Boulevard at Union Street														
Northern Boulevard	EB	L	0.60	32.6	C	L	0.61	34.3	C	L	0.61	34.3	C	
		TR	0.90	45.5	D	TR	0.96	53.6	D	TR	0.96	53.6	D	
Northern Boulevard	WB	L	0.41	25.7	C	L	0.41	26.3	C	L	0.41	26.3	C	
		TR	0.87	43.5	D	TR	0.94	50.0	D	TR	0.94	50.0	D	
Union Street	NB	LT	0.42	28.6	C	LT	0.42	28.6	C	LT	0.42	28.6	C	
		R	0.16	21.4	C	R	0.16	21.4	C	R	0.16	21.4	C	
Union Street	SB	LT	0.51	30.5	C	LT	0.51	30.5	C	LT	0.51	30.5	C	
		R	0.38	25.3	C	R	0.38	25.3	C	R	0.38	25.3	C	
Overall Intersection		-	-	**39.7**	**D**	-	-	**45.2**	**D**	-	-	**45.2**	**D**	
Northern Boulevard at Parsons Boulevard														
Northern Boulevard	EB	L	0.28	39.9	D	L	0.31	45.0	D	L	0.29	40.3	D	- Modify signal timing: Shift 3 sec from LPI phase to EB/WB phase. [LPI phase green time shifts from 10 sec to 7 sec, EB/WB phase green time shifts from 50 sec to 53 sec]
		T	0.76	35.0	C	T	0.85	39.7	D	T	0.80	34.7	C	
		R	0.34	26.2	C	R	0.34	26.2	C	R	0.32	23.8	C	
Northern Boulevard	WB	L	0.33	33.6	C	L	0.36	38.0	D	L	0.34	34.0	C	
		TR	0.95	50.9	D	TR	1.02	66.8	E	TR	0.96	50.7	D	
Parsons Boulevard	NB	L	1.05	127.2	F	L	1.05	127.2	F	L	1.05	127.2	F	
		TR	0.82	59.6	E	TR	0.82	59.6	E	TR	0.82	59.6	E	
Parsons Boulevard	SB	LTR	1.50	284.2	F	LTR	1.50	284.2	F	LTR	1.50	284.2	F	
Overall Intersection		-	-	**81.2**	**F**	-	-	**86.4**	**F**	-	-	**78.8**	**E**	
Roosevelt Avenue at 108th Street														
Roosevelt Avenue	EB	LTR	0.86	39.6	D	LTR	1.45	242.4	F	LTR	1.45	242.4	F	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.95	44.5	D	LTR	1.69	341.3	F	LTR	1.69	341.3	F	
108th Street	NB	LTR	1.17	154.8	F	LTR	1.17	154.8	F	LTR	1.17	154.8	F	
108th Street	SB	LTR	1.09	126.8	F	LTR	1.09	126.8	F	LTR	1.09	126.8	F	
Overall Intersection		-	-	**76.9**	**E**	-	-	**256.7**	**F**	-	-	**256.7**	**F**	
Roosevelt Avenue at 111th Street														
Roosevelt Avenue	EB	LTR	0.62	6.0	A	LTR	0.98	16.1	B	LTR	0.98	16.1	B	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.87	29.3	C	LTR	1.37	192.7	F	LTR	1.37	192.7	F	
111th Street	NB	LTR	1.08	123.6	F	LTR	1.08	123.6	F	LTR	1.08	123.6	F	
Overall Intersection		-	-	**39.3**	**D**	-	-	**113.2**	**F**	-	-	**113.2**	**F**	
Roosevelt Avenue at 114th Street														
Roosevelt Avenue	EB	LTR	1.17	117.6	F	LTR	2.00+	500+	F	LTR	2.00+	500+	F	- **Unmitigable**
Roosevelt Avenue	WB	LT	1.08	74.7	E	LT	1.78	365.2	F	LT	1.78	365.2	F	
		R	0.32	5.7	A	R	0.89	24.0	C	R	0.89	24.0	C	
114th Street	NB	LTR	1.07	125.6	F	LTR	1.25	193.2	F	LTR	1.25	193.2	F	
114th Street	SB	L	1.10	157.6	F	L	1.21	197.5	F	L	1.21	197.5	F	
		TR	0.94	110.4	F	TR	1.02	133.2	F	TR	1.02	133.2	F	
Overall Intersection		-	-	**94.3**	**F**	-	-	**500+**	**F**	-	-	**500+**	**F**	

TABLE E-6
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
			Control				Control				Control			
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.71	20.5	C	T	0.71	20.5	C	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.71	3.4	A	T	0.71	3.4	A	
Stadium Place North	SB	R	-	13.6	B	R	0.61	2.7	A	R	0.61	2.7	A	
Overall Intersection		**-**	**-**	**1.7**	**A**	**-**	**-**	**10.8**	**B**	**-**	**-**	**10.8**	**B**	
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Roosevelt Avenue	EB	-	-	-	-	T	0.54	3.6	A	T	0.54	3.6	A	
		-	-	-	-	R	0.89	9.7	A	R	0.89	9.7	A	
		LTR	-	9.1	A	TR	(4)	7.3	A	TR	(4)	7.3	A	
Roosevelt Avenue	WB	-	-	-	-	T	0.71	4.2	A	T	0.71	4.2	A	
		-	-	-	-	R	0.75	5.1	A	R	0.75	5.1	A	
		TR	-	0.0	A	TR	(4)	4.6	A	TR	(4)	4.6	A	
Overall Intersection		**-**	**-**	**2.4**	**A**	**-**	**-**	**6.0**	**A**	**-**	**-**	**6.0**	**A**	
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.29	2.6	A	T	0.29	2.6	A	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.67	17.0	B	T	0.67	17.0	B	
Stadium Place South	NB	R	-	33.6	D	R	0.52	29.8	C	R	0.52	29.8	C	
Overall Intersection		**-**	**-**	**9.3**	**A**	**-**	**-**	**15.9**	**B**	**-**	**-**	**15.9**	**B**	
Roosevelt Avenue at 126th Street/ Seaver Way														
Roosevelt Avenue	EB	L	1.40	226.3	F	L	1.16	136.3	F	L	1.16	136.3	F	- **Unmitigable**
		TR	0.54	15.3	B	TR	0.54	16.1	B	TR	0.54	16.1	B	
Roosevelt Avenue	WB	LTR	0.55	11.7	B	LTR	0.82	19.9	B	LTR	0.82	19.9	B	
126th Street/ Seaver Way	NB	LTR	0.12	35.5	D	LTR	0.33	38.9	D	LTR	0.33	38.9	D	
126th Street/ Seaver Way	SB	L	0.71	54.6	D	-	-	-	-	-	-	-	-	
		TR	0.84	63.3	E	-	-	-	-	-	-	-	-	
		LTR	(4)	59.7	E	LTR	1.79	410.1	F	LTR	1.79	410.1	F	
Overall Intersection		**-**	**-**	**55.0**	**D**	**-**	**-**	**119.3**	**F**	**-**	**-**	**119.3**	**F**	
Roosevelt Avenue westbound at College Point Boulevard														
Roosevelt Avenue	WB	LTR	0.42	27.4	C	LTR	0.54	31.1	C	LTR	0.54	31.1	C	- **Unmitigable**
College Point Boulevard	NB	L	0.91	51.8	D	L	0.91	50.4	D	L	0.91	50.4	D	
		T	0.49	7.3	A	T	0.49	7.2	A	T	0.49	7.2	A	
College Point Boulevard	SB	TR	1.09	88.5	F	TR	1.12	98.7	F	TR	1.12	98.7	F	
Overall Intersection		**-**	**-**	**47.3**	**D**	**-**	**-**	**50.9**	**D**	**-**	**-**	**50.9**	**D**	
Roosevelt Avenue eastbound at College Point Boulevard														
Roosevelt Avenue	EB	LTR	0.95	43.2	D	LTR	1.05	67.2	E	LTR	1.05	67.2	E	- **Unmitigable**
College Point Boulevard	NB	TR	0.78	25.7	C	TR	0.78	25.7	C	TR	0.78	25.7	C	
College Point Boulevard	SB	LT	0.55	4.5	A	LT	0.55	4.0	A	LT	0.55	4.0	A	
Overall Intersection		**-**	**-**	**25.2**	**C**	**-**	**-**	**33.9**	**C**	**-**	**-**	**33.9**	**C**	
Roosevelt Avenue at Prince Street														
Roosevelt Avenue	EB	LT	0.98	51.4	D	LT	1.20	120.8	F	LT	1.20	120.8	F	- **Unmitigable**
		R	0.52	19.9	B	R	0.52	16.3	B	R	0.52	16.3	B	
Roosevelt Avenue	WB	LTR	0.81	18.6	B	LTR	0.96	31.8	C	LTR	0.96	31.8	C	
Prince Street	SB	LTR	0.95	71.8	E	LTR	0.95	71.8	E	LTR	0.95	71.8	E	
Overall Intersection		**-**	**-**	**41.4**	**D**	**-**	**-**	**72.1**	**E**	**-**	**-**	**72.1**	**E**	
Roosevelt Avenue at Main Street														
Roosevelt Avenue	EB	LTR	0.79	24.6	C	LTR	1.02	41.9	D	LTR	1.02	41.9	D	
Roosevelt Avenue	WB	LTR	0.78	25.6	C	LTR	0.95	28.7	C	LTR	0.95	28.7	C	
Main Street	NB	LTR	0.53	21.3	C	LTR	0.53	21.3	C	LTR	0.53	21.3	C	
Main Street	SB	LTR	0.27	16.7	B	LTR	0.27	16.7	B	LTR	0.27	16.7	B	
Overall Intersection		**-**	**-**	**23.5**	**C**	**-**	**-**	**31.2**	**C**	**-**	**-**	**31.2**	**C**	

TABLE E-6
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Roosevelt Avenue at Union Street														
Roosevelt Avenue	EB	LTR	1.00	50.6	D	LTR	1.31	155.4	F	LTR	1.31	155.4	F	- **Unmitigable**
Roosevelt Avenue	WB	LTR	1.09	99.4	F	LTR	1.36	206.6	F	LTR	1.36	206.6	F	
Union Street	NB	LTR	0.47	22.4	C	LTR	0.47	22.4	C	LTR	0.47	22.4	C	
Union Street	SB	LT	1.09	101.6	F	LT	1.09	101.6	F	LT	1.09	101.6	F	
		R	0.82	51.6	D	R	0.82	51.6	D	R	0.82	51.6	D	
Overall Intersection		**-**	**-**	**69.6**	**E**	**-**	**-**	**128.3**	**F**	**-**	**-**	**128.3**	**F**	
Roosevelt Avenue at Parsons Boulevard														
Roosevelt Avenue	EB	LT	0.58	30.0	C	LT	0.93	61.5	E	LT	0.93	61.5	E	- **Unmitigable**
		R	0.15	20.1	C	R	0.15	20.1	C	R	0.15	20.1	C	
Roosevelt Avenue	WB	LT	0.52	26.4	C	LT	0.76	36.1	D	LT	0.76	36.1	D	
		R	0.13	19.9	B	R	0.13	19.9	B	R	0.13	19.9	B	
Parsons Boulevard	NB	LTR	0.94	62.1	E	LTR	0.94	62.1	E	LTR	0.94	62.1	E	
Parsons Boulevard	SB	LTR	0.91	51.5	D	LTR	0.91	51.5	D	LTR	0.91	51.5	D	
Overall Intersection		**-**	**-**	**44.3**	**D**	**-**	**-**	**50.5**	**D**	**-**	**-**	**50.5**	**D**	
34th Avenue at 126th Street/ Seaver Way		SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Northfield Service Lane (Formerly Shea Road)	EB	LT	0.35	42.2	D	-	-	-	-	-	-	-	-	- **Unmitigable**
		R	1.45	274.5	F	-	-	-	-	-	-	-	-	
34th Avenue	WB	LTR	0.59	50.2	D	LR	0.35	34.9	C	LR	0.35	34.9	C	
126th Street/ Seaver Way	NB	DefL	0.95	70.1	E	-	-	-	-	-	-	-	-	
		TR	0.59	28.1	C	-	-	-	-	-	-	-	-	
		LTR	(5)	45.3	D	TR	0.83	39.1	D	TR	0.83	39.1	D	
126th Street/ Seaver Way (Formerly Northern Boulevard Off-Ramp)	SB	LTR	0.45	24.5	C	LT	0.37	19.6	B	LT	0.37	19.6	B	
Ramp from Whitestone Expressway	SEB	R	0.47	0.9	A	R	1.04	93.4	F	R	1.04	93.4	F	
Overall Intersection		**-**	**-**	**55.2**	**E**	**-**	**-**	**72.0**	**E**	**-**	**-**	**72.0**	**E**	
35th Avenue/Shea Road at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
35th Avenue	EB					L	0.55	20.7	C	L	0.55	20.7	C	
						TR	0.81	33.4	C	TR	0.81	33.4	C	
Shea Road	WB					LTR	0.18	30.6	C	LTR	0.18	30.6	C	
126th Street/ Seaver Way	NB	Intersection not analyzed during the No Action condition				L	0.31	13.5	B	L	0.31	13.5	B	
						TR	0.27	12.1	B	TR	0.27	12.1	B	
126th Street/ Seaver Way	SB					LT	0.27	11.3	B	LT	0.27	11.3	B	
						R	0.99	11.6	B	R	0.99	11.6	B	
Overall Intersection						**-**	**-**	**14.8**	**B**	**-**	**-**	**14.8**	**B**	
Shea Road at Boat Basin Place		SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Shea Road	EB	-	-	-	-	L	0.73	31.7	C	L	0.73	31.7	C	
		-	-	-	-	TR	0.15	31.1	C	TR	0.15	31.1	C	
Shea Road	WB	-	-	-	-	L	0.65	49.3	D	L	0.65	49.3	D	
		-	-	-	-	T	0.62	38.1	D	T	0.62	38.1	D	
		-	-	-	-	R	0.59	21.5	C	R	0.59	21.5	C	
		LTR	0.54	11.2	B	LTR	(4)	36.8	D	LTR	(4)	36.8	D	
Boat Basin Place	NB	-	-	-	-	L	0.14	49.6	D	L	0.14	49.6	D	
		-	-	-	-	TR	0.07	45.9	D	TR	0.07	45.9	D	
		LTR	0.19	25.4	C	LTR	(4)	46.9	D	LTR	(4)	46.9	D	
Boat Basin Place	SB	-	-	-	-	L	0.87	41.7	D	L	0.87	41.7	D	
		-	-	-	-	T	0.23	19.0	B	T	0.23	19.0	B	
		-	-	-	-	R	0.53	32.4	C	R	0.53	32.4	C	
		LTR	0.79	39.2	D	LTR	(4)	34.5	C	LTR	(4)	34.5	C	
Overall Intersection		**-**	**-**	**20.8**	**C**	**-**	**-**	**35.2**	**D**	**-**	**-**	**35.2**	**D**	
Shea Road at Porte Cochere Exit Ramp														
Porte Cochere Exit Ramp	EB					LT	0.66	23.6	C	LT	0.66	23.6	C	
						R	0.07	0.1	A	R	0.07	0.1	A	
Shea Road	NB					T	0.32	20.1	C	T	0.32	20.1	C	
		Intersection does not exist in the No Action condition				R	0.00	0.0	A	R	0.00	0.0	A	
Shea Road	SB					L	0.03	17.2	B	L	0.03	17.2	B	
						T	0.78	29.4	C	T	0.78	29.4	C	
Overall Intersection						**-**	**-**	**24.5**	**C**	**-**	**-**	**24.5**	**C**	

TABLE E-6
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
			Control				Control				Control			
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Grand Central Parkway westbound exit ramp	EB	L	-	15.0	B	L	0.68	74.7	E	L	0.68	74.7	E	- **Unmitigable**
		-	-	-	-	T	0.30	37.3	D	T	0.30	37.3	D	
		R	-	29.2	D	R	0.76	18.8	B	R	0.76	18.8	B	
Podium Parking West Access	WB	-	-	-	-	L	0.82	54.8	D	L	0.82	54.8	D	
		-	-	-	-	TR	1.03	76.7	E	TR	1.03	76.7	E	
Shea Road	NB	-	-	-	-	L	0.93	68.6	E	L	0.93	68.6	E	
		-	-	-	-	TR	0.32	31.2	C	TR	0.32	31.2	C	
		T	-	0.0	A	LTR	(4)	47.8	D	LTR	(4)	47.8	D	
Shea Road	SB	-	-	-	-	L	0.24	35.6	D	L	0.24	35.6	D	
		TR	-	0.0	A	TR	0.99	72.0	E	TR	0.99	72.0	E	
Overall Intersection		**-**	**-**	**12.0**	**B**	**-**	**-**	**53.3**	**D**	**-**	**-**	**53.3**	**D**	
Shea Road at Tower Parking Access			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Tower Parking Access (Formerly Citi Field Entrance 4)	WB	LTR	-	18.8	C	LR	0.75	31.7	C	LR	0.75	31.7	C	
Shea Road	NB	-	-	-	-	T	0.78	29.5	C	T	0.78	29.5	C	
		-	-	-	-	R	0.49	3.6	A	R	0.49	3.6	A	
		LTR	-	8.1	A	TR	(4)	15.1	B	TR	(4)	15.1	B	
Shea Road	SB	-	-	-	-	L	0.41	32.1	C	L	0.41	32.1	C	
		-	-	-	-	T	0.74	20.2	C	T	0.74	20.2	C	
		LTR	-	0.0	A	LT	(4)	21.9	C	LT	(4)	21.9	C	
Overall Intersection		**-**	**-**	**1.8**	**A**	**-**	**-**	**23.0**	**C**	**-**	**-**	**23.0**	**C**	
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Stadium Place North	WB	LR	-	404.5	F	LTR	1.07	96.6	F	LTR	1.07	96.6	F	- **Unmitigable**
Shea Road	NB	-	-	-	-	L	0.05	32.2	C	L	0.05	32.2	C	
		TR	-	0.0	A	TR	1.05	87.5	F	TR	1.05	87.5	F	
Shea Road	SB	LT	-	0.6	A	LT	1.17	99.4	F	LT	1.17	99.4	F	
		-	-	-	-	R	0.45	0.7	A	R	0.45	0.7	A	
Overall Intersection		**-**	**-**	**122.3**	**F**	**-**	**-**	**79.4**	**E**	**-**	**-**	**79.4**	**E**	
Shea Road at Olmsted Drive			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Olmsted Drive	WB	-	-	-	-	L	0.38	40.4	D	L	0.38	40.4	D	
		-	-	-	-	R	0.45	9.4	A	R	0.45	9.4	A	
		LR	-	(3)	F	LR	(4)	14.5	B	LR	(4)	14.5	B	
Shea Road	NB	TR	-	0.0	A	TR	0.90	48.7	D	TR	0.90	48.7	D	
Shea Road	SB	-	-	-	-	L	0.92	33.6	C	L	0.92	33.6	C	
		-	-	-	-	T	0.47	5.3	A	T	0.47	5.3	A	
		LT	-	87.5	F	LT	(4)	20.9	C	LT	(4)	20.9	C	
Overall Intersection		**-**	**-**	**(3)**	**F**	**-**	**-**	**26.6**	**C**	**-**	**-**	**26.6**	**C**	
34th Avenue at 114th Street														
34th Avenue	EB	T	0.38	11.5	B	T	0.38	11.5	B	T	0.38	11.5	B	
		R	0.17	9.3	A	R	0.17	9.3	A	R	0.17	9.3	A	
114th Street	NB	R	0.24	0.4	A	R	0.36	0.7	A	R	0.36	0.7	A	
114th Street	SB	L	0.73	36.5	D	L	0.72	35.9	D	L	0.72	35.9	D	
		T	0.84	55.8	E	T	0.84	55.8	E	T	0.84	55.8	E	
		R	0.09	0.1	A	R	0.09	0.1	A	R	0.09	0.1	A	
Overall Intersection		**-**	**-**	**19.8**	**B**	**-**	**-**	**17.5**	**B**	**-**	**-**	**17.5**	**B**	
Marina Road at Boat Basin Place			NEW SIGNAL				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Marina Road	EB	TR	0.07	9.0	A	TR	0.34	49.3	D	TR	0.34	49.3	D	- **Unmitigable**
Marina Road	WB	L	0.68	19.9	B	L	0.90	54.8	D	L	0.90	54.8	D	
		T	0.22	10.2	B	LT	0.90	53.4	D	LT	0.90	53.4	D	
Boat Basin Place	NB	L	0.50	42.0	D	L	0.80	65.6	E	L	0.80	65.6	E	
		R	0.32	36.4	D	R	0.60	53.9	D	R	0.60	53.9	D	
Overall Intersection		**-**	**-**	**21.1**	**C**	**-**	**-**	**55.8**	**E**	**-**	**-**	**55.8**	**E**	
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Area B Parking Structure Access (Formerly Citi Field Entrance 1)	EB	LR	-	18.5	C	LR	0.31	26.3	C	LR	0.31	26.3	C	
126th Street/ Seaver Way	NB	-	-	-	-	L	0.45	18.6	B	L	0.45	18.6	B	
		-	-	-	-	T	0.39	15.6	B	T	0.39	15.6	B	
		LT	-	1.3	A	LT	(4)	16.7	B	LT	(4)	16.7	B	
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	0.86	49.6	D	TR	0.86	49.6	D	
Overall Intersection		**-**	**-**	**1.0**	**A**	**-**	**-**	**33.2**	**C**	**-**	**-**	**33.2**	**C**	

TABLE E-6
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
UNSIGNALIZED INTERSECTIONS														
Northern Boulevard eastbound at 126th Place														
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
126th Place	NB	R	-	11.7	B	R	-	11.5	B	R	-	11.5	B	
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**	
Roosevelt Avenue at Citi Field Entrance 3														
Roosevelt Avenue	EB	LT	-	0.0	A	Intersection does not exist in the With Action condition								
Roosevelt Avenue	WB	TR	-	0.0	A									
Citi Field Entrance 3	SB	R	-	0.0	A									
Overall Intersection		**-**	**-**	**0.0**	**A**									
Roosevelt Avenue at Southfield Parking Lot														
Roosevelt Avenue	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Roosevelt Avenue	WB	LT	-	0.2	A									
Southfield Parking Lot	NB	L	-	36.5	E									
		R	-	13.8	B									
Overall Intersection		**-**	**-**	**0.2**	**A**									
Shea Road at Northfield Parking Structure North Access 1														
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 1	SB					R	-	17.8	C	R	-	17.8	C	
Overall Intersection						**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
Shea Road at Northfield Parking Structure North Access 2														
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 2	SB					R	-	16.5	C	R	-	16.5	C	
Overall Intersection						**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
Shea Road at Northfield Parking Structure South/North Access 3														
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A	TR	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure South Access	NB					L	-	39.1	E	L	-	39.1	E	
						R	-	10.6	B	R	-	10.6	B	
Northfield Parking Structure North Access 3	SB					R	-	15.3	C	R	-	15.3	C	
Overall Intersection						**-**	**-**	**0.5**	**A**	**-**	**-**	**0.5**	**A**	
Shea Road at Mets Truck Loading														
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A	TR	-	0.0	A	
Shea Road	WB					LT	-	0.0	A	LT	-	0.0	A	
Overall Intersection						**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	
Shea Road at Citi Field Entrance 10														
Shea Road	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Shea Road	WB	LT	-	0.0	A									
Citi Field Entrance 10	NB	LR	-	13.0	B									
Overall Intersection		**-**	**-**	**0.0**	**A**									
Shea Road/ Citi Field Entrance 8 at Boat Basin Place														
Shea Road	EB	LTR	-	15.0	C	Intersection does not exist in the With Action condition								
Citi Field Entrance 8	WB	R	-	8.3	A									
Boat Basin Place	NB	TR	-	0.0	A									
Boat Basin Place	SB	LT	-	0.0	A									
Overall Intersection		**-**	**-**	**3.8**	**A**									

TABLE E-6
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Shea Road at Citi Field Entrance 6 and 7														
Citi Field Entrance 7	EB	LTR	-	10.4	B									
Citi Field Entrance 6	WB	LTR	-	17.8	C									
Shea Road	NB	LTR	-	0.1	A	Intersection does not exist in the With Action condition								
Shea Road	SB	LTR	-	0.0	A									
Overall Intersection		**-**	**-**	**0.1**	**A**									
Shea Road at Meridian Road							TA CONTROLLED				TA CONTROLLED			
Meridian Road	WB	LR	-	16.1	C	LR	0.81	37.7	D	LR	0.81	37.7	D	
Shea Road	NB	TR	-	41.5	E	TR	0.91	24.0	C	TR	0.91	24.0	C	
Shea Road	SB	L	-	11.0	B	L	0.66	41.8	D	L	0.66	41.8	D	
		T	-	10.4	B	T	0.56	9.4	A	T	0.56	9.4	A	
Overall Intersection		**-**	**-**	**27.9**	**D**	**-**	**-**	**22.8**	**C**	**-**	**-**	**22.8**	**C**	
Shea Road at Grand Central Parkway westbound exit ramp (9P)							TA CONTROLLED				TA CONTROLLED			
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	39.4	E	L	0.83	30.6	C	L	0.83	30.6	C	
		R	-	13.1	B	R	0.18	0.2	A	R	0.18	0.2	A	
Shea Road	NB	LT	-	2.2	A	LT	0.29	9.5	A	LT	0.29	9.5	A	
Shea Road	SB	TR	-	0.0	A	TR	0.83	22.7	C	TR	0.83	22.7	C	
Overall Intersection		**-**	**-**	**17.3**	**C**	**-**	**-**	**19.8**	**B**	**-**	**-**	**19.8**	**B**	
Shea Road at New York Avenue							TA CONTROLLED				TA CONTROLLED			
New York Avenue	WB	LR	-	15.2	C	LR	0.15	62.3	E	LR	0.15	62.3	E	- **Unmitigable**
Shea Road	NB	TR	-	0.0	A	TR	0.14	2.7	A	TR	0.14	2.7	A	
Shea Road	SB	LT	-	5.4	A	LT	1.05	55.4	E	LT	1.05	55.4	E	
Overall Intersection		**-**	**-**	**4.2**	**A**	**-**	**-**	**46.3**	**D**	**-**	**-**	**46.3**	**D**	
126th Street/ Seaver Way at Citi Field Entrance 11														
Citi Field Entrance 11	EB	LR	-	205.1	F	LR	-	0.0	A	LR	-	0.0	A	
126th Street/ Seaver Way	NB	LT	-	0.5	A	T	-	0.0	A	T	-	0.0	A	
126th Street/ Seaver Way	SB	TR	-	0.0	A	T	-	0.0	A	T	-	0.0	A	
Overall Intersection		**-**	**-**	**0.9**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	
36th Avenue at 126th Street/ Seaver Way														
36th Avenue	WB	LR	-	14.9	B									
126th Street/ Seaver Way	NB	TR	-	0.0	A									
126th Street/ Seaver Way	SB	LT	-	0.2	A	Intersection not analyzed during the With Action condition								
Overall Intersection		**-**	**-**	**0.3**	**A**									
126th Street/ Seaver Way at Southfield Parking Lot														
Southfield Parking Lot East Access	WB					LR	-	8.2	A	LR	-	8.2	A	
126th Street/ Seaver Way	NB	Intersection does not exist in the No Action condition				LT	-	7.1	A	LT	-	7.1	A	
126th Street/ Seaver Way	SB					TR	-	7.6	A	TR	-	7.6	A	
Overall Intersection						**-**	**-**	**7.4**	**A**	**-**	**-**	**7.4**	**A**	
Stadium Place South at Southfield Parking Lot							TA CONTROLLED				TA CONTROLLED			
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	LR	-	18.5	C	LR	0.26	34.0	C	LR	0.26	34.0	C	
Stadium Place South	NB	-	-	-	-	T	0.31	0.8	A	T	0.31	0.8	A	
		-	-	-	-	R	0.73	3.7	A	R	0.73	3.7	A	
		TR	-	0.0	A	TR	(4)	2.7	A	TR	(4)	2.7	A	
Stadium Place South	SB	LT	-	0.0	A	LT	0.91	25.3	C	LT	0.91	25.3	C	
Overall Intersection		**-**	**-**	**0.1**	**A**	**-**	**-**	**12.8**	**B**	**-**	**-**	**12.8**	**B**	
Stadium Place South at Olmsted Drive														
Olmsted Drive	EB	-	-	-	-	L	-	12.0	B	L	-	12.0	B	
		-	-	-	-	T	-	0.0	A	T	-	0.0	A	
		LT	-	13.7	B	LT	(4)	11.9	B	LT	(4)	11.9	B	
Olmsted Drive	WB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Stadium Place South	SB	LR	-	0.0	A	LR	-	11.6	B	LR	-	11.6	B	
Overall Intersection		**-**	**-**	**13.5**	**B**	**-**	**-**	**11.7**	**B**	**-**	**-**	**11.7**	**B**	

TABLE E-6
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
New York Avenue at United Nations Avenue North							TA CONTROLLED				TA CONTROLLED			
United Nations Avenue North	EB	TR	-	0.0	A	TR	0.17	18.5	B	TR	0.17	18.5	B	
United Nations Avenue North	WB	LT	-	1.0	A	LT	0.02	16.3	B	LT	0.02	16.3	B	
New York Avenue	NB	LR	-	133.3	F	LR	0.89	22.9	C	LR	0.89	22.9	C	
Overall Intersection		**-**	**-**	**117.5**	**F**	**-**	**-**	**22.6**	**C**	**-**	**-**	**22.6**	**C**	

(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) As a result of the project roadway improvements under the With Action condition the lane group configuration has been modified; the approach delay 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.
Note: NB approach at the intersection of Shea Road at Northfield Parking Structure South/North Access 3 is a minor approach and has less than 90 passenger car equivalents during this period; per CEQR methodology, this does not result in a significant traffic impact.

TABLE E-7
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

INTERSECTION & APPROACH		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
Astoria Boulevard at 108th Street/ 31st Drive														
Astoria Boulevard	EB	L	0.14	20.5	C	L	0.15	20.8	C	L	0.15	21.6	C	- Modify signal timing: Shift 1 sec from EB/WB phase to WBL phase. [EB/WB phase green time shifts from 33 sec to 32 sec, WBL phase green time shifts from 9 sec to 10 sec]
		TR	0.68	26.2	C	TR	0.70	26.7	C	TR	0.72	27.9	C	
Astoria Boulevard	WB	L	1.08	104.0	F	L	1.14	126.8	F	L	1.08	107.9	F	
		TR	0.37	1.6	A	TR	0.40	1.5	A	TR	0.40	1.5	A	
108th Street	NB	L	0.37	23.8	C	L	0.37	23.8	C	L	0.37	23.8	C	
		TR	0.27	21.3	C	TR	0.27	21.3	C	TR	0.27	21.3	C	
31st Drive	SB	LT	0.50	25.7	C	LT	0.50	25.7	C	LT	0.50	25.7	C	
		R	0.01	18.1	B	R	0.01	18.1	B	R	0.01	18.1	B	
Overall Intersection		-	-	**26.2**	**C**	-	-	**28.4**	**C**	-	-	**27.0**	**C**	
Astoria Boulevard at Ditmars Boulevard/ 111th Street														
Astoria Boulevard	EB	T	0.46	37.3	D	T	0.48	37.5	D	T	0.48	37.7	D	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
Astoria Boulevard	WB	TR	0.78	23.4	C	TR	0.82	24.9	C	TR	0.82	24.9	C	
111th Street	NB	LTR	0.62	49.6	D	LTR	0.62	49.6	D	LTR	0.62	49.6	D	
Ditmars Boulevard	SB	L	0.99	64.2	E	L	0.99	64.2	E	L	0.99	64.2	E	
		R	0.10	27.7	C	R	0.10	27.7	C	R	0.10	27.7	C	
Overall Intersection		-	-	**36.9**	**D**	-	-	**37.3**	**D**	-	-	**37.4**	**D**	
Northern Boulevard at 108th Street														
Northern Boulevard	EB	L	0.10	28.3	C	L	0.11	31.3	C	L	0.11	31.3	C	
		T	0.86	35.2	D	T	0.95	46.9	D	T	0.95	46.9	D	
		R	0.14	14.6	B	R	0.14	14.6	B	R	0.14	14.6	B	
Northern Boulevard	WB	L	0.36	36.1	D	L	0.40	43.4	D	L	0.40	43.4	D	
		T	0.83	32.8	C	T	0.88	37.6	D	T	0.88	37.6	D	
		R	0.31	17.1	B	R	0.28	16.7	B	R	0.28	16.7	B	
108th Street	NB	LTR	1.10	135.4	F	LTR	1.10	135.4	F	LTR	1.10	135.4	F	
108th Street	SB	LTR	1.10	133.9	F	LTR	1.10	133.9	F	LTR	1.10	133.9	F	
Overall Intersection		-	-	**55.1**	**E**	-	-	**60.0**	**E**	-	-	**60.0**	**E**	
Northern Boulevard at 114th Street														
Northern Boulevard	EB	T	0.55	20.5	C	T	0.60	21.6	C	T	0.60	21.6	C	
		R	0.38	18.7	B	R	0.38	18.7	B	R	0.38	18.7	B	
Northern Boulevard	WB	L	1.03	65.5	E	L	0.99	58.1	E	L	0.99	58.1	E	
		T	1.02	50.2	D	T	1.03	52.7	D	T	1.03	52.7	D	
114th Street	SB	LTR	0.89	71.8	E	LTR	0.89	71.8	E	LTR	0.89	71.8	E	
Overall Intersection		-	-	**44.9**	**D**	-	-	**44.2**	**D**	-	-	**44.2**	**D**	
Northern Boulevard westbound at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Northern Boulevard	WB	T	0.48	8.3	A	T	0.75	22.4	C	T	0.75	22.4	C	
126th Street/ Seaver Way	NB	L	0.77	8.9	A	L	0.59	4.4	A	L	0.59	4.4	A	
Overall Intersection		-	-	**8.4**	**A**	-	-	**16.9**	**B**	-	-	**16.9**	**B**	
Northern Boulevard eastbound at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Northern Boulevard	EB	T	0.37	34.8	C	T	0.62	50.6	D	T	0.62	50.6	D	
		-	-	-	-	R	0.20	12.7	B	R	0.20	12.7	B	
126th Street/ Seaver Way	NB	T	0.80	33.1	C	T	0.61	26.7	C	T	0.61	26.7	C	
		R	0.84	42.4	D	R	0.74	32.8	C	R	0.74	32.8	C	
Grand Central Parkway eastbound Off-Ramp	NEB	R	0.84	42.2	D	R	0.79	42.2	D	R	0.79	42.2	D	
Overall Intersection		-	-	**38.5**	**D**	-	-	**34.9**	**C**	-	-	**34.9**	**C**	
Northern Boulevard at Prince Street														
Northern Boulevard	EB	L	1.53	303.5	F	L	1.52	299.1	F	L	1.52	299.1	F	
		T	0.76	28.4	C	T	0.79	29.3	C	T	0.79	29.3	C	
Northern Boulavard	WB	L	1.06	135.6	F	L	1.06	133.8	F	L	1.06	133.8	F	
		T	0.85	21.9	C	T	0.89	24.0	C	T	0.89	24.0	C	
		R	0.66	21.3	C	R	0.69	22.7	C	R	0.69	22.7	C	
Prince Street	NB	LTR	1.88	453.1	F	LTR	1.88	453.1	F	LTR	1.88	453.1	F	
Prince Street	SB	LTR	0.97	77.8	E	LTR	0.97	77.8	E	LTR	0.97	77.8	E	
Northern Boulevard Eastbound Service Road	NEB	R	0.46	24.0	C	R	0.46	24.0	C	R	0.46	24.0	C	
Overall Intersection		-	-	**94.4**	**F**	-	-	**93.1**	**F**	-	-	**93.1**	**F**	

TABLE E-7
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		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	0.08	13.0	B	L	0.08	13.0	B	L	0.08	13.0	B	
		T	0.79	24.2	C	T	0.82	25.5	C	T	0.82	25.5	C	
Main Street	NB	L	0.27	0.5	A	L	0.27	0.5	A	L	0.27	0.5	A	
Overall Intersection		-	-	**21.2**	**C**	-	-	**22.4**	**C**	-	-	**22.4**	**C**	
Northern Boulevard eastbound at Main Street														
Northern Boulevard	EB	T	0.79	13.9	B	T	0.82	15.0	B	T	0.82	15.0	B	
		R	0.82	20.9	C	R	0.81	21.0	C	R	0.81	21.0	C	
Main Street	NB	TR	0.70	45.0	D	TR	0.70	45.0	D	TR	0.70	45.0	D	
Main Street	SB	T	0.07	40.5	D	T	0.07	40.5	D	T	0.07	40.5	D	
Overall Intersection		-	-	**21.0**	**C**	-	-	**21.5**	**C**	-	-	**21.5**	**C**	
Northern Boulevard at Union Street														
Northern Boulevard	EB	L	0.61	33.1	C	L	0.63	35.2	D	L	0.62	32.8	C	- Modify signal timing: Shift 2 sec from NB/SB LTR (phase C) to EB/WB (phase A). [NB/SB LTR (phase C) green time shifts from 37 sec to 35 sec, EB/WB (phase A) green time shifts from 43 sec to 45 sec (No changes to LPI)]
		TR	0.96	54.6	D	TR	1.01	64.2	E	TR	0.96	52.2	D	
Northern Boulevard	WB	L	0.34	24.5	C	L	0.34	24.9	C	L	0.34	23.8	C	
		TR	0.87	42.9	D	TR	0.90	45.9	D	TR	0.86	41.3	D	
Union Street	NB	LT	0.41	28.4	C	LT	0.41	28.4	C	LT	0.43	30.1	C	
		R	0.21	22.1	C	R	0.21	22.1	C	R	0.22	23.5	C	
Union Street	SB	LT	0.49	29.9	C	LT	0.49	29.9	C	LT	0.51	31.7	C	
		R	0.40	25.8	C	R	0.40	25.8	C	R	0.41	27.4	C	
Overall Intersection		-	-	**42.9**	**D**	-	-	**47.8**	**D**	-	-	**42.0**	**D**	
Northern Boulevard at Parsons Boulevard														
Northern Boulevard	EB	L	0.30	41.2	D	L	0.32	45.2	D	L	0.30	40.5	D	- Modify signal timing: Shift 3 sec from LPI phase to EB/WB phase. [LPI phase green time shifts from 10 sec to 7 sec, EB/WB phase green time shifts from 50 sec to 53 sec]
		T	0.80	36.9	D	T	0.87	41.1	D	T	0.82	35.6	D	
		R	0.35	26.5	C	R	0.35	26.5	C	R	0.33	24.0	C	
Northern Boulevard	WB	L	0.42	38.5	D	L	0.45	42.5	D	L	0.42	37.9	D	
		TR	0.97	54.4	D	TR	1.03	69.5	E	TR	0.97	52.6	D	
Parsons Boulevard	NB	L	0.96	100.2	F	L	0.96	100.2	F	L	0.96	100.2	F	
		TR	0.66	46.6	D	TR	0.66	46.6	D	TR	0.66	46.6	D	
Parsons Boulevard	SB	LTR	1.42	249.0	F	LTR	1.42	249.0	F	LTR	1.42	249.0	F	
Overall Intersection		-	-	**74.7**	**E**	-	-	**80.3**	**F**	-	-	**72.3**	**E**	
Roosevelt Avenue at 108th Street														
Roosevelt Avenue	EB	LTR	0.76	31.6	C	LTR	1.11	97.7	F	LTR	1.11	97.7	F	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.96	42.1	D	LTR	1.41	214.8	F	LTR	1.41	214.8	F	
108th Street	NB	LTR	1.16	150.5	F	LTR	1.16	150.5	F	LTR	1.16	150.5	F	
108th Street	SB	LTR	1.09	127.9	F	LTR	1.09	127.9	F	LTR	1.09	127.9	F	
Overall Intersection		-	-	**73.8**	**E**	-	-	**155.4**	**F**	-	-	**155.4**	**F**	
Roosevelt Avenue at 111th Street														
Roosevelt Avenue	EB	LTR	0.61	6.2	A	LTR	0.86	8.4	A	LTR	0.86	8.4	A	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.98	46.6	D	LTR	1.35	184.4	F	LTR	1.35	184.4	F	
111th Street	NB	LTR	1.07	118.5	F	LTR	1.07	118.5	F	LTR	1.07	118.5	F	
Overall Intersection		-	-	**48.5**	**D**	-	-	**112.3**	**F**	-	-	**112.3**	**F**	
Roosevelt Avenue at 114th Street														
Roosevelt Avenue	EB	LTR	1.08	87.4	F	LTR	2.00+	500+	F	LTR	2.00+	500+	F	- **Unmitigable**
Roosevelt Avenue	WB	LT	1.12	85.4	F	LT	1.61	289.4	F	LT	1.61	289.4	F	
		R	0.82	25.1	C	R	1.68	321.9	F	R	1.68	321.9	F	
114th Street	NB	LTR	1.08	128.3	F	LTR	1.22	182.8	F	LTR	1.22	182.8	F	
114th Street	SB	L	1.02	144.0	F	L	1.10	170.8	F	L	1.10	170.8	F	
		TR	0.83	79.5	E	TR	0.89	91.2	F	TR	0.89	91.2	F	
Overall Intersection		-	-	**81.8**	**F**	-	-	**426.7**	**F**	-	-	**426.7**	**F**	

TABLE E-7
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.54	18.1	B	T	0.54	18.1	B	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.73	3.7	A	T	0.73	3.7	A	
Stadium Place North	SB	R	-	13.5	B	R	0.73	4.5	A	R	0.73	4.5	A	
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**9.1**	**A**	**-**	**-**	**9.1**	**A**	
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Roosevelt Avenue	EB	-	-	-	-	T	0.57	4.3	A	T	0.57	4.3	A	
		-	-	-	-	R	0.50	1.7	A	R	0.50	1.7	A	
		LTR	-	8.3	A	TR	(4)	3.1	A	TR	(4)	3.1	A	
Roosevelt Avenue	WB	-	-	-	-	T	0.73	5.4	A	T	0.73	5.4	A	
		-	-	-	-	R	0.87	11.3	B	R	0.87	11.3	B	
		TR	-	0.0	A	TR	(4)	8.2	A	TR	(4)	8.2	A	
Overall Intersection		**-**	**-**	**1.4**	**A**	**-**	**-**	**6.0**	**A**	**-**	**-**	**6.0**	**A**	
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.30	2.5	A	T	0.30	2.5	A	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.67	16.3	B	T	0.67	16.3	B	
Stadium Place South	NB	LR	-	209.4	F	R	0.65	33.5	C	R	0.65	33.5	C	
Overall Intersection		**-**	**-**	**51.7**	**F**	**-**	**-**	**16.7**	**B**	**-**	**-**	**16.7**	**B**	
Roosevelt Avenue at 126th Street/ Seaver Way														
Roosevelt Avenue	EB	DefL	1.13	111.2	F	-	-	-	-	-	-	-	-	- **Unmitigable**
		TR	0.63	17.6	B	-	-	-	-	-	-	-	-	
		LTR	(5)	49.8	D	LTR	0.77	24.7	C	LTR	0.77	24.7	C	
Roosevelt Avenue	WB	LTR	0.42	9.9	A	LTR	0.49	10.9	B	LTR	0.49	10.9	B	
126th Street/ Seaver Way	NB	-	-	-	-	LT	0.11	35.5	D	LT	0.11	35.5	D	
		-	-	-	-	DefR	1.14	145.2	F	DefR	1.14	145.2	F	
		LTR	0.14	36.0	D	LTR	(6)	134.3	F	LTR	(6)	134.3	F	
126th Street/ Seaver Way	SB	L	0.94	77.8	E	-	-	-	-	-	-	-	-	
		TR	1.16	138.0	F	-	-	-	-	-	-	-	-	
		-	-	-	-	LT	1.06	124.4	F	LT	1.06	124.4	F	
		-	-	-	-	DefR	2.00+	500+	F	DefR	2.00+	500+	F	
		LTR	(7)	113.9	F	LTR	(7)	500+	F	LTR	(7)	500+	F	
Overall Intersection		**-**	**-**	**49.9**	**D**	**-**	**-**	**193.5**	**F**	**-**	**-**	**193.5**	**F**	
Roosevelt Avenue westbound at College Point Boulevard														
Roosevelt Avenue	WB	LTR	0.48	27.8	C	LTR	0.57	30.8	C	LTR	0.57	30.8	C	
College Point Boulevard	NB	L	0.74	43.8	D	L	0.74	43.6	D	L	0.74	43.6	D	
		T	0.51	10.3	B	T	0.55	12.2	B	T	0.55	12.2	B	
College Point Boulevard	SB	TR	0.97	54.1	D	TR	0.99	58.6	E	TR	0.99	58.6	E	
Overall Intersection		**-**	**-**	**32.7**	**C**	**-**	**-**	**34.8**	**C**	**-**	**-**	**34.8**	**C**	
Roosevelt Avenue eastbound at College Point Boulevard														
Roosevelt Avenue	EB	LTR	0.70	22.9	C	LTR	0.92	36.3	D	LTR	0.92	36.3	D	
College Point Boulevard	NB	TR	0.68	23.0	C	TR	0.68	23.0	C	TR	0.68	23.0	C	
College Point Boulevard	SB	LT	0.59	5.1	A	LT	0.59	4.9	A	LT	0.59	4.9	A	
Overall Intersection		**-**	**-**	**17.1**	**B**	**-**	**-**	**22.5**	**C**	**-**	**-**	**22.5**	**C**	
Roosevelt Avenue at Prince Street														
Roosevelt Avenue	EB	LT	0.86	37.1	D	LT	1.06	70.7	E	LT	1.06	70.7	E	- **Unmitigable**
		R	0.58	27.3	C	R	0.65	24.8	C	R	0.65	24.8	C	[Intersection delays change as a result of mititgation measures at adjacent intersections.]
Roosevelt Avenue	WB	LTR	0.79	16.4	B	LTR	0.89	21.0	C	LTR	0.89	21.1	C	
Prince Street	SB	LTR	0.94	70.5	E	LTR	0.94	70.5	E	LTR	0.94	70.5	E	
Overall Intersection		**-**	**-**	**35.7**	**D**	**-**	**-**	**48.7**	**D**	**-**	**-**	**48.7**	**D**	
Roosevelt Avenue at Main Street														
Roosevelt Avenue	EB	LTR	0.64	20.2	C	LTR	0.83	22.5	C	LTR	0.83	22.5	C	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
Roosevelt Avenue	WB	LTR	0.80	24.7	C	LTR	0.94	26.9	C	LTR	0.94	26.3	C	
Main Street	NB	LTR	0.56	22.2	C	LTR	0.56	22.2	C	LTR	0.56	22.2	C	
Main Street	SB	LTR	0.36	17.9	B	LTR	0.36	17.9	B	LTR	0.36	17.9	B	
Overall Intersection		**-**	**-**	**22.0**	**C**	**-**	**-**	**23.6**	**C**	**-**	**-**	**23.4**	**C**	

TABLE E-7
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Roosevelt Avenue at Union Street														
Roosevelt Avenue	EB	LTR	0.87	32.3	C	LTR	1.10	78.9	E	LTR	1.02	50.4	D	- **Partially Mitigated**
Roosevelt Avenue	WB	LTR	1.16	123.9	F	LTR	1.37	209.7	F	LTR	1.28	170.5	F	Modify signal timing: Shift 2 sec from LPI phase to EB/WB phase. [LPI phase green time shifts from 10 sec to 8 sec, EB/WB phase green time shifts from 34 sec to 36 sec]
Union Street	NB	LTR	0.38	20.8	C	LTR	0.38	20.8	C	LTR	0.38	20.8	C	
Union Street	SB	LT	1.07	96.5	F	LT	1.07	96.5	F	LT	1.07	96.5	F	
		R	0.71	40.5	D	R	0.71	40.5	D	R	0.71	40.5	D	
Overall Intersection		-	-	**72.5**	**E**	-	-	**111.2**	**F**	-	-	**91.7**	**F**	
Roosevelt Avenue at Parsons Boulevard														
Roosevelt Avenue	EB	LTR	0.58	28.8	C	LTR	0.81	40.2	D	LTR	0.81	40.2	D	
Roosevelt Avenue	WB	LTR	0.73	34.7	C	LTR	0.91	52.6	D	LTR	0.91	52.6	D	
Parsons Boulevard	NB	LTR	0.80	41.2	D	LTR	0.80	41.2	D	LTR	0.80	41.2	D	
Parsons Boulevard	SB	LTR	0.90	50.9	D	LTR	0.90	50.9	D	LTR	0.90	50.9	D	
Overall Intersection		-	-	**40.4**	**D**	-	-	**46.8**	**D**	-	-	**46.8**	**D**	
34th Avenue at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Northfield Service Lane (Formerly Shea Road)	EB	LT	0.60	53.1	D	-	-	-	-	-	-	-	-	- **Unmitigable**
		R	0.65	59.0	E	-	-	-	-	-	-	-	-	
		LTR	(4)	55.9	E	L	0.80	70.1	E	L	0.80	70.1	E	
34th Avenue	WB	LTR	0.85	69.9	E	LR	0.85	73.3	E	LR	0.85	73.3	E	
126th Street/ Seaver Way	NB	LTR	0.81	34.6	C	TR	0.43	5.5	A	TR	0.43	5.5	A	
126th Street/ Seaver Way (Formerly Northern Boulevard Off-Ramp)	SB	LTR	0.04	18.6	B	LT	0.17	1.4	A	LT	0.17	1.4	A	
Ramp from Whitestone Expressway	SEB	LR	1.14	137.8	F	R	1.08	74.0	E	R	1.08	74.0	E	
Overall Intersection		-	-	**65.0**	**E**	-	-	**46.5**	**D**	-	-	**46.5**	**D**	
35th Avenue/Shea Road at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
35th Avenue	EB					L	0.92	38.6	D	L	0.92	38.6	D	
						TR	0.36	15.7	B	TR	0.36	15.7	B	
Shea Road	WB					LTR	0.20	39.7	D	LTR	0.20	39.7	D	
126th Street/ Seaver Way	NB	Intersection not analyzed during the No Action condition				LTR	0.46	22.1	C	LTR	0.46	22.1	C	
126th Street/ Seaver Way	SB					LT	0.53	24.7	C	LT	0.53	24.7	C	
						R	0.62	0.7	A	R	0.62	0.7	A	
Overall Intersection						-	-	**17.9**	**B**	-	-	**17.9**	**B**	
Shea Road at Boat Basin Place		SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Shea Road	EB	-	-	-	-	L	0.80	52.6	D	L	0.80	52.6	D	
		-	-	-	-	TR	0.15	36.9	D	TR	0.15	36.9	D	
Shea Road	WB	-	-	-	-	L	0.87	53.1	D	L	0.87	53.1	D	
Shea Road		LT	0.65	34.7	C	T	0.87	51.3	D	T	0.87	51.3	D	
		R	0.67	44.1	D	R	0.49	0.6	A	R	0.49	0.6	A	
Boat Basin Place	NB	L	0.24	0.3	A	L	0.16	33.9	C	L	0.16	33.9	C	
		TR	0.83	21.7	C	T	0.01	27.4	C	T	0.01	27.4	C	
		-	-	-	-	R	0.08	28.4	C	R	0.08	28.4	C	
Boat Basin Place	SB	-	-	-	-	LT	0.83	52.4	D	LT	0.83	52.4	D	
		-	-	-	-	R	0.63	18.7	B	R	0.63	18.7	B	
		LTR	0.58	14.7	B	LTR	(4)	34.4	C	LTR	(4)	34.4	C	
Overall Intersection		-	-	**19.9**	**B**	-	-	**30.8**	**C**	-	-	**30.8**	**C**	
Shea Road at Porte Cochere Exit Ramp														
Porte Cochere Exit Ramp	EB					LT	0.74	26.5	C	LT	0.74	26.5	C	
						R	0.08	0.1	A	R	0.08	0.1	A	
Shea Road	NB					T	0.36	20.5	C	T	0.36	20.5	C	
		Intersection does not exist in the No Action condition				R	0.00	0.0	A	R	0.00	0.0	A	
Shea Road	SB					L	0.02	17.0	B	L	0.02	17.0	B	
						T	0.86	33.0	C	T	0.86	33.0	C	
Overall Intersection						-	-	**27.0**	**C**	-	-	**27.0**	**C**	

TABLE E-7
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Grand Central Parkway westbound exit ramp	EB	L	-	14.4	B	L	0.71	47.2	D	L	0.71	47.2	D	
		-	-	-	-	T	0.33	28.2	C	T	0.33	28.2	C	
		R	-	23.4	C	R	0.38	0.6	A	R	0.38	0.6	A	
Podium Parking West Access	WB	-	-	-	-	L	0.66	33.1	C	L	0.66	33.1	C	
		-	-	-	-	TR	0.93	40.9	D	TR	0.93	40.9	D	
Shea Road	NB	-	-	-	-	L	0.46	35.0	D	L	0.46	35.0	D	
		-	-	-	-	TR	0.52	34.9	C	TR	0.52	34.9	C	
		T	-	0.0	A	LTR	(4)	35.0	C	LTR	(4)	35.0	C	
Shea Road	SB	-	-	-	-	L	0.31	29.3	C	L	0.31	29.3	C	
		-	-	-	-	T	0.83	45.6	D	T	0.83	45.6	D	
		-	-	-	-	R	0.67	14.9	B	R	0.67	14.9	B	
		TR	-	0.0	A	LTR	(4)	28.9	C	LTR	(4)	28.9	C	
Overall Intersection		**-**	**-**	**4.5**	**A**	**-**	**-**	**28.2**	**C**	**-**	**-**	**28.2**	**C**	
Shea Road at Tower Parking Access			UNSIGNALIZED TA CONTROLLED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Tower Parking Access (Formerly Citi Field Entrance 4)	WB	LTR	0.40	7.3	A	LR	0.56	28.9	C	LR	0.56	28.9	C	
Shea Road	NB	-	-	-	-	TR	0.47	13.4	B	TR	0.47	13.4	B	
Shea Road	SB	-	-	-	-	L	0.42	35.4	D	L	0.42	35.4	D	
		-	-	-	-	T	0.61	15.8	B	T	0.61	15.8	B	
		TR	1.00	81.4	F	LT	(4)	18.6	B	LT	(4)	18.6	B	
Overall Intersection		**-**	**-**	**26.7**	**C**	**-**	**-**	**20.0**	**C**	**-**	**-**	**20.0**	**C**	
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Stadium Place North	WB	LR	-	27.8	D	LTR	0.93	52.4	D	LTR	0.93	52.4	D	
Shea Road	NB	-	-	-	-	L	0.02	25.5	C	L	0.02	25.5	C	
		-	-	-	-	T	0.67	37.7	D	T	0.67	37.7	D	
		-	-	-	-	R	0.54	10.2	B	R	0.54	10.2	B	
		TR	-	0.0	A	LTR	(4)	20.9	C	LTR	(4)	20.9	C	
Shea Road	SB	-	-	-	-	L	0.99	49.8	D	L	0.99	49.8	D	
		-	-	-	-	T	0.73	12.3	B	T	0.73	12.3	B	
		-	-	-	-	R	0.51	0.9	A	R	0.51	0.9	A	
		LT	-	1.5	A	LTR	(4)	17.8	B	LTR	(4)	17.8	B	
Overall Intersection		**-**	**-**	**20.0**	**C**	**-**	**-**	**24.6**	**C**	**-**	**-**	**24.6**	**C**	
Shea Road at Olmsted Drive			UNSIGNALIZED TA CONTROLLED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Olmsted Drive	WB	-	-	-	-	L	0.76	20.1	C	L	0.76	20.1	C	
		-	-	-	-	R	0.73	13.0	B	R	0.73	13.0	B	
		LR	0.66	31.4	C	LR	(4)	17.5	B	LR	(4)	17.5	B	
Shea Road	NB	-	-	-	-	T	0.36	33.8	C	T	0.36	33.8	C	
		R	0.30	0.5	A	R	0.25	3.3	A	R	0.25	3.3	A	
Shea Road	SB	LT	0.73	15.5	B	LT	0.91	43.3	D	LT	0.91	43.3	D	
Overall Intersection		**-**	**-**	**15.2**	**B**	**-**	**-**	**23.8**	**C**	**-**	**-**	**23.8**	**C**	
34th Avenue at 114th Street														
34th Avenue	EB	T	0.43	12.1	B	T	0.43	12.1	B	T	0.43	12.1	B	
		R	0.13	9.0	A	R	0.13	9.0	A	R	0.13	9.0	A	
114th Street	NB	R	0.32	0.5	A	R	0.39	0.7	A	R	0.39	0.7	A	
114th Street	SB	L	0.86	45.9	D	L	0.77	38.4	D	L	0.77	38.4	D	
		T	0.70	42.0	D	T	0.70	42.0	D	T	0.70	42.0	D	
		R	0.15	0.2	A	R	0.15	0.2	A	R	0.15	0.2	A	
Overall Intersection		**-**	**-**	**18.5**	**B**	**-**	**-**	**15.3**	**B**	**-**	**-**	**15.3**	**B**	
Marina Road at Boat Basin Place			NEW SIGNAL				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Marina Road	EB	TR	0.09	13.5	B	TR	0.13	67.2	E	TR	0.13	67.2	E	- **Unmitigable**
Marina Road	WB	L	0.28	16.0	B	-	-	-	-	-	-	-	-	
		T	0.59	21.2	C	-	-	-	-	-	-	-	-	
		LT	(4)	20.0	C	LT	1.10	98.3	F	LT	1.10	98.3	F	
Boat Basin Place	NB	L	1.10	105.6	F	-	-	-	-	-	-	-	-	
		R	0.70	39.3	D	-	-	-	-	-	-	-	-	
		LR	(4)	79.8	E	LR	1.11	103.1	F	LR	1.11	103.1	F	
Overall Intersection		**-**	**-**	**52.0**	**D**	**-**	**-**	**99.9**	**F**	**-**	**-**	**99.9**	**F**	

TABLE E-7
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED TA CONTROLLED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Area B Parking Structure Access (Formerly Citi Field Entrance 1)	EB	LR	0.32	12.2	B	LR	0.70	35.7	D	LR	0.70	35.7	D	
126th Street/ Seaver Way	NB	-	-	-	-	L	0.19	14.0	B	L	0.19	14.0	B	
		-	-	-	-	T	0.32	14.7	B	T	0.32	14.7	B	
		LT	0.15	0.0	A	LT	(4)	14.5	B	LT	(4)	14.5	B	
126th Street/ Seaver Way	SB	TR	0.36	33.3	C	TR	0.57	36.4	D	TR	0.57	36.4	D	
Overall Intersection		**-**	**-**	**13.4**	**B**	**-**	**-**	**29.8**	**C**	**-**	**-**	**29.8**	**C**	
UNSIGNALIZED INTERSECTIONS														
Northern Boulevard eastbound at 126th Place														
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
126th Place	NB	R	-	15.2	C	R	-	14.8	B	R	-	14.8	B	
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**	
Roosevelt Avenue at Citi Field Entrance 3														
Roosevelt Avenue	EB	LT	-	0.0	A	Intersection does not exist in the With Action condition								
Roosevelt Avenue	WB	TR	-	0.0	A									
Citi Field Entrance 3	SB	R	-	0.0	A									
Overall Intersection		**-**	**-**	**0.0**	**A**									
Roosevelt Avenue at Southfield Parking Lot														
Roosevelt Avenue	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Roosevelt Avenue	WB	LT	-	0.0	A									
Southfield Parking Lot	NB	L	-	42.2	E									
		R	-	15.5	C									
Overall Intersection		**-**	**-**	**0.2**	**A**									
Shea Road at Northfield Parking Structure North Access 1							TA CONTROLLED				TA CONTROLLED			
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 1	SB					R	-	25.2	D	R	-	25.2	D	
Overall Intersection						**-**	**-**	**3.4**	**A**	**-**	**-**	**3.4**	**A**	
Shea Road at Northfield Parking Structure North Access 2							TA CONTROLLED				TA CONTROLLED			
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 2	SB					R	-	18.8	C	R	-	18.8	C	
Overall Intersection						**-**	**-**	**2.3**	**A**	**-**	**-**	**2.3**	**A**	
Shea Road at Northfield Parking Structure South/North Access 3							TA CONTROLLED				TA CONTROLLED			
Shea Road	EB	Intersection does not exist in the No Action condition				TR	0.39	3.7	A	TR	0.39	3.7	A	
Shea Road	WB					TR	0.60	16.4	B	TR	0.6	16.4	B	
Northfield Parking Structure South Access	NB					L	0.64	35.0	C	L	0.64	35.0	C	
						R	0.52	31.9	C	R	0.52	31.9	C	
Northfield Parking Structure North Access 3	SB					R	0.43	30.0	C	R	0.43	30.0	C	
Overall Intersection						**-**	**-**	**20.7**	**C**	**-**	**-**	**20.7**	**C**	
Shea Road at Mets Truck Loading							TA CONTROLLED				TA CONTROLLED			
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A	TR	-	0.0	A	
Shea Road	WB					LT	-	0.0	A	LT	-	0.0	A	
Overall Intersection						**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	
Shea Road at Citi Field Entrance 10														
Shea Road	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Shea Road	WB	LT	-	0.0	A									
Citi Field Entrance 10	NB	LR	-	0.0	A									
Overall Intersection		**-**	**-**	**0.0**	**A**									

TABLE E-7
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Mvt.	V/C	Control Delay	LOS	2030 With Action Mvt.	V/C	Control Delay	LOS	2030 Mitigation Mvt.	V/C	Control Delay	LOS	Mitigation Measure
Shea Road/ Citi Field Entrance 8 at Boat Basin Place														
Shea Road	EB	LTR	-	16.1	C	Intersection does not exist in the With Action condition								
Citi Field Entrance 8	WB	R	-	14.0	B									
Boat Basin Place	NB	TR	-	0.0	A									
Boat Basin Place	SB	LT	-	0.0	A									
Overall Intersection		**-**	**-**	**0.8**	**A**									
Shea Road at Citi Field Entrance 6 and 7														
Citi Field Entrance 7	EB	LTR	-	16.7	C	Intersection does not exist in the With Action condition								
Citi Field Entrance 6	WB	LTR	-	0.0	A									
Shea Road	NB	LTR	-	0.4	A									
Shea Road	SB	LTR	-	0.0	A									
Overall Intersection		**-**	**-**	**1.9**	**A**									
Shea Road at Meridian Road							TA CONTROLLED				TA CONTROLLED			
Meridian Road	WB	LR	-	11.6	B	LR	0.54	44.2	D	LR	0.54	44.2	D	
Shea Road	NB	TR	-	22.2	C	TR	0.34	1.7	A	TR	0.34	1.7	A	
Shea Road	SB	L	-	9.5	A	-	-	-	-	-	-	-	-	
		T	-	259.7	F	-	-	-	-	-	-	-	-	
		LT	(4)	231.7	F	LT	1.01	34.7	C	LT	1.01	34.7	C	
Overall Intersection		**-**	**-**	**152.8**	**F**	**-**	**-**	**29.5**	**C**	**-**	**-**	**29.5**	**C**	
Shea Road at Grand Central Parkway westbound exit ramp (9P)							TA CONTROLLED				TA CONTROLLED			
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	500+	F	L	0.87	56.1	E	L	0.87	56.1	E	
		R	-	27.1	D	R	0.13	0.2	A	R	0.13	0.2	A	
Shea Road	NB	LT	-	5.3	A	LT	0.91	45.7	D	LT	0.91	45.7	D	
Shea Road	SB	TR	-	0.0	A	TR	1.05	46.3	D	TR	1.05	46.3	D	
Overall Intersection		**-**	**-**	**138.1**	**F**	**-**	**-**	**43.6**	**D**	**-**	**-**	**43.6**	**D**	
Shea Road at New York Avenue							TA CONTROLLED				TA CONTROLLED			
New York Avenue	WB	LR	-	85.0	F	LR	1.04	130.8	F	LR	1.04	130.8	F	- **Unmitigable**
Shea Road	NB	TR	-	0.0	A	TR	1.08	144.9	F	TR	1.08	144.9	F	
Shea Road	SB	-	-	-	-	L	1.26	142.8	F	L	1.26	142.8	F	
		-	-	-	-	T	0.18	2.3	A	T	0.18	2.3	A	
		LT	-	7.6	A	LT	(4)	120.9	F	LT	(4)	120.9	F	
Overall Intersection		**-**	**-**	**17.1**	**C**	**-**	**-**	**124.4**	**F**	**-**	**-**	**124.4**	**F**	
126th Street/ Seaver Way at Citi Field Entrance 11			UNSIGNALIZED TA CONTROLLED INTERSECTION											
Citi Field Entrance 11	EB	LR	0.23	17.0	B	LR	-	500+	F	LR	-	500+	F	
126th Street/ Seaver Way	NB	LT	0.17	0.1	A	T	-	0.0	A	T	-	0.0	A	
126th Street/ Seaver Way	SB	TR	0.29	24.4	C	T	-	0.0	A	T	-	0.0	A	
Overall Intersection		**-**	**-**	**11.2**	**B**	**-**	**-**	**1.5**	**A**	**-**	**-**	**1.5**	**A**	
36th Avenue at 126th Street/ Seaver Way														
36th Avenue	WB	LR	-	12.8	B	Intersection not analyzed during the With Action condition								
126th Street/ Seaver Way	NB	TR	-	0.0	A									
126th Street/ Seaver Way	SB	LT	-	0.1	A									
Overall Intersection		**-**	**-**	**0.3**	**A**									
126th Street/ Seaver Way at Southfield Parking Lot														
Southfield Parking Lot East Access	WB	Intersection does not exist in the No Action condition				LR	-	9.2	A	LR	-	9.2	A	
126th Street/ Seaver Way	NB					LT	-	7.4	A	LT	-	7.4	A	
126th Street/ Seaver Way	SB					TR	-	7.9	A	TR	-	7.9	A	
Overall Intersection						**-**	**-**	**8.8**	**A**	**-**	**-**	**8.8**	**A**	
Stadium Place South at Southfield Parking Lot							TA CONTROLLED				TA CONTROLLED			
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	LR	-	69.2	F	LR	0.89	22.2	C	LR	0.89	22.2	C	
Stadium Place South	NB	TR	-	0.0	A	TR	0.66	30.0	C	TR	0.66	30.0	C	
Stadium Place South	SB	LT	-	0.0	A	LT	0.73	32.3	C	LT	0.73	32.3	C	
Overall Intersection		**-**	**-**	**39.2**	**E**	**-**	**-**	**25.1**	**C**	**-**	**-**	**25.1**	**C**	

TABLE E-7
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Stadium Place South at Olmsted Drive							TA CONTROLLED				TA CONTROLLED			
Olmsted Drive	EB	LT	-	8.0	A	LT	0.69	34.7	C	LT	0.69	34.7	C	
Olmsted Drive	WB	TR	-	0.0	A	TR	0.01	19.9	B	TR	0.01	19.9	B	
Stadium Place South	SB	LR	-	10.3	B	LR	0.70	22.5	C	LR	0.7	22.5	C	
		-	-	-	-	R	0.68	21.9	C	R	0.68	21.9	C	
Overall Intersection		**-**	**-**	**9.0**	**A**	**-**	**-**	**23.9**	**C**	**-**	**-**	**23.9**	**C**	
New York Avenue at United Nations Avenue North							TA CONTROLLED				TA CONTROLLED			
United Nations Avenue North	EB	TR	-	0.0	A	TR	0.59	94.8	F	TR	0.59	94.8	F	- **Unmitigable**
United Nations Avenue North	WB	LT	-	0.4	A	LT	0.12	59.2	E	LT	0.12	59.2	E	
New York Avenue	NB	LR	-	472.9	F	LR	1.17	92.3	F	LR	1.17	92.3	F	
Overall Intersection		**-**	**-**	**352.0**	**F**	**-**	**-**	**92.0**	**F**	**-**	**-**	**92.0**	**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) As a result of the project roadway improvements under the With Action condition the lane group configuration has been modified; the approach delay is shown for impact analysis comparison purposes.
(5) 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.
(6) NB approach under the No Action would operate as a shared left-through-right (LTR) lane group. Under the With Action condition the NB approach would operate with a defacto-right (DefR) lane group and a shared left-through (LT) lane group. The total approach delay under the With Action is shown for impact analysis comparison purposes.
(7) SB approach under the No Action would operate as a shared through-right (TR) lane group and a left turn (L) lane. Under the With Action condition the SB approach would operate with a defacto-right (DefR) lane group and a shared left-through (LT) lane group. The total approach delay under the No Action and With 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.
Note: EB approach at the intersection of 126th Street/ Seaver Way at Citi Field Entrance 11 is a minor approach and has less than 90 passenger car equivalents during this period; per CEQR methodology, this does not result in a significant traffic impact.

TABLE E-8
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SUNDAY MIDDAY PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
SIGNALIZED INTERSECTIONS														
Astoria Boulevard at 108th Street/ 31st Drive														
Astoria Boulevard	EB	L	0.08	19.2	B	L	0.08	19.2	B	L	0.08	19.2	B	
		TR	0.52	23.4	C	TR	0.54	23.8	C	TR	0.54	23.8	C	
Astoria Boulevard	WB	L	0.70	23.8	C	L	0.72	26.1	C	L	0.72	26.1	C	
		TR	0.25	2.9	A	TR	0.26	2.8	A	TR	0.26	2.8	A	
108th Street	NB	L	0.26	21.4	C	L	0.26	21.4	C	L	0.26	21.4	C	
		TR	0.23	20.8	C	TR	0.23	20.8	C	TR	0.23	20.8	C	
31st Drive	SB	LT	0.28	21.4	C	LT	0.28	21.4	C	LT	0.28	21.4	C	
		R	0.02	18.2	B	R	0.02	18.2	B	R	0.02	18.2	B	
Overall Intersection		-	-	**17.2**	**B**	-	-	**17.5**	**B**	-	-	**17.5**	**B**	
Astoria Boulevard at Ditmars Boulevard/ 111th Street														
Astoria Boulevard	EB	T	0.33	37.6	D	T	0.34	37.8	D	T	0.34	37.8	D	
Astoria Boulevard	WB	TR	0.50	18.1	B	TR	0.51	18.3	B	TR	0.51	18.3	B	
111th Street	NB	LTR	0.67	51.9	D	LTR	0.67	51.9	D	LTR	0.67	51.9	D	
Ditmars Boulevard	SB	L	0.91	50.7	D	L	0.91	50.7	D	L	0.91	50.7	D	
		R	0.13	28.0	C	R	0.13	28.0	C	R	0.13	28.0	C	
Overall Intersection		-	-	**34.0**	**C**	-	-	**34.1**	**C**	-	-	**34.1**	**C**	
Northern Boulevard at 108th Street														
Northern Boulevard	EB	L	0.27	53.6	D	L	0.27	55.6	E	L	0.27	55.6	E	- **Unmitigable**
		T	1.31	174.8	F	T	1.39	211.1	F	T	1.39	211.1	F	
		R	0.16	14.9	B	R	0.16	14.9	B	R	0.16	14.9	B	
Northern Boulevard	WB	L	0.76	85.0	F	L	0.76	85.0	F	L	0.76	85.0	F	
		T	1.13	102.2	F	T	1.23	140.1	F	T	1.23	140.1	F	
		R	0.26	16.3	B	R	0.26	16.3	B	R	0.26	16.3	B	
108th Street	NB	LTR	1.11	141.6	F	LTR	1.11	141.6	F	LTR	1.11	141.6	F	
108th Street	SB	LTR	1.11	139.2	F	LTR	1.11	139.2	F	LTR	1.11	139.2	F	
Overall Intersection		-	-	**127.6**	**F**	-	-	**154.7**	**F**	-	-	**154.7**	**F**	
Northern Boulevard at 114th Street														
Northern Boulevard	EB	T	0.85	32.3	C	T	0.93	40.2	D	T	0.93	40.2	D	- **Unmitigable**
		R	0.61	24.5	C	R	0.61	24.5	C	R	0.61	24.5	C	
Northern Boulevard	WB	LT	1.07	64.3	E	LT	1.14	90.6	F	LT	1.14	90.6	F	
114th Street	SB	LTR	0.71	55.0	E	LTR	0.71	55.0	E	LTR	0.71	55.0	E	
Overall Intersection		-	-	**48.9**	**D**	-	-	**64.0**	**E**	-	-	**64.0**	**E**	
Northern Boulevard westbound at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Northern Boulevard	WB	T	0.57	9.4	A	T	0.65	10.7	B	T	0.65	10.7	B	
126th Street/ Seaver Way	NB	L	0.48	3.8	A	L	0.49	7.3	A	L	0.49	7.3	A	
Overall Intersection		-	-	**8.4**	**A**	-	-	**10.2**	**B**	-	-	**10.2**	**B**	
Northern Boulevard eastbound at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Northern Boulevard	EB	T	0.37	34.8	C	T	0.69	54.5	D	T	0.69	54.5	D	
		-	-	-	-	R	0.41	27.0	C	R	0.41	27.0	C	
126th Street/ Seaver Way	NB	T	0.50	26.9	C	T	0.51	19.7	B	T	0.51	19.7	B	
		R	0.46	27.8	C	R	0.52	21.9	C	R	0.52	21.9	C	
Grand Central Parkway eastbound Off-Ramp	NEB	R	0.51	30.8	C	R	0.41	19.2	B	R	0.41	19.2	B	
Overall Intersection		-	-	**30.6**	**C**	-	-	**28.3**	**C**	-	-	**28.3**	**C**	
Northern Boulevard at Prince Street														
Northern Boulevard	EB	L	1.40	247.5	F	L	1.40	247.5	F	L	1.40	247.5	F	
		T	0.54	23.2	C	T	0.57	23.7	C	T	0.57	23.7	C	
Northern Boulavard	WB	L	1.02	124.5	F	L	1.02	122.8	F	L	1.02	122.8	F	
		T	0.90	24.4	C	T	0.93	27.3	C	T	0.93	27.3	C	
		R	0.73	23.6	C	R	0.75	25.1	C	R	0.75	25.1	C	
Prince Street	NB	LTR	1.98	499.1	F	LTR	1.98	499.1	F	LTR	1.98	499.1	F	
Prince Street	SB	LTR	0.80	53.8	D	LTR	0.80	53.8	D	LTR	0.80	53.8	D	
Northern Boulevard Eastbound Service Road	NEB	R	0.53	25.6	C	R	0.53	25.6	C	R	0.53	25.6	C	
Overall Intersection		-	-	**94.4**	**F**	-	-	**93.7**	**F**	-	-	**93.7**	**F**	

TABLE E-8
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SUNDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		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	0.07	12.9	B	L	0.07	12.9	B	L	0.07	12.9	B	
		T	0.79	24.5	C	T	0.82	25.7	C	T	0.82	25.7	C	
Main Street	NB	L	0.30	0.7	A	L	0.30	0.7	A	L	0.30	0.7	A	
Overall Intersection		-	-	**21.7**	**C**	-	-	**22.9**	**C**	-	-	**22.9**	**C**	
Northern Boulevard eastbound at Main Street														
Northern Boulevard	EB	T	0.63	12.0	B	T	0.66	12.1	B	T	0.66	12.1	B	
		R	0.56	13.8	B	R	0.56	13.6	B	R	0.56	13.6	B	
Main Street	NB	TR	0.67	43.6	D	TR	0.67	43.6	D	TR	0.67	43.6	D	
Main Street	SB	T	0.07	40.5	D	T	0.07	40.5	D	T	0.07	40.5	D	
Overall Intersection		-	-	**19.5**	**B**	-	-	**19.3**	**B**	-	-	**19.3**	**B**	
Northern Boulevard at Union Street														
Northern Boulevard	EB	L	0.51	29.8	C	L	0.51	30.2	C	L	0.51	29.2	C	- Modify signal timing: Shift 2 sec from NB/SB LTR (phase C) to EB/WB (phase A). [NB/SB LTR (phase C) green time shifts from 37 sec to 35 sec, EB/WB (phase A) green time shifts from 43 sec to 45 sec (No changes to LPI)]
		TR	0.86	42.9	D	TR	0.90	46.2	D	TR	0.86	41.4	D	
Northern Boulevard	WB	L	0.34	23.3	C	L	0.35	24.1	C	L	0.34	22.5	C	
		TR	0.95	52.6	D	TR	1.00	62.1	E	TR	0.96	51.2	D	
Union Street	NB	LT	0.41	28.4	C	LT	0.41	28.4	C	LT	0.43	30.2	C	
		R	0.21	22.1	C	R	0.21	22.1	C	R	0.22	23.4	C	
Union Street	SB	LT	0.47	29.5	C	LT	0.47	29.5	C	LT	0.49	31.3	C	
		R	0.43	26.5	C	R	0.43	26.5	C	R	0.44	28.2	C	
Overall Intersection		-	-	**42.0**	**D**	-	-	**47.0**	**D**	-	-	**41.5**	**D**	
Northern Boulevard at Parsons Boulevard														
Northern Boulevard	EB	L	0.39	46.9	D	L	0.42	49.6	D	L	0.39	47.2	D	- Modify signal timing: Shift 2 sec from LPI phase to EB/WB phase. [LPI phase green time shifts from 10 sec to 8 sec, EB/WB phase green time shifts from 50 sec to 52 sec]
		T	0.72	33.1	C	T	0.78	35.2	D	T	0.75	32.7	C	
		R	0.31	25.6	C	R	0.31	25.6	C	R	0.30	24.0	C	
Northern Boulevard	WB	L	0.37	35.0	D	L	0.40	38.1	D	L	0.38	35.4	D	
		TR	1.00	61.9	E	TR	1.06	78.4	E	TR	1.02	64.4	E	
Parsons Boulevard	NB	L	0.93	89.9	F	L	0.93	89.9	F	L	0.93	89.9	F	
		TR	0.74	51.6	D	TR	0.74	51.6	D	TR	0.74	51.6	D	
Parsons Boulevard	SB	LTR	1.37	230.6	F	LTR	1.37	230.6	F	LTR	1.37	230.6	F	
Overall Intersection		-	-	**72.9**	**E**	-	-	**78.9**	**E**	-	-	**72.7**	**E**	
Roosevelt Avenue at 108th Street														
Roosevelt Avenue	EB	LTR	0.84	36.5	D	LTR	1.26	159.6	F	LTR	1.26	159.6	F	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.89	34.0	C	LTR	1.29	162.0	F	LTR	1.29	162.0	F	
108th Street	NB	LTR	1.12	136.0	F	LTR	1.12	136.0	F	LTR	1.12	136.0	F	
108th Street	SB	LTR	1.11	134.0	F	LTR	1.11	134.0	F	LTR	1.11	134.0	F	
Overall Intersection		-	-	**71.6**	**E**	-	-	**153.6**	**F**	-	-	**153.6**	**F**	
Roosevelt Avenue at 111th Street														
Roosevelt Avenue	EB	LTR	0.62	5.7	A	LTR	0.90	9.2	A	LTR	0.90	9.2	A	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.84	25.5	C	LTR	1.13	94.4	F	LTR	1.13	94.4	F	
111th Street	NB	LTR	1.09	123.6	F	LTR	1.09	123.6	F	LTR	1.09	123.6	F	
Overall Intersection		-	-	**37.5**	**D**	-	-	**63.8**	**E**	-	-	**63.8**	**E**	
Roosevelt Avenue at 114th Street														
Roosevelt Avenue	EB	LTR	1.15	106.8	F	LTR	2.00+	500+	F	LTR	2.00+	500+	F	- **Unmitigable**
Roosevelt Avenue	WB	LT	1.06	66.8	E	LT	1.53	252.7	F	LT	1.53	252.7	F	
		R	0.26	5.1	A	R	0.64	10.9	B	R	0.64	10.9	B	
114th Street	NB	LTR	1.07	122.4	F	LTR	1.23	181.7	F	LTR	1.23	181.7	F	
114th Street	SB	L	1.13	163.9	F	L	1.21	196.2	F	L	1.21	196.2	F	
		TR	0.59	61.4	E	TR	0.66	70.4	E	TR	0.66	70.4	E	
Overall Intersection		-	-	**89.0**	**F**	-	-	**351.8**	**F**	-	-	**351.8**	**F**	

TABLE E-8
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SUNDAY MIDDAY PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.69	19.9	B	T	0.69	19.9	B	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.68	3.1	A	T	0.68	3.1	A	
Stadium Place North	SB	R	-	13.5	B	R	0.46	1.7	A	R	0.46	1.7	A	
Overall Intersection		**-**	**-**	**1.6**	**A**	**-**	**-**	**10.8**	**B**	**-**	**-**	**10.8**	**B**	
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Roosevelt Avenue	EB	-	-	-	-	T	0.52	3.3	A	T	0.52	3.3	A	
		-	-	-	-	R	0.92	12.8	B	R	0.92	12.8	B	
		LTR	-	13.4	B	TR	(4)	9.1	A	TR	(4)	9.1	A	
Roosevelt Avenue	WB	-	-	-	-	T	0.68	7.1	A	T	0.68	7.1	A	
		-	-	-	-	R	0.24	0.7	A	R	0.24	0.7	A	
		TR	-	0.0	A	TR	(4)	5.7	A	TR	(4)	5.7	A	
Overall Intersection		**-**	**-**	**4.1**	**A**	**-**	**-**	**7.8**	**A**	**-**	**-**	**7.8**	**A**	
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.28	2.6	A	T	0.28	2.6	A	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.41	11.2	B	T	0.41	11.2	B	
Stadium Place South	NB	R	-	22.0	C	R	0.45	28.4	C	R	0.45	28.4	C	
Overall Intersection		**-**	**-**	**5.9**	**A**	**-**	**-**	**12.2**	**B**	**-**	**-**	**12.2**	**B**	
Roosevelt Avenue at 126th Street/ Seaver Way														
Roosevelt Avenue	EB	DefL	1.13	116.0	F	-	-	-	-	-	-	-	-	- **Unmitigable**
		TR	0.47	13.2	B	-	-	-	-	-	-	-	-	
		LTR	(5)	55.0	D	LTR	0.63	18.4	B	LTR	0.63	18.4	B	
Roosevelt Avenue	WB	LTR	0.45	10.3	B	LTR	0.73	16.3	B	LTR	0.73	16.3	B	
126th Street/ Seaver Way	NB	LTR	0.15	36.2	D	LTR	0.29	37.9	D	LTR	0.29	37.9	D	
126th Street/ Seaver Way	SB	L	0.60	47.6	D	DefL	0.93	86.9	F	DefL	0.93	86.9	F	
		TR	0.78	56.7	E	TR	0.71	59.9	E	TR	0.71	59.9	E	
Overall Intersection		**-**	**-**	**37.6**	**D**	**-**	**-**	**27.8**	**C**	**-**	**-**	**27.8**	**C**	
Roosevelt Avenue westbound at College Point Boulevard														
Roosevelt Avenue	WB	LTR	0.54	28.7	C	LTR	0.64	31.4	C	LTR	0.66	32.7	C	- Modify signal timing: Shift 1 sec from EB/WB (phase A) to NB/SB (phase B). [EB/WB (phase A) green time shifts from 29 sec to 28 sec, NB/SB (phase B) green time shifts from 27 sec to 28 sec]
College Point Boulevard	NB	L	0.88	56.3	E	L	0.88	56.5	E	L	0.88	56.3	E	
		T	0.46	8.0	A	T	0.46	8.2	A	T	0.45	7.5	A	
College Point Boulevard	SB	TR	1.14	108.6	F	TR	1.16	115.5	F	TR	1.11	97.2	F	
Overall Intersection		**-**	**-**	**56.8**	**E**	**-**	**-**	**59.2**	**E**	**-**	**-**	**52.3**	**D**	
Roosevelt Avenue eastbound at College Point Boulevard														
Roosevelt Avenue	EB	LTR	0.49	18.6	B	LTR	0.55	19.4	B	LTR	0.55	19.4	B	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
College Point Boulevard	NB	TR	0.62	21.7	C	TR	0.62	21.7	C	TR	0.62	21.7	C	
College Point Boulevard	SB	LT	0.61	5.2	A	LT	0.61	5.0	A	LT	0.61	4.7	A	
Overall Intersection		**-**	**-**	**15.0**	**B**	**-**	**-**	**15.3**	**B**	**-**	**-**	**15.2**	**B**	
Roosevelt Avenue at Prince Street														
Roosevelt Avenue	EB	LT	0.87	39.0	D	LT	1.00	61.3	E	LT	1.00	60.6	E	- **Unmitigable**
		R	0.37	19.1	B	R	0.37	16.7	B	R	0.37	16.5	B	[Intersection delays change as a result of mititgation measures at adjacent intersections.]
Roosevelt Avenue	WB	LTR	0.83	19.2	B	LTR	0.94	28.0	C	LTR	0.94	28.0	C	
Prince Street	SB	LTR	1.02	86.7	F	LTR	1.02	86.7	F	LTR	1.02	86.7	F	
Overall Intersection		**-**	**-**	**41.3**	**D**	**-**	**-**	**50.8**	**D**	**-**	**-**	**50.6**	**D**	
Roosevelt Avenue at Main Street														
Roosevelt Avenue	EB	LTR	0.66	20.4	C	LTR	0.79	21.2	C	LTR	0.79	21.2	C	
Roosevelt Avenue	WB	LTR	0.80	26.2	C	LTR	0.93	27.0	C	LTR	0.93	27.0	C	
Main Street	NB	LTR	0.53	21.3	C	LTR	0.53	21.3	C	LTR	0.53	21.3	C	
Main Street	SB	LTR	0.25	16.2	B	LTR	0.25	16.2	B	LTR	0.25	16.2	B	
Overall Intersection		**-**	**-**	**22.5**	**C**	**-**	**-**	**23.2**	**C**	**-**	**-**	**23.2**	**C**	

TABLE E-8
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SUNDAY MIDDAY PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Roosevelt Avenue at Union Street														
Roosevelt Avenue	EB	LTR	0.79	26.6	C	LTR	0.96	41.6	D	LTR	0.96	41.6	D	- **Unmitigable**
Roosevelt Avenue	WB	LTR	1.07	93.6	F	LTR	1.24	152.3	F	LTR	1.24	152.3	F	
Union Street	NB	LTR	0.58	24.8	C	LTR	0.58	24.8	C	LTR	0.58	24.8	C	
Union Street	SB	LT	1.11	108.7	F	LT	1.11	108.7	F	LT	1.11	108.7	F	
		R	0.77	45.7	D	R	0.77	45.7	D	R	0.77	45.7	D	
Overall Intersection		-	-	**63.8**	**E**	-	-	**83.6**	**F**	-	-	**83.6**	**F**	
Roosevelt Avenue at Parsons Boulevard														
Roosevelt Avenue	EB	LTR	0.62	30.6	C	LTR	0.83	43.5	D	LTR	0.83	43.5	D	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.74	35.1	D	LTR	0.94	56.2	E	LTR	0.94	56.2	E	
Parsons Boulevard	NB	LTR	0.90	51.4	D	LTR	0.90	51.4	D	LTR	0.90	51.4	D	
Parsons Boulevard	SB	LTR	0.79	38.7	D	LTR	0.79	38.7	D	LTR	0.79	38.7	D	
Overall Intersection		-	-	**39.9**	**D**	-	-	**48.1**	**D**	-	-	**48.1**	**D**	
34th Avenue at 126th Street/ Seaver Way		SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Northfield Service Lane (Formerly Shea Road)	EB	LT	0.51	47.7	D	-	-	-	-	-	-	-	-	
		R	1.31	215.0	F	-	-	-	-	-	-	-	-	
34th Avenue	WB	LTR	0.68	55.0	D	LR	0.39	35.5	D	LR	0.39	35.5	D	
126th Street/ Seaver Way	NB	LTR	0.69	30.8	C	TR	0.76	27.9	C	TR	0.76	27.9	C	
126th Street/ Seaver Way (Formerly Northern Boulevard Off-Ramp)	SB	LTR	0.54	26.4	C	LT	0.37	30.4	C	LT	0.37	30.4	C	
Ramp from Whitestone Expressway	SEB	R	0.46	0.8	A	R	0.93	10.2	B	R	0.93	10.2	B	
Overall Intersection		-	-	**43.3**	**D**	-	-	**17.5**	**B**	-	-	**17.5**	**B**	
35th Avenue/Shea Road at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
35th Avenue	EB					L	0.51	26.8	C	L	0.51	26.8	C	- **Unmitigable**
						TR	0.89	52.2	D	TR	0.89	52.2	D	
Shea Road	WB					LTR	0.05	32.3	C	LTR	0.05	32.3	C	
126th Street/ Seaver Way	NB	Intersection not analyzed during the No Action condition				L	0.10	8.5	A	L	0.10	8.5	A	
						TR	0.27	9.9	A	TR	0.27	9.9	A	
126th Street/ Seaver Way	SB					LT	0.17	8.7	A	LT	0.17	8.7	A	
						R	1.01	78.2	E	R	1.01	78.2	E	
Overall Intersection						-	-	**54.8**	**D**	-	-	**54.8**	**D**	
Shea Road at Boat Basin Place		SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Shea Road	EB	-	-	-	-	L	0.50	31.0	C	L	0.50	31.0	C	
		-	-	-	-	TR	0.17	39.5	D	TR	0.17	39.5	D	
Shea Road	WB	-	-	-	-	L	0.38	43.4	D	L	0.38	43.4	D	
		-	-	-	-	T	0.85	53.5	D	T	0.85	53.5	D	
		-	-	-	-	R	0.53	25.9	C	R	0.53	25.9	C	
		LTR	0.56	11.5	B	LTR	(4)	43.8	D	LTR	(4)	43.8	D	
Boat Basin Place	NB	-	-	-	-	L	0.10	40.8	D	L	0.10	40.8	D	
		-	-	-	-	TR	0.03	38.8	D	TR	0.03	38.8	D	
		LTR	0.20	25.5	C	LTR	(4)	39.6	D	LTR	(4)	39.6	D	
Boat Basin Place	SB	-	-	-	-	L	0.85	17.2	B	L	0.85	17.2	B	
		-	-	-	-	T	0.10	5.3	A	T	0.10	5.3	A	
		-	-	-	-	R	0.43	2.9	A	R	0.43	2.9	A	
		LTR	0.90	48.9	D	LTR	(4)	10.6	B	LTR	(4)	10.6	B	
Overall Intersection		-	-	**24.8**	**C**	-	-	**28.3**	**C**	-	-	**28.3**	**C**	
Shea Road at Porte Cochere Exit Ramp														
Porte Cochere Exit Ramp	EB					LT	0.62	31.4	C	LT	0.62	31.4	C	
						R	0.07	0.1	A	R	0.07	0.1	A	
Shea Road	NB					T	0.16	11.3	B	T	0.16	11.3	B	
		Intersection does not exist in the No Action condition				R	0.00	0.0	A	R	0.00	0.0	A	
Shea Road	SB					L	0.00	0.0	A	L	0.00	0.0	A	
						T	0.57	16.1	B	T	0.57	16.1	B	
Overall Intersection						-	-	**17.8**	**B**	-	-	**17.8**	**B**	

TABLE E-8
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SUNDAY MIDDAY PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Grand Central Parkway westbound exit ramp	EB	L	-	16.1	C	L	0.65	53.1	D	L	0.65	53.1	D	
		-	-	-	-	T	0.32	31.9	C	T	0.32	31.9	C	
		R	-	12.7	B	R	0.88	39.7	D	R	0.88	39.7	D	
Podium Parking West Access	WB	-	-	-	-	L	0.69	43.3	D	L	0.69	43.3	D	
		-	-	-	-	TR	0.92	54.7	D	TR	0.92	54.7	D	
Shea Road	NB	-	-	-	-	L	0.92	50.6	D	L	0.92	50.6	D	
		-	-	-	-	TR	0.13	19.2	B	TR	0.13	19.2	B	
		T	-	0.0	A	LTR	(4)	41.5	D	LTR	(4)	41.5	D	
Shea Road	SB	-	-	-	-	L	0.17	25.3	C	L	0.17	25.3	C	
		TR	-	0.0	A	TR	0.95	53.2	D	TR	0.95	53.2	D	
Overall Intersection		**-**	**-**	**7.7**	**A**	**-**	**-**	**46.2**	**D**	**-**	**-**	**46.2**	**D**	
Shea Road at Tower Parking Access			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Tower Parking Access (Formerly Citi Field Entrance 4)	WB	LTR	-	17.8	C	LR	0.57	29.2	C	LR	0.57	29.2	C	
Shea Road	NB	LTR	-	6.8	A	TR	0.73	22.7	C	TR	0.73	22.7	C	
Shea Road	SB	-	-	-	-	L	0.65	37.8	D	L	0.65	37.8	D	
		-	-	-	-	T	0.50	14.1	B	T	0.50	14.1	B	
		LTR	-	0.0	A	LT	(4)	20.5	C	LT	(4)	20.5	C	
Overall Intersection		**-**	**-**	**2.4**	**A**	**-**	**-**	**22.7**	**C**	**-**	**-**	**22.7**	**C**	
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Stadium Place North	WB	LR	-	49.6	E	LTR	0.28	25.2	C	LTR	0.28	25.2	C	
Shea Road	NB	-	-	-	-	L	0.01	27.6	C	L	0.01	27.6	C	
		TR	-	0.0	A	TR	0.86	46.7	D	TR	0.86	46.7	D	
Shea Road	SB	LT	-	0.5	A	LT	0.95	29.9	C	LT	0.95	29.9	C	
		-	-	-	-	R	0.33	0.5	A	R	0.33	0.5	A	
Overall Intersection		**-**	**-**	**19.2**	**C**	**-**	**-**	**28.6**	**C**	**-**	**-**	**28.6**	**C**	
Shea Road at Olmsted Drive			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Olmsted Drive	WB	-	-	-	-	L	0.20	41.1	D	L	0.20	41.1	D	
		-	-	-	-	R	0.88	48.3	D	R	0.88	48.3	D	
		LR	-	407.0	F	LR	(4)	47.8	D	LR	(4)	47.8	D	
Shea Road	NB	TR	-	0.0	A	TR	0.59	14.1	B	TR	0.59	14.1	B	
Shea Road	SB	-	-	-	-	L	0.95	41.5	D	L	0.95	41.5	D	
		-	-	-	-	T	0.25	2.7	A	T	0.25	2.7	A	
		LT	-	22.0	C	LT	(4)	25.4	C	LT	(4)	25.4	C	
Overall Intersection		**-**	**-**	**15.1**	**C**	**-**	**-**	**25.1**	**C**	**-**	**-**	**25.1**	**C**	
34th Avenue at 114th Street														
34th Avenue	EB	T	0.35	11.1	B	T	0.35	11.1	B	T	0.35	11.1	B	
		R	0.07	8.5	A	R	0.07	8.5	A	R	0.07	8.5	A	
114th Street	NB	R	0.23	0.3	A	R	0.30	0.5	A	R	0.30	0.5	A	
114th Street	SB	L	0.75	37.4	D	L	0.73	36.5	D	L	0.73	36.5	D	
		T	0.80	50.6	D	T	0.80	50.6	D	T	0.80	50.6	D	
		R	0.10	0.1	A	R	0.10	0.1	A	R	0.10	0.1	A	
Overall Intersection		**-**	**-**	**19.8**	**B**	**-**	**-**	**18.1**	**B**	**-**	**-**	**18.1**	**B**	
Marina Road at Boat Basin Place			NEW SIGNAL				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Marina Road	EB	TR	0.03	8.6	A	TR	0.13	44.1	D	TR	0.13	44.1	D	
Marina Road	WB	L	0.81	27.1	C	L	0.81	41.0	D	L	0.81	41.0	D	
		T	0.22	10.2	B	LT	0.78	38.9	D	LT	0.78	38.9	D	
Boat Basin Place	NB	L	0.56	44.9	D	L	0.58	53.6	D	L	0.58	53.6	D	
		R	0.14	32.8	C	R	0.58	54.4	D	R	0.58	54.4	D	
Overall Intersection		**-**	**-**	**25.1**	**C**	**-**	**-**	**42.8**	**D**	**-**	**-**	**42.8**	**D**	
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Area B Parking Structure Access (Formerly Citi Field Entrance 1)	EB	LR	-	13.5	B	LR	0.20	24.7	C	LR	0.20	24.7	C	
126th Street/ Seaver Way	NB	-	-	-	-	L	0.29	14.7	B	L	0.29	14.7	B	
		-	-	-	-	T	0.29	14.3	B	T	0.29	14.3	B	
		LT	-	1.2	A	LT	(4)	14.4	B	LT	(4)	14.4	B	
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	0.70	41.8	D	TR	0.70	41.8	D	
Overall Intersection		**-**	**-**	**0.7**	**A**	**-**	**-**	**27.5**	**C**	**-**	**-**	**27.5**	**C**	

TABLE E-8
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SUNDAY MIDDAY PEAK HOUR

INTERSECTION & APPROACH		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
UNSIGNALIZED INTERSECTIONS														
Northern Boulevard eastbound at 126th Place														
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
126th Place	NB	R	-	11.8	B	R	-	11.4	B	R	-	11.4	B	
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**0.4**	**A**	**-**	**-**	**0.4**	**A**	
Roosevelt Avenue at Citi Field Entrance 3														
Roosevelt Avenue	EB	LT	-	0.8	A	Intersection does not exist in the With Action condition								
Roosevelt Avenue	WB	TR	-	0.0	A									
Citi Field Entrance 3	SB	R	-	0.0	A									
Overall Intersection		**-**	**-**	**0.5**	**A**									
Roosevelt Avenue at Southfield Parking Lot														
Roosevelt Avenue	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Roosevelt Avenue	WB	LT	-	0.1	A									
Southfield Parking Lot	NB	L	-	28.6	D									
		R	-	12.6	B									
Overall Intersection		**-**	**-**	**0.3**	**A**									
Shea Road at Northfield Parking Structure North Access 1														
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 1	SB					R	-	17.6	C	R	-	17.6	C	
Overall Intersection						**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
Shea Road at Northfield Parking Structure North Access 2														
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 2	SB					R	-	15.7	C	R	-	15.7	C	
Overall Intersection						**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
Shea Road at Northfield Parking Structure South/North Access 3														
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A	TR	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure South Access	NB					L	-	31.3	D	L	-	31.3	D	
						R	-	10.8	B	R	-	10.8	B	
Northfield Parking Structure North Access 3	SB					R	-	14.1	B	R	-	14.1	B	
Overall Intersection						**-**	**-**	**0.5**	**A**	**-**	**-**	**0.5**	**A**	
Shea Road at Mets Truck Loading														
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A	TR	-	0.0	A	
Shea Road	WB					LT	-	0.0	A	LT	-	0.0	A	
Overall Intersection						**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	
Shea Road at Citi Field Entrance 10														
Shea Road	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Shea Road	WB	LT	-	0.0	A									
Citi Field Entrance 10	NB	LR	-	12.5	B									
Overall Intersection		**-**	**-**	**0.1**	**A**									
Shea Road/ Citi Field Entrance 8 at Boat Basin Place														
Shea Road	EB	LTR	-	31.4	E	Intersection does not exist in the With Action condition								
Citi Field Entrance 8	WB	R	-	8.3	A									
Boat Basin Place	NB	TR	-	0.0	A									
Boat Basin Place	SB	LT	-	0.0	A									
Overall Intersection		**-**	**-**	**6.3**	**A**									

TABLE E-8
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SUNDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Shea Road at Citi Field Entrance 6 and 7														
Citi Field Entrance 7	EB	LTR	-	10.8	B									
Citi Field Entrance 6	WB	LTR	-	0.0	A									
Shea Road	NB	LTR	-	0.1	A	Intersection does not exist in the With Action condition								
Shea Road	SB	LTR	-	0.0	A									
Overall Intersection		**-**	**-**	**0.1**	**A**									
Shea Road at Meridian Road							TA CONTROLLED				TA CONTROLLED			
Meridian Road	WB	LR	-	11.3	B	LR	0.67	41.1	D	LR	0.67	41.1	D	
Shea Road	NB	TR	-	39.2	E	TR	0.98	39.7	D	TR	0.98	39.7	D	
Shea Road	SB	L	-	9.0	A	L	0.50	49.8	D	L	0.5	49.8	D	
		T	-	7.8	A	T	0.30	5.6	A	T	0.3	5.6	A	
Overall Intersection		**-**	**-**	**31.3**	**D**	**-**	**-**	**32.9**	**C**	**-**	**-**	**32.9**	**C**	
Shea Road at Grand Central Parkway westbound exit ramp (9P)							TA CONTROLLED				TA CONTROLLED			
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	41.7	E	L	0.86	20.1	C	L	0.86	20.1	C	
		R	-	10.4	B	R	0.16	0.2	A	R	0.16	0.2	A	
Shea Road	NB	LT	-	3.1	A	LT	0.51	24.4	C	LT	0.51	24.4	C	
Shea Road	SB	TR	-	0.0	A	TR	0.79	30.5	C	TR	0.79	30.5	C	
Overall Intersection		**-**	**-**	**25.1**	**D**	**-**	**-**	**19.7**	**B**	**-**	**-**	**19.7**	**B**	
Shea Road at New York Avenue							TA CONTROLLED				TA CONTROLLED			
New York Avenue	WB	LR	-	14.1	B	LR	0.03	25.9	C	LR	0.03	25.9	C	
Shea Road	NB	TR	-	0.0	A	TR	0.14	4.9	A	TR	0.14	4.9	A	
Shea Road	SB	LT	-	6.2	A	LT	0.89	24.0	C	LT	0.89	24.0	C	
Overall Intersection		**-**	**-**	**4.3**	**A**	**-**	**-**	**20.1**	**C**	**-**	**-**	**20.1**	**C**	
126th Street/ Seaver Way at Citi Field Entrance 11														
Citi Field Entrance 11	EB	LR	-	106.1	F	LR	-	0.0	A	LR	-	0.0	A	
126th Street/ Seaver Way	NB	LT	-	0.4	A	T	-	0.0	A	T	-	0.0	A	
126th Street/ Seaver Way	SB	TR	-	0.0	A	T	-	0.0	A	T	-	0.0	A	
Overall Intersection		**-**	**-**	**1.0**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	
36th Avenue at 126th Street/ Seaver Way														
36th Avenue	WB	LR	-	12.2	B									
126th Street/ Seaver Way	NB	TR	-	0.0	A									
126th Street/ Seaver Way	SB	LT	-	0.1	A	Intersection not analyzed during the With Action condition								
Overall Intersection		**-**	**-**	**0.2**	**A**									
126th Street/ Seaver Way at Southfield Parking Lot														
Southfield Parking Lot East Access	WB					LR	-	8.2	A	LR	-	8.2	A	
126th Street/ Seaver Way	NB	Intersection does not exist in the No Action condition				LT	-	7.5	A	LT	-	7.5	A	
126th Street/ Seaver Way	SB					TR	-	7.5	A	TR	-	7.5	A	
Overall Intersection						**-**	**-**	**7.5**	**A**	**-**	**-**	**7.5**	**A**	
Stadium Place South at Southfield Parking Lot							TA CONTROLLED				TA CONTROLLED			
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	LR	-	15.0	C	LR	0.23	33.5	C	LR	0.23	33.5	C	
Stadium Place South	NB	-	-	-	-	T	0.27	1.2	A	T	0.27	1.2	A	
		-	-	-	-	R	0.82	8.2	A	R	0.82	8.2	A	
		TR	-	0.0	A	TR	(4)	6.3	A	TR	(4)	6.3	A	
Stadium Place South	SB	LT	-	0.0	A	LT	0.84	18.8	B	LT	0.84	18.8	B	
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**11.9**	**B**	**-**	**-**	**11.9**	**B**	
Stadium Place South at Olmsted Drive														
Olmsted Drive	EB	-	-	-	-	L	-	13.8	B	L	-	13.8	B	
		-	-	-	-	T	-	0.0	A	T	-	0.0	A	
		LT	-	11.0	B	LT	(4)	13.7	B	LT	(4)	13.7	B	
Olmsted Drive	WB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Stadium Place South	SB	LR	-	0.0	A	LR	-	11.3	B	LR	-	11.3	B	
Overall Intersection		**-**	**-**	**10.9**	**B**	**-**	**-**	**13.0**	**B**	**-**	**-**	**13.0**	**B**	

TABLE E-8
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SUNDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
New York Avenue at United Nations Avenue North							TA CONTROLLED				TA CONTROLLED			
United Nations Avenue North	EB	TR	-	0.0	A	TR	0.07	16.8	B	TR	0.07	16.8	B	
United Nations Avenue North	WB	LT	-	11.1	B	LT	0.04	16.5	B	LT	0.04	16.5	B	
New York Avenue	NB	LR	-	(3)	F	LR	0.67	12.5	B	LR	0.67	12.5	B	
Overall Intersection		**-**	**-**	**(3)**	**F**	**-**	**-**	**12.7**	**B**	**-**	**-**	**12.7**	**B**	

(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) As a result of the project roadway improvements under the With Action condition the lane group configuration has been modified; the approach delay is shown for impact analysis comparison purposes.
(5) 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.
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 E-9
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SUNDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Mvt.	V/C	Control Delay	LOS	2030 With Action Mvt.	V/C	Control Delay	LOS	2030 Mitigation Mvt.	V/C	Control Delay	LOS	Mitigation Measure
SIGNALIZED INTERSECTIONS														
Astoria Boulevard at 108th Street/ 31st Drive														
Astoria Boulevard	EB	L	0.13	20.5	C	L	0.14	20.8	C	L	0.14	20.8	C	
		TR	0.40	21.8	C	TR	0.42	22.1	C	TR	0.42	22.1	C	
Astoria Boulevard	WB	L	0.61	11.4	B	L	0.65	14.4	B	L	0.65	14.4	B	
		TR	0.43	2.1	A	TR	0.46	2.1	A	TR	0.46	2.1	A	
108th Street	NB	L	0.37	23.4	C	L	0.37	23.4	C	L	0.37	23.4	C	
		TR	0.20	20.3	C	TR	0.20	20.3	C	TR	0.20	20.3	C	
31st Drive	SB	LT	0.30	21.8	C	LT	0.30	21.8	C	LT	0.30	21.8	C	
		R	0.01	18.2	B	R	0.01	18.2	B	R	0.01	18.2	B	
Overall Intersection		-	-	**12.1**	**B**	-	-	**12.3**	**B**	-	-	**12.3**	**B**	
Astoria Boulevard at Ditmars Boulevard/ 111th Street														
Astoria Boulevard	EB	T	0.25	35.8	D	T	0.27	36.2	D	T	0.27	36.2	D	
Astoria Boulevard	WB	TR	0.76	23.9	C	TR	0.81	25.5	C	TR	0.81	25.5	C	
111th Street	NB	LTR	0.70	54.0	D	LTR	0.70	54.0	D	LTR	0.70	54.0	D	
Ditmars Boulevard	SB	L	0.71	37.2	D	L	0.71	37.2	D	L	0.71	37.2	D	
		R	0.11	27.7	C	R	0.11	27.7	C	R	0.11	27.7	C	
Overall Intersection		-	-	**32.8**	**C**	-	-	**34.2**	**C**	-	-	**34.2**	**C**	
Northern Boulevard at 108th Street														
Northern Boulevard	EB	L	0.14	52.3	D	L	0.14	52.3	D	L	0.14	52.3	D	- **Partially Mitigated** Modify signal timing: Shift 1 sec from LPI phase to EB/WB phase. [LPI phase green time shifts from 10 sec to 9 sec, EB/WB phase green time shifts from 64 sec to 65 sec]
		T	1.25	149.7	F	T	1.37	202.4	F	T	1.35	192.6	F	
		R	0.15	14.7	B	R	0.15	14.7	B	R	0.14	14.2	B	
Northern Boulevard	WB	L	0.86	99.4	F	L	0.80	90.0	F	L	0.80	90.0	F	
		T	1.31	174.5	F	T	1.33	185.8	F	T	1.31	176.4	F	
		R	0.31	17.1	B	R	0.29	16.8	B	R	0.29	16.1	B	
108th Street	NB	LTR	1.11	140.1	F	LTR	1.11	140.1	F	LTR	1.11	140.1	F	
108th Street	SB	LTR	1.11	133.8	F	LTR	1.11	133.8	F	LTR	1.11	133.8	F	
Overall Intersection		-	-	**142.3**	**F**	-	-	**166.0**	**F**	-	-	**159.1**	**F**	
Northern Boulevard at 114th Street														
Northern Boulevard	EB	T	0.76	27.0	C	T	0.85	31.9	C	T	0.85	31.9	C	- **Unmitigable**
		R	0.52	21.9	C	R	0.52	21.9	C	R	0.52	21.9	C	
Northern Boulevard	WB	L	1.23	141.9	F	L	1.24	153.6	F	L	1.24	153.6	F	
		T	1.36	183.2	F	T	1.34	176.4	F	T	1.34	176.4	F	
114th Street	SB	LTR	0.53	47.3	D	LTR	0.53	47.3	D	LTR	0.53	47.3	D	
Overall Intersection		-	-	**114.1**	**F**	-	-	**110.8**	**F**	-	-	**110.8**	**F**	
Northern Boulevard westbound at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Northern Boulevard	WB	T	0.53	8.9	A	T	0.84	26.1	C	T	0.84	26.1	C	
126th Street/ Seaver Way	NB	L	0.67	6.6	A	L	0.64	4.0	A	L	0.64	4.0	A	
Overall Intersection		-	-	**8.3**	**A**	-	-	**19.7**	**B**	-	-	**19.7**	**B**	
Northern Boulevard eastbound at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Northern Boulevard	EB	T	0.44	35.9	D	T	0.73	54.4	D	T	0.73	54.4	D	
		-	-	-	-	R	0.24	13.1	B	R	0.24	13.1	B	
126th Street/ Seaver Way	NB	T	0.68	31.8	C	T	0.65	25.8	C	T	0.65	25.8	C	
		R	0.69	36.5	D	R	0.61	26.7	C	R	0.61	26.7	C	
Grand Central Parkway eastbound Off-Ramp	NEB	R	0.91	48.5	D	R	0.88	48.9	D	R	0.88	48.9	D	
Overall Intersection		-	-	**40.8**	**D**	-	-	**36.8**	**D**	-	-	**36.8**	**D**	
Northern Boulevard at Prince Street														
Northern Boulevard	EB	L	1.51	295.3	F	L	1.49	286.6	F	L	1.49	286.6	F	
		T	0.72	27.3	C	T	0.74	27.9	C	T	0.74	27.9	C	
Northern Boulavard	WB	L	0.78	85.5	F	L	0.78	84.2	F	L	0.78	84.2	F	
		T	0.74	18.9	B	T	0.80	20.0	B	T	0.80	20.0	B	
		R	0.50	17.3	B	R	0.53	17.4	B	R	0.53	17.4	B	
Prince Street	NB	LTR	2.00+	500+	F	LTR	2.00+	500+	F	LTR	2.00+	500+	F	
Prince Street	SB	LTR	0.84	56.8	E	LTR	0.84	56.8	E	LTR	0.84	56.8	E	
Northern Boulevard Eastbound Service Road	NEB	R	0.44	23.3	C	R	0.44	23.3	C	R	0.44	23.3	C	
Overall Intersection		-	-	**104.5**	**F**	-	-	**101.1**	**F**	-	-	**101.1**	**F**	

TABLE E-9
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SUNDAY PM PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		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	0.09	13.1	B	L	0.09	13.1	B	L	0.09	13.1	B	
		T	0.62	19.7	B	T	0.68	20.9	C	T	0.68	20.9	C	
Main Street	NB	L	0.29	2.7	A	L	0.29	2.7	A	L	0.29	2.7	A	
Overall Intersection		-	-	**17.2**	**B**	-	-	**18.4**	**B**	-	-	**18.4**	**B**	
Northern Boulevard eastbound at Main Street														
Northern Boulevard	EB	T	0.79	13.5	B	T	0.82	14.2	B	T	0.82	14.2	B	
		R	0.57	13.8	B	R	0.56	13.9	B	R	0.56	13.9	B	
Main Street	NB	TR	0.61	41.8	D	TR	0.61	41.8	D	TR	0.61	41.8	D	
Main Street	SB	T	0.09	39.1	D	T	0.09	39.1	D	T	0.09	39.1	D	
Overall Intersection		-	-	**18.8**	**B**	-	-	**19.1**	**B**	-	-	**19.1**	**B**	
Northern Boulevard at Union Street														
Northern Boulevard	EB	L	0.58	32.0	C	L	0.58	33.3	C	L	0.58	33.3	C	
		TR	0.86	42.4	D	TR	0.90	45.4	D	TR	0.90	45.4	D	
Northern Boulevard	WB	L	0.30	22.7	C	L	0.31	23.4	C	L	0.31	23.4	C	
		TR	0.86	42.7	D	TR	0.95	51.8	D	TR	0.95	51.8	D	
Union Street	NB	LT	0.37	27.7	C	LT	0.37	27.7	C	LT	0.37	27.7	C	
		R	0.22	22.2	C	R	0.22	22.2	C	R	0.22	22.2	C	
Union Street	SB	LT	0.35	27.1	C	LT	0.35	27.1	C	LT	0.35	27.1	C	
		R	0.36	25.0	C	R	0.36	25.0	C	R	0.36	25.0	C	
Overall Intersection		-	-	**38.2**	**D**	-	-	**43.0**	**D**	-	-	**43.0**	**D**	
Northern Boulevard at Parsons Boulevard														
Northern Boulevard	EB	L	0.30	37.1	D	L	0.33	43.2	D	L	0.33	43.2	D	
		T	0.77	35.1	D	T	0.83	38.4	D	T	0.83	38.4	D	
		R	0.29	25.1	C	R	0.29	25.0	C	R	0.29	25.0	C	
Northern Boulevard	WB	L	0.40	38.4	D	L	0.43	42.6	D	L	0.43	42.6	D	
		TR	0.86	40.7	D	TR	0.97	53.9	D	TR	0.97	53.9	D	
Parsons Boulevard	NB	L	0.94	93.1	F	L	0.94	93.1	F	L	0.94	93.1	F	
		TR	0.66	47.6	D	TR	0.66	47.6	D	TR	0.66	47.6	D	
Parsons Boulevard	SB	LTR	1.36	225.1	F	LTR	1.36	225.1	F	LTR	1.36	225.1	F	
Overall Intersection		-	-	**65.4**	**E**	-	-	**69.8**	**E**	-	-	**69.8**	**E**	
Roosevelt Avenue at 108th Street														
Roosevelt Avenue	EB	LTR	0.76	31.4	C	LTR	1.26	157.3	F	LTR	1.26	157.3	F	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.93	35.1	D	LTR	1.36	192.6	F	LTR	1.36	192.6	F	
108th Street	NB	LTR	1.17	154.8	F	LTR	1.17	154.8	F	LTR	1.17	154.8	F	
108th Street	SB	LTR	1.10	130.5	F	LTR	1.10	130.5	F	LTR	1.10	130.5	F	
Overall Intersection		-	-	**73.4**	**E**	-	-	**166.2**	**F**	-	-	**166.2**	**F**	
Roosevelt Avenue at 111th Street														
Roosevelt Avenue	EB	LTR	0.63	7.6	A	LTR	1.01	21.3	C	LTR	1.01	21.3	C	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.98	46.7	D	LTR	1.32	174.1	F	LTR	1.32	174.1	F	
111th Street	NB	LTR	0.74	57.4	E	LTR	0.74	57.4	E	LTR	0.74	57.4	E	
Overall Intersection		-	-	**33.9**	**C**	-	-	**97.3**	**F**	-	-	**97.3**	**F**	
Roosevelt Avenue at 114th Street														
Roosevelt Avenue	EB	LTR	1.15	109.2	F	LTR	2.00+	500+	F	LTR	2.00+	500+	F	- **Unmitigable**
Roosevelt Avenue	WB	LT	1.27	150.7	F	LT	1.87	406.7	F	LT	1.87	406.7	F	
		R	0.93	37.2	D	R	1.84	394.5	F	R	1.84	394.5	F	
114th Street	NB	LTR	1.08	129.0	F	LTR	1.32	221.7	F	LTR	1.32	221.7	F	
114th Street	SB	L	1.15	186.5	F	L	1.29	240.9	F	L	1.29	240.9	F	
		TR	1.03	132.5	F	TR	1.13	165.1	F	TR	1.13	165.1	F	
Overall Intersection		-	-	**114.3**	**F**	-	-	**500+**	**F**	-	-	**500+**	**F**	

TABLE E-9
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SUNDAY PM PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
			Control				Control				Control			
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.63	19.2	B	T	0.63	19.2	B	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.72	3.6	A	T	0.72	3.6	A	
Stadium Place North	SB	R	-	28.4	D	R	0.76	5.1	A	R	0.76	5.1	A	
Overall Intersection		**-**	**-**	**4.8**	**A**	**-**	**-**	**10.1**	**B**	**-**	**-**	**10.1**	**B**	
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Roosevelt Avenue	EB	-	-	-	-	T	0.62	4.1	A	T	0.62	4.1	A	
		-	-	-	-	R	0.74	5.0	A	R	0.74	5.0	A	
		LTR	-	11.0	B	TR	(4)	4.6	A	TR	(4)	4.6	A	
Roosevelt Avenue	WB	-	-	-	-	T	0.72	5.9	A	T	0.72	5.9	A	
		-	-	-	-	R	0.52	2.4	A	R	0.52	2.4	A	
		TR	-	0.0	A	TR	(4)	4.8	A	TR	(4)	4.8	A	
Overall Intersection		**-**	**-**	**2.3**	**A**	**-**	**-**	**4.7**	**A**	**-**	**-**	**4.7**	**A**	
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Roosevelt Avenue	EB	T	-	0.0	A	T	0.33	2.7	A	T	0.33	2.7	A	
Roosevelt Avenue	WB	T	-	0.0	A	T	0.55	13.0	B	T	0.55	13.0	B	
Stadium Place South	NB	R	-	11.9	B	R	0.33	26.1	C	R	0.33	26.1	C	
Overall Intersection		**-**	**-**	**1.1**	**A**	**-**	**-**	**11.5**	**B**	**-**	**-**	**11.5**	**B**	
Roosevelt Avenue at 126th Street/ Seaver Way														
Roosevelt Avenue	EB	LTR	0.61	15.9	B	LTR	0.46	12.2	B	LTR	0.46	12.2	B	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.34	9.1	A	LTR	0.43	10.0	A	LTR	0.43	10.0	A	
126th Street/ Seaver Way	NB	-	-	-	-	LT	0.17	37.1	D	LT	0.17	37.1	D	
		-	-	-	-	DefR	0.99	97.1	F	DefR	0.99	97.1	F	
		LTR	0.15	36.0	D	LTR	(5)	89.9	F	LTR	(5)	89.9	F	
126th Street/ Seaver Way	SB	L	0.56	30.2	C	-	-	-	-	-	-	-	-	
		TR	0.61	31.5	C	-	-	-	-	-	-	-	-	
		LTR	(4)	30.9	C	LTR	1.00	90.0	F	LTR	1.00	90.0	F	
Overall Intersection		**-**	**-**	**16.9**	**B**	**-**	**-**	**34.4**	**C**	**-**	**-**	**34.4**	**C**	
Roosevelt Avenue westbound at College Point Boulevard														
Roosevelt Avenue	WB	LTR	0.40	25.6	C	LTR	0.54	30.1	C	LTR	0.54	30.1	C	
College Point Boulevard	NB	L	0.80	48.8	D	L	0.80	49.1	D	L	0.80	49.1	D	
		T	0.56	11.9	B	T	0.58	12.7	B	T	0.58	12.7	B	
College Point Boulevard	SB	TR	0.89	42.3	D	TR	0.91	44.8	D	TR	0.91	44.8	D	
Overall Intersection		**-**	**-**	**28.1**	**C**	**-**	**-**	**30.0**	**C**	**-**	**-**	**30.0**	**C**	
Roosevelt Avenue eastbound at College Point Boulevard														
Roosevelt Avenue	EB	LTR	0.57	19.9	B	LTR	0.67	21.9	C	LTR	0.67	21.9	C	
College Point Boulevard	NB	TR	0.70	23.3	C	TR	0.70	23.3	C	TR	0.70	23.3	C	
College Point Boulevard	SB	LT	0.55	5.4	A	LT	0.55	5.1	A	LT	0.55	5.1	A	
Overall Intersection		**-**	**-**	**16.9**	**B**	**-**	**-**	**17.6**	**B**	**-**	**-**	**17.6**	**B**	
Roosevelt Avenue at Prince Street														
Roosevelt Avenue	EB	LT	0.86	39.7	D	LT	1.05	73.0	E	LT	1.05	73.0	E	- **Unmitigable**
		R	0.38	20.3	C	R	0.39	17.1	B	R	0.39	17.1	B	
Roosevelt Avenue	WB	LTR	0.72	14.8	B	LTR	0.87	21.4	C	LTR	0.87	21.4	C	
Prince Street	SB	LTR	1.01	86.5	F	LTR	1.01	86.5	F	LTR	1.01	86.5	F	
Overall Intersection		**-**	**-**	**41.1**	**D**	**-**	**-**	**52.9**	**D**	**-**	**-**	**52.9**	**D**	
Roosevelt Avenue at Main Street														
Roosevelt Avenue	EB	LTR	0.68	21.0	C	LTR	0.84	22.8	C	LTR	0.84	22.8	C	- [Intersection delays change as a result of mititgation measures at adjacent intersections.]
Roosevelt Avenue	WB	LTR	0.68	23.1	C	LTR	0.87	23.2	C	LTR	0.87	22.6	C	
Main Street	NB	LTR	0.51	20.5	C	LTR	0.51	20.5	C	LTR	0.51	20.5	C	
Main Street	SB	LTR	0.31	17.1	B	LTR	0.31	17.1	B	LTR	0.31	17.1	B	
Overall Intersection		**-**	**-**	**21.1**	**C**	**-**	**-**	**21.9**	**C**	**-**	**-**	**21.6**	**C**	

TABLE E-9
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SUNDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
Roosevelt Avenue at Union Street														
Roosevelt Avenue	EB	LTR	0.84	28.0	C	LTR	1.11	80.7	F	LTR	1.02	51.8	D	- **Partially Mitigated** Modify signal timing: Shift 2 sec from LPI phase to EB/WB phase. [LPI phase green time shifts from 10 sec to 8 sec, EB/WB phase green time shifts from 34 sec to 36 sec]
Roosevelt Avenue	WB	LTR	0.97	65.8	E	LTR	1.24	154.3	F	LTR	1.17	124.7	F	
Union Street	NB	LTR	0.42	21.5	C	LTR	0.42	21.5	C	LTR	0.42	21.5	C	
Union Street	SB	LT	1.10	107.9	F	LT	1.10	107.9	F	LT	1.10	107.9	F	
		R	0.62	33.3	C	R	0.62	33.3	C	R	0.62	33.3	C	
Overall Intersection		-	-	**54.9**	**D**	-	-	**95.2**	**F**	-	-	**78.5**	**E**	
Roosevelt Avenue at Parsons Boulevard														
Roosevelt Avenue	EB	LTR	0.59	28.9	C	LTR	0.82	41.3	D	LTR	0.82	41.3	D	- **Unmitigable**
Roosevelt Avenue	WB	LTR	0.63	30.0	C	LTR	0.94	56.5	E	LTR	0.94	56.5	E	
Parsons Boulevard	NB	LTR	0.90	53.5	D	LTR	0.90	53.5	D	LTR	0.90	53.5	D	
Parsons Boulevard	SB	LTR	0.86	44.8	D	LTR	0.86	44.8	D	LTR	0.86	44.8	D	
Overall Intersection		-	-	**40.8**	**D**	-	-	**49.3**	**D**	-	-	**49.3**	**D**	
34th Avenue at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Northfield Service Lane (Formerly Shea Road)	EB	LT	0.64	54.7	D	-	-	-	-	-	-	-	-	
		R	0.79	70.3	E	-	-	-	-	-	-	-	-	
		LTR	(4)	62.7	E	L	0.57	53.1	D	L	0.57	53.1	D	
34th Avenue	WB	LTR	1.34	226.2	F	LR	0.74	52.7	D	LR	0.74	52.7	D	
126th Street/ Seaver Way	NB	LTR	0.59	26.7	C	TR	0.51	27.8	C	TR	0.51	27.8	C	
126th Street/ Seaver Way (Formerly Northern Boulevard Off-Ramp)	SB	LTR	0.11	19.4	B	LT	0.27	6.7	A	LT	0.27	6.7	A	
Ramp from Whitestone Expressway	SEB	LR	0.18	40.9	D	R	0.86	37.6	D	R	0.86	37.6	D	
Overall Intersection		-	-	**75.2**	**E**	-	-	**34.7**	**C**	-	-	**34.7**	**C**	
35th Avenue/Shea Road at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
35th Avenue	EB	Intersection not analyzed during the No Action condition				L	0.73	31.7	C	L	0.73	31.7	C	
						TR	0.31	23.3	C	TR	0.31	23.3	C	
Shea Road	WB					LTR	0.23	49.2	D	LTR	0.23	49.2	D	
126th Street/ Seaver Way	NB					LTR	0.32	20.8	C	LTR	0.32	20.8	C	
126th Street/ Seaver Way	SB					LT	0.28	19.6	B	LT	0.28	19.6	B	
						R	0.58	1.0	A	R	0.58	1.0	A	
Overall Intersection						-	-	**15.6**	**B**	-	-	**15.6**	**B**	
Shea Road at Boat Basin Place		SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL				
Shea Road	EB	-	-	-	-	L	0.71	53.1	D	L	0.71	53.1	D	
		-	-	-	-	TR	0.13	37.5	D	TR	0.13	37.5	D	
Shea Road	WB	-	-	-	-	L	0.68	36.7	D	L	0.68	36.7	D	
Shea Road		LT	0.46	29.8	C	T	0.86	41.8	D	T	0.86	41.8	D	
		R	0.12	25.4	C	R	0.47	0.5	A	R	0.47	0.5	A	
Boat Basin Place	NB	L	0.33	0.5	A	L	0.13	33.6	C	L	0.13	33.6	C	
		TR	1.18	108.0	F	T	0.01	28.9	C	T	0.01	28.9	C	
		-	-	-	-	R	0.09	29.9	C	R	0.09	29.9	C	
Boat Basin Place	SB	-	-	-	-	LT	0.77	49.4	D	LT	0.77	49.4	D	
		-	-	-	-	R	0.74	28.5	C	R	0.74	28.5	C	
		LTR	1.06	85.3	F	LTR	(4)	37.4	D	LTR	(4)	37.4	D	
Overall Intersection		-	-	**69.1**	**E**	-	-	**27.6**	**C**	-	-	**27.6**	**C**	
Shea Road at Porte Cochere Exit Ramp														
Porte Cochere Exit Ramp	EB	Intersection does not exist in the No Action condition				LT	0.76	36.6	D	LT	0.76	36.6	D	
						R	0.06	0.1	A	R	0.06	0.1	A	
Shea Road	NB					T	0.20	11.6	B	T	0.20	11.6	B	
						R	0.00	0.0	A	R	0.00	0.0	A	
Shea Road	SB					L	0.02	10.3	B	L	0.02	10.3	B	
						T	0.71	19.0	B	T	0.71	19.0	B	
Overall Intersection						-	-	**20.7**	**C**	-	-	**20.7**	**C**	

TABLE E-9
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SUNDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
			Control				Control				Control			
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Grand Central Parkway westbound exit ramp	EB	L	-	20.3	C	L	0.46	39.9	D	L	0.46	39.9	D	
		-	-	-	-	T	0.40	33.0	C	T	0.40	33.0	C	
		R	-	17.7	C	R	0.30	0.4	A	R	0.30	0.4	A	
Podium Parking West Access	WB	-	-	-	-	L	0.63	37.3	D	L	0.63	37.3	D	
		-	-	-	-	TR	0.94	50.6	D	TR	0.94	50.6	D	
Shea Road	NB	-	-	-	-	L	0.58	28.5	C	L	0.58	28.5	C	
		-	-	-	-	TR	0.34	28.4	C	TR	0.34	28.4	C	
		T	-	0.0	A	LTR	(4)	28.4	C	LTR	(4)	28.4	C	
Shea Road	SB	-	-	-	-	L	0.13	18.6	B	L	0.13	18.6	B	
		-	-	-	-	T	0.81	39.6	D	T	0.81	39.6	D	
		-	-	-	-	R	0.63	10.5	B	R	0.63	10.5	B	
		TR	-	0.0	A	LTR	(4)	25.1	C	LTR	(4)	25.1	C	
Overall Intersection		**-**	**-**	**2.4**	**A**	**-**	**-**	**28.2**	**C**	**-**	**-**	**28.2**	**C**	
Shea Road at Tower Parking Access			UNSIGNALIZED TA CONTROLLED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Tower Parking Access (Formerly Citi Field Entrance 4)	WB	LTR	0.70	25.8	C	LR	0.88	44.5	D	LR	0.88	44.5	D	
Shea Road	NB	-	-	-	-	T	0.20	19.1	B	T	0.20	19.1	B	
		-	-	-	-	R	0.43	1.4	A	R	0.43	1.4	A	
Shea Road	SB	-	-	-	-	L	0.83	43.5	D	L	0.83	43.5	D	
		-	-	-	-	T	0.37	10.7	B	T	0.37	10.7	B	
		R	0.42	16.2	B	-	-	-	-	-	-	-	-	
Overall Intersection		**-**	**-**	**23.6**	**C**	**-**	**-**	**26.3**	**C**	**-**	**-**	**26.3**	**C**	
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Stadium Place North	WB	LR	-	20.8	C	LTR	0.61	34.9	C	LTR	0.61	34.9	C	
Shea Road	NB	-	-	-	-	L	0.02	26.3	C	L	0.02	26.3	C	
		-	-	-	-	T	0.76	42.9	D	T	0.76	42.9	D	
		-	-	-	-	R	0.77	19.2	B	R	0.77	19.2	B	
		TR	-	0.0	A	LTR	(4)	27.5	C	LTR	(4)	27.5	C	
Shea Road	SB	LT	-	0.0	A	LT	0.69	16.2	B	LT	0.69	16.2	B	
		-	-	-	-	R	0.38	0.6	A	R	0.38	0.6	A	
Overall Intersection		**-**	**-**	**12.7**	**B**	**-**	**-**	**19.5**	**B**	**-**	**-**	**19.5**	**B**	
Shea Road at Olmsted Drive			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Olmsted Drive	WB	-	-	-	-	L	0.97	34.9	C	L	0.97	34.9	C	
		-	-	-	-	R	0.75	12.5	B	R	0.75	12.5	B	
		LR	-	172.2	F	LR	(4)	27.7	C	LR	(4)	27.7	C	
Shea Road	NB	TR	-	0.0	A	TR	0.82	47.7	D	TR	0.82	47.7	D	
Shea Road	SB	LT	-	0.2	A	LT	0.90	45.1	D	LT	0.90	45.1	D	
Overall Intersection		**-**	**-**	**53.8**	**F**	**-**	**-**	**33.6**	**C**	**-**	**-**	**33.6**	**C**	
34th Avenue at 114th Street														
34th Avenue	EB	T	0.30	10.6	B	T	0.30	10.6	B	T	0.30	10.6	B	
		R	0.10	8.8	A	R	0.10	8.8	A	R	0.10	8.8	A	
114th Street	NB	R	0.43	0.8	A	R	0.46	0.9	A	R	0.46	0.9	A	
114th Street	SB	L	1.06	86.9	F	L	0.96	61.8	E	L	0.96	61.8	E	
		T	0.74	44.8	D	T	0.76	46.8	D	T	0.76	46.8	D	
		R	0.09	0.1	A	R	0.09	0.1	A	R	0.09	0.1	A	
Overall Intersection		**-**	**-**	**31.8**	**C**	**-**	**-**	**23.3**	**C**	**-**	**-**	**23.3**	**C**	
Marina Road at Boat Basin Place			NEW SIGNAL				SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL			
Marina Road	EB	TR	0.05	13.1	B	TR	0.04	71.5	E	TR	0.04	71.5	E	- **Unmitigable**
Marina Road	WB	L	0.44	19.5	B	L	1.01	78.1	E	L	1.01	78.1	E	
		T	0.42	17.6	B	T	1.07	97.2	F	T	1.07	97.2	F	
Boat Basin Place	NB	L	1.34	209.4	F	-	-	-	-	-	-	-	-	
		R	1.38	228.0	F	-	-	-	-	-	-	-	-	
		LR	(4)	218.4	F	LR	1.03	74.2	E	LR	1.03	74.2	E	
Overall Intersection		**-**	**-**	**132.8**	**F**	**-**	**-**	**81.3**	**F**	**-**	**-**	**81.3**	**F**	

TABLE E-9
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SUNDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS	2030 Mitigation Control Mvt.	V/C	Delay	LOS	Mitigation Measure
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED TA CONTROLLED INTERSECTION				SIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Area B Parking Structure Access (Formerly Citi Field Entrance 1)	EB	LR	0.28	12.1	B	LR	0.67	34.5	C	LR	0.67	34.5	C	
126th Street/ Seaver Way	NB	-	-	-	-	L	0.23	13.8	B	L	0.23	13.8	B	
		-	-	-	-	T	0.07	12.0	B	T	0.07	12.0	B	
		LT	0.06	0.0	A	LT	(4)	13.1	B	LT	(4)	13.1	B	
126th Street/ Seaver Way	SB	TR	0.33	32.2	C	TR	0.32	32.2	C	TR	0.32	32.2	C	
Overall Intersection		**-**	**-**	**17.2**	**B**	**-**	**-**	**29.6**	**C**	**-**	**-**	**29.6**	**C**	
UNSIGNALIZED INTERSECTIONS														
Northern Boulevard eastbound at 126th Place														
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
126th Place	NB	R	-	15.1	C	R	-	14.4	B	R	-	14.4	B	
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**	
Roosevelt Avenue at Citi Field Entrance 3														
Roosevelt Avenue	EB	LT	-	0.0	A	Intersection does not exist in the With Action condition								
Roosevelt Avenue	WB	TR	-	0.0	A									
Citi Field Entrance 3	SB	R	-	0.0	A									
Overall Intersection		**-**	**-**	**0.0**	**A**									
Roosevelt Avenue at Southfield Parking Lot														
Roosevelt Avenue	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Roosevelt Avenue	WB	LT	-	0.0	A									
Southfield Parking Lot	NB	L	-	19.6	C									
		R	-	13.9	B									
Overall Intersection		**-**	**-**	**1.6**	**A**									
Shea Road at Northfield Parking Structure North Access 1														
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 1	SB					R	-	24.9	C	R	-	24.9	C	
Overall Intersection						**-**	**-**	**4.2**	**A**	**-**	**-**	**4.2**	**A**	
Shea Road at Northfield Parking Structure North Access 2							TA CONTROLLED				TA CONTROLLED			
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A	T	-	0.0	A	- **Unmitigable**
Shea Road	WB					TR	-	0.0	A	TR	-	0.0	A	
Northfield Parking Structure North Access 2	SB					R	-	43.6	E	R	-	43.6	E	
Overall Intersection						**-**	**-**	**6.4**	**A**	**-**	**-**	**6.4**	**A**	
Shea Road at Northfield Parking Structure South/North Access 3							TA CONTROLLED				TA CONTROLLED			
Shea Road	EB	Intersection does not exist in the No Action condition				TR	0.19	4.9	A	TR	0.19	4.9	A	
Shea Road	WB					TR	0.84	28.2	C	TR	0.84	28.2	C	
Northfield Parking Structure South Access	NB					L	0.74	39.2	D	L	0.74	39.2	D	
						R	0.50	31.4	C	R	0.5	31.4	C	
Northfield Parking Structure North Access 3	SB					R	0.50	31.5	C	R	0.5	31.5	C	
Overall Intersection						**-**	**-**	**28.3**	**C**	**-**	**-**	**28.3**	**C**	
Shea Road at Mets Truck Loading														
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A	TR	-	0.0	A	
Shea Road	WB					LT	-	0.0	A	LT	-	0.0	A	
Overall Intersection						**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	
Shea Road at Citi Field Entrance 10														
Shea Road	EB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Shea Road	WB	LT	-	0.0	A									
Citi Field Entrance 10	NB	LR	-	0.0	A									
Overall Intersection		**-**	**-**	**0.0**	**A**									

TABLE E-9
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SUNDAY PM PEAK HOUR

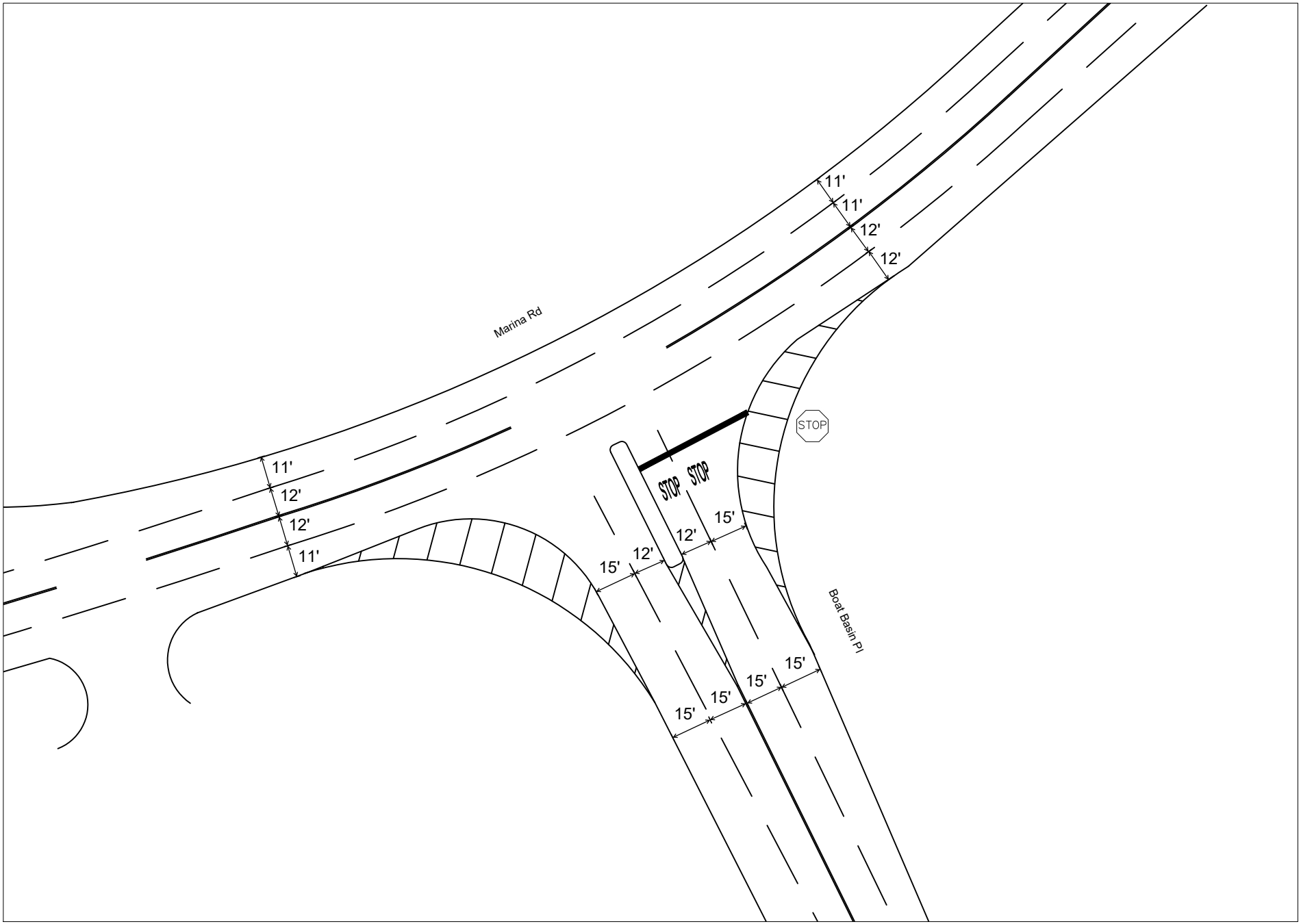
		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Shea Road/ Citi Field Entrance 8 at Boat Basin Place														
Shea Road	EB	LTR	-	26.1	D									
Citi Field Entrance 8	WB	R	-	17.1	C									
Boat Basin Place	NB	TR	-	0.0	A	Intersection does not exist in the With Action condition								
Boat Basin Place	SB	LT	-	0.0	A									
Overall Intersection		**-**	**-**	**2.0**	**A**									
Shea Road at Citi Field Entrance 6 and 7														
Citi Field Entrance 7	EB	LTR	-	17.7	C									
Citi Field Entrance 6	WB	LTR	-	0.0	A									
Shea Road	NB	LTR	-	0.0	A	Intersection does not exist in the With Action condition								
Shea Road	SB	LTR	-	0.0	A									
Overall Intersection		**-**	**-**	**1.5**	**A**									
Shea Road at Meridian Road							TA CONTROLLED				TA CONTROLLED			
Meridian Road	WB	LR	-	19.5	C	LR	0.95	90.8	F	LR	0.95	90.8	F	- **Unmitigable**
Shea Road	NB	TR	-	31.5	D	TR	0.36	8.0	A	TR	0.36	8.0	A	
Shea Road	SB	L	-	11.1	B	-	-	-	-	-	-	-	-	
		T	-	250.8	F	-	-	-	-	-	-	-	-	
		LT	(4)	219.4	F	LT	1.15	94.0	F	LT	1.15	94.0	F	
Overall Intersection		**-**	**-**	**129.5**	**F**	**-**	**-**	**80.2**	**F**	**-**	**-**	**80.2**	**F**	
Shea Road at Grand Central Parkway westbound exit ramp (9P)							TA CONTROLLED				TA CONTROLLED			
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	242.6	F	L	0.77	43.0	D	L	0.77	43.0	D	
		R	-	22.8	C	R	0.11	0.1	A	R	0.11	0.1	A	
Shea Road	NB	LT	-	3.1	A	LT	0.68	18.8	B	LT	0.68	18.8	B	
Shea Road	SB	TR	-	0.0	A	TR	0.95	20.7	C	TR	0.95	20.7	C	
Overall Intersection		**-**	**-**	**47.1**	**E**	**-**	**-**	**21.5**	**C**	**-**	**-**	**21.5**	**C**	
Shea Road at New York Avenue							TA CONTROLLED				TA CONTROLLED			
New York Avenue	WB	LR	-	29.6	D	LR	0.70	107.5	F	LR	0.7	107.5	F	- **Unmitigable**
Shea Road	NB	TR	-	0.0	A	TR	1.06	136.0	F	TR	1.06	136.0	F	
Shea Road	SB	-	-	-	-	L	1.30	155.8	F	L	1.3	155.8	F	
		-	-	-	-	T	0.19	0.9	A	T	0.19	0.9	A	
		LT	-	6.6	A	LT	(4)	131.6	F	LT	(4)	131.6	F	
Overall Intersection		**-**	**-**	**5.2**	**A**	**-**	**-**	**131.9**	**F**	**-**	**-**	**131.9**	**F**	
126th Street/ Seaver Way at Citi Field Entrance 11			UNSIGNALIZED TA CONTROLLED INTERSECTION											
Citi Field Entrance 11	EB	LR	0.20	16.6	B	LR	-	0.0	A	LR	-	0.0	A	
126th Street/ Seaver Way	NB	LT	0.14	0.1	A	T	-	0.0	A	T	-	0.0	A	
126th Street/ Seaver Way	SB	TR	0.29	24.3	C	T	-	0.0	A	T	-	0.0	A	
Overall Intersection		**-**	**-**	**11.7**	**B**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	
36th Avenue at 126th Street/ Seaver Way														
36th Avenue	WB	LR	-	11.9	B									
126th Street/ Seaver Way	NB	TR	-	0.0	A									
126th Street/ Seaver Way	SB	LT	-	0.1	A	Intersection not analyzed during the With Action condition								
Overall Intersection		**-**	**-**	**0.3**	**A**									
126th Street/ Seaver Way at Southfield Parking Lot														
Southfield Parking Lot East Access	WB					LR	-	9.2	A	LR	-	9.2	A	
126th Street/ Seaver Way	NB	Intersection does not exist in the No Action condition				LT	-	7.5	A	LT	-	7.5	A	
126th Street/ Seaver Way	SB					TR	-	7.9	A	TR	-	7.9	A	
Overall Intersection						**-**	**-**	**8.8**	**A**	**-**	**-**	**8.8**	**A**	
Stadium Place South at Southfield Parking Lot							TA CONTROLLED				TA CONTROLLED			
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	LR	-	19.0	C	LR	0.98	33.4	C	LR	0.98	33.4	C	
Stadium Place South	NB	TR	-	0.0	A	TR	0.38	23.4	C	TR	0.38	23.4	C	
Stadium Place South	SB	LT	-	0.0	A	LT	0.90	45.3	D	LT	0.9	45.3	D	
Overall Intersection		**-**	**-**	**14.5**	**B**	**-**	**-**	**35.0**	**C**	**-**	**-**	**35.0**	**C**	

TABLE E-9
Queens Future
MITIGATION TRAFFIC LEVEL OF SERVICE - GAMEDAY SUNDAY PM PEAK HOUR

		2030 No Action				2030 With Action				2030 Mitigation				Mitigation Measure
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Stadium Place South at Olmsted Drive							TA CONTROLLED				TA CONTROLLED			
Olmsted Drive	EB	LT	-	7.5	A	LT	0.73	50.9	D	LT	0.73	50.9	D	
Olmsted Drive	WB	TR	-	0.0	A	TR	0.02	30.7	C	TR	0.02	30.7	C	
Stadium Place South	SB	LR	-	11.3	B	LR	0.97	37.3	D	LR	0.97	37.3	D	
		-	-	-	-	R	0.94	30.6	C	R	0.94	30.6	C	
Overall Intersection		**-**	**-**	**10.2**	**B**	**-**	**-**	**35.2**	**D**	**-**	**-**	**35.2**	**D**	
New York Avenue at United Nations Avenue North							TA CONTROLLED				TA CONTROLLED			
United Nations Avenue North	EB	TR	-	0.0	A	TR	0.51	80.3	F	TR	0.51	80.3	F	- **Unmitigable**
United Nations Avenue North	WB	LT	-	0.0	A	LT	0.10	61.5	E	LT	0.1	61.5	E	
New York Avenue	NB	LR	-	(3)	F	LR	1.20	101.8	F	LR	1.2	101.8	F	
Overall Intersection		**-**	**-**	**(3)**	**F**	**-**	**-**	**100.8**	**F**	**-**	**-**	**100.8**	**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) As a result of the project roadway improvements under the With Action condition the lane group configuration has been modified; the approach delay is shown for impact analysis comparison purposes.
(5) NB approach under the No Action would operate as a shared left-through-right (LTR) lane group. Under the With Action condition the NB approach would operate with a defacto-right (DefR) lane group and a shared left-through (LT) lane group. The total approach delay under the With 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.

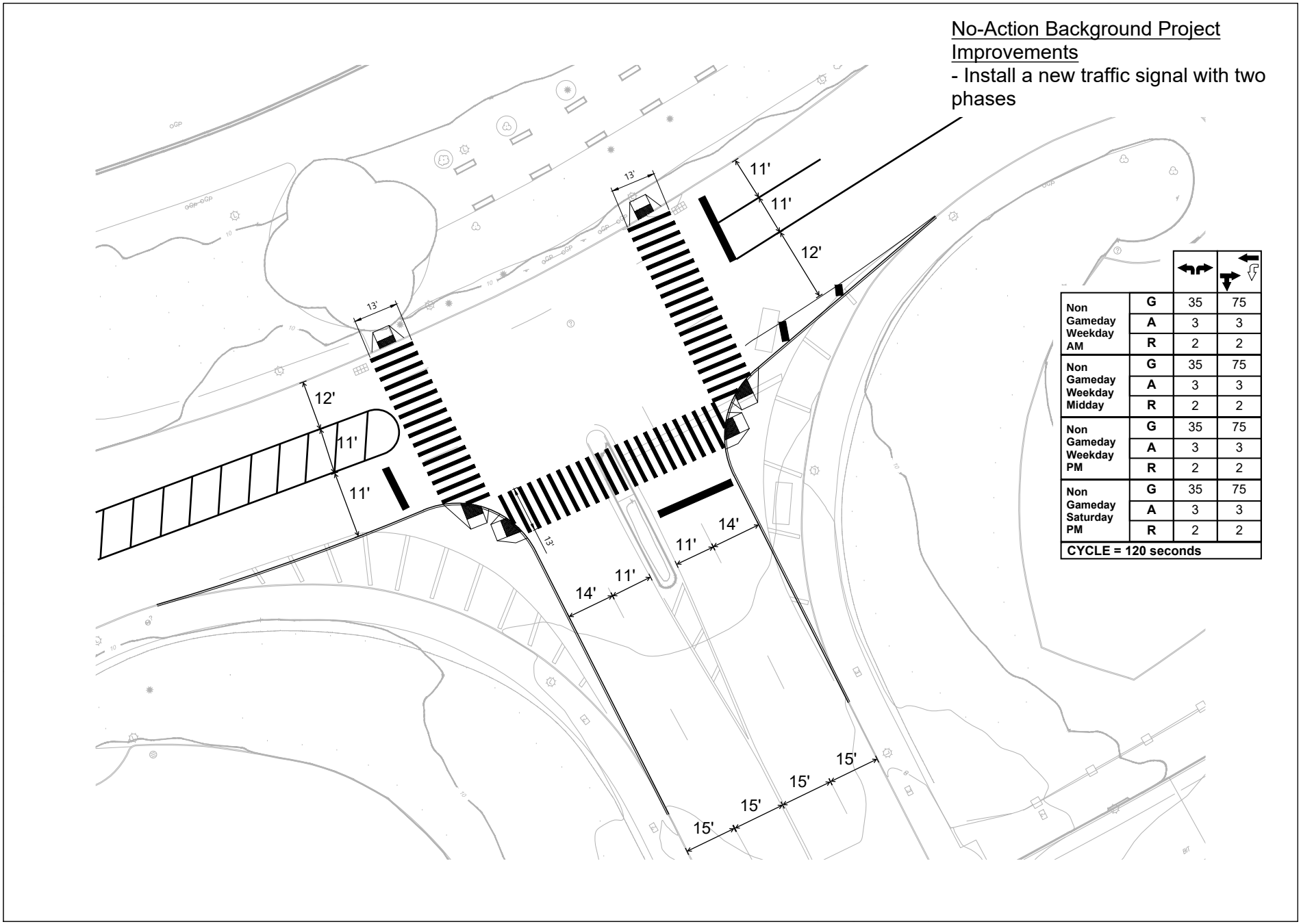
Figure E - 1: Existing Condition - Marina Road at Boat Basin Place



Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Marina Road at Boat Basin Place
Existing Condition
Queens Future

Figure E - 2: No-Action/With-Action Condition - Marina Road at Boat Basin Place

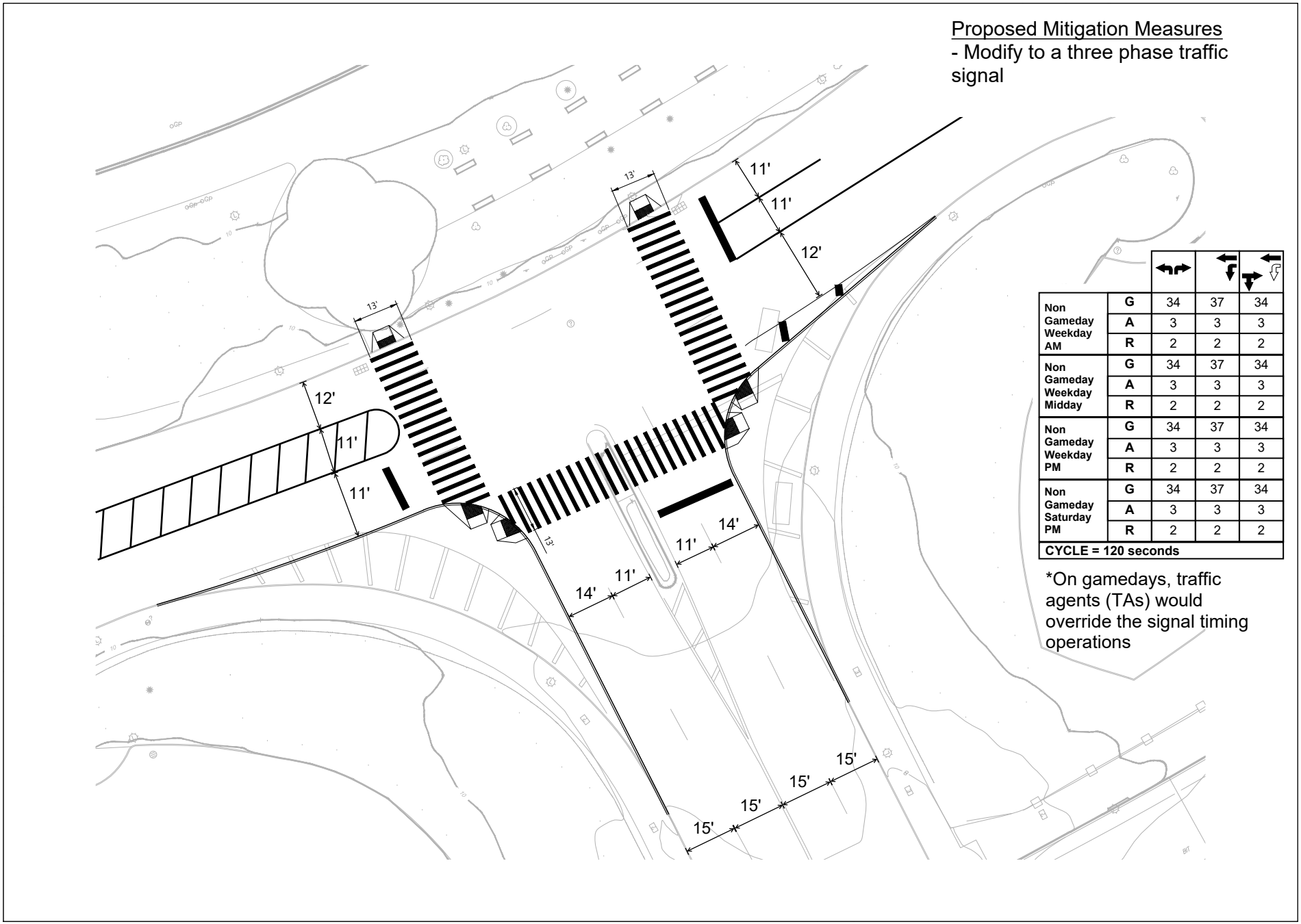


Non Gameday Weekday AM	G	35	75
	A	3	3
	R	2	2
Non Gameday Weekday Midday	G	35	75
	A	3	3
	R	2	2
Non Gameday Weekday PM	G	35	75
	A	3	3
	R	2	2
Non Gameday Saturday PM	G	35	75
	A	3	3
	R	2	2
CYCLE = 120 seconds			

Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Marina Road at Boat Basin Place
No Action/ With Action Condition
Queens Future

Figure E - 3: Mitigation Condition - Marina Road at Boat Basin Place



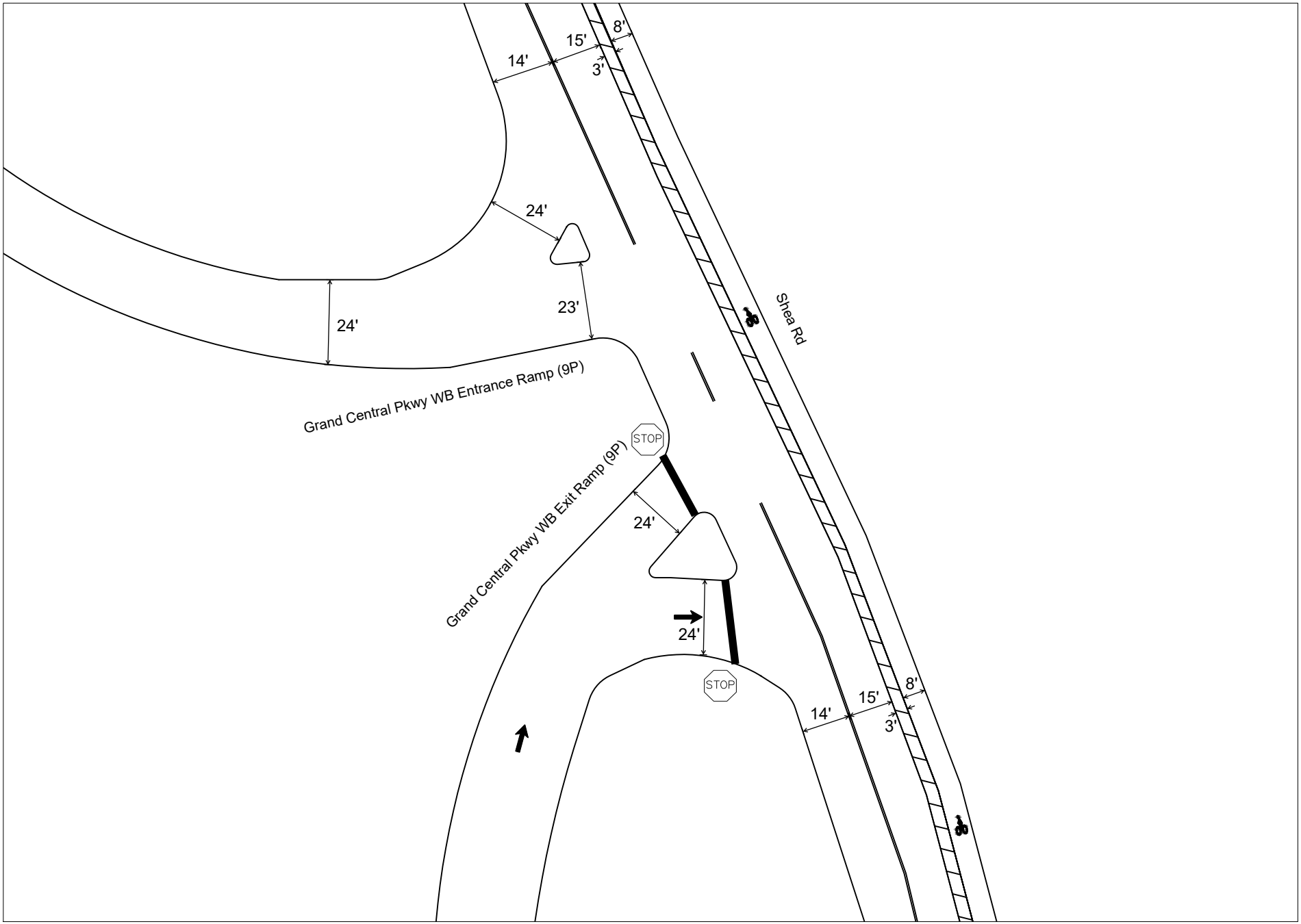
Non Gameday Weekday AM	G	34	37	34
	A	3	3	3
	R	2	2	2
Non Gameday Weekday Midday	G	34	37	34
	A	3	3	3
	R	2	2	2
Non Gameday Weekday PM	G	34	37	34
	A	3	3	3
	R	2	2	2
Non Gameday Saturday PM	G	34	37	34
	A	3	3	3
	R	2	2	2
CYCLE = 120 seconds				

*On gamedays, traffic agents (TAs) would override the signal timing operations

Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Marina Road at Boat Basin Place
Mitigation Condition
Queens Future

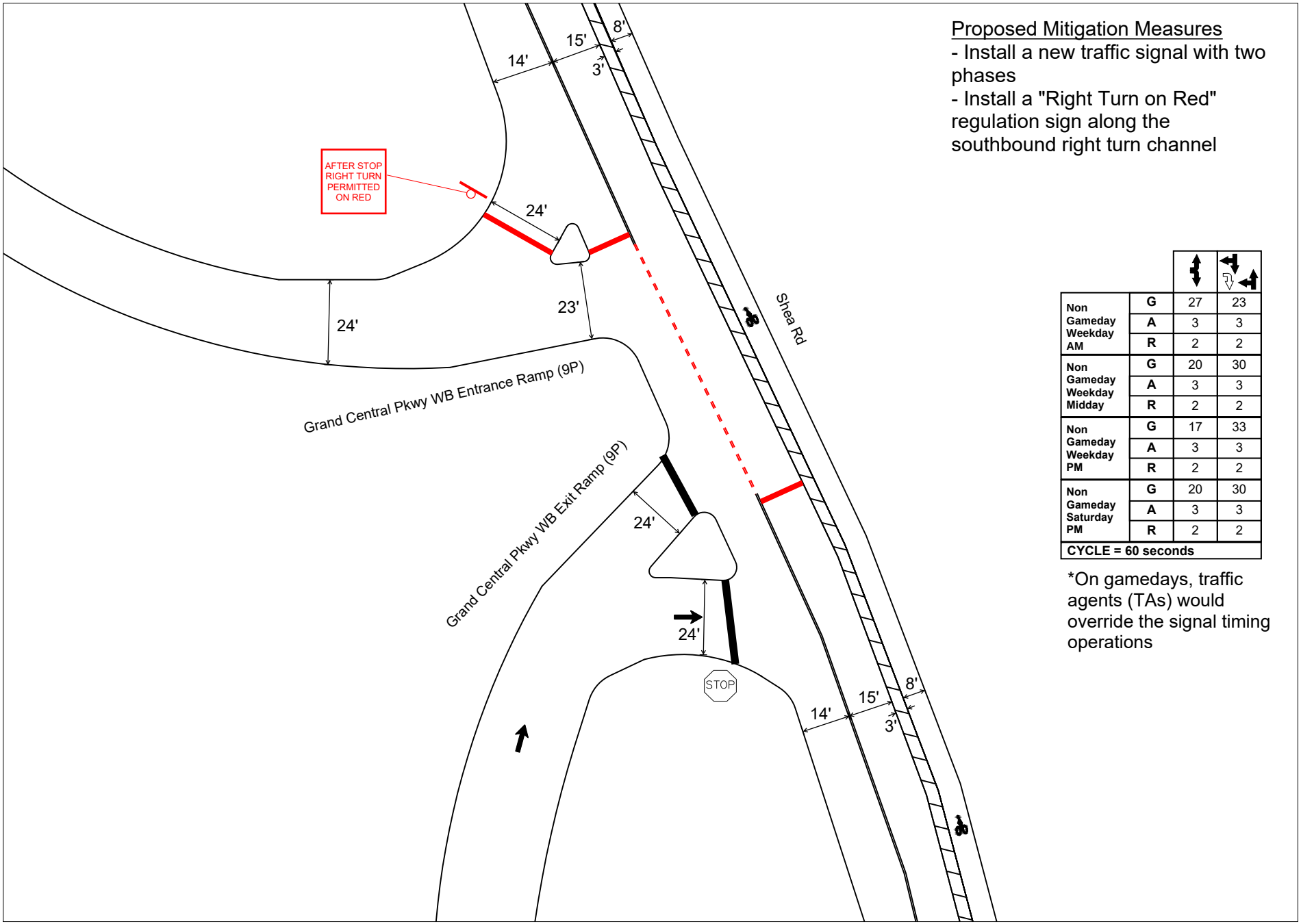
Figure E - 4: Existing/No-Action/With-Action Condition - Shea Road at GCP westbound exit ramp (9P)



Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Shea Road at Grand Central Parkway Westbound Exit Ramp (9P)
Existing/ No Action/ With Action Condition
Queens Future

Figure E - 5: Mitigation Condition - Shea Road at GCP westbound exit ramp (9P)



Non Gameday Weekday AM	G	27	23
	A	3	3
	R	2	2
Non Gameday Weekday Midday	G	20	30
	A	3	3
	R	2	2
Non Gameday Weekday PM	G	17	33
	A	3	3
	R	2	2
Non Gameday Saturday PM	G	20	30
	A	3	3
	R	2	2
CYCLE = 60 seconds			

Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Shea Road at Grand Central Parkway Westbound Exit Ramp (9P)
Mitigation Condition
Queens Future