Appendix D: Transportation

Part 4

Appendix D - Transportation Chapter Figures/Tables

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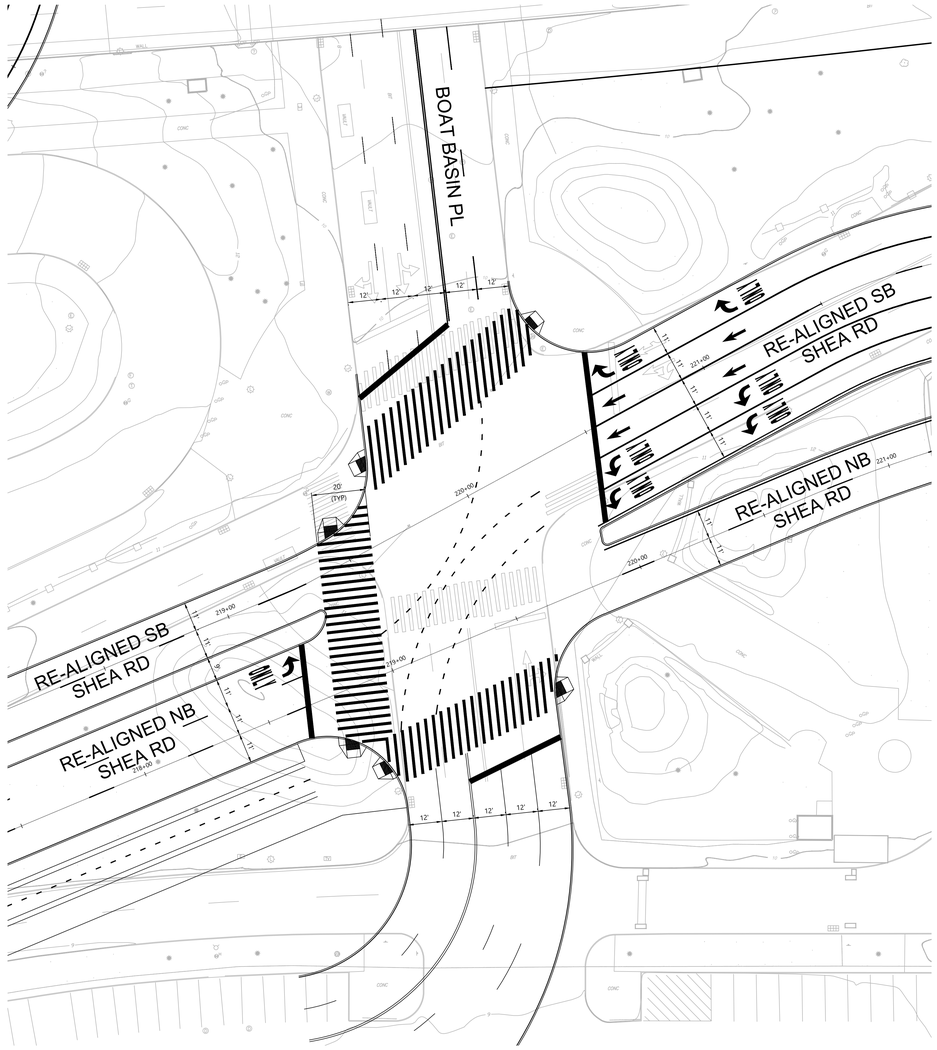
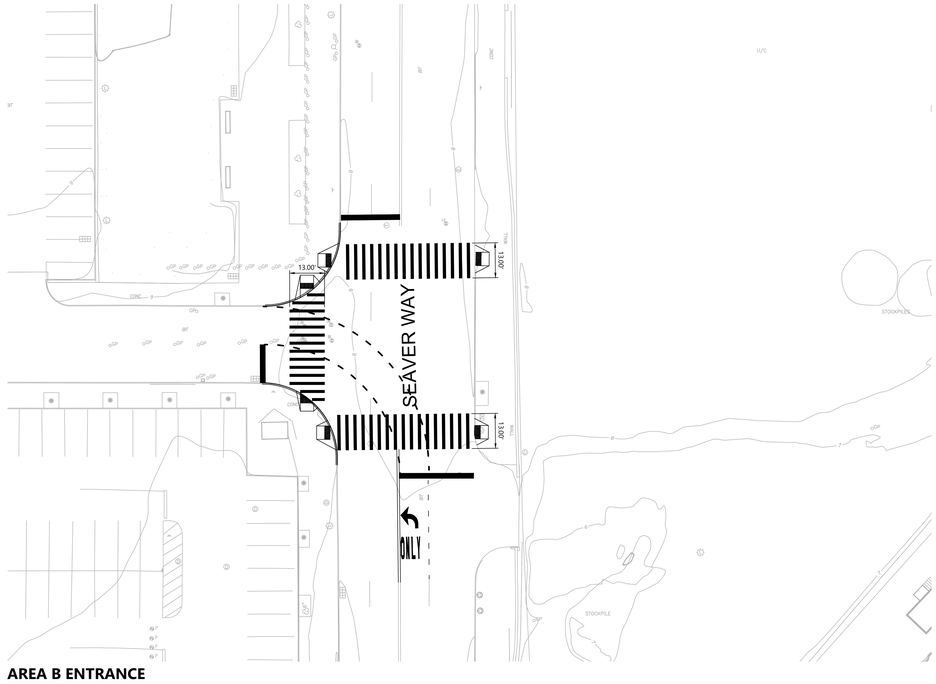
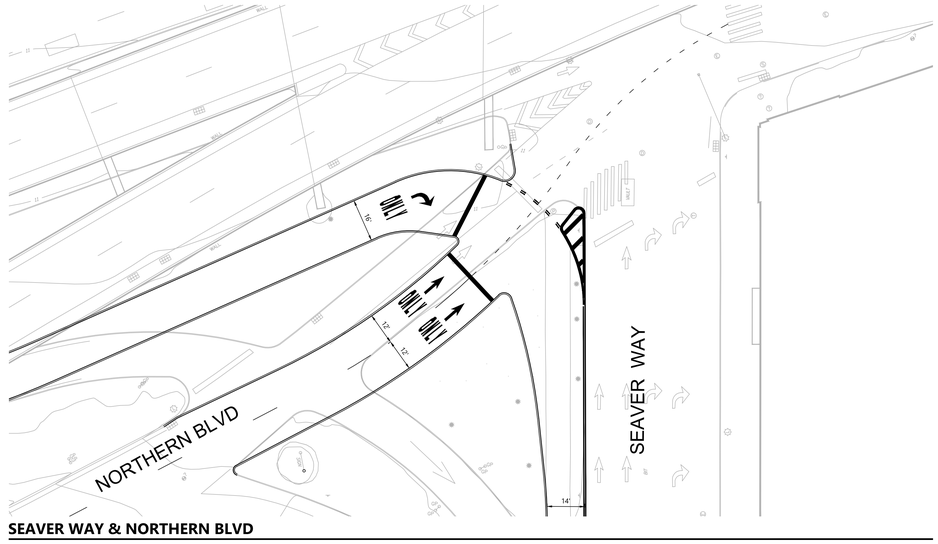


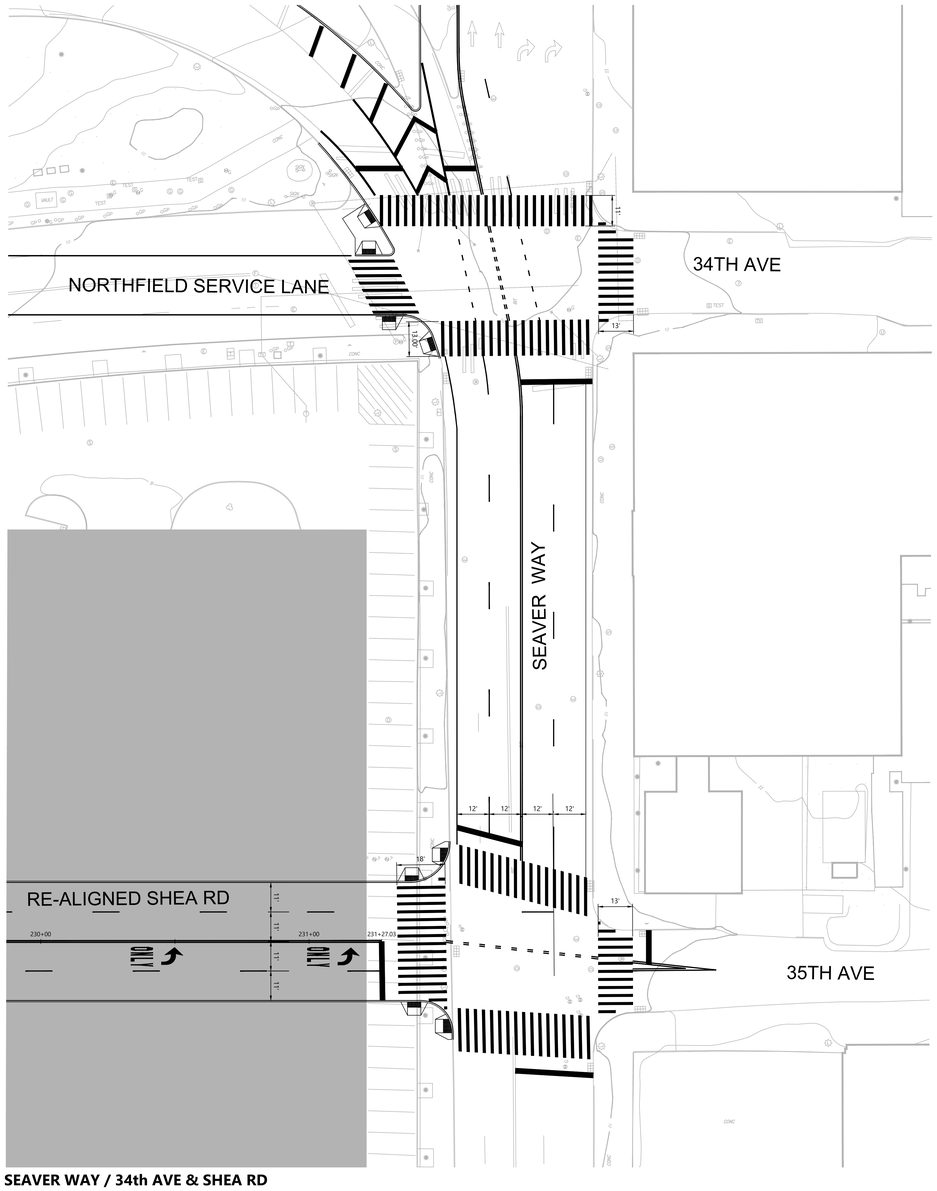
BOAT BASIN PL & SHEA RD



AREA B ENTRANCE



SEAVER WAY & NORTHERN BLVD

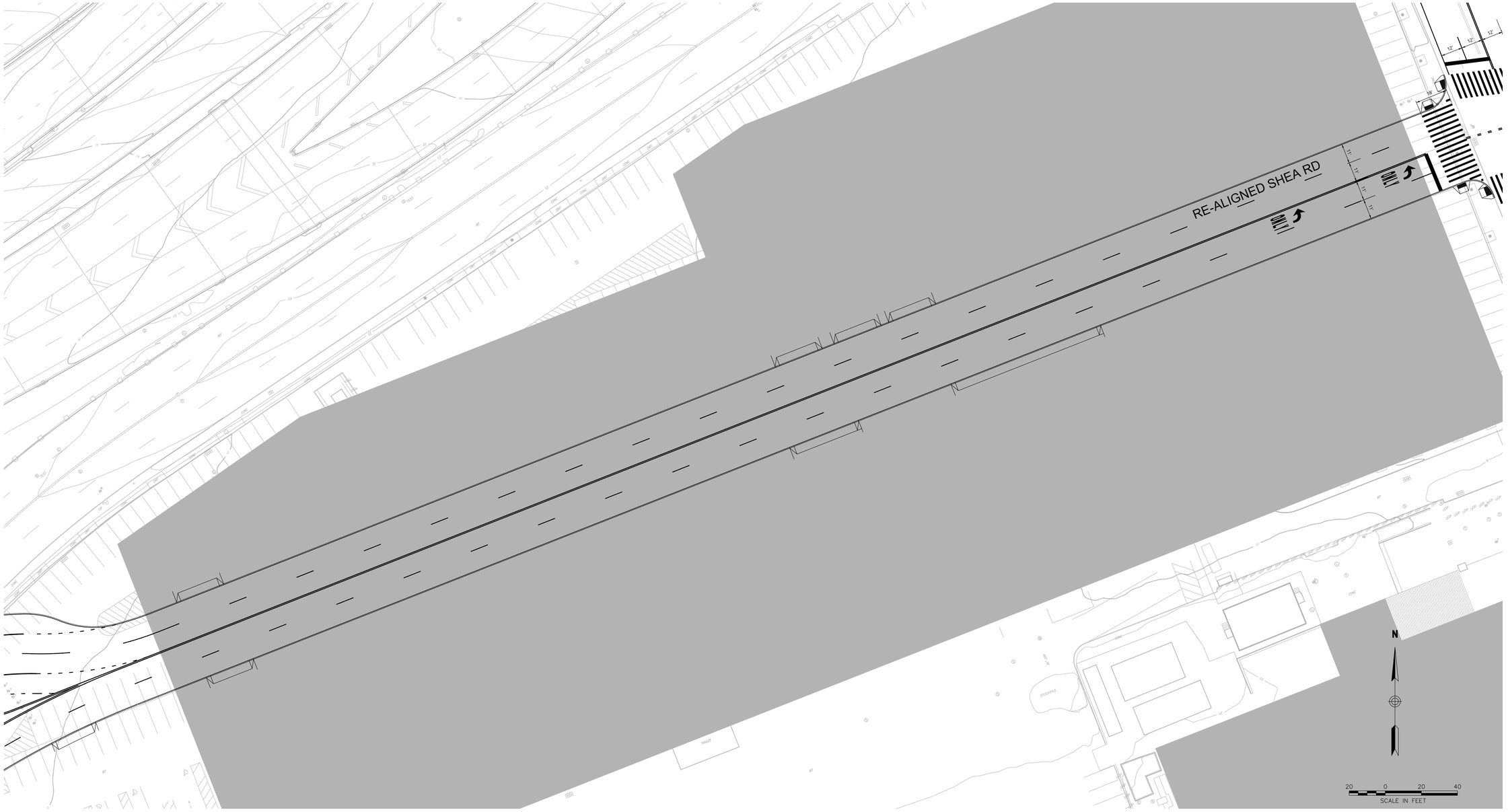


SEAVER WAY / 34th AVE & SHEA RD

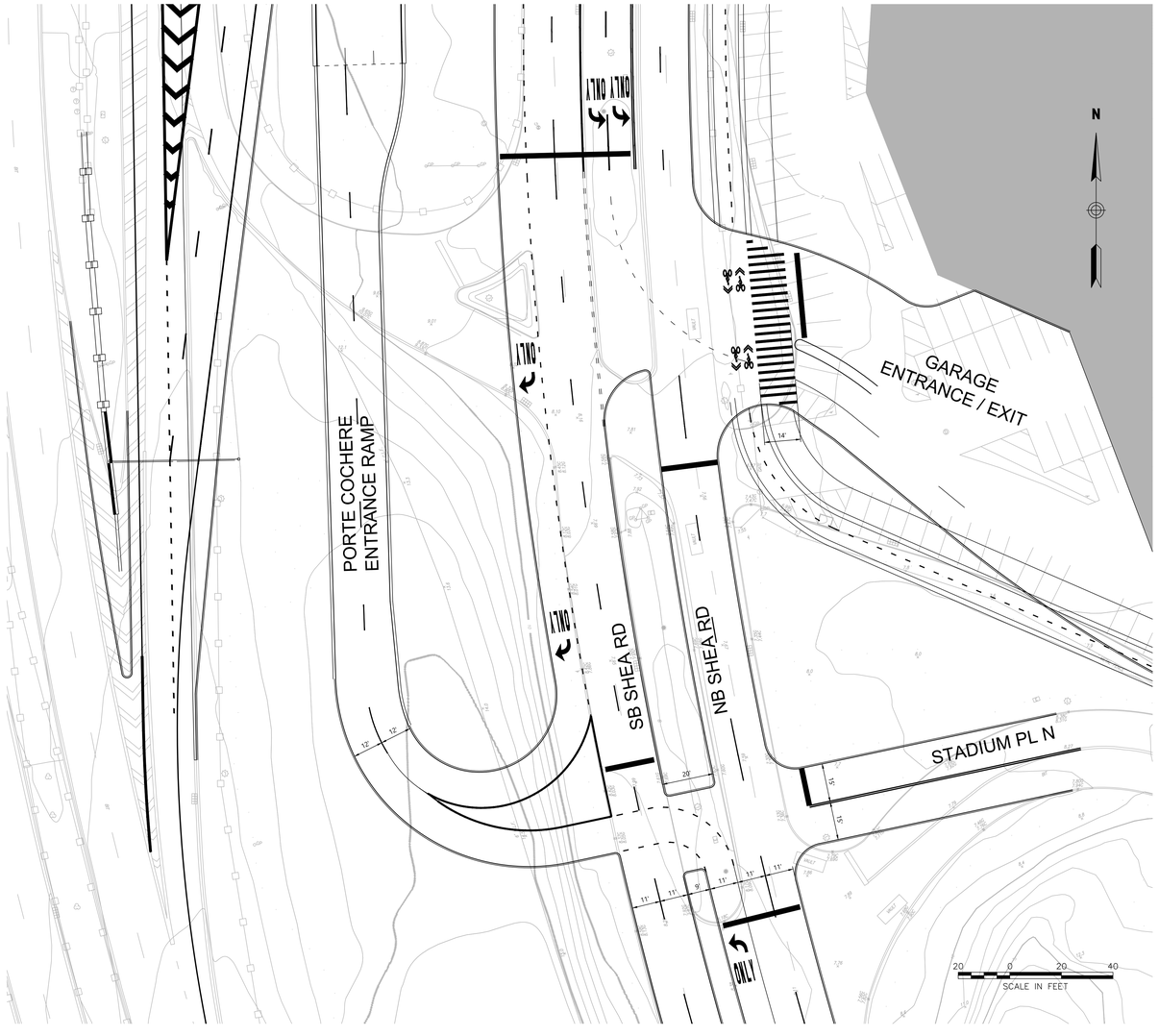
20 0 20 40
SCALE IN FEET

Figure D - 73: With-Action Improvements - Intersection Details Pg 1

Figure D - 74: With-Action Improvements - Intersection Details Pg 2



RE-ALIGNED SHEA ROAD



SHEA ROAD & PORTE COCHERE ENTRANCE RAMP

Figure D - 75: With-Action Improvements - Intersection Details Pg 3

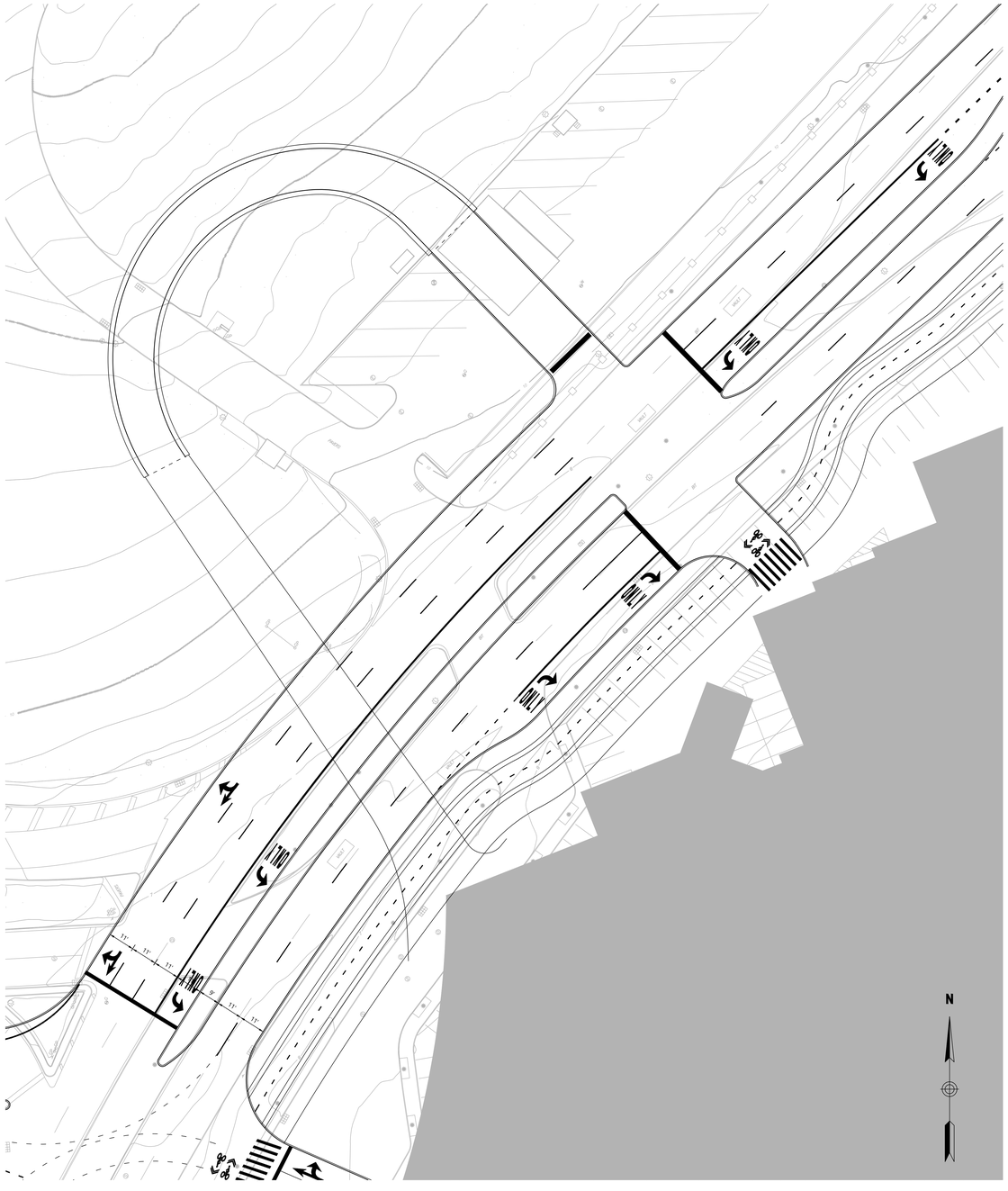
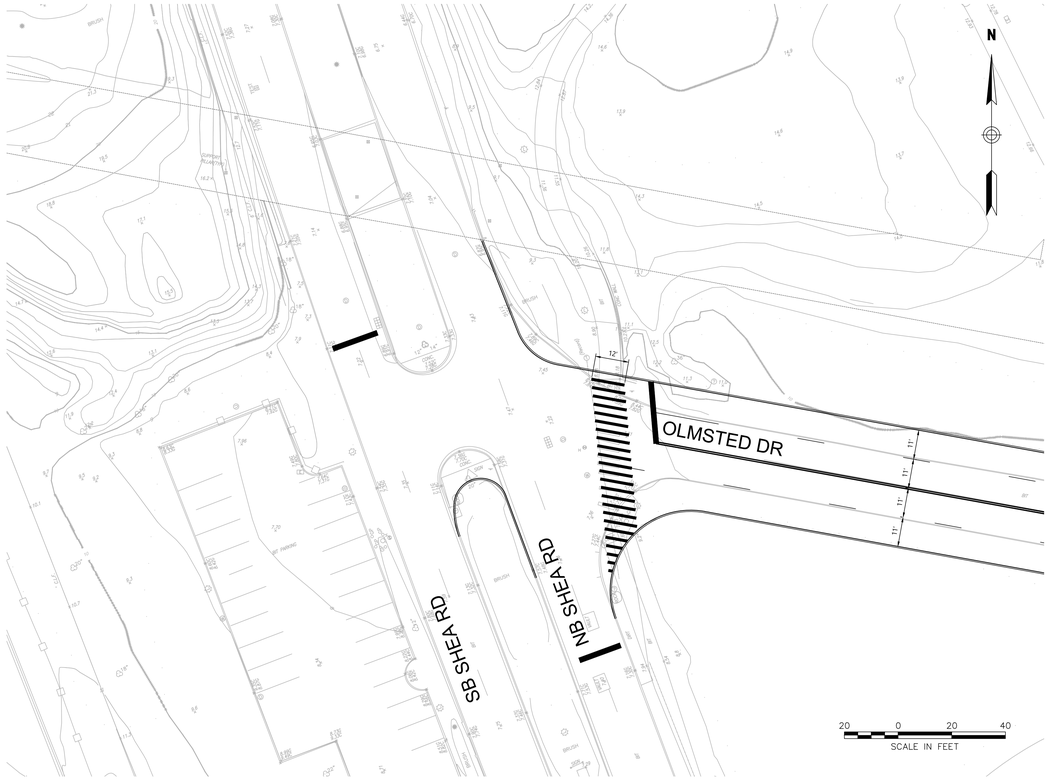
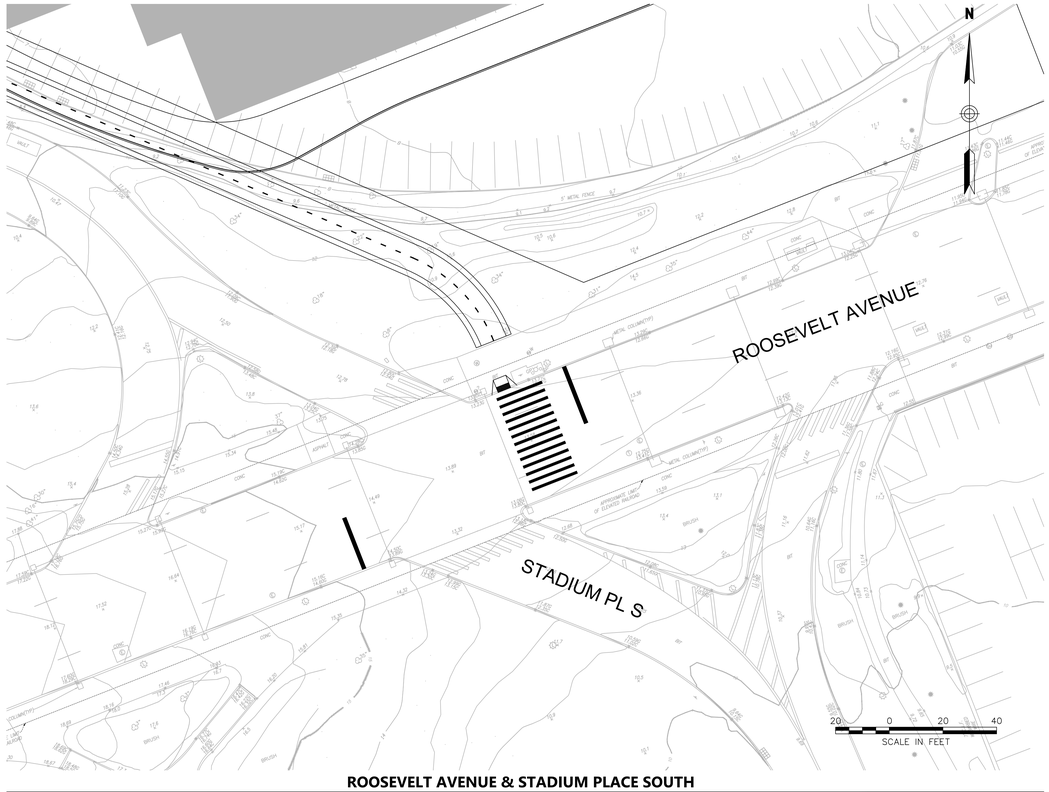


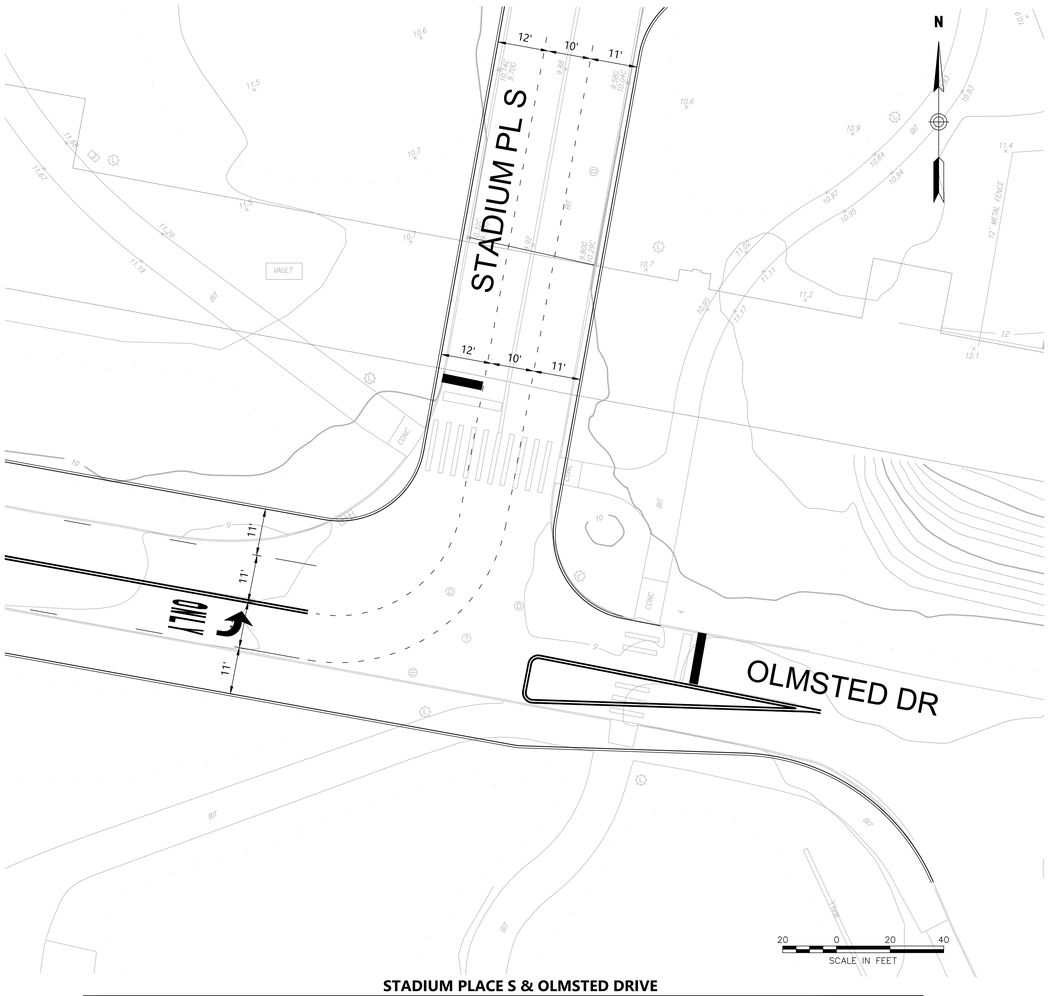
Figure D - 76: With-Action Improvements - Intersection Details Pg 4



SHEA ROAD & OLMSTED DRIVE



ROOSEVELT AVENUE & STADIUM PLACE SOUTH



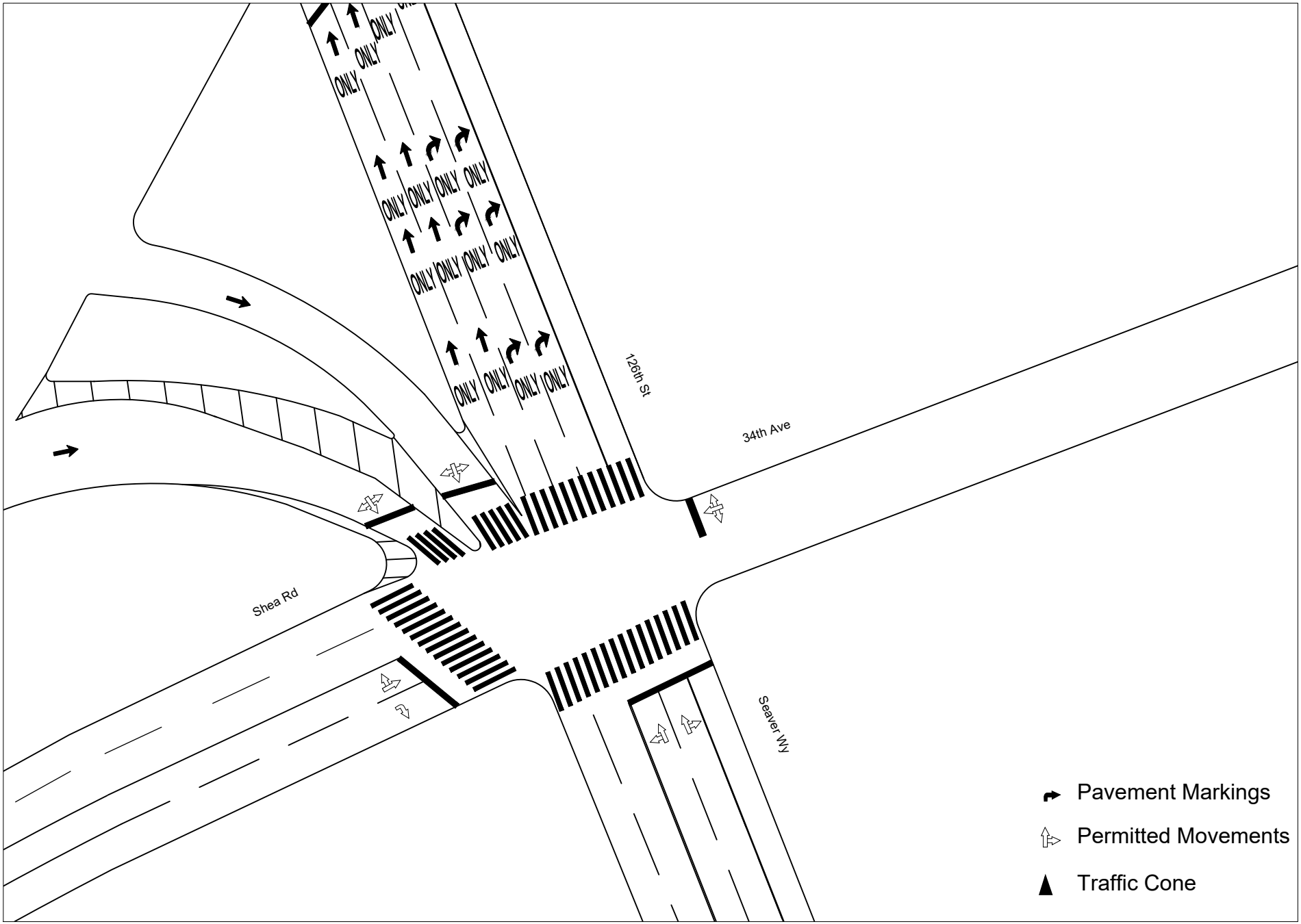
STADIUM PLACE S & OLMSTED DRIVE



STADIUM PLACE S & SOUTHFIELD PARKING

Figure D - 77: With-Action Improvements - Intersection Details Pg 5

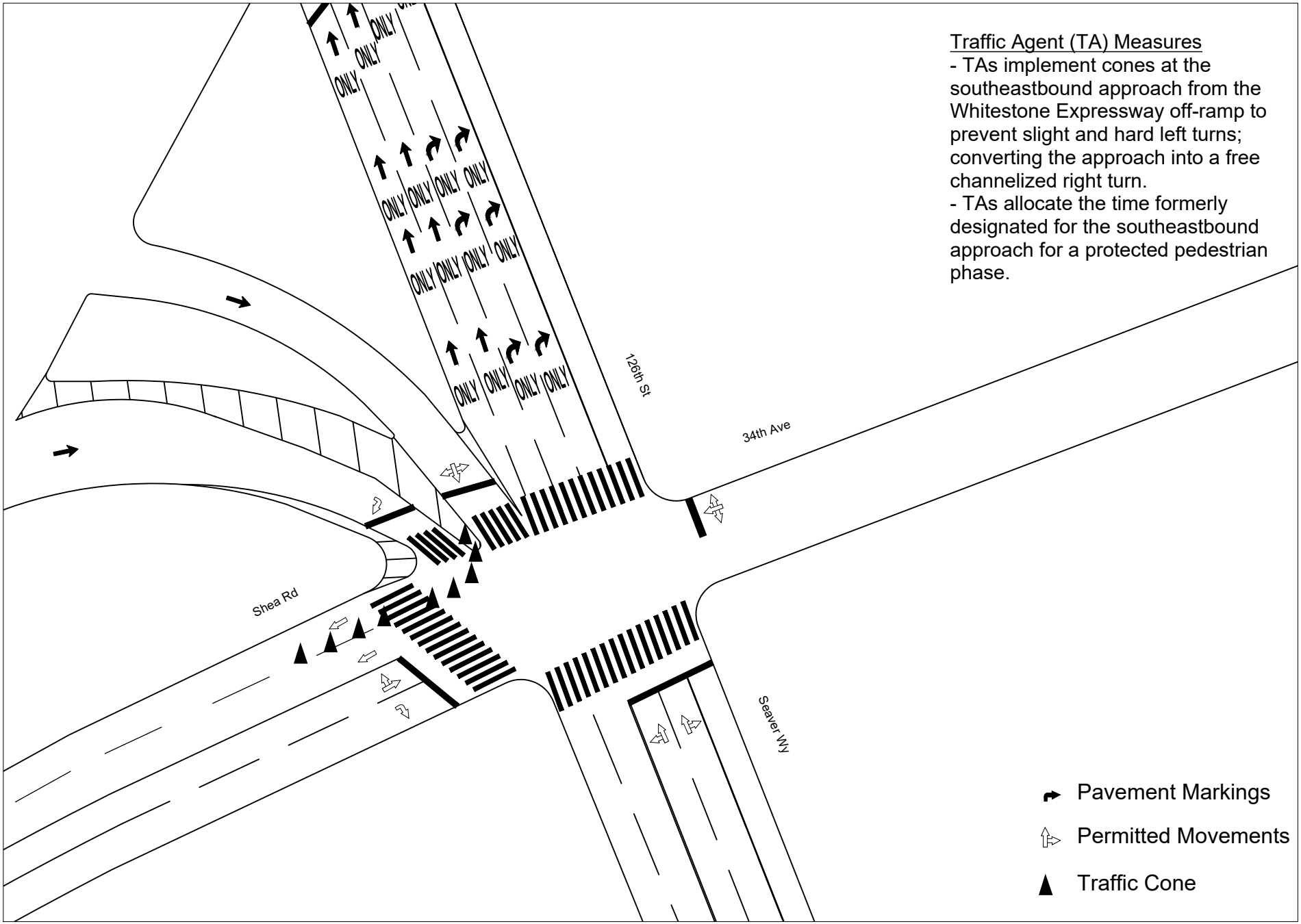
Figure D - 78: Existing/No-Action Gameday Operations - 34th Avenue at 126th Street/Seaver Way



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

34th Avenue at 126th Street/ Seaver Way
Existing/ No Action Condition
Weekday PM Peak Hour
Queens Future

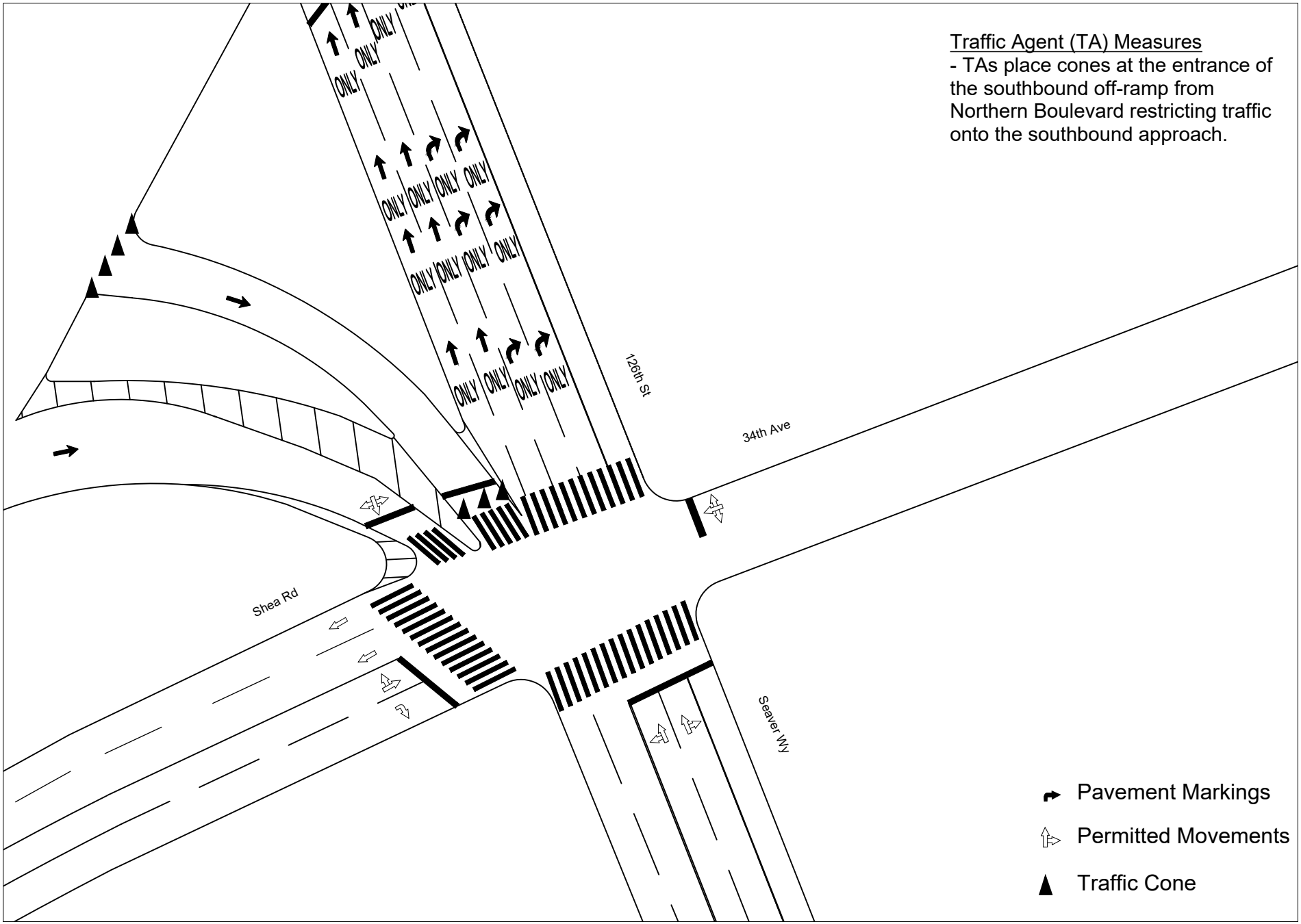
Figure D - 79: Existing/No-Action Gameday Operations - 34th Avenue at 126th Street/Seaver Way



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

34th Avenue at 126th Street/ Seaver Way
Existing/ No Action Condition
Saturday PM Pre Game, Sunday midday Peak Hours
Queens Future

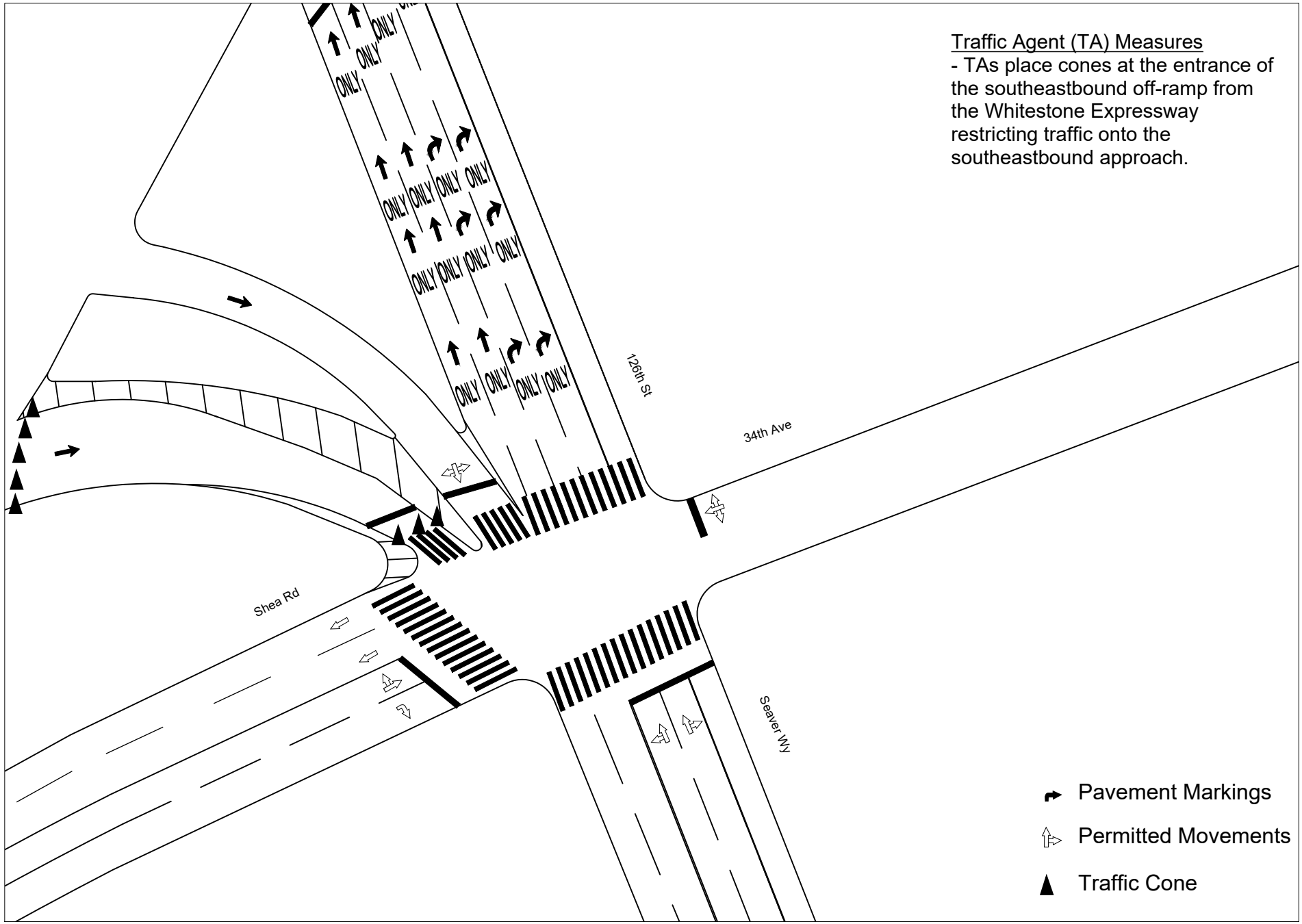
Figure D - 80: Existing/No-Action Gameday Operations - 34th Avenue at 126th Street/Seaver Way



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

34th Avenue at 126th Street/ Seaver Way
Existing/ No Action Condition
Saturday PM Post Game Peak Hour
Queens Future

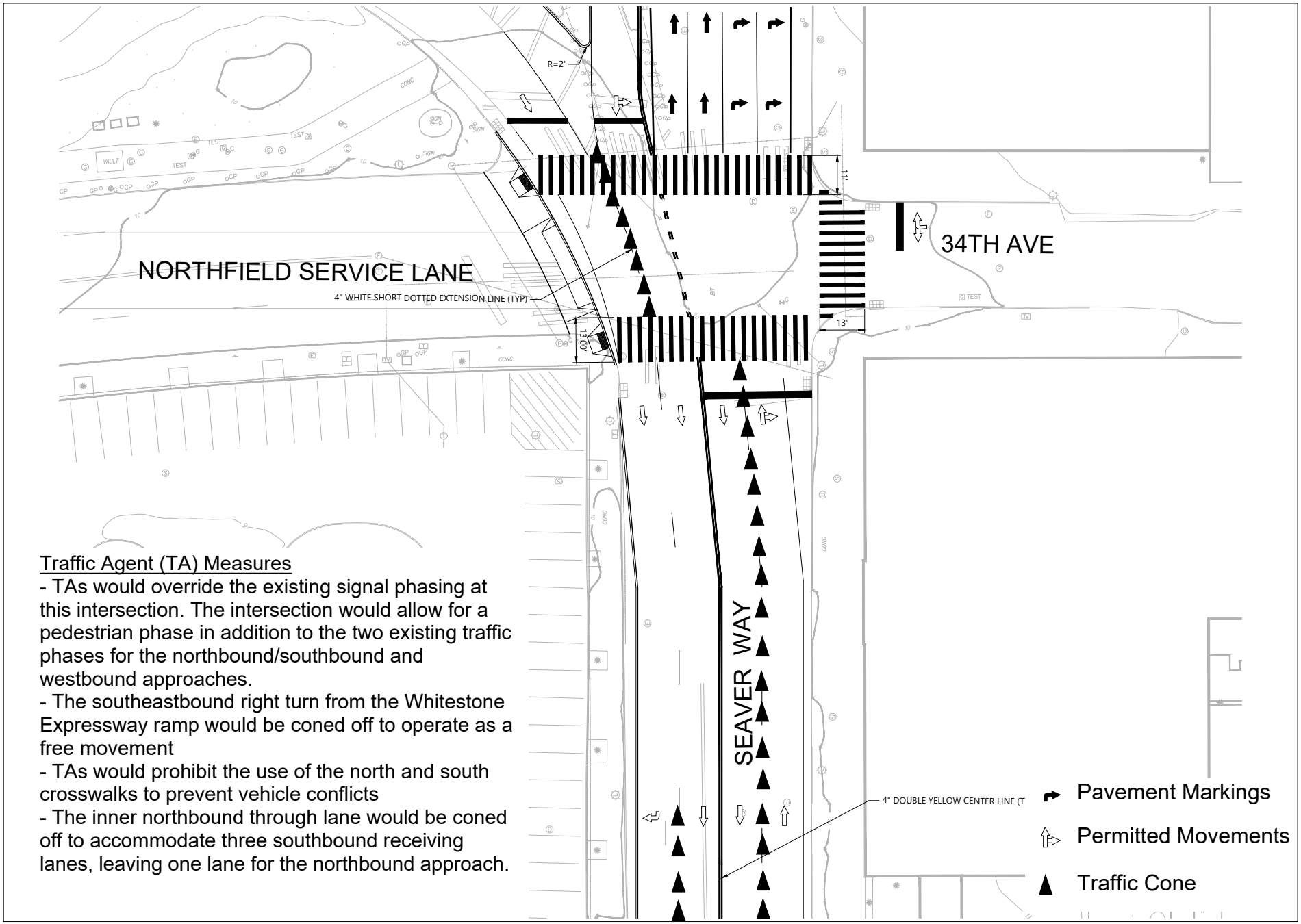
Figure D - 81: Existing/No-Action Gameday Operations - 34th Avenue at 126th Street/Seaver Way



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

34th Avenue at 126th Street/ Seaver Way
Existing/ No Action Condition
Sunday PM Peak Hour
Queens Future

Figure D - 82: With-Action Gameday Operations - 34th Avenue at 126th Street/Seaver Way



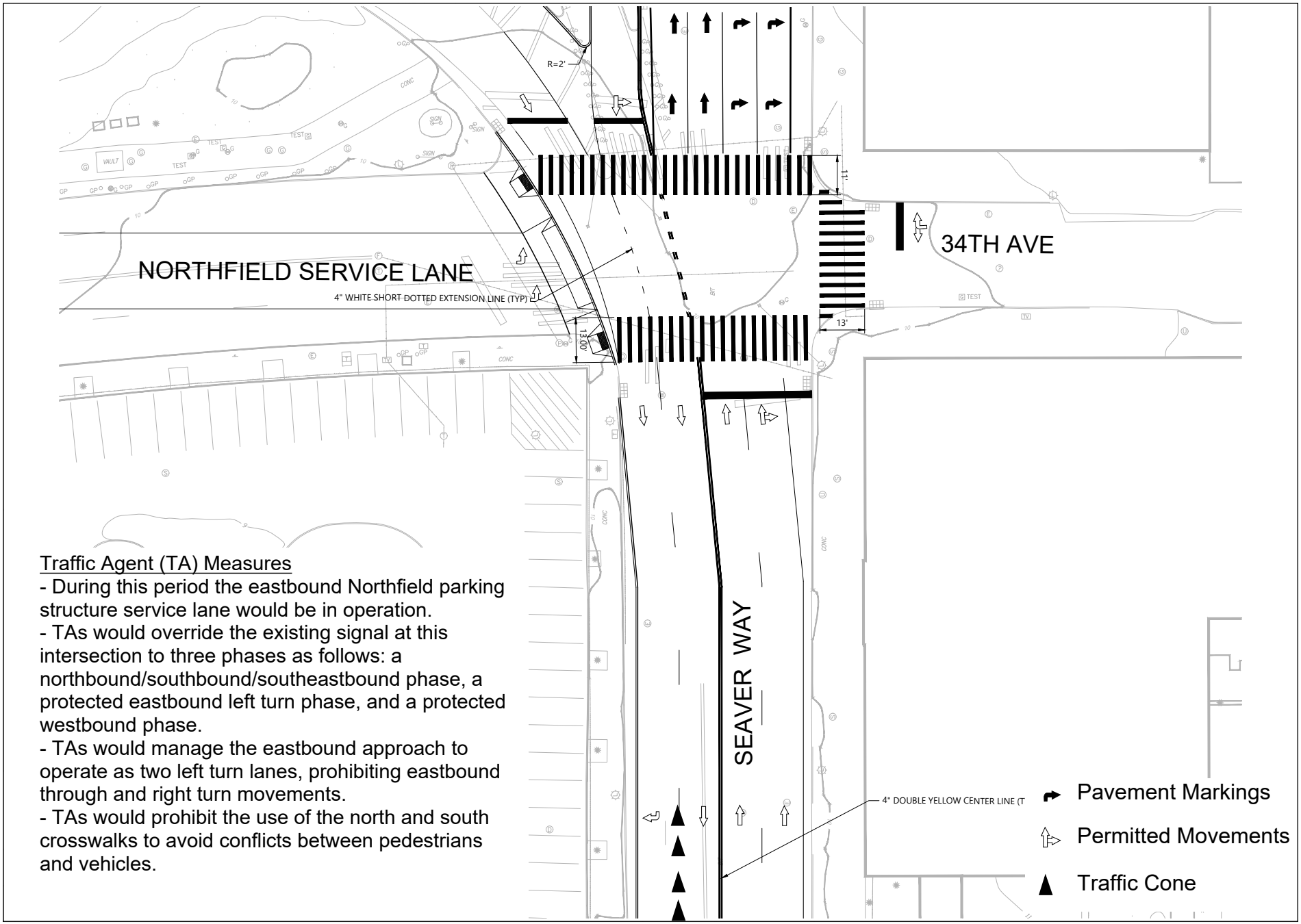
Traffic Agent (TA) Measures

- TAs would override the existing signal phasing at this intersection. The intersection would allow for a pedestrian phase in addition to the two existing traffic phases for the northbound/southbound and westbound approaches.
- The southeastbound right turn from the Whitestone Expressway ramp would be coned off to operate as a free movement
- TAs would prohibit the use of the north and south crosswalks to prevent vehicle conflicts
- The inner northbound through lane would be coned off to accommodate three southbound receiving lanes, leaving one lane for the northbound approach.

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

34th Avenue at 126th Street/ Seaver Way
Proposed Gameday Citi Field Event Ingress Operations
Weekday PM, Saturday PM Pre Game, Sunday midday Peak Hours
Queens Future

Figure D - 83: With-Action Gameday Operations - 34th Avenue at 126th Street/Seaver Way



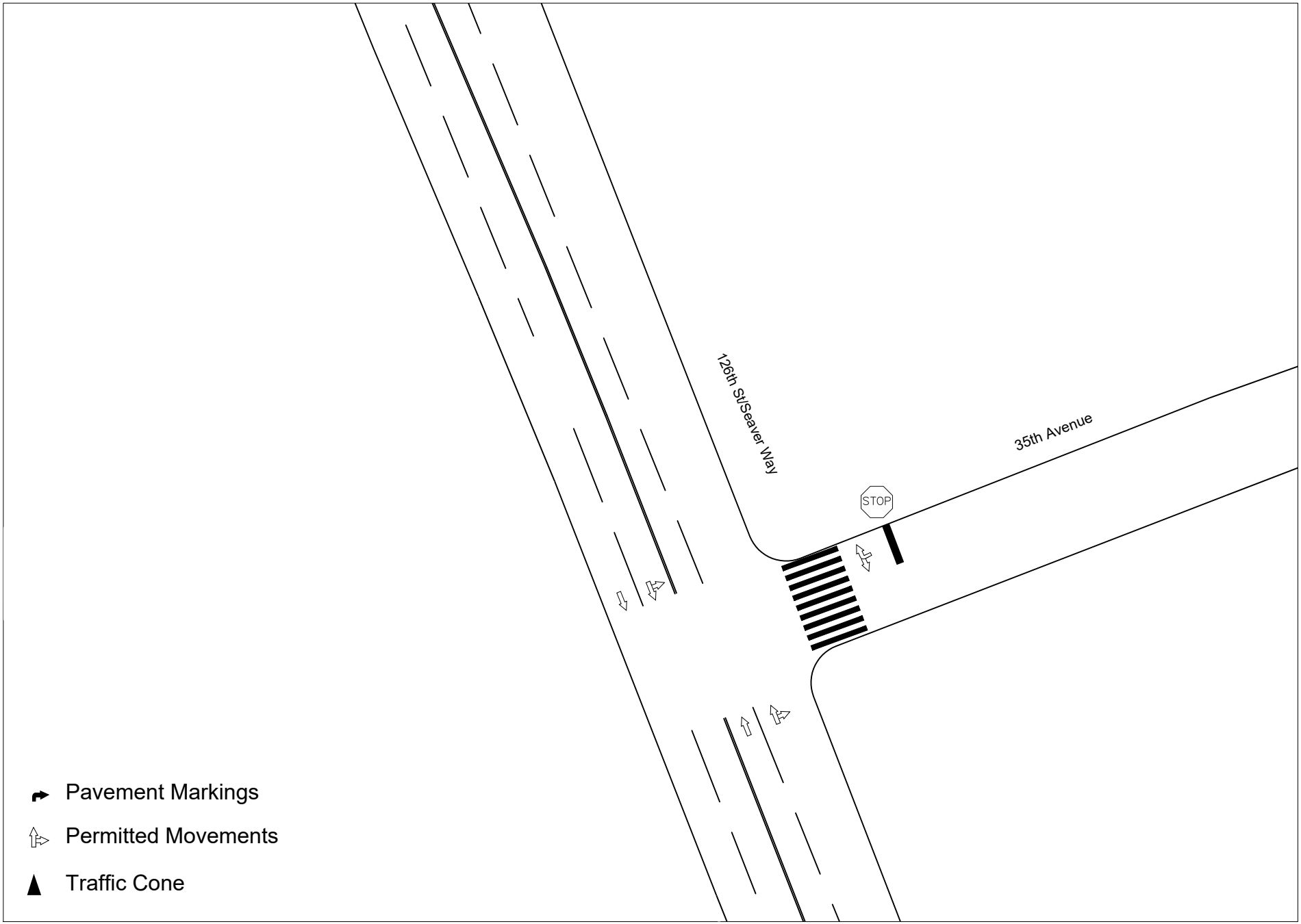
Traffic Agent (TA) Measures

- During this period the eastbound Northfield parking structure service lane would be in operation.
- TAs would override the existing signal at this intersection to three phases as follows: a northbound/southbound/southeastbound phase, a protected eastbound left turn phase, and a protected westbound phase.
- TAs would manage the eastbound approach to operate as two left turn lanes, prohibiting eastbound through and right turn movements.
- TAs would prohibit the use of the north and south crosswalks to avoid conflicts between pedestrians and vehicles.

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

34th Avenue at 126th Street/ Seaver Way
Proposed Gameday Citi Field Event Egress Operations
Saturday PM Post Game, Sunday PM Peak Hours
Queens Future

Figure D - 84: Existing/No-Action Gameday Operations - 35th Avenue at 126th Street/Seaver Way



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

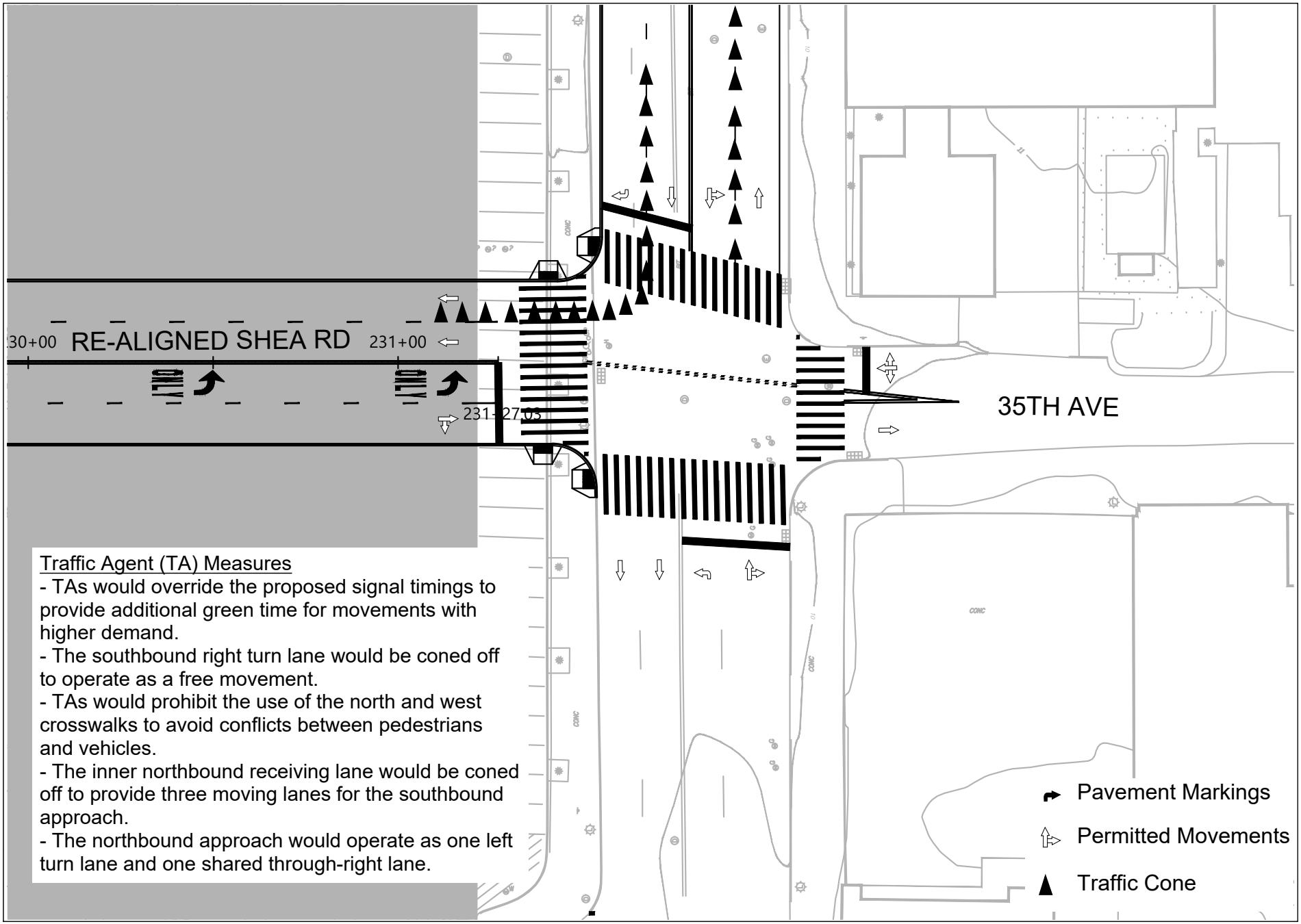
35th Avenue at 126th Street/ Seaver Way

Existing/ No Action Condition

Weekday PM, Saturday PM Pre Game, Saturday PM Post Game, Sunday midday, Sunday PM Peak Hours

Queens Future

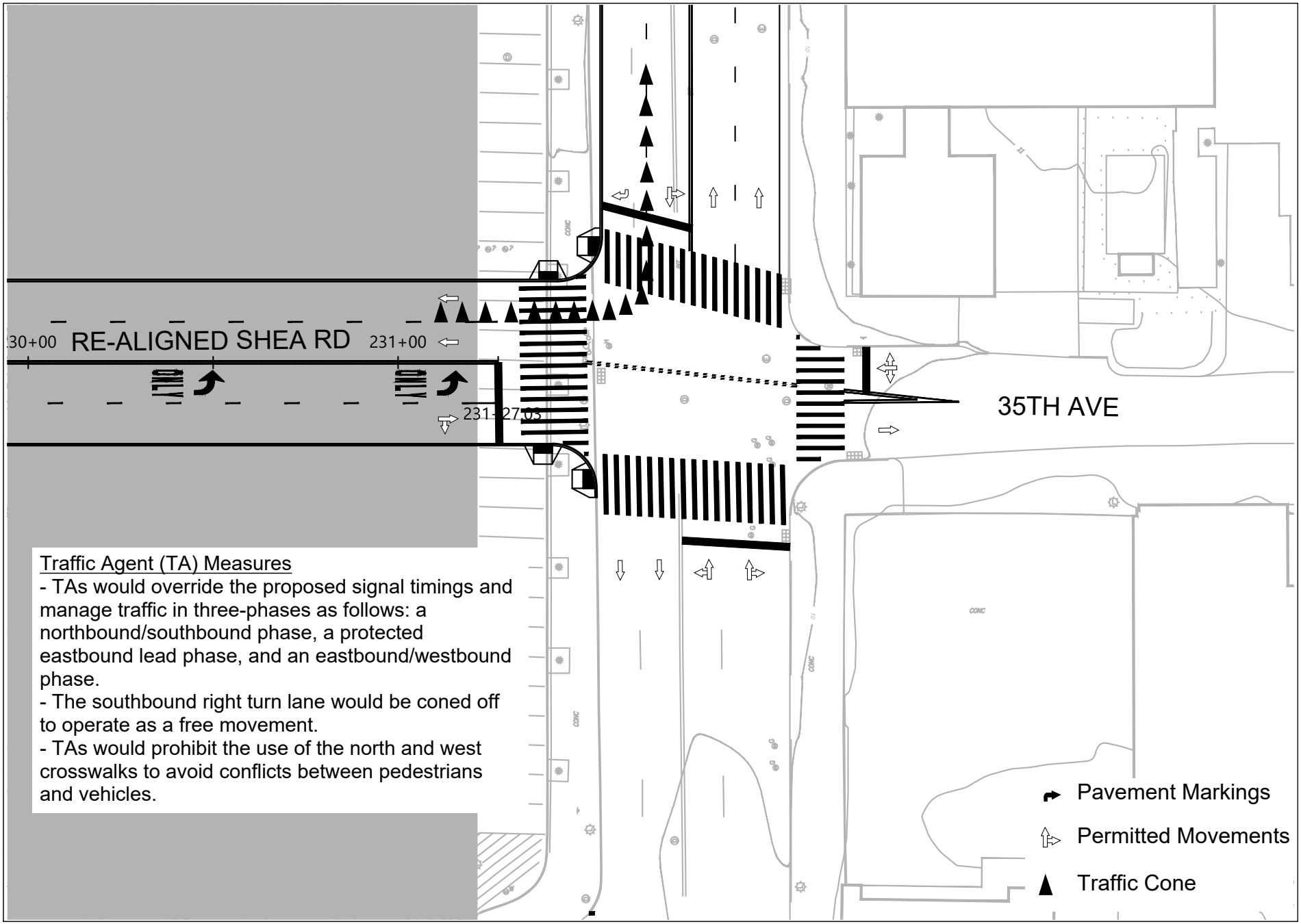
Figure D - 85: With-Action Gameday Operations - 35th Avenue at 126th Street/Seaver Way



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

35th Avenue at 126th Street/ Seaver Way
Proposed Gameday Citi Field Event Ingress Operations
Weekday PM, Saturday PM Pre Game, Sunday midday Peak Hours
Queens Future

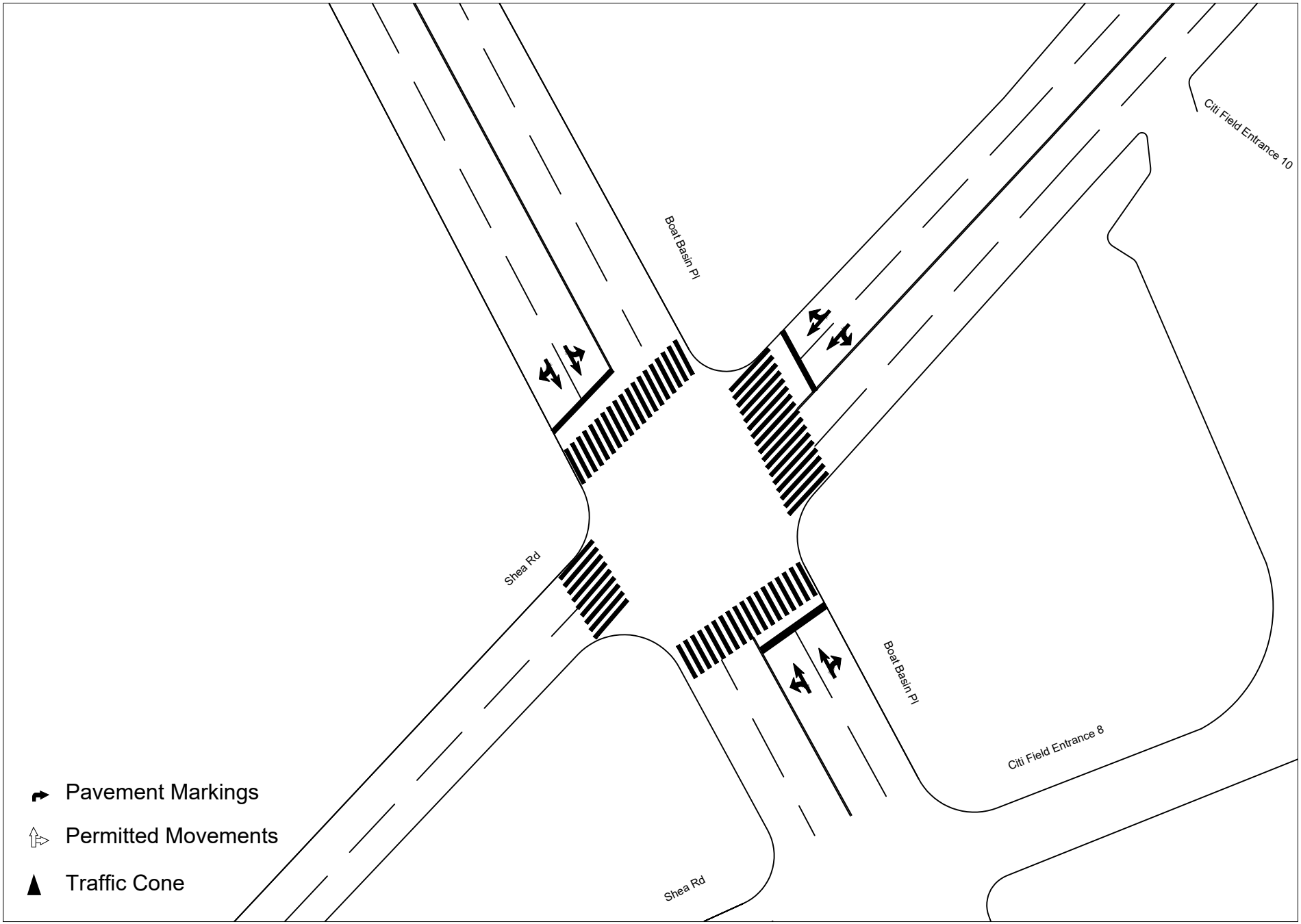
Figure D - 86: With-Action Gameday Operations - 35th Avenue at 126th Street/Seaver Way



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

35th Avenue at 126th Street/ Seaver Way
Proposed Gameday Citi Field Event Egress Operations
Saturday PM Post Game, Sunday PM Peak Hours
Queens Future

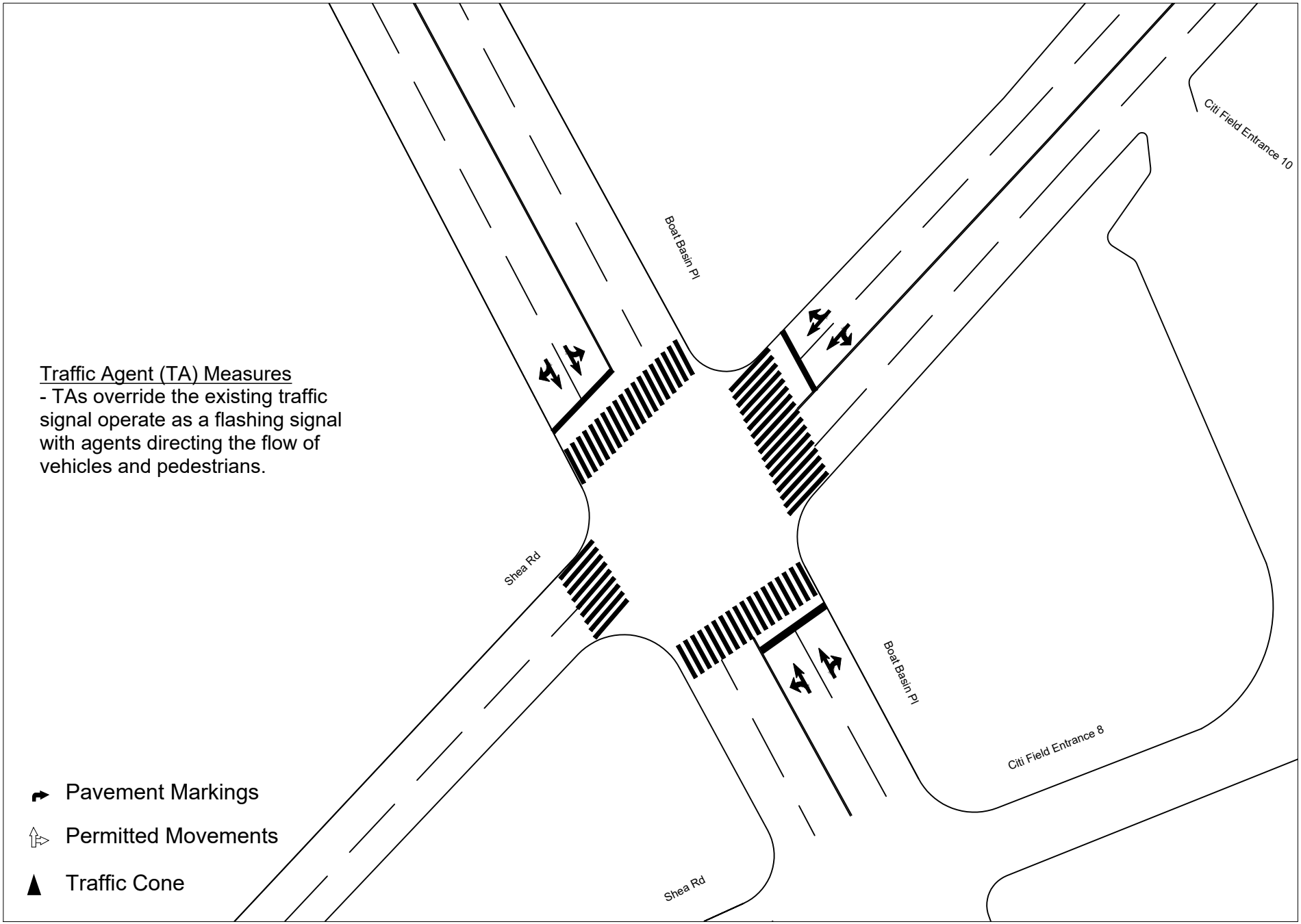
Figure D - 87: Existing/No-Action Gameday Operations - Shea Road at Boat Basin Place



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

Shea Road at Boat Basin Place
Existing/ No Action Condition
Weekday PM Peak Hour
Queens Future

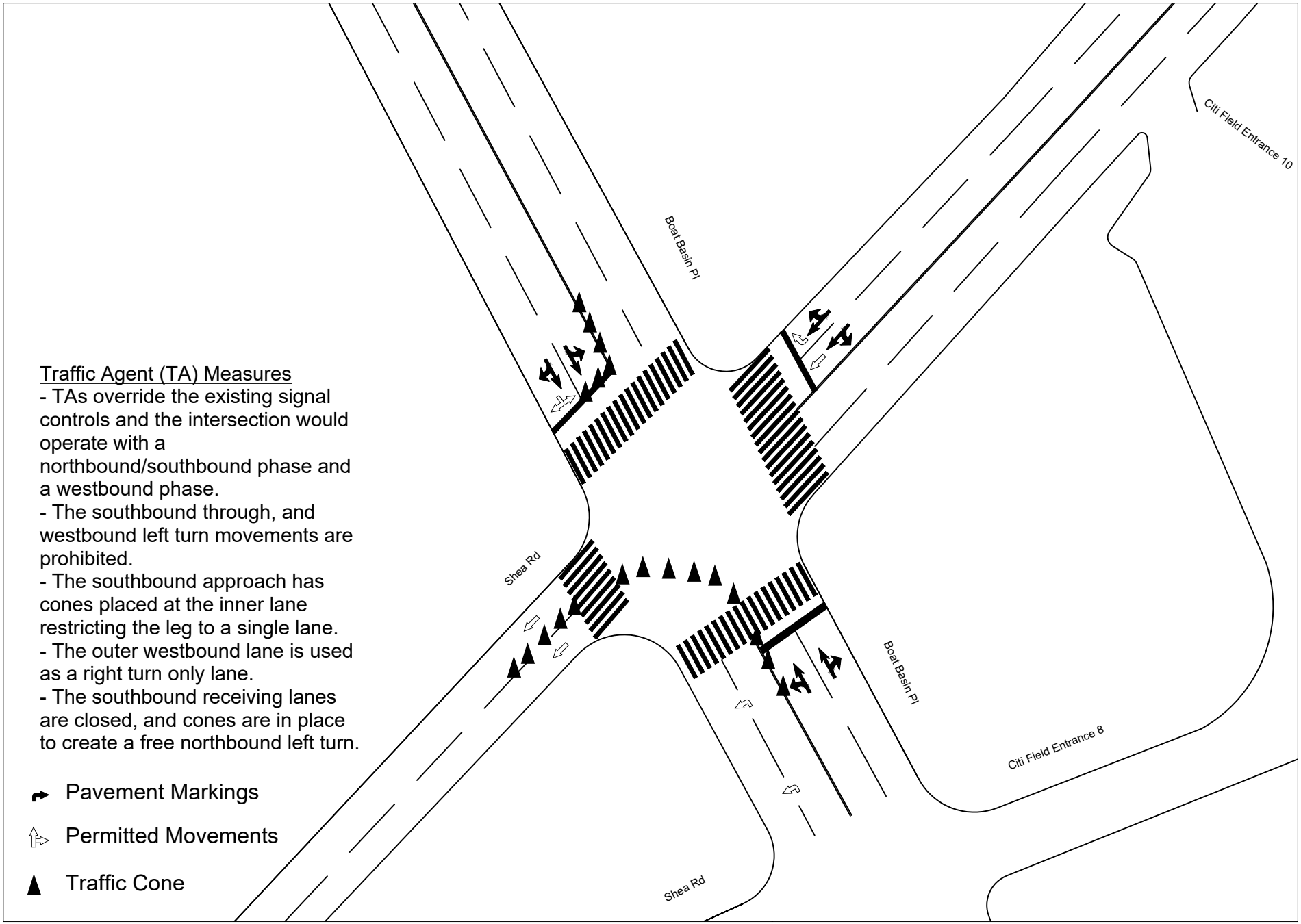
Figure D - 88: Existing/No-Action Gameday Operations - Shea Road at Boat Basin Place



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

Shea Road at Boat Basin Place
Existing/ No Action Condition
Saturday PM Pre Game, Sunday midday Peak Hours
Queens Future

Figure D - 89: Existing/No-Action Gameday Operations - Shea Road at Boat Basin Place

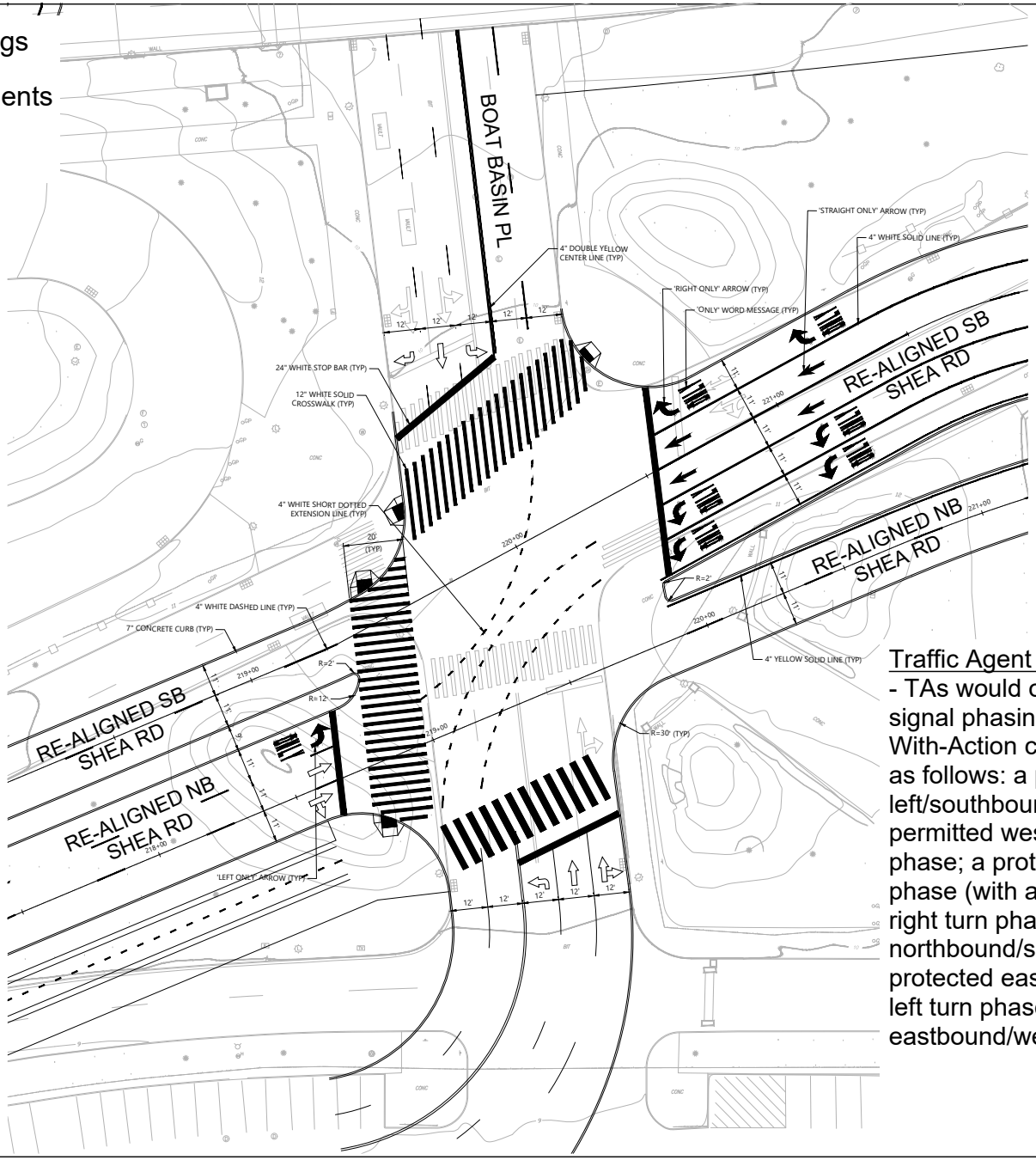


Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Shea Road at Boat Basin Place
Existing/ No Action Condition
Saturday PM Post Game, Sunday PM Peak Hours
Queens Future

Figure D - 90: With-Action Gameday Operations - Shea Road at Boat Basin Place

- Pavement Markings
- Permitted Movements
- Traffic Cone



Traffic Agent (TA) Measures

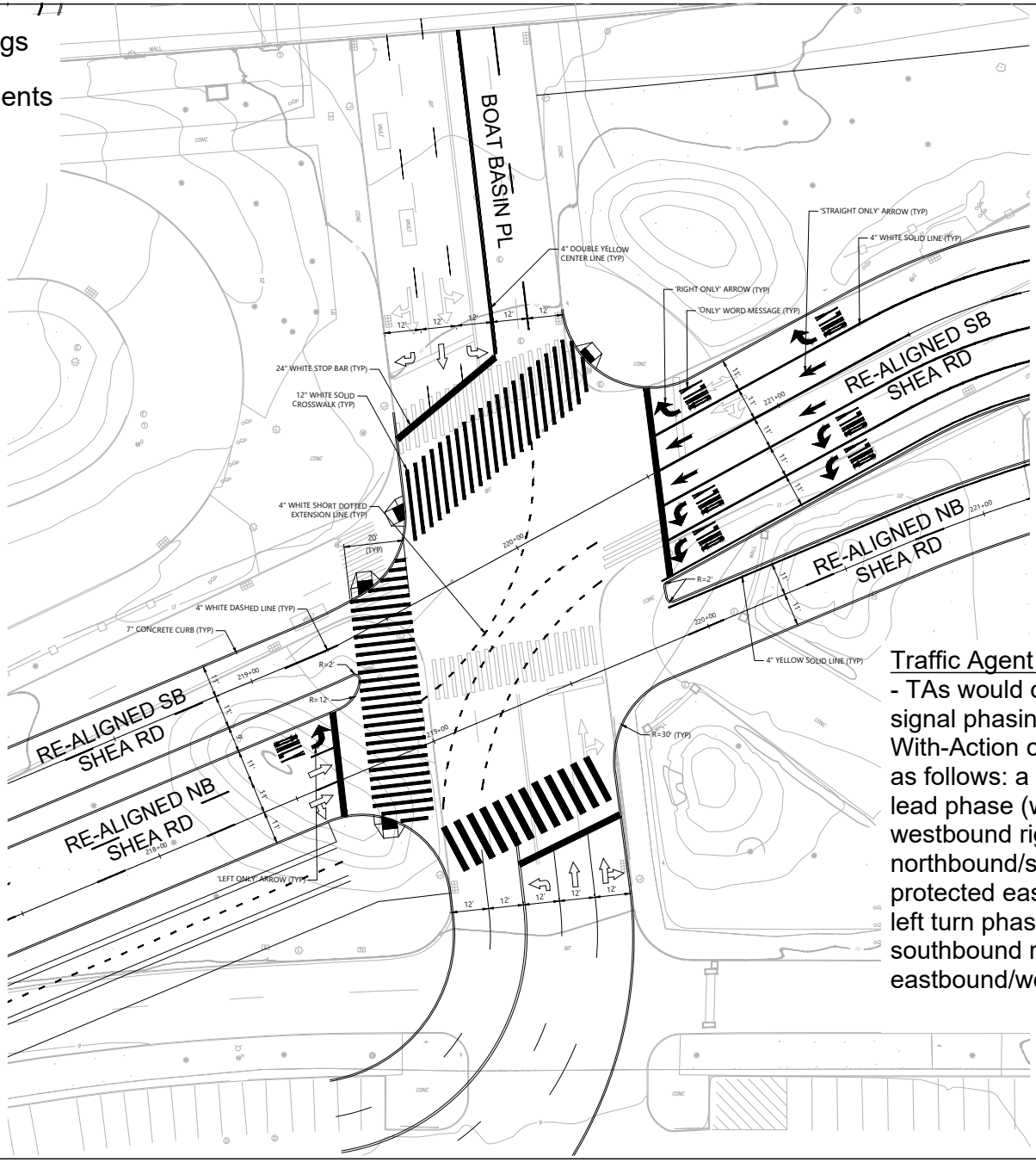
- TAs would override the proposed signal phasing plan from the With-Action condition and operate as follows: a protected northbound left/southbound left turn (with permitted westbound right turn) phase; a protected southbound lead phase (with a permitted westbound right turn phase); a northbound/southbound phase; a protected eastbound left/westbound left turn phase; an eastbound/westbound phase.

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 Boat Basin Place
Proposed Gameday Citi Field Event Ingress Operations
Weekday PM Peak Hour
Queens Future

Figure D - 91: With-Action Gameday Operations - Shea Road at Boat Basin Place

- Pavement Markings
- Permitted Movements
- Traffic Cone



Traffic Agent (TA) Measures

- TAs would override the proposed signal phasing plan from the With-Action condition and operate as follows: a protected southbound lead phase (with a permitted westbound right turn phase); a northbound/southbound phase; a protected eastbound left/westbound left turn phase (with a permitted southbound right turn phase); an eastbound/westbound phase.

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

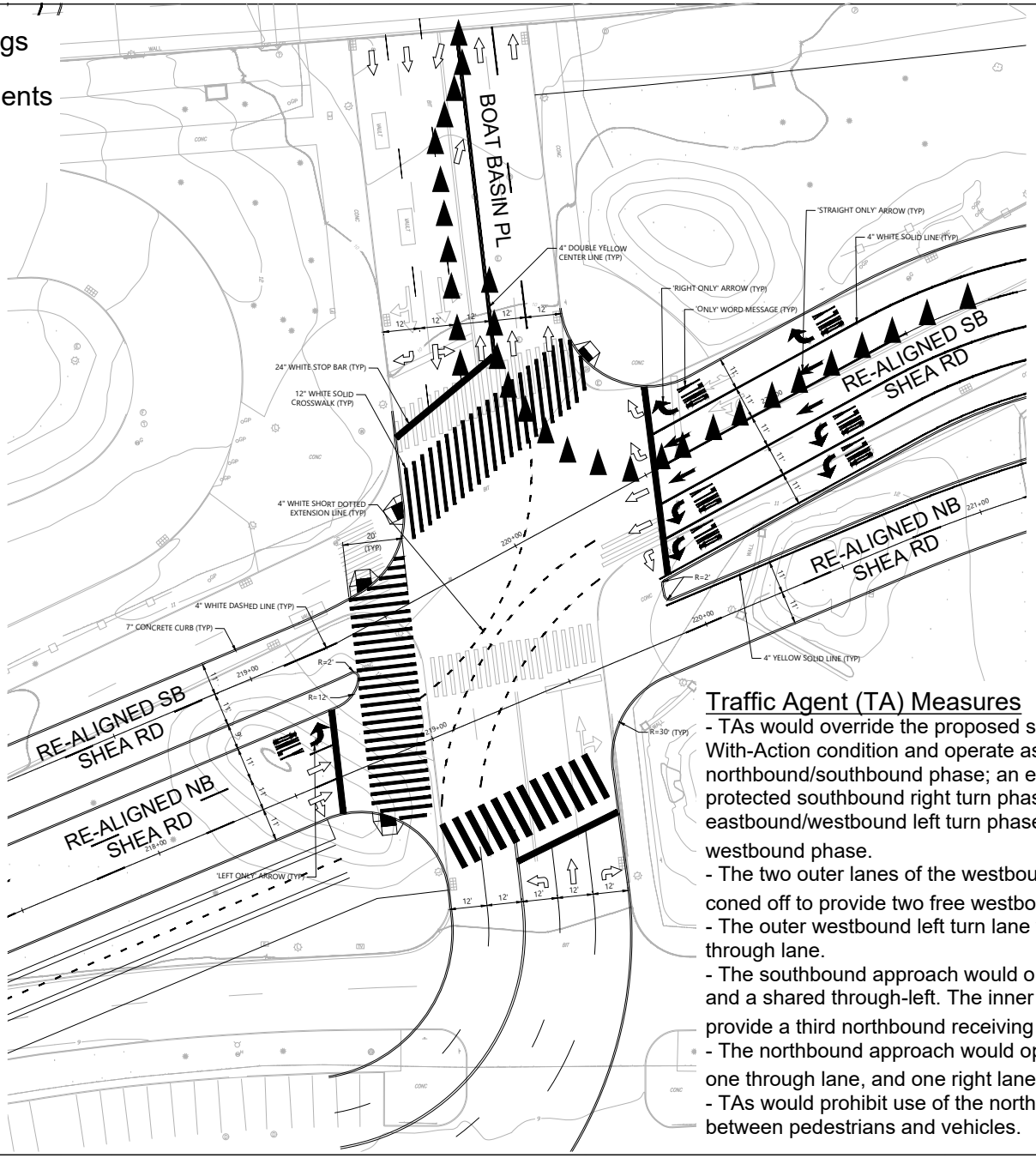
Shea Road at Boat Basin Place
Proposed Gameday Citi Field Event Ingress Operations
Saturday PM Pre Game, Sunday midday Peak Hours
Queens Future

Figure D - 92: With-Action Gameday Operations - Shea Road at Boat Basin Place

Pavement Markings

Permitted Movements

Traffic Cone



Traffic Agent (TA) Measures

- TAs would override the proposed signal phasing plan from the With-Action condition and operate as follows: a northbound/southbound phase; an eastbound phase (with a protected southbound right turn phase); a protected eastbound/westbound left turn phase; and a protected westbound phase.
- The two outer lanes of the westbound approach would be coned off to provide two free westbound right turn movements.
- The outer westbound left turn lane would become a westbound through lane.
- The southbound approach would operate as a right turn lane and a shared through-left. The inner lane would be coned off to provide a third northbound receiving lane.
- The northbound approach would operate as one left turn lane, one through lane, and one right lane.
- TAs would prohibit use of the north crosswalk to avoid conflicts between pedestrians and vehicles.

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

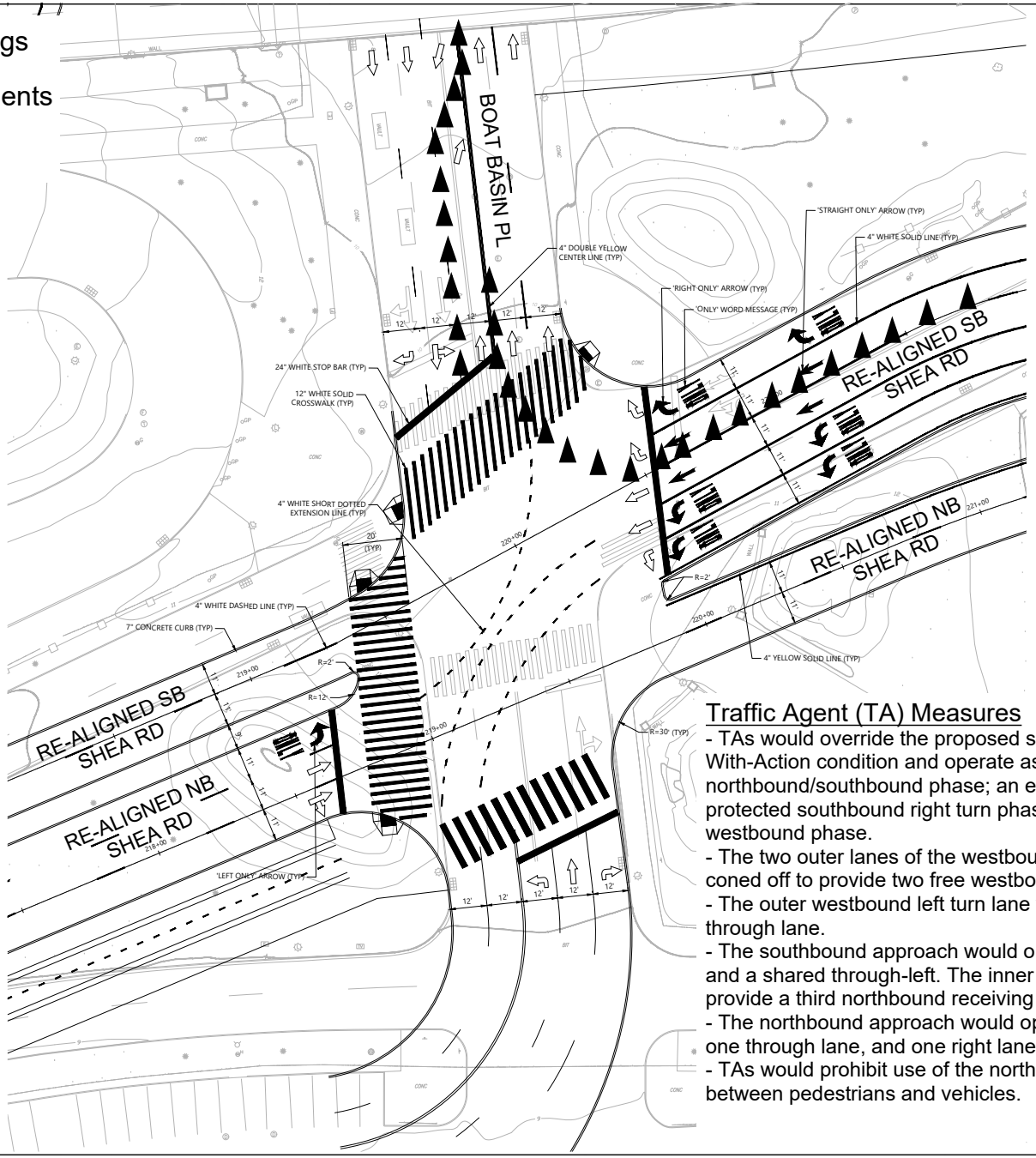
Shea Road at Boat Basin Place
Proposed Gameday Citi Field Event Egress Operations
Saturday PM Post Game Peak Hour
Queens Future

Figure D - 93: With-Action Gameday Operations - Shea Road at Boat Basin Place

Pavement Markings

Permitted Movements

Traffic Cone



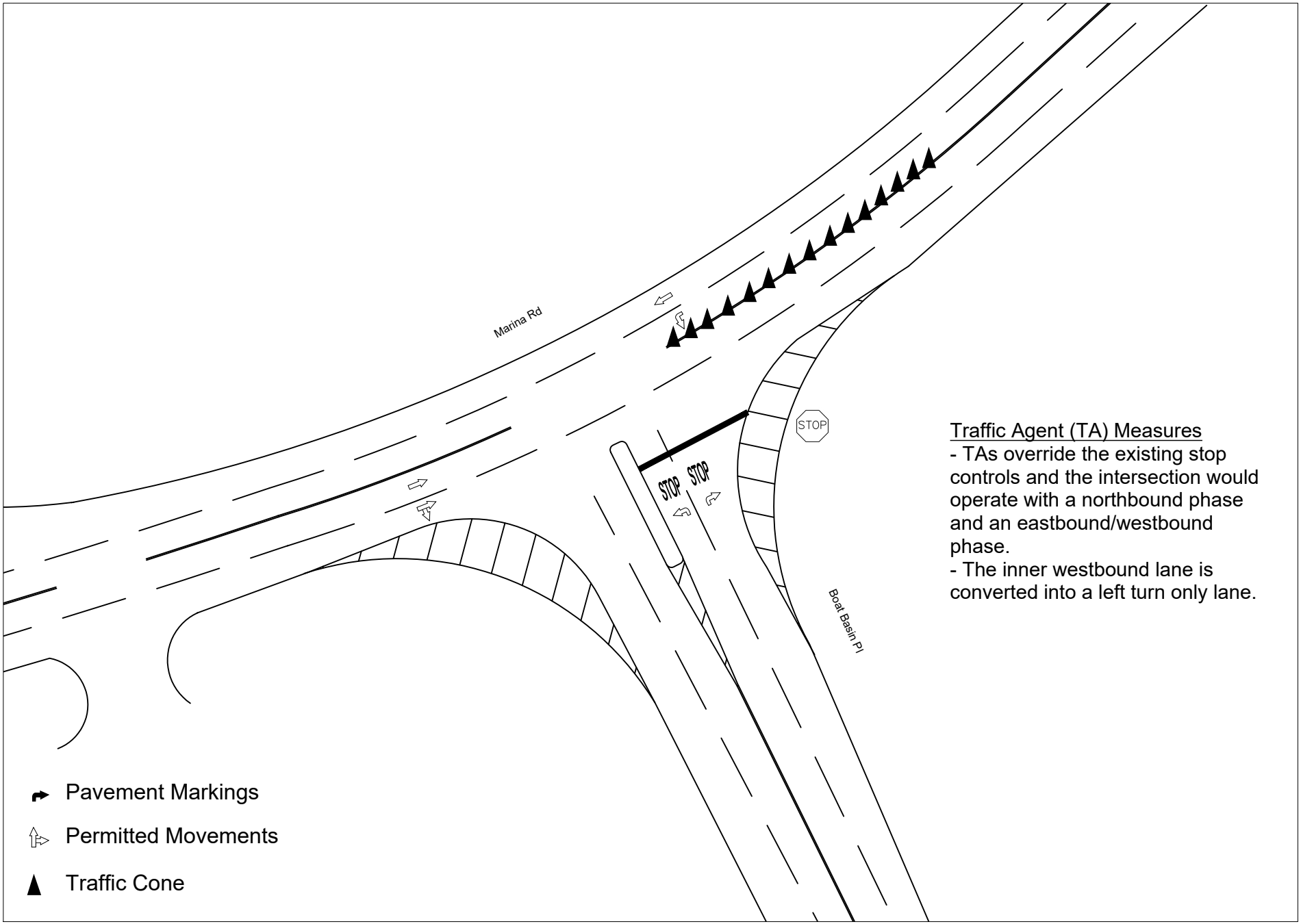
Traffic Agent (TA) Measures

- TAs would override the proposed signal phasing plan from the With-Action condition and operate as follows: a northbound/southbound phase; an eastbound phase (with a protected southbound right turn phase); and a protected westbound phase.
- The two outer lanes of the westbound approach would be coned off to provide two free westbound right turn movements.
- The outer westbound left turn lane would become a westbound through lane.
- The southbound approach would operate as a right turn lane and a shared through-left. The inner lane would be coned off to provide a third northbound receiving lane.
- The northbound approach would operate as one left turn lane, one through lane, and one right lane.
- TAs would prohibit use of the north crosswalk to avoid conflicts between pedestrians and vehicles.

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 Boat Basin Place
Proposed Gameday Citi Field Event Egress Operations
Sunday PM Peak Hour
Queens Future

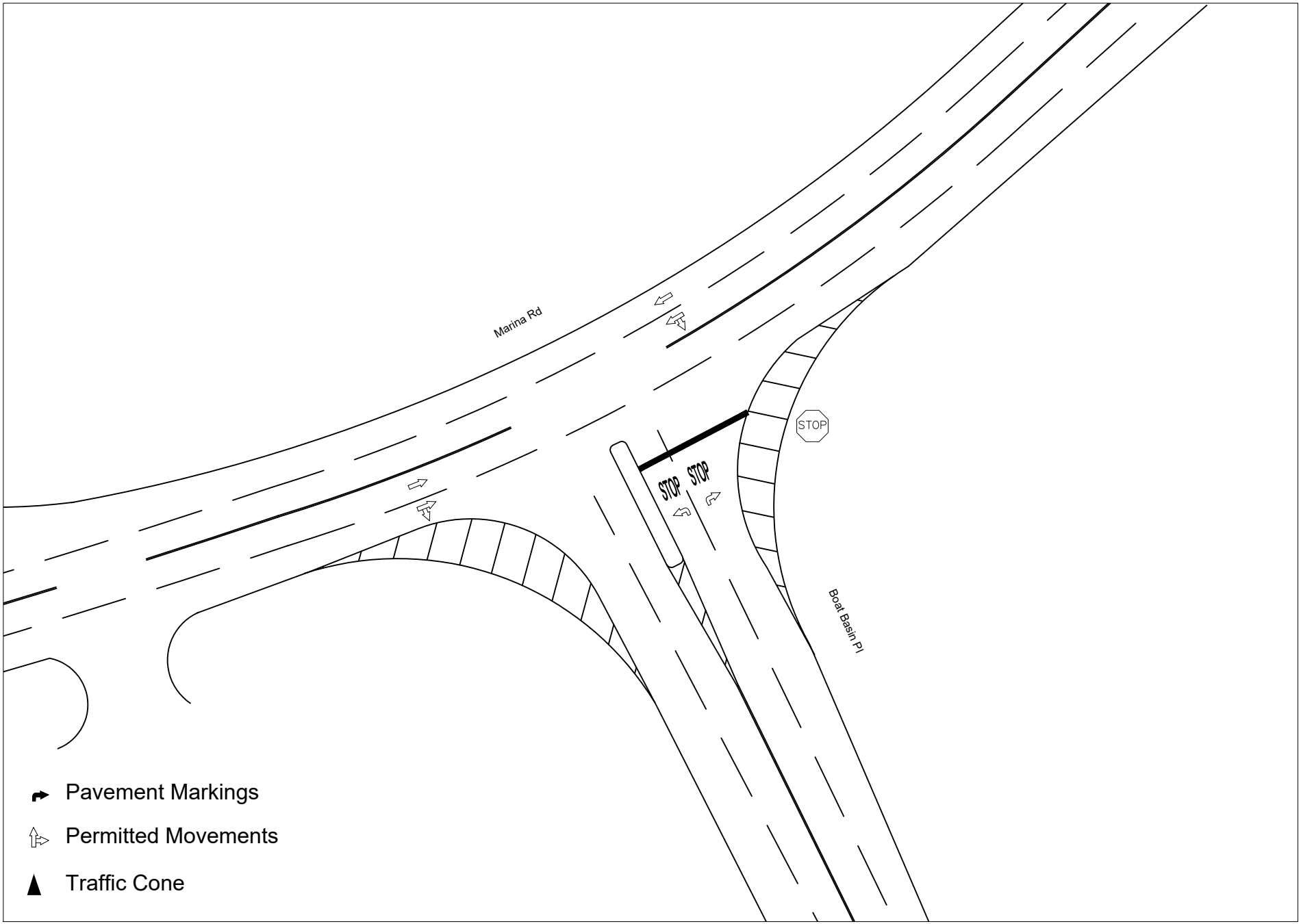
Figure D - 94: Existing Gameday Operations - Marina Road at Boat Basin Place



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
Weekday PM Peak Hour
Queens Future

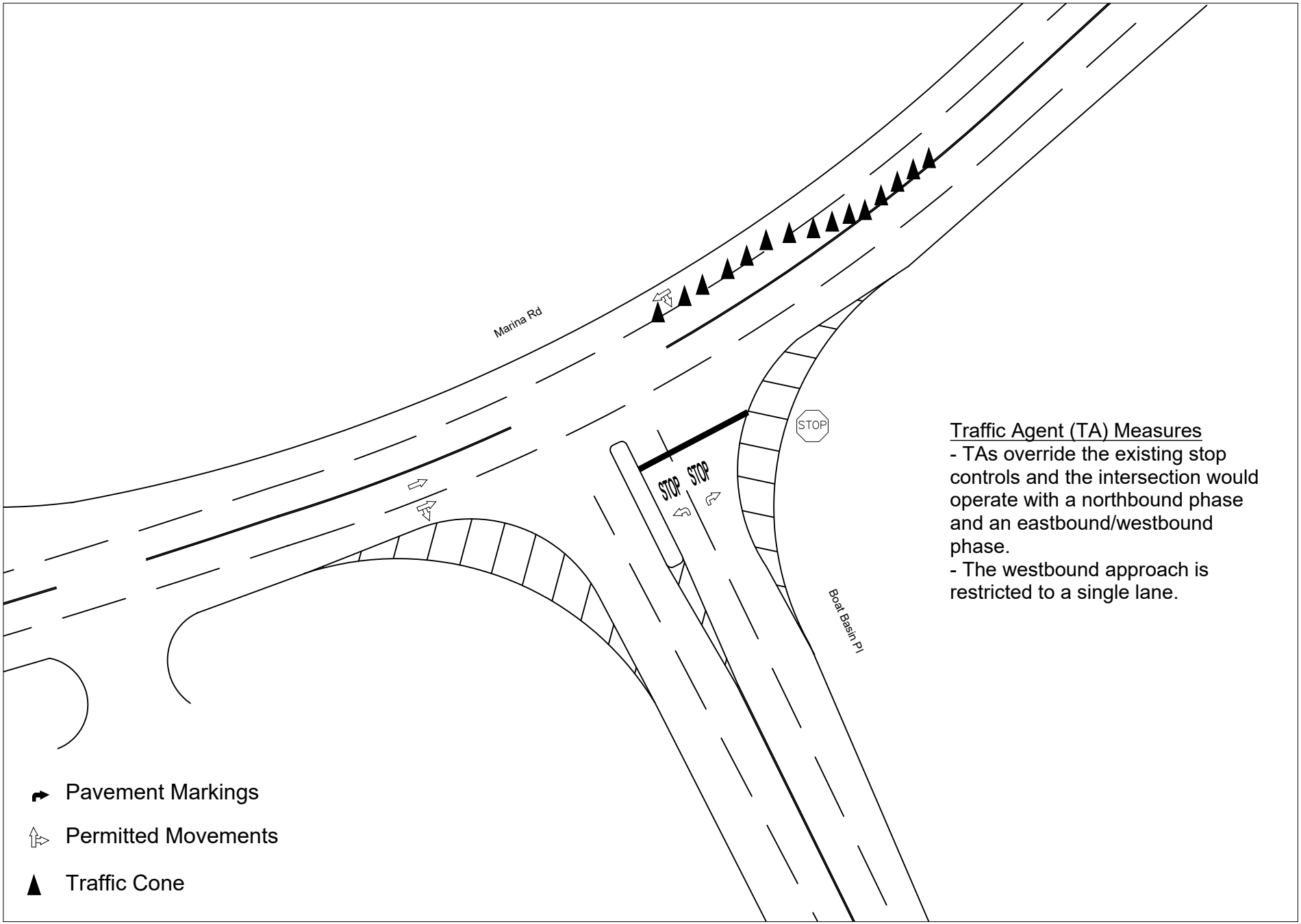
Figure D - 95: Existing Gameday Operations - Marina Road at Boat Basin Place



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
Saturday PM Pre Game, Sunday midday, Sunday PM Peak Hours
Queens Future

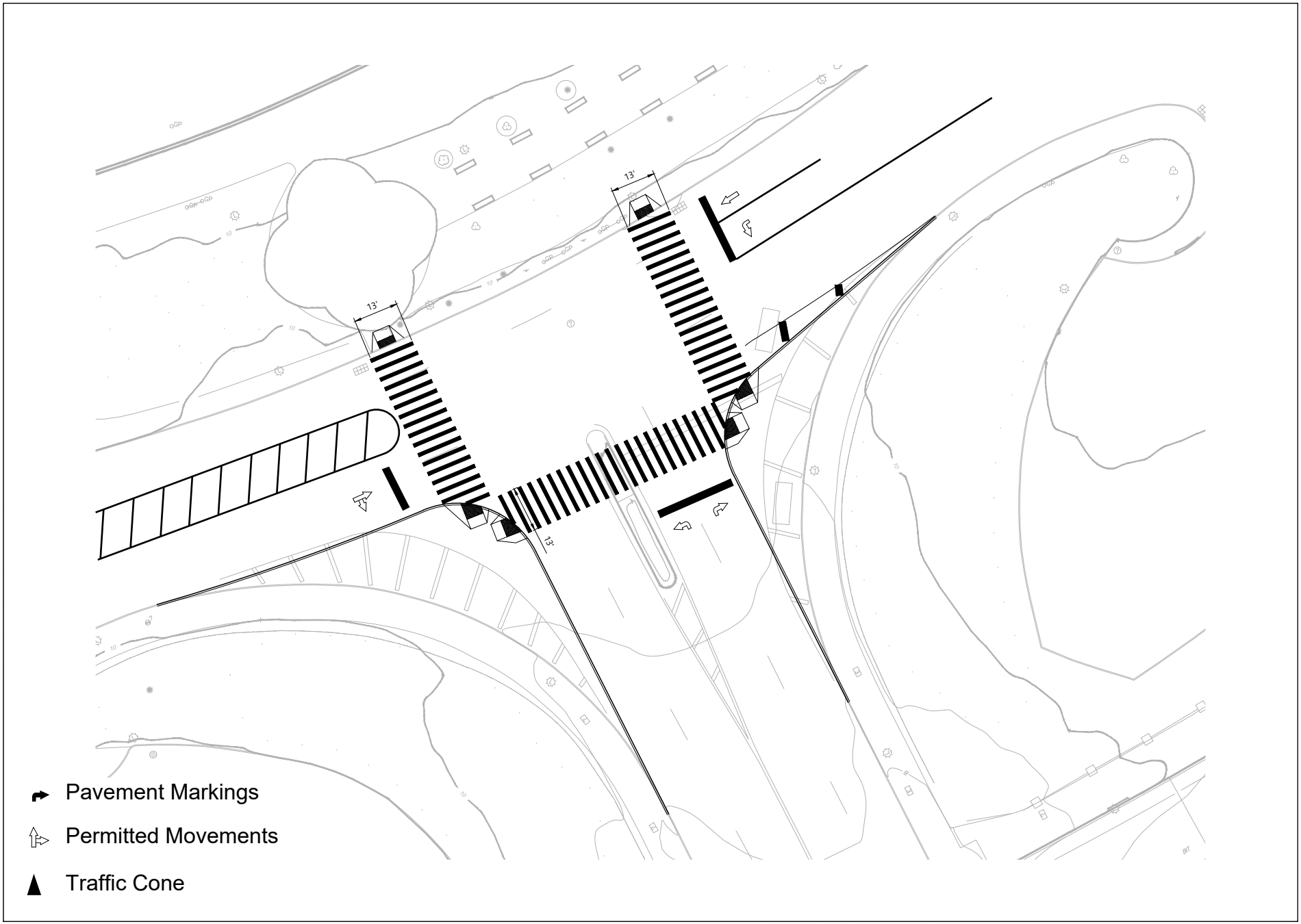
Figure D - 96: Existing Gameday Operations - Marina Road at Boat Basin Place



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
Saturday PM Post Game Peak Hour
Queens Future

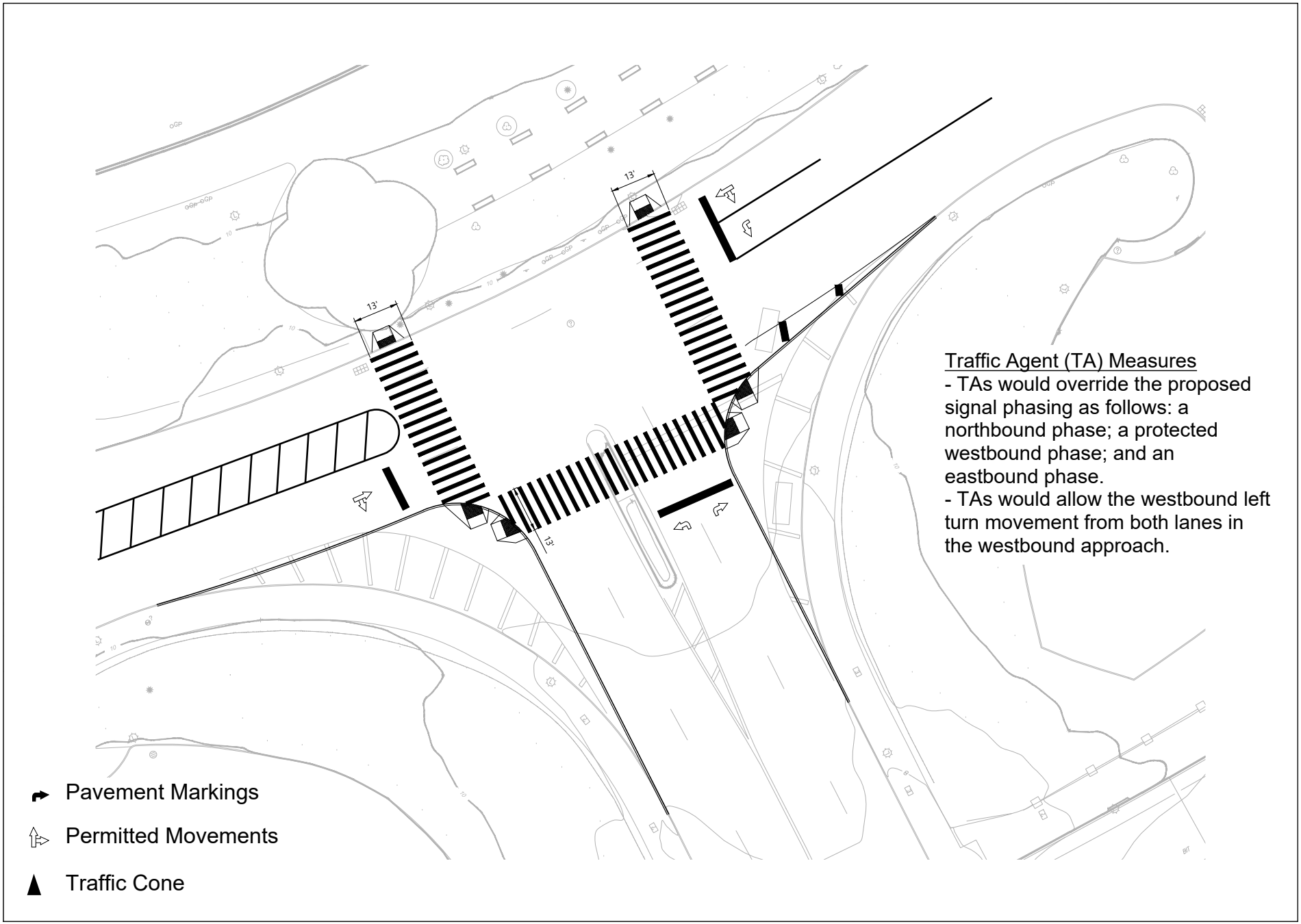
Figure D - 97: No-Action Gameday Operations - Marina Road at Boat Basin Place



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
No Action Condition
Weekday PM, Saturday PM Pre Game, Saturday PM Post Game, Sunday midday, Sunday PM Peak Hours
Queens Future

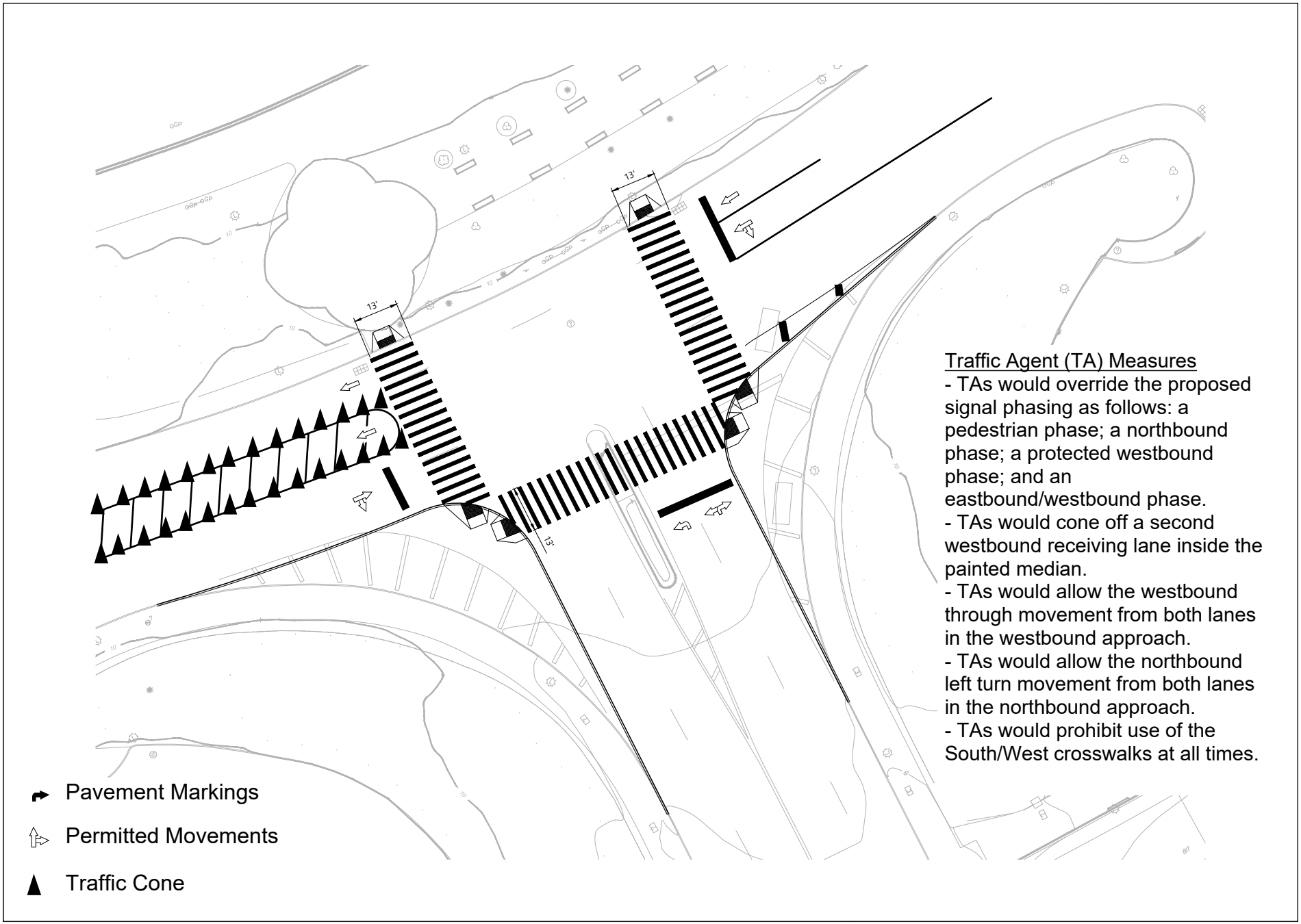
Figure D - 98: With-Action Gameday Operations - Marina Road at Boat Basin Place



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
Proposed Gameday Citi Field Event Ingress Operations
Weekday PM, Saturday PM Pre Game, Sunday midday Peak Hours
Queens Future

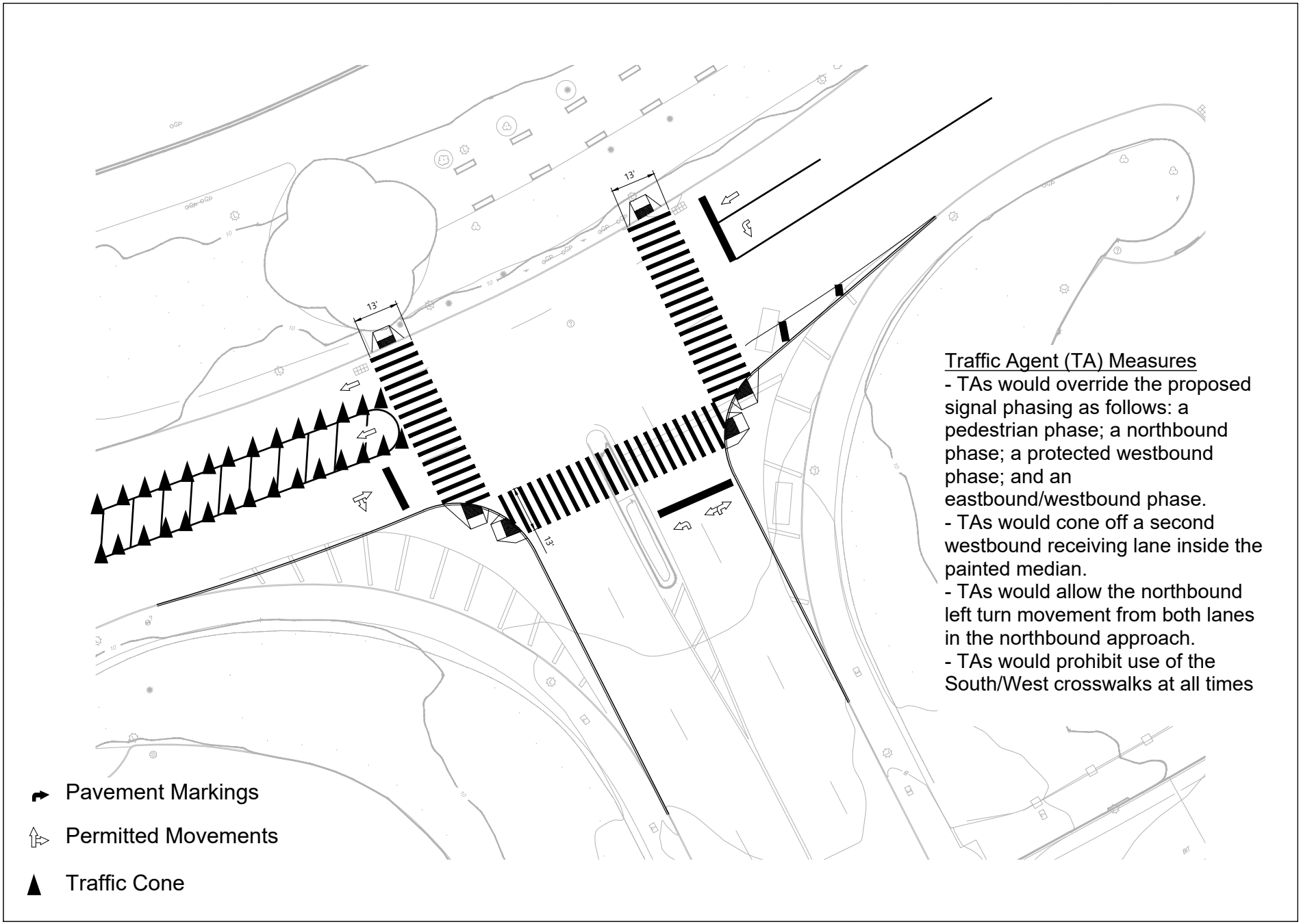
Figure D - 99: With-Action Gameday Operations - Marina Road at Boat Basin Place



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
Proposed Gameday Citi Field Event Egress Operations
Saturday PM Post Game Peak Hour
Queens Future

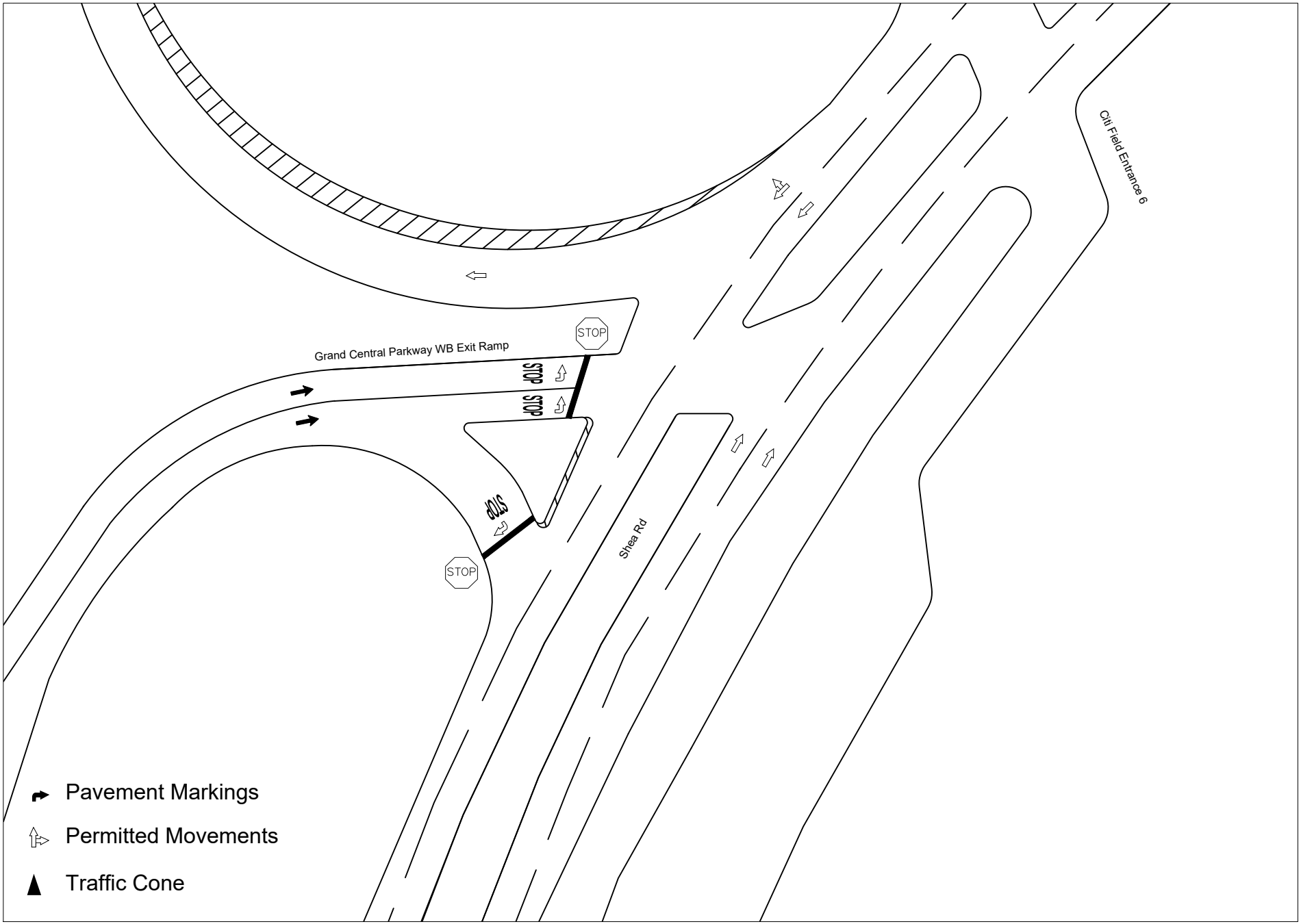
Figure D - 100: With-Action Gameday Operations - Marina Road at Boat Basin Place



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
Proposed Gameday Citi Field Event Egress Operations
Sunday PM Peak Hour
Queens Future

Figure D - 101: Existing/No-Action Gameday Operations - GCP westbound exit ramp/Podium Parking West Access at Shea Road



Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road

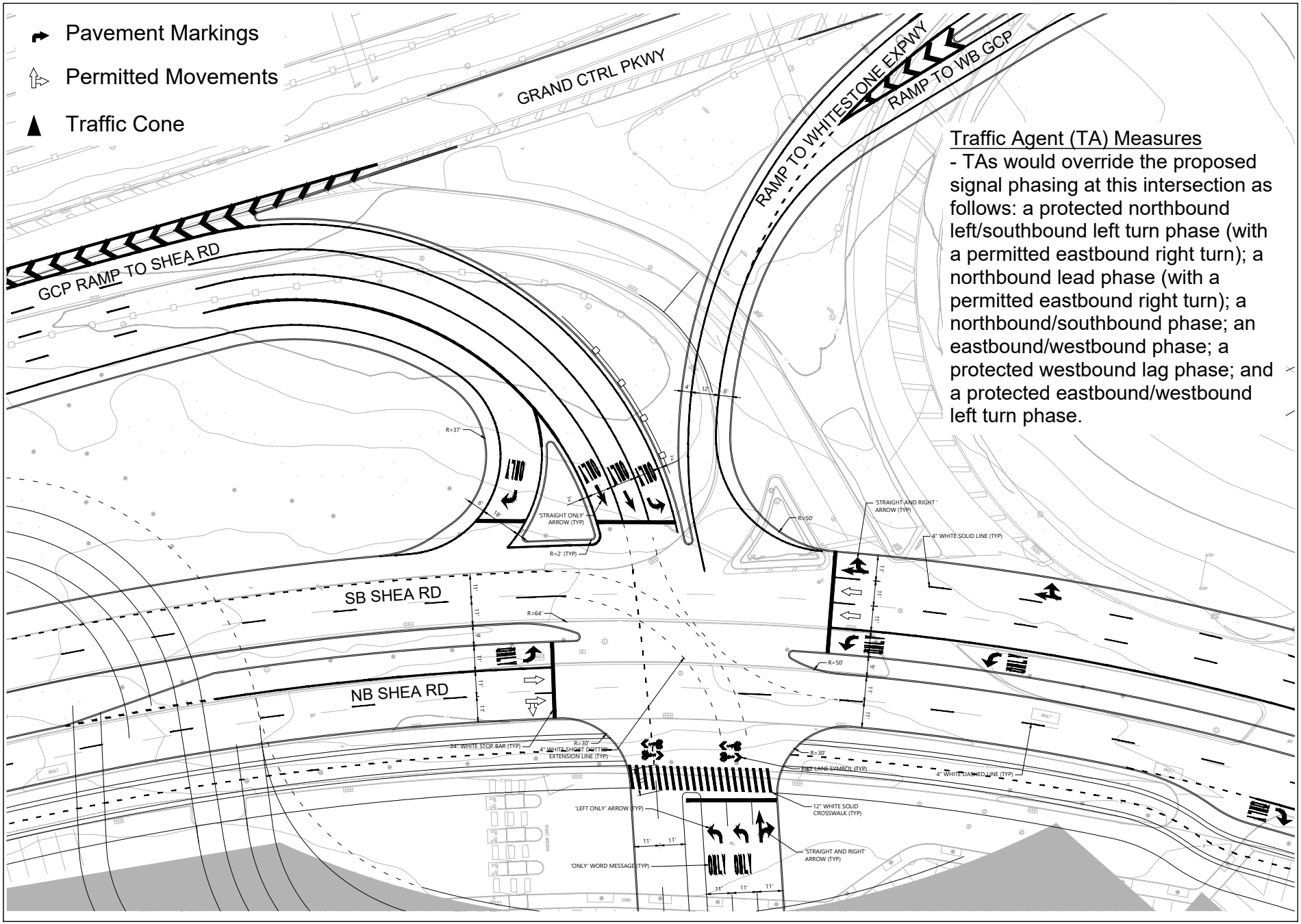
Existing/ No Action Condition

Weekday PM, Saturday PM Pre Game, Saturday PM Post Game, Sunday midday, Sunday PM Peak Hours

Queens Future

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

Figure D - 102: With-Action Gameday Operations - GCP westbound exit ramp/Podium Parking West Access at Shea Rd

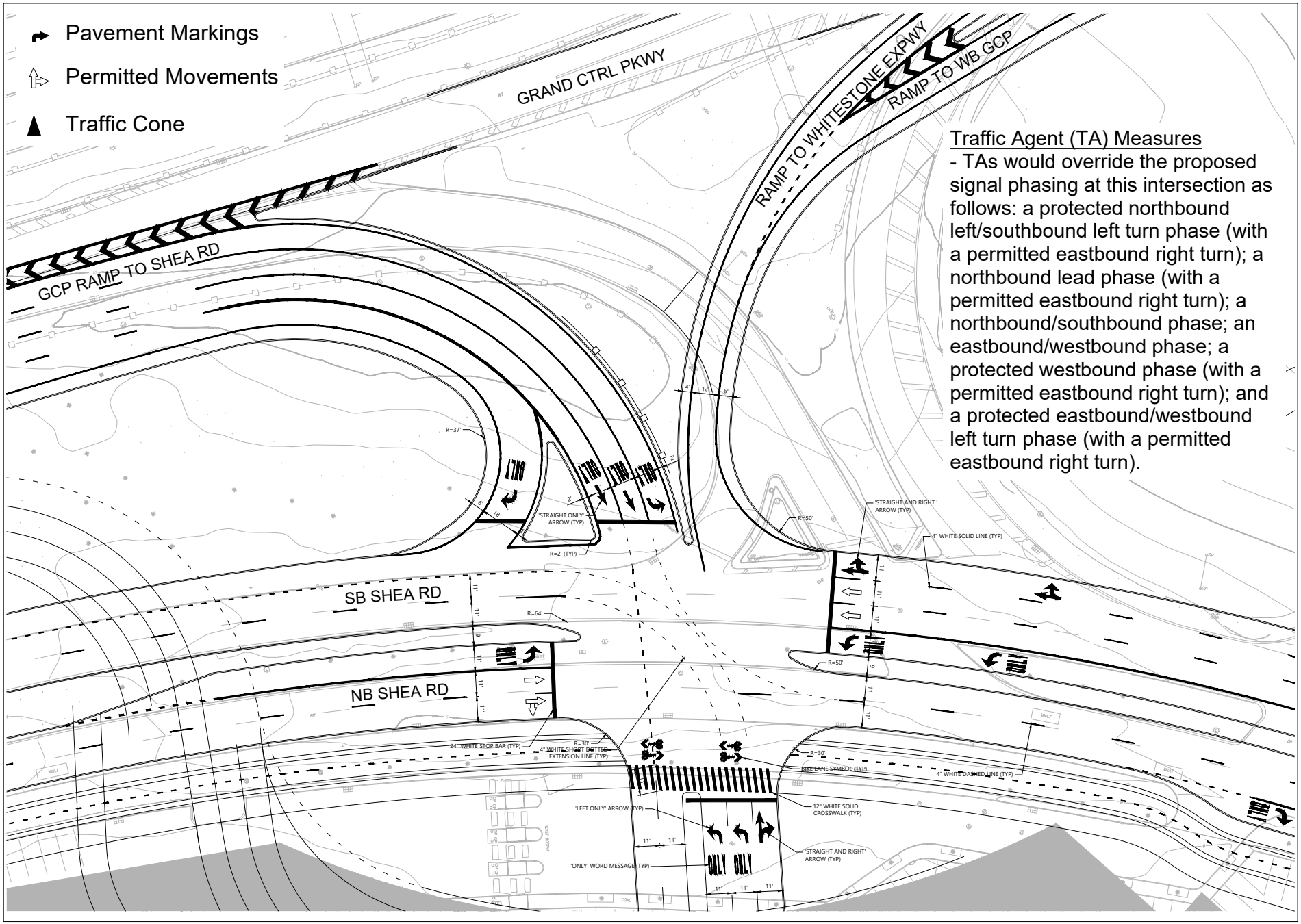


Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road

Proposed Gameday Citi Field Ingress Operations
Weekday PM, Sunday midday Peak Hours
Queens Future

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

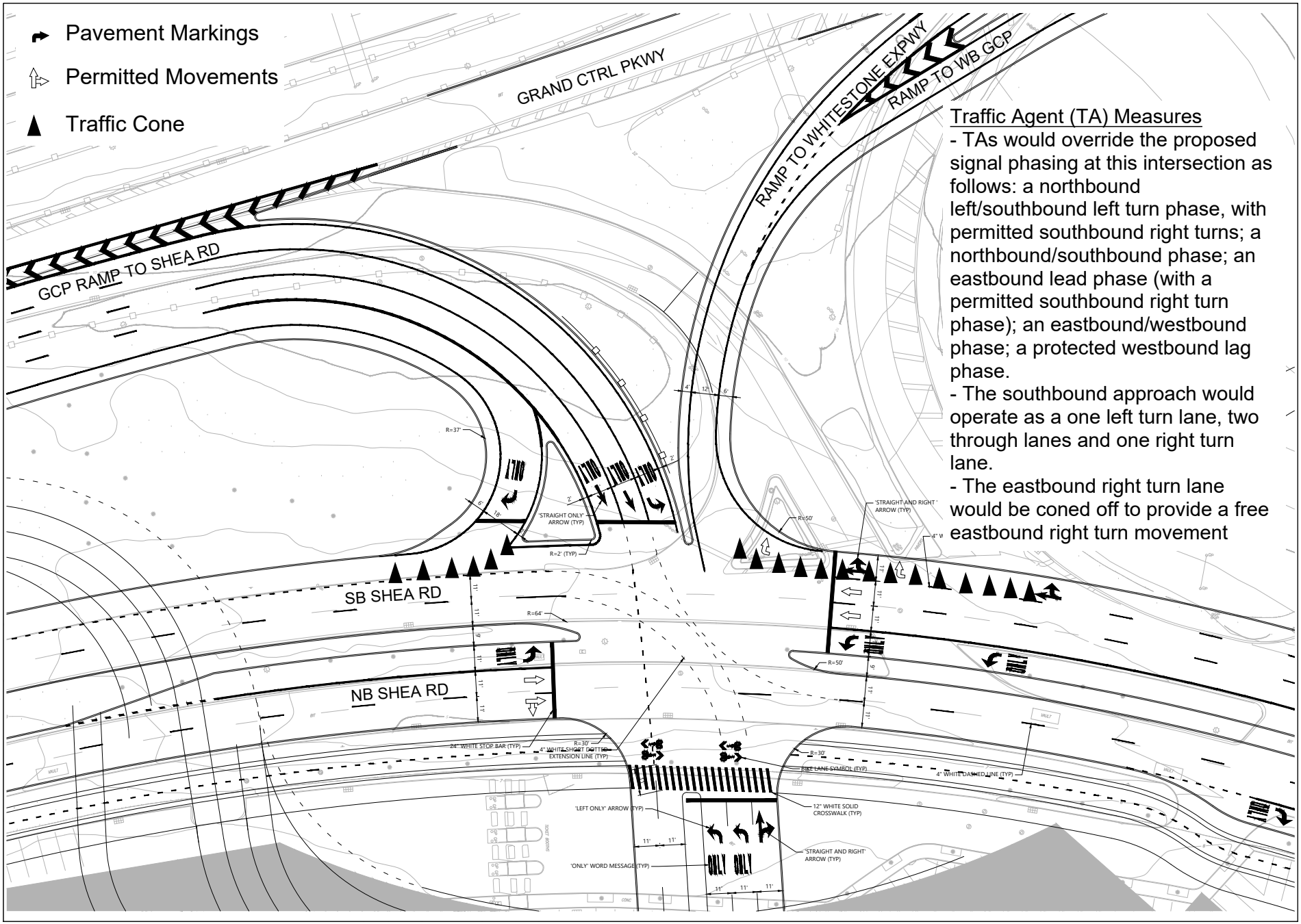
Figure D - 103: With-Action Gameday Operations - GCP westbound exit ramp/Podium Parking West Access at Shea Rd



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

Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road
Proposed Gameday Citi Field Ingress Operations
Saturday PM Pre Game Peak Hour
Queens Future

Figure D - 104: With-Action Gameday Operations - GCP westbound exit ramp/Podium Parking West Access at Shea Rd

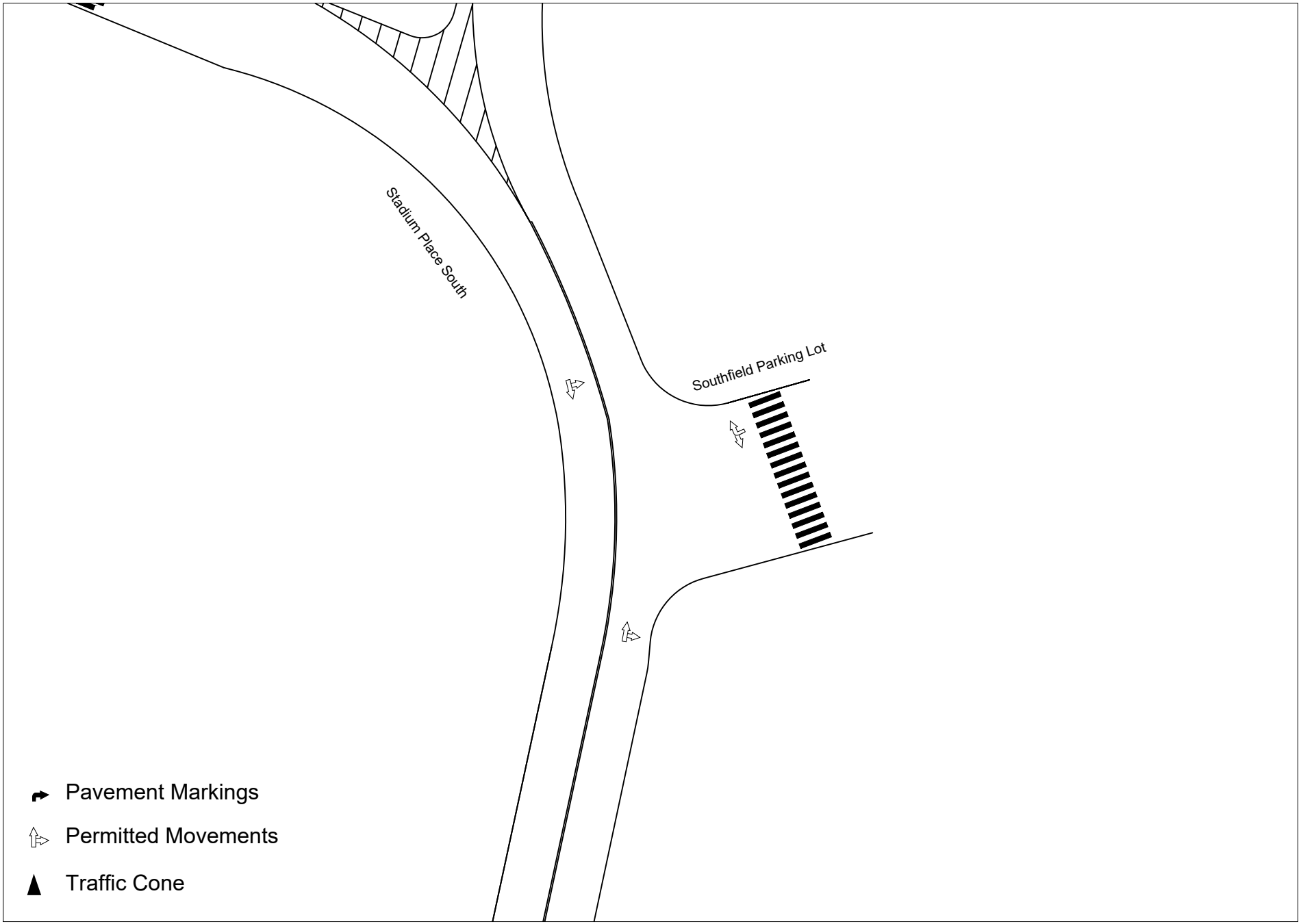


Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road

Proposed Gameday Citi Field Egress Operations
Saturday PM Post Game, Sunday PM Peak Hours
Queens Future

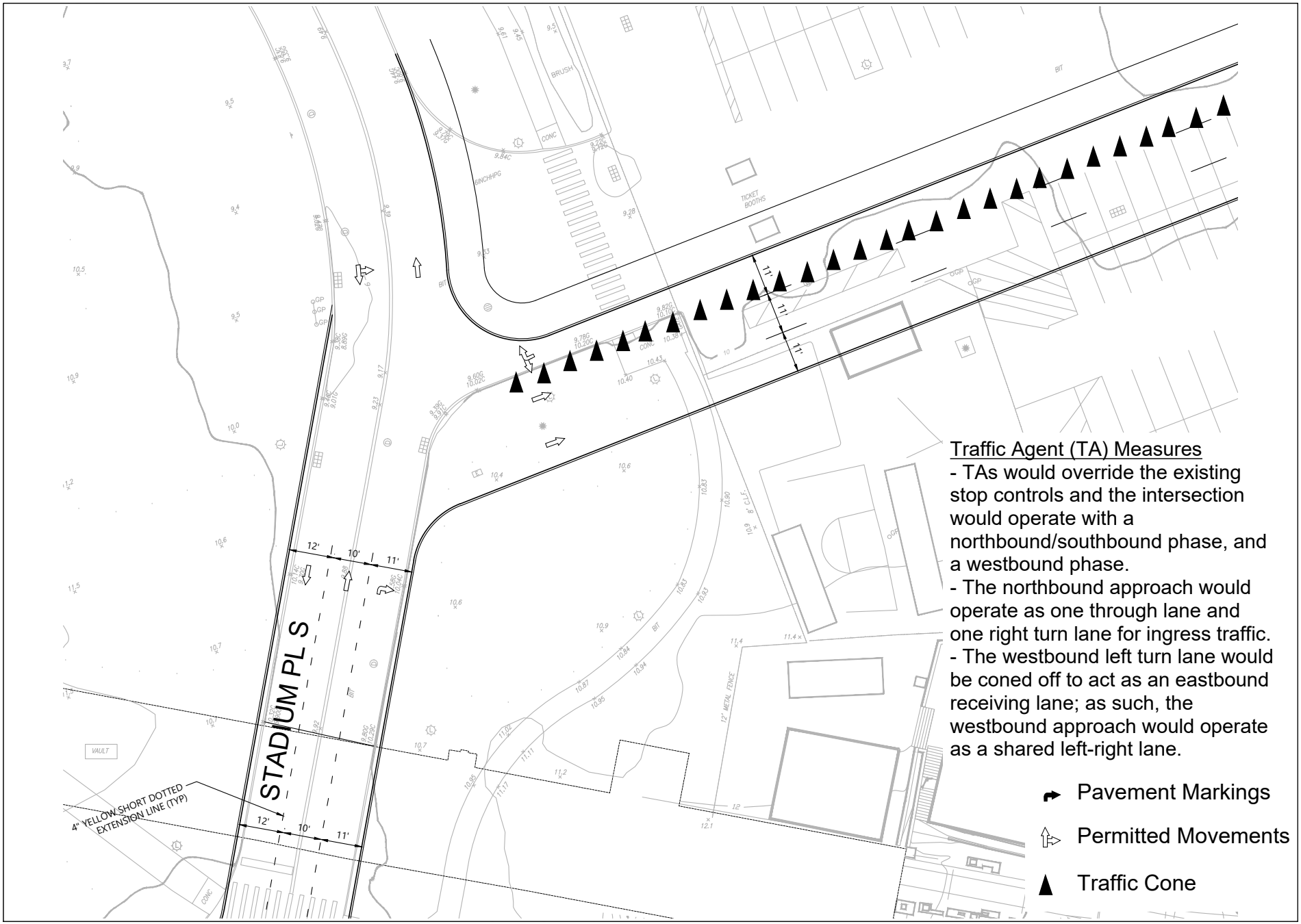
Figure D - 105: Existing/No-Action Gameday Operations - Stadium Place South at Southfield Parking Lot



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

Stadium Place South at Southfield Parking Lot
Existing/ No Action Condition
Weekday PM, Saturday PM Pre Game, Saturday PM Post Game, Sunday midday, Sunday PM Peak Hours
Queens Future

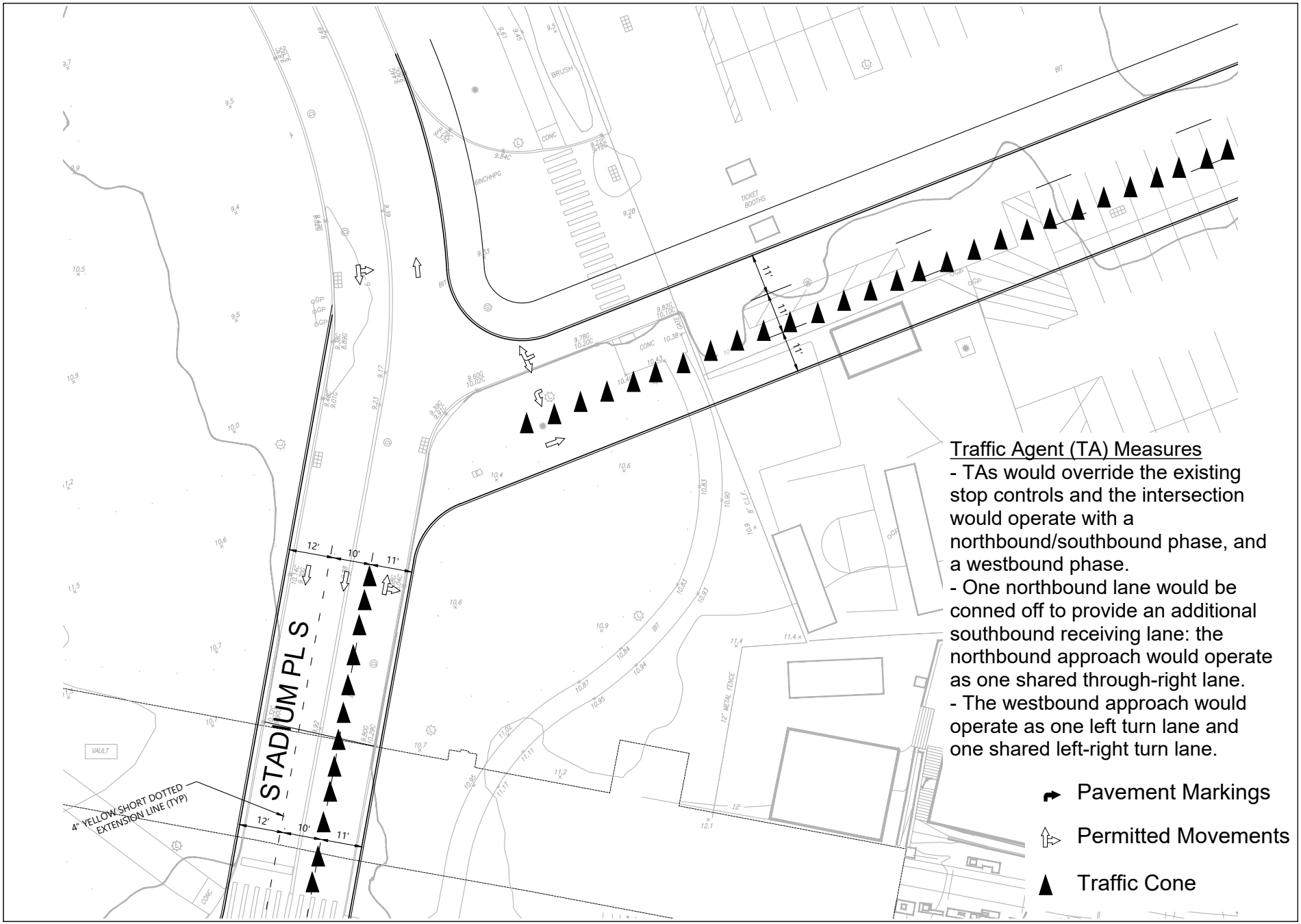
Figure D - 106: With-Action Gameday Operations - Stadium Place South at Southfield Parking Lot



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

Stadium Place South at Southfield Parking Lot
Proposed Gameday Citi Field Event Ingress Operations
Weekday PM, Saturday PM Pre Game, Sunday midday Peak Hours
Queens Future

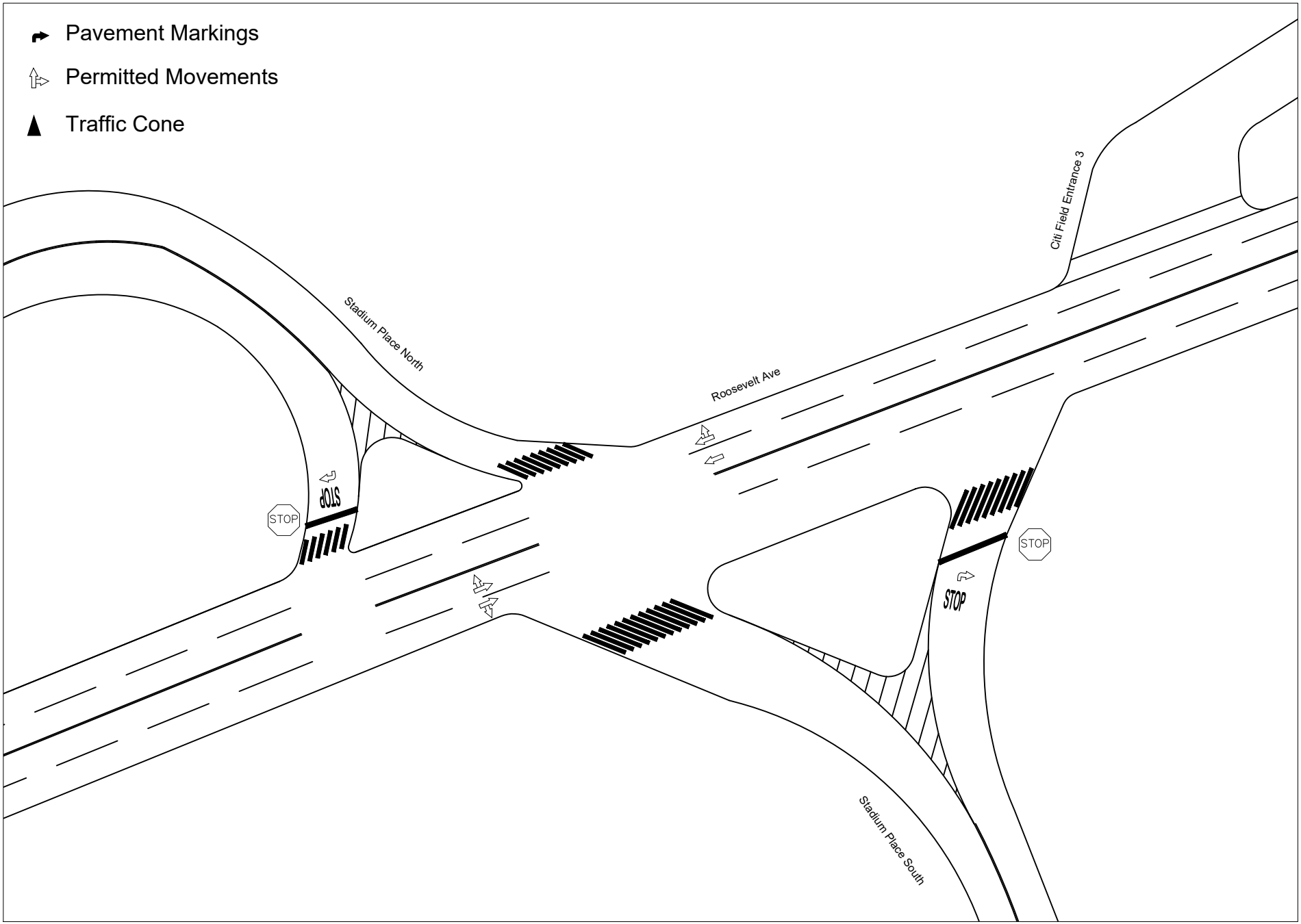
Figure D - 107: With-Action Gameday Operations - Stadium Place South at Southfield Parking Lot



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

Stadium Place South at Southfield Parking Lot
Proposed Gameday Citi Field Event Egress Operations
Saturday PM Post Game, Sunday PM Peak Hours
Queens Future

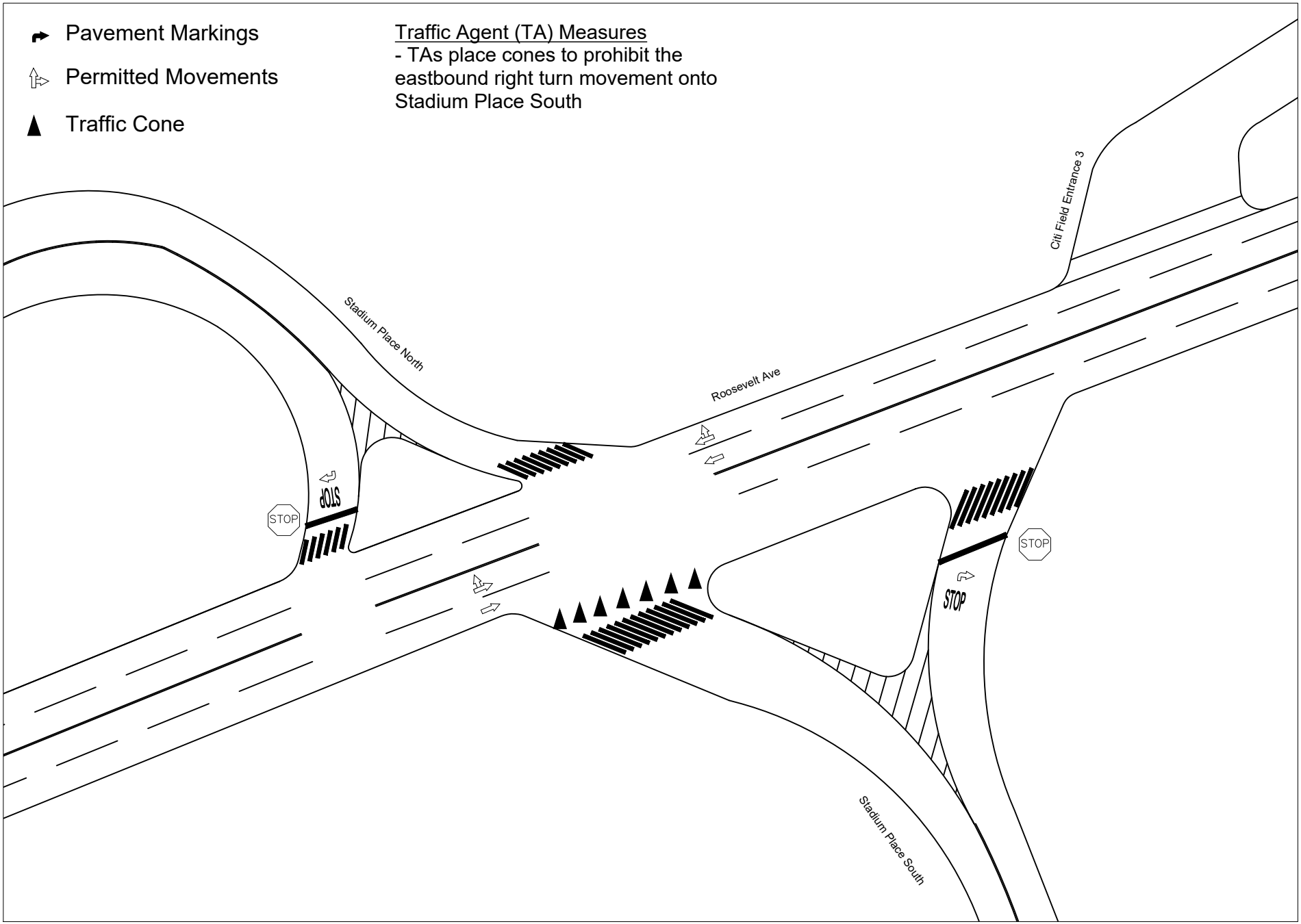
Figure D - 108: Existing/No-Action Gameday Operations - Roosevelt Avenue at Stadium Place



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

Roosevelt Avenue at Stadium Place
Existing/ No Action Condition
Weekday PM, Saturday PM Post Game, Sunday PM Peak Hours
Queens Future

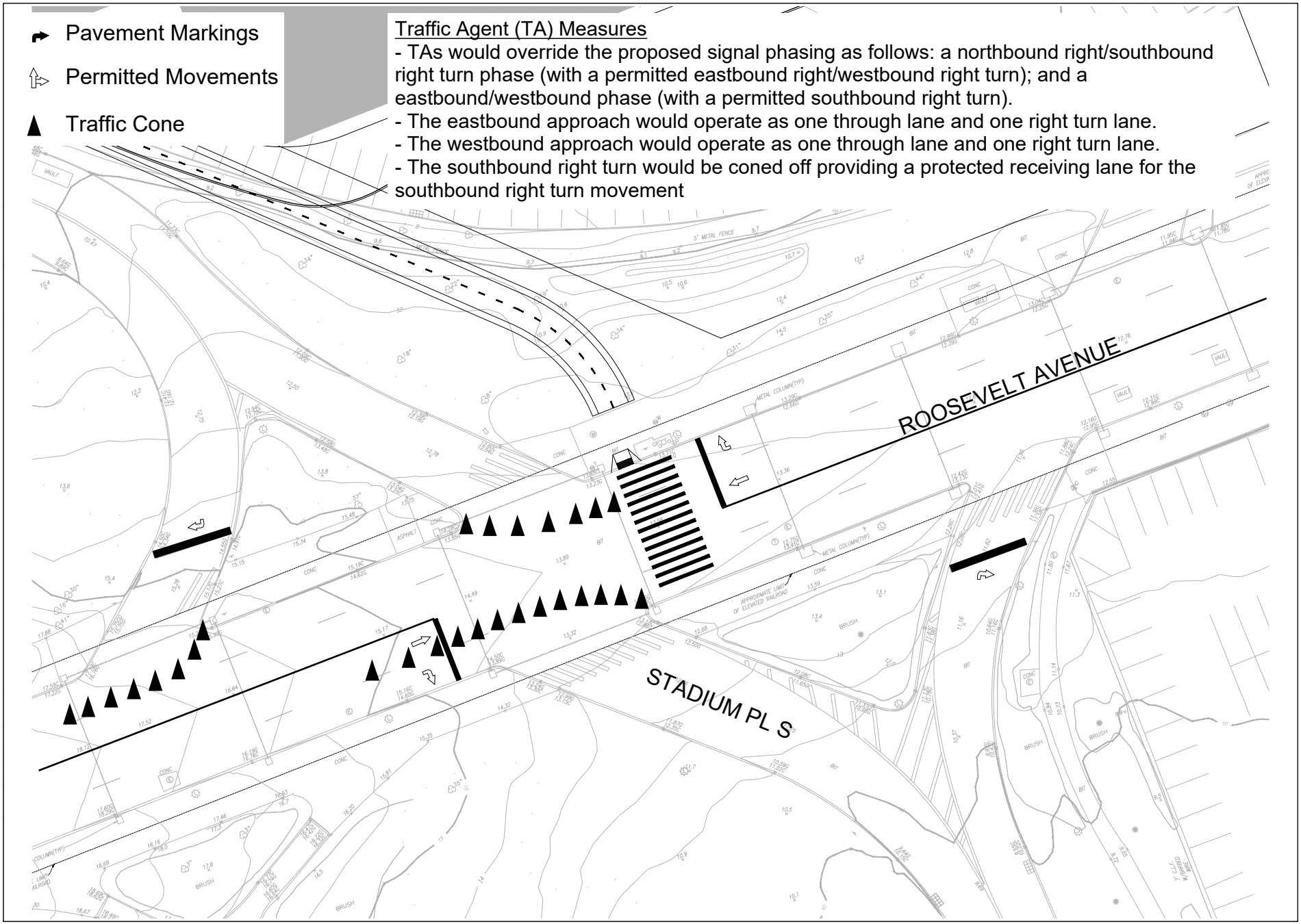
Figure D - 109: Existing/No-Action Gameday Operations - Roosevelt Avenue at Stadium Place



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

Roosevelt Avenue at Stadium Place
Existing/ No Action Condition
Saturday PM Pre Game, Sunday midday Peak Hours
Queens Future

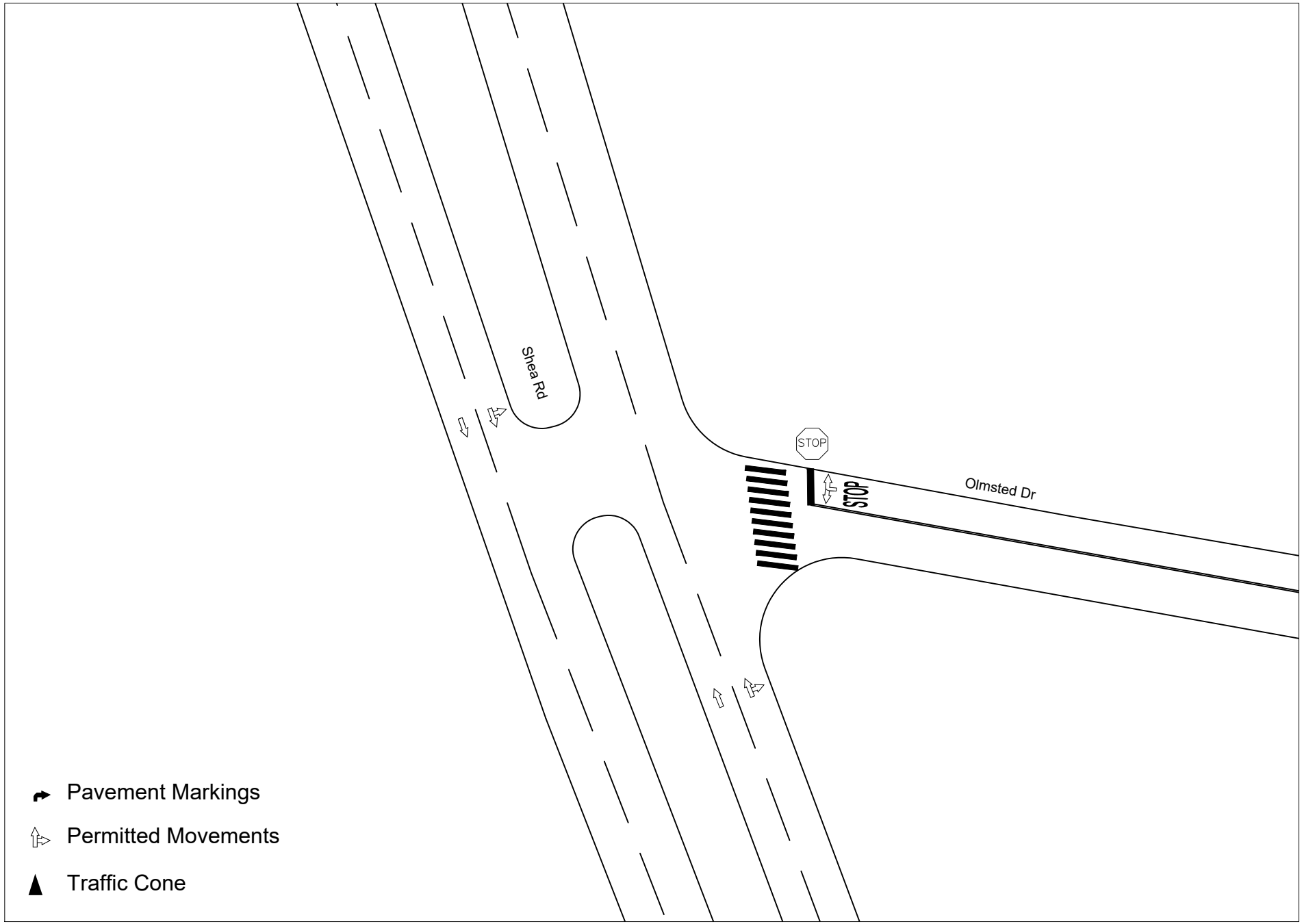
Figure D - 110: With-Action Gameday Operations - Roosevelt Avenue at Stadium Place



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

Roosevelt Avenue at Stadium Place
Proposed Gameday Citi Field Event Ingress Operations
Weekday PM, Saturday PM Pre Game, Saturday PM Post Game, Sunday midday, Sunday PM Peak Hours
Queens Future

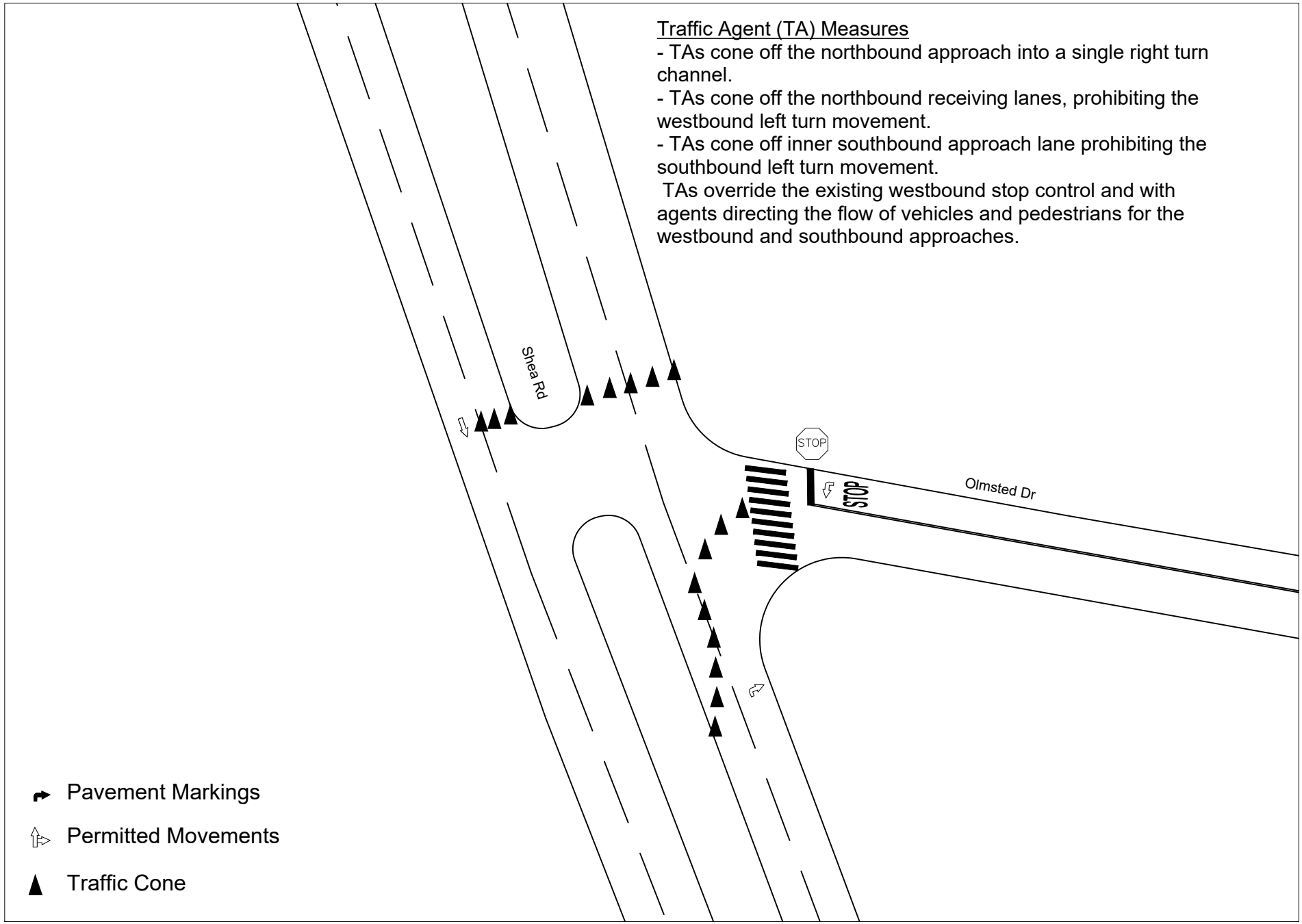
Figure D - 111: Existing/No-Action Gameday Operations - Shea Road at Olmsted Drive



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 Olmsted Drive
Existing/ No Action Condition
Weekday PM, Saturday PM Pre Game, Sunday midday, Sunday PM Peak Hours
Queens Future

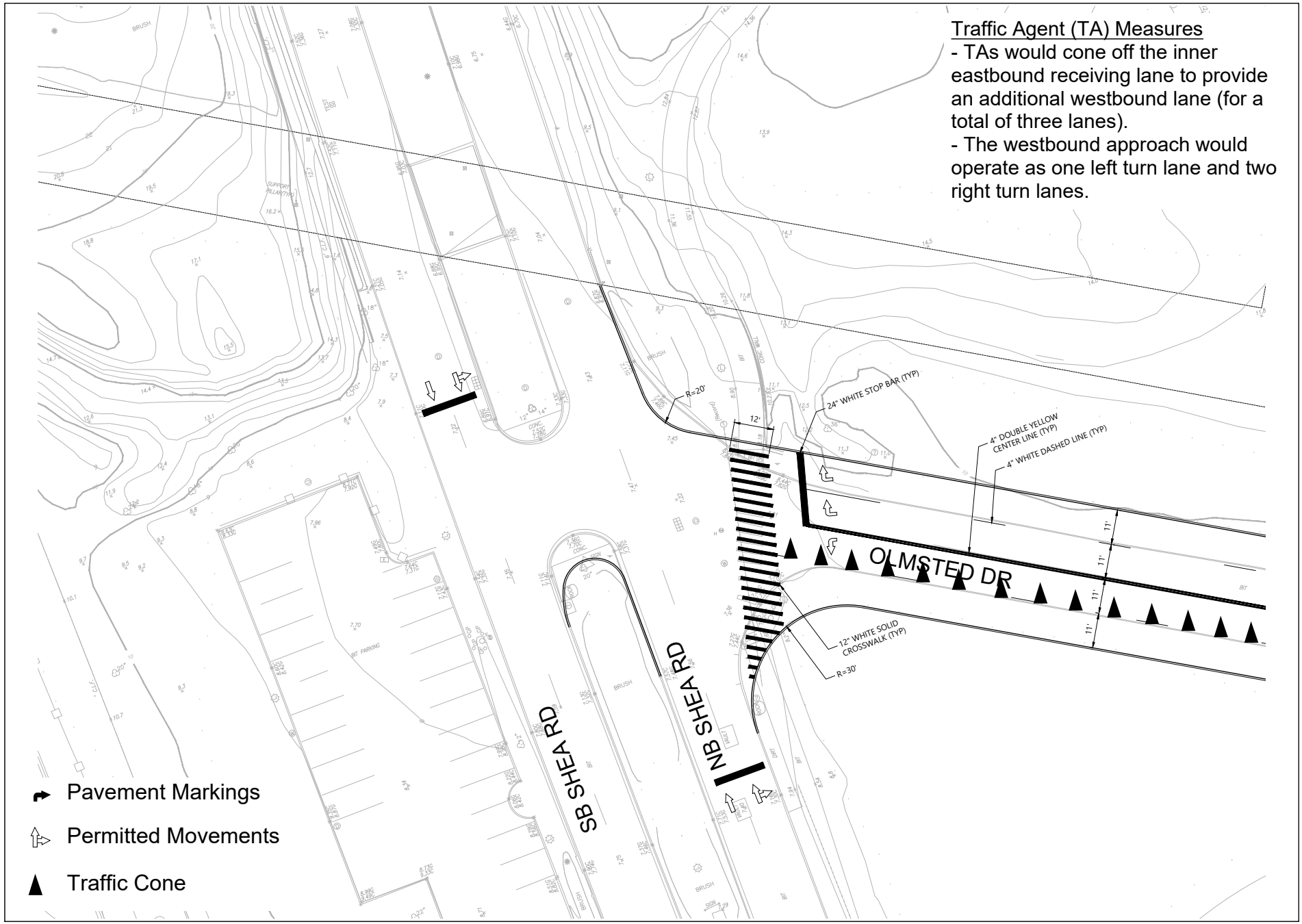
Figure D - 112: Existing/No-Action Gameday Operations - Shea Road at Olmsted Drive



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 Olmsted Drive
Existing/ No Action Condition
Saturday PM Post Game Peak Hour
Queens Future

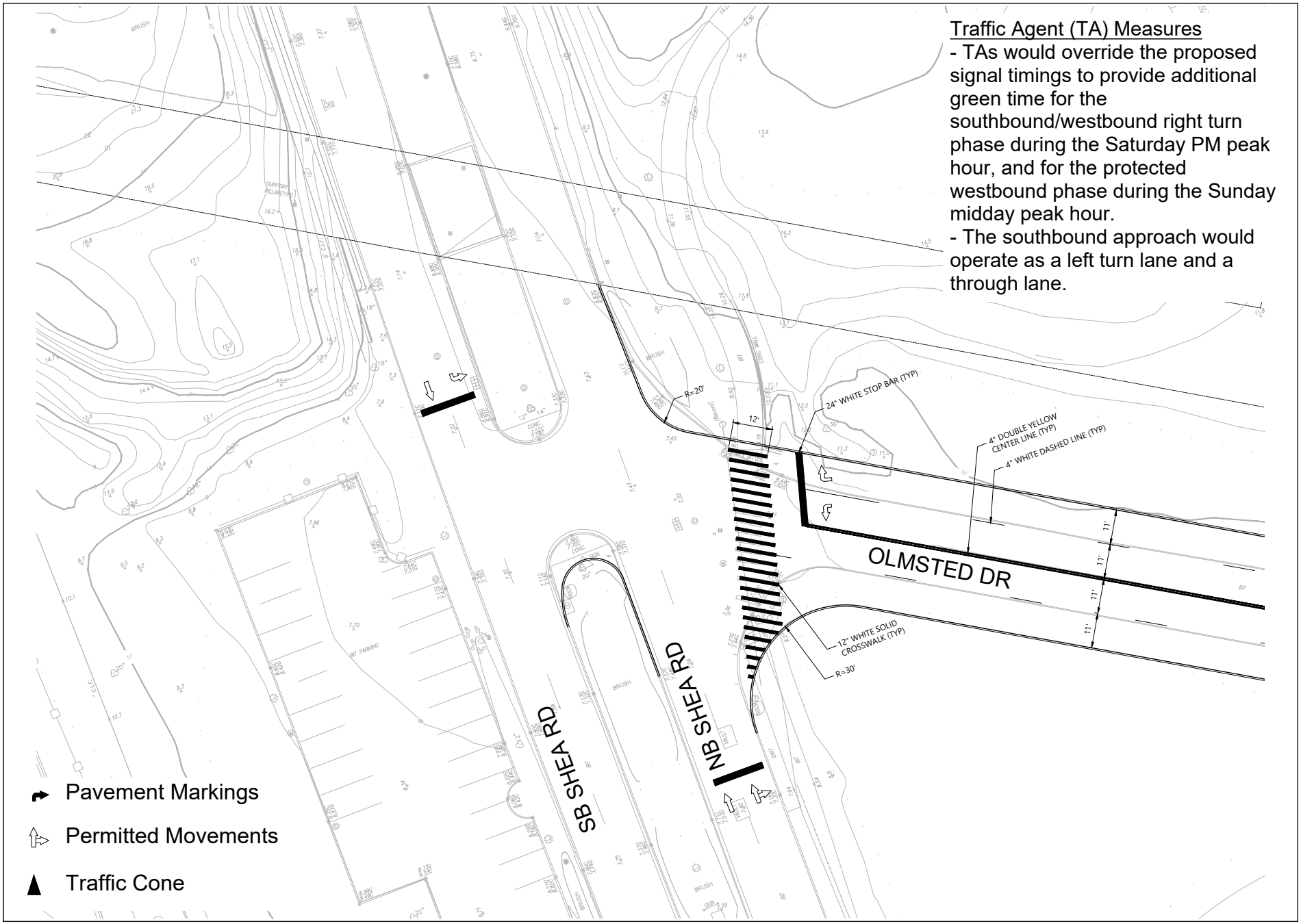
Figure D - 113: With-Action Gameday Operations - Shea Road at Olmsted Drive



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 Olmsted Drive
Proposed Gameday Citi Field Event Ingress Operations
Weekday PM Peak Hour
Queens Future

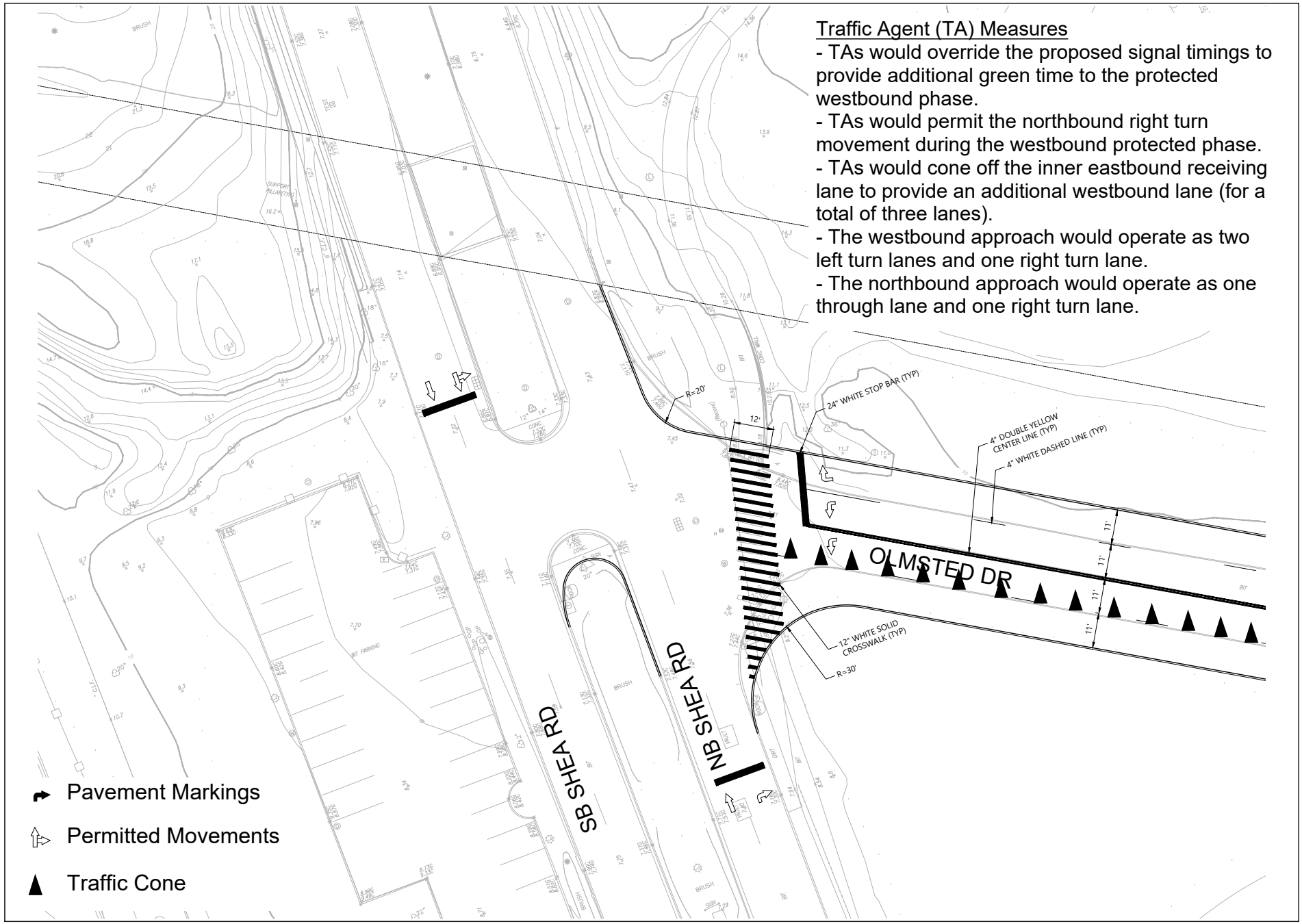
Figure D - 114: With-Action Gameday Operations - Shea Road at Olmsted Drive



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 Olmsted Drive
Proposed Gameday Citi Field Event Ingress Operations
Saturday PM Pre Game, Sunday midday Peak Hours
Queens Future

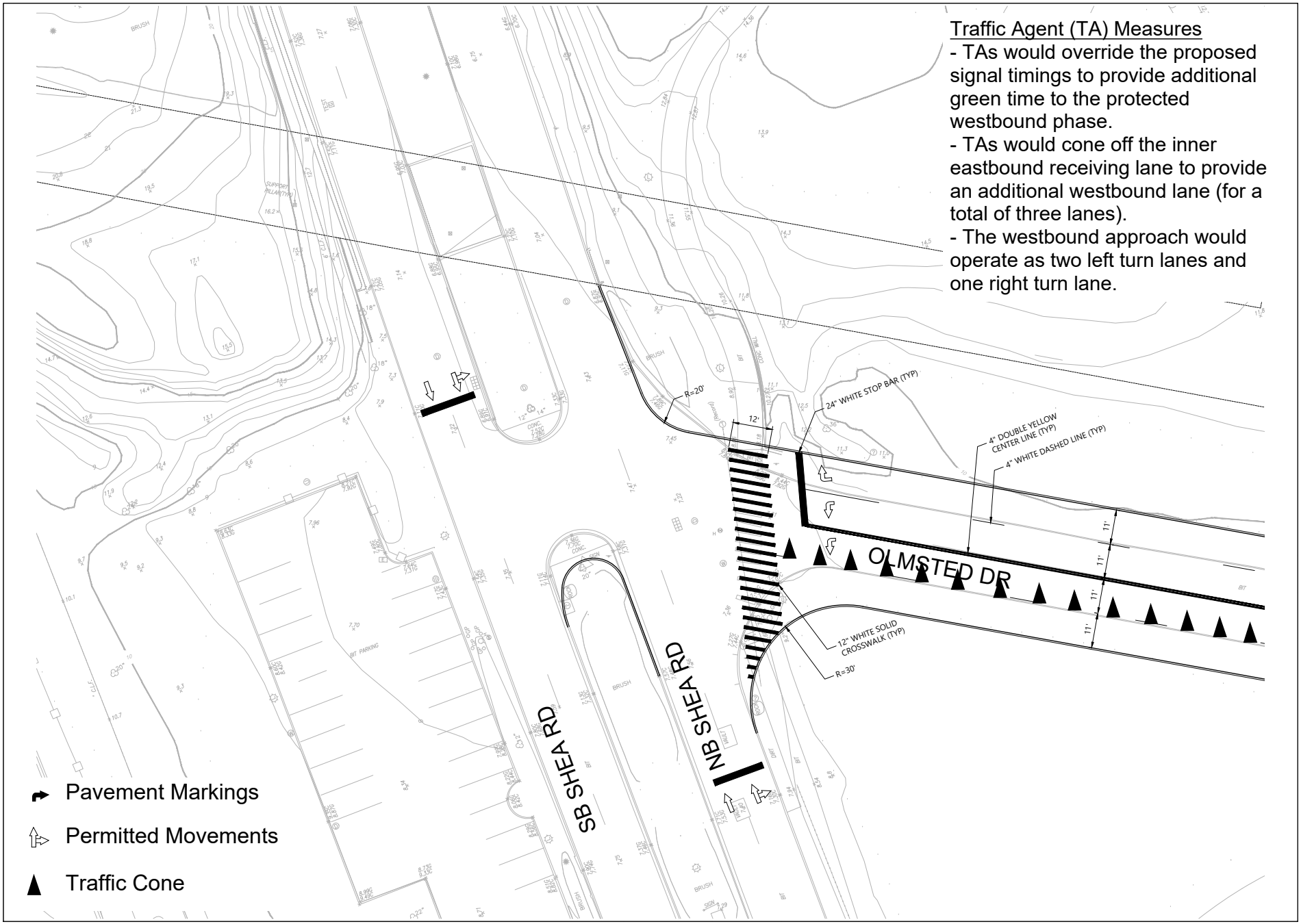
Figure D - 115: With-Action Gameday Operations - Shea Road at Olmsted Drive



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 Olmsted Drive
Proposed Gameday Citi Field Event Egress Operations
Saturday PM Post Game Peak Hour
Queens Future

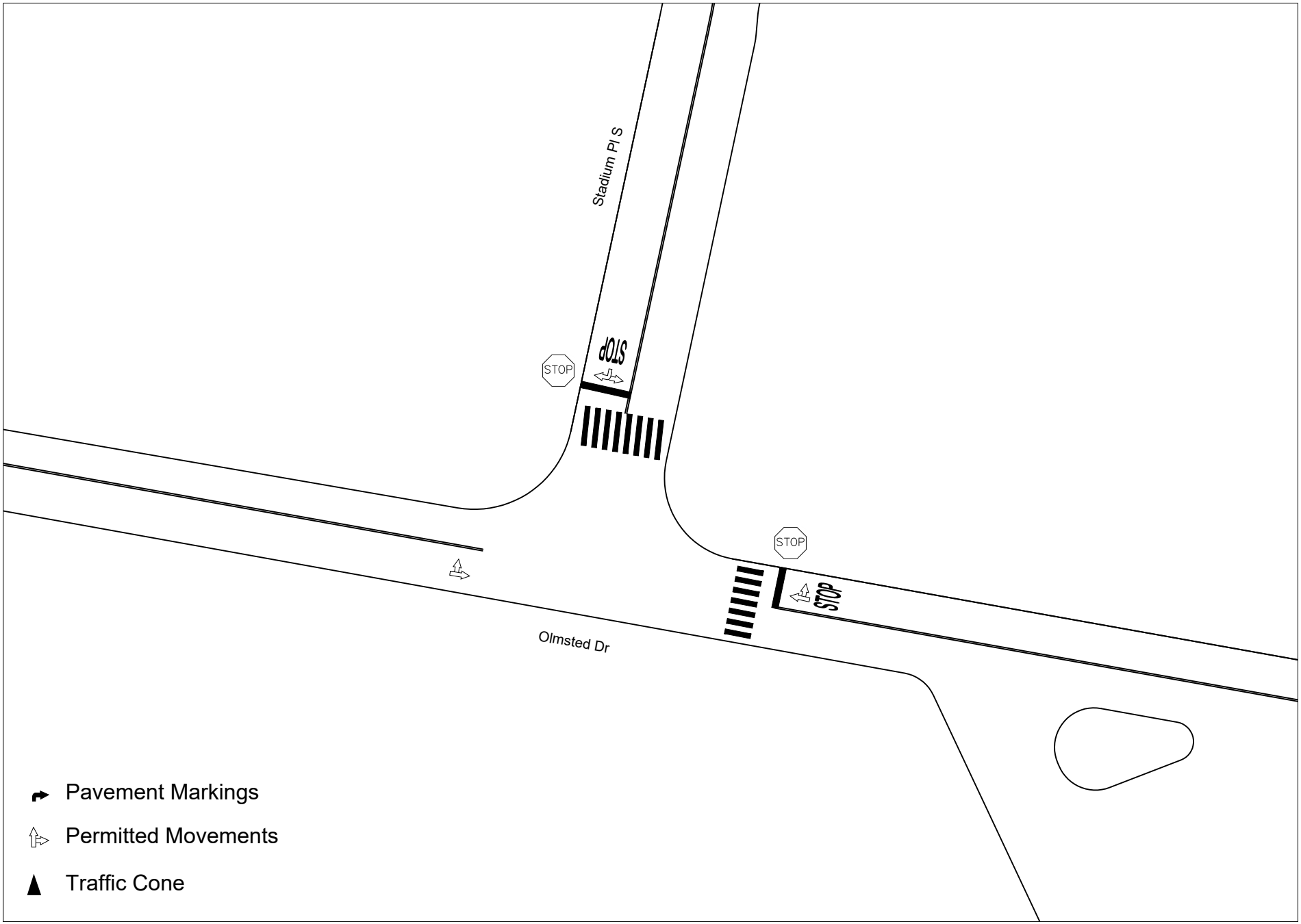
Figure D - 116: With-Action Gameday Operations - Shea Road at Olmsted Drive



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 Olmsted Drive
Proposed Gameday Citi Field Event Egress Operations
Sunday PM Peak Hour
Queens Future

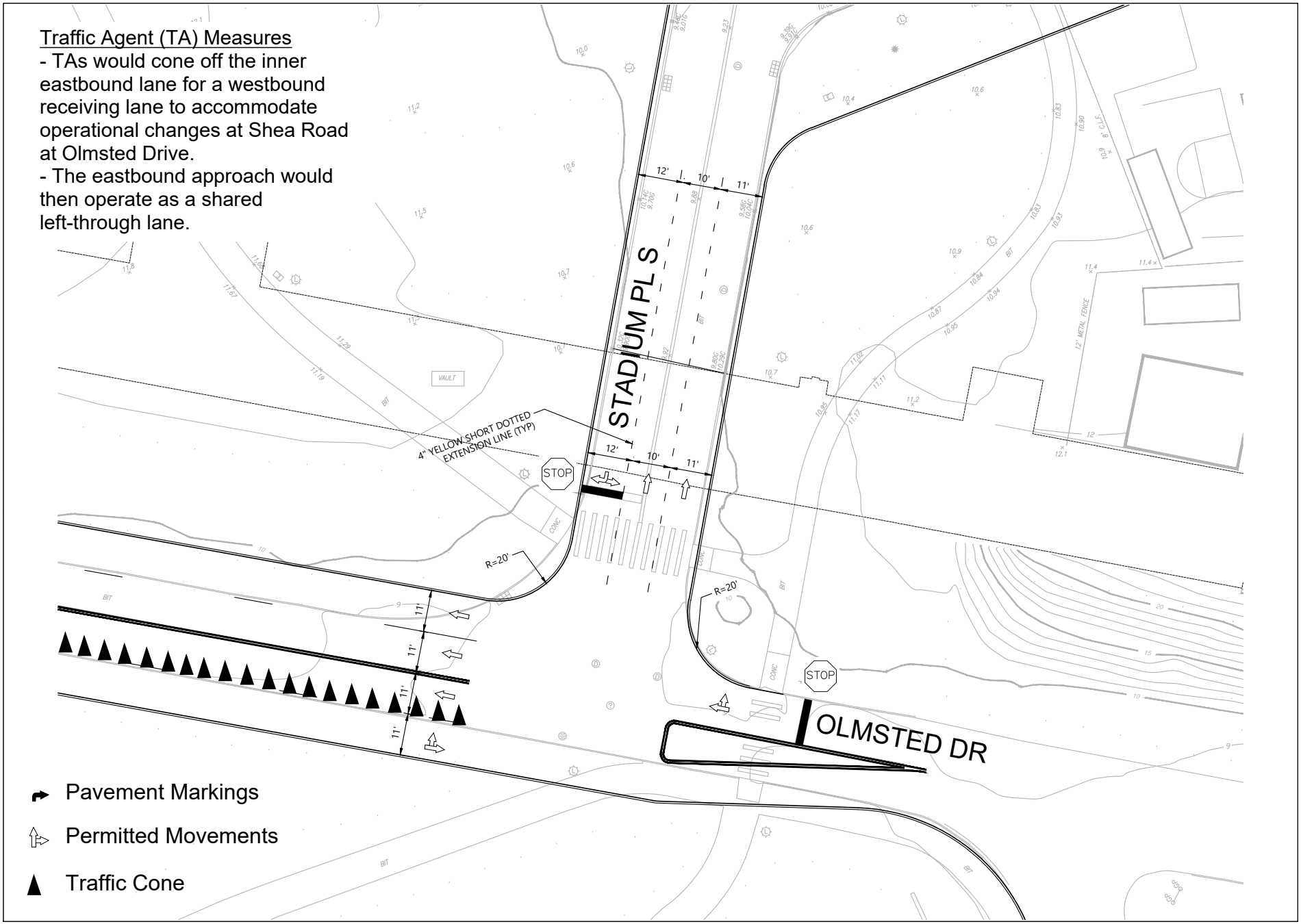
Figure D - 117: Existing/No-Action Gameday Operations - Stadium Place South at Olmsted Drive



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

Stadium Place South at Olmsted Drive
Existing/ No Action Condition
Weekday PM, Saturday PM Post Game, Sunday PM Peak Hours
Queens Future

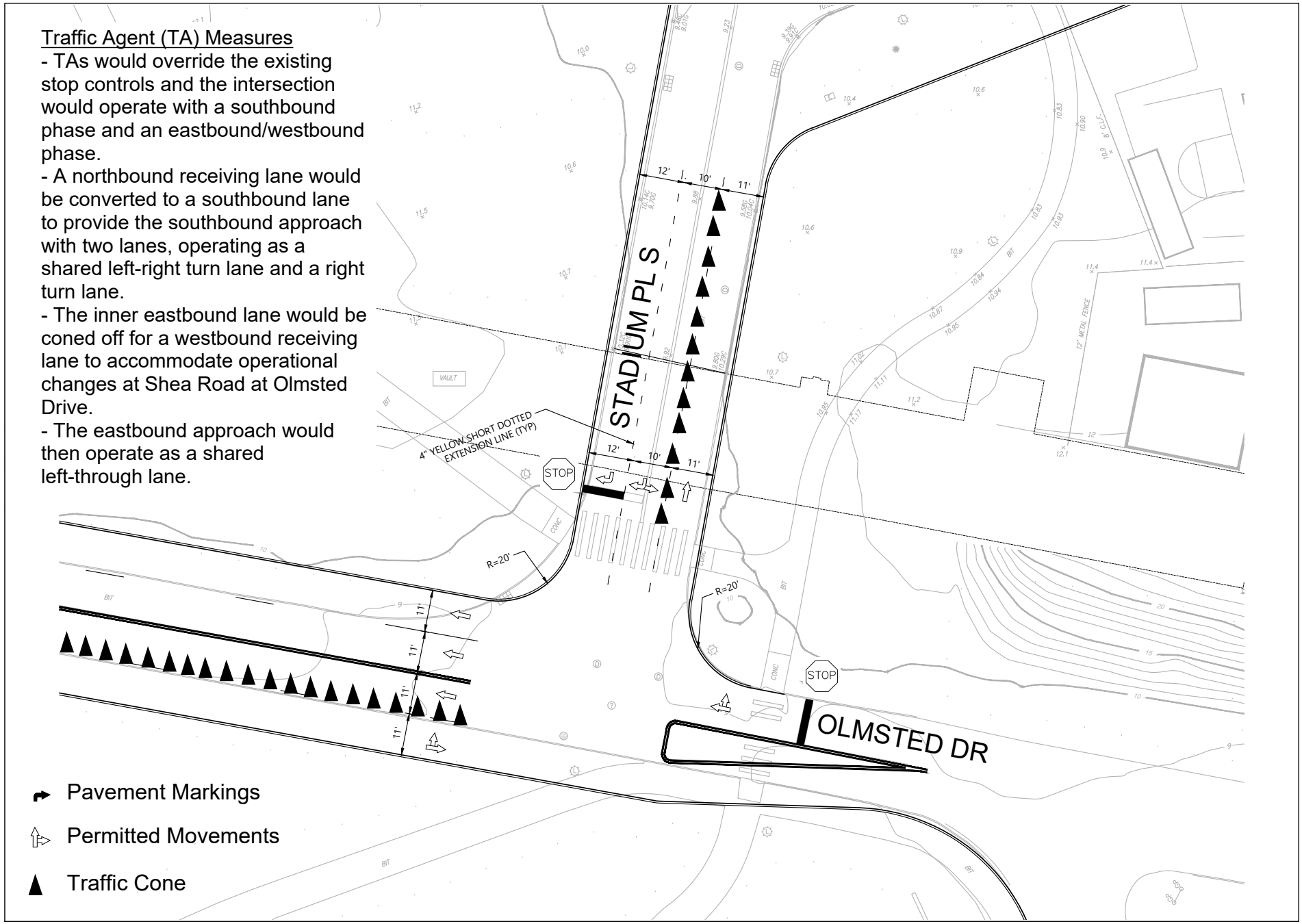
Figure D - 118: With-Action Gameday Operations - Stadium Place South at Olmsted Drive



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

Stadium Place South at Olmsted Drive
Proposed Gameday Citi Field Event Ingress Operations
Weekday PM Peak Hour
Queens Future

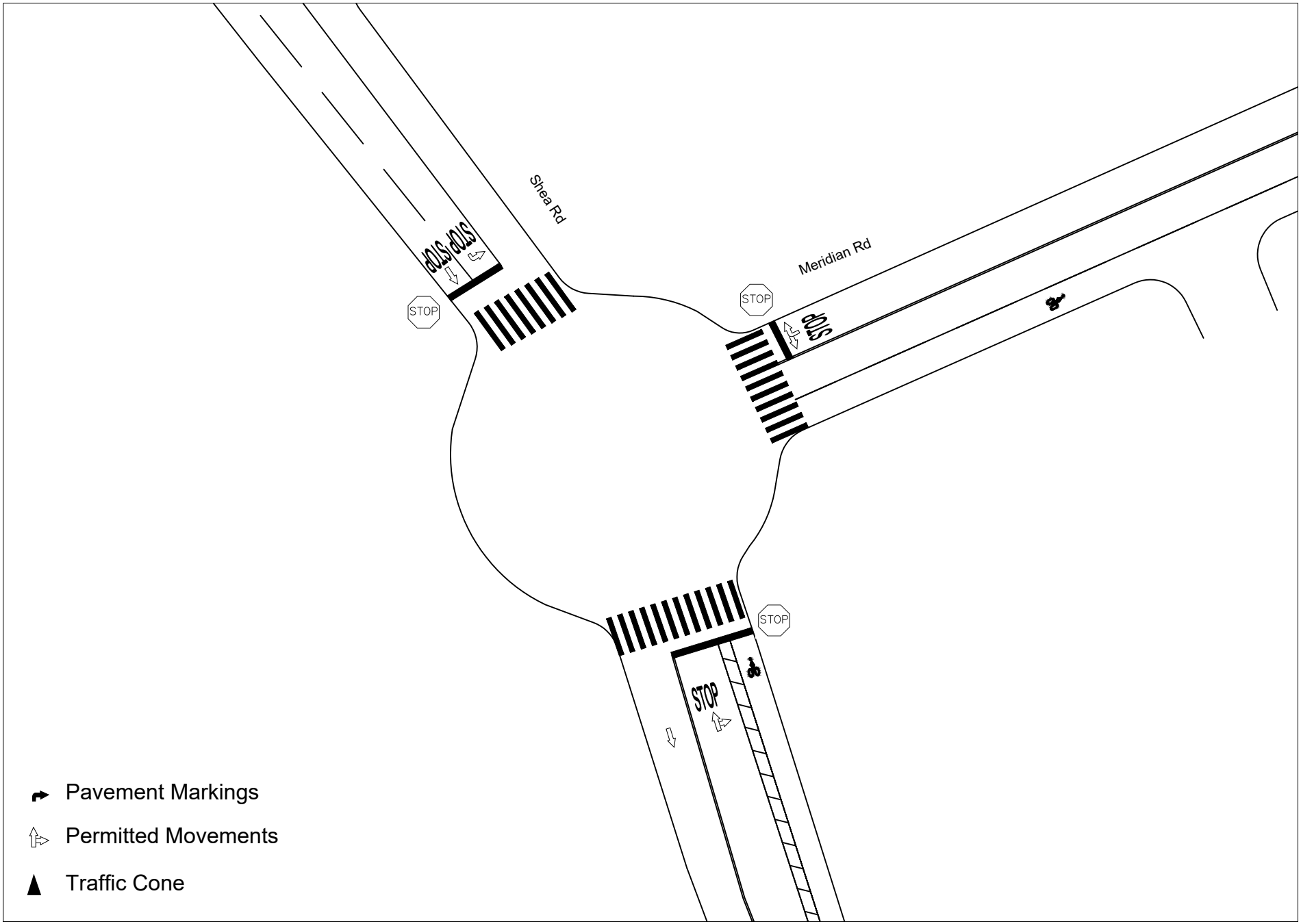
Figure D - 119: With-Action Gameday Operations - Stadium Place South at Olmsted Drive



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

Stadium Place South at Olmsted Drive
Proposed Gameday Citi Field Event Egress Operations
Saturday PM Post Game, Sunday PM Peak Hours
Queens Future

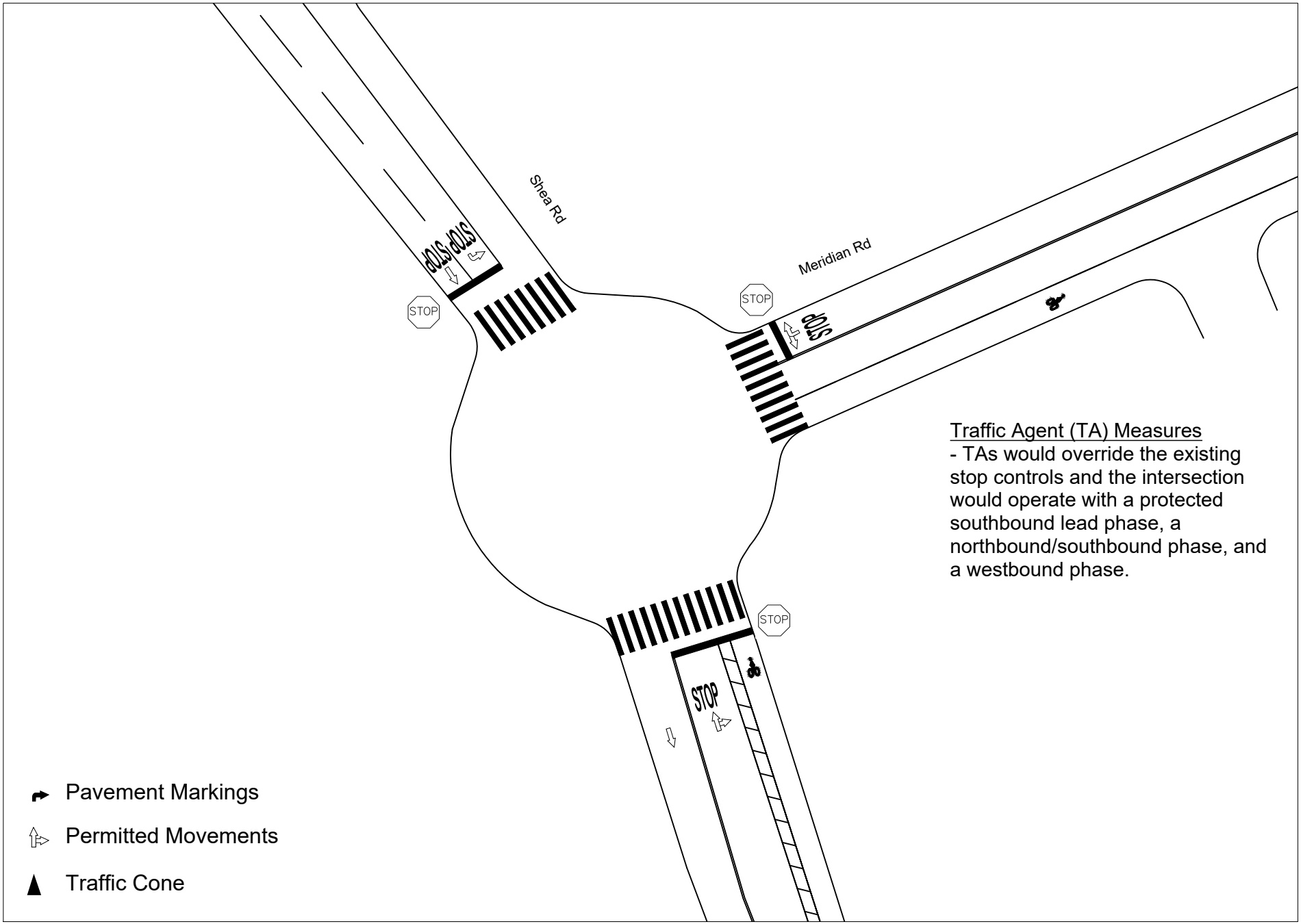
Figure D - 120: Existing/No-Action Gameday Operations - Shea Road at Meridian Road



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 Meridian Road
Existing/ No Action Condition
Weekday PM, Saturday PM Pre Game, Saturday PM Post Game, Sunday midday, Sunday PM Peak Hours
Queens Future

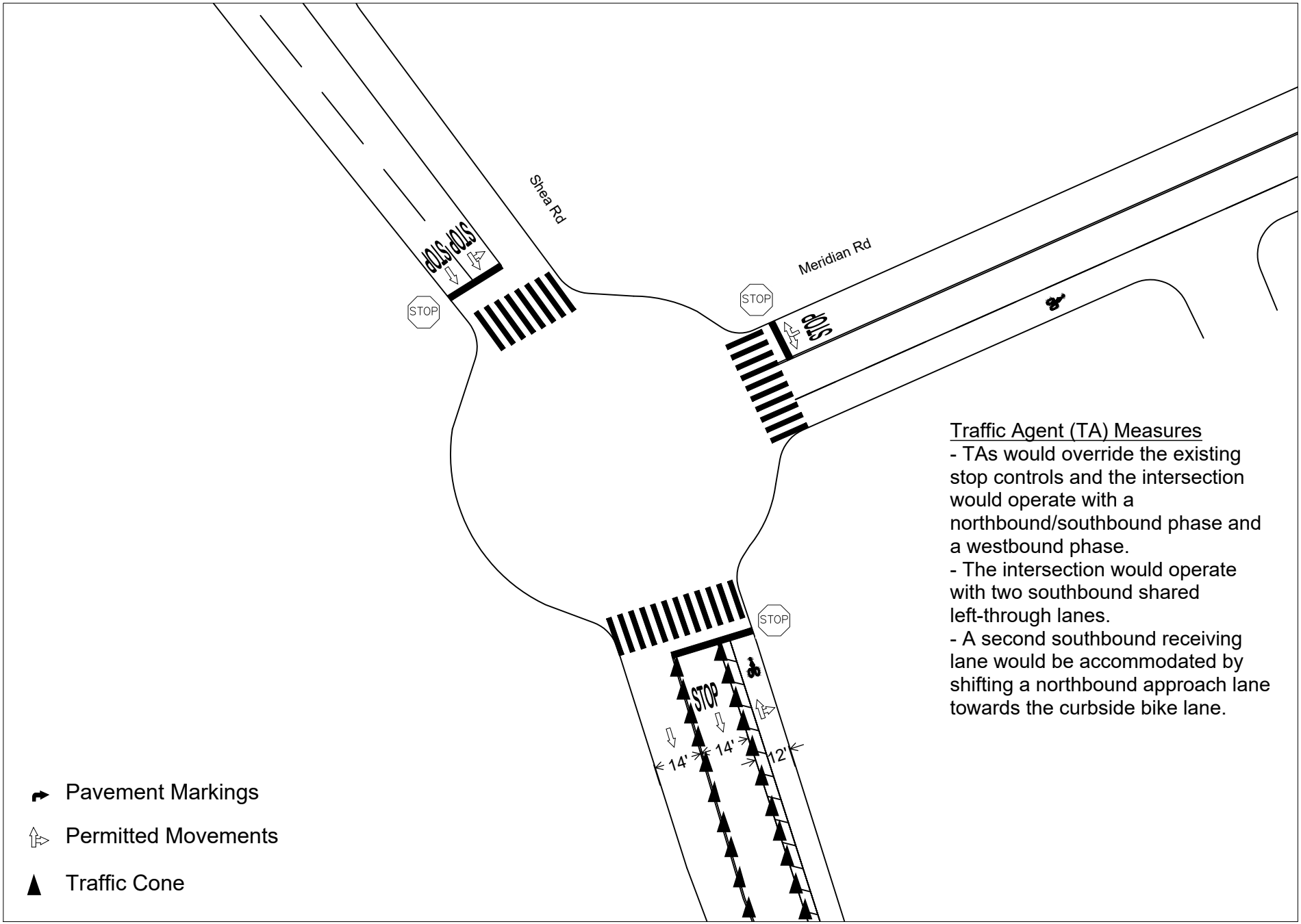
Figure D - 121: With-Action Gameday Operations - Shea Road at Meridian Road



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 Meridian Road
Proposed Gameday Citi Field Event Ingress Operations
Weekday PM, Saturday PM Pre Game, Sunday midday Peak Hours
Queens Future

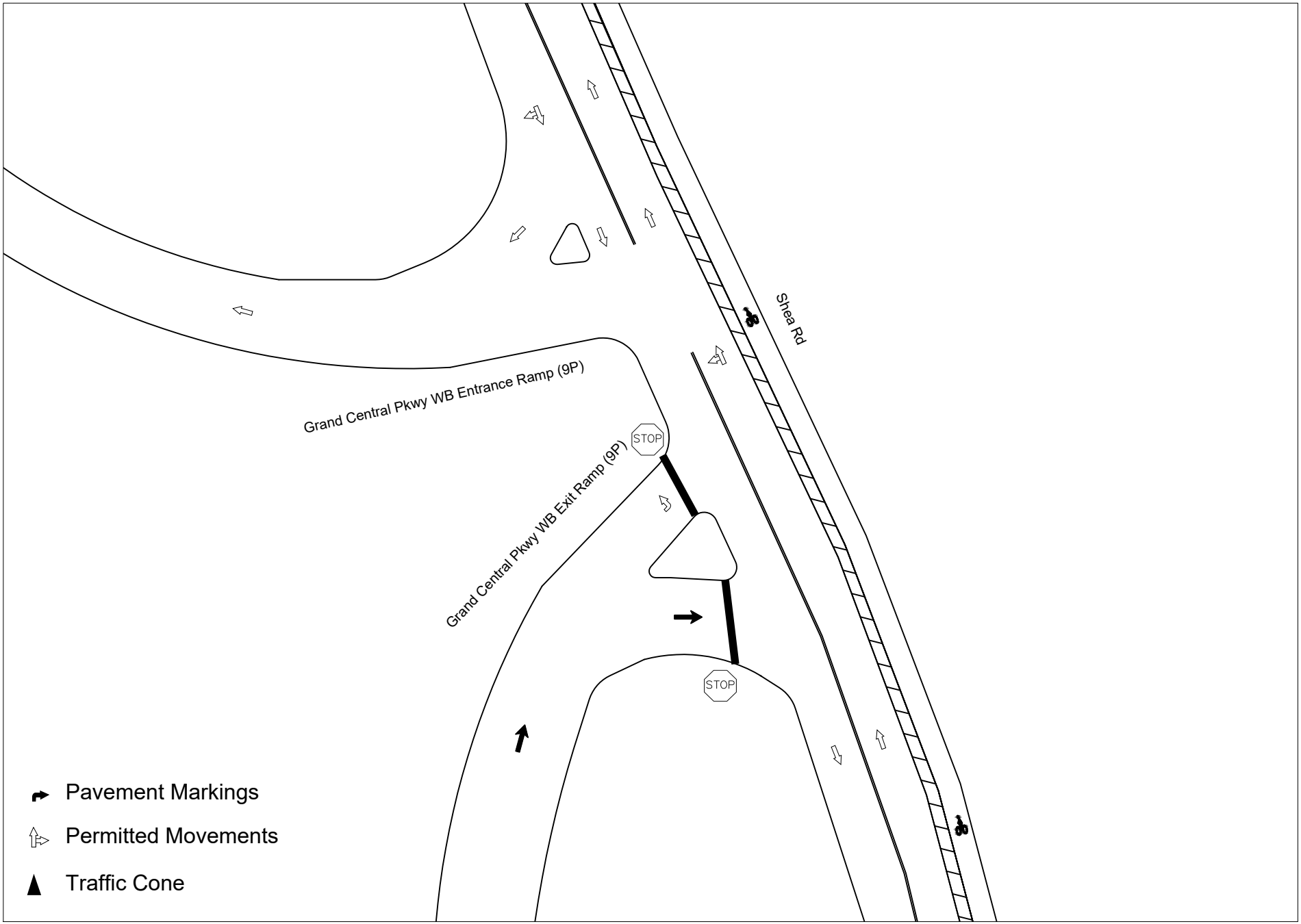
Figure D - 122: With-Action Gameday Operations - Shea Road at Meridian Road



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 Meridian Road
Proposed Gameday Citi Field Event Egress Operations
Saturday PM Post Game, Sunday PM Peak Hours
Queens Future

Figure D - 123: Existing/No-Action Gameday Operations - 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.

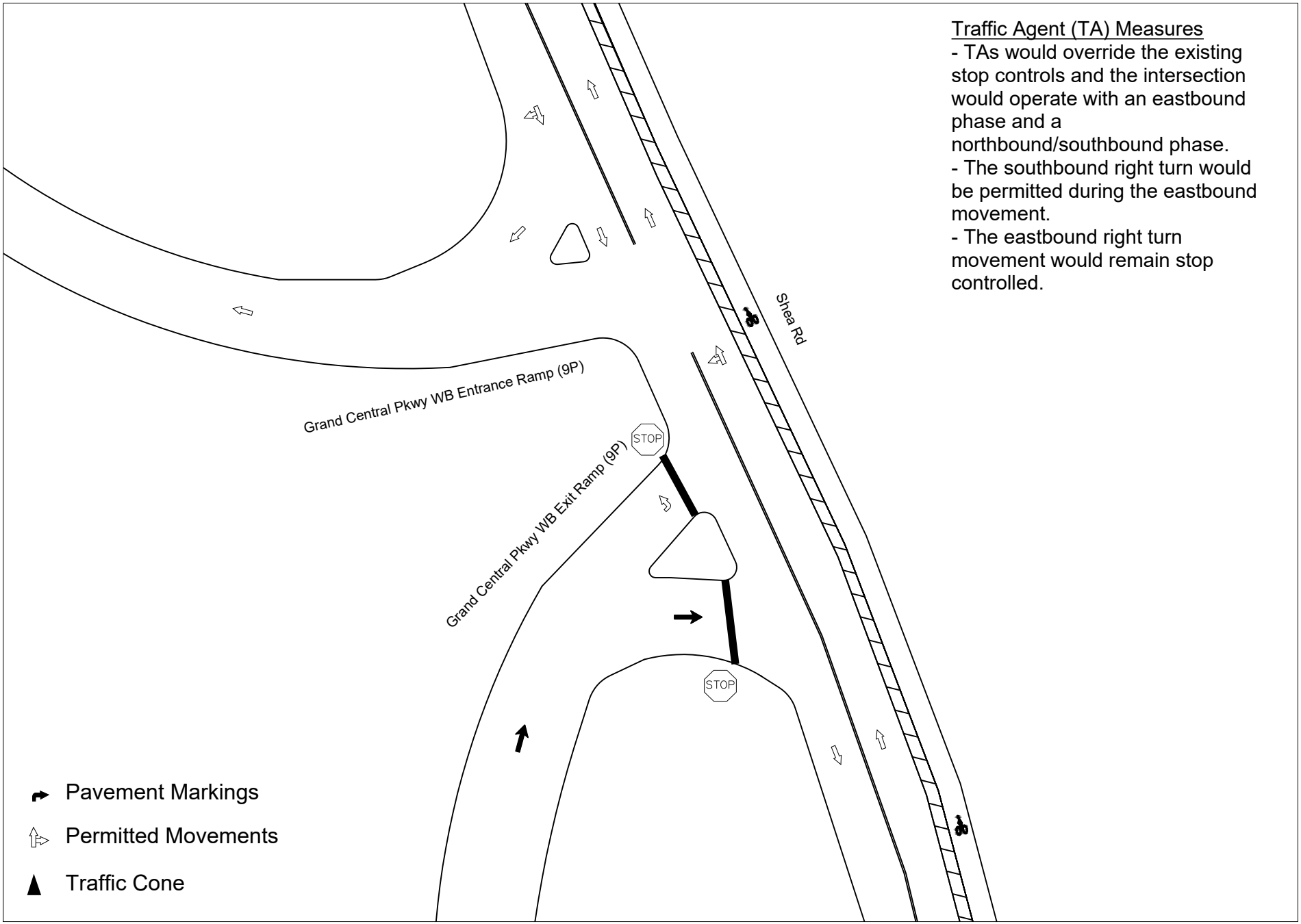
Shea Road at Grand Central Parkway Westbound Exit Ramp (9P)

Existing/ No Action Condition

Weekday PM, Saturday PM Pre Game, Saturday PM Post Game, Sunday midday, Sunday PM Peak Hours

Queens Future

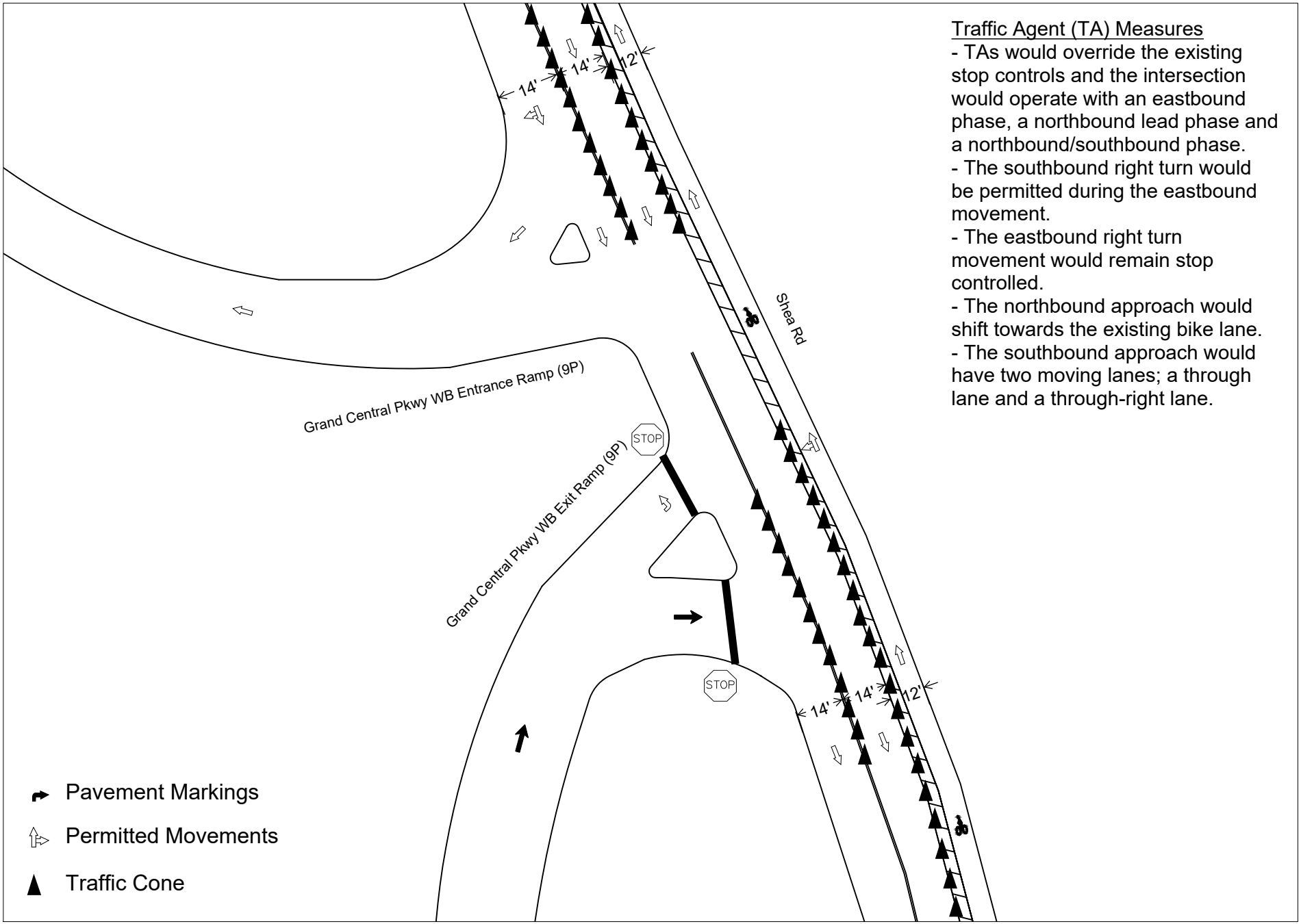
Figure D - 124: With-Action Gameday Operations - Shea Road at GCP westbound exit ramp (9P)



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)
Proposed Gameday Citi Field Event Ingress Operations
Weekday PM, Saturday PM Pre Game, Sunday midday Peak Hours
Queens Future

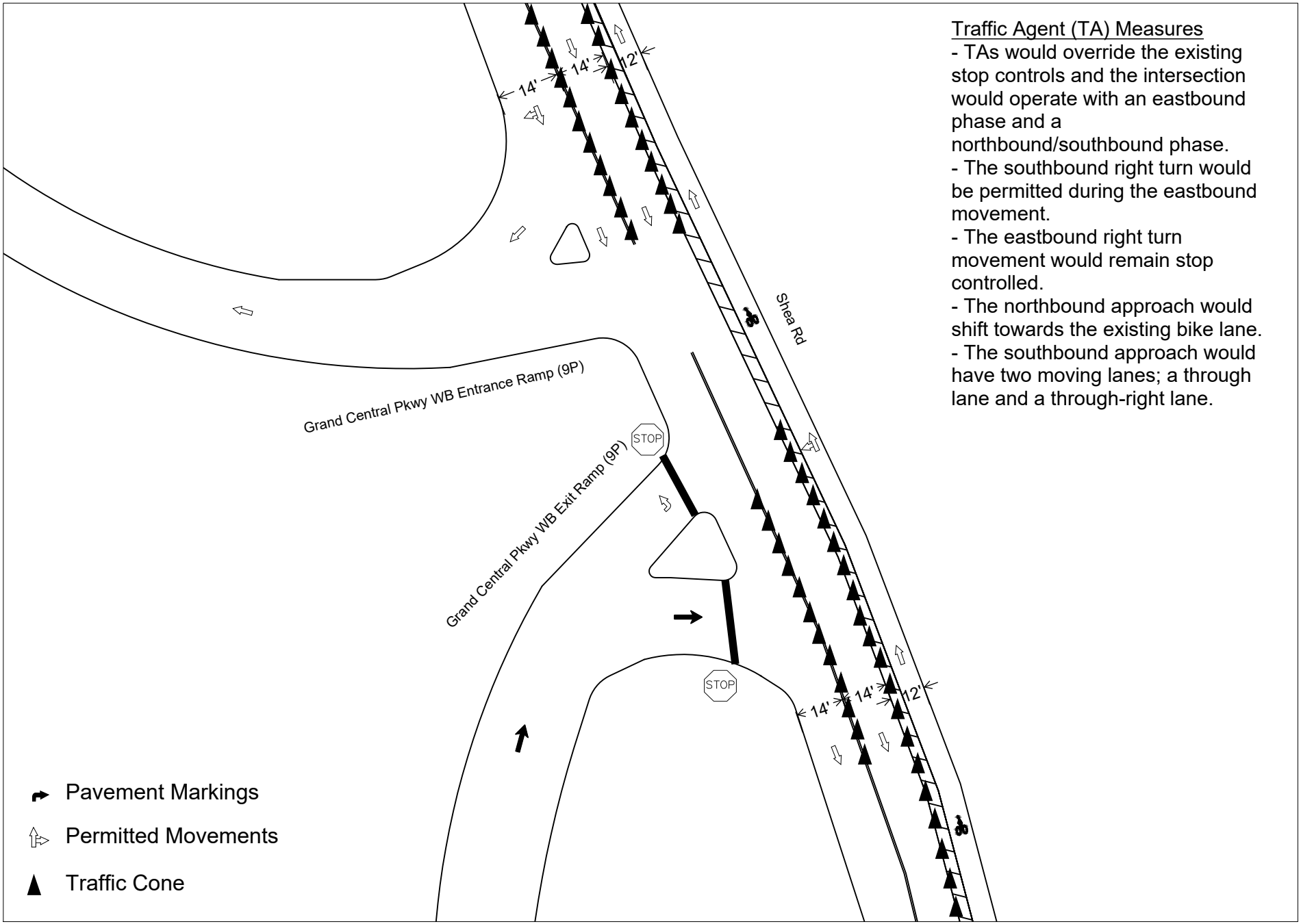
Figure D - 125: With-Action Gameday Operations - Shea Road at GCP westbound exit ramp (9P)



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)
Proposed Gameday Citi Field Event Egress Operations
Saturday PM Post Game Peak Hour
Queens Future

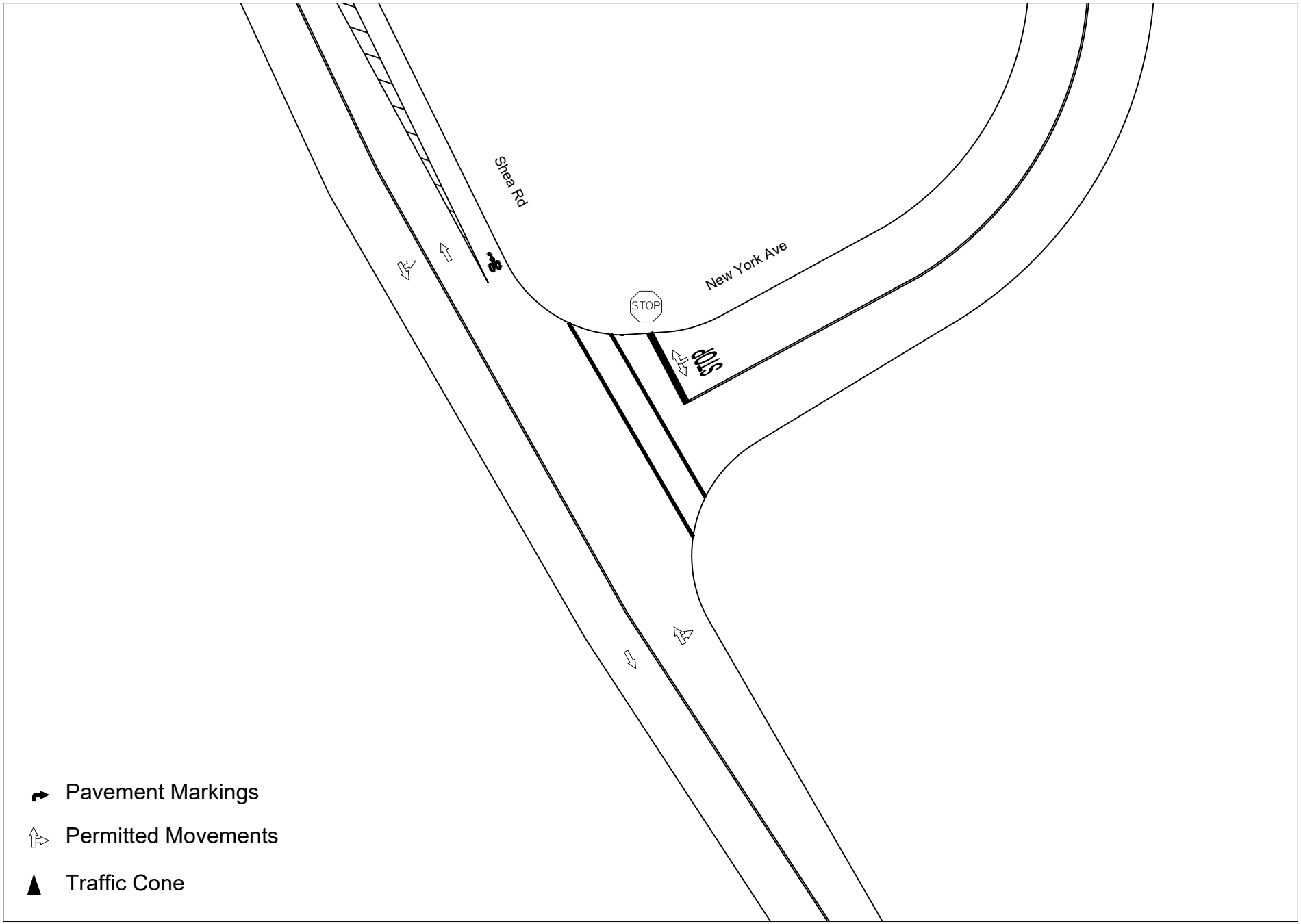
Figure D - 126: With-Action Gameday Operations - Shea Road at GCP westbound exit ramp (9P)



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)
Proposed Gameday Citi Field Event Egress Operations
Sunday PM Peak Hour
Queens Future

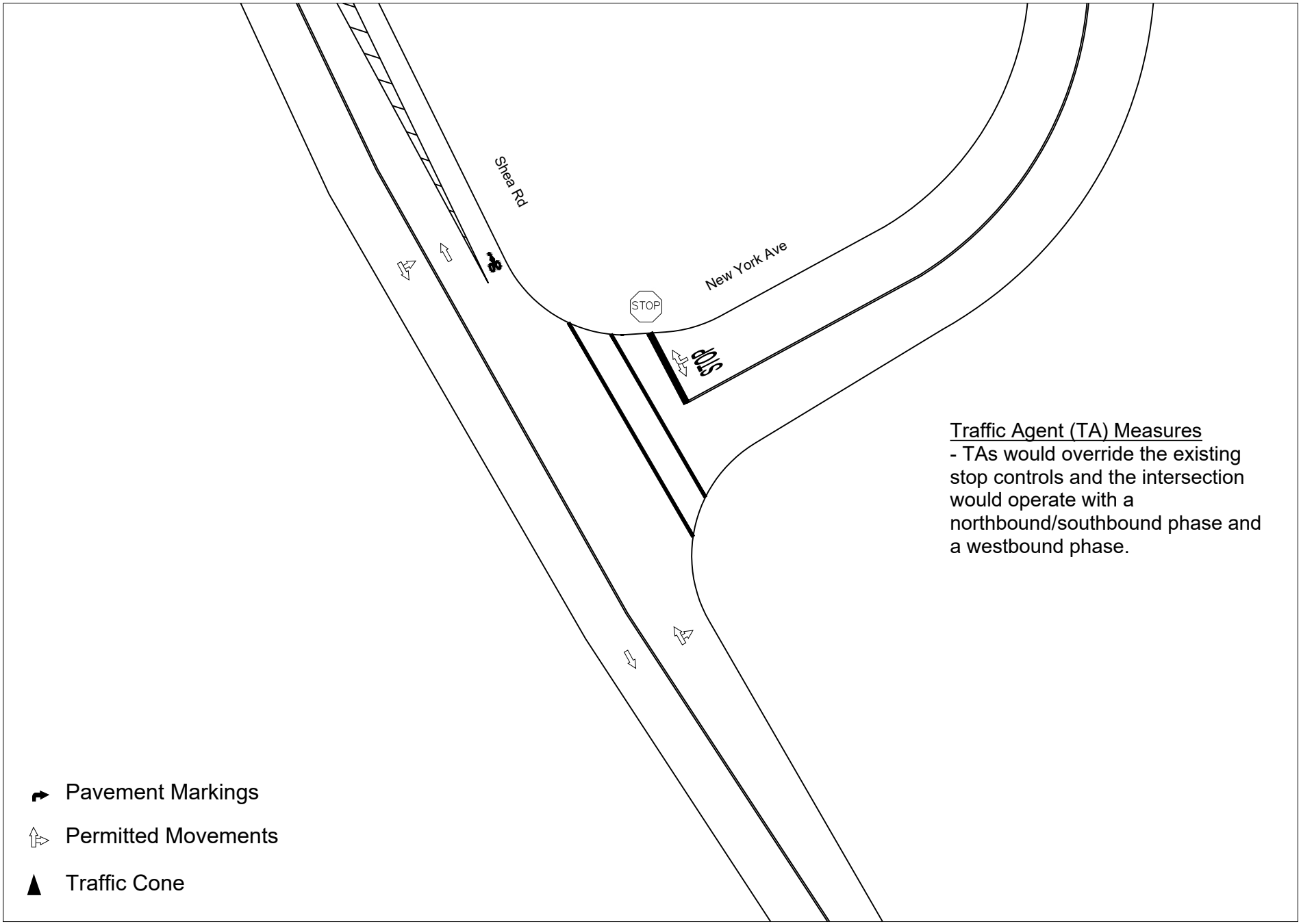
Figure D - 127: Existing/No-Action Gameday Operations - Shea Road at New York Avenue



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 New York Avenue
Existing/ No Action Condition
Weekday PM, Saturday PM Pre Game, Saturday PM Post Game, Sunday midday, Sunday PM Peak Hours
Queens Future

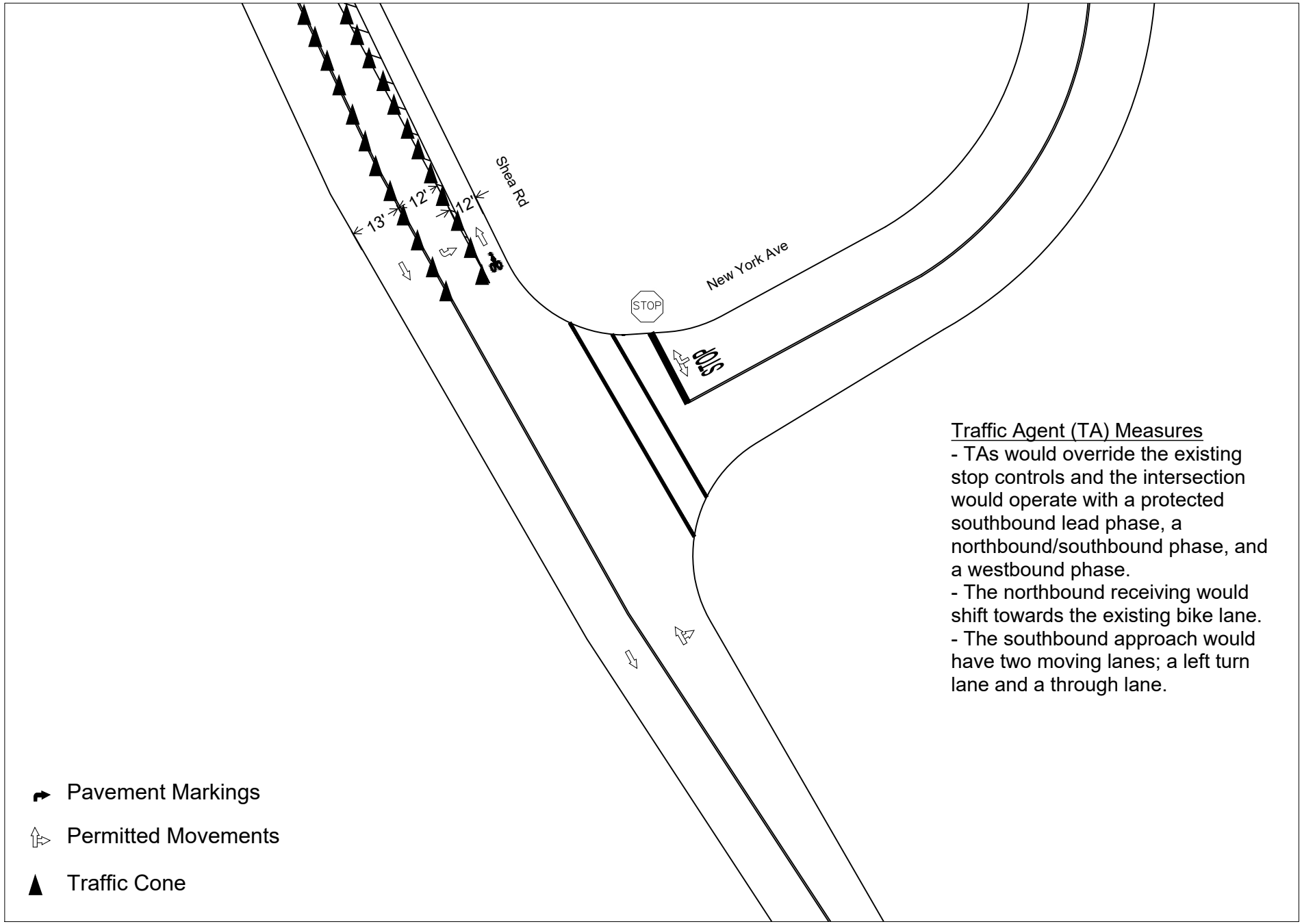
Figure D - 128: With-Action Gameday Operations - Shea Road at New York Avenue



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 New York Avenue
Proposed Gameday Citi Field Event Ingress Operations
Weekday PM, Saturday PM Pre Game, Sunday midday Peak Hours
Queens Future

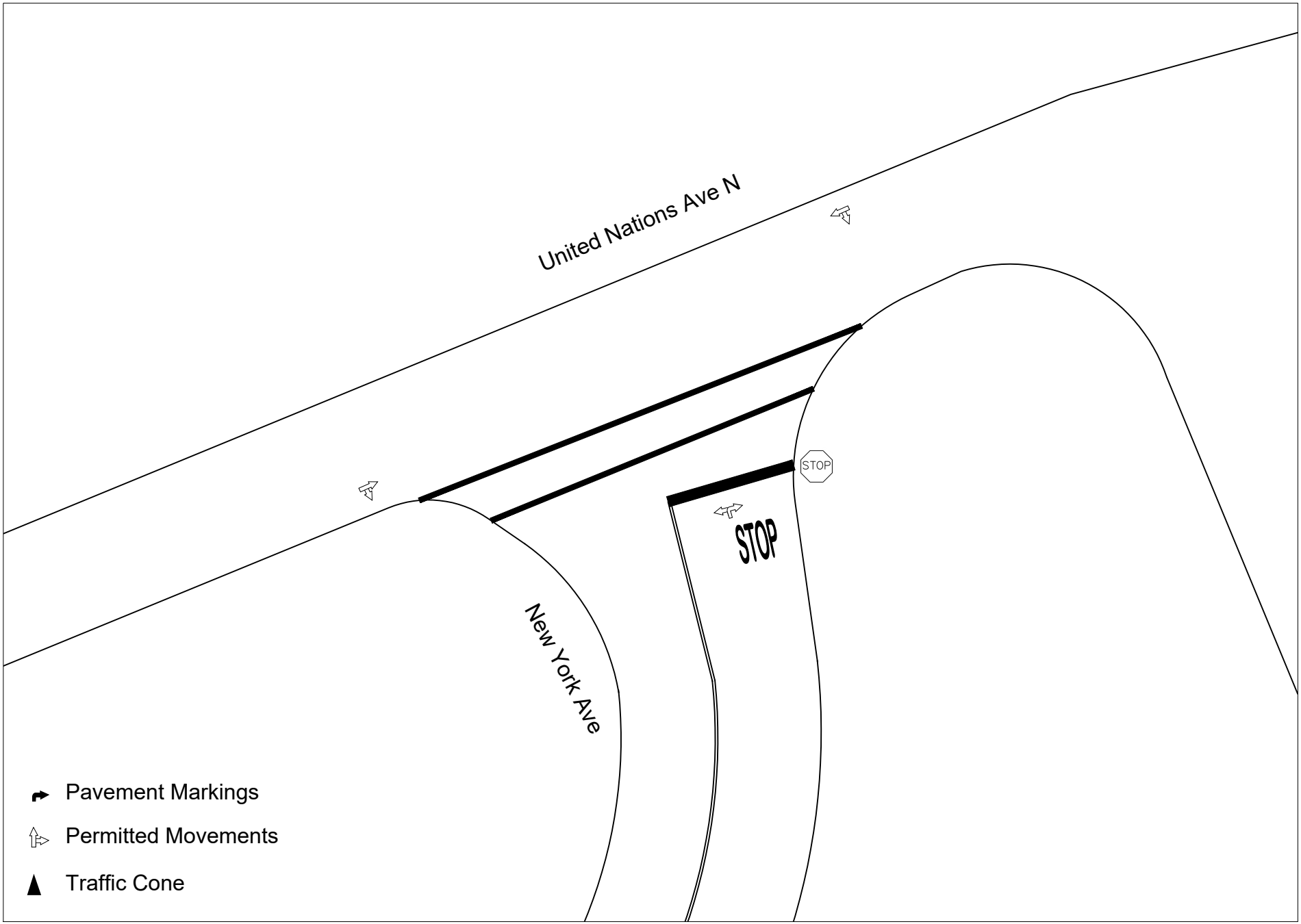
Figure D - 129: With-Action Gameday Operations - Shea Road at New York Avenue



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 New York Avenue
Proposed Gameday Citi Field Event Egress Operations
Saturday PM Post Game, Sunday PM Peak Hours
Queens Future

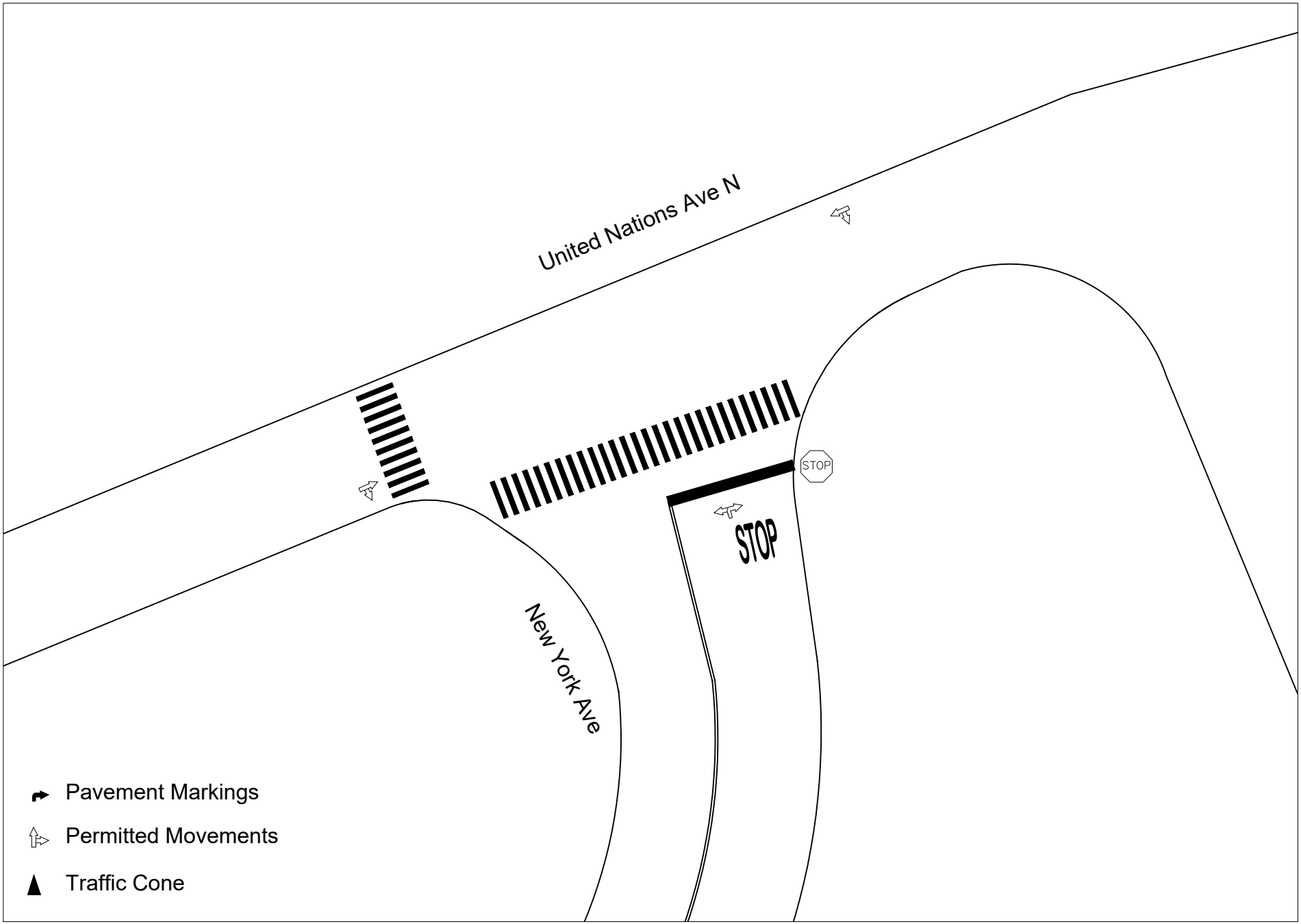
Figure D - 130: Existing Gameday Operations - United Nations Avenue North at New York Avenue



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

United Nations Avenue North at New York Avenue
Existing Condition
Weekday PM, Saturday PM Pre Game, Saturday PM Post Game, Sunday midday, Sunday PM Peak Hours
Queens Future

Figure D - 131: No-Action Gameday Operations - United Nations Avenue North at New York Avenue



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

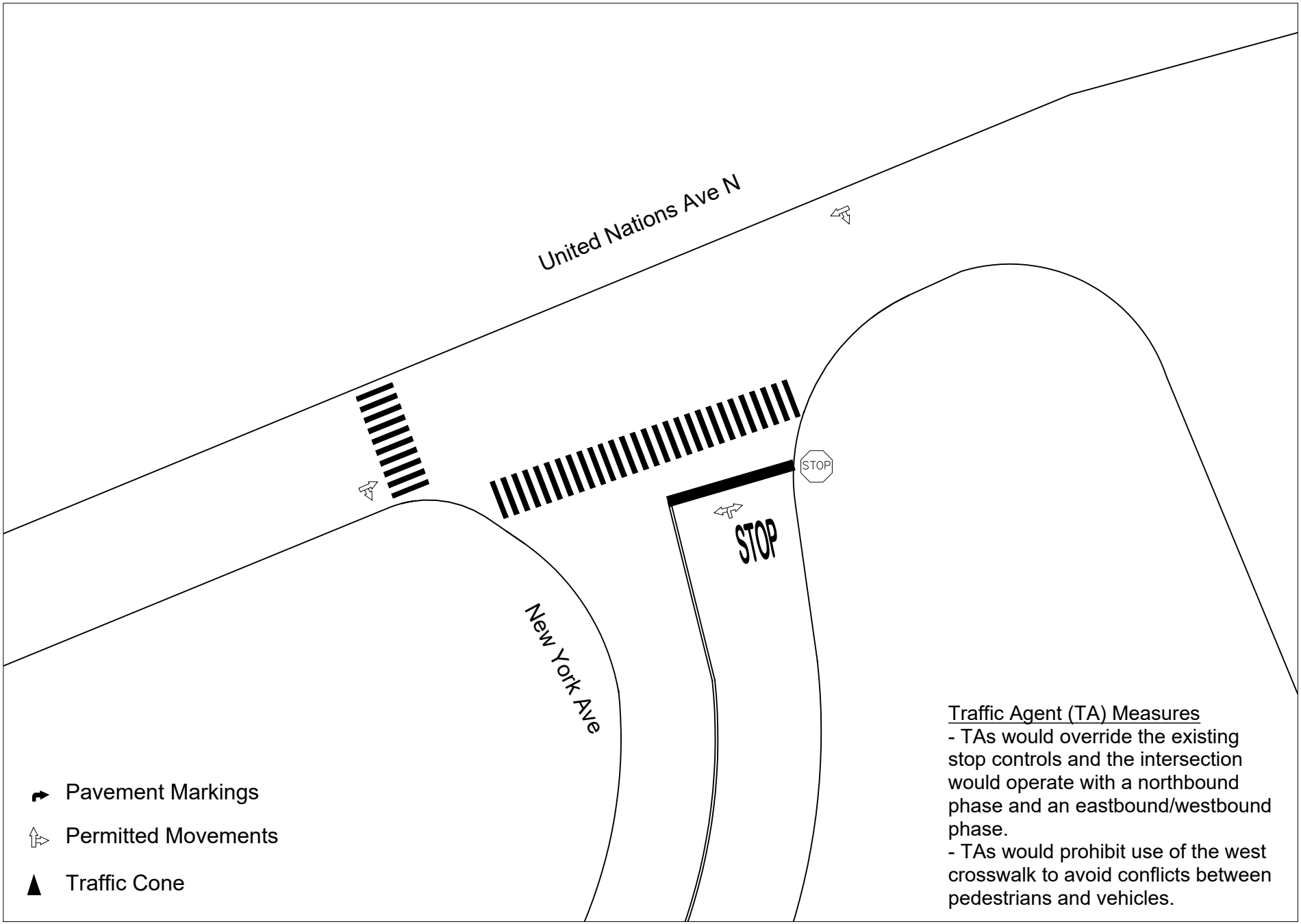
United Nations Avenue North at New York Avenue

Proposed Gameday Citi Field Event Ingress/Egress Operations

Weekday PM, Saturday PM Pre Game, Saturday PM Post Game, Sunday midday, Sunday PM Peak Hours

Queens Future

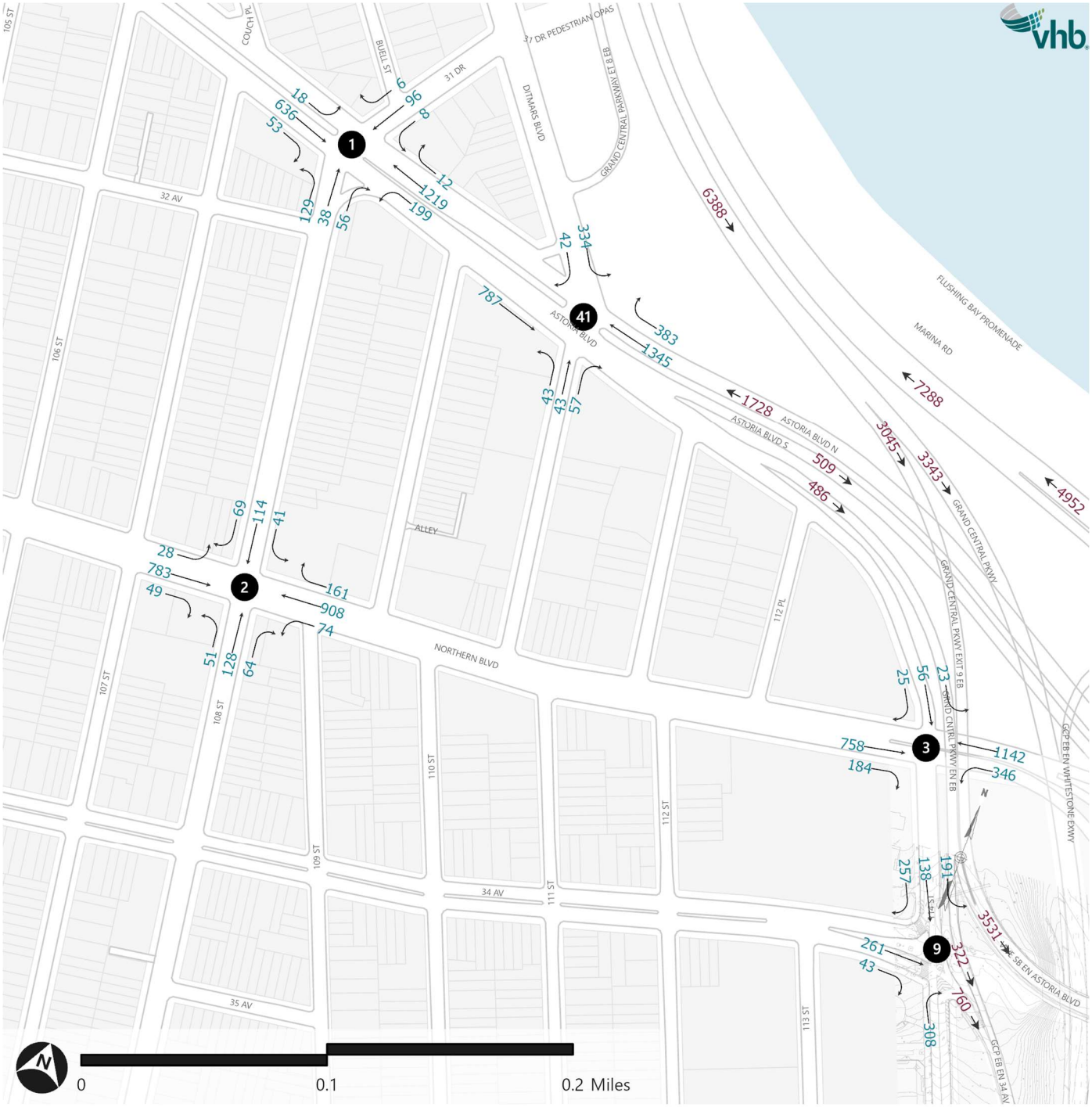
Figure D - 132: With-Action Gameday Operations - United Nations Avenue North at New York Avenue



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

United Nations Avenue North at New York Avenue
Proposed Gameday Citi Field Event Ingress/Egress Operations
Weekday PM, Saturday PM Pre Game, Saturday PM Post Game, Sunday midday, Sunday PM Peak Hours
Queens Future

Figure D-133a: With-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour



Legend

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

Figure D-133b: With-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour



Legend

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

Figure D-133c: With-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour

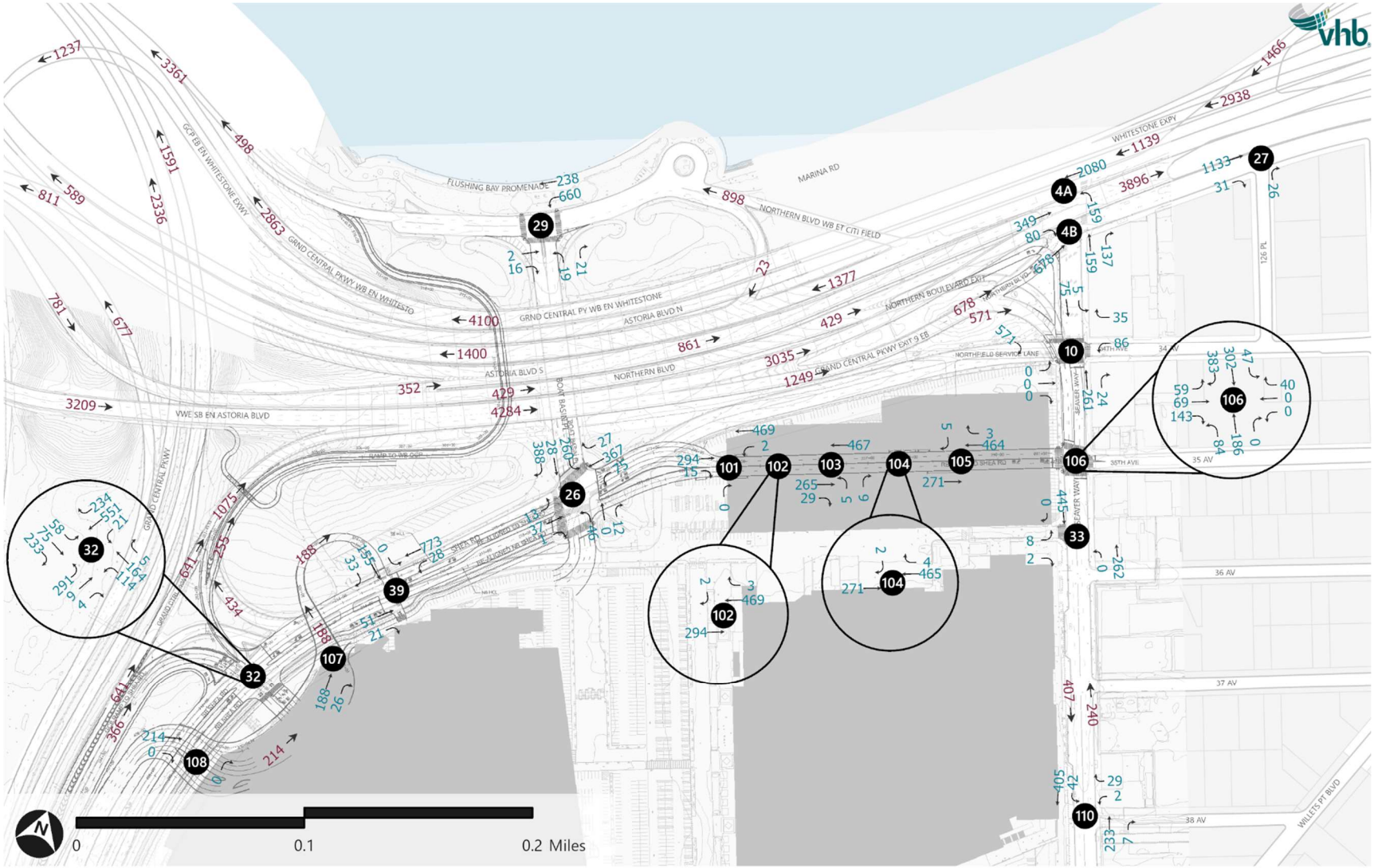
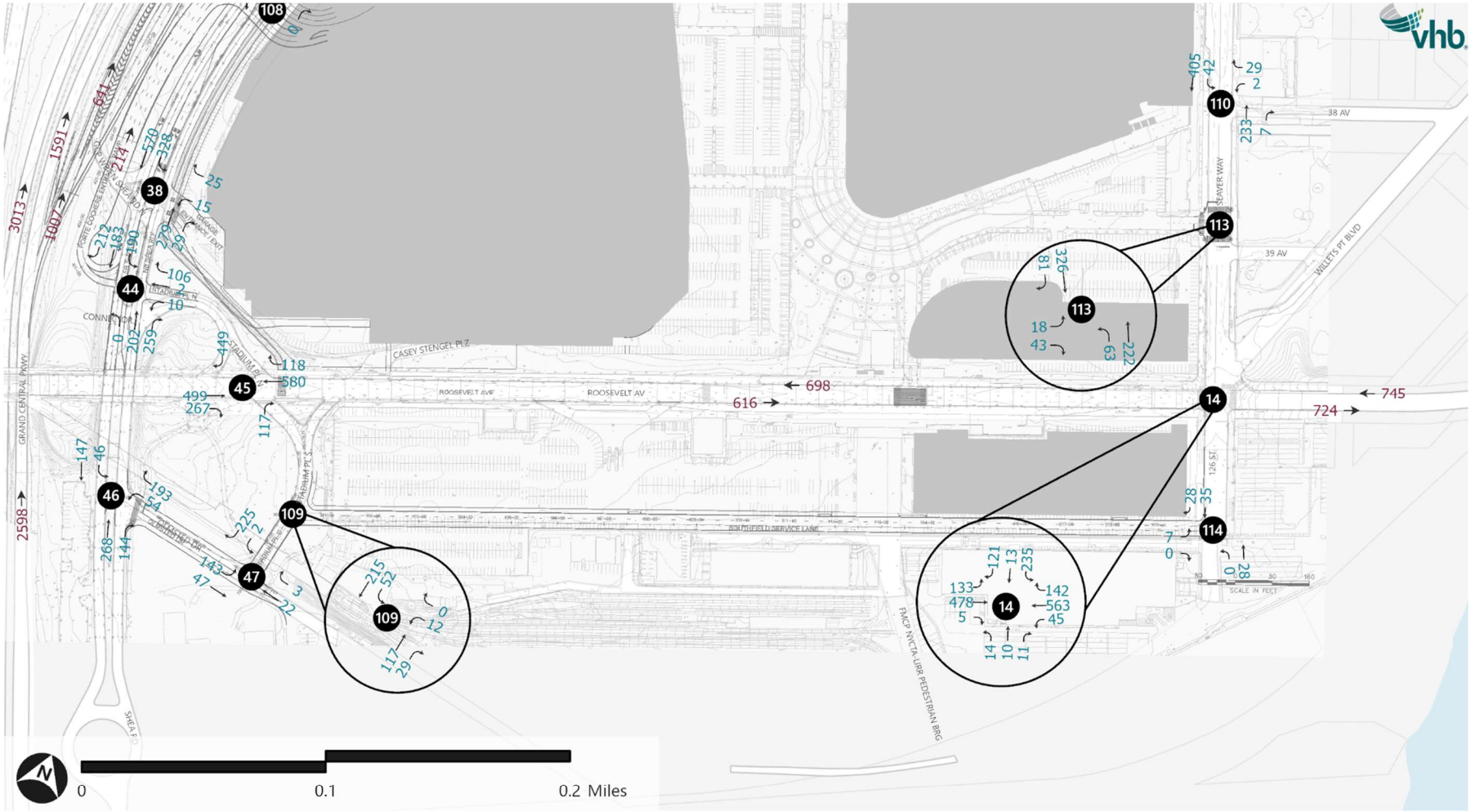


Figure D-133d: With-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour



Legend

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

Figure D-133e: With-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour

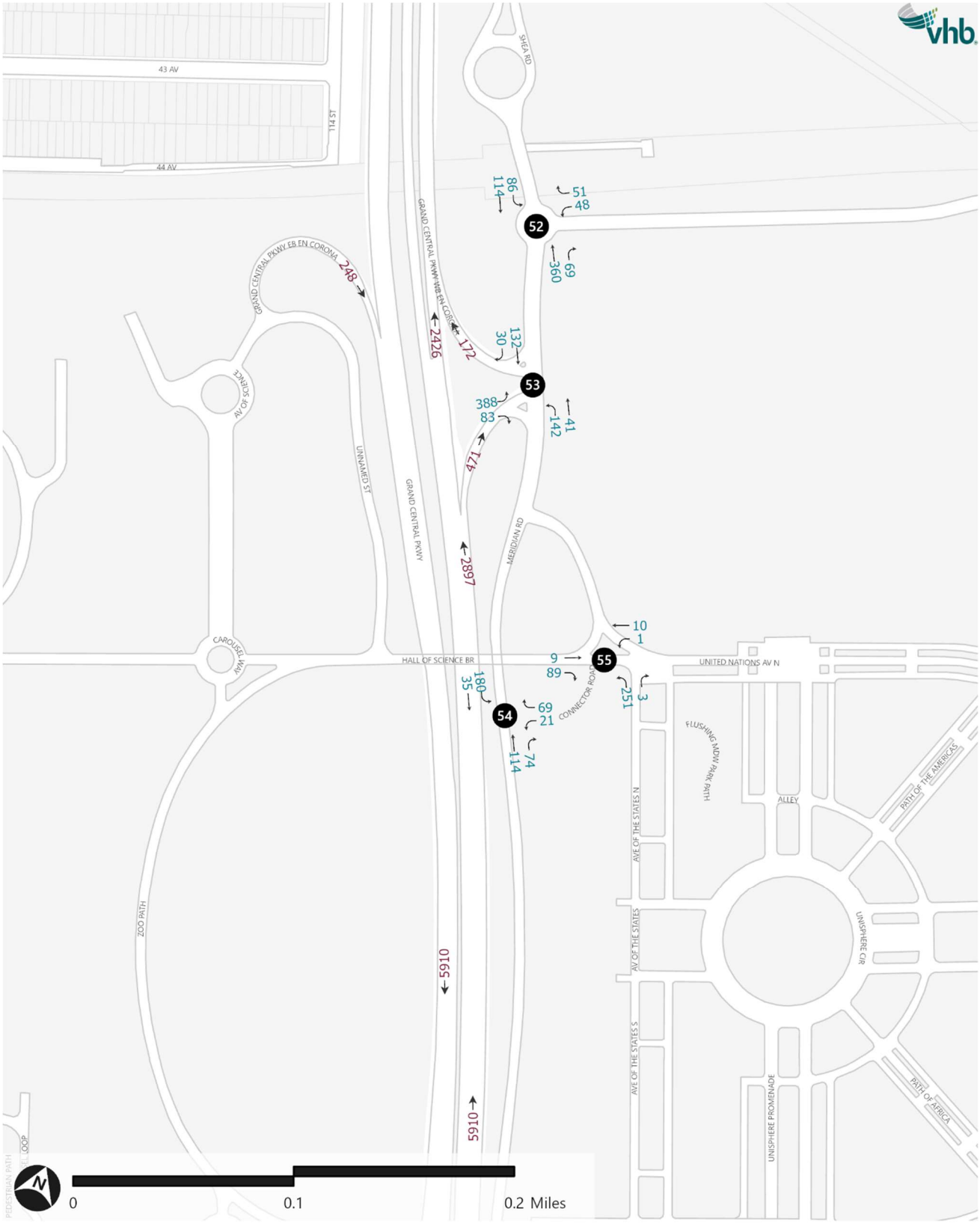


Figure D-133f: With-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour

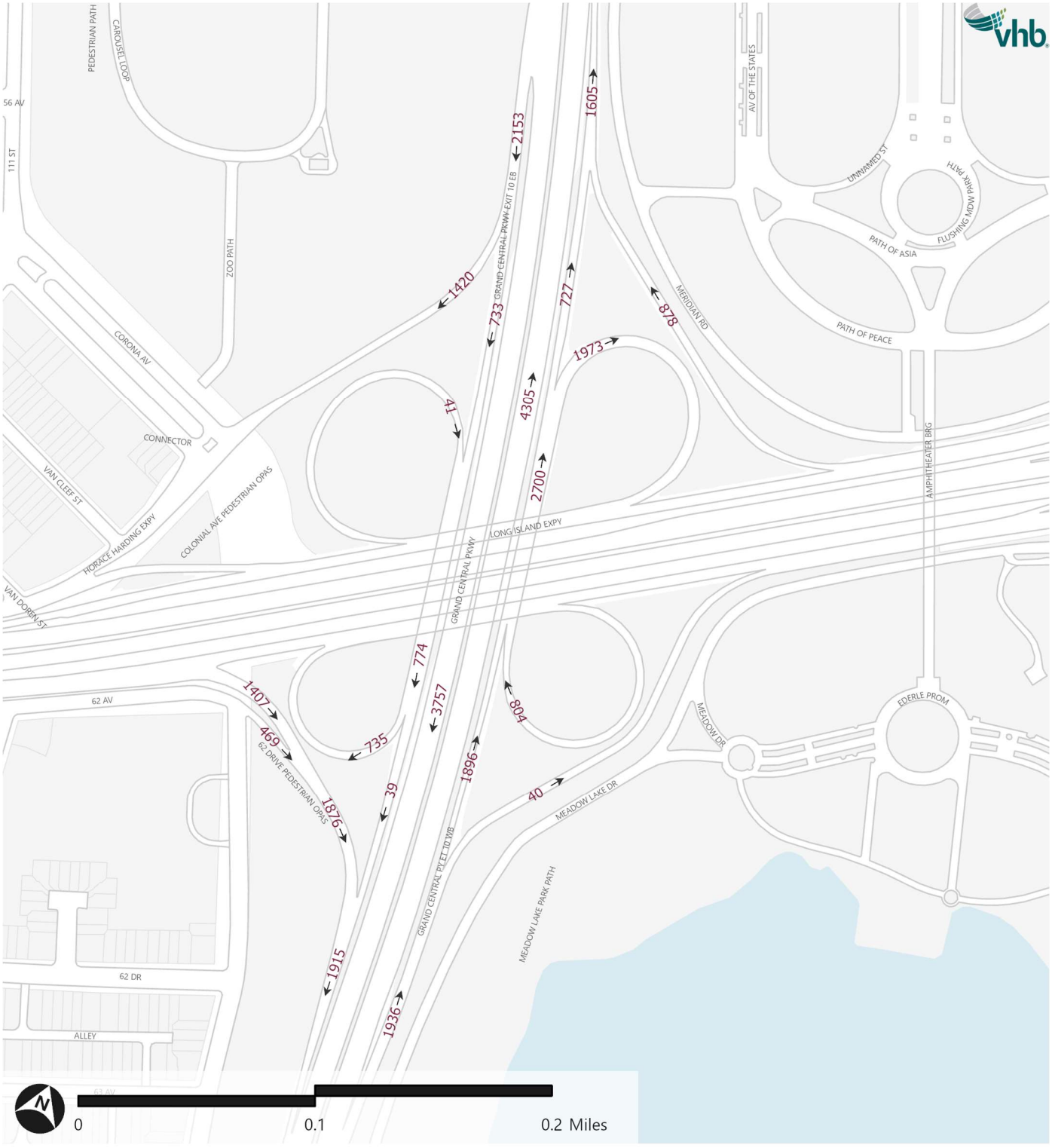


Figure D-133g: With-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour



Figure D-133h: With-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour

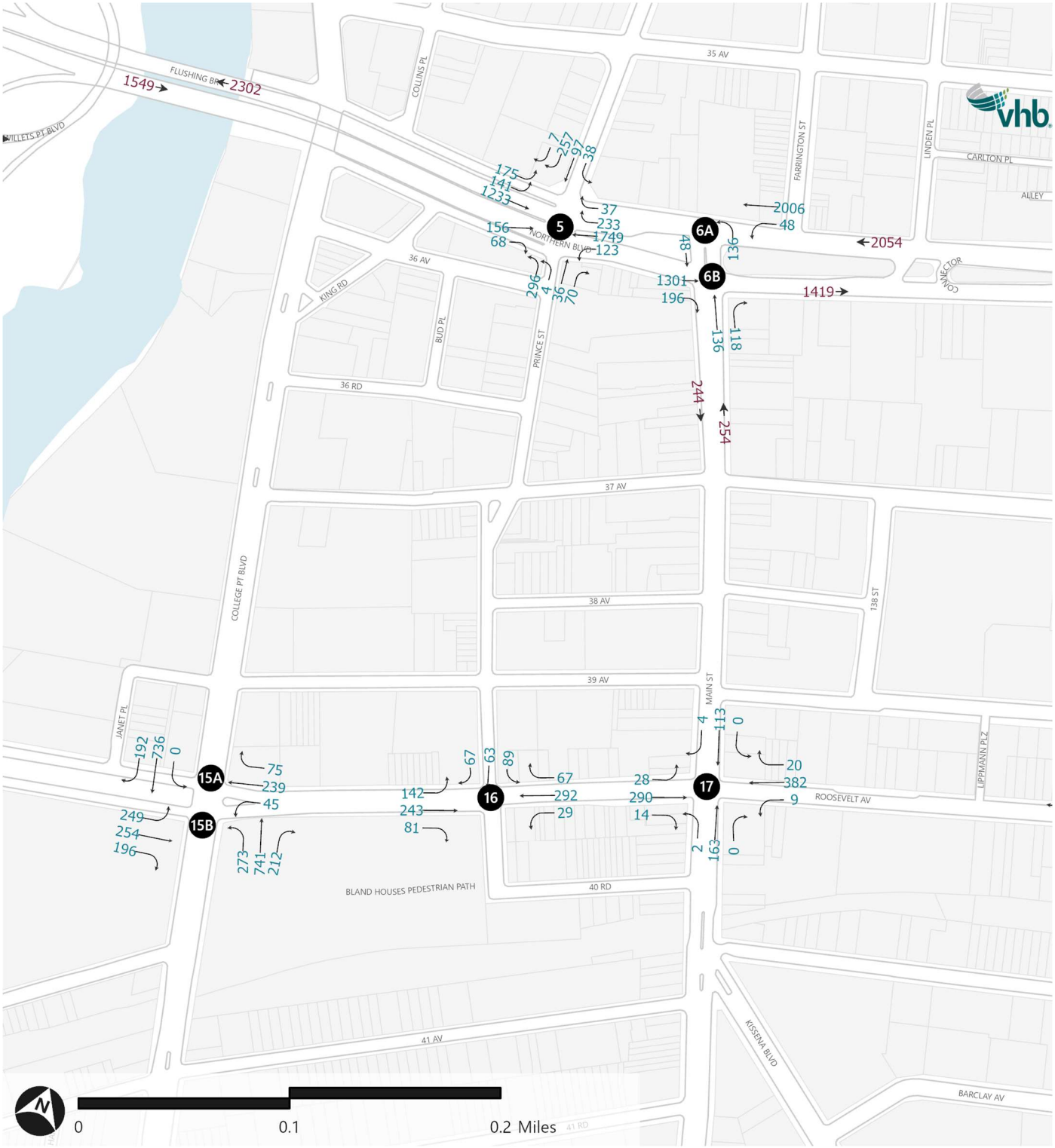


Figure D-133i: With-Action Non-Gameday Traffic Volumes - Weekday AM Peak Hour

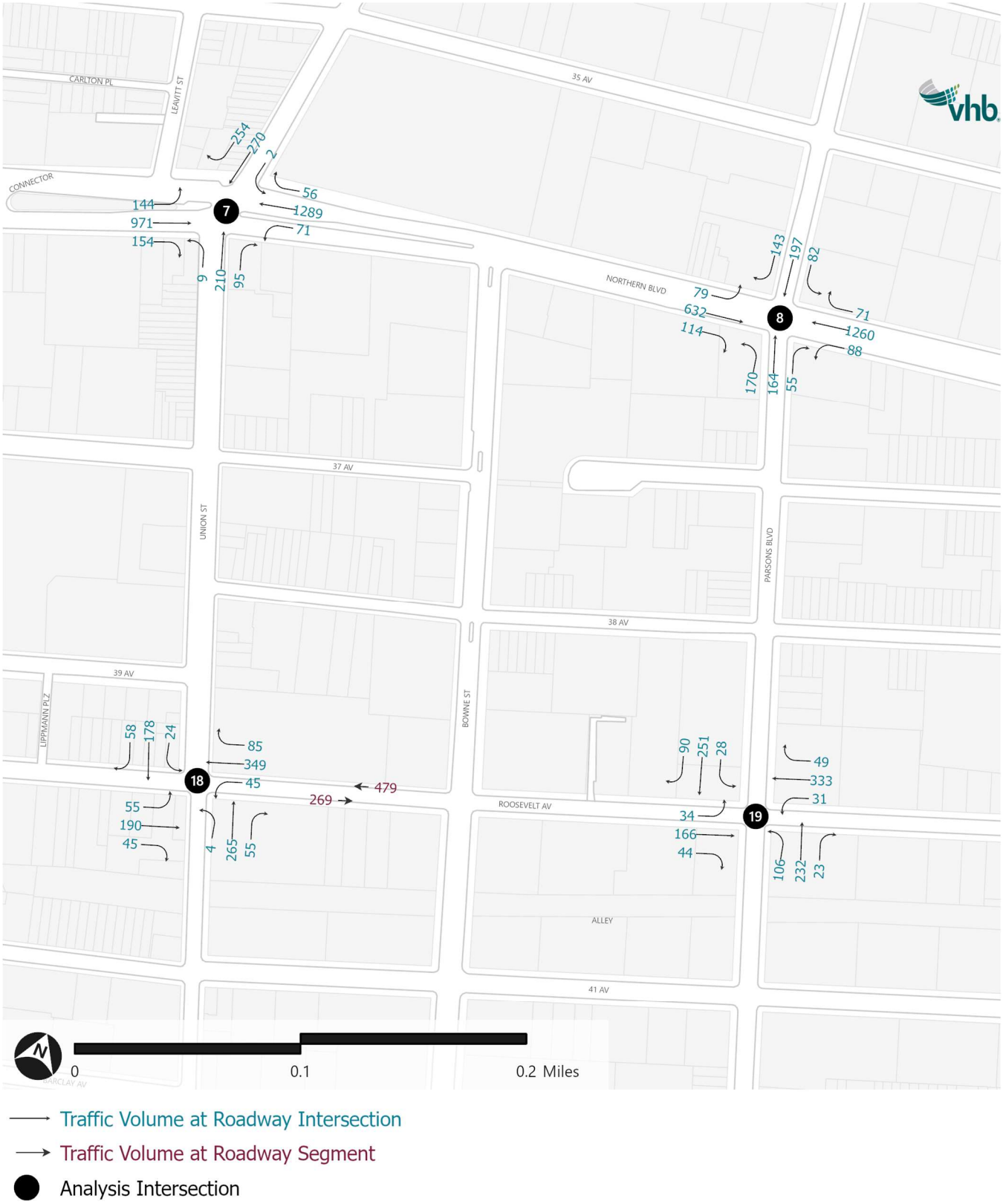
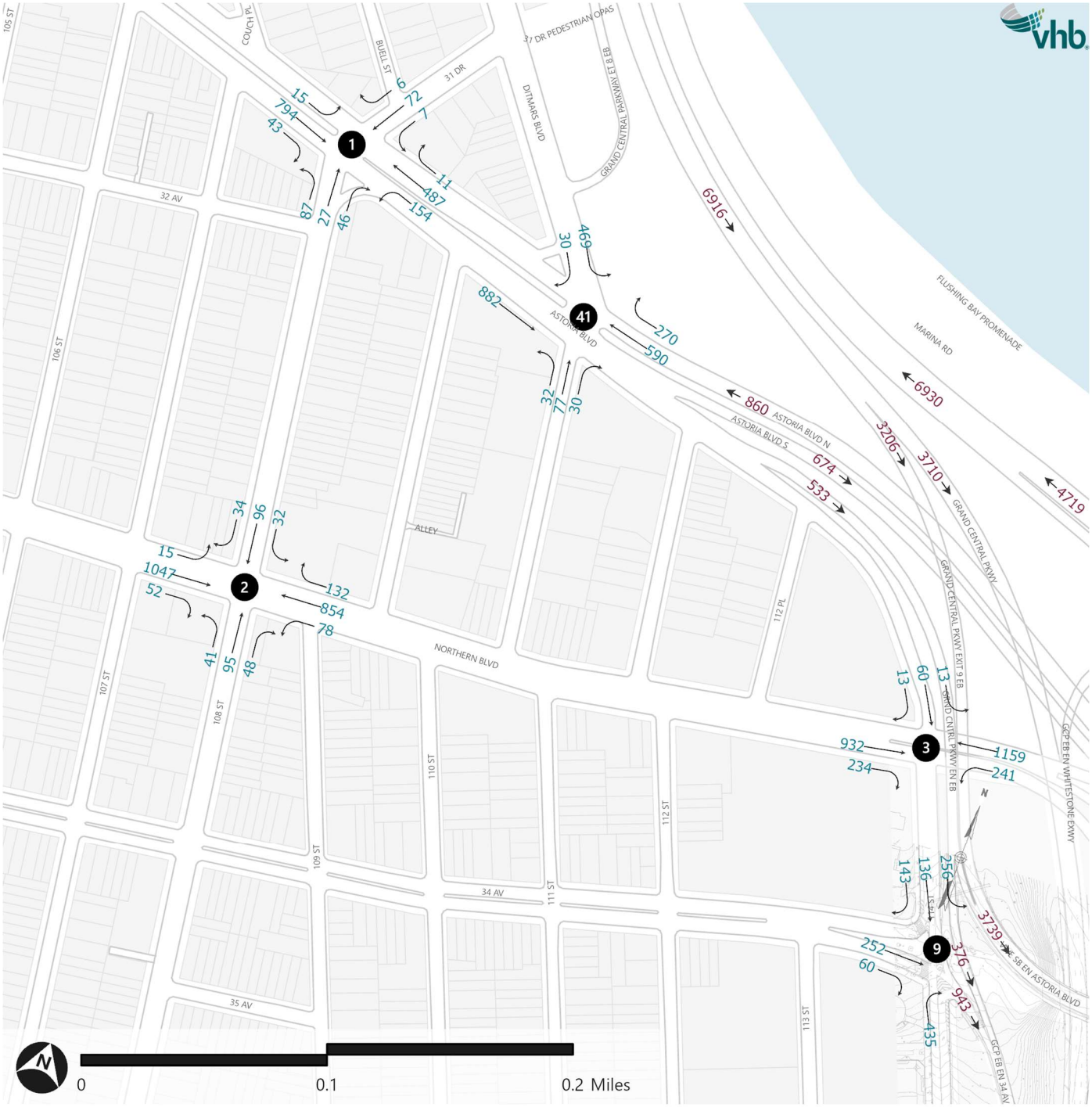


Figure D-134a: With-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour



Legend

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

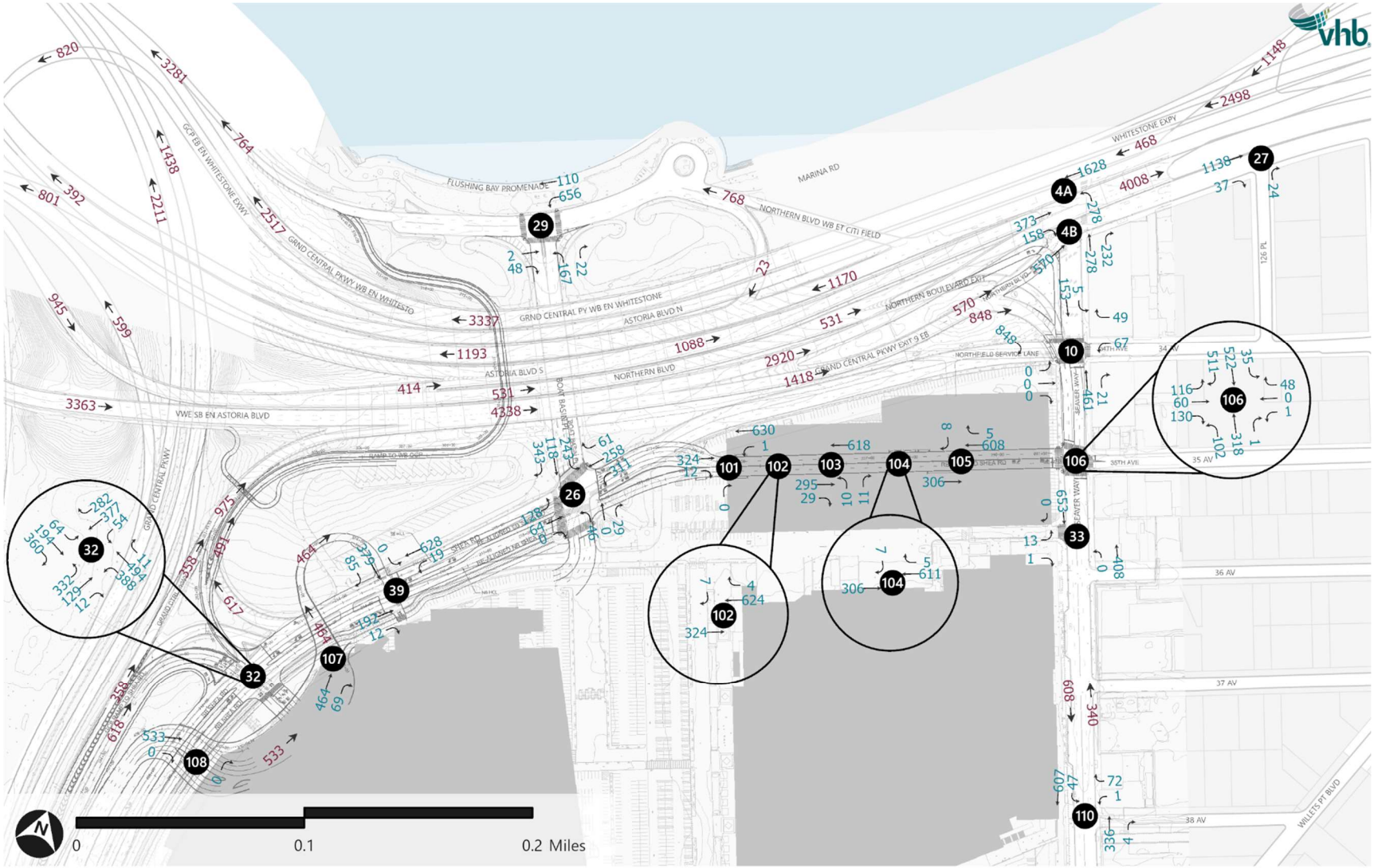
Figure D-134b: With-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour



Legend

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

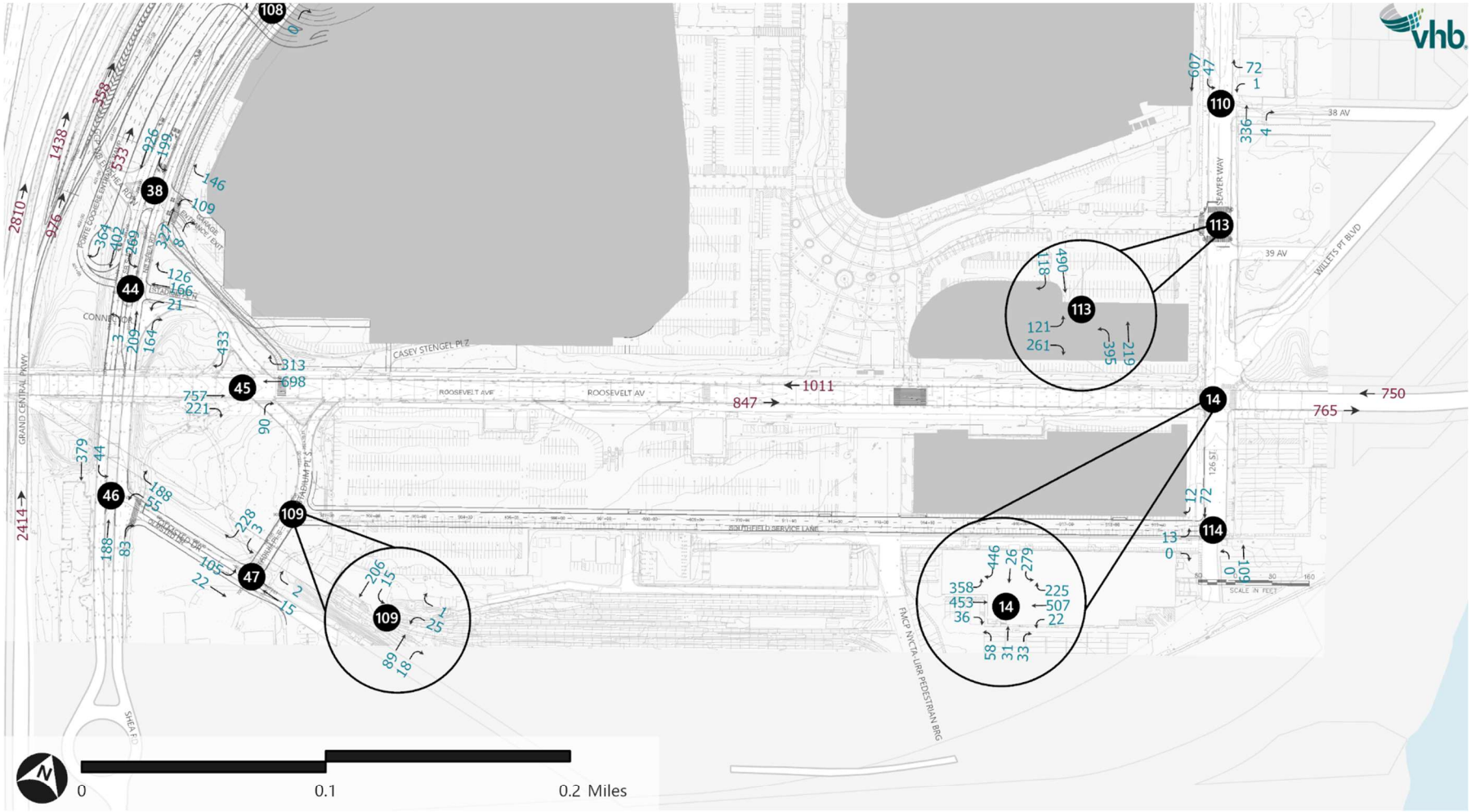
Figure D-134c: With-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour



Legend

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

Figure D-134d: With-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour



Legend

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

Figure D-134e: With-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour

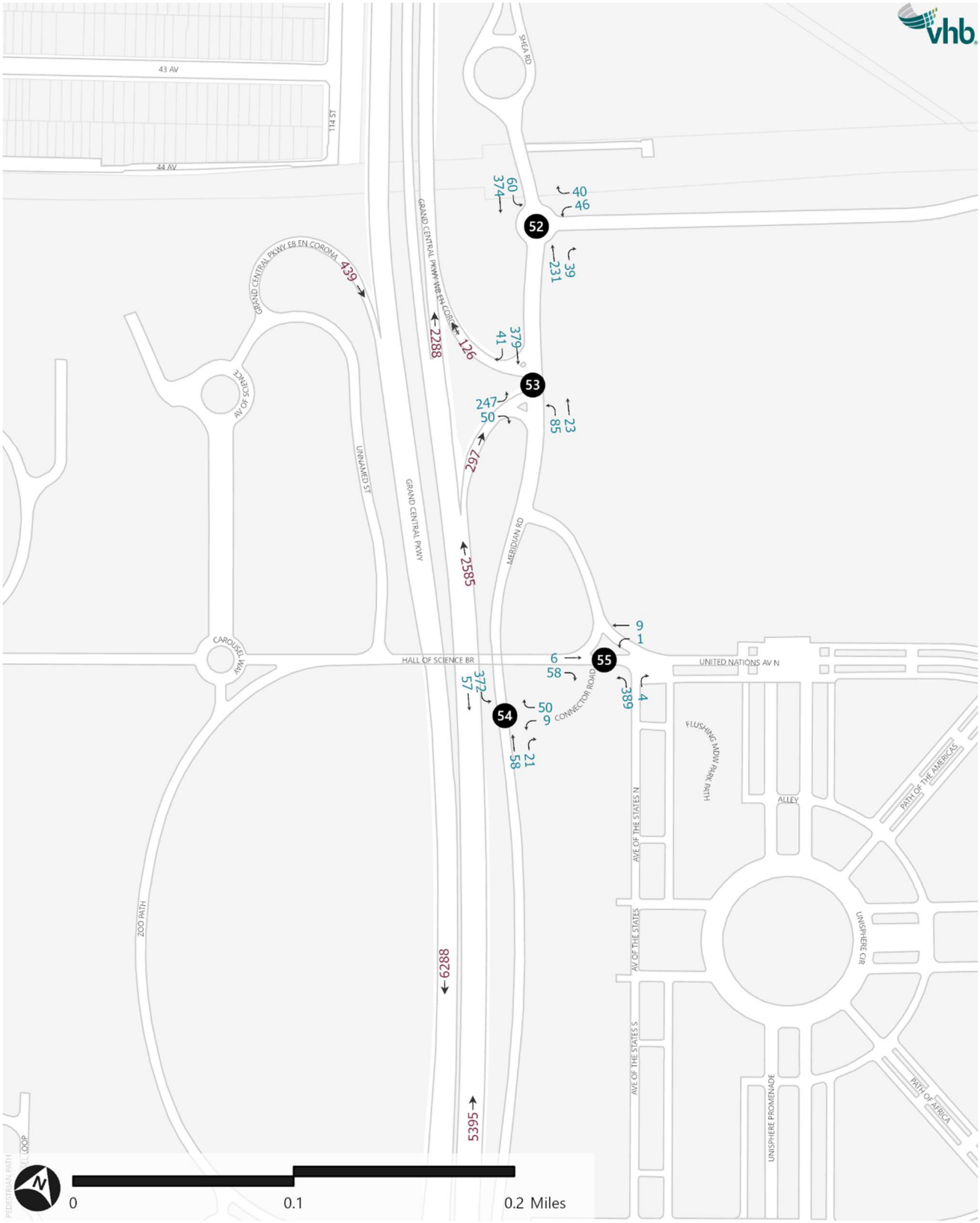


Figure D-134f: With-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour

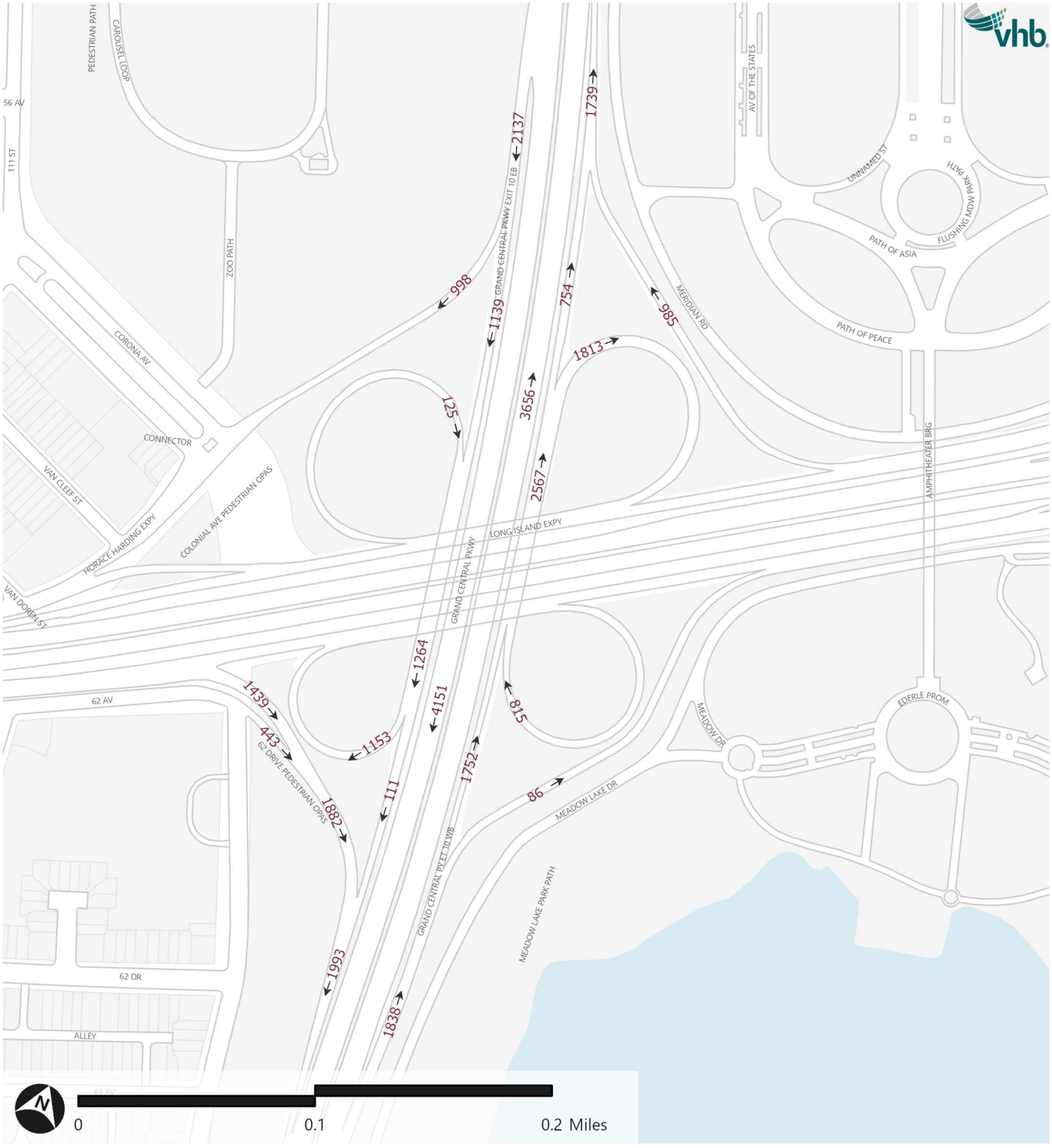


Figure D-134g: With-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour



Figure D-134h: With-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour

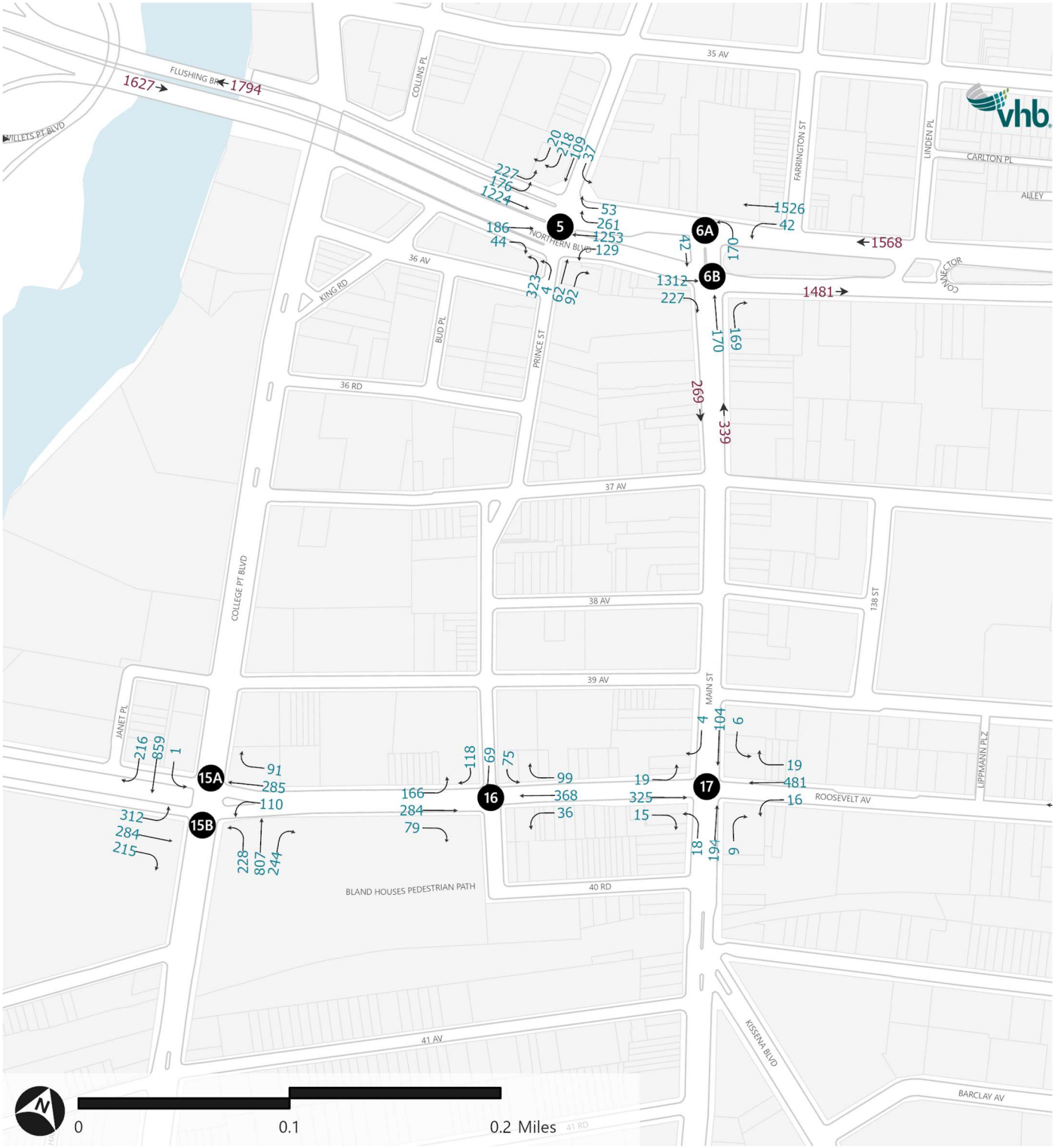


Figure D-134i: With-Action Non-Gameday Traffic Volumes - Weekday Midday Peak Hour

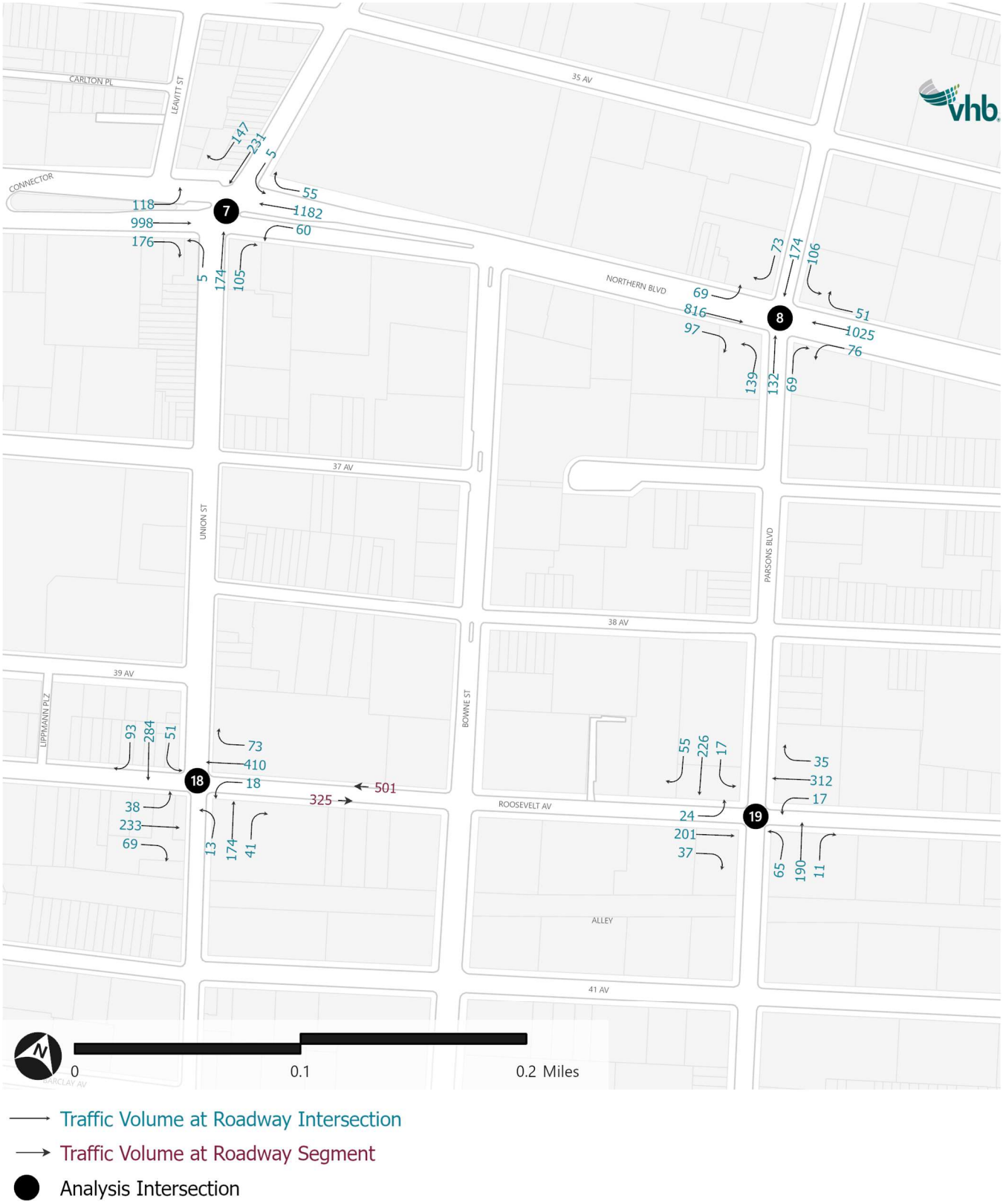


Figure D-135a: With-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour

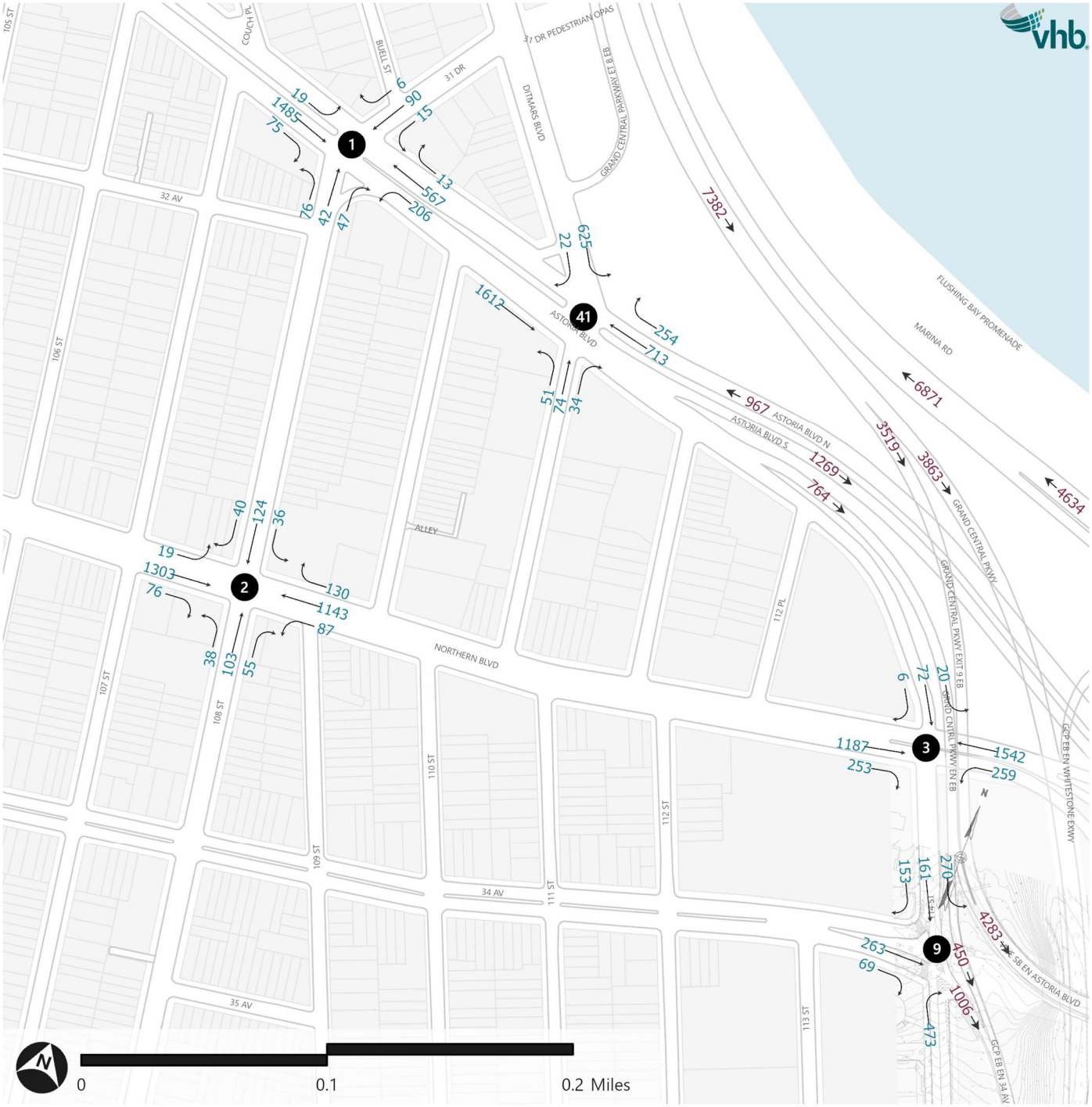


Figure D-135b: With-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour



Legend

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

Figure D-135c: With-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour

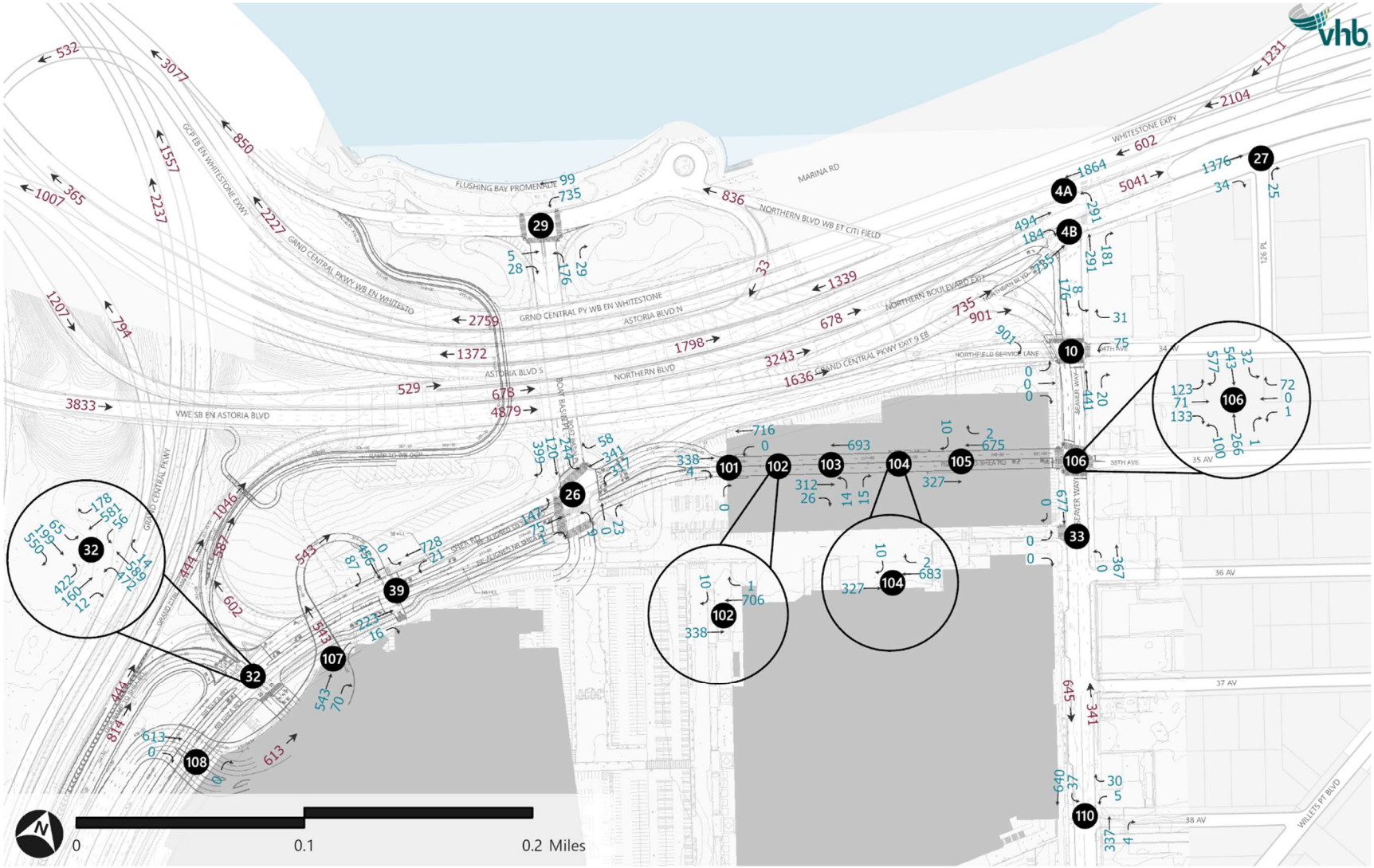
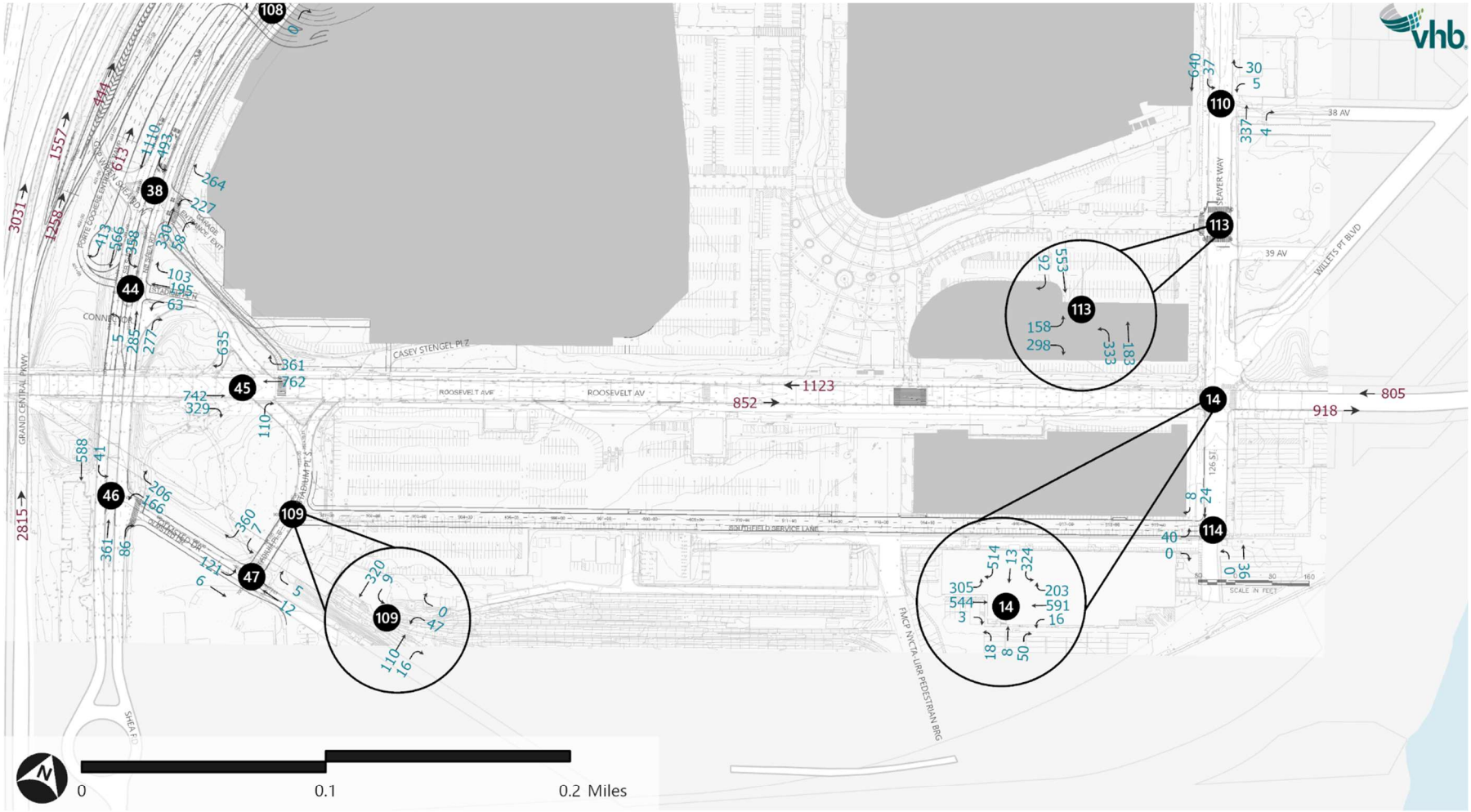


Figure D-135d: With-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour



Legend

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

Figure D-135e: With-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour

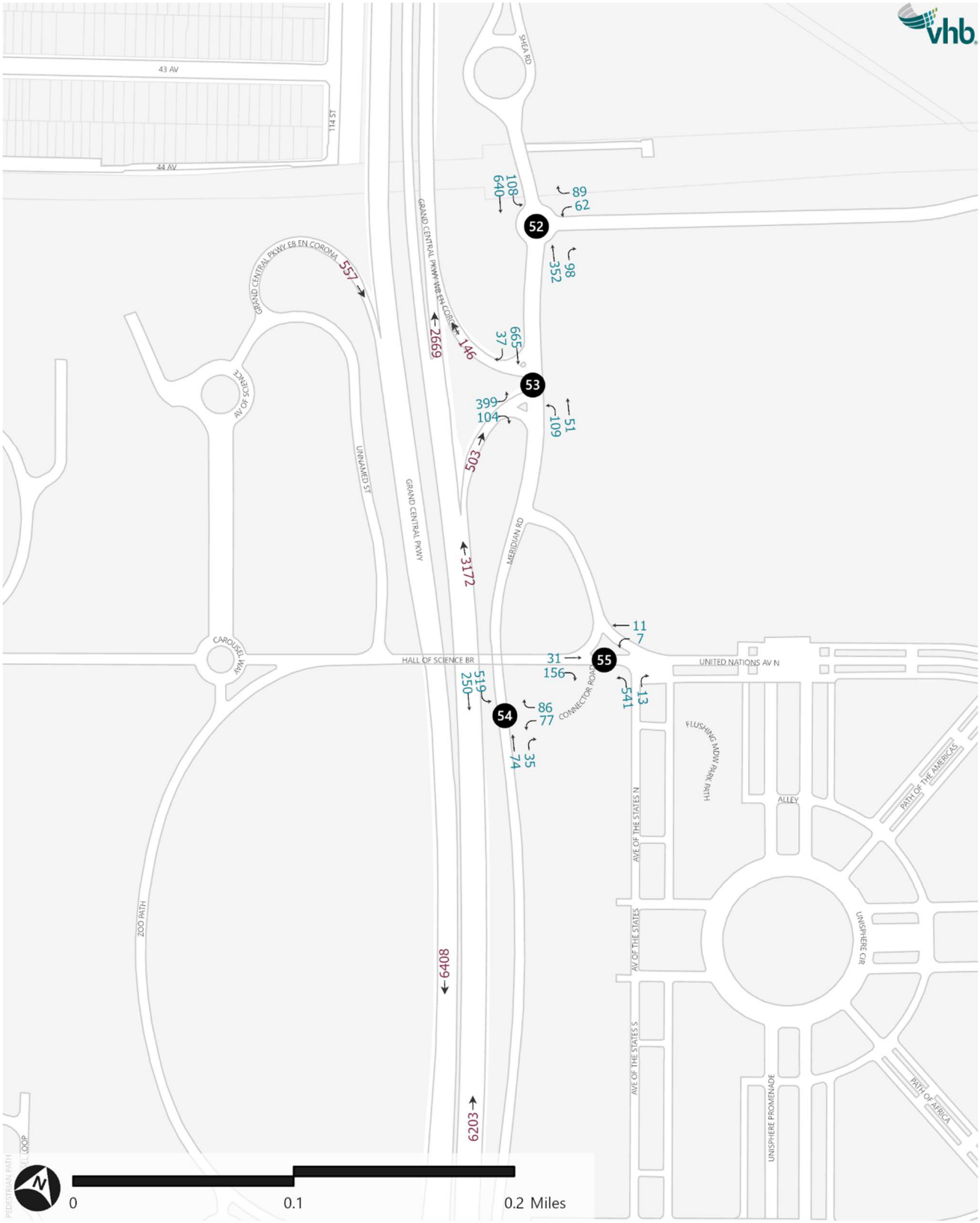


Figure D-135f: With-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour

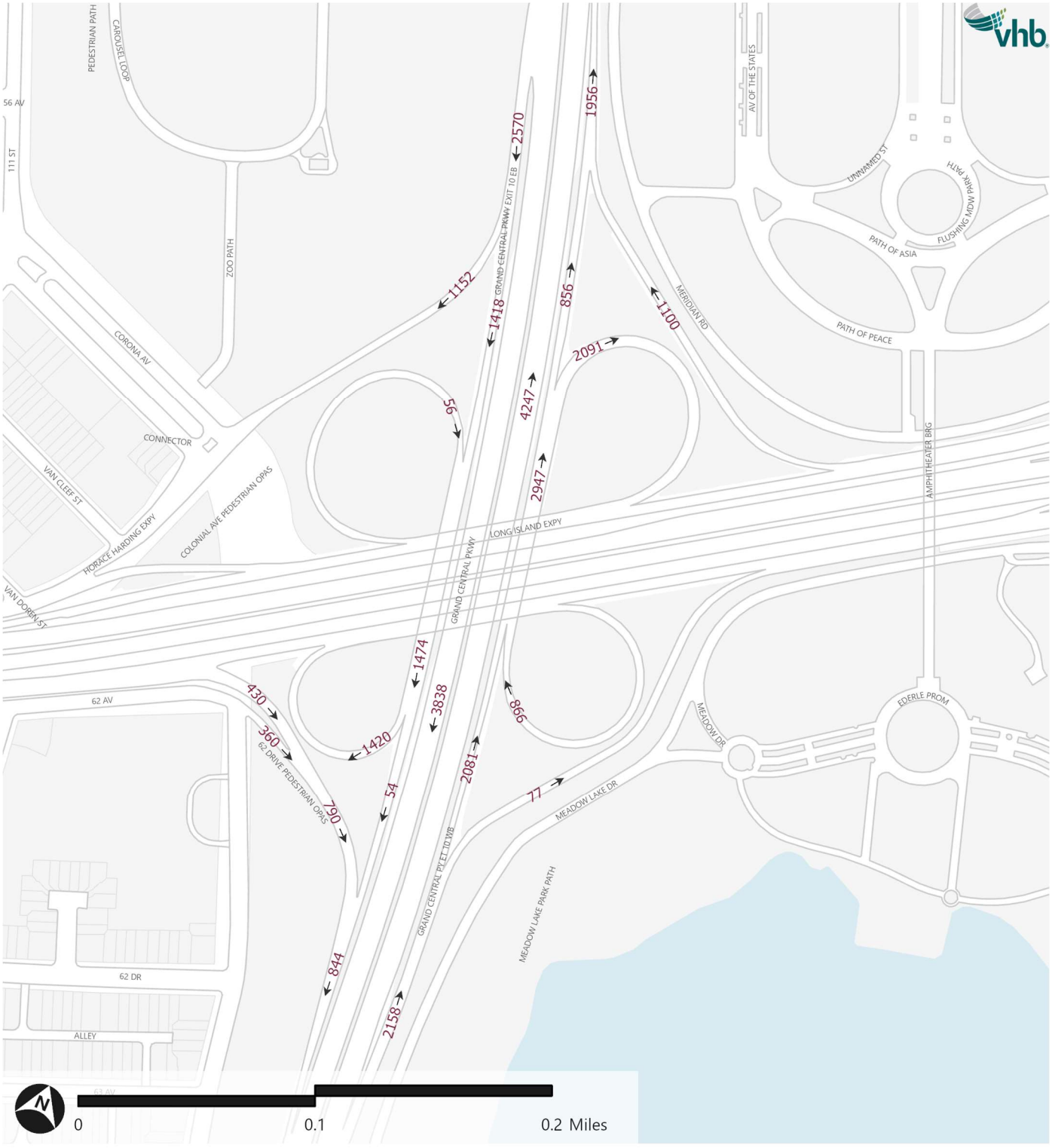


Figure D-135g: With-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour

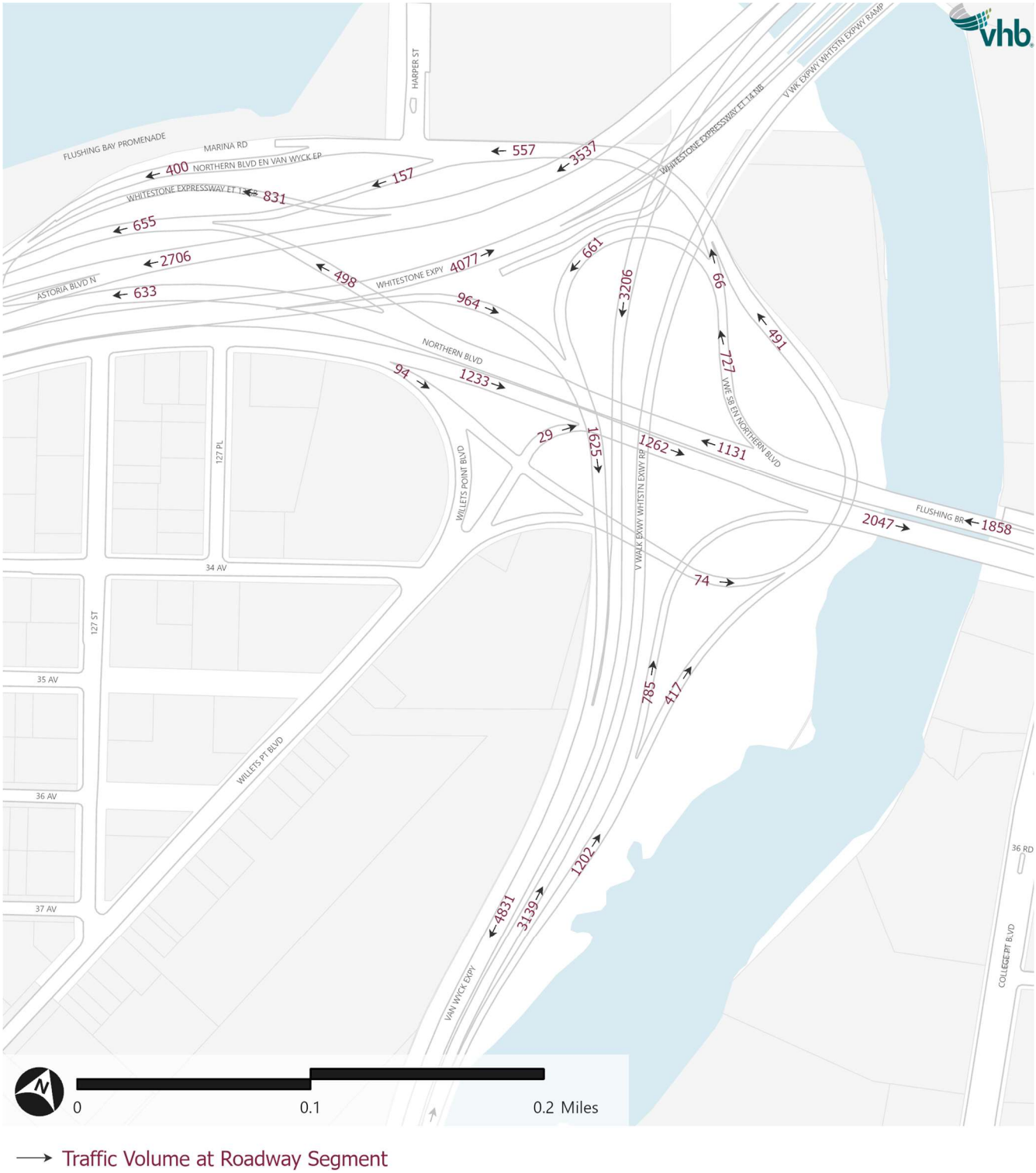


Figure D-135h: With-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour



Figure D-135i: With-Action Non-Gameday Traffic Volumes - Weekday PM Peak Hour

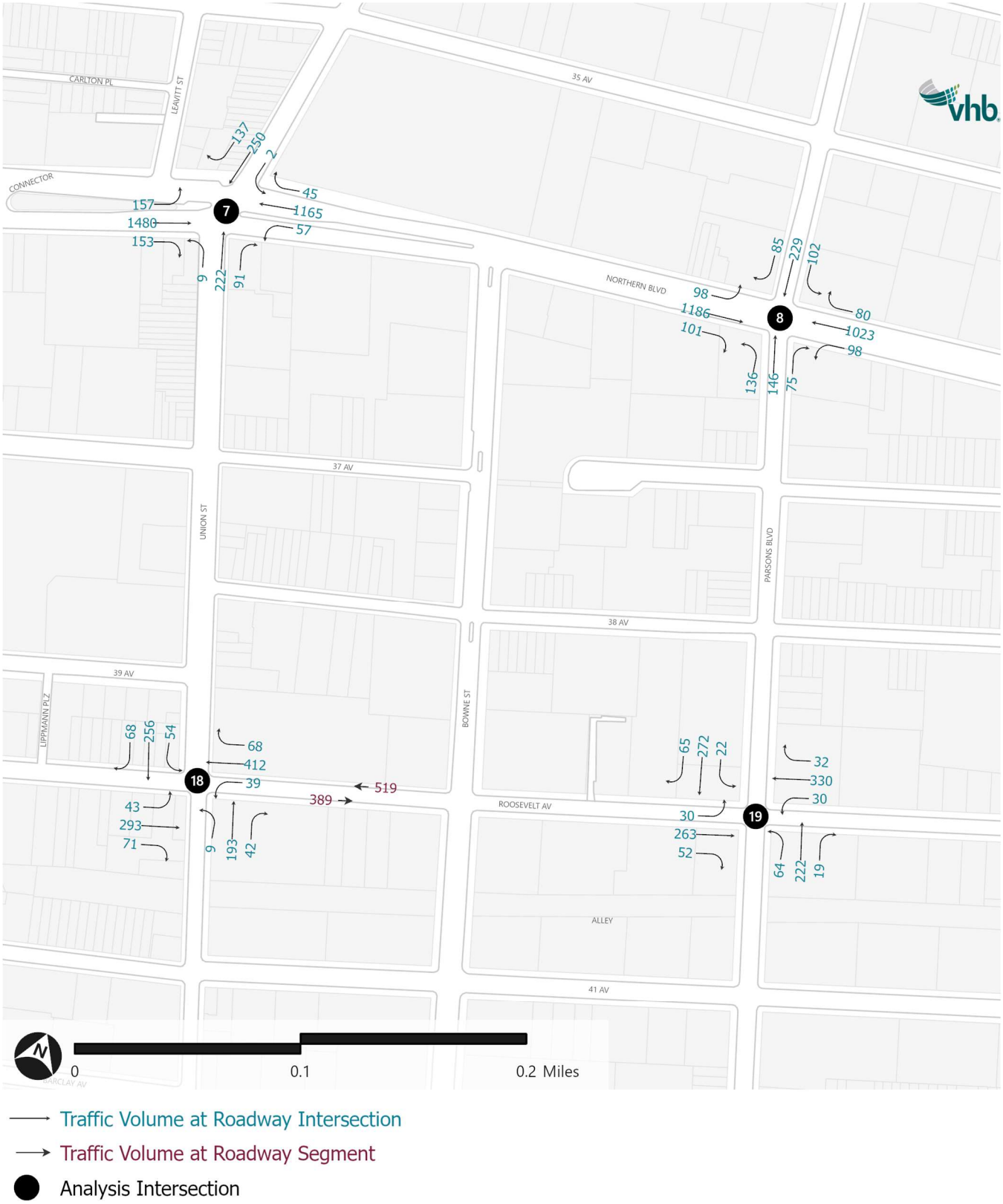
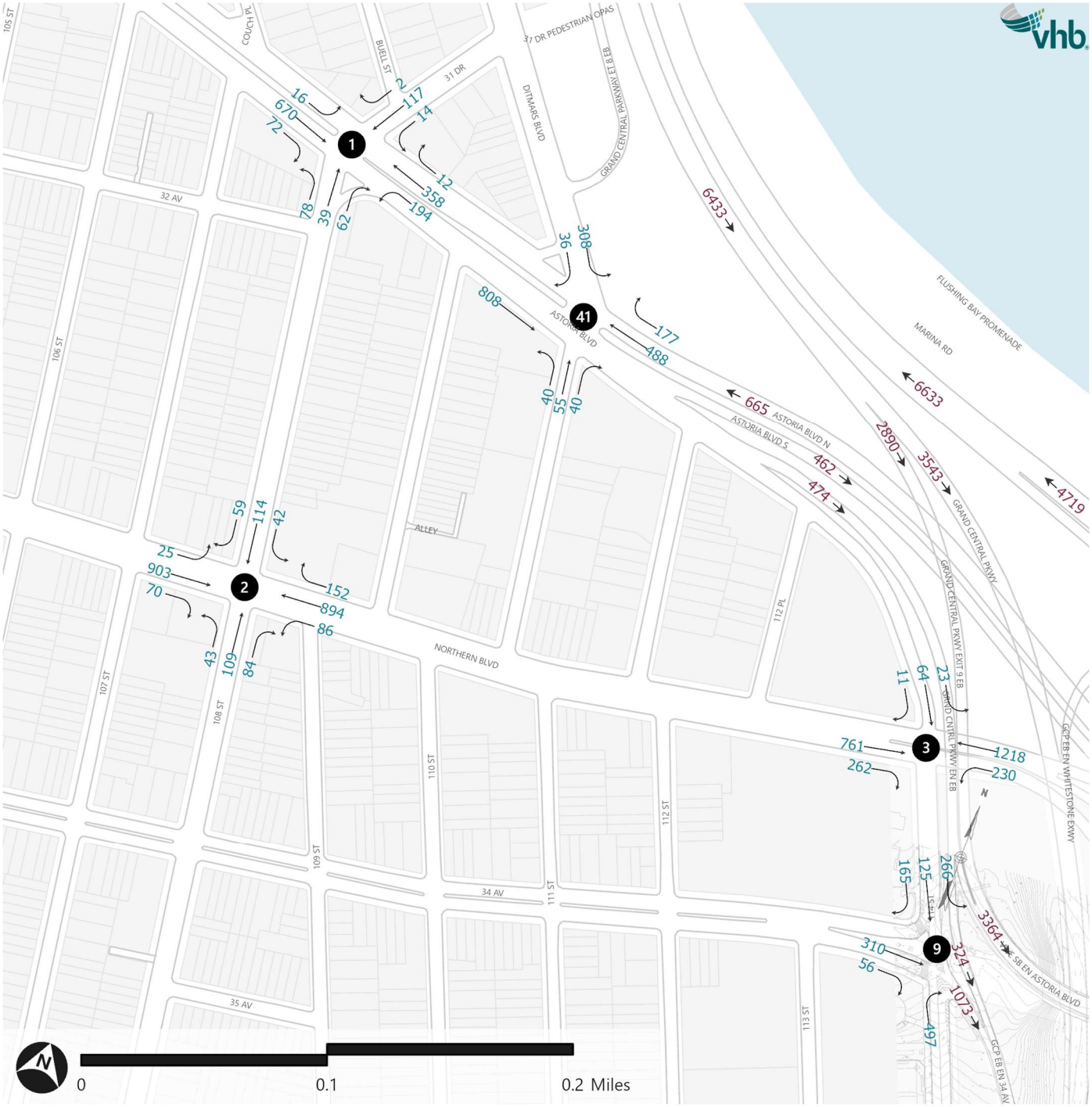


Figure D-136a: With-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour



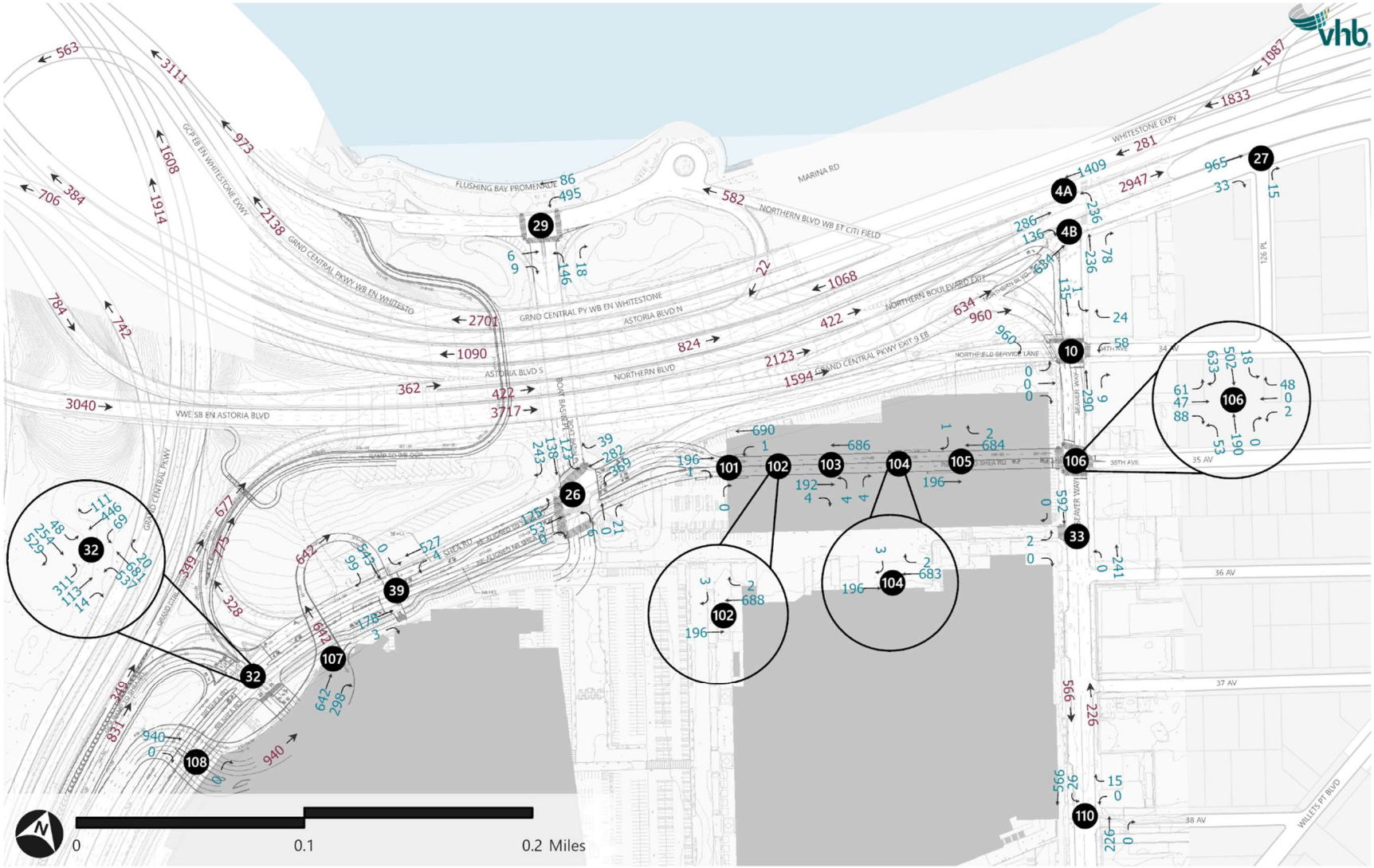
Legend

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

Figure D-136b: With-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour



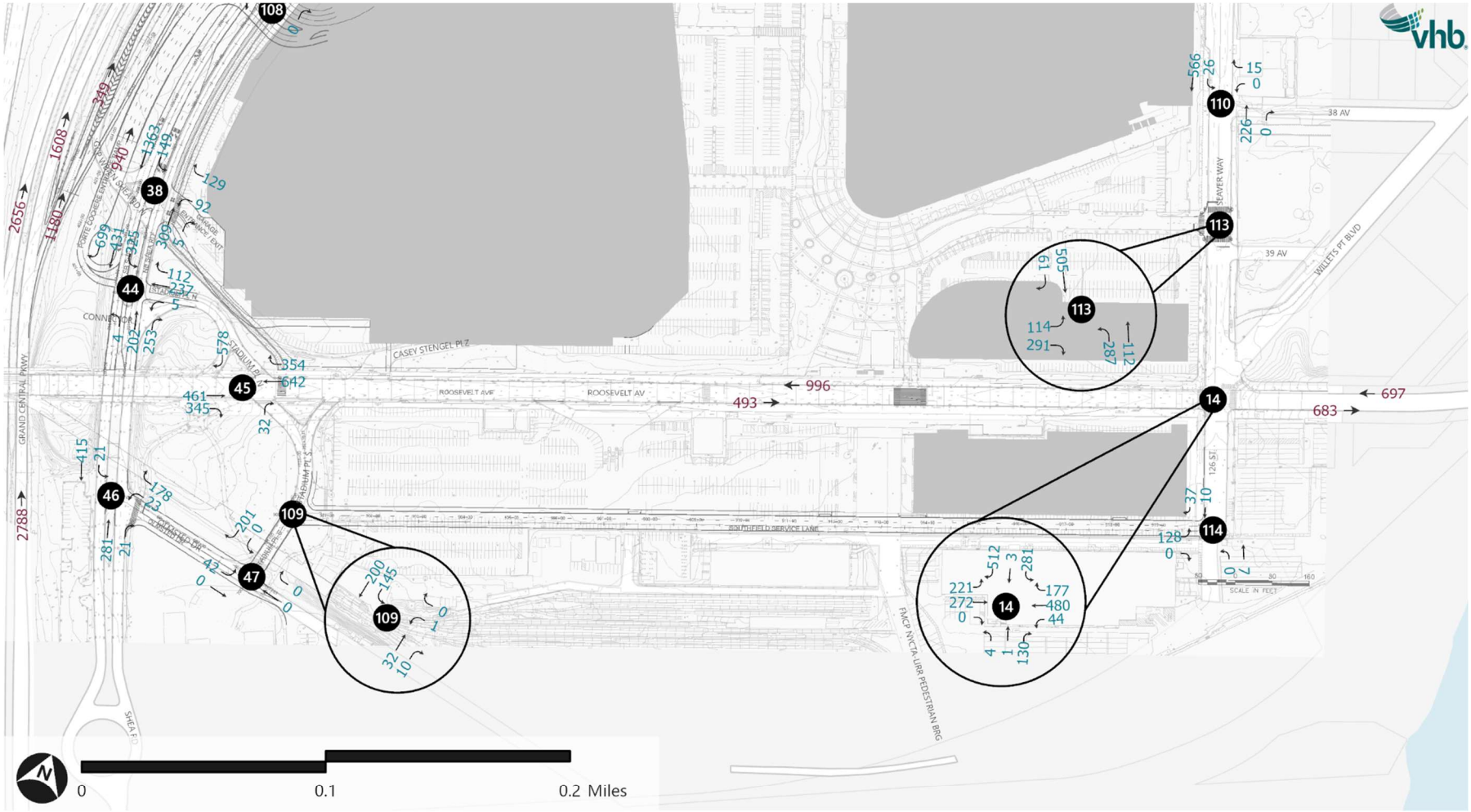
Figure D-136c: With-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour



Legend

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

Figure D-136d: With-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour



Legend

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

Figure D-136e: With-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour

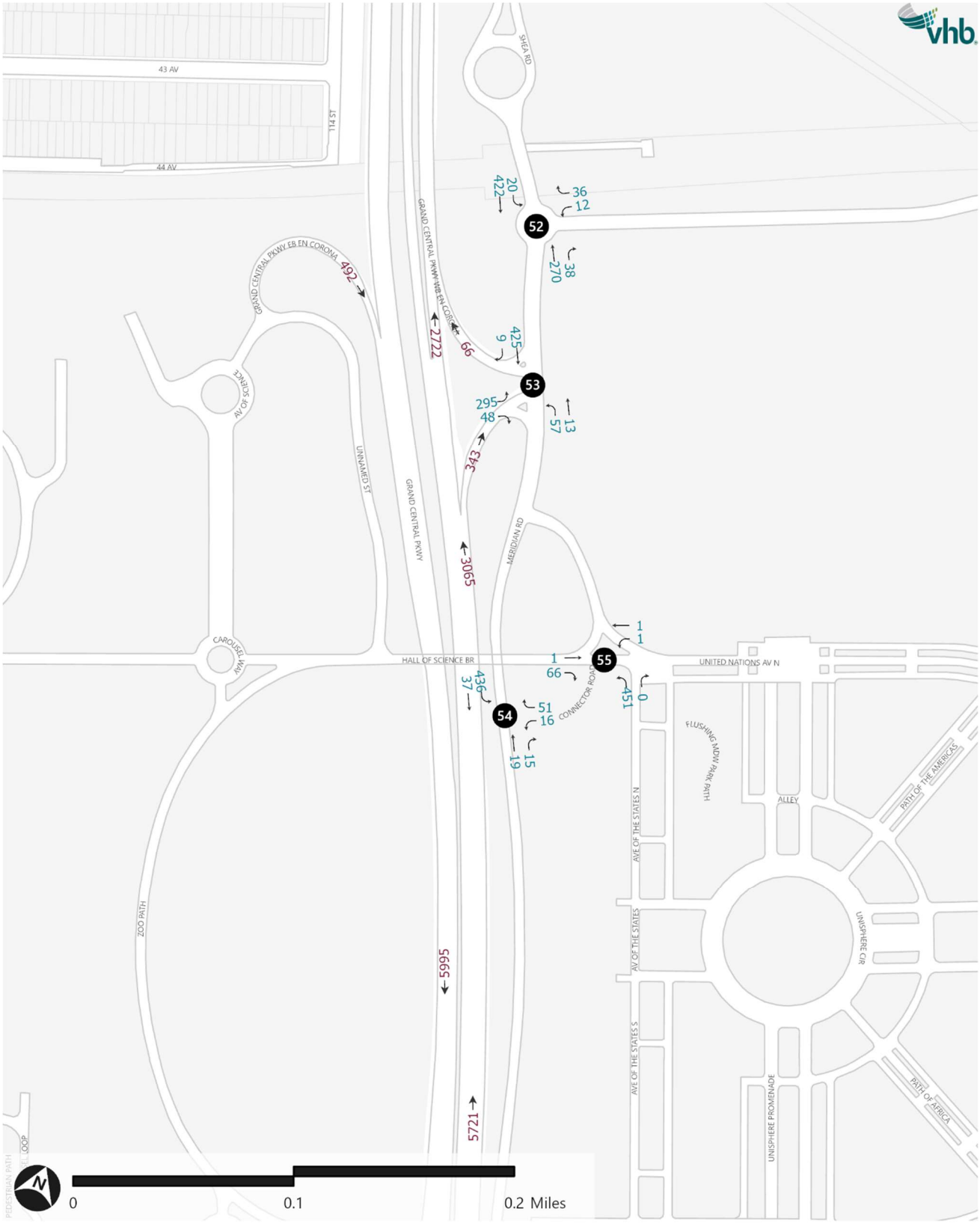


Figure D-136f: With-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour

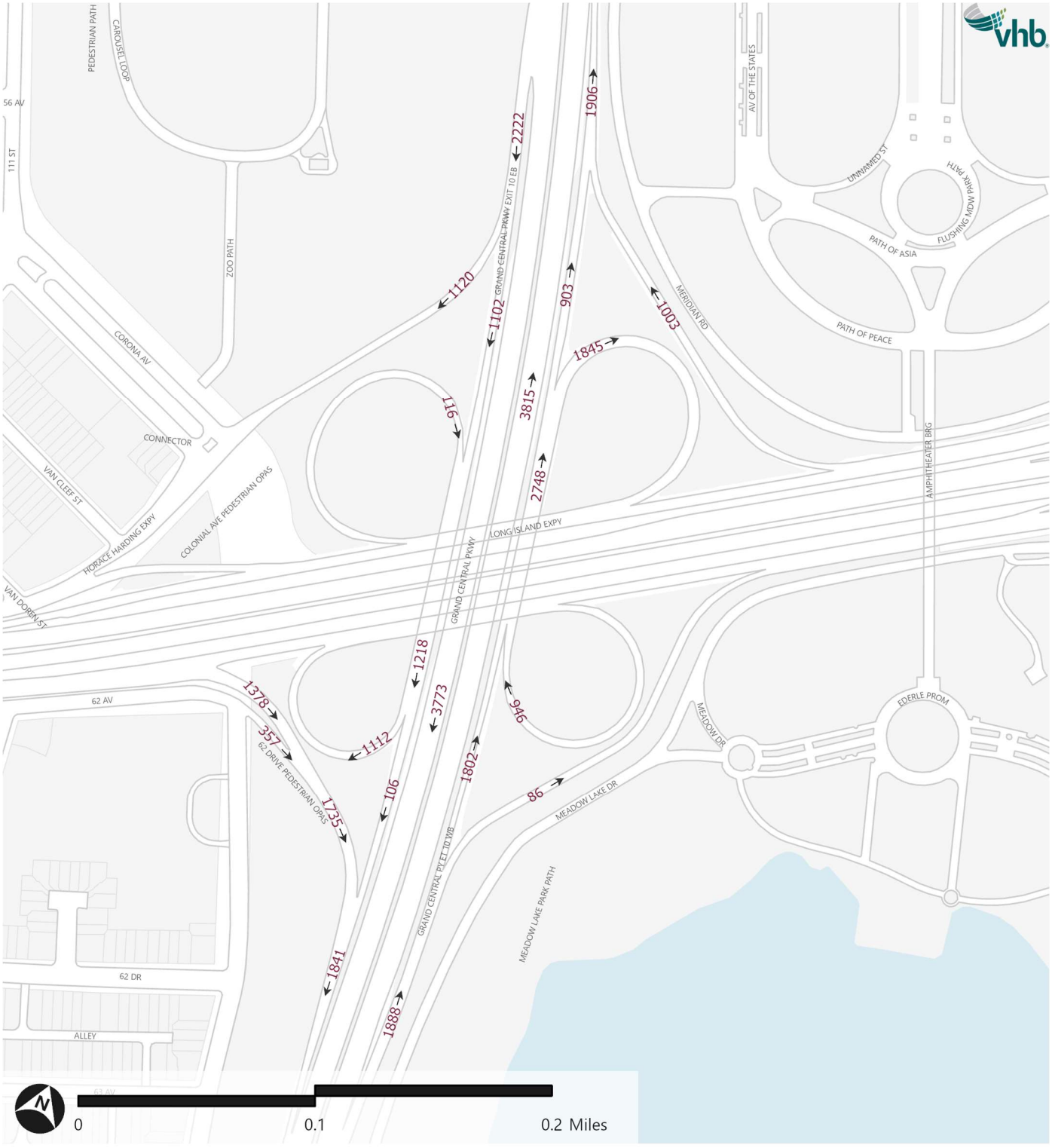


Figure D-136g: With-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour



Figure D-136h: With-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour

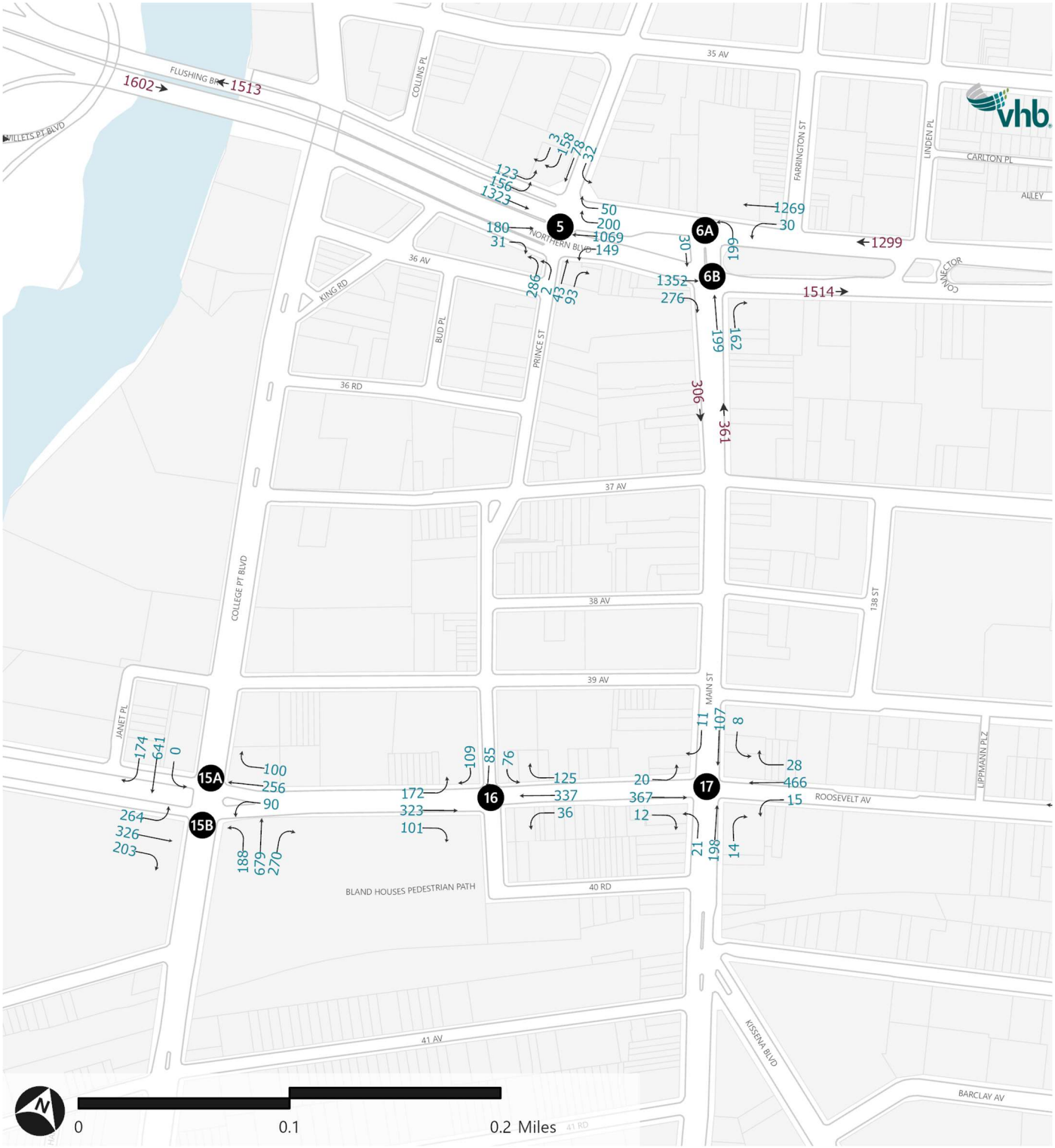


Figure D-136i: With-Action Non-Gameday Traffic Volumes - Saturday PM Peak Hour

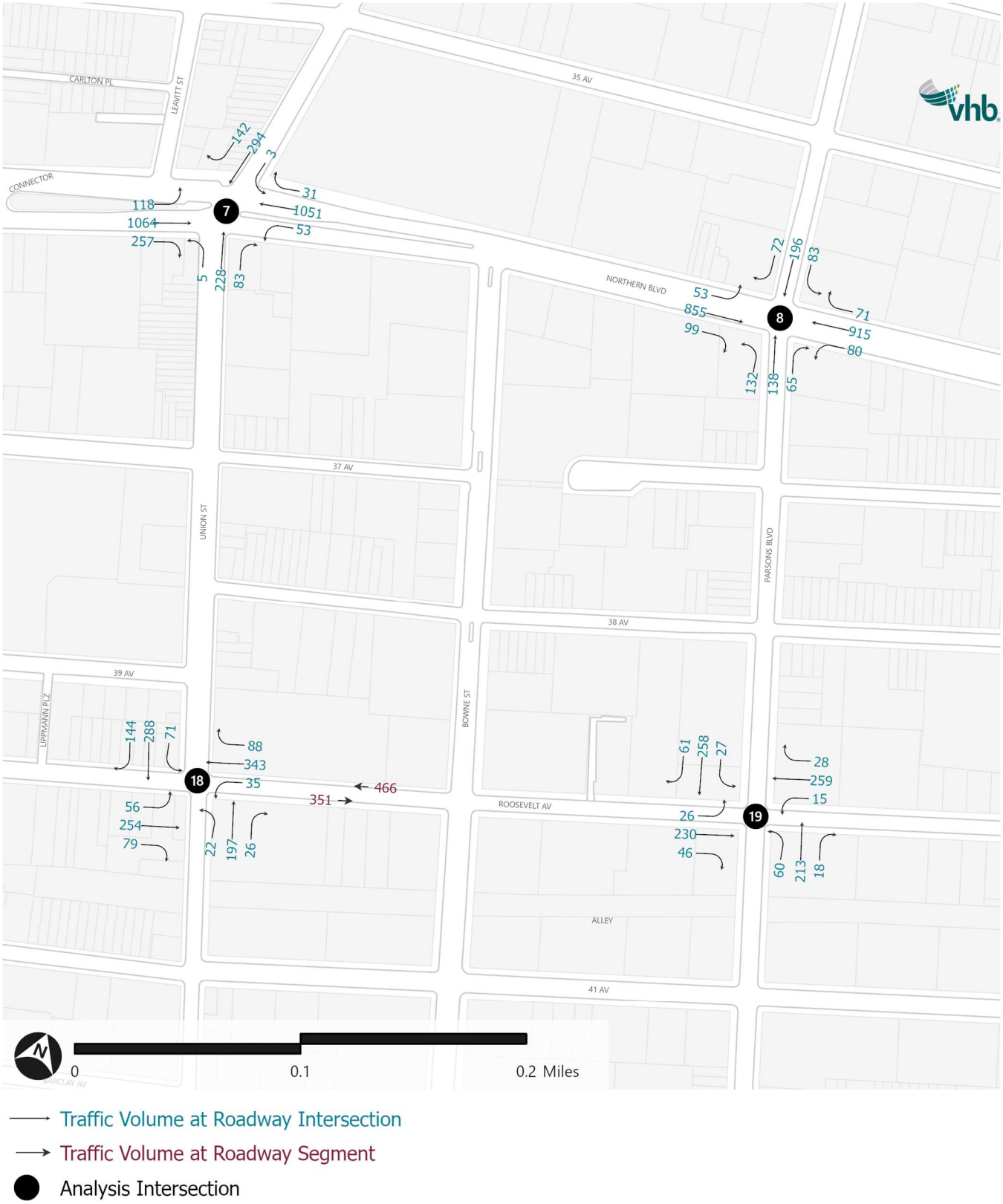


Figure D-137a: With-Action Gameday Traffic Volumes - Weekday PM Peak Hour

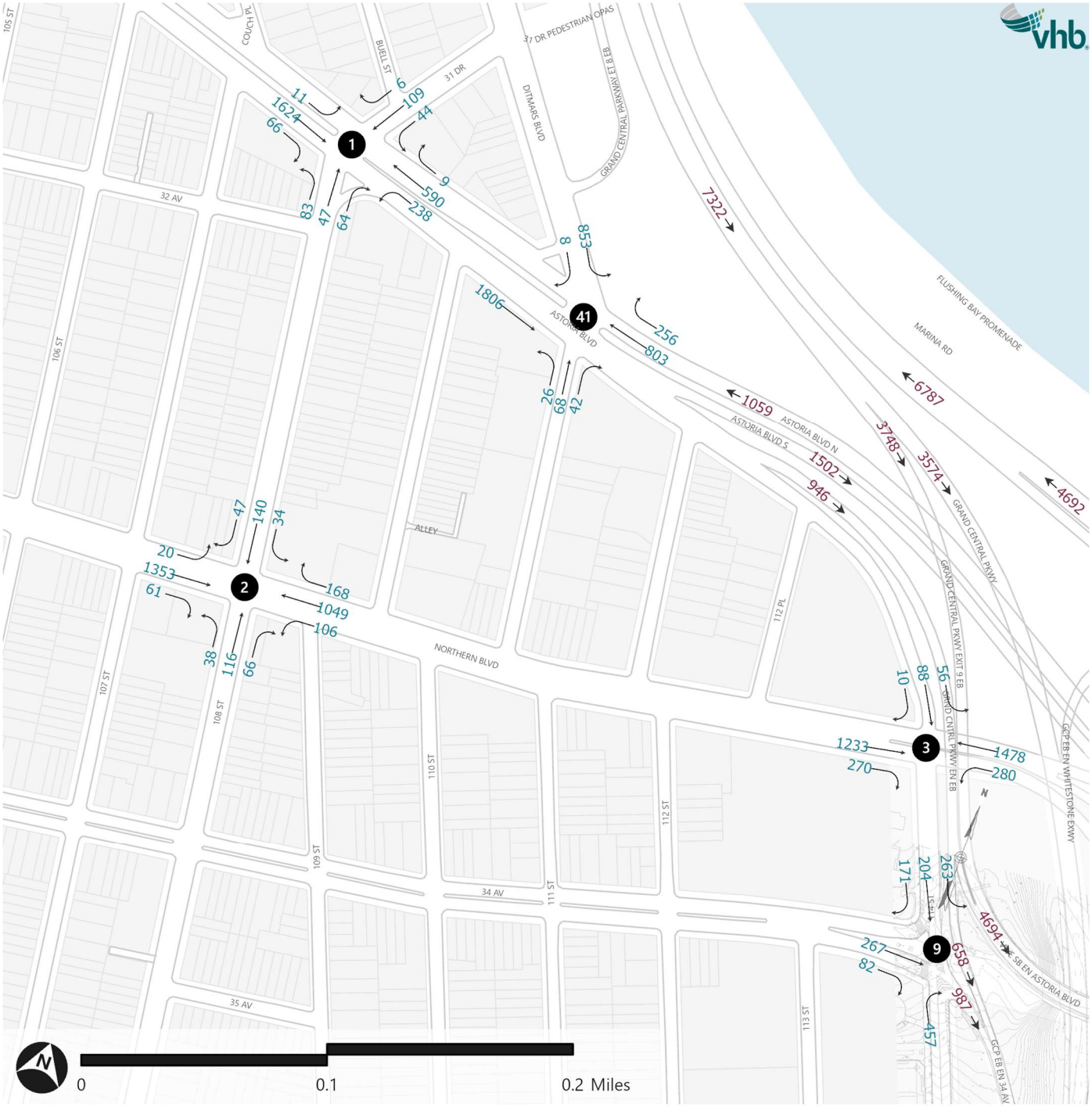


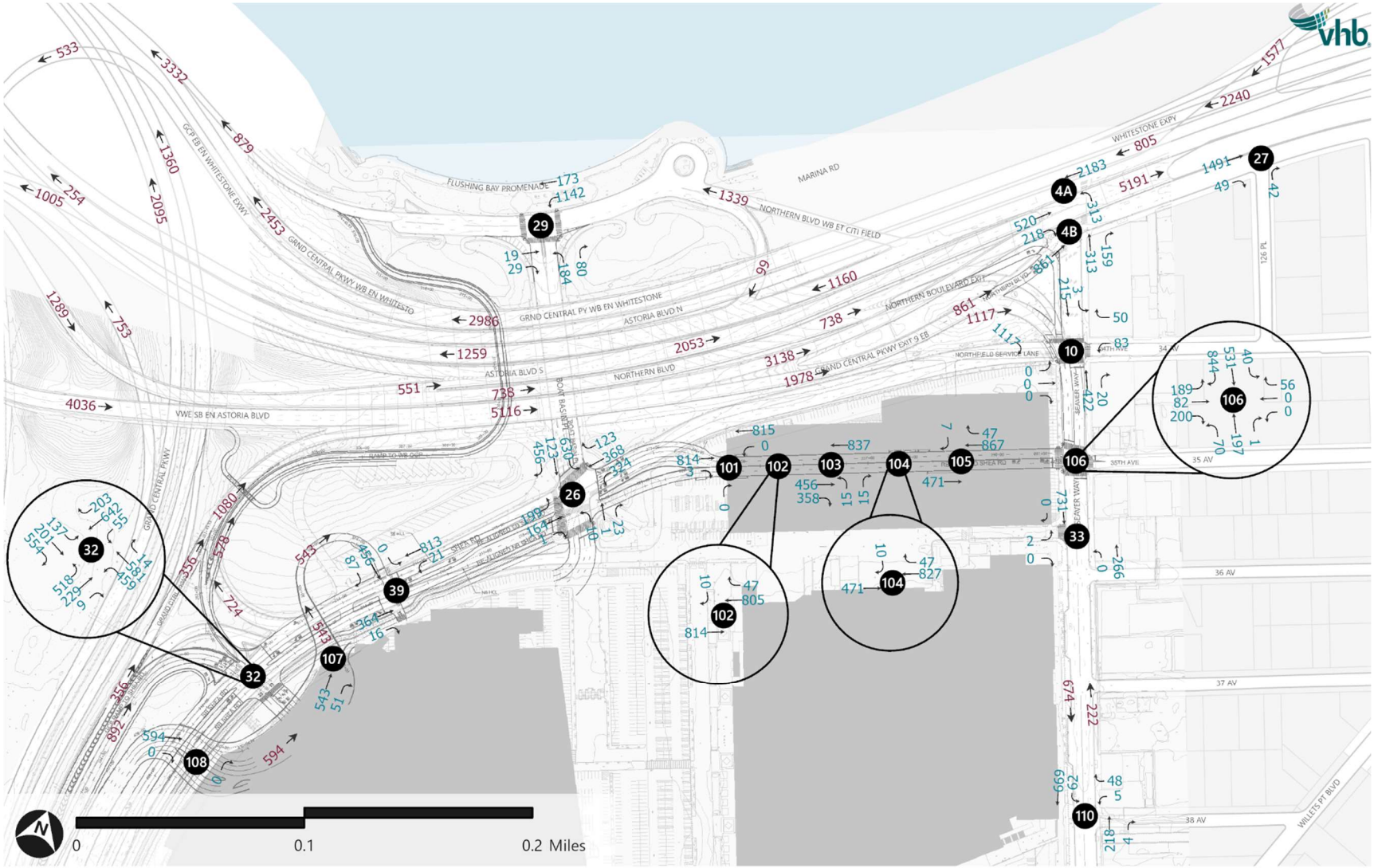
Figure D-137b: With-Action Gameday Traffic Volumes - Weekday PM Peak Hour



Legend

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

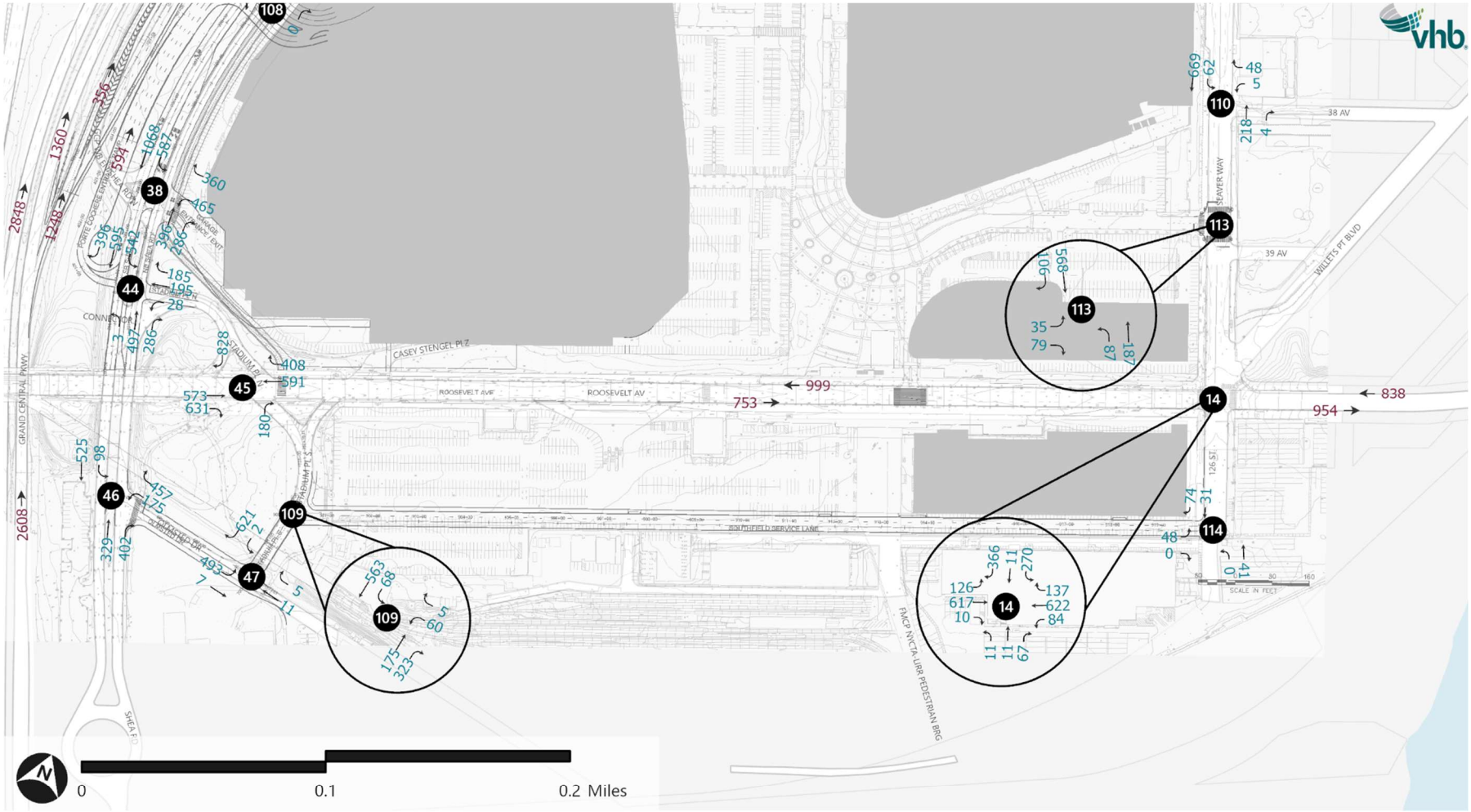
Figure D-137c: With-Action Gameday Traffic Volumes - Weekday PM Peak Hour



Legend

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

Figure D-137d: With-Action Gameday Traffic Volumes - Weekday PM Peak Hour



Legend

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

Figure D-137e: With-Action Gameday Traffic Volumes - Weekday PM Peak Hour

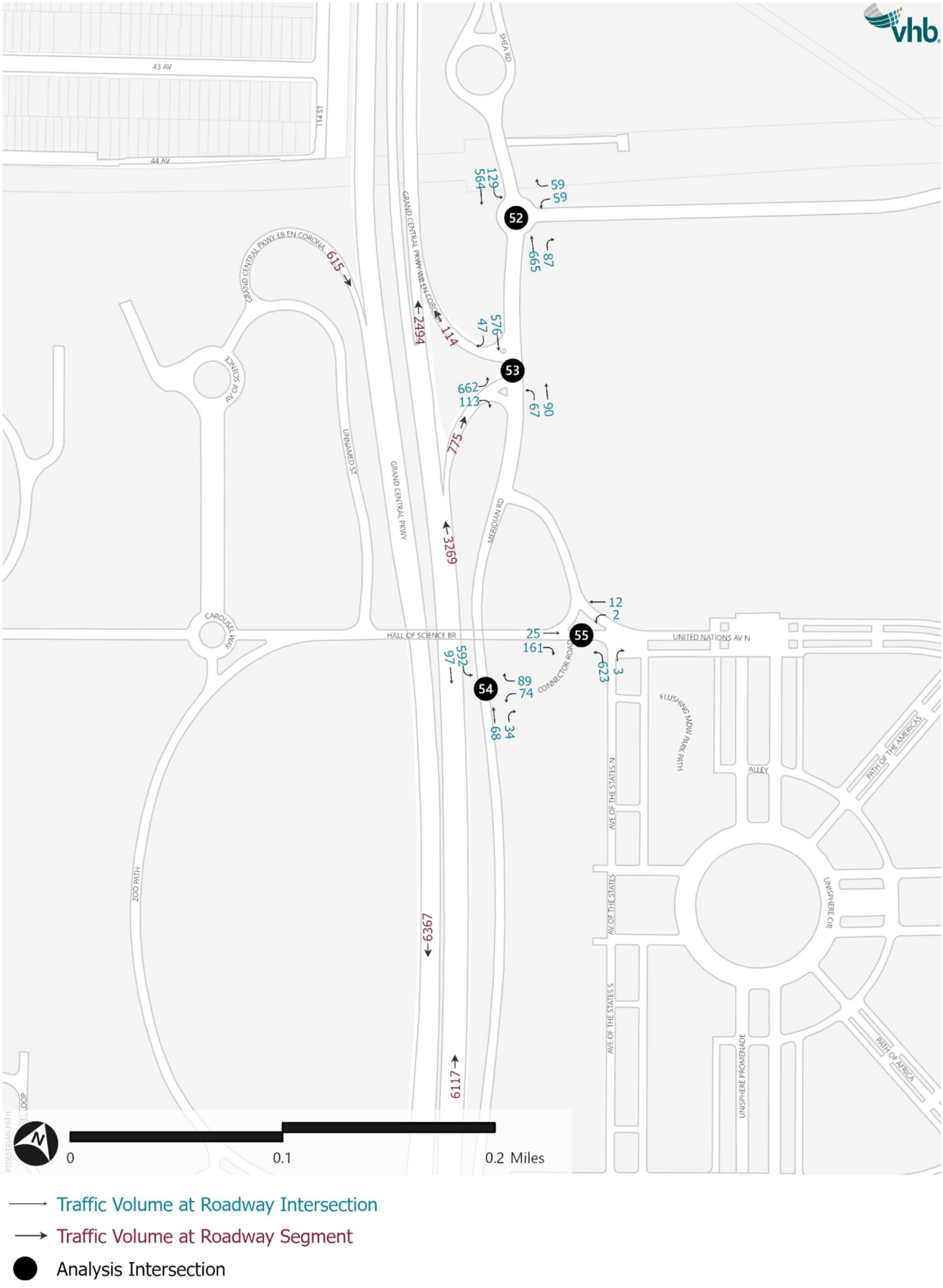


Figure D-137f: With-Action Gameday Traffic Volumes - Weekday PM Peak Hour

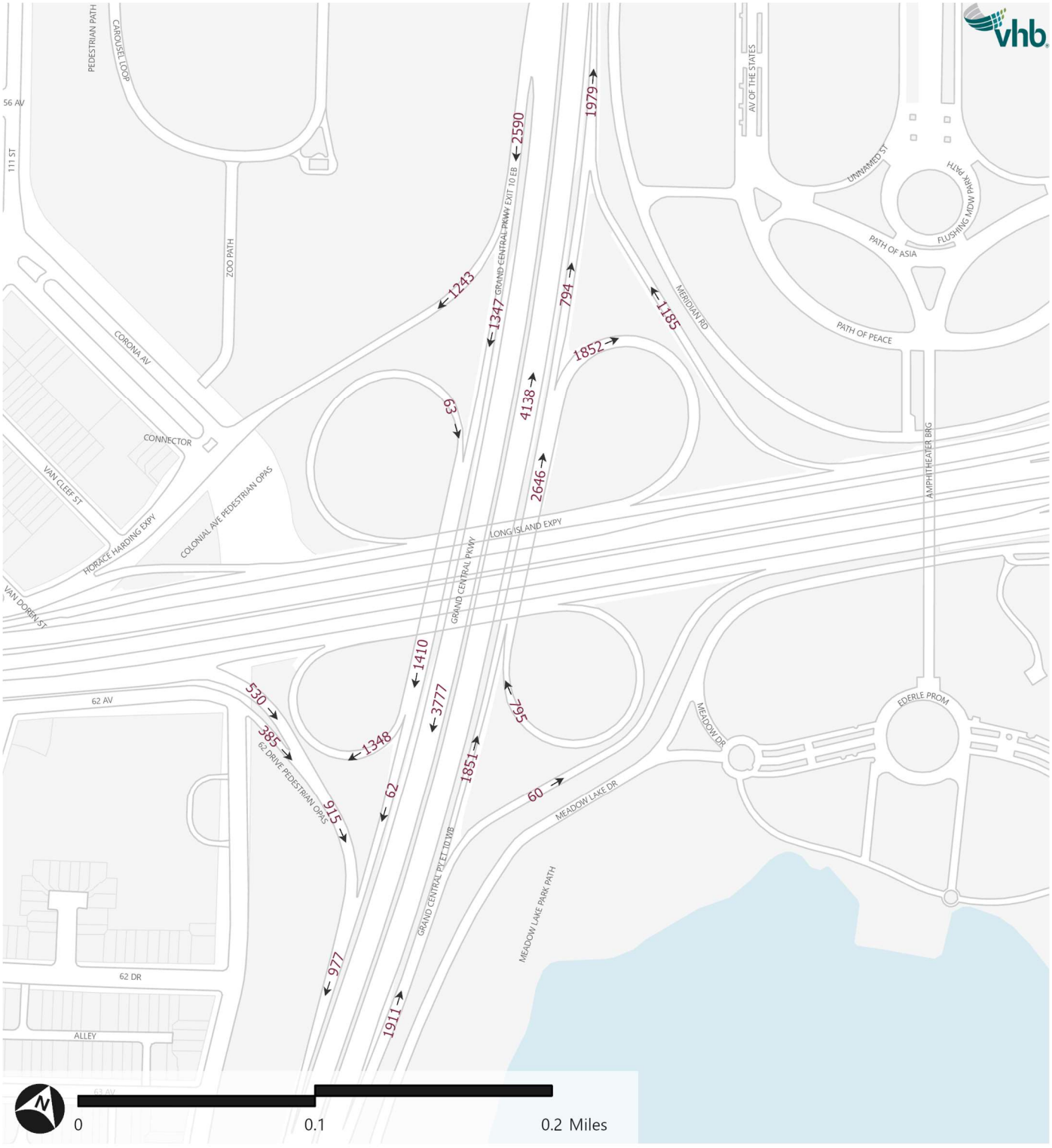


Figure D-137g: With-Action Gameday Traffic Volumes - Weekday PM Peak Hour



Figure D-137h: With-Action Gameday Traffic Volumes - Weekday PM Peak Hour

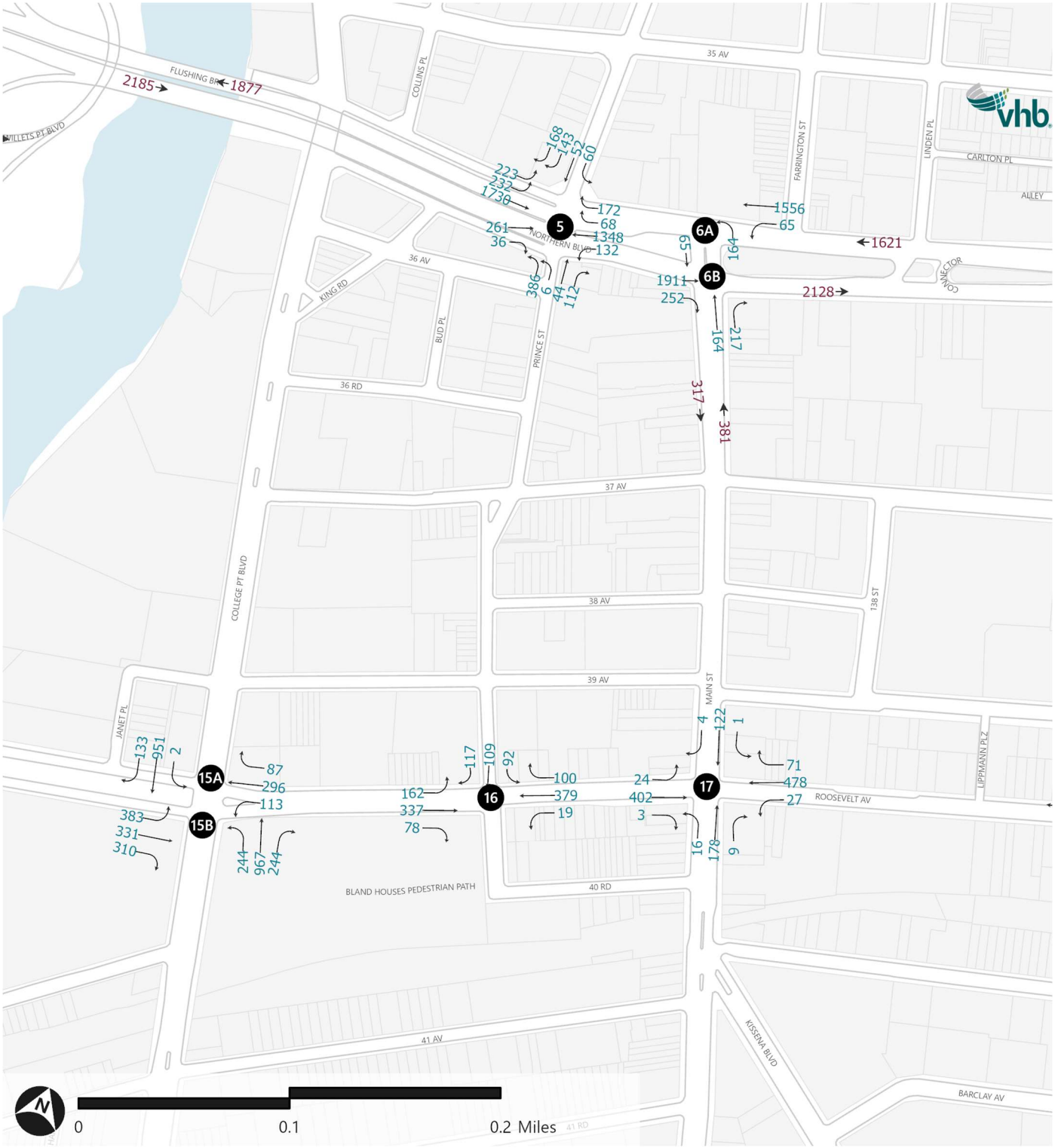


Figure D-137i: With-Action Gameday Traffic Volumes - Weekday PM Peak Hour

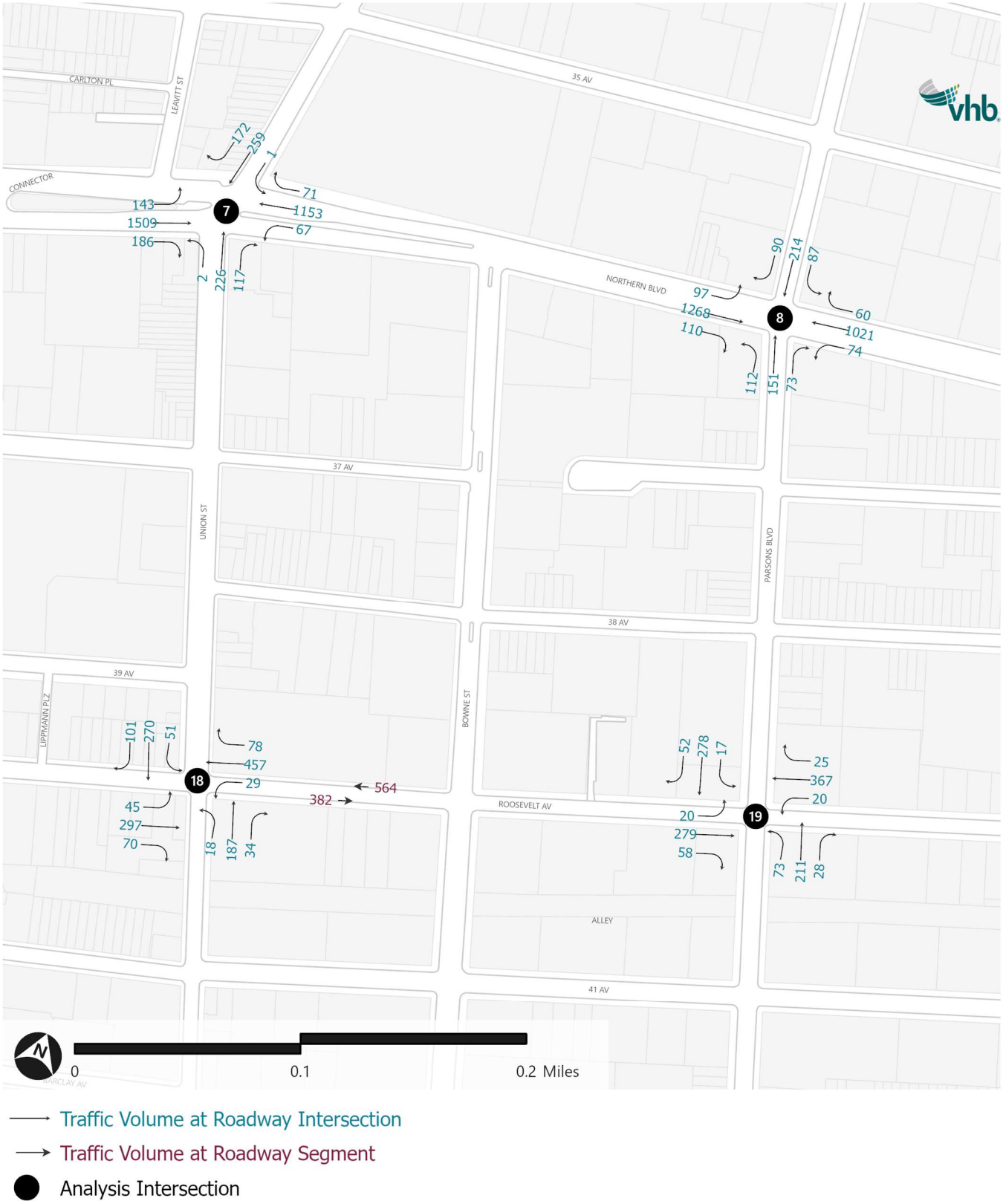
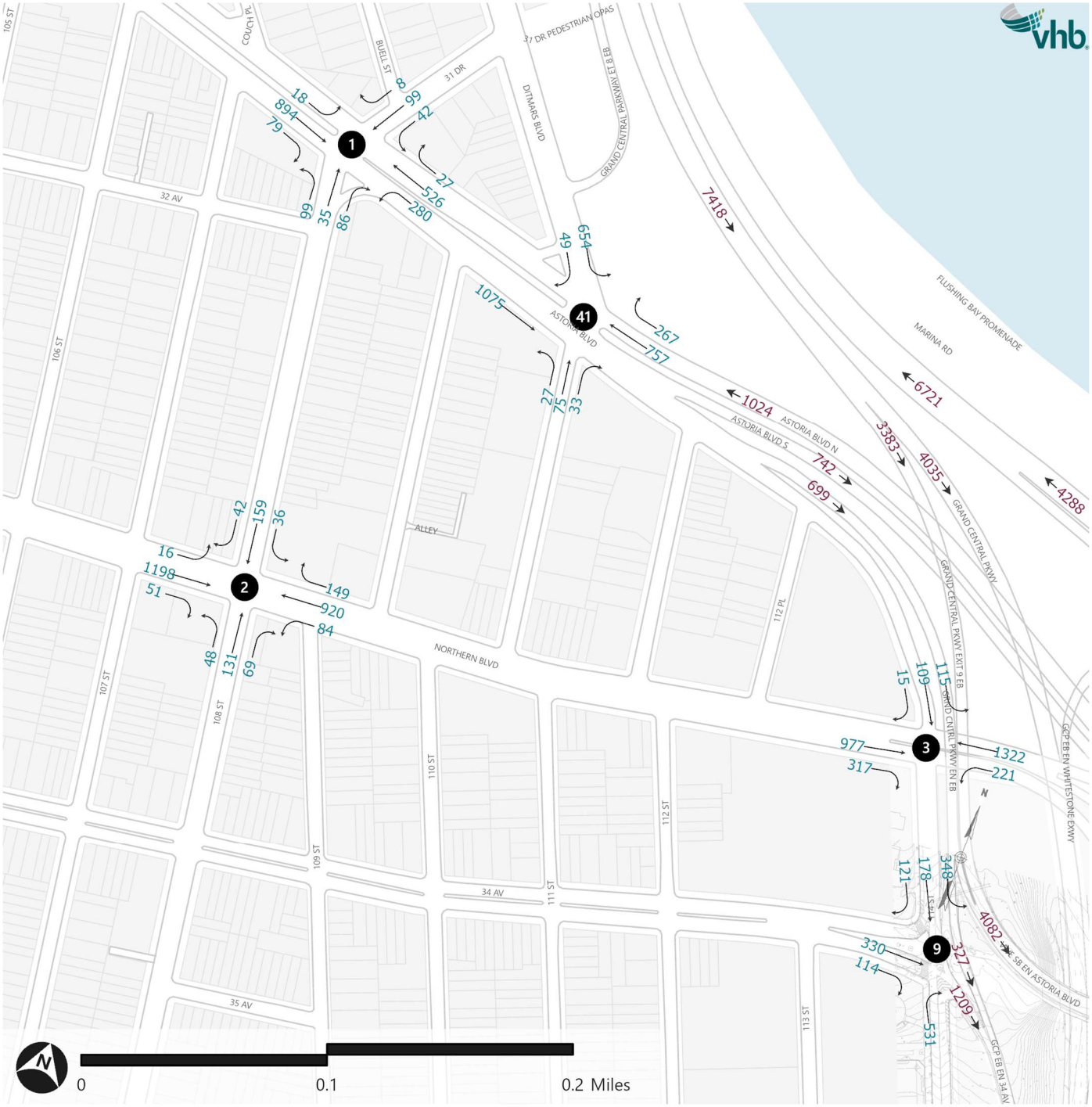


Figure D-138a: With-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour



Legend

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

Figure D-138b: With-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour



Legend

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

Figure D-138c: With-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour

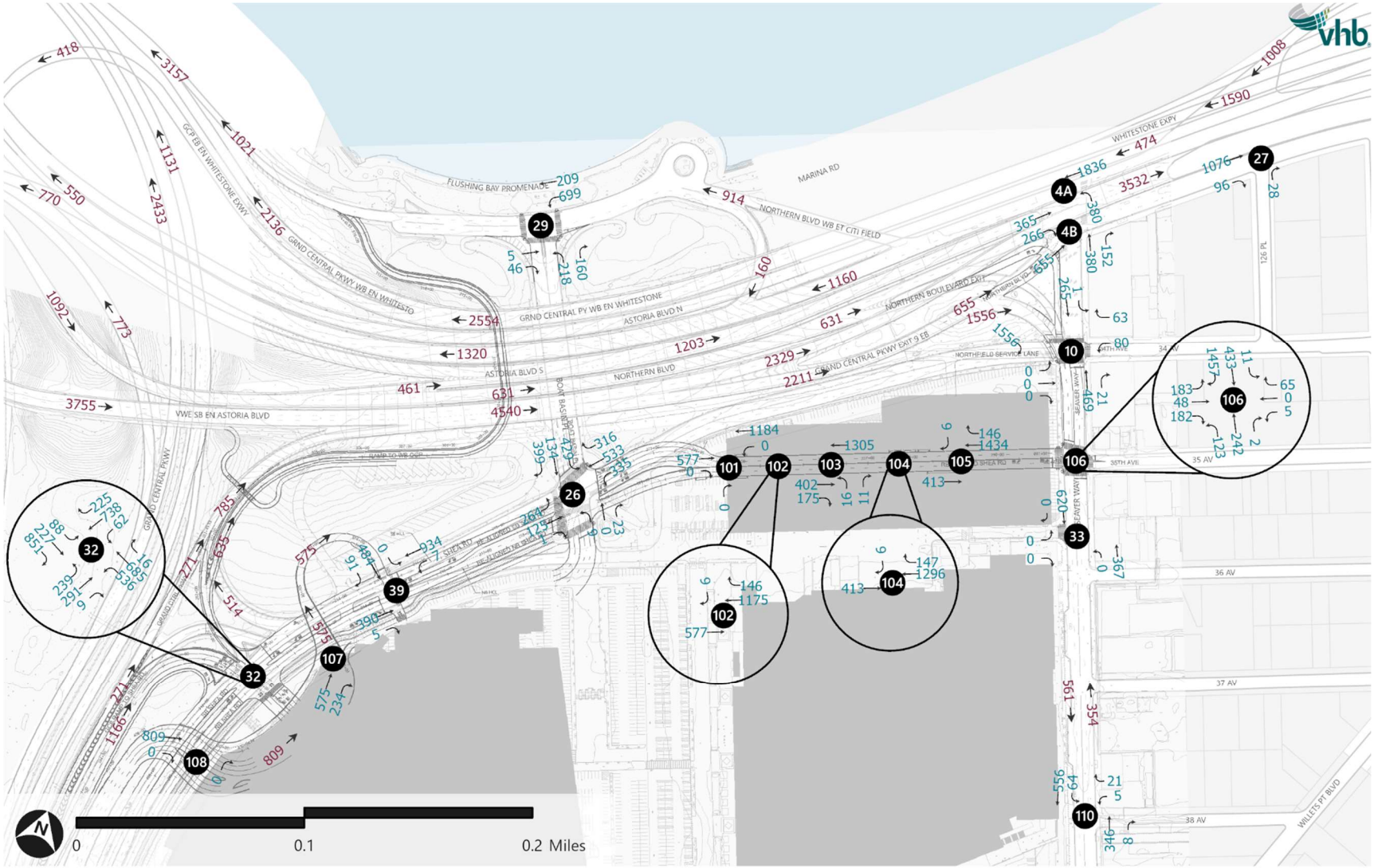


Figure D-138d: With-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour

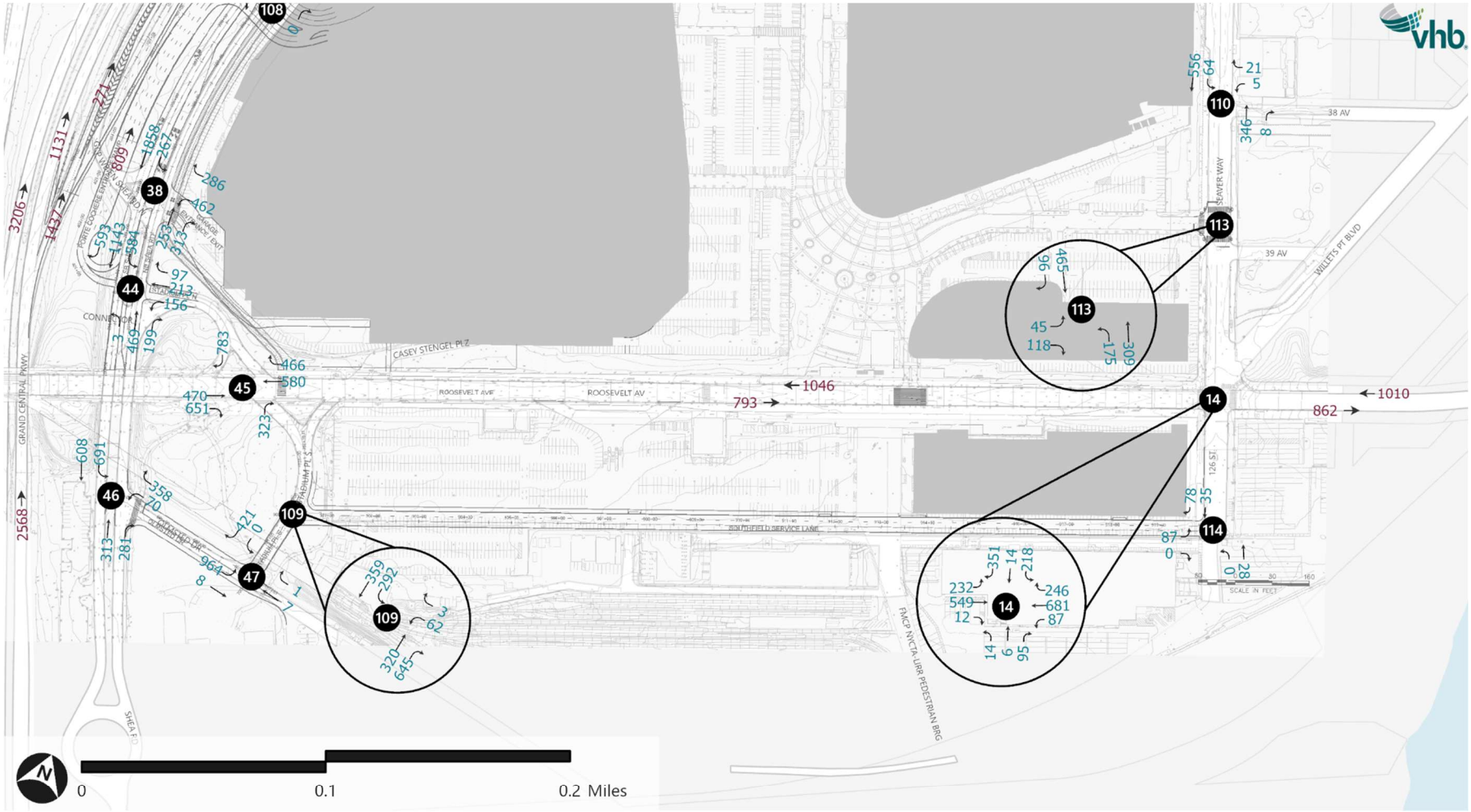


Figure D-138e: With-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour

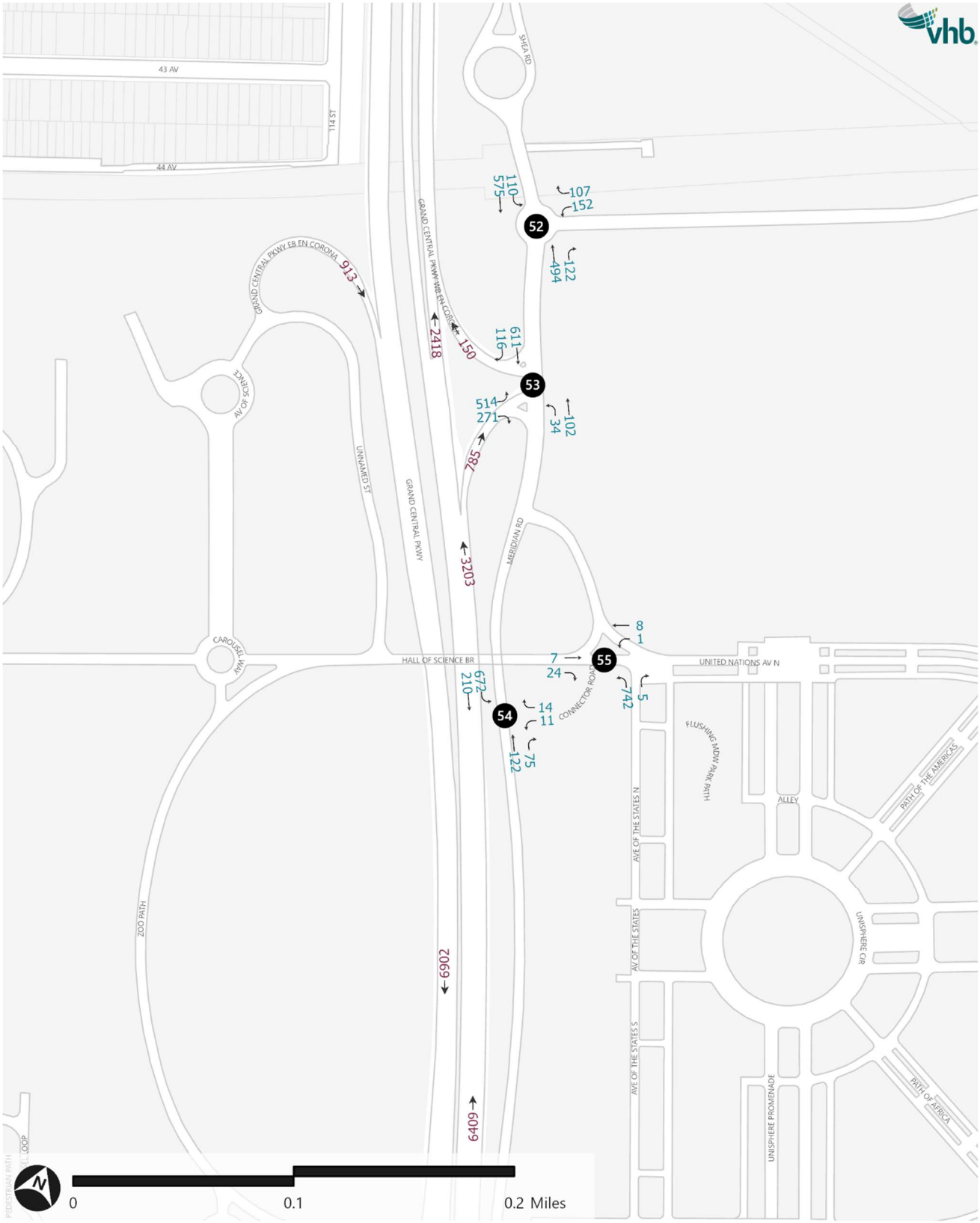


Figure D-138f: With-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour

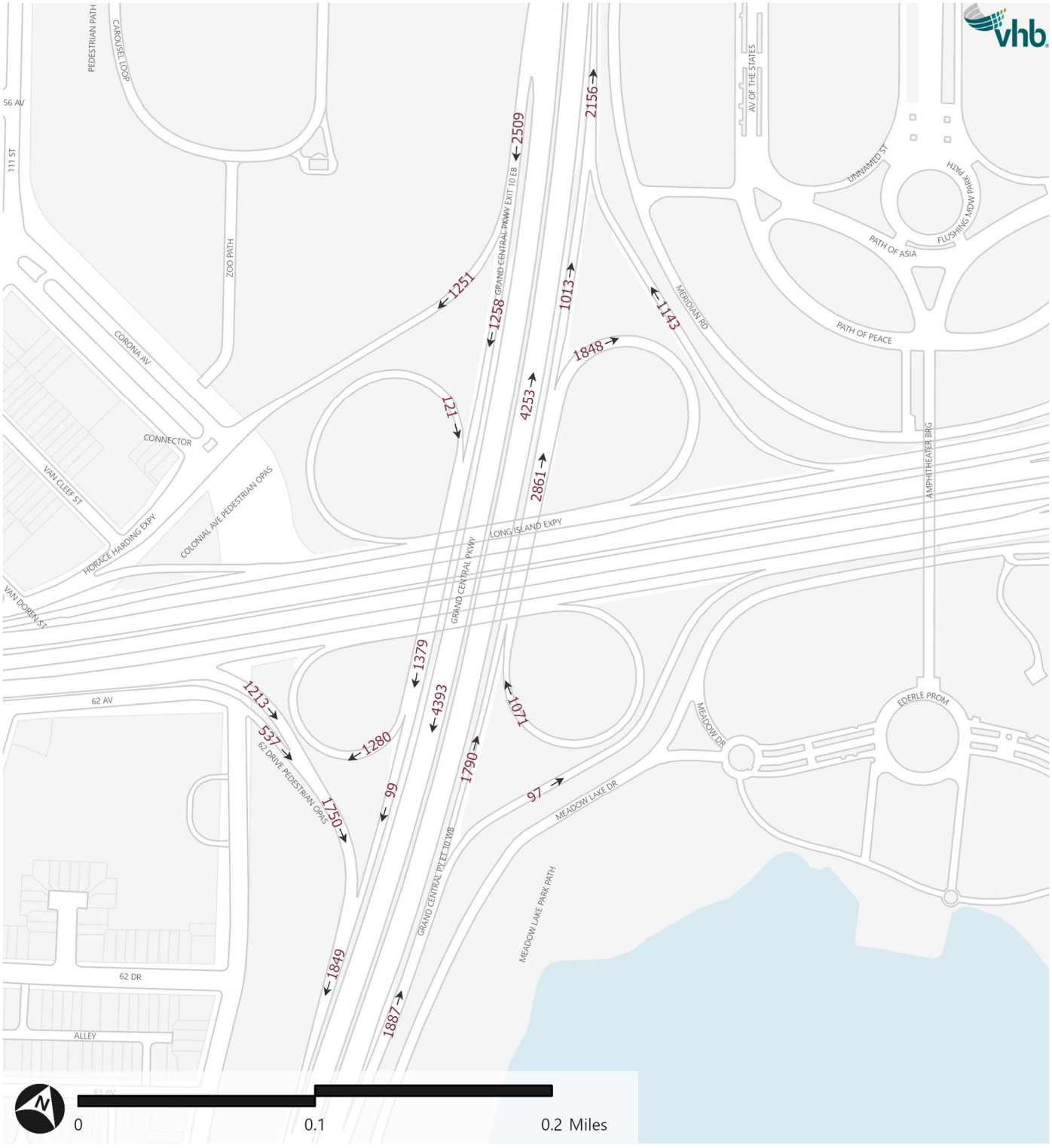
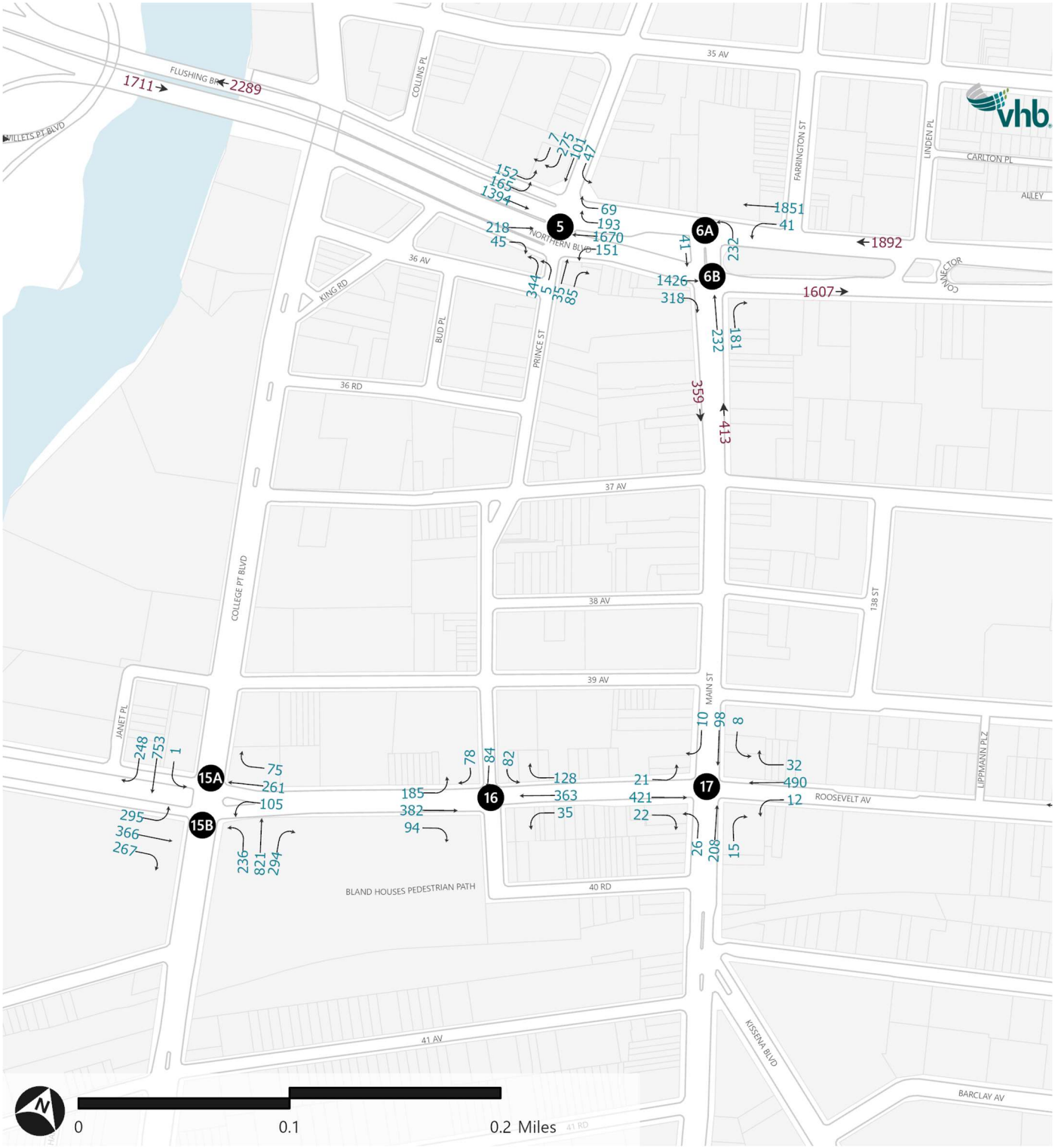


Figure D-138g: With-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour



Figure D-138h: With-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour



Traffic Volume at Roadway Intersection

Traffic Volume at Roadway Segment

Analysis Intersection

Figure D-138i: With-Action Gameday Traffic Volumes - Saturday PM Pre Game Peak Hour

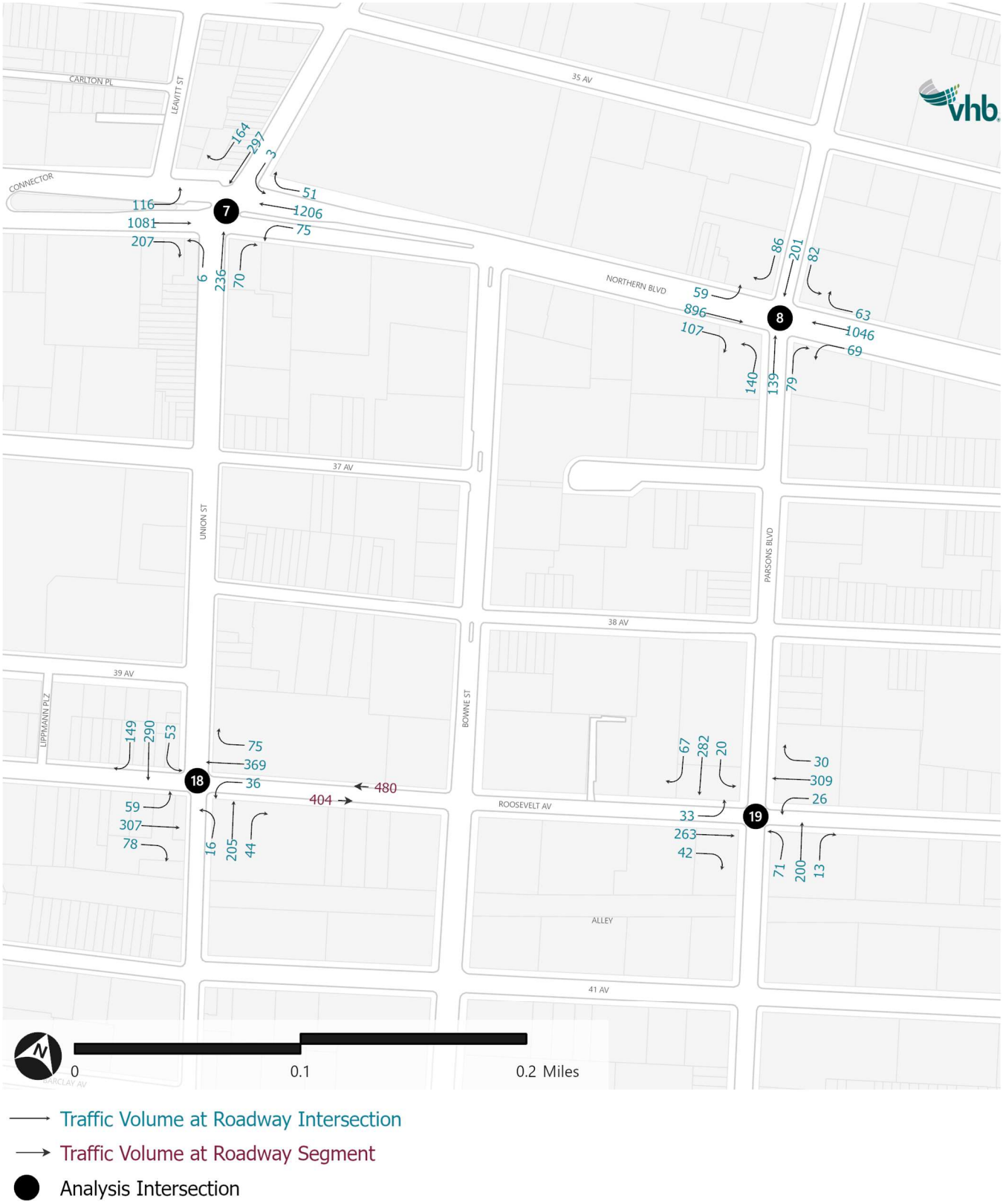
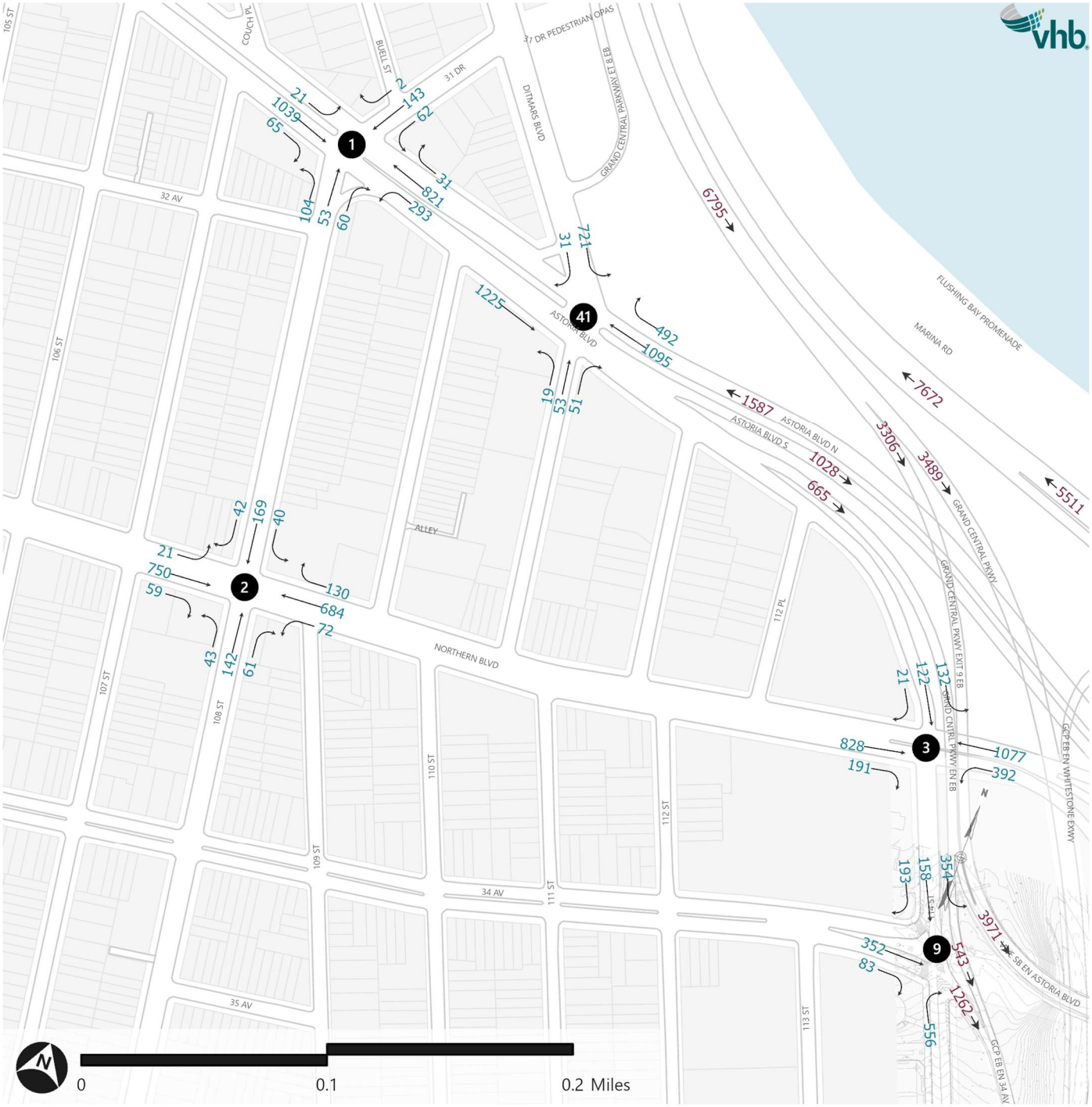


Figure D-139a: With-Action Gameday Traffic Volumes - Saturday PM Peak Post Game Hour



Legend

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

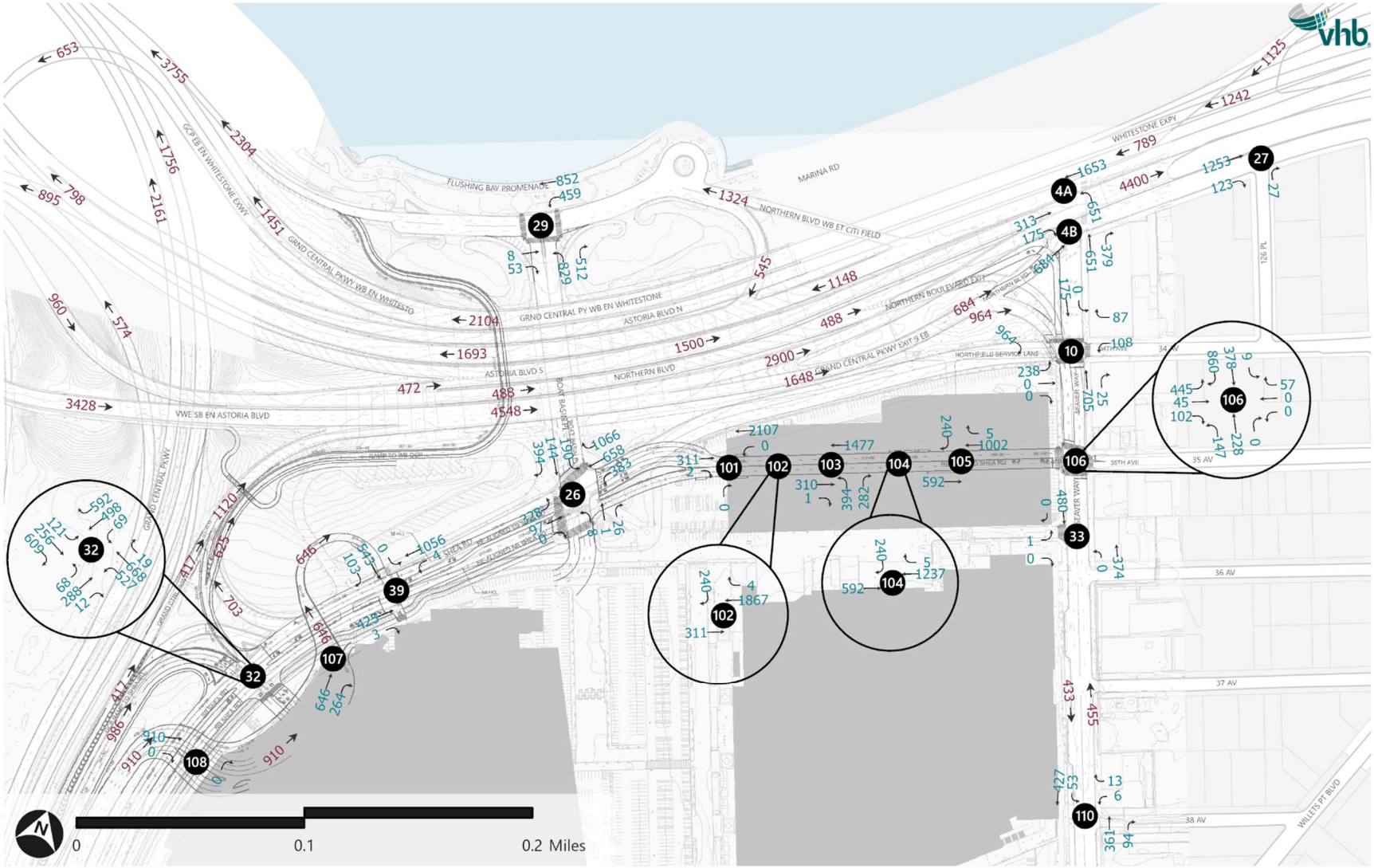
Figure D-139b: With-Action Gameday Traffic Volumes - Saturday PM Peak Post Game Hour



Legend

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

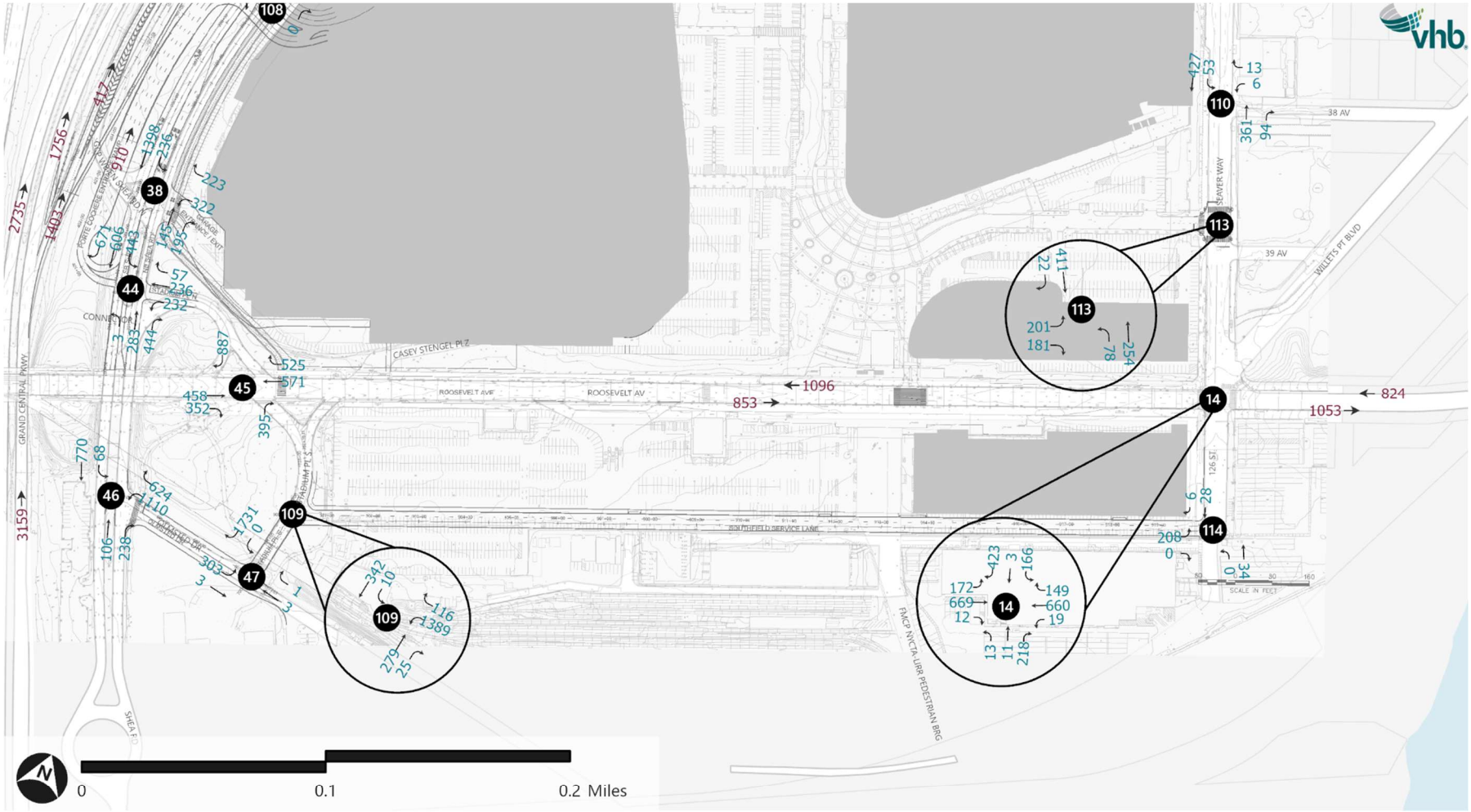
Figure D-139c: With-Action Gameday Traffic Volumes - Saturday PM Peak Post Game Hour



Legend

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

Figure D-139d: With-Action Gameday Traffic Volumes - Saturday PM Peak Post Game Hour



Legend

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

Figure D-139e: With-Action Gameday Traffic Volumes - Saturday PM Peak Post Game Hour

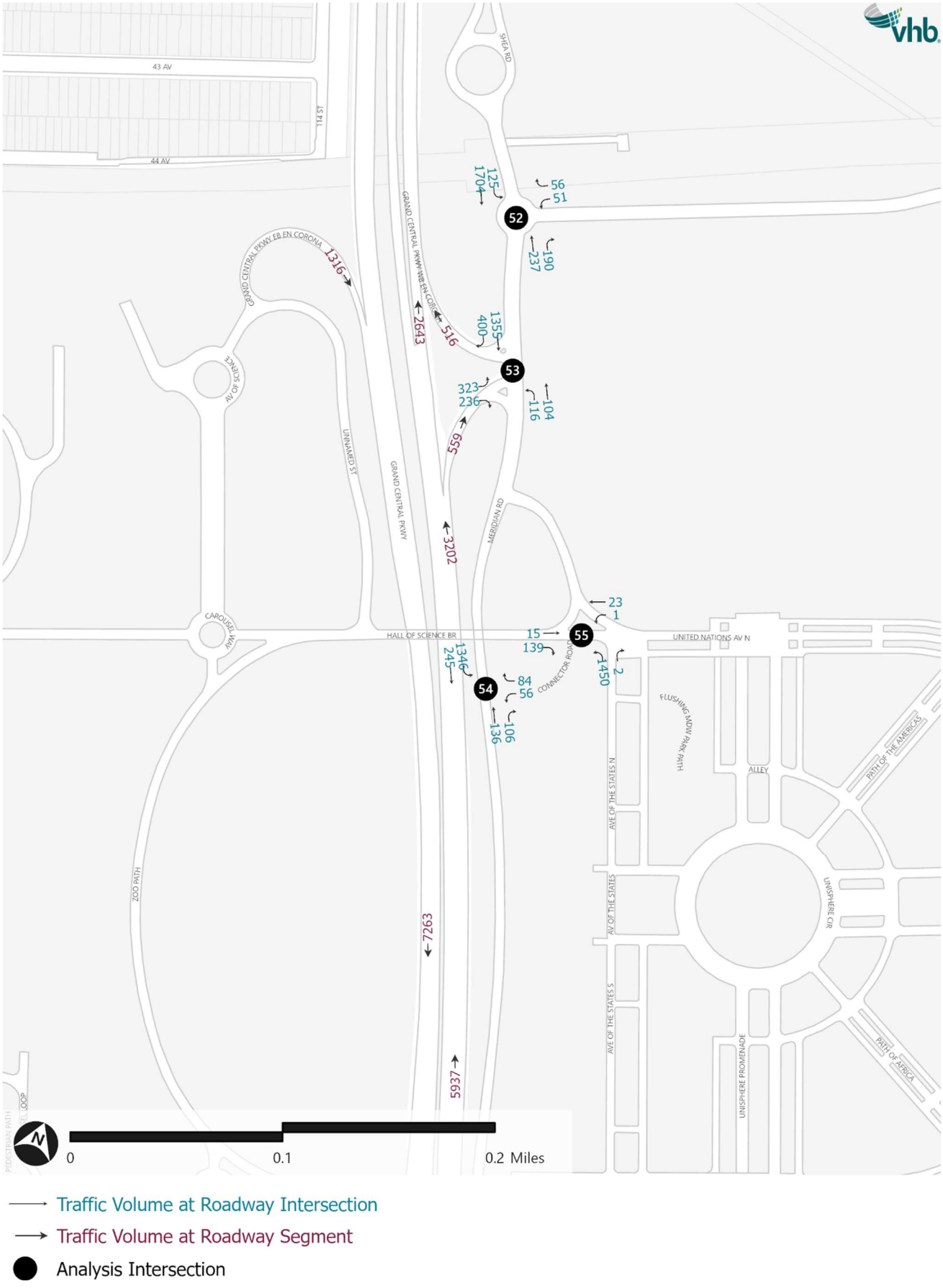


Figure D-139f: With-Action Gameday Traffic Volumes - Saturday PM Peak Post Game Hour

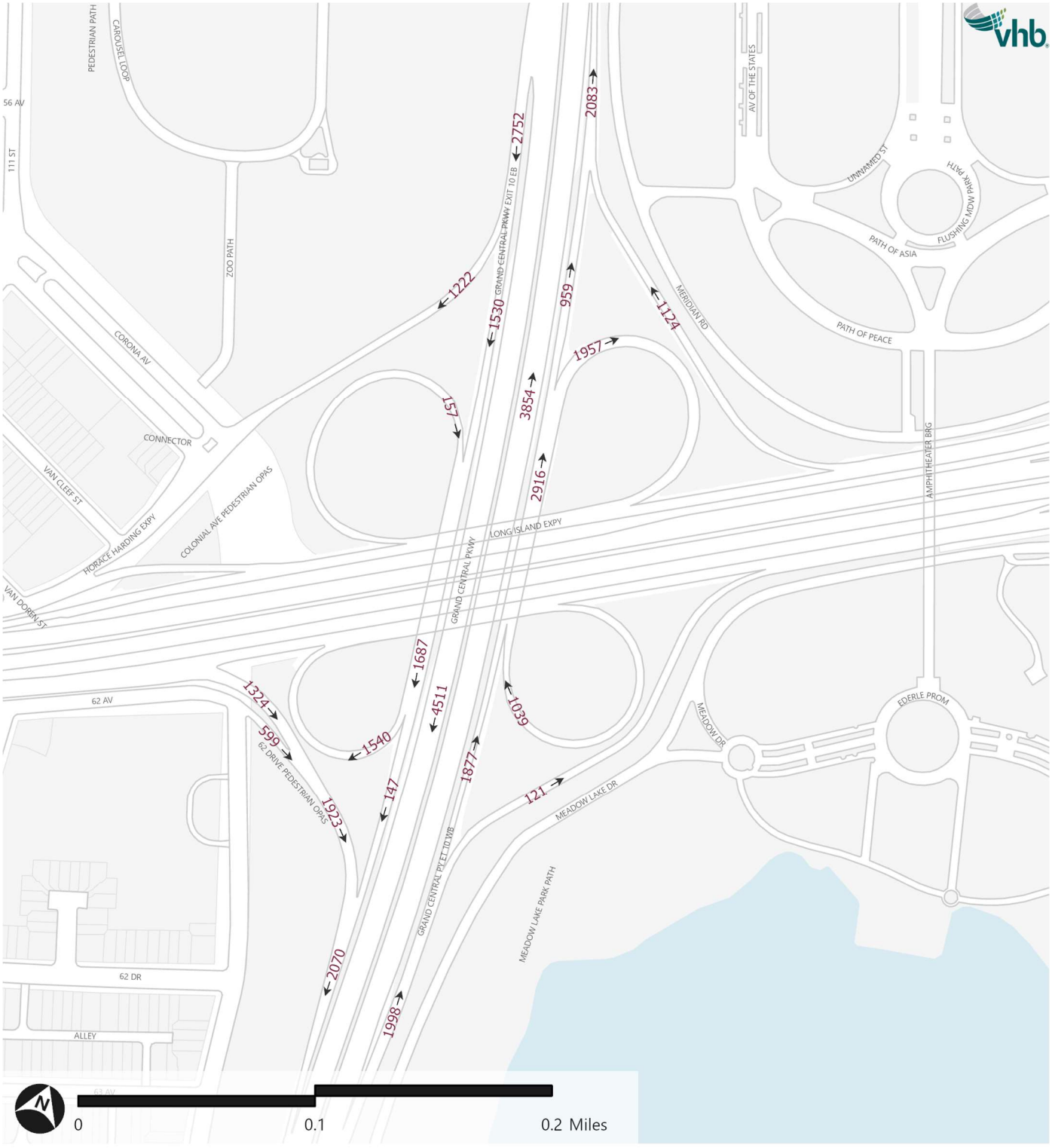


Figure D-139g: With-Action Gameday Traffic Volumes - Saturday PM Peak Post Game Hour



Figure D-139h: With-Action Gameday Traffic Volumes - Saturday PM Peak Post Game Hour

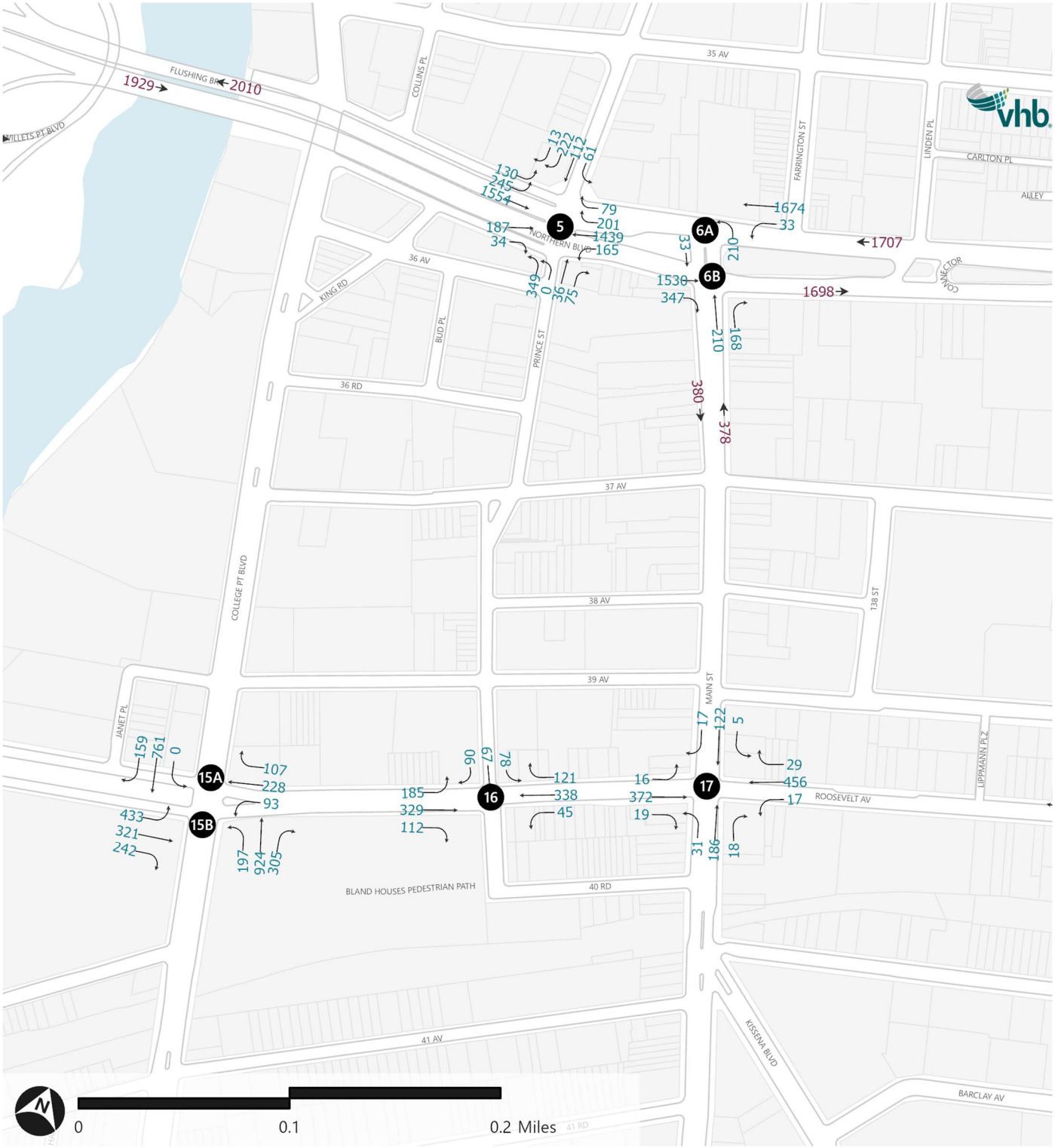


Figure D-139i: With-Action Gameday Traffic Volumes - Saturday PM Peak Post Game Hour

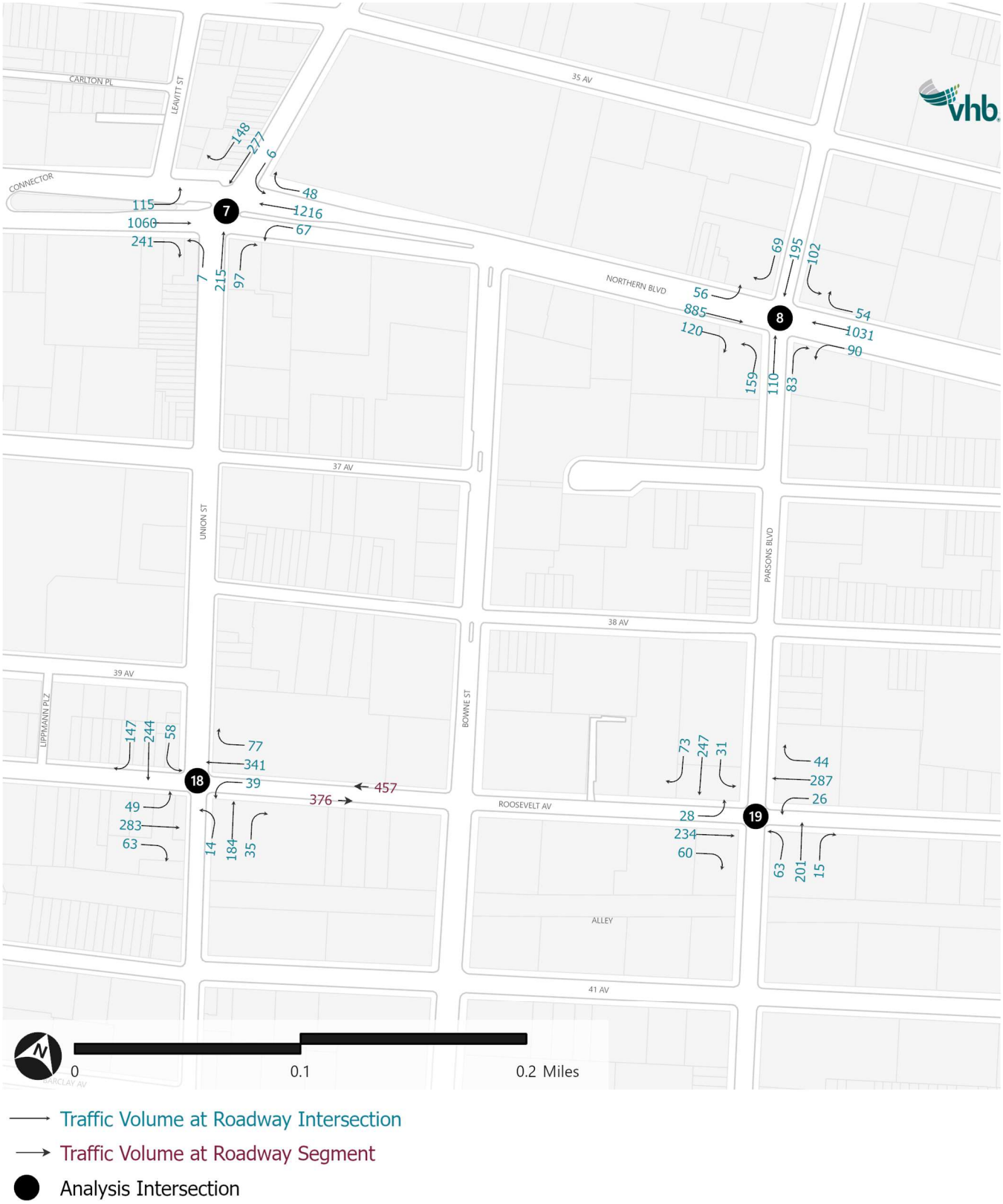
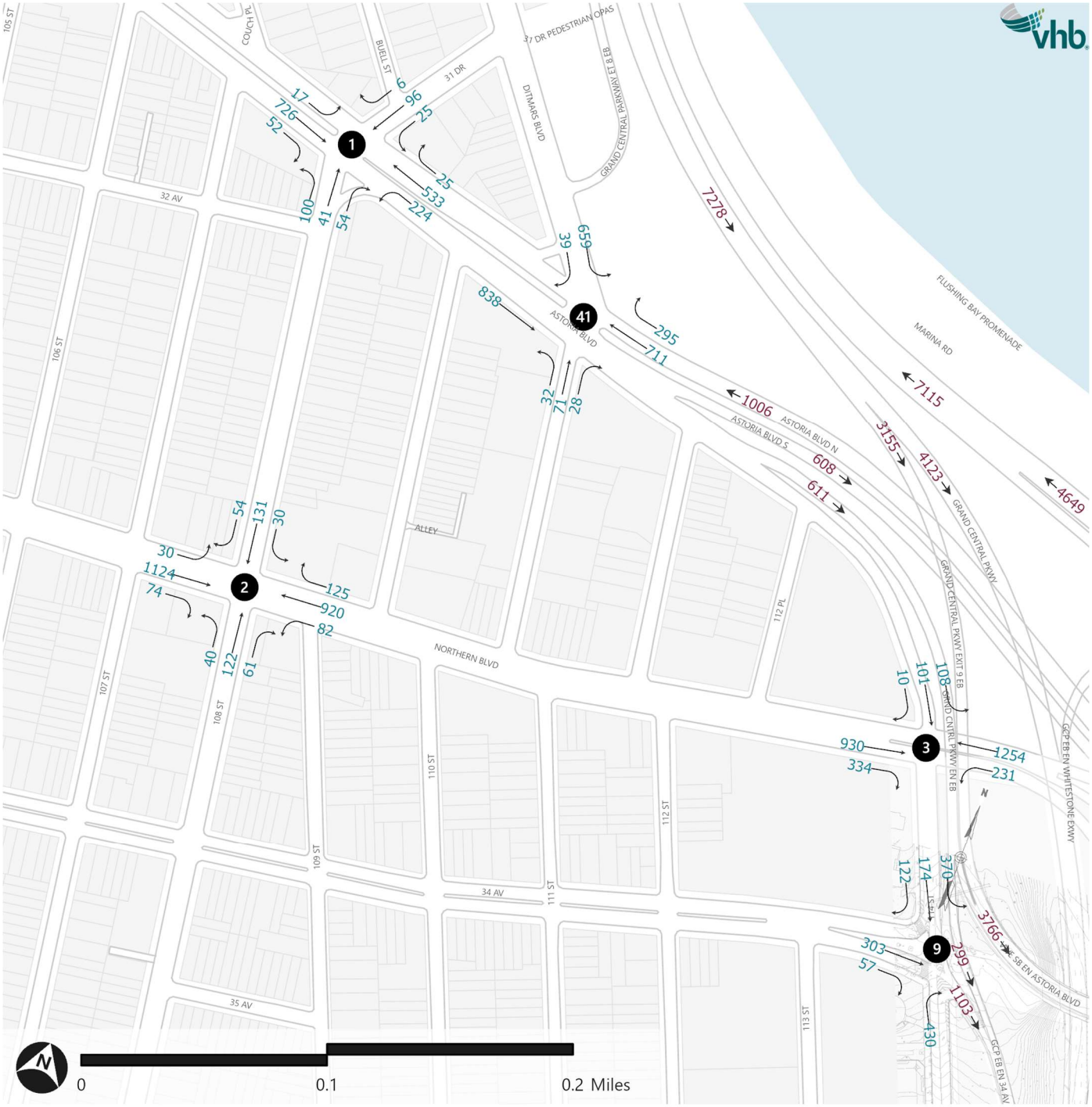


Figure D-140a: With-Action Gameday Traffic Volumes - Sunday Midday Peak Hour



Legend

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

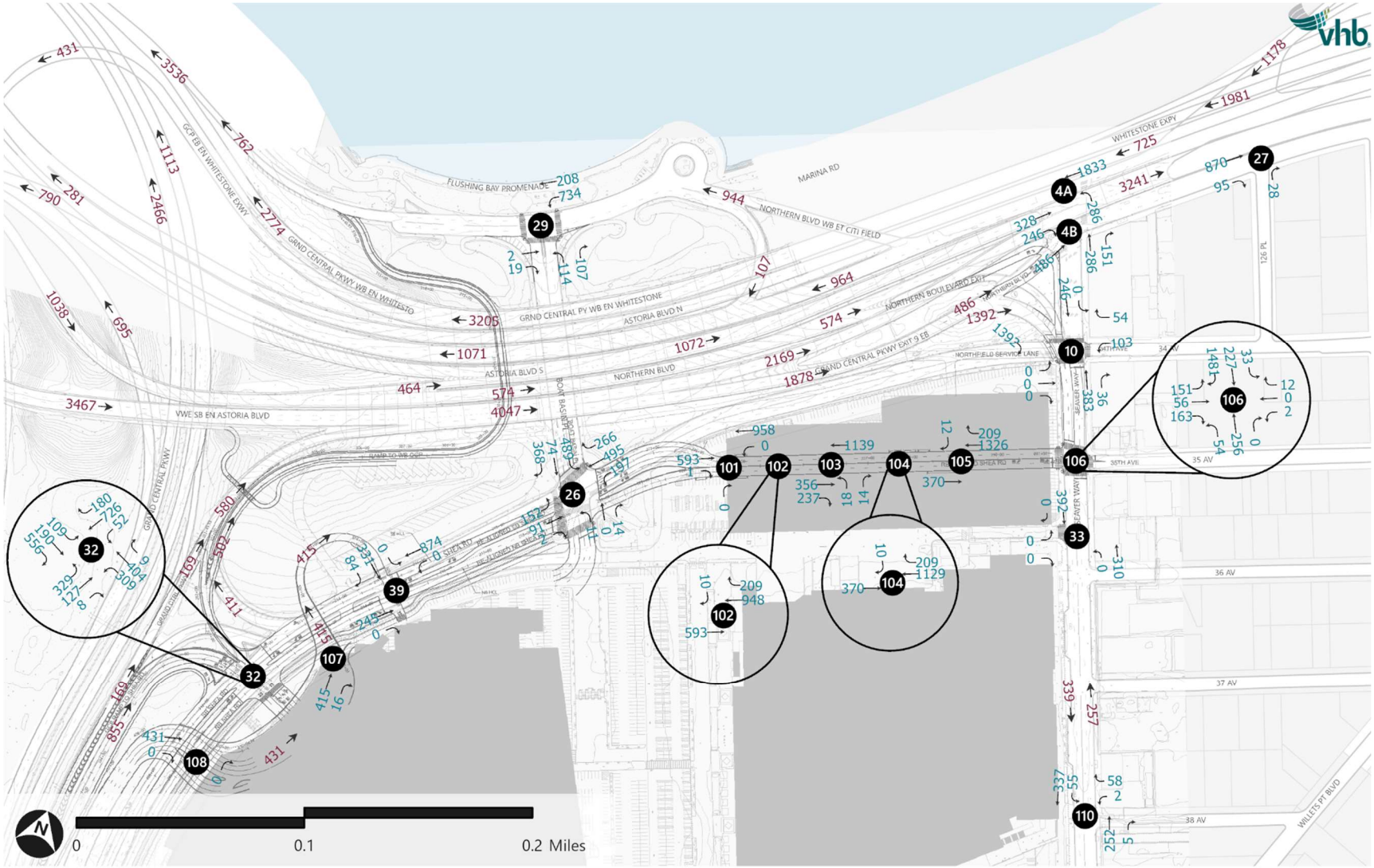
Figure D-140b: With-Action Gameday Traffic Volumes - Sunday Midday Peak Hour



Legend

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

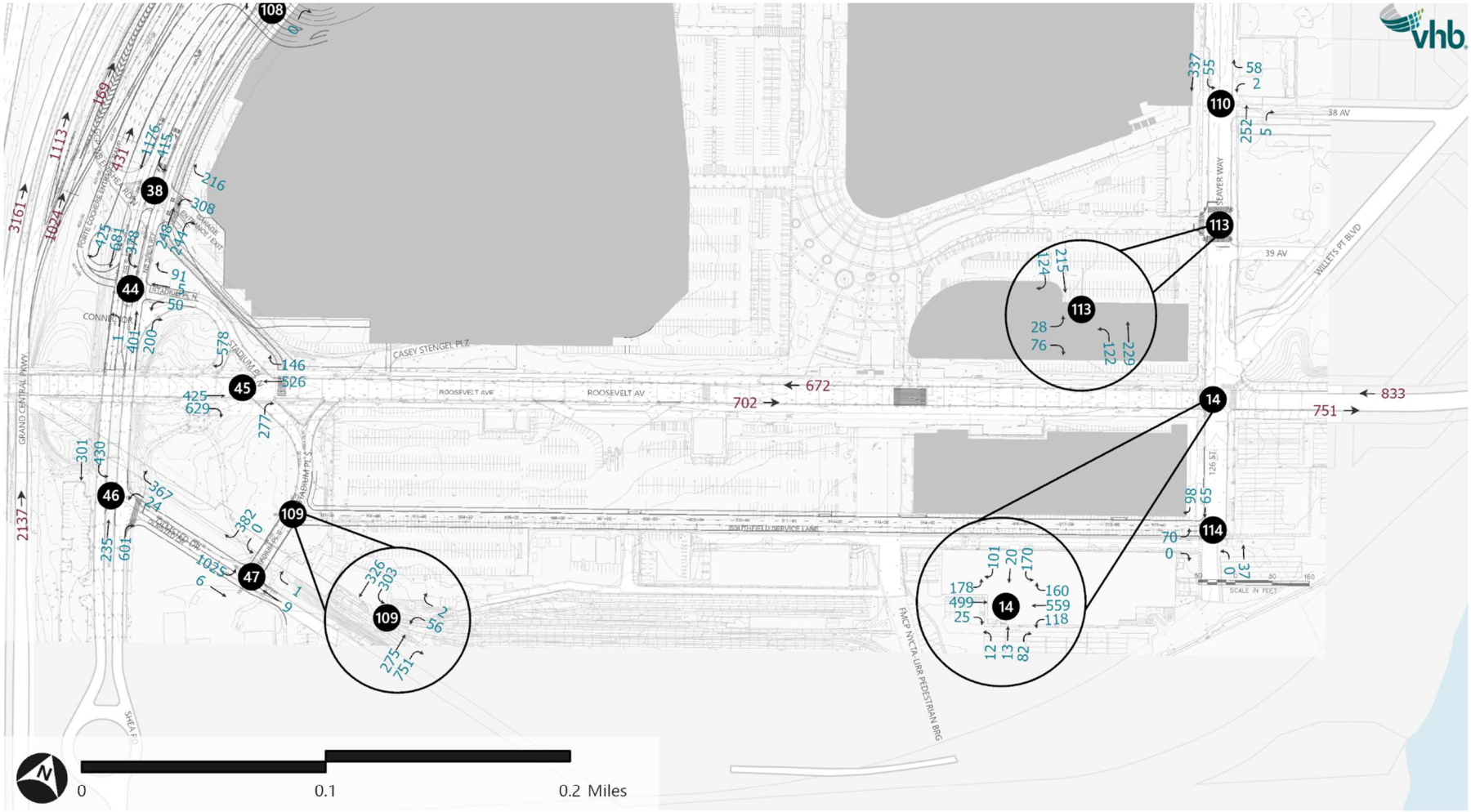
Figure D-140c: With-Action Gameday Traffic Volumes - Sunday Midday Peak Hour



Legend

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

Figure D-140d: With-Action Gameday Traffic Volumes - Sunday Midday Peak Hour



Legend

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

Figure D-140e: With-Action Gameday Traffic Volumes - Sunday Midday Peak Hour

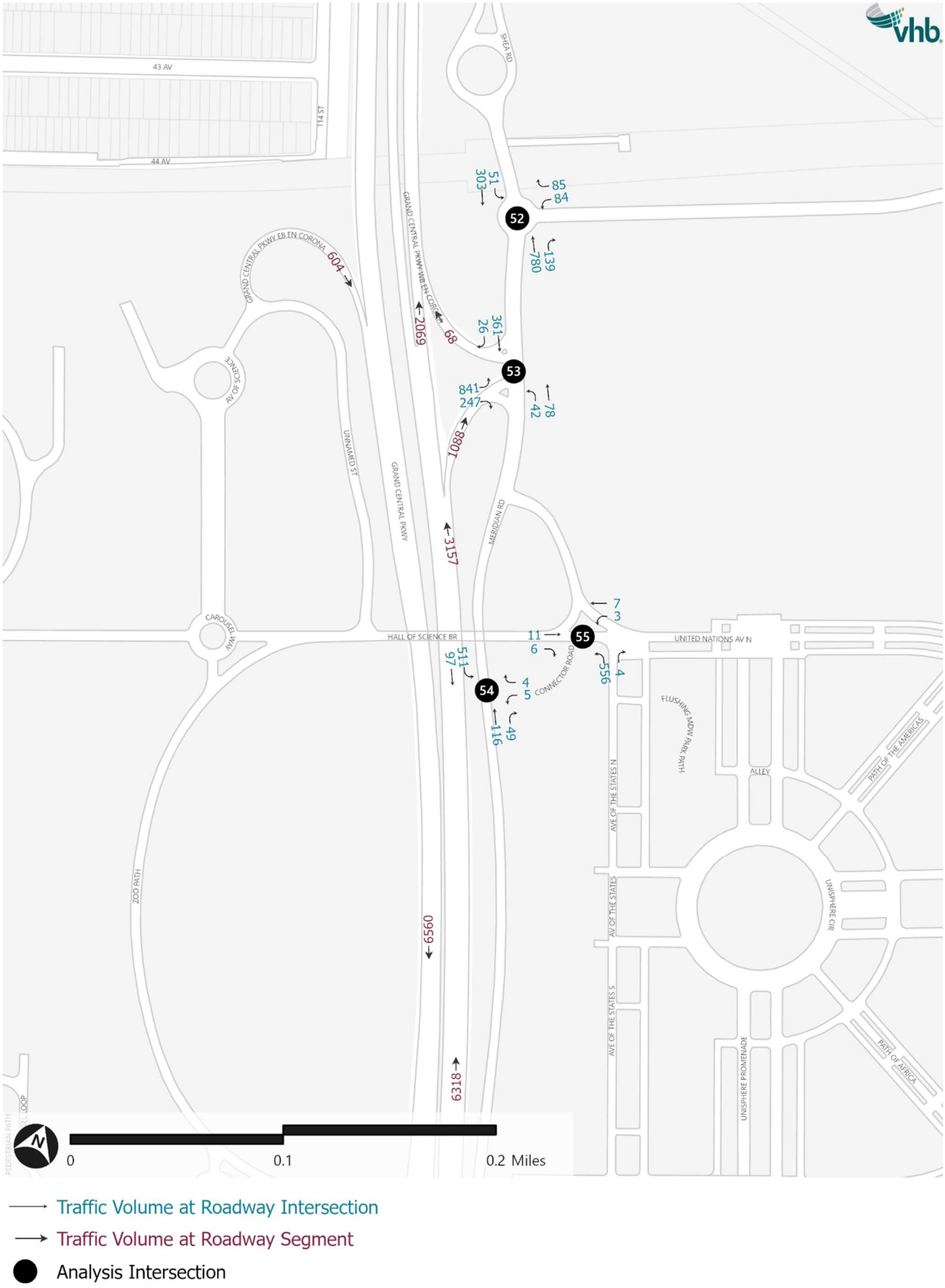


Figure D-140f: With-Action Gameday Traffic Volumes - Sunday Midday Peak Hour

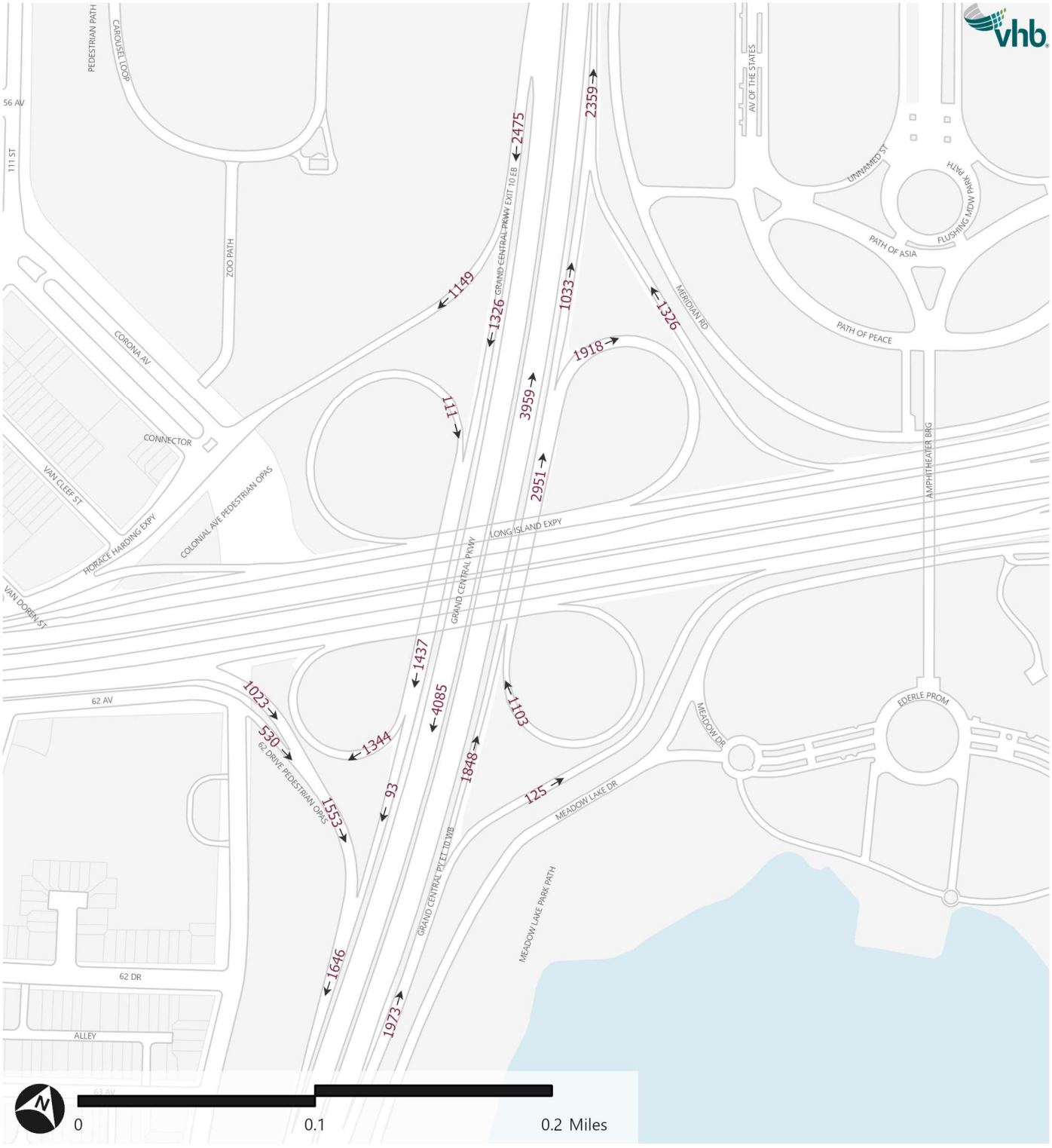


Figure D-140g: With-Action Gameday Traffic Volumes - Sunday Midday Peak Hour



Figure D-140h: With-Action Gameday Traffic Volumes - Sunday Midday Peak Hour

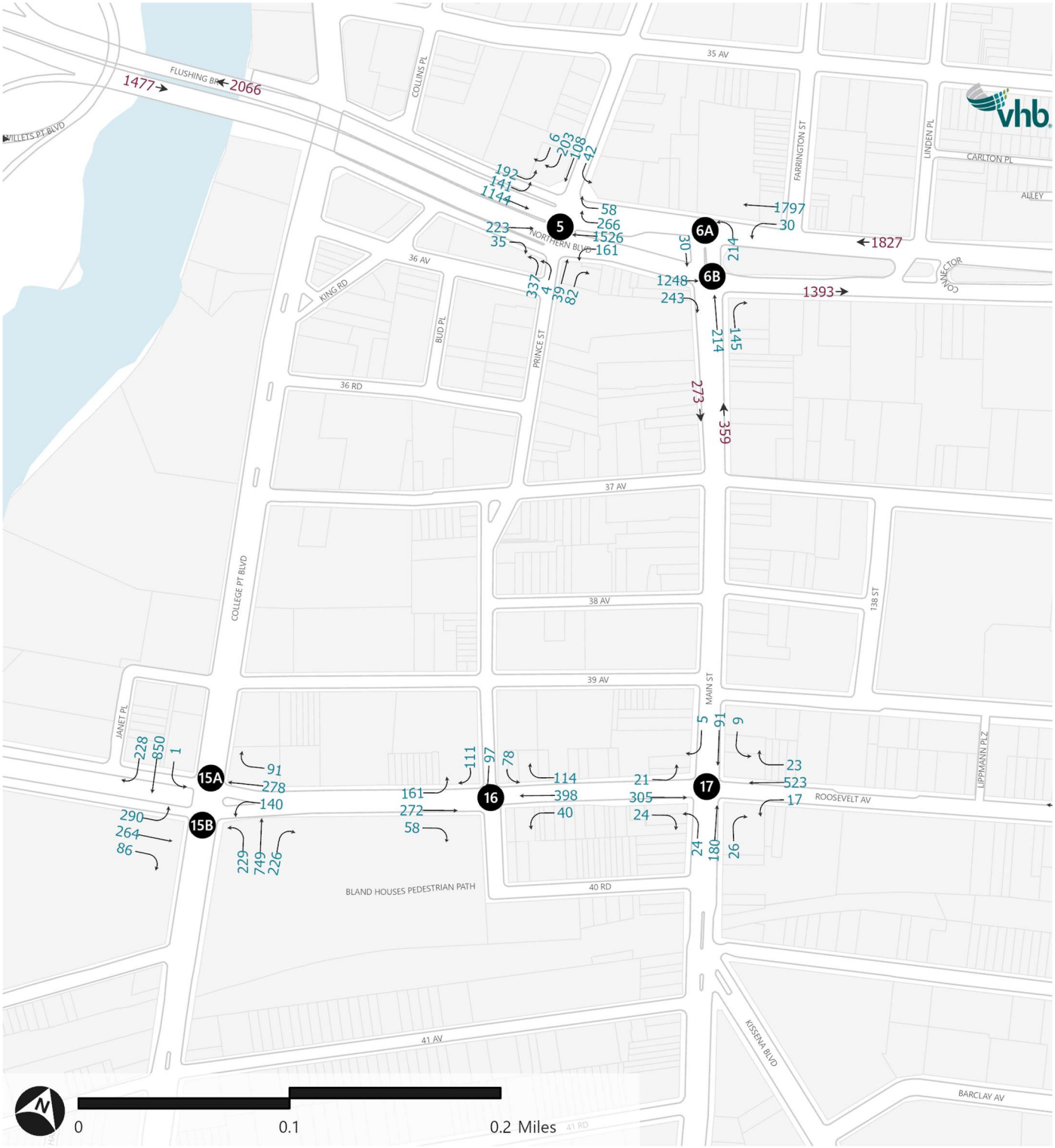


Figure D-140i: With-Action Gameday Traffic Volumes - Sunday Midday Peak Hour

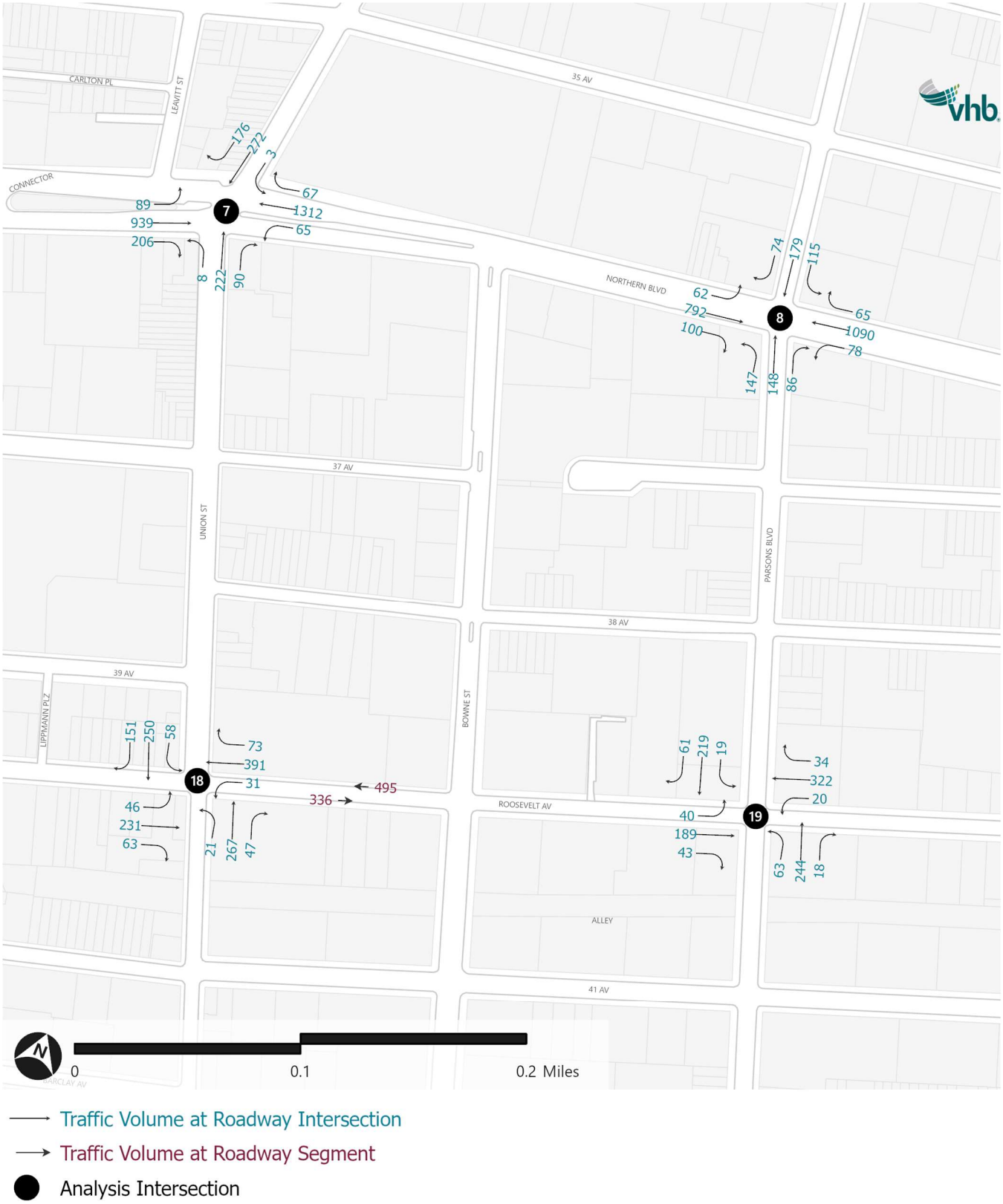
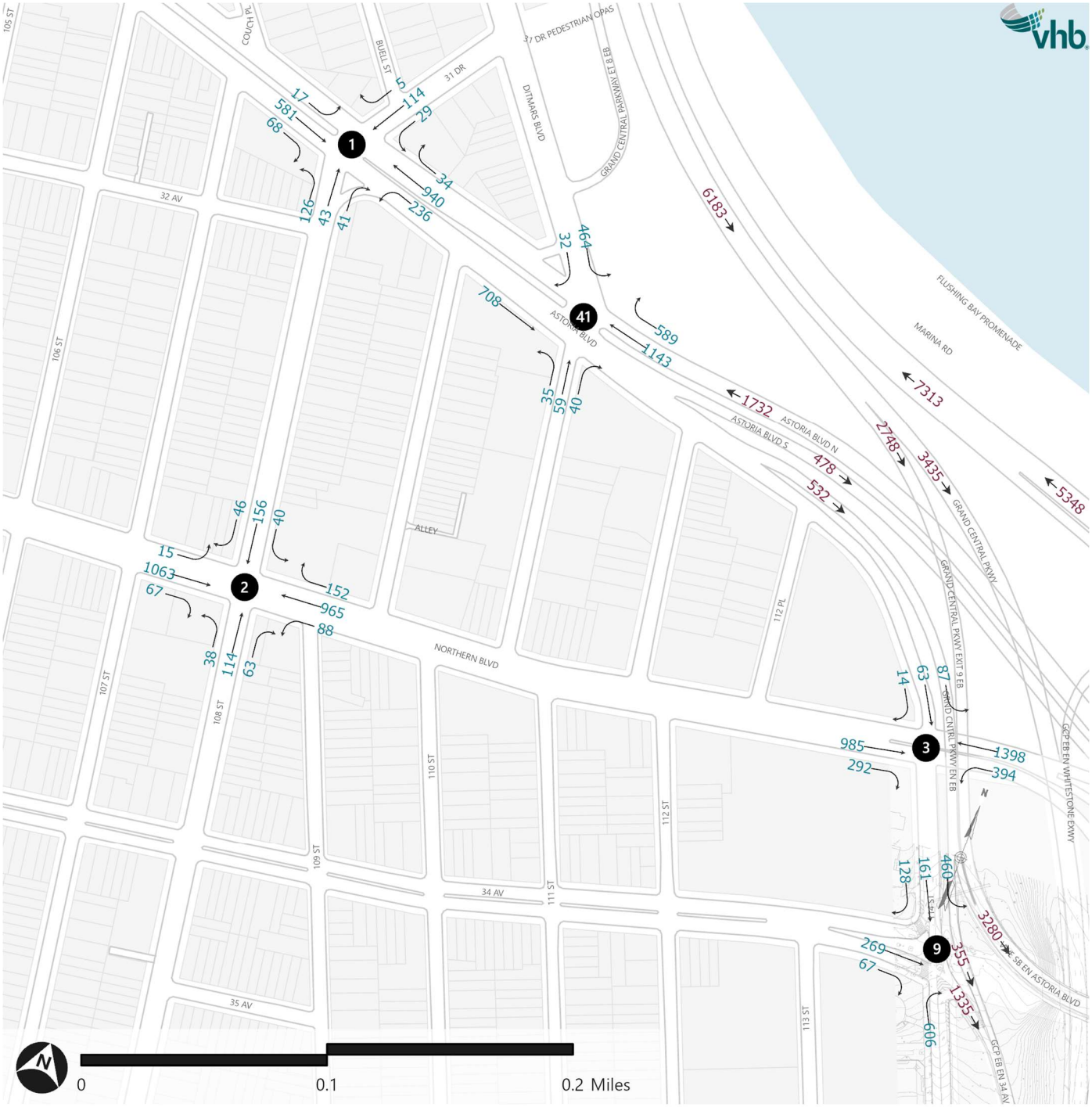


Figure D-141a: With-Action Gameday Traffic Volumes - Sunday PM Peak Hour



Legend

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

Figure D-141b: With-Action Gameday Traffic Volumes - Sunday PM Peak Hour



Legend

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

Figure D-141c: With-Action Gameday Traffic Volumes - Sunday PM Peak Hour

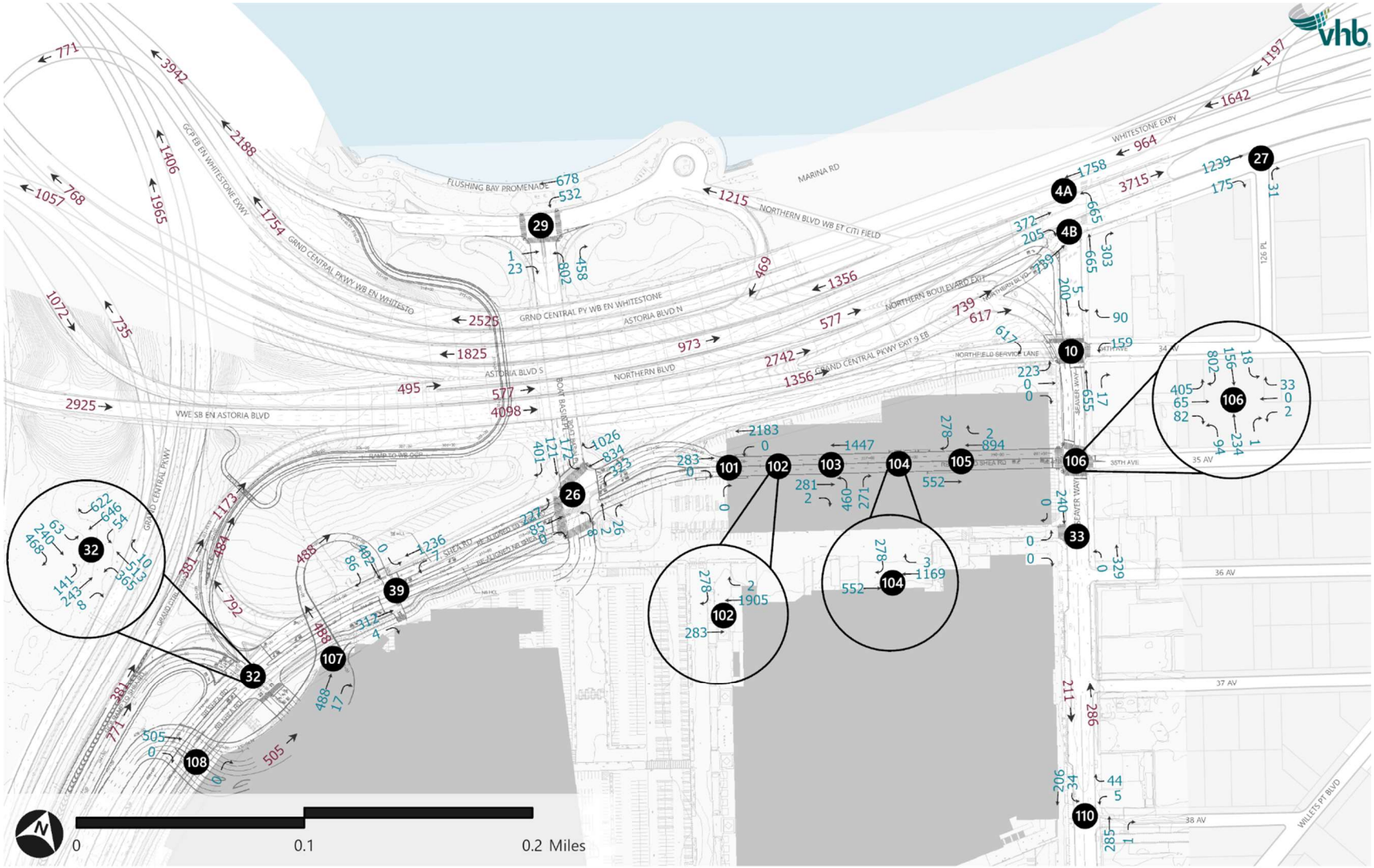
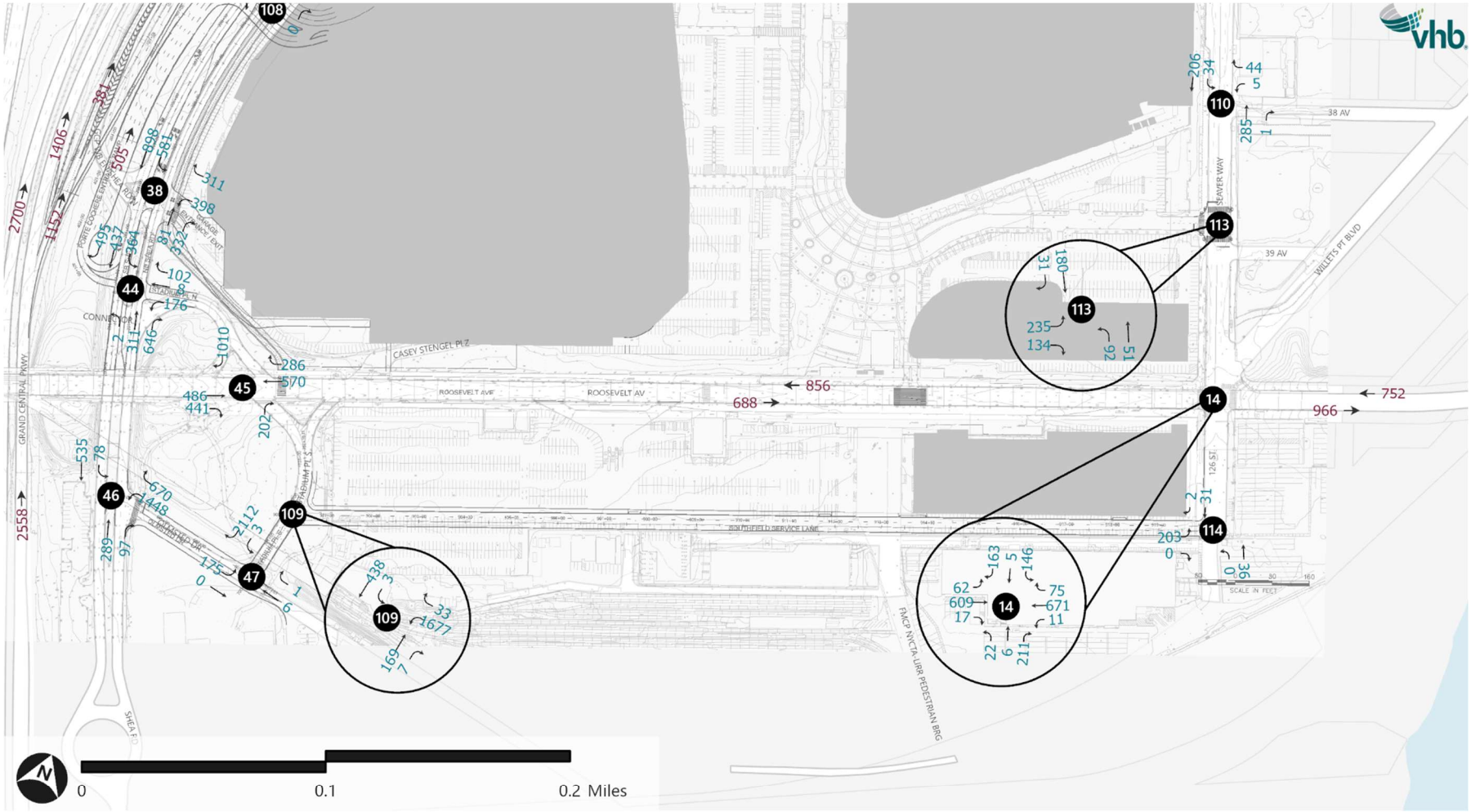


Figure D-141d: With-Action Gameday Traffic Volumes - Sunday PM Peak Hour



Legend

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

Figure D-141e: With-Action Gameday Traffic Volumes - Sunday PM Peak Hour

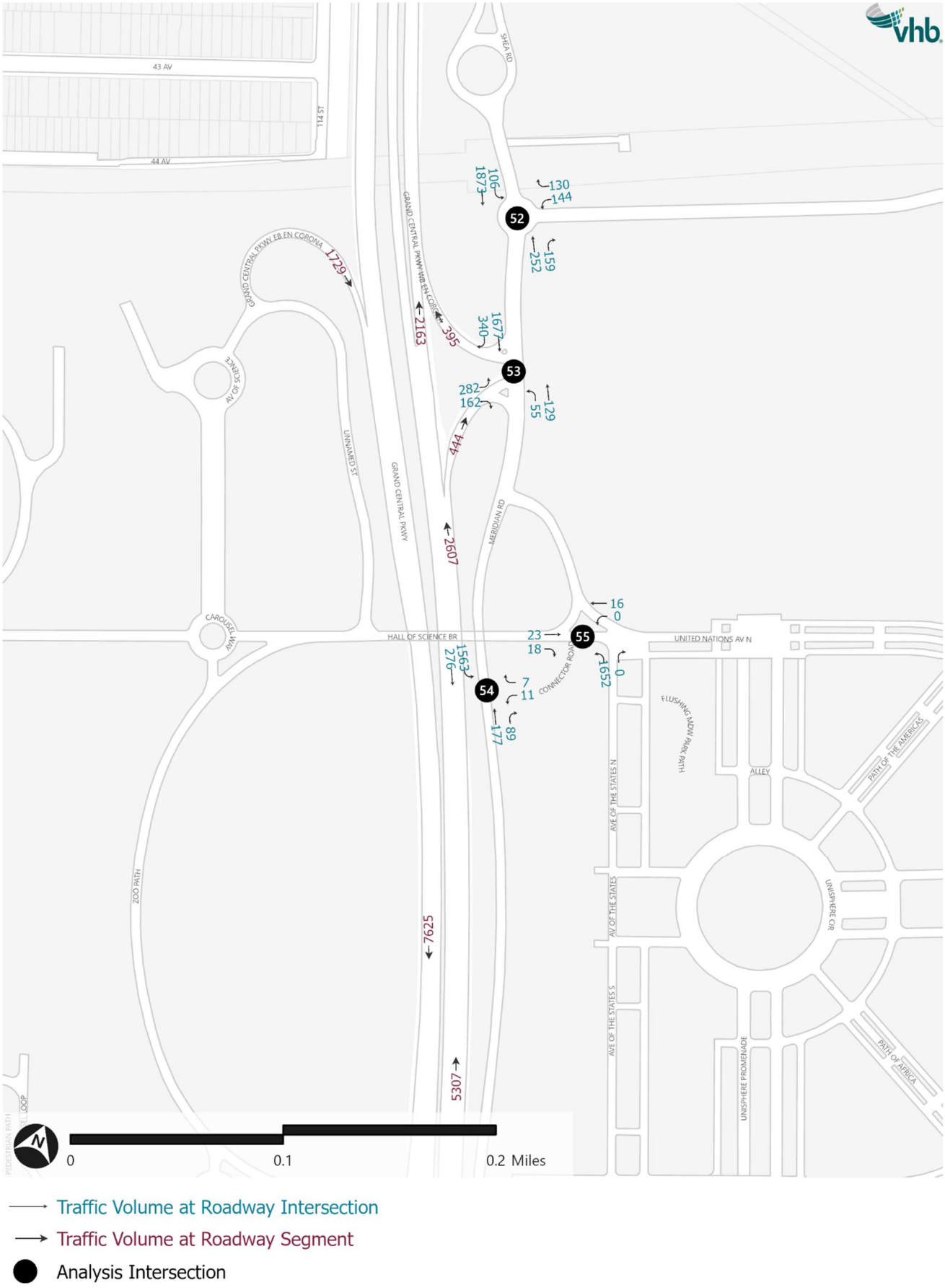


Figure D-141f: With-Action Gameday Traffic Volumes - Sunday PM Peak Hour

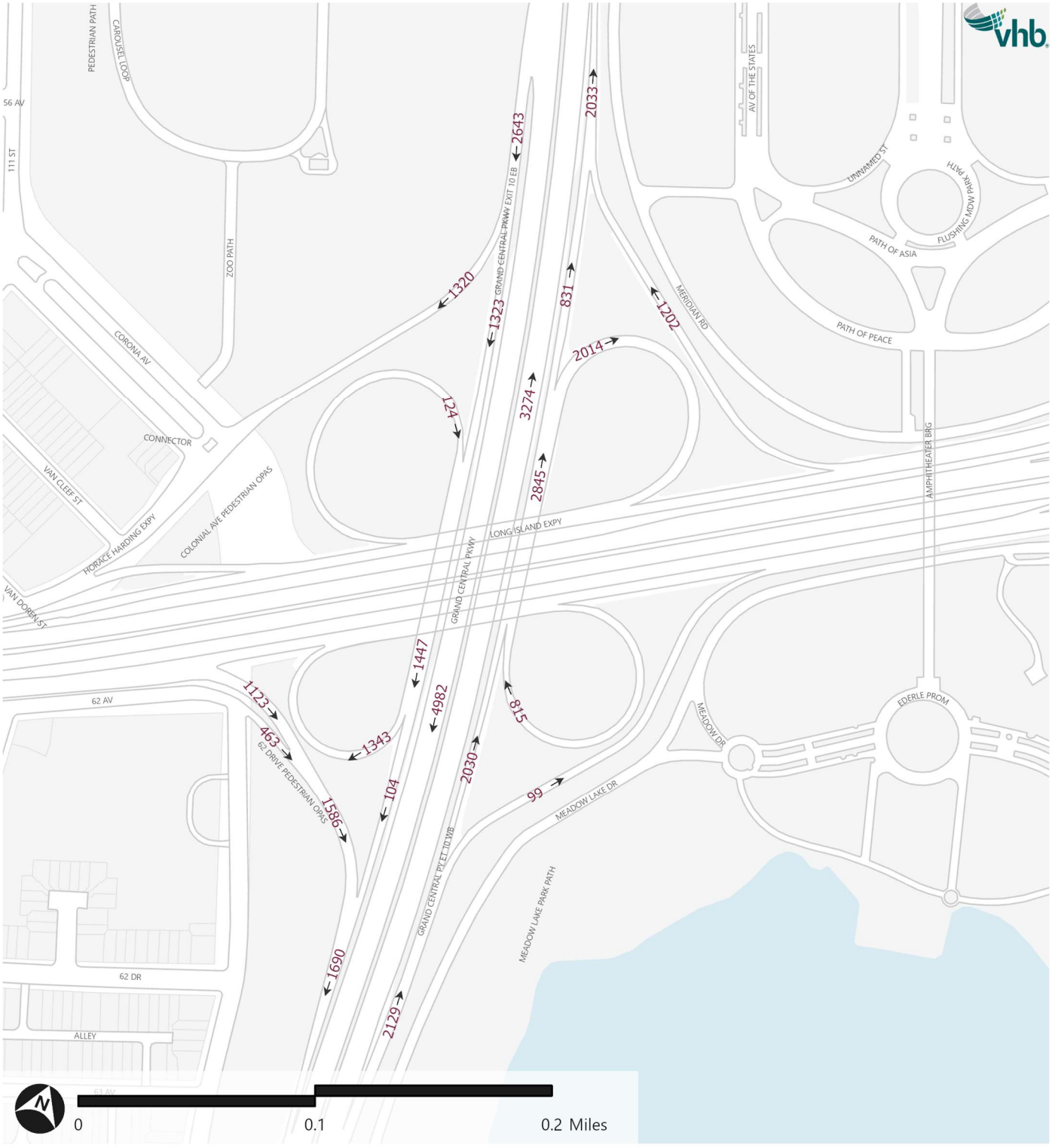


Figure D-141g: With-Action Gameday Traffic Volumes - Sunday PM Peak Hour



Figure D-141h: With-Action Gameday Traffic Volumes - Sunday PM Peak Hour



Figure D-141i: With-Action Gameday Traffic Volumes - Sunday PM Peak Hour

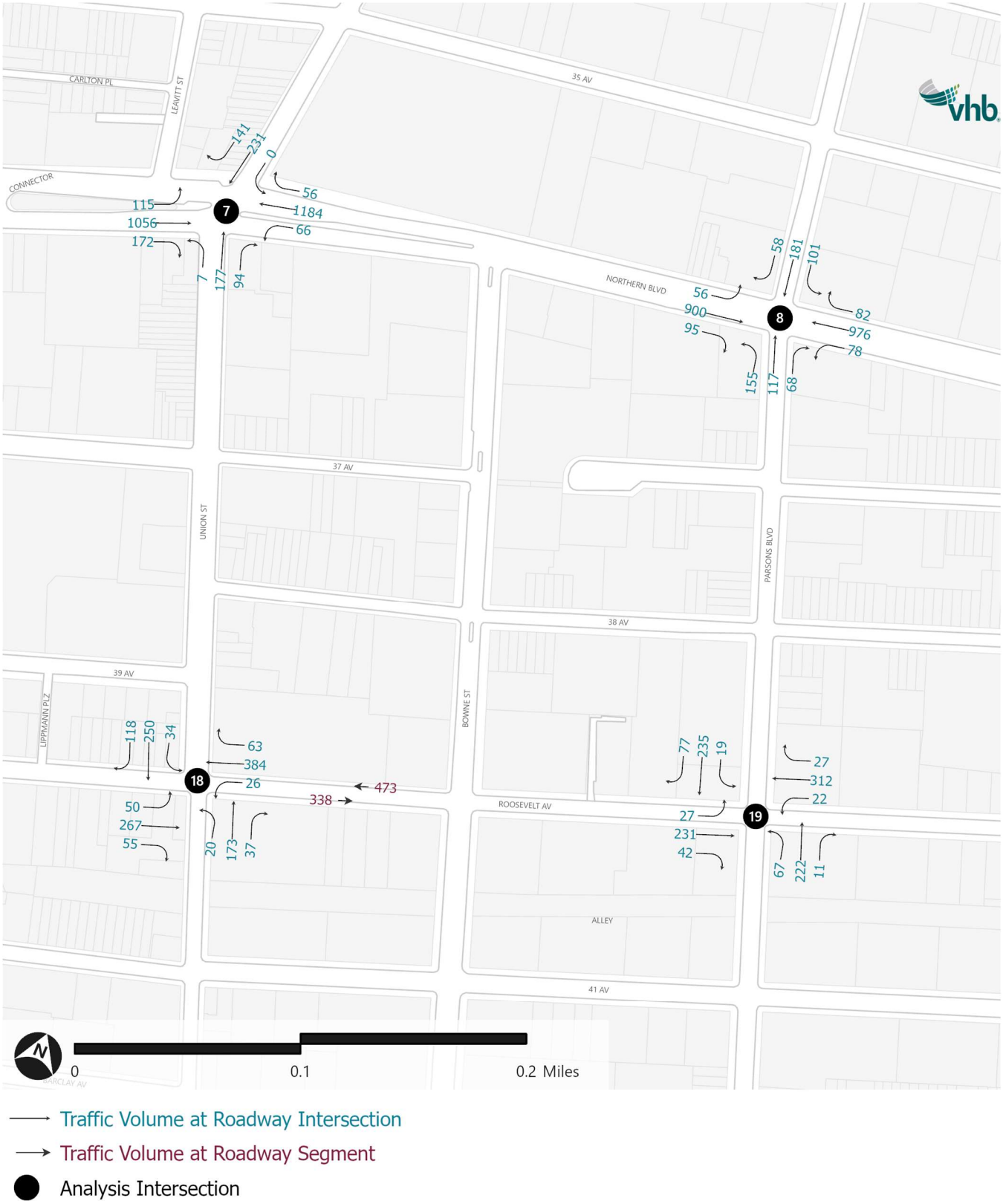
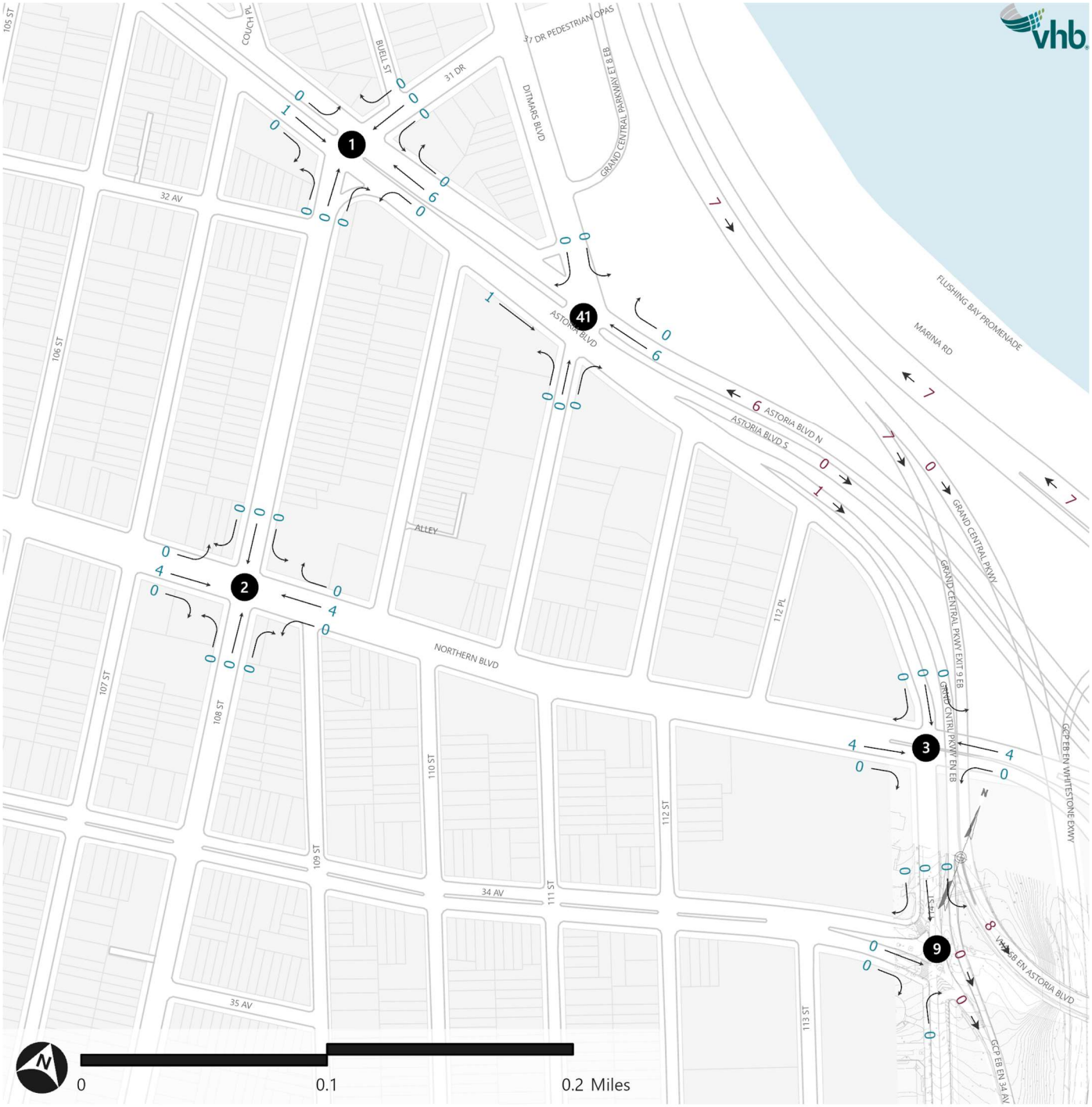


Figure D-142a: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour



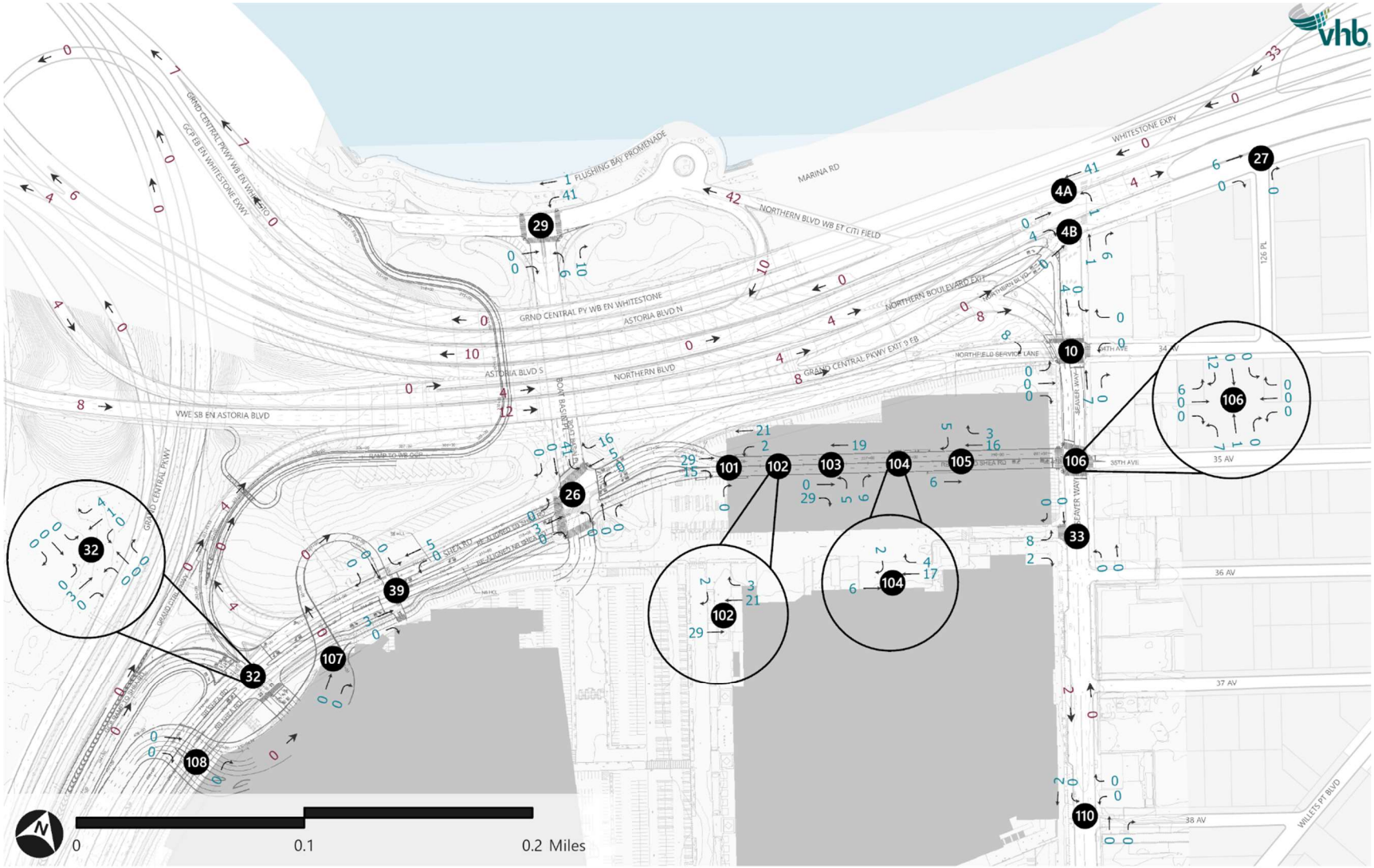
Legend

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

Figure D-142b: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour



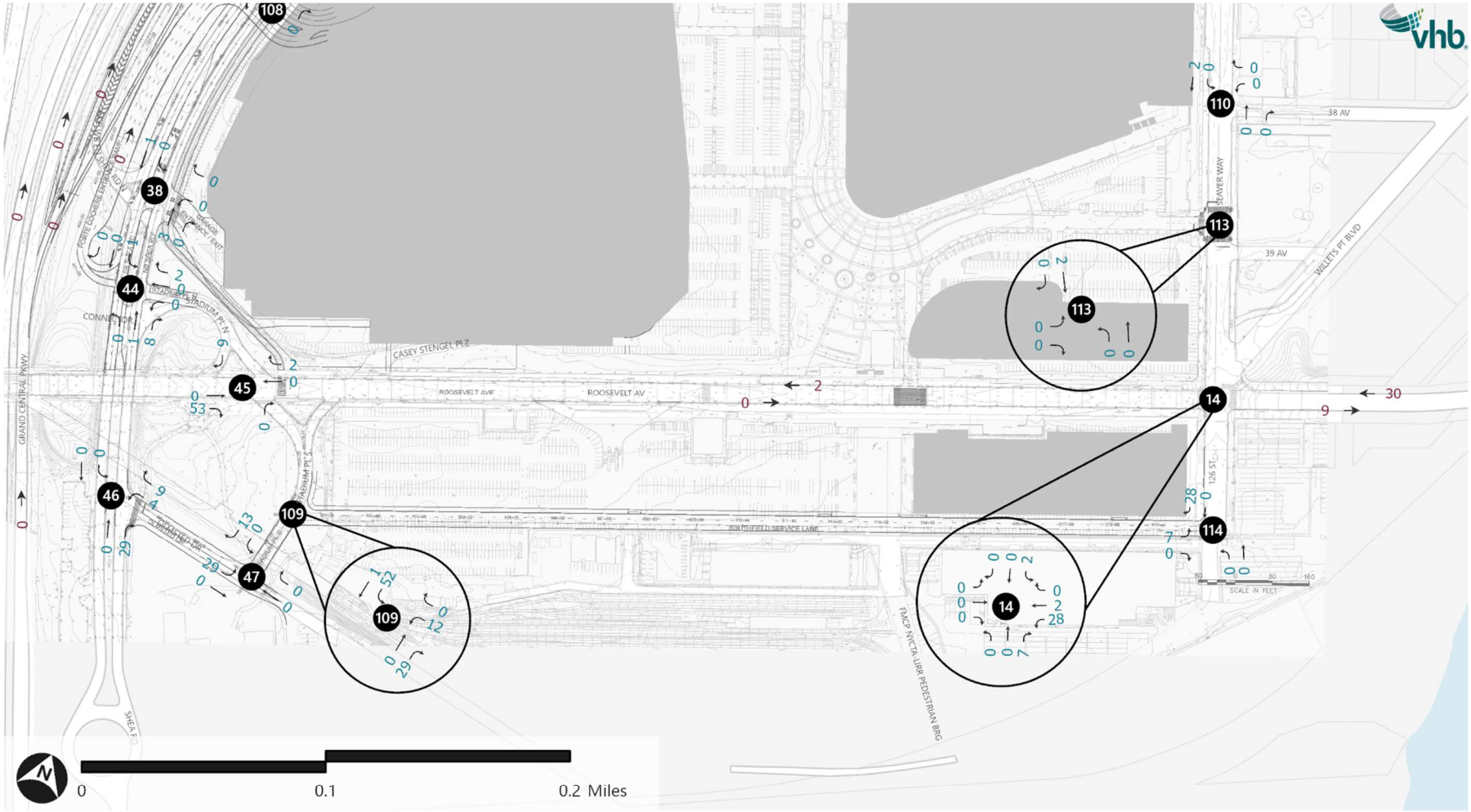
Figure D-142c: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour



Legend

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

Figure D-142d: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour



Legend

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

Figure D-142e: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour

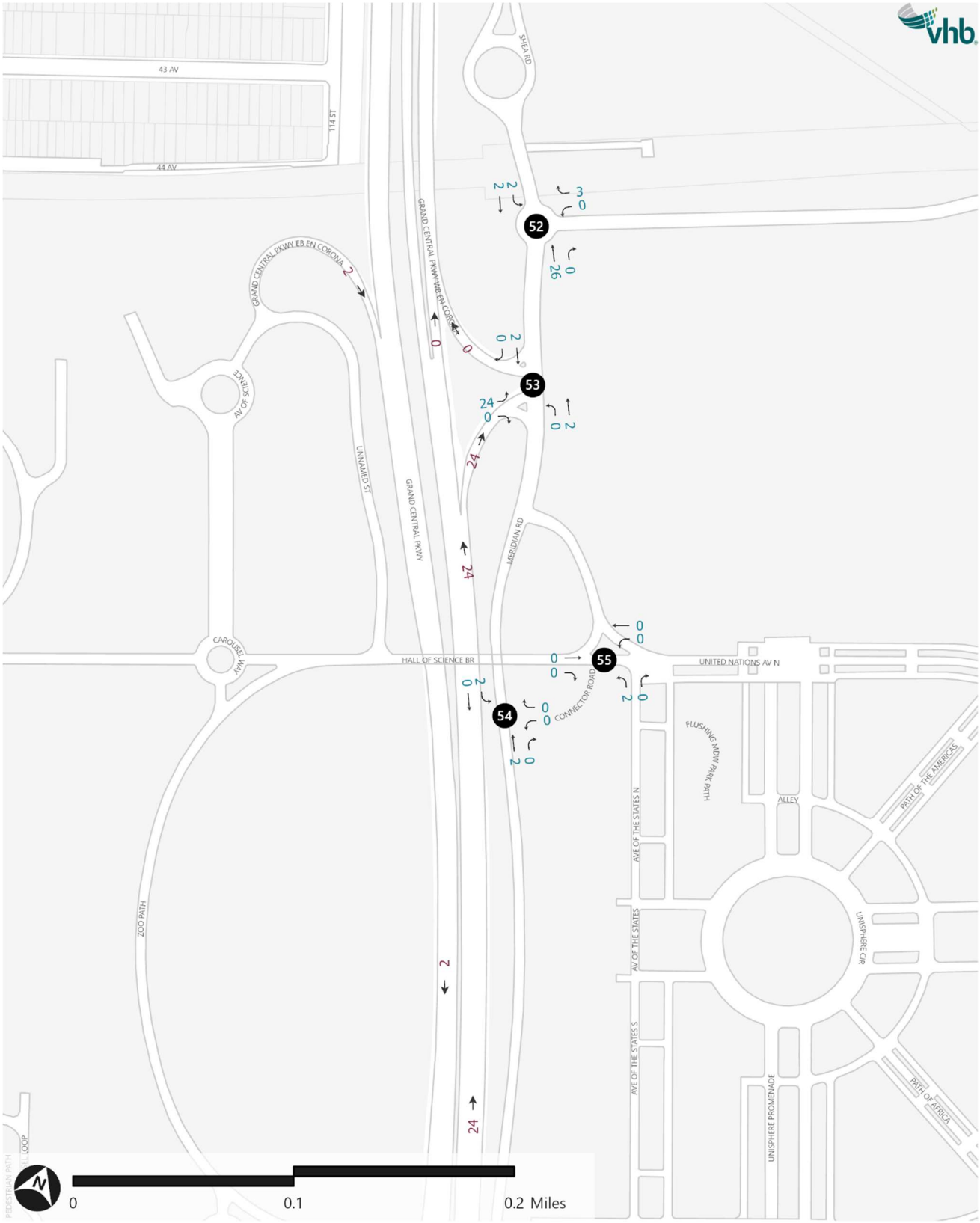


Figure D-142f: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour

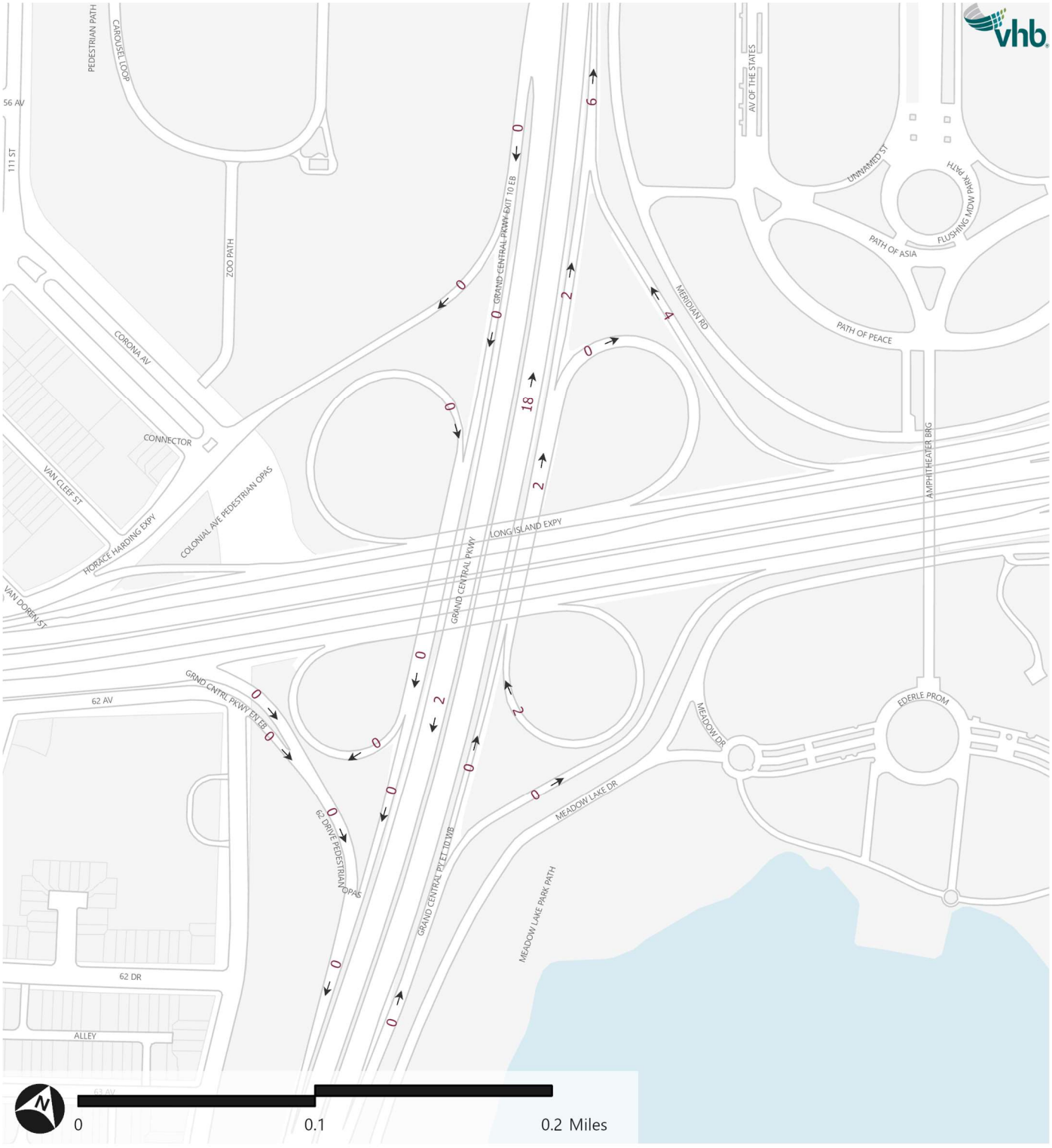


Figure D-142g: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour



Figure D-142h: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour

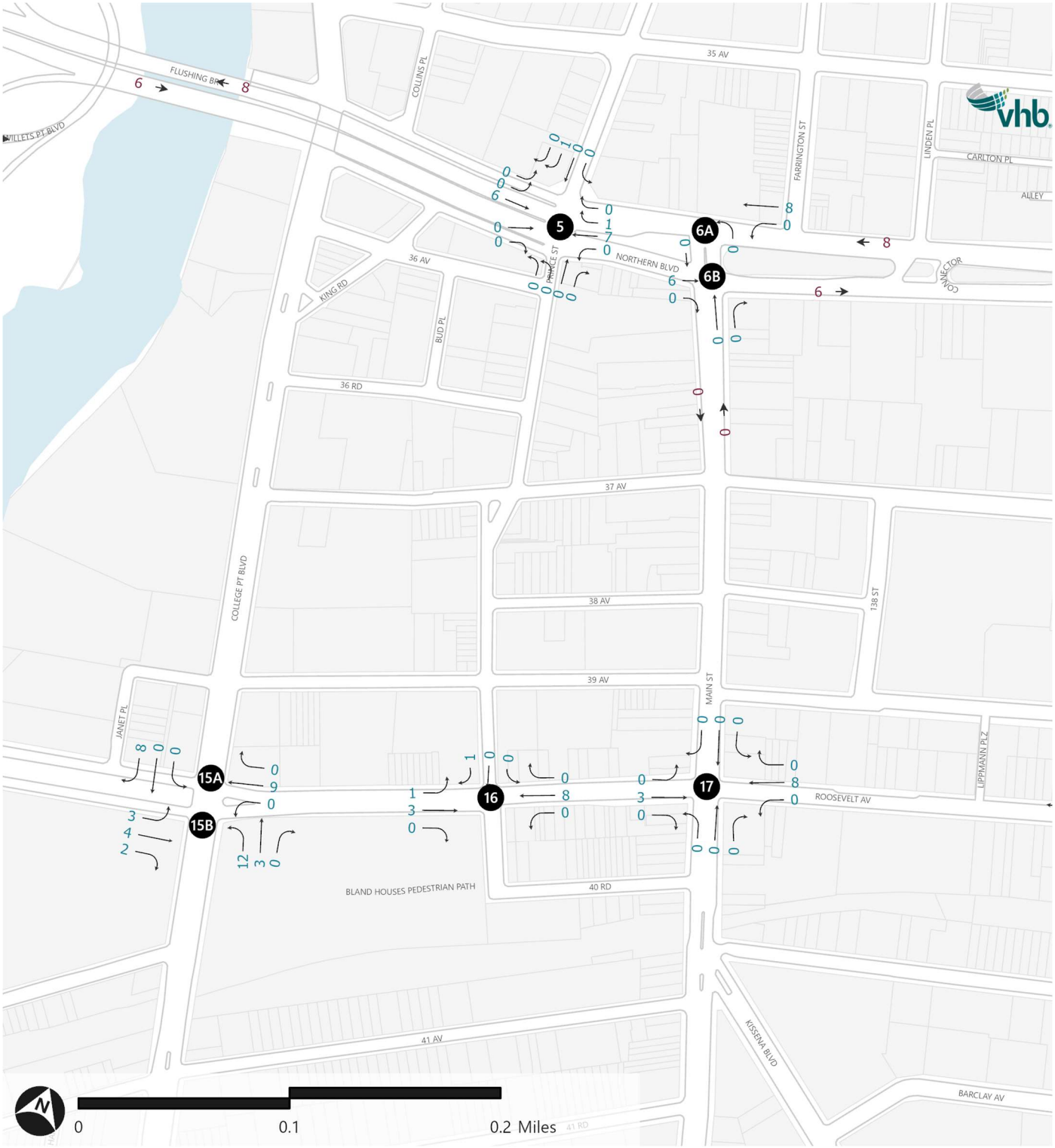


Figure D-142i: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday AM Peak Hour

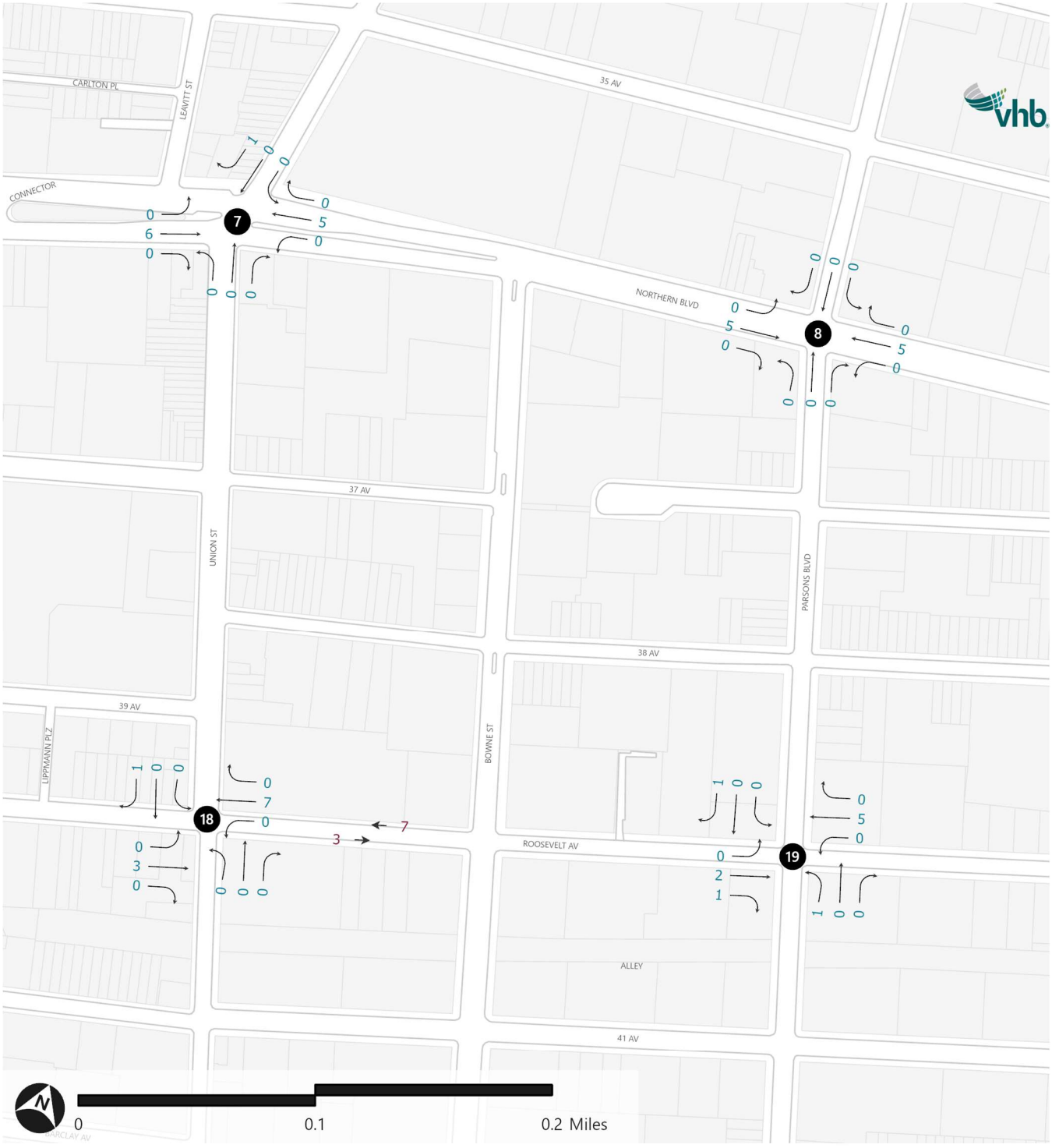


Figure D-143a: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour

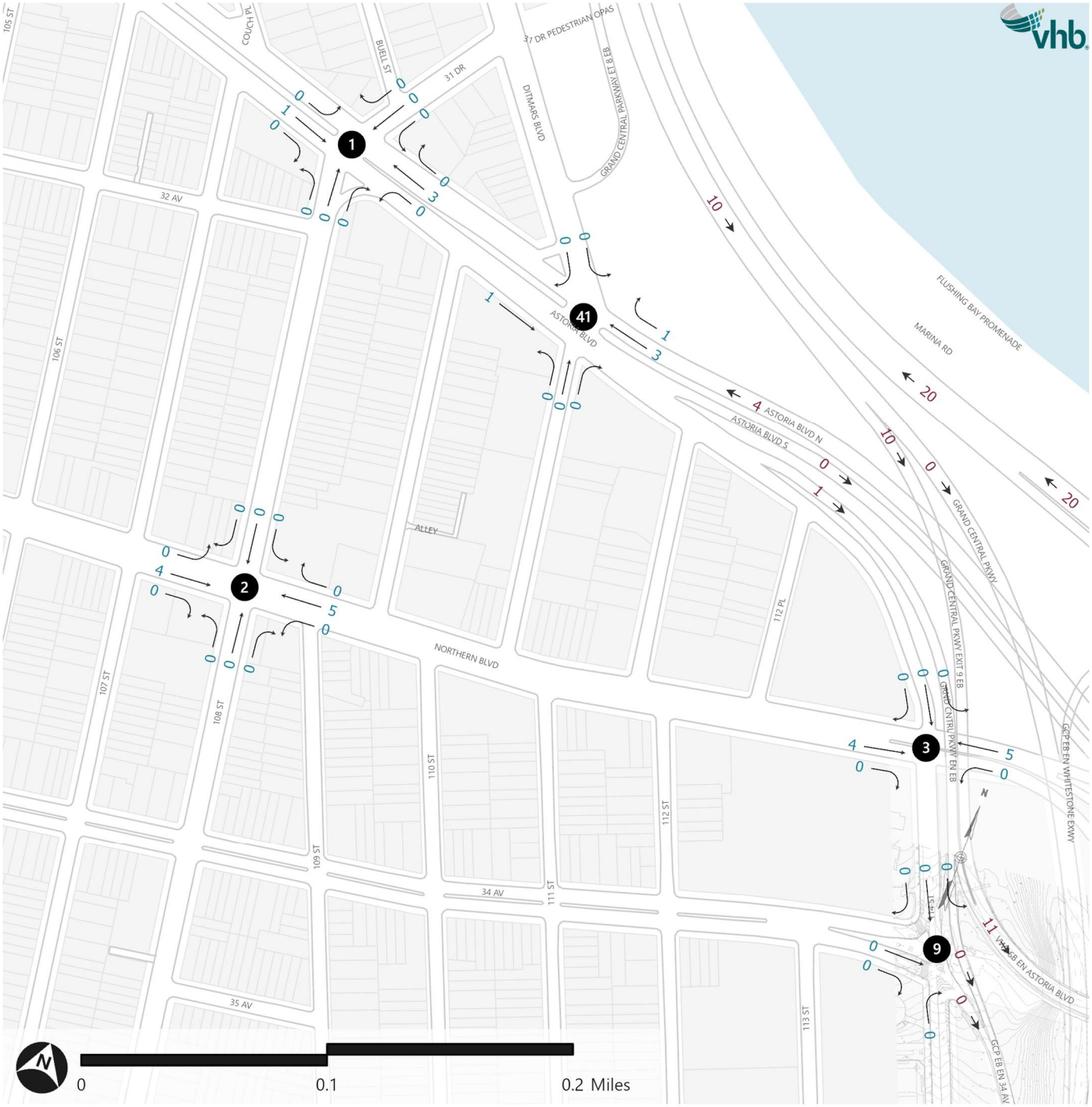


Figure D-143b: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour



Legend

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

Figure D-143c: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour

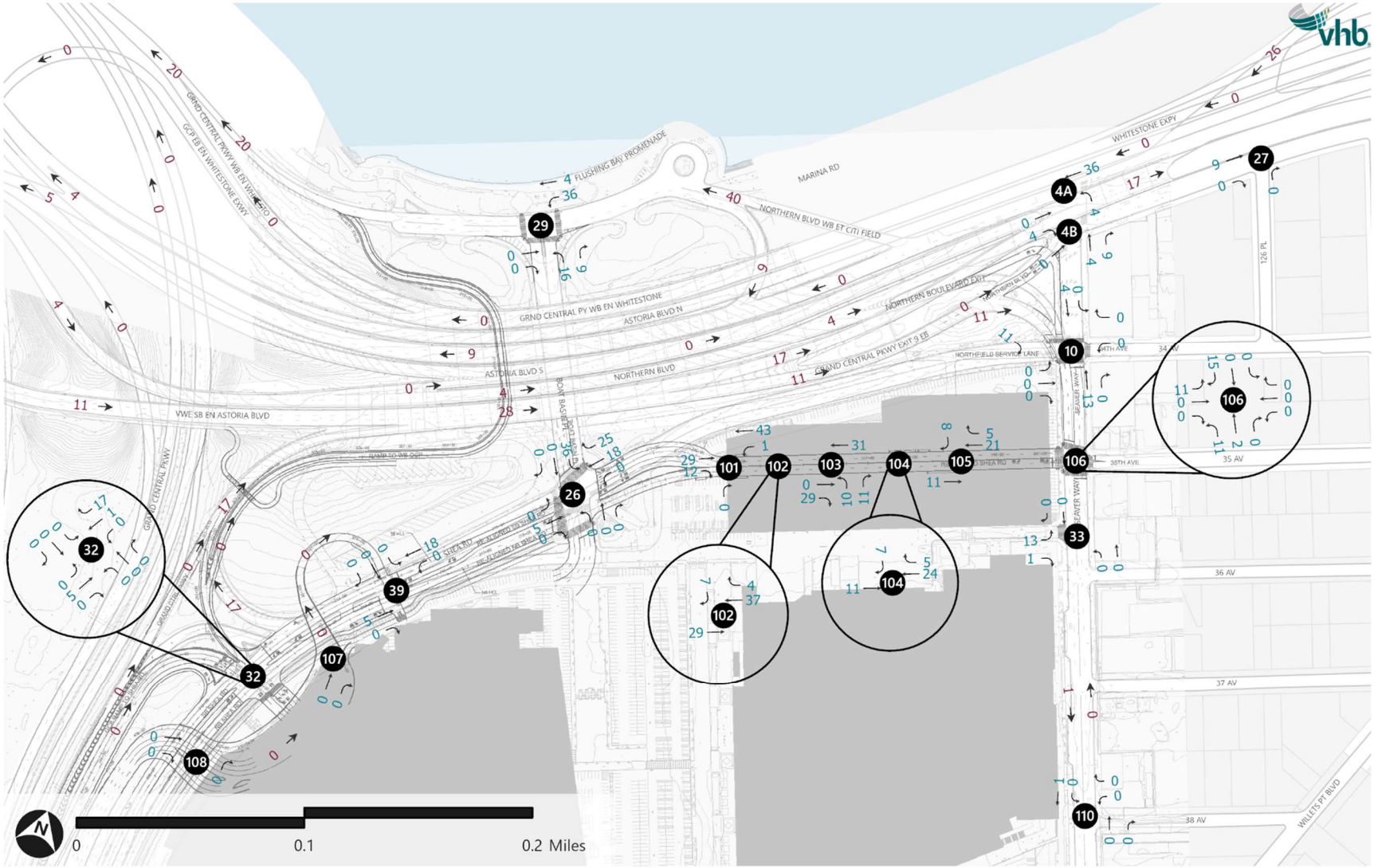
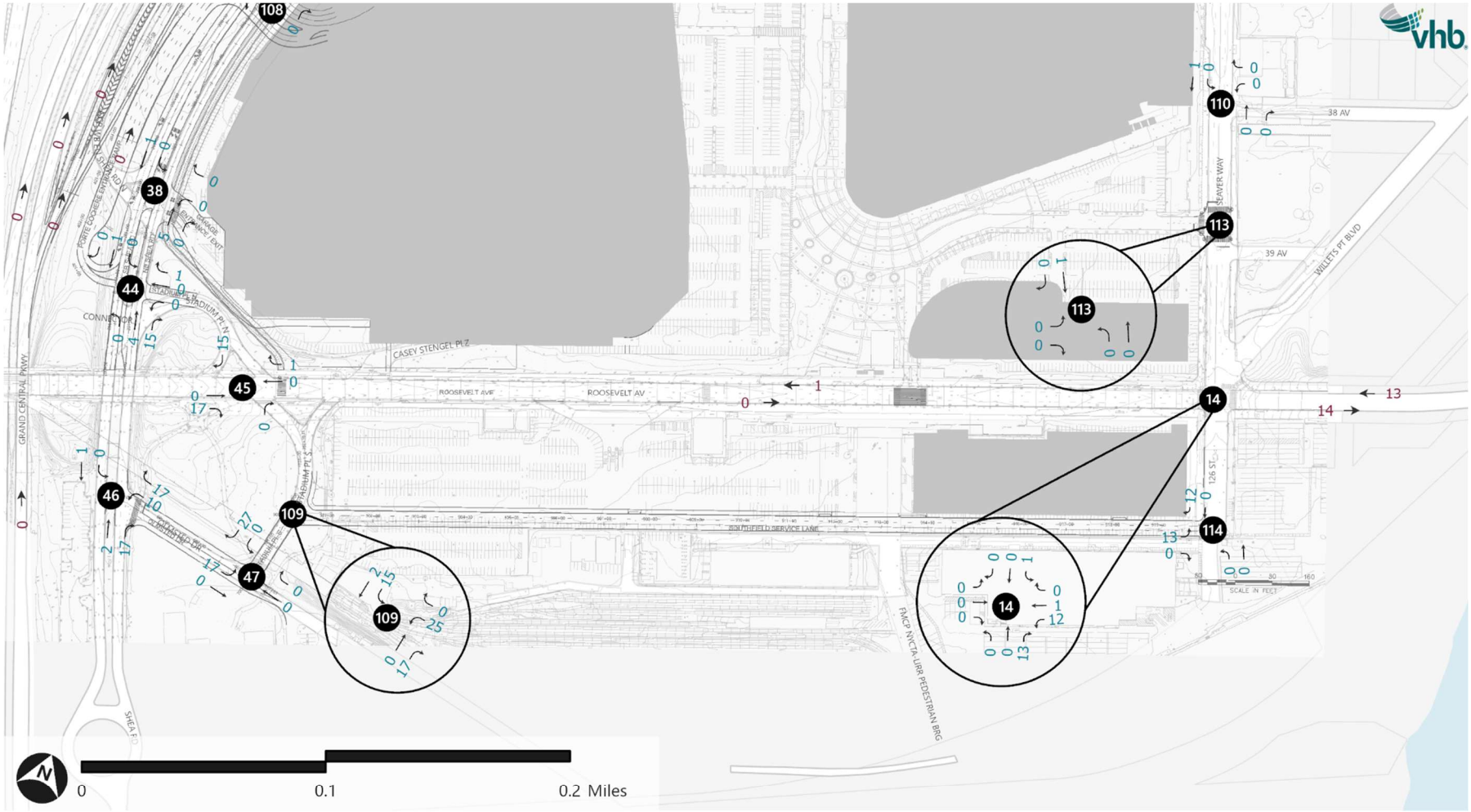


Figure D-143d: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour



Legend

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

Figure D-143e: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour

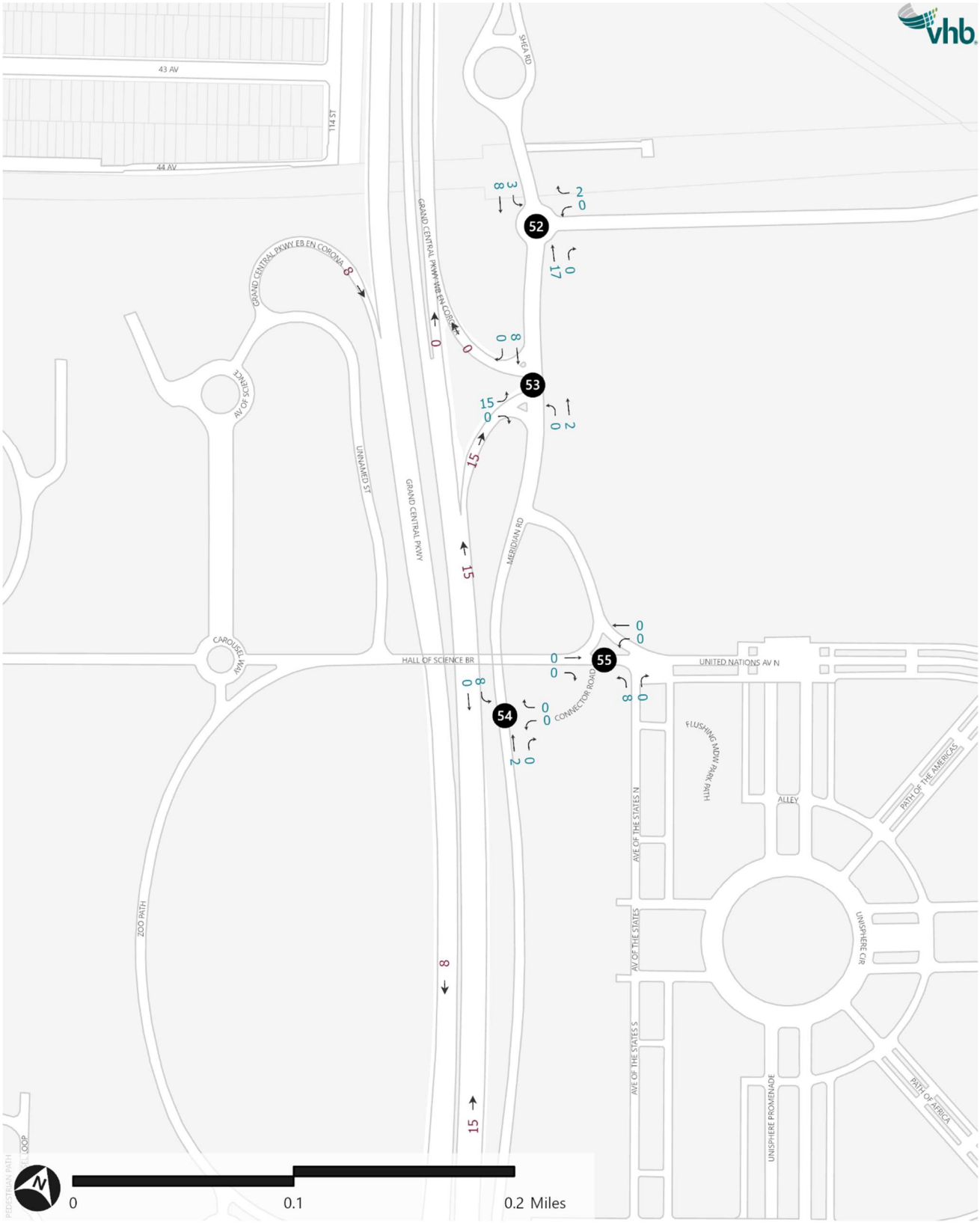


Figure D-143f: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour

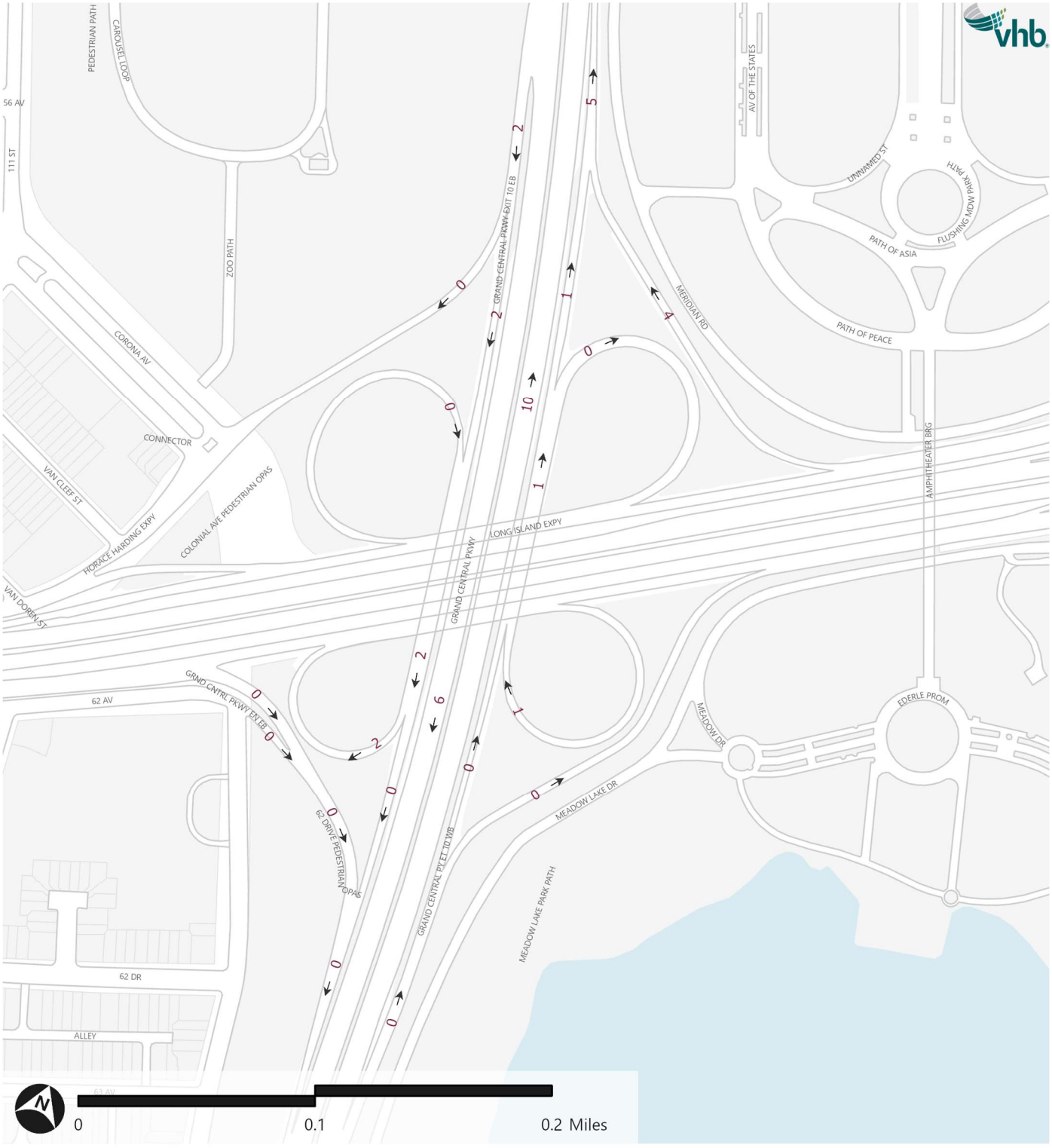


Figure D-143g: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour



Figure D-143h: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour

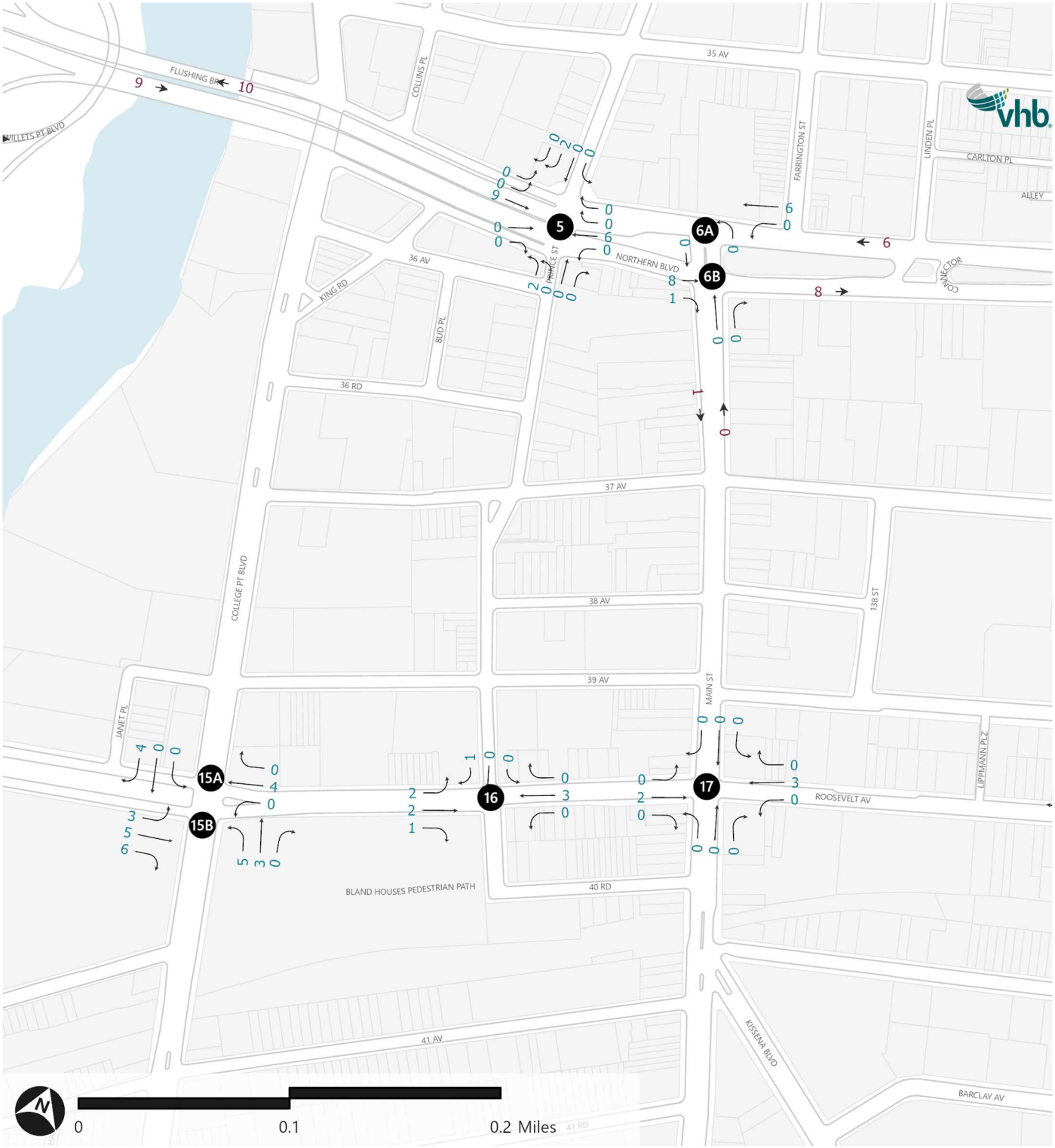


Figure D-143i: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday Midday Peak Hour

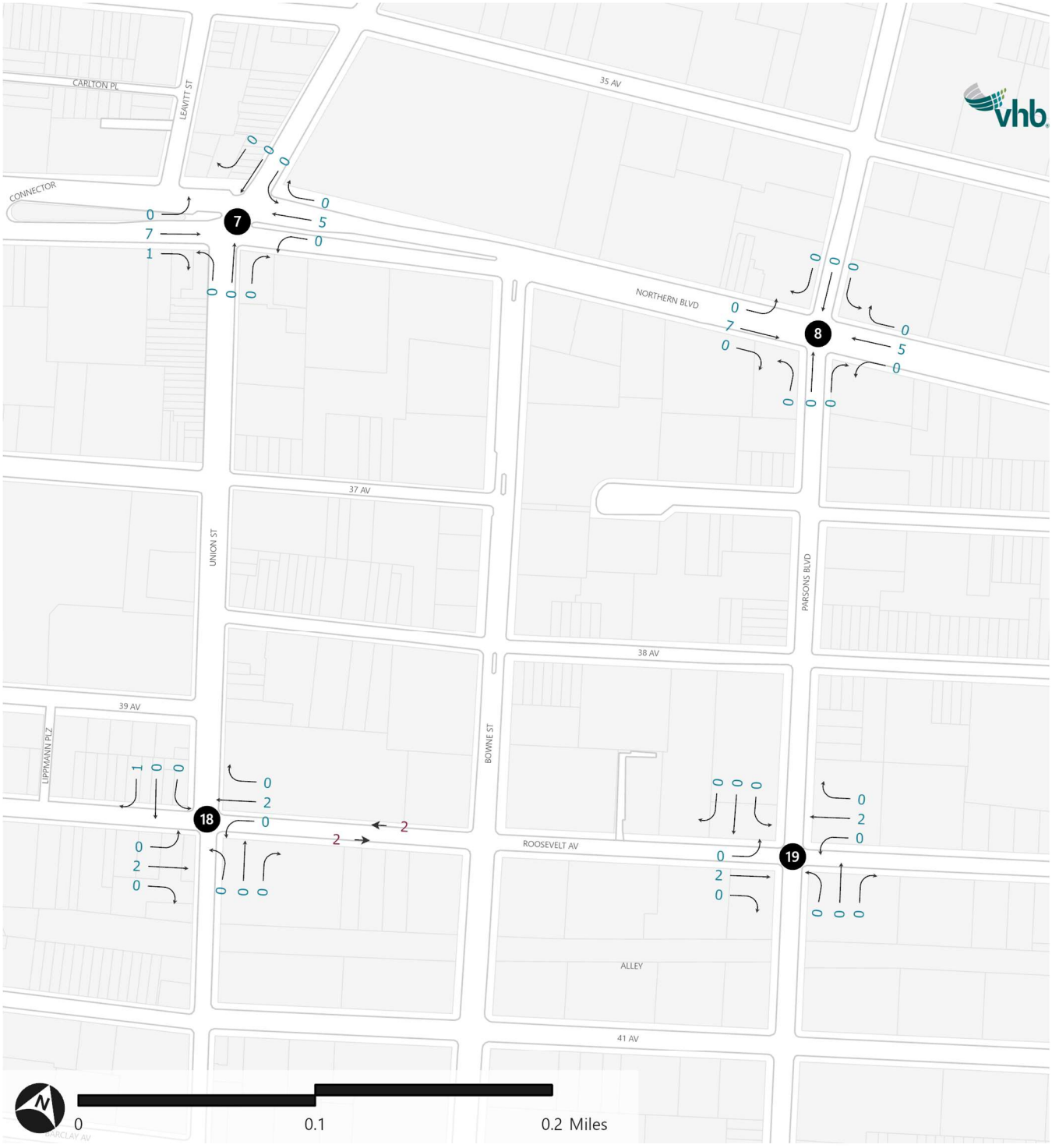
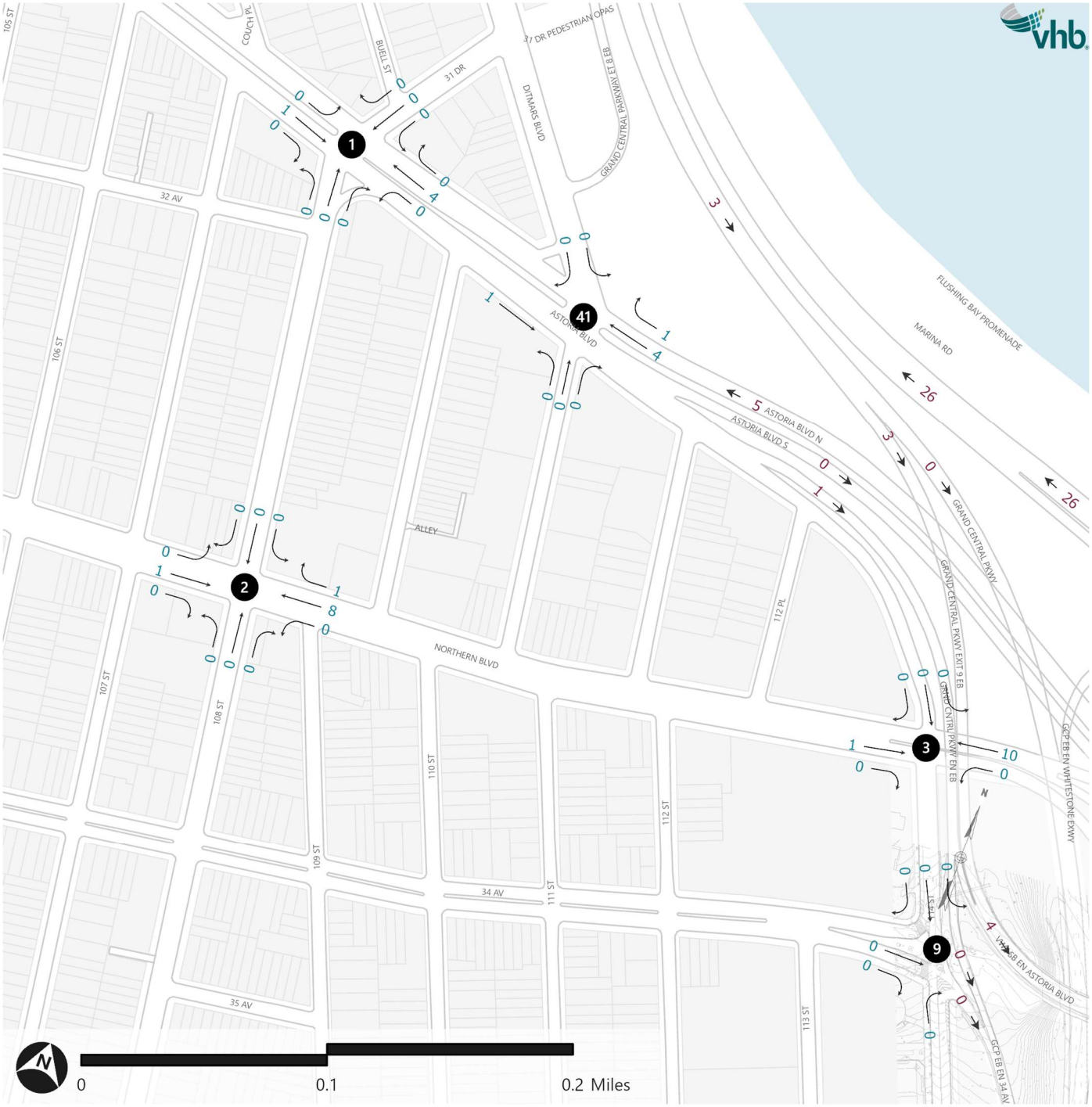


Figure D-144a: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour



Legend

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

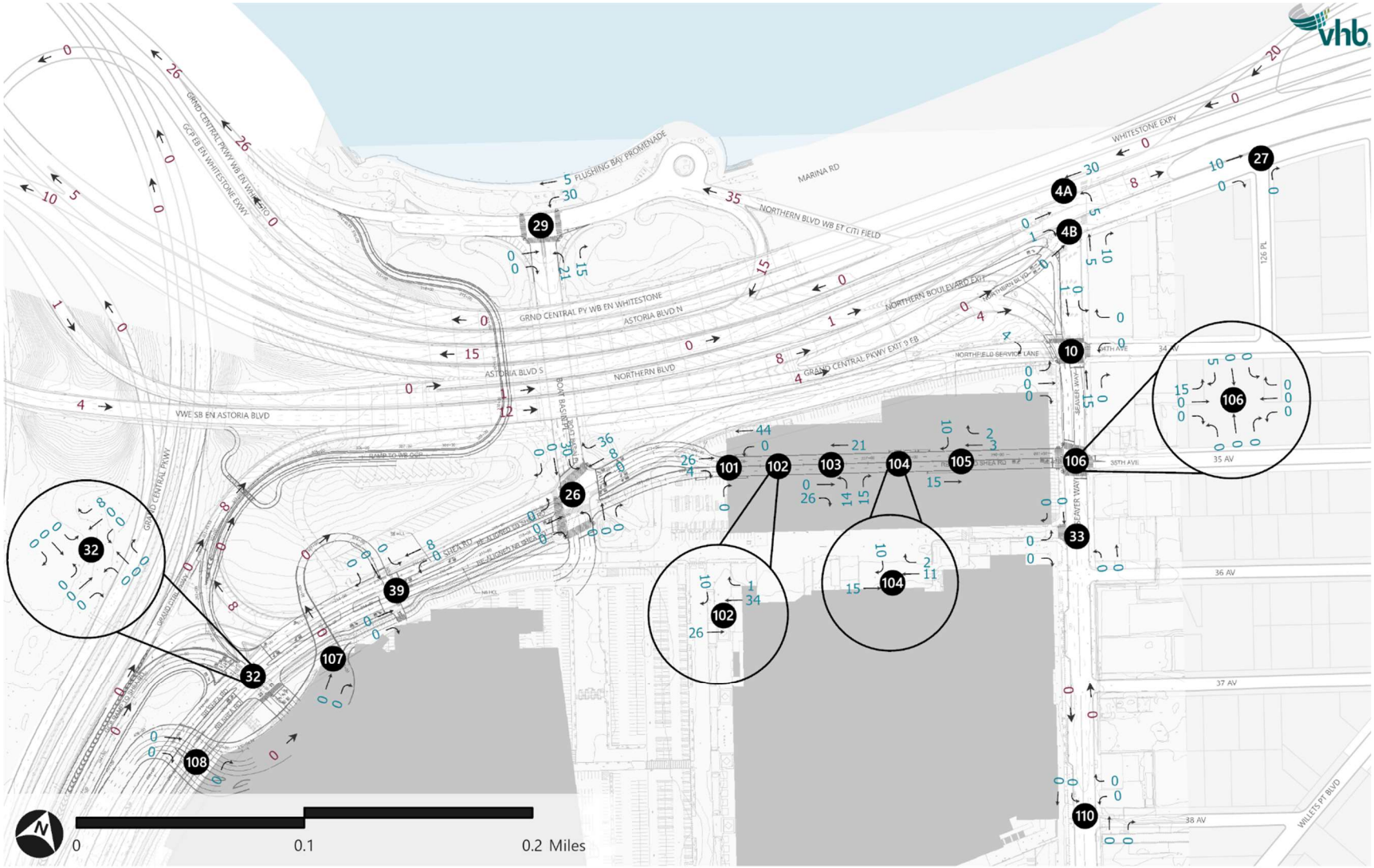
Figure D-144b: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour



Legend

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

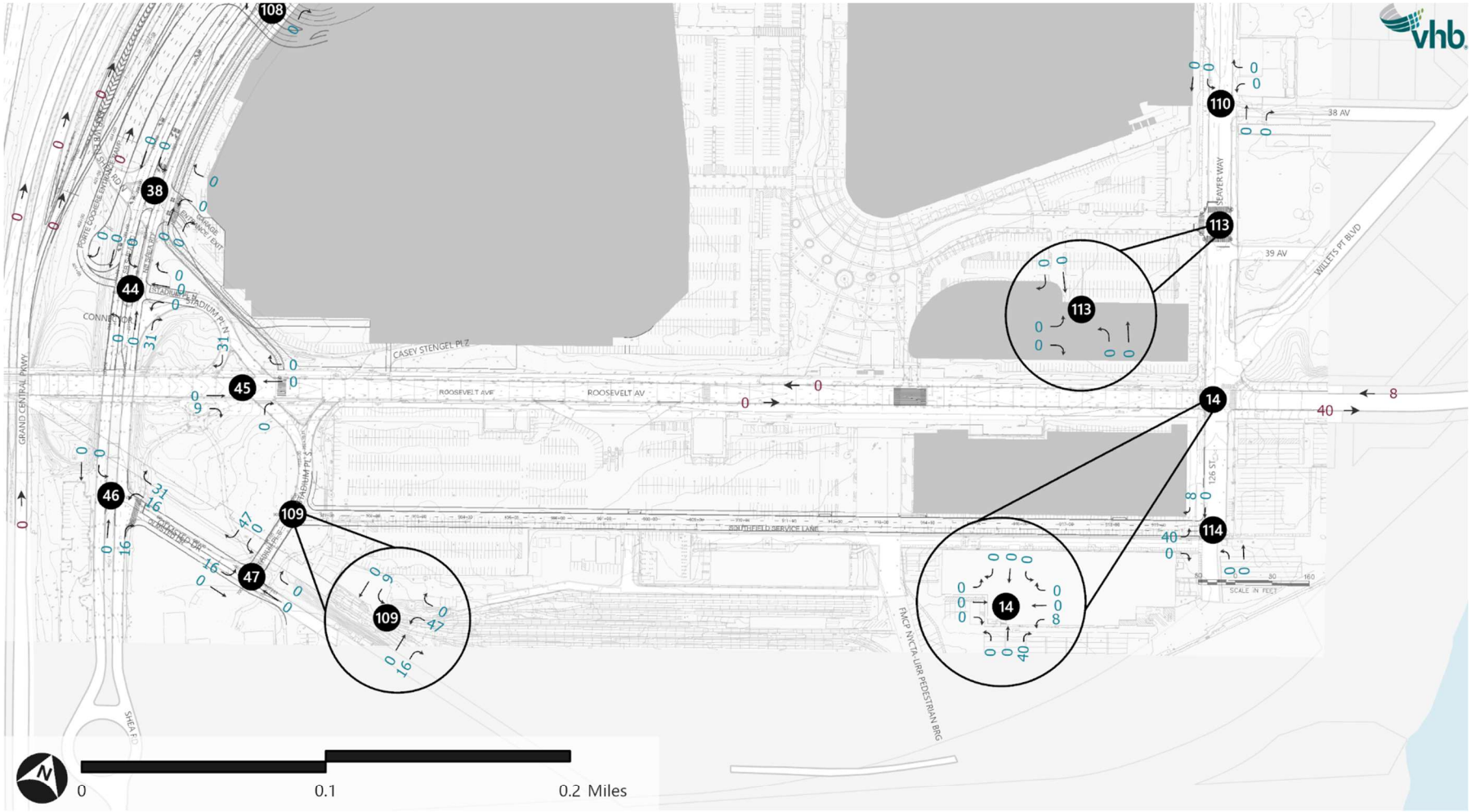
Figure D-144c: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour



Legend

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

Figure D-144d: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour



Legend

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

Figure D-144e: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour

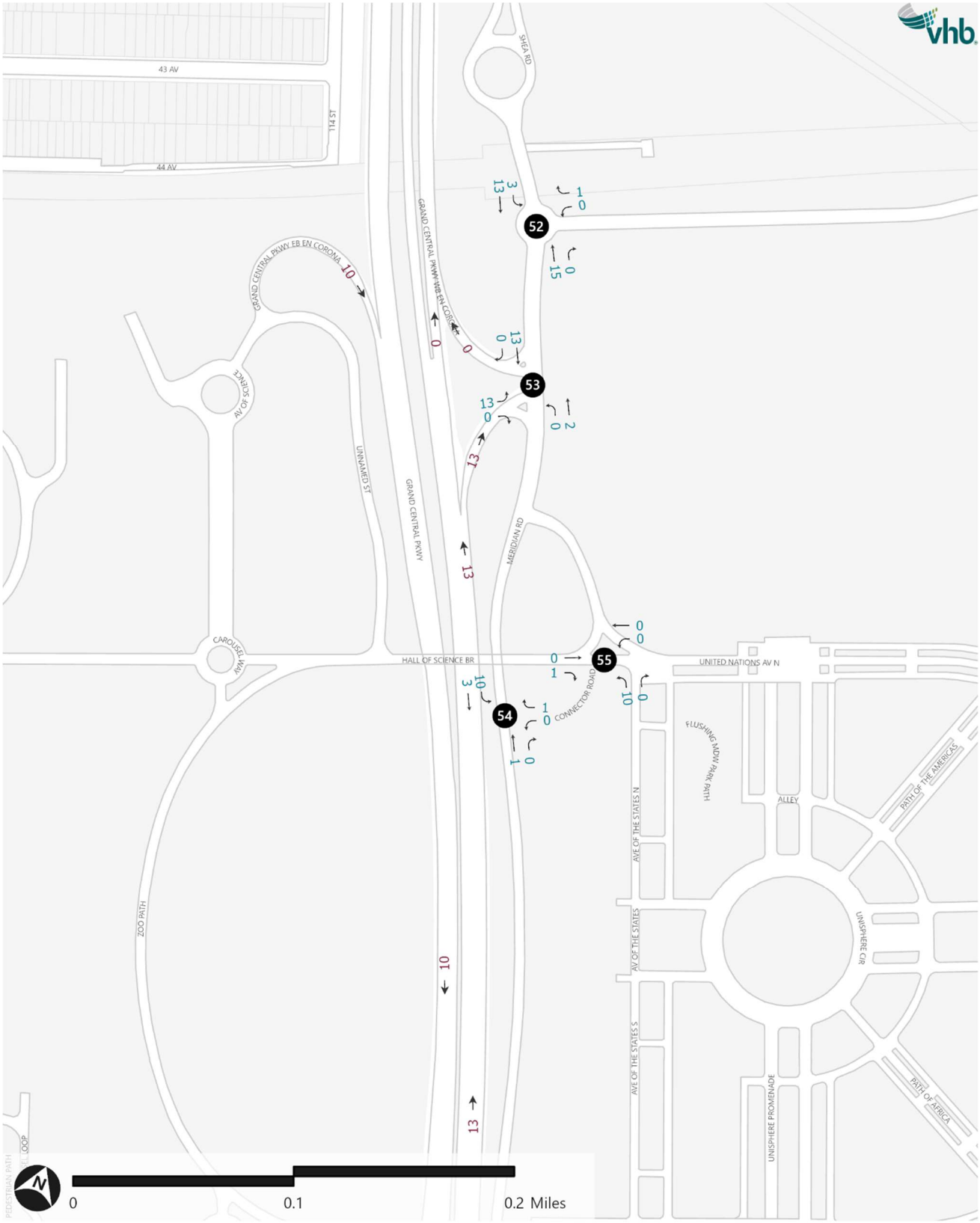


Figure D-144f: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour

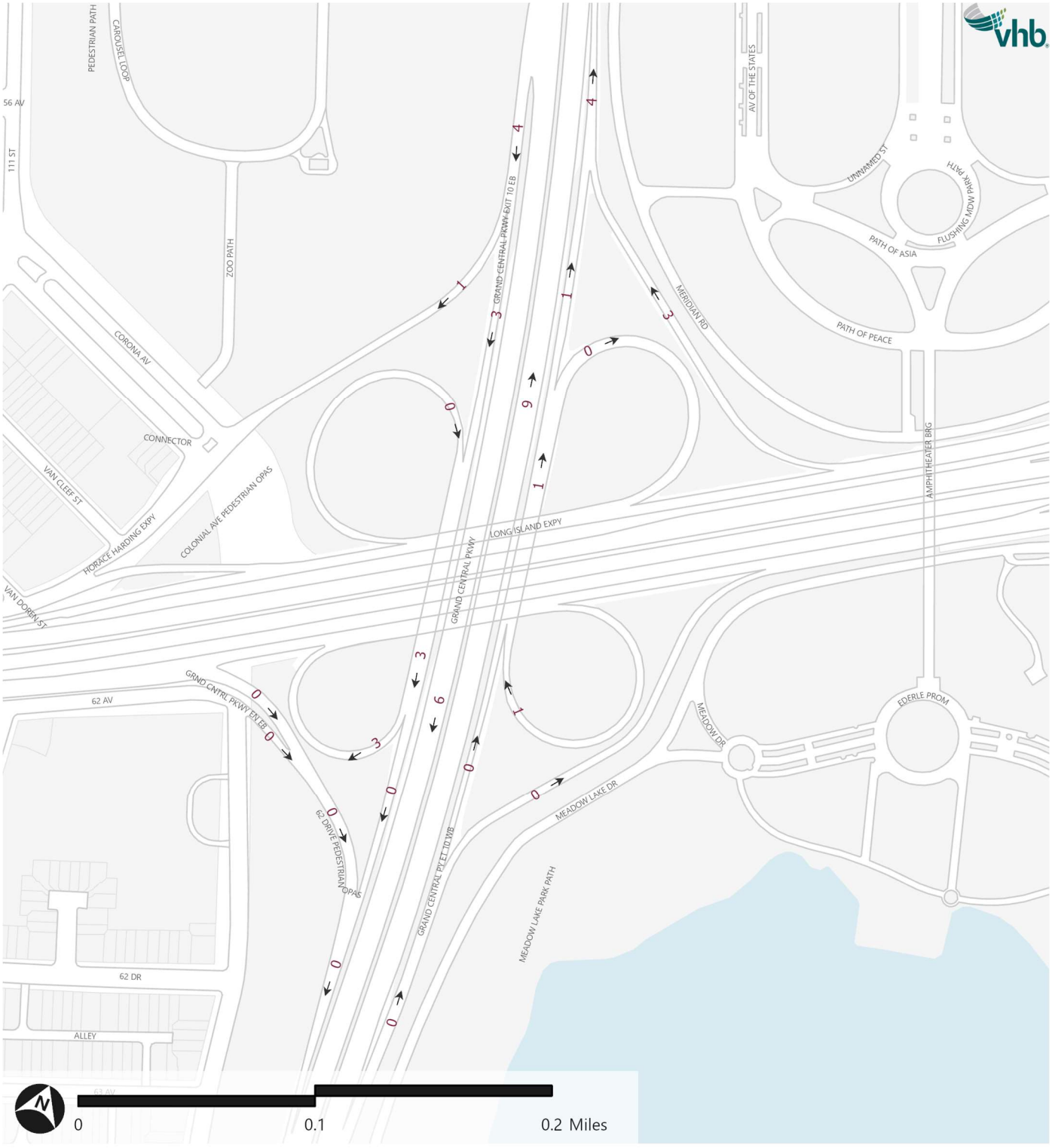


Figure D-144g: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour



Figure D-144h: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour

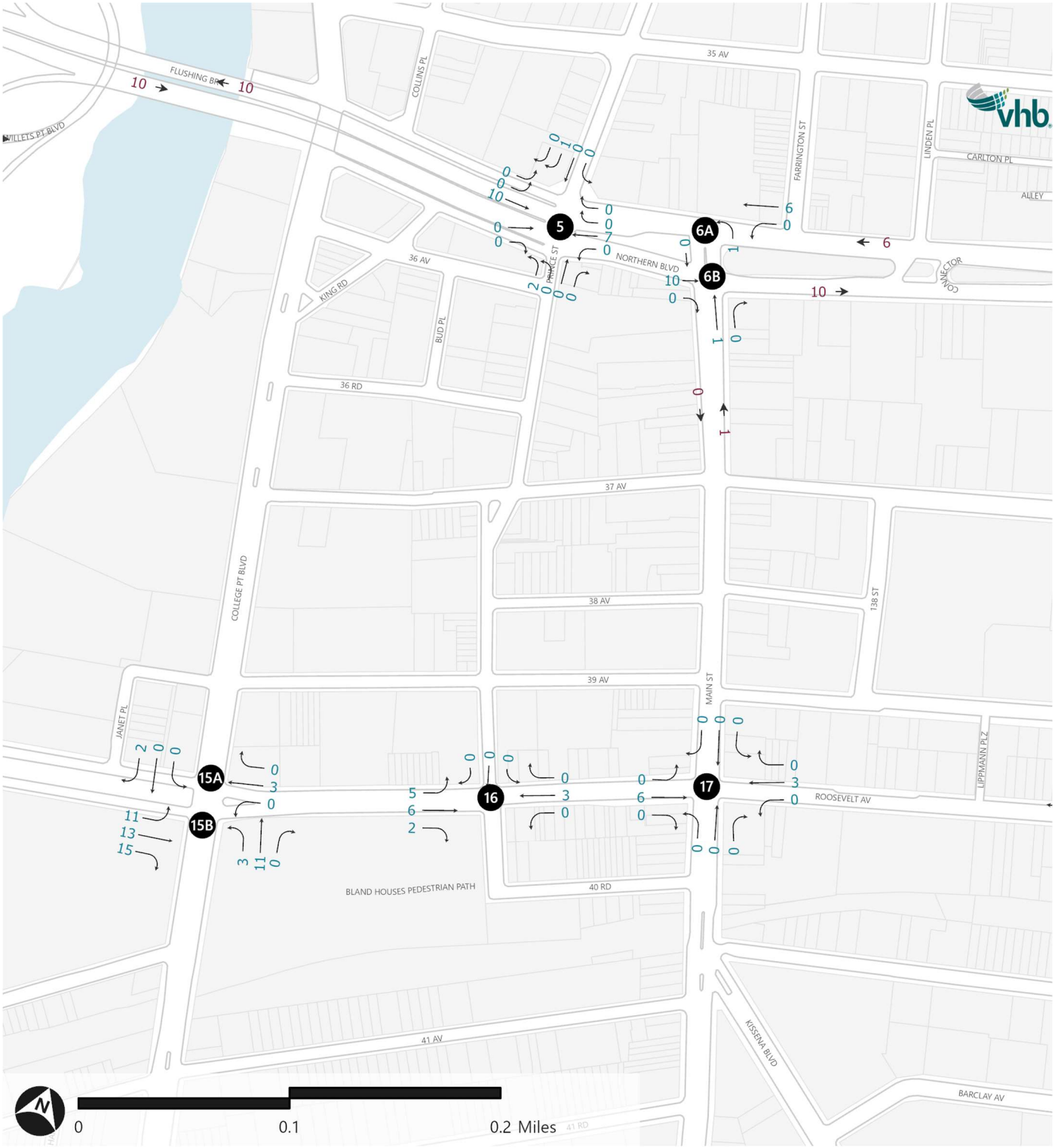


Figure D-144i: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Weekday PM Peak Hour

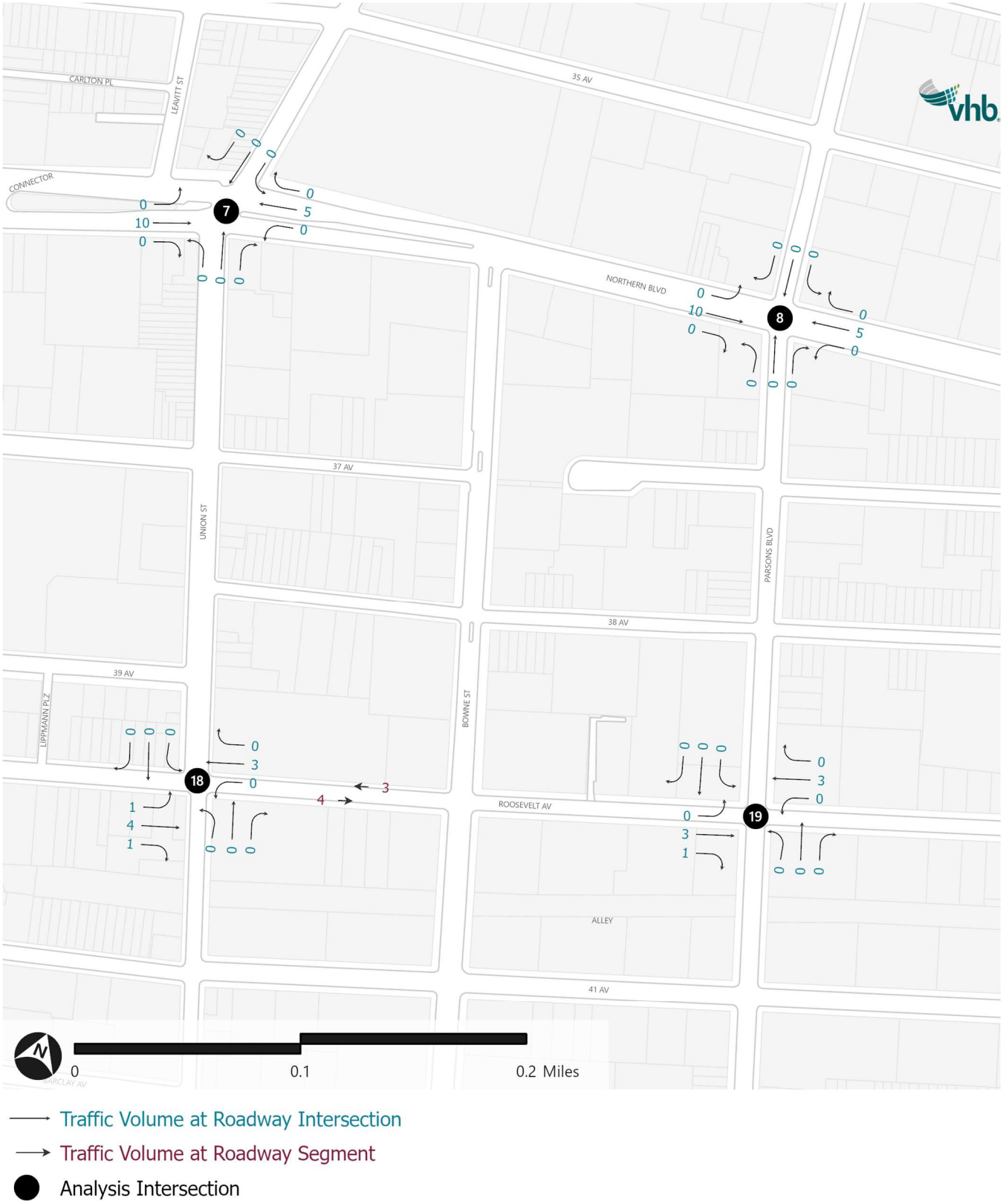
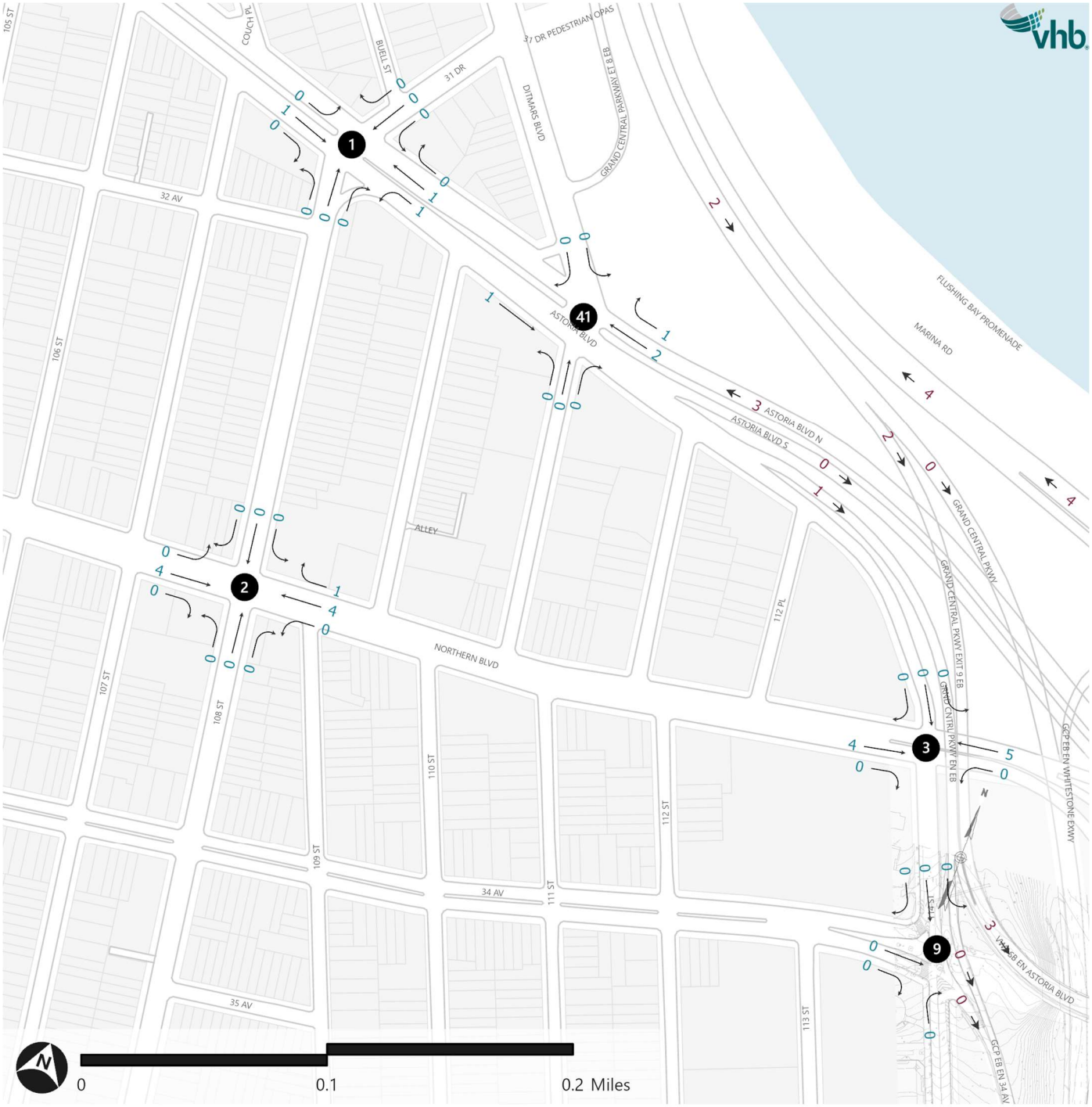


Figure D-145a: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour



Legend

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

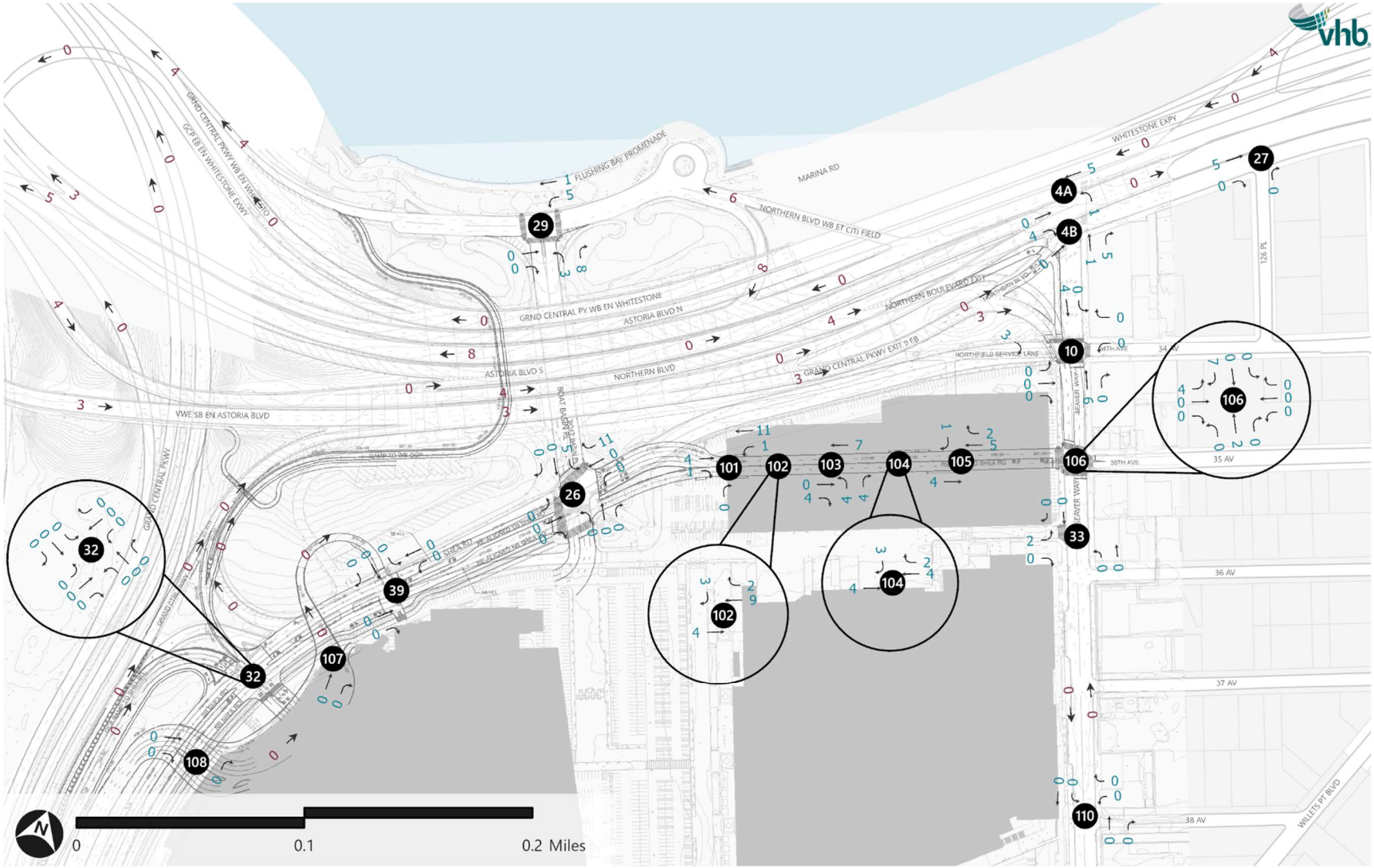
Figure D-145b: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour



Legend

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

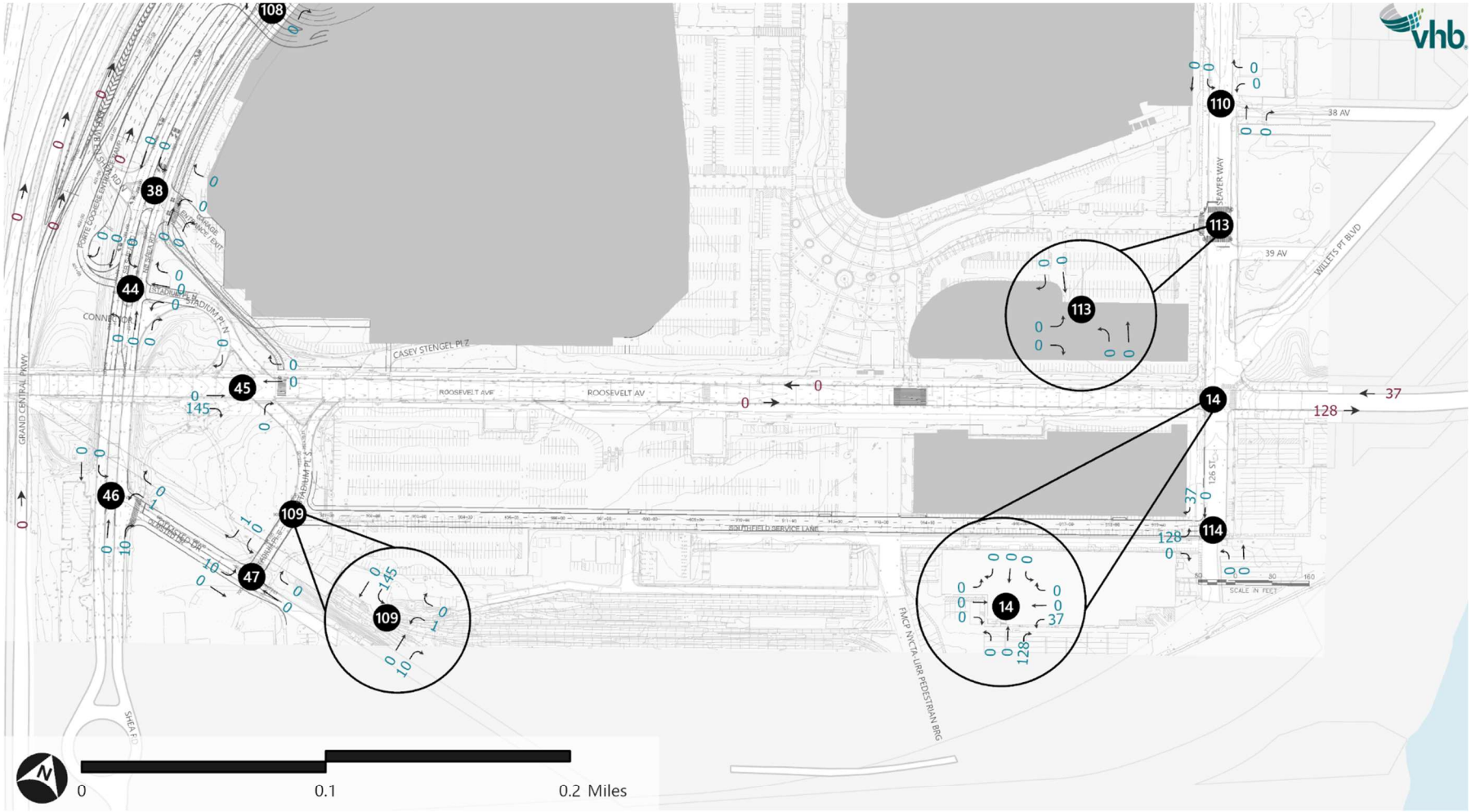
Figure D-145c: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour



Legend

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

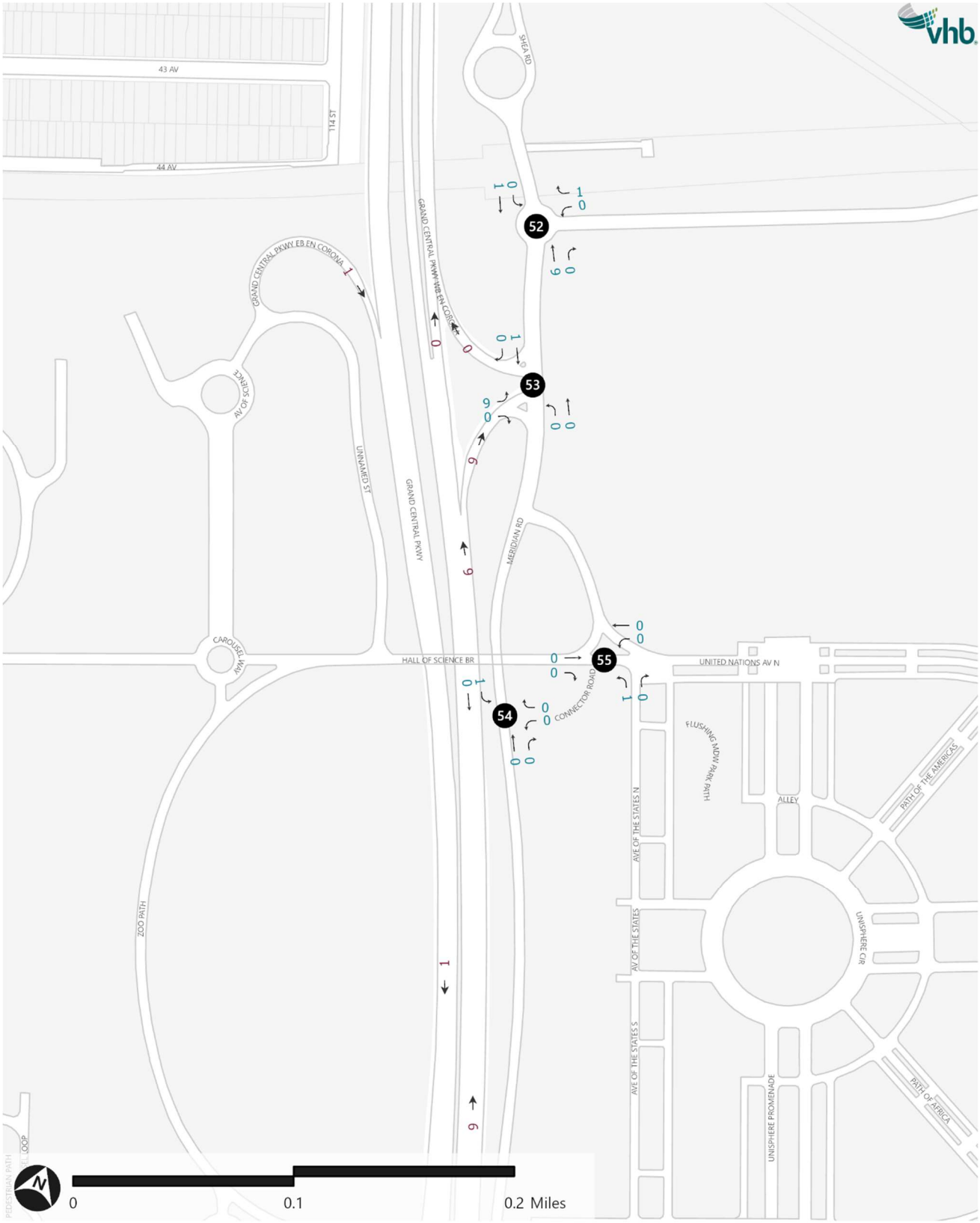
Figure D-145d: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour



Legend

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

Figure D-145e: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour



Traffic Volume at Roadway Intersection

Traffic Volume at Roadway Segment

Analysis Intersection

Figure D-145f: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour

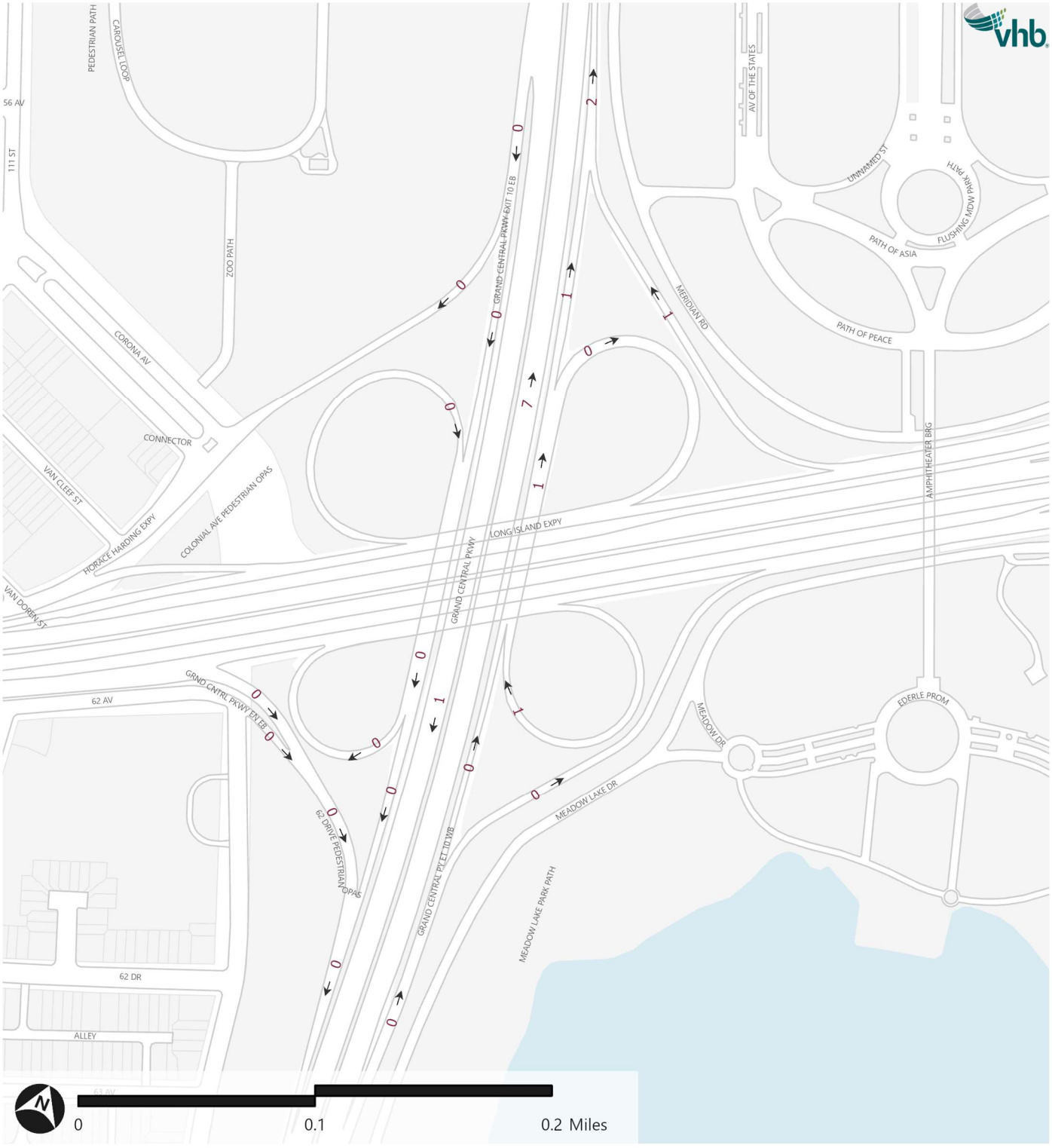


Figure D-145g: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour



Figure D-145h: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour

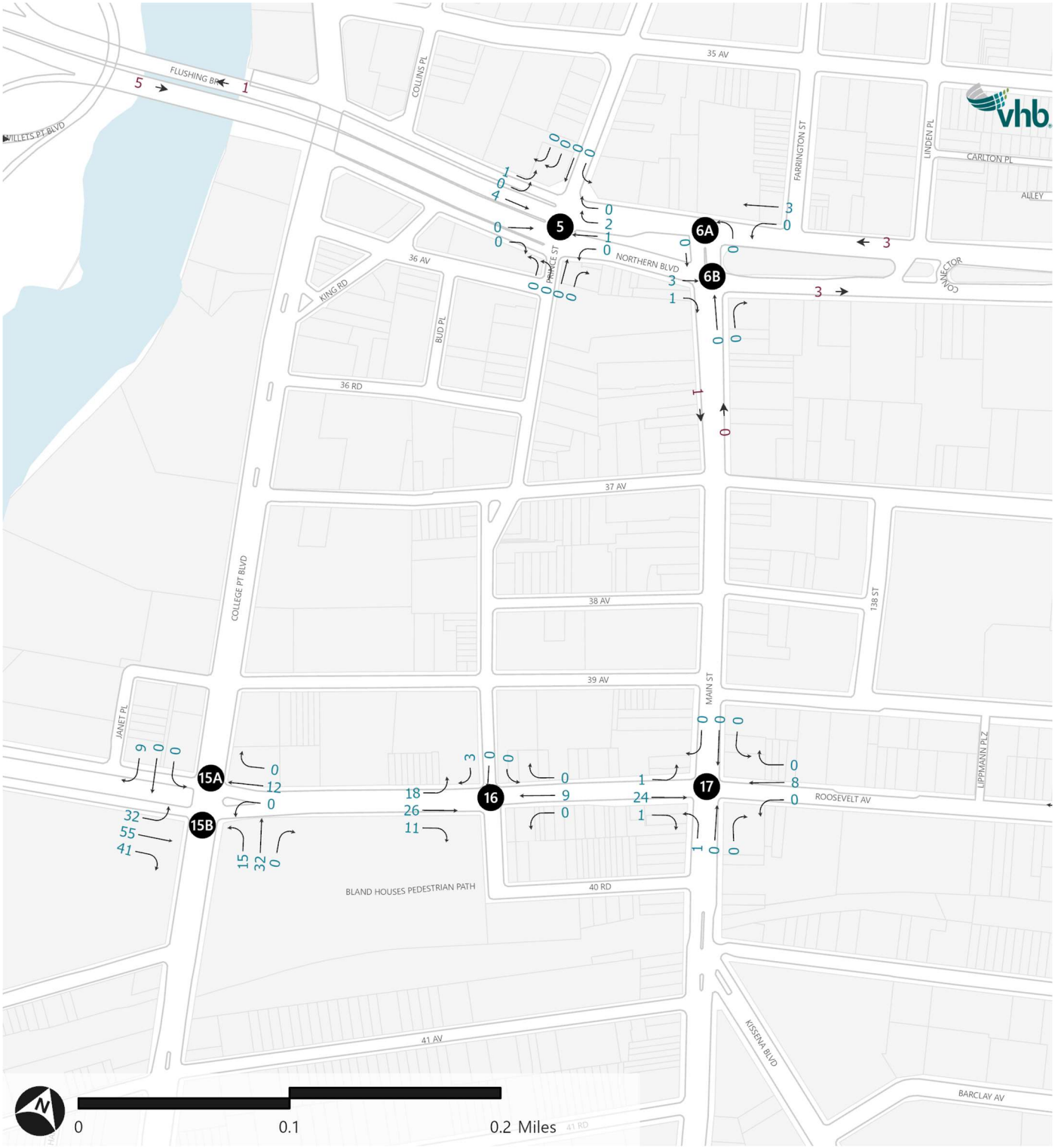


Figure D-145i: 2030 With-Action - Mets Patrons Diversion Layer - Non-Gameday Saturday PM Peak Hour

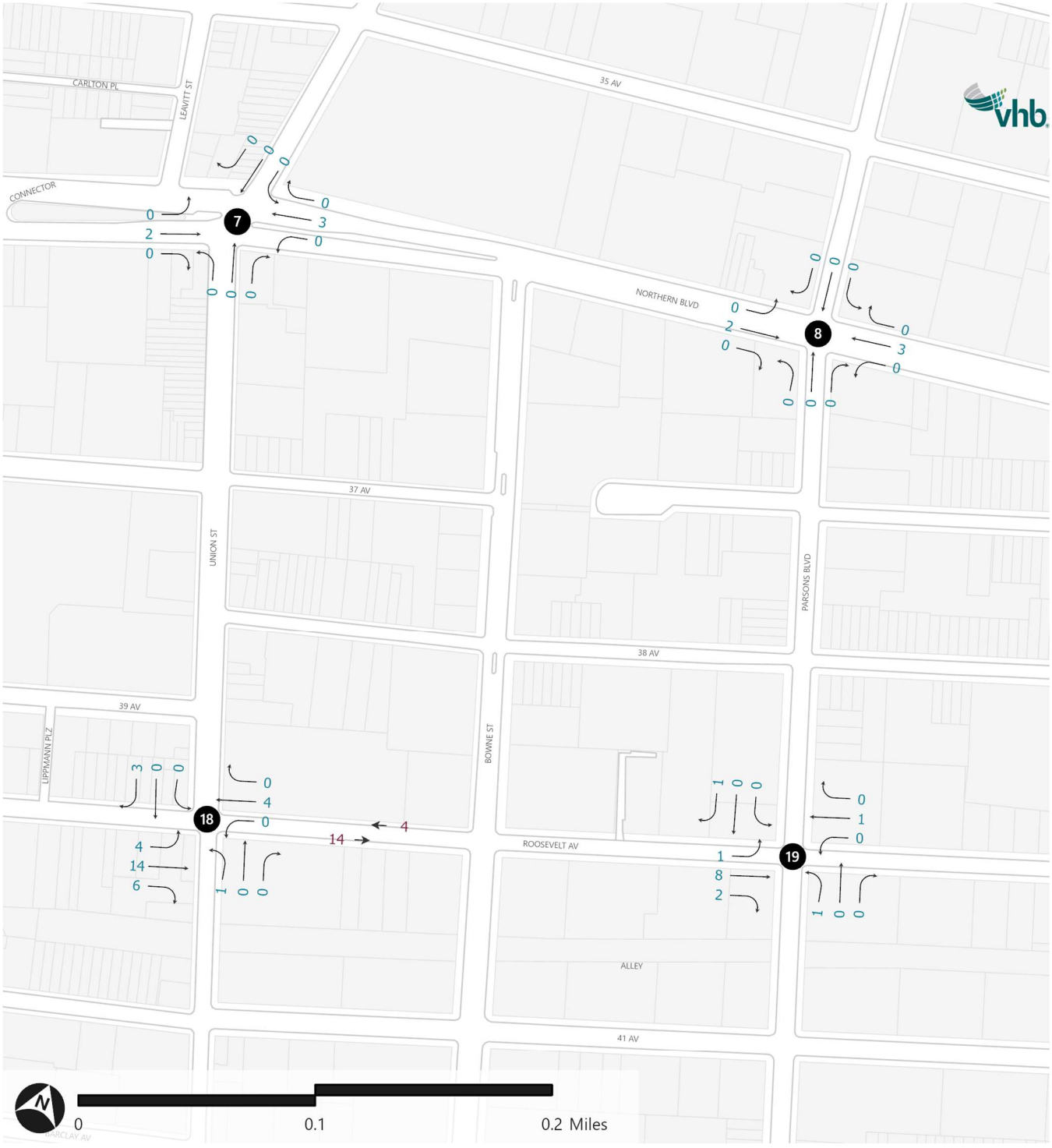
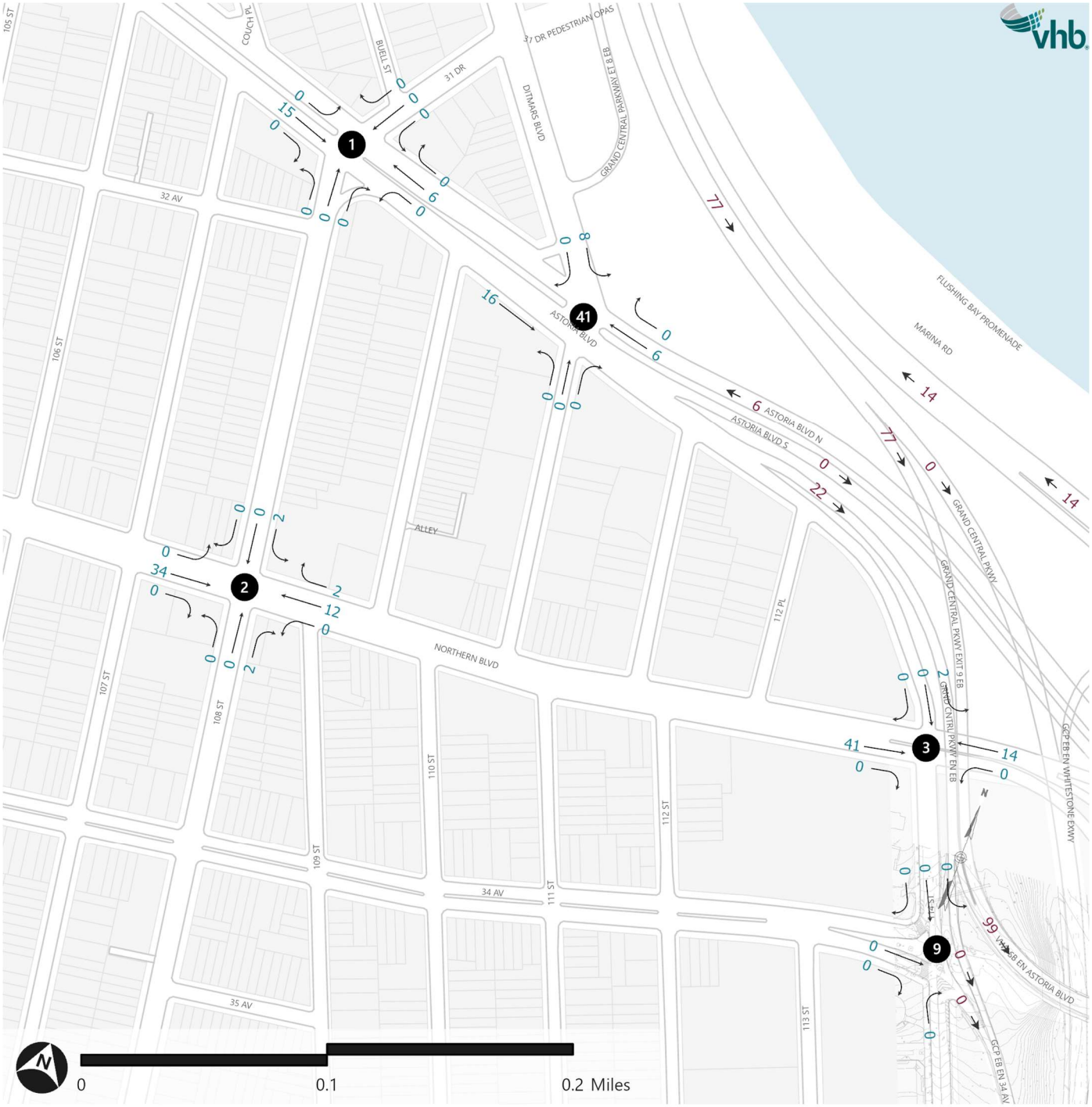


Figure D-146a: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour



Legend

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

Figure D-146b: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour



Legend

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

Figure D-146c: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour

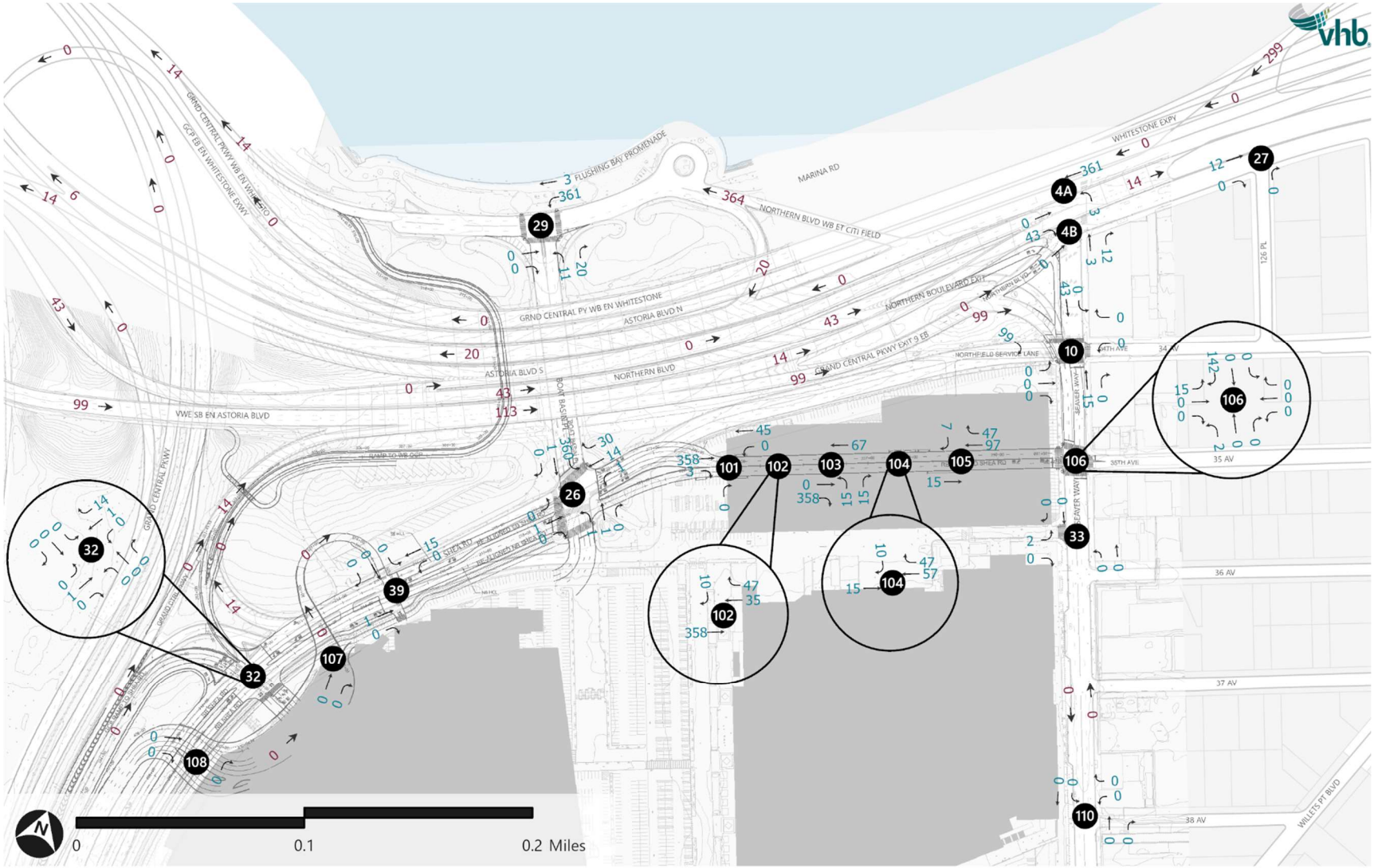
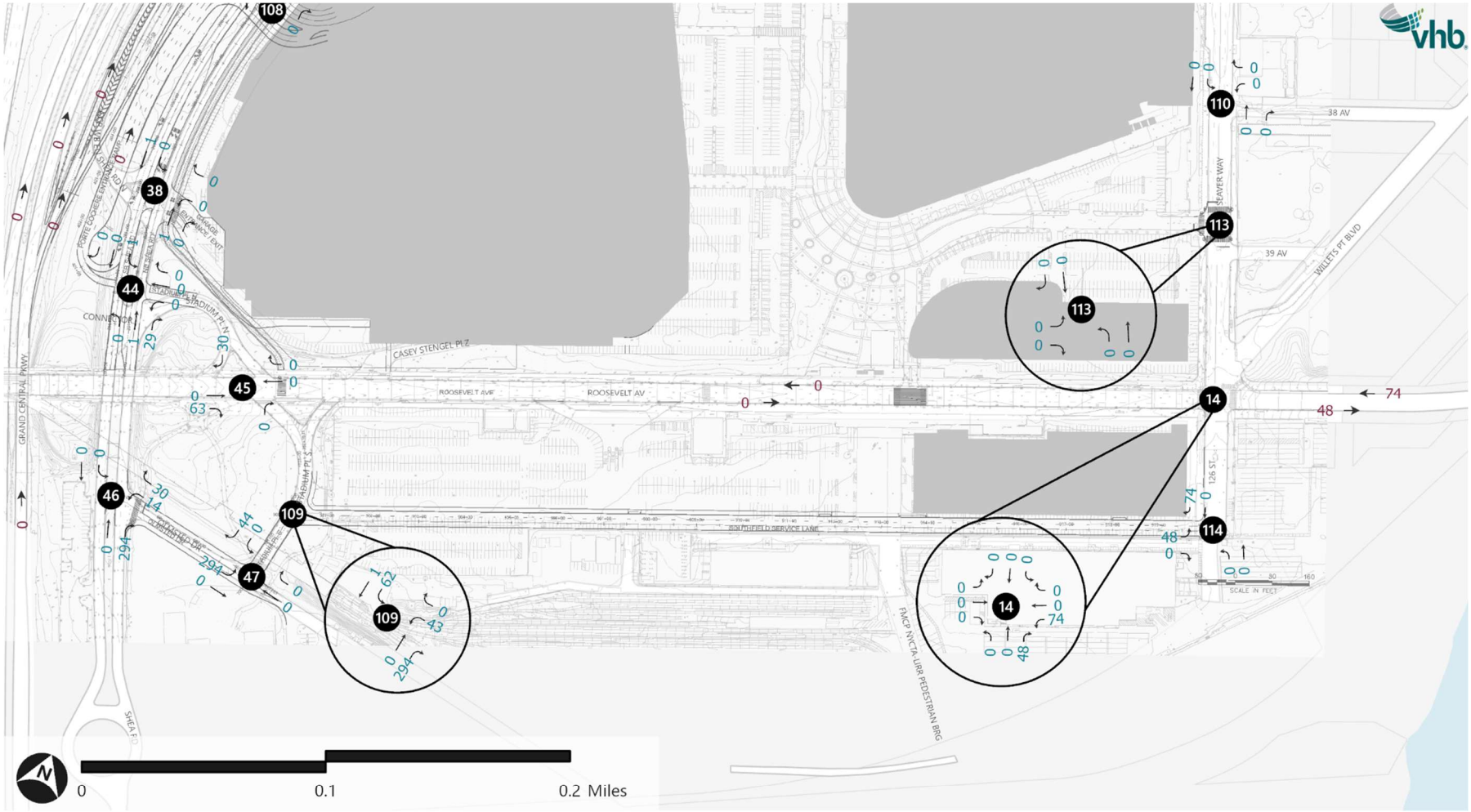


Figure D-146d: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour



Legend

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

Figure D-146e: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour

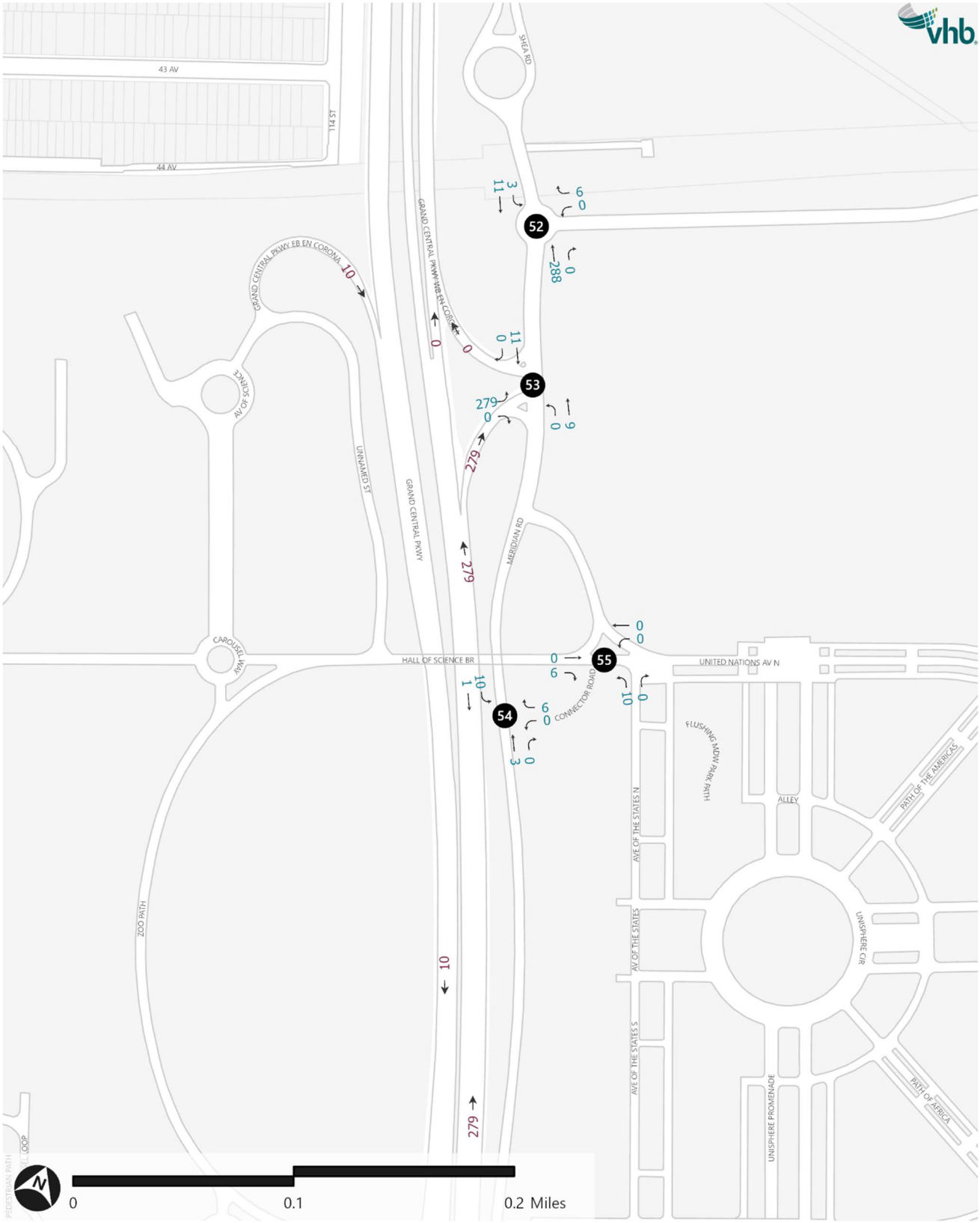
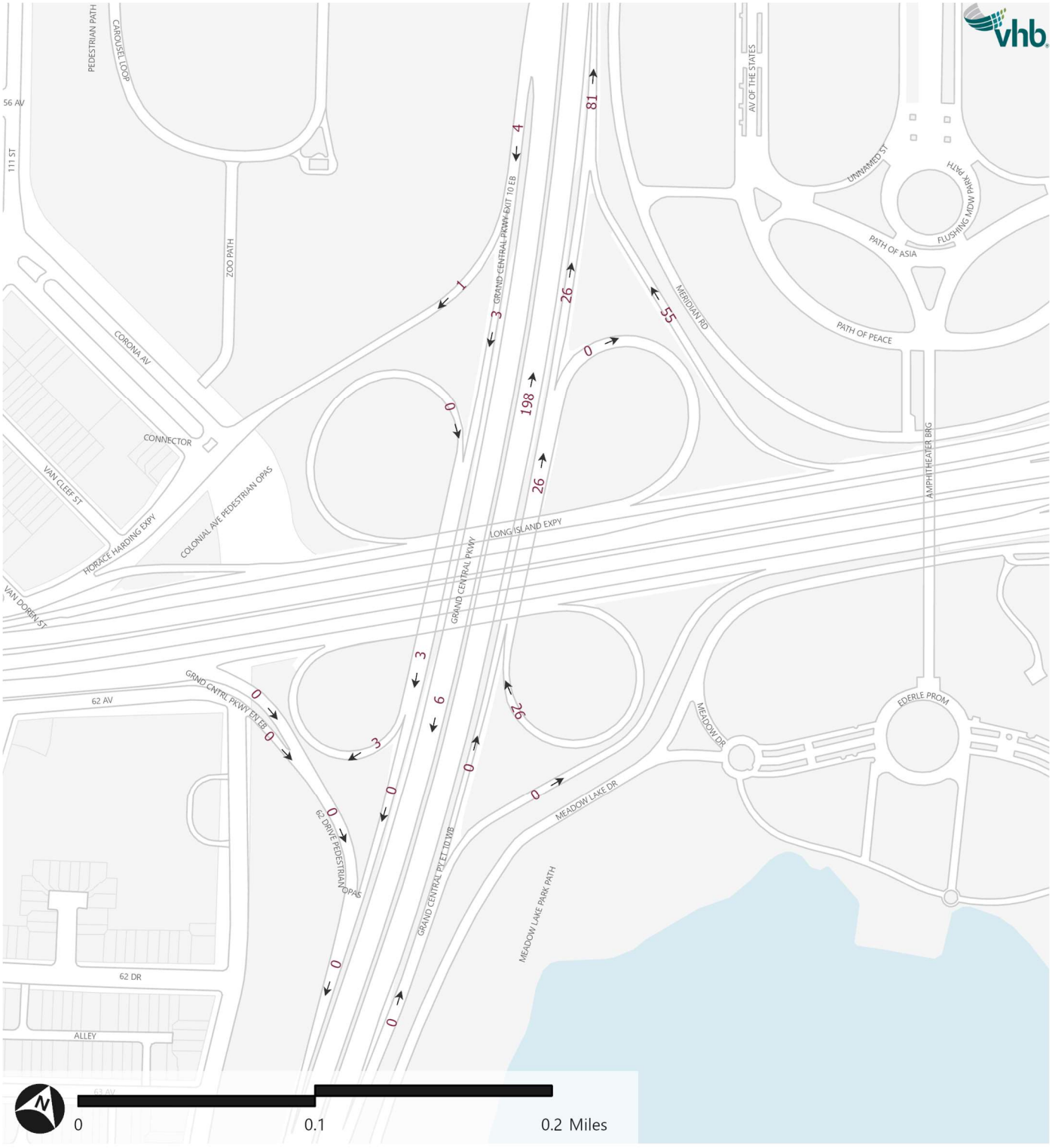


Figure D-146f: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour


PEDESTRIAN PATH
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CONNECTOR
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COLONIAL AVE PEDESTRIAN OPAS
VAN DORN ST
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GRAND CENTRAL PKWY
LONG ISLAND EXPY
GRND CNTRL PKWY EN EB
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62 DRIVE PEDESTRIAN OPAS
GRAND CENTRAL PY E/T 10 WB
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ALLEY
63 AV
AV OF THE STATES
UNNAMED ST
FLUSHING MDW PARK PATH
PATH OF ASIA
PATH OF PEACE
MERIDIAN RD
AMPHITHEATER BRG
MEADOW DR
EDERLE PROM
MEADOW LAKE DR
MEADOW LAKE PARK PATH
81
4
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3
26
55
0
198
26
3
6
26
0
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Figure D-146g: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour



Figure D-146h: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour

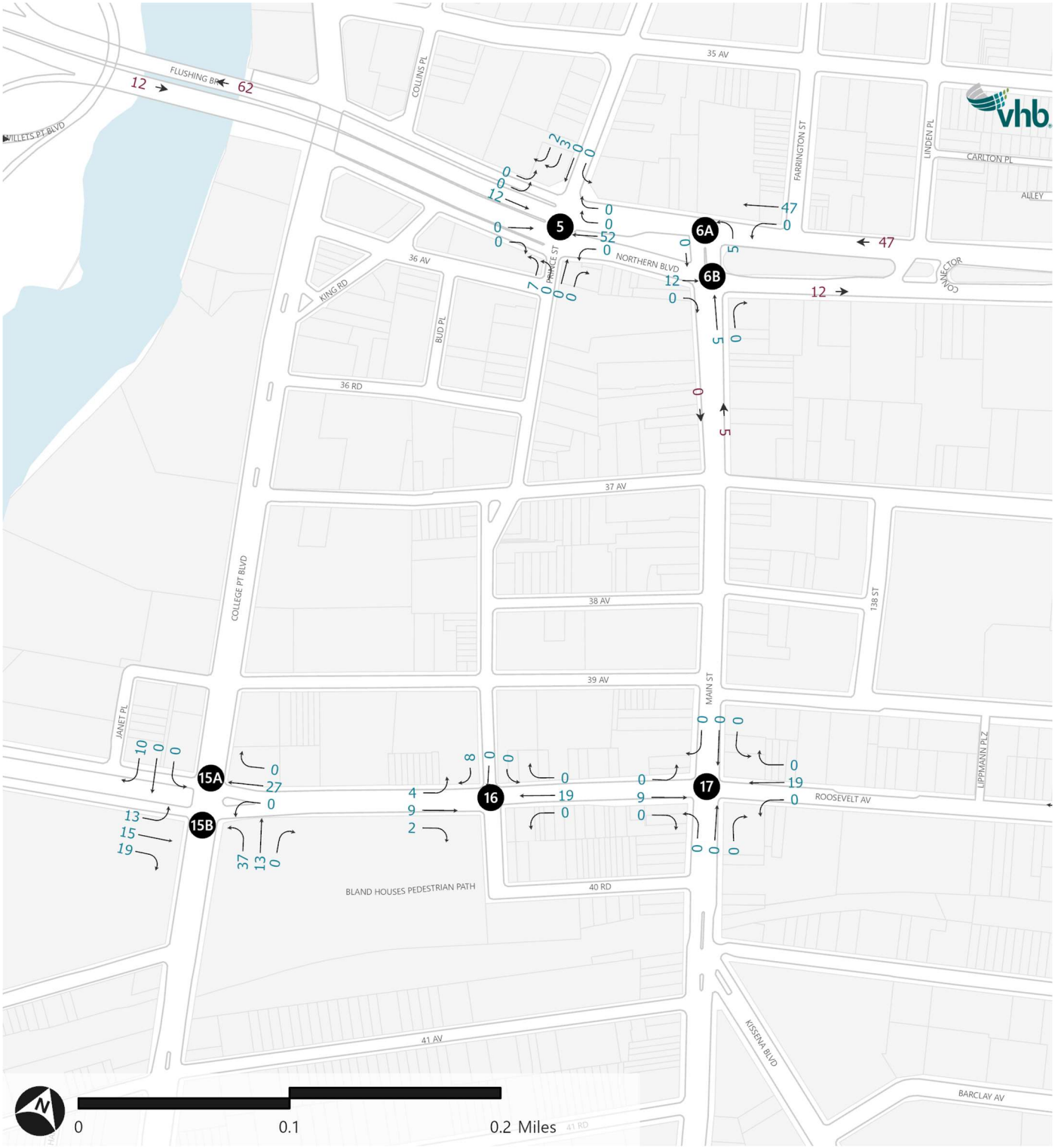


Figure D-146i: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Weekday PM Peak Hour

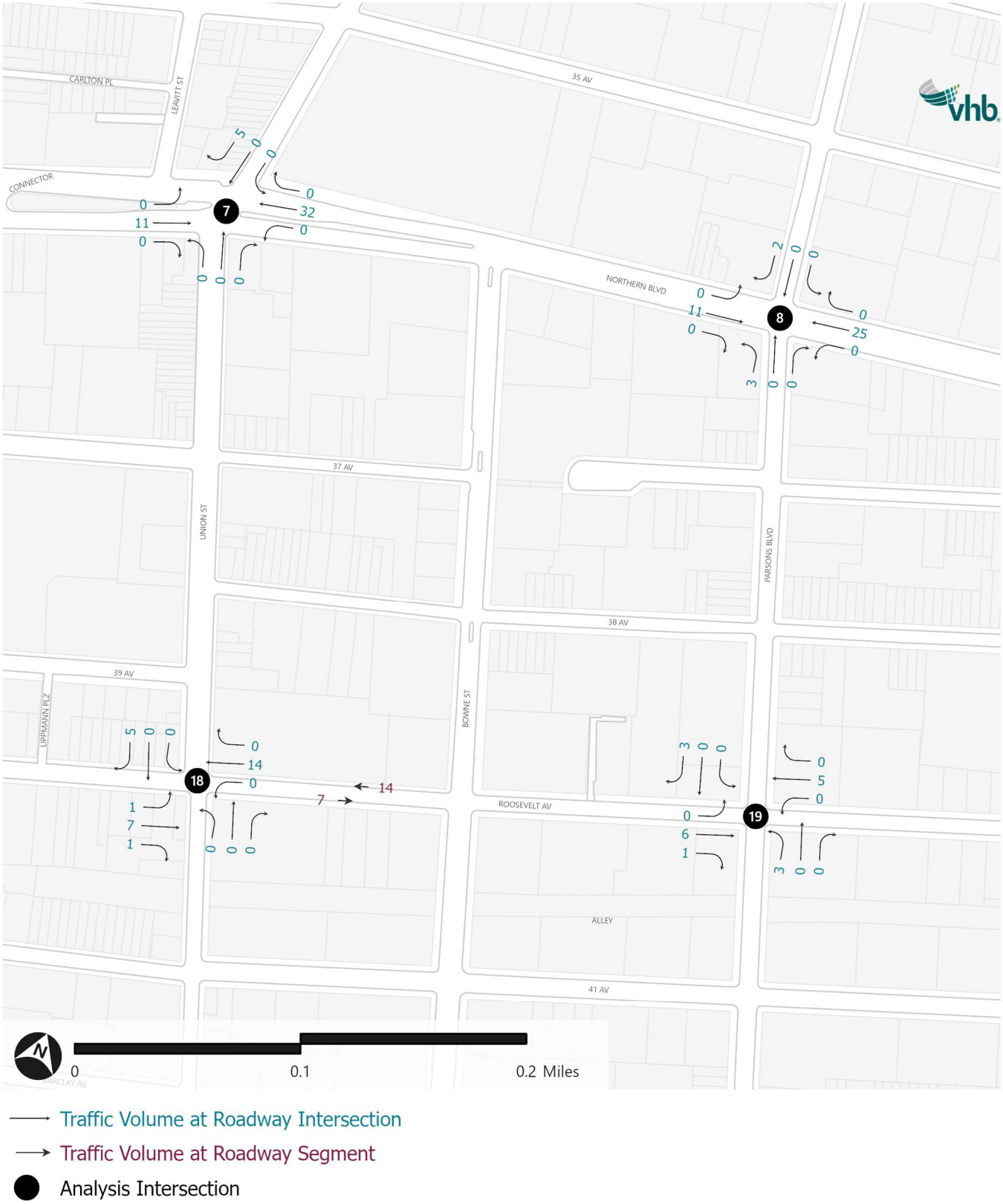
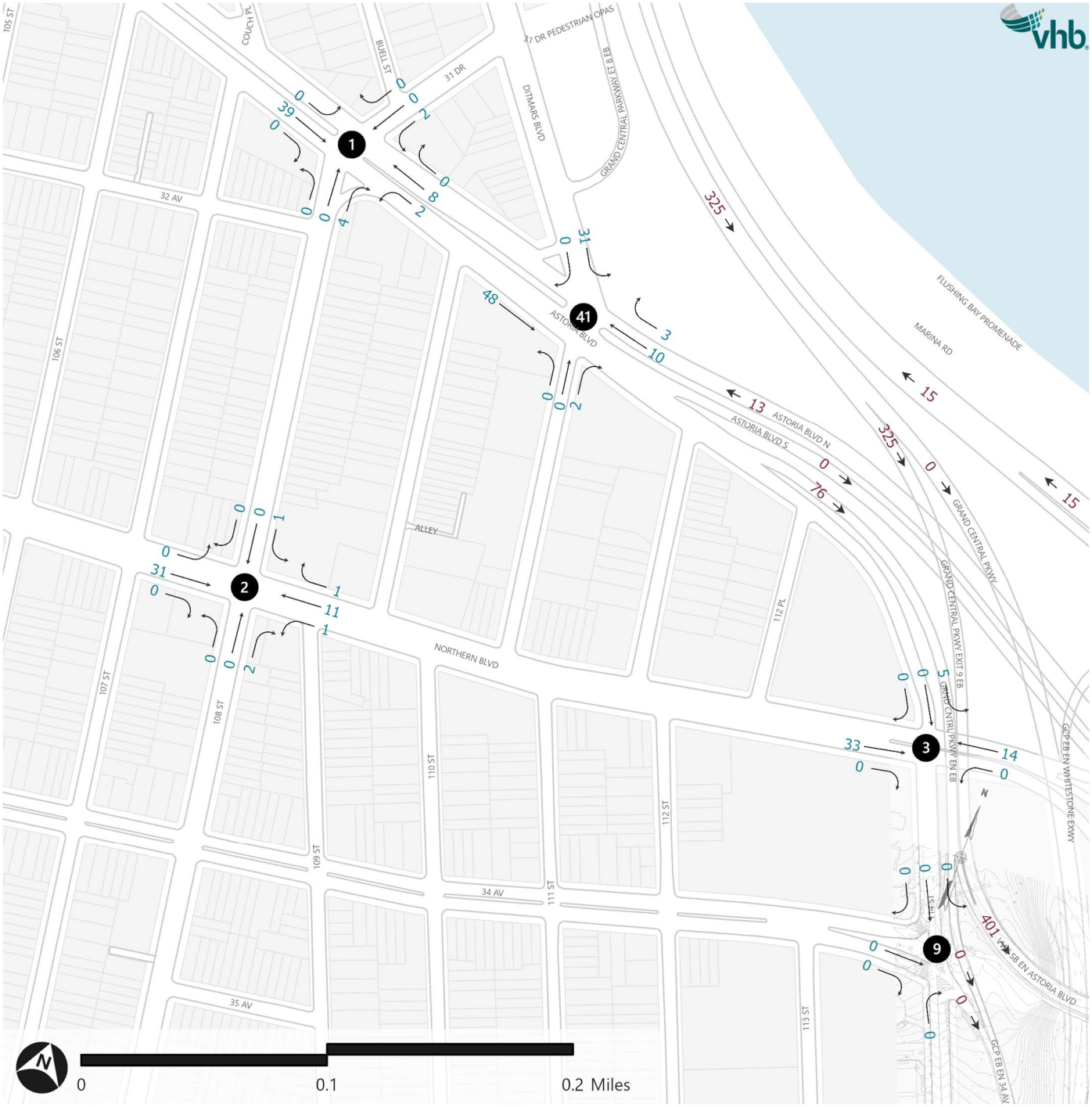


Figure D-147a: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Legend

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

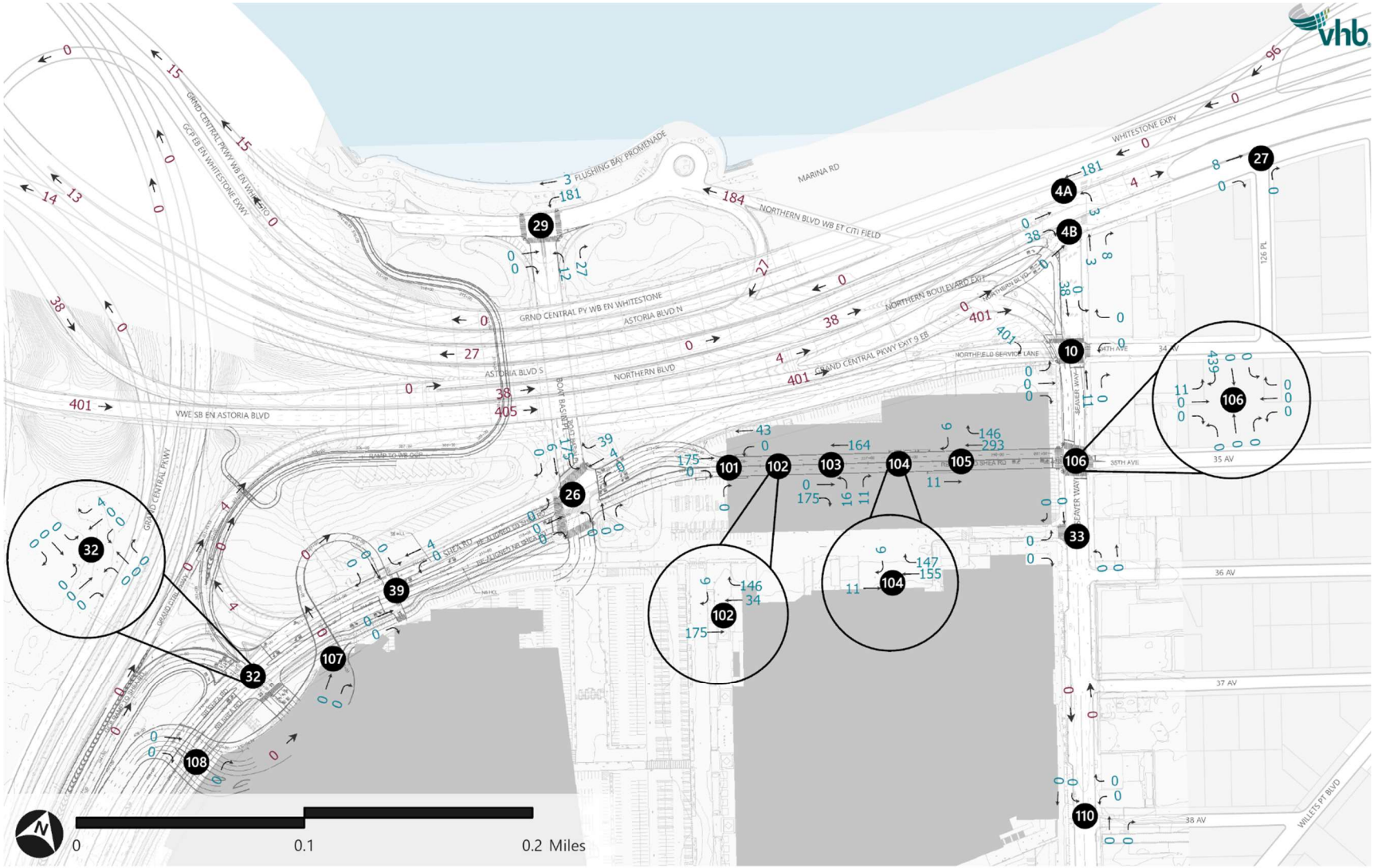
Figure D-147b: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Legend

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

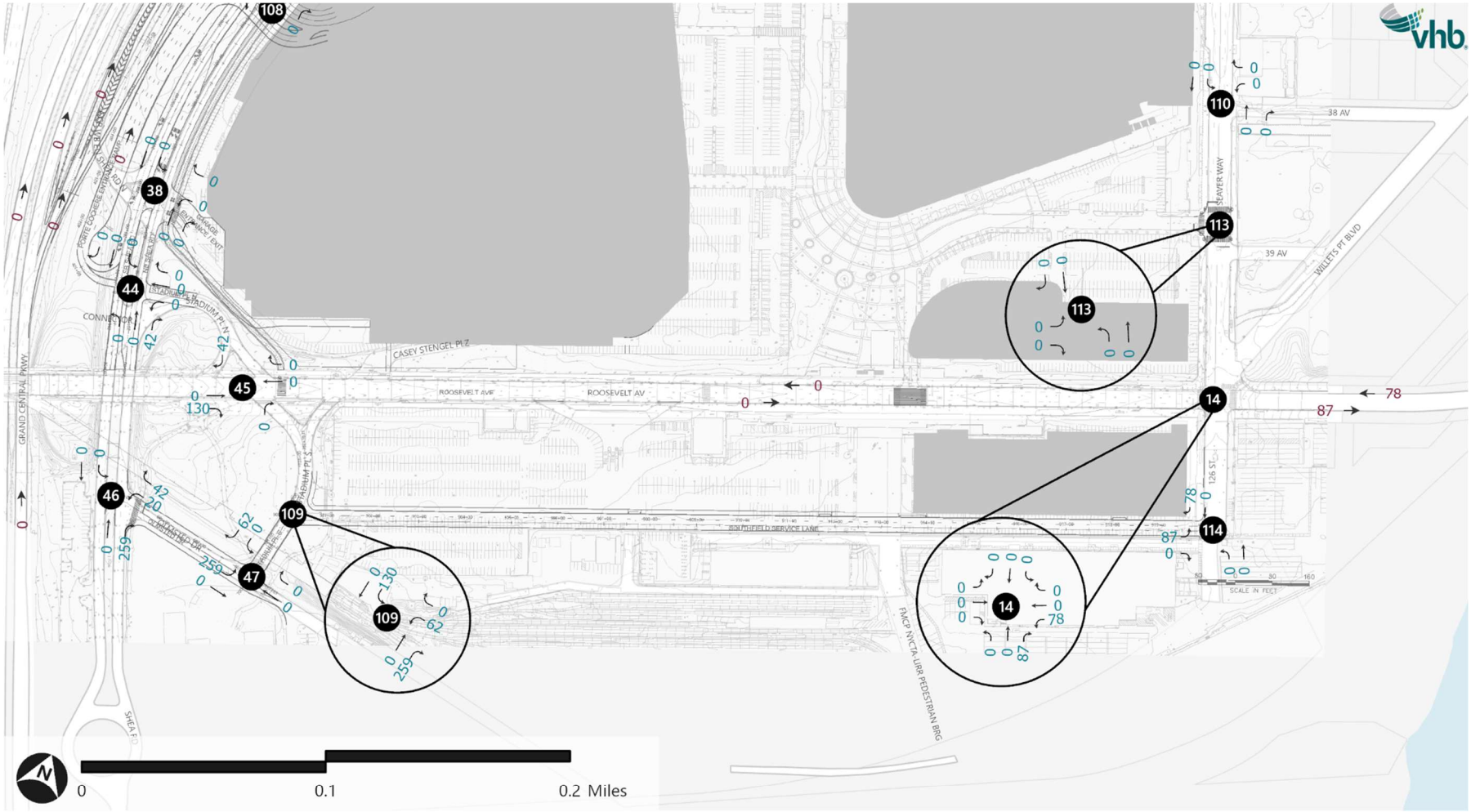
Figure D-147c: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Legend

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

Figure D-147d: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Legend

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

Figure D-147e: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour

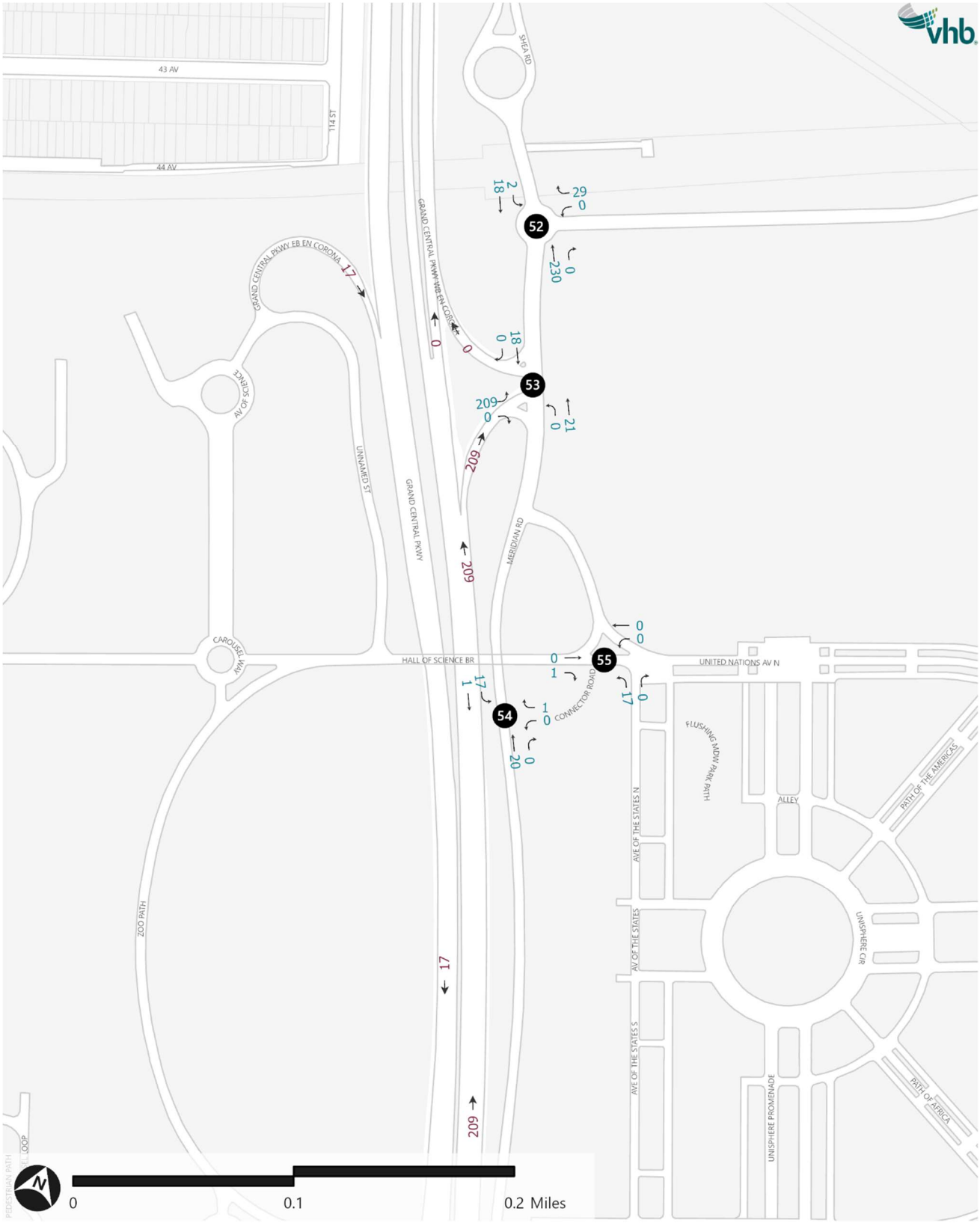
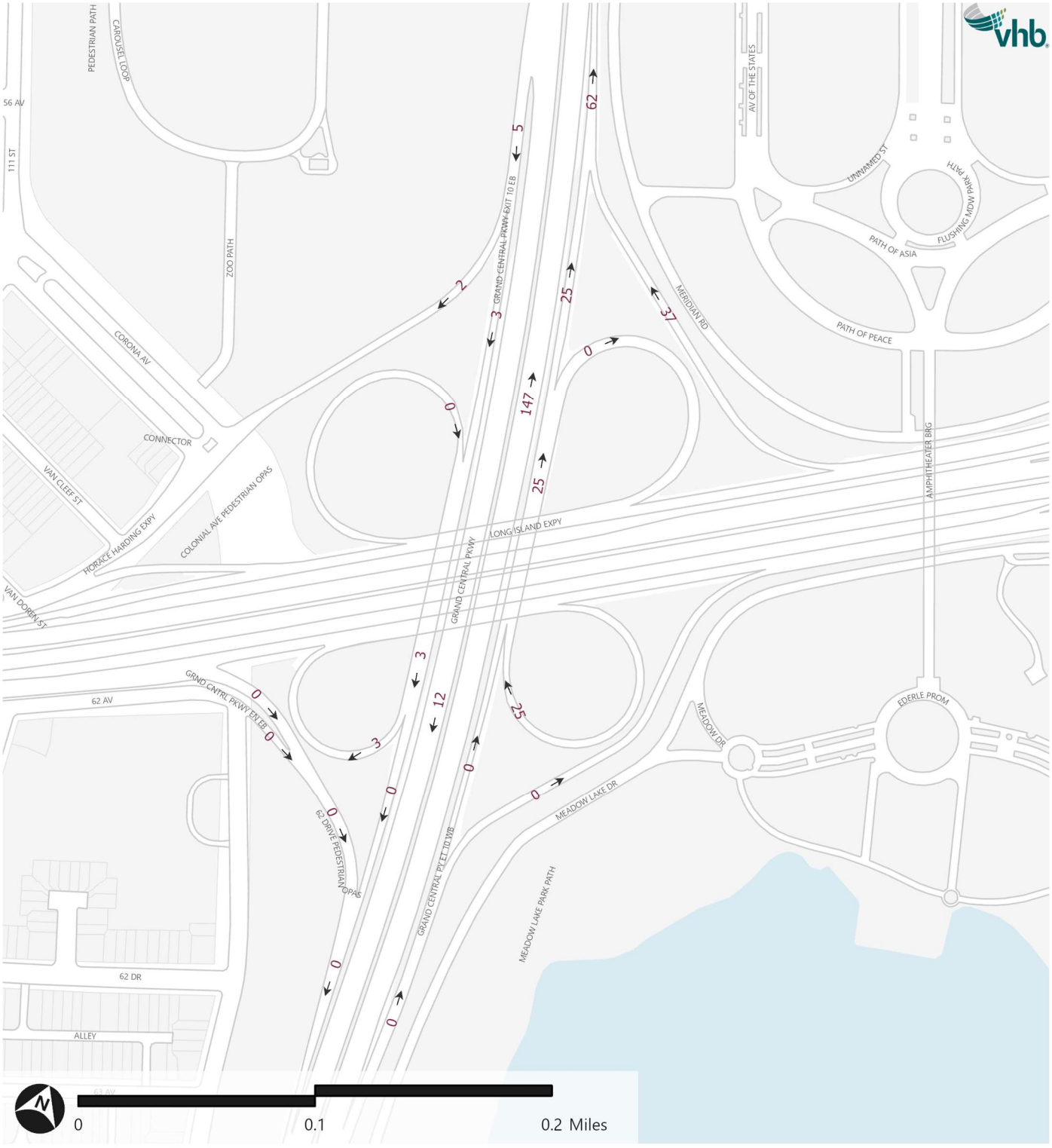


Figure D-147f: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour


PEDESTRIAN PATH
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VAN DORN ST
GRAND CENTRAL PKWY
LONG ISLAND EXPY
GRAND CENTRAL PKWY EXIT 10 EB
GRAND CNTRL PKWY EN EB
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GRAND CENTRAL PY ET 10 WB
62 DR
ALLEY
63 AV
AV OF THE STATES
UNNAMED ST
FLUSHING MDW PARK PATH
PATH OF ASIA
PATH OF PEACE
MERIDIAN RD
AMPHITHEATER BRG
EDERLE PROM
MEADOW DR
MEADOW LAKE DR
MEADOW LAKE PARK PATH
62
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37
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147
25
3
12
25
0
3
0
0
0

Figure D-147g: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Figure D-147h: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour

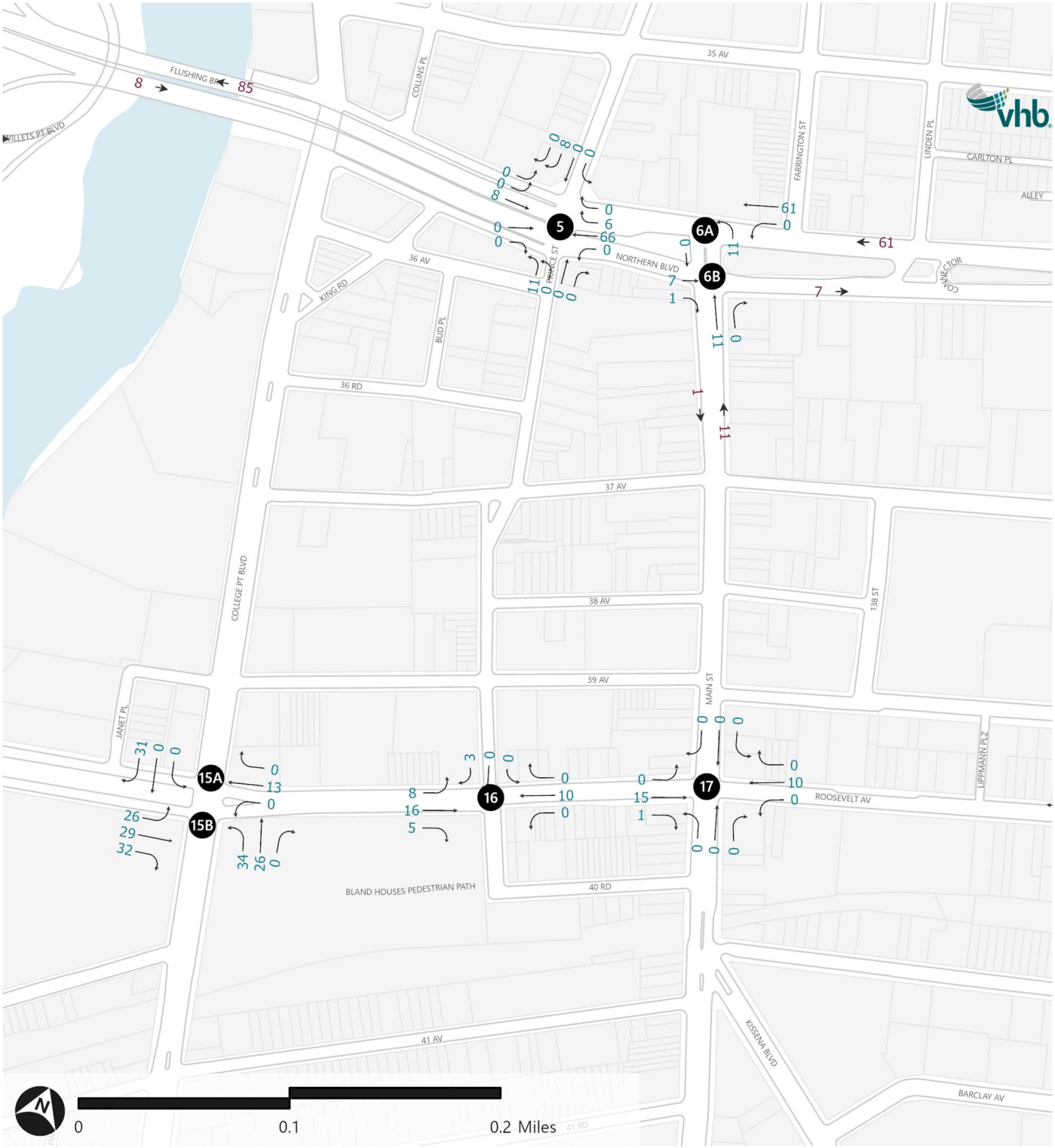


Figure D-147i: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Pre Game Peak Hour

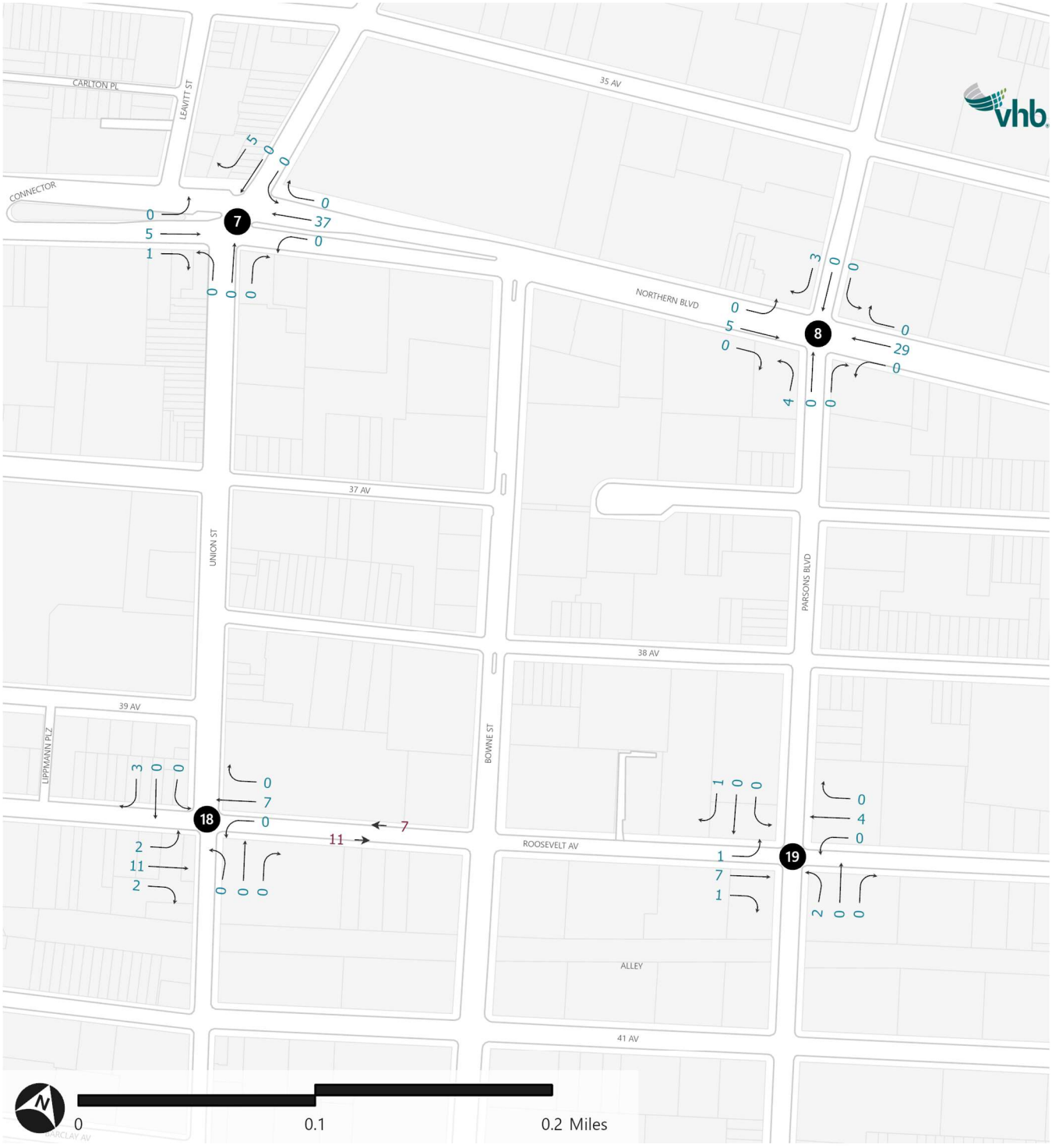
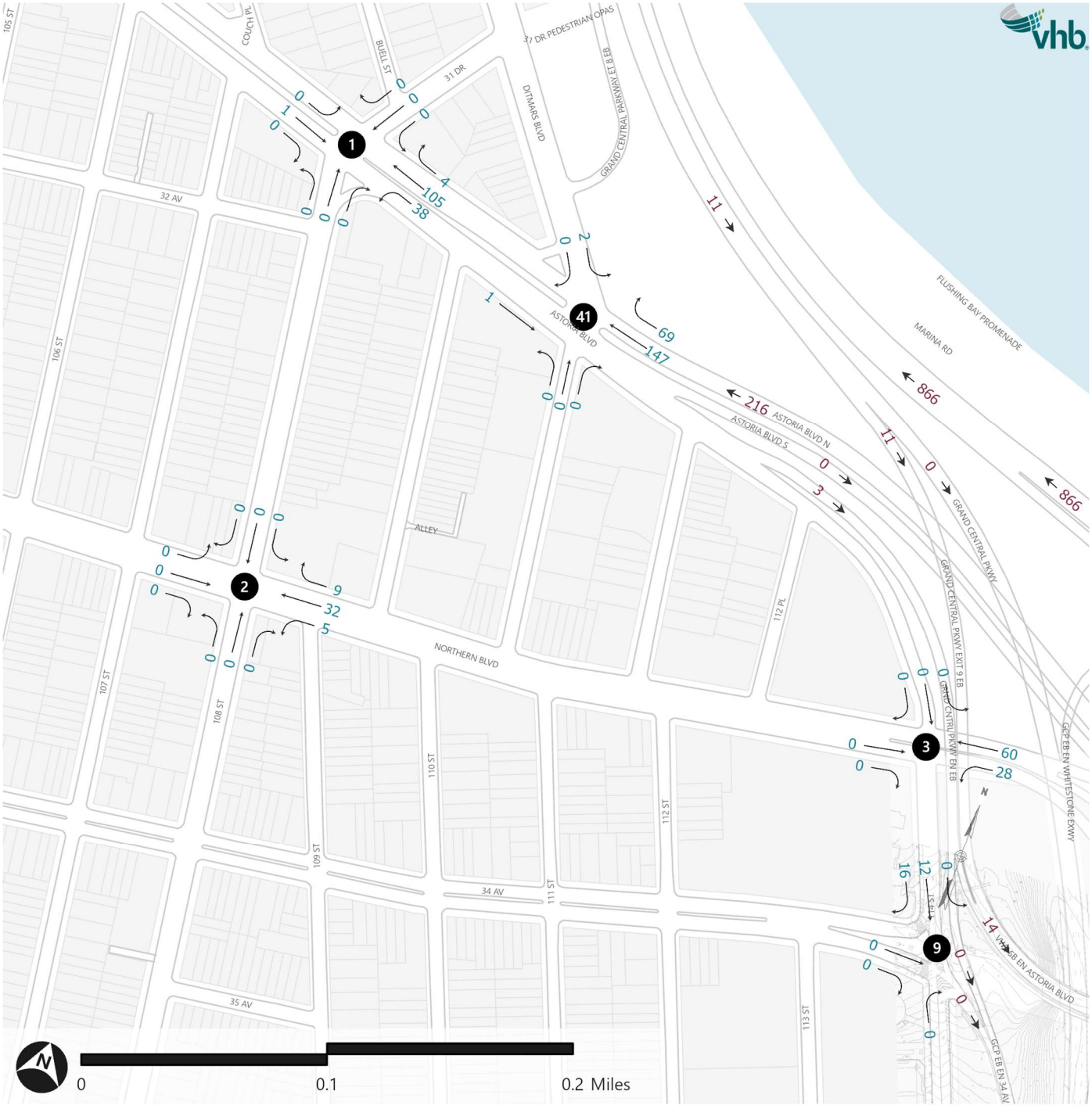


Figure D-148a: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Legend

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

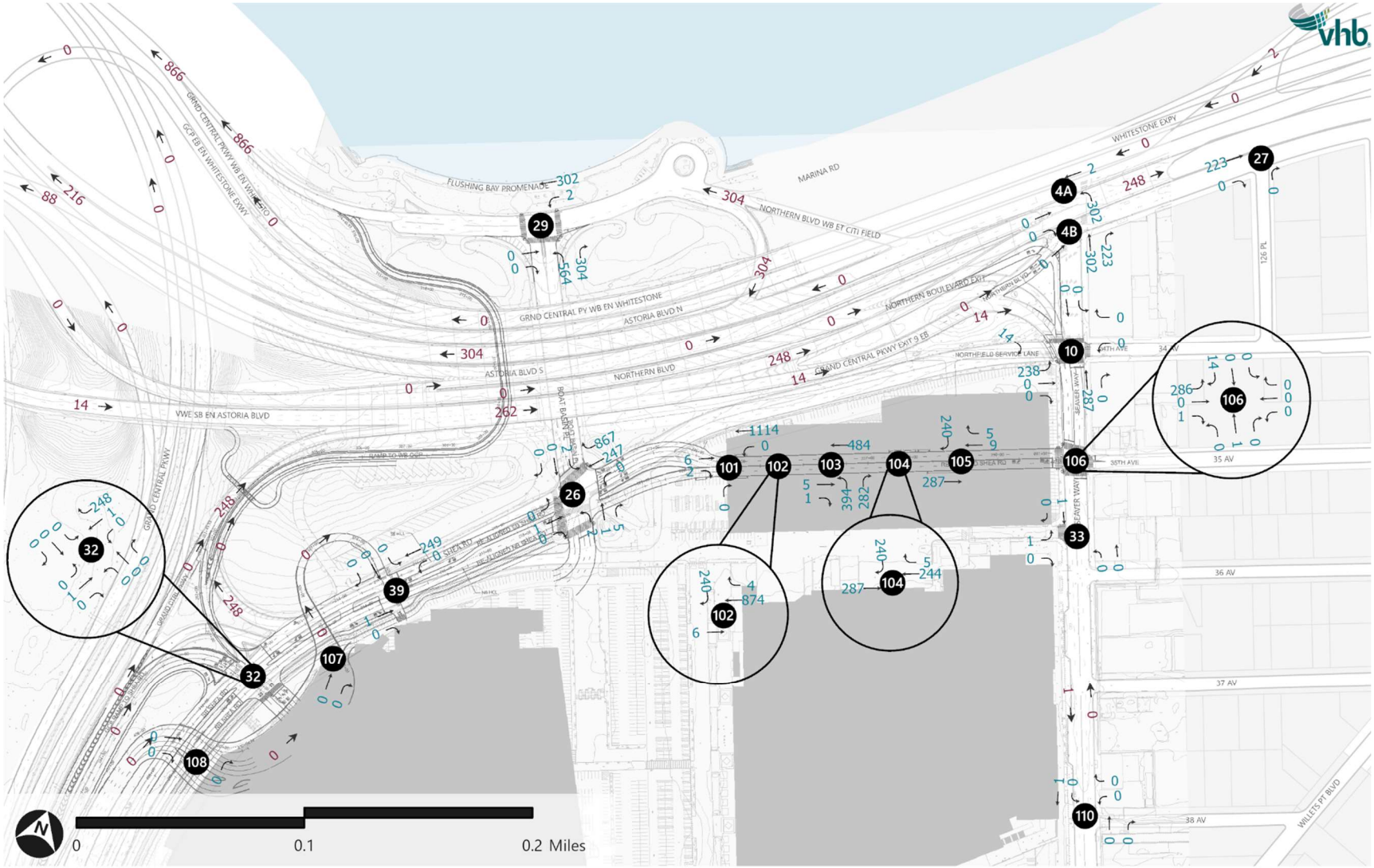
Figure D-148b: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Legend

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

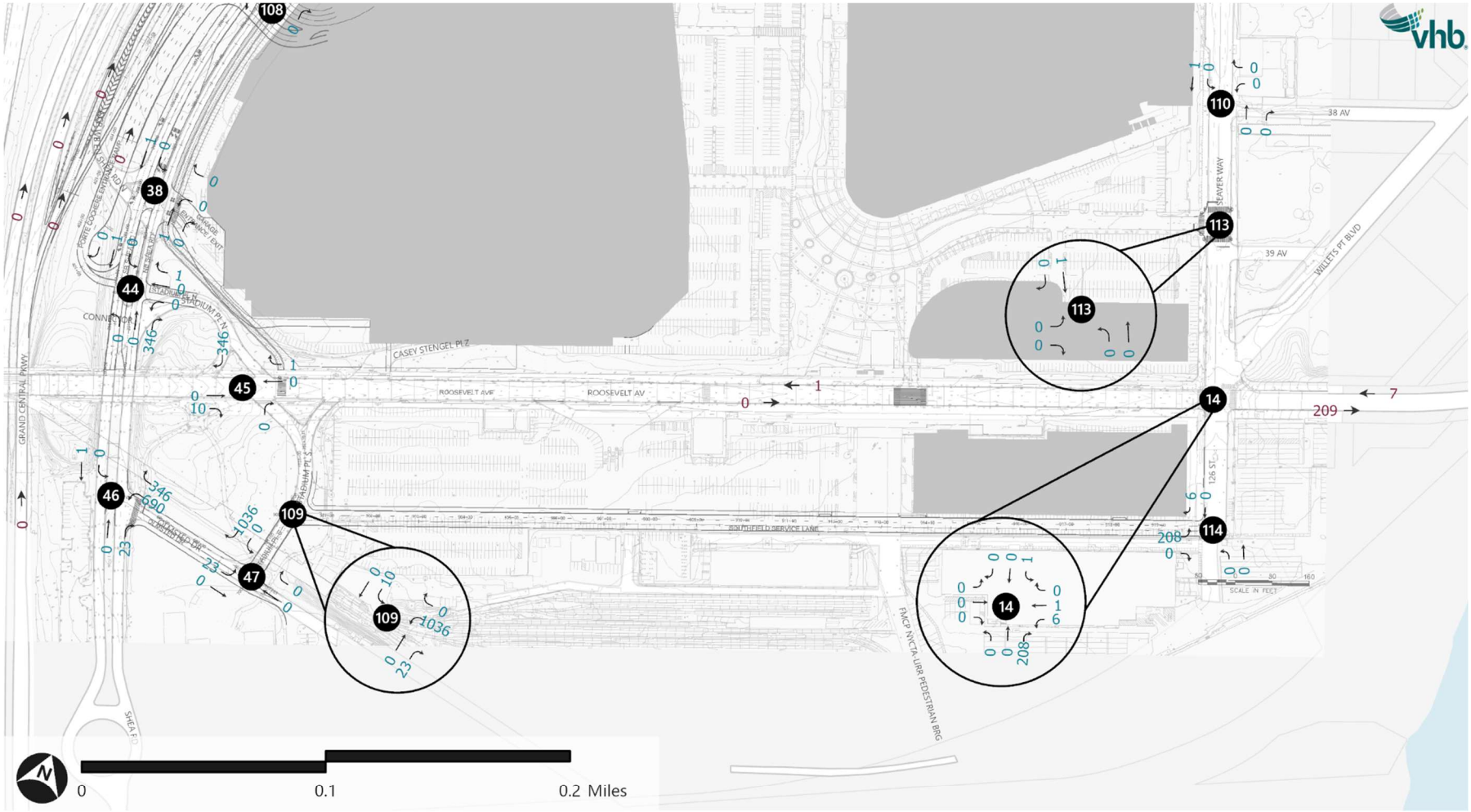
Figure D-148c: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Legend

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

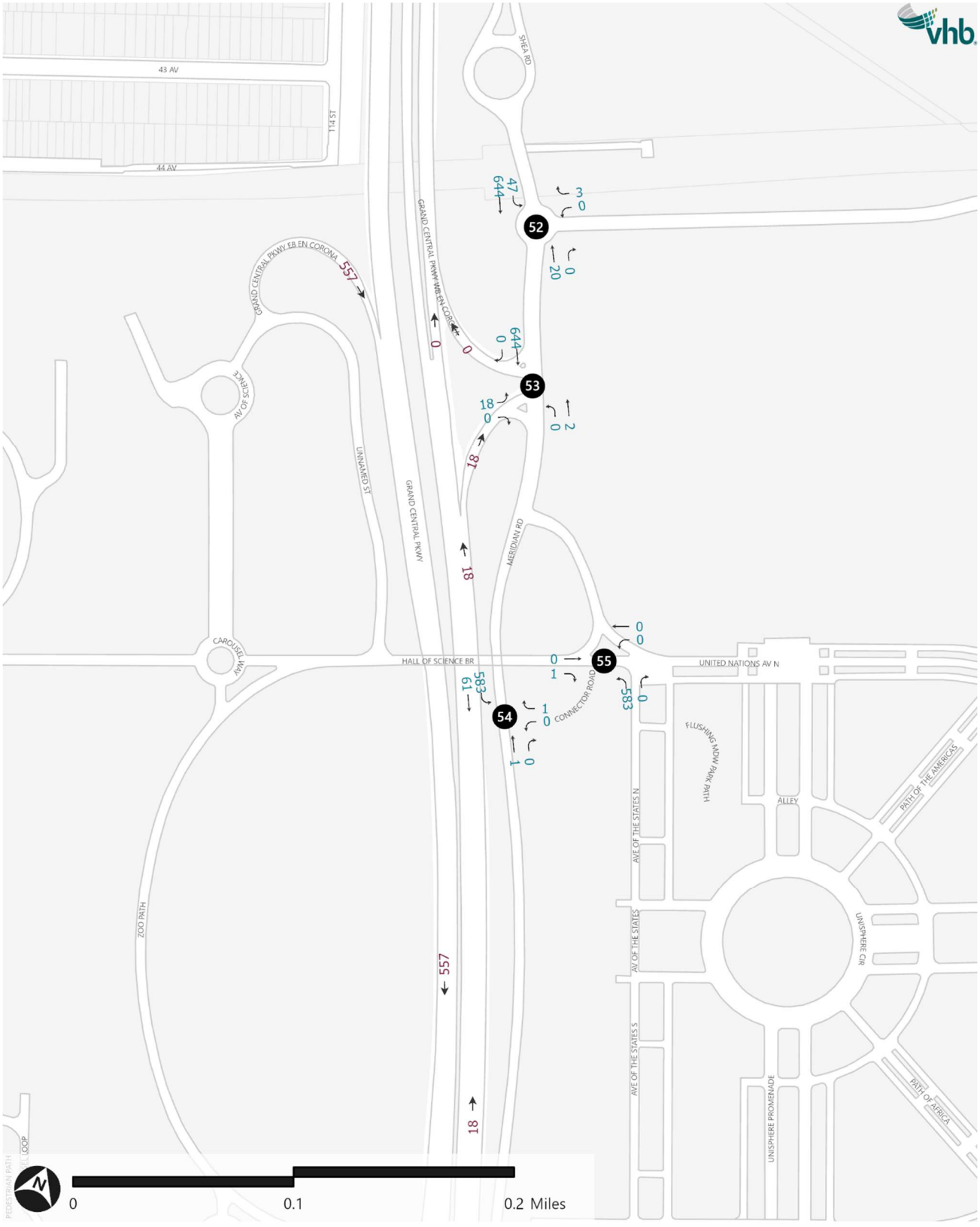
Figure D-148d: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Legend

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

Figure D-148e: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Traffic Volume at Roadway Intersection

Traffic Volume at Roadway Segment

Analysis Intersection

Figure D-148f: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour

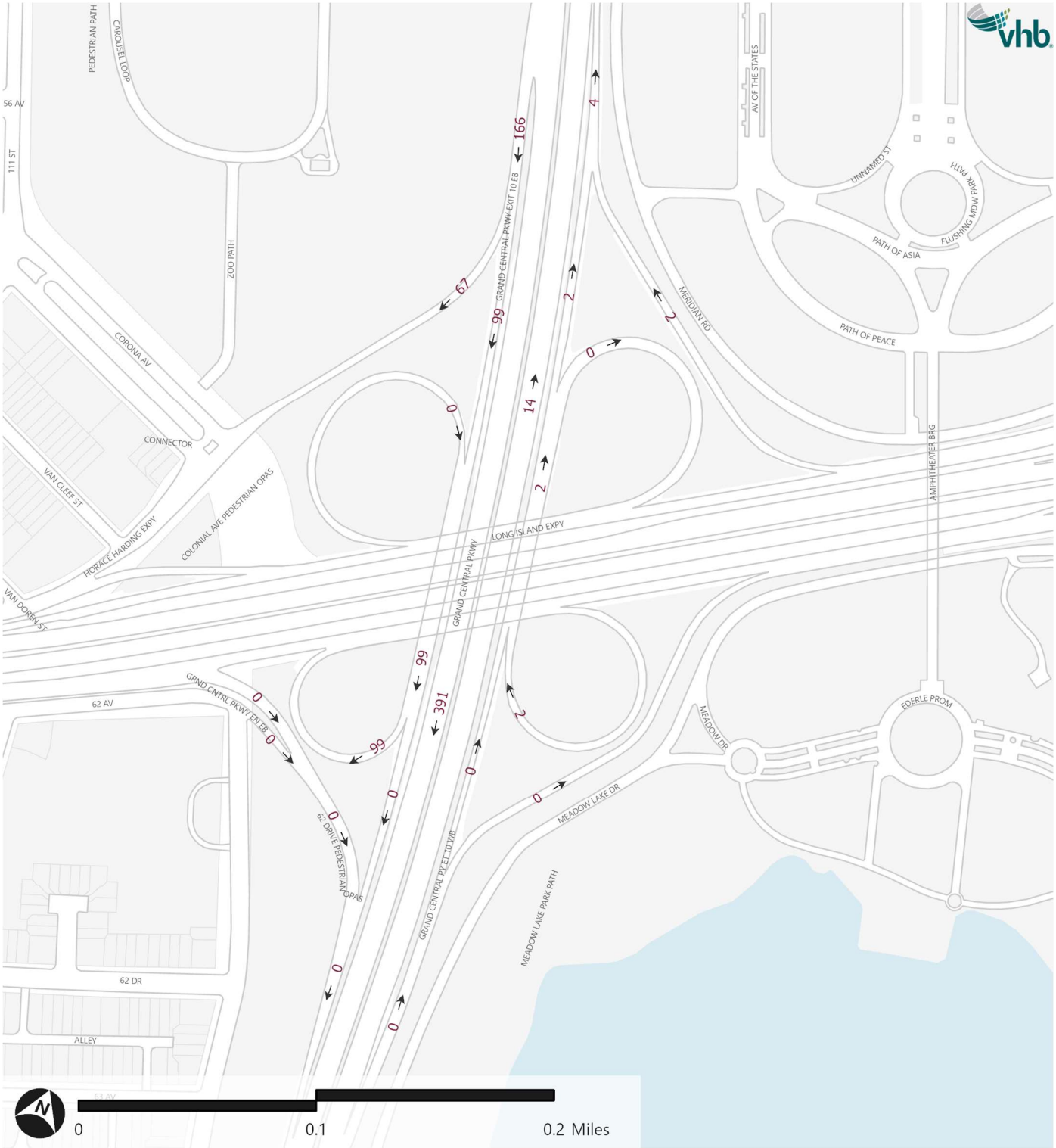


Figure D-148g: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Figure D-148h: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour

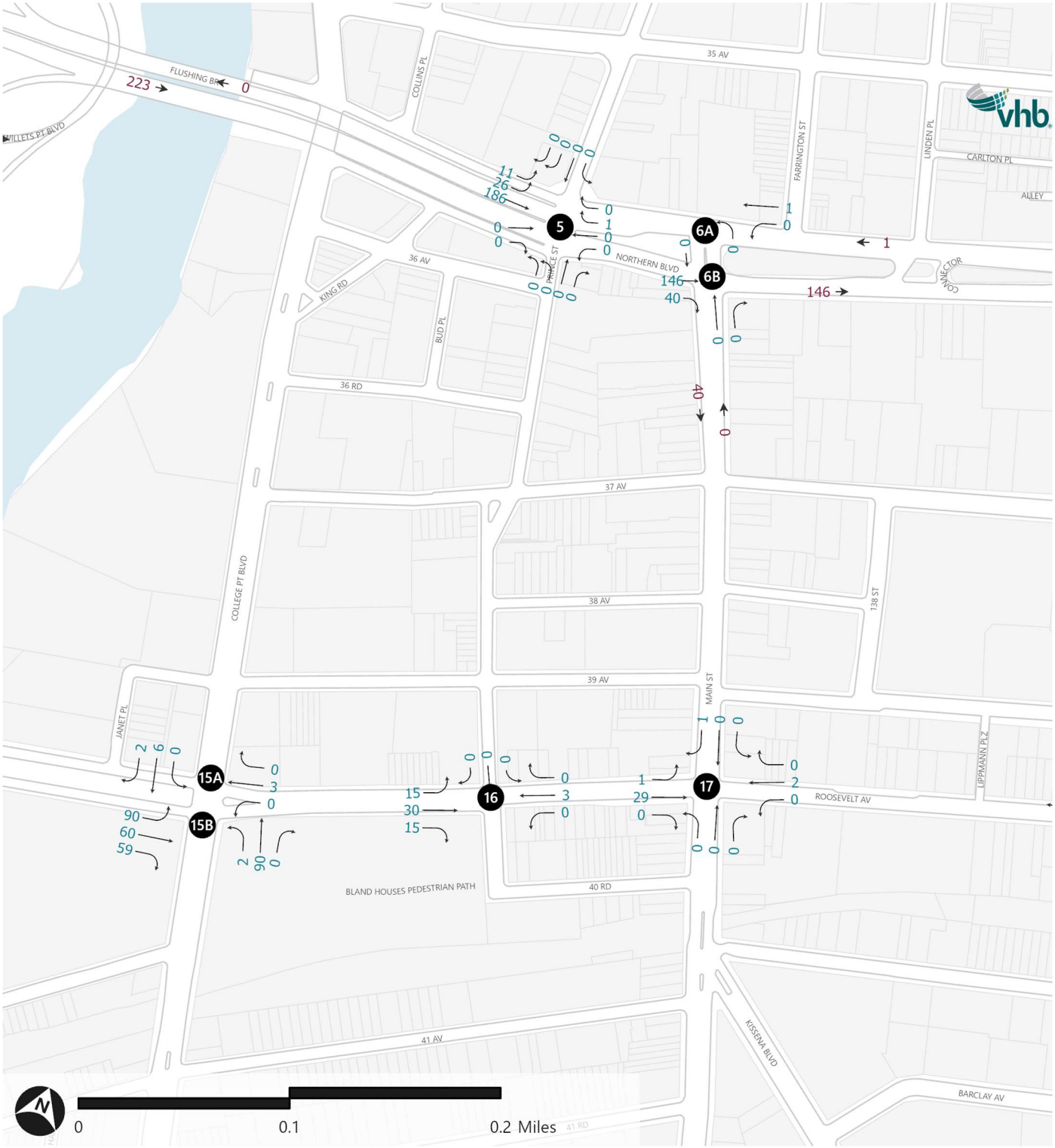


Figure D-148i: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Saturday PM Post Game Peak Hour

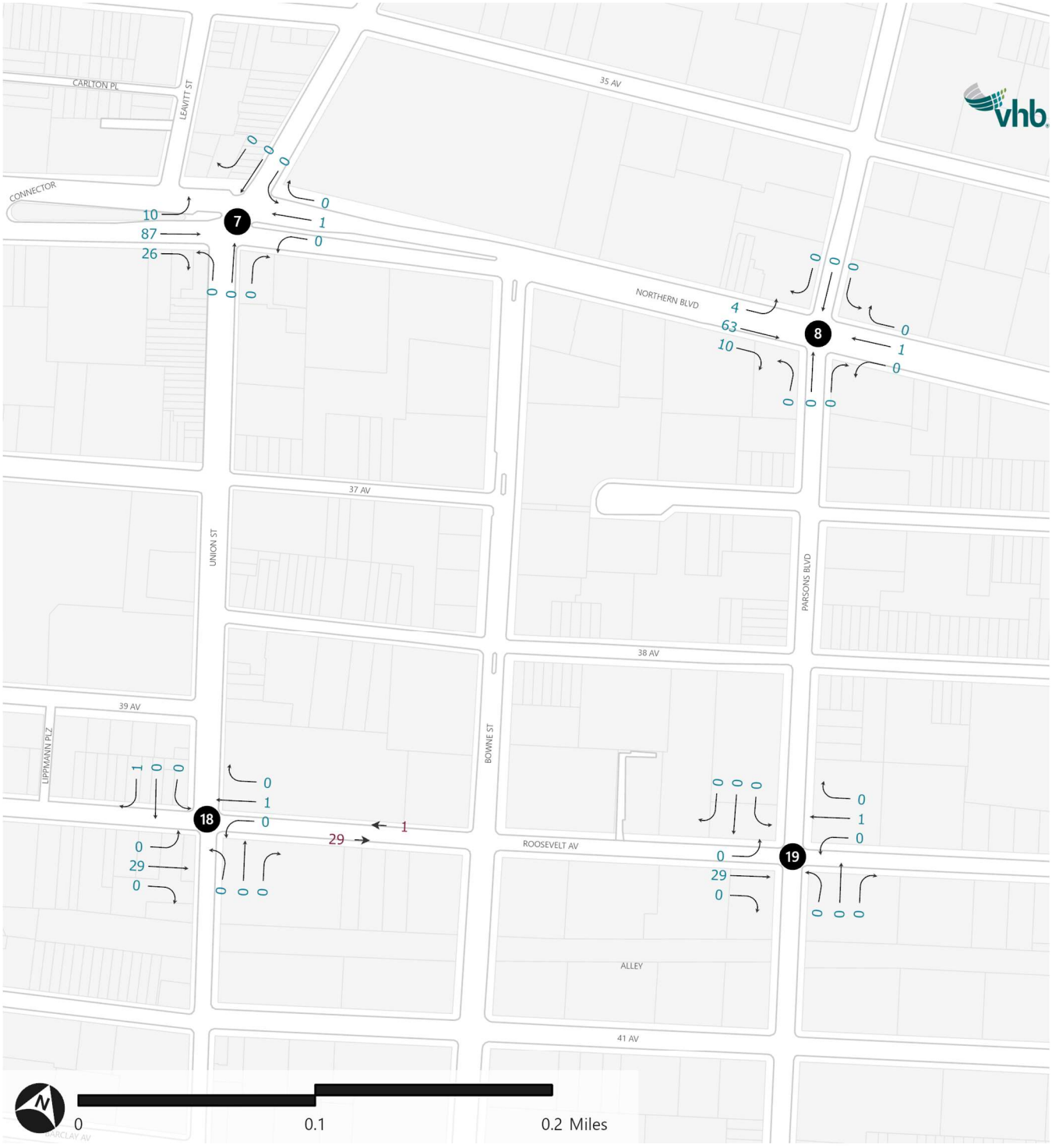
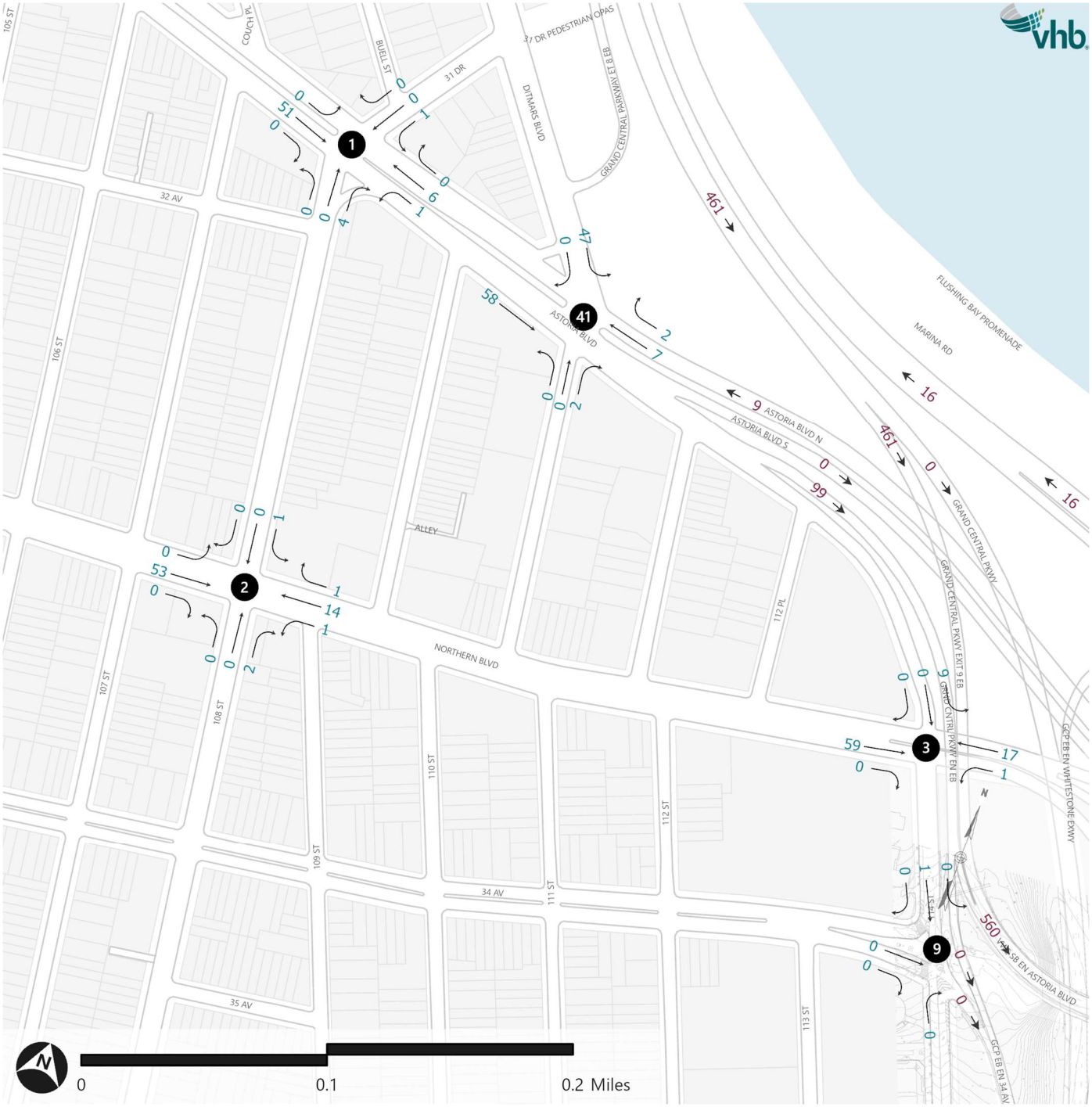


Figure D-149a: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour



Legend

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

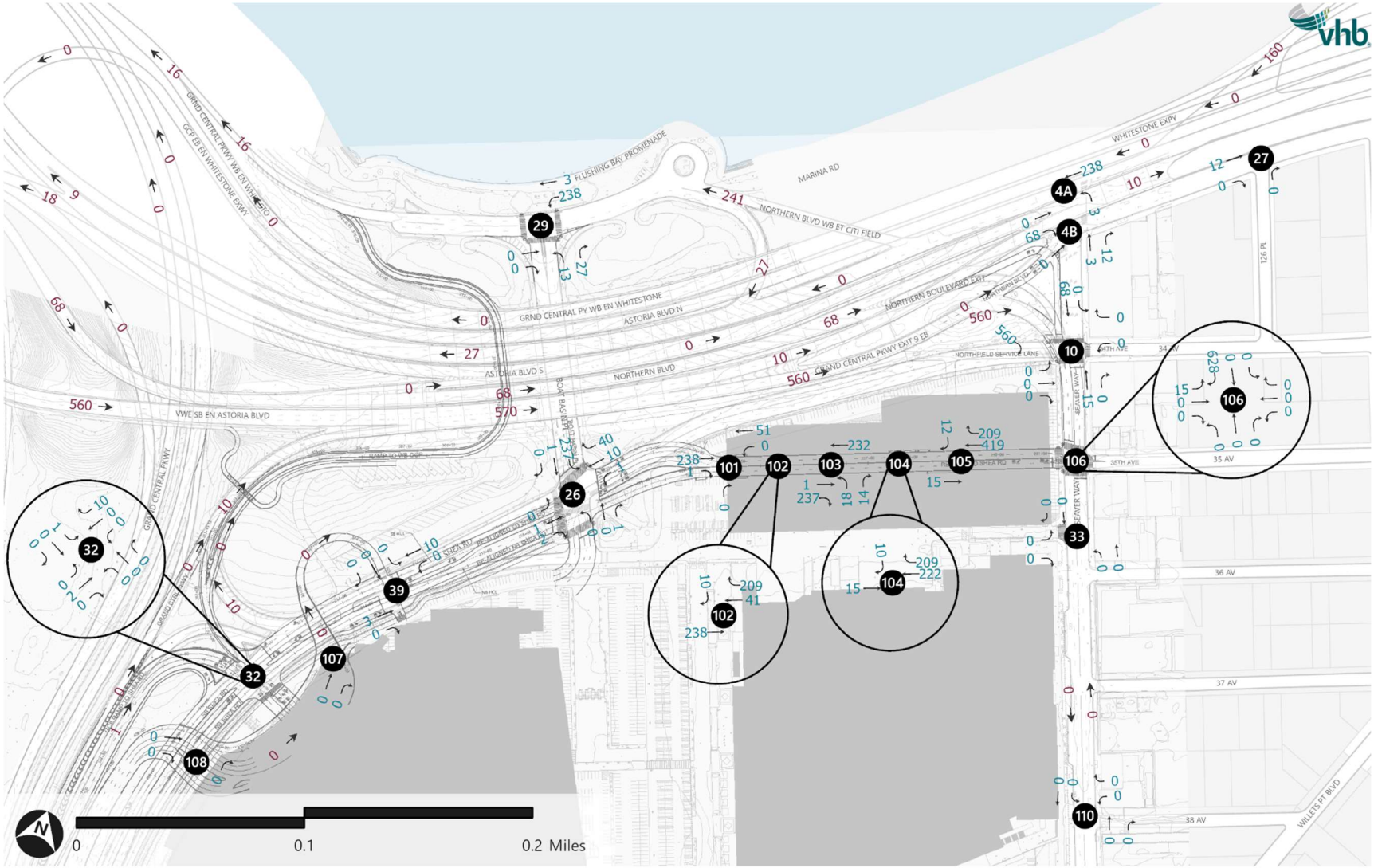
Figure D-149b: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour



Legend

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

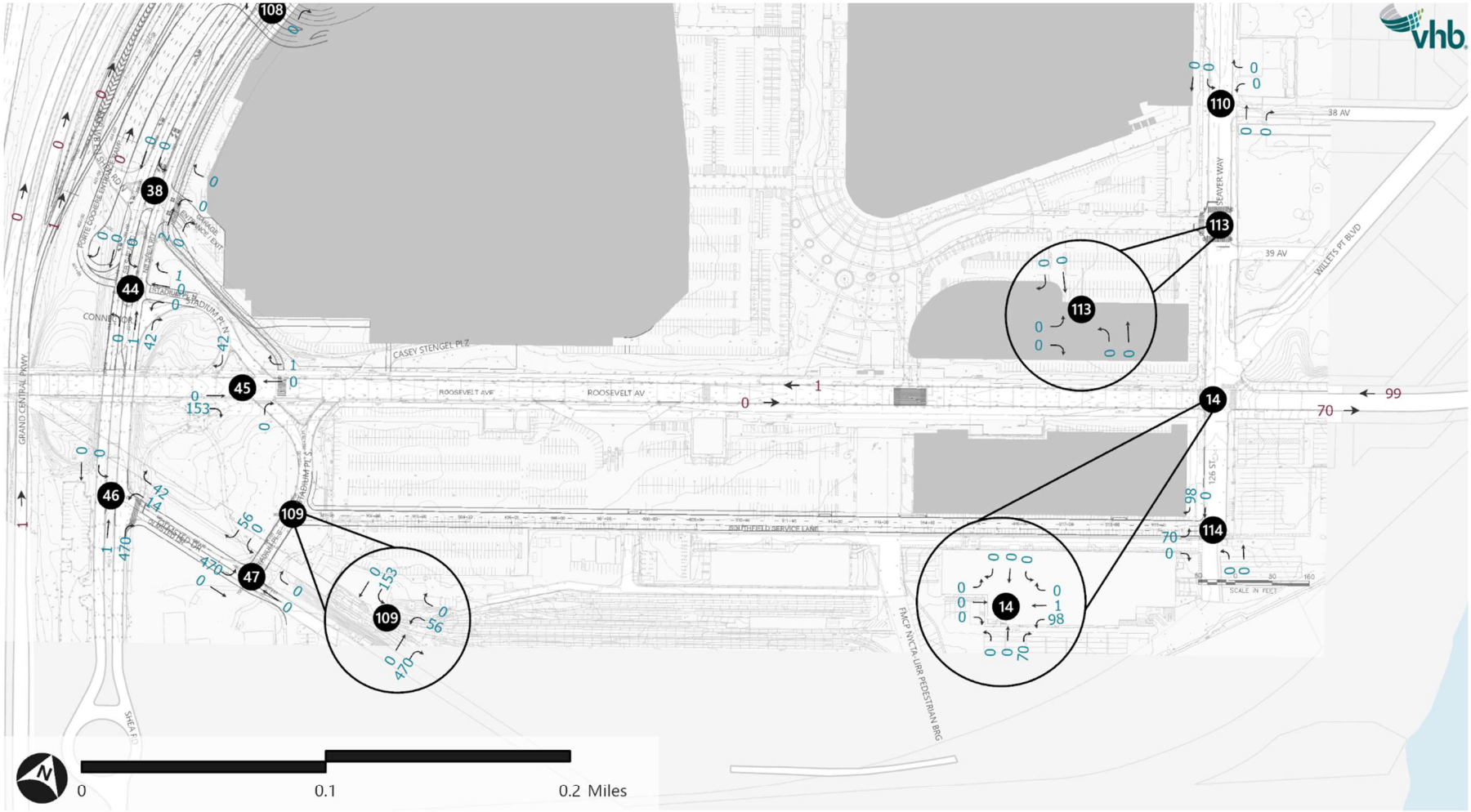
Figure D-149c: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour



Legend

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

Figure D-149d: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour



Legend

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

Figure D-149e: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour

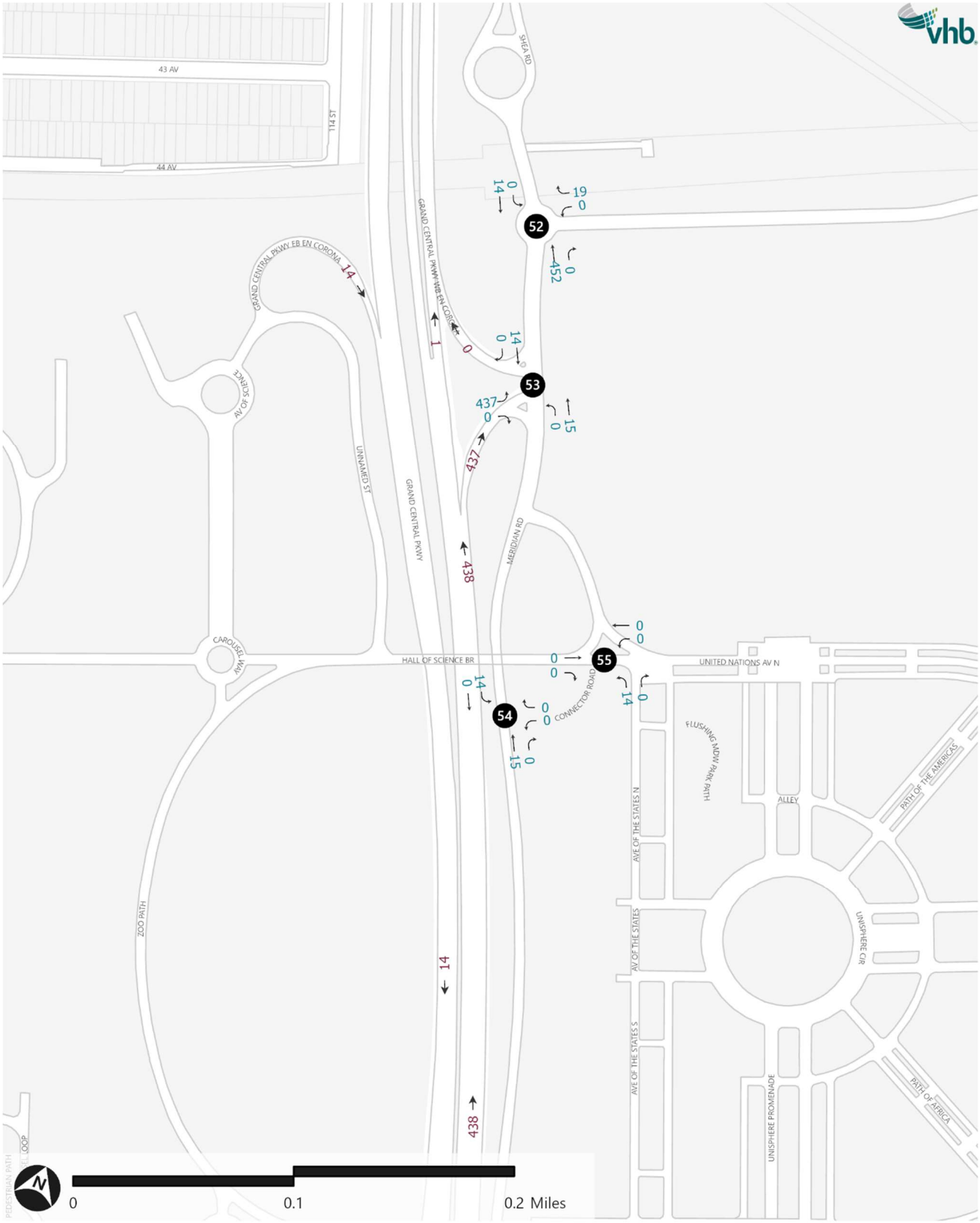
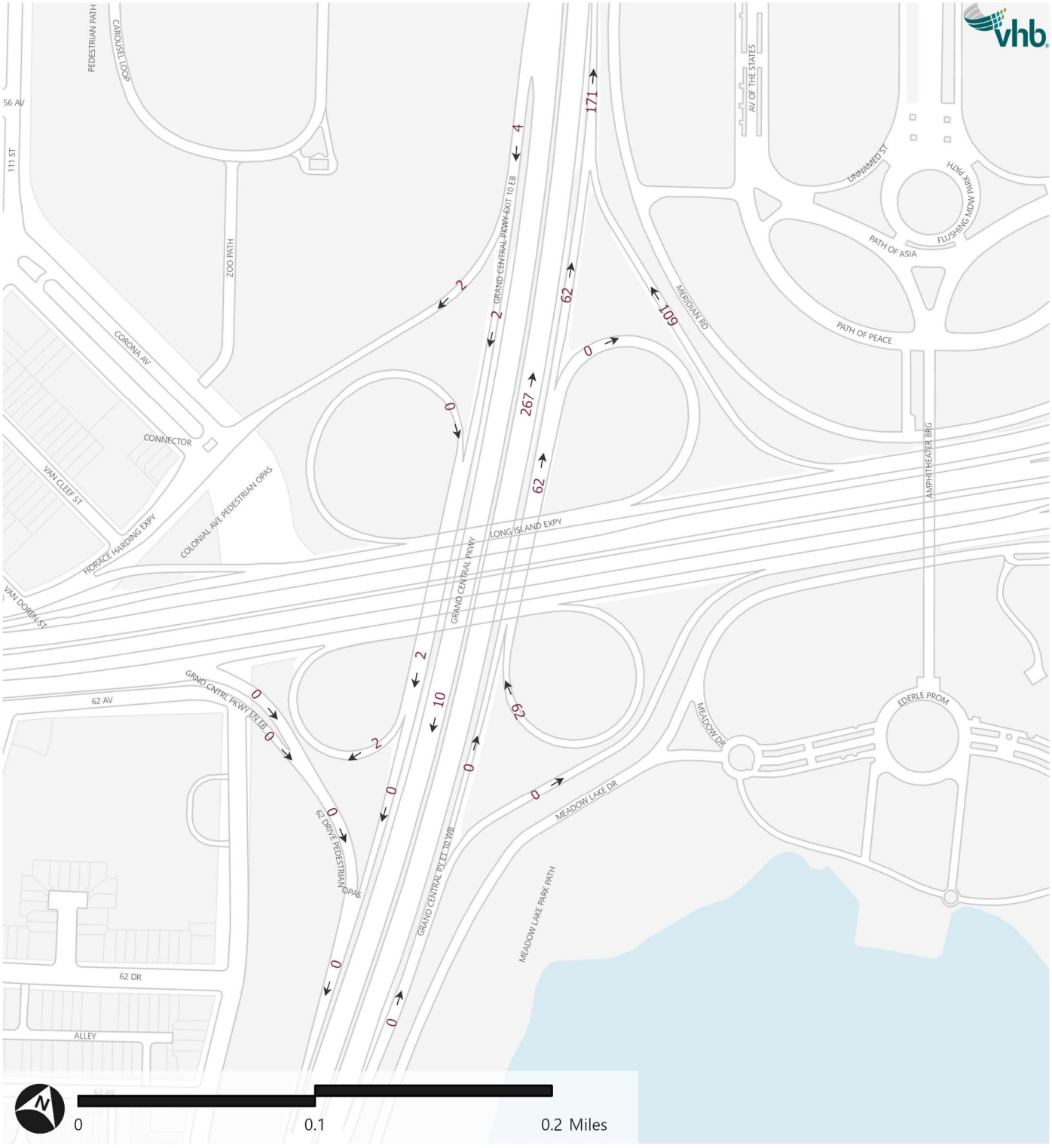


Figure D-149f: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour


PEDESTRIAN PATH
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GRAND CENTRAL PKWY EXIT 10 EB
GRAND CENTRAL PKWY
LONG ISLAND EXPY
GRND CNTRL PKWY EN EB
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GRAND CENTRAL PY E/T 10 WB
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ALLEY
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UNNAMED ST
FLUSHING MDW PARK PATH
PATH OF ASIA
MERIDIAN RD
PATH OF PEACE
AMPHITHEATER BRG
EDERLE PROM
MEADOW DR
MEADOW LAKE DR
MEADOW LAKE PARK PATH
171
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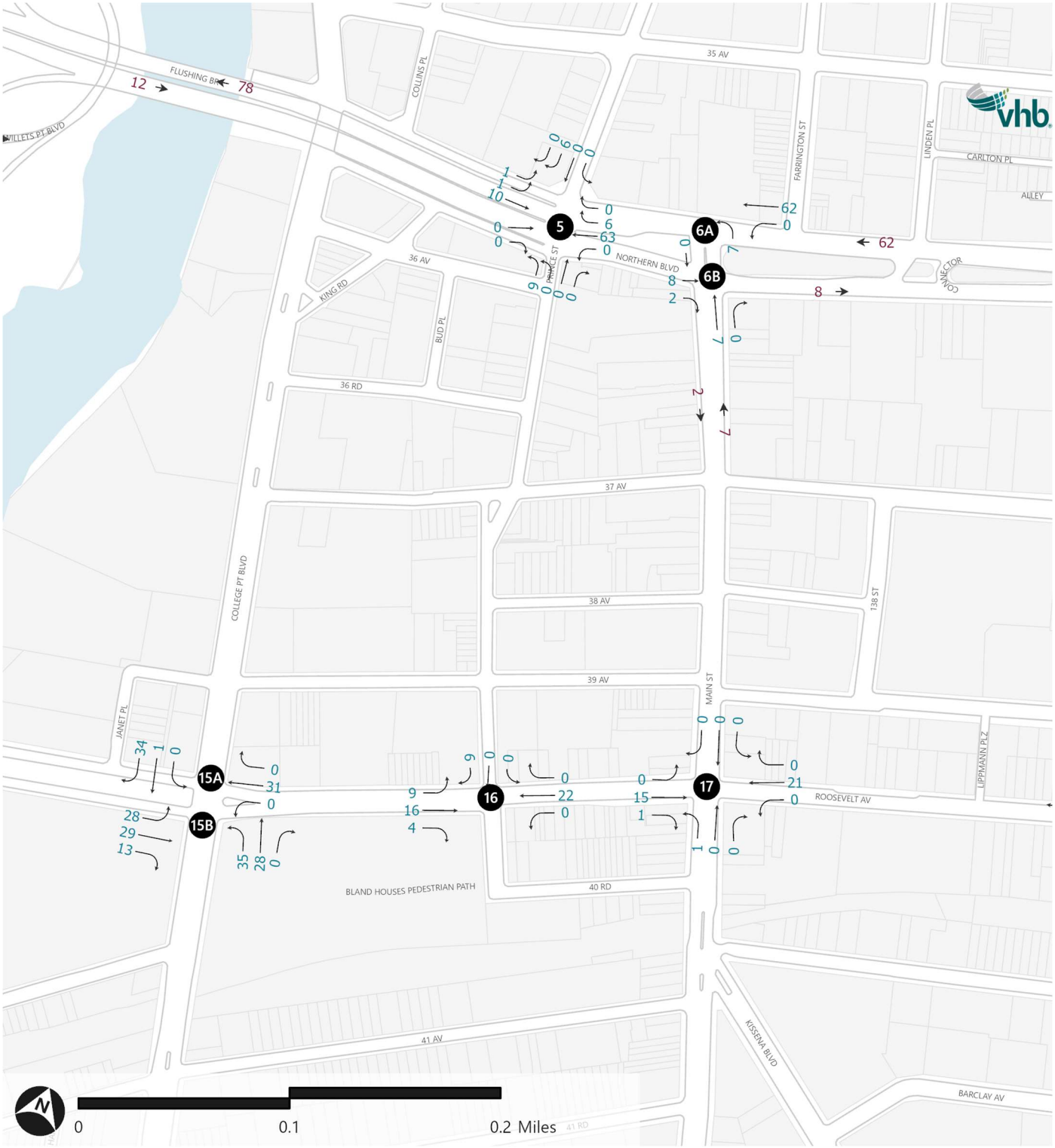
2
62
109
0
267
62
0
2
10
62
0
0
0

Figure D-149g: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour



Figure D-149h: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour



Traffic Volume at Roadway Intersection

Traffic Volume at Roadway Segment

Analysis Intersection

Figure D-149i: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday Midday Peak Hour

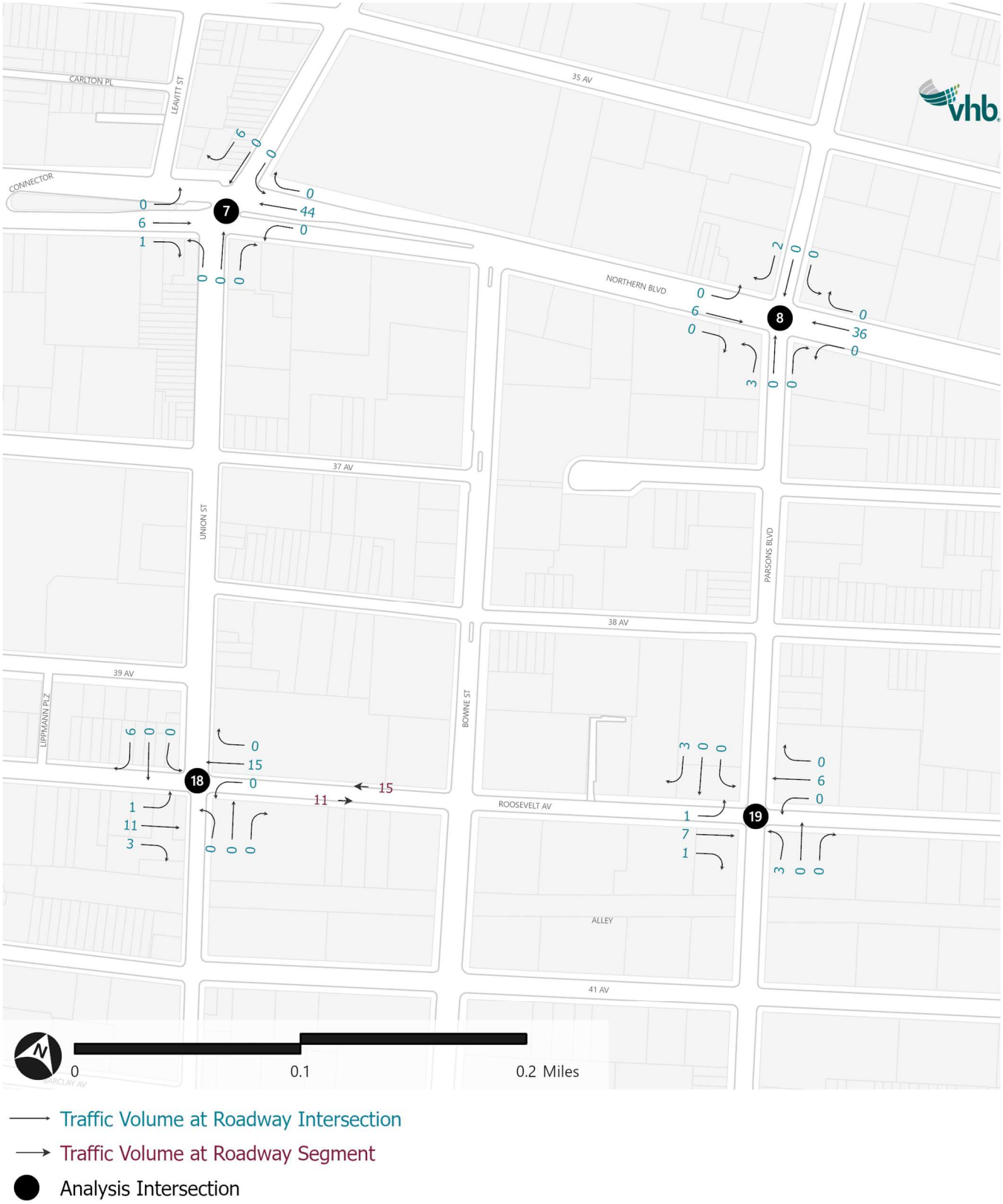
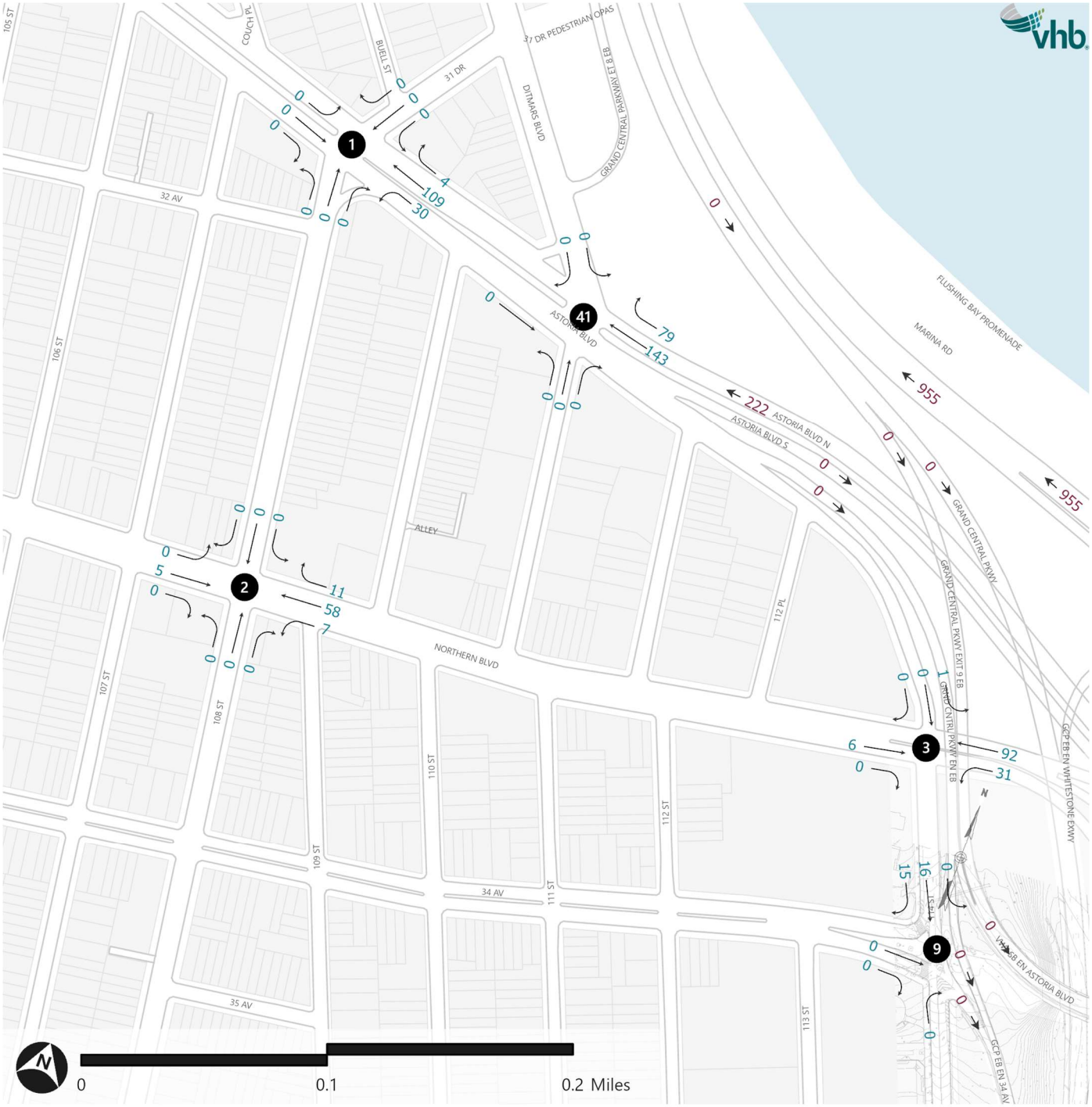


Figure D-150a: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour



Legend

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

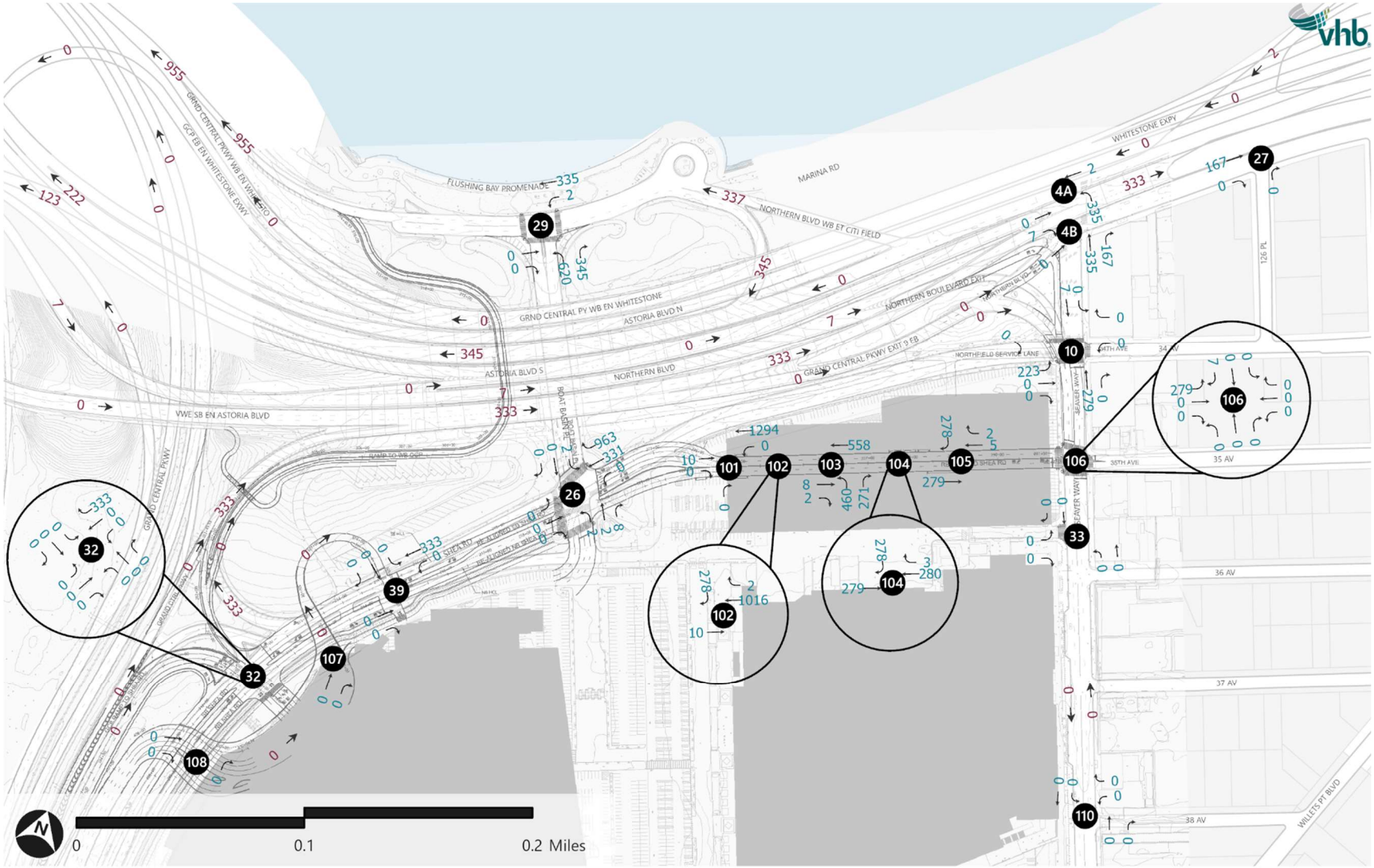
Figure D-150b: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour



Legend

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

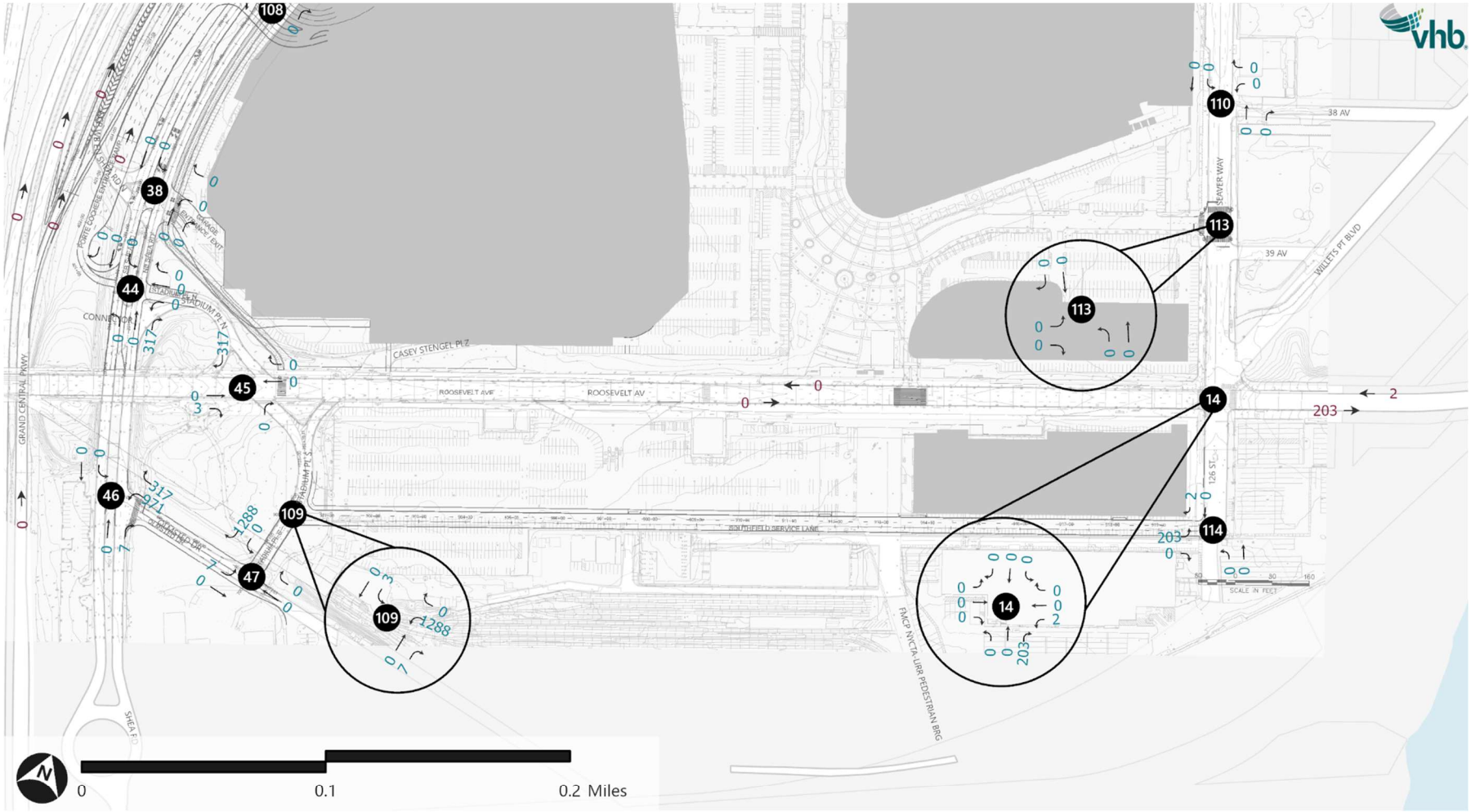
Figure D-150c: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour



Legend

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

Figure D-150d: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour



Legend

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

Figure D-150e: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour

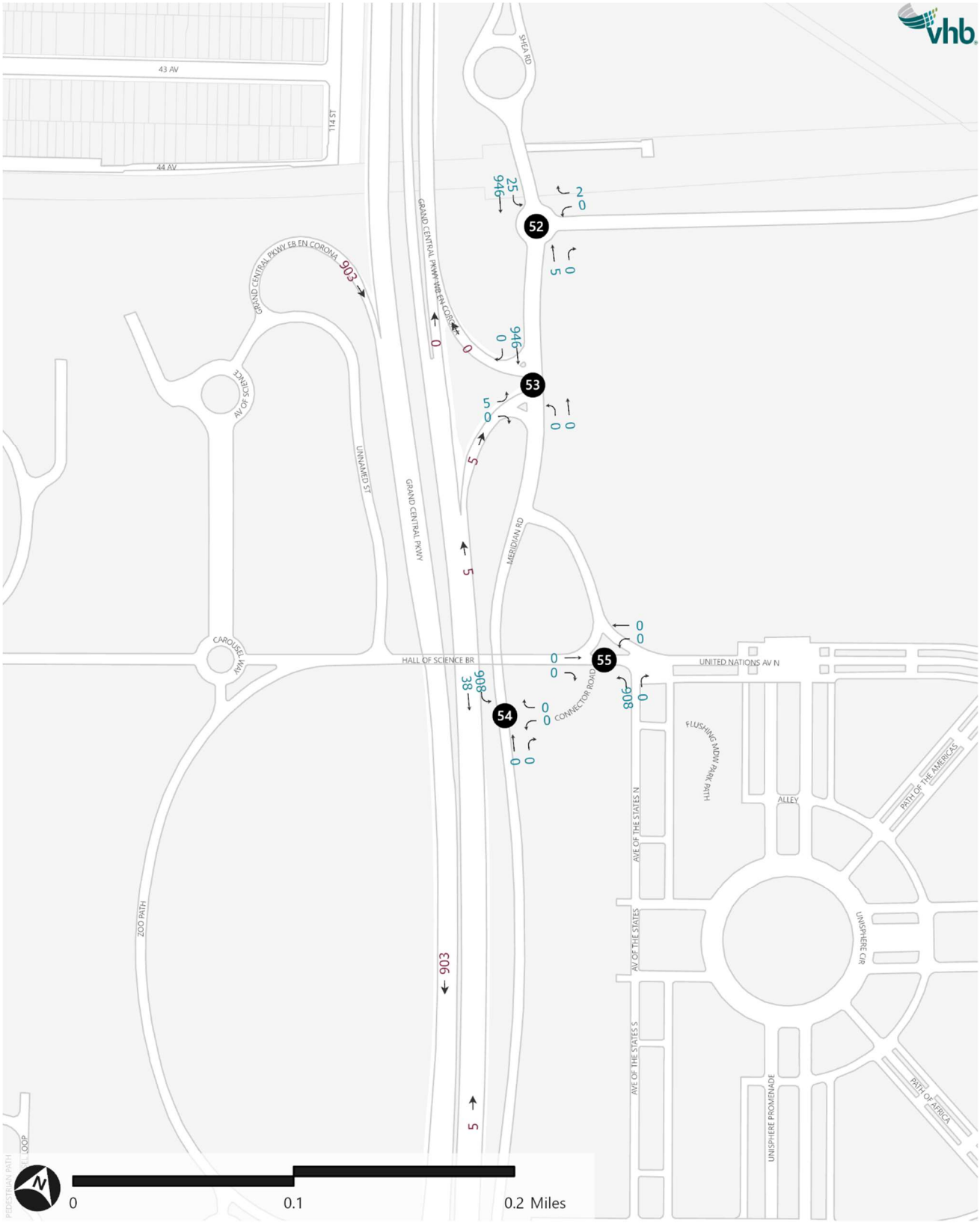


Figure D-150f: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour

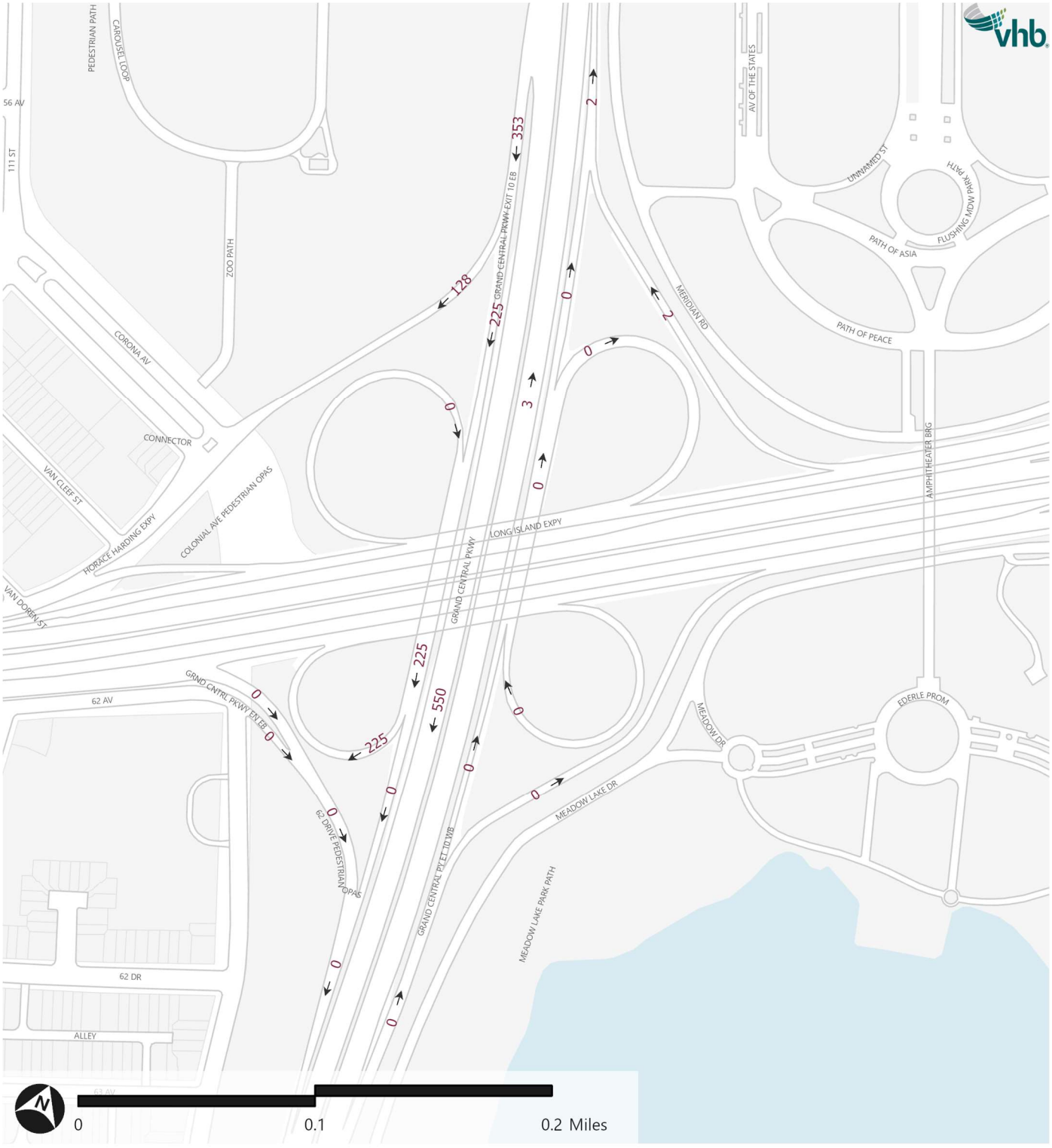


Figure D-150g: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour



Figure D-150h: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour

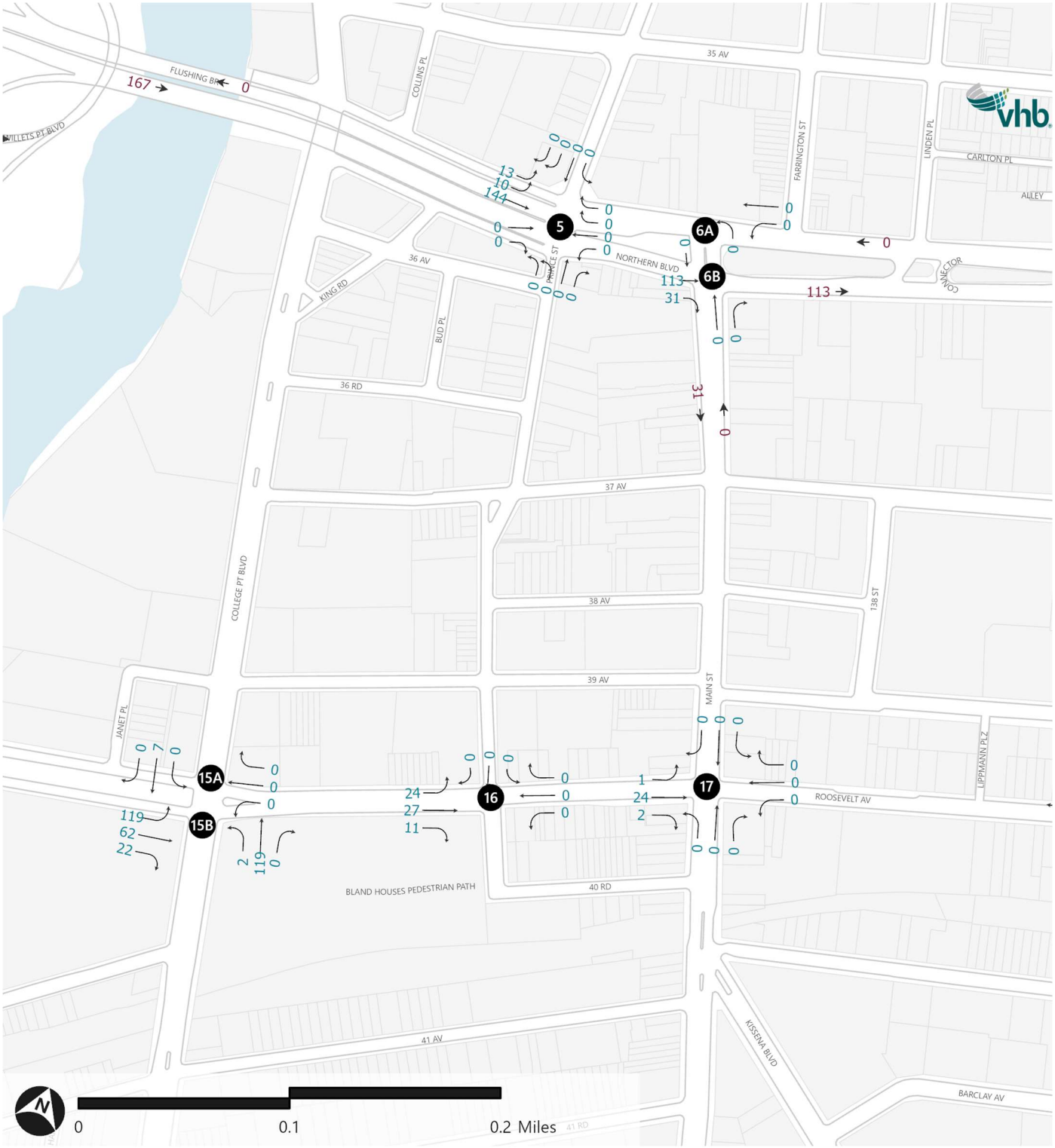


Figure D-150i: 2030 With-Action - Mets Patrons Diversion Layer - Gameday Sunday PM Peak Hour

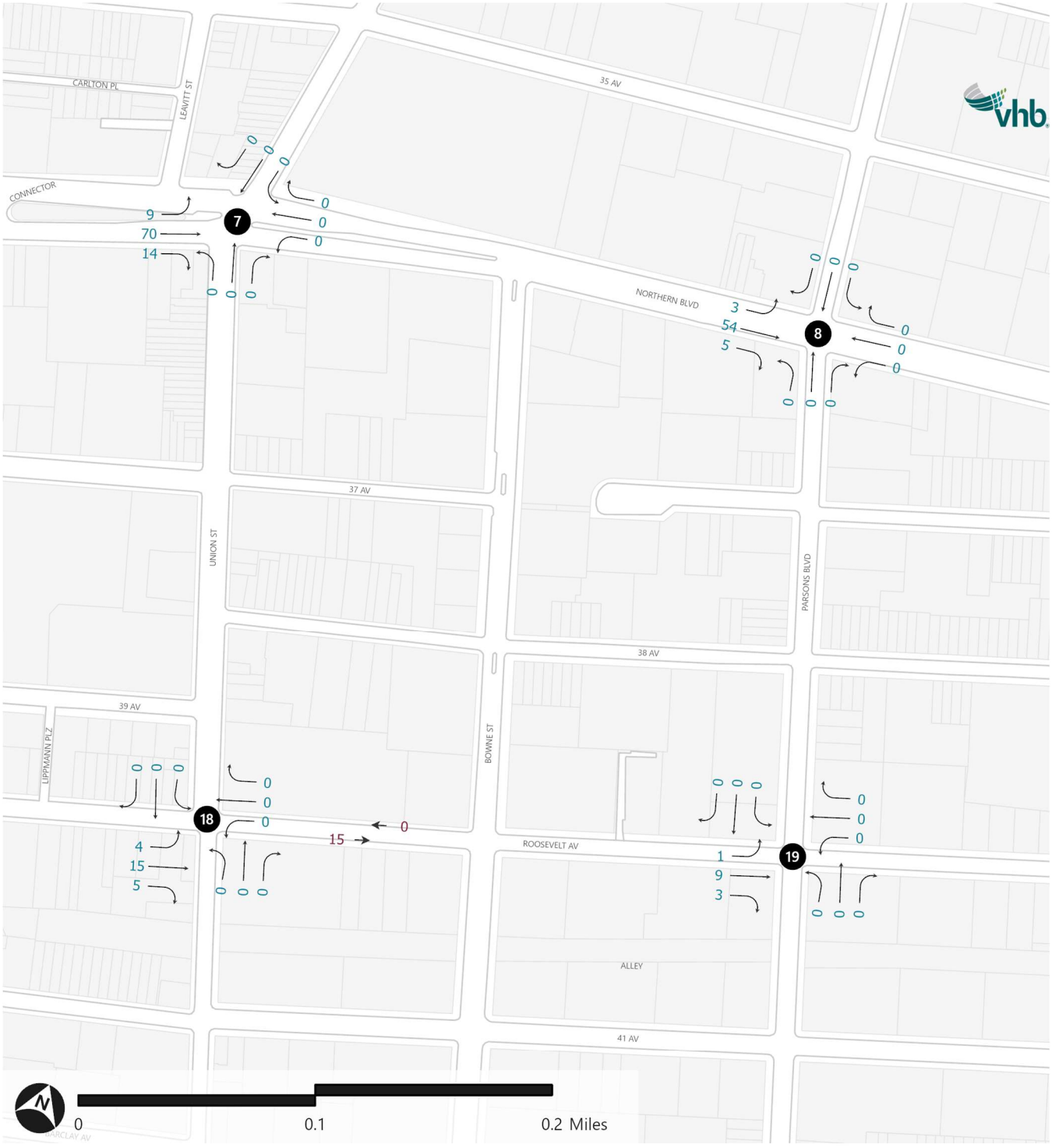
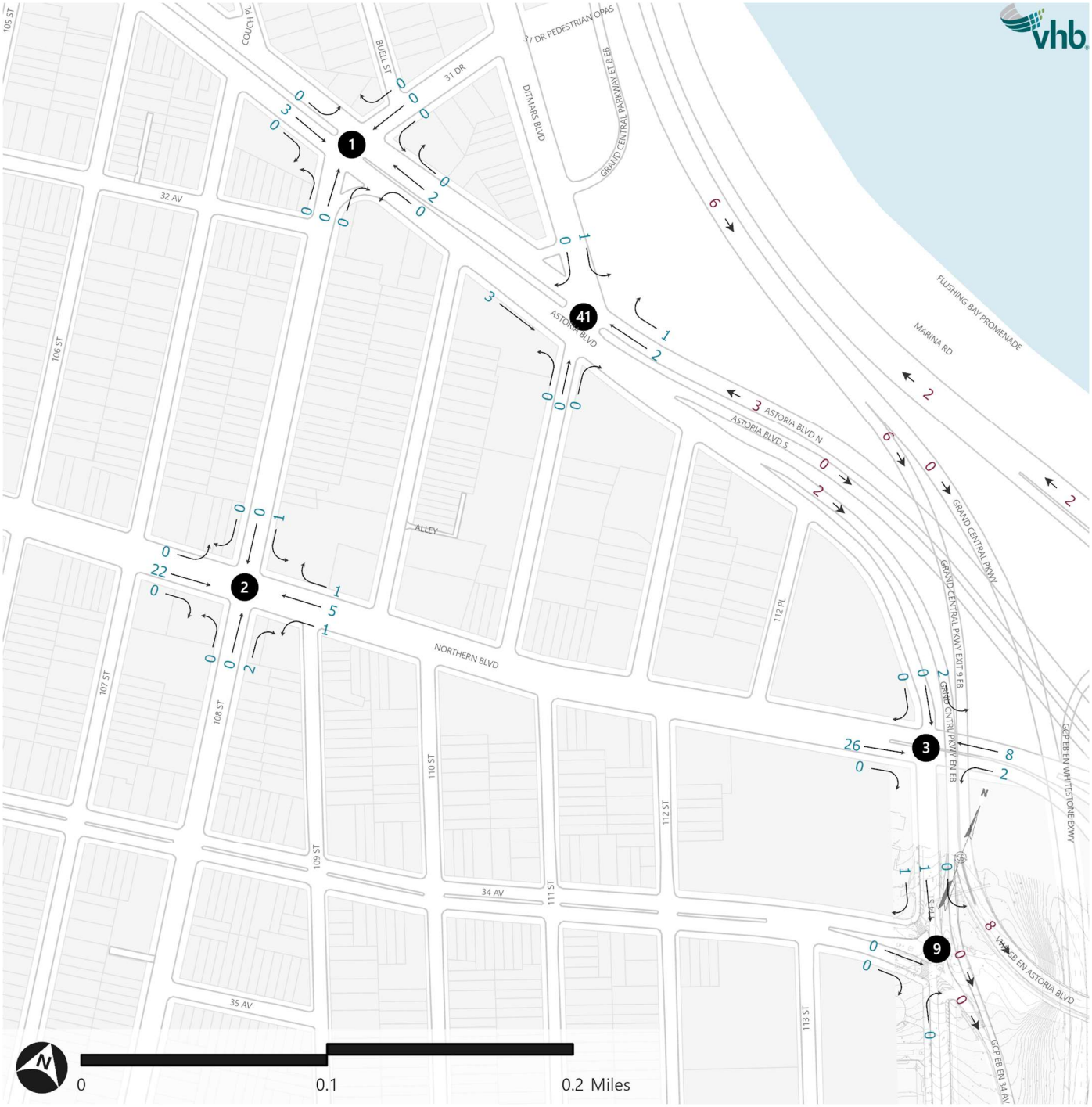


Figure D-151a: 2030 With-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour



Legend

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

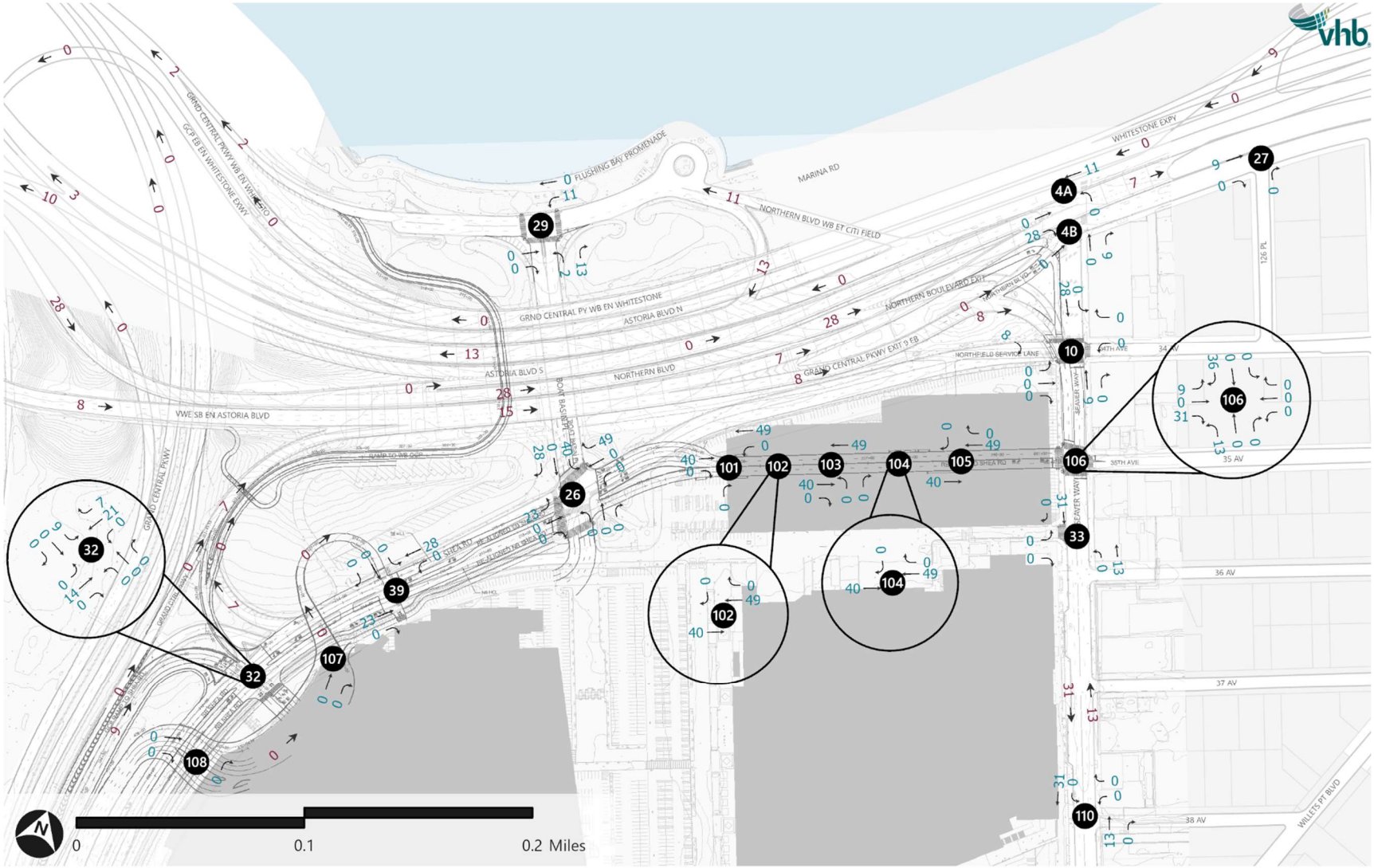
Figure D-151b: 2030 With-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour



Legend

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

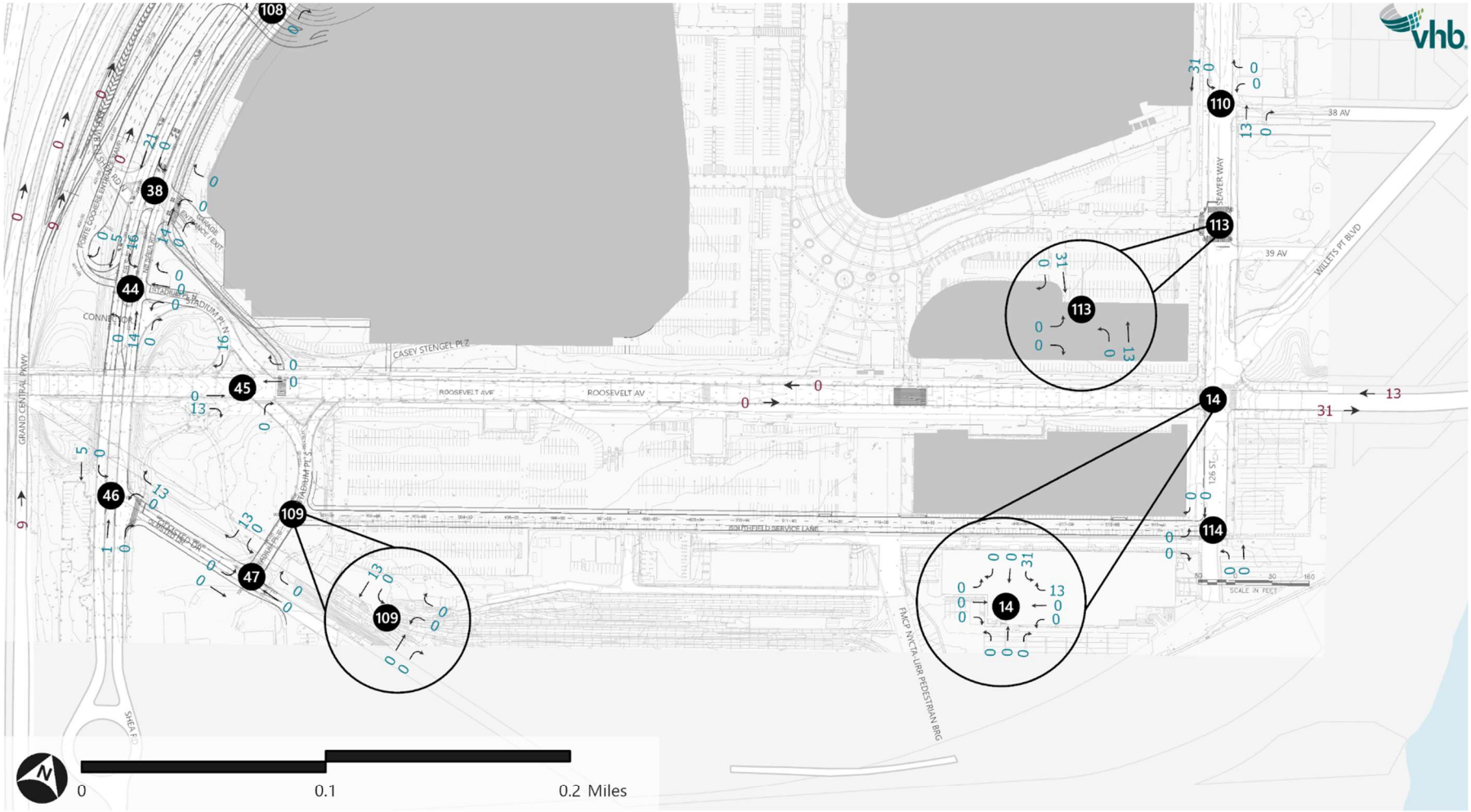
Figure D-151c: 2030 With-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour



Legend

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

Figure D-151d: 2030 With-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour



Legend

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

Figure D-151e: 2030 With-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour

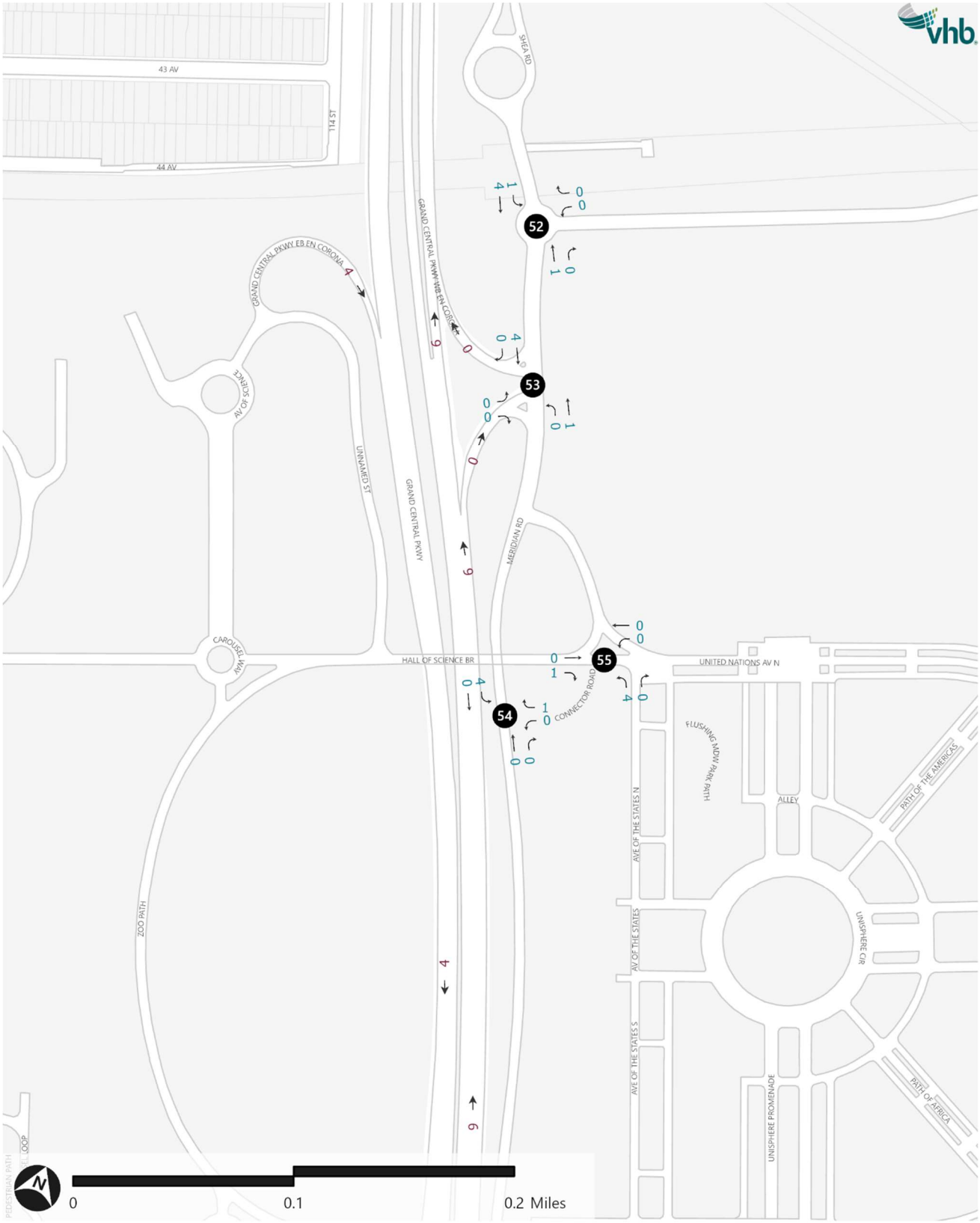


Figure D-151f: 2030 With-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour

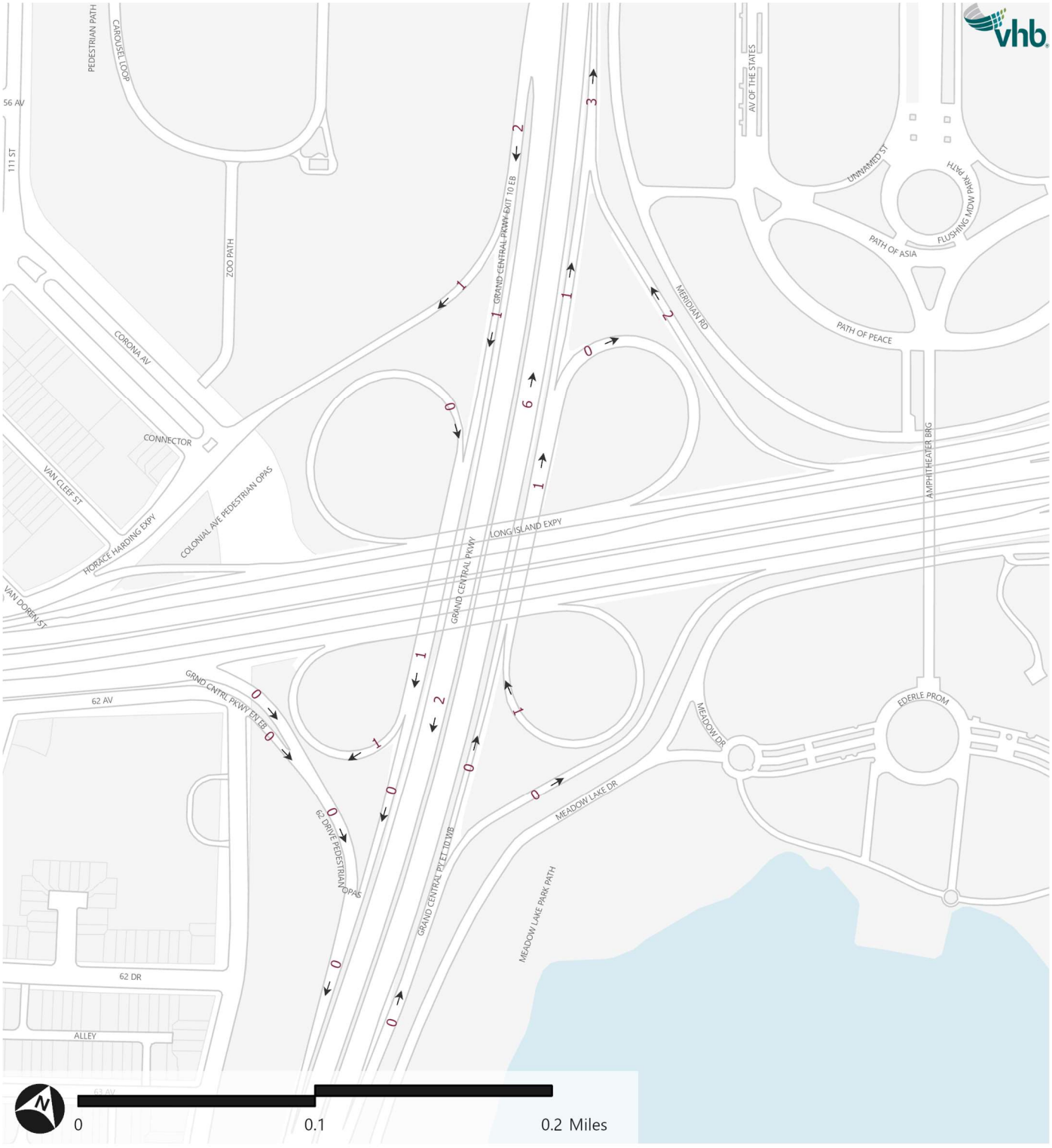


Figure D-151g: 2030 With-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour



Figure D-151h: 2030 With-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour

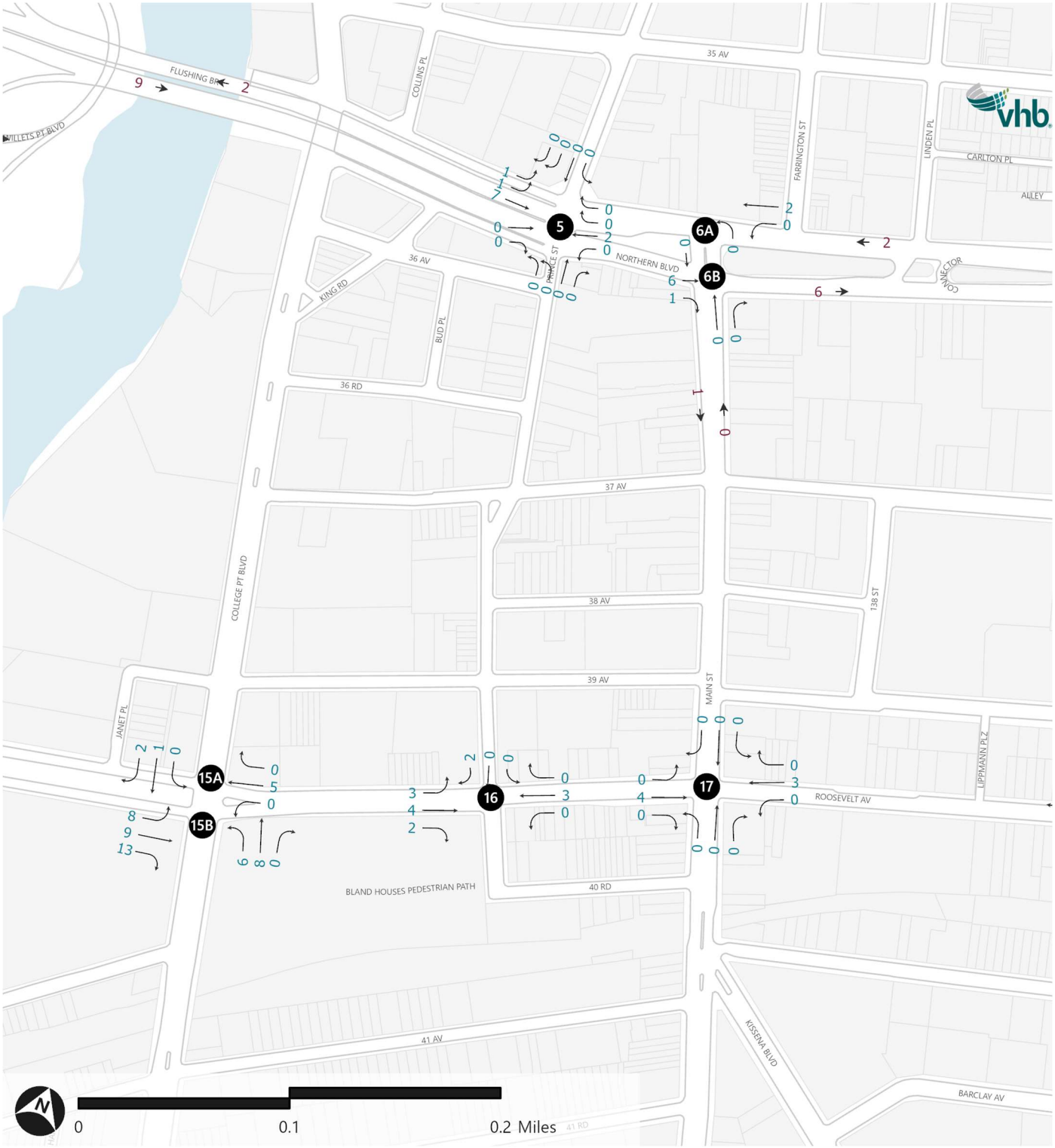


Figure D-151i: 2030 With-Action - TNC Diversion Layer - Gameday Weekday PM Peak Hour

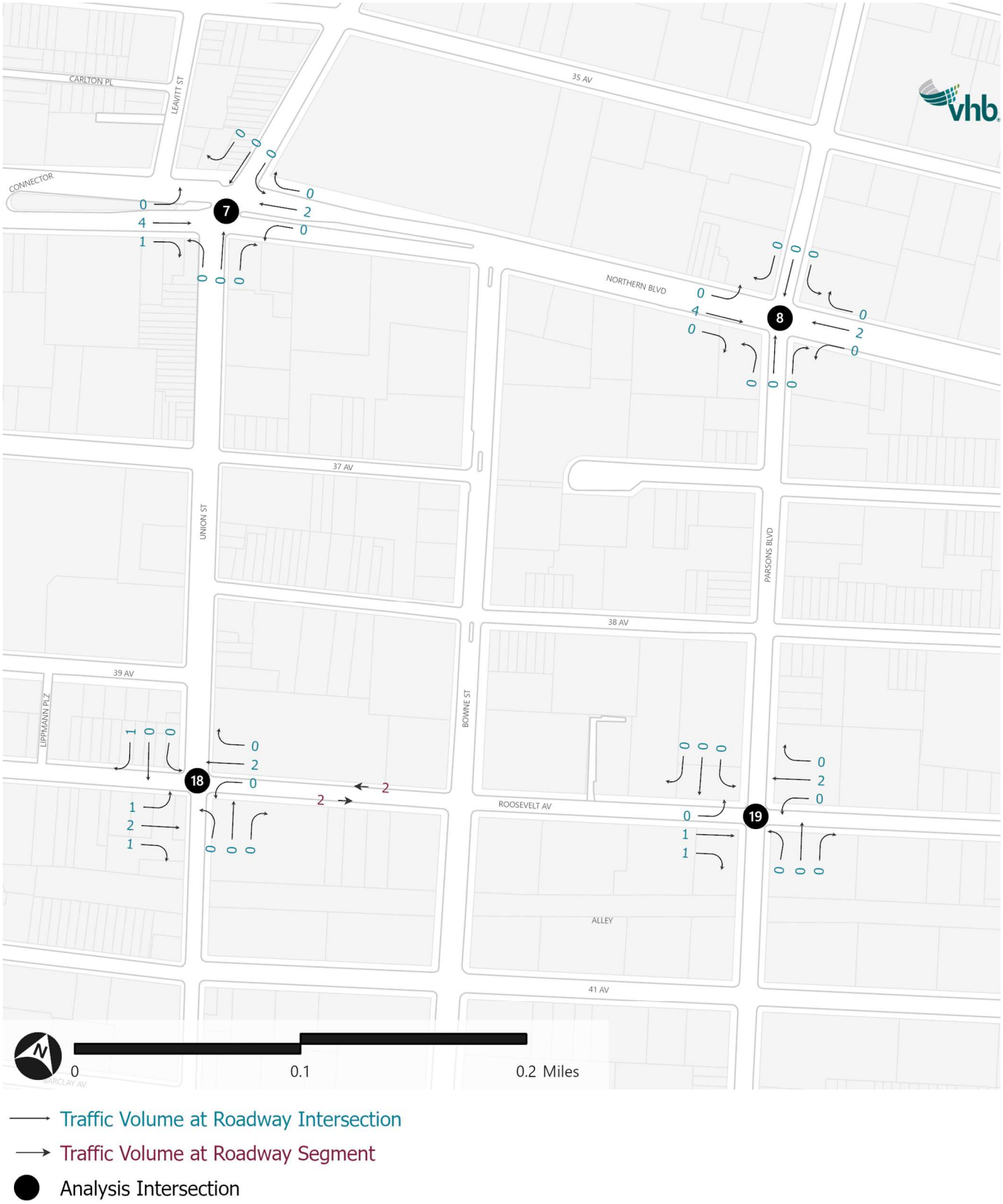
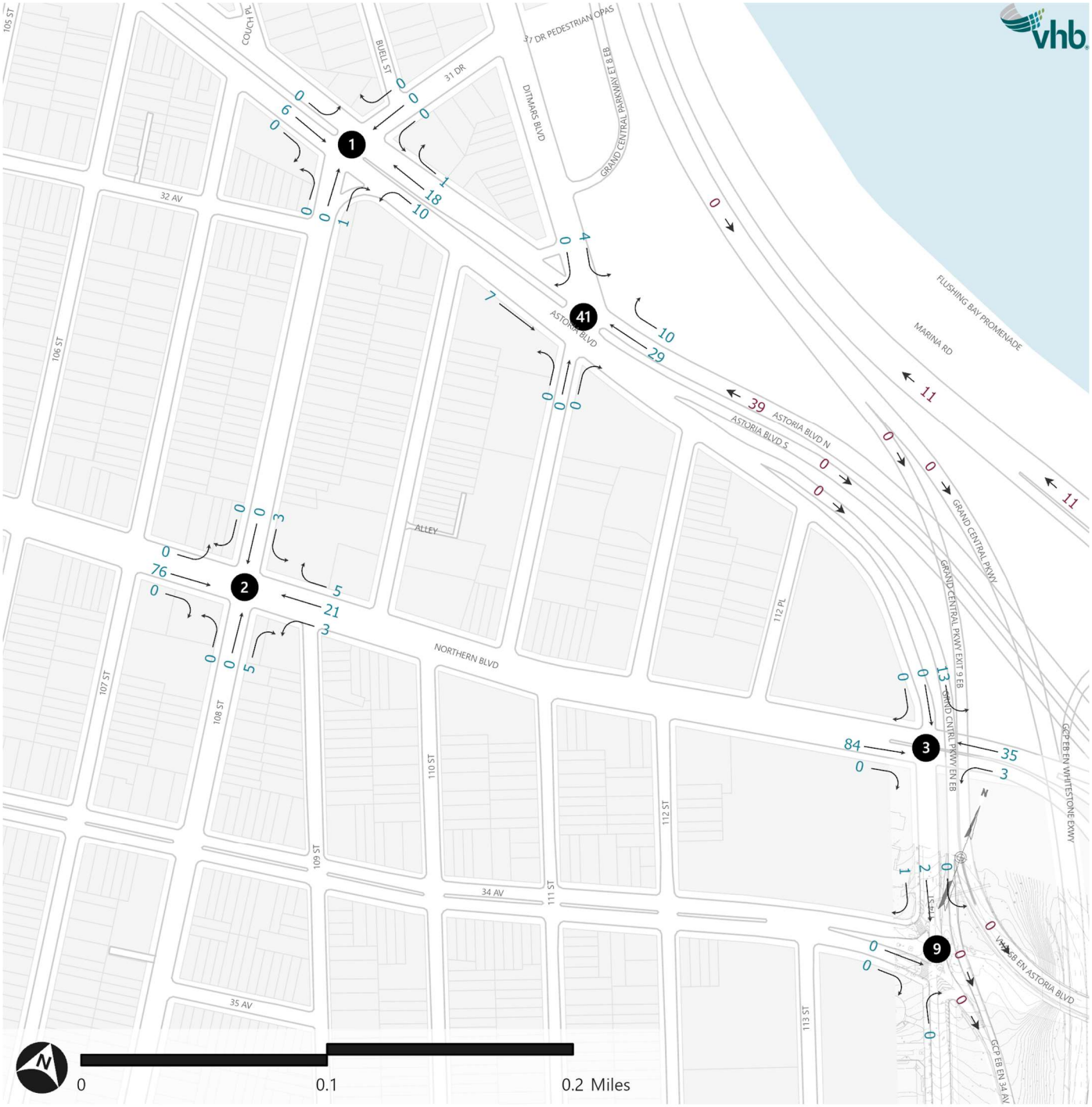


Figure D-152a: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Legend

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

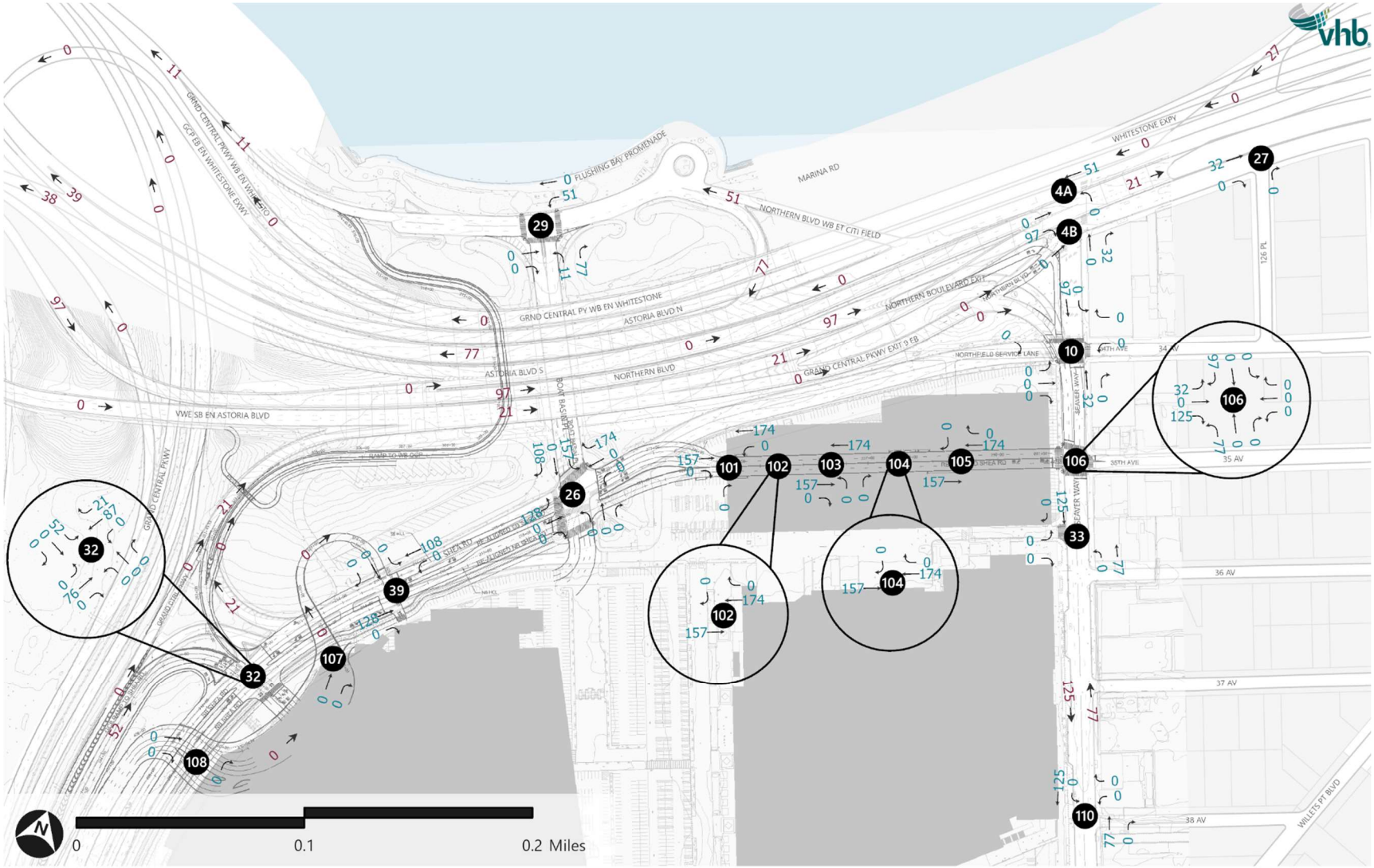
Figure D-152b: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Legend

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

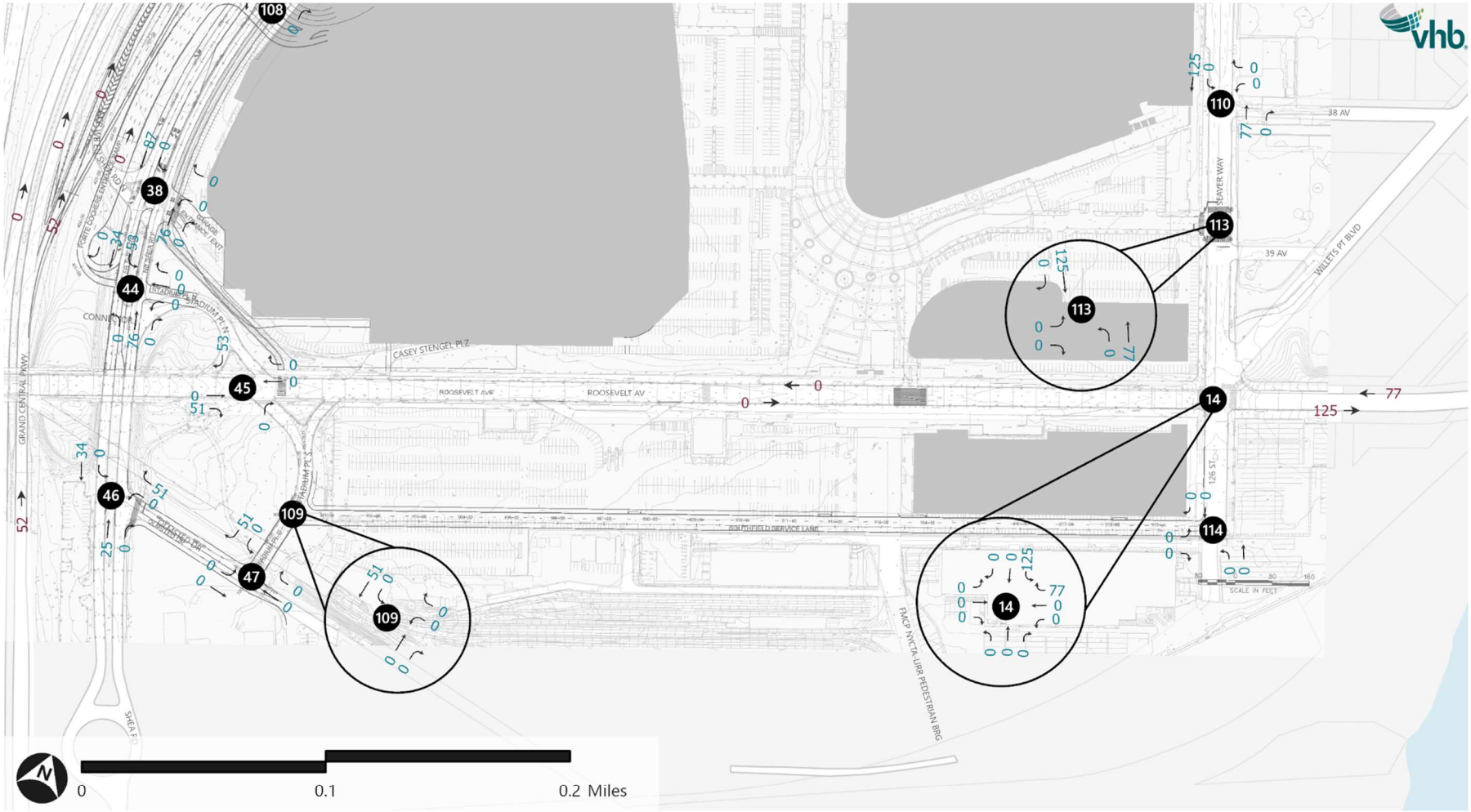
Figure D-152c: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Legend

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

Figure D-152d: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Legend

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

Figure D-152e: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour

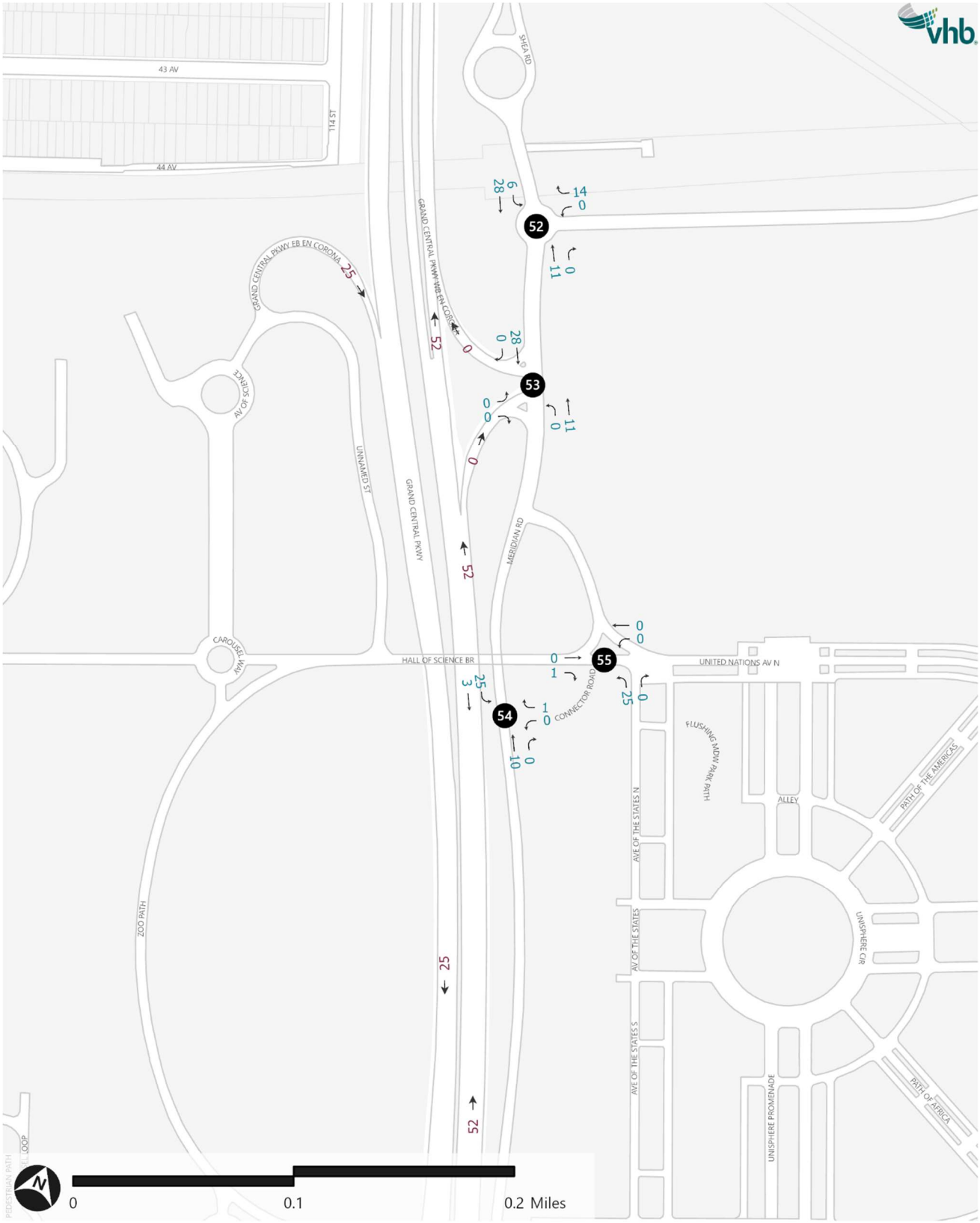


Figure D-152f: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour

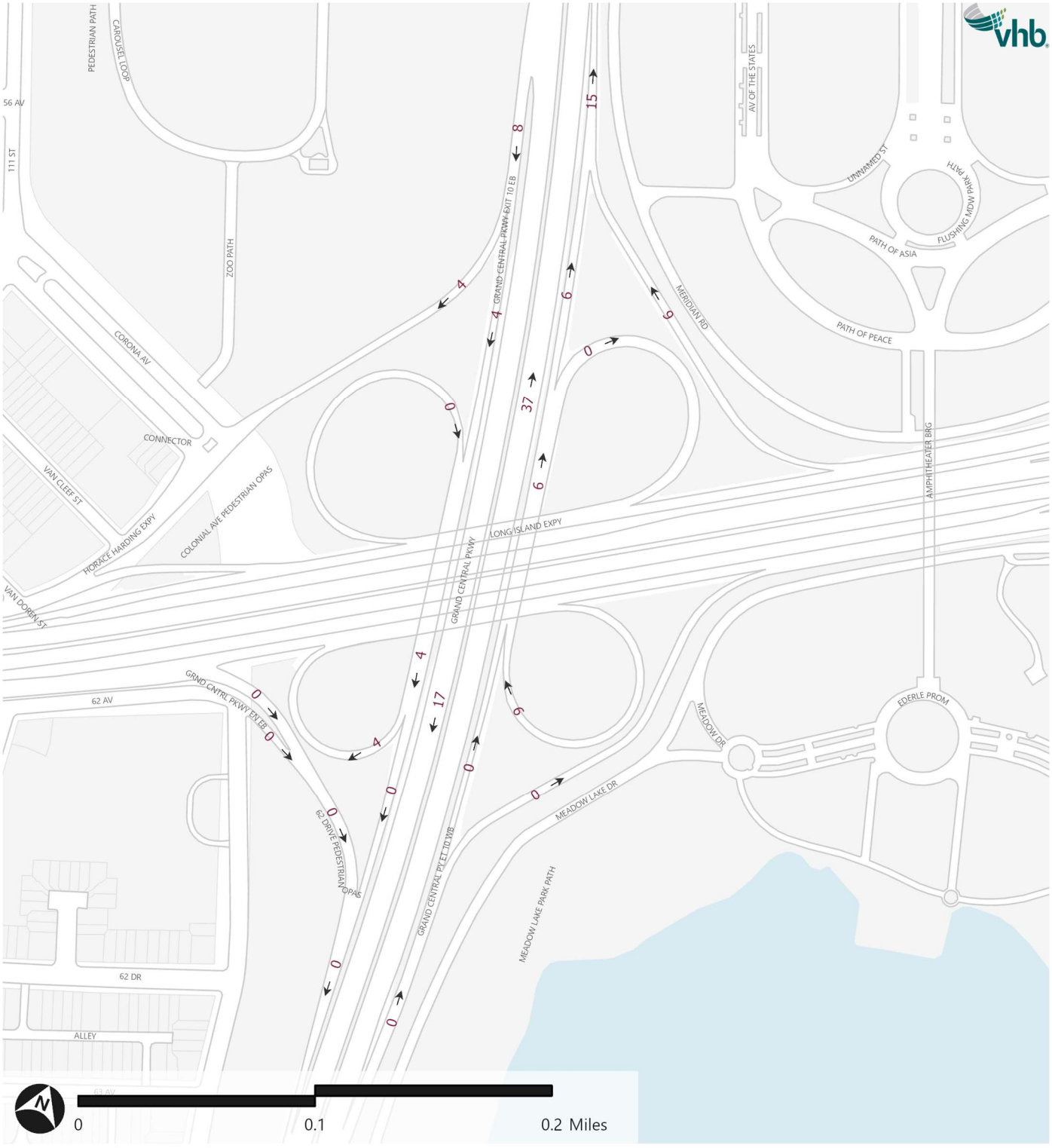

PEDESTRIAN PATH
CAROUSEL LOOP
56 AV
111 ST
ZOO PATH
CORONA AV
CONNECTOR
VAN CLEEF ST
HORACE HARDING EXPY
COLONIAL AVE PEDESTRIAN OPAS
VAN DORN ST
GRAND CENTRAL PKWY EXIT 10 EB
GRAND CENTRAL PKWY
LONG ISLAND EXPY
GRND CNTRL PKWY EN EB
62 AV
62 DRIVE PEDESTRIAN OPAS
GRAND CENTRAL PY E/T 10 WB
62 DR
ALLEY
63 AV
AV OF THE STATES
UNNAMED ST
FLUSHING MDW PARK PATH
PATH OF ASIA
MERIDIAN RD
PATH OF PEACE
AMPHITHEATER BRG
EDERLE PROM
MEADOW DR
MEADOW LAKE DR
MEADOW LAKE PARK PATH
15
8
4
4
6
9
0
37
6
0
4
17
6
0
0
0

Figure D-152g: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour



Figure D-152h: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour

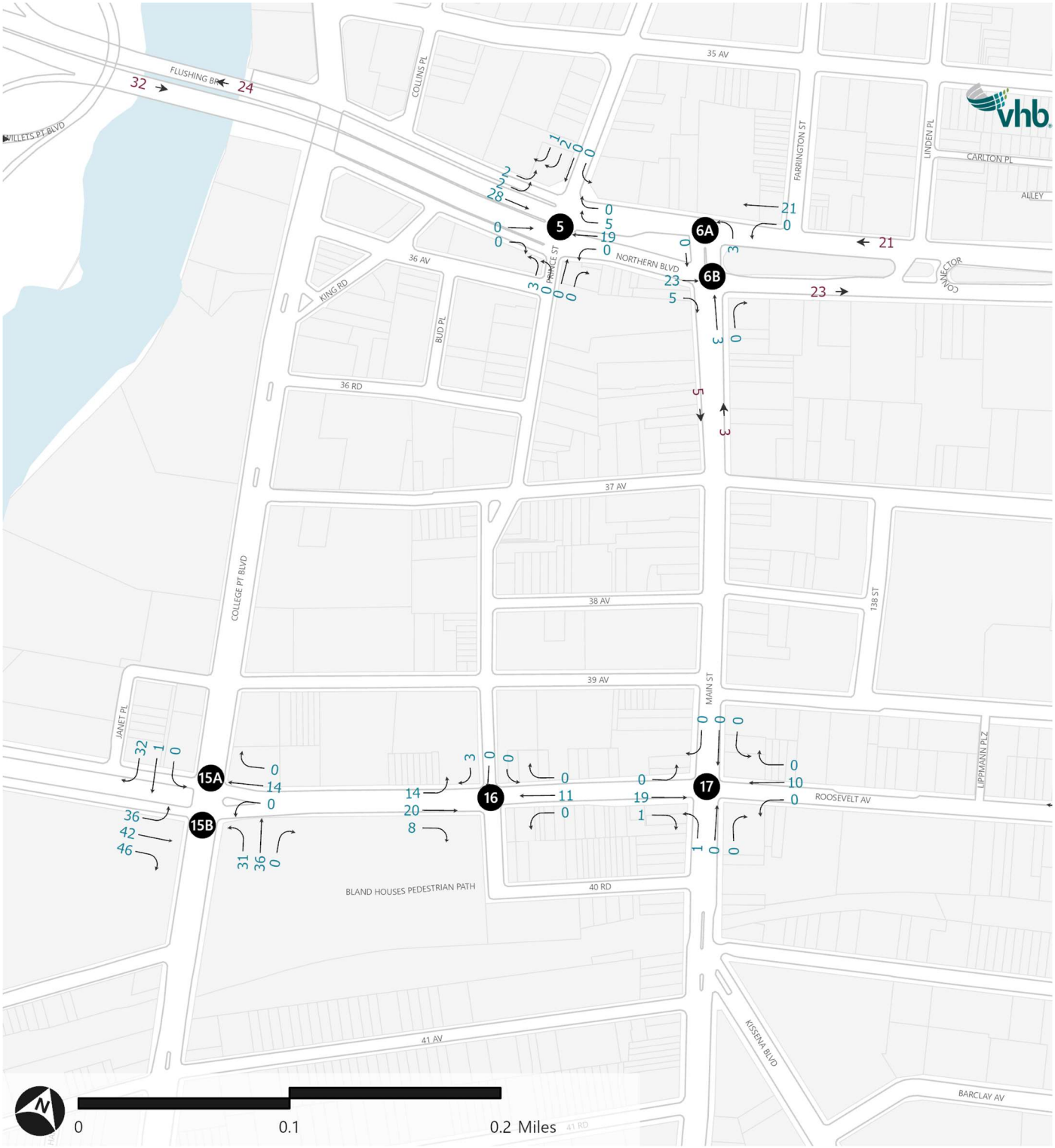


Figure D-152i: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Pre Game Peak Hour

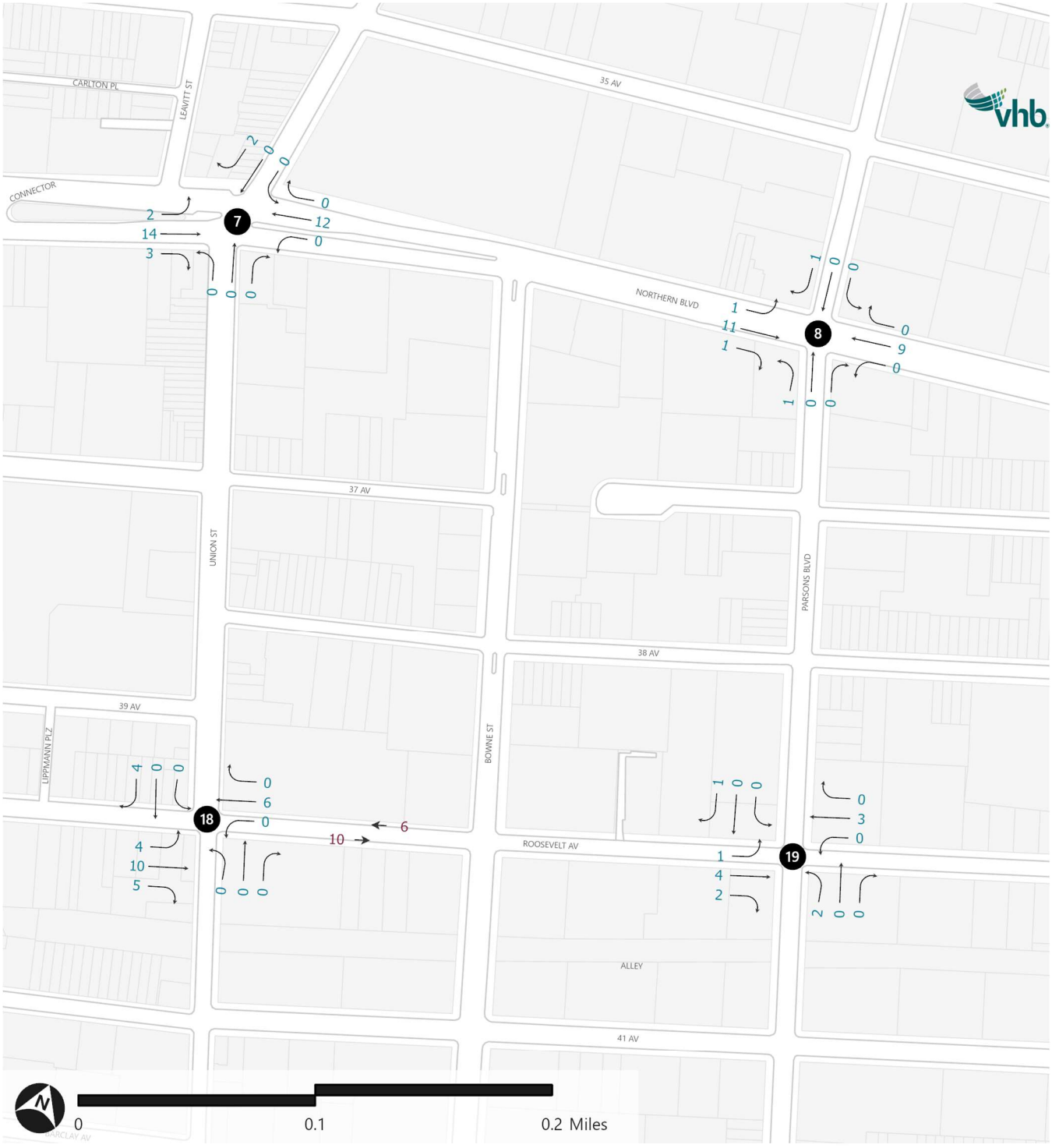
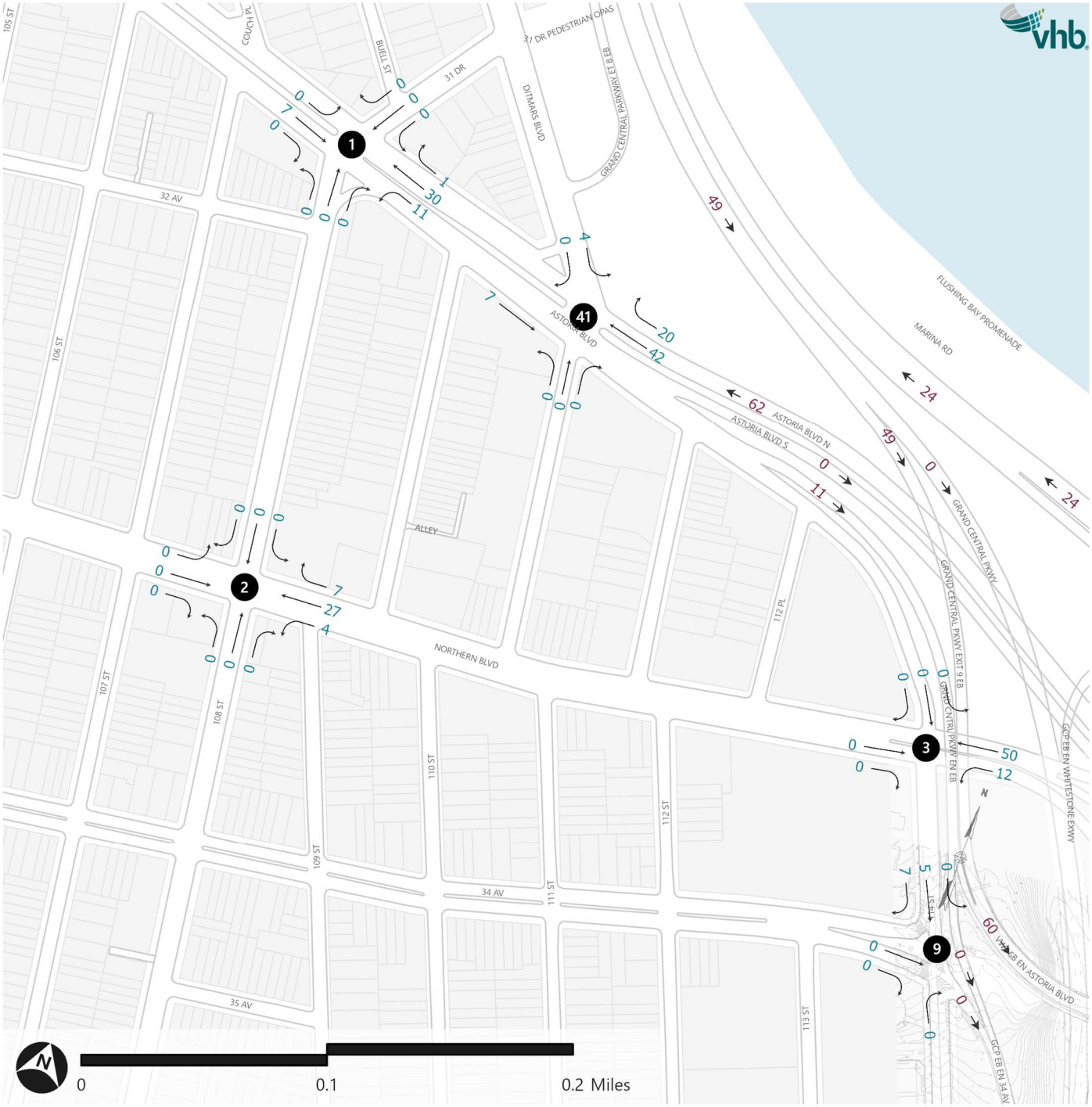


Figure D-153a: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Legend

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

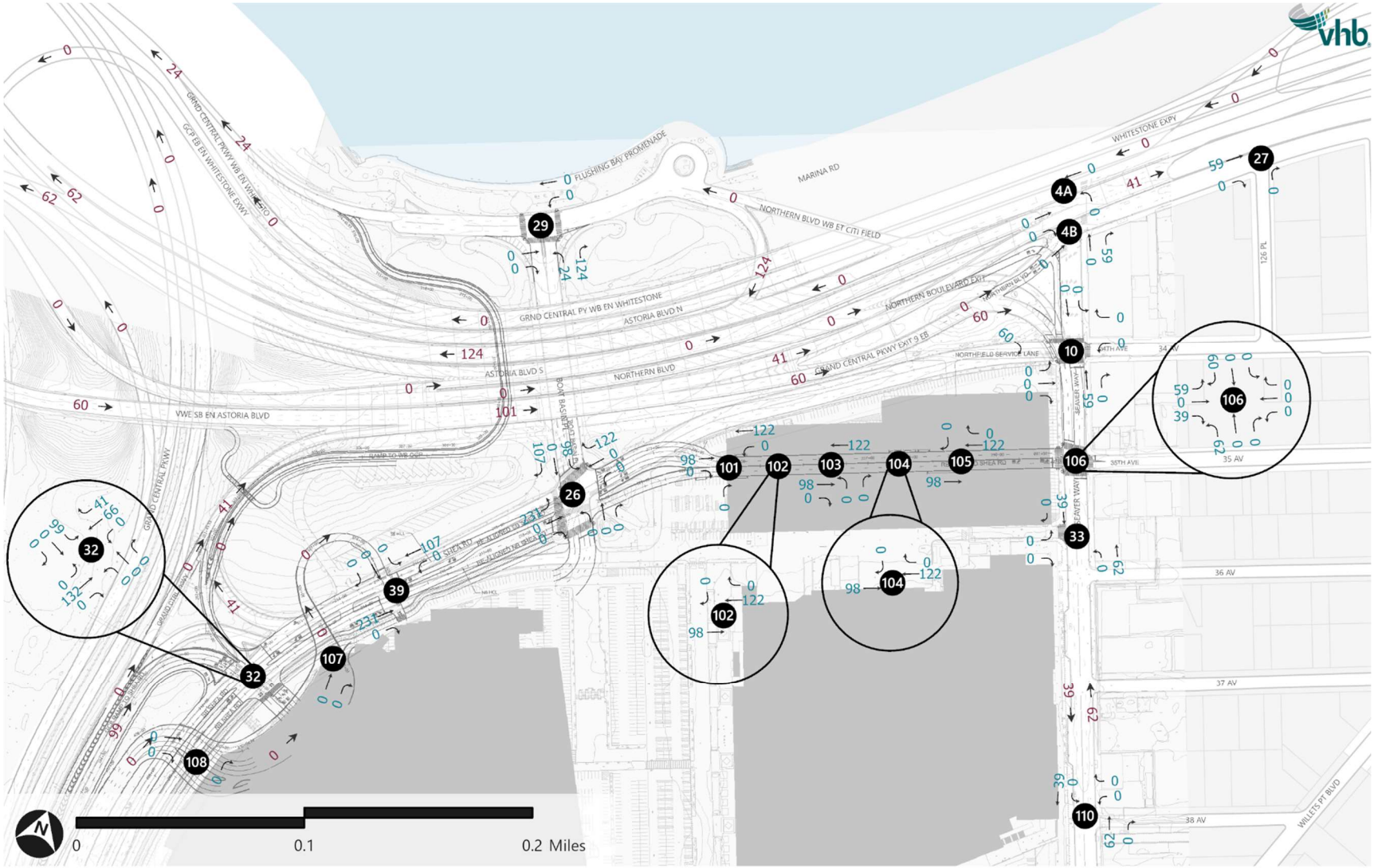
Figure D-153b: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Legend

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

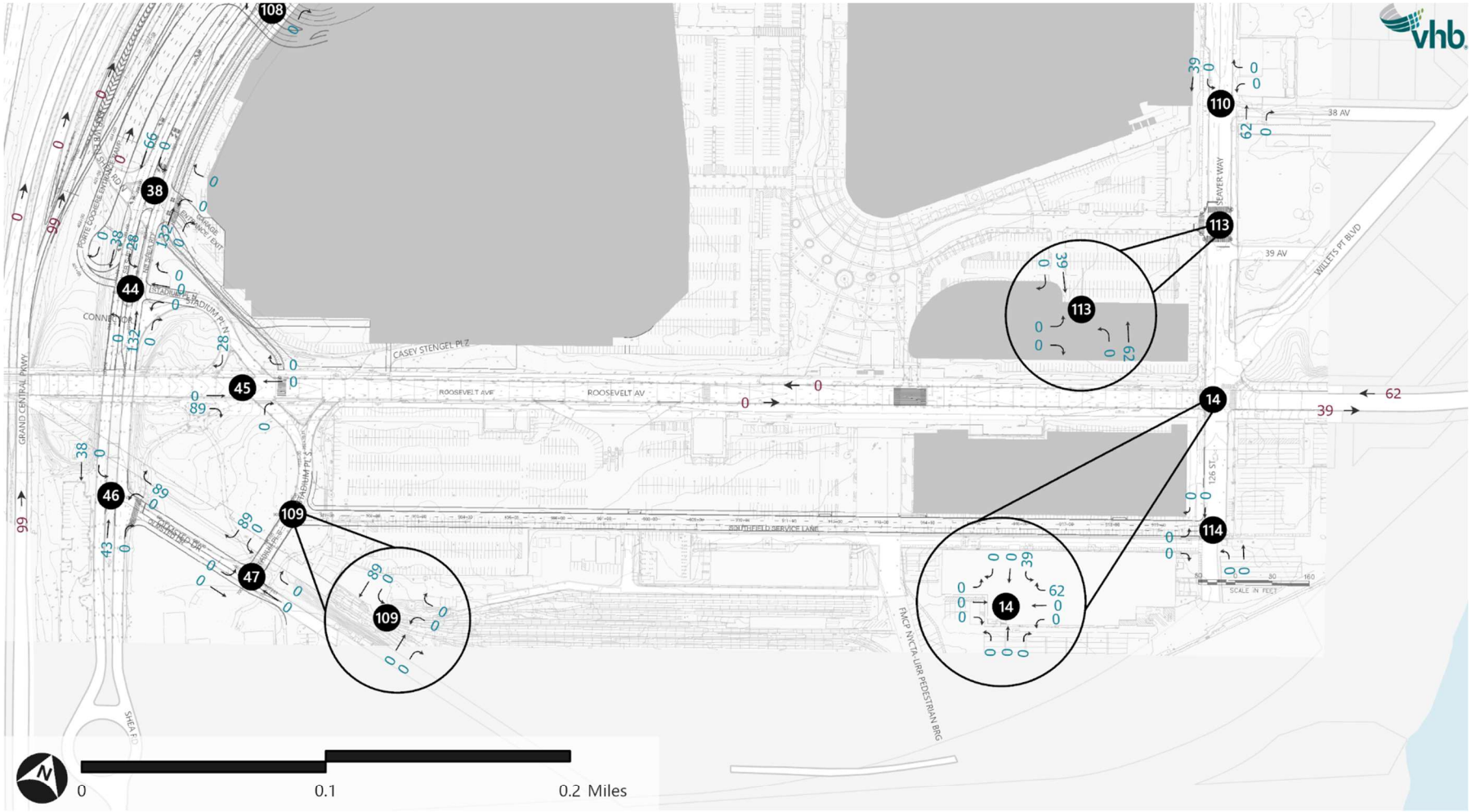
Figure D-153c: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Legend

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

Figure D-153d: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Legend

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

Figure D-153e: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour

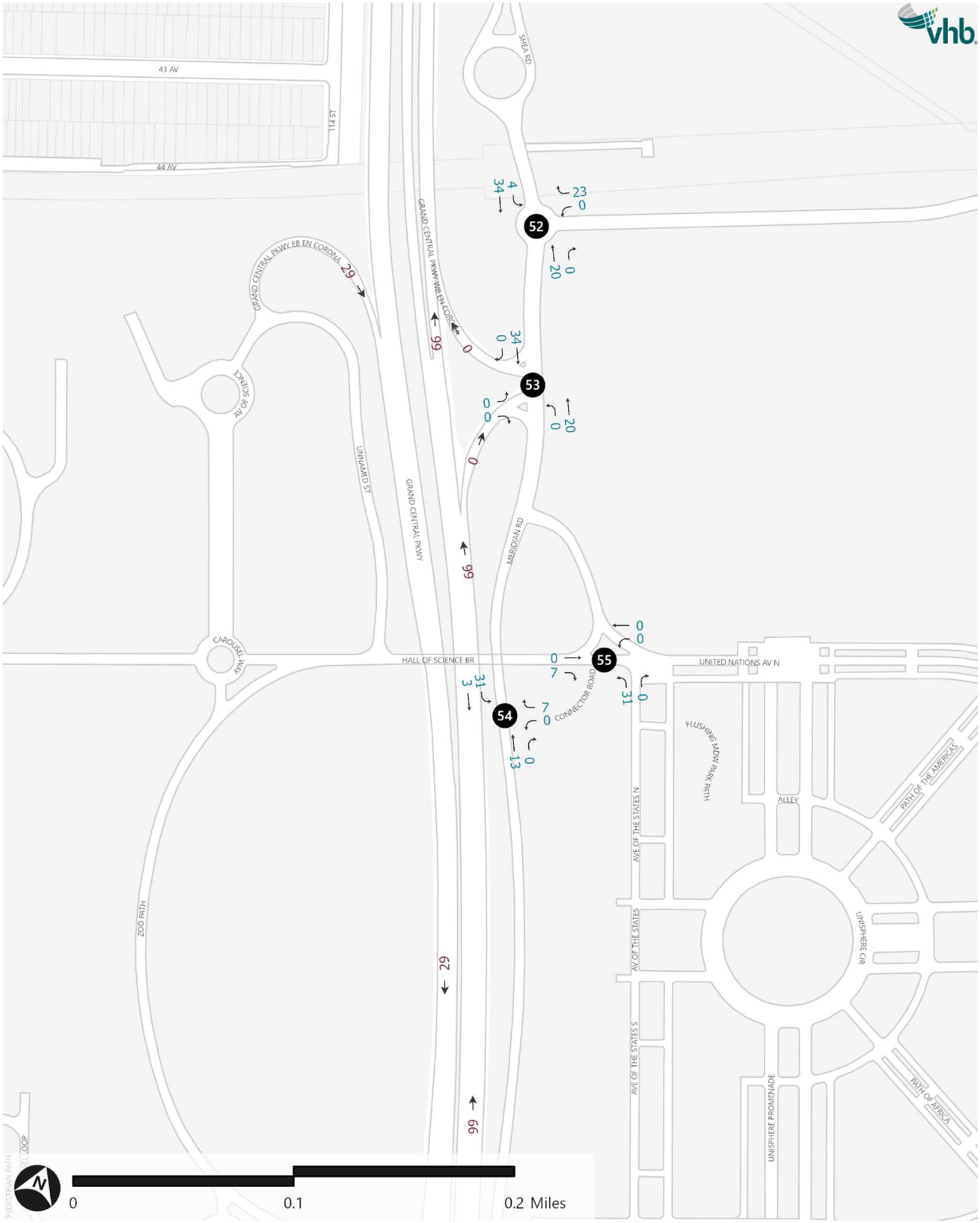


Figure D-153f: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour

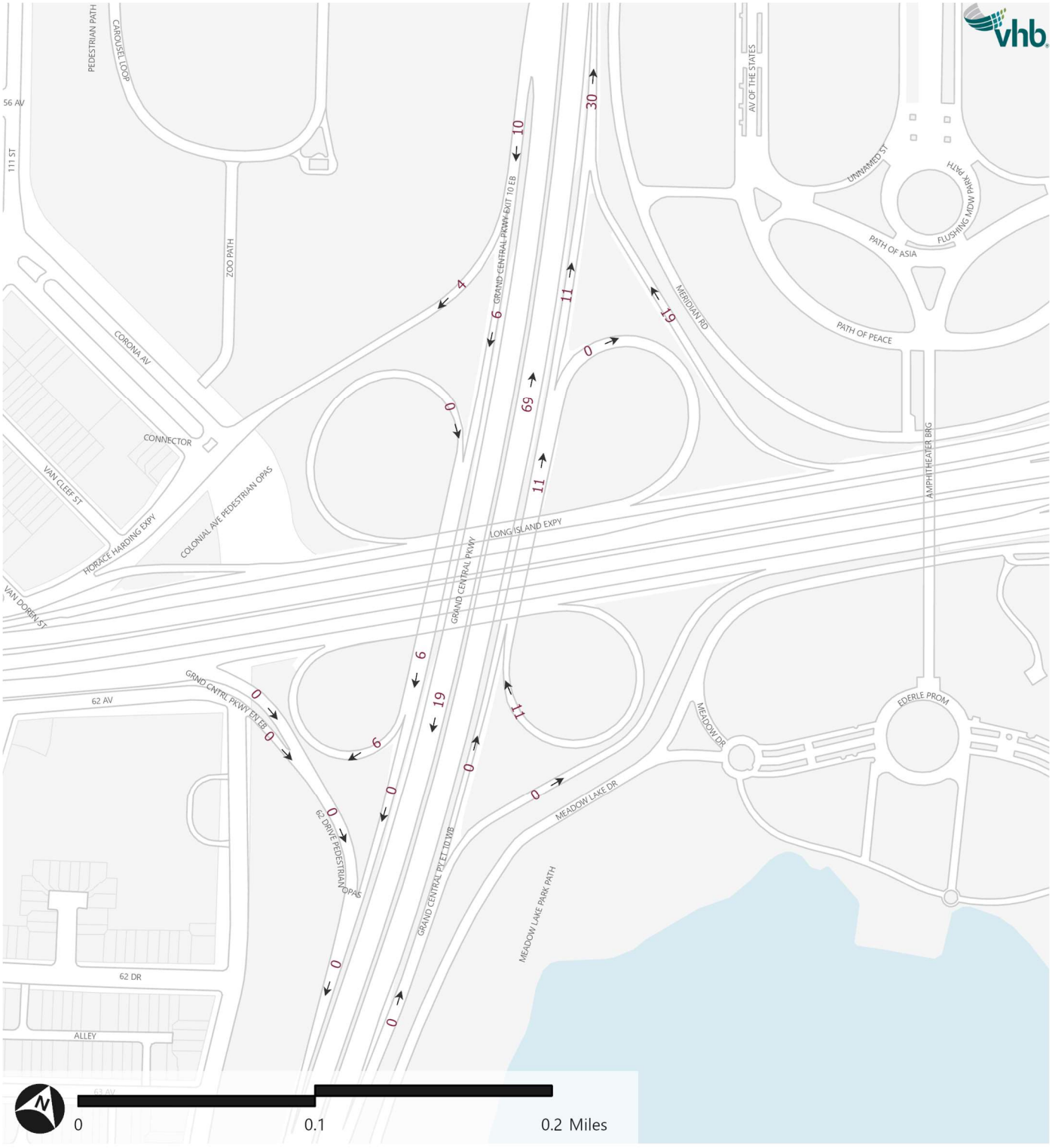


Figure D-153g: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour



Figure D-153h: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour

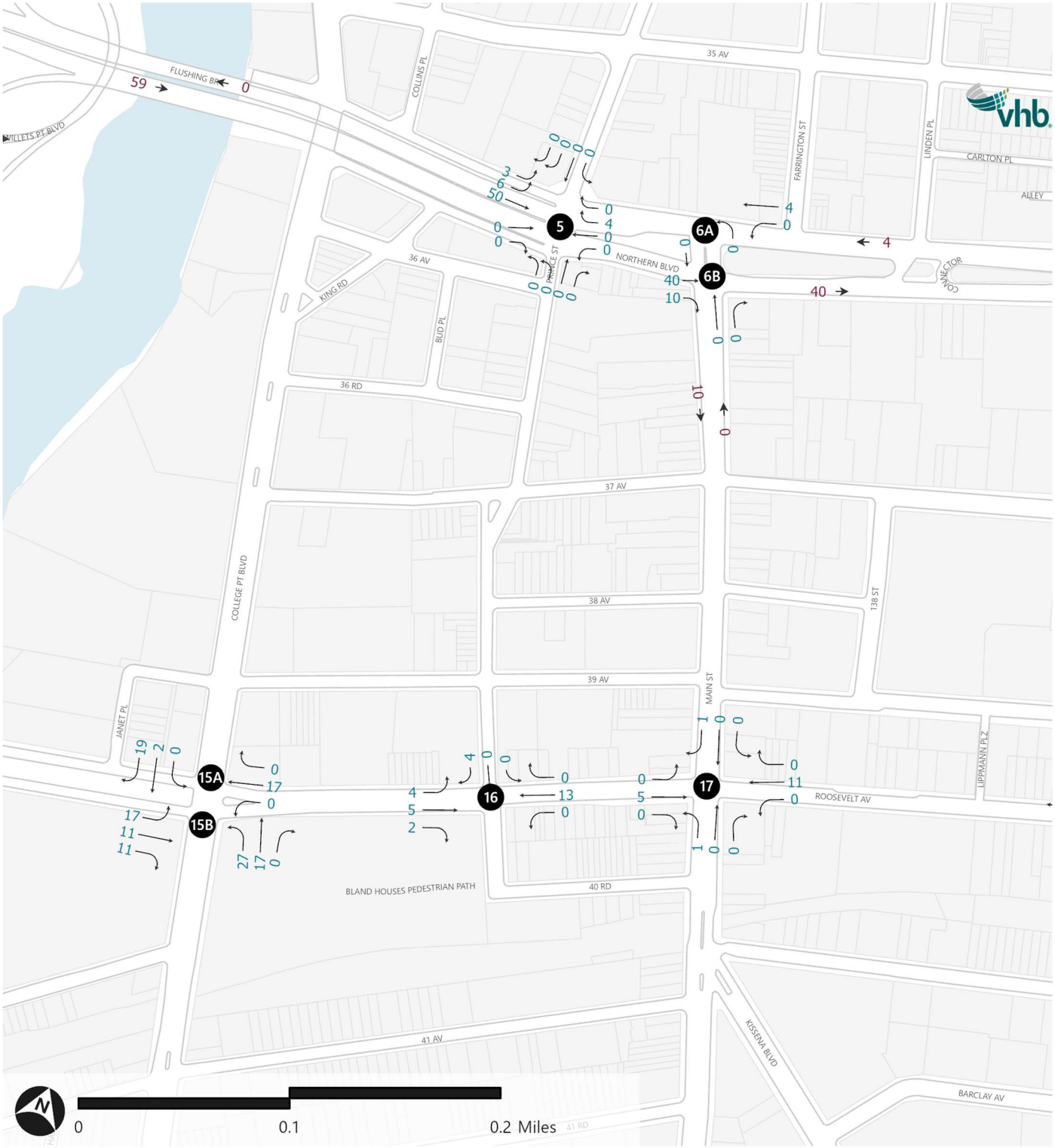


Figure D-153i: 2030 With-Action - TNC Diversion Layer - Gameday Saturday PM Post Game Peak Hour

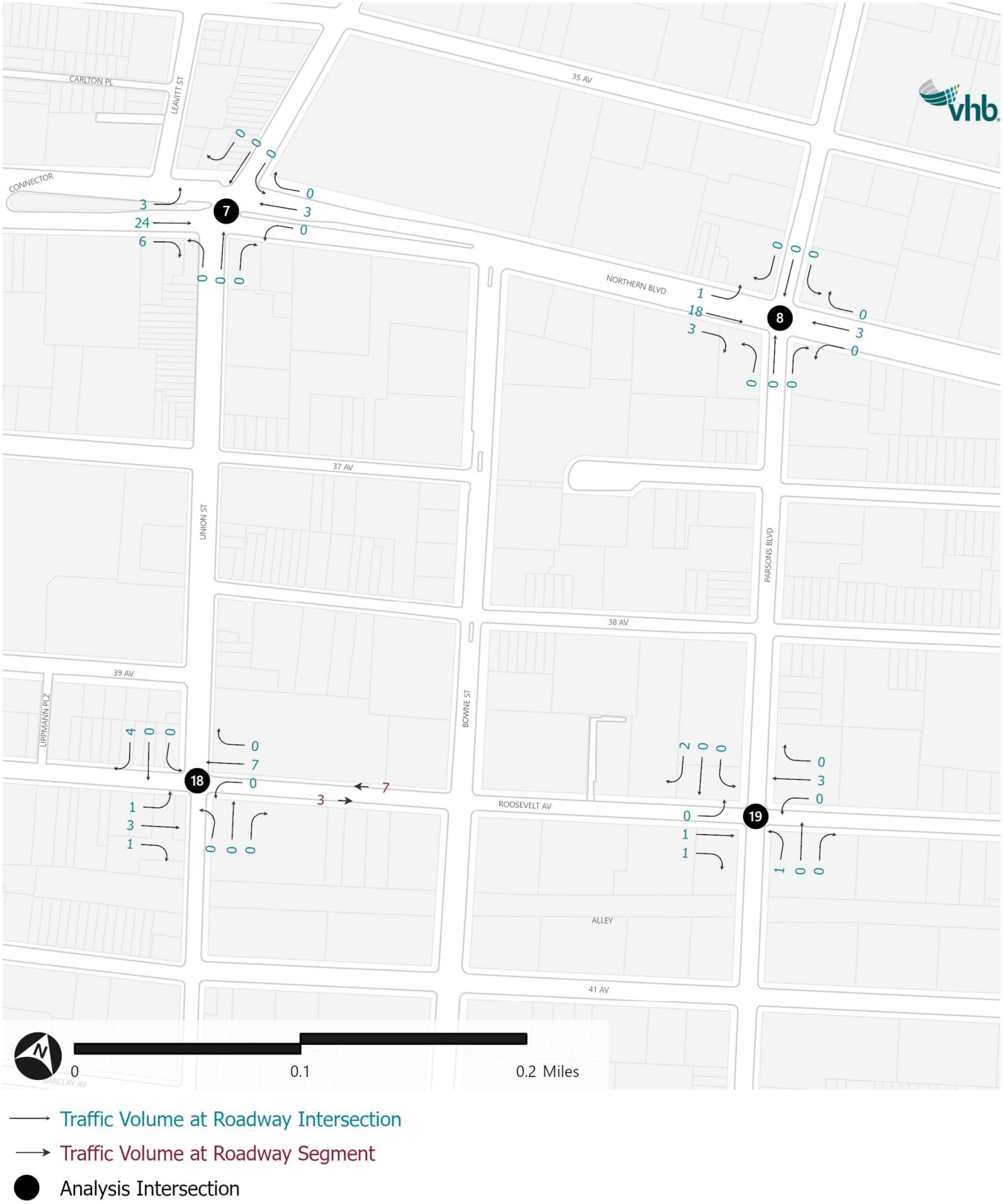
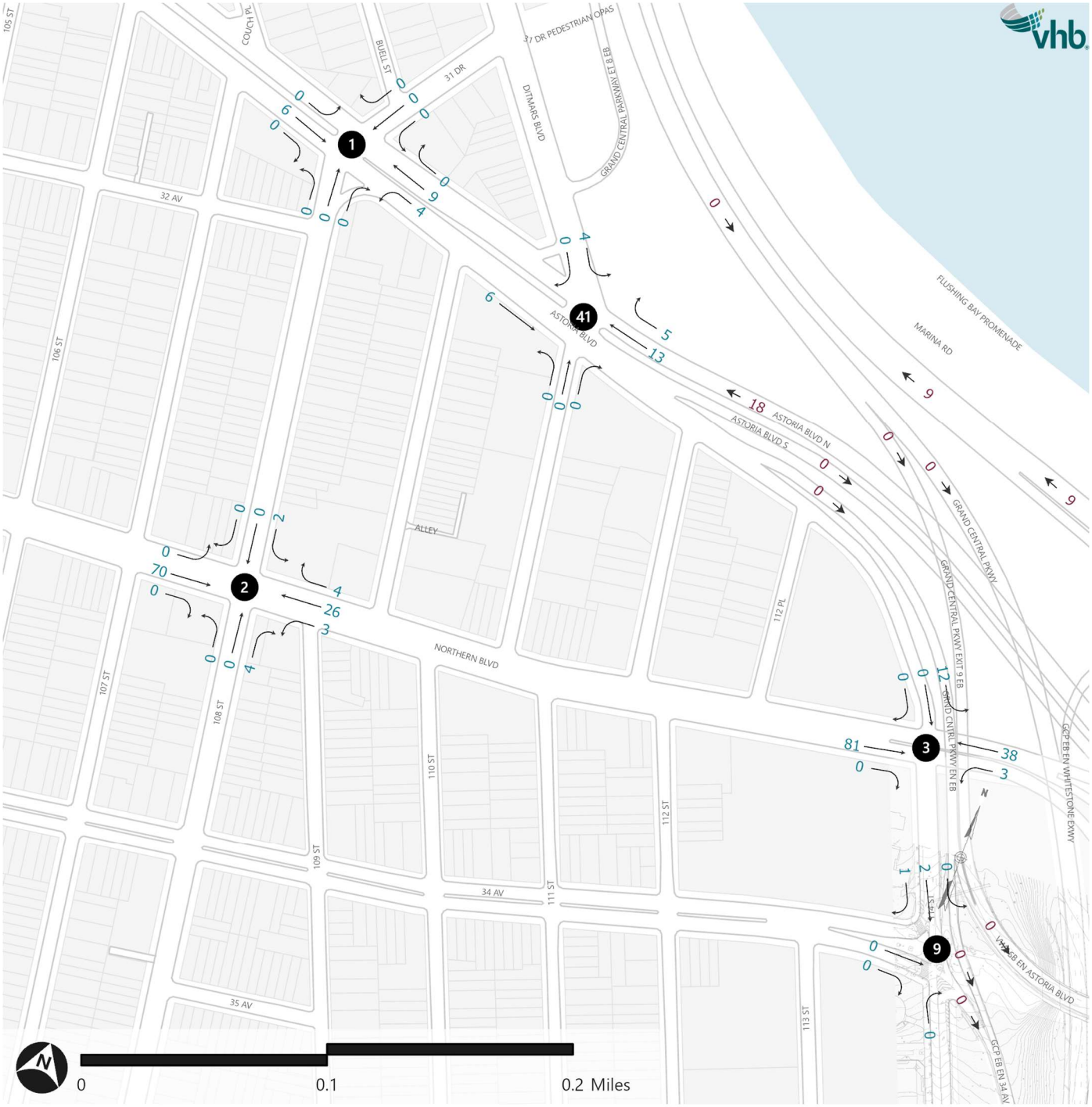


Figure D-154a: 2030 With-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour



Legend

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

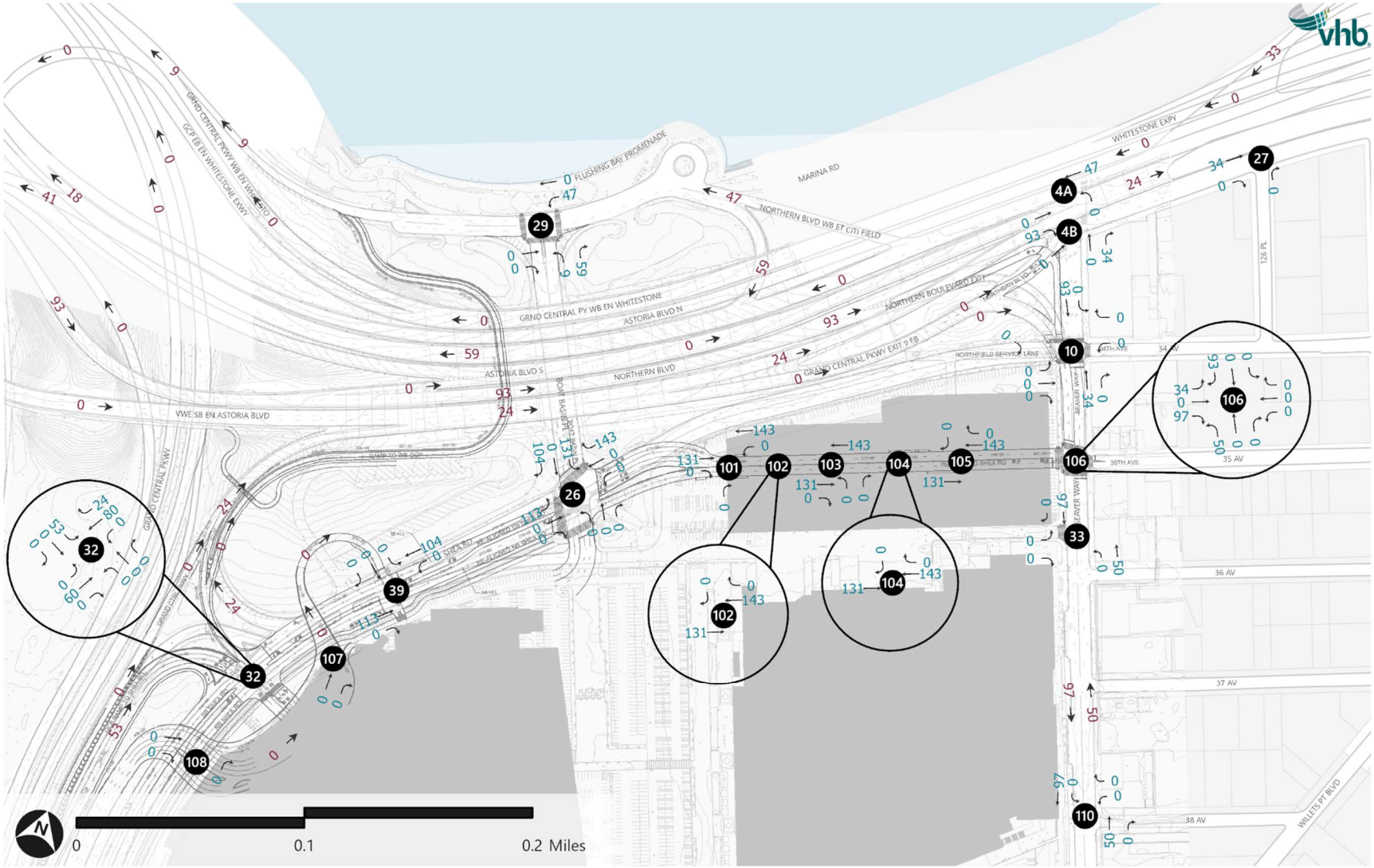
Figure D-154b: 2030 With-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour



Legend

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

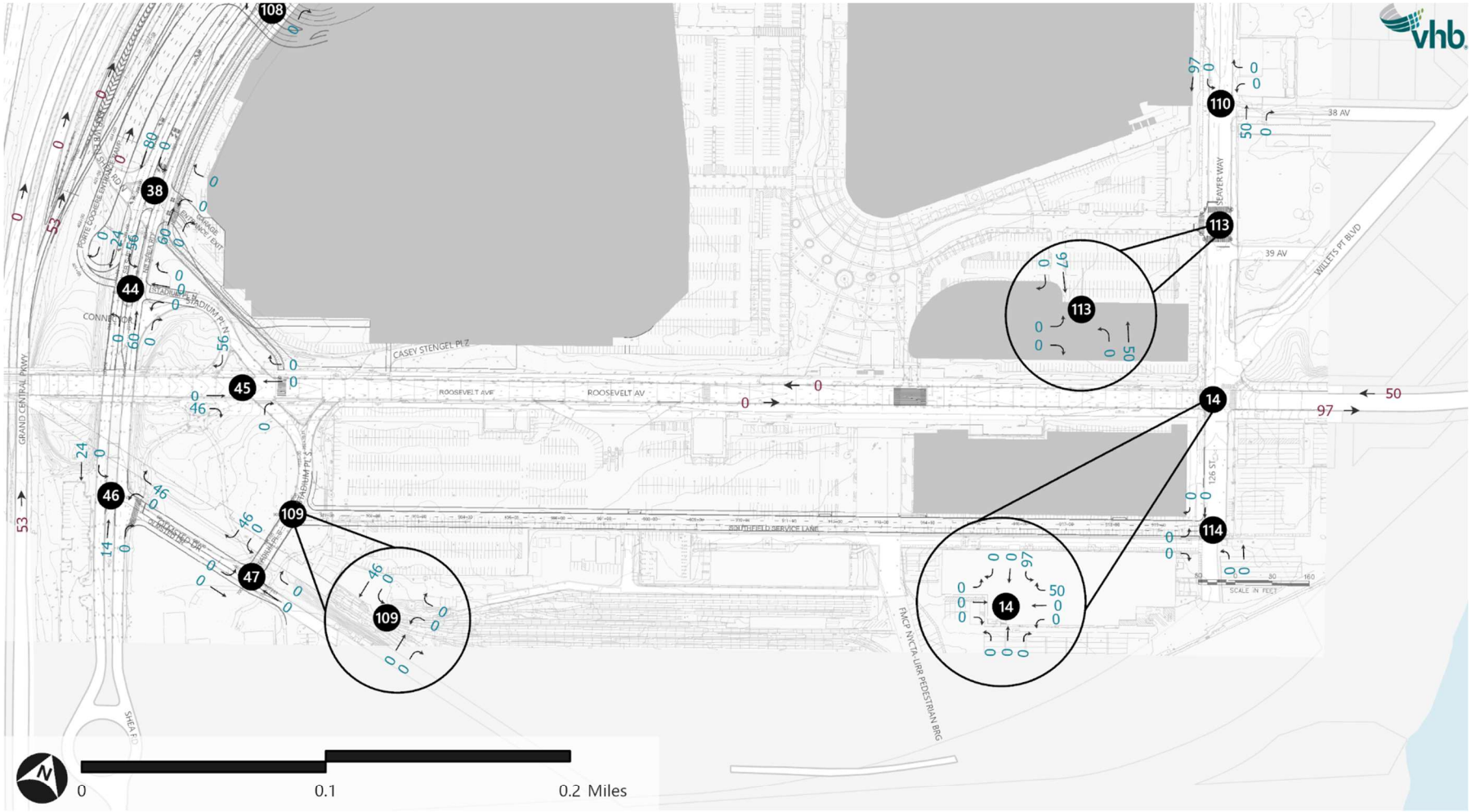
Figure D-154c: 2030 With-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour



Legend

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

Figure D-154d: 2030 With-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour



Legend

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

Figure D-154e: 2030 With-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour

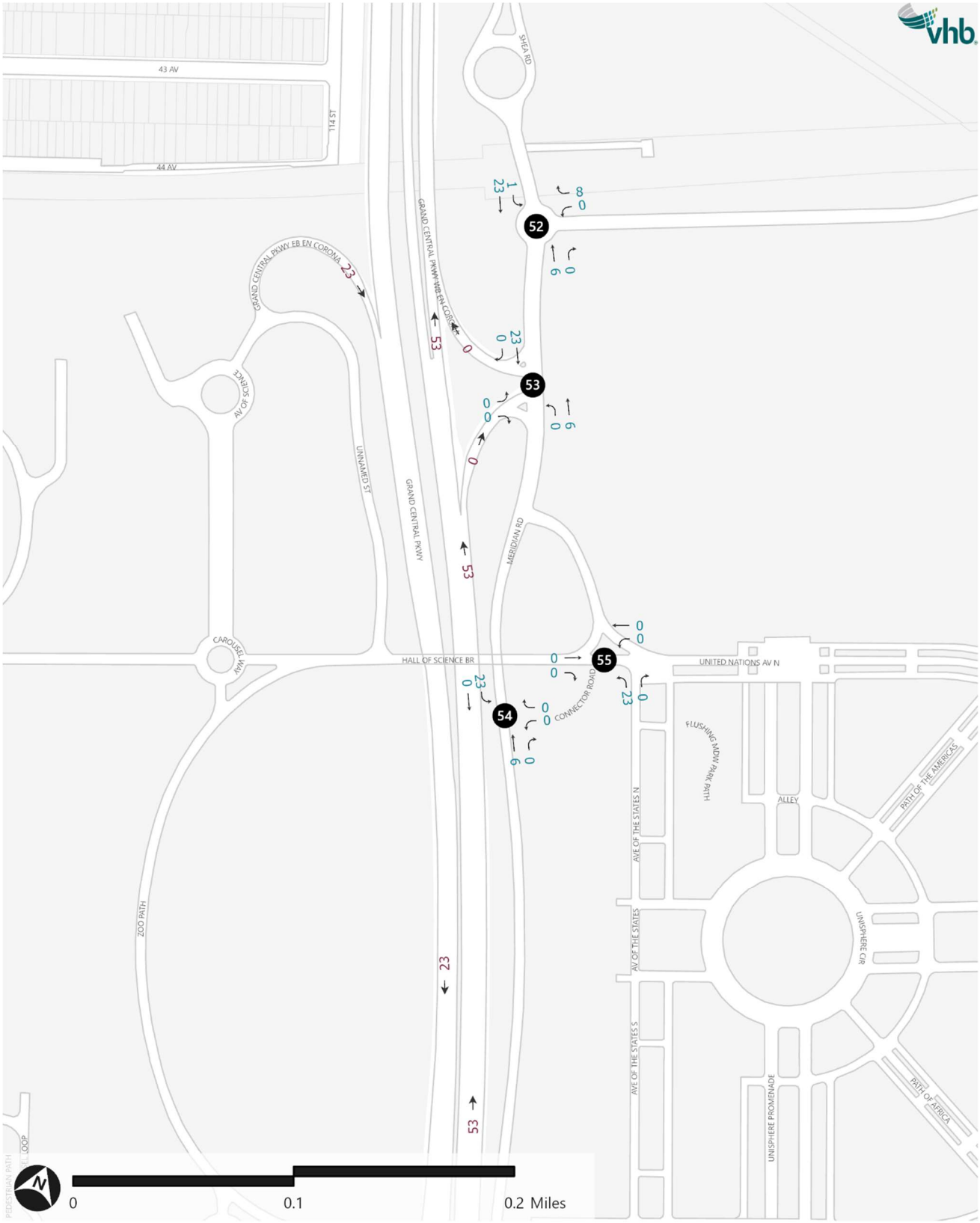


Figure D-154f: 2030 With-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour

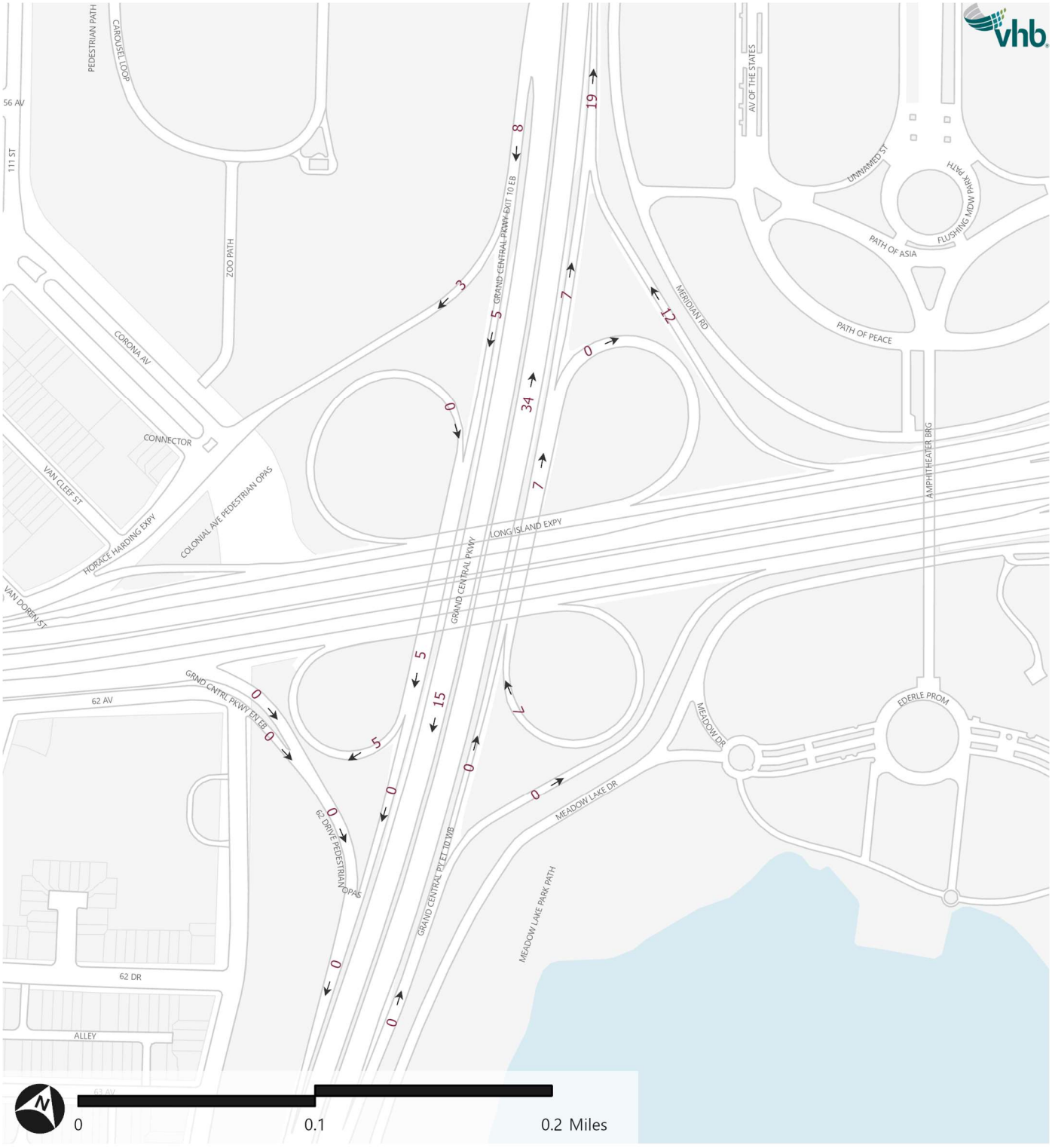

PEDESTRIAN PATH
CAROUSEL LOOP
56 AV
111 ST
ZOO PATH
CORONA AV
CONNECTOR
VAN CLEEF ST
HORACE HARDING EXPY
COLONIAL AVE PEDESTRIAN OPAS
VAN DORN ST
GRAND CENTRAL PKWY EXIT 10 EB
GRAND CENTRAL PKWY
LONG ISLAND EXPY
GRND CNTRL PKWY EN EB
62 AV
62 DRIVE PEDESTRIAN OPAS
GRAND CENTRAL PY ET 10 WB
62 DR
ALLEY
63 AV
AV OF THE STATES
UNNAMED ST
FLUSHING MDW PARK PATH
PATH OF ASIA
MERIDIAN RD
PATH OF PEACE
AMPHITHEATER BRG
EDERLE PROM
MEADOW DR
MEADOW LAKE DR
MEADOW LAKE PARK PATH
19
8
3
5
7
12
0
34
7
0
5
15
7
0
0
0

Figure D-154g: 2030 With-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour


FLUSHING BAY PROMENADE
MARINA RD
NORTHERN BLVD EN VAN WYCK EP
WHITESTONE EXPRESSWAY ET 14 SB
WHITESTONE EXPRESSWAY ET 14 NB
VWK EXPWY WHTSTN EXPWY RAMP
HARPER ST
ASTORIA BLVD N
WHITESTONE EXPY
NORTHERN BLVD
VWE SB EN NORTHERN BLVD
FLUSHING BR
WILLETS POINT BLVD
VWALK EXWY WHTSTN EXWY RP
127 PL
34 AV
127 ST
35 AV
36 AV
37 AV
WILLETS PT BLVD
VAN WYCK EXPY
36 RD
COLLEGE PT BLVD
13
20
0
21
3
34
14
0
0
0

Figure D-154h: 2030 With-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour

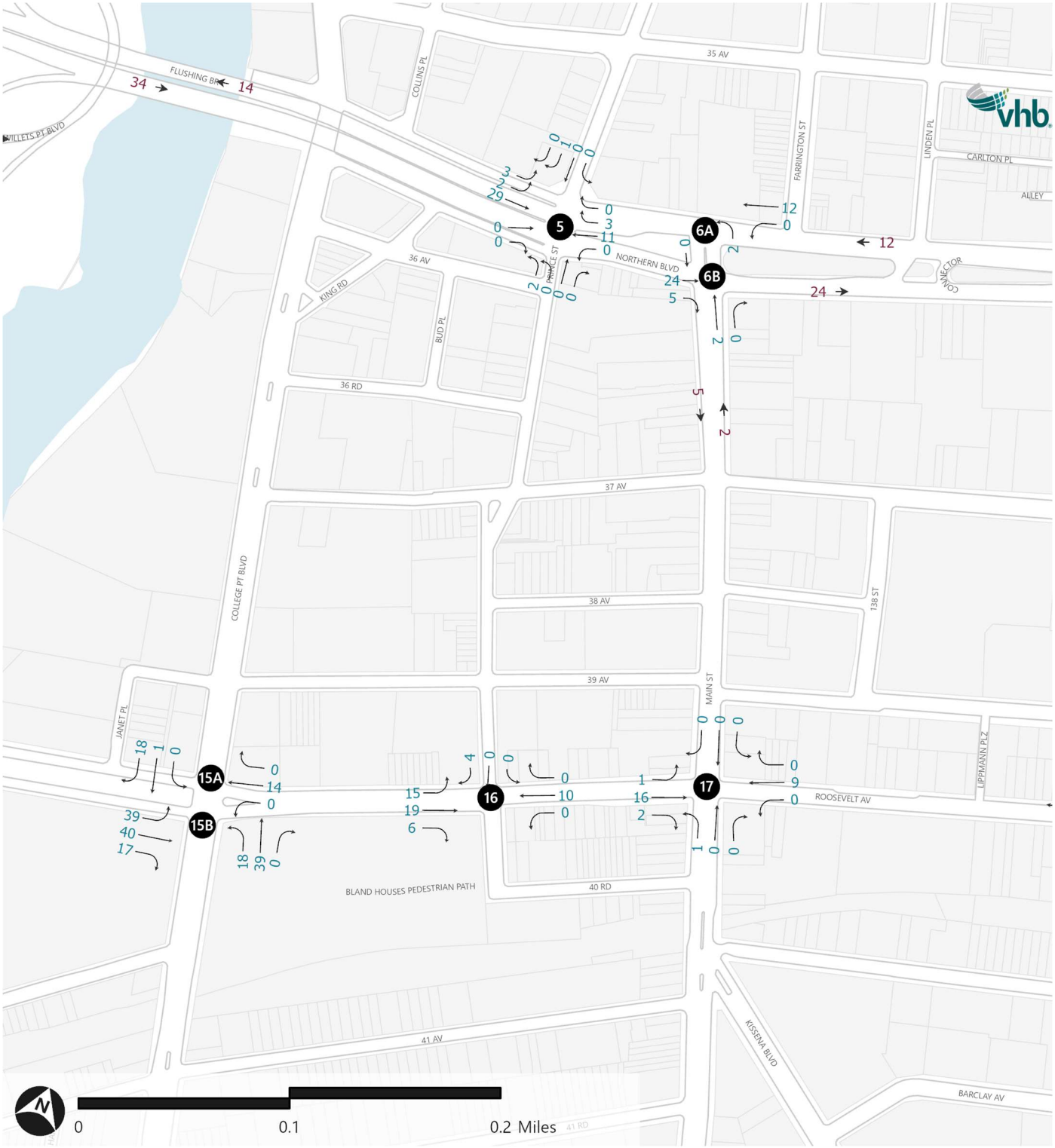


Figure D-154i: 2030 With-Action - TNC Diversion Layer - Gameday Sunday Midday Peak Hour

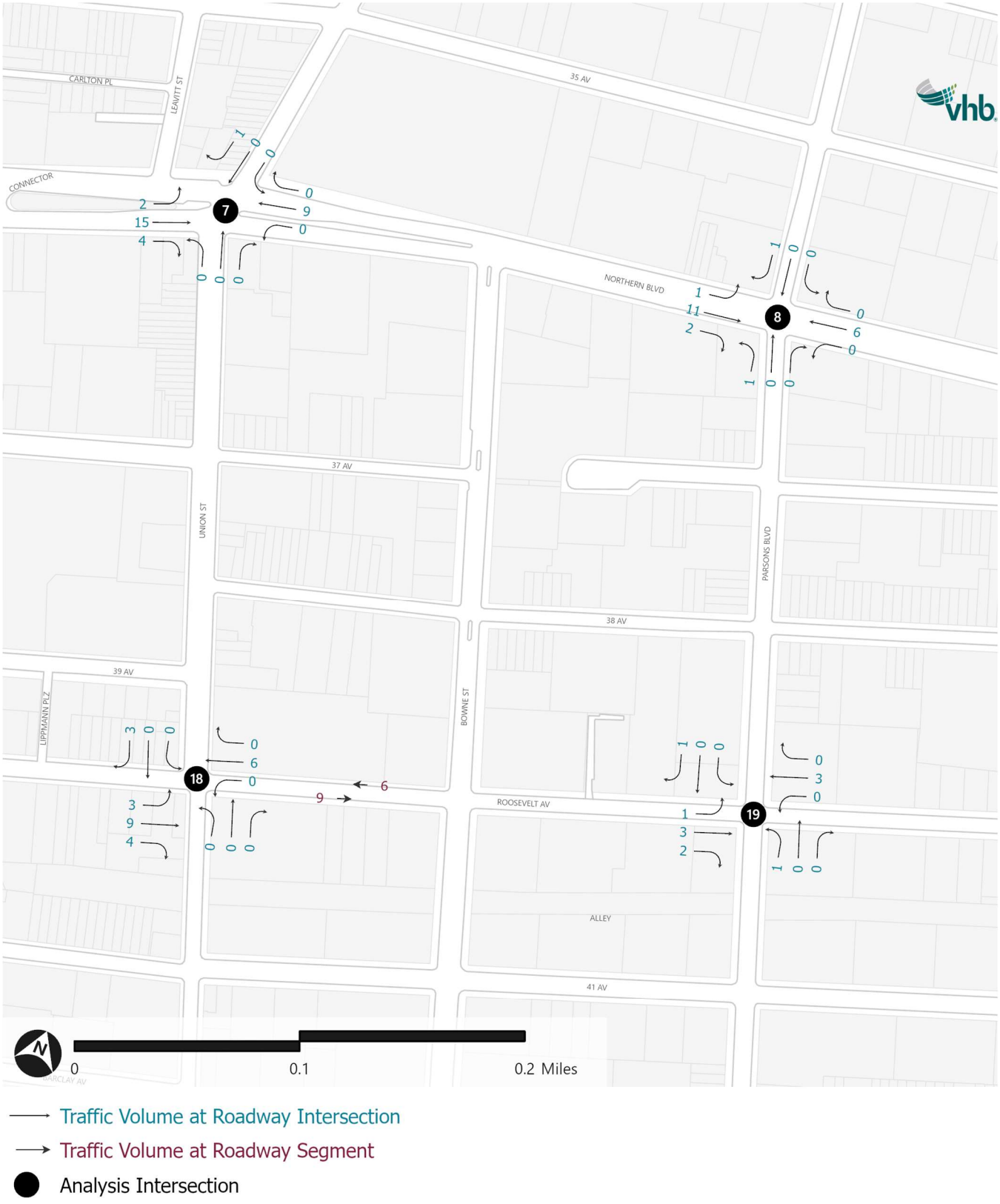
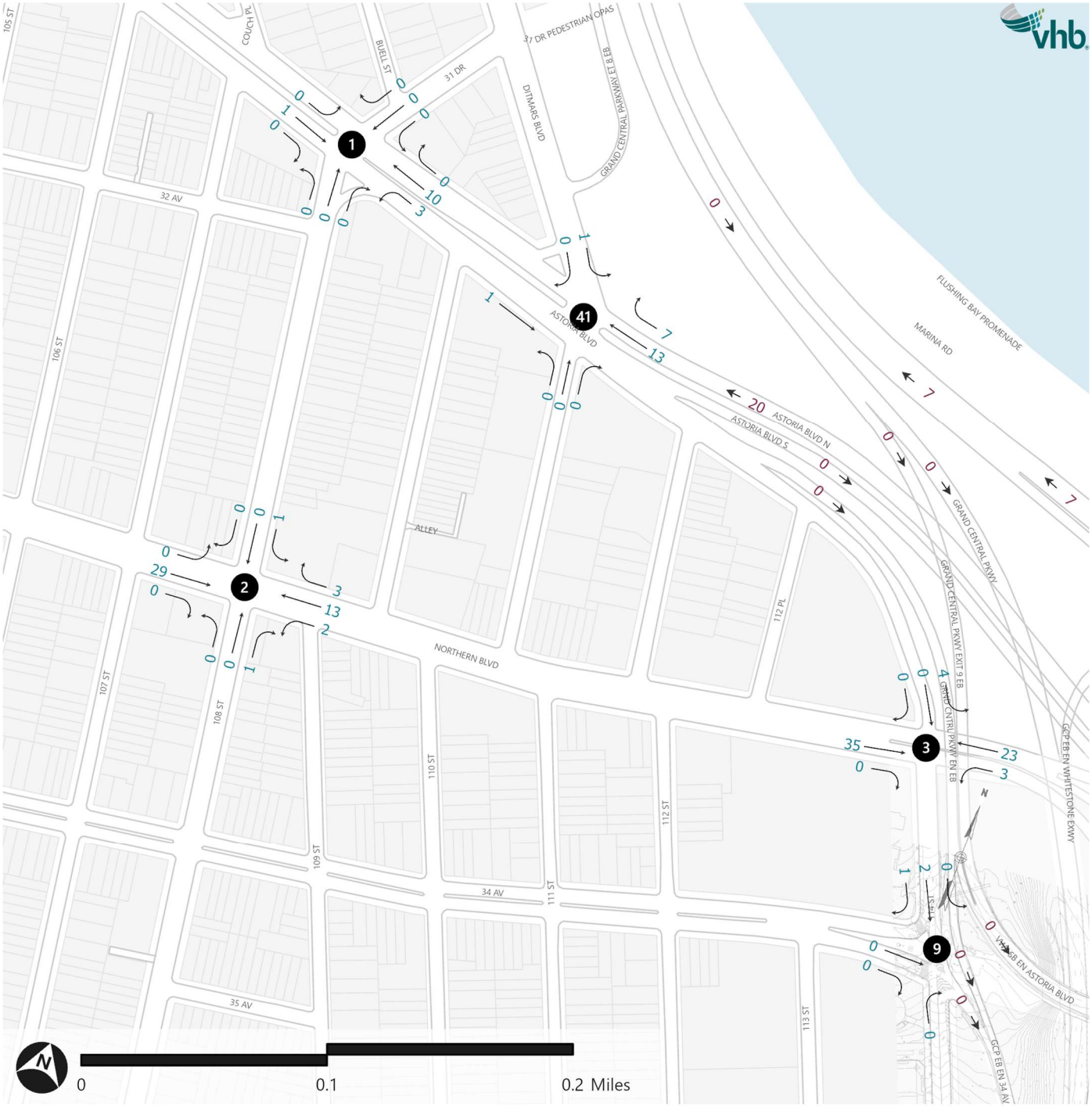


Figure D-155a: 2030 With-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour



Legend

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

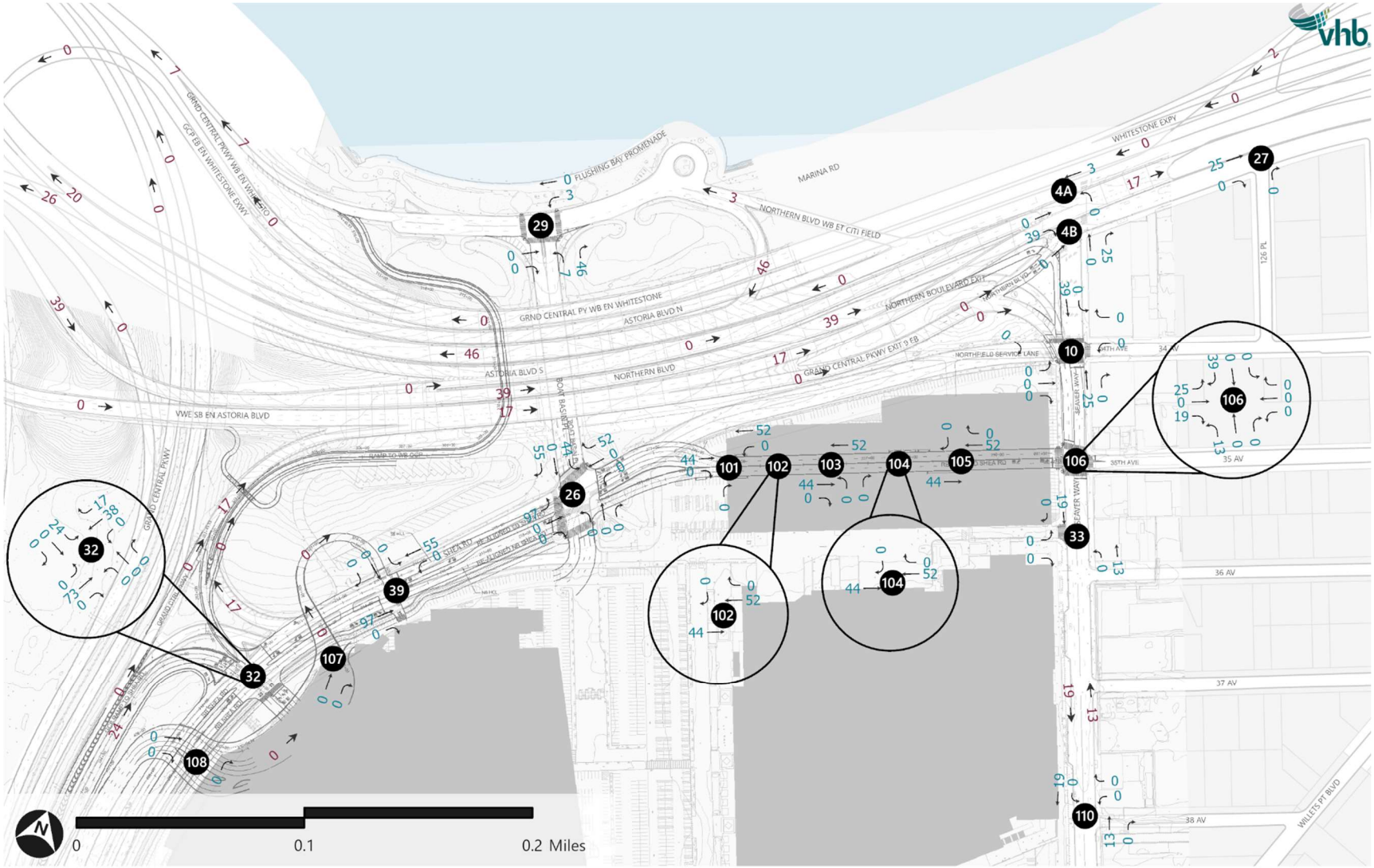
Figure D-155b: 2030 With-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour



Legend

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

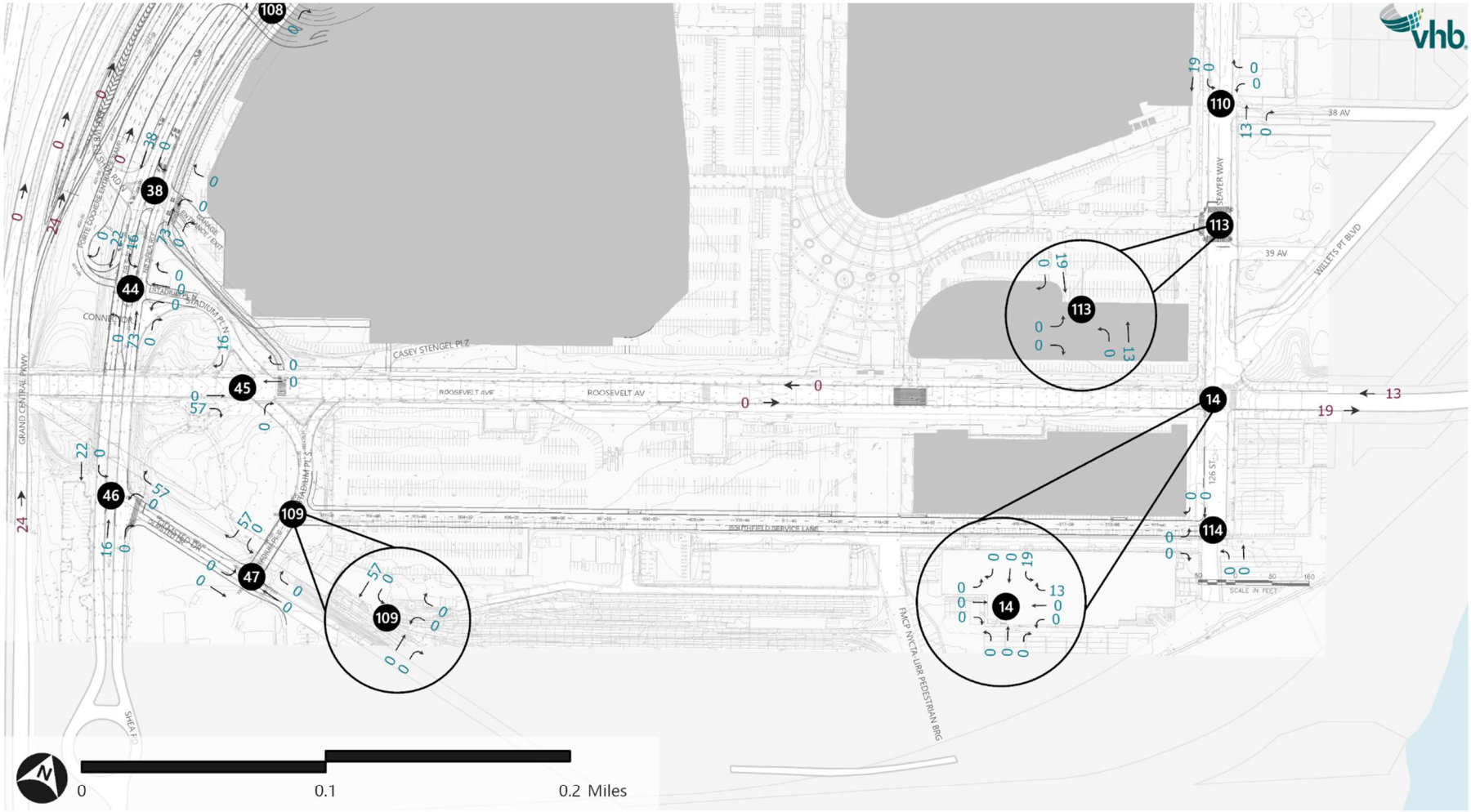
Figure D-155c: 2030 With-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour



Legend

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

Figure D-155d: 2030 With-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour



Legend

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

Figure D-155e: 2030 With-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour

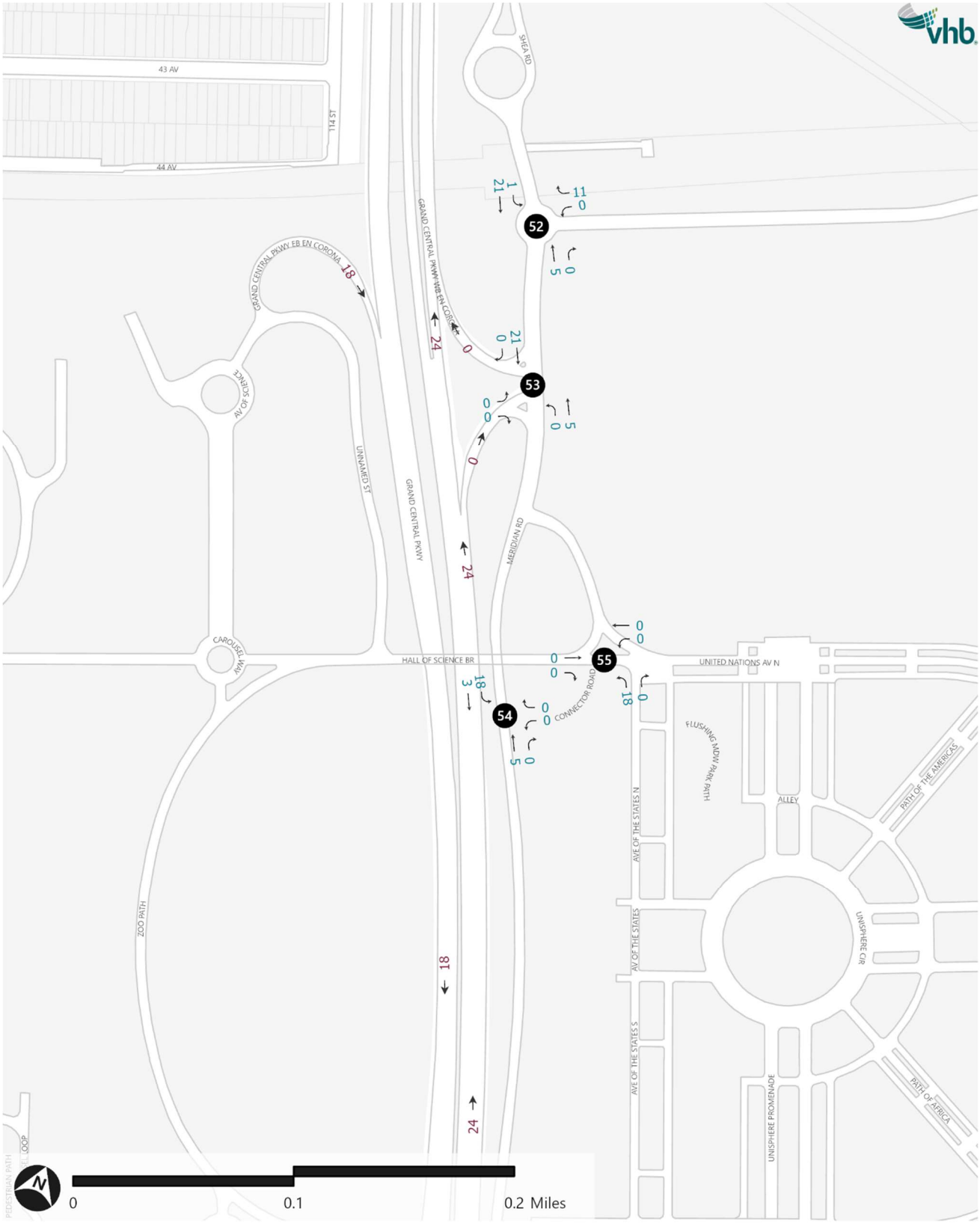


Figure D-155f: 2030 With-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour

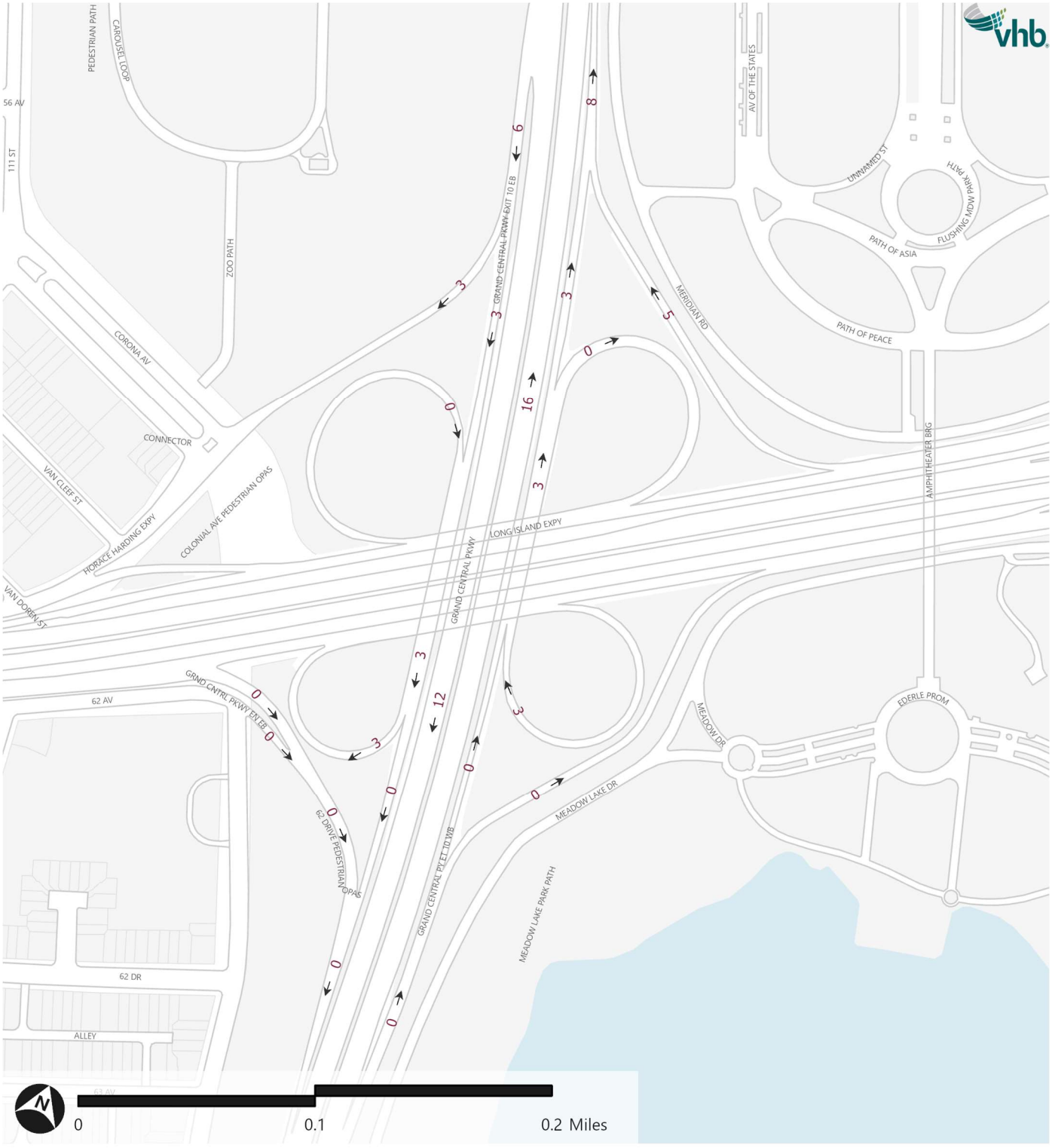

PEDESTRIAN PATH
CAROUSEL LOOP
56 AV
111 ST
ZOO PATH
CORONA AV
CONNECTOR
VAN CLEEF ST
HORACE HARDING EXPY
COLONIAL AVE PEDESTRIAN OPAS
VAN DORN ST
62 AV
GRND CNTRL PKWY EN EB
62 DRIVE PEDESTRIAN OPAS
62 DR
ALLEY
63 AV
GRAND CENTRAL PKWY EXIT 10 EB
GRAND CENTRAL PKWY
GRAND CENTRAL PY ET 10 WB
LONG ISLAND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

Figure D-155g: 2030 With-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour



Figure D-155h: 2030 With-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour

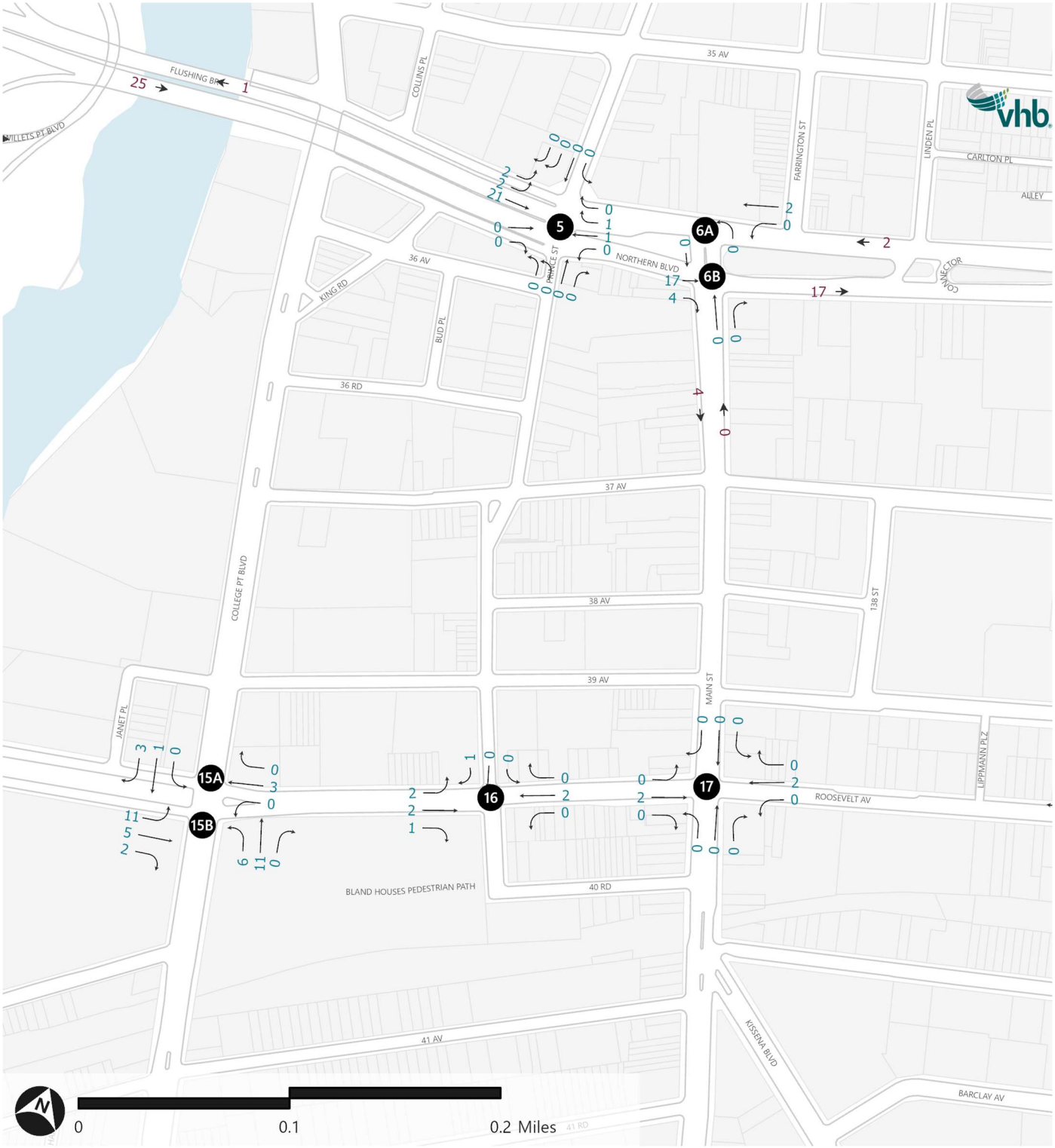


Figure D-155i: 2030 With-Action - TNC Diversion Layer - Gameday Sunday PM Peak Hour

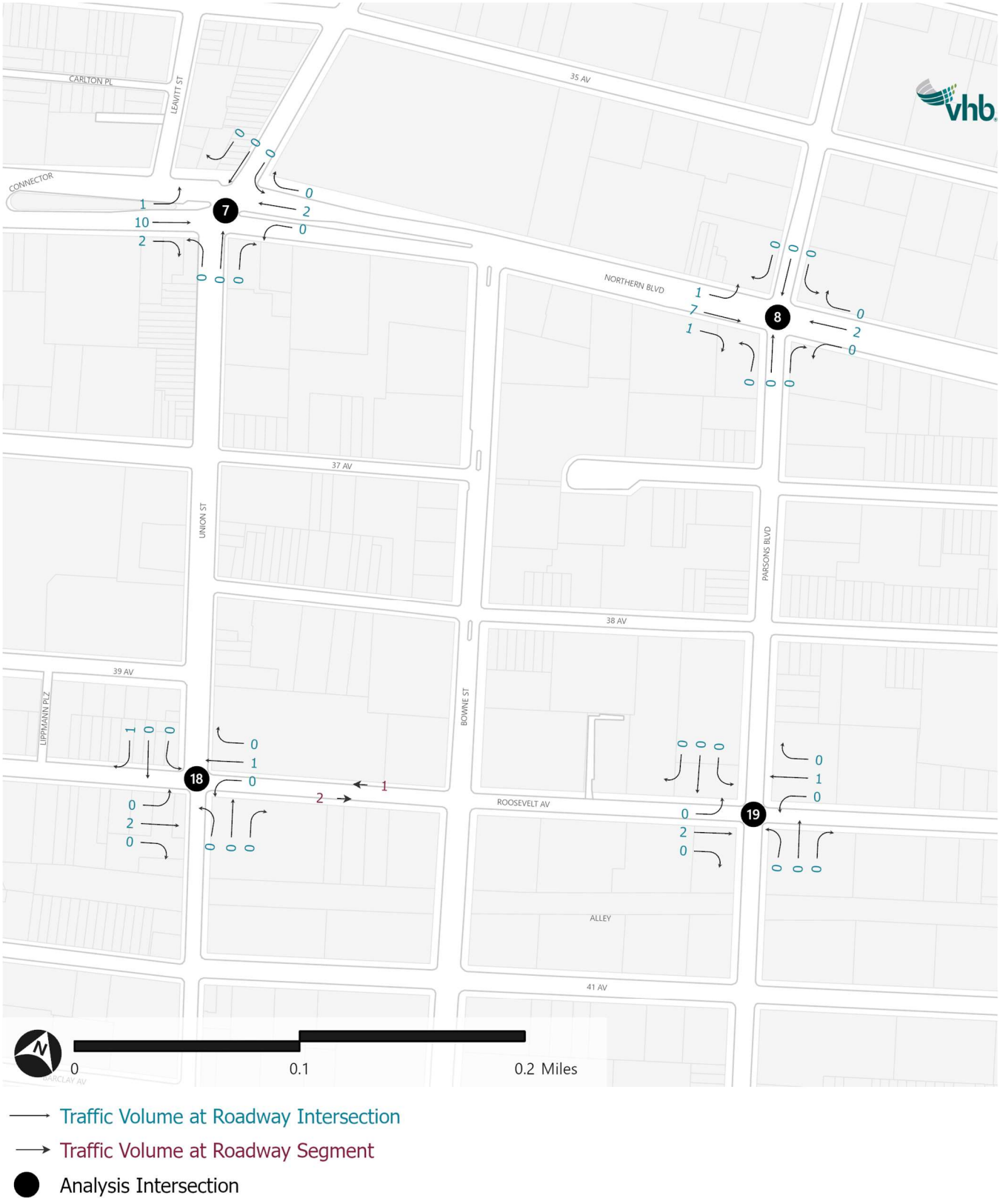


TABLE D-9
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY AM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		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
		TR	0.39	22.7	C	TR	0.41	22.8	C
Astoria Boulevard	WB	L	0.47	4.8	A	L	0.48	5.3	A
		TR	0.49	1.7	A	TR	0.50	1.7	A
108th Street	NB	L	0.53	43.3	D	L	0.53	43.3	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
		R	0.02	31.8	C	R	0.02	31.8	C
Overall Intersection		-	-	**13.4**	**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
Astoria Boulevard	WB	TR	0.90	36.8	D	TR	0.90	37.1	D
111th Street	NB	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
		R	0.13	35.6	D	R	0.13	35.6	D
Overall Intersection		-	-	**41.5**	**D**	-	-	**41.8**	**D**
Northern Boulevard at 108th Street									
Northern Boulevard	EB	L	0.28	56.4	E	L	0.28	56.4	E
		T	1.18	123.4	F	T	1.21	132.6	F
		R	0.14	14.7	B	R	0.14	14.7	B
Northern Boulevard	WB	L	0.70	75.1	E	L	0.70	76.7	E
		T	1.33	184.4	F	T	1.34	190.9	F
		R	0.36	18.1	B	R	0.36	18.1	B
108th Street	NB	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
Overall Intersection		-	-	**135.7**	**F**	-	-	**141.3**	**F**
Northern Boulevard at 114th Street									
Northern Boulevard	EB	T	0.93	53.3	D	T	0.96	58.2	E
		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
114th Street	SB	LTR	0.38	45.7	D	LTR	0.38	45.7	D
Overall Intersection		-	-	**61.2**	**E**	-	-	**64.8**	**E**

TABLE D-9
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY AM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard westbound at 126th Street/ Seaver Way									
Northern Boulevard	WB	T	0.72	11.9	B	T	0.80	14.2	B
126th Street/ Seaver Way	NB	L	0.27	6.0	A	L	0.30	2.7	A
Overall Intersection		**-**	**-**	**11.5**	**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
		-	-	-	-	R	0.11	13.7	B
126th Street/ Seaver Way	NB	T	0.28	26.2	C	T	0.32	23.2	C
		R	0.33	27.1	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
Overall Intersection		**-**	**-**	**33.6**	**C**	**-**	**-**	**31.8**	**C**
Northern Boulevard at Prince Street									
Northern Boulevard	EB	L	1.74	403.1	F	L	1.74	403.1	F
		T	0.56	17.9	B	T	0.56	18.0	B
Northern Boulavard	WB	L	1.20	183.4	F	L	1.20	181.4	F
		T	0.88	15.8	B	T	0.90	16.8	B
		R	0.52	12.2	B	R	0.54	12.7	B
Prince Street	NB	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
Northern Boulevard Eastbound Service Road	NEB	R	0.43	17.6	B	R	0.43	17.6	B
Overall Intersection		**-**	**-**	**131.2**	**F**	**-**	**-**	**130.2**	**F**
Northern Boulevard westbound at Main Street									
Northern Boulevard	WB	L	0.12	11.7	B	L	0.12	11.7	B
		T	0.91	28.9	C	T	0.93	31.0	C
Main Street	NB	L	0.30	1.1	A	L	0.30	1.1	A
Overall Intersection		**-**	**-**	**26.4**	**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
		R	0.52	16.7	B	R	0.52	16.6	B
Main Street	NB	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
Overall Intersection		**-**	**-**	**21.7**	**C**	**-**	**-**	**21.7**	**C**

TABLE D-9
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY AM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard at Union Street									
Northern Boulevard	EB	L	0.84	64.0	E	L	0.84	64.2	E
		TR	0.85	40.8	D	TR	0.85	41.3	D
Northern Boulevard	WB	L	0.41	24.0	C	L	0.41	24.3	C
		TR	0.97	53.5	D	TR	1.00	60.8	E
Union Street	NB	LT	0.46	30.9	C	LT	0.46	30.9	C
		R	0.28	22.9	C	R	0.28	22.9	C
Union Street	SB	LT	0.51	31.7	C	LT	0.51	31.7	C
		R	0.67	33.9	C	R	0.67	33.9	C
Overall Intersection		-	-	**43.7**	**D**	-	-	**46.8**	**D**
Northern Boulevard at Parsons Boulevard									
Northern Boulevard	EB	L	0.46	44.2	D	L	0.47	45.6	D
		T	0.64	30.8	C	T	0.65	31.1	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
		TR	0.88	39.8	D	TR	0.92	42.6	D
Parsons Boulevard	NB	L	1.25	196.6	F	L	1.25	196.6	F
		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
		R	0.50	40.1	D	R	0.50	40.1	D
Overall Intersection		-	-	**64.8**	**E**	-	-	**65.6**	**E**
Roosevelt Avenue at 108th Street									
Roosevelt Avenue	EB	LTR	0.81	33.0	C	LTR	0.88	39.7	D
Roosevelt Avenue	WB	LTR	1.17	100.0	F	LTR	1.23	124.8	F
108th Street	NB	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
Overall Intersection		-	-	**84.9**	**F**	-	-	**95.0**	**F**
Roosevelt Avenue at 111th Street									
Roosevelt Avenue	EB	LTR	0.66	13.1	B	LTR	0.72	14.9	B
Roosevelt Avenue	WB	LTR	0.99	48.5	D	LTR	1.02	56.2	E
111th Street	NB	LTR	0.77	59.6	E	LTR	0.77	59.6	E
Overall Intersection		-	-	**37.6**	**D**	-	-	**41.6**	**D**

TABLE D-9
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY AM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 114th Street									
Roosevelt Avenue	EB	LTR	1.28	164.6	F	LTR	1.46	238.6	F
Roosevelt Avenue	WB	LT	1.32	188.5	F	LT	1.41	220.0	F
		R	0.19	14.0	B	R	0.30	12.0	B
114th Street	NB	LTR	1.05	115.6	F	LTR	1.11	136.6	F
114th Street	SB	L	0.94	120.7	F	L	0.97	129.5	F
		TR	0.76	67.9	E	TR	0.80	74.6	E
Overall Intersection		**-**	**-**	**148.7**	**F**	**-**	**-**	**182.9**	**F**
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.53	19.4	B
Roosevelt Avenue	WB	T	-	0.0	A	T	0.39	2.2	A
Stadium Place North	SB	R	-	20.5	C	R	0.69	35.1	D
Overall Intersection		**-**	**-**	**4.7**	**A**	**-**	**-**	**17.6**	**B**
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Roosevelt Avenue	EB	TR	-	0.0	A	TR	0.56	2.9	A
Roosevelt Avenue	WB	TR	-	0.0	A	TR	0.49	4.7	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**3.7**	**A**
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.35	2.4	A
Roosevelt Avenue	WB	T	-	0.0	A	T	0.45	9.7	A
Stadium Place South	NB	R	-	11.8	B	R	0.19	24.0	C
Overall Intersection		**-**	**-**	**1.3**	**A**	**-**	**-**	**8.2**	**A**

TABLE D-9
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY AM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 126th Street/ Seaver Way									
Roosevelt Avenue	EB	LTR	0.54	20.4	C	LTR	0.61	9.6	A
Roosevelt Avenue	WB	LTR	0.47	12.9	B	LTR	0.57	14.7	B
126th Street/ Seaver Way	NB	LTR	0.08	31.1	C	LTR	0.06	30.8	C
126th Street/ Seaver Way	SB	L	0.76	52.3	D	DefL	0.92	74.5	E
		TR	0.32	35.3	D	TR	0.42	37.4	D
Overall Intersection		**-**	**-**	**22.9**	**C**	**-**	**-**	**23.2**	**C**
Roosevelt Avenue westbound at College Point Boulevard									
Roosevelt Avenue	WB	LTR	0.46	20.6	C	LTR	0.49	20.7	C
College Point Boulevard	NB	L	0.96	77.6	E	L	0.98	81.7	F
		T	0.43	7.8	A	T	0.43	7.8	A
College Point Boulevard	SB	TR	0.96	60.0	E	TR	0.98	63.7	E
Overall Intersection		**-**	**-**	**39.5**	**D**	**-**	**-**	**41.4**	**D**
Roosevelt Avenue eastbound at College Point Boulevard									
Roosevelt Avenue	EB	LTR	0.69	30.9	C	LTR	0.71	31.3	C
College Point Boulevard	NB	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
Overall Intersection		**-**	**-**	**19.9**	**B**	**-**	**-**	**20.0**	**C**
Roosevelt Avenue at Prince Street									
Roosevelt Avenue	EB	LT	0.87	37.0	D	LT	0.92	43.4	D
		R	0.24	16.0	B	R	0.24	16.3	B
Roosevelt Avenue	WB	LTR	0.64	4.9	A	LTR	0.69	5.5	A
Prince Street	SB	LTR	0.47	30.1	C	LTR	0.47	30.1	C
Overall Intersection		**-**	**-**	**23.1**	**C**	**-**	**-**	**25.2**	**C**
Roosevelt Avenue at Main Street									
Roosevelt Avenue	EB	LTR	0.88	55.0	E	LTR	0.90	58.3	E
Roosevelt Avenue	WB	LTR	0.83	28.0	C	LTR	0.90	29.9	C
Main Street	NB	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
Overall Intersection		**-**	**-**	**33.5**	**C**	**-**	**-**	**35.3**	**D**

TABLE D-9
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY AM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at Union Street									
Roosevelt Avenue	EB	LTR	0.60	58.2	E	LTR	0.62	58.6	E
Roosevelt Avenue	WB	LTR	1.03	79.2	E	LTR	1.09	96.4	F
Union Street	NB	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
		R	0.38	35.6	D	R	0.38	35.6	D
Overall Intersection		**-**	**-**	**66.9**	**E**	**-**	**-**	**73.2**	**E**
Roosevelt Avenue at Parsons Boulevard									
Roosevelt Avenue	EB	LT	0.71	42.5	D	LT	0.79	50.5	D
		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
		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
		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
Overall Intersection		**-**	**-**	**71.8**	**E**	**-**	**-**	**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
126th Street/ Seaver Way	NB	LTR	0.31	21.8	C	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
Ramp from Whitestone Expressway	SEB	LR	0.77	60.3	E	R	0.78	31.2	C
Overall Intersection		**-**	**-**	**44.6**	**D**	**-**	**-**	**25.1**	**C**
35th Avenue/Shea Road at 126th Street/ Seaver Way								SIGNALIZED INTERSECTION	
35th Avenue	EB					L	0.24	30.6	C
						TR	0.61	41.3	D
Shea Road	WB					LTR	0.12	26.5	C
126th Street/ Seaver Way	NB	Intersection not analyzed during the No Action condition				LTR	0.27	14.3	B
126th Street/ Seaver Way	SB					LT	0.47	6.1	A
						R	0.40	2.2	A
Overall Intersection						**-**	**-**	**14.2**	**B**

TABLE D-9
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - 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
Shea Road at Boat Basin Place									
Shea Road	EB	-	-	-	-	L	0.06	42.6	D
		-	-	-	-	TR	0.05	32.1	C
Shea Road	WB	-	-	-	-	L	0.17	34.8	C
		-	-	-	-	T	0.44	27.6	C
		-	-	-	-	R	0.09	22.2	C
		LTR	0.25	25.9	C	LTR	(4)	28.6	C
Boat Basin Place	NB	-	-	-	-	L	0.19	22.5	C
		-	-	-	-	TR	0.02	19.5	B
		LTR	0.06	7.1	A	LTR	(4)	21.9	C
Boat Basin Place	SB	-	-	-	-	L	0.62	28.5	C
		-	-	-	-	T	0.04	15.4	B
		-	-	-	-	R	0.83	37.2	D
		LTR	0.40	9.8	A	LTR	(4)	32.9	C
Overall Intersection		**-**	**-**	**13.4**	**B**	**-**	**-**	**30.9**	**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
						R	0.03	0.0	A
Shea Road	NB					T	0.04	10.4	B
						R	0.02	0.0	A
Shea Road	SB					L	0.05	10.5	B
						T	0.58	16.5	B
Overall Intersection						**-**	**-**	**16.4**	**B**
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road		UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Grand Central Parkway westbound exit ramp	EB	L	-	11.5	B	L	0.28	32.7	C
		-	-	-	-	T	0.18	34.6	C
		R	-	10.4	B	R	0.38	23.1	C
Podium Parking West Access	WB	-	-	-	-	L	0.29	35.9	D
		-	-	-	-	TR	0.49	33.8	C
Shea Road	NB	-	-	-	-	L	0.78	31.4	C
		-	-	-	-	TR	0.02	14.6	B
		T	-	0.0	A	LTR	(4)	30.6	C
Shea Road	SB	-	-	-	-	L	0.05	20.5	C
		TR	-	0.0	A	TR	0.74	34.1	C
Overall Intersection		**-**	**-**	**1.8**	**A**	**-**	**-**	**31.9**	**C**

TABLE D-9
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY AM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Shea Road at Tower Parking Access			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Tower Parking Access (Formerly Citi Field Entrance 4)	WB	-	-	-	-	L	0.03	24.2	C
		-	-	-	-	R	0.06	24.5	C
		LTR	-	12.8	B	LR	(4)	24.4	C
Shea Road	NB	LTR	-	8.5	A	TR	0.40	22.8	C
Shea Road	SB	-	-	-	-	L	0.59	36.6	D
		-	-	-	-	T	0.23	9.9	A
		LTR	-	0.2	A	LT	(4)	20.1	C
Overall Intersection		**-**	**-**	**4.5**	**A**	**-**	**-**	**20.9**	**C**
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Stadium Place North	WB	LR	-	11.9	B	LTR	0.27	27.2	C
Shea Road	NB	-	-	-	-	L	0.00	0.0	A
		TR	-	0.0	A	TR	0.60	33.5	C
Shea Road	SB	LT	-	5.1	A	LT	0.31	4.3	A
		-	-	-	-	R	0.17	0.2	A
Overall Intersection		**-**	**-**	**3.1**	**A**	**-**	**-**	**17.4**	**B**
Shea Road at Olmsted Drive			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Olmsted Drive	WB	-	-	-	-	L	0.21	31.6	C
		-	-	-	-	R	0.36	18.7	B
		LR	-	14.8	B	LR	(4)	21.6	C
Shea Road	NB	TR	-	0.0	A	TR	0.33	16.3	B
Shea Road	SB	LT	-	3.6	A	LT	0.13	6.7	A
Overall Intersection		**-**	**-**	**5.2**	**A**	**-**	**-**	**15.6**	**B**
34th Avenue at 114th Street									
34th Avenue	EB	T	0.36	11.3	B	T	0.36	11.3	B
		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
114th Street	SB	L	0.49	28.7	C	L	0.49	28.6	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
Overall Intersection		**-**	**-**	**11.5**	**B**	**-**	**-**	**11.0**	**B**

TABLE D-9
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY AM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Marina Road at Boat Basin Place			NEW SIGNAL						
Marina Road	EB	TR	0.03	8.6	A	TR	0.03	8.6	A
Marina Road	WB	L	0.69	20.2	C	L	1.01	57.4	E
		T	0.25	10.6	B	T	0.26	10.6	B
Boat Basin Place	NB	L	0.05	30.7	C	L	0.05	45.0	D
		R	0.06	31.0	C	R	0.07	45.7	D
Overall Intersection		**-**	**-**	**17.3**	**B**	**-**	**-**	**43.3**	**D**
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Area B Parking Structure Access (Formerly Citi Field Entrance 1)	EB	LR	-	11.4	B	LR	0.14	27.9	C
126th Street/ Seaver Way	NB	-	-	-	-	L	0.12	10.5	B
		-	-	-	-	T	0.26	11.0	B
		LT	-	0.1	A	LT	(4)	10.9	B
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	0.53	34.9	C
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**25.2**	**C**
UNSIGNALIZED INTERSECTIONS									
Northern Boulevard eastbound at 126th Place									
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A
126th Place	NB	R	-	11.1	B	R	-	11.1	B
Overall Intersection		**-**	**-**	**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	-	9.6	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	-	0.5	A				
Southfield Parking Lot	NB	L	-	24.6	C				
		R	-	11.8	B				
Overall Intersection		**-**	**-**	**0.4**	**A**				

TABLE D-9
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY AM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 1	SB					R	-	10.0	B
Overall Intersection						**-**	**-**	**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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 2	SB					R	-	10.0	B
Overall Intersection						**-**	**-**	**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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure South Access	NB					L	-	14.8	B
						R	-	9.3	A
Northfield Parking Structure North Access 3	SB					R	-	10.0	B
Overall Intersection						**-**	**-**	**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
Shea Road	WB					LT	-	0.0	A
Overall Intersection						**-**	**-**	**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**				

TABLE D-9
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY AM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		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	-	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
Shea Road	NB	TR	-	13.4	B	TR	-	14.5	B
Shea Road	SB	L	-	8.7	A	L	-	8.8	A
		T	-	7.5	A	T	-	8.5	A
Overall Intersection		**-**	**-**	**11.7**	**B**	**-**	**-**	**12.1**	**B**
Shea Road at Grand Central Parkway westbound exit ramp (9P)									
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	49.3	E	L	-	94.3	F
		R	-	9.2	A	R	-	9.8	A
Shea Road	NB	LT	-	6.2	A	LT	-	6.3	A
Shea Road	SB	TR	-	0.0	A	TR	-	0.0	A
Overall Intersection		**-**	**-**	**27.6**	**D**	**-**	**-**	**45.7**	**E**
Shea Road at New York Avenue									
New York Avenue	WB	LR	-	10.8	B	LR	-	11.9	B
Shea Road	NB	TR	-	0.0	A	TR	-	0.0	A
Shea Road	SB	LT	-	6.1	A	LT	-	7.2	A
Overall Intersection		**-**	**-**	**4.3**	**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
126th Street/ Seaver Way	NB	LT	-	0.0	A	T	-	0.0	A
126th Street/ Seaver Way	SB	TR	-	0.0	A	T	-	0.0	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**0.3**	**A**

TABLE D-9
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY AM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action				2030 With Action			
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS
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
126th Street/ Seaver Way	NB					LT	-	6.7	A
126th Street/ Seaver Way	SB					TR	-	7.5	A
Overall Intersection						**-**	**-**	**6.8**	**A**
Stadium Place South at Southfield Parking Lot									
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	-	-	-	-	L	-	13.4	B
		-	-	-	-	R	-	0.0	A
		LR	-	0.0	A	LR	(4)	10.0	B
Stadium Place South	NB	TR	-	0.0	A	TR	-	0.0	A
Stadium Place South	SB	LT	-	0.0	A	LT	-	1.8	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**1.5**	**A**
Stadium Place South at Olmsted Drive									
Olmsted Drive	EB	-	-	-	-	L	-	7.6	A
		-	-	-	-	T	-	0.0	A
		LT	-	5.7	A	LT	(4)	5.7	A
Olmsted Drive	WB	TR	-	0.0	A	TR	-	0.0	A
Stadium Place South	SB	LR	-	9.9	A	LR	-	10.0	B
Overall Intersection		**-**	**-**	**7.4**	**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
United Nations Avenue North	WB	LT	-	0.6	A	LT	-	0.6	A
New York Avenue	NB	LR	-	10.9	B	LR	-	12.1	B
Overall Intersection		**-**	**-**	**6.7**	**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 D-10
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		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
		TR	0.61	25.1	C	TR	0.64	25.6	C
Astoria Boulevard	WB	L	0.60	19.2	B	L	0.62	22.2	C
		TR	0.21	3.7	A	TR	0.23	3.5	A
108th Street	NB	L	0.23	21.0	C	L	0.23	21.0	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
		R	0.01	18.2	B	R	0.01	18.2	B
Overall Intersection		-	-	**18.2**	**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
Astoria Boulevard	WB	TR	0.44	17.4	B	TR	0.46	17.6	B
111th Street	NB	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
		R	0.10	27.7	C	R	0.10	27.7	C
Overall Intersection		-	-	**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
		T	1.32	181.3	F	T	1.43	229.4	F
		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
		T	1.07	82.1	F	T	1.16	115.9	F
		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
108th Street	SB	LTR	0.87	82.4	F	LTR	0.87	82.4	F
Overall Intersection		-	-	**117.7**	**F**	-	-	**149.6**	**F**
Northern Boulevard at 114th Street									
Northern Boulevard	EB	T	0.74	26.1	C	T	0.81	29.3	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
114th Street	SB	LTR	0.30	42.3	D	LTR	0.30	42.3	D
Overall Intersection		-	-	**37.8**	**D**	-	-	**52.0**	**D**

TABLE D-10
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard westbound at 126th Street/ Seaver Way									
Northern Boulevard	WB	T	0.52	8.8	A	T	0.62	10.2	B
126th Street/ Seaver Way	NB	L	0.31	2.8	A	L	0.48	3.5	A
Overall Intersection		**-**	**-**	**8.0**	**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
		-	-	-	-	R	0.21	14.8	B
126th Street/ Seaver Way	NB	T	0.33	29.9	C	T	0.51	35.4	D
		R	0.46	33.0	C	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
Overall Intersection		**-**	**-**	**33.7**	**C**	**-**	**-**	**33.2**	**C**
Northern Boulevard at Prince Street									
Northern Boulevard	EB	L	1.83	435.3	F	L	1.83	435.3	F
		T	0.65	25.5	C	T	0.68	26.2	C
Northern Boulavard	WB	L	0.89	98.3	F	L	0.89	96.7	F
		T	0.73	16.5	B	T	0.74	17.2	B
		R	0.64	18.7	B	R	0.76	23.2	C
Prince Street	NB	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
Northern Boulevard Eastbound Service Road	NEB	R	0.51	25.2	C	R	0.51	25.2	C
Overall Intersection		**-**	**-**	**136.2**	**F**	**-**	**-**	**133.4**	**F**
Northern Boulevard westbound at Main Street									
Northern Boulevard	WB	L	0.10	13.2	B	L	0.10	13.2	B
		T	0.71	21.8	C	T	0.74	22.9	C
Main Street	NB	L	0.26	0.6	A	L	0.26	0.6	A
Overall Intersection		**-**	**-**	**19.2**	**B**	**-**	**-**	**20.2**	**C**
Northern Boulevard eastbound at Main Street									
Northern Boulevard	EB	T	0.72	12.4	B	T	0.75	12.5	B
		R	0.50	12.6	B	R	0.50	12.4	B
Main Street	NB	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
Overall Intersection		**-**	**-**	**19.0**	**B**	**-**	**-**	**18.9**	**B**

TABLE D-10
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard at Union Street									
Northern Boulevard	EB	L	0.70	42.3	D	L	0.71	46.3	D
		TR	0.88	44.4	D	TR	0.91	47.5	D
Northern Boulevard	WB	L	0.34	23.4	C	L	0.35	24.3	C
		TR	0.91	46.5	D	TR	0.96	54.1	D
Union Street	NB	LT	0.31	26.7	C	LT	0.31	26.7	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
		R	0.39	25.8	C	R	0.39	25.8	C
Overall Intersection		**-**	**-**	**40.7**	**D**	**-**	**-**	**45.0**	**D**
Northern Boulevard at Parsons Boulevard									
Northern Boulevard	EB	L	0.46	48.9	D	L	0.50	53.3	D
		T	0.73	33.8	C	T	0.79	36.3	D
		R	0.32	25.8	C	R	0.32	25.8	C
Northern Boulevard	WB	L	0.35	32.8	C	L	0.38	35.4	D
		TR	1.02	66.0	E	TR	1.09	89.7	F
Parsons Boulevard	NB	L	0.92	89.5	F	L	0.92	89.5	F
		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
Overall Intersection		**-**	**-**	**74.2**	**E**	**-**	**-**	**83.1**	**F**
Roosevelt Avenue at 108th Street									
Roosevelt Avenue	EB	LTR	0.96	53.3	D	LTR	1.39	213.9	F
Roosevelt Avenue	WB	LTR	0.94	39.9	D	LTR	1.32	176.6	F
108th Street	NB	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
Overall Intersection		**-**	**-**	**55.5**	**E**	**-**	**-**	**172.5**	**F**
Roosevelt Avenue at 111th Street									
Roosevelt Avenue	EB	LTR	0.69	6.0	A	LTR	0.99	19.2	B
Roosevelt Avenue	WB	LTR	0.73	18.4	B	LTR	0.97	41.9	D
111th Street	NB	LTR	0.68	53.2	D	LTR	0.68	53.2	D
Overall Intersection		**-**	**-**	**17.7**	**B**	**-**	**-**	**32.4**	**C**

TABLE D-10
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 114th Street									
Roosevelt Avenue	EB	LTR	1.07	78.3	E	LTR	2.00+	500+	F
Roosevelt Avenue	WB	LT	0.98	45.5	D	LT	1.38	197.4	F
		R	0.22	5.3	A	R	0.66	16.4	B
114th Street	NB	LTR	0.96	97.3	F	LTR	1.11	143.5	F
114th Street	SB	L	0.76	81.8	F	L	0.83	96.1	F
		TR	0.54	52.3	D	TR	0.59	55.3	E
Overall Intersection		**-**	**-**	**60.7**	**E**	**-**	**-**	**263.0**	**F**
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.63	20.0	C
Roosevelt Avenue	WB	T	-	0.0	A	T	0.45	2.1	A
Stadium Place North	SB	R	-	13.8	B	R	0.71	35.8	D
Overall Intersection		**-**	**-**	**2.5**	**A**	**-**	**-**	**17.5**	**B**
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Roosevelt Avenue	EB	TR	-	0.0	A	TR	0.65	3.3	A
Roosevelt Avenue	WB	TR	-	0.0	A	TR	0.71	2.3	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**2.8**	**A**
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.48	3.1	A
Roosevelt Avenue	WB	T	-	0.0	A	T	0.67	14.5	B
Stadium Place South	NB	R	-	10.7	B	R	0.13	23.2	C
Overall Intersection		**-**	**-**	**0.7**	**A**	**-**	**-**	**10.4**	**B**

TABLE D-10
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 126th Street/ Seaver Way									
Roosevelt Avenue	EB	-	-	-	-	DefL	1.24	154.7	F
		-	-	-	-	TR	0.48	11.3	B
		LTR	0.45	12.7	B	LTR	(5)	71.7	E
Roosevelt Avenue	WB	LTR	0.35	9.2	A	LTR	0.49	10.9	B
126th Street/ Seaver Way	NB	-	-	-	-	DefL	1.22	233.2	F
		-	-	-	-	TR	0.33	40.6	D
		LTR	0.49	44.5	D	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
Overall Intersection		**-**	**-**	**29.2**	**C**	**-**	**-**	**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
College Point Boulevard	NB	L	0.85	51.3	D	L	0.85	51.2	D
		T	0.51	9.3	A	T	0.51	9.2	A
College Point Boulevard	SB	TR	1.13	106.0	F	TR	1.23	145.3	F
Overall Intersection		**-**	**-**	**54.3**	**D**	**-**	**-**	**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
College Point Boulevard	NB	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
Overall Intersection		**-**	**-**	**17.2**	**B**	**-**	**-**	**18.0**	**B**
Roosevelt Avenue at Prince Street									
Roosevelt Avenue	EB	LT	0.81	29.5	C	LT	0.95	41.8	D
		R	0.29	14.0	B	R	0.29	12.0	B
Roosevelt Avenue	WB	LTR	0.71	12.4	B	LTR	0.82	15.7	B
Prince Street	SB	LTR	1.01	86.5	F	LTR	1.01	86.5	F
Overall Intersection		**-**	**-**	**36.4**	**D**	**-**	**-**	**39.6**	**D**
Roosevelt Avenue at Main Street									
Roosevelt Avenue	EB	LTR	0.62	19.1	B	LTR	0.74	22.1	C
Roosevelt Avenue	WB	LTR	0.80	22.9	C	LTR	0.96	27.2	C
Main Street	NB	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
Overall Intersection		**-**	**-**	**20.5**	**C**	**-**	**-**	**23.4**	**C**

TABLE D-10
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at Union Street									
Roosevelt Avenue	EB	LTR	0.82	27.0	C	LTR	0.99	48.2	D
Roosevelt Avenue	WB	LTR	1.15	121.1	F	LTR	1.37	206.9	F
Union Street	NB	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
		R	0.47	26.5	C	R	0.47	26.5	C
Overall Intersection		**-**	**-**	**74.0**	**E**	**-**	**-**	**108.1**	**F**
Roosevelt Avenue at Parsons Boulevard									
Roosevelt Avenue	EB	LT	0.50	27.2	C	LT	0.71	35.9	D
		R	0.12	19.5	B	R	0.12	19.5	B
Roosevelt Avenue	WB	LT	0.74	37.3	D	LT	1.04	86.7	F
		R	0.13	19.7	B	R	0.13	19.7	B
Parsons Boulevard	NB	LT	0.72	35.2	D	LT	0.72	35.2	D
		R	0.04	18.5	B	R	0.04	18.5	B
Parsons Boulevard	SB	LTR	0.70	32.7	C	LTR	0.70	32.7	C
Overall Intersection		**-**	**-**	**32.4**	**C**	**-**	**-**	**48.1**	**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
126th Street/ Seaver Way	NB	LTR	0.41	23.4	C	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
Ramp from Whitestone Expressway	SEB	LR	0.76	59.2	E	R	0.79	15.6	B
Overall Intersection		**-**	**-**	**40.3**	**D**	**-**	**-**	**14.4**	**B**
35th Avenue/Shea Road at 126th Street/ Seaver Way								SIGNALIZED INTERSECTION	
35th Avenue	EB	Intersection not analyzed during the No Action condition				L	0.54	48.3	D
						TR	0.70	53.9	D
Shea Road	WB					LTR	0.17	34.8	C
126th Street/ Seaver Way	NB					LTR	0.41	11.0	B
126th Street/ Seaver Way	SB					LT	0.59	6.4	A
						R	0.52	2.7	A
Overall Intersection						**-**	**-**	**14.9**	**B**

TABLE D-10
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Shea Road at Boat Basin Place									
Shea Road	EB	-	-	-	-	L	0.54	53.0	D
		-	-	-	-	TR	0.09	32.5	C
Shea Road	WB	-	-	-	-	L	0.66	50.4	D
		-	-	-	-	T	0.34	26.5	C
		-	-	-	-	R	0.20	25.1	C
		LTR	0.28	26.3	C	LTR	(4)	38.5	D
Boat Basin Place	NB	-	-	-	-	L	0.21	23.1	C
		-	-	-	-	TR	0.04	19.6	B
		LTR	0.10	7.4	A	LTR	(4)	21.7	C
Boat Basin Place	SB	-	-	-	-	L	0.58	41.8	D
		-	-	-	-	T	0.18	31.7	C
		-	-	-	-	R	0.78	47.2	D
		LTR	0.39	9.8	A	LTR	(4)	42.7	D
Overall Intersection		**-**	**-**	**13.5**	**B**	**-**	**-**	**40.5**	**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
						R	0.07	0.1	A
Shea Road	NB					T	0.13	11.0	B
						R	0.01	0.0	A
Shea Road	SB					L	0.04	10.5	B
						T	0.50	15.1	B
Overall Intersection						**-**	**-**	**19.0**	**B**
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Grand Central Parkway westbound exit ramp	EB	L	-	11.3	B	L	0.54	46.6	D
		-	-	-	-	T	0.45	38.2	D
		R	-	10.3	B	R	0.58	27.5	C
Podium Parking West Access	WB	-	-	-	-	L	0.57	33.4	C
		-	-	-	-	TR	0.92	49.5	D
Shea Road	NB	-	-	-	-	L	0.94	53.1	D
		-	-	-	-	TR	0.14	20.0	B
		T	-	0.0	A	LTR	(4)	43.2	D
Shea Road	SB	-	-	-	-	L	0.20	28.1	C
		TR	-	0.0	A	TR	0.85	46.2	D
Overall Intersection		**-**	**-**	**2.0**	**A**	**-**	**-**	**41.0**	**D**

TABLE D-10
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Shea Road at Tower Parking Access			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Tower Parking Access (Formerly Citi Field Entrance 4)	WB	-	-	-	-	L	0.24	26.8	C
		-	-	-	-	R	0.37	28.9	C
		LTR	-	19.6	C	LR	(4)	28.0	C
Shea Road	NB	LTR	-	8.2	A	TR	0.43	23.2	C
Shea Road	SB	-	-	-	-	L	0.39	33.0	C
		-	-	-	-	T	0.39	11.3	B
		LTR	-	0.1	A	LT	(4)	15.2	B
Overall Intersection		**-**	**-**	**5.1**	**A**	**-**	**-**	**18.7**	**B**
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Stadium Place North	WB	LR	-	12.4	B	LTR	0.65	35.1	D
Shea Road	NB	-	-	-	-	L	0.02	25.6	C
		TR	-	0.0	A	TR	0.49	31.4	C
Shea Road	SB	LT	-	4.8	A	LT	0.56	8.0	A
		-	-	-	-	R	0.28	0.4	A
Overall Intersection		**-**	**-**	**4.0**	**A**	**-**	**-**	**16.4**	**B**
Shea Road at Olmsted Drive			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Olmsted Drive	WB	-	-	-	-	L	0.21	31.5	C
		-	-	-	-	R	0.35	18.5	B
		LR	-	11.8	B	LR	(4)	21.5	C
Shea Road	NB	TR	-	0.0	A	TR	0.20	15.0	B
Shea Road	SB	LT	-	2.5	A	LT	0.26	7.6	A
Overall Intersection		**-**	**-**	**5.0**	**A**	**-**	**-**	**13.2**	**B**
34th Avenue at 114th Street									
34th Avenue	EB	T	0.31	10.7	B	T	0.31	10.7	B
		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
114th Street	SB	L	0.56	30.3	C	L	0.56	30.3	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
Overall Intersection		**-**	**-**	**14.3**	**B**	**-**	**-**	**12.6**	**B**

TABLE D-10
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
			Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Marina Road at Boat Basin Place			NEW SIGNAL						
Marina Road	EB	TR	0.07	9.0	A	TR	0.07	9.0	A
Marina Road	WB	L	0.68	20.1	C	L	1.12	94.3	F
		T	0.11	9.3	A	T	0.12	9.3	A
Boat Basin Place	NB	L	0.16	32.3	C	L	0.41	41.2	D
		R	0.07	31.2	C	R	0.08	33.3	C
Overall Intersection		**-**	**-**	**19.1**	**B**	**-**	**-**	**69.8**	**E**
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Area B Parking Structure Access (Formerly Citi Field Entrance 1)	EB	LR	-	12.4	B	LR	0.84	49.8	D
126th Street/ Seaver Way	NB	-	-	-	-	L	0.85	40.0	D
		-	-	-	-	T	0.28	11.3	B
		LT	-	0.2	A	LT	(4)	29.7	C
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	0.78	41.9	D
Overall Intersection		**-**	**-**	**0.6**	**A**	**-**	**-**	**39.1**	**D**
UNSIGNALIZED INTERSECTIONS									
Northern Boulevard eastbound at 126th Place									
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A
126th Place	NB	R	-	10.5	B	R	-	10.7	B
Overall Intersection		**-**	**-**	**0.2**	**A**	**-**	**-**	**0.2**	**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	-	10.1	B				
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	-	0.1	A				
Southfield Parking Lot	NB	L	-	19.0	C				
		R	-	10.7	B				
Overall Intersection		**-**	**-**	**0.3**	**A**				

TABLE D-10
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 1	SB					R	-	10.7	B
Overall Intersection						**-**	**-**	**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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 2	SB					R	-	10.7	B
Overall Intersection						**-**	**-**	**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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure South Access	NB					L	-	17.5	C
						R	-	9.5	A
Northfield Parking Structure North Access 3	SB					R	-	10.7	B
Overall Intersection						**-**	**-**	**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
Shea Road	WB					LT	-	0.0	A
Overall Intersection						**-**	**-**	**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**				

TABLE D-10
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		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	-	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
Shea Road	NB	TR	-	9.7	A	TR	-	11.1	B
Shea Road	SB	L	-	8.1	A	L	-	8.2	A
		T	-	7.5	A	T	-	15.9	C
Overall Intersection		**-**	**-**	**9.0**	**A**	**-**	**-**	**13.2**	**B**
Shea Road at Grand Central Parkway westbound exit ramp (9P)									
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	15.2	C	L	-	40.7	E
		R	-	9.0	A	R	-	12.0	B
Shea Road	NB	LT	-	6.1	A	LT	-	7.0	A
Shea Road	SB	TR	-	0.0	A	TR	-	0.0	A
Overall Intersection		**-**	**-**	**9.0**	**A**	**-**	**-**	**12.8**	**B**
Shea Road at New York Avenue									
New York Avenue	WB	LR	-	9.4	A	LR	-	12.5	B
Shea Road	NB	TR	-	0.0	A	TR	-	0.0	A
Shea Road	SB	LT	-	4.1	A	LT	-	7.8	A
Overall Intersection		**-**	**-**	**4.0**	**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
126th Street/ Seaver Way	NB	LT	-	0.0	A	T	-	0.0	A
126th Street/ Seaver Way	SB	TR	-	0.0	A	T	-	0.0	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**0.5**	**A**

TABLE D-10
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
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
126th Street/ Seaver Way	NB					LT	-	7.4	A
126th Street/ Seaver Way	SB					TR	-	7.3	A
Overall Intersection						**-**	**-**	**7.4**	**A**
Stadium Place South at Southfield Parking Lot									
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	-	-	-	-	L	-	11.7	B
		-	-	-	-	R	-	8.6	A
		LR	-	8.7	A	LR	(4)	9.8	A
Stadium Place South	NB	TR	-	0.0	A	TR	-	0.0	A
Stadium Place South	SB	LT	-	0.0	A	LT	-	0.6	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**1.3**	**A**
Stadium Place South at Olmsted Drive									
Olmsted Drive	EB	-	-	-	-	L	-	7.4	A
		-	-	-	-	T	-	0.0	A
		LT	-	5.6	A	LT	(4)	6.0	A
Olmsted Drive	WB	TR	-	0.0	A	TR	-	0.0	A
Stadium Place South	SB	LR	-	9.5	A	LR	-	9.8	A
Overall Intersection		**-**	**-**	**7.8**	**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
United Nations Avenue North	WB	LT	-	0.6	A	LT	-	0.6	A
New York Avenue	NB	LR	-	9.9	A	LR	-	15.2	C
Overall Intersection		**-**	**-**	**5.2**	**A**	**-**	**-**	**12.8**	**B**

TABLE D-10
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR

	2030 No Action				2030 With Action			
			Control				Control	
INTERSECTION & APPROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS

(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 D-11
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY PM PEAK HOUR

INTERSECTION & APPROACH		2030 No Action				2030 With Action			
		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	0.08	19.2	B	L	0.08	19.3	B
		TR	0.80	31.7	C	TR	0.81	32.2	C
Astoria Boulevard	WB	L	0.66	57.5	E	L	0.66	57.7	E
		TR	0.23	8.4	A	TR	0.24	9.0	A
108th Street	NB	L	0.29	36.6	D	L	0.29	36.6	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
		R	0.02	31.8	C	R	0.02	31.8	C
Overall Intersection		-	-	**28.9**	**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
Astoria Boulevard	WB	TR	0.50	25.5	C	TR	0.52	25.8	C
111th Street	NB	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
		R	0.07	33.2	C	R	0.07	33.2	C
Overall Intersection		-	-	**22.2**	**C**	-	-	**22.1**	**C**
Northern Boulevard at 108th Street									
Northern Boulevard	EB	L	0.18	53.4	D	L	0.18	53.4	D
		T	1.61	308.2	F	T	1.73	362.1	F
		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
		T	1.45	235.3	F	T	1.55	283.5	F
		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
108th Street	SB	LTR	1.12	143.5	F	LTR	1.12	143.5	F
Overall Intersection		-	-	**229.5**	**F**	-	-	**270.7**	**F**
Northern Boulevard at 114th Street									
Northern Boulevard	EB	T	0.92	36.6	D	T	0.99	48.3	D
		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
		T	1.31	162.1	F	T	1.38	193.5	F
114th Street	SB	LTR	0.36	45.0	D	LTR	0.36	45.0	D
Overall Intersection		-	-	**92.1**	**F**	-	-	**111.5**	**F**

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		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard westbound at 126th Street/ Seaver Way									
Northern Boulevard	WB	T	0.50	8.5	A	T	0.62	10.0	A
126th Street/ Seaver Way	NB	L	0.28	8.7	A	L	0.46	3.6	A
Overall Intersection		**-**	**-**	**8.5**	**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
		-	-	-	-	R	0.25	17.3	B
126th Street/ Seaver Way	NB	T	0.29	28.5	C	T	0.47	26.6	C
		R	0.30	29.1	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
Overall Intersection		**-**	**-**	**37.4**	**D**	**-**	**-**	**33.0**	**C**
Northern Boulevard at Prince Street									
Northern Boulevard	EB	L	1.53	298.4	F	L	1.53	298.4	F
		T	0.74	27.8	C	T	0.78	29.2	C
Northern Boulavard	WB	L	0.84	83.2	F	L	0.84	81.2	F
		T	0.74	22.0	C	T	0.78	24.4	C
		R	0.69	26.2	C	R	0.79	32.2	C
Prince Street	NB	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
Northern Boulevard Eastbound Service Road	NEB	R	0.51	24.9	C	R	0.51	24.9	C
Overall Intersection		**-**	**-**	**151.4**	**F**	**-**	**-**	**147.6**	**F**
Northern Boulevard westbound at Main Street									
Northern Boulevard	WB	L	0.13	12.7	B	L	0.13	12.7	B
		T	0.65	19.2	B	T	0.70	20.5	C
Main Street	NB	L	0.31	1.7	A	L	0.31	1.7	A
Overall Intersection		**-**	**-**	**17.1**	**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
		R	0.50	9.8	A	R	0.50	9.4	A
Main Street	NB	T	0.57	44.8	D	T	0.57	44.8	D
		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
Overall Intersection		**-**	**-**	**27.2**	**C**	**-**	**-**	**31.3**	**C**

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2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard at Union Street									
Northern Boulevard	EB	L	0.77	42.1	D	L	0.82	56.8	E
		TR	1.10	92.8	F	TR	1.16	117.6	F
Northern Boulevard	WB	L	0.34	26.1	C	L	0.34	27.1	C
		TR	0.79	37.7	D	TR	0.86	41.4	D
Union Street	NB	LT	0.43	30.1	C	LT	0.43	30.1	C
		R	0.23	21.8	C	R	0.23	21.8	C
Union Street	SB	LT	0.43	30.1	C	LT	0.43	30.1	C
		R	0.35	24.4	C	R	0.35	24.4	C
Overall Intersection		**-**	**-**	**59.6**	**E**	**-**	**-**	**72.3**	**E**
Northern Boulevard at Parsons Boulevard									
Northern Boulevard	EB	L	0.49	46.6	D	L	0.54	52.1	D
		T	1.06	79.0	E	T	1.15	112.1	F
		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
		TR	1.00	62.2	E	TR	1.11	98.0	F
Parsons Boulevard	NB	L	0.98	106.1	F	L	0.98	106.1	F
		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
Overall Intersection		**-**	**-**	**91.2**	**F**	**-**	**-**	**113.4**	**F**
Roosevelt Avenue at 108th Street									
Roosevelt Avenue	EB	LTR	1.01	65.1	E	LTR	1.47	247.4	F
Roosevelt Avenue	WB	LTR	1.07	81.5	F	LTR	1.53	278.2	F
108th Street	NB	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
Overall Intersection		**-**	**-**	**94.7**	**F**	**-**	**-**	**231.2**	**F**
Roosevelt Avenue at 111th Street									
Roosevelt Avenue	EB	LTR	0.80	11.1	B	LTR	1.11	66.4	E
Roosevelt Avenue	WB	LTR	0.94	37.3	D	LTR	1.24	138.8	F
111th Street	NB	LTR	0.94	85.3	F	LTR	0.94	85.3	F
Overall Intersection		**-**	**-**	**33.6**	**C**	**-**	**-**	**100.0**	**F**

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		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 114th Street									
Roosevelt Avenue	EB	LTR	1.47	243.9	F	LTR	2.00+	500+	F
Roosevelt Avenue	WB	LT	1.48	242.0	F	LT	2.00+	500+	F
		R	0.24	7.2	A	R	1.07	72.6	E
114th Street	NB	LTR	1.02	107.1	F	LTR	1.25	191.7	F
114th Street	SB	L	0.90	104.8	F	L	1.01	137.9	F
		TR	0.69	61.1	E	TR	0.77	69.9	E
Overall Intersection		**-**	**-**	**191.6**	**F**	**-**	**-**	**500+**	**F**
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.80	33.7	C
Roosevelt Avenue	WB	T	-	0.0	A	T	0.64	4.2	A
Stadium Place North	SB	R	-	17.5	C	R	0.71	27.3	C
Overall Intersection		**-**	**-**	**3.5**	**A**	**-**	**-**	**22.3**	**C**
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Roosevelt Avenue	EB	TR	-	0.0	A	TR	0.85	7.3	A
Roosevelt Avenue	WB	TR	-	0.0	A	TR	1.02	32.9	C
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**21.1**	**C**
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.55	4.6	A
Roosevelt Avenue	WB	T	-	0.0	A	T	0.85	24.4	C
Stadium Place South	NB	R	-	10.7	B	R	0.14	16.0	B
Overall Intersection		**-**	**-**	**0.7**	**A**	**-**	**-**	**16.6**	**B**

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2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 126th Street/ Seaver Way									
Roosevelt Avenue	EB	-	-	-	-	DefL	1.35	196.4	F
		-	-	-	-	TR	0.52	13.1	B
		LTR	0.48	14.6	B	LTR	(5)	85.1	F
Roosevelt Avenue	WB	LTR	0.38	11.7	B	LTR	0.53	13.8	B
126th Street/ Seaver Way	NB	LTR	0.13	32.2	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
Overall Intersection		**-**	**-**	**23.6**	**C**	**-**	**-**	**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
College Point Boulevard	NB	L	0.75	48.1	D	L	0.75	47.9	D
		T	0.54	10.1	B	T	0.54	10.1	B
College Point Boulevard	SB	TR	1.03	76.8	E	TR	1.10	100.0	F
Overall Intersection		**-**	**-**	**43.3**	**D**	**-**	**-**	**53.0**	**D**
Roosevelt Avenue eastbound at College Point Boulevard									
Roosevelt Avenue	EB	LTR	0.86	36.5	D	LTR	0.93	43.6	D
College Point Boulevard	NB	TR	0.70	28.8	C	TR	0.70	28.8	C
College Point Boulevard	SB	LT	0.64	5.8	A	LT	0.64	5.0	A
Overall Intersection		**-**	**-**	**24.2**	**C**	**-**	**-**	**26.9**	**C**
Roosevelt Avenue at Prince Street									
Roosevelt Avenue	EB	LT	1.03	75.6	E	LT	1.27	160.3	F
		R	0.46	25.7	C	R	0.46	21.9	C
Roosevelt Avenue	WB	LTR	0.68	18.0	B	LTR	0.87	29.7	C
Prince Street	SB	LTR	0.73	41.4	D	LTR	0.73	41.4	D
Overall Intersection		**-**	**-**	**45.7**	**D**	**-**	**-**	**82.4**	**F**
Roosevelt Avenue at Main Street									
Roosevelt Avenue	EB	LTR	0.94	45.2	D	LTR	1.18	114.3	F
Roosevelt Avenue	WB	LTR	0.76	47.0	D	LTR	0.96	61.9	E
Main Street	NB	LTR	0.42	18.8	B	LTR	0.42	18.8	B
Main Street	SB	LTR	0.26	15.8	B	LTR	0.26	15.8	B
Overall Intersection		**-**	**-**	**37.0**	**D**	**-**	**-**	**69.4**	**E**

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		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at Union Street									
Roosevelt Avenue	EB	LTR	0.71	7.5	A	LTR	0.87	7.6	A
Roosevelt Avenue	WB	LTR	0.86	44.5	D	LTR	1.05	82.8	F
Union Street	NB	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
		R	0.47	39.9	D	R	0.47	39.9	D
Overall Intersection		**-**	**-**	**52.1**	**D**	**-**	**-**	**60.8**	**E**
Roosevelt Avenue at Parsons Boulevard									
Roosevelt Avenue	EB	LT	0.59	35.1	D	LT	0.93	68.1	E
		R	0.17	24.2	C	R	0.17	24.2	C
Roosevelt Avenue	WB	LT	0.75	43.5	D	LT	1.10	111.2	F
		R	0.11	23.3	C	R	0.11	23.3	C
Parsons Boulevard	NB	LT	0.79	45.3	D	LT	0.79	45.3	D
		R	0.06	22.4	C	R	0.06	22.4	C
Parsons Boulevard	SB	LTR	0.84	48.1	D	LTR	0.84	48.1	D
Overall Intersection		**-**	**-**	**42.2**	**D**	**-**	**-**	**66.2**	**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
126th Street/ Seaver Way	NB	LTR	0.35	22.5	C	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
Ramp from Whitestone Expressway	SEB	LR	0.68	54.0	D	R	0.81	15.0	B
Overall Intersection		**-**	**-**	**39.5**	**D**	**-**	**-**	**13.8**	**B**
35th Avenue/Shea Road at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION		
35th Avenue	EB	Intersection not analyzed during the No Action condition				L	0.60	44.9	D
						TR	0.77	52.9	D
Shea Road	WB					LTR	0.28	37.6	D
126th Street/ Seaver Way	NB					LTR	0.33	9.6	A
126th Street/ Seaver Way	SB					LT	0.59	6.2	A
						R	0.64	5.0	A
Overall Intersection						**-**	**-**	**15.3**	**B**

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INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS
Shea Road at Boat Basin Place									
Shea Road	EB	-	-	-	-	L	0.54	49.9	D
		-	-	-	-	TR	0.11	35.0	C
Shea Road	WB	-	-	-	-	L	0.61	38.8	D
		-	-	-	-	T	0.44	46.1	D
		-	-	-	-	R	0.19	42.5	D
		LTR	0.24	25.7	C	LTR	(4)	42.4	D
Boat Basin Place	NB	-	-	-	-	L	0.04	19.9	B
		-	-	-	-	TR	0.02	19.5	B
		LTR	0.09	7.3	A	LTR	(4)	19.6	B
Boat Basin Place	SB	-	-	-	-	L	0.54	45.0	D
		-	-	-	-	T	0.18	35.3	D
		-	-	-	-	R	0.62	47.2	D
		LTR	0.31	8.9	A	LTR	(4)	44.4	D
Overall Intersection		**-**	**-**	**13.0**	**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
						R	0.07	0.1	A
Shea Road	NB					T	0.14	11.1	B
						R	0.01	0.0	A
Shea Road	SB					L	0.04	10.5	B
						T	0.41	13.8	B
Overall Intersection						**-**	**-**	**22.1**	**C**
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road		UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Grand Central Parkway westbound exit ramp	EB	L	-	11.3	B	L	0.73	82.6	F
		-	-	-	-	T	0.40	46.7	D
		R	-	10.2	B	R	0.75	35.1	D
Podium Parking West Access	WB	-	-	-	-	L	0.70	48.2	D
		-	-	-	-	TR	1.02	78.1	E
Shea Road	NB	-	-	-	-	L	0.99	72.8	E
		-	-	-	-	TR	0.15	22.6	C
		T	-	0.0	A	LTR	(4)	58.3	E
Shea Road	SB	-	-	-	-	L	0.24	40.4	D
		TR	-	0.0	A	TR	0.98	75.5	E
Overall Intersection		**-**	**-**	**2.0**	**A**	**-**	**-**	**60.0**	**E**

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		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Shea Road at Tower Parking Access			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Tower Parking Access (Formerly Citi Field Entrance 4)	WB	-	-	-	-	L	0.48	29.4	C
		-	-	-	-	R	0.62	33.6	C
		LTR	-	14.3	B	LR	(4)	31.6	C
Shea Road	NB	LTR	-	8.3	A	TR	0.57	25.1	C
Shea Road	SB	-	-	-	-	L	0.69	36.4	D
		-	-	-	-	T	0.45	12.9	B
		LTR	-	0.0	A	LT	(4)	20.5	C
Overall Intersection		**-**	**-**	**4.8**	**A**	**-**	**-**	**23.6**	**C**
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Stadium Place North	WB	LR	-	18.8	C	LTR	0.68	34.6	C
Shea Road	NB	-	-	-	-	L	0.05	30.1	C
		TR	-	0.0	A	TR	0.82	45.9	D
Shea Road	SB	LT	-	4.4	A	LT	0.76	14.8	B
		-	-	-	-	R	0.32	0.5	A
Overall Intersection		**-**	**-**	**4.3**	**A**	**-**	**-**	**22.8**	**C**
Shea Road at Olmsted Drive			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Olmsted Drive	WB	-	-	-	-	L	0.51	37.2	D
		-	-	-	-	R	0.35	18.5	B
		LR	-	19.8	C	LR	(4)	26.6	C
Shea Road	NB	TR	-	0.0	A	TR	0.33	16.2	B
Shea Road	SB	LT	-	0.4	A	LT	0.38	8.5	A
Overall Intersection		**-**	**-**	**6.3**	**A**	**-**	**-**	**15.2**	**B**
34th Avenue at 114th Street									
34th Avenue	EB	T	0.35	11.1	B	T	0.35	11.1	B
		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
114th Street	SB	L	0.55	29.8	C	L	0.54	29.7	C
		T	0.62	35.8	D	T	0.62	35.8	D
		R	0.11	0.2	A	R	0.11	0.2	A
Overall Intersection		**-**	**-**	**15.1**	**B**	**-**	**-**	**12.7**	**B**

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		2030 No Action				2030 With Action			
			Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Marina Road at Boat Basin Place			NEW SIGNAL						
Marina Road	EB	TR	0.04	8.8	A	TR	0.04	8.8	A
Marina Road	WB	L	0.51	14.7	B	L	0.94	40.6	D
		T	0.10	9.2	A	T	0.11	9.2	A
Boat Basin Place	NB	L	0.14	32.0	C	L	0.43	35.2	D
		R	0.06	30.9	C	R	0.08	26.7	C
Overall Intersection		**-**	**-**	**15.9**	**B**	**-**	**-**	**34.8**	**C**
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Area B Parking Structure Access (Formerly Citi Field Entrance 1)	EB	LR	-	14.1	B	LR	0.87	47.7	D
126th Street/ Seaver Way	NB	-	-	-	-	L	0.90	48.8	D
		-	-	-	-	T	0.24	13.2	B
		LT	-	0.1	A	LT	(4)	36.1	D
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	0.77	40.1	D
Overall Intersection		**-**	**-**	**1.1**	**A**	**-**	**-**	**41.0**	**D**
UNSIGNALIZED INTERSECTIONS									
Northern Boulevard eastbound at 126th Place									
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A
126th Place	NB	R	-	9.6	A	R	-	10.2	B
Overall Intersection		**-**	**-**	**0.2**	**A**	**-**	**-**	**0.2**	**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	-	0.1	A				
Southfield Parking Lot	NB	L	-	22.1	C				
		R	-	11.1	B				
Overall Intersection		**-**	**-**	**1.1**	**A**				

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INTERSECTION & APPROACH		2030 No Action Mvt.	V/C	Control Delay	LOS	2030 With Action Mvt.	V/C	Control Delay	LOS
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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 1	SB					R	-	11.0	B
Overall Intersection						**-**	**-**	**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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 2	SB					R	-	11.1	B
Overall Intersection						**-**	**-**	**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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure South Access	NB					L	-	19.4	C
						R	-	9.6	A
Northfield Parking Structure North Access 3	SB					R	-	11.1	B
Overall Intersection						**-**	**-**	**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
Shea Road	WB					LT	-	0.0	A
Overall Intersection						**-**	**-**	**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**				

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INTERSECTION & APPROACH		2030 No Action				2030 With Action			
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS
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
Shea Road	NB	TR	-	17.1	C	TR	-	22.1	C
Shea Road	SB	L	-	9.6	A	L	-	9.9	A
		T	-	11.2	B	T	-	142.1	F
Overall Intersection		**-**	**-**	**13.7**	**B**	**-**	**-**	**78.9**	**F**
Shea Road at Grand Central Parkway westbound exit ramp (9P)									
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	114.1	F	L	-	500+	F
		R	-	10.9	B	R	-	19.7	C
Shea Road	NB	LT	-	5.9	A	LT	-	7.5	A
Shea Road	SB	TR	-	0.0	A	TR	-	0.0	A
Overall Intersection		**-**	**-**	**47.9**	**E**	**-**	**-**	**201.0**	**F**
Shea Road at New York Avenue									
New York Avenue	WB	LR	-	14.1	B	LR	-	275.0	F
Shea Road	NB	TR	-	0.0	A	TR	-	0.0	A
Shea Road	SB	LT	-	2.4	A	LT	-	7.5	A
Overall Intersection		**-**	**-**	**5.1**	**A**	**-**	**-**	**50.3**	**F**
126th Street/ Seaver Way at Citi Field Entrance 11									
Citi Field Entrance 11	EB	LR	-	0.0	A	LR	-	0.0	A
126th Street/ Seaver Way	NB	LT	-	0.0	A	T	-	0.0	A
126th Street/ Seaver Way	SB	TR	-	0.0	A	T	-	0.0	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
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
126th Street/ Seaver Way	NB					LT	-	7.4	A
126th Street/ Seaver Way	SB					TR	-	7.7	A
Overall Intersection						**-**	**-**	**7.4**	**A**
Stadium Place South at Southfield Parking Lot									
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	-	-	-	-	L	-	14.0	B
		-	-	-	-	R	-	0.0	A
		LR	-	0.0	A	LR	(4)	10.7	B
Stadium Place South	NB	TR	-	0.0	A	TR	-	0.0	A
Stadium Place South	SB	LT	-	0.0	A	LT	-	0.3	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**1.5**	**A**
Stadium Place South at Olmsted Drive									
Olmsted Drive	EB	-	-	-	-	L	-	7.5	A
		-	-	-	-	T	-	0.0	A
		LT	-	6.9	A	LT	(4)	7.1	A
Olmsted Drive	WB	TR	-	0.0	A	TR	-	0.0	A
Stadium Place South	SB	LR	-	10.0	B	LR	-	10.7	B
Overall Intersection		**-**	**-**	**8.8**	**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
United Nations Avenue North	WB	LT	-	3.4	A	LT	-	3.4	A
New York Avenue	NB	LR	-	13.3	B	LR	-	87.8	F
Overall Intersection		**-**	**-**	**5.0**	**A**	**-**	**-**	**62.6**	**F**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY WEEKDAY PM PEAK HOUR

	2030 No Action				2030 With Action			
			Control				Control	
INTERSECTION & APPROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS

(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.

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY SATURDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		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
		TR	0.48	22.8	C	TR	0.50	23.1	C
Astoria Boulevard	WB	L	0.62	14.6	B	L	0.64	16.6	B
		TR	0.16	4.6	A	TR	0.17	4.4	A
108th Street	NB	L	0.20	20.5	C	L	0.20	20.5	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
		R	0.01	18.1	B	R	0.01	18.1	B
Overall Intersection		-	-	**17.4**	**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
Astoria Boulevard	WB	TR	0.32	16.0	B	TR	0.34	16.2	B
111th Street	NB	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
		R	0.12	27.9	C	R	0.12	27.9	C
Overall Intersection		-	-	**29.9**	**C**	-	-	**30.0**	**C**
Northern Boulevard at 108th Street									
Northern Boulevard	EB	L	0.23	50.8	D	L	0.23	54.4	D
		T	1.11	95.2	F	T	1.21	131.6	F
		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
		T	1.10	90.8	F	T	1.21	132.1	F
		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
108th Street	SB	LTR	1.13	149.9	F	LTR	1.13	149.9	F
Overall Intersection		-	-	**93.8**	**F**	-	-	**120.7**	**F**
Northern Boulevard at 114th Street									
Northern Boulevard	EB	T	0.65	23.3	C	T	0.71	25.1	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
114th Street	SB	LTR	0.31	42.4	D	LTR	0.31	42.4	D
Overall Intersection		-	-	**40.7**	**D**	-	-	**55.2**	**E**

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		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard westbound at 126th Street/ Seaver Way									
Northern Boulevard	WB	T	0.43	7.8	A	T	0.54	9.0	A
126th Street/ Seaver Way	NB	L	0.23	2.6	A	L	0.40	3.0	A
Overall Intersection		**-**	**-**	**7.2**	**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
		-	-	-	-	R	0.17	14.3	B
126th Street/ Seaver Way	NB	T	0.24	30.4	C	T	0.42	40.9	D
		R	0.08	28.3	C	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
Overall Intersection		**-**	**-**	**33.4**	**C**	**-**	**-**	**33.8**	**C**
Northern Boulevard at Prince Street									
Northern Boulevard	EB	L	1.19	161.8	F	L	1.19	161.8	F
		T	0.64	25.3	C	T	0.68	26.1	C
Northern Boulavard	WB	L	1.01	126.4	F	L	1.01	125.4	F
		T	0.62	16.3	B	T	0.63	16.2	B
		R	0.50	17.0	B	R	0.59	18.4	B
Prince Street	NB	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
Northern Boulevard Eastbound Service Road	NEB	R	0.40	22.4	C	R	0.40	22.4	C
Overall Intersection		**-**	**-**	**93.0**	**F**	**-**	**-**	**90.9**	**F**
Northern Boulevard westbound at Main Street									
Northern Boulevard	WB	L	0.07	12.9	B	L	0.07	12.9	B
		T	0.60	19.3	B	T	0.63	20.0	C
Main Street	NB	L	0.29	0.7	A	L	0.29	0.7	A
Overall Intersection		**-**	**-**	**16.4**	**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
		R	0.57	13.8	B	R	0.57	13.6	B
Main Street	NB	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
Overall Intersection		**-**	**-**	**19.5**	**B**	**-**	**-**	**19.4**	**B**

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		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard at Union Street									
Northern Boulevard	EB	L	0.56	28.9	C	L	0.58	30.9	C
		TR	1.01	65.6	E	TR	1.06	80.8	F
Northern Boulevard	WB	L	0.30	24.2	C	L	0.30	24.8	C
		TR	0.76	37.7	D	TR	0.81	39.8	D
Union Street	NB	LT	0.40	28.2	C	LT	0.40	28.2	C
		R	0.18	21.7	C	R	0.18	21.7	C
Union Street	SB	LT	0.48	29.7	C	LT	0.48	29.7	C
		R	0.32	24.1	C	R	0.32	24.1	C
Overall Intersection		**-**	**-**	**45.9**	**D**	**-**	**-**	**53.1**	**D**
Northern Boulevard at Parsons Boulevard									
Northern Boulevard	EB	L	0.24	35.8	D	L	0.26	39.0	D
		T	0.81	37.6	D	T	0.88	42.6	D
		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
		TR	0.89	43.2	D	TR	0.95	51.5	D
Parsons Boulevard	NB	L	1.01	114.8	F	L	1.01	114.8	F
		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
Overall Intersection		**-**	**-**	**75.3**	**E**	**-**	**-**	**78.2**	**E**
Roosevelt Avenue at 108th Street									
Roosevelt Avenue	EB	LTR	0.82	35.6	D	LTR	1.17	119.9	F
Roosevelt Avenue	WB	LTR	0.92	36.6	D	LTR	1.31	169.0	F
108th Street	NB	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
Overall Intersection		**-**	**-**	**65.6**	**E**	**-**	**-**	**139.0**	**F**
Roosevelt Avenue at 111th Street									
Roosevelt Avenue	EB	LTR	0.60	6.2	A	LTR	0.86	8.1	A
Roosevelt Avenue	WB	LTR	0.81	22.4	C	LTR	1.09	78.6	E
111th Street	NB	LTR	0.96	90.5	F	LTR	0.96	90.5	F
Overall Intersection		**-**	**-**	**28.6**	**C**	**-**	**-**	**52.8**	**D**

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		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 114th Street									
Roosevelt Avenue	EB	LTR	1.06	76.5	E	LTR	2.00+	500+	F
Roosevelt Avenue	WB	LT	1.06	68.6	E	LT	1.52	262.9	F
		R	0.19	6.3	A	R	0.65	16.7	B
114th Street	NB	LTR	0.95	93.0	F	LTR	1.07	129.8	F
114th Street	SB	L	0.86	96.8	F	L	0.94	116.5	F
		TR	0.68	62.6	E	TR	0.75	71.3	E
Overall Intersection		**-**	**-**	**69.9**	**E**	**-**	**-**	**354.9**	**F**
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.54	18.2	B
Roosevelt Avenue	WB	T	-	0.0	A	T	0.39	0.5	A
Stadium Place North	SB	R	-	13.8	B	R	0.82	41.7	D
Overall Intersection		**-**	**-**	**3.4**	**A**	**-**	**-**	**19.0**	**B**
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Roosevelt Avenue	EB	TR	-	0.0	A	TR	0.58	3.3	A
Roosevelt Avenue	WB	TR	-	0.0	A	TR	0.68	3.4	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**3.3**	**A**
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.31	2.7	A
Roosevelt Avenue	WB	T	-	0.0	A	T	0.59	15.6	B
Stadium Place South	NB	R	-	9.9	A	R	0.05	22.1	C
Overall Intersection		**-**	**-**	**0.2**	**A**	**-**	**-**	**11.5**	**B**

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		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 126th Street/ Seaver Way									
Roosevelt Avenue	EB	LTR	0.25	9.0	A	LTR	0.48	9.3	A
Roosevelt Avenue	WB	LTR	0.32	8.9	A	LTR	0.46	10.6	B
126th Street/ Seaver Way	NB	LTR	0.03	34.1	C	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
		-	-	-	-	DefR	1.89	455.1	F
		LTR	(5)	51.5	D	LTR	(5)	394.0	F
Overall Intersection		**-**	**-**	**18.5**	**B**	**-**	**-**	**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
College Point Boulevard	NB	L	0.67	38.8	D	L	0.67	38.7	D
		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
Overall Intersection		**-**	**-**	**24.6**	**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
College Point Boulevard	NB	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
Overall Intersection		**-**	**-**	**16.9**	**B**	**-**	**-**	**17.5**	**B**
Roosevelt Avenue at Prince Street									
Roosevelt Avenue	EB	LT	0.78	27.4	C	LT	0.91	36.6	D
		R	0.36	15.6	B	R	0.36	13.2	B
Roosevelt Avenue	WB	LTR	0.76	14.9	B	LTR	0.86	18.0	B
Prince Street	SB	LTR	0.98	76.4	E	LTR	0.98	76.4	E
Overall Intersection		**-**	**-**	**33.6**	**C**	**-**	**-**	**36.3**	**D**
Roosevelt Avenue at Main Street									
Roosevelt Avenue	EB	LTR	0.70	20.9	C	LTR	0.85	27.4	C
Roosevelt Avenue	WB	LTR	0.82	26.2	C	LTR	0.96	27.9	C
Main Street	NB	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
Overall Intersection		**-**	**-**	**22.3**	**C**	**-**	**-**	**25.2**	**C**

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		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at Union Street									
Roosevelt Avenue	EB	LTR	0.97	46.1	D	LTR	1.17	104.7	F
Roosevelt Avenue	WB	LTR	1.14	117.9	F	LTR	1.33	191.1	F
Union Street	NB	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
		R	0.64	32.7	C	R	0.64	32.7	C
Overall Intersection		**-**	**-**	**73.5**	**E**	**-**	**-**	**109.7**	**F**
Roosevelt Avenue at Parsons Boulevard									
Roosevelt Avenue	EB	LTR	0.58	28.5	C	LTR	0.77	37.0	D
Roosevelt Avenue	WB	LTR	0.57	27.8	C	LTR	0.76	36.1	D
Parsons Boulevard	NB	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
Overall Intersection		**-**	**-**	**35.2**	**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
126th Street/ Seaver Way	NB	LTR	0.19	20.2	C	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
Ramp from Whitestone Expressway	SEB	LR	0.59	50.2	D	R	0.85	16.9	B
Overall Intersection		**-**	**-**	**34.9**	**C**	**-**	**-**	**15.2**	**B**
35th Avenue/Shea Road at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION		
35th Avenue	EB	Intersection not analyzed during the No Action condition				L	0.36	39.0	D
						TR	0.70	52.5	D
Shea Road	WB					LTR	0.26	44.7	D
126th Street/ Seaver Way	NB					LTR	0.15	5.0	A
126th Street/ Seaver Way	SB					LT	0.46	2.4	A
						R	0.60	2.3	A
Overall Intersection						**-**	**-**	**9.7**	**A**

TABLE D-12
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - 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
Shea Road at Boat Basin Place									
Shea Road	EB	-	-	-	-	L	0.48	49.1	D
		-	-	-	-	TR	0.07	33.8	C
Shea Road	WB	-	-	-	-	L	0.74	44.7	D
		-	-	-	-	T	0.39	47.4	D
		-	-	-	-	R	0.12	43.6	D
		LTR	0.18	25.2	C	LTR	(4)	45.7	D
Boat Basin Place	NB	-	-	-	-	L	0.03	19.8	B
		-	-	-	-	TR	0.02	19.5	B
		LTR	0.04	7.0	A	LTR	(4)	19.5	B
Boat Basin Place	SB	-	-	-	-	L	0.26	27.2	C
		-	-	-	-	T	0.21	26.4	C
		-	-	-	-	R	0.44	28.5	C
		LTR	0.16	7.7	A	LTR	(4)	27.6	C
Overall Intersection		**-**	**-**	**13.3**	**B**	**-**	**-**	**38.5**	**D**
Shea Road at Porte Cochere Exit Ramp									
Porte Cochere Exit Ramp	EB	Intersection does not exist in the No Action condition				LT	0.74	26.5	C
						R	0.08	0.1	A
Shea Road	NB					T	0.15	18.2	B
						LTR	0.15	5.0	A
Shea Road	SB					L	0.01	16.9	B
						T	0.44	21.6	C
Overall Intersection						**-**	**-**	**21.5**	**C**
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road		UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION			
Grand Central Parkway westbound exit ramp	EB	L	-	9.9	A	L	0.54	54.5	D
		-	-	-	-	T	0.35	38.8	D
		R	-	9.3	A	R	0.68	30.4	C
Podium Parking West Access	WB	-	-	-	-	L	0.82	54.9	D
		-	-	-	-	TR	0.99	64.3	E
Shea Road	NB	-	-	-	-	L	0.88	54.5	D
		-	-	-	-	TR	0.13	28.2	C
		T	-	0.0	A	LTR	(4)	46.9	D
Shea Road	SB	-	-	-	-	L	0.30	42.2	D
		TR	-	0.0	A	TR	0.79	55.8	E
Overall Intersection		**-**	**-**	**2.5**	**A**	**-**	**-**	**50.2**	**D**

TABLE D-12
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY SATURDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Shea Road at Tower Parking Access			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Tower Parking Access (Formerly Citi Field Entrance 4)	WB	-	-	-	-	L	0.21	26.3	C
		-	-	-	-	R	0.32	28.1	C
		LTR	-	0.0	A	LR	(4)	27.4	C
Shea Road	NB	LTR	-	7.9	A	TR	0.39	21.6	C
Shea Road	SB	-	-	-	-	L	0.24	30.6	C
		-	-	-	-	T	0.51	12.7	B
		LTR	-	0.0	A	LT	(4)	14.6	B
Overall Intersection		**-**	**-**	**5.3**	**A**	**-**	**-**	**17.3**	**B**
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Stadium Place North	WB	LR	-	11.2	B	LTR	0.70	37.0	D
Shea Road	NB	-	-	-	-	L	0.03	25.7	C
		TR	-	0.0	A	TR	0.56	32.6	C
Shea Road	SB	LT	-	7.1	A	LT	0.62	7.9	A
		-	-	-	-	R	0.53	1.1	A
Overall Intersection		**-**	**-**	**3.2**	**A**	**-**	**-**	**15.4**	**B**
Shea Road at Olmsted Drive			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Olmsted Drive	WB	-	-	-	-	L	0.08	29.7	C
		-	-	-	-	R	0.32	18.0	B
		LR	-	11.0	B	LR	(4)	19.4	B
Shea Road	NB	TR	-	0.0	A	TR	0.20	15.0	B
Shea Road	SB	LT	-	1.6	A	LT	0.26	7.5	A
Overall Intersection		**-**	**-**	**4.4**	**A**	**-**	**-**	**12.3**	**B**
34th Avenue at 114th Street									
34th Avenue	EB	T	0.36	11.2	B	T	0.36	11.2	B
		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
114th Street	SB	L	0.61	31.7	C	L	0.61	31.6	C
		T	0.58	35.2	D	T	0.58	35.2	D
		R	0.12	0.2	A	R	0.12	0.2	A
Overall Intersection		**-**	**-**	**14.6**	**B**	**-**	**-**	**12.6**	**B**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY SATURDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Marina Road at Boat Basin Place			NEW SIGNAL						
Marina Road	EB	TR	0.02	8.6	A	TR	0.02	8.6	A
Marina Road	WB	L	0.30	11.3	B	L	0.72	20.7	C
		T	0.09	9.1	A	T	0.09	9.1	A
Boat Basin Place	NB	L	0.13	31.9	C	L	0.35	13.9	B
		R	0.03	30.5	C	R	0.05	7.9	A
Overall Intersection		**-**	**-**	**14.3**	**B**	**-**	**-**	**17.5**	**B**
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Area B Parking Structure Access (Formerly Citi Field Entrance 1)	EB	LR	-	11.3	B	LR	0.76	38.7	D
126th Street/ Seaver Way	NB	-	-	-	-	L	0.72	27.3	C
		-	-	-	-	T	0.14	12.6	B
		LT	-	0.0	A	LT	(4)	23.2	C
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	0.71	40.0	D
Overall Intersection		**-**	**-**	**0.1**	**A**	**-**	**-**	**34.6**	**C**
UNSIGNALIZED INTERSECTIONS									
Northern Boulevard eastbound at 126th Place									
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A
126th Place	NB	R	-	10.3	B	R	-	10.6	B
Overall Intersection		**-**	**-**	**0.2**	**A**	**-**	**-**	**0.2**	**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	-	0.7	A				
Southfield Parking Lot	NB	L	-	0.0	A				
		R	-	11.4	B				
Overall Intersection		**-**	**-**	**1.7**	**A**				

TABLE D-12
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY SATURDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 1	SB					R	-	11.0	B
Overall Intersection						**-**	**-**	**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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 2	SB					R	-	11.0	B
Overall Intersection						**-**	**-**	**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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure South Access	NB					L	-	15.1	C
						R	-	9.0	A
Northfield Parking Structure North Access 3	SB					R	-	11.0	B
Overall Intersection						**-**	**-**	**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
Shea Road	WB					LT	-	0.0	A
Overall Intersection						**-**	**-**	**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**				

TABLE D-12
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY SATURDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		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	-	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
Shea Road	NB	TR	-	9.6	A	TR	-	11.1	B
Shea Road	SB	L	-	7.4	A	L	-	7.4	A
		T	-	7.0	A	T	-	17.2	C
Overall Intersection		**-**	**-**	**9.0**	**A**	**-**	**-**	**14.2**	**B**
Shea Road at Grand Central Parkway westbound exit ramp (9P)									
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	13.3	B	L	-	48.1	E
		R	-	8.7	A	R	-	12.3	B
Shea Road	NB	LT	-	6.0	A	LT	-	7.1	A
Shea Road	SB	TR	-	0.0	A	TR	-	0.0	A
Overall Intersection		**-**	**-**	**10.3**	**B**	**-**	**-**	**17.1**	**C**
Shea Road at New York Avenue									
New York Avenue	WB	LR	-	9.1	A	LR	-	15.7	C
Shea Road	NB	TR	-	0.0	A	TR	-	0.0	A
Shea Road	SB	LT	-	4.2	A	LT	-	8.0	A
Overall Intersection		**-**	**-**	**5.2**	**A**	**-**	**-**	**8.4**	**A**
126th Street/ Seaver Way at Citi Field Entrance 11									
Citi Field Entrance 11	EB	LR	-	10.6	B	LR	-	26.6	D
126th Street/ Seaver Way	NB	LT	-	0.1	A	T	-	0.0	A
126th Street/ Seaver Way	SB	TR	-	0.0	A	T	-	0.0	A
Overall Intersection		**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**

TABLE D-12
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY SATURDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
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
126th Street/ Seaver Way	NB					LT	-	7.2	A
126th Street/ Seaver Way	SB					TR	-	8.5	A
Overall Intersection						**-**	**-**	**7.8**	**A**
Stadium Place South at Southfield Parking Lot									
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	-	-	-	-	L	-	15.0	B
		-	-	-	-	R	-	0.0	A
		LR	-	0.0	A	LR	(4)	9.3	A
Stadium Place South	NB	TR	-	0.0	A	TR	-	0.0	A
Stadium Place South	SB	LT	-	0.0	A	LT	-	3.8	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**3.4**	**A**
Stadium Place South at Olmsted Drive									
Olmsted Drive	EB	-	-	-	-	L	-	7.3	A
		-	-	-	-	T	-	0.0	A
		LT	-	7.2	A	LT	(4)	7.3	A
Olmsted Drive	WB	TR	-	0.0	A	TR	-	0.0	A
Stadium Place South	SB	LR	-	9.2	A	LR	-	9.3	A
Overall Intersection		**-**	**-**	**9.0**	**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
United Nations Avenue North	WB	LT	-	3.7	A	LT	-	3.7	A
New York Avenue	NB	LR	-	9.1	A	LR	-	13.8	B
Overall Intersection		**-**	**-**	**4.3**	**A**	**-**	**-**	**12.0**	**B**

TABLE D-12
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - NON-GAMEDAY SATURDAY PM PEAK HOUR

	2030 No Action				2030 With Action			
			Control				Control	
INTERSECTION & APPROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS

(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 D-13
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - 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
SIGNALIZED INTERSECTIONS									
Astoria Boulevard at 108th Street/ 31st Drive									
Astoria Boulevard	EB	L	0.04	18.8	B	L	0.05	18.8	B
		TR	0.86	34.4	C	TR	0.88	35.8	D
Astoria Boulevard	WB	L	0.90	81.4	F	L	0.90	81.4	F
		TR	0.27	10.9	B	TR	0.29	11.4	B
108th Street	NB	L	0.38	39.4	D	L	0.38	39.4	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
		R	0.02	31.8	C	R	0.02	31.8	C
Overall Intersection		-	-	**34.5**	**C**	-	-	**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
Astoria Boulevard	WB	TR	0.57	26.7	C	TR	0.58	27.0	C
111th Street	NB	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
		R	0.02	32.6	C	R	0.02	32.6	C
Overall Intersection		-	-	**35.3**	**D**	-	-	**35.0**	**D**
Northern Boulevard at 108th Street									
Northern Boulevard	EB	L	0.18	53.3	D	L	0.18	53.3	D
		T	1.66	330.8	F	T	1.78	384.3	F
		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
		T	1.20	131.5	F	T	1.31	175.6	F
		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
108th Street	SB	LTR	1.11	142.2	F	LTR	1.11	142.2	F
Overall Intersection		-	-	**204.7**	**F**	-	-	**242.8**	**F**
Northern Boulevard at 114th Street									
Northern Boulevard	EB	T	0.96	42.9	D	T	1.03	61.1	E
		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
		T	1.28	147.3	F	T	1.34	175.2	F
114th Street	SB	LTR	0.54	49.7	D	LTR	0.54	49.7	D
Overall Intersection		-	-	**88.1**	**F**	-	-	**108.6**	**F**

TABLE D-13
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY WEEKDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard westbound at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION WITH TA CONTROL		
Northern Boulevard	WB	T	0.70	11.8	B	T	0.85	16.6	B
126th Street/ Seaver Way	NB	L	0.36	8.1	A	L	0.51	6.3	A
Overall Intersection		**-**	**-**	**11.3**	**B**	**-**	**-**	**15.2**	**B**
Northern Boulevard eastbound at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION WITH TA CONTROL		
Northern Boulevard	EB	T	0.87	59.2	E	T	0.80	52.6	D
		-	-	-	-	R	0.31	20.4	C
126th Street/ Seaver Way	NB	T	0.38	33.8	C	T	0.53	22.6	C
		R	0.30	33.8	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
Overall Intersection		**-**	**-**	**39.8**	**D**	**-**	**-**	**34.2**	**C**
Northern Boulevard at Prince Street									
Northern Boulevard	EB	L	1.47	276.1	F	L	1.47	276.1	F
		T	0.79	29.4	C	T	0.82	30.7	C
Northern Boulavard	WB	L	0.72	71.1	E	L	0.72	69.7	E
		T	0.75	22.1	C	T	0.81	24.7	C
		R	0.56	22.8	C	R	0.58	24.5	C
Prince Street	NB	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
Northern Boulevard Eastbound Service Road	NEB	R	0.61	28.4	C	R	0.61	28.4	C
Overall Intersection		**-**	**-**	**150.3**	**F**	**-**	**-**	**146.6**	**F**
Northern Boulevard westbound at Main Street									
Northern Boulevard	WB	L	0.15	12.9	B	L	0.15	12.9	B
		T	0.64	19.1	B	T	0.68	20.1	C
Main Street	NB	L	0.29	2.4	A	L	0.29	2.4	A
Overall Intersection		**-**	**-**	**17.0**	**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
		R	0.62	10.9	B	R	0.62	11.1	B
Main Street	NB	T	0.55	44.2	D	T	0.55	44.2	D
		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
Overall Intersection		**-**	**-**	**30.9**	**C**	**-**	**-**	**36.8**	**D**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY WEEKDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard at Union Street									
Northern Boulevard	EB	L	0.62	30.7	C	L	0.66	35.1	D
		TR	1.18	124.6	F	TR	1.24	151.8	F
Northern Boulevard	WB	L	0.37	27.7	C	L	0.37	28.2	C
		TR	0.78	37.4	D	TR	0.86	41.4	D
Union Street	NB	LT	0.47	31.0	C	LT	0.47	31.0	C
		R	0.28	22.7	C	R	0.28	22.7	C
Union Street	SB	LT	0.47	30.8	C	LT	0.47	30.8	C
		R	0.46	26.9	C	R	0.46	26.9	C
Overall Intersection		**-**	**-**	**73.2**	**E**	**-**	**-**	**86.8**	**F**
Northern Boulevard at Parsons Boulevard									
Northern Boulevard	EB	L	0.45	44.4	D	L	0.51	50.0	D
		T	1.16	118.5	F	T	1.25	155.9	F
		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
		TR	0.96	53.0	D	TR	1.07	82.3	F
Parsons Boulevard	NB	L	0.88	85.4	F	L	0.88	85.4	F
		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
Overall Intersection		**-**	**-**	**105.5**	**F**	**-**	**-**	**127.3**	**F**
Roosevelt Avenue at 108th Street									
Roosevelt Avenue	EB	LTR	1.07	84.5	F	LTR	1.52	268.1	F
Roosevelt Avenue	WB	LTR	1.20	130.9	F	LTR	1.73	366.3	F
108th Street	NB	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
Overall Intersection		**-**	**-**	**117.2**	**F**	**-**	**-**	**271.0**	**F**
Roosevelt Avenue at 111th Street									
Roosevelt Avenue	EB	LTR	0.80	11.6	B	LTR	1.09	56.5	E
Roosevelt Avenue	WB	LTR	1.03	58.7	E	LTR	1.39	202.1	F
111th Street	NB	LTR	1.07	119.0	F	LTR	1.07	119.0	F
Overall Intersection		**-**	**-**	**50.1**	**D**	**-**	**-**	**131.1**	**F**

TABLE D-13
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - 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
Roosevelt Avenue at 114th Street									
Roosevelt Avenue	EB	LTR	1.81	392.7	F	LTR	2.00+	500+	F
Roosevelt Avenue	WB	LT	1.45	230.0	F	LT	2.00+	481.6	F
		R	0.29	7.8	A	R	1.12	90.8	F
114th Street	NB	LTR	1.07	122.6	F	LTR	1.30	210.4	F
114th Street	SB	L	1.13	172.2	F	L	1.24	217.0	F
		TR	1.06	134.9	F	TR	1.18	178.3	F
Overall Intersection		**-**	**-**	**241.1**	**F**	**-**	**-**	**500+**	**F**
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.97	38.8	D
Roosevelt Avenue	WB	T	-	0.0	A	T	0.84	10.7	B
Stadium Place North	SB	R	-	17.3	C	R	0.56	2.3	A
Overall Intersection		**-**	**-**	**3.4**	**A**	**-**	**-**	**21.2**	**C**
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Roosevelt Avenue	EB	-	-	-	-	T	0.87	7.4	A
		-	-	-	-	R	0.75	1.7	A
		LTR	-	1.8	A	TR	(4)	4.4	A
Roosevelt Avenue	WB	-	-	-	-	T	0.84	12.6	B
		-	-	-	-	R	0.69	3.1	A
		TR	-	0.0	A	TR	(4)	8.3	A
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**6.1**	**A**
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.46	5.7	A
Roosevelt Avenue	WB	T	-	0.0	A	T	0.80	22.7	C
Stadium Place South	NB	R	-	11.5	B	R	0.21	16.8	B
Overall Intersection		**-**	**-**	**0.9**	**A**	**-**	**-**	**16.6**	**B**

TABLE D-13
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY WEEKDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 126th Street/ Seaver Way									
Roosevelt Avenue	EB	LTR	0.58	16.2	B	LTR	0.67	16.0	B
Roosevelt Avenue	WB	LTR	0.46	12.6	B	LTR	0.72	18.5	B
126th Street/ Seaver Way	NB	LTR	0.15	32.3	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
Overall Intersection		**-**	**-**	**24.0**	**C**	**-**	**-**	**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
College Point Boulevard	NB	L	0.76	48.8	D	L	0.76	48.5	D
		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
Overall Intersection		**-**	**-**	**50.5**	**D**	**-**	**-**	**53.3**	**D**
Roosevelt Avenue eastbound at College Point Boulevard									
Roosevelt Avenue	EB	LTR	0.90	40.3	D	LTR	0.96	49.9	D
College Point Boulevard	NB	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
Overall Intersection		**-**	**-**	**25.0**	**C**	**-**	**-**	**28.7**	**C**
Roosevelt Avenue at Prince Street									
Roosevelt Avenue	EB	LT	0.97	60.1	E	LT	1.21	136.1	F
		R	0.45	27.1	C	R	0.45	23.1	C
Roosevelt Avenue	WB	LTR	0.75	18.0	B	LTR	0.92	27.9	C
Prince Street	SB	LTR	0.82	47.6	D	LTR	0.82	47.6	D
Overall Intersection		**-**	**-**	**41.0**	**D**	**-**	**-**	**71.1**	**E**
Roosevelt Avenue at Main Street									
Roosevelt Avenue	EB	LTR	0.89	39.1	D	LTR	1.14	96.9	F
Roosevelt Avenue	WB	LTR	1.12	111.7	F	LTR	1.35	207.0	F
Main Street	NB	LTR	0.37	17.5	B	LTR	0.37	17.5	B
Main Street	SB	LTR	0.26	15.8	B	LTR	0.26	15.8	B
Overall Intersection		**-**	**-**	**62.8**	**E**	**-**	**-**	**126.0**	**F**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - 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
Roosevelt Avenue at Union Street									
Roosevelt Avenue	EB	LTR	0.72	7.7	A	LTR	0.88	7.4	A
Roosevelt Avenue	WB	LTR	0.99	67.3	E	LTR	1.21	139.9	F
Union Street	NB	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
		R	0.66	52.3	D	R	0.66	52.3	D
Overall Intersection		**-**	**-**	**60.3**	**E**	**-**	**-**	**83.1**	**F**
Roosevelt Avenue at Parsons Boulevard									
Roosevelt Avenue	EB	LT	0.62	36.3	D	LT	0.94	68.9	E
		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
		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
		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
Overall Intersection		**-**	**-**	**53.7**	**D**	**-**	**-**	**80.0**	**E**
34th Avenue at 126th Street/ Seaver Way						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
126th Street/ Seaver Way	NB	LTR	0.44	24.2	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
Ramp from Whitestone Expressway	SEB	LR	1.09	119.7	F	R	0.74	2.7	A
Overall Intersection		**-**	**-**	**76.4**	**E**	**-**	**-**	**12.7**	**B**
35th Avenue/Shea Road at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL			
35th Avenue	EB	Intersection not analyzed during the No Action condition				L	0.53	34.2	C
						TR	0.83	46.5	D
Shea Road	WB					LTR	0.13	27.6	C
126th Street/ Seaver Way	NB					L	0.24	14.1	B
						TR	0.24	13.1	B
126th Street/ Seaver Way	SB					LT	0.37	15.6	B
						R	0.61	1.3	A
Overall Intersection						**-**	**-**	**16.0**	**B**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - 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
Shea Road at Boat Basin Place							SIGNALIZED INTERSECTION WITH TA CONTROL		
Shea Road	EB	-	-	-	-	L	0.67	53.1	D
		-	-	-	-	TR	0.35	46.0	D
Shea Road	WB	-	-	-	-	L	0.57	45.5	D
		-	-	-	-	T	0.71	51.8	D
		-	-	-	-	R	0.18	13.9	B
		LTR	0.48	28.9	C	LTR	(4)	43.2	D
Boat Basin Place	NB	-	-	-	-	L	0.17	53.2	D
		-	-	-	-	TR	0.13	53.1	D
		LTR	0.13	7.5	A	LTR	(4)	53.2	D
Boat Basin Place	SB	-	-	-	-	L	0.95	41.3	D
		-	-	-	-	T	0.19	21.4	C
		-	-	-	-	R	0.76	37.8	D
		LTR	0.52	11.2	B	LTR	(4)	37.9	D
Overall Intersection		**-**	**-**	**15.8**	**B**	**-**	**-**	**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
						R	0.07	0.1	A
Shea Road	NB					T	0.23	11.9	B
						R	0.01	0.0	A
Shea Road	SB					L	0.05	10.6	B
						T	0.46	14.4	B
Overall Intersection						**-**	**-**	**21.1**	**C**
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Grand Central Parkway westbound exit ramp	EB	L	-	16.1	C	L	0.97	116.2	F
		-	-	-	-	T	0.47	50.5	D
		R	-	12.0	B	R	0.84	41.9	D
Podium Parking West Access	WB	-	-	-	-	L	0.64	44.6	D
		-	-	-	-	TR	1.14	121.7	F
Shea Road	NB	-	-	-	-	L	1.13	112.6	F
		-	-	-	-	TR	0.20	23.2	C
		T	-	0.0	A	LTR	(4)	84.5	F
Shea Road	SB	-	-	-	-	L	0.24	40.4	D
		TR	-	0.0	A	TR	1.14	125.4	F
Overall Intersection		**-**	**-**	**6.6**	**A**	**-**	**-**	**87.2**	**F**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY WEEKDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Shea Road at Tower Parking Access			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Tower Parking Access (Formerly Citi Field Entrance 4)	WB	LTR	-	24.2	C	LR	0.79	31.8	C
Shea Road	NB	LTR	-	7.9	A	TR	1.10	81.6	F
Shea Road	SB	-	-	-	-	L	1.04	84.5	F
		-	-	-	-	T	0.44	16.1	B
		LTR	-	0.0	A	LT	(4)	42.9	D
Overall Intersection		**-**	**-**	**5.0**	**A**	**-**	**-**	**48.6**	**D**
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Stadium Place North	WB	LR	-	17.6	C	LTR	0.79	41.7	D
Shea Road	NB	-	-	-	-	L	0.02	29.3	C
		TR	-	0.0	A	TR	1.14	114.3	F
Shea Road	SB	-	-	-	-	L	1.08	74.4	E
		-	-	-	-	T	0.63	12.3	B
		-	-	-	-	R	0.31	0.4	A
		LT	-	5.5	A	LTR	(4)	31.3	C
Overall Intersection		**-**	**-**	**4.9**	**A**	**-**	**-**	**56.0**	**E**
Shea Road at Olmsted Drive			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Olmsted Drive	WB	-	-	-	-	L	0.63	41.5	D
		-	-	-	-	R	0.47	19.5	B
		LR	-	31.9	D	LR	(4)	25.7	C
Shea Road	NB	TR	-	0.0	A	TR	0.59	20.0	B
Shea Road	SB	LT	-	1.1	A	LT	0.47	9.6	A
Overall Intersection		**-**	**-**	**12.2**	**B**	**-**	**-**	**18.5**	**B**
34th Avenue at 114th Street									
34th Avenue	EB	T	0.33	10.9	B	T	0.33	10.9	B
		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
114th Street	SB	L	0.60	31.1	C	L	0.59	31.0	C
		T	0.93	69.9	E	T	0.93	69.9	E
		R	0.12	0.2	A	R	0.12	0.2	A
Overall Intersection		**-**	**-**	**21.4**	**C**	**-**	**-**	**18.2**	**B**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - 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
Marina Road at Boat Basin Place			NEW SIGNAL				SIGNALIZED INTERSECTION WITH TA CONTROL		
Marina Road	EB	TR	0.05	5.4	A	TR	0.24	45.6	D
Marina Road	WB	L	1.01	49.6	D	L	0.99	62.2	E
		T	0.15	6.0	A	LT	0.99	61.0	E
Boat Basin Place	NB	L	0.24	41.4	D	L	0.64	64.3	E
		R	0.24	41.7	D	R	0.31	54.5	D
Overall Intersection		**-**	**-**	**40.1**	**D**	**-**	**-**	**61.0**	**E**
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Area B Parking Structure Access (Formerly Citi Field Entrance 1)	EB	LR	-	16.5	C	LR	0.22	25.7	C
126th Street/ Seaver Way	NB	-	-	-	-	L	0.25	16.0	B
		-	-	-	-	T	0.24	13.2	B
		LT	-	0.6	A	LT	(4)	14.1	B
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	0.89	48.5	D
Overall Intersection		**-**	**-**	**0.7**	**A**	**-**	**-**	**37.0**	**D**
UNSIGNALIZED INTERSECTIONS									
Northern Boulevard eastbound at 126th Place									
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A
126th Place	NB	R	-	9.7	A	R	-	10.0	B
Overall Intersection		**-**	**-**	**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**				

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY WEEKDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 1	SB					R	-	12.4	B
Overall Intersection						**-**	**-**	**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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 2	SB					R	-	12.2	B
Overall Intersection						**-**	**-**	**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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure South Access	NB					L	-	35.4	E
						R	-	11.6	B
Northfield Parking Structure North Access 3	SB					R	-	11.9	B
Overall Intersection						**-**	**-**	**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
Shea Road	WB					LT	-	0.0	A
Overall Intersection						**-**	**-**	**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**				

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY WEEKDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		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	-	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			
Meridian Road	WB	LR	-	10.3	B	LR	0.44	25.2	C
Shea Road	NB	TR	-	18.0	C	TR	0.97	31.9	C
Shea Road	SB	L	-	9.5	A	L	0.54	31.9	C
		T	-	8.9	A	T	0.58	8.5	A
Overall Intersection		**-**	**-**	**14.2**	**B**	**-**	**-**	**22.6**	**C**
Shea Road at Grand Central Parkway westbound exit ramp (9P)						TA CONTROLLED			
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	37.3	E	L	0.85	27.3	C
		R	-	10.1	B	R	0.08	0.1	A
Shea Road	NB	LT	-	3.6	A	LT	0.58	25.2	C
Shea Road	SB	TR	-	0.0	A	TR	0.82	31.8	C
Overall Intersection		**-**	**-**	**18.6**	**C**	**-**	**-**	**26.7**	**C**
Shea Road at New York Avenue						TA CONTROLLED			
New York Avenue	WB	LR	-	13.7	B	LR	0.43	15.8	B
Shea Road	NB	TR	-	0.0	A	TR	0.10	5.3	A
Shea Road	SB	LT	-	5.2	A	LT	0.96	33.8	C
Overall Intersection		**-**	**-**	**6.9**	**A**	**-**	**-**	**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
126th Street/ Seaver Way	NB	LT	-	0.2	A	T	-	0.0	A
126th Street/ Seaver Way	SB	TR	-	0.0	A	T	-	0.0	A
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**0.1**	**A**

TABLE D-13
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - 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
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
126th Street/ Seaver Way	NB					LT	-	7.4	A
126th Street/ Seaver Way	SB					TR	-	7.3	A
Overall Intersection						**-**	**-**	**7.1**	**A**
Stadium Place South at Southfield Parking Lot							TA CONTROLLED		
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	LR	-	11.7	B	LR	0.26	33.9	C
Stadium Place South	NB	-	-	-	-	T	0.17	0.4	A
		-	-	-	-	R	0.36	1.0	A
		TR	-	0.0	A	TR	(4)	0.8	A
Stadium Place South	SB	LT	-	0.2	A	LT	0.61	8.8	A
Overall Intersection		**-**	**-**	**0.7**	**A**	**-**	**-**	**6.8**	**A**
Stadium Place South at Olmsted Drive							TA CONTROLLED		
Olmsted Drive	EB	LT	-	7.1	A	LT	-	8.4	A
Olmsted Drive	WB	TR	-	0.0	A	TR	-	0.0	A
Stadium Place South	SB	LR	-	10.2	B	LR	-	14.4	B
Overall Intersection		**-**	**-**	**8.9**	**A**	**-**	**-**	**11.4**	**B**
New York Avenue at United Nations Avenue North							TA CONTROLLED		
United Nations Avenue North	EB	TR	-	0.0	A	TR	0.59	24.7	C
United Nations Avenue North	WB	LT	-	1.0	A	LT	0.04	15.0	B
New York Avenue	NB	LR	-	13.0	B	LR	0.73	9.5	A
Overall Intersection		**-**	**-**	**6.2**	**A**	**-**	**-**	**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 D-14
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		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
		TR	0.65	25.6	C	TR	0.67	26.0	C
Astoria Boulevard	WB	L	1.09	105.0	F	L	1.12	118.1	F
		TR	0.24	3.2	A	TR	0.25	3.1	A
108th Street	NB	L	0.29	21.9	C	L	0.29	21.9	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
		R	0.02	18.2	B	R	0.02	18.2	B
Overall Intersection		**-**	**-**	**29.9**	**C**	**-**	**-**	**31.4**	**C**
Astoria Boulevard at Ditmars Boulevard/ 111th Street									
Astoria Boulevard	EB	T	0.44	36.9	D	T	0.45	37.1	D
Astoria Boulevard	WB	TR	0.50	18.1	B	TR	0.51	18.2	B
111th Street	NB	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
		R	0.17	28.5	C	R	0.17	28.5	C
Overall Intersection		**-**	**-**	**36.6**	**D**	**-**	**-**	**36.6**	**D**
Northern Boulevard at 108th Street									
Northern Boulevard	EB	L	0.12	39.7	D	L	0.16	52.8	D
		T	1.47	245.5	F	T	1.61	309.8	F
		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
		T	1.03	65.9	E	T	1.16	113.5	F
		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
108th Street	SB	LTR	1.13	145.4	F	LTR	1.13	145.4	F
Overall Intersection		**-**	**-**	**150.8**	**F**	**-**	**-**	**192.8**	**F**
Northern Boulevard at 114th Street									
Northern Boulevard	EB	T	0.84	32.1	C	T	0.95	44.1	D
		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
114th Street	SB	LTR	0.77	58.7	E	LTR	0.77	58.7	E
Overall Intersection		**-**	**-**	**51.2**	**D**	**-**	**-**	**76.8**	**E**

TABLE D-14
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard westbound at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION WITH TA CONTROL		
Northern Boulevard	WB	T	0.49	8.3	A	T	0.59	9.5	A
126th Street/ Seaver Way	NB	L	0.52	4.1	A	L	0.59	6.1	A
Overall Intersection		**-**	**-**	**7.6**	**A**	**-**	**-**	**8.9**	**A**
Northern Boulevard eastbound at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION WITH TA CONTROL		
Northern Boulevard	EB	T	0.41	35.4	D	T	0.72	54.8	D
		-	-	-	-	R	0.44	27.0	C
126th Street/ Seaver Way	NB	T	0.55	27.9	C	T	0.63	24.3	C
		R	0.48	28.5	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
Overall Intersection		**-**	**-**	**32.7**	**C**	**-**	**-**	**30.0**	**C**
Northern Boulevard at Prince Street									
Northern Boulevard	EB	L	1.32	215.3	F	L	1.32	215.3	F
		T	0.66	25.7	C	T	0.71	26.8	C
Northern Boulavard	WB	L	0.91	92.7	F	L	0.91	89.9	F
		T	0.90	24.6	C	T	0.94	28.5	C
		R	0.60	20.7	C	R	0.63	22.2	C
Prince Street	NB	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
Northern Boulevard Eastbound Service Road	NEB	R	0.53	25.5	C	R	0.53	25.5	C
Overall Intersection		**-**	**-**	**92.8**	**F**	**-**	**-**	**91.9**	**F**
Northern Boulevard westbound at Main Street									
Northern Boulevard	WB	L	0.09	13.2	B	L	0.09	13.2	B
		T	0.85	27.2	C	T	0.89	29.9	C
Main Street	NB	L	0.31	0.7	A	L	0.31	0.7	A
Overall Intersection		**-**	**-**	**24.0**	**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
		R	0.68	15.6	B	R	0.68	15.1	B
Main Street	NB	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
Overall Intersection		**-**	**-**	**20.1**	**C**	**-**	**-**	**20.1**	**C**

TABLE D-14
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard at Union Street									
Northern Boulevard	EB	L	0.60	32.6	C	L	0.61	34.3	C
		TR	0.90	45.5	D	TR	0.96	53.6	D
Northern Boulevard	WB	L	0.41	25.7	C	L	0.41	26.3	C
		TR	0.87	43.5	D	TR	0.94	50.0	D
Union Street	NB	LT	0.42	28.6	C	LT	0.42	28.6	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
		R	0.38	25.3	C	R	0.38	25.3	C
Overall Intersection		**-**	**-**	**39.7**	**D**	**-**	**-**	**45.2**	**D**
Northern Boulevard at Parsons Boulevard									
Northern Boulevard	EB	L	0.28	39.9	D	L	0.31	45.0	D
		T	0.76	35.0	C	T	0.85	39.7	D
		R	0.34	26.2	C	R	0.34	26.2	C
Northern Boulevard	WB	L	0.33	33.6	C	L	0.36	38.0	D
		TR	0.95	50.9	D	TR	1.02	66.8	E
Parsons Boulevard	NB	L	1.05	127.2	F	L	1.05	127.2	F
		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
Overall Intersection		**-**	**-**	**81.2**	**F**	**-**	**-**	**86.4**	**F**
Roosevelt Avenue at 108th Street									
Roosevelt Avenue	EB	LTR	0.86	39.6	D	LTR	1.45	242.4	F
Roosevelt Avenue	WB	LTR	0.95	44.5	D	LTR	1.69	341.3	F
108th Street	NB	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
Overall Intersection		**-**	**-**	**76.9**	**E**	**-**	**-**	**256.7**	**F**
Roosevelt Avenue at 111th Street									
Roosevelt Avenue	EB	LTR	0.62	6.0	A	LTR	0.98	16.1	B
Roosevelt Avenue	WB	LTR	0.87	29.3	C	LTR	1.37	192.7	F
111th Street	NB	LTR	1.08	123.6	F	LTR	1.08	123.6	F
Overall Intersection		**-**	**-**	**39.3**	**D**	**-**	**-**	**113.2**	**F**

TABLE D-14
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 114th Street									
Roosevelt Avenue	EB	LTR	1.17	117.6	F	LTR	2.00+	500+	F
Roosevelt Avenue	WB	LT	1.08	74.7	E	LT	1.78	365.2	F
		R	0.32	5.7	A	R	0.89	24.0	C
114th Street	NB	LTR	1.07	125.6	F	LTR	1.25	193.2	F
114th Street	SB	L	1.10	157.6	F	L	1.21	197.5	F
		TR	0.94	110.4	F	TR	1.02	133.2	F
Overall Intersection		**-**	**-**	**94.3**	**F**	**-**	**-**	**500+**	**F**
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.71	20.5	C
Roosevelt Avenue	WB	T	-	0.0	A	T	0.71	3.4	A
Stadium Place North	SB	R	-	13.6	B	R	0.61	2.7	A
Overall Intersection		**-**	**-**	**1.7**	**A**	**-**	**-**	**10.8**	**B**
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Roosevelt Avenue	EB	-	-	-	-	T	0.54	3.6	A
		-	-	-	-	R	0.89	9.7	A
		LTR	-	9.1	A	TR	(4)	7.3	A
Roosevelt Avenue	WB	-	-	-	-	T	0.71	4.2	A
		-	-	-	-	R	0.75	5.1	A
		TR	-	0.0	A	TR	(4)	4.6	A
Overall Intersection		**-**	**-**	**2.4**	**A**	**-**	**-**	**6.0**	**A**
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.29	2.6	A
Roosevelt Avenue	WB	T	-	0.0	A	T	0.67	17.0	B
Stadium Place South	NB	R	-	33.6	D	R	0.52	29.8	C
Overall Intersection		**-**	**-**	**9.3**	**A**	**-**	**-**	**15.9**	**B**

TABLE D-14
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 126th Street/ Seaver Way									
Roosevelt Avenue	EB	L	1.40	226.3	F	L	1.16	136.3	F
		TR	0.54	15.3	B	TR	0.54	16.1	B
Roosevelt Avenue	WB	LTR	0.55	11.7	B	LTR	0.82	19.9	B
126th Street/ Seaver Way	NB	LTR	0.12	35.5	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
Overall Intersection		**-**	**-**	**55.0**	**D**	**-**	**-**	**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
College Point Boulevard	NB	L	0.91	51.8	D	L	0.91	50.4	D
		T	0.49	7.3	A	T	0.49	7.2	A
College Point Boulevard	SB	TR	1.09	88.5	F	TR	1.12	98.7	F
Overall Intersection		**-**	**-**	**47.3**	**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
College Point Boulevard	NB	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
Overall Intersection		**-**	**-**	**25.2**	**C**	**-**	**-**	**33.9**	**C**
Roosevelt Avenue at Prince Street									
Roosevelt Avenue	EB	LT	0.98	51.4	D	LT	1.20	120.8	F
		R	0.52	19.9	B	R	0.52	16.3	B
Roosevelt Avenue	WB	LTR	0.81	18.6	B	LTR	0.96	31.8	C
Prince Street	SB	LTR	0.95	71.8	E	LTR	0.95	71.8	E
Overall Intersection		**-**	**-**	**41.4**	**D**	**-**	**-**	**72.1**	**E**
Roosevelt Avenue at Main Street									
Roosevelt Avenue	EB	LTR	0.79	24.6	C	LTR	1.02	41.9	D
Roosevelt Avenue	WB	LTR	0.78	25.6	C	LTR	0.95	28.7	C
Main Street	NB	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
Overall Intersection		**-**	**-**	**23.5**	**C**	**-**	**-**	**31.2**	**C**

TABLE D-14
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		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
Roosevelt Avenue	WB	LTR	1.09	99.4	F	LTR	1.36	206.6	F
Union Street	NB	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
		R	0.82	51.6	D	R	0.82	51.6	D
Overall Intersection		**-**	**-**	**69.6**	**E**	**-**	**-**	**128.3**	**F**
Roosevelt Avenue at Parsons Boulevard									
Roosevelt Avenue	EB	LT	0.58	30.0	C	LT	0.93	61.5	E
		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
		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
Parsons Boulevard	SB	LTR	0.91	51.5	D	LTR	0.91	51.5	D
Overall Intersection		**-**	**-**	**44.3**	**D**	**-**	**-**	**50.5**	**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	0.35	42.2	D	-	-	-	-
		R	1.45	274.5	F	-	-	-	-
34th Avenue	WB	LTR	0.59	50.2	D	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
126th Street/ Seaver Way (Formerly Northern Boulevard Off-Ramp)	SB	LTR	0.45	24.5	C	LT	0.37	19.6	B
Ramp from Whitestone Expressway	SEB	R	0.47	0.9	A	R	1.04	93.4	F
Overall Intersection		**-**	**-**	**55.2**	**E**	**-**	**-**	**72.0**	**E**
35th Avenue/Shea Road at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION WITH TA CONTROL		
35th Avenue	EB					L	0.55	20.7	C
						TR	0.81	33.4	C
Shea Road	WB					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
						TR	0.27	12.1	B
126th Street/ Seaver Way	SB					LT	0.27	11.3	B
						R	0.99	11.6	B
Overall Intersection						**-**	**-**	**14.8**	**B**

TABLE D-14
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS
Shea Road at Boat Basin Place			SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL		
Shea Road	EB	-	-	-	-	L	0.73	31.7	C
		-	-	-	-	TR	0.15	31.1	C
Shea Road	WB	-	-	-	-	L	0.65	49.3	D
		-	-	-	-	T	0.62	38.1	D
		-	-	-	-	R	0.59	21.5	C
		LTR	0.54	11.2	B	LTR	(4)	36.8	D
Boat Basin Place	NB	-	-	-	-	L	0.14	49.6	D
		-	-	-	-	TR	0.07	45.9	D
		LTR	0.19	25.4	C	LTR	(4)	46.9	D
Boat Basin Place	SB	-	-	-	-	L	0.87	41.7	D
		-	-	-	-	T	0.23	19.0	B
		-	-	-	-	R	0.53	32.4	C
		LTR	0.79	39.2	D	LTR	(4)	34.5	C
Overall Intersection		**-**	**-**	**20.8**	**C**	**-**	**-**	**35.2**	**D**
Shea Road at Porte Cochere Exit Ramp									
Porte Cochere Exit Ramp	EB					LT	0.66	23.6	C
						R	0.07	0.1	A
Shea Road	NB					T	0.32	20.1	C
		Intersection does not exist in the No Action condition				R	0.00	0.0	A
Shea Road	SB					L	0.03	17.2	B
						T	0.78	29.4	C
Overall Intersection						**-**	**-**	**24.5**	**C**
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Grand Central Parkway westbound exit ramp	EB	L	-	15.0	B	L	0.68	74.7	E
		-	-	-	-	T	0.30	37.3	D
		R	-	29.2	D	R	0.76	18.8	B
Podium Parking West Access	WB	-	-	-	-	L	0.82	54.8	D
		-	-	-	-	TR	1.03	76.7	E
Shea Road	NB	-	-	-	-	L	0.93	68.6	E
		-	-	-	-	TR	0.32	31.2	C
		T	-	0.0	A	LTR	(4)	47.8	D
Shea Road	SB	-	-	-	-	L	0.24	35.6	D
		TR	-	0.0	A	TR	0.99	72.0	E
Overall Intersection		**-**	**-**	**12.0**	**B**	**-**	**-**	**53.3**	**D**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Shea Road at Tower Parking Access			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Tower Parking Access (Formerly Citi Field Entrance 4)	WB	LTR	-	18.8	C	LR	0.75	31.7	C
Shea Road	NB	-	-	-	-	T	0.78	29.5	C
		-	-	-	-	R	0.49	3.6	A
		LTR	-	8.1	A	TR	(4)	15.1	B
Shea Road	SB	-	-	-	-	L	0.41	32.1	C
		-	-	-	-	T	0.74	20.2	C
		LTR	-	0.0	A	LT	(4)	21.9	C
Overall Intersection		**-**	**-**	**1.8**	**A**	**-**	**-**	**23.0**	**C**
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Stadium Place North	WB	LR	-	404.5	F	LTR	1.07	96.6	F
Shea Road	NB	-	-	-	-	L	0.05	32.2	C
		TR	-	0.0	A	TR	1.05	87.5	F
Shea Road	SB	LT	-	0.6	A	LT	1.17	99.4	F
		-	-	-	-	R	0.45	0.7	A
Overall Intersection		**-**	**-**	**122.3**	**F**	**-**	**-**	**79.4**	**E**
Shea Road at Olmsted Drive			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Olmsted Drive	WB	-	-	-	-	L	0.38	40.4	D
		-	-	-	-	R	0.45	9.4	A
		LR	-	(3)	F	LR	(4)	14.5	B
Shea Road	NB	TR	-	0.0	A	TR	0.90	48.7	D
Shea Road	SB	-	-	-	-	L	0.92	33.6	C
		-	-	-	-	T	0.47	5.3	A
		LT	-	87.5	F	LT	(4)	20.9	C
Overall Intersection		**-**	**-**	**(3)**	**F**	**-**	**-**	**26.6**	**C**
34th Avenue at 114th Street									
34th Avenue	EB	T	0.38	11.5	B	T	0.38	11.5	B
		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
114th Street	SB	L	0.73	36.5	D	L	0.72	35.9	D
		T	0.84	55.8	E	T	0.84	55.8	E
		R	0.09	0.1	A	R	0.09	0.1	A
Overall Intersection		**-**	**-**	**19.8**	**B**	**-**	**-**	**17.5**	**B**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Marina Road at Boat Basin Place			NEW SIGNAL				SIGNALIZED INTERSECTION WITH TA CONTROL		
Marina Road	EB	TR	0.07	9.0	A	TR	0.34	49.3	D
Marina Road	WB	L	0.68	19.9	B	L	0.90	54.8	D
		T	0.22	10.2	B	LT	0.90	53.4	D
Boat Basin Place	NB	L	0.50	42.0	D	L	0.80	65.6	E
		R	0.32	36.4	D	R	0.60	53.9	D
Overall Intersection		**-**	**-**	**21.1**	**C**	**-**	**-**	**55.8**	**E**
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Area B Parking Structure Access (Formerly Citi Field Entrance 1)	EB	LR	-	18.5	C	LR	0.31	26.3	C
126th Street/ Seaver Way	NB	-	-	-	-	L	0.45	18.6	B
		-	-	-	-	T	0.39	15.6	B
		LT	-	1.3	A	LT	(4)	16.7	B
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	0.86	49.6	D
Overall Intersection		**-**	**-**	**1.0**	**A**	**-**	**-**	**33.2**	**C**
UNSIGNALIZED INTERSECTIONS									
Northern Boulevard eastbound at 126th Place									
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A
126th Place	NB	R	-	11.7	B	R	-	11.5	B
Overall Intersection		**-**	**-**	**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**				

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 1	SB					R	-	17.8	C
Overall Intersection						**-**	**-**	**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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 2	SB					R	-	16.5	C
Overall Intersection						**-**	**-**	**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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure South Access	NB					L	-	39.1	E
						R	-	10.6	B
Northfield Parking Structure North Access 3	SB					R	-	15.3	C
Overall Intersection						**-**	**-**	**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
Shea Road	WB					LT	-	0.0	A
Overall Intersection						**-**	**-**	**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**				

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		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	Intersection does not exist in the With Action condition			
Citi Field Entrance 6	WB	LTR	-	17.8	C				
Shea Road	NB	LTR	-	0.1	A				
Shea Road	SB	LTR	-	0.0	A				
Overall Intersection		**-**	**-**	**0.1**	**A**				
Shea Road at Meridian Road						TA CONTROLLED			
Meridian Road	WB	LR	-	16.1	C	LR	0.81	37.7	D
Shea Road	NB	TR	-	41.5	E	TR	0.91	24.0	C
Shea Road	SB	L	-	11.0	B	L	0.66	41.8	D
		T	-	10.4	B	T	0.56	9.4	A
Overall Intersection		**-**	**-**	**27.9**	**D**	**-**	**-**	**22.8**	**C**
Shea Road at Grand Central Parkway westbound exit ramp (9P)						TA CONTROLLED			
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	39.4	E	L	0.83	30.6	C
		R	-	13.1	B	R	0.18	0.2	A
Shea Road	NB	LT	-	2.2	A	LT	0.29	9.5	A
Shea Road	SB	TR	-	0.0	A	TR	0.83	22.7	C
Overall Intersection		**-**	**-**	**17.3**	**C**	**-**	**-**	**19.8**	**B**
Shea Road at New York Avenue						TA CONTROLLED			
New York Avenue	WB	LR	-	15.2	C	LR	0.15	62.3	E
Shea Road	NB	TR	-	0.0	A	TR	0.14	2.7	A
Shea Road	SB	LT	-	5.4	A	LT	1.05	55.4	E
Overall Intersection		**-**	**-**	**4.2**	**A**	**-**	**-**	**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
126th Street/ Seaver Way	NB	LT	-	0.5	A	T	-	0.0	A
126th Street/ Seaver Way	SB	TR	-	0.0	A	T	-	0.0	A
Overall Intersection		**-**	**-**	**0.9**	**A**	**-**	**-**	**0.0**	**A**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
36th Avenue at 126th Street/ Seaver Way									
36th Avenue	WB	LR	-	14.9	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	-	8.2	A
126th Street/ Seaver Way	NB					LT	-	7.1	A
126th Street/ Seaver Way	SB					TR	-	7.6	A
Overall Intersection						**-**	**-**	**7.4**	**A**
Stadium Place South at Southfield Parking Lot							TA CONTROLLED		
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	LR	-	18.5	C	LR	0.26	34.0	C
Stadium Place South	NB	-	-	-	-	T	0.31	0.8	A
		-	-	-	-	R	0.73	3.7	A
		TR	-	0.0	A	TR	(4)	2.7	A
Stadium Place South	SB	LT	-	0.0	A	LT	0.91	25.3	C
Overall Intersection		**-**	**-**	**0.1**	**A**	**-**	**-**	**12.8**	**B**
Stadium Place South at Olmsted Drive									
Olmsted Drive	EB	-	-	-	-	L	-	12.0	B
		-	-	-	-	T	-	0.0	A
		LT	-	13.7	B	LT	(4)	11.9	B
Olmsted Drive	WB	TR	-	0.0	A	TR	-	0.0	A
Stadium Place South	SB	LR	-	0.0	A	LR	-	11.6	B
Overall Intersection		**-**	**-**	**13.5**	**B**	**-**	**-**	**11.7**	**B**
New York Avenue at United Nations Avenue North							TA CONTROLLED		
United Nations Avenue North	EB	TR	-	0.0	A	TR	0.17	18.5	B
United Nations Avenue North	WB	LT	-	1.0	A	LT	0.02	16.3	B
New York Avenue	NB	LR	-	133.3	F	LR	0.89	22.9	C
Overall Intersection		**-**	**-**	**117.5**	**F**	**-**	**-**	**22.6**	**C**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM PRE GAME PEAK HOUR

	2030 No Action				2030 With Action			
			Control				Control	
INTERSECTION & APPROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS

(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 D-15
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	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
		TR	0.68	26.2	C	TR	0.70	26.7	C
Astoria Boulevard	WB	L	1.08	104.0	F	L	1.14	126.8	F
		TR	0.37	1.6	A	TR	0.40	1.5	A
108th Street	NB	L	0.37	23.8	C	L	0.37	23.8	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
		R	0.01	18.1	B	R	0.01	18.1	B
Overall Intersection		-	-	**26.2**	**C**	-	-	**28.4**	**C**
Astoria Boulevard at Ditmars Boulevard/ 111th Street									
Astoria Boulevard	EB	T	0.46	37.3	D	T	0.48	37.5	D
Astoria Boulevard	WB	TR	0.78	23.4	C	TR	0.82	24.9	C
111th Street	NB	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
		R	0.10	27.7	C	R	0.10	27.7	C
Overall Intersection		-	-	**36.9**	**D**	-	-	**37.3**	**D**
Northern Boulevard at 108th Street									
Northern Boulevard	EB	L	0.10	28.3	C	L	0.11	31.3	C
		T	0.86	35.2	D	T	0.95	46.9	D
		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
		T	0.83	32.8	C	T	0.88	37.6	D
		R	0.31	17.1	B	R	0.28	16.7	B
108th Street	NB	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
Overall Intersection		-	-	**55.1**	**E**	-	-	**60.0**	**E**
Northern Boulevard at 114th Street									
Northern Boulevard	EB	T	0.55	20.5	C	T	0.60	21.6	C
		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
		T	1.02	50.2	D	T	1.03	52.7	D
114th Street	SB	LTR	0.89	71.8	E	LTR	0.89	71.8	E
Overall Intersection		-	-	**44.9**	**D**	-	-	**44.2**	**D**

TABLE D-15
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard westbound at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION WITH TA CONTROL		
Northern Boulevard	WB	T	0.48	8.3	A	T	0.75	22.4	C
126th Street/ Seaver Way	NB	L	0.77	8.9	A	L	0.59	4.4	A
Overall Intersection		**-**	**-**	**8.4**	**A**	**-**	**-**	**16.9**	**B**
Northern Boulevard eastbound at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION WITH TA CONTROL		
Northern Boulevard	EB	T	0.37	34.8	C	T	0.62	50.6	D
		-	-	-	-	R	0.20	12.7	B
126th Street/ Seaver Way	NB	T	0.80	33.1	C	T	0.61	26.7	C
		R	0.84	42.4	D	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
Overall Intersection		**-**	**-**	**38.5**	**D**	**-**	**-**	**34.9**	**C**
Northern Boulevard at Prince Street									
Northern Boulevard	EB	L	1.53	303.5	F	L	1.52	299.1	F
		T	0.76	28.4	C	T	0.79	29.3	C
Northern Boulavard	WB	L	1.06	135.6	F	L	1.06	133.8	F
		T	0.85	21.9	C	T	0.89	24.0	C
		R	0.66	21.3	C	R	0.69	22.7	C
Prince Street	NB	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
Northern Boulevard Eastbound Service Road	NEB	R	0.46	24.0	C	R	0.46	24.0	C
Overall Intersection		**-**	**-**	**94.4**	**F**	**-**	**-**	**93.1**	**F**
Northern Boulevard westbound at Main Street									
Northern Boulevard	WB	L	0.08	13.0	B	L	0.08	13.0	B
		T	0.79	24.2	C	T	0.82	25.5	C
Main Street	NB	L	0.27	0.5	A	L	0.27	0.5	A
Overall Intersection		**-**	**-**	**21.2**	**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
		R	0.82	20.9	C	R	0.81	21.0	C
Main Street	NB	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
Overall Intersection		**-**	**-**	**21.0**	**C**	**-**	**-**	**21.5**	**C**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard at Union Street									
Northern Boulevard	EB	L	0.61	33.1	C	L	0.63	35.2	D
		TR	0.96	54.6	D	TR	1.01	64.2	E
Northern Boulevard	WB	L	0.34	24.5	C	L	0.34	24.9	C
		TR	0.87	42.9	D	TR	0.90	45.9	D
Union Street	NB	LT	0.41	28.4	C	LT	0.41	28.4	C
		R	0.21	22.1	C	R	0.21	22.1	C
Union Street	SB	LT	0.49	29.9	C	LT	0.49	29.9	C
		R	0.40	25.8	C	R	0.40	25.8	C
Overall Intersection		**-**	**-**	**42.9**	**D**	**-**	**-**	**47.8**	**D**
Northern Boulevard at Parsons Boulevard									
Northern Boulevard	EB	L	0.30	41.2	D	L	0.32	45.2	D
		T	0.80	36.9	D	T	0.87	41.1	D
		R	0.35	26.5	C	R	0.35	26.5	C
Northern Boulevard	WB	L	0.42	38.5	D	L	0.45	42.5	D
		TR	0.97	54.4	D	TR	1.03	69.5	E
Parsons Boulevard	NB	L	0.96	100.2	F	L	0.96	100.2	F
		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
Overall Intersection		**-**	**-**	**74.7**	**E**	**-**	**-**	**80.3**	**F**
Roosevelt Avenue at 108th Street									
Roosevelt Avenue	EB	LTR	0.76	31.6	C	LTR	1.11	97.7	F
Roosevelt Avenue	WB	LTR	0.96	42.1	D	LTR	1.41	214.8	F
108th Street	NB	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
Overall Intersection		**-**	**-**	**73.8**	**E**	**-**	**-**	**155.4**	**F**
Roosevelt Avenue at 111th Street									
Roosevelt Avenue	EB	LTR	0.61	6.2	A	LTR	0.86	8.4	A
Roosevelt Avenue	WB	LTR	0.98	46.6	D	LTR	1.35	184.4	F
111th Street	NB	LTR	1.07	118.5	F	LTR	1.07	118.5	F
Overall Intersection		**-**	**-**	**48.5**	**D**	**-**	**-**	**112.3**	**F**

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2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 114th Street									
Roosevelt Avenue	EB	LTR	1.08	87.4	F	LTR	2.00+	500+	F
Roosevelt Avenue	WB	LT	1.12	85.4	F	LT	1.61	289.4	F
		R	0.82	25.1	C	R	1.68	321.9	F
114th Street	NB	LTR	1.08	128.3	F	LTR	1.22	182.8	F
114th Street	SB	L	1.02	144.0	F	L	1.10	170.8	F
		TR	0.83	79.5	E	TR	0.89	91.2	F
Overall Intersection		**-**	**-**	**81.8**	**F**	**-**	**-**	**426.7**	**F**
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.54	18.1	B
Roosevelt Avenue	WB	T	-	0.0	A	T	0.73	3.7	A
Stadium Place North	SB	R	-	13.5	B	R	0.73	4.5	A
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**9.1**	**A**
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Roosevelt Avenue	EB	-	-	-	-	T	0.57	4.3	A
		-	-	-	-	R	0.50	1.7	A
		LTR	-	8.3	A	TR	(4)	3.1	A
Roosevelt Avenue	WB	-	-	-	-	T	0.73	5.4	A
		-	-	-	-	R	0.87	11.3	B
		TR	-	0.0	A	TR	(4)	8.2	A
Overall Intersection		**-**	**-**	**1.4**	**A**	**-**	**-**	**6.0**	**A**
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.30	2.5	A
Roosevelt Avenue	WB	T	-	0.0	A	T	0.67	16.3	B
Stadium Place South	NB	LR	-	209.4	F	R	0.65	33.5	C
Overall Intersection		**-**	**-**	**51.7**	**F**	**-**	**-**	**16.7**	**B**

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2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 126th Street/ Seaver Way									
Roosevelt Avenue	EB	DefL	1.13	111.2	F	-	-	-	-
		TR	0.63	17.6	B	-	-	-	-
		LTR	(5)	49.8	D	LTR	0.77	24.7	C
Roosevelt Avenue	WB	LTR	0.42	9.9	A	LTR	0.49	10.9	B
126th Street/ Seaver Way	NB	-	-	-	-	LT	0.11	35.5	D
		-	-	-	-	DefR	1.14	145.2	F
		LTR	0.14	36.0	D	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
		-	-	-	-	DefR	2.00+	500+	F
		LTR	(7)	113.9	F	LTR	(7)	500+	F
Overall Intersection		**-**	**-**	**49.9**	**D**	**-**	**-**	**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
College Point Boulevard	NB	L	0.74	43.8	D	L	0.74	43.6	D
		T	0.51	10.3	B	T	0.55	12.2	B
College Point Boulevard	SB	TR	0.97	54.1	D	TR	0.99	58.6	E
Overall Intersection		**-**	**-**	**32.7**	**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
College Point Boulevard	NB	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
Overall Intersection		**-**	**-**	**17.1**	**B**	**-**	**-**	**22.5**	**C**
Roosevelt Avenue at Prince Street									
Roosevelt Avenue	EB	LT	0.86	37.1	D	LT	1.06	70.7	E
		R	0.58	27.3	C	R	0.65	24.8	C
Roosevelt Avenue	WB	LTR	0.79	16.4	B	LTR	0.89	21.0	C
Prince Street	SB	LTR	0.94	70.5	E	LTR	0.94	70.5	E
Overall Intersection		**-**	**-**	**35.7**	**D**	**-**	**-**	**48.7**	**D**

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2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at Main Street									
Roosevelt Avenue	EB	LTR	0.64	20.2	C	LTR	0.83	22.5	C
Roosevelt Avenue	WB	LTR	0.80	24.7	C	LTR	0.94	26.9	C
Main Street	NB	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
Overall Intersection		**-**	**-**	**22.0**	**C**	**-**	**-**	**23.6**	**C**
Roosevelt Avenue at Union Street									
Roosevelt Avenue	EB	LTR	0.87	32.3	C	LTR	1.10	78.9	E
Roosevelt Avenue	WB	LTR	1.16	123.9	F	LTR	1.37	209.7	F
Union Street	NB	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
		R	0.71	40.5	D	R	0.71	40.5	D
Overall Intersection		**-**	**-**	**72.5**	**E**	**-**	**-**	**111.2**	**F**
Roosevelt Avenue at Parsons Boulevard									
Roosevelt Avenue	EB	LTR	0.58	28.8	C	LTR	0.81	40.2	D
Roosevelt Avenue	WB	LTR	0.73	34.7	C	LTR	0.91	52.6	D
Parsons Boulevard	NB	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
Overall Intersection		**-**	**-**	**40.4**	**D**	**-**	**-**	**46.8**	**D**
34th Avenue at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION WITH TA CONTROL		
Northfield Service Lane (Formerly Shea Road)	EB	LT	0.60	53.1	D	-	-	-	-
		R	0.65	59.0	E	-	-	-	-
		LTR	(4)	55.9	E	L	0.80	70.1	E
34th Avenue	WB	LTR	0.85	69.9	E	LR	0.85	73.3	E
126th Street/ Seaver Way	NB	LTR	0.81	34.6	C	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
Ramp from Whitestone Expressway	SEB	LR	1.14	137.8	F	R	1.08	74.0	E
Overall Intersection		**-**	**-**	**65.0**	**E**	**-**	**-**	**46.5**	**D**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
35th Avenue/Shea Road at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION WITH TA CONTROL		
35th Avenue	EB					L	0.92	38.6	D
						TR	0.36	15.7	B
Shea Road	WB					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
126th Street/ Seaver Way	SB					LT	0.53	24.7	C
						R	0.62	0.7	A
Overall Intersection						**-**	**-**	**17.9**	**B**
Shea Road at Boat Basin Place			SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL		
Shea Road	EB	-	-	-	-	L	0.80	52.6	D
		-	-	-	-	TR	0.15	36.9	D
Shea Road	WB	-	-	-	-	L	0.87	53.1	D
Shea Road		LT	0.65	34.7	C	T	0.87	51.3	D
		R	0.67	44.1	D	R	0.49	0.6	A
Boat Basin Place	NB	L	0.24	0.3	A	L	0.16	33.9	C
		TR	0.83	21.7	C	T	0.01	27.4	C
		-	-	-	-	R	0.08	28.4	C
Boat Basin Place	SB	-	-	-	-	LT	0.83	52.4	D
		-	-	-	-	R	0.63	18.7	B
		LTR	0.58	14.7	B	LTR	(4)	34.4	C
Overall Intersection		**-**	**-**	**19.9**	**B**	**-**	**-**	**30.8**	**C**
Shea Road at Porte Cochere Exit Ramp									
Porte Cochere Exit Ramp	EB					LT	0.74	26.5	C
						R	0.08	0.1	A
Shea Road	NB					T	0.36	20.5	C
		Intersection does not exist in the No Action condition				R	0.00	0.0	A
Shea Road	SB					L	0.02	17.0	B
						T	0.86	33.0	C
Overall Intersection						**-**	**-**	**27.0**	**C**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		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		
Grand Central Parkway westbound exit ramp	EB	L	-	14.4	B	L	0.71	47.2	D
		-	-	-	-	T	0.33	28.2	C
		R	-	23.4	C	R	0.38	0.6	A
Podium Parking West Access	WB	-	-	-	-	L	0.66	33.1	C
		-	-	-	-	TR	0.93	40.9	D
Shea Road	NB	-	-	-	-	L	0.46	35.0	D
		-	-	-	-	TR	0.52	34.9	C
		T	-	0.0	A	LTR	(4)	35.0	C
Shea Road	SB	-	-	-	-	L	0.31	29.3	C
		-	-	-	-	T	0.83	45.6	D
		-	-	-	-	R	0.67	14.9	B
		TR	-	0.0	A	LTR	(4)	28.9	C
Overall Intersection		**-**	**-**	**4.5**	**A**	**-**	**-**	**28.2**	**C**
Shea Road at Tower Parking Access			UNSIGNALIZED TA CONTROLLED INTERSECTION				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
Shea Road	NB	-	-	-	-	TR	0.47	13.4	B
Shea Road	SB	-	-	-	-	L	0.42	35.4	D
		-	-	-	-	T	0.61	15.8	B
		TR	1.00	81.4	F	LT	(4)	18.6	B
Overall Intersection		**-**	**-**	**26.7**	**C**	**-**	**-**	**20.0**	**C**
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Stadium Place North	WB	LR	-	27.8	D	LTR	0.93	52.4	D
Shea Road	NB	-	-	-	-	L	0.02	25.5	C
		-	-	-	-	T	0.67	37.7	D
		-	-	-	-	R	0.54	10.2	B
		TR	-	0.0	A	LTR	(4)	20.9	C
Shea Road	SB	-	-	-	-	L	0.99	49.8	D
		-	-	-	-	T	0.73	12.3	B
		-	-	-	-	R	0.51	0.9	A
		LT	-	1.5	A	LTR	(4)	17.8	B
Overall Intersection		**-**	**-**	**20.0**	**C**	**-**	**-**	**24.6**	**C**

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2030 NO-ACTION vs WITH-ACTION COMPARISON - 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
Shea Road at Olmsted Drive			UNSIGNALIZED TA CONTROLLED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Olmsted Drive	WB	-	-	-	-	L	0.76	20.1	C
		-	-	-	-	R	0.73	13.0	B
		LR	0.66	31.4	C	LR	(4)	17.5	B
Shea Road	NB	-	-	-	-	T	0.36	33.8	C
		R	0.30	0.5	A	R	0.25	3.3	A
Shea Road	SB	LT	0.73	15.5	B	LT	0.91	43.3	D
Overall Intersection		**-**	**-**	**15.2**	**B**	**-**	**-**	**23.8**	**C**
34th Avenue at 114th Street									
34th Avenue	EB	T	0.43	12.1	B	T	0.43	12.1	B
		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
114th Street	SB	L	0.86	45.9	D	L	0.77	38.4	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
Overall Intersection		**-**	**-**	**18.5**	**B**	**-**	**-**	**15.3**	**B**
Marina Road at Boat Basin Place			NEW SIGNAL				SIGNALIZED INTERSECTION WITH TA CONTROL		
Marina Road	EB	TR	0.09	13.5	B	TR	0.13	67.2	E
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
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
Overall Intersection		**-**	**-**	**52.0**	**D**	**-**	**-**	**99.9**	**F**
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED TA CONTROLLED 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
126th Street/ Seaver Way	NB	-	-	-	-	L	0.19	14.0	B
		-	-	-	-	T	0.32	14.7	B
		LT	0.15	0.0	A	LT	(4)	14.5	B
126th Street/ Seaver Way	SB	TR	0.36	33.3	C	TR	0.57	36.4	D
Overall Intersection		**-**	**-**	**13.4**	**B**	**-**	**-**	**29.8**	**C**

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2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		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
126th Place	NB	R	-	15.2	C	R	-	14.8	B
Overall Intersection		**-**	**-**	**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		
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 1	SB					R	-	25.2	D
Overall Intersection						**-**	**-**	**3.4**	**A**
Shea Road at Northfield Parking Structure North Access 2							TA CONTROLLED		
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 2	SB					R	-	18.8	C
Overall Intersection						**-**	**-**	**2.3**	**A**

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2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Shea Road at Northfield Parking Structure South/North Access 3							TA CONTROLLED		
Shea Road	EB	Intersection does not exist in the No Action condition				TR	0.39	3.7	A
Shea Road	WB					TR	0.60	16.4	B
Northfield Parking Structure South Access	NB					L	0.64	35.0	C
						R	0.52	31.9	C
Northfield Parking Structure North Access 3	SB					R	0.43	30.0	C
Overall Intersection						**-**	**-**	**20.7**	**C**
Shea Road at Mets Truck Loading							TA CONTROLLED		
Shea Road	EB	Intersection does not exist in the No Action condition				TR	-	0.0	A
Shea Road	WB					LT	-	0.0	A
Overall Intersection						**-**	**-**	**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	-	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**				

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2030 NO-ACTION vs WITH-ACTION COMPARISON - 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
Shea Road at Meridian Road							TA CONTROLLED		
Meridian Road	WB	LR	-	11.6	B	LR	0.54	44.2	D
Shea Road	NB	TR	-	22.2	C	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
Overall Intersection		**-**	**-**	**152.8**	**F**	**-**	**-**	**29.5**	**C**
Shea Road at Grand Central Parkway westbound exit ramp (9P)							TA CONTROLLED		
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	500+	F	L	0.87	56.1	E
		R	-	27.1	D	R	0.13	0.2	A
Shea Road	NB	LT	-	5.3	A	LT	0.91	45.7	D
Shea Road	SB	TR	-	0.0	A	TR	1.05	46.3	D
Overall Intersection		**-**	**-**	**138.1**	**F**	**-**	**-**	**43.6**	**D**
Shea Road at New York Avenue							TA CONTROLLED		
New York Avenue	WB	LR	-	85.0	F	LR	1.04	130.8	F
Shea Road	NB	TR	-	0.0	A	TR	1.08	144.9	F
Shea Road	SB	-	-	-	-	L	1.26	142.8	F
		-	-	-	-	T	0.18	2.3	A
		LT	-	7.6	A	LT	(4)	120.9	F
Overall Intersection		**-**	**-**	**17.1**	**C**	**-**	**-**	**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
126th Street/ Seaver Way	NB	LT	0.17	0.1	A	T	-	0.0	A
126th Street/ Seaver Way	SB	TR	0.29	24.4	C	T	-	0.0	A
Overall Intersection		**-**	**-**	**11.2**	**B**	**-**	**-**	**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**				

TABLE D-15
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SATURDAY PM POST GAME PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
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
126th Street/ Seaver Way	NB					LT	-	7.4	A
126th Street/ Seaver Way	SB					TR	-	7.9	A
Overall Intersection						**-**	**-**	**8.8**	**A**
Stadium Place South at Southfield Parking Lot							TA CONTROLLED		
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	LR	-	69.2	F	LR	0.89	22.2	C
Stadium Place South	NB	TR	-	0.0	A	TR	0.66	30.0	C
Stadium Place South	SB	LT	-	0.0	A	LT	0.73	32.3	C
Overall Intersection		**-**	**-**	**39.2**	**E**	**-**	**-**	**25.1**	**C**
Stadium Place South at Olmsted Drive							TA CONTROLLED		
Olmsted Drive	EB	LT	-	8.0	A	LT	0.69	34.7	C
Olmsted Drive	WB	TR	-	0.0	A	TR	0.01	19.9	B
Stadium Place South	SB	LR	-	10.3	B	LR	0.70	22.5	C
		-	-	-	-	R	0.68	21.9	C
Overall Intersection		**-**	**-**	**9.0**	**A**	**-**	**-**	**23.9**	**C**
New York Avenue at United Nations Avenue North							TA CONTROLLED		
United Nations Avenue North	EB	TR	-	0.0	A	TR	0.59	94.8	F
United Nations Avenue North	WB	LT	-	0.4	A	LT	0.12	59.2	E
New York Avenue	NB	LR	-	472.9	F	LR	1.17	92.3	F
Overall Intersection		**-**	**-**	**352.0**	**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 D-16
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		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	19.2	B
		TR	0.52	23.4	C	TR	0.54	23.8	C
Astoria Boulevard	WB	L	0.70	23.8	C	L	0.72	26.1	C
		TR	0.25	2.9	A	TR	0.26	2.8	A
108th Street	NB	L	0.26	21.4	C	L	0.26	21.4	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
		R	0.02	18.2	B	R	0.02	18.2	B
Overall Intersection		-	-	**17.2**	**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
Astoria Boulevard	WB	TR	0.50	18.1	B	TR	0.51	18.3	B
111th Street	NB	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
		R	0.13	28.0	C	R	0.13	28.0	C
Overall Intersection		-	-	**34.0**	**C**	-	-	**34.1**	**C**
Northern Boulevard at 108th Street									
Northern Boulevard	EB	L	0.27	53.6	D	L	0.27	55.6	E
		T	1.31	174.8	F	T	1.39	211.1	F
		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
		T	1.13	102.2	F	T	1.23	140.1	F
		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
108th Street	SB	LTR	1.11	139.2	F	LTR	1.11	139.2	F
Overall Intersection		-	-	**127.6**	**F**	-	-	**154.7**	**F**
Northern Boulevard at 114th Street									
Northern Boulevard	EB	T	0.85	32.3	C	T	0.93	40.2	D
		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
114th Street	SB	LTR	0.71	55.0	E	LTR	0.71	55.0	E
Overall Intersection		-	-	**48.9**	**D**	-	-	**64.0**	**E**

TABLE D-16
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard westbound at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION WITH TA CONTROL		
Northern Boulevard	WB	T	0.57	9.4	A	T	0.65	10.7	B
126th Street/ Seaver Way	NB	L	0.48	3.8	A	L	0.49	7.3	A
Overall Intersection		**-**	**-**	**8.4**	**A**	**-**	**-**	**10.2**	**B**
Northern Boulevard eastbound at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION WITH TA CONTROL		
Northern Boulevard	EB	T	0.37	34.8	C	T	0.69	54.5	D
		-	-	-	-	R	0.41	27.0	C
126th Street/ Seaver Way	NB	T	0.50	26.9	C	T	0.51	19.7	B
		R	0.46	27.8	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
Overall Intersection		**-**	**-**	**30.6**	**C**	**-**	**-**	**28.3**	**C**
Northern Boulevard at Prince Street									
Northern Boulevard	EB	L	1.40	247.5	F	L	1.40	247.5	F
		T	0.54	23.2	C	T	0.57	23.7	C
Northern Boulavard	WB	L	1.02	124.5	F	L	1.02	122.8	F
		T	0.90	24.4	C	T	0.93	27.3	C
		R	0.73	23.6	C	R	0.75	25.1	C
Prince Street	NB	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
Northern Boulevard Eastbound Service Road	NEB	R	0.53	25.6	C	R	0.53	25.6	C
Overall Intersection		**-**	**-**	**94.4**	**F**	**-**	**-**	**93.7**	**F**
Northern Boulevard westbound at Main Street									
Northern Boulevard	WB	L	0.07	12.9	B	L	0.07	12.9	B
		T	0.79	24.5	C	T	0.82	25.7	C
Main Street	NB	L	0.30	0.7	A	L	0.30	0.7	A
Overall Intersection		**-**	**-**	**21.7**	**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
		R	0.56	13.8	B	R	0.56	13.6	B
Main Street	NB	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
Overall Intersection		**-**	**-**	**19.5**	**B**	**-**	**-**	**19.3**	**B**

TABLE D-16
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard at Union Street									
Northern Boulevard	EB	L	0.51	29.8	C	L	0.51	30.2	C
		TR	0.86	42.9	D	TR	0.90	46.2	D
Northern Boulevard	WB	L	0.34	23.3	C	L	0.35	24.1	C
		TR	0.95	52.6	D	TR	1.00	62.1	E
Union Street	NB	LT	0.41	28.4	C	LT	0.41	28.4	C
		R	0.21	22.1	C	R	0.21	22.1	C
Union Street	SB	LT	0.47	29.5	C	LT	0.47	29.5	C
		R	0.43	26.5	C	R	0.43	26.5	C
Overall Intersection		**-**	**-**	**42.0**	**D**	**-**	**-**	**47.0**	**D**
Northern Boulevard at Parsons Boulevard									
Northern Boulevard	EB	L	0.39	46.9	D	L	0.42	49.6	D
		T	0.72	33.1	C	T	0.78	35.2	D
		R	0.31	25.6	C	R	0.31	25.6	C
Northern Boulevard	WB	L	0.37	35.0	D	L	0.40	38.1	D
		TR	1.00	61.9	E	TR	1.06	78.4	E
Parsons Boulevard	NB	L	0.93	89.9	F	L	0.93	89.9	F
		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
Overall Intersection		**-**	**-**	**72.9**	**E**	**-**	**-**	**78.9**	**E**
Roosevelt Avenue at 108th Street									
Roosevelt Avenue	EB	LTR	0.84	36.5	D	LTR	1.26	159.6	F
Roosevelt Avenue	WB	LTR	0.89	34.0	C	LTR	1.29	162.0	F
108th Street	NB	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
Overall Intersection		**-**	**-**	**71.6**	**E**	**-**	**-**	**153.6**	**F**
Roosevelt Avenue at 111th Street									
Roosevelt Avenue	EB	LTR	0.62	5.7	A	LTR	0.90	9.2	A
Roosevelt Avenue	WB	LTR	0.84	25.5	C	LTR	1.13	94.4	F
111th Street	NB	LTR	1.09	123.6	F	LTR	1.09	123.6	F
Overall Intersection		**-**	**-**	**37.5**	**D**	**-**	**-**	**63.8**	**E**

TABLE D-16
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 114th Street									
Roosevelt Avenue	EB	LTR	1.15	106.8	F	LTR	2.00+	500+	F
Roosevelt Avenue	WB	LT	1.06	66.8	E	LT	1.53	252.7	F
		R	0.26	5.1	A	R	0.64	10.9	B
114th Street	NB	LTR	1.07	122.4	F	LTR	1.23	181.7	F
114th Street	SB	L	1.13	163.9	F	L	1.21	196.2	F
		TR	0.59	61.4	E	TR	0.66	70.4	E
Overall Intersection		**-**	**-**	**89.0**	**F**	**-**	**-**	**351.8**	**F**
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.69	19.9	B
Roosevelt Avenue	WB	T	-	0.0	A	T	0.68	3.1	A
Stadium Place North	SB	R	-	13.5	B	R	0.46	1.7	A
Overall Intersection		**-**	**-**	**1.6**	**A**	**-**	**-**	**10.8**	**B**
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Roosevelt Avenue	EB	-	-	-	-	T	0.52	3.3	A
		-	-	-	-	R	0.92	12.8	B
		LTR	-	13.4	B	TR	(4)	9.1	A
Roosevelt Avenue	WB	-	-	-	-	T	0.68	7.1	A
		-	-	-	-	R	0.24	0.7	A
		TR	-	0.0	A	TR	(4)	5.7	A
Overall Intersection		**-**	**-**	**4.1**	**A**	**-**	**-**	**7.8**	**A**
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.28	2.6	A
Roosevelt Avenue	WB	T	-	0.0	A	T	0.41	11.2	B
Stadium Place South	NB	R	-	22.0	C	R	0.45	28.4	C
Overall Intersection		**-**	**-**	**5.9**	**A**	**-**	**-**	**12.2**	**B**

TABLE D-16
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 126th Street/ Seaver Way									
Roosevelt Avenue	EB	DefL	1.13	116.0	F	-	-	-	-
		TR	0.47	13.2	B	-	-	-	-
		LTR	(5)	55.0	D	LTR	0.63	18.4	B
Roosevelt Avenue	WB	LTR	0.45	10.3	B	LTR	0.73	16.3	B
126th Street/ Seaver Way	NB	LTR	0.15	36.2	D	LTR	0.29	37.9	D
126th Street/ Seaver Way	SB	L	0.60	47.6	D	DefL	0.93	86.9	F
		TR	0.78	56.7	E	TR	0.71	59.9	E
Overall Intersection		**-**	**-**	**37.6**	**D**	**-**	**-**	**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
College Point Boulevard	NB	L	0.88	56.3	E	L	0.88	56.5	E
		T	0.46	8.0	A	T	0.46	8.2	A
College Point Boulevard	SB	TR	1.14	108.6	F	TR	1.16	115.5	F
Overall Intersection		**-**	**-**	**56.8**	**E**	**-**	**-**	**59.2**	**E**
Roosevelt Avenue eastbound at College Point Boulevard									
Roosevelt Avenue	EB	LTR	0.49	18.6	B	LTR	0.55	19.4	B
College Point Boulevard	NB	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
Overall Intersection		**-**	**-**	**15.0**	**B**	**-**	**-**	**15.3**	**B**
Roosevelt Avenue at Prince Street									
Roosevelt Avenue	EB	LT	0.87	39.0	D	LT	1.00	61.3	E
		R	0.37	19.1	B	R	0.37	16.7	B
Roosevelt Avenue	WB	LTR	0.83	19.2	B	LTR	0.94	28.0	C
Prince Street	SB	LTR	1.02	86.7	F	LTR	1.02	86.7	F
Overall Intersection		**-**	**-**	**41.3**	**D**	**-**	**-**	**50.8**	**D**
Roosevelt Avenue at Main Street									
Roosevelt Avenue	EB	LTR	0.66	20.4	C	LTR	0.79	21.2	C
Roosevelt Avenue	WB	LTR	0.80	26.2	C	LTR	0.93	27.0	C
Main Street	NB	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
Overall Intersection		**-**	**-**	**22.5**	**C**	**-**	**-**	**23.2**	**C**

TABLE D-16
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY MIDDAY PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Mvt.	V/C	Control Delay	LOS	2030 With Action Mvt.	V/C	Control Delay	LOS
Roosevelt Avenue at Union Street									
Roosevelt Avenue	EB	LTR	0.79	26.6	C	LTR	0.96	41.6	D
Roosevelt Avenue	WB	LTR	1.07	93.6	F	LTR	1.24	152.3	F
Union Street	NB	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
		R	0.77	45.7	D	R	0.77	45.7	D
Overall Intersection		**-**	**-**	**63.8**	**E**	**-**	**-**	**83.6**	**F**
Roosevelt Avenue at Parsons Boulevard									
Roosevelt Avenue	EB	LTR	0.62	30.6	C	LTR	0.83	43.5	D
Roosevelt Avenue	WB	LTR	0.74	35.1	D	LTR	0.94	56.2	E
Parsons Boulevard	NB	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
Overall Intersection		**-**	**-**	**39.9**	**D**	**-**	**-**	**48.1**	**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	0.51	47.7	D	-	-	-	-
		R	1.31	215.0	F	-	-	-	-
34th Avenue	WB	LTR	0.68	55.0	D	LR	0.39	35.5	D
126th Street/ Seaver Way	NB	LTR	0.69	30.8	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
Ramp from Whitestone Expressway	SEB	R	0.46	0.8	A	R	0.93	10.2	B
Overall Intersection		**-**	**-**	**43.3**	**D**	**-**	**-**	**17.5**	**B**
35th Avenue/Shea Road at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION WITH TA CONTROL		
35th Avenue	EB					L	0.51	26.8	C
						TR	0.89	52.2	D
Shea Road	WB					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
						TR	0.27	9.9	A
126th Street/ Seaver Way	SB					LT	0.17	8.7	A
						R	1.01	78.2	E
Overall Intersection						**-**	**-**	**54.8**	**D**

TABLE D-16
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - 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
Shea Road at Boat Basin Place			SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL		
Shea Road	EB	-	-	-	-	L	0.50	31.0	C
		-	-	-	-	TR	0.17	39.5	D
Shea Road	WB	-	-	-	-	L	0.38	43.4	D
		-	-	-	-	T	0.85	53.5	D
		-	-	-	-	R	0.53	25.9	C
		LTR	0.56	11.5	B	LTR	(4)	43.8	D
Boat Basin Place	NB	-	-	-	-	L	0.10	40.8	D
		-	-	-	-	TR	0.03	38.8	D
		LTR	0.20	25.5	C	LTR	(4)	39.6	D
Boat Basin Place	SB	-	-	-	-	L	0.85	17.2	B
		-	-	-	-	T	0.10	5.3	A
		-	-	-	-	R	0.43	2.9	A
		LTR	0.90	48.9	D	LTR	(4)	10.6	B
Overall Intersection		**-**	**-**	**24.8**	**C**	**-**	**-**	**28.3**	**C**
Shea Road at Porte Cochere Exit Ramp									
Porte Cochere Exit Ramp	EB					LT	0.62	31.4	C
						R	0.07	0.1	A
Shea Road	NB					T	0.16	11.3	B
		Intersection does not exist in the No Action condition				R	0.00	0.0	A
Shea Road	SB					L	0.00	0.0	A
						T	0.57	16.1	B
Overall Intersection						**-**	**-**	**17.8**	**B**
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Grand Central Parkway westbound exit ramp	EB	L	-	16.1	C	L	0.65	53.1	D
		-	-	-	-	T	0.32	31.9	C
		R	-	12.7	B	R	0.88	39.7	D
Podium Parking West Access	WB	-	-	-	-	L	0.69	43.3	D
		-	-	-	-	TR	0.92	54.7	D
Shea Road	NB	-	-	-	-	L	0.92	50.6	D
		-	-	-	-	TR	0.13	19.2	B
		T	-	0.0	A	LTR	(4)	41.5	D
Shea Road	SB	-	-	-	-	L	0.17	25.3	C
		TR	-	0.0	A	TR	0.95	53.2	D
Overall Intersection		**-**	**-**	**7.7**	**A**	**-**	**-**	**46.2**	**D**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY MIDDAY PEAK HOUR

INTERSECTION & APPROACH		2030 No Action Mvt.	V/C	Control Delay	LOS	2030 With Action Mvt.	V/C	Control Delay	LOS
Shea Road at Tower Parking Access			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Tower Parking Access (Formerly Citi Field Entrance 4)	WB	LTR	-	17.8	C	LR	0.57	29.2	C
Shea Road	NB	LTR	-	6.8	A	TR	0.73	22.7	C
Shea Road	SB	-	-	-	-	L	0.65	37.8	D
		-	-	-	-	T	0.50	14.1	B
		LTR	-	0.0	A	LT	(4)	20.5	C
Overall Intersection		**-**	**-**	**2.4**	**A**	**-**	**-**	**22.7**	**C**
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Stadium Place North	WB	LR	-	49.6	E	LTR	0.28	25.2	C
Shea Road	NB	-	-	-	-	L	0.01	27.6	C
		TR	-	0.0	A	TR	0.86	46.7	D
Shea Road	SB	LT	-	0.5	A	LT	0.95	29.9	C
		-	-	-	-	R	0.33	0.5	A
Overall Intersection		**-**	**-**	**19.2**	**C**	**-**	**-**	**28.6**	**C**
Shea Road at Olmsted Drive			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Olmsted Drive	WB	-	-	-	-	L	0.20	41.1	D
		-	-	-	-	R	0.88	48.3	D
		LR	-	407.0	F	LR	(4)	47.8	D
Shea Road	NB	TR	-	0.0	A	TR	0.59	14.1	B
Shea Road	SB	-	-	-	-	L	0.95	41.5	D
		-	-	-	-	T	0.25	2.7	A
		LT	-	22.0	C	LT	(4)	25.4	C
Overall Intersection		**-**	**-**	**15.1**	**C**	**-**	**-**	**25.1**	**C**
34th Avenue at 114th Street									
34th Avenue	EB	T	0.35	11.1	B	T	0.35	11.1	B
		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
114th Street	SB	L	0.75	37.4	D	L	0.73	36.5	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
Overall Intersection		**-**	**-**	**19.8**	**B**	**-**	**-**	**18.1**	**B**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Marina Road at Boat Basin Place			NEW SIGNAL				SIGNALIZED INTERSECTION WITH TA CONTROL		
Marina Road	EB	TR	0.03	8.6	A	TR	0.13	44.1	D
Marina Road	WB	L	0.81	27.1	C	L	0.81	41.0	D
		T	0.22	10.2	B	LT	0.78	38.9	D
Boat Basin Place	NB	L	0.56	44.9	D	L	0.58	53.6	D
		R	0.14	32.8	C	R	0.58	54.4	D
Overall Intersection		**-**	**-**	**25.1**	**C**	**-**	**-**	**42.8**	**D**
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION		
Area B Parking Structure Access (Formerly Citi Field Entrance 1)	EB	LR	-	13.5	B	LR	0.20	24.7	C
126th Street/ Seaver Way	NB	-	-	-	-	L	0.29	14.7	B
		-	-	-	-	T	0.29	14.3	B
		LT	-	1.2	A	LT	(4)	14.4	B
126th Street/ Seaver Way	SB	TR	-	0.0	A	TR	0.70	41.8	D
Overall Intersection		**-**	**-**	**0.7**	**A**	**-**	**-**	**27.5**	**C**
UNSIGNALIZED INTERSECTIONS									
Northern Boulevard eastbound at 126th Place									
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A
126th Place	NB	R	-	11.8	B	R	-	11.4	B
Overall Intersection		**-**	**-**	**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**				

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 1	SB					R	-	17.6	C
Overall Intersection						**-**	**-**	**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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 2	SB					R	-	15.7	C
Overall Intersection						**-**	**-**	**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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure South Access	NB					L	-	31.3	D
						R	-	10.8	B
Northfield Parking Structure North Access 3	SB					R	-	14.1	B
Overall Intersection						**-**	**-**	**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
Shea Road	WB					LT	-	0.0	A
Overall Intersection						**-**	**-**	**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**				

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		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		
Meridian Road	WB	LR	-	11.3	B	LR	0.67	41.1	D
Shea Road	NB	TR	-	39.2	E	TR	0.98	39.7	D
Shea Road	SB	L	-	9.0	A	L	0.50	49.8	D
		T	-	7.8	A	T	0.30	5.6	A
Overall Intersection		**-**	**-**	**31.3**	**D**	**-**	**-**	**32.9**	**C**
Shea Road at Grand Central Parkway westbound exit ramp (9P)							TA CONTROLLED		
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	41.7	E	L	0.86	20.1	C
		R	-	10.4	B	R	0.16	0.2	A
Shea Road	NB	LT	-	3.1	A	LT	0.51	24.4	C
Shea Road	SB	TR	-	0.0	A	TR	0.79	30.5	C
Overall Intersection		**-**	**-**	**25.1**	**D**	**-**	**-**	**19.7**	**B**
Shea Road at New York Avenue							TA CONTROLLED		
New York Avenue	WB	LR	-	14.1	B	LR	0.03	25.9	C
Shea Road	NB	TR	-	0.0	A	TR	0.14	4.9	A
Shea Road	SB	LT	-	6.2	A	LT	0.89	24.0	C
Overall Intersection		**-**	**-**	**4.3**	**A**	**-**	**-**	**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
126th Street/ Seaver Way	NB	LT	-	0.4	A	T	-	0.0	A
126th Street/ Seaver Way	SB	TR	-	0.0	A	T	-	0.0	A
Overall Intersection		**-**	**-**	**1.0**	**A**	**-**	**-**	**0.0**	**A**

TABLE D-16
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY MIDDAY PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
36th Avenue at 126th Street/ Seaver Way									
36th Avenue	WB	LR	-	12.2	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	-	8.2	A
126th Street/ Seaver Way	NB					LT	-	7.5	A
126th Street/ Seaver Way	SB					TR	-	7.5	A
Overall Intersection						**-**	**-**	**7.5**	**A**
Stadium Place South at Southfield Parking Lot							TA CONTROLLED		
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	LR	-	15.0	C	LR	0.23	33.5	C
Stadium Place South	NB	-	-	-	-	T	0.27	1.2	A
		-	-	-	-	R	0.82	8.2	A
		TR	-	0.0	A	TR	(4)	6.3	A
Stadium Place South	SB	LT	-	0.0	A	LT	0.84	18.8	B
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**11.9**	**B**
Stadium Place South at Olmsted Drive									
Olmsted Drive	EB	-	-	-	-	L	-	13.8	B
		-	-	-	-	T	-	0.0	A
		LT	-	11.0	B	LT	(4)	13.7	B
Olmsted Drive	WB	TR	-	0.0	A	TR	-	0.0	A
Stadium Place South	SB	LR	-	0.0	A	LR	-	11.3	B
Overall Intersection		**-**	**-**	**10.9**	**B**	**-**	**-**	**13.0**	**B**
New York Avenue at United Nations Avenue North							TA CONTROLLED		
United Nations Avenue North	EB	TR	-	0.0	A	TR	0.07	16.8	B
United Nations Avenue North	WB	LT	-	11.1	B	LT	0.04	16.5	B
New York Avenue	NB	LR	-	(3)	F	LR	0.67	12.5	B
Overall Intersection		**-**	**-**	**(3)**	**F**	**-**	**-**	**12.7**	**B**

TABLE D-16
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY MIDDAY PEAK HOUR

	2030 No Action				2030 With Action			
			Control				Control	
INTERSECTION & APPROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS

(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 D-17
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
SIGNALIZED INTERSECTIONS									
Astoria Boulevard at 108th Street/ 31st Drive									
Astoria Boulevard	EB	L	0.13	20.5	C	L	0.14	20.8	C
		TR	0.40	21.8	C	TR	0.42	22.1	C
Astoria Boulevard	WB	L	0.61	11.4	B	L	0.65	14.4	B
		TR	0.43	2.1	A	TR	0.46	2.1	A
108th Street	NB	L	0.37	23.4	C	L	0.37	23.4	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
		R	0.01	18.2	B	R	0.01	18.2	B
Overall Intersection		-	-	**12.1**	**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
Astoria Boulevard	WB	TR	0.76	23.9	C	TR	0.81	25.5	C
111th Street	NB	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
		R	0.11	27.7	C	R	0.11	27.7	C
Overall Intersection		-	-	**32.8**	**C**	-	-	**34.2**	**C**
Northern Boulevard at 108th Street									
Northern Boulevard	EB	L	0.14	52.3	D	L	0.14	52.3	D
		T	1.25	149.7	F	T	1.37	202.4	F
		R	0.15	14.7	B	R	0.15	14.7	B
Northern Boulevard	WB	L	0.86	99.4	F	L	0.80	90.0	F
		T	1.31	174.5	F	T	1.33	185.8	F
		R	0.31	17.1	B	R	0.29	16.8	B
108th Street	NB	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
Overall Intersection		-	-	**142.3**	**F**	-	-	**166.0**	**F**
Northern Boulevard at 114th Street									
Northern Boulevard	EB	T	0.76	27.0	C	T	0.85	31.9	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
		T	1.36	183.2	F	T	1.34	176.4	F
114th Street	SB	LTR	0.53	47.3	D	LTR	0.53	47.3	D
Overall Intersection		-	-	**114.1**	**F**	-	-	**110.8**	**F**

TABLE D-17
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard westbound at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION WITH TA CONTROL		
Northern Boulevard	WB	T	0.53	8.9	A	T	0.84	26.1	C
126th Street/ Seaver Way	NB	L	0.67	6.6	A	L	0.64	4.0	A
Overall Intersection		**-**	**-**	**8.3**	**A**	**-**	**-**	**19.7**	**B**
Northern Boulevard eastbound at 126th Street/ Seaver Way							SIGNALIZED INTERSECTION WITH TA CONTROL		
Northern Boulevard	EB	T	0.44	35.9	D	T	0.73	54.4	D
		-	-	-	-	R	0.24	13.1	B
126th Street/ Seaver Way	NB	T	0.68	31.8	C	T	0.65	25.8	C
		R	0.69	36.5	D	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
Overall Intersection		**-**	**-**	**40.8**	**D**	**-**	**-**	**36.8**	**D**
Northern Boulevard at Prince Street									
Northern Boulevard	EB	L	1.51	295.3	F	L	1.49	286.6	F
		T	0.72	27.3	C	T	0.74	27.9	C
Northern Boulavard	WB	L	0.78	85.5	F	L	0.78	84.2	F
		T	0.74	18.9	B	T	0.80	20.0	B
		R	0.50	17.3	B	R	0.53	17.4	B
Prince Street	NB	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
Northern Boulevard Eastbound Service Road	NEB	R	0.44	23.3	C	R	0.44	23.3	C
Overall Intersection		**-**	**-**	**104.5**	**F**	**-**	**-**	**101.1**	**F**
Northern Boulevard westbound at Main Street									
Northern Boulevard	WB	L	0.09	13.1	B	L	0.09	13.1	B
		T	0.62	19.7	B	T	0.68	20.9	C
Main Street	NB	L	0.29	2.7	A	L	0.29	2.7	A
Overall Intersection		**-**	**-**	**17.2**	**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
		R	0.57	13.8	B	R	0.56	13.9	B
Main Street	NB	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
Overall Intersection		**-**	**-**	**18.8**	**B**	**-**	**-**	**19.1**	**B**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Northern Boulevard at Union Street									
Northern Boulevard	EB	L	0.58	32.0	C	L	0.58	33.3	C
		TR	0.86	42.4	D	TR	0.90	45.4	D
Northern Boulevard	WB	L	0.30	22.7	C	L	0.31	23.4	C
		TR	0.86	42.7	D	TR	0.95	51.8	D
Union Street	NB	LT	0.37	27.7	C	LT	0.37	27.7	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
		R	0.36	25.0	C	R	0.36	25.0	C
Overall Intersection		**-**	**-**	**38.2**	**D**	**-**	**-**	**43.0**	**D**
Northern Boulevard at Parsons Boulevard									
Northern Boulevard	EB	L	0.30	37.1	D	L	0.33	43.2	D
		T	0.77	35.1	D	T	0.83	38.4	D
		R	0.29	25.1	C	R	0.29	25.0	C
Northern Boulevard	WB	L	0.40	38.4	D	L	0.43	42.6	D
		TR	0.86	40.7	D	TR	0.97	53.9	D
Parsons Boulevard	NB	L	0.94	93.1	F	L	0.94	93.1	F
		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
Overall Intersection		**-**	**-**	**65.4**	**E**	**-**	**-**	**69.8**	**E**
Roosevelt Avenue at 108th Street									
Roosevelt Avenue	EB	LTR	0.76	31.4	C	LTR	1.26	157.3	F
Roosevelt Avenue	WB	LTR	0.93	35.1	D	LTR	1.36	192.6	F
108th Street	NB	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
Overall Intersection		**-**	**-**	**73.4**	**E**	**-**	**-**	**166.2**	**F**
Roosevelt Avenue at 111th Street									
Roosevelt Avenue	EB	LTR	0.63	7.6	A	LTR	1.01	21.3	C
Roosevelt Avenue	WB	LTR	0.98	46.7	D	LTR	1.32	174.1	F
111th Street	NB	LTR	0.74	57.4	E	LTR	0.74	57.4	E
Overall Intersection		**-**	**-**	**33.9**	**C**	**-**	**-**	**97.3**	**F**

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2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 114th Street									
Roosevelt Avenue	EB	LTR	1.15	109.2	F	LTR	2.00+	500+	F
Roosevelt Avenue	WB	LT	1.27	150.7	F	LT	1.87	406.7	F
		R	0.93	37.2	D	R	1.84	394.5	F
114th Street	NB	LTR	1.08	129.0	F	LTR	1.32	221.7	F
114th Street	SB	L	1.15	186.5	F	L	1.29	240.9	F
		TR	1.03	132.5	F	TR	1.13	165.1	F
Overall Intersection		**-**	**-**	**114.3**	**F**	**-**	**-**	**500+**	**F**
Roosevelt Avenue at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.63	19.2	B
Roosevelt Avenue	WB	T	-	0.0	A	T	0.72	3.6	A
Stadium Place North	SB	R	-	28.4	D	R	0.76	5.1	A
Overall Intersection		**-**	**-**	**4.8**	**A**	**-**	**-**	**10.1**	**B**
Roosevelt Avenue at Stadium Place			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Roosevelt Avenue	EB	-	-	-	-	T	0.62	4.1	A
		-	-	-	-	R	0.74	5.0	A
		LTR	-	11.0	B	TR	(4)	4.6	A
Roosevelt Avenue	WB	-	-	-	-	T	0.72	5.9	A
		-	-	-	-	R	0.52	2.4	A
		TR	-	0.0	A	TR	(4)	4.8	A
Overall Intersection		**-**	**-**	**2.3**	**A**	**-**	**-**	**4.7**	**A**
Roosevelt Avenue at Stadium Place South			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Roosevelt Avenue	EB	T	-	0.0	A	T	0.33	2.7	A
Roosevelt Avenue	WB	T	-	0.0	A	T	0.55	13.0	B
Stadium Place South	NB	R	-	11.9	B	R	0.33	26.1	C
Overall Intersection		**-**	**-**	**1.1**	**A**	**-**	**-**	**11.5**	**B**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at 126th Street/ Seaver Way									
Roosevelt Avenue	EB	LTR	0.61	15.9	B	LTR	0.46	12.2	B
Roosevelt Avenue	WB	LTR	0.34	9.1	A	LTR	0.43	10.0	A
126th Street/ Seaver Way	NB	-	-	-	-	LT	0.17	37.1	D
		-	-	-	-	DefR	0.99	97.1	F
		LTR	0.15	36.0	D	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
Overall Intersection		**-**	**-**	**16.9**	**B**	**-**	**-**	**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
College Point Boulevard	NB	L	0.80	48.8	D	L	0.80	49.1	D
		T	0.56	11.9	B	T	0.58	12.7	B
College Point Boulevard	SB	TR	0.89	42.3	D	TR	0.91	44.8	D
Overall Intersection		**-**	**-**	**28.1**	**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
College Point Boulevard	NB	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
Overall Intersection		**-**	**-**	**16.9**	**B**	**-**	**-**	**17.6**	**B**
Roosevelt Avenue at Prince Street									
Roosevelt Avenue	EB	LT	0.86	39.7	D	LT	1.05	73.0	E
		R	0.38	20.3	C	R	0.39	17.1	B
Roosevelt Avenue	WB	LTR	0.72	14.8	B	LTR	0.87	21.4	C
Prince Street	SB	LTR	1.01	86.5	F	LTR	1.01	86.5	F
Overall Intersection		**-**	**-**	**41.1**	**D**	**-**	**-**	**52.9**	**D**
Roosevelt Avenue at Main Street									
Roosevelt Avenue	EB	LTR	0.68	21.0	C	LTR	0.84	22.8	C
Roosevelt Avenue	WB	LTR	0.68	23.1	C	LTR	0.87	23.2	C
Main Street	NB	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
Overall Intersection		**-**	**-**	**21.1**	**C**	**-**	**-**	**21.9**	**C**

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2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Roosevelt Avenue at Union Street									
Roosevelt Avenue	EB	LTR	0.84	28.0	C	LTR	1.11	80.7	F
Roosevelt Avenue	WB	LTR	0.97	65.8	E	LTR	1.24	154.3	F
Union Street	NB	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
		R	0.62	33.3	C	R	0.62	33.3	C
Overall Intersection		**-**	**-**	**54.9**	**D**	**-**	**-**	**95.2**	**F**
Roosevelt Avenue at Parsons Boulevard									
Roosevelt Avenue	EB	LTR	0.59	28.9	C	LTR	0.82	41.3	D
Roosevelt Avenue	WB	LTR	0.63	30.0	C	LTR	0.94	56.5	E
Parsons Boulevard	NB	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
Overall Intersection		**-**	**-**	**40.8**	**D**	**-**	**-**	**49.3**	**D**
34th Avenue at 126th Street/ Seaver Way						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
34th Avenue	WB	LTR	1.34	226.2	F	LR	0.74	52.7	D
126th Street/ Seaver Way	NB	LTR	0.59	26.7	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
Ramp from Whitestone Expressway	SEB	LR	0.18	40.9	D	R	0.86	37.6	D
Overall Intersection		**-**	**-**	**75.2**	**E**	**-**	**-**	**34.7**	**C**
35th Avenue/Shea Road at 126th Street/ Seaver Way						SIGNALIZED INTERSECTION WITH TA CONTROL			
35th Avenue	EB					L	0.73	31.7	C
						TR	0.31	23.3	C
Shea Road	WB					LTR	0.23	49.2	D
126th Street/ Seaver Way	NB	Intersection not analyzed during the No Action condition				LTR	0.32	20.8	C
126th Street/ Seaver Way	SB					LT	0.28	19.6	B
						R	0.58	1.0	A
Overall Intersection						**-**	**-**	**15.6**	**B**

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INTERSECTION & APPROACH		2030 No Action Control Mvt.	V/C	Delay	LOS	2030 With Action Control Mvt.	V/C	Delay	LOS
Shea Road at Boat Basin Place			SIGNALIZED INTERSECTION WITH TA CONTROL				SIGNALIZED INTERSECTION WITH TA CONTROL		
Shea Road	EB	-	-	-	-	L	0.71	53.1	D
		-	-	-	-	TR	0.13	37.5	D
Shea Road	WB	-	-	-	-	L	0.68	36.7	D
Shea Road		LT	0.46	29.8	C	T	0.86	41.8	D
		R	0.12	25.4	C	R	0.47	0.5	A
Boat Basin Place	NB	L	0.33	0.5	A	L	0.13	33.6	C
		TR	1.18	108.0	F	T	0.01	28.9	C
		-	-	-	-	R	0.09	29.9	C
Boat Basin Place	SB	-	-	-	-	LT	0.77	49.4	D
		-	-	-	-	R	0.74	28.5	C
		LTR	1.06	85.3	F	LTR	(4)	37.4	D
Overall Intersection		**-**	**-**	**69.1**	**E**	**-**	**-**	**27.6**	**C**
Shea Road at Porte Cochere Exit Ramp									
Porte Cochere Exit Ramp	EB					LT	0.76	36.6	D
						R	0.06	0.1	A
Shea Road	NB					T	0.20	11.6	B
			Intersection does not exist in the			R	0.00	0.0	A
Shea Road	SB		No Action condition			L	0.02	10.3	B
						T	0.71	19.0	B
Overall Intersection						**-**	**-**	**20.7**	**C**
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Grand Central Parkway westbound exit ramp	EB	L	-	20.3	C	L	0.46	39.9	D
		-	-	-	-	T	0.40	33.0	C
		R	-	17.7	C	R	0.30	0.4	A
Podium Parking West Access	WB	-	-	-	-	L	0.63	37.3	D
		-	-	-	-	TR	0.94	50.6	D
Shea Road	NB	-	-	-	-	L	0.58	28.5	C
		-	-	-	-	TR	0.34	28.4	C
		T	-	0.0	A	LTR	(4)	28.4	C
Shea Road	SB	-	-	-	-	L	0.13	18.6	B
		-	-	-	-	T	0.81	39.6	D
		-	-	-	-	R	0.63	10.5	B
		TR	-	0.0	A	LTR	(4)	25.1	C
Overall Intersection		**-**	**-**	**2.4**	**A**	**-**	**-**	**28.2**	**C**

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Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Shea Road at Tower Parking Access			UNSIGNALIZED TA CONTROLLED INTERSECTION				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
Shea Road	NB	-	-	-	-	T	0.20	19.1	B
		-	-	-	-	R	0.43	1.4	A
Shea Road	SB	-	-	-	-	L	0.83	43.5	D
		-	-	-	-	T	0.37	10.7	B
		R	0.42	16.2	B	-	-	-	-
Overall Intersection		**-**	**-**	**23.6**	**C**	**-**	**-**	**26.3**	**C**
Shea Road at Stadium Place North			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Stadium Place North	WB	LR	-	20.8	C	LTR	0.61	34.9	C
Shea Road	NB	-	-	-	-	L	0.02	26.3	C
		-	-	-	-	T	0.76	42.9	D
		-	-	-	-	R	0.77	19.2	B
		TR	-	0.0	A	LTR	(4)	27.5	C
Shea Road	SB	LT	-	0.0	A	LT	0.69	16.2	B
		-	-	-	-	R	0.38	0.6	A
Overall Intersection		**-**	**-**	**12.7**	**B**	**-**	**-**	**19.5**	**B**
Shea Road at Olmsted Drive			UNSIGNALIZED INTERSECTION				SIGNALIZED INTERSECTION WITH TA CONTROL		
Olmsted Drive	WB	-	-	-	-	L	0.97	34.9	C
		-	-	-	-	R	0.75	12.5	B
		LR	-	172.2	F	LR	(4)	27.7	C
Shea Road	NB	TR	-	0.0	A	TR	0.82	47.7	D
Shea Road	SB	LT	-	0.2	A	LT	0.90	45.1	D
Overall Intersection		**-**	**-**	**53.8**	**F**	**-**	**-**	**33.6**	**C**
34th Avenue at 114th Street									
34th Avenue	EB	T	0.30	10.6	B	T	0.30	10.6	B
		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
114th Street	SB	L	1.06	86.9	F	L	0.96	61.8	E
		T	0.74	44.8	D	T	0.76	46.8	D
		R	0.09	0.1	A	R	0.09	0.1	A
Overall Intersection		**-**	**-**	**31.8**	**C**	**-**	**-**	**23.3**	**C**

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		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Marina Road at Boat Basin Place			NEW SIGNAL				SIGNALIZED INTERSECTION WITH TA CONTROL		
Marina Road	EB	TR	0.05	13.1	B	TR	0.04	71.5	E
Marina Road	WB	L	0.44	19.5	B	L	1.01	78.1	E
		T	0.42	17.6	B	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
Overall Intersection		**-**	**-**	**132.8**	**F**	**-**	**-**	**81.3**	**F**
126th Street/ Seaver Way at Area B Parking Structure			UNSIGNALIZED TA CONTROLLED 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
126th Street/ Seaver Way	NB	-	-	-	-	L	0.23	13.8	B
		-	-	-	-	T	0.07	12.0	B
		LT	0.06	0.0	A	LT	(4)	13.1	B
126th Street/ Seaver Way	SB	TR	0.33	32.2	C	TR	0.32	32.2	C
Overall Intersection		**-**	**-**	**17.2**	**B**	**-**	**-**	**29.6**	**C**
UNSIGNALIZED INTERSECTIONS									
Northern Boulevard eastbound at 126th Place									
Northern Boulevard	EB	TR	-	0.0	A	TR	-	0.0	A
126th Place	NB	R	-	15.1	C	R	-	14.4	B
Overall Intersection		**-**	**-**	**0.4**	**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**				

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INTERSECTION & APPROACH		2030 No Action				2030 With Action			
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS
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
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 1	SB					R	-	24.9	C
Overall Intersection						**-**	**-**	**4.2**	**A**
Shea Road at Northfield Parking Structure North Access 2							TA CONTROLLED		
Shea Road	EB	Intersection does not exist in the No Action condition				T	-	0.0	A
Shea Road	WB					TR	-	0.0	A
Northfield Parking Structure North Access 2	SB					R	-	43.6	E
Overall Intersection						**-**	**-**	**6.4**	**A**
Shea Road at Northfield Parking Structure South/North Access 3							TA CONTROLLED		
Shea Road	EB	Intersection does not exist in the No Action condition				TR	0.19	4.9	A
Shea Road	WB					TR	0.84	28.2	C
Northfield Parking Structure South Access	NB					L	0.74	39.2	D
						R	0.50	31.4	C
Northfield Parking Structure North Access 3	SB					R	0.50	31.5	C
Overall Intersection						**-**	**-**	**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
Shea Road	WB					LT	-	0.0	A
Overall Intersection						**-**	**-**	**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	-	26.1	D	Intersection does not exist in the With Action condition			
Citi Field Entrance 8	WB	R	-	17.1	C				
Boat Basin Place	NB	TR	-	0.0	A				
Boat Basin Place	SB	LT	-	0.0	A				
Overall Intersection		**-**	**-**	**2.0**	**A**				

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INTERSECTION & APPROACH		2030 No Action Mvt.	V/C	Control Delay	LOS	2030 With Action Mvt.	V/C	Control Delay	LOS
Shea Road at Citi Field Entrance 6 and 7									
Citi Field Entrance 7	EB	LTR	-	17.7	C	Intersection does not exist in the With Action condition			
Citi Field Entrance 6	WB	LTR	-	0.0	A				
Shea Road	NB	LTR	-	0.0	A				
Shea Road	SB	LTR	-	0.0	A				
Overall Intersection		**-**	**-**	**1.5**	**A**				
Shea Road at Meridian Road						TA CONTROLLED			
Meridian Road	WB	LR	-	19.5	C	LR	0.95	90.8	F
Shea Road	NB	TR	-	31.5	D	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
Overall Intersection		**-**	**-**	**129.5**	**F**	**-**	**-**	**80.2**	**F**
Shea Road at Grand Central Parkway westbound exit ramp (9P)						TA CONTROLLED			
Grand Central Parkway westbound exit ramp (9P)	EB	L	-	242.6	F	L	0.77	43.0	D
		R	-	22.8	C	R	0.11	0.1	A
Shea Road	NB	LT	-	3.1	A	LT	0.68	18.8	B
Shea Road	SB	TR	-	0.0	A	TR	0.95	20.7	C
Overall Intersection		**-**	**-**	**47.1**	**E**	**-**	**-**	**21.5**	**C**
Shea Road at New York Avenue						TA CONTROLLED			
New York Avenue	WB	LR	-	29.6	D	LR	0.70	107.5	F
Shea Road	NB	TR	-	0.0	A	TR	1.06	136.0	F
Shea Road	SB	-	-	-	-	L	1.30	155.8	F
		-	-	-	-	T	0.19	0.9	A
		LT	-	6.6	A	LT	(4)	131.6	F
Overall Intersection		**-**	**-**	**5.2**	**A**	**-**	**-**	**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
126th Street/ Seaver Way	NB	LT	0.14	0.1	A	T	-	0.0	A
126th Street/ Seaver Way	SB	TR	0.29	24.3	C	T	-	0.0	A
Overall Intersection		**-**	**-**	**11.7**	**B**	**-**	**-**	**0.0**	**A**

TABLE D-17
Queens Future
2030 NO-ACTION vs WITH-ACTION COMPARISON - GAMEDAY SUNDAY PM PEAK HOUR

		2030 No Action				2030 With Action			
				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
36th Avenue at 126th Street/ Seaver Way									
36th Avenue	WB	LR	-	11.9	B	Intersection not analyzed during the With Action condition			
126th Street/ Seaver Way	NB	TR	-	0.0	A				
126th Street/ Seaver Way	SB	LT	-	0.1	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
126th Street/ Seaver Way	NB					LT	-	7.5	A
126th Street/ Seaver Way	SB					TR	-	7.9	A
Overall Intersection						**-**	**-**	**8.8**	**A**
Stadium Place South at Southfield Parking Lot							TA CONTROLLED		
Southfield Parking Lot West Access (Formerly Southfield Parking)	WB	LR	-	19.0	C	LR	0.98	33.4	C
Stadium Place South	NB	TR	-	0.0	A	TR	0.38	23.4	C
Stadium Place South	SB	LT	-	0.0	A	LT	0.90	45.3	D
Overall Intersection		**-**	**-**	**14.5**	**B**	**-**	**-**	**35.0**	**C**
Stadium Place South at Olmsted Drive							TA CONTROLLED		
Olmsted Drive	EB	LT	-	7.5	A	LT	0.73	50.9	D
Olmsted Drive	WB	TR	-	0.0	A	TR	0.02	30.7	C
Stadium Place South	SB	LR	-	11.3	B	LR	0.97	37.3	D
		-	-	-	-	R	0.94	30.6	C
Overall Intersection		**-**	**-**	**10.2**	**B**	**-**	**-**	**35.2**	**D**
New York Avenue at United Nations Avenue North							TA CONTROLLED		
United Nations Avenue North	EB	TR	-	0.0	A	TR	0.51	80.3	F
United Nations Avenue North	WB	LT	-	0.0	A	LT	0.10	61.5	E
New York Avenue	NB	LR	-	(3)	F	LR	1.20	101.8	F
Overall Intersection		**-**	**-**	**(3)**	**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.

TABLE D-18
Queens Future
WITH-ACTION NON-GAMEDAY HIGHWAY LEVEL OF SERVICE

ID	Mainline	Direction	Segment	Facility Type	NON-GAMEDAY SCENARIOS											
					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday PM Peak Hour		
					Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS
1	GCP	WB	GCP WB north of ramp from LIE	Merge	27.2	121.8	F	47.1	24.3	C	39.1	71.8	F	44.0	48.3	F
2	GCP	WB	GCP WB south of Hall of Science Bridge overpass	Basic	27.2	124.5	F	47.1	29.0	D	39.1	93.8	F	44.0	50.2	F
3	GCP	WB	GCP WB south of Exit 9P	Diverge	27.2	105.8	F	47.1	35.6	E	39.1	98.4	F	44.0	48.6	F
4	GCP	WB	GCP WB Inner north of Inner/Outer split	Basic	43.2	62.0	F	47.9	31.3	D	48.2	33.5	D	48.2	29.9	D
5	GCP	WB	GCP WB Inner south of Exit 9W	Diverge	43.2	83.6	F	47.9	22.4	C	48.2	23.8	C	48.2	21.4	C
6	GCP	WB	GCP WB Inner north of Exit 9W	Basic	48.7	23.9	C	48.1	24.6	C	48.3	24.5	C	48.4	21.2	C
7	GCP	WB	GCP WB Outer north of Inner/Outer split	Basic	39.1	96.8	F	48.2	25.4	C	45.0	44.6	E	44.9	51.4	F
8	GCP	WB	GCP WB Outer north of ramp from Meridian Road	Merge	33.4	124.9	F	47.8	18.7	B	39.9	60.6	F	42.2	62.3	F
9	GCP	WB	GCP WB Outer at Roosevelt Avenue overpass	Basic	33.4	121.2	F	47.8	35.4	E	39.9	76.2	F	42.2	75.1	F
10	GCP	WB	GCP WB Outer south of Exit 9E	Diverge	33.4	84.7	F	47.8	27.6	C	39.9	58.4	F	42.2	53.7	F
11	GCP	WB	GCP WB Outer north of Exit 9E	Basic	46.8	15.0	B	48.3	15.5	B	47.5	16.8	B	47.4	17.7	B
12	GCP	WB	GCP WB at Northern Boulevard Overpass[1]	Basic[1]	48.9	15.0	B	48.9	15.6	B	48.9	16.9	B	48.8	17.6	B
13	GCP	WB	GCP WB Outer south of ramp from Marina Road	Basic	48.9	15.0	B	48.9	15.6	B	48.9	16.9	B	48.8	17.7	B
14	GCP	WB	GCP WB Outer north of ramp from Marina Road	Basic	46.2	25.1	C	46.4	25.3	C	47.0	24.1	C	46.3	26.6	D
15	GCP	WB	GCP WB north of Inner/Outer merge	Basic	30.3	24.3	C	48.0	24.7	C	48.2	24.1	C	48.1	24.6	C
16	GCP	WB	GCP WB at Marina Pedestrian Overpass	Basic	30.3	30.8	D	48.0	29.5	D	48.2	28.7	D	48.1	29.4	D
77	GCP	WB	GCP WB south of Exit 9E[2]	Diverge[2]	21.7	224.7	F	32.6	35.6	E	25.7	191.6	F	27.5	147.4	F
17	GCP	WB	GCP WB north of Exit 9E[3]	Basic[3]	14.5	152.3	F	25.9	8.0	A	15.4	59.4	F	30.4	7.7	A
18	GCP	WB	GCP WB exit 9E ramp to Whitestone Expressway EB Outer	Merge	18.3	145.2	F	14.5	152.4	F	13.9	176.7	F	40.1	10.9	B
19	GCP	EB	GCP EB east of Exit 8	Basic	45.4	38.5	E	44.0	45.0	F	41.3	58.7	F	45.2	38.9	E
20	GCP	EB	GCP EB west of Exit 9E	Diverge	45.4	34.4	D	44.0	39.4	E	41.3	47.5	F	45.2	34.9	D
21	GCP	EB	GCP EB south of Exit 9E	Basic	48.6	24.3	C	48.3	27.1	D	48.2	27.5	D	48.5	26.1	D
22	GCP	EB	GCP EB south of Exit 9E and ramp from Whitestone Expressway WB	Merge	47.9	24.7	C	47.8	25.0	C	47.8	23.6	C	48.2	22.8	C
23	GCP	EB	GCP EB north of ramp from Astoria Boulevard and 34th Avenue	Basic	47.9	33.1	D	47.8	33.5	D	47.8	35.2	E	48.2	30.5	D
24	GCP	EB	GCP EB south of ramp from Astoria Boulevard and 34th Avenue	Merge	46.7	32.5	D	46.4	34.6	D	26.6	100.3	F	46.5	33.0	D
25	GCP	EB	GCP EB north of ramp from Hall of Science	Basic	47.7	32.5	D	47.4	35.5	E	23.8	112.6	F	47.0	35.8	E
26	GCP	EB	GCP EB south of ramp from Hall of Science	Merge	39.8	33.0	D	40.0	38.4	E	27.4	83.8	F	40.0	39.7	E
27	GCP	EB	GCP EB south of Hall of Science Bridge overpass	Basic	39.8	38.4	E	40.0	41.1	E	27.4	61.3	F	40.0	39.7	E
28	GCP	EB	GCP EB north of ramp to LIE	Diverge	39.8	30.2	D	40.0	32.4	D	27.4	40.2	E	40.0	31.1	D
29	GCP	EB	GCP EB ramp to Whitestone Expressway EB Outer (Exit 9E)	Basic	47.3	36.2	E	46.8	38.7	E	43.3	63.4	F	47.4	34.6	D
30	VWE	NB	VWE NB north of ramp from College Point Boulevard	Basic	30.2	108.9	F	46.8	33.8	D	47.3	31.8	D	48.0	28.8	D
31	VWE	NB	VWE NB south of Exit 13	Diverge	30.2	88.9	F	46.8	33.7	D	47.3	37.7	E	48.0	31.2	D
32	VWE	NB	VWE NB north of Exit 13	Basic	45.9	49.9	F	48.2	24.0	C	47.5	37.4	E	47.7	30.8	D
33	VWE	NB	VWE NB ramp to Northern Boulevard and Whitestone Expressway WB (exit 13)	Diverge	26.3	61.8	F	29.2	36.8	E	29.8	28.0	C	30.4	20.6	C
34	VWE	NB	VWE NB south of Exit 14	Diverge	45.9	40.1	E	48.2	23.2	C	47.5	36.0	E	47.7	25.4	C
35	VWE	NB	VWE NB ramp to Whitestone Expressway EB	Basic	47.8	25.6	C	48.9	15.0	B	48.6	22.3	C	48.4	23.3	C
36	VWE	SB	VWE SB ramp from Whitestone Expressway WB	Basic	48.0	31.9	D	42.8	54.7	F	47.7	36.2	E	47.8	33.9	D
37	VWE	SB	VWE SB ramp from Whitestone Expressway EB and Northern Boulevard WB	Merge	33.4	23.8	C	15.3	149.4	F	32.8	42.8	E	33.5	21.2	C
38	VWE	SB	VWE SB south of ramps from Whitestone Expressway and Northern Boulevard	Merge	47.7	30.6	D	20.2	124.5	F	47.5	35.7	E	47.6	31.2	D
39	VWE	SB	VWE SB north of ramp to College Point Boulevard	Basic	47.7	30.7	D	20.2	125.3	F	47.5	36.2	E	47.6	31.4	D
40	Whitestone Exp	EB	Astoria Boulevard EB ramp to Whitestone Expressway EB Inner	Basic	26.2	8.0	A	26.2	10.5	A	25.7	20.6	C	26.2	7.2	A
41	Whitestone Exp	EB	Whitestone Expressway EB Inner east of ramps from Astoria Boulevard and Northern B	Merge	40.5	7.1	A	40.5	9.1	A	40.1	15.4	B	40.6	6.8	A
42	Whitestone Exp	EB	Whitestone Expressway EB Inner west of ramp from Whitestone Expressway EB Outer	Basic	20.2	11.0	A	29.8	13.6	B	29.7	23.6	C	29.6	10.2	A
43	Whitestone Exp	EB	Whitestone Expressway EB west of ramp to VWE SB	Weave	39.8	25.1	C	38.5	62.6	F	39.6	36.7	E	40.2	19.2	B
44	Whitestone Exp	EB	Whitestone Expressway EB south of Exit 14	Diverge	40.2	26.6	C	40.1	26.4	C	32.1	51.7	F	40.4	20.1	C
45	Whitestone Exp	EB	Whitestone Expressway EB south of ramp from VWE NB	Basic	48.8	22.7	C	48.8	24.1	C	48.6	27.7	D	49.2	18.2	C
46	Whitestone Exp	EB	Astoria Boulevard EB and GCP EB ramp to Whitestone Expressway EB Outer	Basic	25.8	48.1	F	25.5	57.8	F	23.3	92.5	F	25.9	32.8	D
47	Whitestone Exp	EB	Whitestone Expressway EB Outer west of split to Inner/Northern Boulevard EB	Weave	33.4	76.7	F	28.6	90.4	F	23.9	112.5	F	47.9	25.3	C
48	Whitestone Exp	EB	Whitestone Expressway EB Outer ramp to Whitestone Expressway EB	Basic	40.5	36.7	E	39.2	59.3	F	40.5	37.7	E	40.7	28.0	D

TABLE D-18
Queens Future
WITH-ACTION NON-GAMEDAY HIGHWAY LEVEL OF SERVICE

ID	Mainline	Direction	Segment	Facility Type	NON-GAMEDAY SCENARIOS											
					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday PM Peak Hour		
					Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS
49	Whitestone Exp	WB	Whitestone Expressway WB north of ramp from Service Road/Linden Place	Basic	43.5	59.7	F	47.8	28.4	D	47.3	31.9	D	47.8	29.1	D
50	Whitestone Exp	WB	Whitestone Expressway WB north of ramp to VWE SB	Weave	32.5	83.6	F	40.5	36.4	E	43.6	42.8	E	44.0	31.6	D
51	Whitestone Exp	WB	Whitestone Expressway WB south of ramp to VWE SB	Basic	35.0	82.0	F	39.2	37.7	E	45.5	41.2	E	46.7	21.3	C
52	Whitestone Exp	WB	Whitestone Expressway WB north of Exit 13D	Diverge	35.0	67.7	F	39.2	29.3	D	45.5	32.0	D	46.7	16.3	B
53	Whitestone Exp	WB	Whitestone Expressway WB south of Exit 13D	Basic	37.5	50.9	F	44.9	26.8	D	47.3	22.5	C	48.2	16.7	B
54	Whitestone Exp	WB	Whitestone Expressway WB east of Exit 13A/13B-C Split	Diverge	37.5	37.9	E	44.9	19.6	B	47.3	18.5	B	48.2	13.6	B
55	Whitestone Exp	WB	Whitestone Expressway WB Exit 13B-C Ramp	Basic	40.8	68.6	F	49.0	27.3	D	49.1	23.2	C	49.2	20.3	C
56	Whitestone Exp	WB	Whitestone Expressway WB west of ramp from Northern Expressway/VWE NB	Basic	27.8	77.1	F	47.0	37.8	E	48.3	25.2	C	48.2	23.2	C
57	Whitestone Exp	WB	Whitestone Expressway WB east of GCP EB/WB Split	Diverge	27.8	26.4	C	47.0	19.9	B	48.3	16.1	B	48.2	15.6	B
58	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP EB	Basic	30.6	23.3	C	31.3	16.0	B	31.7	10.5	A	31.6	11.3	B
59	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP WB	Basic	48.1	30.0	D	49.0	27.5	D	49.2	24.5	C	49.2	23.7	C
60	Whitestone Exp	WB	GCP WB Outer ramp from Whitestone Expressway WB and Marina Road	Merge	45.0	24.1	C	45.3	23.8	C	45.7	21.1	C	45.6	24.1	C
61	Astoria Blvd	EB	Astoria Boulevard ramp to GCP EB and Whitestone Expressway EB Outer	Diverge	26.3	9.8	A	26.3	11.2	B	26.3	17.1	B	26.3	10.0	B
62	Astoria Blvd	EB	Astoria Boulevard and 34th Avenue ramp to GCP EB	Merge	25.3	24.0	C	24.9	32.6	D	19.7	129.1	F	24.9	35.1	E
63	Astoria Blvd	WB	Whitestone Expressway WB ramp to Astoria Boulevard (exit 13A)	Basic	49.2	17.2	B	50.0	5.0	A	49.8	6.4	A	50.0	3.1	A
64	Astoria Blvd	WB	Whitestone Expressway WB and Northern Boulevard WB ramp to Astoria Boulevard	Basic	19.2	126.3	F	41.5	12.1	B	39.9	17.5	B	44.3	9.2	A
65	Northern Blvd	EB	Northern Boulevard EB east of 114th Street	Basic	29.1	13.8	B	29.2	18.3	C	34.9	19.7	C	29.5	15.0	B
66	Northern Blvd	EB	Northern Boulevard EB west of ramp to Whitestone Expressway EB	Diverge	29.1	10.1	B	29.2	13.0	B	34.9	14.3	B	29.5	10.3	B
67	Northern Blvd	EB	Northern Boulevard EB east of ramp to Whitestone Expressway EB	Basic	30.6	7.4	A	30.7	9.4	A	36.3	9.9	A	30.7	7.8	A
68	Northern Blvd	EB	Northern Boulevard EB west of ramp to Seaver Way	Diverge	30.6	5.1	A	30.7	6.8	A	36.3	14.4	B	30.7	5.2	A
69	Northern Blvd	EB	Northern Boulevard EB west of ramp from VWE NB	Basic	26.0	12.5	B	25.5	38.3	E	25.3	30.5	D	26.0	13.2	B
70	Northern Blvd	EB	Northern Boulevard EB east of ramp from VWE NB	Basic	27.5	61.2	F	25.6	118.1	F	26.4	72.3	F	27.7	18.2	C
71	Northern Blvd	WB	Northern Boulevard WB west of Prince Street	Basic	23.6	41.2	E	22.1	75.3	F	25.9	22.0	C	25.7	20.0	C
72	Northern Blvd	WB	Northern Boulevard WB east of ramp to VWE SB and Whitestone Expressway WB	Diverge	23.6	35.1	E	22.1	64.7	F	25.9	16.9	B	25.7	14.7	B
73	Northern Blvd	WB	Northern Boulevard WB west of ramp to VWE SB and Whitestone Expressway WB	Basic	27.2	45.2	F	29.9	12.1	B	30.4	11.6	B	30.1	10.9	A
74	Northern Blvd	WB	Northern Boulevard WB east of off-ramp to Whitestone Expressway WB	Diverge	27.2	52.9	F	29.9	9.4	A	30.4	8.9	A	30.1	8.4	A
75	Northern Blvd	WB	Northern Boulevard WB west of ramp to Marina Road	Basic	26.9	14.5	B	26.9	13.3	B	26.9	15.3	B	27.0	12.7	B
76	Northern Blvd	WB	Northern Boulevard WB west of ramp from Marina Road	Diverge	30.7	14.5	B	30.7	13.2	B	30.7	15.4	B	30.7	12.7	B

Notes:

[1] Segment is (Loc. ID 12, "GCP WB Outer north of ramp from Shea Road", Merge) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[2] Segment does not exist in Existing or No Action Conditions. New segment due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[3] Segment is (Loc. ID 17, "GCP WB at Exit 9E Weave/Shea Road", Weave) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

Denotes a significantly adverse impacted segment

TABLE D-19
Queens Future
WITH-ACTION GAMEDAY HIGHWAY LEVEL OF SERVICE

ID	Mainline	Direction	Segment	Facility Type	GAMEDAY SCENARIOS														
					Weekday PM Peak Hour			Saturday PM Pre Game Peak Hour			Saturday PM Post Game Peak Hour			Sunday Midday Peak Hour			Sunday PM Peak Hour		
					Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS
1	GCP	WB	GCP WB north of ramp from LIE	Merge	35.1	66.7	F	36.9	66.3	F	38.3	46.2	F	43.4	27.1	C	40.1	56.3	F
2	GCP	WB	GCP WB south of Hall of Science Bridge overpass	Basic	35.1	90.4	F	36.9	100.9	F	38.3	79.9	F	43.4	46.3	F	40.1	95.0	F
3	GCP	WB	GCP WB south of Exit 9P	Diverge	35.1	94.5	F	36.9	106.6	F	38.3	96.4	F	43.4	57.2	F	40.1	105.4	F
4	GCP	WB	GCP WB Inner north of Inner/Outer split	Basic	48.3	30.5	D	48.4	32.2	D	48.0	32.9	D	47.9	30.1	D	48.4	29.1	D
5	GCP	WB	GCP WB Inner south of Exit 9W	Diverge	48.3	23.9	C	48.4	22.8	C	48.0	30.9	D	47.9	21.2	C	48.4	20.7	C
6	GCP	WB	GCP WB Inner north of Exit 9W	Basic	48.4	22.4	C	48.4	24.3	C	48.3	23.1	C	48.1	23.1	C	48.6	20.7	C
7	GCP	WB	GCP WB Outer north of Inner/Outer split	Basic	48.0	25.9	C	47.4	26.0	C	47.9	28.2	D	48.6	19.3	C	48.7	22.3	C
8	GCP	WB	GCP WB Outer north of ramp from Meridian Road	Merge	47.4	23.8	C	44.9	35.0	D	45.7	27.7	C	48.4	13.9	B	48.1	17.3	B
9	GCP	WB	GCP WB Outer at Roosevelt Avenue overpass	Basic	47.4	44.1	E	44.9	48.5	F	45.7	50.3	F	48.4	25.4	C	48.1	31.0	D
10	GCP	WB	GCP WB Outer south of Exit 9E	Diverge	47.4	37.6	E	44.9	36.9	E	45.7	35.6	E	48.4	20.5	C	48.1	25.6	C
11	GCP	WB	GCP WB Outer north of Exit 9E	Basic	48.5	13.8	B	48.7	11.1	B	48.0	17.4	B	48.9	10.3	A	48.7	13.2	B
12	GCP	WB	GCP WB at Northern Boulevard Overpass[1]	Basic[1]	49.2	13.8	B	49.6	11.0	A	48.9	17.4	B	49.4	10.3	A	49.2	13.2	B
13	GCP	WB	GCP WB Outer south of ramp from Marina Road	Basic	49.2	13.8	B	49.6	11.0	A	48.9	17.5	B	49.4	10.3	A	49.2	13.3	B
14	GCP	WB	GCP WB Outer north of ramp from Marina Road	Basic	46.6	22.1	C	45.9	22.1	C	47.8	26.0	D	43.8	25.1	C	47.9	24.4	C
15	GCP	WB	GCP WB north of Inner/Outer merge	Basic	48.3	22.0	C	48.4	22.5	C	48.1	25.3	C	48.1	23.4	C	48.3	23.3	C
16	GCP	WB	GCP WB at Marina Pedestrian Overpass	Basic	48.3	26.4	D	48.4	26.9	D	48.1	30.2	D	48.1	28.1	D	48.3	27.8	D
77	GCP	WB	GCP WB south of Exit 9E[2]	Diverge[2]	30.8	86.3	F	29.6	94.9	F	31.6	47.0	F	32.7	34.3	D	32.6	51.3	F
17	GCP	WB	GCP WB north of Exit 9E[3]	Basic[3]	30.4	7.6	A	27.4	28.3	D	29.5	9.6	A	30.4	3.2	A	22.2	63.3	F
18	GCP	WB	GCP WB exit 9E ramp to Whitestone Expressway EB Outer	Merge	36.2	21.9	C	24.3	79.5	F	29.2	59.4	F	35.8	10.9	B	18.9	169.9	F
19	GCP	EB	GCP EB east of Exit 8	Basic	42.8	58.5	F	32.7	117.1	F	22.7	140.4	F	43.1	59.2	F	34.0	124.1	F
20	GCP	EB	GCP EB west of Exit 9E	Diverge	42.8	42.2	E	32.7	82.2	F	22.7	93.8	F	43.1	40.7	E	34.0	87.6	F
21	GCP	EB	GCP EB south of Exit 9E	Basic	48.3	25.5	C	47.3	25.4	C	36.2	69.7	F	48.2	29.6	D	47.6	25.2	C
22	GCP	EB	GCP EB south of Exit 9E and ramp from Whitestone Expressway WB	Merge	48.3	21.4	C	48.3	21.3	C	26.8	98.6	F	48.0	24.6	C	48.2	23.0	C
23	GCP	EB	GCP EB north of ramp from Astoria Boulevard and 34th Avenue	Basic	48.3	28.9	D	48.3	28.6	D	26.8	116.0	F	48.0	33.0	D	48.2	30.9	D
24	GCP	EB	GCP EB south of ramp from Astoria Boulevard and 34th Avenue	Merge	27.1	96.3	F	44.0	39.7	E	18.8	134.6	F	42.9	51.9	F	42.3	59.8	F
25	GCP	EB	GCP EB north of ramp from Hall of Science	Basic	23.4	114.2	F	38.7	56.5	F	17.1	148.6	F	37.0	71.5	F	34.8	98.1	F
26	GCP	EB	GCP EB south of ramp from Hall of Science	Merge	27.0	104.6	F	39.2	60.9	F	14.9	86.1	F	45.1	59.4	F	19.2	69.5	F
27	GCP	EB	GCP EB south of Hall of Science Bridge overpass	Basic	27.0	62.7	F	39.2	41.5	E	14.9	141.9	F	45.1	39.4	E	19.2	105.8	F
28	GCP	EB	GCP EB north of ramp to LIE	Diverge	27.0	39.9	E	39.2	30.9	D	14.9	110.5	F	45.1	27.7	C	19.2	67.9	F
29	GCP	EB	GCP EB ramp to Whitestone Expressway EB Outer (Exit 9E)	Basic	46.0	47.7	F	34.6	117.6	F	25.9	113.9	F	47.0	37.3	E	33.1	132.7	F
30	VWE	NB	VWE NB north of ramp from College Point Boulevard	Basic	46.2	35.6	E	47.6	32.1	D	47.6	32.6	D	47.2	33.5	D	40.1	111.2	F
31	VWE	NB	VWE NB south of Exit 13	Diverge	46.2	43.0	E	47.6	37.7	E	47.6	32.6	D	47.2	42.8	E	40.1	91.2	F
32	VWE	NB	VWE NB north of Exit 13	Basic	47.5	37.0	E	47.6	34.4	D	47.1	36.0	E	47.8	33.2	D	47.9	33.8	D
33	VWE	NB	VWE NB ramp to Northern Boulevard and Whitestone Expressway WB (exit 13)	Diverge	28.4	50.1	F	30.3	22.2	C	30.2	20.6	C	30.1	27.0	C	26.0	82.6	F
34	VWE	NB	VWE NB south of Exit 14	Diverge	47.5	34.3	D	47.6	28.6	D	47.1	29.6	D	47.8	27.8	C	47.9	28.0	C
35	VWE	NB	VWE NB ramp to Whitestone Expressway EB	Basic	48.3	25.4	C	48.1	27.5	D	47.9	29.1	D	48.3	25.7	C	48.3	25.8	C
36	VWE	SB	VWE SB ramp from Whitestone Expressway WB	Basic	48.1	27.7	D	47.8	33.0	D	48.1	33.8	D	48.5	21.6	C	48.3	32.7	D
37	VWE	SB	VWE SB ramp from Whitestone Expressway EB and Northern Boulevard WB	Merge	32.8	37.4	E	33.0	19.7	B	31.3	51.6	F	33.2	21.3	C	33.1	31.5	D
38	VWE	SB	VWE SB south of ramps from Whitestone Expressway and Northern Boulevard	Merge	47.7	29.1	D	47.7	30.0	D	47.8	34.1	D	48.2	22.8	C	47.9	32.3	D
39	VWE	SB	VWE SB north of ramp to College Point Boulevard	Basic	47.7	29.6	D	47.7	30.3	D	47.8	34.7	D	48.2	22.7	C	47.9	32.4	D
40	Whitestone Exp	EB	Astoria Boulevard EB ramp to Whitestone Expressway EB Inner	Basic	25.6	23.1	C	26.1	11.9	B	26.0	16.2	B	26.2	9.7	A	26.2	7.5	A
41	Whitestone Exp	EB	Whitestone Expressway EB Inner east of ramps from Astoria Boulevard and Northern E	Merge	40.0	17.1	B	40.5	10.3	B	40.3	12.6	B	40.6	9.1	A	40.6	8.2	A
42	Whitestone Exp	EB	Whitestone Expressway EB Inner west of ramp from Whitestone Expressway EB Outer	Basic	29.6	26.0	D	29.9	15.3	B	29.3	19.0	C	20.8	13.5	B	29.5	12.2	B
43	Whitestone Exp	EB	Whitestone Expressway EB west of ramp to VWE SB	Weave	39.6	36.9	E	40.2	20.9	C	40.0	29.5	D	40.2	21.0	C	40.1	22.4	C
44	Whitestone Exp	EB	Whitestone Expressway EB south of Exit 14	Diverge	39.4	38.3	E	40.3	23.5	C	40.3	24.9	C	40.3	23.0	C	40.3	22.7	C
45	Whitestone Exp	EB	Whitestone Expressway EB south of ramp from VWE NB	Basic	48.4	32.6	D	48.9	21.2	C	48.4	29.6	D	49.0	19.8	C	48.9	23.3	C
46	Whitestone Exp	EB	Astoria Boulevard EB and GCP EB ramp to Whitestone Expressway EB Outer	Basic	25.3	47.9	F	19.6	134.8	F	14.4	66.4	F	25.6	38.9	E	18.7	161.7	F
47	Whitestone Exp	EB	Whitestone Expressway EB Outer west of split to Inner/Northern Boulevard EB	Weave	44.8	45.9	F	22.3	135.0	F	26.3	128.5	F	44.2	42.9	E	20.9	159.2	F
48	Whitestone Exp	EB	Whitestone Expressway EB Outer ramp to Whitestone Expressway EB	Basic	40.6	38.5	E	40.9	25.7	C	40.5	29.8	D	40.8	27.7	D	40.8	32.1	D
49	Whitestone Exp	WB	Whitestone Expressway WB north of ramp from Service Road/Linden Place	Basic	20.2	134.6	F	48.0	27.5	D	46.9	39.8	E	48.1	25.5	C	33.0	152.9	F
50	Whitestone Exp	WB	Whitestone Expressway WB north of ramp to VWE SB	Weave	18.2	136.5	F	44.1	30.9	D	31.7	80.4	F	48.3	24.5	C	29.1	167.5	F
51	Whitestone Exp	WB	Whitestone Expressway WB south of ramp to VWE SB	Basic	17.5	152.0	F	46.2	29.1	D	31.1	108.4	F	46.5	26.1	D	19.4	185.9	F
52	Whitestone Exp	WB	Whitestone Expressway WB north of Exit 13D	Diverge	17.5	135.5	F	46.2	27.1	C	31.1	112.9	F	46.5	20.4	C	19.4	157.6	F
53	Whitestone Exp	WB	Whitestone Expressway WB south of Exit 13D	Basic	37.3	23.7	C	48.5	16.2	B	46.6	15.3	B	47.8	22.3	C	41.3	19.8	C
54	Whitestone Exp	WB	Whitestone Expressway WB east of Exit 13A/13B-C Split	Diverge	37.3	16.8	B	48.5	12.7	B	46.6	11.5	B	47.8	18.9	B	41.3	15.8	B

TABLE D-19
Queens Future
WITH-ACTION GAMEDAY HIGHWAY LEVEL OF SERVICE

ID	Mainline	Direction	Segment	Facility Type	GAMEDAY SCENARIOS														
					Weekday PM Peak Hour			Saturday PM Pre Game Peak Hour			Saturday PM Post Game Peak Hour			Sunday Midday Peak Hour			Sunday PM Peak Hour		
					Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS	Speed (MPH)	Density (veh/mi/ln)	LOS
55	Whitestone Exp	WB	Whitestone Expressway WB Exit 13B-C Ramp	Basic	49.3	19.4	C	49.4	17.6	B	49.7	13.4	B	48.8	22.7	C	49.6	17.2	B
56	Whitestone Exp	WB	Whitestone Expressway WB west of ramp from Northern Expressway/VWE NB	Basic	48.0	22.3	C	48.1	21.2	C	48.5	15.4	B	34.7	62.2	F	48.3	23.0	C
57	Whitestone Exp	WB	Whitestone Expressway WB east of GCP EB/WB Split	Diverge	48.0	14.3	B	48.1	14.3	B	48.5	11.5	B	34.7	24.1	C	48.3	37.9	E
58	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP EB	Basic	31.7	8.6	A	31.7	7.8	A	26.7	41.0	E	31.9	8.0	A	31.5	14.6	B
59	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP WB	Basic	49.2	22.7	C	49.1	23.4	C	35.9	57.6	F	44.0	57.7	F	28.7	114.3	F
60	Whitestone Exp	WB	GCP WB Outer ramp from Whitestone Expressway WB and Marina Road	Merge	45.6	21.3	C	45.1	23.8	C	37.7	26.6	C	41.5	47.6	F	38.7	26.9	C
61	Astoria Blvd	EB	Astoria Boulevard ramp to GCP EB and Whitestone Expressway EB Outer	Diverge	26.2	21.4	C	25.1	33.6	D	26.3	16.0	B	26.3	12.7	B	26.3	11.2	B
62	Astoria Blvd	EB	Astoria Boulevard and 34th Avenue ramp to GCP EB	Merge	21.2	124.8	F	24.7	40.9	E	16.7	163.9	F	24.5	41.2	E	24.3	50.4	F
63	Astoria Blvd	WB	Whitestone Expressway WB ramp to Astoria Boulevard (exit 13A)	Basic	49.8	6.8	A	50.1	5.2	A	49.9	8.7	A	49.9	7.8	A	49.7	10.1	A
64	Astoria Blvd	WB	Whitestone Expressway WB and Northern Boulevard WB ramp to Astoria Boulevard	Basic	40.2	15.2	B	41.6	17.2	B	38.3	22.7	C	41.6	15.3	B	37.7	24.8	C
65	Northern Blvd	EB	Northern Boulevard EB east of 114th Street	Basic	34.8	21.0	C	28.8	34.4	D	29.5	17.8	B	29.4	19.8	C	29.3	20.7	C
66	Northern Blvd	EB	Northern Boulevard EB west of ramp to Whitestone Expressway EB	Diverge	34.8	15.1	B	28.8	25.1	C	29.5	12.7	B	29.4	13.7	B	29.3	14.4	B
67	Northern Blvd	EB	Northern Boulevard EB east of ramp to Whitestone Expressway EB	Basic	36.3	10.6	A	29.4	30.6	D	30.7	8.5	A	30.7	10.0	A	30.6	22.2	C
68	Northern Blvd	EB	Northern Boulevard EB west of ramp to Seaver Way	Diverge	36.3	7.4	A	29.4	32.9	D	30.7	5.8	A	30.7	6.8	A	30.6	38.7	E
69	Northern Blvd	EB	Northern Boulevard EB west of ramp from VWE NB	Basic	21.9	96.9	F	26.2	9.7	A	26.1	12.7	B	26.2	9.7	A	26.1	13.4	B
70	Northern Blvd	EB	Northern Boulevard EB east of ramp from VWE NB	Basic	20.5	146.5	F	28.5	22.2	C	28.0	37.1	E	28.4	31.6	D	27.6	24.3	C
71	Northern Blvd	WB	Northern Boulevard WB west of Prince Street	Basic	25.4	22.8	C	25.5	28.4	D	24.4	26.3	D	25.4	26.0	D	25.8	23.3	C
72	Northern Blvd	WB	Northern Boulevard WB east of ramp to VWE SB and Whitestone Expressway WB	Diverge	25.4	17.7	B	25.5	21.9	C	24.4	20.3	C	25.4	20.7	C	25.8	17.1	B
73	Northern Blvd	WB	Northern Boulevard WB west of ramp to VWE SB and Whitestone Expressway WB	Basic	30.3	12.1	B	30.0	17.8	B	30.4	11.6	B	29.6	22.9	C	30.4	12.4	B
74	Northern Blvd	WB	Northern Boulevard WB east of off-ramp to Whitestone Expressway WB	Diverge	30.3	9.3	A	30.0	13.8	B	30.4	8.9	A	29.6	25.8	C	30.4	9.7	A
75	Northern Blvd	WB	Northern Boulevard WB west of ramp to Marina Road	Basic	27.0	11.4	B	26.9	14.3	B	27.0	10.9	A	27.0	12.4	B	27.1	11.2	B
76	Northern Blvd	WB	Northern Boulevard WB west of ramp from Marina Road	Diverge	30.4	12.3	B	30.3	15.6	B	29.5	15.2	B	30.4	13.3	B	29.6	14.8	B

Notes:

[1] Segment is (Loc. ID 12, "GCP WB Outer north of ramp from Shea Road", Merge) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[2] Segment does not exist in Existing or No Action Conditions. New segment due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[3] Segment is (Loc. ID 17, "GCP WB at Exit 9E Weave/Shea Road", Weave) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

Denotes a significantly adverse impacted segment

TABLE D-20
Queens Future
2030 CONDITIONS: NON-GAMEDAY WEEKDAY AM PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Weekday AM Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
1	GCP	WB	GCP WB north of ramp from LIE	Merge	5,593	5,320	273	95%	5,909	5,089	820	86%	+316	-231	+547	-9%
2	GCP	WB	GCP WB south of Hall of Science Bridge overpass	Basic	5,593	5,320	273	95%	5,909	5,089	820	86%	+316	-231	+547	-9%
3	GCP	WB	GCP WB south of Exit 9P	Diverge	5,593	5,320	273	95%	5,909	5,089	820	86%	+316	-231	+547	-9%
4	GCP	WB	GCP WB Inner north of Inner/Outer split	Basic	3,013	2,847	166	94%	3,013	2,615	398	87%	0	-232	+232	-8%
5	GCP	WB	GCP WB Inner south of Exit 9W	Diverge	3,013	2,847	166	94%	3,013	2,615	398	87%	0	-232	+232	-8%
6	GCP	WB	GCP WB Inner north of Exit 9W	Basic	2,336	2,179	157	93%	2,336	2,013	323	86%	0	-166	+166	-7%
7	GCP	WB	GCP WB Outer north of Inner/Outer split	Basic	2,119	1,993	126	94%	2,425	2,043	382	84%	+306	+50	+256	-10%
8	GCP	WB	GCP WB Outer north of ramp from Meridian Road	Merge	2,292	2,162	130	94%	2,597	2,195	402	85%	+305	+33	+272	-10%
9	GCP	WB	GCP WB Outer at Roosevelt Avenue overpass	Basic	2,292	2,162	130	94%	2,597	2,195	402	85%	+305	+33	+272	-10%
10	GCP	WB	GCP WB Outer south of Exit 9E	Diverge	2,292	2,162	130	94%	2,597	2,195	402	85%	+305	+33	+272	-10%
11	GCP	WB	GCP WB Outer north of Exit 9E	Basic	1,591	1,489	102	94%	1,591	1,338	253	84%	0	-151	+151	-9%
12	GCP	WB	GCP WB at Northern Boulevard Overpass[1]	Basic[1]	1,704	1,597	107	94%	1,591	1,340	251	84%	-113	-257	+144	-9%
13	GCP	WB	GCP WB Outer south of ramp from Marina Road	Basic	1,704	1,597	107	94%	1,591	1,340	251	84%	-113	-257	+144	-9%
14	GCP	WB	GCP WB Outer north of ramp from Marina Road	Basic	4,809	4,594	215	96%	4,951	4,431	520	89%	+142	-163	+305	-6%
15	GCP	WB	GCP WB north of Inner/Outer merge	Basic	7,145	6,785	360	95%	7,287	6,446	841	88%	+142	-339	+481	-7%
16	GCP	WB	GCP WB at Marina Pedestrian Overpass	Basic	7,145	6,785	360	95%	7,287	6,446	841	88%	+142	-339	+481	-7%
77	GCP	WB	GCP WB south of Exit 9E[2]	Diverge[2]	-	-	-	-	1,006	854	152	85%	-	-	-	-
17	GCP	WB	GCP WB north of Exit 9E[3]	Basic[3]	775	750	25	97%	640	542	98	85%	-135	-208	+73	-12%
18	GCP	WB	GCP WB exit 9E ramp to Whitestone Expressway EB Outer	Merge	962	937	25	97%	1,074	846	228	79%	+112	-91	+203	-19%
19	GCP	EB	GCP EB east of Exit 8	Basic	6,143	6,103	40	99%	6,388	6,349	39	99%	+245	+246	-1	+0%
20	GCP	EB	GCP EB west of Exit 9E	Diverge	6,143	6,103	40	99%	6,388	6,349	39	99%	+245	+246	-1	+0%
21	GCP	EB	GCP EB south of Exit 9E	Basic	3,343	3,337	6	100%	3,343	3,335	8	100%	0	-2	+2	-0%
22	GCP	EB	GCP EB south of Exit 9E and ramp from Whitestone Expressway WB	Merge	4,580	4,542	38	99%	4,580	4,512	68	99%	0	-30	+30	-1%
23	GCP	EB	GCP EB north of ramp from Astoria Boulevard and 34th Avenue	Basic	4,580	4,542	38	99%	4,580	4,512	68	99%	0	-30	+30	-1%
24	GCP	EB	GCP EB south of ramp from Astoria Boulevard and 34th Avenue	Merge	5,613	5,557	56	99%	5,662	5,577	85	98%	+49	+20	+29	-1%
25	GCP	EB	GCP EB north of ramp from Hall of Science	Basic	5,613	5,562	51	99%	5,662	5,577	85	98%	+49	+15	+34	-1%
26	GCP	EB	GCP EB south of ramp from Hall of Science	Merge	5,779	5,736	43	99%	5,910	5,801	109	98%	+131	+65	+66	-1%
27	GCP	EB	GCP EB south of Hall of Science Bridge overpass	Basic	5,779	5,736	43	99%	5,910	5,801	109	98%	+131	+65	+66	-1%
28	GCP	EB	GCP EB north of ramp to LIE	Diverge	5,779	5,736	43	99%	5,910	5,801	109	98%	+131	+65	+66	-1%
29	GCP	EB	GCP EB ramp to Whitestone Expressway EB Outer (Exit 9E)	Basic	2,800	2,764	36	99%	3,045	3,009	36	99%	+245	+245	0	+0%
30	VWE	NB	VWE NB north of ramp from College Point Boulevard	Basic	4,651	4,523	128	97%	4,706	4,199	507	89%	+55	-324	+379	-8%
31	VWE	NB	VWE NB south of Exit 13	Diverge	4,651	4,523	128	97%	4,706	4,199	507	89%	+55	-324	+379	-8%
32	VWE	NB	VWE NB north of Exit 13	Basic	3,445	3,341	104	97%	3,445	3,065	380	89%	0	-276	+276	-8%
33	VWE	NB	VWE NB ramp to Northern Boulevard and Whitestone Expressway WB (exit 13)	Diverge	1,206	1,171	35	97%	1,261	1,069	192	85%	+55	-102	+157	-12%
34	VWE	NB	VWE NB south of Exit 14	Diverge	3,445	3,341	104	97%	3,445	3,065	380	89%	0	-276	+276	-8%
35	VWE	NB	VWE NB ramp to Whitestone Expressway EB	Basic	2,494	2,416	78	97%	2,494	2,237	257	90%	0	-179	+179	-7%
36	VWE	SB	VWE SB ramp from Whitestone Expressway WB	Basic	2,871	2,857	14	100%	2,871	2,739	132	95%	0	-118	+118	-4%
37	VWE	SB	VWE SB ramp from Whitestone Expressway EB and Northern Boulevard WB	Merge	1,252	1,219	33	97%	1,286	1,227	59	95%	+34	+8	+26	-2%
38	VWE	SB	VWE SB south of ramps from Whitestone Expressway and Northern Boulevard	Merge	4,123	4,075	48	99%	4,157	3,971	186	96%	+34	-104	+138	-3%
39	VWE	SB	VWE SB north of ramp to College Point Boulevard	Basic	4,123	4,075	48	99%	4,157	3,971	186	96%	+34	-104	+138	-3%
40	Whitestone Exp	EB	Astoria Boulevard EB ramp to Whitestone Expressway EB Inner	Basic	509	504	5	99%	509	503	6	99%	0	-1	+1	-0%
41	Whitestone Exp	EB	Whitestone Expressway EB Inner east of ramps from Astoria Boulevard and Northern B	Merge	861	839	22	97%	861	833	28	97%	0	-6	+6	-1%
42	Whitestone Exp	EB	Whitestone Expressway EB Inner west of ramp from Whitestone Expressway EB Outer	Basic	1,162	1,090	72	94%	1,161	1,060	101	91%	-1	-30	+29	-3%
43	Whitestone Exp	EB	Whitestone Expressway EB west of ramp to VWE SB	Weave	3,806	3,733	73	98%	3,896	3,688	208	95%	+90	-45	+135	-3%
44	Whitestone Exp	EB	Whitestone Expressway EB south of Exit 14	Diverge	3,172	3,115	57	98%	3,223	3,053	170	95%	+51	-62	+113	-3%
45	Whitestone Exp	EB	Whitestone Expressway EB south of ramp from VWE NB	Basic	2,130	2,081	49	98%	2,181	2,056	125	94%	+51	-25	+76	-3%
46	Whitestone Exp	EB	Astoria Boulevard EB and GCP EB ramp to Whitestone Expressway EB Outer	Basic	2,943	2,911	32	99%	3,209	3,172	37	99%	+266	+261	+5	-0%
47	Whitestone Exp	EB	Whitestone Expressway EB Outer west of split to Inner/Northern Boulevard EB	Weave	3,905	3,847	58	99%	4,283	4,021	262	94%	+378	+174	+204	-5%
48	Whitestone Exp	EB	Whitestone Expressway EB Outer ramp to Whitestone Expressway EB	Basic	2,945	2,896	49	98%	3,035	2,846	189	94%	+90	-50	+140	-5%
49	Whitestone Exp	WB	Whitestone Expressway WB north of ramp from Service Road/Linden Place	Basic	6,526	6,497	29	100%	6,634	6,384	250	96%	+108	-113	+221	-3%
50	Whitestone Exp	WB	Whitestone Expressway WB north of ramp to VWE SB	Weave	7,644	7,636	8	100%	7,752	7,469	283	96%	+108	-167	+275	-4%

TABLE D-20
Queens Future
2030 CONDITIONS: NON-GAMEDAY WEEKDAY AM PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Weekday AM Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
51	Whitestone Exp	WB	Whitestone Expressway WB south of ramp to VWE SB	Basic	4,773	4,771	2	100%	4,881	4,671	210	96%	+108	-100	+208	-4%
52	Whitestone Exp	WB	Whitestone Expressway WB north of Exit 13D	Diverge	4,773	4,771	2	100%	4,881	4,671	210	96%	+108	-100	+208	-4%
53	Whitestone Exp	WB	Whitestone Expressway WB south of Exit 13D	Basic	4,077	4,070	7	100%	4,077	3,895	182	96%	0	-175	+175	-4%
54	Whitestone Exp	WB	Whitestone Expressway WB east of Exit 13A/13B-C Split	Diverge	4,077	4,070	7	100%	4,077	3,895	182	96%	0	-175	+175	-4%
55	Whitestone Exp	WB	Whitestone Expressway WB Exit 13B-C Ramp	Basic	2,938	2,920	18	99%	2,938	2,812	126	96%	0	-108	+108	-4%
56	Whitestone Exp	WB	Whitestone Expressway WB west of ramp from Northern Expressway/VWE NB	Basic	4,100	3,988	112	97%	4,099	3,870	229	94%	-1	-118	+117	-3%
57	Whitestone Exp	WB	Whitestone Expressway WB east of GCP EB/WB Split	Diverge	4,100	3,988	112	97%	4,099	3,870	229	94%	-1	-118	+117	-3%
58	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP EB	Basic	1,237	1,203	34	97%	1,237	1,175	62	95%	0	-28	+28	-2%
59	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP WB	Basic	2,863	2,760	103	96%	2,862	2,707	155	95%	-1	-53	+52	-2%
60	Whitestone Exp	WB	GCP WB Outer ramp from Whitestone Expressway WB and Marina Road	Merge	3,105	2,994	111	96%	3,360	3,090	270	92%	+255	+96	+159	-4%
61	Astoria Blvd	EB	Astoria Boulevard ramp to GCP EB and Whitestone Expressway EB Outer	Diverge	465	467	-2	100%	486	484	2	100%	+21	+17	+4	-1%
62	Astoria Blvd	EB	Astoria Boulevard and 34th Avenue ramp to GCP EB	Merge	1,033	1,019	14	99%	1,082	1,062	20	98%	+49	+43	+6	-0%
63	Astoria Blvd	WB	Whitestone Expressway WB ramp to Astoria Boulevard (exit 13A)	Basic	1,139	1,135	4	100%	1,139	1,093	46	96%	0	-42	+42	-4%
64	Astoria Blvd	WB	Whitestone Expressway WB and Northern Boulevard WB ramp to Astoria Boulevard	Basic	1,719	1,622	97	94%	1,728	1,578	150	91%	+9	-44	+53	-3%
65	Northern Blvd	EB	Northern Boulevard EB east of 114th Street	Basic	759	745	14	98%	780	771	9	99%	+21	+26	-5	+1%
66	Northern Blvd	EB	Northern Boulevard EB west of ramp to Whitestone Expressway EB	Diverge	759	745	14	98%	780	771	9	99%	+21	+26	-5	+1%
67	Northern Blvd	EB	Northern Boulevard EB east of ramp to Whitestone Expressway EB	Basic	407	405	2	100%	428	431	-3	101%	+21	+26	-5	+1%
68	Northern Blvd	EB	Northern Boulevard EB west of ramp to Seaver Way	Diverge	407	405	2	100%	428	431	-3	101%	+21	+26	-5	+1%
69	Northern Blvd	EB	Northern Boulevard EB west of ramp from VWE NB	Basic	975	949	26	97%	985	943	42	96%	+10	-6	+16	-2%
70	Northern Blvd	EB	Northern Boulevard EB east of ramp from VWE NB	Basic	1,537	1,498	39	97%	1,545	1,423	122	92%	+8	-75	+83	-5%
71	Northern Blvd	WB	Northern Boulevard WB west of Prince Street	Basic	2,269	2,154	115	95%	2,294	2,167	127	94%	+25	+13	+12	-0%
72	Northern Blvd	WB	Northern Boulevard WB east of ramp to VWE SB and Whitestone Expressway WB	Diverge	2,269	2,154	115	95%	2,294	2,167	127	94%	+25	+13	+12	-0%
73	Northern Blvd	WB	Northern Boulevard WB west of ramp to VWE SB and Whitestone Expressway WB	Basic	1,570	1,480	90	94%	1,601	1,498	103	94%	+31	+18	+13	-1%
74	Northern Blvd	WB	Northern Boulevard WB east of off-ramp to Whitestone Expressway WB	Diverge	1,570	1,480	90	94%	1,601	1,498	103	94%	+31	+18	+13	-1%
75	Northern Blvd	WB	Northern Boulevard WB west of ramp to Marina Road	Basic	1,362	1,274	88	94%	1,375	1,190	185	87%	+13	-84	+97	-7%
76	Northern Blvd	WB	Northern Boulevard WB west of ramp from Marina Road	Diverge	1,383	1,296	87	94%	1,398	1,210	188	87%	+15	-86	+101	-7%

Notes:

[1] Segment is (Loc. ID 12, "GCP WB Outer north of ramp from Shea Road", Merge) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[2] Segment does not exist in Existing or No Action Conditions. New segment due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[3] Segment is (Loc. ID 17, "GCP WB at Exit 9E Weave/Shea Road", Weave) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

TABLE D-21
Queens Future
2030 CONDITIONS: NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Weekday Midday Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
1	GCP	WB	GCP WB north of ramp from LIE	Merge	4,851	4,824	27	99%	5,395	5,368	27	99%	+544	+544	0	+0%
2	GCP	WB	GCP WB south of Hall of Science Bridge overpass	Basic	4,851	4,824	27	99%	5,395	5,368	27	99%	+544	+544	0	+0%
3	GCP	WB	GCP WB south of Exit 9P	Diverge	4,851	4,824	27	99%	5,395	5,368	27	99%	+544	+544	0	+0%
4	GCP	WB	GCP WB Inner north of Inner/Outer split	Basic	2,810	2,808	2	100%	2,810	2,800	10	100%	0	-8	+8	-0%
5	GCP	WB	GCP WB Inner south of Exit 9W	Diverge	2,810	2,808	2	100%	2,810	2,800	10	100%	0	-8	+8	-0%
6	GCP	WB	GCP WB Inner north of Exit 9W	Basic	2,211	2,213	-2	100%	2,211	2,204	7	100%	0	-9	+9	-0%
7	GCP	WB	GCP WB Outer north of Inner/Outer split	Basic	1,754	1,728	26	99%	2,288	2,267	21	99%	+534	+539	-5	+1%
8	GCP	WB	GCP WB Outer north of ramp from Meridian Road	Merge	1,881	1,850	31	98%	2,414	2,391	23	99%	+533	+541	-8	+1%
9	GCP	WB	GCP WB Outer at Roosevelt Avenue overpass	Basic	1,881	1,850	31	98%	2,414	2,391	23	99%	+533	+541	-8	+1%
10	GCP	WB	GCP WB Outer south of Exit 9E	Diverge	1,881	1,850	31	98%	2,414	2,391	23	99%	+533	+541	-8	+1%
11	GCP	WB	GCP WB Outer north of Exit 9E	Basic	1,438	1,407	31	98%	1,438	1,419	19	99%	0	+12	-12	+1%
12	GCP	WB	GCP WB at Northern Boulevard Overpass[1]	Basic[1]	1,568	1,538	30	98%	1,438	1,419	19	99%	-130	-119	-11	+1%
13	GCP	WB	GCP WB Outer south of ramp from Marina Road	Basic	1,568	1,538	30	98%	1,438	1,419	19	99%	-130	-119	-11	+1%
14	GCP	WB	GCP WB Outer north of ramp from Marina Road	Basic	4,251	4,201	50	99%	4,719	4,464	255	95%	+468	+263	+205	-4%
15	GCP	WB	GCP WB north of Inner/Outer merge	Basic	6,462	6,411	51	99%	6,930	6,670	260	96%	+468	+259	+209	-3%
16	GCP	WB	GCP WB at Marina Pedestrian Overpass	Basic	6,462	6,411	51	99%	6,930	6,670	260	96%	+468	+259	+209	-3%
77	GCP	WB	GCP WB south of Exit 9E[2]	Diverge[2]	-	-	-	-	976	975	1	100%	-	-	-	-
17	GCP	WB	GCP WB north of Exit 9E[3]	Basic[3]	517	516	1	100%	358	358	0	100%	-159	-158	-1	+0%
18	GCP	WB	GCP WB exit 9E ramp to Whitestone Expressway EB Outer	Merge	747	746	1	100%	975	771	204	79%	+228	+25	+203	-21%
19	GCP	EB	GCP EB east of Exit 8	Basic	6,396	6,359	37	99%	6,916	6,870	46	99%	+520	+511	+9	-0%
20	GCP	EB	GCP EB west of Exit 9E	Diverge	6,396	6,359	37	99%	6,916	6,870	46	99%	+520	+511	+9	-0%
21	GCP	EB	GCP EB south of Exit 9E	Basic	3,710	3,703	7	100%	3,710	3,689	21	99%	0	-14	+14	-0%
22	GCP	EB	GCP EB south of Exit 9E and ramp from Whitestone Expressway WB	Merge	4,530	4,503	27	99%	4,530	4,486	44	99%	0	-17	+17	-0%
23	GCP	EB	GCP EB north of ramp from Astoria Boulevard and 34th Avenue	Basic	4,530	4,503	27	99%	4,530	4,486	44	99%	0	-17	+17	-0%
24	GCP	EB	GCP EB south of ramp from Astoria Boulevard and 34th Avenue	Merge	5,680	5,646	34	99%	5,849	5,792	57	99%	+169	+146	+23	-0%
25	GCP	EB	GCP EB north of ramp from Hall of Science	Basic	5,680	5,648	32	99%	5,849	5,794	55	99%	+169	+146	+23	-0%
26	GCP	EB	GCP EB south of ramp from Hall of Science	Merge	5,806	5,777	29	100%	6,288	6,173	115	98%	+482	+396	+86	-1%
27	GCP	EB	GCP EB south of Hall of Science Bridge overpass	Basic	5,806	5,777	29	100%	6,288	6,173	115	98%	+482	+396	+86	-1%
28	GCP	EB	GCP EB north of ramp to LIE	Diverge	5,806	5,777	29	100%	6,288	6,173	115	98%	+482	+396	+86	-1%
29	GCP	EB	GCP EB ramp to Whitestone Expressway EB Outer (Exit 9E)	Basic	2,686	2,651	35	99%	3,206	3,171	35	99%	+520	+520	0	+0%
30	VWE	NB	VWE NB north of ramp from College Point Boulevard	Basic	3,382	3,254	128	96%	3,429	3,301	128	96%	+47	+47	0	+0%
31	VWE	NB	VWE NB south of Exit 13	Diverge	3,382	3,254	128	96%	3,429	3,301	128	96%	+47	+47	0	+0%
32	VWE	NB	VWE NB north of Exit 13	Basic	2,182	2,088	94	96%	2,182	2,090	92	96%	0	+2	-2	+0%
33	VWE	NB	VWE NB ramp to Northern Boulevard and Whitestone Expressway WB (exit 13)	Diverge	1,200	1,133	67	94%	1,247	1,191	56	96%	+47	+58	-11	+1%
34	VWE	NB	VWE NB south of Exit 14	Diverge	2,182	2,088	94	96%	2,182	2,090	92	96%	0	+2	-2	+0%
35	VWE	NB	VWE NB ramp to Whitestone Expressway EB	Basic	1,414	1,350	64	95%	1,414	1,353	61	96%	0	+3	-3	+0%
36	VWE	SB	VWE SB ramp from Whitestone Expressway WB	Basic	2,439	2,430	9	100%	2,439	2,430	9	100%	0	0	0	0%
37	VWE	SB	VWE SB ramp from Whitestone Expressway EB and Northern Boulevard WB	Merge	1,398	1,292	106	92%	1,443	1,276	167	88%	+45	-16	+61	-4%
38	VWE	SB	VWE SB south of ramps from Whitestone Expressway and Northern Boulevard	Merge	3,837	3,684	153	96%	3,882	3,660	222	94%	+45	-24	+69	-2%
39	VWE	SB	VWE SB north of ramp to College Point Boulevard	Basic	3,837	3,684	153	96%	3,882	3,660	222	94%	+45	-24	+69	-2%
40	Whitestone Exp	EB	Astoria Boulevard EB ramp to Whitestone Expressway EB Inner	Basic	674	660	14	98%	674	663	11	98%	0	+3	-3	+0%
41	Whitestone Exp	EB	Whitestone Expressway EB Inner east of ramps from Astoria Boulevard and Northern B	Merge	1,088	1,064	24	98%	1,088	1,063	25	98%	0	-1	+1	-0%
42	Whitestone Exp	EB	Whitestone Expressway EB Inner west of ramp from Whitestone Expressway EB Outer	Basic	839	779	60	93%	839	768	71	92%	0	-11	+11	-1%
43	Whitestone Exp	EB	Whitestone Expressway EB west of ramp to VWE SB	Weave	3,798	3,750	48	99%	4,008	3,801	207	95%	+210	+51	+159	-4%
44	Whitestone Exp	EB	Whitestone Expressway EB south of Exit 14	Diverge	2,994	2,952	42	99%	3,159	2,980	179	94%	+165	+28	+137	-4%
45	Whitestone Exp	EB	Whitestone Expressway EB south of ramp from VWE NB	Basic	2,119	2,084	35	98%	2,284	2,153	131	94%	+165	+69	+96	-4%
46	Whitestone Exp	EB	Astoria Boulevard EB and GCP EB ramp to Whitestone Expressway EB Outer	Basic	2,810	2,785	25	99%	3,363	3,334	29	99%	+553	+549	+4	+0%
47	Whitestone Exp	EB	Whitestone Expressway EB Outer west of split to Inner/Northern Boulevard EB	Weave	3,557	3,532	25	99%	4,338	4,087	251	94%	+781	+555	+226	-5%
48	Whitestone Exp	EB	Whitestone Expressway EB Outer ramp to Whitestone Expressway EB	Basic	2,710	2,684	26	99%	2,920	2,739	181	94%	+210	+55	+155	-5%
49	Whitestone Exp	WB	Whitestone Expressway WB north of ramp from Service Road/Linden Place	Basic	4,885	4,878	7	100%	5,071	5,064	7	100%	+186	+186	0	+0%
50	Whitestone Exp	WB	Whitestone Expressway WB north of ramp to VWE SB	Weave	5,831	5,841	-10	100%	6,017	6,026	-9	100%	+186	+185	+1	-0%

TABLE D-21
Queens Future
2030 CONDITIONS: NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Weekday Midday Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
51	Whitestone Exp	WB	Whitestone Expressway WB south of ramp to VWE SB	Basic	3,392	3,401	-9	100%	3,578	3,586	-8	100%	+186	+185	+1	-0%
52	Whitestone Exp	WB	Whitestone Expressway WB north of Exit 13D	Diverge	3,392	3,401	-9	100%	3,578	3,586	-8	100%	+186	+185	+1	-0%
53	Whitestone Exp	WB	Whitestone Expressway WB south of Exit 13D	Basic	2,966	2,983	-17	101%	2,966	2,975	-9	100%	0	-8	+8	-0%
54	Whitestone Exp	WB	Whitestone Expressway WB east of Exit 13A/13B-C Split	Diverge	2,966	2,983	-17	101%	2,966	2,975	-9	100%	0	-8	+8	-0%
55	Whitestone Exp	WB	Whitestone Expressway WB Exit 13B-C Ramp	Basic	2,498	2,514	-16	101%	2,498	2,507	-9	100%	0	-7	+7	-0%
56	Whitestone Exp	WB	Whitestone Expressway WB west of ramp from Northern Expressway/VWE NB	Basic	3,337	3,297	40	99%	3,337	3,276	61	98%	0	-21	+21	-1%
57	Whitestone Exp	WB	Whitestone Expressway WB east of GCP EB/WB Split	Diverge	3,337	3,297	40	99%	3,337	3,276	61	98%	0	-21	+21	-1%
58	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP EB	Basic	820	802	18	98%	820	795	25	97%	0	-7	+7	-1%
59	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP WB	Basic	2,517	2,488	29	99%	2,517	2,474	43	98%	0	-14	+14	-1%
60	Whitestone Exp	WB	GCP WB Outer ramp from Whitestone Expressway WB and Marina Road	Merge	2,683	2,663	20	99%	3,281	3,045	236	93%	+598	+382	+216	-6%
61	Astoria Blvd	EB	Astoria Boulevard ramp to GCP EB and Whitestone Expressway EB Outer	Diverge	500	499	1	100%	533	532	1	100%	+33	+33	0	+0%
62	Astoria Blvd	EB	Astoria Boulevard and 34th Avenue ramp to GCP EB	Merge	1,150	1,145	5	100%	1,319	1,305	14	99%	+169	+160	+9	-1%
63	Astoria Blvd	WB	Whitestone Expressway WB ramp to Astoria Boulevard (exit 13A)	Basic	468	467	1	100%	468	463	5	99%	0	-4	+4	-1%
64	Astoria Blvd	WB	Whitestone Expressway WB and Northern Boulevard WB ramp to Astoria Boulevard	Basic	831	808	23	97%	860	822	38	96%	+29	+14	+15	-2%
65	Northern Blvd	EB	Northern Boulevard EB east of 114th Street	Basic	856	851	5	99%	945	940	5	99%	+89	+89	0	+0%
66	Northern Blvd	EB	Northern Boulevard EB west of ramp to Whitestone Expressway EB	Diverge	856	851	5	99%	945	940	5	99%	+89	+89	0	+0%
67	Northern Blvd	EB	Northern Boulevard EB east of ramp to Whitestone Expressway EB	Basic	442	449	-7	102%	531	537	-6	101%	+89	+88	+1	-0%
68	Northern Blvd	EB	Northern Boulevard EB west of ramp to Seaver Way	Diverge	442	449	-7	102%	531	537	-6	101%	+89	+88	+1	-0%
69	Northern Blvd	EB	Northern Boulevard EB west of ramp from VWE NB	Basic	865	835	30	97%	922	876	46	95%	+57	+41	+16	-2%
70	Northern Blvd	EB	Northern Boulevard EB east of ramp from VWE NB	Basic	1,570	1,468	102	94%	1,627	1,527	100	94%	+57	+59	-2	+0%
71	Northern Blvd	WB	Northern Boulevard WB west of Prince Street	Basic	1,771	1,646	125	93%	1,794	1,634	160	91%	+23	-12	+35	-2%
72	Northern Blvd	WB	Northern Boulevard WB east of ramp to VWE SB and Whitestone Expressway WB	Diverge	1,771	1,646	125	93%	1,794	1,634	160	91%	+23	-12	+35	-2%
73	Northern Blvd	WB	Northern Boulevard WB west of ramp to VWE SB and Whitestone Expressway WB	Basic	1,106	1,018	88	92%	1,129	1,022	107	91%	+23	+4	+19	-2%
74	Northern Blvd	WB	Northern Boulevard WB east of off-ramp to Whitestone Expressway WB	Diverge	1,106	1,018	88	92%	1,129	1,022	107	91%	+23	+4	+19	-2%
75	Northern Blvd	WB	Northern Boulevard WB west of ramp to Marina Road	Basic	1,080	1,015	65	94%	1,170	1,097	73	94%	+90	+82	+8	-0%
76	Northern Blvd	WB	Northern Boulevard WB west of ramp from Marina Road	Diverge	1,099	1,038	61	94%	1,193	1,114	79	93%	+94	+76	+18	-1%

Notes:

[1] Segment is (Loc. ID 12, "GCP WB Outer north of ramp from Shea Road", Merge) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[2] Segment does not exist in Existing or No Action Conditions. New segment due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[3] Segment is (Loc. ID 17, "GCP WB at Exit 9E Weave/Shea Road", Weave) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

TABLE D-22
Queens Future
2030 CONDITIONS: NON-GAMEDAY WEEKDAY PM PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Weekday PM Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
1	GCP	WB	GCP WB north of ramp from LIE	Merge	5,467	5,411	56	99%	6,203	5,496	707	89%	+736	+85	+651	-10%
2	GCP	WB	GCP WB south of Hall of Science Bridge overpass	Basic	5,467	5,411	56	99%	6,203	5,496	707	89%	+736	+85	+651	-10%
3	GCP	WB	GCP WB south of Exit 9P	Diverge	5,467	5,411	56	99%	6,203	5,496	707	89%	+736	+85	+651	-10%
4	GCP	WB	GCP WB Inner north of Inner/Outer split	Basic	3,031	3,011	20	99%	3,031	2,717	314	90%	0	-294	+294	-10%
5	GCP	WB	GCP WB Inner south of Exit 9W	Diverge	3,031	3,011	20	99%	3,031	2,717	314	90%	0	-294	+294	-10%
6	GCP	WB	GCP WB Inner north of Exit 9W	Basic	2,237	2,228	9	100%	2,237	2,016	221	90%	0	-212	+212	-9%
7	GCP	WB	GCP WB Outer north of Inner/Outer split	Basic	1,940	1,909	31	98%	2,669	2,342	327	88%	+729	+433	+296	-11%
8	GCP	WB	GCP WB Outer north of ramp from Meridian Road	Merge	2,088	2,063	25	99%	2,815	2,469	346	88%	+727	+406	+321	-11%
9	GCP	WB	GCP WB Outer at Roosevelt Avenue overpass	Basic	2,088	2,063	25	99%	2,815	2,469	346	88%	+727	+406	+321	-11%
10	GCP	WB	GCP WB Outer south of Exit 9E	Diverge	2,088	2,063	25	99%	2,815	2,469	346	88%	+727	+406	+321	-11%
11	GCP	WB	GCP WB Outer north of Exit 9E	Basic	1,558	1,533	25	98%	1,557	1,355	202	87%	-1	-178	+177	-11%
12	GCP	WB	GCP WB at Northern Boulevard Overpass[1]	Basic[1]	1,702	1,681	21	99%	1,557	1,357	200	87%	-145	-324	+179	-12%
13	GCP	WB	GCP WB Outer south of ramp from Marina Road	Basic	1,702	1,681	21	99%	1,557	1,357	200	87%	-145	-324	+179	-12%
14	GCP	WB	GCP WB Outer north of ramp from Marina Road	Basic	4,063	4,020	43	99%	4,634	4,078	556	88%	+571	+58	+513	-11%
15	GCP	WB	GCP WB north of Inner/Outer merge	Basic	6,300	6,251	49	99%	6,871	6,104	767	89%	+571	-147	+718	-10%
16	GCP	WB	GCP WB at Marina Pedestrian Overpass	Basic	6,300	6,251	49	99%	6,871	6,104	767	89%	+571	-147	+718	-10%
77	GCP	WB	GCP WB south of Exit 9E[2]	Diverge[2]	-	-	-	-	1,258	1,097	161	87%	-	-	-	-
17	GCP	WB	GCP WB north of Exit 9E[3]	Basic[3]	596	596	0	100%	444	382	62	86%	-152	-214	+62	-14%
18	GCP	WB	GCP WB exit 9E ramp to Whitestone Expressway EB Outer	Merge	759	757	2	100%	1,046	715	331	68%	+287	-42	+329	-31%
19	GCP	EB	GCP EB east of Exit 8	Basic	6,789	6,746	43	99%	7,382	7,239	143	98%	+593	+493	+100	-1%
20	GCP	EB	GCP EB west of Exit 9E	Diverge	6,789	6,746	43	99%	7,382	7,239	143	98%	+593	+493	+100	-1%
21	GCP	EB	GCP EB south of Exit 9E	Basic	3,863	3,841	22	99%	3,863	3,788	75	98%	0	-53	+53	-1%
22	GCP	EB	GCP EB south of Exit 9E and ramp from Whitestone Expressway WB	Merge	4,395	4,364	31	99%	4,395	4,308	87	98%	0	-56	+56	-1%
23	GCP	EB	GCP EB north of ramp from Astoria Boulevard and 34th Avenue	Basic	4,395	4,364	31	99%	4,395	4,308	87	98%	0	-56	+56	-1%
24	GCP	EB	GCP EB south of ramp from Astoria Boulevard and 34th Avenue	Merge	5,618	5,581	37	99%	5,851	5,601	250	96%	+233	+20	+213	-4%
25	GCP	EB	GCP EB north of ramp from Hall of Science	Basic	5,618	5,584	34	99%	5,851	5,593	258	96%	+233	+9	+224	-4%
26	GCP	EB	GCP EB south of ramp from Hall of Science	Merge	5,746	5,717	29	99%	6,408	5,984	424	93%	+662	+267	+395	-6%
27	GCP	EB	GCP EB south of Hall of Science Bridge overpass	Basic	5,746	5,717	29	99%	6,408	5,984	424	93%	+662	+267	+395	-6%
28	GCP	EB	GCP EB north of ramp to LIE	Diverge	5,746	5,717	29	99%	6,408	5,984	424	93%	+662	+267	+395	-6%
29	GCP	EB	GCP EB ramp to Whitestone Expressway EB Outer (Exit 9E)	Basic	2,926	2,898	28	99%	3,519	3,437	82	98%	+593	+539	+54	-1%
30	VWE	NB	VWE NB north of ramp from College Point Boulevard	Basic	4,297	4,192	105	98%	4,341	4,235	106	98%	+44	+43	+1	+0%
31	VWE	NB	VWE NB south of Exit 13	Diverge	4,297	4,192	105	98%	4,341	4,235	106	98%	+44	+43	+1	+0%
32	VWE	NB	VWE NB north of Exit 13	Basic	3,139	3,044	95	97%	3,139	3,049	90	97%	0	+5	-5	+0%
33	VWE	NB	VWE NB ramp to Northern Boulevard and Whitestone Expressway WB (exit 13)	Diverge	1,158	1,135	23	98%	1,202	1,170	32	97%	+44	+35	+9	-1%
34	VWE	NB	VWE NB south of Exit 14	Diverge	3,139	3,044	95	97%	3,139	3,049	90	97%	0	+5	-5	+0%
35	VWE	NB	VWE NB ramp to Whitestone Expressway EB	Basic	2,120	2,062	58	97%	2,120	2,062	58	97%	0	0	0	0%
36	VWE	SB	VWE SB ramp from Whitestone Expressway WB	Basic	3,206	3,206	0	100%	3,206	3,189	17	99%	0	-17	+17	-1%
37	VWE	SB	VWE SB ramp from Whitestone Expressway EB and Northern Boulevard WB	Merge	1,593	1,545	48	97%	1,625	1,537	88	95%	+32	-8	+40	-2%
38	VWE	SB	VWE SB south of ramps from Whitestone Expressway and Northern Boulevard	Merge	4,799	4,753	46	99%	4,831	4,724	107	98%	+32	-29	+61	-1%
39	VWE	SB	VWE SB north of ramp to College Point Boulevard	Basic	4,799	4,753	46	99%	4,831	4,724	107	98%	+32	-29	+61	-1%
40	Whitestone Exp	EB	Astoria Boulevard EB ramp to Whitestone Expressway EB Inner	Basic	1,269	1,281	-12	101%	1,269	1,280	-11	101%	0	-1	+1	-0%
41	Whitestone Exp	EB	Whitestone Expressway EB Inner east of ramps from Astoria Boulevard and Northern B	Merge	1,798	1,779	19	99%	1,798	1,779	19	99%	0	0	0	0%
42	Whitestone Exp	EB	Whitestone Expressway EB Inner west of ramp from Whitestone Expressway EB Outer	Basic	655	603	52	92%	655	603	52	92%	0	0	0	0%
43	Whitestone Exp	EB	Whitestone Expressway EB west of ramp to VWE SB	Weave	4,797	4,762	35	99%	5,041	4,753	288	94%	+244	-9	+253	-5%
44	Whitestone Exp	EB	Whitestone Expressway EB south of Exit 14	Diverge	3,865	3,840	25	99%	4,077	3,839	238	94%	+212	-1	+213	-5%
45	Whitestone Exp	EB	Whitestone Expressway EB south of ramp from VWE NB	Basic	2,454	2,428	26	99%	2,666	2,495	171	94%	+212	+67	+145	-5%
46	Whitestone Exp	EB	Astoria Boulevard EB and GCP EB ramp to Whitestone Expressway EB Outer	Basic	3,198	3,181	17	99%	3,833	3,747	86	98%	+635	+566	+69	-2%
47	Whitestone Exp	EB	Whitestone Expressway EB Outer west of split to Inner/Northern Boulevard EB	Weave	3,957	3,935	22	99%	4,879	4,453	426	91%	+922	+518	+404	-8%
48	Whitestone Exp	EB	Whitestone Expressway EB Outer ramp to Whitestone Expressway EB	Basic	2,999	2,980	19	99%	3,243	2,959	284	91%	+244	-21	+265	-8%
49	Whitestone Exp	WB	Whitestone Expressway WB north of ramp from Service Road/Linden Place	Basic	5,412	5,407	5	100%	5,644	5,610	34	99%	+232	+203	+29	-1%
50	Whitestone Exp	WB	Whitestone Expressway WB north of ramp to VWE SB	Weave	6,511	6,534	-23	100%	6,743	6,717	26	100%	+232	+183	+49	-1%

TABLE D-22
Queens Future
2030 CONDITIONS: NON-GAMEDAY WEEKDAY PM PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Weekday PM Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
51	Whitestone Exp	WB	Whitestone Expressway WB south of ramp to VWE SB	Basic	3,305	3,321	-16	100%	3,537	3,498	39	99%	+232	+177	+55	-2%
52	Whitestone Exp	WB	Whitestone Expressway WB north of Exit 13D	Diverge	3,305	3,321	-16	100%	3,537	3,498	39	99%	+232	+177	+55	-2%
53	Whitestone Exp	WB	Whitestone Expressway WB south of Exit 13D	Basic	2,706	2,718	-12	100%	2,706	2,684	22	99%	0	-34	+34	-1%
54	Whitestone Exp	WB	Whitestone Expressway WB east of Exit 13A/13B-C Split	Diverge	2,706	2,718	-12	100%	2,706	2,684	22	99%	0	-34	+34	-1%
55	Whitestone Exp	WB	Whitestone Expressway WB Exit 13B-C Ramp	Basic	2,104	2,116	-12	101%	2,104	2,093	11	99%	0	-23	+23	-1%
56	Whitestone Exp	WB	Whitestone Expressway WB west of ramp from Northern Expressway/VWE NB	Basic	2,759	2,719	40	99%	2,759	2,696	63	98%	0	-23	+23	-1%
57	Whitestone Exp	WB	Whitestone Expressway WB east of GCP EB/WB Split	Diverge	2,759	2,719	40	99%	2,759	2,696	63	98%	0	-23	+23	-1%
58	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP EB	Basic	532	523	9	98%	532	518	14	97%	0	-5	+5	-1%
59	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP WB	Basic	2,227	2,195	32	99%	2,227	2,178	49	98%	0	-17	+17	-1%
60	Whitestone Exp	WB	GCP WB Outer ramp from Whitestone Expressway WB and Marina Road	Merge	2,361	2,337	24	99%	3,077	2,718	359	88%	+716	+381	+335	-11%
61	Astoria Blvd	EB	Astoria Boulevard ramp to GCP EB and Whitestone Expressway EB Outer	Diverge	722	728	-6	101%	764	767	-3	100%	+42	+39	+3	-0%
62	Astoria Blvd	EB	Astoria Boulevard and 34th Avenue ramp to GCP EB	Merge	1,223	1,212	11	99%	1,456	1,301	155	89%	+233	+89	+144	-10%
63	Astoria Blvd	WB	Whitestone Expressway WB ramp to Astoria Boulevard (exit 13A)	Basic	602	596	6	99%	602	590	12	98%	0	-6	+6	-1%
64	Astoria Blvd	WB	Whitestone Expressway WB and Northern Boulevard WB ramp to Astoria Boulevard	Basic	931	916	15	98%	967	934	33	97%	+36	+18	+18	-2%
65	Northern Blvd	EB	Northern Boulevard EB east of 114th Street	Basic	1,116	1,103	13	99%	1,207	1,191	16	99%	+91	+88	+3	-0%
66	Northern Blvd	EB	Northern Boulevard EB west of ramp to Whitestone Expressway EB	Diverge	1,116	1,103	13	99%	1,207	1,191	16	99%	+91	+88	+3	-0%
67	Northern Blvd	EB	Northern Boulevard EB east of ramp to Whitestone Expressway EB	Basic	587	583	4	99%	678	671	7	99%	+91	+88	+3	-0%
68	Northern Blvd	EB	Northern Boulevard EB west of ramp to Seaver Way	Diverge	587	583	4	99%	678	671	7	99%	+91	+88	+3	-0%
69	Northern Blvd	EB	Northern Boulevard EB west of ramp from VWE NB	Basic	1,172	1,137	35	97%	1,262	1,175	87	93%	+90	+38	+52	-4%
70	Northern Blvd	EB	Northern Boulevard EB east of ramp from VWE NB	Basic	1,957	1,885	72	96%	2,047	1,931	116	94%	+90	+46	+44	-2%
71	Northern Blvd	WB	Northern Boulevard WB west of Prince Street	Basic	1,787	1,634	153	91%	1,858	1,710	148	92%	+71	+76	-5	+1%
72	Northern Blvd	WB	Northern Boulevard WB east of ramp to VWE SB and Whitestone Expressway WB	Diverge	1,787	1,634	153	91%	1,858	1,710	148	92%	+71	+76	-5	+1%
73	Northern Blvd	WB	Northern Boulevard WB west of ramp to VWE SB and Whitestone Expressway WB	Basic	1,060	963	97	91%	1,131	1,034	97	91%	+71	+71	0	+1%
74	Northern Blvd	WB	Northern Boulevard WB east of off-ramp to Whitestone Expressway WB	Diverge	1,060	963	97	91%	1,131	1,034	97	91%	+71	+71	0	+1%
75	Northern Blvd	WB	Northern Boulevard WB west of ramp to Marina Road	Basic	1,232	1,183	49	96%	1,339	1,264	75	94%	+107	+81	+26	-2%
76	Northern Blvd	WB	Northern Boulevard WB west of ramp from Marina Road	Diverge	1,258	1,212	46	96%	1,372	1,293	79	94%	+114	+81	+33	-2%

Notes:

[1] Segment is (Loc. ID 12, "GCP WB Outer north of ramp from Shea Road", Merge) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[2] Segment does not exist in Existing or No Action Conditions. New segment due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[3] Segment is (Loc. ID 17, "GCP WB at Exit 9E Weave/Shea Road", Weave) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

TABLE D-23
Queens Future
2030 CONDITIONS: NON-GAMEDAY SATURDAY PM PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Saturday PM Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
1	GCP	WB	GCP WB north of ramp from LIE	Merge	4,966	4,942	24	100%	5,721	5,611	110	98%	+755	+669	+86	-1%
2	GCP	WB	GCP WB south of Hall of Science Bridge overpass	Basic	4,966	4,942	24	100%	5,721	5,611	110	98%	+755	+669	+86	-1%
3	GCP	WB	GCP WB south of Exit 9P	Diverge	4,966	4,942	24	100%	5,721	5,611	110	98%	+755	+669	+86	-1%
4	GCP	WB	GCP WB Inner north of Inner/Outer split	Basic	2,656	2,651	5	100%	2,656	2,619	37	99%	0	-32	+32	-1%
5	GCP	WB	GCP WB Inner south of Exit 9W	Diverge	2,656	2,651	5	100%	2,656	2,619	37	99%	0	-32	+32	-1%
6	GCP	WB	GCP WB Inner north of Exit 9W	Basic	1,914	1,911	3	100%	1,914	1,890	24	99%	0	-21	+21	-1%
7	GCP	WB	GCP WB Outer north of Inner/Outer split	Basic	1,969	1,951	18	99%	2,722	2,624	98	96%	+753	+673	+80	-3%
8	GCP	WB	GCP WB Outer north of ramp from Meridian Road	Merge	2,035	2,011	24	99%	2,788	2,675	113	96%	+753	+664	+89	-3%
9	GCP	WB	GCP WB Outer at Roosevelt Avenue overpass	Basic	2,035	2,011	24	99%	2,788	2,675	113	96%	+753	+664	+89	-3%
10	GCP	WB	GCP WB Outer south of Exit 9E	Diverge	2,035	2,011	24	99%	2,788	2,675	113	96%	+753	+664	+89	-3%
11	GCP	WB	GCP WB Outer north of Exit 9E	Basic	1,608	1,578	30	98%	1,608	1,530	78	95%	0	-48	+48	-3%
12	GCP	WB	GCP WB at Northern Boulevard Overpass[1]	Basic[1]	1,890	1,859	31	98%	1,608	1,532	76	95%	-282	-327	+45	-3%
13	GCP	WB	GCP WB Outer south of ramp from Marina Road	Basic	1,890	1,859	31	98%	1,608	1,532	76	95%	-282	-327	+45	-3%
14	GCP	WB	GCP WB Outer north of ramp from Marina Road	Basic	4,134	4,107	27	99%	4,719	4,594	125	97%	+585	+487	+98	-2%
15	GCP	WB	GCP WB north of Inner/Outer merge	Basic	6,048	6,019	29	100%	6,633	6,489	144	98%	+585	+470	+115	-2%
16	GCP	WB	GCP WB at Marina Pedestrian Overpass	Basic	6,048	6,019	29	100%	6,633	6,489	144	98%	+585	+470	+115	-2%
77	GCP	WB	GCP WB south of Exit 9E[2]	Diverge[2]	-	-	-	-	1,180	1,125	55	95%	-	-	-	-
17	GCP	WB	GCP WB north of Exit 9E[3]	Basic[3]	340	347	-7	102%	349	337	12	97%	+9	-10	+19	-5%
18	GCP	WB	GCP WB exit 9E ramp to Whitestone Expressway EB Outer	Merge	449	453	-4	101%	677	646	31	95%	+228	+193	+35	-5%
19	GCP	EB	GCP EB east of Exit 8	Basic	5,710	5,667	43	99%	6,433	6,391	42	99%	+723	+724	-1	+0%
20	GCP	EB	GCP EB west of Exit 9E	Diverge	5,710	5,667	43	99%	6,433	6,391	42	99%	+723	+724	-1	+0%
21	GCP	EB	GCP EB south of Exit 9E	Basic	3,543	3,538	5	100%	3,543	3,530	13	100%	0	-8	+8	-0%
22	GCP	EB	GCP EB south of Exit 9E and ramp from Whitestone Expressway WB	Merge	4,106	4,097	9	100%	4,106	4,090	16	100%	0	-7	+7	-0%
23	GCP	EB	GCP EB north of ramp from Astoria Boulevard and 34th Avenue	Basic	4,106	4,097	9	100%	4,106	4,090	16	100%	0	-7	+7	-0%
24	GCP	EB	GCP EB south of ramp from Astoria Boulevard and 34th Avenue	Merge	5,291	5,283	8	100%	5,503	5,496	7	100%	+212	+213	-1	+0%
25	GCP	EB	GCP EB north of ramp from Hall of Science	Basic	5,291	5,285	6	100%	5,503	5,496	7	100%	+212	+211	+1	-0%
26	GCP	EB	GCP EB south of ramp from Hall of Science	Merge	5,392	5,388	4	100%	5,995	5,947	48	99%	+603	+559	+44	-1%
27	GCP	EB	GCP EB south of Hall of Science Bridge overpass	Basic	5,392	5,388	4	100%	5,995	5,947	48	99%	+603	+559	+44	-1%
28	GCP	EB	GCP EB north of ramp to LIE	Diverge	5,392	5,388	4	100%	5,995	5,947	48	99%	+603	+559	+44	-1%
29	GCP	EB	GCP EB ramp to Whitestone Expressway EB Outer (Exit 9E)	Basic	2,167	2,128	39	98%	2,890	2,856	34	99%	+723	+728	-5	+1%
30	VWE	NB	VWE NB north of ramp from College Point Boulevard	Basic	3,910	3,803	107	97%	3,927	3,818	109	97%	+17	+15	+2	-0%
31	VWE	NB	VWE NB south of Exit 13	Diverge	3,910	3,803	107	97%	3,927	3,818	109	97%	+17	+15	+2	-0%
32	VWE	NB	VWE NB north of Exit 13	Basic	2,764	2,680	84	97%	2,764	2,677	87	97%	0	-3	+3	-0%
33	VWE	NB	VWE NB ramp to Northern Boulevard and Whitestone Expressway WB (exit 13)	Diverge	1,146	1,124	22	98%	1,163	1,141	22	98%	+17	+17	0	+0%
34	VWE	NB	VWE NB south of Exit 14	Diverge	2,764	2,680	84	97%	2,764	2,677	87	97%	0	-3	+3	-0%
35	VWE	NB	VWE NB ramp to Whitestone Expressway EB	Basic	2,192	2,124	68	97%	2,192	2,122	70	97%	0	-2	+2	-0%
36	VWE	SB	VWE SB ramp from Whitestone Expressway WB	Basic	3,006	3,003	3	100%	3,006	3,005	1	100%	0	+2	-2	+0%
37	VWE	SB	VWE SB ramp from Whitestone Expressway EB and Northern Boulevard WB	Merge	1,115	1,116	-1	100%	1,128	1,125	3	100%	+13	+9	+4	-0%
38	VWE	SB	VWE SB south of ramps from Whitestone Expressway and Northern Boulevard	Merge	4,121	4,120	1	100%	4,134	4,131	3	100%	+13	+11	+2	-0%
39	VWE	SB	VWE SB north of ramp to College Point Boulevard	Basic	4,121	4,120	1	100%	4,134	4,131	3	100%	+13	+11	+2	-0%
40	Whitestone Exp	EB	Astoria Boulevard EB ramp to Whitestone Expressway EB Inner	Basic	462	447	15	97%	462	448	14	97%	0	+1	-1	+0%
41	Whitestone Exp	EB	Whitestone Expressway EB Inner east of ramps from Astoria Boulevard and Northern B	Merge	824	801	23	97%	824	796	28	97%	0	-5	+5	-1%
42	Whitestone Exp	EB	Whitestone Expressway EB Inner west of ramp from Whitestone Expressway EB Outer	Basic	868	844	24	97%	868	847	21	98%	0	+3	-3	+0%
43	Whitestone Exp	EB	Whitestone Expressway EB west of ramp to VWE SB	Weave	2,737	2,683	54	98%	2,947	2,878	69	98%	+210	+195	+15	-0%
44	Whitestone Exp	EB	Whitestone Expressway EB south of Exit 14	Diverge	2,136	2,089	47	98%	2,333	2,275	58	98%	+197	+186	+11	-0%
45	Whitestone Exp	EB	Whitestone Expressway EB south of ramp from VWE NB	Basic	1,449	1,422	27	98%	1,646	1,604	42	97%	+197	+182	+15	-1%
46	Whitestone Exp	EB	Astoria Boulevard EB and GCP EB ramp to Whitestone Expressway EB Outer	Basic	2,282	2,246	36	98%	3,040	3,009	31	99%	+758	+763	-5	+1%
47	Whitestone Exp	EB	Whitestone Expressway EB Outer west of split to Inner/Northern Boulevard EB	Weave	2,731	2,702	29	99%	3,717	3,656	61	98%	+986	+954	+32	-1%
48	Whitestone Exp	EB	Whitestone Expressway EB Outer ramp to Whitestone Expressway EB	Basic	1,913	1,878	35	98%	2,123	2,082	41	98%	+210	+204	+6	-0%
49	Whitestone Exp	WB	Whitestone Expressway WB north of ramp from Service Road/Linden Place	Basic	4,898	4,884	14	100%	5,143	5,132	11	100%	+245	+248	-3	+0%
50	Whitestone Exp	WB	Whitestone Expressway WB north of ramp to VWE SB	Weave	5,598	5,607	-9	100%	5,843	5,852	-9	100%	+245	+245	0	-0%

TABLE D-23
Queens Future
2030 CONDITIONS: NON-GAMEDAY SATURDAY PM PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Saturday PM Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
51	Whitestone Exp	WB	Whitestone Expressway WB south of ramp to VWE SB	Basic	2,592	2,599	-7	100%	2,837	2,844	-7	100%	+245	+245	0	-0%
52	Whitestone Exp	WB	Whitestone Expressway WB north of Exit 13D	Diverge	2,592	2,599	-7	100%	2,837	2,844	-7	100%	+245	+245	0	-0%
53	Whitestone Exp	WB	Whitestone Expressway WB south of Exit 13D	Basic	2,114	2,122	-8	100%	2,114	2,124	-10	100%	0	+2	-2	+0%
54	Whitestone Exp	WB	Whitestone Expressway WB east of Exit 13A/13B-C Split	Diverge	2,114	2,122	-8	100%	2,114	2,124	-10	100%	0	+2	-2	+0%
55	Whitestone Exp	WB	Whitestone Expressway WB Exit 13B-C Ramp	Basic	1,833	1,845	-12	101%	1,833	1,845	-12	101%	0	0	0	0%
56	Whitestone Exp	WB	Whitestone Expressway WB west of ramp from Northern Expressway/VWE NB	Basic	2,701	2,689	12	100%	2,701	2,692	9	100%	0	+3	-3	+0%
57	Whitestone Exp	WB	Whitestone Expressway WB east of GCP EB/WB Split	Diverge	2,701	2,689	12	100%	2,701	2,692	9	100%	0	+3	-3	+0%
58	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP EB	Basic	563	559	4	99%	563	563	0	100%	0	+4	-4	+1%
59	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP WB	Basic	2,138	2,127	11	99%	2,138	2,131	7	100%	0	+4	-4	+0%
60	Whitestone Exp	WB	GCP WB Outer ramp from Whitestone Expressway WB and Marina Road	Merge	2,244	2,247	-3	100%	3,111	3,065	46	99%	+867	+818	+49	-2%
61	Astoria Blvd	EB	Astoria Boulevard ramp to GCP EB and Whitestone Expressway EB Outer	Diverge	439	438	1	100%	474	473	1	100%	+35	+35	0	+0%
62	Astoria Blvd	EB	Astoria Boulevard and 34th Avenue ramp to GCP EB	Merge	1,185	1,187	-2	100%	1,397	1,401	-4	100%	+212	+214	-2	+0%
63	Astoria Blvd	WB	Whitestone Expressway WB ramp to Astoria Boulevard (exit 13A)	Basic	281	276	5	98%	281	277	4	99%	0	+1	-1	+0%
64	Astoria Blvd	WB	Whitestone Expressway WB and Northern Boulevard WB ramp to Astoria Boulevard	Basic	635	627	8	99%	665	656	9	99%	+30	+29	+1	-0%
65	Northern Blvd	EB	Northern Boulevard EB east of 114th Street	Basic	716	709	7	99%	784	779	5	99%	+68	+70	-2	+0%
66	Northern Blvd	EB	Northern Boulevard EB west of ramp to Whitestone Expressway EB	Diverge	716	709	7	99%	784	779	5	99%	+68	+70	-2	+0%
67	Northern Blvd	EB	Northern Boulevard EB east of ramp to Whitestone Expressway EB	Basic	354	358	-4	101%	422	430	-8	102%	+68	+72	-4	+1%
68	Northern Blvd	EB	Northern Boulevard EB west of ramp to Seaver Way	Diverge	354	358	-4	101%	422	430	-8	102%	+68	+72	-4	+1%
69	Northern Blvd	EB	Northern Boulevard EB west of ramp from VWE NB	Basic	898	897	1	100%	964	962	2	100%	+66	+65	+1	-0%
70	Northern Blvd	EB	Northern Boulevard EB east of ramp from VWE NB	Basic	1,536	1,525	11	99%	1,602	1,588	14	99%	+66	+63	+3	-0%
71	Northern Blvd	WB	Northern Boulevard WB west of Prince Street	Basic	1,484	1,467	17	99%	1,513	1,493	20	99%	+29	+26	+3	-0%
72	Northern Blvd	WB	Northern Boulevard WB east of ramp to VWE SB and Whitestone Expressway WB	Diverge	1,484	1,467	17	99%	1,513	1,493	20	99%	+29	+26	+3	-0%
73	Northern Blvd	WB	Northern Boulevard WB west of ramp to VWE SB and Whitestone Expressway WB	Basic	933	909	24	97%	962	937	25	97%	+29	+28	+1	-0%
74	Northern Blvd	WB	Northern Boulevard WB east of off-ramp to Whitestone Expressway WB	Diverge	933	909	24	97%	962	937	25	97%	+29	+28	+1	-0%
75	Northern Blvd	WB	Northern Boulevard WB west of ramp to Marina Road	Basic	970	961	9	99%	1,068	1,067	1	100%	+98	+106	-8	+1%
76	Northern Blvd	WB	Northern Boulevard WB west of ramp from Marina Road	Diverge	984	975	9	99%	1,090	1,089	1	100%	+106	+114	-8	+1%

Notes:

[1] Segment is (Loc. ID 12, "GCP WB Outer north of ramp from Shea Road", Merge) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[2] Segment does not exist in Existing or No Action Conditions. New segment due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[3] Segment is (Loc. ID 17, "GCP WB at Exit 9E Weave/Shea Road", Weave) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

TABLE D-24
Queens Future
2030 CONDITIONS: GAMEDAY WEEKDAY PM PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Weekday PM Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
1	GCP	WB	GCP WB north of ramp from LIE	Merge	5,388	5,369	19	100%	6,117	5,515	602	90%	+729	+146	+583	-9%
2	GCP	WB	GCP WB south of Hall of Science Bridge overpass	Basic	5,388	5,369	19	100%	6,117	5,515	602	90%	+729	+146	+583	-9%
3	GCP	WB	GCP WB south of Exit 9P	Diverge	5,388	5,369	19	100%	6,117	5,515	602	90%	+729	+146	+583	-9%
4	GCP	WB	GCP WB Inner north of Inner/Outer split	Basic	2,848	2,844	4	100%	2,848	2,584	264	91%	0	-260	+260	-9%
5	GCP	WB	GCP WB Inner south of Exit 9W	Diverge	2,848	2,844	4	100%	2,848	2,584	264	91%	0	-260	+260	-9%
6	GCP	WB	GCP WB Inner north of Exit 9W	Basic	2,095	2,096	-1	100%	2,095	1,909	186	91%	0	-187	+187	-9%
7	GCP	WB	GCP WB Outer north of Inner/Outer split	Basic	2,009	1,996	13	99%	2,494	2,229	265	89%	+485	+233	+252	-10%
8	GCP	WB	GCP WB Outer north of ramp from Meridian Road	Merge	2,128	2,112	16	99%	2,608	2,343	265	90%	+480	+231	+249	-9%
9	GCP	WB	GCP WB Outer at Roosevelt Avenue overpass	Basic	2,128	2,112	16	99%	2,608	2,343	265	90%	+480	+231	+249	-9%
10	GCP	WB	GCP WB Outer south of Exit 9E	Diverge	2,128	2,112	16	99%	2,608	2,343	265	90%	+480	+231	+249	-9%
11	GCP	WB	GCP WB Outer north of Exit 9E	Basic	1,361	1,344	17	99%	1,360	1,223	137	90%	-1	-121	+120	-9%
12	GCP	WB	GCP WB at Northern Boulevard Overpass[1]	Basic[1]	1,502	1,484	18	99%	1,360	1,222	138	90%	-142	-262	+120	-9%
13	GCP	WB	GCP WB Outer south of ramp from Marina Road	Basic	1,502	1,484	18	99%	1,360	1,222	138	90%	-142	-262	+120	-9%
14	GCP	WB	GCP WB Outer north of ramp from Marina Road	Basic	4,127	4,085	42	99%	4,692	4,059	633	87%	+565	-26	+591	-12%
15	GCP	WB	GCP WB north of Inner/Outer merge	Basic	6,222	6,182	40	99%	6,787	5,979	808	88%	+565	-203	+768	-11%
16	GCP	WB	GCP WB at Marina Pedestrian Overpass	Basic	6,222	6,182	40	99%	6,787	5,979	808	88%	+565	-203	+768	-11%
77	GCP	WB	GCP WB south of Exit 9E[2]	Diverge[2]	-	-	-	-	1,248	1,122	126	90%	-	-	-	-
17	GCP	WB	GCP WB north of Exit 9E[3]	Basic[3]	608	586	22	96%	356	322	34	90%	-252	-264	+12	-6%
18	GCP	WB	GCP WB exit 9E ramp to Whitestone Expressway EB Outer	Merge	794	755	39	95%	1,080	959	121	89%	+286	+204	+82	-6%
19	GCP	EB	GCP EB east of Exit 8	Basic	6,730	6,613	117	98%	7,322	7,284	38	99%	+592	+671	-79	+1%
20	GCP	EB	GCP EB west of Exit 9E	Diverge	6,730	6,613	117	98%	7,322	7,284	38	99%	+592	+671	-79	+1%
21	GCP	EB	GCP EB south of Exit 9E	Basic	3,574	3,527	47	99%	3,574	3,555	19	99%	0	+28	-28	+1%
22	GCP	EB	GCP EB south of Exit 9E and ramp from Whitestone Expressway WB	Merge	4,107	4,052	55	99%	4,107	4,004	103	97%	0	-48	+48	-1%
23	GCP	EB	GCP EB north of ramp from Astoria Boulevard and 34th Avenue	Basic	4,107	4,052	55	99%	4,107	4,004	103	97%	0	-48	+48	-1%
24	GCP	EB	GCP EB south of ramp from Astoria Boulevard and 34th Avenue	Merge	5,537	5,467	70	99%	5,752	5,496	256	96%	+215	+29	+186	-3%
25	GCP	EB	GCP EB north of ramp from Hall of Science	Basic	5,537	5,470	67	99%	5,752	5,479	273	95%	+215	+9	+206	-4%
26	GCP	EB	GCP EB south of ramp from Hall of Science	Merge	5,720	5,651	69	99%	6,367	5,977	390	94%	+647	+326	+321	-5%
27	GCP	EB	GCP EB south of Hall of Science Bridge overpass	Basic	5,720	5,651	69	99%	6,367	5,977	390	94%	+647	+326	+321	-5%
28	GCP	EB	GCP EB north of ramp to LIE	Diverge	5,720	5,651	69	99%	6,367	5,977	390	94%	+647	+326	+321	-5%
29	GCP	EB	GCP EB ramp to Whitestone Expressway EB Outer (Exit 9E)	Basic	3,156	3,077	79	97%	3,748	3,724	24	99%	+592	+647	-55	+2%
30	VWE	NB	VWE NB north of ramp from College Point Boulevard	Basic	4,425	4,301	124	97%	4,469	4,341	128	97%	+44	+40	+4	-0%
31	VWE	NB	VWE NB south of Exit 13	Diverge	4,425	4,301	124	97%	4,469	4,341	128	97%	+44	+40	+4	-0%
32	VWE	NB	VWE NB north of Exit 13	Basic	3,173	3,073	100	97%	3,173	3,070	103	97%	0	-3	+3	-0%
33	VWE	NB	VWE NB ramp to Northern Boulevard and Whitestone Expressway WB (exit 13)	Diverge	1,252	1,216	36	97%	1,296	1,259	37	97%	+44	+43	+1	+0%
34	VWE	NB	VWE NB south of Exit 14	Diverge	3,173	3,073	100	97%	3,173	3,070	103	97%	0	-3	+3	-0%
35	VWE	NB	VWE NB ramp to Whitestone Expressway EB	Basic	2,403	2,333	70	97%	2,403	2,328	75	97%	0	-5	+5	-0%
36	VWE	SB	VWE SB ramp from Whitestone Expressway WB	Basic	3,139	3,142	-3	100%	3,139	2,546	593	81%	0	-596	+596	-19%
37	VWE	SB	VWE SB ramp from Whitestone Expressway EB and Northern Boulevard WB	Merge	1,553	1,492	61	96%	1,582	1,532	50	97%	+29	+40	-11	+1%
38	VWE	SB	VWE SB south of ramps from Whitestone Expressway and Northern Boulevard	Merge	4,692	4,633	59	99%	4,721	4,078	643	86%	+29	-555	+584	-12%
39	VWE	SB	VWE SB north of ramp to College Point Boulevard	Basic	4,692	4,633	59	99%	4,721	4,078	643	86%	+29	-555	+584	-12%
40	Whitestone Exp	EB	Astoria Boulevard EB ramp to Whitestone Expressway EB Inner	Basic	1,502	1,500	2	100%	1,502	1,493	9	99%	0	-7	+7	-0%
41	Whitestone Exp	EB	Whitestone Expressway EB Inner east of ramps from Astoria Boulevard and Northern B	Merge	2,053	2,015	38	98%	2,053	2,002	51	98%	0	-13	+13	-1%
42	Whitestone Exp	EB	Whitestone Expressway EB Inner west of ramp from Whitestone Expressway EB Outer	Basic	746	686	60	92%	746	694	52	93%	0	+8	-8	+1%
43	Whitestone Exp	EB	Whitestone Expressway EB west of ramp to VWE SB	Weave	4,954	4,801	153	97%	5,191	5,056	135	97%	+237	+255	-18	+0%
44	Whitestone Exp	EB	Whitestone Expressway EB south of Exit 14	Diverge	4,063	3,936	127	97%	4,271	4,154	117	97%	+208	+218	-10	+0%
45	Whitestone Exp	EB	Whitestone Expressway EB south of ramp from VWE NB	Basic	2,841	2,750	91	97%	3,049	2,958	91	97%	+208	+208	0	+0%
46	Whitestone Exp	EB	Astoria Boulevard EB and GCP EB ramp to Whitestone Expressway EB Outer	Basic	3,401	3,309	92	97%	4,036	4,014	22	99%	+635	+705	-70	+2%
47	Whitestone Exp	EB	Whitestone Expressway EB Outer west of split to Inner/Northern Boulevard EB	Weave	4,195	4,024	171	96%	5,116	4,966	150	97%	+921	+942	-21	+1%
48	Whitestone Exp	EB	Whitestone Expressway EB Outer ramp to Whitestone Expressway EB	Basic	2,901	2,780	121	96%	3,138	3,046	92	97%	+237	+266	-29	+1%
49	Whitestone Exp	WB	Whitestone Expressway WB north of ramp from Service Road/Linden Place	Basic	6,003	5,989	14	100%	6,235	5,044	1,191	81%	+232	-945	+1177	-19%
50	Whitestone Exp	WB	Whitestone Expressway WB north of ramp to VWE SB	Weave	7,117	7,125	-8	100%	7,349	6,022	1,327	82%	+232	-1103	+1335	-18%

TABLE D-24
Queens Future
2030 CONDITIONS: GAMEDAY WEEKDAY PM PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Weekday PM Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
51	Whitestone Exp	WB	Whitestone Expressway WB south of ramp to VWE SB	Basic	3,978	3,983	-5	100%	4,210	3,401	809	81%	+232	-582	+814	-19%
52	Whitestone Exp	WB	Whitestone Expressway WB north of Exit 13D	Diverge	3,978	3,983	-5	100%	4,210	3,401	809	81%	+232	-582	+814	-19%
53	Whitestone Exp	WB	Whitestone Expressway WB south of Exit 13D	Basic	3,045	3,044	1	100%	3,045	2,447	598	80%	0	-597	+597	-20%
54	Whitestone Exp	WB	Whitestone Expressway WB east of Exit 13A/13B-C Split	Diverge	3,045	3,044	1	100%	3,045	2,447	598	80%	0	-597	+597	-20%
55	Whitestone Exp	WB	Whitestone Expressway WB Exit 13B-C Ramp	Basic	2,240	2,245	-5	100%	2,240	1,810	430	81%	0	-435	+435	-19%
56	Whitestone Exp	WB	Whitestone Expressway WB west of ramp from Northern Expressway/VWE NB	Basic	2,986	2,930	56	98%	2,986	2,504	482	84%	0	-426	+426	-14%
57	Whitestone Exp	WB	Whitestone Expressway WB east of GCP EB/WB Split	Diverge	2,986	2,930	56	98%	2,986	2,504	482	84%	0	-426	+426	-14%
58	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP EB	Basic	533	521	12	98%	533	450	83	84%	0	-71	+71	-13%
59	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP WB	Basic	2,453	2,411	42	98%	2,453	2,059	394	84%	0	-352	+352	-14%
60	Whitestone Exp	WB	GCP WB Outer ramp from Whitestone Expressway WB and Marina Road	Merge	2,625	2,598	27	99%	3,332	2,834	498	85%	+707	+236	+471	-14%
61	Astoria Blvd	EB	Astoria Boulevard ramp to GCP EB and Whitestone Expressway EB Outer	Diverge	904	897	7	99%	946	934	12	99%	+42	+37	+5	-0%
62	Astoria Blvd	EB	Astoria Boulevard and 34th Avenue ramp to GCP EB	Merge	1,430	1,415	15	99%	1,645	1,500	145	91%	+215	+85	+130	-8%
63	Astoria Blvd	WB	Whitestone Expressway WB ramp to Astoria Boulevard (exit 13A)	Basic	805	801	4	100%	805	631	174	78%	0	-170	+170	-21%
64	Astoria Blvd	WB	Whitestone Expressway WB and Northern Boulevard WB ramp to Astoria Boulevard	Basic	1,025	1,019	6	99%	1,059	858	201	81%	+34	-161	+195	-18%
65	Northern Blvd	EB	Northern Boulevard EB east of 114th Street	Basic	1,198	1,181	17	99%	1,289	1,266	23	98%	+91	+85	+6	-0%
66	Northern Blvd	EB	Northern Boulevard EB west of ramp to Whitestone Expressway EB	Diverge	1,198	1,181	17	99%	1,289	1,266	23	98%	+91	+85	+6	-0%
67	Northern Blvd	EB	Northern Boulevard EB east of ramp to Whitestone Expressway EB	Basic	647	638	9	99%	738	731	7	99%	+91	+93	-2	+0%
68	Northern Blvd	EB	Northern Boulevard EB west of ramp to Seaver Way	Diverge	647	638	9	99%	738	731	7	99%	+91	+93	-2	+0%
69	Northern Blvd	EB	Northern Boulevard EB west of ramp from VWE NB	Basic	1,247	1,164	83	93%	1,337	1,232	105	92%	+90	+68	+22	-1%
70	Northern Blvd	EB	Northern Boulevard EB east of ramp from VWE NB	Basic	2,095	1,954	141	93%	2,185	2,006	179	92%	+90	+52	+38	-1%
71	Northern Blvd	WB	Northern Boulevard WB west of Prince Street	Basic	1,773	1,635	138	92%	1,877	1,750	127	93%	+104	+115	-11	+1%
72	Northern Blvd	WB	Northern Boulevard WB east of ramp to VWE SB and Whitestone Expressway WB	Diverge	1,773	1,635	138	92%	1,877	1,750	127	93%	+104	+115	-11	+1%
73	Northern Blvd	WB	Northern Boulevard WB west of ramp to VWE SB and Whitestone Expressway WB	Basic	1,048	957	91	91%	1,152	1,067	85	93%	+104	+110	-6	+1%
74	Northern Blvd	WB	Northern Boulevard WB east of off-ramp to Whitestone Expressway WB	Diverge	1,048	957	91	91%	1,152	1,067	85	93%	+104	+110	-6	+1%
75	Northern Blvd	WB	Northern Boulevard WB west of ramp to Marina Road	Basic	1,069	1,050	19	98%	1,160	1,021	139	88%	+91	-29	+120	-10%
76	Northern Blvd	WB	Northern Boulevard WB west of ramp from Marina Road	Diverge	1,143	1,123	20	98%	1,259	1,112	147	88%	+116	-11	+127	-10%

Notes:

[1] Segment is (Loc. ID 12, "GCP WB Outer north of ramp from Shea Road", Merge) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[2] Segment does not exist in Existing or No Action Conditions. New segment due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[3] Segment is (Loc. ID 17, "GCP WB at Exit 9E Weave/Shea Road", Weave) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

TABLE D-25
Queens Future
2030 CONDITIONS: GAMEDAY SATURDAY PM PRE GAME PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Saturday PM Pre Game Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
1	GCP	WB	GCP WB north of ramp from LIE	Merge	5,735	5,707	28	100%	6,409	4,593	1,816	72%	+674	-1114	+1788	-28%
2	GCP	WB	GCP WB south of Hall of Science Bridge overpass	Basic	5,735	5,707	28	100%	6,409	4,593	1,816	72%	+674	-1114	+1788	-28%
3	GCP	WB	GCP WB south of Exit 9P	Diverge	5,735	5,707	28	100%	6,409	4,593	1,816	72%	+674	-1114	+1788	-28%
4	GCP	WB	GCP WB Inner north of Inner/Outer split	Basic	3,206	3,209	-3	100%	3,206	2,332	874	73%	0	-877	+877	-27%
5	GCP	WB	GCP WB Inner south of Exit 9W	Diverge	3,206	3,209	-3	100%	3,206	2,332	874	73%	0	-877	+877	-27%
6	GCP	WB	GCP WB Inner north of Exit 9W	Basic	2,433	2,436	-3	100%	2,433	1,782	651	73%	0	-654	+654	-27%
7	GCP	WB	GCP WB Outer north of Inner/Outer split	Basic	1,823	1,811	12	99%	2,418	1,731	687	72%	+595	-80	+675	-28%
8	GCP	WB	GCP WB Outer north of ramp from Meridian Road	Merge	1,984	1,971	13	99%	2,568	1,867	701	73%	+584	-104	+688	-27%
9	GCP	WB	GCP WB Outer at Roosevelt Avenue overpass	Basic	1,984	1,971	13	99%	2,568	1,867	701	73%	+584	-104	+688	-27%
10	GCP	WB	GCP WB Outer south of Exit 9E	Diverge	1,984	1,971	13	99%	2,568	1,867	701	73%	+584	-104	+688	-27%
11	GCP	WB	GCP WB Outer north of Exit 9E	Basic	1,134	1,124	10	99%	1,131	833	298	74%	-3	-291	+288	-25%
12	GCP	WB	GCP WB at Northern Boulevard Overpass[1]	Basic[1]	1,274	1,259	15	99%	1,131	834	297	74%	-143	-425	+282	-25%
13	GCP	WB	GCP WB Outer south of ramp from Marina Road	Basic	1,274	1,259	15	99%	1,131	834	297	74%	-143	-425	+282	-25%
14	GCP	WB	GCP WB Outer north of ramp from Marina Road	Basic	3,683	3,615	68	98%	4,288	3,774	514	88%	+605	+159	+446	-10%
15	GCP	WB	GCP WB north of Inner/Outer merge	Basic	6,116	6,052	64	99%	6,721	5,566	1,155	83%	+605	-486	+1091	-16%
16	GCP	WB	GCP WB at Marina Pedestrian Overpass	Basic	6,116	6,052	64	99%	6,721	5,566	1,155	83%	+605	-486	+1091	-16%
77	GCP	WB	GCP WB south of Exit 9E[2]	Diverge[2]	-	-	-	-	1,437	1,040	397	72%	-	-	-	-
17	GCP	WB	GCP WB north of Exit 9E[3]	Basic[3]	400	390	10	98%	271	194	77	72%	-129	-196	+67	-26%
18	GCP	WB	GCP WB exit 9E ramp to Whitestone Expressway EB Outer	Merge	563	536	27	95%	785	596	189	76%	+222	+60	+162	-19%
19	GCP	EB	GCP EB east of Exit 8	Basic	6,784	6,737	47	99%	7,418	6,434	984	87%	+634	-303	+937	-13%
20	GCP	EB	GCP EB west of Exit 9E	Diverge	6,784	6,737	47	99%	7,418	6,434	984	87%	+634	-303	+937	-13%
21	GCP	EB	GCP EB south of Exit 9E	Basic	4,035	4,017	18	100%	4,035	3,501	534	87%	0	-516	+516	-13%
22	GCP	EB	GCP EB south of Exit 9E and ramp from Whitestone Expressway WB	Merge	4,453	4,432	21	100%	4,453	3,910	543	88%	0	-522	+522	-12%
23	GCP	EB	GCP EB north of ramp from Astoria Boulevard and 34th Avenue	Basic	4,453	4,432	21	100%	4,453	3,910	543	88%	0	-522	+522	-12%
24	GCP	EB	GCP EB south of ramp from Astoria Boulevard and 34th Avenue	Merge	5,808	5,799	9	100%	5,989	5,415	574	90%	+181	-384	+565	-9%
25	GCP	EB	GCP EB north of ramp from Hall of Science	Basic	5,808	5,798	10	100%	5,989	5,409	580	90%	+181	-389	+570	-10%
26	GCP	EB	GCP EB south of ramp from Hall of Science	Merge	6,278	6,266	12	100%	6,902	6,143	759	89%	+624	-123	+747	-11%
27	GCP	EB	GCP EB south of Hall of Science Bridge overpass	Basic	6,278	6,266	12	100%	6,902	6,143	759	89%	+624	-123	+747	-11%
28	GCP	EB	GCP EB north of ramp to LIE	Diverge	6,278	6,266	12	100%	6,902	6,143	759	89%	+624	-123	+747	-11%
29	GCP	EB	GCP EB ramp to Whitestone Expressway EB Outer (Exit 9E)	Basic	2,749	2,707	42	98%	3,383	2,914	469	86%	+634	+207	+427	-12%
30	VWE	NB	VWE NB north of ramp from College Point Boulevard	Basic	4,311	4,200	111	97%	4,327	4,218	109	97%	+16	+18	-2	+0%
31	VWE	NB	VWE NB south of Exit 13	Diverge	4,311	4,200	111	97%	4,327	4,218	109	97%	+16	+18	-2	+0%
32	VWE	NB	VWE NB north of Exit 13	Basic	3,061	2,976	85	97%	3,061	2,976	85	97%	0	0	0	0%
33	VWE	NB	VWE NB ramp to Northern Boulevard and Whitestone Expressway WB (exit 13)	Diverge	1,250	1,223	27	98%	1,266	1,240	26	98%	+16	+17	-1	+0%
34	VWE	NB	VWE NB south of Exit 14	Diverge	3,061	2,976	85	97%	3,061	2,976	85	97%	0	0	0	0%
35	VWE	NB	VWE NB ramp to Whitestone Expressway EB	Basic	2,548	2,484	64	97%	2,548	2,482	66	97%	0	-2	+2	-0%
36	VWE	SB	VWE SB ramp from Whitestone Expressway WB	Basic	2,924	2,926	-2	100%	2,924	2,923	1	100%	0	-3	+3	-0%
37	VWE	SB	VWE SB ramp from Whitestone Expressway EB and Northern Boulevard WB	Merge	1,119	1,090	29	97%	1,134	1,058	76	93%	+15	-32	+47	-4%
38	VWE	SB	VWE SB south of ramps from Whitestone Expressway and Northern Boulevard	Merge	4,043	4,014	29	99%	4,058	3,984	74	98%	+15	-30	+45	-1%
39	VWE	SB	VWE SB north of ramp to College Point Boulevard	Basic	4,043	4,014	29	99%	4,058	3,984	74	98%	+15	-30	+45	-1%
40	Whitestone Exp	EB	Astoria Boulevard EB ramp to Whitestone Expressway EB Inner	Basic	742	727	15	98%	742	709	33	96%	0	-18	+18	-2%
41	Whitestone Exp	EB	Whitestone Expressway EB Inner east of ramps from Astoria Boulevard and Northern B	Merge	1,203	1,183	20	98%	1,203	1,148	55	95%	0	-35	+35	-3%
42	Whitestone Exp	EB	Whitestone Expressway EB Inner west of ramp from Whitestone Expressway EB Outer	Basic	964	921	43	96%	964	916	48	95%	0	-5	+5	-1%
43	Whitestone Exp	EB	Whitestone Expressway EB west of ramp to VWE SB	Weave	3,314	3,217	97	97%	3,532	3,131	401	89%	+218	-86	+304	-8%
44	Whitestone Exp	EB	Whitestone Expressway EB south of Exit 14	Diverge	2,832	2,745	87	97%	3,035	2,688	347	89%	+203	-57	+260	-8%
45	Whitestone Exp	EB	Whitestone Expressway EB south of ramp from VWE NB	Basic	1,940	1,877	63	97%	2,143	1,892	251	88%	+203	+15	+188	-8%
46	Whitestone Exp	EB	Astoria Boulevard EB and GCP EB ramp to Whitestone Expressway EB Outer	Basic	3,088	3,039	49	98%	3,755	3,262	493	87%	+667	+223	+444	-12%
47	Whitestone Exp	EB	Whitestone Expressway EB Outer west of split to Inner/Northern Boulevard EB	Weave	3,651	3,540	111	97%	4,540	3,853	687	85%	+889	+313	+576	-12%
48	Whitestone Exp	EB	Whitestone Expressway EB Outer ramp to Whitestone Expressway EB	Basic	2,111	2,036	75	96%	2,329	1,978	351	85%	+218	-58	+276	-12%
49	Whitestone Exp	WB	Whitestone Expressway WB north of ramp from Service Road/Linden Place	Basic	4,652	4,644	8	100%	4,874	4,861	13	100%	+222	+217	+5	-0%
50	Whitestone Exp	WB	Whitestone Expressway WB north of ramp to VWE SB	Weave	5,465	5,477	-12	100%	5,687	5,696	-9	100%	+222	+219	+3	-0%

TABLE D-25
Queens Future
2030 CONDITIONS: GAMEDAY SATURDAY PM PRE GAME PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Saturday PM Pre Game Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
51	Whitestone Exp	WB	Whitestone Expressway WB south of ramp to VWE SB	Basic	2,541	2,550	-9	100%	2,763	2,753	10	100%	+222	+203	+19	-1%
52	Whitestone Exp	WB	Whitestone Expressway WB north of Exit 13D	Diverge	2,541	2,550	-9	100%	2,763	2,753	10	100%	+222	+203	+19	-1%
53	Whitestone Exp	WB	Whitestone Expressway WB south of Exit 13D	Basic	2,064	2,076	-12	101%	2,064	2,066	-2	100%	0	-10	+10	-0%
54	Whitestone Exp	WB	Whitestone Expressway WB east of Exit 13A/13B-C Split	Diverge	2,064	2,076	-12	101%	2,064	2,066	-2	100%	0	-10	+10	-0%
55	Whitestone Exp	WB	Whitestone Expressway WB Exit 13B-C Ramp	Basic	1,590	1,603	-13	101%	1,590	1,597	-7	100%	0	-6	+6	-0%
56	Whitestone Exp	WB	Whitestone Expressway WB west of ramp from Northern Expressway/VWE NB	Basic	2,554	2,525	29	99%	2,554	2,512	42	98%	0	-13	+13	-1%
57	Whitestone Exp	WB	Whitestone Expressway WB east of GCP EB/WB Split	Diverge	2,554	2,525	29	99%	2,554	2,512	42	98%	0	-13	+13	-1%
58	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP EB	Basic	418	413	5	99%	418	412	6	99%	0	-1	+1	-0%
59	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP WB	Basic	2,136	2,115	21	99%	2,136	2,105	31	99%	0	-10	+10	-0%
60	Whitestone Exp	WB	GCP WB Outer ramp from Whitestone Expressway WB and Marina Road	Merge	2,409	2,357	52	98%	3,157	2,941	216	93%	+748	+584	+164	-5%
61	Astoria Blvd	EB	Astoria Boulevard ramp to GCP EB and Whitestone Expressway EB Outer	Diverge	666	667	-1	100%	699	674	25	96%	+33	+7	+26	-4%
62	Astoria Blvd	EB	Astoria Boulevard and 34th Avenue ramp to GCP EB	Merge	1,355	1,366	-11	101%	1,536	1,506	30	98%	+181	+140	+41	-3%
63	Astoria Blvd	WB	Whitestone Expressway WB ramp to Astoria Boulevard (exit 13A)	Basic	474	471	3	99%	474	469	5	99%	0	-2	+2	-0%
64	Astoria Blvd	WB	Whitestone Expressway WB and Northern Boulevard WB ramp to Astoria Boulevard	Basic	995	1,013	-18	102%	1,024	1,025	-1	100%	+29	+12	+17	-2%
65	Northern Blvd	EB	Northern Boulevard EB east of 114th Street	Basic	984	972	12	99%	1,092	1,069	23	98%	+108	+97	+11	-1%
66	Northern Blvd	EB	Northern Boulevard EB west of ramp to Whitestone Expressway EB	Diverge	984	972	12	99%	1,092	1,069	23	98%	+108	+97	+11	-1%
67	Northern Blvd	EB	Northern Boulevard EB east of ramp to Whitestone Expressway EB	Basic	523	523	0	100%	631	614	17	97%	+108	+91	+17	-3%
68	Northern Blvd	EB	Northern Boulevard EB west of ramp to Seaver Way	Diverge	523	523	0	100%	631	614	17	97%	+108	+91	+17	-3%
69	Northern Blvd	EB	Northern Boulevard EB west of ramp from VWE NB	Basic	743	704	39	95%	833	732	101	88%	+90	+28	+62	-7%
70	Northern Blvd	EB	Northern Boulevard EB east of ramp from VWE NB	Basic	1,621	1,566	55	97%	1,711	1,594	117	93%	+90	+28	+62	-3%
71	Northern Blvd	WB	Northern Boulevard WB west of Prince Street	Basic	2,216	2,127	89	96%	2,289	2,192	97	96%	+73	+65	+8	-0%
72	Northern Blvd	WB	Northern Boulevard WB east of ramp to VWE SB and Whitestone Expressway WB	Diverge	2,216	2,127	89	96%	2,289	2,192	97	96%	+73	+65	+8	-0%
73	Northern Blvd	WB	Northern Boulevard WB west of ramp to VWE SB and Whitestone Expressway WB	Basic	1,526	1,460	66	96%	1,599	1,526	73	95%	+73	+66	+7	-0%
74	Northern Blvd	WB	Northern Boulevard WB east of off-ramp to Whitestone Expressway WB	Diverge	1,526	1,460	66	96%	1,599	1,526	73	95%	+73	+66	+7	-0%
75	Northern Blvd	WB	Northern Boulevard WB west of ramp to Marina Road	Basic	1,115	1,175	-60	105%	1,160	1,184	-24	102%	+45	+9	+36	-3%
76	Northern Blvd	WB	Northern Boulevard WB west of ramp from Marina Road	Diverge	1,182	1,239	-57	105%	1,320	1,321	-1	100%	+138	+82	+56	-5%

Notes:

[1] Segment is (Loc. ID 12, "GCP WB Outer north of ramp from Shea Road", Merge) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[2] Segment does not exist in Existing or No Action Conditions. New segment due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[3] Segment is (Loc. ID 17, "GCP WB at Exit 9E Weave/Shea Road", Weave) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

TABLE D-26
Queens Future
2030 CONDITIONS: GAMEDAY SATURDAY PM POST GAME PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Saturday PM Post Game Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
1	GCP	WB	GCP WB north of ramp from LIE	Merge	5,182	4,850	332	94%	5,937	5,391	546	91%	+755	+541	+214	-3%
2	GCP	WB	GCP WB south of Hall of Science Bridge overpass	Basic	5,182	4,850	332	94%	5,937	5,391	546	91%	+755	+541	+214	-3%
3	GCP	WB	GCP WB south of Exit 9P	Diverge	5,182	4,850	332	94%	5,937	5,391	546	91%	+755	+541	+214	-3%
4	GCP	WB	GCP WB Inner north of Inner/Outer split	Basic	2,735	2,592	143	95%	2,735	2,507	228	92%	0	-85	+85	-3%
5	GCP	WB	GCP WB Inner south of Exit 9W	Diverge	2,735	2,592	143	95%	2,735	2,507	228	92%	0	-85	+85	-3%
6	GCP	WB	GCP WB Inner north of Exit 9W	Basic	2,161	2,054	107	95%	2,161	1,977	184	91%	0	-77	+77	-4%
7	GCP	WB	GCP WB Outer north of Inner/Outer split	Basic	1,830	1,706	124	93%	2,643	2,374	269	90%	+813	+668	+145	-3%
8	GCP	WB	GCP WB Outer north of ramp from Meridian Road	Merge	2,492	2,326	166	93%	3,159	2,769	390	88%	+667	+443	+224	-6%
9	GCP	WB	GCP WB Outer at Roosevelt Avenue overpass	Basic	2,492	2,326	166	93%	3,159	2,769	390	88%	+667	+443	+224	-6%
10	GCP	WB	GCP WB Outer south of Exit 9E	Diverge	2,492	2,326	166	93%	3,159	2,769	390	88%	+667	+443	+224	-6%
11	GCP	WB	GCP WB Outer north of Exit 9E	Basic	1,857	1,721	136	93%	1,756	1,532	224	87%	-101	-189	+88	-5%
12	GCP	WB	GCP WB at Northern Boulevard Overpass[1]	Basic[1]	2,281	2,116	165	93%	1,756	1,533	223	87%	-525	-583	+58	-5%
13	GCP	WB	GCP WB Outer south of ramp from Marina Road	Basic	2,281	2,116	165	93%	1,756	1,533	223	87%	-525	-583	+58	-5%
14	GCP	WB	GCP WB Outer north of ramp from Marina Road	Basic	4,811	4,522	289	94%	5,511	4,714	797	86%	+700	+192	+508	-8%
15	GCP	WB	GCP WB north of Inner/Outer merge	Basic	6,972	6,579	393	94%	7,672	6,688	984	87%	+700	+109	+591	-7%
16	GCP	WB	GCP WB at Marina Pedestrian Overpass	Basic	6,972	6,579	393	94%	7,672	6,688	984	87%	+700	+109	+591	-7%
77	GCP	WB	GCP WB south of Exit 9E[2]	Diverge[2]	-	-	-	-	1,403	1,239	164	88%	-	-	-	-
17	GCP	WB	GCP WB north of Exit 9E[3]	Basic[3]	949	899	50	95%	417	372	45	89%	-532	-527	-5	-6%
18	GCP	WB	GCP WB exit 9E ramp to Whitestone Expressway EB Outer	Merge	1,954	1,644	310	84%	1,120	970	150	87%	-834	-674	-160	+2%
19	GCP	EB	GCP EB east of Exit 8	Basic	6,069	6,007	62	99%	6,795	5,279	1,516	78%	+726	-728	+1454	-21%
20	GCP	EB	GCP EB west of Exit 9E	Diverge	6,069	6,007	62	99%	6,795	5,279	1,516	78%	+726	-728	+1454	-21%
21	GCP	EB	GCP EB south of Exit 9E	Basic	3,489	3,475	14	100%	3,489	2,726	763	78%	0	-749	+749	-21%
22	GCP	EB	GCP EB south of Exit 9E and ramp from Whitestone Expressway WB	Merge	4,142	4,113	29	99%	4,142	3,302	840	80%	0	-811	+811	-20%
23	GCP	EB	GCP EB north of ramp from Astoria Boulevard and 34th Avenue	Basic	4,142	4,113	29	99%	4,142	3,302	840	80%	0	-811	+811	-20%
24	GCP	EB	GCP EB south of ramp from Astoria Boulevard and 34th Avenue	Merge	5,898	5,747	151	97%	5,947	4,508	1,439	76%	+49	-1239	+1288	-22%
25	GCP	EB	GCP EB north of ramp from Hall of Science	Basic	5,898	5,692	206	97%	5,947	4,506	1,441	76%	+49	-1186	+1235	-21%
26	GCP	EB	GCP EB south of ramp from Hall of Science	Merge	6,280	5,986	294	95%	7,263	5,557	1,706	77%	+983	-429	+1412	-19%
27	GCP	EB	GCP EB south of Hall of Science Bridge overpass	Basic	6,280	5,986	294	95%	7,263	5,557	1,706	77%	+983	-429	+1412	-19%
28	GCP	EB	GCP EB north of ramp to LIE	Diverge	6,280	5,986	294	95%	7,263	5,557	1,706	77%	+983	-429	+1412	-19%
29	GCP	EB	GCP EB ramp to Whitestone Expressway EB Outer (Exit 9E)	Basic	2,580	2,525	55	98%	3,306	2,528	778	76%	+726	+3	+723	-21%
30	VWE	NB	VWE NB north of ramp from College Point Boulevard	Basic	4,357	4,246	111	97%	4,374	4,261	113	97%	+17	+15	+2	-0%
31	VWE	NB	VWE NB south of Exit 13	Diverge	4,357	4,246	111	97%	4,374	4,261	113	97%	+17	+15	+2	-0%
32	VWE	NB	VWE NB north of Exit 13	Basic	3,200	3,113	87	97%	3,200	3,112	88	97%	0	-1	+1	-0%
33	VWE	NB	VWE NB ramp to Northern Boulevard and Whitestone Expressway WB (exit 13)	Diverge	1,157	1,127	30	97%	1,174	1,150	24	98%	+17	+23	-6	+1%
34	VWE	NB	VWE NB south of Exit 14	Diverge	3,200	3,113	87	97%	3,200	3,112	88	97%	0	-1	+1	-0%
35	VWE	NB	VWE NB ramp to Whitestone Expressway EB	Basic	2,707	2,637	70	97%	2,707	2,635	72	97%	0	-2	+2	-0%
36	VWE	SB	VWE SB ramp from Whitestone Expressway WB	Basic	2,998	2,993	5	100%	2,998	2,922	76	97%	0	-71	+71	-2%
37	VWE	SB	VWE SB ramp from Whitestone Expressway EB and Northern Boulevard WB	Merge	1,948	1,863	85	96%	1,795	1,634	161	91%	-153	-229	+76	-5%
38	VWE	SB	VWE SB south of ramps from Whitestone Expressway and Northern Boulevard	Merge	4,946	4,848	98	98%	4,793	4,556	237	95%	-153	-292	+139	-3%
39	VWE	SB	VWE SB north of ramp to College Point Boulevard	Basic	4,946	4,848	98	98%	4,793	4,556	237	95%	-153	-292	+139	-3%
40	Whitestone Exp	EB	Astoria Boulevard EB ramp to Whitestone Expressway EB Inner	Basic	1,028	1,016	12	99%	1,028	1,017	11	99%	0	+1	-1	+0%
41	Whitestone Exp	EB	Whitestone Expressway EB Inner east of ramps from Astoria Boulevard and Northern B	Merge	1,500	1,469	31	98%	1,500	1,471	29	98%	0	+2	-2	+0%
42	Whitestone Exp	EB	Whitestone Expressway EB Inner west of ramp from Whitestone Expressway EB Outer	Basic	862	825	37	96%	862	818	44	95%	0	-7	+7	-1%
43	Whitestone Exp	EB	Whitestone Expressway EB west of ramp to VWE SB	Weave	5,056	4,726	330	93%	4,400	3,785	615	86%	-656	-941	+285	-7%
44	Whitestone Exp	EB	Whitestone Expressway EB south of Exit 14	Diverge	3,906	3,647	259	93%	3,403	2,923	480	86%	-503	-724	+221	-7%
45	Whitestone Exp	EB	Whitestone Expressway EB south of ramp from VWE NB	Basic	3,076	2,866	210	93%	3,128	2,687	441	86%	+52	-179	+231	-7%
46	Whitestone Exp	EB	Astoria Boulevard EB and GCP EB ramp to Whitestone Expressway EB Outer	Basic	2,666	2,609	57	98%	3,428	2,658	770	78%	+762	+49	+713	-20%
47	Whitestone Exp	EB	Whitestone Expressway EB Outer west of split to Inner/Northern Boulevard EB	Weave	4,620	4,235	385	92%	4,548	3,626	922	80%	-72	-609	+537	-12%
48	Whitestone Exp	EB	Whitestone Expressway EB Outer ramp to Whitestone Expressway EB	Basic	3,556	3,256	300	92%	2,900	2,313	587	80%	-656	-943	+287	-12%
49	Whitestone Exp	WB	Whitestone Expressway WB north of ramp from Service Road/Linden Place	Basic	4,534	4,516	18	100%	4,779	4,694	85	98%	+245	+178	+67	-1%
50	Whitestone Exp	WB	Whitestone Expressway WB north of ramp to VWE SB	Weave	5,572	5,575	-3	100%	5,817	5,694	123	98%	+245	+119	+126	-2%

TABLE D-26
Queens Future
2030 CONDITIONS: GAMEDAY SATURDAY PM POST GAME PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Saturday PM Post Game Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
51	Whitestone Exp	WB	Whitestone Expressway WB south of ramp to VWE SB	Basic	2,574	2,578	-4	100%	2,819	2,655	164	94%	+245	+77	+168	-6%
52	Whitestone Exp	WB	Whitestone Expressway WB north of Exit 13D	Diverge	2,574	2,578	-4	100%	2,819	2,655	164	94%	+245	+77	+168	-6%
53	Whitestone Exp	WB	Whitestone Expressway WB south of Exit 13D	Basic	2,031	2,038	-7	100%	2,031	1,946	85	96%	0	-92	+92	-5%
54	Whitestone Exp	WB	Whitestone Expressway WB east of Exit 13A/13B-C Split	Diverge	2,031	2,038	-7	100%	2,031	1,946	85	96%	0	-92	+92	-5%
55	Whitestone Exp	WB	Whitestone Expressway WB Exit 13B-C Ramp	Basic	1,242	1,255	-13	101%	1,242	1,199	43	97%	0	-56	+56	-5%
56	Whitestone Exp	WB	Whitestone Expressway WB west of ramp from Northern Expressway/VWE NB	Basic	2,104	2,077	27	99%	2,104	2,019	85	96%	0	-58	+58	-3%
57	Whitestone Exp	WB	Whitestone Expressway WB east of GCP EB/WB Split	Diverge	2,104	2,077	27	99%	2,104	2,019	85	96%	0	-58	+58	-3%
58	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP EB	Basic	653	638	15	98%	653	613	40	94%	0	-25	+25	-4%
59	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP WB	Basic	1,451	1,440	11	99%	1,451	1,399	52	96%	0	-41	+41	-3%
60	Whitestone Exp	WB	GCP WB Outer ramp from Whitestone Expressway WB and Marina Road	Merge	2,530	2,406	124	95%	3,755	3,178	577	85%	+1225	+772	+453	-10%
61	Astoria Blvd	EB	Astoria Boulevard ramp to GCP EB and Whitestone Expressway EB Outer	Diverge	630	628	2	100%	665	660	5	99%	+35	+32	+3	-0%
62	Astoria Blvd	EB	Astoria Boulevard and 34th Avenue ramp to GCP EB	Merge	1,756	1,640	116	93%	1,805	1,214	591	67%	+49	-426	+475	-26%
63	Astoria Blvd	WB	Whitestone Expressway WB ramp to Astoria Boulevard (exit 13A)	Basic	789	785	4	99%	789	750	39	95%	0	-35	+35	-4%
64	Astoria Blvd	WB	Whitestone Expressway WB and Northern Boulevard WB ramp to Astoria Boulevard	Basic	1,500	1,377	123	92%	1,587	1,372	215	86%	+87	-5	+92	-5%
65	Northern Blvd	EB	Northern Boulevard EB east of 114th Street	Basic	890	879	11	99%	960	942	18	98%	+70	+63	+7	-1%
66	Northern Blvd	EB	Northern Boulevard EB west of ramp to Whitestone Expressway EB	Diverge	890	879	11	99%	960	942	18	98%	+70	+63	+7	-1%
67	Northern Blvd	EB	Northern Boulevard EB east of ramp to Whitestone Expressway EB	Basic	418	420	-2	100%	488	483	5	99%	+70	+63	+7	-2%
68	Northern Blvd	EB	Northern Boulevard EB west of ramp to Seaver Way	Diverge	418	420	-2	100%	488	483	5	99%	+70	+63	+7	-2%
69	Northern Blvd	EB	Northern Boulevard EB west of ramp from VWE NB	Basic	1,099	985	114	90%	1,153	965	188	84%	+54	-20	+74	-6%
70	Northern Blvd	EB	Northern Boulevard EB east of ramp from VWE NB	Basic	1,875	1,741	134	93%	1,929	1,720	209	89%	+54	-21	+75	-4%
71	Northern Blvd	WB	Northern Boulevard WB west of Prince Street	Basic	1,954	1,883	71	96%	2,010	1,931	79	96%	+56	+48	+8	-0%
72	Northern Blvd	WB	Northern Boulevard WB east of ramp to VWE SB and Whitestone Expressway WB	Diverge	1,954	1,883	71	96%	2,010	1,931	79	96%	+56	+48	+8	-0%
73	Northern Blvd	WB	Northern Boulevard WB west of ramp to VWE SB and Whitestone Expressway WB	Basic	1,044	990	54	95%	1,100	1,044	56	95%	+56	+54	+2	+0%
74	Northern Blvd	WB	Northern Boulevard WB east of off-ramp to Whitestone Expressway WB	Diverge	1,044	990	54	95%	1,100	1,044	56	95%	+56	+54	+2	+0%
75	Northern Blvd	WB	Northern Boulevard WB west of ramp to Marina Road	Basic	1,291	1,121	170	87%	1,148	922	226	80%	-143	-199	+56	-7%
76	Northern Blvd	WB	Northern Boulevard WB west of ramp from Marina Road	Diverge	1,639	1,368	271	83%	1,693	1,305	388	77%	+54	-63	+117	-6%

Notes:

[1] Segment is (Loc. ID 12, "GCP WB Outer north of ramp from Shea Road", Merge) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[2] Segment does not exist in Existing or No Action Conditions. New segment due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[3] Segment is (Loc. ID 17, "GCP WB at Exit 9E Weave/Shea Road", Weave) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

TABLE D-27
Queens Future
2030 CONDITIONS: GAMEDAY SUNDAY MIDDAY PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Sunday Midday Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
1	GCP	WB	GCP WB north of ramp from LIE	Merge	5,838	5,450	388	93%	6,318	5,504	814	87%	+480	+54	+426	-6%
2	GCP	WB	GCP WB south of Hall of Science Bridge overpass	Basic	5,838	5,450	388	93%	6,318	5,504	814	87%	+480	+54	+426	-6%
3	GCP	WB	GCP WB south of Exit 9P	Diverge	5,838	5,450	388	93%	6,318	5,504	814	87%	+480	+54	+426	-6%
4	GCP	WB	GCP WB Inner north of Inner/Outer split	Basic	3,161	2,971	190	94%	3,161	2,771	390	88%	0	-200	+200	-6%
5	GCP	WB	GCP WB Inner south of Exit 9W	Diverge	3,161	2,971	190	94%	3,161	2,771	390	88%	0	-200	+200	-6%
6	GCP	WB	GCP WB Inner north of Exit 9W	Basic	2,466	2,321	145	94%	2,466	2,167	299	88%	0	-154	+154	-6%
7	GCP	WB	GCP WB Outer north of Inner/Outer split	Basic	1,890	1,759	131	93%	2,069	1,795	274	87%	+179	+36	+143	-6%
8	GCP	WB	GCP WB Outer north of ramp from Meridian Road	Merge	1,963	1,829	134	93%	2,137	1,866	271	87%	+174	+37	+137	-6%
9	GCP	WB	GCP WB Outer at Roosevelt Avenue overpass	Basic	1,963	1,829	134	93%	2,137	1,866	271	87%	+174	+37	+137	-6%
10	GCP	WB	GCP WB Outer south of Exit 9E	Diverge	1,963	1,829	134	93%	2,137	1,866	271	87%	+174	+37	+137	-6%
11	GCP	WB	GCP WB Outer north of Exit 9E	Basic	1,113	1,044	69	94%	1,113	980	133	88%	0	-64	+64	-6%
12	GCP	WB	GCP WB at Northern Boulevard Overpass[1]	Basic[1]	1,233	1,155	78	94%	1,113	981	132	88%	-120	-174	+54	-6%
13	GCP	WB	GCP WB Outer south of ramp from Marina Road	Basic	1,233	1,155	78	94%	1,113	981	132	88%	-120	-174	+54	-6%
14	GCP	WB	GCP WB Outer north of ramp from Marina Road	Basic	4,263	4,141	122	97%	4,649	4,432	217	95%	+386	+291	+95	-2%
15	GCP	WB	GCP WB north of Inner/Outer merge	Basic	6,729	6,459	270	96%	7,115	6,605	510	93%	+386	+146	+240	-3%
16	GCP	WB	GCP WB at Marina Pedestrian Overpass	Basic	6,729	6,459	270	96%	7,115	6,605	510	93%	+386	+146	+240	-3%
77	GCP	WB	GCP WB south of Exit 9E[2]	Diverge[2]	-	-	-	-	1,024	886	138	87%	-	-	-	-
17	GCP	WB	GCP WB north of Exit 9E[3]	Basic[3]	315	282	33	90%	169	148	21	88%	-146	-134	-12	-2%
18	GCP	WB	GCP WB exit 9E ramp to Whitestone Expressway EB Outer	Merge	463	421	42	91%	580	550	30	95%	+117	+129	-12	+4%
19	GCP	EB	GCP EB east of Exit 8	Basic	6,808	6,767	41	99%	7,278	7,236	42	99%	+470	+469	+1	+0%
20	GCP	EB	GCP EB west of Exit 9E	Diverge	6,808	6,767	41	99%	7,278	7,236	42	99%	+470	+469	+1	+0%
21	GCP	EB	GCP EB south of Exit 9E	Basic	4,123	4,103	20	100%	4,123	4,087	36	99%	0	-16	+16	-0%
22	GCP	EB	GCP EB south of Exit 9E and ramp from Whitestone Expressway WB	Merge	4,554	4,530	24	99%	4,554	4,513	41	99%	0	-17	+17	-0%
23	GCP	EB	GCP EB north of ramp from Astoria Boulevard and 34th Avenue	Basic	4,554	4,530	24	99%	4,554	4,513	41	99%	0	-17	+17	-0%
24	GCP	EB	GCP EB south of ramp from Astoria Boulevard and 34th Avenue	Merge	5,856	5,849	7	100%	5,956	5,916	40	99%	+100	+67	+33	-1%
25	GCP	EB	GCP EB north of ramp from Hall of Science	Basic	5,856	5,850	6	100%	5,956	5,915	41	99%	+100	+65	+35	-1%
26	GCP	EB	GCP EB south of ramp from Hall of Science	Merge	6,165	6,148	17	100%	6,560	6,473	87	99%	+395	+325	+70	-1%
27	GCP	EB	GCP EB south of Hall of Science Bridge overpass	Basic	6,165	6,148	17	100%	6,560	6,473	87	99%	+395	+325	+70	-1%
28	GCP	EB	GCP EB north of ramp to LIE	Diverge	6,165	6,148	17	100%	6,560	6,473	87	99%	+395	+325	+70	-1%
29	GCP	EB	GCP EB ramp to Whitestone Expressway EB Outer (Exit 9E)	Basic	2,685	2,655	30	99%	3,155	3,139	16	99%	+470	+484	-14	+1%
30	VWE	NB	VWE NB north of ramp from College Point Boulevard	Basic	4,464	4,353	111	98%	4,481	4,364	117	97%	+17	+11	+6	-0%
31	VWE	NB	VWE NB south of Exit 13	Diverge	4,464	4,353	111	98%	4,481	4,364	117	97%	+17	+11	+6	-0%
32	VWE	NB	VWE NB north of Exit 13	Basic	2,943	2,862	81	97%	2,943	2,859	84	97%	0	-3	+3	-0%
33	VWE	NB	VWE NB ramp to Northern Boulevard and Whitestone Expressway WB (exit 13)	Diverge	1,521	1,495	26	98%	1,538	1,510	28	98%	+17	+15	+2	-0%
34	VWE	NB	VWE NB south of Exit 14	Diverge	2,943	2,862	81	97%	2,943	2,859	84	97%	0	-3	+3	-0%
35	VWE	NB	VWE NB ramp to Whitestone Expressway EB	Basic	2,364	2,308	56	98%	2,364	2,306	58	98%	0	-2	+2	-0%
36	VWE	SB	VWE SB ramp from Whitestone Expressway WB	Basic	1,936	1,928	8	100%	1,936	1,932	4	100%	0	+4	-4	+0%
37	VWE	SB	VWE SB ramp from Whitestone Expressway EB and Northern Boulevard WB	Merge	1,138	1,125	13	99%	1,154	1,139	15	99%	+16	+14	+2	-0%
38	VWE	SB	VWE SB south of ramps from Whitestone Expressway and Northern Boulevard	Merge	3,074	3,055	19	99%	3,090	3,074	16	99%	+16	+19	-3	+0%
39	VWE	SB	VWE SB north of ramp to College Point Boulevard	Basic	3,074	3,055	19	99%	3,090	3,074	16	99%	+16	+19	-3	+0%
40	Whitestone Exp	EB	Astoria Boulevard EB ramp to Whitestone Expressway EB Inner	Basic	608	597	11	98%	608	601	7	99%	0	+4	-4	+1%
41	Whitestone Exp	EB	Whitestone Expressway EB Inner east of ramps from Astoria Boulevard and Northern B	Merge	1,072	1,059	13	99%	1,072	1,059	13	99%	0	0	0	0%
42	Whitestone Exp	EB	Whitestone Expressway EB Inner west of ramp from Whitestone Expressway EB Outer	Basic	1,226	1,195	31	97%	1,224	1,171	53	96%	-2	-24	+22	-2%
43	Whitestone Exp	EB	Whitestone Expressway EB west of ramp to VWE SB	Weave	3,094	3,025	69	98%	3,241	3,199	42	99%	+147	+174	-27	+1%
44	Whitestone Exp	EB	Whitestone Expressway EB south of Exit 14	Diverge	2,572	2,503	69	97%	2,703	2,662	41	98%	+131	+159	-28	+1%
45	Whitestone Exp	EB	Whitestone Expressway EB south of ramp from VWE NB	Basic	1,696	1,648	48	97%	1,827	1,792	35	98%	+131	+144	-13	+1%
46	Whitestone Exp	EB	Astoria Boulevard EB and GCP EB ramp to Whitestone Expressway EB Outer	Basic	2,973	2,943	30	99%	3,467	3,450	17	100%	+494	+507	-13	+1%
47	Whitestone Exp	EB	Whitestone Expressway EB Outer west of split to Inner/Northern Boulevard EB	Weave	3,436	3,364	72	98%	4,047	3,997	50	99%	+611	+633	-22	+1%
48	Whitestone Exp	EB	Whitestone Expressway EB Outer ramp to Whitestone Expressway EB	Basic	2,022	1,968	54	97%	2,169	2,138	31	99%	+147	+170	-23	+1%
49	Whitestone Exp	WB	Whitestone Expressway WB north of ramp from Service Road/Linden Place	Basic	4,380	4,362	18	100%	4,539	4,527	12	100%	+159	+165	-6	+0%
50	Whitestone Exp	WB	Whitestone Expressway WB north of ramp to VWE SB	Weave	5,226	5,227	-1	100%	5,385	5,393	-8	100%	+159	+166	-7	+0%

TABLE D-27
Queens Future
2030 CONDITIONS: GAMEDAY SUNDAY MIDDAY PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Sunday Midday Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
51	Whitestone Exp	WB	Whitestone Expressway WB south of ramp to VWE SB	Basic	3,290	3,297	-7	100%	3,449	3,460	-11	100%	+159	+163	-4	+0%
52	Whitestone Exp	WB	Whitestone Expressway WB north of Exit 13D	Diverge	3,290	3,297	-7	100%	3,449	3,460	-11	100%	+159	+163	-4	+0%
53	Whitestone Exp	WB	Whitestone Expressway WB south of Exit 13D	Basic	2,706	2,708	-2	100%	2,706	2,715	-9	100%	0	+7	-7	+0%
54	Whitestone Exp	WB	Whitestone Expressway WB east of Exit 13A/13B-C Split	Diverge	2,706	2,708	-2	100%	2,706	2,715	-9	100%	0	+7	-7	+0%
55	Whitestone Exp	WB	Whitestone Expressway WB Exit 13B-C Ramp	Basic	1,981	1,992	-11	101%	1,981	1,994	-13	101%	0	+2	-2	+0%
56	Whitestone Exp	WB	Whitestone Expressway WB west of ramp from Northern Expressway/VWE NB	Basic	3,207	3,183	24	99%	3,205	3,152	53	98%	-2	-31	+29	-1%
57	Whitestone Exp	WB	Whitestone Expressway WB east of GCP EB/WB Split	Diverge	3,207	3,183	24	99%	3,205	3,152	53	98%	-2	-31	+29	-1%
58	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP EB	Basic	431	425	6	99%	431	423	8	98%	0	-2	+2	-0%
59	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP WB	Basic	2,776	2,749	27	99%	2,774	2,724	50	98%	-2	-25	+23	-1%
60	Whitestone Exp	WB	GCP WB Outer ramp from Whitestone Expressway WB and Marina Road	Merge	3,030	2,987	43	99%	3,536	3,457	79	98%	+506	+470	+36	-1%
61	Astoria Blvd	EB	Astoria Boulevard ramp to GCP EB and Whitestone Expressway EB Outer	Diverge	587	588	-1	100%	611	614	-3	100%	+24	+26	-2	+0%
62	Astoria Blvd	EB	Astoria Boulevard and 34th Avenue ramp to GCP EB	Merge	1,302	1,318	-16	101%	1,402	1,404	-2	100%	+100	+86	+14	-1%
63	Astoria Blvd	WB	Whitestone Expressway WB ramp to Astoria Boulevard (exit 13A)	Basic	725	718	7	99%	725	721	4	99%	0	+3	-3	+0%
64	Astoria Blvd	WB	Whitestone Expressway WB and Northern Boulevard WB ramp to Astoria Boulevard	Basic	987	1,010	-23	102%	1,006	1,031	-25	102%	+19	+21	-2	+0%
65	Northern Blvd	EB	Northern Boulevard EB east of 114th Street	Basic	960	951	9	99%	1,038	1,035	3	100%	+78	+84	-6	+1%
66	Northern Blvd	EB	Northern Boulevard EB west of ramp to Whitestone Expressway EB	Diverge	960	951	9	99%	1,038	1,035	3	100%	+78	+84	-6	+1%
67	Northern Blvd	EB	Northern Boulevard EB east of ramp to Whitestone Expressway EB	Basic	496	495	1	100%	574	576	-2	100%	+78	+81	-3	+1%
68	Northern Blvd	EB	Northern Boulevard EB west of ramp to Seaver Way	Diverge	496	495	1	100%	574	576	-2	100%	+78	+81	-3	+1%
69	Northern Blvd	EB	Northern Boulevard EB west of ramp from VWE NB	Basic	695	678	17	98%	750	734	16	98%	+55	+56	-1	+0%
70	Northern Blvd	EB	Northern Boulevard EB east of ramp from VWE NB	Basic	1,422	1,399	23	98%	1,477	1,454	23	98%	+55	+55	0	+0%
71	Northern Blvd	WB	Northern Boulevard WB west of Prince Street	Basic	2,012	1,958	54	97%	2,066	2,001	65	97%	+54	+43	+11	-0%
72	Northern Blvd	WB	Northern Boulevard WB east of ramp to VWE SB and Whitestone Expressway WB	Diverge	2,012	1,958	54	97%	2,066	2,001	65	97%	+54	+43	+11	-0%
73	Northern Blvd	WB	Northern Boulevard WB west of ramp to VWE SB and Whitestone Expressway WB	Basic	1,332	1,291	41	97%	1,386	1,333	53	96%	+54	+42	+12	-1%
74	Northern Blvd	WB	Northern Boulevard WB east of off-ramp to Whitestone Expressway WB	Diverge	1,332	1,291	41	97%	1,386	1,333	53	96%	+54	+42	+12	-1%
75	Northern Blvd	WB	Northern Boulevard WB west of ramp to Marina Road	Basic	964	1,078	-114	112%	964	1,075	-111	112%	0	-3	+3	-0%
76	Northern Blvd	WB	Northern Boulevard WB west of ramp from Marina Road	Diverge	989	1,103	-114	112%	1,071	1,181	-110	110%	+82	+78	+4	-1%

Notes:

[1] Segment is (Loc. ID 12, "GCP WB Outer north of ramp from Shea Road", Merge) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[2] Segment does not exist in Existing or No Action Conditions. New segment due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[3] Segment is (Loc. ID 17, "GCP WB at Exit 9E Weave/Shea Road", Weave) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

TABLE D-28
Queens Future
2030 CONDITIONS: GAMEDAY SUNDAY PM PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Sunday PM Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
1	GCP	WB	GCP WB north of ramp from LIE	Merge	4,637	4,576	61	99%	5,307	4,591	716	87%	+670	+15	+655	-12%
2	GCP	WB	GCP WB south of Hall of Science Bridge overpass	Basic	4,637	4,576	61	99%	5,307	4,591	716	87%	+670	+15	+655	-12%
3	GCP	WB	GCP WB south of Exit 9P	Diverge	4,637	4,576	61	99%	5,307	4,591	716	87%	+670	+15	+655	-12%
4	GCP	WB	GCP WB Inner north of Inner/Outer split	Basic	2,700	2,678	22	99%	2,700	2,356	344	87%	0	-322	+322	-12%
5	GCP	WB	GCP WB Inner south of Exit 9W	Diverge	2,700	2,678	22	99%	2,700	2,356	344	87%	0	-322	+322	-12%
6	GCP	WB	GCP WB Inner north of Exit 9W	Basic	1,965	1,942	23	99%	1,965	1,709	256	87%	0	-233	+233	-12%
7	GCP	WB	GCP WB Outer north of Inner/Outer split	Basic	1,484	1,448	36	98%	2,163	1,857	306	86%	+679	+409	+270	-12%
8	GCP	WB	GCP WB Outer north of ramp from Meridian Road	Merge	1,955	1,903	52	97%	2,558	2,118	440	83%	+603	+215	+388	-15%
9	GCP	WB	GCP WB Outer at Roosevelt Avenue overpass	Basic	1,955	1,903	52	97%	2,558	2,118	440	83%	+603	+215	+388	-15%
10	GCP	WB	GCP WB Outer south of Exit 9E	Diverge	1,955	1,903	52	97%	2,558	2,118	440	83%	+603	+215	+388	-15%
11	GCP	WB	GCP WB Outer north of Exit 9E	Basic	1,462	1,418	44	97%	1,406	1,159	247	82%	-56	-259	+203	-15%
12	GCP	WB	GCP WB at Northern Boulevard Overpass[1]	Basic[1]	1,921	1,842	79	96%	1,406	1,162	244	83%	-515	-680	+165	-13%
13	GCP	WB	GCP WB Outer south of ramp from Marina Road	Basic	1,921	1,842	79	96%	1,406	1,162	244	83%	-515	-680	+165	-13%
14	GCP	WB	GCP WB Outer north of ramp from Marina Road	Basic	4,624	4,355	269	94%	5,348	4,275	1,073	80%	+724	-80	+804	-14%
15	GCP	WB	GCP WB north of Inner/Outer merge	Basic	6,589	6,295	294	96%	7,313	5,994	1,319	82%	+724	-301	+1025	-14%
16	GCP	WB	GCP WB at Marina Pedestrian Overpass	Basic	6,589	6,295	294	96%	7,313	5,994	1,319	82%	+724	-301	+1025	-14%
77	GCP	WB	GCP WB south of Exit 9E[2]	Diverge[2]	-	-	-	-	1,152	953	199	83%	-	-	-	-
17	GCP	WB	GCP WB north of Exit 9E[3]	Basic[3]	1,078	1,025	53	95%	381	311	70	82%	-697	-714	+17	-13%
18	GCP	WB	GCP WB exit 9E ramp to Whitestone Expressway EB Outer	Merge	2,104	1,791	313	85%	1,173	932	241	79%	-931	-859	-72	-6%
19	GCP	EB	GCP EB east of Exit 8	Basic	5,637	5,594	43	99%	6,183	5,634	549	91%	+546	+40	+506	-8%
20	GCP	EB	GCP EB west of Exit 9E	Diverge	5,637	5,594	43	99%	6,183	5,634	549	91%	+546	+40	+506	-8%
21	GCP	EB	GCP EB south of Exit 9E	Basic	3,435	3,420	15	100%	3,435	3,164	271	92%	0	-256	+256	-7%
22	GCP	EB	GCP EB south of Exit 9E and ramp from Whitestone Expressway WB	Merge	4,206	4,167	39	99%	4,206	3,790	416	90%	0	-377	+377	-9%
23	GCP	EB	GCP EB north of ramp from Astoria Boulevard and 34th Avenue	Basic	4,206	4,167	39	99%	4,206	3,790	416	90%	0	-377	+377	-9%
24	GCP	EB	GCP EB south of ramp from Astoria Boulevard and 34th Avenue	Merge	5,902	5,827	75	99%	5,896	5,400	496	92%	-6	-427	+421	-7%
25	GCP	EB	GCP EB north of ramp from Hall of Science	Basic	5,902	5,823	79	99%	5,896	5,387	509	91%	-6	-436	+430	-7%
26	GCP	EB	GCP EB south of ramp from Hall of Science	Merge	6,405	6,258	147	98%	7,625	6,465	1,160	85%	+1220	+207	+1013	-13%
27	GCP	EB	GCP EB south of Hall of Science Bridge overpass	Basic	6,405	6,258	147	98%	7,625	6,465	1,160	85%	+1220	+207	+1013	-13%
28	GCP	EB	GCP EB north of ramp to LIE	Diverge	6,405	6,258	147	98%	7,625	6,465	1,160	85%	+1220	+207	+1013	-13%
29	GCP	EB	GCP EB ramp to Whitestone Expressway EB Outer (Exit 9E)	Basic	2,202	2,169	33	99%	2,748	2,443	305	89%	+546	+274	+272	-10%
30	VWE	NB	VWE NB north of ramp from College Point Boulevard	Basic	4,307	4,190	117	97%	4,347	3,854	493	89%	+40	-336	+376	-9%
31	VWE	NB	VWE NB south of Exit 13	Diverge	4,307	4,190	117	97%	4,347	3,854	493	89%	+40	-336	+376	-9%
32	VWE	NB	VWE NB north of Exit 13	Basic	3,062	2,967	95	97%	3,062	2,689	373	88%	0	-278	+278	-9%
33	VWE	NB	VWE NB ramp to Northern Boulevard and Whitestone Expressway WB (exit 13)	Diverge	1,245	1,215	30	98%	1,285	1,067	218	83%	+40	-148	+188	-15%
34	VWE	NB	VWE NB south of Exit 14	Diverge	3,062	2,967	95	97%	3,062	2,689	373	88%	0	-278	+278	-9%
35	VWE	NB	VWE NB ramp to Whitestone Expressway EB	Basic	2,469	2,397	72	97%	2,469	2,172	297	88%	0	-225	+225	-9%
36	VWE	SB	VWE SB ramp from Whitestone Expressway WB	Basic	2,929	2,932	-3	100%	2,929	2,420	509	83%	0	-512	+512	-17%
37	VWE	SB	VWE SB ramp from Whitestone Expressway EB and Northern Boulevard WB	Merge	1,590	1,522	68	96%	1,464	1,349	115	92%	-126	-173	+47	-4%
38	VWE	SB	VWE SB south of ramps from Whitestone Expressway and Northern Boulevard	Merge	4,519	4,450	69	98%	4,393	3,771	622	86%	-126	-679	+553	-13%
39	VWE	SB	VWE SB north of ramp to College Point Boulevard	Basic	4,519	4,450	69	98%	4,393	3,771	622	86%	-126	-679	+553	-13%
40	Whitestone Exp	EB	Astoria Boulevard EB ramp to Whitestone Expressway EB Inner	Basic	478	463	15	97%	478	467	11	98%	0	+4	-4	+1%
41	Whitestone Exp	EB	Whitestone Expressway EB Inner east of ramps from Astoria Boulevard and Northern B	Merge	973	951	22	98%	973	952	21	98%	0	+1	-1	+0%
42	Whitestone Exp	EB	Whitestone Expressway EB Inner west of ramp from Whitestone Expressway EB Outer	Basic	883	843	40	95%	883	759	124	86%	0	-84	+84	-10%
43	Whitestone Exp	EB	Whitestone Expressway EB west of ramp to VWE SB	Weave	4,561	4,274	287	94%	3,715	3,227	488	87%	-846	-1047	+201	-7%
44	Whitestone Exp	EB	Whitestone Expressway EB south of Exit 14	Diverge	3,591	3,357	234	93%	2,871	2,487	384	87%	-720	-870	+150	-7%
45	Whitestone Exp	EB	Whitestone Expressway EB south of ramp from VWE NB	Basic	2,841	2,650	191	93%	2,303	1,992	311	86%	-538	-658	+120	-7%
46	Whitestone Exp	EB	Astoria Boulevard EB and GCP EB ramp to Whitestone Expressway EB Outer	Basic	2,340	2,308	32	99%	2,925	2,579	346	88%	+585	+271	+314	-10%
47	Whitestone Exp	EB	Whitestone Expressway EB Outer west of split to Inner/Northern Boulevard EB	Weave	4,444	4,098	346	92%	4,098	3,414	684	83%	-346	-684	+338	-9%
48	Whitestone Exp	EB	Whitestone Expressway EB Outer ramp to Whitestone Expressway EB	Basic	3,588	3,323	265	93%	2,742	2,275	467	83%	-846	-1048	+202	-10%
49	Whitestone Exp	WB	Whitestone Expressway WB north of ramp from Service Road/Linden Place	Basic	5,421	5,411	10	100%	5,632	4,744	888	84%	+211	-667	+878	-16%
50	Whitestone Exp	WB	Whitestone Expressway WB north of ramp to VWE SB	Weave	6,045	6,045	0	100%	6,256	5,280	976	84%	+211	-765	+976	-16%

TABLE D-28
Queens Future
2030 CONDITIONS: GAMEDAY SUNDAY PM PEAK HOUR VEHICLE DEMAND ANALYSIS

ID	Mainline	Direction	Segment	Facility Type	Sunday PM Peak Hour											
					No Action				With Action				Net Change			
					Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
51	Whitestone Exp	WB	Whitestone Expressway WB south of ramp to VWE SB	Basic	3,116	3,107	9	100%	3,327	2,588	739	78%	+211	-519	+730	-22%
52	Whitestone Exp	WB	Whitestone Expressway WB north of Exit 13D	Diverge	3,116	3,107	9	100%	3,327	2,588	739	78%	+211	-519	+730	-22%
53	Whitestone Exp	WB	Whitestone Expressway WB south of Exit 13D	Basic	2,606	2,601	5	100%	2,606	2,045	561	78%	0	-556	+556	-21%
54	Whitestone Exp	WB	Whitestone Expressway WB east of Exit 13A/13B-C Split	Diverge	2,606	2,601	5	100%	2,606	2,045	561	78%	0	-556	+556	-21%
55	Whitestone Exp	WB	Whitestone Expressway WB Exit 13B-C Ramp	Basic	1,642	1,645	-3	100%	1,642	1,295	347	79%	0	-350	+350	-21%
56	Whitestone Exp	WB	Whitestone Expressway WB west of ramp from Northern Expressway/VWE NB	Basic	2,525	2,487	38	98%	2,525	2,054	471	81%	0	-433	+433	-17%
57	Whitestone Exp	WB	Whitestone Expressway WB east of GCP EB/WB Split	Diverge	2,525	2,487	38	98%	2,525	2,054	471	81%	0	-433	+433	-17%
58	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP EB	Basic	771	748	23	97%	771	626	145	81%	0	-122	+122	-16%
59	Whitestone Exp	WB	Whitestone Expressway WB ramp to GCP WB	Basic	1,754	1,690	64	96%	1,754	1,435	319	82%	0	-255	+255	-15%
60	Whitestone Exp	WB	GCP WB Outer ramp from Whitestone Expressway WB and Marina Road	Merge	2,703	2,514	189	93%	3,942	3,113	829	79%	+1239	+599	+640	-14%
61	Astoria Blvd	EB	Astoria Boulevard ramp to GCP EB and Whitestone Expressway EB Outer	Diverge	493	488	5	99%	532	528	4	99%	+39	+40	-1	+0%
62	Astoria Blvd	EB	Astoria Boulevard and 34th Avenue ramp to GCP EB	Merge	1,696	1,661	35	98%	1,690	1,616	74	96%	-6	-45	+39	-2%
63	Astoria Blvd	WB	Whitestone Expressway WB ramp to Astoria Boulevard (exit 13A)	Basic	964	955	9	99%	964	752	212	78%	0	-203	+203	-21%
64	Astoria Blvd	WB	Whitestone Expressway WB and Northern Boulevard WB ramp to Astoria Boulevard	Basic	1,650	1,538	112	93%	1,732	1,291	441	75%	+82	-247	+329	-19%
65	Northern Blvd	EB	Northern Boulevard EB east of 114th Street	Basic	968	960	8	99%	1,072	1,069	3	100%	+104	+109	-5	+1%
66	Northern Blvd	EB	Northern Boulevard EB west of ramp to Whitestone Expressway EB	Diverge	968	960	8	99%	1,072	1,069	3	100%	+104	+109	-5	+1%
67	Northern Blvd	EB	Northern Boulevard EB east of ramp to Whitestone Expressway EB	Basic	473	472	1	100%	577	580	-3	101%	+104	+108	-4	+1%
68	Northern Blvd	EB	Northern Boulevard EB west of ramp to Seaver Way	Diverge	473	472	1	100%	577	580	-3	101%	+104	+108	-4	+1%
69	Northern Blvd	EB	Northern Boulevard EB west of ramp from VWE NB	Basic	1,177	1,099	78	93%	1,216	989	227	81%	+39	-110	+149	-12%
70	Northern Blvd	EB	Northern Boulevard EB east of ramp from VWE NB	Basic	1,788	1,701	87	95%	1,827	1,508	319	83%	+39	-193	+232	-13%
71	Northern Blvd	WB	Northern Boulevard WB west of Prince Street	Basic	1,695	1,632	63	96%	1,800	1,749	51	97%	+105	+117	-12	+1%
72	Northern Blvd	WB	Northern Boulevard WB east of ramp to VWE SB and Whitestone Expressway WB	Diverge	1,695	1,632	63	96%	1,800	1,749	51	97%	+105	+117	-12	+1%
73	Northern Blvd	WB	Northern Boulevard WB west of ramp to VWE SB and Whitestone Expressway WB	Basic	1,017	969	48	95%	1,122	1,080	42	96%	+105	+111	-6	+1%
74	Northern Blvd	WB	Northern Boulevard WB east of off-ramp to Whitestone Expressway WB	Diverge	1,017	969	48	95%	1,122	1,080	42	96%	+105	+111	-6	+1%
75	Northern Blvd	WB	Northern Boulevard WB west of ramp to Marina Road	Basic	1,425	1,265	160	89%	1,356	924	432	68%	-69	-341	+272	-21%
76	Northern Blvd	WB	Northern Boulevard WB west of ramp from Marina Road	Diverge	1,794	1,522	272	85%	1,825	1,265	560	69%	+31	-257	+288	-16%

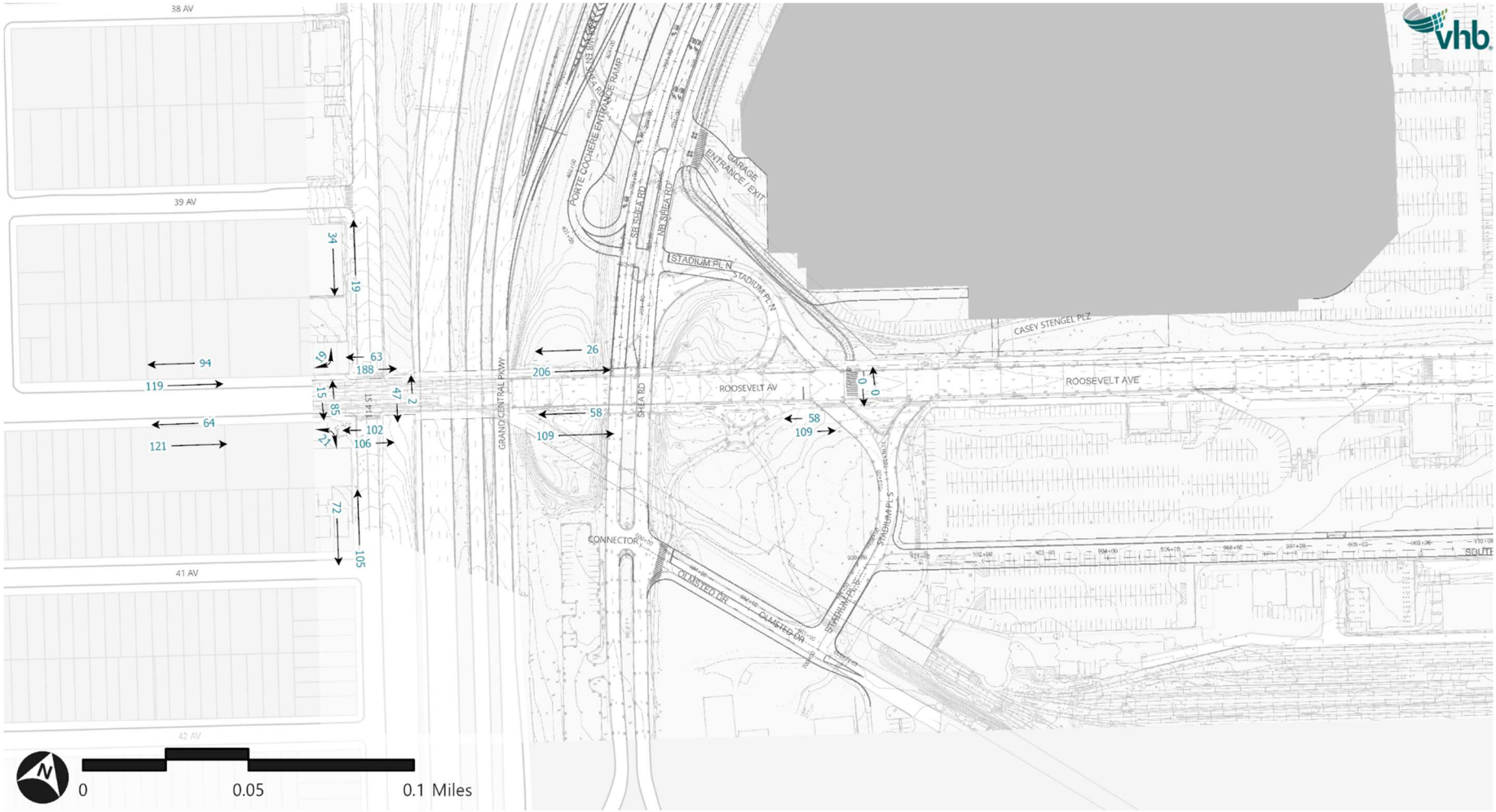
Notes:

[1] Segment is (Loc. ID 12, "GCP WB Outer north of ramp from Shea Road", Merge) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[2] Segment does not exist in Existing or No Action Conditions. New segment due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

[3] Segment is (Loc. ID 17, "GCP WB at Exit 9E Weave/Shea Road", Weave) in Existing and No Action Conditions. Change is due to With Action proposal to eliminate existing weaving section on westbound Grand Central Parkway between Shea Road on-ramp and Shea Road off-ramp.

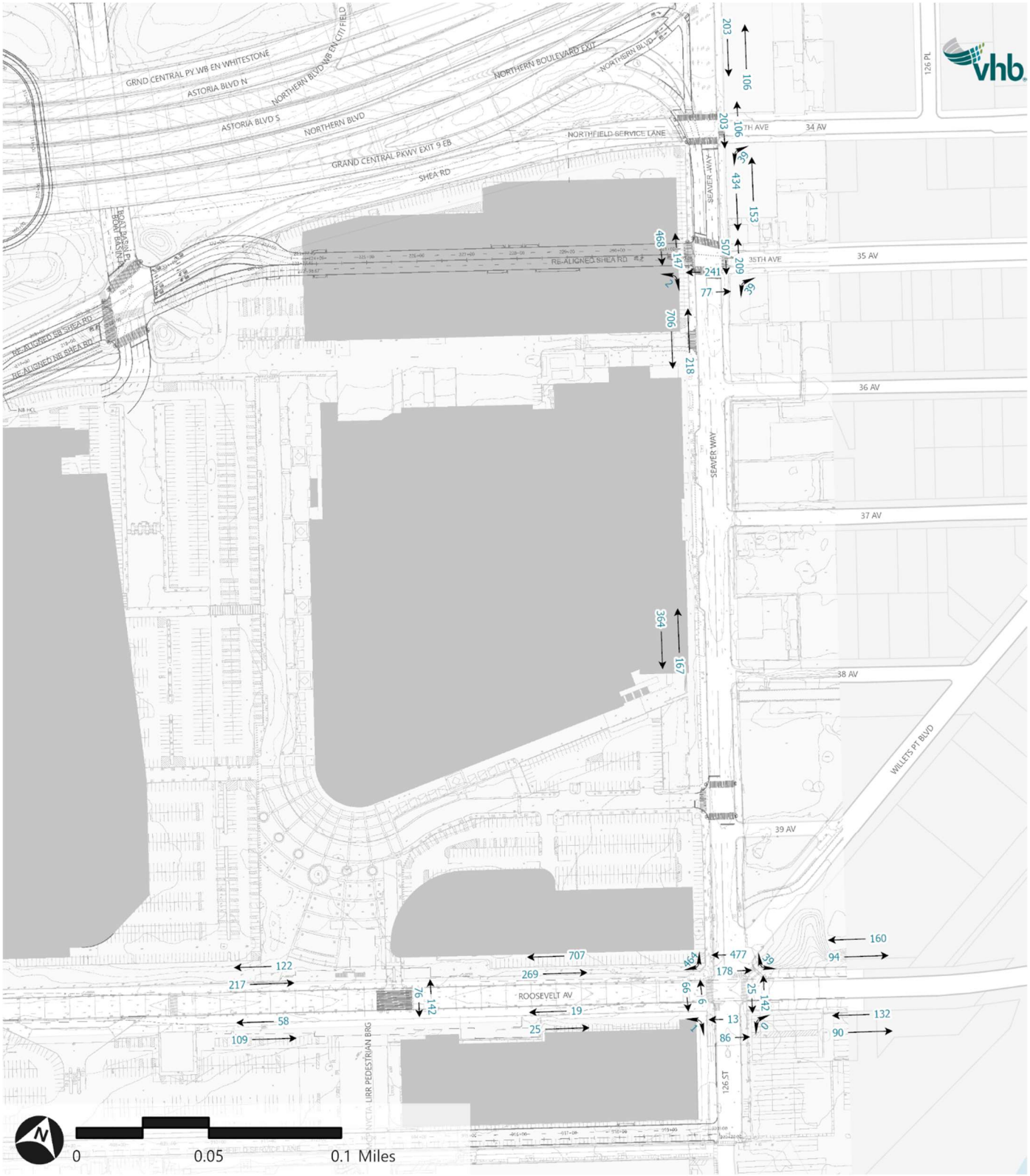
Figure D-156a: With-Action Non-Gameday Pedestrian Volumes – Weekday AM Peak Hour



Legend

⟶ Pedestrian Volume

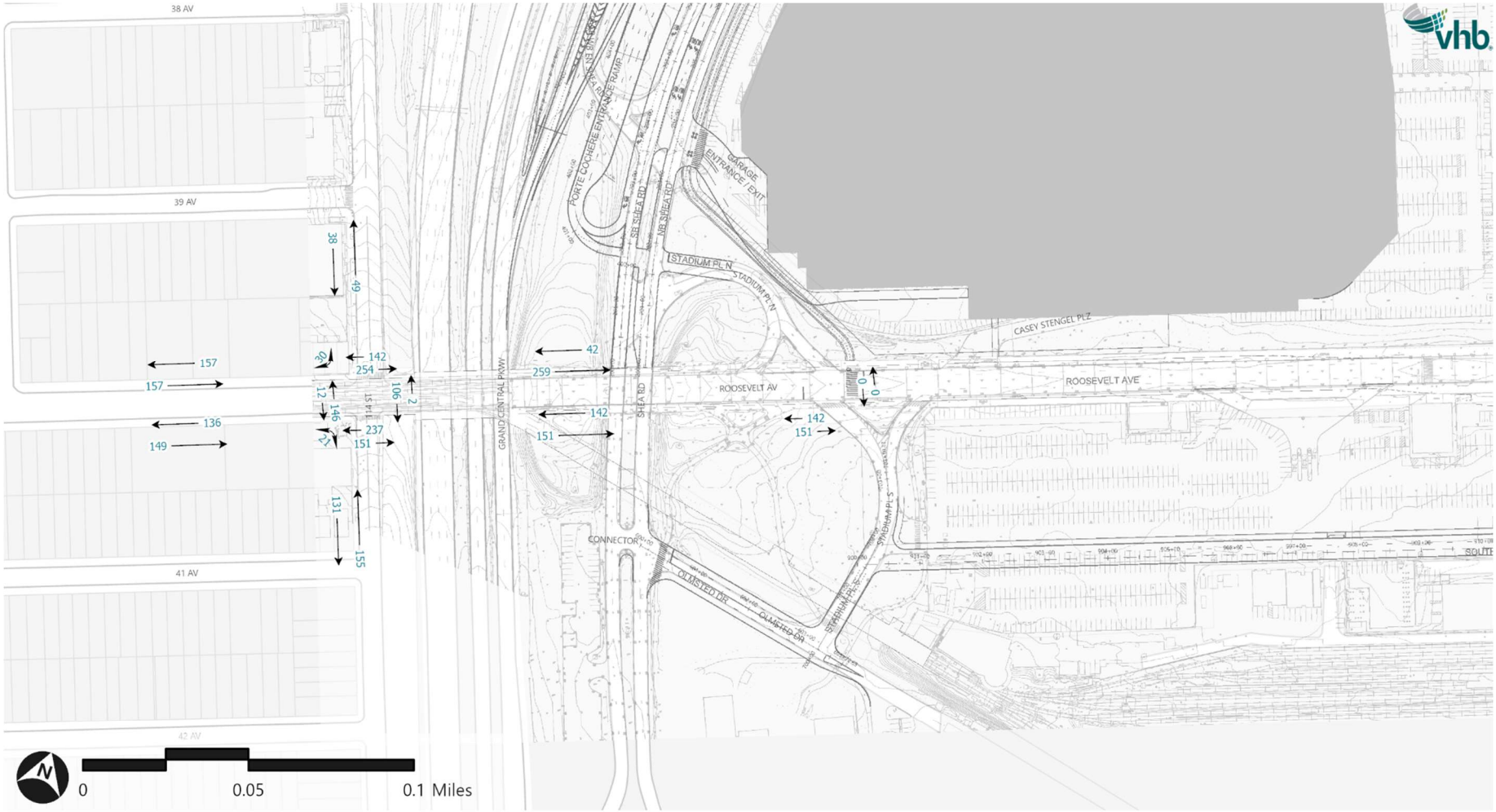
Figure D-156b: With-Action Non-Gameday Pedestrian Volumes – Weekday AM Peak Hour



Legend

⟶ Pedestrian Volume

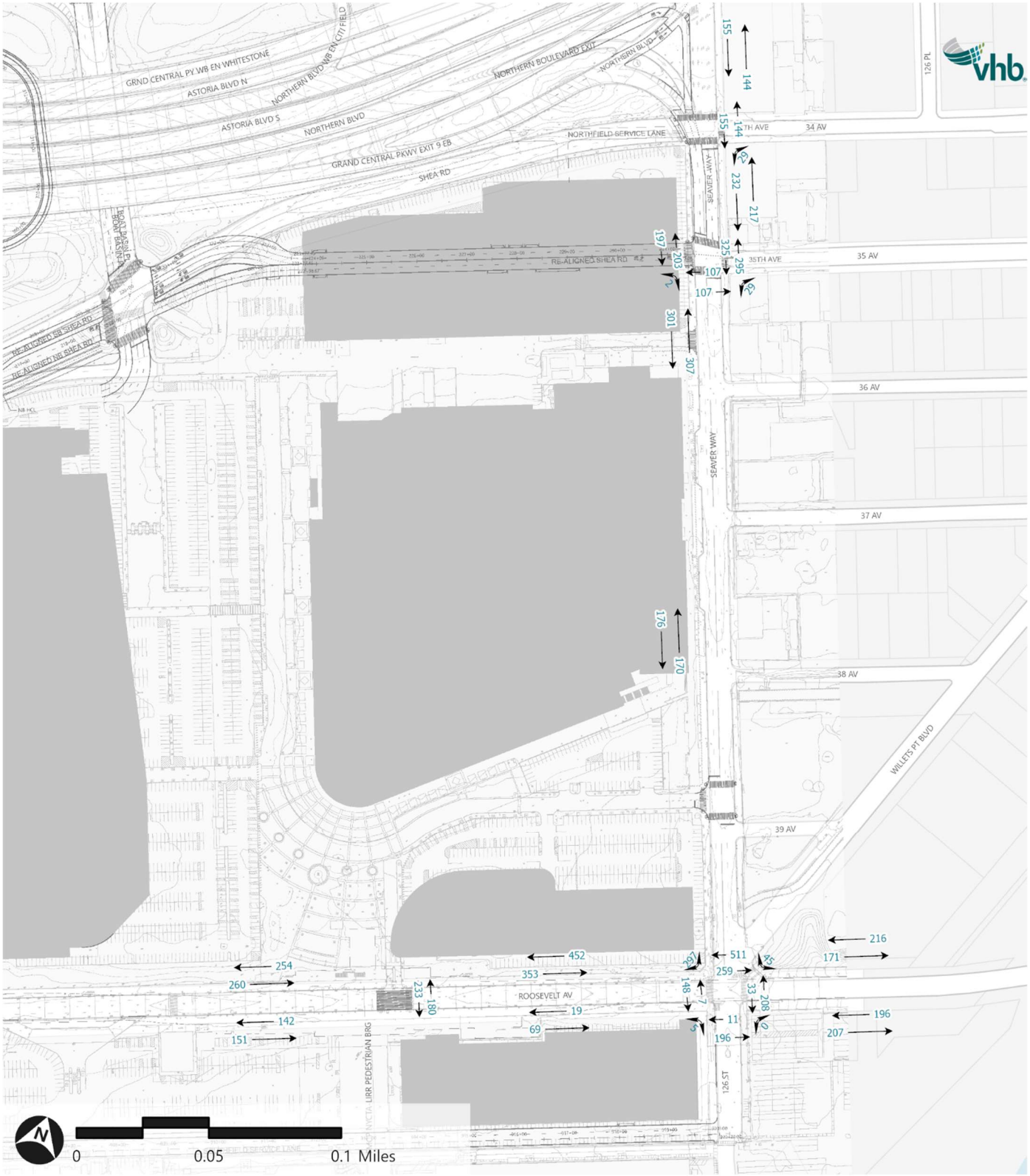
Figure D-157a: With-Action Non-Gameday Pedestrian Volumes - Weekday Midday Peak Hour



Legend

⟶ Pedestrian Volume

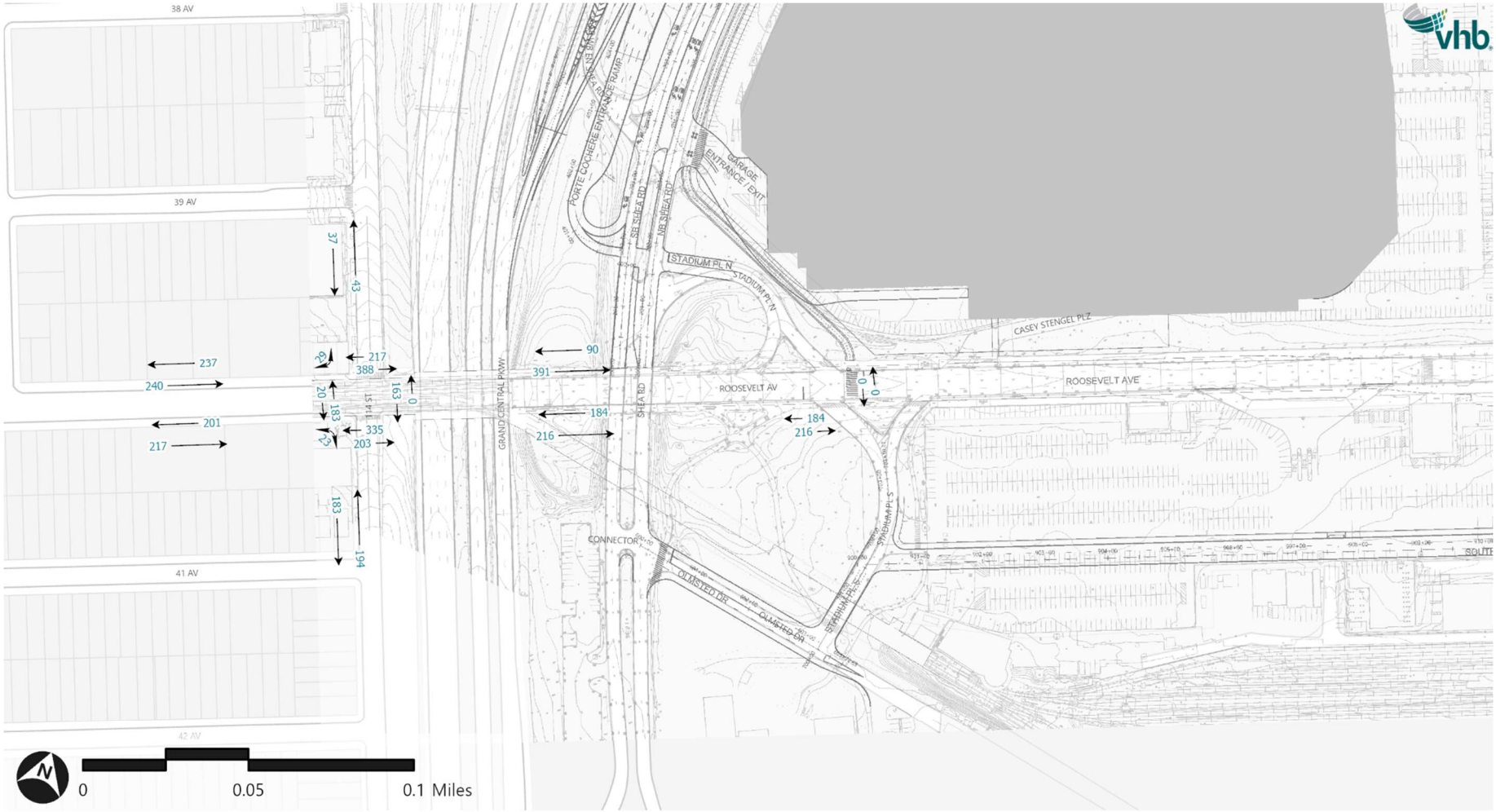
Figure D-157b: With-Action Non-Gameday Pedestrian Volumes - Weekday Midday Peak Hour



Legend

→ Pedestrian Volume

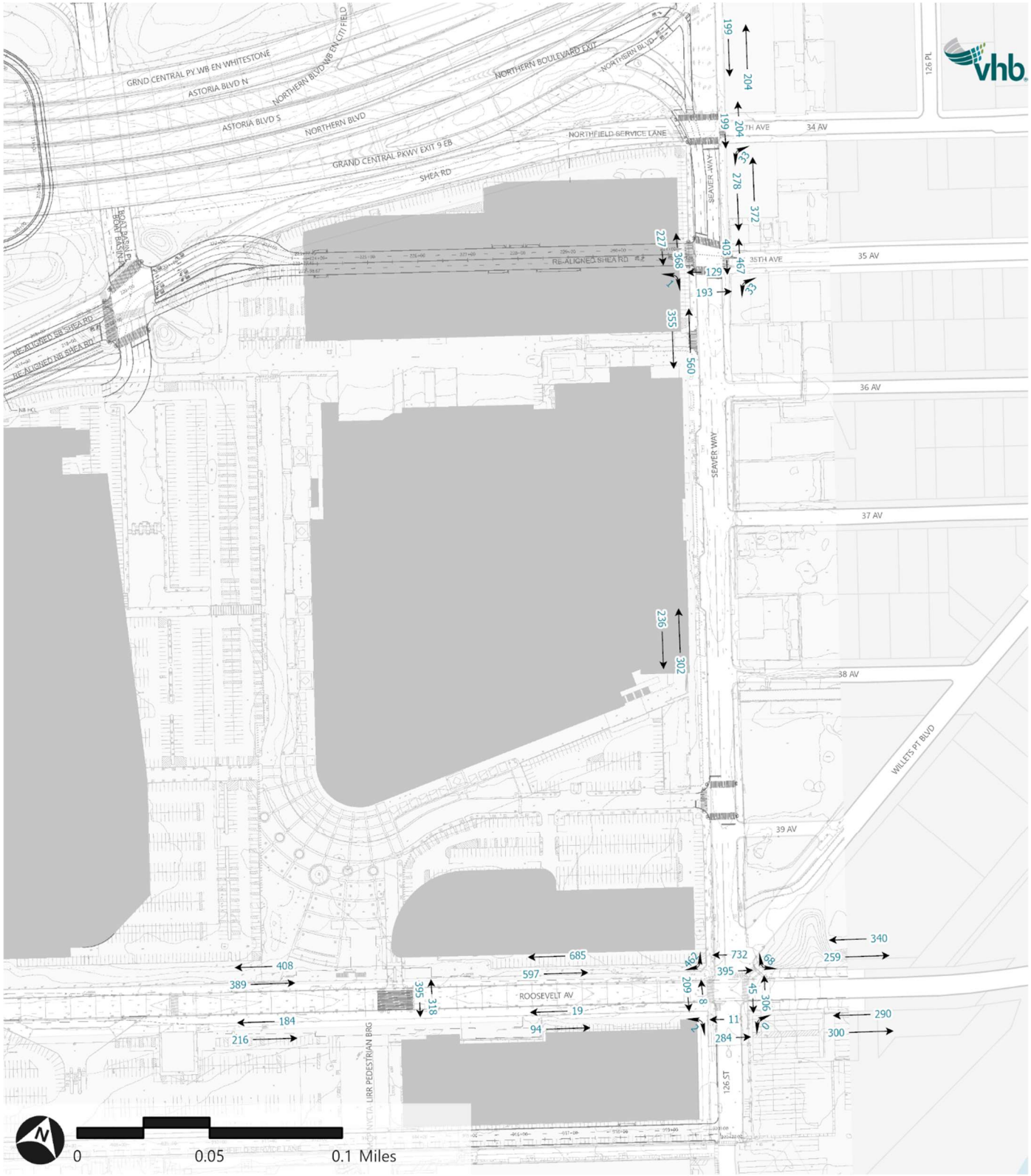
Figure D-158a: With-Action Non-Gameday Pedestrian Volumes - Weekday PM Peak Hour



Legend

⟶ Pedestrian Volume

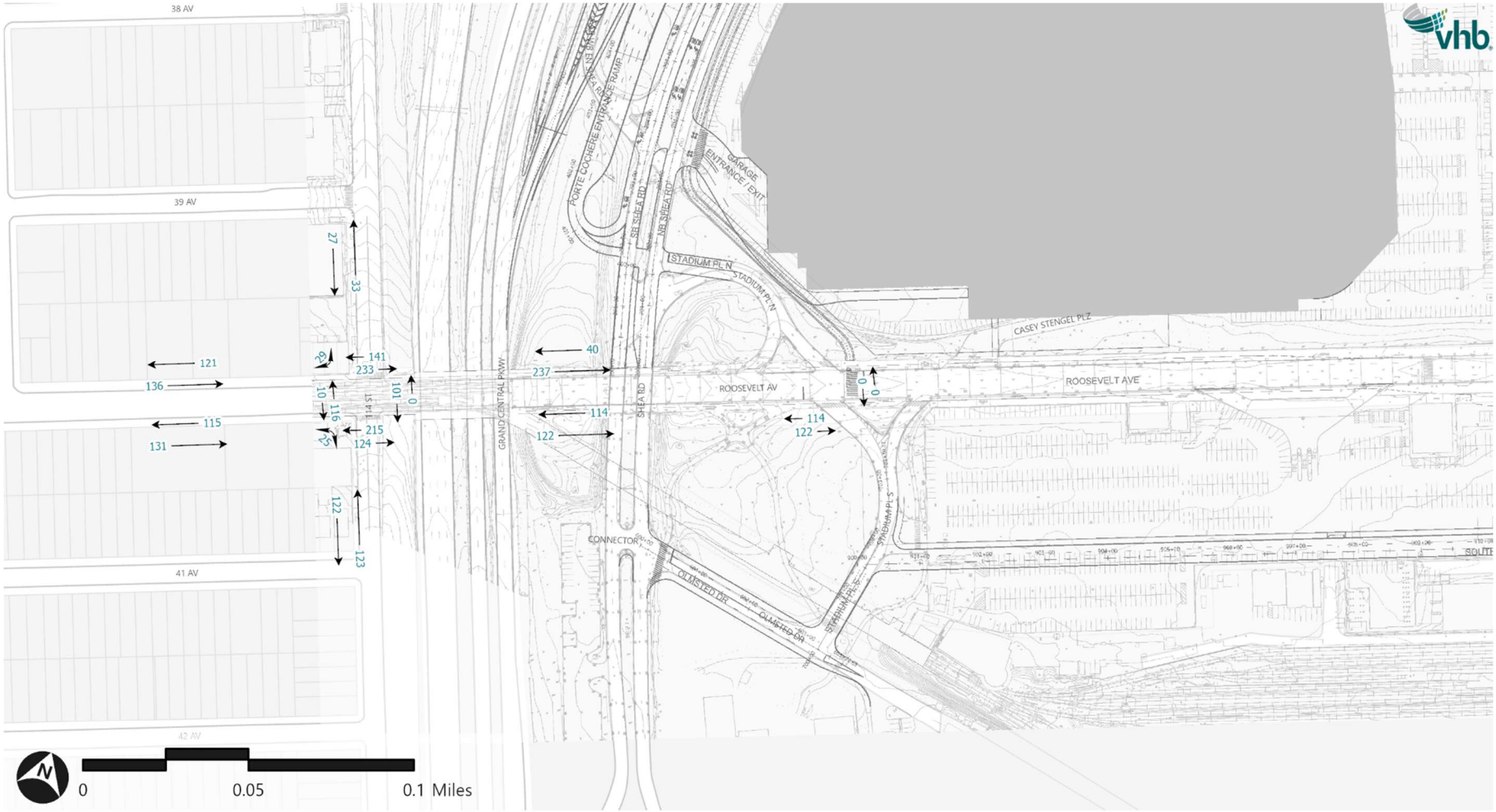
Figure D-158b: With-Action Non-Gameday Pedestrian Volumes - Weekday PM Peak Hour



Legend

→ Pedestrian Volume

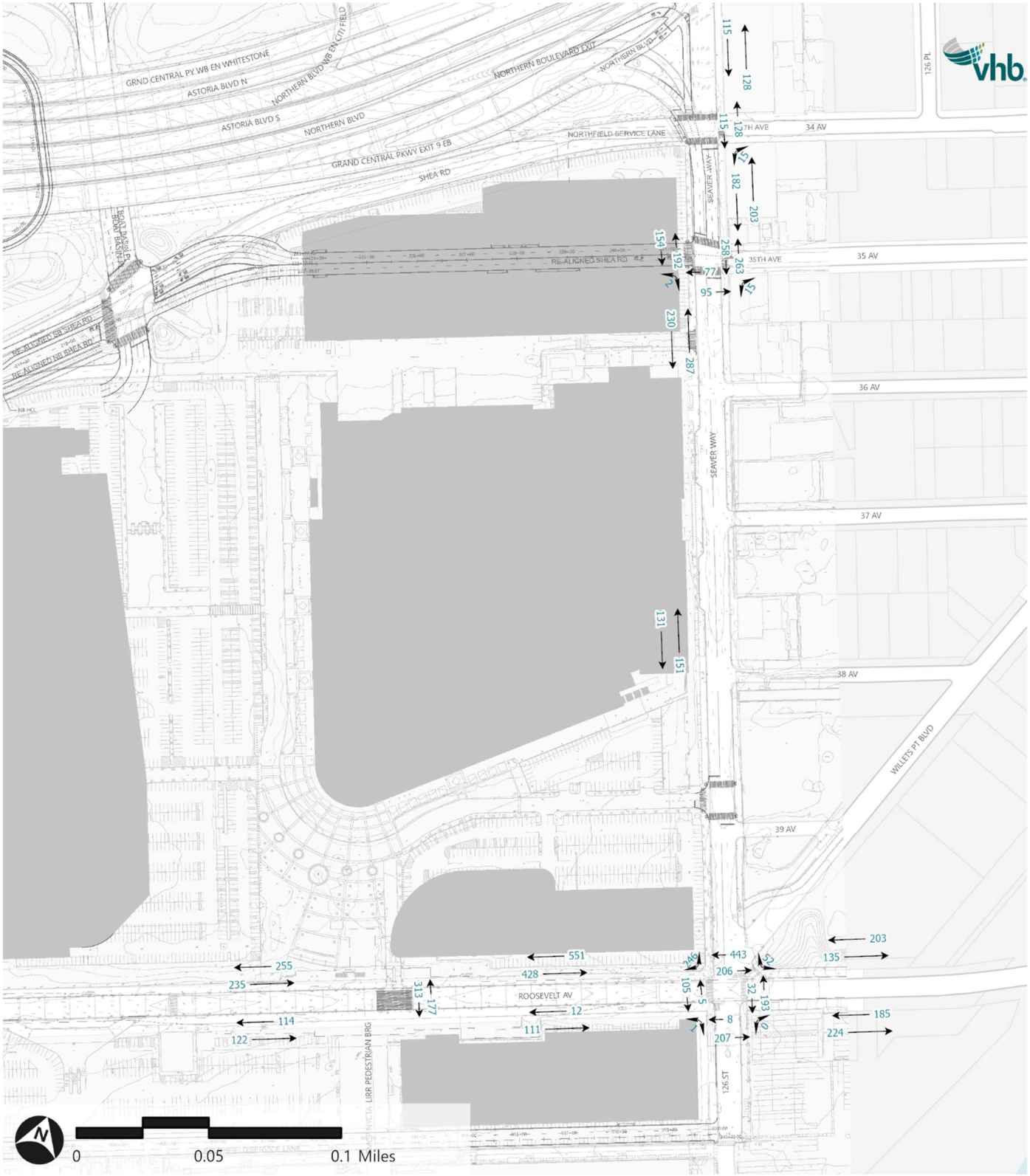
Figure D-159a: With-Action Non-Gameday Pedestrian Volumes - Saturday PM Peak Hour



Legend

⟶ Pedestrian Volume

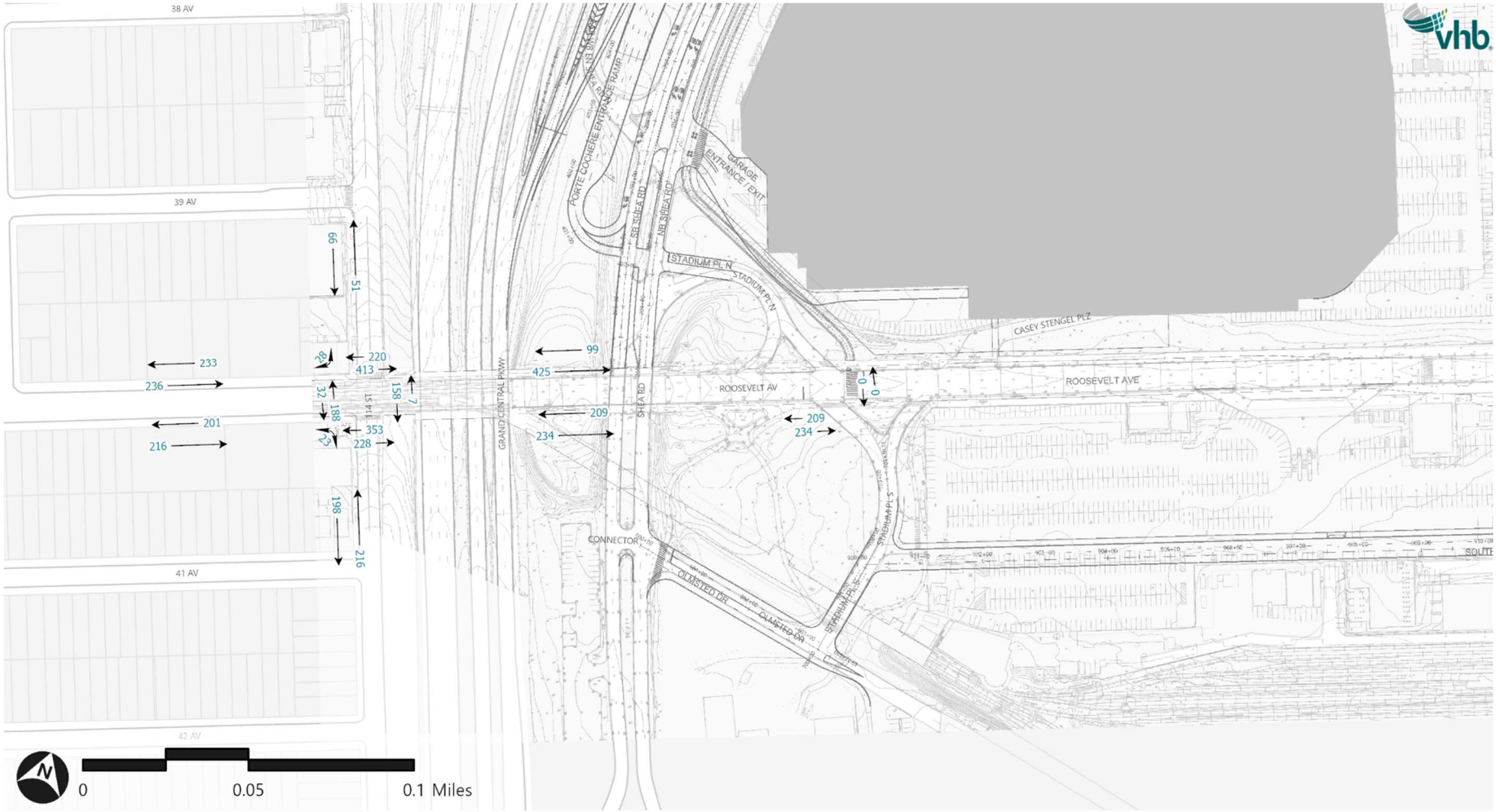
Figure D-159b: With-Action Non-Gameday Pedestrian Volumes - Saturday PM Peak Hour



Legend

⟶ Pedestrian Volume

Figure D-160a: With-Action Gameday Pedestrian Volumes - Weekday PM Peak Hour



Legend

⟶ Pedestrian Volume

Figure D-160b: With-Action Gameday Pedestrian Volumes - Weekday PM Peak Hour

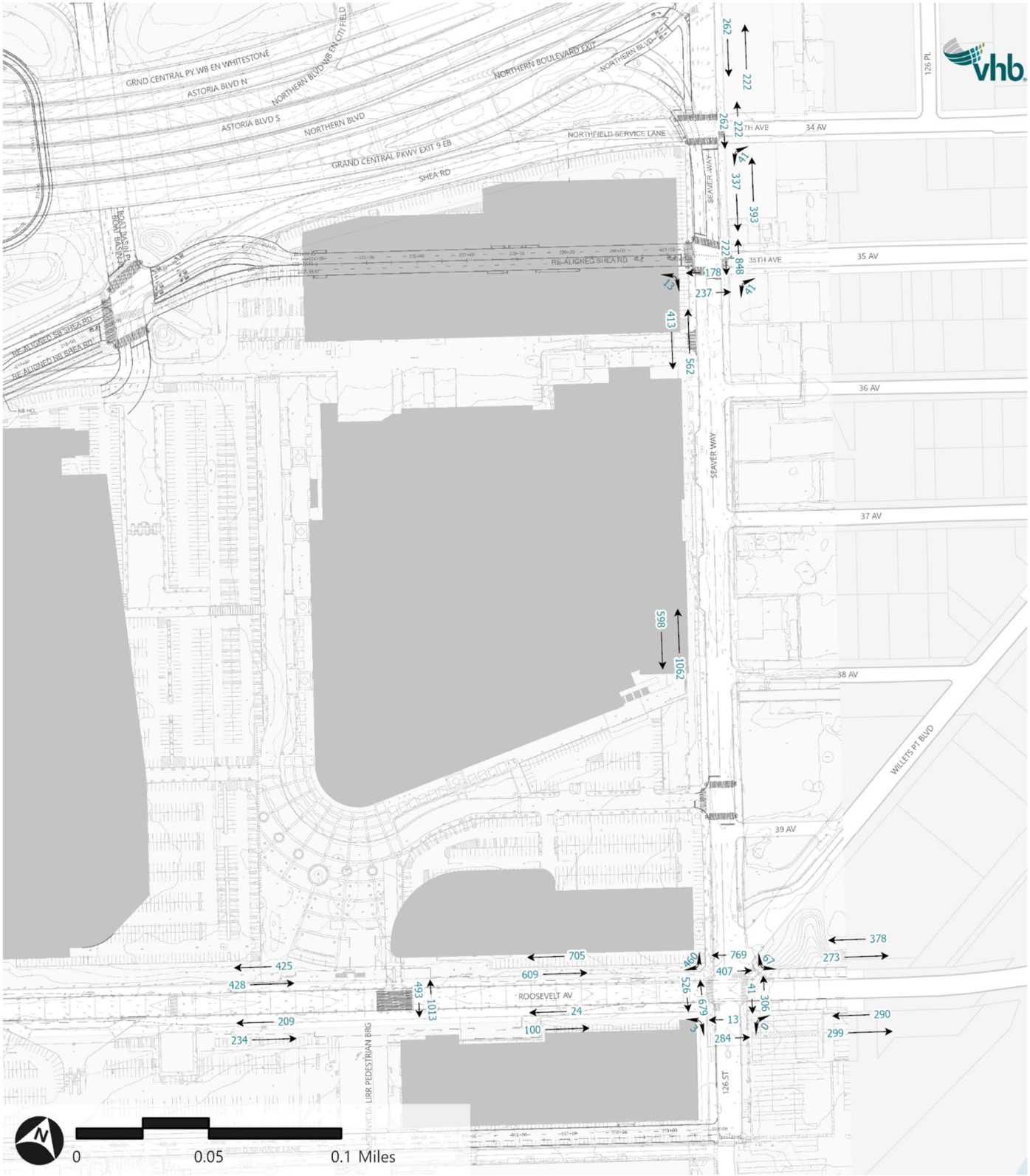
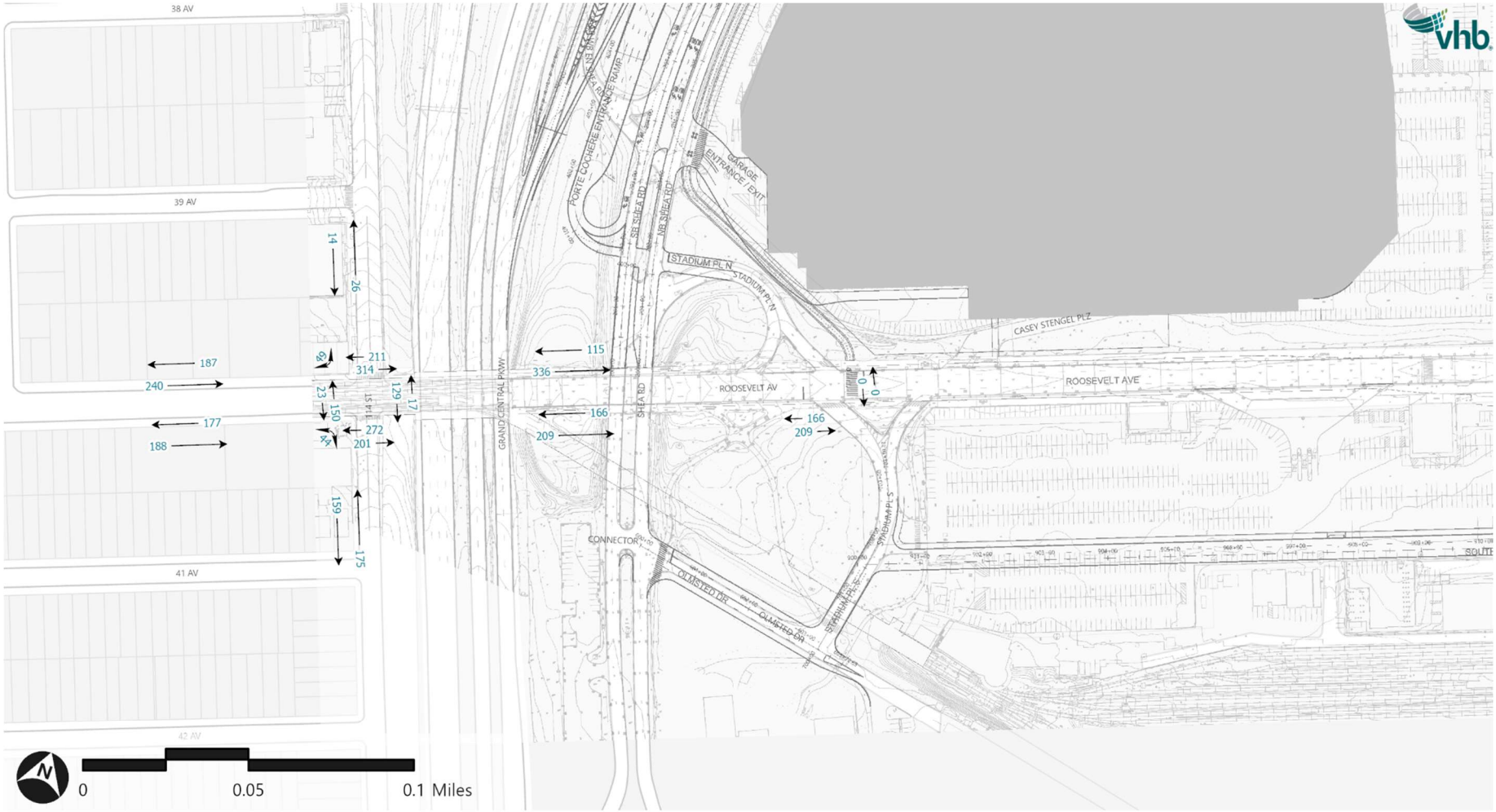


Figure D-161a: With-Action Gameday Pedestrian Volumes - Saturday PM Pre Game Peak Hour



Legend

⟶ Pedestrian Volume

Figure D-161b: With-Action Gameday Pedestrian Volumes - Saturday PM Pre Game Peak Hour

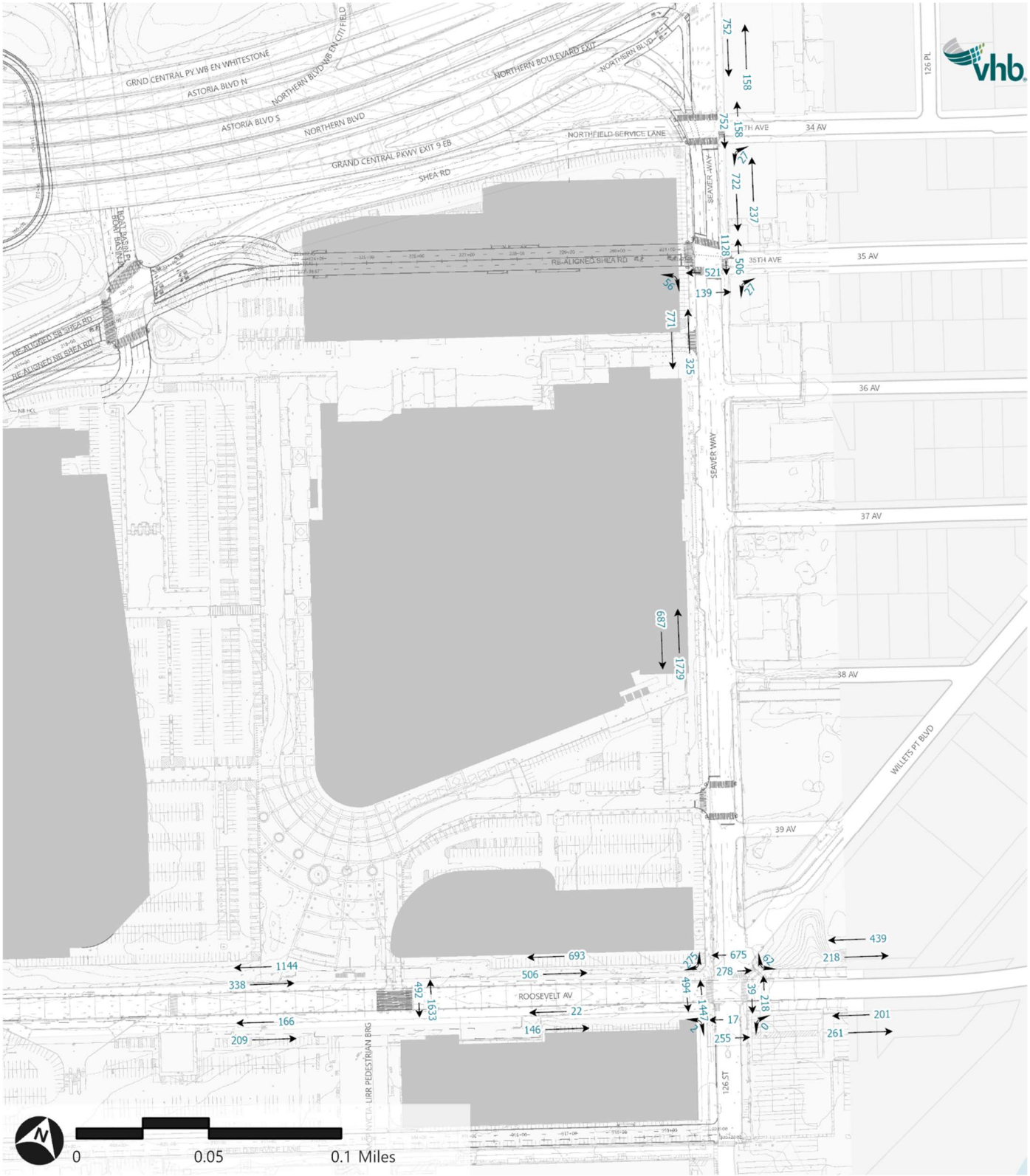
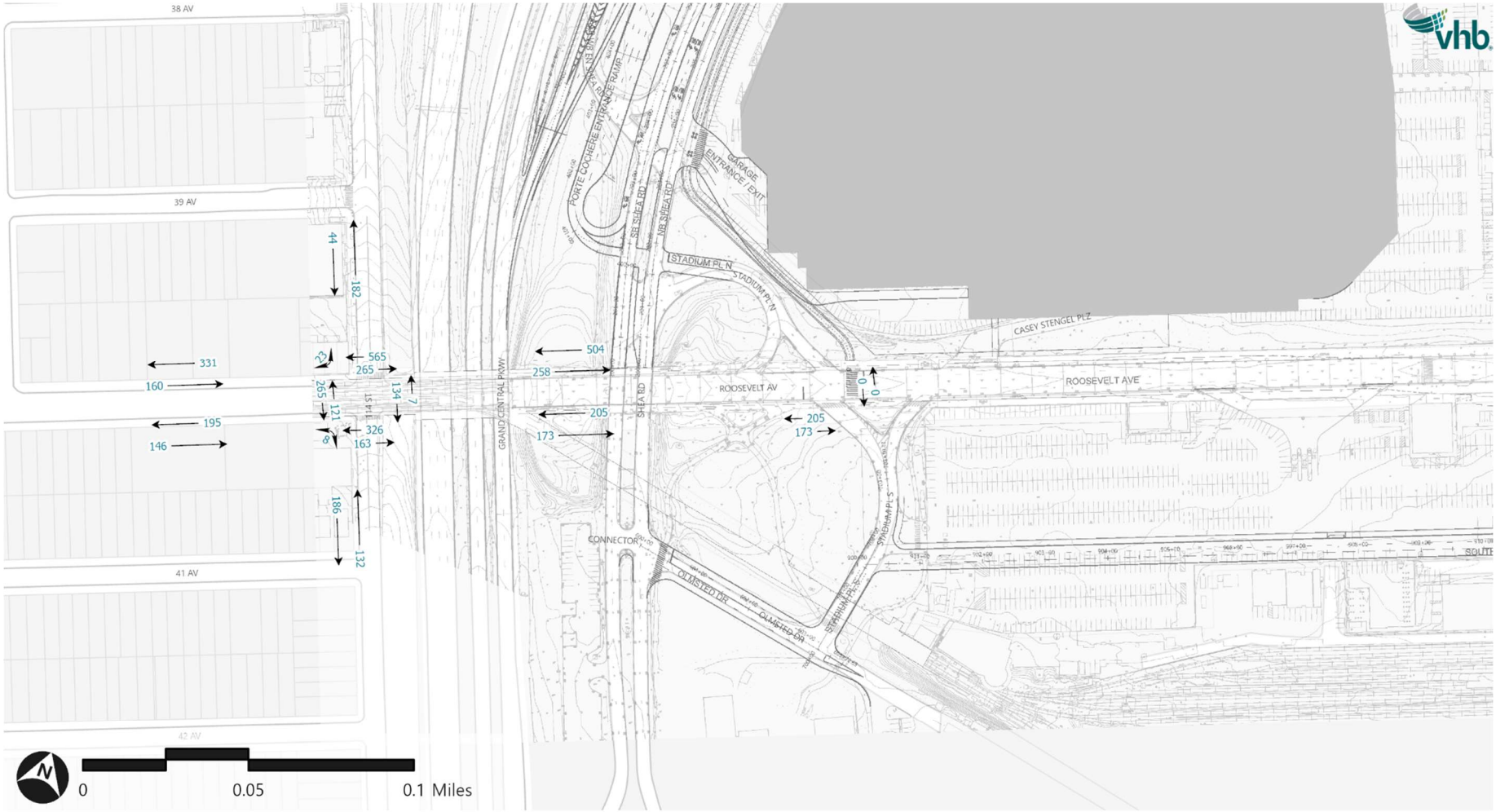


Figure D-162a: With-Action Gameday Pedestrian Volumes - Saturday PM Post Game Peak Hour



Legend

⟶ Pedestrian Volume

Figure D-162b: With-Action Gameday Pedestrian Volumes - Saturday PM Post Game Peak Hour

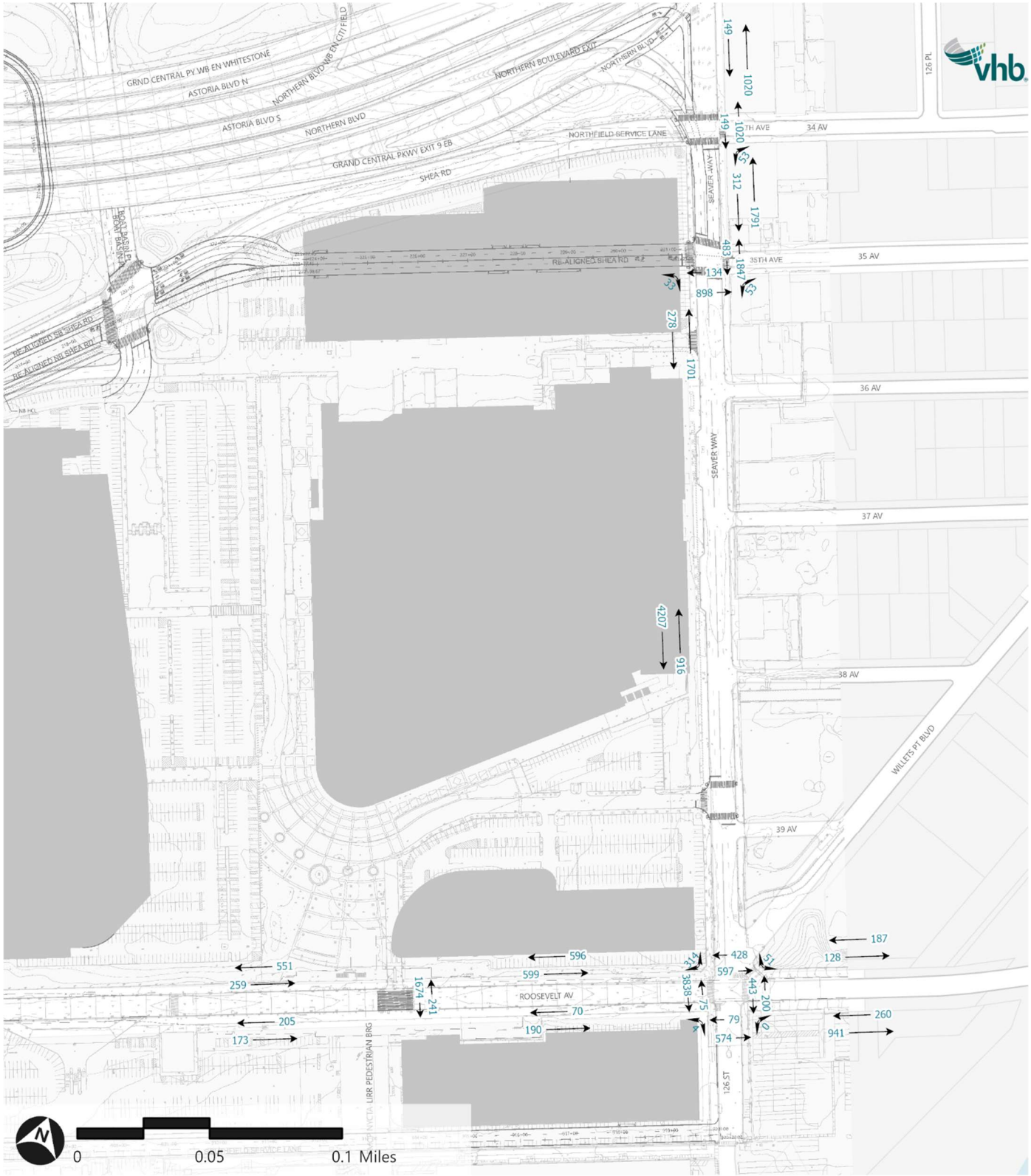
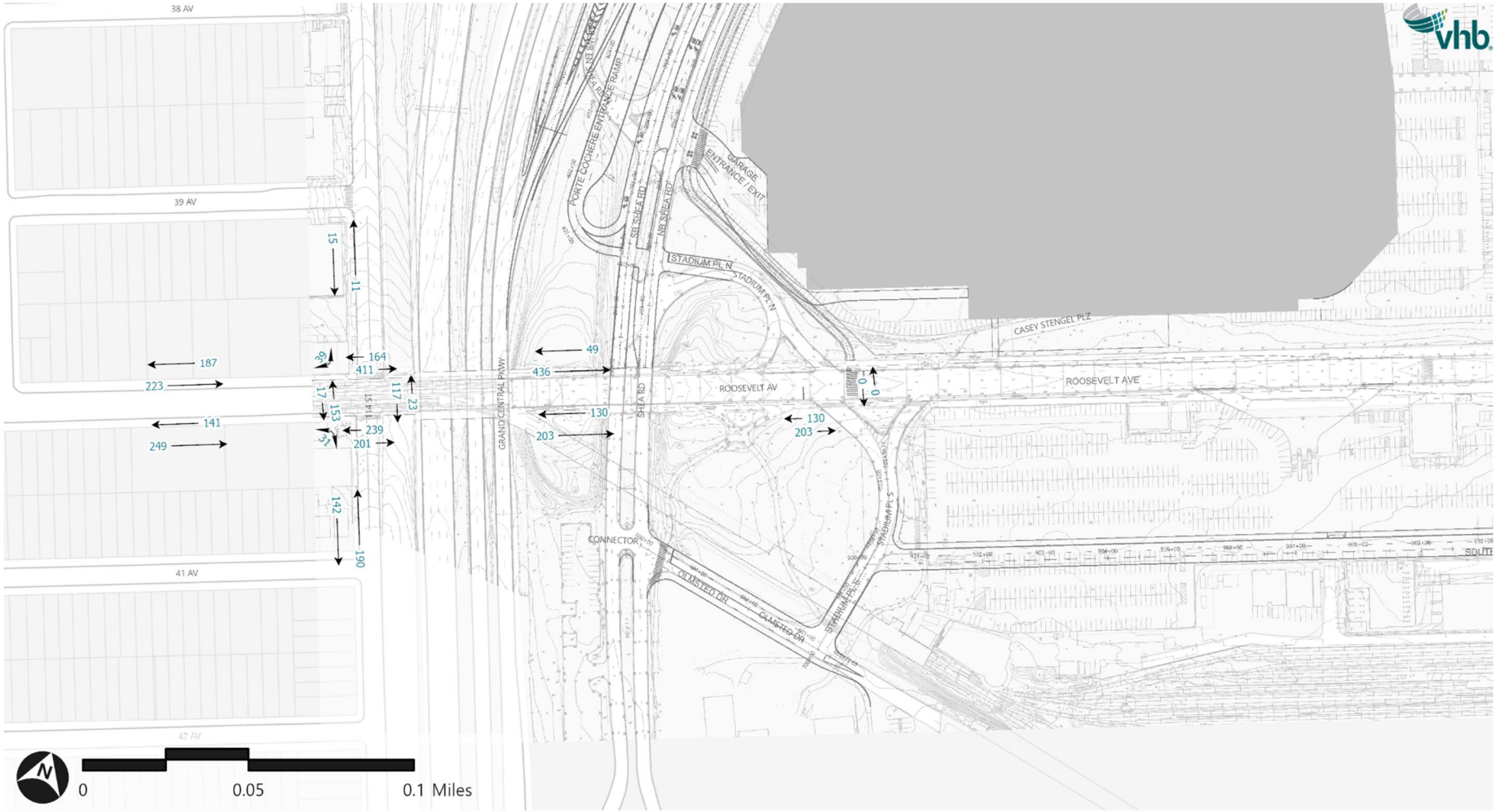


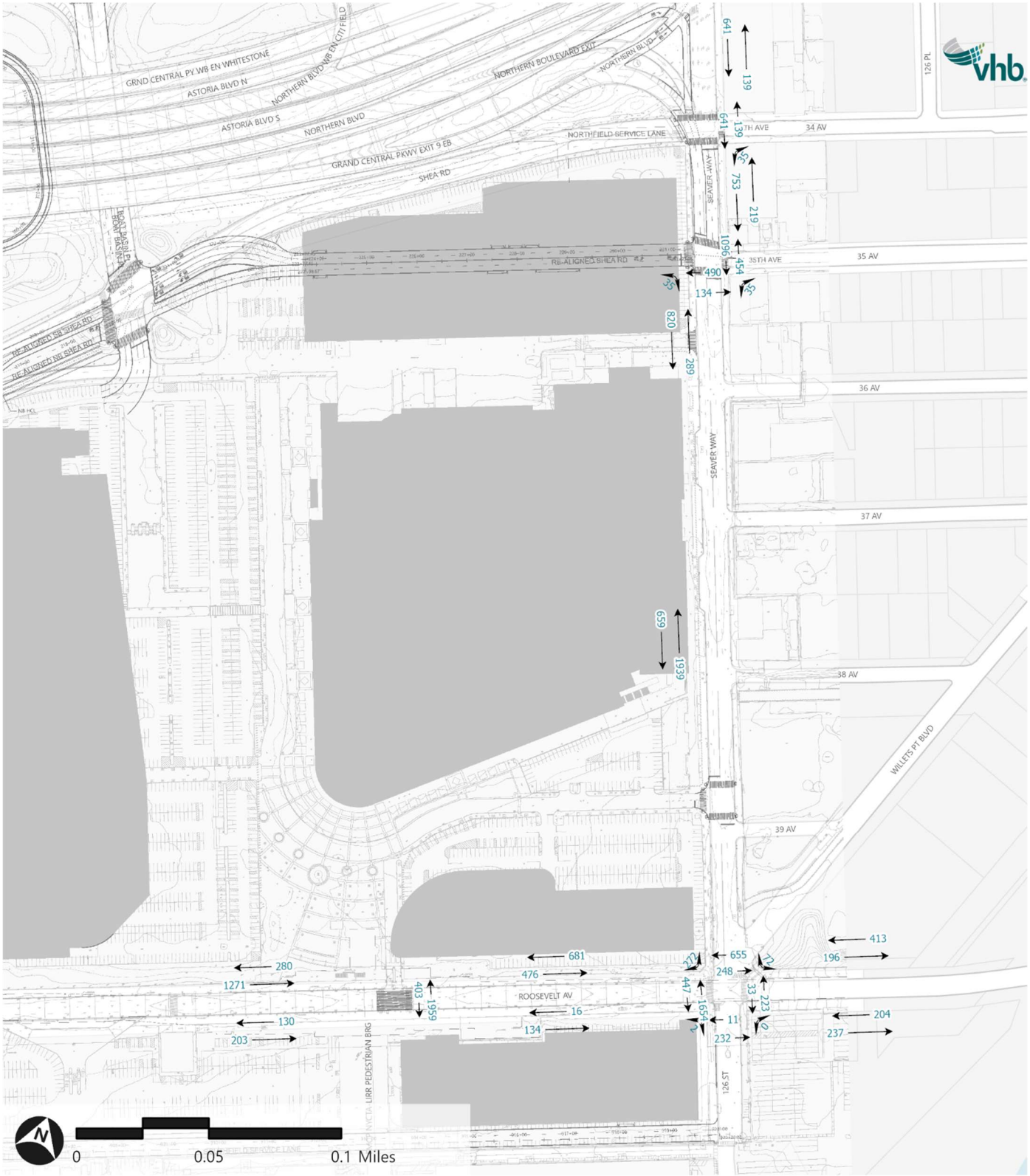
Figure D-163a: With-Action Gameday Pedestrian Volumes - Sunday Midday Peak Hour



Legend

⟶ Pedestrian Volume

Figure D-163b: With-Action Gameday Pedestrian Volumes - Sunday Midday Peak Hour



Legend

→ Pedestrian Volume

Figure D-164a: With-Action Gameday Pedestrian Volumes - Sunday PM Peak Hour

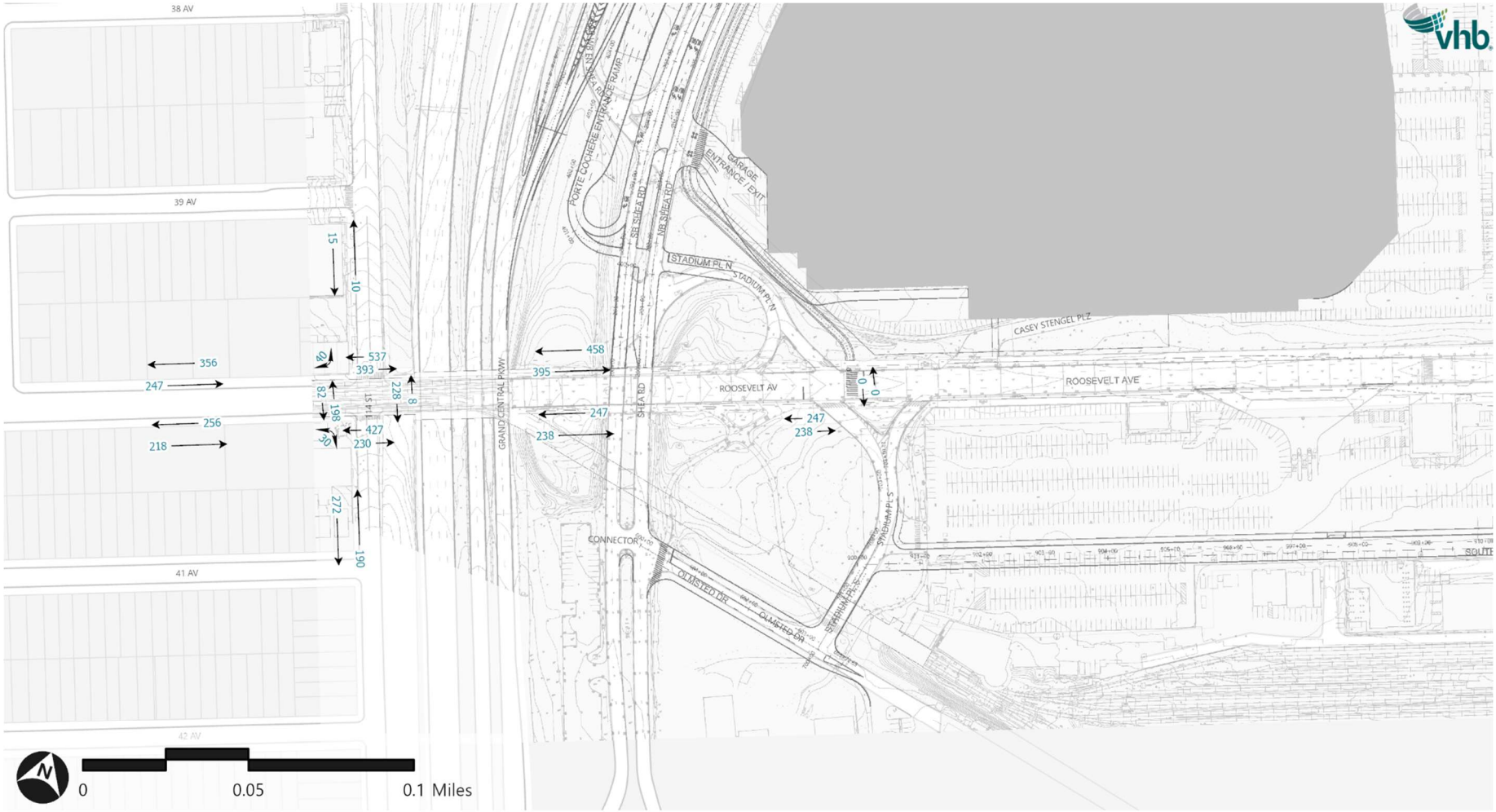
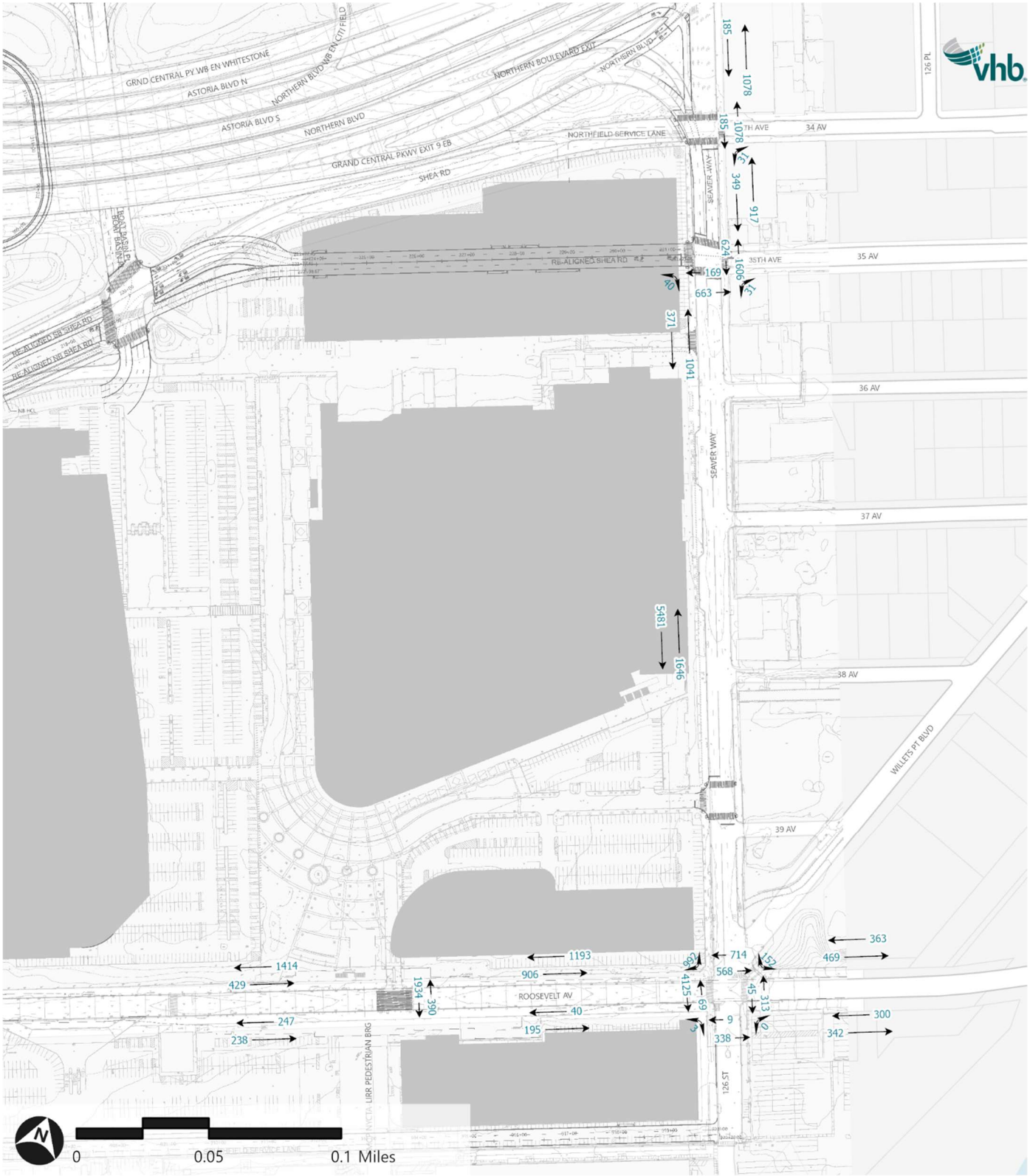


Figure D-164b: With-Action Gameday Pedestrian Volumes - Sunday PM Peak Hour



Legend

⟶ Pedestrian Volume

Table D-29
Queens Future
Proposed Project Parking Demand - Weekday Non-Gameday

Hour		Area A							Area B				Open Space	Total
From	To	Gaming Facility Visitors	Gaming Facility Employees	Hotel	Convention Space	Music Hall	Restaurant	Local Retail	Restaurant	Local Retail	Office	Non-Profit Office		
12 AM	01 AM	1,925	388	230	0	0	10	0	30	0	0	0	0	2,583
01 AM	02 AM	1,562	172	231	0	0	6	0	20	0	0	0	0	1,991
02 AM	03 AM	1,198	172	232	0	0	4	0	15	0	0	0	0	1,621
03 AM	04 AM	753	172	232	0	0	4	0	15	0	0	0	0	1,176
04 AM	05 AM	67	172	232	0	0	4	0	14	0	0	0	0	489
05 AM	06 AM	27	172	231	0	0	4	0	14	0	1	0	0	449
06 AM	07 AM	27	172	228	10	0	4	0	14	1	3	1	0	460
07 AM	08 AM	108	264	221	82	0	6	0	17	2	9	5	0	714
08 AM	09 AM	229	448	204	195	0	12	0	31	3	35	23	1	1,181
09 AM	10 AM	390	460	194	451	0	18	0	45	3	51	34	4	1,650
10 AM	11 AM	592	460	194	581	0	29	0	62	5	56	37	7	2,023
11 AM	12 PM	835	460	189	679	0	49	0	99	5	56	37	10	2,419
12 PM	01 PM	1,037	460	186	746	0	56	0	120	6	52	35	11	2,709
01 PM	02 PM	1,158	460	176	729	0	110	0	248	6	53	36	13	2,989
02 PM	03 PM	1,239	460	178	690	0	59	0	130	7	54	36	11	2,864
03 PM	04 PM	1,360	368	184	599	0	64	0	147	8	53	35	9	2,827
04 PM	05 PM	1,280	313	188	491	0	98	0	231	8	47	31	7	2,694
05 PM	06 PM	1,522	517	190	247	0	111	0	263	8	27	17	9	2,911
06 PM	07 PM	1,522	517	194	12	180	120	0	289	8	14	9	0	2,865
07 PM	08 PM	1,643	517	196	0	505	127	0	311	5	7	4	0	3,315
08 PM	09 PM	1,885	517	202	0	721	130	0	322	3	4	3	0	3,787
09 PM	10 PM	2,168	517	210	0	721	90	0	228	1	3	2	0	3,940
10 PM	11 PM	2,288	517	221	0	577	57	0	139	1	2	1	0	3,803
11 PM	12 AM	2,207	517	227	0	0	17	0	46	0	1	0	0	3,015

Table D-30
Queens Future
Proposed Project Parking Demand - Weekday Gameday

Hour		Area A							Area B				Open Space	Total
From	To	Gaming Facility Visitors	Gaming Facility Employees	Hotel	Convention Space	Music Hall	Restaurant	Local Retail	Restaurant	Local Retail	Office	Non-Profit Office		
12 AM	01 AM	1,898	340	230	0	0	10	0	30	0	0	0	0	2,508
01 AM	02 AM	1,535	124	231	0	0	6	0	20	0	0	0	0	1,916
02 AM	03 AM	1,171	124	232	0	0	4	0	15	0	0	0	0	1,546
03 AM	04 AM	726	124	232	0	0	4	0	15	0	0	0	0	1,101
04 AM	05 AM	40	124	232	0	0	4	0	14	0	0	0	0	414
05 AM	06 AM	0	124	231	0	0	4	0	14	0	1	0	0	374
06 AM	07 AM	0	124	228	10	0	4	0	14	1	3	1	0	385
07 AM	08 AM	81	216	221	82	0	6	0	17	2	9	5	0	639
08 AM	09 AM	202	400	204	195	0	12	0	31	3	35	23	0	1,105
09 AM	10 AM	363	412	194	451	0	18	0	45	3	51	34	0	1,571
10 AM	11 AM	565	412	194	581	0	29	0	62	5	56	37	0	1,941
11 AM	12 PM	808	412	189	679	0	49	0	99	5	56	37	0	2,334
12 PM	01 PM	1,010	412	186	746	0	56	0	120	6	52	35	0	2,623
01 PM	02 PM	1,131	412	176	729	0	110	0	248	6	53	36	0	2,901
02 PM	03 PM	1,212	412	178	690	0	59	0	130	7	54	36	0	2,778
03 PM	04 PM	1,333	320	184	599	0	64	0	147	8	53	35	0	2,743
04 PM	05 PM	1,253	265	188	491	0	98	0	231	8	47	32	0	2,613
05 PM	06 PM	1,495	469	190	247	0	111	0	263	8	27	18	0	2,828
06 PM	07 PM	1,495	469	194	12	180	120	0	289	8	14	9	0	2,790
07 PM	08 PM	1,616	469	196	0	505	127	0	311	5	7	4	0	3,240
08 PM	09 PM	1,858	469	202	0	721	130	0	322	3	4	3	0	3,712
09 PM	10 PM	2,141	469	210	0	721	90	0	228	1	3	2	0	3,865
10 PM	11 PM	2,261	469	221	0	577	57	0	139	1	2	1	0	3,728
11 PM	12 AM	2,180	469	227	0	0	17	0	46	0	1	0	0	2,940

Table D-31
Queens Future
Proposed Project Parking Demand - Saturday Non-Gameday

Hour		Area A							Area B				Open Space	Total
From	To	Gaming Facility Visitors	Gaming Facility Employees	Hotel	Convention Space	Music Hall	Restaurant	Local Retail	Restaurant	Local Retail	Office	Non-Profit Office		
12 AM	01 AM	2,310	569	290	0	0	30	0	95	0	0	0	0	3,294
01 AM	02 AM	1,861	191	294	0	0	12	0	51	0	0	0	0	2,409
02 AM	03 AM	1,371	191	297	0	0	4	0	31	0	0	0	0	1,894
03 AM	04 AM	881	191	299	0	0	4	0	31	0	0	0	0	1,406
04 AM	05 AM	25	191	299	0	0	3	0	29	0	0	0	0	547
05 AM	06 AM	25	191	298	0	0	3	0	29	0	0	0	0	546
06 AM	07 AM	25	191	296	0	0	3	0	29	0	1	1	0	546
07 AM	08 AM	106	297	294	0	0	6	0	36	1	2	1	1	744
08 AM	09 AM	269	510	286	0	0	12	0	49	2	4	2	3	1,137
09 AM	10 AM	473	532	268	49	0	17	0	60	4	8	3	5	1,419
10 AM	11 AM	718	532	255	214	0	32	0	82	4	8	3	7	1,855
11 AM	12 PM	962	532	245	345	0	63	0	140	5	9	3	11	2,315
12 PM	01 PM	1,288	532	237	345	0	140	0	320	5	8	3	14	2,892
01 PM	02 PM	1,532	532	237	345	0	162	0	374	5	7	3	16	3,213
02 PM	03 PM	1,491	532	240	345	0	180	0	419	5	6	3	17	3,238
03 PM	04 PM	1,654	426	246	214	0	151	0	352	5	6	2	17	3,073
04 PM	05 PM	1,736	403	247	121	0	168	0	393	5	5	2	15	3,095
05 PM	06 PM	1,981	759	252	37	0	219	0	518	5	4	2	13	3,790
06 PM	07 PM	1,981	759	253	0	165	201	0	477	5	4	1	10	3,856
07 PM	08 PM	2,063	759	255	0	463	179	0	425	3	4	1	10	4,162
08 PM	09 PM	2,268	759	258	0	661	204	0	494	3	3	1	9	4,660
09 PM	10 PM	2,432	759	270	0	661	150	0	376	2	3	1	7	4,661
10 PM	11 PM	2,596	759	283	0	529	94	0	246	1	2	1	4	4,515
11 PM	12 AM	2,555	759	287	0	0	55	0	153	0	1	1	1	3,812

Table D-32
Queens Future
Proposed Project Parking Demand - Saturday Gameday

Hour		Area A							Area B				Open Space	Total
From	To	Gaming Facility Visitors	Gaming Facility Employees	Hotel	Convention Space	Music Hall	Restaurant	Local Retail	Restaurant	Local Retail	Office	Non-Profit Office		
12 AM	01 AM	2,285	500	290	0	0	30	0	95	0	0	0	0	3,200
01 AM	02 AM	1,836	122	294	0	0	12	0	51	0	0	0	0	2,315
02 AM	03 AM	1,346	122	297	0	0	4	0	31	0	0	0	0	1,800
03 AM	04 AM	856	122	299	0	0	4	0	31	0	0	0	0	1,312
04 AM	05 AM	0	122	299	0	0	3	0	29	0	0	0	0	453
05 AM	06 AM	0	122	298	0	0	3	0	29	0	0	0	0	452
06 AM	07 AM	0	122	296	0	0	3	0	29	0	1	1	0	452
07 AM	08 AM	81	228	294	0	0	6	0	36	1	3	1	0	650
08 AM	09 AM	244	441	286	0	0	12	0	49	2	6	2	0	1,042
09 AM	10 AM	448	463	268	49	0	17	0	60	4	8	3	0	1,320
10 AM	11 AM	693	463	255	214	0	30	0	82	4	8	3	0	1,752
11 AM	12 PM	937	463	245	345	0	59	0	140	5	9	3	0	2,206
12 PM	01 PM	1,263	463	237	345	0	135	0	310	5	8	3	0	2,769
01 PM	02 PM	1,507	463	237	345	0	158	0	364	5	7	3	0	3,089
02 PM	03 PM	1,466	463	240	345	0	177	0	409	5	6	3	0	3,114
03 PM	04 PM	1,629	357	246	214	0	149	0	342	5	6	2	0	2,950
04 PM	05 PM	1,711	334	247	121	0	167	0	383	5	5	2	0	2,975
05 PM	06 PM	1,956	690	252	37	0	219	0	508	5	4	2	0	3,673
06 PM	07 PM	1,956	690	253	0	165	198	0	457	4	4	1	0	3,728
07 PM	08 PM	2,041	690	255	0	463	179	0	415	3	4	1	0	4,051
08 PM	09 PM	2,245	690	258	0	661	204	0	484	3	3	1	0	4,549
09 PM	10 PM	2,408	690	270	0	661	150	0	366	2	3	1	0	4,551
10 PM	11 PM	2,571	690	283	0	529	94	0	243	1	2	1	0	4,414
11 PM	12 AM	2,530	690	287	0	0	55	0	153	0	1	1	0	3,717

Table D-33
Queens Future
Proposed Project Parking Demand - Sunday Gameday

Hour		Area A							Area B				Open Space	Total
From	To	Gaming Facility Visitors	Gaming Facility Employees	Hotel	Convention Space	Music Hall	Restaurant	Local Retail	Restaurant	Local Retail	Office	Non-Profit Office		
12 AM	01 AM	1,900	320	290	0	0	30	0	95	0	0	0	0	2,635
01 AM	02 AM	1,551	192	294	0	0	12	0	51	0	0	0	0	2,100
02 AM	03 AM	1,169	192	297	0	0	4	0	31	0	0	0	0	1,693
03 AM	04 AM	788	192	299	0	0	4	0	31	0	0	0	0	1,314
04 AM	05 AM	121	192	299	0	0	3	0	29	0	0	0	0	644
05 AM	06 AM	121	192	298	0	0	3	0	29	0	0	0	0	643
06 AM	07 AM	121	192	296	0	0	3	0	29	0	1	1	0	643
07 AM	08 AM	184	278	294	0	0	6	0	36	1	2	1	0	802
08 AM	09 AM	311	451	286	0	0	12	0	49	2	4	2	0	1,117
09 AM	10 AM	470	387	268	49	0	17	0	60	4	7	3	0	1,265
10 AM	11 AM	661	387	255	214	0	26	0	82	4	7	3	0	1,639
11 AM	12 PM	852	387	245	345	0	51	0	140	5	8	3	0	2,036
12 PM	01 PM	1,106	387	237	345	0	123	0	310	5	8	3	0	2,524
01 PM	02 PM	1,297	387	237	345	0	142	0	354	5	7	3	0	2,777
02 PM	03 PM	1,265	387	240	345	0	157	0	389	5	6	3	0	2,797
03 PM	04 PM	1,392	301	246	214	0	135	0	312	5	6	2	0	2,613
04 PM	05 PM	1,456	249	247	121	0	159	0	343	6	5	2	0	2,588
05 PM	06 PM	1,647	441	252	37	0	207	0	458	6	4	2	0	3,054
06 PM	07 PM	1,647	441	253	0	165	196	0	427	5	4	1	0	3,139
07 PM	08 PM	1,710	441	255	0	463	179	0	395	3	4	1	0	3,451
08 PM	09 PM	1,869	441	258	0	661	204	0	474	3	3	1	0	3,914
09 PM	10 PM	1,996	441	270	0	661	150	0	366	2	3	1	0	3,890
10 PM	11 PM	2,121	441	283	0	529	94	0	246	1	2	1	0	3,718
11 PM	12 AM	2,090	441	287	0	0	55	0	153	0	1	1	0	3,028