Chapter 20 : Mitigation

I. INTRODUCTION

In accordance with the *City Environmental Quality Review (CEQR) Technical Manual*, where significant adverse impacts are identified, mitigation measures to reduce or eliminate the impacts to the extent practicable are to be identified and evaluated. The preceding chapters of this Environmental Impact Statement (EIS) discuss the potential for significant adverse environmental impacts that would result from the Proposed Project. Based on the assessments provided in those chapters, significant adverse impacts were identified in the following technical areas: Community Facilities and Services, Open Space, and Transportation (traffic, transit, and pedestrian), Air Quality, and Construction (traffic and noise). Measures to minimize or eliminate these anticipated impacts are discussed below.

In addition, and as noted below, measures to further mitigate adverse impacts <u>have been</u> refined and evaluated between the Draft EIS (DEIS) and Final EIS (FEIS). Therefore, the FEIS may include more complete information and commitments on all practicable mitigation measures to be implemented with the Proposed Project.

II. PRINCIPAL CONCLUSIONS

Community Facilities and Services

The Proposed Project would result in significant adverse impacts on public elementary and intermediate schools as well as publicly-funded child care centers. Mitigation measures as described below were explored by the Applicant in consultation with the NYC Department of City Planning (DCP), NYC Department of Education (DOE), the NYC School Construction Authority (SCA), and NYC Administration for Children's Services (ACS).

To fully mitigate the significant adverse impact on public schools, 162 public elementary school seats and 57 public intermediate school seats would need to be provided in CSD 27, Sub-district 1. Alternatively, the Proposed Project would need to be reduced by 521 DUs, or 36% to reduce the number of public school children generated by the Proposed Project to below the significant impact threshold. Measures to mitigate the significant adverse impacts on public schools were explored in coordination with DOE/SCA to determine the feasibility of potential mitigation measures as detailed below.

Upon consideration of all practicable and feasible mitigation measures, it was determined that the Applicant, or its successor(s) to fee title in the Project Site, would be required to either provide funding to the DOE and SCA or perform work in accordance with SCA specifications and procurement processes, or in accordance with DOE/SCA approval, provide off-site land and/or fit-out annex space (up to core and shell) to accommodate an increase of the school capacity by up to 162 public elementary and 57 public intermediate school seats at school(s) in the school study area where such capacity increase is warranted.

Under the terms of the Restrictive Declaration the Applicant may conduct an additional analysis, in accordance with *CEQR Technical Manual* guidelines, to determine whether, based on the data available at the time of the additional analysis, the extent of the impacts and/or timing of when the impacts on public schools are projected to occur varies from that which had been identified the FEIS. Where the additional analysis demonstrates, to the reasonable satisfaction of the SCA and DOE, in consultation with DCP, as lead agency, that the extent of the impacts and/or timing of when the impacts are projected to occur varies from that set forth in the FEIS, the public school mitigation measure shall be adjusted accordingly to reflect

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the modification of minimum number of public school seats necessary to reduce the increase in collective utilization of public schools in the study area to no greater than a 5 percent increase over the No-Action condition or a reduction of overall capacity to less than 100 percent.

The Applicant shall commence implementation of the mitigation measure selected by SCA and DOE, in consultation with DCP, prior to obtaining any excavation/foundation permits from NYC Department of Buildings (DOB) that would be associated with their phase 3 development program. Based on the Applicant's planned development phasing for the Proposed Project, the public-school impacts would occur at the completion of the Applicant's development phase 3 (i.e., upon development of 910 DUs for elementary and 1,030 DUs for intermediate schools). If funding is selected, such funds must be provided prior to the Applicant's acceptance of a Temporary Certificate of Occupancy (TCO) for more than 910 dwelling units.

In conclusion, with the provision of mitigation as described above, the Proposed Project's significant adverse impact on public schools would be fully mitigated.

Open Space

The Proposed Project would result in a significant adverse impact due to increased demand on active open space resources located within the residential study area. Practicable and feasible measures to mitigate these projected impacts <u>were</u> identified in consultation with DCP and the New York City Department of Parks and Recreation ("NYC Parks").

To fully mitigate the significant adverse impact on active open space resources an additional 1.67 acres of active open space would need to be provided within the residential study area. According to the *CEQR Technical Manual*, the following on-site or off-site measures could potentially be applied to mitigate an active open space impact: a) create, on-site, new public active open space; b) create new public active open space elsewhere in the study area; c) improve existing active open spaces in the study area to increase their utility, safety, and capacity; d) provide maintenance equipment, to enable increased park usage within an existing open space resource; and/or, e) contribute capital improvements to an outdated/deteriorated open space to increase its usefulness.

Consultation with DCP and NYC Parks to identify practicable and feasible mitigation measures took place between the issuance of the DEIS and the FEIS. Based on that consultation, it was determined that the most practicable and feasible mitigation measure to address the active open space impacts of the Proposed Project would be for the Applicant, under direction and with approval from NYC Parks, to provide for active recreation improvements to 1.67 acres of Rockaway Community Park, consistent with the 2014 Rockaway Parks Conceptual Plan. These active recreation improvements could consist of, but are not limited to, tennis courts, basketball courts, handball courts, and/or ballfields. Alternatively, in the event that the Applicant is able to create new publicly accessible active open space within the open space study area to serve the proposed population and offset the proposed project's impact on existing active open space, such new open space would, with the approval of NYC Parks, in consultation with DCP, also constitute partial mitigation.

The Applicant shall commence implementation of the mitigation measure selected by NYC Parks, in consultation with DCP, prior to obtaining any excavation/foundation permits from DOB that would be associated with their phase 3 development program. Based on the Applicant's planned development phasing for the Proposed Project, the active open space impacts would occur at the completion of the Applicant's development phase 3 (i.e., upon development of 1,244 DUs). If funding is selected, such funds must be provided prior to the Applicant's acceptance of a Temporary Certificate of Occupancy (TCO) for more than 1,244 dwelling units.

In conclusion, with the provision of the mitigation measures as described above, the Proposed Project's significant adverse impact on active open space resources would be partially mitigated.

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Transportation

The transportation analyses found that several elements in the study area would experience significant adverse traffic, transit, and pedestrian impacts resulting from the Proposed Actions. The discussion below outlines potential mitigation measures that would fully or partially mitigate the identified significant adverse impacts.

Traffic

The Proposed Project would result in significant adverse traffic impacts at 22 signalized intersections and five unsignalized intersections during one or more analyzed peak hours; specifically, <u>33</u> lane groups at 21 signalized intersections and three lane groups at three unsignalized intersections during the Weekday AM peak hour, <u>21</u> lane groups at 16 signalized intersections and five lane groups at five unsignalized intersections during the Weekday AM peak hour, <u>21</u> lane groups at 16 signalized intersections and five lane groups at five unsignalized intersections during the Weekday Midday (MD) peak hour, <u>30</u> lane groups at 18 signalized intersections and five lane groups at three unsignalized intersections during the Weekday PM peak hour, and <u>18</u> lane groups at <u>12</u> signalized intersections and two lane groups at two unsignalized intersections during the Saturday MD peak hour. Mitigation measures such as signal timing changes, modifications to curbside parking regulations, lane geometry changes, and signalization of unsignalized intersections would mitigate or partially mitigate several of the significant adverse traffic impacts.

Table 20-1: Summary of Impacted and Unmitigated Intersections and Lane Groups – Signalized Intersections shows that significant adverse impacts at signalized intersections would be fully mitigated at all but <u>20</u> lane groups at ten intersections during the Weekday AM peak hour, <u>14</u> lane groups at nine intersections during the Weekday MD peak hour, <u>22</u> lane groups at <u>12</u> intersections during the Weekday PM peak hour, and <u>11</u> lane groups at <u>seven</u> intersections during the Saturday MD peak hour. In total, significant adverse impacts to one or more lane groups would remain unmitigated in one or more peak hours at <u>14</u> signalized intersections.

#	Intersection	Weekday AM Peak Hour	Weekday MD Peak Hour	Weekday PM Peak Hour	Saturday MD Peak Hour
1	Beach Channel Drive & Beach 116th Street	Х	Х	Х	Х
3	Rockaway Beach Boulevard & Beach 116th Street	Х	Х	Х	
4	Beach Channel Drive & Rockaway Freeway	Х	Х	Х	Х
5	Beach Channel Drive & Beach 108th Street	Х			
7	Rockaway Beach Boulevard & Beach 108th Street	Х			
8	Beach Channel Drive & Beach 92nd Street/Beach 94th Street	Х	Х	Х	Х
13	Beach Channel Drive & Beach 73rd Street	Х	Х	Х	
15	Beach Channel Drive & Beach 62nd Street	Х	Х	Х	Х
16	Rockaway Beach Boulevard & Beach 62nd Street	Х	Х	Х	Х
19	Arverne Boulevard & Beach 59th Street	Х		Х	
20	Rockaway Freeway & Beach 59th Street	Х	Х	Х	х
21	Rockaway Beach Boulevard & Beach 59th Street	Х	Х	Х	Х
23	Arverne Boulevard & Beach 54th Street	Х	Х	Х	Х
24	Rockaway Freeway & Beach 54th Street			Х	
25	Edgemere Avenue & Beach 54th Street	Х	Х	Х	Х
42	Rockaway Freeway & Seagirt Boulevard	Х	Х		
44	Rockaway Freeway & Cornaga Avenue	Х			
46	Beach Channel Drive & Mott Avenue	Х	Х	Х	Х
47	Beach Channel Drive & Dix Avenue	Х	Х	Х	
48	Beach Channel Drive & Birdsall Avenue	Х		Х	
49	Beach Channel Drive & Nameoke Avenue	Х	Х	Х	х
50	Beach Channel Drive & Hassock Street	Х	Х	Х	Х
	Total Number of Impacted Intersections:	21	16	18	12
	Total Number of Impacted Lane Groups:	33	21	30	18
	Total Number of Unmitigated Intersections:	10	9	12	7
	Total Number of Unmitigated Lane Groups:	20	14	22	11

Table 20-1: Summary of Impacted and Unmitigated Intersections and Lane Groups – Signalized Intersections

X - denotes intersection significantly impacted in the peak hour

Shading denotes unmitigated impact in peak hour.

Table 20-2: Summary of Impacted and Unmitigated Intersections and Lane Groups – Unsignalized Intersections shows that significant adverse impacts at unsignalized intersections would be fully mitigated at all but one lane group at one intersection during the Weekday AM peak hour, two lane groups at two intersections during the Weekday MD peak hour, and one lane group at one intersection during the Weekday PM peak hour. All of the significant adverse traffic impacts at unsignalized intersections would be mitigated during the Saturday MD peak hour. In total, significant adverse impacts to one or more lane groups would remain unmitigated in one or more peak hours at two unsignalized intersections.

Table 20-2: Summary of Impacted and Unmitigated Intersections and Lane Groups – Unsignalized
Intersections

#	Intersection	Weekday AM Peak Hour	Weekday MD Peak Hour	Weekday PM Peak Hour	Saturday MD Peak Hour					
26	Beach Channel Drive & Beach 53rd Street	Х	Х	Х	Х					
27	Rockaway Beach Boulevard & Beach 53rd Street	Х	Х	Х	Х					
28	Rockaway Beach Boulevard & Beach 52nd Street		Х							
30	Beach Channel Drive & Beach 50th Street		Х							
P8	Parking Garage 8 driveway, via Peninsula Way	Х	Х	Х						
	Total Number of Impacted Intersections:	3	5	3	2					
	Total Number of Impacted Lane Groups:	3	5	5	2					
	Total Number of Unmitigated Intersections:	1	2	1	0					
	Total Number of Unmitigated Lane Groups:	1	2	1	0					
Χ-	X - denotes intersection significantly impacted in the peak hour									

Shading denotes unmitigated impact in peak hour.

Transit

The Proposed Actions would result in a capacity shortfall on the westbound Q22 bus route in the Weekday AM and Weekday PM peak hours and on the southbound Q52-SBS in the Weekday PM peak hour. These significant bus line-haul impacts could be fully mitigated by the addition of four standard <u>buses</u> during the Weekday AM peak hour and one standard bus in the Weekday PM peak hour for the westbound Q22 bus route, and by the addition of one articulated bus in the Weekday PM peak hour for the southbound Q52-SBS bus route. The general policy of New York City Transit (NYCT) is to provide additional bus service where demand warrants, taking into account financial and operational constraints.

Pedestrians

The Proposed Actions would result in significant adverse pedestrian impacts at a total of four sidewalks, two signalized crosswalks, and one corner during one or more peak hours, as shown in **Table 20-3** <u>and</u> **Table 20-4**.

<u>Sidewalks</u>

The Proposed Actions would result in significant adverse impacts at four of the analyzed sidewalks. As shown in **Table 20-3: Summary of Impacted and Unmitigated Sidewalks (Platoon Conditions)**, significant adverse impacts would be fully mitigated at one sidewalk, while three sidewalks would remain unmitigated. The north sidewalk on the west leg of Beach 56th Street and Arverne Boulevard would be fully mitigated by paving <u>with concrete</u> one section of unpaved sidewalk. The north sidewalk on the east leg of Beach 54th Street and Arverne Boulevard, the south sidewalk on the west leg of Beach 53rd Street and Beach Channel Drive, and the west sidewalk on the north leg of Beach 44th Street and Rockaway Freeway would remain unmitigated as no practicable or feasible mitigation was identified for these significant sidewalk impacts.

	Weekday AM	Weekday MD	Weekday PM	Saturday MD
	Peak Hour	Peak Hour	Peak Hour	Peak Hour
Beach 59th St and Arverne Blvd (E leg, N sidewalk)				
Beach 59th St and Rockaway Fwy (W leg, N sidewalk)				
Beach 54th St and Beach Channel Dr (W leg, N sidewalk)				
Beach 54th St and Arverne Blvd (E leg, N sidewalk)		Х	Х	Х
Beach 54th St and Arverne Blvd (W leg, N sidewalk)				
Beach 53rd St and Beach Channel Dr (E leg, S sidewalk)				
Beach 53rd St and Beach Channel Dr (W leg, S sidewalk)	Х	Х	Х	Х
Beach 53rd St and Rockaway Beach Blvd (N leg, E sidewalk)				
Beach 53rd St and Rockaway Beach Blvd (E leg, N sidewalk)				
Beach 50th St and Rockaway Beach Blvd (E leg, S sidewalk)				
Beach 47th St and Rockaway Beach Blvd (E leg, S sidewalk)				
Beach 44th St and Rockaway Fwy (N leg, W sidewalk)			Х	
Beach 44th St and Rockaway Fwy (W leg, N sidewalk)				
Beach 56th St and Arverne Blvd (W leg, N sidewalk)	Х			
Beach 57th St and Arverne Blvd (E leg, N sidewalk)				
Beach 52nd St and Beach Channel Dr (E leg, S sidewalk)				
Total Number of Impacted Sidewalks	2	2	3	2
Total Number of Unmitigated Sidewalks	1	2	3	2

Table 20-3: Summary of Impacted and Unmitigated Sidewalks (Platoon Conditions)

X - denotes sidewalks significantly impacted in peak hour during Platoon Conditions. Shading denotes unmitigated impact in peak hour.

Crosswalks

The Proposed Actions would result in significant adverse impacts at Beach 54th Street and Beach Channel Drive and at Beach 54th Street and Arverne Boulevard, as shown in **Table 20-4: Summary of Impacted and Unmitigated Signalized Crosswalks**. The south crosswalk at Beach 54th Street and Beach Channel Drive Crosswalk would be fully mitigated by widening the crosswalk by six feet. The north crosswalk at Beach 54th Street and Arverne Boulevard would remain unmitigated as no practicable or feasible mitigation was identified for this significant sidewalk impact.

Table 20-4: Summary of Impacted and Unmitigated Signalized Crosswalks

	Weekday AM	Weekday MD	Weekday PM	Saturday MD
	Peak Hour	Peak Hour	Peak Hour	Peak Hour
Beach 54th St and Beach Channel Dr (S leg)		Х	Х	Х
Beach 54th St and Arverne Blvd (N leg)			Х	Х
Total Number of Impacted Signalized Crosswalks	0	1	2	2
Total Number of Unmitigated Signalized Crosswalks	0	0	1	1

X - denotes crosswalks significantly impacted in peak hour.

Shading denotes unmitigated impact in peak hour.

<u>Corners</u>

The Proposed Actions and traffic mitigation measures would result in significant adverse impacts at the northeast corner of Beach 54th Street and Arverne Boulevard. No practicable or feasible mitigation was identified for the significant adverse corner impact; therefore, this significant adverse impact would remain unmitigated during one or more peak hours.

Air Quality

The maximum predicted PM_{2.5} concentrations at the Rockaway Beach Boulevard/Beach 54th Street/ Beach 53rd Street would exceed <u>the New York City Department of Environmental Protection (NYCDEP) annual de</u> <u>minimis value and result in a significant adverse air quality impact</u>. However, with signalization of the Rockaway Beach Boulevard/Beach 53rd Street intersection as a mitigation measure, no significant adverse impact on mobile air quality would occur.

Construction

Construction of the Proposed Project would result in the potential for significant adverse constructionrelated impacts related to traffic, pedestrian, and noise during peak construction periods. The discussion below outlines potential mitigation measures that would fully or partially mitigate the identified significant adverse impacts.

Traffic

The analysis as conducted found that peak construction activities during the third quarter in 2027 (Q3 2027) would result in significant adverse construction-related traffic impacts at <u>ten</u> signalized intersections and two unsignalized intersections during one or more analyzed peak hours; specifically, <u>ten</u> lane groups at <u>ten</u> signalized intersections and two lane groups at two unsignalized intersections during the Weekday PM peak hour and <u>seven</u> lane groups at <u>seven</u> signalized intersections at two unsignalized intersections during the Saturday PM peak hour. Peak construction activities during Q3 2027 would not result in significant adverse construction-related traffic impacts at study locations in the Weekday AM or Saturday AM peak hours. Mitigation measures such as signal timing changes, lane geometry changes, and signalization of unsignalized intersections would mitigate several of the significant adverse traffic impacts.

Table 20-5: Summary of Impacted and Unmitigated Intersections and Lane Groups – Signalized Intersections shows that significant adverse construction-related impacts would be fully mitigated at all but two lane groups at two intersections during the Weekday PM peak hour. In total, significant adverse impacts for one or more approach movements would remain unmitigated during the Weekday PM peak hour at two intersections.

#		Weekday AM	Weekday PM	Saturday AM	Saturday PM
#	Intersection	Peak Hour	Peak Hour	Peak Hour	Peak Hour
1	Beach Channel Drive & Beach 116th Street		Х		
15	Beach Channel Drive & Beach 62nd Street		Х		Х
16	Rockaway Beach Boulevard & Beach 62nd Street		Х		
19	Arverne Boulevard & Beach 59th Street		Х		
21	Rockaway Beach Boulevard & Beach 59th Street		Х		Х
23	Arverne Boulevard & Beach 54th Street		Х		Х
25	Edgemere Avenue & Beach 54th Street	Х			Х
46	Beach Channel Drive & Mott Avenue		Х		Х
47	Beach Channel Drive & Dix Avenue		Х		Х
50	Beach Channel Drive & Hassock Street		Х		Х
	Total Number of Impacted Intersections:	0	10	0	7
	Total Number of Impacted Lane Groups:	0	10	0	7
	Total Number of Unmitigated Intersections:	0	2	0	0
	Total Number of Unmitigated Lane Groups:	0	2	0	0
Х-	denotes intersection significantly impacted in the peak hour				
Sho	ading denotes unmitigated impact in peak hour.				

Table 20-5: Summary of Impacted and Unmitigated Intersections and Lane Groups – Signalized Intersections

Table 20-6: Summary of Impacted and Unmitigated Intersections and Lane Groups – Unsignalized Intersections shows that significant adverse construction-related impacts at unsignalized intersections

would be fully mitigated at all lane groups at all intersections during the Weekday PM and Saturday PM peak hours. In total, no unmitigated significant adverse construction-related impacts would remain at unsignalized intersections in any peak hour.

Table 20-6: Summary of Impacted and Unmitigated Intersections and Lane Groups – Unsignalized Intersections

#	Intersection	Weekday AM Peak Hour	Weekday PM Peak Hour	Saturday AM Peak Hour	Saturday PM Peak Hour
26	Beach Channel Drive & Beach 53rd Street		Х		Х
27	Rockaway Beach Boulevard & Beach 53rd Street		Х		Х
	Total Number of Impacted Intersections:	0	2	0	2
	Total Number of Impacted Lane Groups:	0	2	0	2
	Total Number of Unmitigated Intersections:	0	0	0	0
	Total Number of Unmitigated Lane Groups:	0	0	0	0

X - denotes intersection significantly impacted in the peak hour

Shading denotes unmitigated impact in peak hour.

Noise

Increases in noise levels due to construction activities would occur during the daytime and, occasionally, in the early evening. <u>The magnitude and duration of construction noise levels would result in a significant adverse construction-period noise impact to existing buildings on Beach 53rd Street between Beach Channel Drive and Rockaway Beach Boulevard, Seventh Day Adventist Church on Rockaway Beach Boulevard, and the Peninsula Nursing Home. The Applicant has committed to implement <u>select</u> source and path controls to reduce or eliminate potential significant adverse to fully address potential construction noise impacts at these sensitive receptors; therefore, the following additional path controls would be implemented as mitigation to the extent feasible and practicable: portable noise barriers, panels, curtains, enclosures, and acoustical tents.</u>

With these measures in place, the analysis concluded that no significant adverse impacts to noise would occur for the buildings on Beach 53rd Street or the Seventh Day Adventist Church. Noise levels at the Peninsula Nursing Home, however, would be reduced but not fully mitigated due to the building's location directly adjacent to the construction sites. Although the analysis found that the additional control measures would reduce the noise impacts to below the significant adverse threshold for some of the sensitive receptors, the actual implementation may not be feasible or practicable in all instances that they would necessary to control the noise levels at these receptors. Additional measures, as feasible, to avoid potential significant adverse noise impacts were explored between the Draft and Final EIS in consultation with DCP. No additional feasible and practicable mitigation measures were identified, and the remaining significant adverse construction-period noise impacts would remain unmitigated.

III. COMMUNITY FACILITIES AND SERVICES

As described in Chapter 4, "Community Facilities and Services," the Proposed Project would result in indirect significant adverse impacts on public elementary and intermediate schools as well as publicly-funded child care centers.

Public Schools

The Proposed Project is located within Sub-district 1 of Community School District (CSD) 27 in Queens and would result in the incremental development of 1,632 DUs on the Project Site compared to the No-Action condition. Of these units, 201 DUs are intended to be set aside for AIRS senior housing, which would not generate school-age children. Therefore, the assessment of the impacts of the Proposed Project on public

schools is based on the incremental increase of 1,431 non-senior DUs that would occur with the Proposed Project. Based on borough and CSD-specific student generation rates defined by the SCA, the Proposed Project would result in approximately 444 public elementary school students and 200 public intermediate students. The analysis of public elementary school conditions relies on conservative assumptions regarding both background growth in the student population and the development of new residential units in future conditions. Should this level of background growth in the sub-district and residential development in the study area not occur, the impact on elementary school seats in Sub-district 1 of CSD 27 could be substantially reduced.

Public Elementary Schools

Public elementary schools in CSD 27, Sub-district 1 would remain above capacity with a shortfall of 1,991 seats in the With-Action condition. Approximately 7.85% of this shortfall would be attributable to the Proposed Project due to an increase in the collective utilization rate of 127.36% in the No-Action condition to a collective utilization rate of 135.21% in the With-Action condition. In conformance to guidance in the *CEQR Technical Manual*, this would represent a significant adverse impact on public elementary schools.

To fully mitigate the significant adverse impact on public elementary schools, 162 public elementary school seats would need to be provided in CSD 27, Sub-district 1. Alternatively, the Proposed Project would need to be reduced by 521 DUs, or 36%, which would result in a reduction of the number of public elementary school children from 444 students under the Proposed Project to 282 students.

Public Intermediate Schools

Public intermediate schools in CSD 27, Sub-district 1 would remain above capacity with a shortfall of 46 seats in the With-Action condition. Approximately 6.93% of this shortfall would be attributable to the Proposed Project due to an increase in the collective utilization rate of 94.65% in the No-Action condition to a collective utilization rate of 101.58% in the With-Action condition. In conformance to guidance in the *CEQR Technical Manual*, this would represent a significant adverse impact on public intermediate schools.

To fully mitigate the significant adverse impacts on public intermediate schools, 57 public intermediate school seats would need to be provided in CSD 27, Sub-district 1. Alternatively, the Proposed Project would need to be reduced by 401 DUs, or 28%, which would result in a reduction of the number of public intermediate school children generated by the Proposed Project from 200 students under the Proposed Project to 143 students.

Measures to mitigate the significant adverse impacts on public schools (elementary and intermediate) were explored by the Applicant in consultation with DOE/SCA to determine the feasibility of potential mitigation measures as discussed below. DOE/SCA will continue to monitor trends in demand for school seats in the area. DOE/SCA responses to identified demand could take place in stages and include administrative actions and/or enlargement of existing schools, followed by the later construction or lease of new school facilities at an appropriate time.

To eliminate or alleviate the identified significant adverse impacts, mitigation measures were explored by the Applicant in consultation with the SCA and DOE. Upon consideration of all practicable and feasible mitigation measures, it was determined that the Applicant, or its successor(s) to fee title in the Project Site, would be required to either provide funding to the DOE/SCA or perform work in accordance with SCA specifications and procurement processes, or in accordance with DOE/SCA approval, provide off-site land and/or fit-out annex space (up to core and shell) to accommodate an increase of the school capacity by up to 162 public elementary and 57 public intermediate school seats at school(s) in the school study area where such capacity increase is warranted (as determined by DOE/SCA).

It should be noted that the analysis of public school conditions relies on conservative assumptions regarding both background growth in the student population and the development of new residential units in future Peninsula Hospital Site Redevelopment CEQR No: 18DCP124Q

conditions. Should this level of background growth in the Sub-district and residential development in the study area not occur, the impact on school seats in Sub-district 1 of CSD 27 could be reduced. Therefore, the Restrictive Declaration would allow the Applicant the opportunity to reassess the specific number of seats needed to address the impact.

Under the terms of the Restrictive Declaration the Applicant may conduct an additional analysis, in accordance with *CEQR Technical Manual* guidelines, to determine whether, based on the data available at the time of the additional analysis, the extent of the impacts and/or timing of when the impacts on public schools are projected to occur varies from that which had been identified the FEIS. Where the additional analysis demonstrates, to the reasonable satisfaction of the SCA and DOE, in consultation with DCP, as lead agency, that the extent of the impacts and/or timing of when the impacts are projected to occur varies from that set forth in the FEIS, the public school mitigation measure shall be adjusted accordingly to reflect the modification of minimum number of public school seats necessary to reduce the increase in collective utilization of public schools in the study area to no greater than a 5% increase over the No-Action condition or a reduction of overall capacity to less than 100%.

The Applicant shall commence implementation of the mitigation measure selected by SCA and DOE, in consultation with DCP, prior to obtaining any excavation/foundation permits from NYC Department of Buildings that would be associated with their phase 3 development program. Based on the Applicant's planned development phasing for the Proposed Project, the public-school impacts would occur at the completion of the Applicant's development phase 3 (i.e., upon development of 910 DUs for elementary and 1,030 DUs for intermediate schools). If funding is selected, such funds must be provided prior to the Applicant's acceptance of a Temporary Certificate of Occupancy (TCO) for more than 910 dwelling units.

Absent the implementation of the above described mitigation measure, the Proposed Project would have an unmitigated significant adverse impact on public schools. With the implementation of the mitigation measure described above, the Proposed Project's impacts on public elementary and intermediate schools would be fully mitigated.

Publicly-Funded Child Care Centers

The Proposed Project would generate an increment of 1,927 DUs intended to be affordable for households with incomes up to 80% of the AMI compared to the No-Action condition which would not introduce any affordable units. Of the 1,927 DUs, 201 DUs are intended to be set aside for AIRS senior housing, which would not generate children eligible for publicly-funded child care and Head Start centers. Therefore, the analysis of publicly funded group child care and Head Start Centers was based on the incremental increase of 1,726 non-senior, affordable DUs. Based on the borough-specific multipliers for estimating the number of children eligible for publicly-funded child care and Head Start centers defined by the ACS, the Proposed Project is anticipated to generate the need for approximately 242 child care slots.

Publicly-funded child care and Head Start centers in the study area would remain above capacity with a shortfall of 353 seats in the With-Action condition. Approximately 46.5% of this shortfall would be attributable to the Proposed Project due to an increase in the collective utilization rate of 121.35% in the No-Action condition to a collective utilization rate of 167.82% in the With-Action condition. In conformance to guidance in the *CEQR Technical Manual*, this would represent a significant adverse impact to publicly-funded child care centers.

To fully mitigate the significant adverse impact on publicly-funded child-care centers, 217 publicly-funded child care slots would need to be provided in the study area. Alternatively, the Proposed Project would need to be reduced by 1,547 DUs, or 90%, which would reduce the number of children eligible for publicly-funded child care generated by the Proposed Project from 242 children under the Proposed Project to 25 children.

Potential mitigation measures for significant adverse impacts to child care centers are being explored and will be developed in consultation with ACS, DOE, and SCA. The projected increase in demand for child

care slots in the With-Action Condition could be offset by private day care facilities and day care centers outside of the child care study area; some parents may choose day care providers that are closer to their workplace rather than their home. While the analysis is limited to ACS-contracted child care facilities in accordance with *CEQR Technical Manual* guidelines, DOE also contracts with childcare providers to provide additional publicly-funded early education opportunities that are available to all residents, regardless of family income. Since 2014, the City has made significant investments to provide free, full-day, high-quality early childhood education through Pre-K for All and 3-K for All, as part of a broader effort to create a continuum of high-quality early care and education programs for New York City children from birth to five years old. Furthermore, all programs previously managed by ACS will shift to management by DOE, enabling consistent high-quality standards under a single agency by the second half of 2019. ACS will monitor the demand and need for additional publicly funded day care services in the area and identify the appropriate measures to meet demand for additional slots. While these measures could offset or would serve to at least partially mitigate the identified impact, in the event that the significant adverse impact on publicly funded child care facilities is not completely eliminated, an unavoidable significant adverse impact would result.

IV. OPEN SPACE

As described in Chapter 5, "Open Space," the Proposed Project would result in a significant adverse impact on active open space resources located within the residential study area. In the With-Action condition, the Proposed Project would increase the demand on nearby open space resources by introducing 5,819 residents and 365 workers on the Project Site, which would result in an incremental increase of 4,251 residents and 277 workers in the relevant study areas compared to the future No-Action condition. Consequently, the active open space ratio (OSR) in the residential study area would decrease from 0.84 in the No-Action condition to 0.73 in the With-Action condition, a decrease of 13.31%, and would result in an indirect significant adverse impact on active open space resources. While open space resources outside of the open space study areas were considered qualitatively, the 13.31% reduction in active OSR within the residential study area would represent a significant adverse impact on active open space resources.

To fully mitigate the significant adverse impact on active open space resources an additional 1.67 acres of active open space would need to be provided within the residential study area. Provision of 1.67 acres of active open space would represent an increase from 17.28 acres of active open space to 18.95 acres of active open space in the residential study area.

According to the *CEQR Technical Manual*, the following on-site or off-site measures could potentially be applied to mitigate an active open space impact:

- Create, on-site, new public active open space to serve the proposed population and offset the proposed project's impact on existing active open space in the study area.
- Create new public active open space elsewhere in the study area to serve the needs of the added population.
- Improve existing active open spaces in the study area to increase their utility, safety, and capacity. The creation or enhancement of active open space facilities may be achieved by the addition of field lighting to allow for extended hours of play, the rehabilitation of an existing field with synthetic turf treatment to allow for expanded use, or the addition of playground equipment to an underutilized passive area within a park.
- Provide maintenance equipment, such as a power washer or off-road vehicle, to enable increased park usage within an existing park or recreation center.
- Contribute capital improvements to an outdated/deteriorated open space to increase its usefulness and mitigate a significant impact.

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Consultation with DCP and NYC Parks to identify practicable and feasible mitigation measures took place between the issuance of the DEIS and the FEIS. Based on that consultation, it was determined that the most practicable and feasible mitigation measure to address the active open space impacts of the Proposed Project would be for the Applicant, under direction and with approval from NYC Parks, to provide for active recreation improvements to 1.67 acres of Rockaway Community Park, consistent with the 2014 Rockaway Parks Conceptual Plan. These active recreation improvements could consist of, but are not limited to, tennis courts, basketball courts, handball courts, and/or ballfields. Alternatively, in the event that the Applicant is able to create new publicly accessible active open space within the open space study area to serve the proposed population and offset the proposed project's impact on existing active open space, such new open space would, with the approval of NYC Parks, in consultation with DCP, also constitute partial mitigation.

The Applicant shall commence implementation of the mitigation measure selected by NYC Parks, in consultation with DCP, prior to obtaining any excavation/foundation permits from DOB that would be associated with their phase 3 development program. Based on the Applicant's planned development phasing for the Proposed Project, the active open space impacts would occur at the completion of the Applicant's development phase 3 (i.e., upon development of 1,244 DUs). If funding is selected, such funds must be provided prior to the Applicant's acceptance of a Temporary Certificate of Occupancy (TCO) for more than 1,244 dwelling units.

<u>A Restrictive Declaration will be recorded by the Applicant in connection with the proposed land use-related</u> actions required to authorize the Proposed Project. The Restrictive Declaration will provide for the mitigation measures identified above that would be implemented by the Applicant to address the significant adverse impacts with respect to open space.

The above referenced mitigation measures to be implemented by the Applicant would not constitute provision of 1.67 acres of new active open space and therefore would not be considered full mitigation. In conclusion, the Proposed Project's significant adverse impact on active open space resources would be partially mitigated.

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V. TRANSPORTATION

As described in Chapter 12, "Transportation," several elements in the study area would experience significant adverse traffic, transit, and pedestrian impacts resulting from the Proposed Actions under the reasonable worst-case development scenario. The discussion below outlines potential mitigation measures that would fully or partially mitigate the identified significant adverse impacts.

Traffic

As described in Chapter 12, "Transportation," the Proposed Actions would result in significant adverse traffic impacts at 22 signalized intersections and five unsignalized intersections during one or more analyzed peak hours, with 21, 16, 18, and <u>12</u> impacted signalized intersections and three, five, three, and two impacted unsignalized intersections during the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak hours, respectively.

As described below, some of these impacts could be mitigated through the implementation of mitigation measures, including:

- Modification of traffic signal timing and/or phasing;
- Elimination of on-street parking to add travel lanes;
- Restriping lane markings to make more efficient use of available street widths;
- Installation of new traffic signals.

Table 20-7: Traffic Mitigation summarizes the mitigation measures for each of the intersections with significant adverse traffic impacts during the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak hours.

As detailed in the "Operational Analysis Methodology" section of Chapter 12, the operation of an intersection is defined in terms of control delay per vehicle and the corresponding level of service (LOS) and volume-to-capacity (v/c) ratio. The criteria used for defining significant adverse traffic impacts are based on a sliding scale for various LOS and delay measures. A significant adverse impact is considered to be fully mitigated when the projected delay for an intersection lane group or movement under the With-Action condition is brought back to within an acceptable range of its No-Action condition level or to marginally acceptable mid-LOS D (45.0 seconds for signalized intersections and 30.0 seconds for unsignalized intersections). In some cases, viable mitigation measures for a particular movement could result in additional delay or LOS deterioration for other movements. Such increases in delay and deterioration in LOS do not constitute a significant adverse impact as long as the mid-LOS D threshold is not exceeded, or the increase in delay does not exceed the limits of the sliding scale mentioned above.

Fully Mitigated Significant Adverse Traffic Impacts

The following sections summarize the study intersections that would be fully mitigated based on the mitigation measures.

Signal Timing Reallocation

The significant adverse traffic impacts at the following study intersections would be fully mitigated through the reallocation of green time. The specific signal timing changes for these intersections are outlined in **Table 20-7.**

- Rockaway Beach Boulevard and Beach 116th Street (Intersection 3)
- Beach Channel Drive and Beach 108th Street (Intersection 5)
- Rockaway Beach Boulevard and Beach 108th Street (Intersection 7)
- Beach Channel Drive and Beach 92nd Street/Beach 94th Street (Intersection 8)
- Rockaway Freeway and Cornaga Avenue (Intersection 44)
- Beach Channel Drive and Birdsall Avenue (Intersection 48)

Geometric Modifications, Elimination of On-Street Parking, and Signal Timing Reallocation

The significant adverse traffic impacts at the following study intersections would be fully mitigated by geometric modifications and the elimination of on-street parking. The specific changes for each study intersection are outlined in **Table 20-7**.

- Beach Channel Drive and Beach 73rd Street (Intersection 13)
 - Restripe the eastbound approach to provide one left-turn/through lane and one through lane and eliminate on-street parking to provide one additional eastbound receiving lane.
 - Restripe the westbound approach and eliminate on-street parking to provide one leftturn/through lane, and one through/right-turn lane, and eliminate on-street parking to provide one additional westbound receiving lane.
 - Approximately 16 parking spaces would be removed as a result of the mitigation.
- Arverne Boulevard and Beach 59th Street (Intersection 19)
 - Restripe the westbound approach to provide one left-turn turn bay, one through lane, and one parking lane.
 - <u>e</u>Restripe the eastbound approach to provide <u>a center median to align the eastbound and</u> <u>westbound approaches.</u>
 - <u>Re-allocate one second of green time from the southbound phase to the</u> <u>eastbound/westbound phase during the Weekday Pm peak hour.</u>

Installation of New Traffic Signals

The significant adverse traffic impacts at the following unsignalized study intersections would be fully mitigated by installing traffic signals. The signal timings for each study intersection are outlined in **Table 20-7**.

- Beach Channel Drive and Beach 53rd Street (Intersection 26)
 - Signalization of this intersection would be required to provide gaps in eastbound and westbound traffic for vehicles traveling northbound on Beach 53rd Street (minor street).
 - For analysis purposes, signal timing was developed for the traffic signal based on the timings at adjacent intersections, required pedestrian crossing times, and the need to accommodate future peak period traffic volumes.

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- New crosswalks <u>and associated pedestrian ramps</u> would be installed across Beach Channel Drive in conjunction with <u>installation of a</u> signal.
- Rockaway Beach Boulevard and Beach 53rd Street (Intersection 27)
 - Signalization of this intersection would be required to provide gaps for vehicles traveling southbound on Beach 53rd Street due to the high pedestrian volumes expected on the north crosswalk.
 - <u>Restripe eastbound approach to provide one left-turn lane and one through lane. Restripe</u> westbound approach to align the eastbound and westbound approaches and eliminate onstreet parking on the north curb of the westbound receiving lane.
 - For analysis purposes, signal timing was developed for the proposed traffic signal based on the timings at adjacent intersections, required pedestrian crossing times, and the need to accommodate future peak period traffic volumes.
 - Approximately 10 parking spaces would be removed as a result of the mitigation.
- Rockaway Beach Boulevard and Beach 52nd Street (Intersection 28)
 - Signalization of this intersection would be required to provide gaps in eastbound and westbound traffic for pedestrians crossing Rockaway Beach Boulevard on the east and west crosswalks.
 - <u>Restripe eastbound approach to provide a wider left-turn/through/right-turn lane and</u> <u>narrower parking lane.</u>
 - <u>New west and south crosswalks and associated pedestrian ramps would be installed in</u> <u>conjunction with this signal installation.</u>
 - For analysis purposes, signal timing was developed for the proposed traffic signal based on the timings at adjacent intersections, required pedestrian crossing times, and the need to accommodate future peak period traffic volumes.

Partially Mitigated Significant Adverse Traffic Impacts

The following sections summarize the study intersections that would be partially mitigated based on the mitigation measures.

Signal Timing Reallocation

The significant adverse traffic impacts at the following study intersections would be partially mitigated through the reallocation of green time. The specific signal timing changes for each study intersection are outlined in **Table 20-7**.

- Beach Channel Drive and Rockaway Freeway (Intersection 4)
 - Reallocating green time would fully mitigate the significant adverse traffic impact at this intersection for the eastbound approach during the Weekday AM peak hour, however, the significant adverse impact for the westbound approach would remain unmitigated.
 - Reallocating green time would fully mitigate the significant adverse traffic impact at this intersection for the westbound approach during the Weekday PM peak hour, however, the significant adverse impact for the eastbound approach would remain unmitigated.
 - Reallocating green time would fully mitigate the significant adverse traffic impacts at this intersection for the eastbound approach during the Weekday MD and Saturday MD peak hours.

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- Rockaway Beach Boulevard and Beach 62nd Street (Intersection 16)
 - Reallocating green time would fully mitigate the significant adverse traffic impact at this intersection for the westbound approach during the Weekday AM peak hour.
 - <u>o</u> The significant adverse traffic impact for the westbound approach would be unmitigable during the Weekday MD, Weekday PM, and Saturday MD peak hours.
- Rockaway Freeway and Beach 59th Street (Intersection 20)
 - <u>Reallocating green time would fully mitigate the significant adverse traffic impact at this intersection for the westbound left-turn lane group during the Weekday MD and Saturday MD peak hours; however, this would remain unmitigated during the Weekday AM and Weekday PM peak hours.</u>
 - <u>The significant adverse traffic impact for the southbound approach would be unmitigable</u> <u>during the Weekday AM peak hour.</u>
- Rockaway Freeway and Seagirt Boulevard (Intersection 42)
 - The significant adverse traffic impact for the eastbound through-right lane group during the Weekday AM peak hour would be unmitigable.
 - Changing the offset would fully mitigate the significant adverse traffic impact at this intersection for the eastbound through-right lane group during the Weekday MD peak hour.
- Beach Channel Drive and Nameoke Avenue (Intersection 49)
 - The significant adverse traffic impacts for the northbound and southbound through-right lane groups during the Weekday AM peak hour would be unmitigable.
 - Reallocating green time would fully mitigate the significant adverse traffic impacts at this intersection for the northbound through-right lane group and southbound approach during the Weekday MD, Weekday PM, and Saturday MD peak hours.
- Beach Channel Drive and Hassock Street (Intersection 50)
 - Reallocating green time would fully mitigate the significant adverse traffic impacts at this intersection for the northbound approach and southbound through lane group during the Weekday AM peak hour.
 - The significant adverse traffic impact for the southbound through lane group during the Weekday MD, Weekday PM, and Saturday MD peak hours would be unmitigable.

Geometric Modifications and Elimination of On-Street Parking

The significant adverse traffic impacts at the following study intersection would be partially mitigated by geometric modifications <u>and/or elimination of on-street parking</u>. The specific changes are outlined in **Table 20-7**.

- Arverne Boulevard and Beach 54th Street (Intersection 23)
 - <u>Eliminating on-street parking on the north curb of the westbound approach between Beach</u>
 <u>54th Street and Beach 53rd Street would improve traffic operations at this intersection for</u>
 <u>the westbound approach.</u>
 - The significant adverse traffic impact for the westbound approach would be mitigated during the Weekday AM and Saturday MD peak hours.
 - The significant adverse traffic impact for the westbound approach would be unmitigable during the Weekday MD and Weekday PM peak hours.

 The significant adverse traffic impact for the eastbound approach would be unmitigable during the Weekday PM peak hour.

Unmitigable Significant Adverse Traffic Impacts

Due to congested conditions on multiple approaches, constrained right-of-way, and/or minimum required pedestrian crossing times, practical measures to mitigate the significant adverse traffic impacts at the following study locations were deemed not feasible by the Applicant. Therefore, significant adverse impacts would remain unmitigated at the following intersections.

- Beach Channel Drive and Beach 116th Street (Intersection 1)
- Beach Channel Drive/Arverne Boulevard and Beach 62nd Street (Intersection 15)
- Rockaway Beach Boulevard and Beach 59th Street (Intersection 21)
- Rockaway Freeway and Beach 54th Street (Intersection 24)
- Edgemere Avenue and Beach 54th Street (Intersection 25)
- Beach Channel Drive and Beach 50th Street (Intersection 30)
- Beach Channel Drive and Mott Avenue (Intersection 46)
- Beach Channel Drive and Dix Avenue (Intersection 47)
- Parking Garage 8 driveway, via Peninsula Way

Table 20-8 through **Table 20-11** <u>summarize</u> the v/c ratios, delays, and LOS for impacted lane groups at each signalized intersection with implementation of these mitigation measures and compare them to No-Action and With-Action conditions for the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak hours. **Table 20-8** through **Table 20-11** also show that significant adverse impacts would be fully mitigated at all but <u>20</u> lane groups at ten intersections during the Weekday AM peak hour, <u>14</u> lane groups at nine intersections during the Weekday MD peak hour, <u>22</u> lane groups at <u>12</u> intersections during the Weekday PM peak hour. In total, significant adverse impacts to one or more lane groups would remain unmitigated in one or more peak hours at <u>14</u> signalized intersections. Therefore, these impacts would constitute unavoidable significant adverse Impacts").

Table 20-12 through **Table 20-15** show the v/c ratios, delays, and LOS for impacted lane groups at each unsignalized intersection with implementation of these mitigation measures and compare them to No-Action and With-Action conditions for the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak hours. **Table 20-12** through **Table 20-15** also show that significant adverse impacts would be fully mitigated at all but one lane group at one intersection during the Weekday AM peak hour, two lane groups at two intersections during the Weekday MD peak hour, and one lane group at one intersections would be mitigated during the Saturday MD peak hour. In total, significant adverse impacts to one or more lane groups would remain unmitigated in one or more peak hours at two unsignalized intersections. Therefore, these impacts would constitute unavoidable significant adverse traffic impacts as a result of the Proposed Actions (see Chapter 21, "Unavoidable Adverse Impacts").

Effects of Pedestrian Mitigation on Traffic Conditions

Proposed pedestrian mitigation measures (discussed later in this chapter) would not affect traffic conditions at any analyzed intersection in any peak hour.

Table 20-7: Traffic Mitigation

Intersection

Weekday AM Peak Hour

3	Rockaway Beach Boulevard & Beach	Mitigation Description	Reallocate 1 second from NB / SB phase to EB / WB phase.									
		Signal Timing Mitigation	No-Action/With-Action				Mitigated					
				G	Α	R		G	Α	R		
	116th Street		EB/WB	28.0	3.0	2.0	EB / WB	29.0	3.0	2.0		
			NB / SB	22.0	3.0	2.0	NB / SB	21.0	3.0	2.0		
			Cycle Length		60	sec	Cycle Length		60	sec		

4	Beach Channel Drive & Rockaway Freeway	Mitigation Description	Partially mitigated. Reallocate 4 seconds from NB phase to EB / WB phase.									
		Signal Timing Mitigation	No-Action/With-Action				Mitigated					
				G	Α	R		G	Α	R		
			EB/WB	55.0	3.0	2.0	EB / WB	59.0	3.0	2.0		
			NB	55.0	3.0	2.0	NB	51.0	3.0	2.0		
			Cycle Length		120	sec	Cycle Length		120	sec		

		Mitigation Description	Reallocate 3 seconds from NB phase to EB / WB phase.								
		Signal Timing Mitigation	No-Action	Mitigated							
5	Beach Channel Drive & Beach 108th Street			G	Α	R		G	Α	R	
			EB/WB	40.0	3.0	2.0	EB / WB	43.0	3.0	2.0	
			NB	40.0	3.0	2.0	NB	37.0	3.0	2.0	
			Cycle Length		90	sec	Cycle Length		90	sec	

	Rockaway Beach Boulevard & Beach	Mitigation Description	Reallocate 4 seconds from NB / SB phase to EB / WB phase.									
			No-Action/	/With-Ac	tion		Mitigated					
7				G	Α	R		G	Α	R		
	108th Street	Signal Timing Mitigation	EB/WB	40.0	3.0	2.0	EB / WB	44.0	3.0	2.0		
			NB / SB	40.0	3.0	2.0	NB / SB	36.0	3.0	2.0		
			Cycle Length		90	sec	Cycle Length		90	sec		

	Beach Channel Drive & Beach 92nd Street/Beach 94th Street	Mitigation Description	Relocate 1 second from	ch 94th S	St) / WB	phase.				
			No-Action/	Mitigated						
				G	Α	R		G	Α	R
8			EB/WB	34.0	3.0	2.0	EB / WB	33.0	3.0	2.0
		Signal Timing Mitigation	NB / SB	23.0	3.0 3.0 2.0	NB / SB	23.0	3.0	2.0	
			dge/94th Street) / WB	18.0	3.0	2.0	EB (94th Street) / WB	19.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

13 ^{Be}	Beach Channel Drive & Beach 73rd Street	Mitigation Description	Restripe EB approach as one 11' shared left-through lane and one 11' through lane receiving lane as two 11' receiving lanes. Install "No Standing Anytime" parking re- south curb of EB receiving lanes (for approximately 125'). Restripe WB approach shared left-through lane and one 11' shared through-right lane. Restripe WB receiving 11' receiving lanes. Install "No Standing Anytime" parking regulations along north approach (for approximately 170') and north curb of WB receiving lanes between B Beach 74th streets and for approximately 120' between Beach 74th and Beach 75th "No Standing Anytime" parking regulations along the south curb of EB receiving approximately 125').							
			No-Action/With-Action				Mitig	jated		
				G	Α	R		G	Α	R
		Signal Timing Mitigation	EB/WB	49.0	3.0	2.0	EB / WB	49.0	3.0	2.0
			NB / SB	31.0	3.0	2.0	NB / SB	31.0	3.0	2.0
		_	Cycle Length		90	sec	Cycle Length		90	sec

		Mitigation Description	n Reallocate 4 seconds from EB phase to EB / WB phase.									
			No-Action	/With-Ac	tion		Mitig	gated				
16	Rockaway Beach Boulevard & Beach			G	Α	R		G	Α	R		
	62nd Street	Signal Timing Mitigation	EB / WB	29.0	3.0	2.0	EB / WB	33.0	3.0	2.0		
			EB	25.0	3.0	2.0	EB	21.0	3.0	2.0		
			NB	21.0	3.0	2.0	NB	21.0	3.0	2.0		
			Cycle Length		90	sec	Cycle Length		90	sec		

	Mitigation Description								
	Signal Timing Mitigation	No-Action	/With-Ac	tion		Mitig	gated		
Arverne Boulevard & Beach 59th Street			G	Α	R		G	Α	R
		EB/WB	31.0	3.0	2.0	EB / WB	31.0	3.0	2.0
		SB	19.0	3.0	2.0	SB	19.0	3.0	2.0
		Cycle Length		60	sec	Cycle Length		60	sec
		Mitigation Description Arverne Boulevard & Beach 59th Street	Arverne Boulevard & Beach 59th Street Signal Timing Mitigation SB	Arverne Boulevard & Beach 59th Street Signal Timing Mitigation Signal Timing Mitigation SB 19.0	Mitigation Description Stripe an 8 median on eastbound ap eastbound at eastboun	Mitigation Description Stripe an 8' median on eastbound approach for eastbound and west Arverne Boulevard & Beach 59th Street No-Action/With-Action Signal Timing Mitigation G A R EB / WB 31.0 3.0 2.0 SB 19.0 3.0 2.0	Mitigation Description Stripe an 8' median on eastbound approach for approximately 150' with eastbound and westbound approaches. Arverne Boulevard & Beach 59th Street No-Action/With-Action Mitigation Signal Timing Mitigation G A R EB / WB 31.0 3.0 2.0 EB / WB SB 19.0 3.0 2.0 SB	Mitigation Description Stripe an 8' median on eastbound approach for approximately 150' with a 50' to eastbound and westbound approaches. Arverne Boulevard & Beach 59th Street No-Action/With-Action Mitigated Image: Signal Timing Mitigation EB / WB 31.0 3.0 2.0 EB / WB 31.0 SB 19.0 3.0 2.0 SB 19.0	eastbound and westbound approaches. Arverne Boulevard & Beach 59th Street Signal Timing Mitigation Image: Signal Timing Mitigation BB / WB 31.0 3.0 SB 19.0 3.0 2.0 SB Image: Signal Timing Mitigation Signal Timing Mitigation

Intersection Weekday AM Peak Hour Install "No Standing Anytime" parking regulation along north curb of WB approach between Beach 54th Street and Beach 53rd Street. **Mitigation Description** No-Action/With-Action Mitigated R G Α R G Α Arverne Boulevard & Beach 54th Street 23 37.0 EB/WB 37.0 3.0 EB / WB 3.0 2.0 2.0 Signal Timing Mitigation 10.0 2.0 10.0 2.0 NB 3.0 NB 3.0 NB / SB NB/SB 28.0 2.0 28.0 3.0 2.0 3.0 Cycle Length 90 sec Cycle Length 90 sec

		Mitigation Description	Signalize in	intersection.						
		Signal Timing Mitigation	No-Action/With-Action	Mitig	jated					
26 ^в	Beach Channel Drive & Beach 53rd Street				G	Α	R			
				EB / WB	49.0	3.0	2.0			
			Unsignalized	NB	31.0	3.0	2.0			
				Cycle Length		90	sec			

	Mitigation Description Restripe WB approa		Restripe WB approach to align EB and WB appro	ection. Restripe EB approach as one 11' left-turn lane and one 11' through lane. proach to align EB and WB approaches. Eliminate on-street parking along north curb of WB receiving lanes.							
	Rockaway Beach	Signal Timing Mitigation	No-Action/With-Action	Mitig	jated						
27	Boulevard & Beach				G	Α	R				
	53rd Street			EB / WB	47.0	3.0	2.0				
			Unsignalized	SB	33.0	3.0	2.0				
				Cycle Length		90	sec				

		Mitigation Description	Signalize intersection. Restripe EB approach to pro one 8' park	provide one 12' left-turn/through/right-turn lane an arking lane.						
	Rockaway Beach		No-Action/With-Action	Mitig	jated					
28	Boulevard & Beach				G	Α	R			
	52nd Street		Use since the set	EB / WB	47.0	3.0	2.0			
			Unsignalized	NB / SB	33.0	3.0	2.0			
				Cycle Length		90	sec			

		Mitigation Description	Reallocate 1 second from NB / SB phase to EB / WB phase.									
		Signal Timing Mitigation	No-Action/	With-Ac	tion		Mitig	gated				
A A	44 Rockaway Freeway & Cornaga Avenue			G	Α	R		G	Α	R		
44	Cornaga Avenue		NB / SB	29.0	3.0	2.0	NB / SB	28.0	3.0	2.0		
			NB	10.0	3.0	2.0	NB	10.0	3.0	2.0		
			EB/WB	34.0	3.0	4.0	EB / WB	35.0	3.0	4.0		
			Cycle Length		90	sec	Cycle Length		90	sec		

		Mitigation Description	Reallocate 1 second from EB / WB phase to NB / SB phase.								
			No-Action/	With-Ac	tion		Mitig	jated			
48	Beach Channel Drive & Birdsall Avenue	signal Timing Mitigation		G	Α	R		G	Α	R	
			NB / SB	49.0	3.0	2.0	NB / SB	50.0	3.0	2.0	
			EB/WB	31.0	3.0	2.0	EB / WB	30.0	3.0	2.0	
			Cycle Length		90	sec	Cycle Length		90	sec	

Mitigation Description Reallocate 1 second from EB / WB phase to NB / SB pha	se.
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			No-Action	tion	Mitigated					
50	Beach Channel Drive & Hassock Street			G	Α	R		G	Α	R
		Signal Timing Mitigation	EB/WB	34.0	3.0	2.0	EB / WB	33.0	3.0	2.0
			NB / SB	46.0	3.0	2.0	NB / SB	47.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

Table 20-7 (con't): Traffic Mitigation

Intersection

Weekday MD Peak Hour

		Mitigation Description	Reallocate 1 second from NB / SB phase to EB / WB phase.								
	Rockaway Beach Boulevard & Beach		No-Action/	With-Ac	tion		Mitig	ated			
3				G	Α	R		G	Α	R	
	116th Street	Signal Timing Mitigation	EB/WB	28.0	3.0	2.0	EB / WB	29.0	3.0	2.0	
			NB / SB	22.0	3.0	2.0	NB / SB	21.0	3.0	2.0	
			Cycle Length		60	sec	Cycle Length		60	sec	

		Mitigation Description	Re	se.						
	4 Beach Channel Drive & Rockaway Freeway		No-Action/	With-Ac	tion		Mitig	gated		
4				G	Α	R		G	Α	R
		Signal Timing Mitigation	EB/WB	55.0	3.0	2.0	EB / WB	57.0	3.0	2.0
			NB	55.0	3.0	2.0	NB	53.0	3.0	2.0
			Cycle Length		120	sec	Cycle Length		120	sec

		Mitigation Description	Relocate 1 second from	n EB / Wi	B phase	to NEB (Cross Bay Bridge & Bead	ch 94th S	St) / WB	phase.
			No-Action/	Mitigated						
8	Beach Channel Drive & Beach 92nd			G	Α	R		G	Α	R
ο	Street/Beach 94th Street	Signal Timing Mitigation	EB/WB	34.0	3.0	2.0	EB / WB	33.0	3.0	2.0
			NB / SB	23.0	3.0	2.0	NB / SB	23.0	3.0	2.0
			dge/94th Street) / WB	18.0	3.0	2.0	EB (94th Street) / WB	19.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

13	Beach Channel Drive & Beach 73rd Street	Mitigation Description	receiving lane as two 1 south curb of EB rec shared left-through lane 11' receiving lanes. In approach (for approxim Beach 74th streets and	1' receiv eiving la and one nstall "No ately 170 for appro	ring lanes nes (for a e 11' sha o Standin D') and no oximately ing regul	s. Install ' approximated throuting Anytim orth curb v 120' bet ations alo	ugh lane and one 11' thr "No Standing Anytime" pa ately 125'). Restripe WB gh-right lane. Restripe W e" parking regulations at of WB receiving lanes be ween Beach 74th and Be ong the south curb of EB tely 125').	arking re approac /B receiv ong nort etween E each 75t	egulation In as one ving lane h curb of Beach 73 h streets	along a 11' as two WB rd and . Install
			No-Action/	With-Ac	tion		Mitigated			
				G	Α	R		G	Α	R
		Signal Timing Mitigation	EB/WB	49.0	3.0	2.0	EB / WB	49.0	3.0	2.0
			NB / SB	31.0	3.0	2.0	NB / SB	31.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

10	Arverne Boulevard &	Mitigation Description	Not impacted. Mitigation measure needed to address Weekday AM and Weekday PM impacts. Restripe WB approach as one 11' left-turn bay (75'), one 11' through lane, and one 8' parking lane. Stripe an 8' median on eastbound approach for approximately 150' with a 50' taper to align eastbound and westbound approaches. No-Action/With-Action Mitigated									
			No-Action/	With-Ac	tion		Mitig					
	Beach 59th Street			G	Α	R		G	Α	R		
		Signal Timing Mitigation	EB/WB	31.0	3.0	2.0	EB / WB	31.0	3.0	2.0		
			SB	19.0	3.0	2.0	SB	19.0	3.0	2.0		
			Cycle Length		60	sec	Cycle Length		60	sec		

	Mitigation Description		Reallocate 2 seconds from SB phase to WB phase.									
		No-Action	/With-Ac	tion		Mitigated						
Bockaway Freeway &			G	Α	R		G	Α	R			
Rockaway Freeway & Beach 59th Street		WBT	34.0	3.0	2.0	wвт	34.0	3.0	2.0			
	Signal Timing Mitigation	LPI	7.0	0.0	0.0	LPI	7.0	0.0	0.0			
		SB	24.0	3.0	2.0	SB	22.0	3.0	2.0			
		WB	10.0	3.0	2.0	wв	12.0	3.0	2.0			
		Cycle Length		90	sec	Cycle Length		90	sec			

		Mitigation Description	Unmitigable. Realloca	te 2 seco	onds from	n NB / SB	phase to SB phase to m	nitigate ir	ntersectio	on 20.
			No-Action	Mitigated						
	Rockaway Beach			G	Α	R		G	Α	R
21	Boulevard & Beach		EB/WB	34.0	3.0	2.0	EB / WB	34.0	3.0	2.0
	59th Street	Signal Timing Mitigation	LPI	7.0	0.0	0.0	LPI	7.0	0.0	0.0
			NB / SB	24.0	3.0	2.0	NB / SB	22.0	3.0	2.0
			SB	10.0	3.0	2.0	SB	12.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

Intersection

Table 20-7 (con't): Traffic Mitigation

Wee

Weekday MD Peak Hour

		Mitigation Description	Unmitigable. Install "No Standing Anytime" parking regulation along north curb of WB a between Beach 54th Street and Beach 53rd Street to mitigate the Weekday AM and Sat peak hours.									
			No-Action/		Mitig	gated						
23	Arverne Boulevard &			G	Α	R		G	Α	R		
23	Beach 54th Street	Signal Timing Mitigation	EB/WB	37.0	3.0	2.0	EB / WB	37.0	3.0	2.0		
			NB	10.0	3.0	2.0	NB	10.0	3.0	2.0		
			NB / SB	28.0	3.0	2.0	NB / SB	28.0	3.0	2.0		
			Cycle Length		90	sec	Cycle Length		90	sec		

		Mitigation Description	Signalize in	tersection.			
			No-Action/With-Action	Mitig	jated		
26	Beach bord bireet				G	Α	R
		Signal Timing Mitigation		EB / WB	49.0	3.0	2.0
			Unsignalized	NB	31.0	3.0	2.0
				Cycle Length		90	sec

		Mitigation Description	Signalize intersection. Restripe EB approach as Restripe WB approach to align EB and WB appro curb of WB rec	oaches. Eliminate on-stre			
	Rockaway Beach Boulevard & Beach 53rd Street		No-Action/With-Action	Mitig	jated		
27		& Beach treet Signal Timing Mitigation Unsignalized		G	Α	R	
	53rd Street			EB / WB	47.0	3.0	2.0
			Unsignalized	SB	33.0	3.0	2.0
				Cycle Length		90	sec

		Mitigation Description	Signalize intersection. Restripe EB approach to pr one 8' parl	5 5						
	Pockaway Boach	vard & Beach	No-Action/With-Action	Mitig	jated					
28	28 Rockaway Beach Boulevard & Beach 52nd Street				G	Α	R			
	52nd Street		EB / WB	47.0	3.0	2.0				
			Unsignalized	NB / SB	33.0	3.0	2.0			
				Cycle Length		90	sec			

		Mitigation Description	Change offset from 0 seconds to 6 seconds.									
			No-Action/	With-Ac	tion		Mitigated					
42				G	Α	R		G	Α	R		
42	Rockaway Freeway & Seagirt Boulevard	Signal Timing Mitigation	EB / EBL	20.0	3.0	2.0	EB / EBL	20.0	3.0	2.0		
			EB/WB	22.0	3.0	2.0	EB / WB	22.0	3.0	2.0		
			NB / SB	33.0	3.0	2.0	NB / SB	33.0	3.0	2.0		
			Cycle Length		90	sec	Cycle Length		90	sec		
			Offset		0	sec	Offset		6	sec		

	Mitigation Description	Re	Reallocate 3 seconds from EB phase to NB / SB phase.								
Beach Channel Drive &		No-Action/With-Action				Mitigated					
Beach Channel Drive & Nameoke Avenue			G	Α	R		G	Α	R		
		NB / SB	52.0	3.0	2.0	NB / SB	55.0	3.0	2.0		
		EB	28.0	3.0	2.0	ЕВ	25.0	3.0	2.0		
		Cycle Length		90	sec	Cycle Length		90	sec		

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3

Table 20-7 (con't): Traffic Mitigation

Intersection Weekday PM Peak Hour Mitigation Description Reallocate 1 second from NB / SB phase to EB / WB phase.

Rockaway Beach		No-Action	/With-Ac	tion		Mitig	gated		
Boulevard & Beach			G	Α	R		G	Α	R
116th Street	Signal Timing Mitigation	EB/WB	28.0	3.0	2.0	EB / WB	29.0	3.0	2.0
		NB / SB	22.0	3.0	2.0	NB / SB	21.0	3.0	2.0
		Cycle Length		60	sec	Cycle Length		60	sec

	Beach Channel Drive &	Mitigation Description	Partially miti	Partially mitigated. Reallocate 4 seconds from NB phase to EB / WB phase.								
			No-Action/With-Action				Mitig	gated				
4	Beach Channel Drive & Rockaway Freeway	Signal Timing Mitigation		G	Α	R		G	Α	R		
			EB/WB	55.0	3.0	2.0	EB / WB	59.0	3.0	2.0		
			NB	55.0	3.0	2.0	NB	51.0	3.0	2.0		
			Cycle Length		120	sec	Cycle Length		120	sec		

		Mitigation Description	Relocate 2 seconds fror	n EB / W	B phase	to NEB	(Cross Bay Bridge & Bea	ch 94th	St) / WB	phase.
		Signal Timing Mitigation	No-Action/	Mitigated						
	8 Beach Channel Drive & Beach 92nd Street/Beach 94th Street			G	Α	R		G	Α	R
0			EB/WB	34.0	3.0	2.0	EB / WB	32.0	3.0	2.0
			NB / SB	23.0	3.0	2.0	NB / SB	23.0	3.0	2.0
			dge/94th Street) / WB	18.0	3.0	2.0	EB (94th Street) / WB	20.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

13	Beach Channel Drive & Beach 73rd Street	Mitigation Description	Restripe EB approach as one 11' shared left-through lane and one 11' through lane. Rest receiving lane as two 11' receiving lanes. Install "No Standing Anytime" parking regulation south curb of EB receiving lanes (for approximately 125'). Restripe WB approach as or shared left-through lane and one 11' shared through-right lane. Restripe WB receiving lane 11' receiving lanes. Install "No Standing Anytime" parking regulations along north curb of approach (for approximately 170') and north curb of WB receiving lanes between Beach 7 Beach 74th streets and for approximately 120' between Beach 74th and Beach 75th street "No Standing Anytime" parking regulations along the south curb of EB receiving lanes approximately 125').							
			No-Action/With-Action				Mitig	gated		
				G	Α	R		G	Α	R
		Signal Timing Mitigation	EB/WB	49.0	3.0	2.0	EB / WB	49.0	3.0	2.0
			NB / SB	31.0	3.0	2.0	NB / SB	31.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

10 .	Arverne Boulevard & Beach 59th Street	Mitigation Description	Restripe WB approach as one 11' left-turn bay (75'), one 11' through lane, and one 8' parking lane. Stripe an 8' median on eastbound approach for approximately 150' with a 50' taper to align eastbound and westbound approaches. Reallocate 1 second of green time from SB phase to EB / WB phase.								
		Signal Timing Mitigation	No-Action/With-Action				Mitigated				
				G	Α	R	_	G	Α	R	
			EB/WB	31.0	3.0	2.0	EB / WB	32.0	3.0	2.0	
			SB	19.0	3.0	2.0	SB	18.0	3.0	2.0	
			Cycle Length		60	sec	Cycle Length		60	sec	

	Arverne Boulevard &	Mitigation Description	Unmitigable. Install "No Standing Anytime" parking regulation along north curb of WB approach between Beach 54th Street and Beach 53rd Street to mitigate the Weekday AM and Saturday MD peak hours.									
			No-Action/	/With-Ac	tion	Mitig	ated					
23				G	Α	R		G	Α	R		
	Beach 54th Street		EB/WB	37.0	3.0	2.0	EB / WB	37.0	3.0	2.0		
		Signal Timing Mitigation	NB	10.0	3.0	2.0	NB	10.0	3.0	2.0		
			NB / SB	28.0	3.0	2.0	NB / SB	28.0	3.0	2.0		
			Quala Law with				Quala Law with					

	Cycle Length	90 Sec	Cycle Length	90 Sec

	Intersection		<u>Weekday PM</u>	M Peak Hour						
		Mitigation Description	Signalize in	tersection.						
			No-Action/With-Action	Miti	gated					
26	Beach Channel Drive & Beach 53rd Street		ual Timing Mitigation Unsignalized		G	Α	R			
	Beach 53rd Street Signal Timing Mitigation	Unsignational	EB / WB	53.0	3.0	2.0				
			Unsignalized	NB	27.0	3.0	2.0			
				Cycle Length		90	sec			
		Mitigation Description	Signalize intersection. Restripe EB approach as Restripe WB approach to align EB and WB appr curb of WB red	oaches. Eliminate on-str						
	Rockaway Beach		No-Action/With-Action	Mitig	gated					
27	Boulevard & Beach 53rd Street				G	Α	R			
	55ru Street	Signal Timing Mitigation	Unsignalized	EB / WB	48.0	3.0	2.0			

		Mitigation Description	Signalize intersection. Restripe EB approach to pr one 8' parl	rking lane.						
	Pockaway Boach		No-Action/With-Action	Mitig	jated					
28	Boulevard & Beach			G	Α	R				
	52nd Street	Signal Timing Mitigation		EB / WB	48.0	3.0	2.0			
			Unsignalized	NB / SB	32.0	3.0	2.0			
				Cycle Length		90	sec			

Unsignalized

	AB Beach Channel Drive &	Mitigation Description	Reall	ocate 3 s	seconds	from EB /	′ WB phase to NB / SB p	hase.		
			No-Action/With-Action				Mitigated			
48 Beach Channel Drive Birdsall Avenue				G	Α	R		G	Α	R
		Signal Timing Mitigation	NB / SB	50.0	3.0	2.0	NB / SB	53.0	3.0	2.0
			EB/WB	30.0	3.0	2.0	EB / WB	27.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

49 Beach Channel Drive & Nameoke Avenue	Mitigation Description	No-Action/With-Action Mitigated							
		No-Action	Miti	gated					
			G	Α	R		G	Α	R
		NB / SB	49.0	3.0	2.0	NB / SB	53.0	3.0	2.0
		EB	31.0	3.0	2.0	EB	27.0	3.0	2.0
		Cycle Length		90	sec	Cycle Length		90	sec
	Nameoke Avenue	Beach Channel Drive &	Beach Channel Drive & No-Action Nameoke Avenue Signal Timing Mitigation NB / SB EB	Beach Channel Drive & Nameoke Avenue Signal Timing Mitigation EB 31.0	Beach Channel Drive & Signal Timing Mitigation Bignal Timing Mitigation Signal Timing Mitigation	Beach Channel Drive & Signal Timing Mitigation Signal Timing Mitigation Big 31.0 3.0 2.0	Beach Channel Drive & Signal Timing Mitigation Signal Timing Mitigation Bigs and the second s	Beach Channel Drive & Nameoke Avenue Mitigation Signal Timing Mitigation No-Action/With-Action NB / SB 49.0 3.0 2.0 EB 31.0 3.0 2.0	Beach Channel Drive & No-Action/With-Action Mitigated Signal Timing Mitigation G A R NB / SB G / A R Beach Channel Drive & NB / SB Signal Timing Mitigation Signal Timing Mitigation B 31.0 3.0 2.0 B 31.0 3.0 2.0

SB 32.0

Cycle Length

3.0

90

2.0

sec

20-23

	Intersection		Saturday MD Peak Hour								
		Mitigation Description	Re	allocate	4 second	ds from N	B phase to EB / WB pha	se.			
			No-Action	/With-Ac	tion		Mitig	gated			
4	Beach Channel Drive & Rockaway Freeway			G	Α	R		G	Α	R	
		Signal Timing Mitigation	EB/WB	55.0	3.0	2.0	EB / WB	59.0	3.0	2.0	
			NB	55.0	3.0	2.0	NB	51.0	3.0	2.0	
			Cycle Length		120	sec	Cycle Length		120	sec	
		Mitigation Description	Relocate 2 seconds fror	m EB / W	/B phase	to NEB	(Cross Bay Bridge & Bea	ch 94th	St) / WB	phase.	
	Beach Channel Drive 8		No-Action	/With-Ac	tion		Mitig	gated			
8	Beach Channel Drive & Beach 92nd Street/Beach 94th Street	Signal Timing Mitigation		G	Α	R		G	Α	R	
0			EB/WB	34.0	3.0	2.0	EB / WB	32.0	3.0	2.0	
			NB / SB	23.0	3.0	2.0	NB / SB	23.0	3.0	2.0	
			dge/94th Street) / WB	18.0	3.0	2.0	EB (94th Street) / WB	20.0	3.0	2.0	
			Cycle Length		90	sec	Cycle Length		90	sec	
13	Beach Channel Drive & Beach 73rd Street	Mitigation Description	receiving lane as two south curb of EB rec shared left-through lane 11' receiving lanes. Il approach (for approxim Beach 74th streets and	11' receiv ceiving la e and one nstall "Ne nately 17 for appre	ving lanes ines (for a e 11' sha o Standin 0') and no oximately ting regul	s. Install approxim red throung Anytim orth curb / 120' bet ations alo	ugh lane and one 11' thr "No Standing Anytime" p ately 125'). Restripe WB gh-right lane. Restripe W e" parking regulations al of WB receiving lanes bo ween Beach 74th and Bo ong the south curb of EB tely 125').	arking re approac /B receiv ong nort etween E each 75t	gulation h as one ring lane h curb of Beach 73 h streets	along a 11' as two WB rd and . Install	
-			No-Action	/With-Ac	tion		Mitig	gated			
				G	Α	R		G	Α	R	
		Signal Timing Mitigation	EB/WB	49.0	3.0	2.0	EB / WB	49.0	3.0	2.0	
			NB / SB	31.0	3.0	2.0	NB / SB	31.0	3.0	2.0	
			Cycle Length		90	sec	Cycle Length		90	sec	

1 U I ''	-	Mitigation Description	Stripe an 8' median on eastbound approach for approximately 150' with a 50' taper to align eastbound and westbound approaches.								
			No-Action	With-Ac	tion		Mitig	ated			
19				G	Α	R		G	Α	R	
		Signal Timing Mitigation	EB/WB	31.0	3.0	2.0	EB/WB	31.0	3.0	2.0	
			SB	19.0	3.0	2.0	SB	19.0	3.0	2.0	
			Cycle Length		60	sec	Cycle Length		60	sec	

		Mitigation Description		Realloca	ate 1 sec	ond from	SB phase to WB phase.			
			No-Action/	With-Ac	tion		Mitig	gated		
				G	Α	R		G	Α	R
20	Rockaway Freeway & Beach 59th Street		WBT	34.0	3.0	2.0	wвт	34.0	3.0	2.0
		Signal Timing Mitigation	LPI	7.0	0.0	0.0	LPI	7.0	0.0	0.0
			SB	24.0	3.0	2.0	SB	23.0	3.0	2.0
			WB	10.0	3.0	2.0	WB	11.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

		Mitigation Description	Unmitigable. Realloca	ate 1 sec	ond from	NB / SB	phase to SB phase to m	itgate in	tersection	n 20.
			No-Action	/With-Ac	tion		Mitig	gated		
	Bookoway Booch			G	Α	R		G	Α	R
21	Rockaway Beach Boulevard & Beach 59th Street		EB/WB	34.0	3.0	2.0	EB / WB	34.0	3.0	2.0
	Som Street	Signal Timing Mitigation	LPI	7.0	0.0	0.0	LPI	7.0	0.0	0.0
			NB / SB	24.0	3.0	2.0	NB / SB	23.0	3.0	2.0
			SB	10.0	3.0	2.0	SB	11.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

Saturday MD Peak Hour **Intersection** Install "No Standing Anytime" parking regulation along north curb of WB approach between Beach 54th Street and Beach 53rd Street. **Mitigation Description** Mitigated No-Action/With-Action R R G Α G Α Arverne Boulevard & Beach 54th Street 23 37.0 2.0 EB/WB 37.0 3.0 2.0 EB / WB 3.0 Signal Timing Mitigation 10.0 2.0 10.0 3.0 2.0 NB 3.0 NB NB / SB 28.0 2.0 NB/SB 28.0 2.0 3.0 3.0 Cycle Length 90 sec Cycle Length 90 sec

		Mitigation Description	Signalize in	tersection.			
			No-Action/With-Action	Mitig	jated		
26	Beach Channel Drive & Beach 53rd Street				G	Α	R
		Signal Timing Mitigation		EB / WB	49.0	3.0	2.0
		Unsignalized	NB	31.0	3.0	2.0	
				Cycle Length		90	sec

		Mitigation Description	Signalize intersection. Restripe EB approach as Restripe WB approach to align EB and WB appro curb of WB rec	oaches. Eliminate on-stre			
	Rockaway Beach		No-Action/With-Action	Mitig	ated		
27	Boulevard & Beach	bulevard & Beach 53rd Street Signal Timing Mitigation		G	Α	R	
	53rd Street		EB / WB	47.0	3.0	2.0	
	Signal Timing Mitigation	Unsignalized	SB	33.0	3.0	2.0	
				Cycle Length		90	sec

		Mitigation Description	Signalize intersection. Restripe EB approach to pr one 8' parl		ough/rig	ht-turn la	ane and
	Rockaway Beach		No-Action/With-Action	Mitig	jated		
28 BOI	Boulevard & Beach				G	Α	R
	52nd Street	Signal Timing Mitigation		EB / WB	47.0	3.0	2.0
	52nd Street		Unsignalized	NB / SB	33.0	3.0	2.0
				Cycle Length		90	sec

		Mitigation Description	Re	allocate	3 secon	ds from E	EB phase to NB / SB pha	se.		
			No-Action	With-Ac	tion		Miti	gated		
49	Beach Channel Drive & Nameoke Avenue			G	Α	R		G	Α	R
		Signal Timing Mitigation	NB / SB	50.0	3.0	2.0	NB / SB	53.0	3.0	2.0
			EB	30.0	3.0	2.0	EB	27.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

20-25

Table 20-8: 2034 Weekday AM Peak Hour No-Action vs. With-Action vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

			2034 N	o-Action			2034 Wi	th-Action		1	<u> </u>	2034 M	itigation		т
#	Intersection & Approach	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS	T
	Beach Channel Drive and Beach 116th Street Eastbound	LTR	0.68	31.3	С	LTR	0.73	33.1	С		LTR	0.73	33.1	С	ŧ
1	Westbound Northbound	LTR	1.44 0.30	230.9 45.9	F D	LTR	1.63 0.40	313.2 48.1	F D	+	LTR	1.63 0.40	313.2 48.1	F D	
ľ	Southbound	LTR	0.09	45.6 154.8	D	LTR Interse	0.09	45.6 206.7	D		LTR Interse	0.09	45.6 206.7	D	Ŧ
	Newport Avenue and Beach 116th Street Eastbound	LTR	0.81	41.6	D	LTR	0.84	44.4	D		LTR	0.84	44.4	D	Ŧ
2	Northbound	LT R	0.35 0.34	47.1 33.9	D C	LT R	0.43 0.34	49.2 33.9	D C		LT R	0.43 0.34	49.2 33.9	D C	Ŧ
	Southbound	LTR Interse	0.28 ection	18.4 35.9	B D	LTR Interse	0.31 ection	18.9 38.0	B D		LTR Interse	0.31 ection	18.9 38.0	B D	Ŧ
	Rockaway Beach Boulevard and Beach 116th Street Eastbound	LTR	0.67	17.5	В	LTR	0.72	19.3	В		LTR	0.69	17.6	В	Ŧ
	Westbound Northbound	LTR L	0.92	36.9 12.5	D B	LTR L	0.99 0.05	51.5 12.5	D B	+	LTR L	0.96 0.05	42.5 13.2	D B	Ŧ
3	Southbound	TR L	0.13 0.34	13.3 16.6	B B	TR L	0.13 0.36	13.3 16.9	B B		TR L	0.14 0.38	14.1 18.1	B B	Ŧ
r		TR Interse	0.16 ection	13.6 25.2	B C	TR Interse	0.16 ection	13.6 32.1	B C		TR Interse	0.17 ection	14.4 27.9	B C	╀
T	Beach Channel Drive and Rockaway Freeway Eastbound	LTR	1.10	90.5	F	LTR	1.24	148.7	F	+	LTR	1.11	92.8	F	+
4	Westbound Northbound	LTR LT	1.03 0.60	68.7 27.7	E C	LTR LT	1.18 0.66	123.9 29.6	F C	+	LTR LT	1.06 0.71	73.1 34.3	E C	
·		R Interse	0.01 ection	17.8 70.5	B	R Interse	0.01 ection	17.8 117.1	B F		R Interse	0.01 ection	20.0 74.2	C E	ł
	Beach Channel Drive and Beach 108th Street Eastbound	TR	0.80	26.7	С	TR	0.84	28.9	С		TR	0.78	24.0	С	Ŧ
5	Westbound Northbound	LT L	1.16 0.50	111.0 20.1	F C	LT L	1.29 0.55	166.1 21.2	F C	+	LT L	1.16 0.59	109.8 24.2	F C	+
r		R Interse	0.21 ection	16.3 55.7	B	R Interse	0.21 ection	16.3 77.8	B E		R Interse	0.23 ection	18.3 55.5	B	+
	Rockaway Freeway and Beach 108th Street Eastbound	LTR	0.15	15.1	В	LTR	0.17	15.3	В		LTR	0.17	15.3	В	Ŧ
6	Westbound Northbound	LTR L	0.33	16.9 21.8	B C	LTR L	0.36 0.57	17.4 23.4	B C		LTR L	0.36	17.4 23.4	B C	ł
ŀ	Southbound	TR LTR	0.33 0.35	16.9 18.1	B B	TR LTR	0.34 0.37	17.1 18.4	B B		TR LTR	0.34	17.1 18.4	B B	+
4	Rockaway Beach Boulevard and Beach 108th Street	Interse	ection	17.7	В	Interse	ection	18.2	В	E	Interse	ection	18.2	В	╉
ľ	Eastbound	L TR	0.95 0.79	81.6 30.9	F C	L TR	1.31 0.86	212.4 36.5	F D	+	L TR	0.96 0.78	82.7 27.2	F C	Ŧ
,	Westbound	L TR	0.09 0.94	15.2 48.1	B D	L TR	0.10 1.07	15.6 82.4	B F	+	L TR	0.08 0.97	12.9 51.3	B D	-
	Northbound	L TR	0.40 0.41	20.2 18.7	C B	L TR	0.42 0.41	20.7 18.7	C B		L TR	0.48	25.4 22.1	C C	+
	Southbound	L TR	0.27	18.2 19.2	B	L TR	0.31 0.43	18.9 19.2	B		L TR	0.36	23.0 22.7	C C	
-	Beach Channel Drive and Beach 92nd Street/Beach 94th Stree	Interse t	-	34.9	С	Interse	-	56.4	E		Interse		36.7	D	+
ŀ	Eastbound Northeastbound (Cross Bay Bridge Exit Ramp)	R	0.36 0.79	8.7 55.8	A E	T R	0.39 0.83	9.1 60.6	A E	+	T R	0.40 0.79	9.7 54.4	A D	
3	Northeastbound (Beach 94th St) Westbound	R TR	0.13 0.67	31.1 5.2	C A	R TR	0.13 0.76	31.1 7.9	C A		R TR	0.12 0.76	30.2 7.9	C A	+
ŀ	Northbound Southbound	R R	0.08	40.6 39.0	D	R R	0.08	40.6 39.0	D		R R	0.08	40.6 39.0	D	1
+	Rockaway Freeway and Cross Bay Parkway	Interse		14.1	В	Interse		15.9	В		Interse		15.2	В	+
	Eastbound Westbound	TR L	0.27	20.4 35.7	C D	TR L	0.31	21.0 35.7	C D		TR L	0.31	21.0 35.7	C D	+
9	Southbound (Cross Bay Bridge Off-Ramp)		0.21	11.0 21.2	BC		0.26	11.5 21.4	BC		LTR	0.26	11.5 21.4	B	1
	Southbound (Beach Channel Drive Off-Ramp)	LTR Interse	0.08 ection	20.1 17.7	C B	LTR Interse	0.08 ection	20.1 17.9	C B		LTR Interse	0.08 ection	20.1 17.9	C B	+
ŀ	Rockaway Beach Boulevard and Cross Bay Parkway Eastbound	TR	0.40	10.9	В	TR	0.46	11.8	В		TR	0.46	11.8	В	+
0	Westbound Southbound (Cross Bay Bridge Off-Ramp) Southbound (Boach Chongel Drive Off Ramp)	LT LT TR	0.38	10.1 15.2	B B B	LT LT TR	0.47	11.2 15.3 16.2	B B B		LT LT TR	0.47	11.2 15.3 16.2	B B B	‡
_	Southbound (Beach Channel Drive Off-Ramp) Rockaway Freeway and Beach 94th Street	Interse	0.21 ection	16.2 12.1	B	Interse	0.21 ection	12.7	B		Interse	0.21 ection	10.2	B	1
Ì	Eastbound	L T	0.13	37.7 10.7	D B	L T	0.13	37.7 11.0	D B		L T	0.13	37.7 11.0	D B	1
1 ¹	Westbound Northbound (Cross Bay Bridge On-Ramp)	TR LTR	0.43	22.8	C C	TR LTR	0.21	24.9 23.4	C C		TR LTR	0.21	24.9 23.4	C C	1
_	Rockaway Beach Boulevard and Beach 94th Street	Interse		20.9	C	Interse		21.7	C		Interse		21.7	C	1
	Eastbound Westbound	LT TR	0.40	10.3 21.4	B C	LT TR	0.46	11.3 40.5	B D		LT TR	0.46	11.3 40.5	B	1
12	Northbound (Cross Bay Bridge On-Ramp) Northbound (Beach Channel Drive On-Ramp)	LT	0.35	17.6 14.7	B		0.35	17.6	B		LT	0.35	17.6 14.7	B	1
4	Beach Channel Drive and Beach 73rd Street	Interse		17.3	B	Interse		28.1	C		Interse		28.1	C	Ŧ
ľ	Eastbound	L	0.00	9.3	A	L	0.00	9.3	A		LT	0.34	12.0	В	Ŧ
a 1	Westbound	Т	0.45	13.8	В	Т	0.55	15.4	B		LTR	0.76	20.0	С	Ŧ
3 ¹		L TR	0.35 0.95	14.5 40.8	B D	L TR	0.44 1.18	17.7 113.3	B F	+					
ľ	Northbound Southbound	LT LTR	0.44 0.04	25.5 19.7	C B	LT LTR	0.44 0.04	25.5 19.7	C B	E	LT LTR	0.43 0.04	25.5 19.7	C B	Ŧ
-[Rockaway Beach Boulevard and Beach 73rd Street	Interse		28.2	С	Interse		65.2	E		Interse		18.1	В	f
ľ	Eastbound	LT R	0.37 0.10	9.7 7.5	A A	LT R	0.42 0.10	10.3 7.5	B A	E	LT R	0.42	10.3 7.5	B A	ł
ſ	Westbound	L	0.10 0.57	7.7 12.7	A B	L	0.11 0.69	7.8 15.5	A B		L T	0.11 0.69	7.8 15.5	A B	f
4	Northbound	R LT	0.24 0.10	8.7 24.6	B C	R LT	0.24 0.10	8.7 24.6	B C	E	R LT	0.24 0.10	8.7 24.6	B C	ł
ŀ	Southbound		0.02	23.8 30.0	C C	R L	0.02	23.8 30.0	C C		R L	0.02	23.8 30.0	C C	ł
		TR Interse	0.44 ection	31.2 14.5	C B	TR Interse	0.44 ection	31.2 15.5	C B		TR Interse	0.44 ection	31.2 15.5	C B	t
Ī	Beach Channel Drive/Arverne Boulevard and Beach 62nd Stree Eastbound	LT	1.18	127.1	F	LT	1.39	215.2	F	+	LT	1.39	215.2	F	ł
5	Westbound (Beach Channel Drive) Westbound (Arverne Boulevard)	T LR	1.37 1.52	208.2 289.2	F	T LR	1.59 1.95	305.2 477.7	F	+ +	T LR	1.59	305.2 477.7	F	ŧ
ŀ	Northbound Southbound	LTR L	0.68	41.3 61.8	DE	LTR L	0.68	41.3 61.8	D E		LTR L	0.68	41.3 61.8	DE	ŧ
		R Interse	0.02 ection	27.5 165.4	C F	R Interse	0.02 ection	27.5 258.2	C F	╘	R Interse	0.02 ection	27.5 258.2	C F	ţ
	Rockaway Beach Boulevard and Beach 62nd Street Eastbound	L	0.25	26.7	С	L	0.25	26.7	C			0.30	30.6	С	ţ
	Westbound	TR LTR	0.45	9.0 37.4	A D	TR LTR	0.51	9.9 78.0	A E	+	TR LTR	0.51	9.9 39.8	A D	ţ
6	Northbound	LTR	0.31	31.2 27.2	C C	LTR Interse	0.44 ection	34.0 50.5	C D		LTR Interse	0.44 ection	34.0 29.6	C C	t
		Interse								-		_			
_	Notes: L = Left Turn, T= Through, R = Right Turn, DefL = Defacto exceeds the maximum limit reportable in the analysis software. "+"	Left Turn	; LOS =	Level of Se	ervice.	= Approa	ich has r	no volume	recorded						
	Notes: L = Left Turn, T= Through, R = Right Turn, DefL = Defacto	Left Turn	; LOS =	Level of Se	ervice.	= Approa	ich has r	no volume	recorded						

Table 20-8 (continued): 2034 Weekday AM Peak Hour No-Action vs. With-Action vs. Mitigated Conditions Level of Service Analysis –
Signalized Intersections

			2034 N	o-Action			2034 Wi	th-Action				2034 M	itigation		
#	Intersection & Approach	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS	
π	Beach Channel Drive and Beach 59th Street														
18	Eastbound	LT R	0.46	14.2 9.5	B A	LT R	0.54 0.02	15.5 9.5	B A		LT R	0.54 0.02	15.5 9.5	B A	
10	Westbound Southbound	LTR LTR	0.68	19.2 19.6	B	LTR LTR	0.78	23.0 19.6	C B		LTR LTR	0.78	23.0 19.6	C B	-
		Interse		17.1	В	Interse		19.8	В		Interse		19.8	В	
	Arverne Boulevard and Beach 59th Street Eastbound	Т	0.49	11.2	В	Т	0.55	12.1	В		Т	0.63	13.9	В	
10	Westbound	R LT	0.19 0.89	8.5 31.7	A C	R LT	0.21	8.7 190.6	A F	+	R	0.21	8.7	A	-
19											L	0.58 0.66	18.1 14.9	B B	
	Southbound	LTR	0.15	15.3	В	LTR	0.15	15.4	В		LTR	0.15	15.4	В	
	Rockaway Freeway and Beach 59th Street	Interse	ection	20.3	С	Interse	ection	98.4	F		Interse	ection	14.5	В	
20	Westbound	L T	0.95	86.7 9.2	F A	L T	1.11 0.11	133.5 9.2	F	+	L T	1.11 0.11	133.5 9.2	F A	U
	Southbound	LTR Interse	0.76	45.4 52.4	D D	LTR Interse	0.86	54.9 74.9	DE	+	LTR Interse	0.86	54.9 74.9	D E	U
	Rockaway Beach Boulevard and Beach 59th Street					-									
21	Eastbound Westbound	TR LT	1.02 1.11	69.4 100.6	E F	TR LT	1.17 1.36	120.6 200.5	F	++	TR LT	1.17 1.36	120.6 200.5	F	U U
21	Northbound Southbound	LR LTR	0.74	58.9 34.5	E C	LR LTR	0.87	84.3 60.0	њш	+++	LR LTR	0.87	84.3 60.0	F	U
		Interse		71.5	Ē	Interse		131.5	F		Interse		131.5	F	
	Beach Channel Drive and Beach 54th Street Eastbound	Т	0.46	14.2	В	Т	0.55	15.9	В		Т	0.55	15.9	В	
22	Westbound	R LT	0.01	9.5 22.8	A C	R LT	0.02	9.5 32.4	A C		R LT	0.02	9.5 32.4	A C	-
	Northbound Southbound	LR LTR	0.19	22.1 23.4	C C	LR LTR	0.24	23.3 24.8	C C		LR LTR	0.24	23.3 24.8	C C	
		Interse		19.8	B	Interse		25.0	C		Interse		25.0	C	
	Arverne Boulevard and Beach 54th Street Eastbound	LTR	0.71	28.5	С	LTR	0.81	34.0	С		LTR	0.81	34.0	С	L
23	Westbound Northbound	LTR LTR	0.70 0.34	29.5 15.9	C B	LTR LTR	1.23 0.49	148.5 18.3	FB	+	LTR LTR	0.90	43.5 18.3	D B	\vdash
	Southbound	LTR Interse	0.16	23.2 25.8	C C	LTR Interse	0.16	23.3 72.4	C E		LTR Interse	0.16	23.3 33.3	C C	F
	Rockaway Freeway and Beach 54th Street					-	-								
<u>.</u> .	Eastbound Westbound	LTR L	0.07	16.2 38.8	B	LTR L	0.07	16.2 44.3	B		LTR L	0.07	16.2 44.3	B	
24	Northbound	TR LTR	0.30 0.44	10.4 27.0	B C	TR LTR	0.33 0.62	10.7 31.0	B C		TR LTR	0.33	10.7 31.0	B C	
	Southbound	LTR Interse	0.43 ection	26.9 21.2	C C	LTR Interse	0.50 ection	28.2 24.4	C C	\square	LTR Interse	0.50 ection	28.2 24.4	C C	
	Edgemere Avenue and Beach 54th Street Eastbound	LTR	1.85	420.1	F	LTR	3.54	1182.0	F	+	LTR	3.54	1182.0	F	U
25	Westbound	LTR	0.90	39.8	D	LTR	0.90	39.8	D	- T	LTR	0.90	39.8	D	
	Northbound Southbound	LTR LTR	0.00	21.4 15.8	C B	LTR LTR	0.00	21.4 17.5	C B		LTR LTR	0.00	21.4 17.5	C B	
	Beach Channel Drive and Beach 53rd Street	Interse	ection	194.0	F	Interse	ection	529.8	F		Interse	ection	529.8	F	
26	Eastbound										TR	0.79	24.7	C	
26	Westbound Northbound		Unsig	nalized			Unsig	nalized			LT LR	0.84 0.52	29.5 28.3	C C	
	Rockaway Beach Boulevard and Beach 53rd Street										Interse	ection	27.3	С	-
	Eastbound										L	0.27 0.60	14.5 18.4	B B	_
27	Westbound		Unsig	nalized			Unsig	nalized			TR	0.54	17.0	В	
											LR Interse	0.51 ection	25.9 19.3	C B	-
	Southbound													•	
	Rockaway Beach Boulevard and Beach 52nd Street					r							21.2		
28											LTR LTR	0.68 0.54	21.3 17.3	C B	
28	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound		Unsig	nalized			Unsig	nalized			LTR LTR	0.68 0.54 0.03	17.3 18.4	B B	
28	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Southbound		Unsig	nalized			Unsig	nalized			LTR	0.68 0.54 0.03 0.14	17.3	В	
28	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound		0.18	11.7	В	L	0.19	11.9	В		LTR LTR LTR Interse	0.68 0.54 0.03 0.14 ection 0.19	17.3 18.4 19.6 19.5 11.9	B B B B	
28 29	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Southbound Beach Channel Drive and Beach 51st Street	L	0.18 0.69 0.62	11.7 20.5 17.6	C B	L TR LT	0.19 0.80 0.65	11.9 26.1 18.4	C B		LTR LTR Interse L TR LT	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65	17.3 18.4 19.6 19.5 11.9 26.1 18.4	B B B C B B	
	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Southbound Beach Channel Drive and Beach 51st Street Eastbound		0.18	11.7 20.5	С		0.19	11.9 26.1	С		LTR LTR Interse L TR	0.68 0.54 0.03 0.14 ection 0.19 0.80	17.3 18.4 19.6 19.5 11.9 26.1	B B B B C	
	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Southbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Northbound	LT R	0.18 0.69 0.62 0.07 0.01	11.7 20.5 17.6 9.9	C B B	LT R	0.19 0.80 0.65 0.07 0.02	11.9 26.1 18.4 9.9	C B B		LTR LTR Interse L TR LT R	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02	17.3 18.4 19.6 19.5 11.9 26.1 18.4 9.9	B B B C B B B B	
	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Southbound Beach Channel Drive and Beach 51st Street Eastbound Westbound	LT R LTR Interse	0.18 0.69 0.62 0.07 0.01 ection	11.7 20.5 17.6 9.9 19.5 18.2 36.4	C B B B B	LT R LTR Interse	0.19 0.80 0.65 0.07 0.02 ection	11.9 26.1 18.4 9.9 19.5 21.3 36.4	C B B C D		LTR LTR Interse L TR LT LT LTR Interse L	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02 ection	17.3 18.4 19.6 19.5 26.1 18.4 9.9 19.5 21.3 36.4	B B B C B B B C C	
29	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Southbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Northbound Rockaway Freeway and Beach 44th Street	LT R LTR Interse L TR L	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4	C B B B D B B B	LT R LTR Interse L TR L	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4	C B B C D B B		LTR LTR Interse L TR LT LTR Interse L TR L L	0.68 0.54 0.03 0.14 ection 0.65 0.07 0.02 ection 0.06 0.37 0.02	17.3 18.4 19.6 19.5 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4	B B B C B B B C C D B B B B B B B B B	
	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Southbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound	LT R LTR Interse	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7	C B B B B D B	LT R LTR Interse	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7	C B B C D B		LTR LTR Interse L TR LT LT LTR Interse L	0.68 0.54 0.03 0.14 ection 0.65 0.07 0.02 ection 0.06 0.37	17.3 18.4 19.6 19.5 26.1 18.4 9.9 19.5 21.3 36.4 19.7	B B B C B B B C C D B	
29	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Southbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Rockaway Freeway and Beach 44th Street Eastbound Westbound	LT R Interse L TR L TR LTR LTR	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.7 10.4 19.3 21.7 22.9	C B B B D B B B C C C	LT R Interse L TR L TR LTR LTR	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.09 0.33	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5	C B B C D B B B C C C		LTR LTR Interse L TR LT R LTR Interse L TR LTR LTR LTR	0.68 0.54 0.03 0.14 ection 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.09 0.33	17.3 18.4 19.6 19.5 11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5	B B B C B B C C D B B B C C C	
29	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Rockaway Freeway and Beach 44th Street Eastbound Northbound Northbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street	LT R Interse L TR L TR LTR LTR Interse	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12 ection	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.3 21.7 22.9 19.9	C B B B B B C C B	LT R Interse	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.02 0.33 ection	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9	C B B C D B B C C C		LTR LTR Interse L TR LT LTR Interse LTR LTR LTR LTR LTR LTR LTR LTR	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.02 0.33 ection	17.3 18.4 19.6 19.5 26.1 18.4 9.9 26.1 18.4 9.9 21.3 36.4 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9	B B B C B B B C C C C C C	
29	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Southbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound	LT R Interse L TR L TR LTR LTR LTR LTR	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12 ection 0.61 0.61	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.3 21.7 22.9 19.9 19.3 19.3	C B B B B B C C C B B B B B	LT R LTR Interse TR L TR LTR LTR Interse LTR LTR	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.09 0.33 ection 1.01dl 1.01dl	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 22.2 26.5 20.9 24.0 24.0	C B B C C C C C C		LTR LTR Interse L TR LT LT Interse LTR LTR LTR LTR LTR LTR LTR	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.33 ection 1.01dl 1.01dl	17.3 18.4 19.6 19.5 11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 24.0	B B B B B B B C C C C C C C C C	
29	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Rockaway Freeway and Beach 44th Street Eastbound Northbound Northbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street	LT R Interse	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12 ection	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.3 21.7 22.9 19.9	C B B B B B C C B B	LT R Interse L TR TR LTR LTR Interse	0.19 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.09 0.33 ection 1.01dl	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0	C B B C C C C C		LTR LTR Interse L TR LT TR Interse L TR LTR LTR LTR LTR LTR	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.09 0.33 ection 1.01dl	17.3 18.4 19.6 19.5 11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0	B B B C B B C C C C C C C C	
29 39	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Westbound	LT R LTR Interse TR L TR LTR Interse LTR LTR LTR LTR	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12 ection 0.61 0.61	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.7 10.4 19.3 21.7 22.9 19.9 19.3 19.3 16.4	C B B B B B C C C B B B B B B B	LT R LTR Interse L TR LTR LTR Interse LTR LTR LTR LTR	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.09 0.33 ection 1.01dl 1.01dl 0.75	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 24.0 23.5	C B B C C C C C C C C C		LTR LTR Interse L TR LT R LTR Interse L TR LTR LTR LTR LTR LTR LTR LTR	0.68 0.54 0.03 0.14 action 0.19 0.80 0.65 0.07 0.02 action 0.06 0.37 0.02 0.37 0.09 0.33 action 1.01dl 1.01dl 0.75	17.3 18.4 19.6 19.5 11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.7 10.4 19.7 22.2 26.5 20.9 24.0 24.0 23.5	B B B B B C C B B B C C C C C C C C C	
29 39	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Westbound Southbound	LT R Interse L TR LTR LTR Interse LTR LTR LTR LTR LTR LTR LTR TR	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12 ection 0.61 0.61 0.61 0.65 0.16 0.59 0.13	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.3 19.3 19.3 16.4 22.0 10.3 17.3	C B B B B B B C C C B B B B B B B B B B	LT R LTR Interse TR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.09 0.33 ection 1.01dl 1.01dl 1.01dl 1.01dl 0.75 0.16 0.66 0.13 0.13	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 22.2 26.5 20.9 24.0 23.5 22.0 17.2 17.2	C B B C C C C C C C B B B B B B B B B		LTR LTR Interse L TR LT LT Interse L TR LTR Interse LTR LTR LTR LTR LTR LTR LTR LTR LTR TR TR TR LTR TR LTR Interse	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.33 ection 1.01dl 1.01dl 1.01dl 0.75 0.16 0.13 0.13 0.13	17.3 18.4 19.6 19.5 11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 23.5 22.0 17.2 17.2	B B B B B B B C C C C C C C C C C C C C	
29 39	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Rockaway Freeway and Beach 44th Street Eastbound Northbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Northbound Rockaway Freeway and Beach 35th Street Rockaway Freeway and Beach 35th Street Rockaway Freeway and Beach 35th Street	LT R Interse L TR L TR LTR LTR LTR LTR LTR LTR LTR L	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12 ection 0.61 0.61 0.65 0.16 0.59 0.13 0.13 ection	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.3 21.7 19.3 19.3 16.4 22.0 10.3 17.3 20.1	C B B B B B C C C B B B B B C C C B B C C	LT R Interse L TR L TR LTR LTR LTR LTR LTR LTR LTR L	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.02 0.33 ection 1.01dl 1.01dl 1.01dl 0.75 0.16 0.66 0.13 0.13 ection	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 23.5 22.0 12.0 17.2 17.2 22.5	C B B C C C C C C C C C C C C C C C C C		LTR LTR Interse L TR LT R LTR Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.33 ection 1.01dl 1.01dl 0.75 0.16 0.13 0.13 0.13 ection 0.13 0.13 ection	17.3 18.4 19.6 19.5 11.9 26.1 18.4 9.9 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 24.0 24.0 23.0 22.0 12.0 17.2 17.2 22.5	B B B B C B B B B C C C C C C C C C C C	
29 39	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Streee Eastbound Westbound Northbound Southbound Northbound Northbound Northbound Northbound Northbound Northbound Northbound Northbound Northbound	LT R Interse L TR LTR LTR Interse LTR LTR LTR LTR LTR LTR LTR TR	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12 ection 0.61 0.61 0.65 0.16 0.59 0.13 0.13 ection	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.3 19.3 19.3 16.4 22.0 10.3 17.3	C B B B B B B C C B B B B C B B B C	LT R LTR Interse TR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.09 0.33 ection 1.01dl 1.01dl 1.01dl 1.01dl 0.75 0.16 0.66 0.13 0.13	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 22.2 26.5 20.9 24.0 23.5 22.0 17.2 17.2	C B B C C C C C C C C C C C C C C C C C		LTR LTR Interse L TR LT LT Interse L TR LTR Interse LTR LTR LTR LTR LTR LTR LTR LTR LTR TR TR TR LTR TR LTR Interse	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.33 ection 1.01dl 1.01dl 1.01dl 0.75 0.16 0.13 0.13 0.13	17.3 18.4 19.6 19.5 11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 23.5 22.0 17.2 17.2	B B B B B B B C C B B B B C C C C C C C	
29 39	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Rockaway Freeway and Beach 44th Street Eastbound Northbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Northbound Rockaway Freeway and Beach 35th Street Rockaway Freeway and Beach 35th Street Rockaway Freeway and Beach 35th Street	LT R Interse L TR L TR LTR LTR LTR LTR LTR LTR LTR L	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12 ection 0.61 0.61 0.65 0.16 0.59 0.13 ection	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.3 19.3 19.3 16.4 22.0 10.3 17.3 20.1 35.2 22.1 40.5	C B B B B B C C C B B B B B B C C D D	LT R Interse TR L TR LTR LTR INTERSE LTR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.19 0.80 0.65 0.07 0.02 ection 0.37 0.02 0.37 0.09 0.33 ection 1.01dl 1.01dl 0.75 0.16 0.13 0.13 ection	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.6.5 20.9 24.0 24.0 24.0 24.0 22.0 12.0 17.2 17.2 35.2	C B B C C C C C C C C C C C C C C C C C		LTR LTR Interse L TR LT TR LTR Interse LTR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.02 0.37 0.09 0.33 ection 1.01dl 1.01dl 0.75 0.13 ection	17.3 18.4 19.6 19.5 11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.5 21.3 36.4 19.5 21.3 36.4 19.5 21.3 36.4 19.5 21.3 36.4 19.5 21.3 36.4 19.5 20.9 24.0 24.0 24.0 24.0 22.5 35.2	B B B C B B B C C C C C C C C C C C C C	
29 39 40 ^{1,3}	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Rockaway Freeway and Beach 44th Street Eastbound Northbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Westbound Westbound Northbound Southbound Rockaway Freeway and Beach 35th Street Eastbound Westbound Korthbound Southbound Southbound Korthbound Southbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Southbound Korthbound Southbound Southbound Korthbound Southbound	LT R Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12 ection 0.61 0.65 0.16 0.59 0.13 0.13 ection 0.07 0.54 0.07	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.3 21.7 19.3 19.3 19.3 16.4 22.0 10.3 17.3 17.3 20.1 35.2 22.1 40.5 10.2 8.9	C B B B B B C C C B B B B C C B B C C C C B C C C C B B C C C C C B B C C C C C C B B C C C C C C C B B B B C	LT R Interse L TR L TR LTR LTR LTR LTR LTR LTR LTR TR Interse TR TR TR LTR	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.02 0.37 0.09 0.33 ection 1.01dl 1.01dl 1.01dl 0.75 0.16 0.66 0.13 0.13 0.13 ection 0.07 0.58 0.07	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 23.5 22.0 17.2 17.2 22.5 35.2 22.9 41.0 10.4 8.9	C B B C C C C C C C C C C C C C C C C C		LTR LTR Interse L TR LT R LTR LTR LTR LTR LTR LTR LTR L	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.05 0.16 0.13 0.13 0.07 0.64 0.27 0.25 0.64 0.27 0.25 0.25 0.64 0.27 0.25 0.25 0.58 0.07 0.58 0.02 0.27 0.25 0.25 0.13 0.25 0.58 0.07 0.58 0.02 0.27 0.25 0.58 0.07 0.58 0.02 0.27 0.25 0.58 0.02 0.27 0.25 0.58 0.02 0.27 0.25 0.25 0.58 0.02 0.27 0.25 0.25 0.25 0.25 0.25 0.58 0.27 0.	17.3 18.4 19.6 19.5 26.1 18.4 9.9 26.1 18.4 9.5 21.3 36.4 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 23.5 22.0 12.0 17.2 22.5 35.2 22.9 41.0 8.9	B B B C B B B C C C C C C C C C C C C C	
29 39 40 ^{1,3}	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Westbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Westbound Northbound Southbound Northbound Southbound Northbound Northbound Southbound Northbound Southbound Northbound Northbound Northbound Southbound Northbound	LT R Intersee TR L TR LTR LTR Intersee LTR LTR LTR LTR LTR LTR TR Intersee LTR TR TR TR TR TR TR	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12 ection 0.61 0.61 0.61 0.65 0.16 0.59 0.13 0.13 ection	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.7 10.4 19.3 19.3 19.3 16.4 22.0 10.3 17.3 20.1 35.2 22.1 35.2 20.1	C B B B B B C C B B B B B C B B B C C B B B B C C B B B B C C B B B B B C C C B	LT R LTR Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.09 0.33 ection 1.01dl 1.01dl 1.01dl 1.01dl 0.75 0.16 0.66 0.13 0.13 ection	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 23.5 22.0 17.2 22.5 35.2 22.5 35.2 22.9 41.0 10.4	C B B C C C C C C C C C B B B C C C C C		LTR LTR Interse L TR LTR Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.02 0.37 0.09 0.33 ection 1.01dl 1.01dl 1.01dl 0.75 0.13 0.13 ection 0.07 0.58 0.07 0.58 0.01 0.64 0.27 0.16	17.3 18.4 19.6 19.5 26.1 18.4 9.9 26.1 18.4 9.9 21.3 36.4 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 23.5 22.0 12.0 17.2 17.2 22.5 35.2 22.9 41.0 10.4	B B B B B C C B B B C C C C C C C C C C	
29 39 40 ^{1,3}	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Rockaway Freeway and Beach 44th Street Eastbound Northbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Westbound Westbound Northbound Southbound Rockaway Freeway and Beach 35th Street Eastbound Westbound Korthbound Southbound Southbound Korthbound Southbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Southbound Korthbound Southbound Southbound Korthbound Southbound	LT R Intersee TR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12 ection 0.61 0.61 0.61 0.65 0.16 0.59 0.13 0.13 ection	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.7 21.7 22.9 19.9 19.3 16.4 22.0 10.3 17.3 20.1 35.2 22.1 35.2 22.1 35.2 22.7 10.2 8.9 26.7 16.0 38.8	C B B B B B C C C B B B B C C B B B C C C D C C D C C D C C C C	LT R Interse L TR L TR LTR LTR LTR LTR LTR LTR LTR TR Interse TR L TR L TR L TR L TR L TR L TR L TR	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.09 0.33 ection 1.01dl 1.01dl 1.01dl 1.01dl 0.75 0.16 0.66 0.13 0.13 ection	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 9.9 22.1.3 36.4 19.7 10.4 22.2 26.5 20.9 24.0 23.5 22.0 12.0 17.2 22.5 35.2 22.9 41.0 10.4 8.9 26.7	C B B C C C C C C C C C C C C C C C C C		LTR LTR Interse L TR LT TR LTR Interse LTR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.02 0.37 0.09 0.33 ection 1.01dl 1.01dl 1.01dl 0.75 0.13 0.13 ection 0.07 0.58 0.07 0.58 0.01 0.64 0.27 0.16	17.3 18.4 19.6 19.5 11.9 26.1 18.4 9.9 26.1 18.4 9.9 26.1 18.4 9.9 21.3 36.4 19.5 21.3 36.4 19.5 21.3 36.4 19.5 22.2 26.5 20.9 24.0 23.5 22.0 17.2 17.2 22.5 35.2 22.9 41.0 10.4 8.9 26.7	B B B B C B B B B C C C C C C C C C C C	
29 39 40 ^{1,3}	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Northbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Westbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Westbound Northbound Southbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Rockaway Freeway and Beach 35th Street Rockaway Freeway and Seagirt Boulevard	LT R LTR Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12 ection 0.61 0.61 0.65 0.16 0.59 0.13 ection 0.07 0.54 0.01 0.61 0.27 0.54 0.01	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.3 11.7 22.9 19.3 19.3 16.4 22.0 10.3 17.3 20.1 35.2 22.1 40.5 10.2 8.9 26.7 16.0	C B B B B B B C C C B B B B B C C C B B C C C B B C C C B B C C C B B B C C C B B B B C C C B	LT R LTR Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR Interse TR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.09 0.33 ection 1.01dl 0.75 0.16 0.66 0.13 0.13 ection 0.07 0.58 0.01 0.64 0.27 0.16 ection	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 23.5 22.0 17.2 17.2 22.5 35.2 22.9 41.0 10.4 8.9 26.7 16.4	C B B C C C C C C C C C C C C C C C C C		LTR LTR Interse L TR LT TR LTR Interse LTR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.02 0.37 0.02 0.37 0.02 0.37 0.02 0.33 ection 1.01dl 1.01dl 0.75 0.16 0.66 0.13 ection 0.07 0.58 0.01 0.64 0.27 0.16 ection	17.3 18.4 19.6 19.5 26.1 18.4 9.9 26.1 18.4 9.9 26.1 36.4 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 23.5 22.0 17.2 17.2 17.2 35.2 22.9 41.0 10.4 8.9 26.7 10.4 8.9 26.7	B B B B B C C C C C C C C C C C C C C C	
29 39 40 ^{1,3}	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Northbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Westbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Northbound Southbound Northbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Rockaway Freeway and Seagirt Boulevard Eastbound Northbound No	LT R LTR Interse L TR LTR Interse LTR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12 ection 0.61 0.61 0.65 0.13 0.13 0.13 ection 0.07 0.54 0.01 0.61 0.54 0.01 0.54 0.01 0.54 0.01 0.54 0.01 0.54 0.05 0.13 0.55	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.3 21.7 22.9 19.3 16.4 22.0 10.3 17.3 17.3 17.3 17.3 20.1 35.2 22.1 40.5 10.2 8.9 26.7 16.0 38.8 42.3 34.1 26.7	C B B B B B B C C C B B B B B C C C B B B C C C B B B C C C C B B C C C C B B C C C C B C C C C B C C C C C B C	LT R LTR Interse LTR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.09 0.33 ection 1.01dl 1.01dl 0.75 0.16 0.66 0.13 0.13 0.13 0.13 ection 0.07 0.58 0.01 0.64 0.27 0.66 ection	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 23.5 22.0 17.2 17.2 17.2 35.2 22.9 41.0 10.4 8.9 26.7 16.4 41.3 75.9 22.9 35.2 29.9	C B B C C C C C C C C C C C B B B C		LTR LTR Interse L TR LT R LTR Interse LTR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02 ection 1.01dl 1.01dl 1.01dl 1.01dl 0.75 0.13 ection 0.66 0.13 0.13 ection 0.07 0.58 0.01 0.67 0.58 0.01 0.66 0.13 0.13 ection 0.07 0.58 0.01 0.66 0.01 0.66 0.01 0.66 0.01 0.02 0.03 0.02 0.03 0.02 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.04 0.05 0.06 0.06 0.06 0.06 0.06 0.02 0.01 0.05 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.03 0.02 0.02 0.03 0.02 0.02 0.03 0.02 0.03 0.02 0.05 0.05 0.01 0.66 0.02 0.02 0.02 0.05 0.01 0.02 0.02 0.02 0.02 0.02 0.03 0.01 0.02 0.02 0.05 0.66 0.56	17.3 18.4 19.6 19.5 11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 23.5 22.0 17.2 17.2 17.2 22.5 35.2 22.9 41.0 10.4 8.9 26.7 16.4 41.3 75.9 35.2 29.9	B B B B B B B C C C C C C C C C C C C C	
29 39 40 ^{1,3}	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Northbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Westbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Northboun	LT R Interse L TR L TR LTR Interse LTR LTR LTR LTR LTR LTR TR LTR TR Interse L TR LTR TR TR LTR TR TR TR LTR TR TR TR LTR TR TR TR TR TR TR TR TR TR TR TR TR T	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12 ection 0.61 0.61 0.65 0.16 0.59 0.13 0.13 ection 0.07 0.54 0.07 0.59 0.13 ection	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.3 19.4 19.3 16.4 22.0 10.3 17.3 20.1 35.2 22.1 40.5 10.2 8.9 26.7 16.0 38.8 42.3 34.1 26.7 12.2 28.1	C B B B B B C C C B B B B B C C C B B C C C B B C C C B B C C C C B B C C C C B B C C C C B B C C C C C B B B C C C C C B B B C C C C C B B B C C C C C B B B C C C C C B B B C C C C C B B B C C C C C B B B C C C C C B B B B C C C C C B B B B C C C C C B B B B C C C C C B B B B C C C C C B B B B C	LT R LTR Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR TR Interse L TR L TR L TR L TR L TR L TR L TR L T	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.02 0.37 0.02 0.33 ection 1.01dl 0.75 0.16 0.66 0.13 0.13 0.13 0.13 0.07 0.58 0.01 0.64 0.27 0.64 0.27 0.66 0.66 0.61 0.28 0.25 0.66 0.67 ection	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 23.5 22.0 17.2 22.5 35.2 22.5 35.2 22.5 35.2 22.5 35.2 22.5 35.2 22.5 35.2 23.5 35.2 23.5 35.2 35.2 29.9 13.1 34.5	C B B C C C C C C C C C C C C C C C C C		LTR LTR Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.05 0.16 0.66 0.13 0.01 0.64 0.27 0.27 0.27 0.27 0.02 0.16 0.64 0.27 0.27 0.27 0.27 0.02 0.13 0.01 0.64 0.27 0.27 0.27 0.27 0.02 0.07 0.64 0.27 0.27 0.27 0.27 0.64 0.27 0.25 0.66 0.66 0.67 00 0.67 0.67 0.67 00 0.67 0.67	17.3 18.4 19.6 19.5 26.1 18.4 9.9 26.1 18.4 9.9 21.3 36.4 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 12.0 17.2 35.2 29.9 41.0 41.3 75.9 35.2 29.9 13.1 34.5	B B B B C B B B C C C C C C C C C C C C	
29 39 40 ^{1,3}	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Northbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Westbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Northbound Southbound Northbound Northbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Rockaway Freeway and Beach 35th Street Eastbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Northboun	LT R Interse L TR L TR LTR LTR LTR LTR LTR LTR LTR TR Interse LTR TR LTR TR LTR LTR LTR LTR LTR LTR L	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12 ection 0.61 0.61 0.65 0.16 0.59 0.13 0.13 ection 0.07 0.59 0.13 0.13 ection 0.07 0.59 0.13 0.12 ection	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.3 19.3 19.3 16.4 22.0 10.3 17.3 20.1 35.2 22.1 35.2 22.1 35.2 22.1 35.2 22.1 35.2 22.1 35.2 22.1 35.2 22.1 35.2 22.1 35.2 22.1 36.4 20.1 35.2 22.1 38.8 42.3 34.1 26.7 16.0 38.8 42.3 34.1 26.7 16.0 28.1 <	C B B B B B B C C C B B B B B B C C C B B C C C B B C C C C C B C	LT R Interse L TR L TR LTR LTR LTR LTR LTR LTR LTR TR Interse TR LTR TR LTR TR Interse S S S S S S S S S S S S S S S S S S S	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.09 0.33 ection 1.01dl 0.75 0.16 0.66 0.13 0.13 0.13 0.13 ection 0.07 0.58 0.07 0.58 0.01 0.64 0.27 0.16 ection	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 23.5 22.0 17.2 22.5 35.2 22.9 41.0 41.3 75.9 35.2 29.9 41.3 75.9 35.2 29.9 13.1 34.5 no volume	C B B C C C C C C C C C C C C C C C C C	l durir	LTR LTR Interse L TR LT TR LT TR LTR LTR LTR LTR LTR LT	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 ection 1.01dl 1.01dl 0.75 0.16 0.66 0.13 0.13 0.71 0.68 0.72 0.16 0.64 0.27 0.16 ection 0.64 0.27 0.16 ection 0.64 0.27 0.16 ection 0.64 0.27 0.64 0.27 0.64 0.65 0.67 ection	17.3 18.4 19.6 19.5 11.9 26.1 18.4 9.9 21.3 36.4 19.7 10.4 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 25.5 22.9 41.0 10.4 8.9 26.7 16.4 27.9 29.9 20.	B B B B C B B B C C C C C C C C C C C C	
29 39 40 ^{1,3}	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Southbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Westbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Westbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Westbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Northb	LT R Interse L TR L TR LTR LTR LTR LTR LTR LTR LTR TR Interse LTR TR LTR TR LTR LTR LTR LTR LTR LTR L	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.34 0.03 0.12 ection 0.61 0.61 0.65 0.16 0.59 0.13 0.13 ection 0.07 0.59 0.13 0.13 ection 0.07 0.59 0.13 0.12 ection	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.3 19.3 19.3 16.4 22.0 10.3 17.3 20.1 35.2 22.1 35.2 22.1 35.2 22.1 35.2 22.1 35.2 22.1 35.2 22.1 35.2 22.1 35.2 22.1 35.2 22.1 36.4 20.1 35.2 22.1 38.8 42.3 34.1 26.7 16.0 38.8 42.3 34.1 26.7 16.0 28.1 <	C B B B B B B C C C B B B B B B C C C B B C C C B B C C C C C B C	LT R Interse L TR L TR LTR LTR LTR LTR LTR LTR LTR TR Interse TR LTR TR LTR TR Interse S S S S S S S S S S S S S S S S S S S	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.09 0.33 ection 1.01dl 0.75 0.16 0.66 0.13 0.13 0.13 0.13 ection 0.07 0.58 0.07 0.58 0.01 0.64 0.27 0.16 ection	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 23.5 22.0 17.2 22.5 35.2 22.9 41.0 41.3 75.9 35.2 29.9 41.3 75.9 35.2 29.9 13.1 34.5 no volume	C B B C C C C C C C C C C C C C C C C C	l durir	LTR LTR Interse L TR LT TR LT TR LTR LTR LTR LTR LTR LT	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 ection 1.01dl 1.01dl 0.75 0.16 0.66 0.13 0.13 0.71 0.68 0.72 0.16 0.64 0.27 0.16 ection 0.64 0.27 0.16 ection 0.64 0.27 0.16 ection 0.64 0.27 0.64 0.27 0.64 0.65 0.67 ection	17.3 18.4 19.6 19.5 11.9 26.1 18.4 9.9 21.3 36.4 19.7 10.4 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 25.5 22.9 41.0 10.4 8.9 26.7 16.4 27.9 29.9 20.	B B B B C B B B C C C C C C C C C C C C	
29 39 40 ^{1,3} 41 ³	Rockaway Beach Boulevard and Beach 52nd Street Eastbound Westbound Northbound Beach Channel Drive and Beach 51st Street Eastbound Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Westbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Westbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Northbound North	LT R Interse L TR LTR LTR Interse LTR LTR LTR LTR LTR LTR TR LTR TR Interse LTR LTR TR LTR LTR LTR LTR LTR LTR LTR	0.18 0.69 0.62 0.07 0.01 ection 0.06 0.37 0.02 0.37 0.02 0.37 0.02 0.37 0.02 0.12 ection 0.61 0.61 0.65 0.16 0.59 0.13 ection 0.13 ection 0.07 0.54 0.01 0.27 0.54 0.01 0.23 0.61 0.27 0.55 0.63 ection	11.7 20.5 17.6 9.9 19.5 18.2 36.4 19.7 10.4 19.3 16.4 22.0 10.3 17.3 20.1 35.2 22.1 40.5 10.2 8.9 26.7 16.0 38.8 42.3 34.1 26.7 12.2 28.1 Level of Sent adverse	C B B B B B B C C C B B B B B B C C B B C C D C C B B C C C B C C C B C C C C	LT R Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 0.37 0.09 0.33 ection 1.01dl 0.75 0.16 0.66 0.13 0.13 0.13 0.13 ection 0.07 0.58 0.07 0.58 0.01 0.64 0.27 0.16 ection	11.9 26.1 18.4 9.9 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 23.5 22.0 17.2 22.5 35.2 22.9 41.0 41.3 75.9 35.2 29.9 41.3 75.9 35.2 29.9 13.1 34.5 no volume	C B B C C C C C C C C C C C C C C C C C	l durir	LTR LTR Interse L TR LT TR LT TR LTR LTR LTR LTR LTR LT	0.68 0.54 0.03 0.14 ection 0.19 0.80 0.65 0.07 0.02 ection 0.06 0.37 0.02 ection 1.01dl 1.01dl 0.75 0.16 0.66 0.13 0.13 0.71 0.68 0.72 0.16 0.64 0.27 0.16 ection 0.64 0.27 0.16 ection 0.64 0.27 0.16 ection 0.64 0.27 0.64 0.27 0.64 0.65 0.67 ection	17.3 18.4 19.6 19.5 11.9 26.1 18.4 9.9 21.3 36.4 19.7 10.4 19.5 21.3 36.4 19.7 10.4 19.8 22.2 26.5 20.9 24.0 25.5 22.9 41.0 10.4 8.9 26.7 16.4 27.9 29.9 20.	B B B B C B B B C C C C C C C C C C C C	

			2034 No	o-Action			2034 Wi	th-Action				2034 M	itigation		Ι
		Lane	v/c	Delay	LOS	Lane	v/c	Delay	LOS		Lane	v/c	Delay	LOS	
¥		Group	Ratio	(sec)	203	Group	Ratio	(sec)	203		Group	Ratio	(sec)	103	
	Rockaway Freeway and Beach 25th Street													_	_
	Eastbound Westbound	LTR	0.59	30.9	C		0.59	30.9	C			0.59	30.9	C	+
	Northbound	LTR L	0.62	33.5 37.6	C D	LTR	0.70	38.3 37.6	D		LTR	0.70	38.3 37.6	D	-
3	Northbound	TR	0.20	24.3	C	TR	0.20	26.6	C		TR	0.20	26.6	C	╈
	Southbound	L	0.17	37.2	D	L	0.17	37.2	D		L	0.17	37.2	D	1
		TR	0.63	25.4	С	TR	0.68	26.9	С		TR	0.68	26.9	С	T
		Interse	ection	28.1	С	Interse	ection	29.8	С		Interse	ection	29.8	С	
	Rockaway Freeway and Cornaga Avenue										1.75			<u> </u>	_
	Eastbound Westbound	LTR LTR	0.35	21.3 67.8	C E	LTR LTR	0.35	21.3 72.2	C E	+	LTR LTR	0.34	20.5 62.3	C E	+
4	Northbound	TR	0.98	34.3	C	TR	0.81	40.0	D	-	TR	0.90	43.4	D	┪
-	Southbound	L	0.08	36.7	D	L	0.01	36.7	D		L	0.04	36.7	D	Ť
		TR	0.32	14.9	В	TR	0.36	15.4	В		TR	0.36	16.1	В	
		Interse	ection	37.8	D	Interse	ection	40.4	D		Interse	ection	38.8	D	
	Beach Channel Drive and Cornaga Avenue				-									_	1
	Eastbound	LTR	0.36	21.8	C		0.36	21.8	C			0.36	21.8	C	+
	Westbound Northbound	LTR L	0.42	23.2 12.8	C B	LTR L	0.42	23.2 13.0	C B	-	LTR L	0.42	23.2 13.0	C B	╉
5	Nothbound	TR	0.07	20.5	C	TR	0.08	22.4	C		TR	0.08	22.4	C	┫
	Southbound	L	0.17	14.4	B	L	0.21	15.7	B		L	0.21	15.7	B	t
		TR	0.66	21.3	С	TR	0.70	22.4	С		TR	0.70	22.4	С	
		Interse	ection	21.1	С	Interse	ection	22.2	С		Interse	ection	22.2	С	T
	Beach Channel Drive and Mott Avenue				_				_						1
	Eastbound	LTR	1.02	78.7	E	LTR	1.07	94.3	F	+	LTR	1.07	94.3	F	_
	Westbound	LT R	0.59 0.19	29.9 11.2	C C	LT R	0.69 0.19	35.1 11.2	D C		LT R	0.69	35.1 11.2	D C	+
6	Northbound	L	0.19	26.3	C	L	0.19	26.8	C C			0.19	26.8	C	+
		TR	1.33	188.4	F	TR	1.52	272.4	F	+	TR	1.52	272.4	F	1
	Southbound	L	1.14	125.7	F	L	1.14	125.7	F		L	1.14	125.7	F	T
		TR	0.95	40.6	D	TR	1.00	49.8	D	+	TR	1.00	49.8	D	
		Interse	ection	93.9	F	Interse	ection	127.1	F		Interse	ection	127.1	F	_
	Beach Channel Drive and Dix Avenue Eastbound	LTR	0.59	31.5	С	LTR	0.59	31.5	С		LTR	0.59	31.5	С	-
	Westbound	LTR	0.59	35.0	C	LTR	0.59	35.0	C		LTR	0.59	35.0	c	-
17	Northbound	LTR	1.21	127.1	F	LTR	1.34	184.5	F	+	LTR	1.34	184.5	F	Ť
	Southbound	LTR	0.55	14.8	В	LTR	0.58	15.2	В		LTR	0.58	15.2	В	Т
		Interse	ection	64.3	E	Interse	ection	90.9	F		Interse	ection	90.9	F	
	Beach Channel Drive and Birdsall Avenue				_				_					_	_
	Eastbound		0.02	19.6	B		0.02	19.6	B			0.02	20.2	C	-
8	Westbound Northbound	LTR LT	0.40	24.8 31.6	C C	LTR LT	0.40	24.8 50.3	C D	+	LTR LT	0.41 0.98	25.8 44.6	C D	+
	Southbound	T	0.79	22.5	C	T	0.83	24.6	C		T	0.81	22.9	C	+
	Counsoana	R	0.02	9.5	Ă	R	0.02	9.5	Ă		R	0.02	9.1	Ă	1
		Interse	ection	26.8	С	Interse	ection	36.6	D		Interse	ection	33.4	С	
	Beach Channel Drive and Nameoke Avenue				-									-	1
	Eastbound	LTR	0.77	38.5	D	LTR	0.77	38.5	D		LTR	0.77	38.5	D	+
9	Northbound	L TR	0.20	15.0 165.7	B F	L TR	0.25	18.2 220.9	B	+	L TR	0.25	18.2 220.9	B	╉
	Southbound		0.68	52.0	г D		0.68	52.0	г D	-		0.68	52.0	г D	╉
	Coulibouria	TR	1.17	109.6	F	TR	1.22	129.8	F	+	TR	1.22	129.8	F	t
		Interse		121.1	F	Interse		155.2	F		Interse		155.2	F	T
	Beach Channel Drive and Hassock Avenue														1
	Eastbound	LR	0.17	19.3	В	LR	0.17	19.3	В		LR	0.17	20.1	С	1
	Westbound	L	0.22	20.0	С	L	0.22	20.0	C		L	0.23	20.8	C	╉
0	Northbound	TR LT	0.16 0.88	19.2 29.1	B C	TR LT	0.16	19.2 49.2	B D	+	TR LT	0.16	20.0 38.6	B	╉
	Southbound	T	0.88	45.9	D	T	1.00	49.2 57.3	E	+	T	0.90	50.7	D	t
		R	0.08	11.5	B	R	0.08	11.5	B		R	0.08	11.0	B	1
		Interse	ection	33.8	С	Interse	ection	48.1	D		Interse	ection	40.4	D	Ĩ
	Notes: L = Left Turn, T= Through, R = Right Turn, DefL = Defacto exceeds the maximum limit reportable in the analysis software. "+" due to mitigation that operates above mid-LOS D. 1. Stop-controlled approach at signalized intersection.	Left Turn;	; LOS = I	_evel of Se	ervice	= Approa	ich has r	no volume	recorded		ng this pe	ak hour.	~~ = V/C 0	r delay	

Table 20-8 (continued): 2034 Weekday AM Peak Hour No-Action vs. With-Action vs. Mitigated Conditions Level of Service Analysis -Signalized Intersections

20-28

Table 20-9: 2034 Weekday MD Peak Hour No-Action vs. With-Action vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

Intersection & Approach Eastbound Westbound Westbound Northbound Southbound Eastbound Northbound Southbound Eastbound Northbound Contributed Contribut	Lane Group LTR LTR LTR LTR LTR	v/c Ratio 0.56 1.00	Delay (sec) 28.4	LOS C	Lane Group	v/c Ratio	Delay (sec) 29.9	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS	
Eastbound Westbound Northbound Southbound Southbound Eastbound Northbound	LTR LTR LTR	1.00		С	I TR	0.62	29.9			. –				1
Northbound Southbound wport Avenue and Beach 116th Street Eastbound Northbound	LTR LTR			-				C		LTR	0.62	29.9	С	ł
wport Avenue and Beach 116th Street Eastbound Northbound		0.27	54.6 44.9 48.2	D D D	LTR LTR LTR	1.11 0.29 0.24	89.1 45.4 48.2	F D D	+	LTR LTR LTR	1.11 0.29 0.24	89.1 45.4 48.2	F D D	
Eastbound Northbound	Interst	ection	46.2	D	Interse		64.5	E		Interse		48.2 64.5	E	ŧ
Quality and	LTR LT	0.59	31.1 51.2	C D	LTR LT	0.62	32.0 52.3	C D		LTR LT	0.62 0.51	32.0 52.3	C D	ŧ
Southbound	R	0.42	35.7 20.2	D C	R	0.42	35.7 20.9	D C		R	0.42	35.7 20.9	D C	Ŧ
ockaway Beach Boulevard and Beach 116th Street	Interse		30.8	С	Interse		31.4	С		Interse		31.4	C	Ŧ
Eastbound Westbound	LTR LTR	0.66	17.6 35.1	B	LTR LTR	0.71	19.2 45.6	B	+	LTR LTR	0.68	17.4 37.8	B D	1
Northbound	L TR	0.18 0.24	14.0 14.3	B	L TR	0.18 0.24	14.0 14.3	B B		L TR	0.19 0.25	14.9 15.1	B B	Ŧ
Southbound	L TR	0.34	16.7 15.4	B	L TR	0.36	17.2 15.4	B B		L TR	0.38	18.5 16.4	B B	-
each Channel Drive and Rockaway Freeway	Interse	ection	23.5	С	Interse	ection	28.2	С		Interse	ection	24.9	С	
Eastbound Westbound	LTR LTR	0.86 0.73	38.3 30.6	D C	LTR LTR	0.96	51.7 34.2	D C	+	LTR LTR	0.92	42.5 30.8	D C	_
Northbound	LT R	0.30	21.4 17.6	C B	LT R	0.34	22.0 17.6	C B		LT R	0.35	23.4 18.7	C B	-
each Channel Drive and Beach 108th Street	Interse	ection	33.1	С	Interse	ection	40.8	D		Interse	ection	35.3	D	-
Eastbound Westbound	TR LT	0.51 0.73	19.5 25.2	B C	TR LT	0.56 0.79	20.3 27.7	C C		TR LT	0.56	20.3 27.7	C C	-
Northbound	L R	0.23 0.14	16.2 15.4	B	L R	0.25 0.14	16.4 15.4	B B		L R	0.25 0.14	16.4 15.4	B B	-
ockaway Freeway and Beach 108th Street	Interse		21.5	С	Interse		22.9	С		Interse		22.9	С	-
Eastbound Westbound	LTR LTR	0.14	15.0	В	LTR LTR	0.16	15.8 15.2	В		LTR LTR	0.16	15.2	В	
Northbound	L TR	0.18 0.18	15.9 15.4	В	L TR	0.20	16.1 15.4	В		L TR	0.20	16.1 15.4	В	
Southbound	LTR Interse	0.26 ection	16.8 15.7	B	LTR Interse	0.29 ection	17.2 15.9	B B		LTR Interse	0.29 ection	17.2 15.9	B B	
ckaway Beach Boulevard and Beach 108th Street Eastbound	L	0.26	17.6	В	L	0.28	18.2	В		L	0.28	18.2	В	
Westbound	L	0.07	14.8	В	L	0.08	15.0	В		L	0.08	15.0	В	-
Northbound	L	0.34	18.6	В	L	0.37	19.3	В		L	0.37	19.3	В	-
Southbound	L	0.25	17.1	В	L	0.29	17.8	В		L	0.29	17.8	В	-
	Interse		17.7 20.1	B C		-	17.7 21.2	B C				17.7 21.2	В С	-
Eastbound	Т	0.55	13.4	В	Т	0.59	14.2	В		Т	0.60	15.0	В	_
Northeastbound (Beach 94th St)	R	0.19	32.1	С	R	0.19	32.1	С	+	R	0.18	31.1	С	1
Northbound	R	0.17	41.9	D	R	0.17	41.9	D		R	0.17	41.9	D	
			37.5 18.4	B			20.6	C				37.5 19.2	B	_
Eastbound	TR	0.31	20.9	С	TR	0.35	21.6	С		TR	0.35	21.6	С	1
	Т	0.17	10.6	В	Т	0.20	10.9	В		T	0.20	10.9	В	1
Southbound (Beach Channel Drive Off-Ramp)	LTR	0.08	20.1	С	LTR	0.08	20.1	С		LTR	0.08	20.1	С	1
			-		-	_								-
Westbound	LT	0.44	10.7	В	LT	0.48	11.3	В		LT	0.48	11.3	В	1
Southbound (Beach Channel Drive Off-Ramp)	TR	0.27	16.8	B	TR	0.27	16.8	В		TR	0.27	16.8	B	1
ockaway Freeway and Beach 94th Street Eastbound	L	0.11	37.7	D	L	0.11	37.7	D		L	0.11	37.7	D	1
Westbound	T TR	0.21 0.37	11.1 21.9	B C	T TR	0.25	11.5 22.8	B C		T TR	0.25 0.43	11.5 22.8	B C	1
Northbound (Cross Bay Bridge On-Ramp)	LTR Interse	0.26 ection	21.7 19.1	C B	LTR Interse	0.27 ection	21.9 19.4	C B		LTR Interse	0.27 ection	21.9 19.4	C B	
ckaway Beach Boulevard and Beach 94th Street Eastbound	LT	0.47	11.0	В	LT	0.53	11.9	В		LT	0.53	11.9	В	-
Westbound Northbound (Cross Bay Bridge On-Ramp)	TR LT	0.62 0.28	14.2 16.6	B	TR LT	0.69 0.28	16.1 16.6	B B		TR LT	0.69 0.28	16.1 16.6	B B	_
Northbound (Beach Channel Drive On-Ramp)	TR Interse	0.20 ection	16.0 13.5	B	TR Interse	0.20 ection	16.0 14.5	B B		TR Interse	0.20 ection	16.0 14.5	B B	-
each Channel Drive and Beach 73rd Street Eastbound										LT	0.40	12.7	В	-
	L T	0.00 0.52	9.4 14.9	A B	L T	0.01 0.62	9.4 16.9	A B						
Westbound	L	0.35	14.9	B	L	0.46	19.5	B		LIR	0.69	18.0	В	ļ
Northbound	LT	0.25	22.3	С	LT	0.25	22.3	С	+	LT	0.25	22.3	С	1
			19.6 24.9	B C			19.6 42.7	D				19.6 16.3	B	ļ
ckaway Beach Boulevard and Beach 73rd Street Eastbound	LT	0.33	9.4	A	LT	0.39	9.9	A		LT	0.39	9.9	A	
Westbound	L	0.10	7.6	А	L	0.11	7.7	А		L	0.11	7.7	Α	1
Northbound	R	0.15	7.9	Α	R	0.15	7.9	A		R LT	0.15	7.9	А	1
Southbound		0.09	23.9 29.5	C C	R	0.04	23.9 29.5	C C		R	0.09	23.9	C C C	1
	TR	0.34	28.6 13.4	C B	TR	0.34	28.6 13.4	C B		TR	0.34	28.6 13.4	C B	1
ach Channel Drive/Arverne Boulevard and Beach 62nd Stree Eastbound		1.28	167.2	F	LT	1.49		F	+	LT	1.49		F	1
Westbound (Beach Channel Drive) Westbound (Arverne Boulevard)	T	0.74	31.3 116.5	C F	T LR	0.84	37.5 191.6	D F	+	T LR	0.84	37.5 191.6	D F	1
Northbound Southbound	LTR	0.31	30.7 35.8	C D	LTR	0.31	30.7 35.8	C D		LTR	0.31	30.7 35.8	C D	1
	R	0.04	27.8 105.6	C F	R Interse	0.04	27.8 159.5	C F	E	R	0.04	27.8 159.5	C F	
ockaway Beach Boulevard and Beach 62nd Street Eastbound	L	0.09	24.4	С	L	0.09	24.4	С		L	0.09	24.4	C	1
Westbound	TR LTR	0.56	10.5 61.2	B	TR LTR	0.63	12.0 149.1	B	+	TR LTR	0.63	12.0 149.1	B]
Northbound	LTR	0.42	33.8 37.6	C D	LTR	0.53	37.0 81.2	D F		LTR	0.53	37.0 81.2	D F	1
	Left Turn	; LOS =	Level of S	ervice.	- = Approa	ich has n	o volume	recordec		ng this pe	ak hour.	~~ = V/C 0	r delay	յո
e to mitigation that operates above mid-LOS D.		giod			Lonot	in 1111 مور در ا	See Signil	uu			20110		. 9 .00	1
	Westbound Northbound Southbound Westbound Westbound Northbound Southbound Southbound Southbound Northeastbound (Cross Bay Bridge Exit Ramp) Northeastbound (Cross Bay Bridge Exit Ramp) Northeastbound (Cross Bay Bridge Exit Ramp) Northeastbound (Cross Bay Bridge Exit Ramp) Southbound Southbound Southbound Southbound Southbound Southbound Southbound Southbound Southbound (Cross Bay Bridge Off-Ramp) Southbound (Beach Channel Drive Off-Ramp) Southbound (Beach Channel Drive Off-Ramp) Southbound (Beach Channel Drive Off-Ramp) Southbound (Cross Bay Bridge Onf-Ramp) Southbound (Cross Bay Bridge Onf-Ramp) Southbound (Cross Bay Bridge On-Ramp) Southbound (Cross Bay Bridge On-Ramp) Southbound (Cross Bay Bridge On-Ramp) Northbound (Cross Bay Bridge On-Ramp) Southbound (Cross Bay Bridge On-Ramp) Northbound (Southbound Southbound Southbound (Southbound Northbound Southbound Northbound Southbound Northbound Southbound Northbound Southbound Southbound Northbound Northbound Northbound Southbound Northbound Northbound North	Eastbound LTR Northbound LTR Northbound LTR Southbound LTR Southbound LTR Eastbound LTR Free Southbound LTR Free Southbound LTR Northbound LTR Northbound LTR Northbound LTR Northbound LTR Northbound Cross Bay Bridge Exit Ramp Rortheastbound (Cross Bay Bridge Exit Ramp Rortheastbound (Beach 94th Street Eastbound R Southbound Cross Bay Parkway C Southbound (Cross Bay Bridge Off-Ramp) TR Southbound TR Northbound (Cross Bay Bridge Off-Ramp) TR Southbound (TT TR Southbound (TT TR Southbound (TT TR Southbound (TT TR Southbound (TT TR Southbound (T	Eastbound LTR 0.14 Westbound LTR 0.14 Northbound LTR 0.16 Southbound LTR 0.26 bekaway Beach Boulevard and Beach 108th Street Eastbound 1.17 Composition Composition 0.26 Vestbound L 0.26 TR 0.16 TR 0.16 Southbound L 0.26 TR 0.55 Northeastbound (Cross Bay Bridge Exit Ramp) R 0.87 0.17 Southbound R 0.17 Southbound R 0.31 Westbound R 0.31 Southbound (Cross Bay Parkway Eastbound TR 0.55 Southbound (Cross Bay Parkway Eastbound TR 0.56 Southbound (Cross Bay Parkway Eastbound TR 0.50 Southbound (Cross Bay Parkway Eastbound TR 0.20 Southbound (Cross Bay Bridge Off-Ramp) TR 0.20 Southbound (Cross Bay Bridge Off-Ramp) TR 0.20	Eastbound LTR 0.20 15.6 Westbound L 0.18 15.9 Northbound LR 0.14 15.9 Southbound LTR 0.26 16.8 Intersection L 0.26 16.8 Southbound LTR 0.26 17.6 Carl Control R 0.64 24.1 Westbound L 0.27 14.8 TR 0.43 14.8 0.34 16.8 TR 0.32 17.7 TR 0.33 17.7 TR 0.33 17.7 TR 0.33 17.7 TR 0.34 18.8 0.87 55.1 3.4 Northeastbound (Cross Bay Bridge B	Eastbound LTR 0.20 15.6 B Westbound L 0.18 15.3 B Northibound L 0.18 15.4 B Southhound LTR 0.26 16.8 F Eastbound L 0.28 17.6 B Cockaway Beach Boulevard and Beach 108th Street - - - - Cockaway Beach Boulevard and Beach 2018t Street - - - B Northbound TR 0.32 17.6 B Northbound L 0.22 17.6 B Southbound L 0.25 1.1 A Northeastbound (Cross Bay Bingle Street - - - Bastbound T 0.55 1.3.4 A Northeastbound (Cross Bay Bark Street - - - Westbound T 0.55 1.4 A Northeastbound (Cross Bay Parkway - 0.01 3.7 D <t< td=""><td>Eastbound LTR 0.20 15.6 B LTR Northbound L 0.14 15.0 B LTR Northbound L 0.18 15.4 B TR Southbound LTR 0.28 16.8 B LTR Authound LTR 0.26 16.8 B LTR Calassian L 0.26 17.6 B L Northbound L 0.26 17.6 B L Northbound L 0.31 18.6 B L Northbound L 0.32 16.0 B TR Southbound L 0.32 16.0 B TR Southbound L 0.32 17.7 B L 1.6 Northeastbound TR 0.55 13.4 A TR N Northeastbound TR 0.51 2.1 C R Northeastbound TR<!--</td--><td>Eastbourd LTR 0.20 15.6 B LTR 0.22 Wetsbourd LTR 0.18 15.0 B L 0.23 Southours TR 0.26 R 1.0 1.0 1.0 1.0 1.0 0.23 1.0 0.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0</td><td>Eastboard LTR 0.20 15.8 B LTR 0.22 15.2 Northound LTR 0.16 15.0 B LTR 0.16 15.0 B LTR 0.16 15.0 B LTR 0.26 15.7 B LTR 0.26 15.7 B LTR 0.26 15.7 B L 0.28 15.2 C 15.7 B L 0.28 15.2 C L 0.28 15.2 C 15.7 B L 0.28 15.2 C 15.7 L 0.23 17.0 B L 0.22 17.0 L 0.22 17.0 B L 0.22 17.0 L 0.22 17.0 L 0.22 17.0 L 0.22 17.0 L 0.23 17.7 L L 0.23 17.7 L L 0.23 17.7 L L 0.23 17.0 18.0 18.0 18.0 18.0</td><td>Eastbourd LTR 0.20 1.6.8 B LTR 0.22 1.6.8 B LTR 0.28 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 <t< td=""><td>Eastborn LTR 0.20 156 6 TR 0.21 156 8 LTR 0.21 150</td><td>Estaturar LTR 0.20 15.6 B LTR 0.21 15.8 B LTR Nonthour IR 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.28 1.78 0.28 1.78 0.28 1.22 1.78 0.78 0.28 1.22 1.78 0.78 0.28 0.22 1.78 0.78 0.88 1.78 0.28 0.22 1.78 0.88 1.78 0.28 0.21 0.28 0.22 1.78 0.78</td><td>European TR D20 TS B TR D22 TS B TR D22 TS B TR D22 TS B TR D22 TS B TR D23 TS D3 D3 D3 D3 D4 L D3 D3 D3 D4 L D3 D3 D3 D4 L D3 <thd3< th=""> D3 <thd3< th=""> <thd3< th=""></thd3<></thd3<></thd3<></td><td>Sastowa UT 626 6 1</td><td>Fieldboord TR 0.20 0.50 0 TR 0.20 0.50 0 TR 0.20 0.50 0 0 0.20 <th0.20< th=""> 0.20 0.20</th0.20<></td></t<></td></td></t<>	Eastbound LTR 0.20 15.6 B LTR Northbound L 0.14 15.0 B LTR Northbound L 0.18 15.4 B TR Southbound LTR 0.28 16.8 B LTR Authound LTR 0.26 16.8 B LTR Calassian L 0.26 17.6 B L Northbound L 0.26 17.6 B L Northbound L 0.31 18.6 B L Northbound L 0.32 16.0 B TR Southbound L 0.32 16.0 B TR Southbound L 0.32 17.7 B L 1.6 Northeastbound TR 0.55 13.4 A TR N Northeastbound TR 0.51 2.1 C R Northeastbound TR </td <td>Eastbourd LTR 0.20 15.6 B LTR 0.22 Wetsbourd LTR 0.18 15.0 B L 0.23 Southours TR 0.26 R 1.0 1.0 1.0 1.0 1.0 0.23 1.0 0.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0</td> <td>Eastboard LTR 0.20 15.8 B LTR 0.22 15.2 Northound LTR 0.16 15.0 B LTR 0.16 15.0 B LTR 0.16 15.0 B LTR 0.26 15.7 B LTR 0.26 15.7 B LTR 0.26 15.7 B L 0.28 15.2 C 15.7 B L 0.28 15.2 C L 0.28 15.2 C 15.7 B L 0.28 15.2 C 15.7 L 0.23 17.0 B L 0.22 17.0 L 0.22 17.0 B L 0.22 17.0 L 0.22 17.0 L 0.22 17.0 L 0.22 17.0 L 0.23 17.7 L L 0.23 17.7 L L 0.23 17.7 L L 0.23 17.0 18.0 18.0 18.0 18.0</td> <td>Eastbourd LTR 0.20 1.6.8 B LTR 0.22 1.6.8 B LTR 0.28 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 <t< td=""><td>Eastborn LTR 0.20 156 6 TR 0.21 156 8 LTR 0.21 150</td><td>Estaturar LTR 0.20 15.6 B LTR 0.21 15.8 B LTR Nonthour IR 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.28 1.78 0.28 1.78 0.28 1.22 1.78 0.78 0.28 1.22 1.78 0.78 0.28 0.22 1.78 0.78 0.88 1.78 0.28 0.22 1.78 0.88 1.78 0.28 0.21 0.28 0.22 1.78 0.78</td><td>European TR D20 TS B TR D22 TS B TR D22 TS B TR D22 TS B TR D22 TS B TR D23 TS D3 D3 D3 D3 D4 L D3 D3 D3 D4 L D3 D3 D3 D4 L D3 <thd3< th=""> D3 <thd3< th=""> <thd3< th=""></thd3<></thd3<></thd3<></td><td>Sastowa UT 626 6 1</td><td>Fieldboord TR 0.20 0.50 0 TR 0.20 0.50 0 TR 0.20 0.50 0 0 0.20 <th0.20< th=""> 0.20 0.20</th0.20<></td></t<></td>	Eastbourd LTR 0.20 15.6 B LTR 0.22 Wetsbourd LTR 0.18 15.0 B L 0.23 Southours TR 0.26 R 1.0 1.0 1.0 1.0 1.0 0.23 1.0 0.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0	Eastboard LTR 0.20 15.8 B LTR 0.22 15.2 Northound LTR 0.16 15.0 B LTR 0.16 15.0 B LTR 0.16 15.0 B LTR 0.26 15.7 B LTR 0.26 15.7 B LTR 0.26 15.7 B L 0.28 15.2 C 15.7 B L 0.28 15.2 C L 0.28 15.2 C 15.7 B L 0.28 15.2 C 15.7 L 0.23 17.0 B L 0.22 17.0 L 0.22 17.0 B L 0.22 17.0 L 0.22 17.0 L 0.22 17.0 L 0.22 17.0 L 0.23 17.7 L L 0.23 17.7 L L 0.23 17.7 L L 0.23 17.0 18.0 18.0 18.0 18.0	Eastbourd LTR 0.20 1.6.8 B LTR 0.22 1.6.8 B LTR 0.28 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 1.8 0.8 1.8 <t< td=""><td>Eastborn LTR 0.20 156 6 TR 0.21 156 8 LTR 0.21 150</td><td>Estaturar LTR 0.20 15.6 B LTR 0.21 15.8 B LTR Nonthour IR 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.28 1.78 0.28 1.78 0.28 1.22 1.78 0.78 0.28 1.22 1.78 0.78 0.28 0.22 1.78 0.78 0.88 1.78 0.28 0.22 1.78 0.88 1.78 0.28 0.21 0.28 0.22 1.78 0.78</td><td>European TR D20 TS B TR D22 TS B TR D22 TS B TR D22 TS B TR D22 TS B TR D23 TS D3 D3 D3 D3 D4 L D3 D3 D3 D4 L D3 D3 D3 D4 L D3 <thd3< th=""> D3 <thd3< th=""> <thd3< th=""></thd3<></thd3<></thd3<></td><td>Sastowa UT 626 6 1</td><td>Fieldboord TR 0.20 0.50 0 TR 0.20 0.50 0 TR 0.20 0.50 0 0 0.20 <th0.20< th=""> 0.20 0.20</th0.20<></td></t<>	Eastborn LTR 0.20 156 6 TR 0.21 156 8 LTR 0.21 150	Estaturar LTR 0.20 15.6 B LTR 0.21 15.8 B LTR Nonthour IR 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.18 0.28 1.78 0.28 1.78 0.28 1.78 0.28 1.22 1.78 0.78 0.28 1.22 1.78 0.78 0.28 0.22 1.78 0.78 0.88 1.78 0.28 0.22 1.78 0.88 1.78 0.28 0.21 0.28 0.22 1.78 0.78	European TR D20 TS B TR D22 TS B TR D22 TS B TR D22 TS B TR D22 TS B TR D23 TS D3 D3 D3 D3 D4 L D3 D3 D3 D4 L D3 D3 D3 D4 L D3 D3 <thd3< th=""> D3 <thd3< th=""> <thd3< th=""></thd3<></thd3<></thd3<>	Sastowa UT 626 6 1	Fieldboord TR 0.20 0.50 0 TR 0.20 0.50 0 TR 0.20 0.50 0 0 0.20 <th0.20< th=""> 0.20 0.20</th0.20<>

		1	2034 N	o-Action			2034 Wi	th-Action				2034 M	itigation		—
#	Intersection & Approach	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS	
	Beach Channel Drive and Beach 59th Street Eastbound	LT	0.41	13.4	В	LT	0.47	14.4	В		LT	0.47	14.4	В	┢
18		R	0.03	9.6	А	R	0.03	9.6	Α		R	0.03	9.6	Α	
-	Westbound Southbound	LTR LTR	0.60	17.0 19.5	B	LTR LTR	0.67	19.0 19.5	B		LTR LTR	0.67	19.0 19.5	B	┢──
		Interse		15.5	B	Interse		16.9	B		Interse		16.9	B	
	Arverne Boulevard and Beach 59th Street	т	0.46	10.7	Б	T	0.50	11.6	Р		т	0.60	12.0	В	
	Eastbound	R	0.46	10.7 7.9	B	R	0.52	11.6 8.0	B A		R	0.60	13.2 8.0	B A	-
19	Westbound	LT	0.66	15.4	В	LT	0.87	27.6	С					_	
											L T	0.28	10.4 15.6	B	
	Southbound	LTR	0.14	15.2	В	LTR	0.14	15.3	В		LTR	0.14	15.3	B	
	Deckey Street and Decek 50th Street	Interse	ection	13.0	В	Interse	ection	19.1	В		Interse	ection	13.8	В	
	Rockaway Freeway and Beach 59th Street Westbound	L	0.59	50.9	D	L	0.78	65.9	Е	+	L	0.65	50.6	D	
20		T	0.10	10.0	B	T	0.10	10.0	В		T	0.09	9.1	A	
	Southbound	LTR Interse	0.45 ection	30.9 31.3	C C	LTR Interse	0.50	32.1 38.2	C D		LTR Interse	0.55	35.2 34.5	D C	-
	Rockaway Beach Boulevard and Beach 59th Street	interes	0011011	01.0	Ŭ	interes		00.2	D		interec	Journ	01.0	Ű	
	Eastbound Westbound	TR LT	1.21 1.14	138.8 115.2	F	TR LT	1.41	222.0 151.0	F	+	TR LT	1.41	222.0	F	L L
21	Northbound	LI	0.33	30.3	Г С	LI	1.23 0.32	29.9	F C	+	LI	0.36	151.0 32.8	г С	
	Southbound	LTR	0.40	19.7	В	LTR	0.44	20.2	С		LTR	0.46	20.5	С	
	Beach Channel Drive and Beach 54th Street	Interse	ection	108.2	F	Interse	ection	158.9	F	-	Interse	ection	159.1	F	┢
	Eastbound	Т	0.48	14.4	В	Т	0.57	16.0	В		Т	0.57	16.0	В	
22	1412-10	R LT	0.01	9.4	A B	R	0.01	9.5	A C		R	0.01	9.5	A C	Ē
~~	Westbound Northbound	LI LR	0.63	18.4 25.2	B C	LT LR	0.73	21.9 27.1	C C		LT LR	0.73	21.9 27.1	C C	⊢
	Southbound	LTR	0.34	23.8	С	LTR	0.39	25.1	С		LTR	0.39	25.1	С	L
	Arverne Boulevard and Beach 54th Street	Interse	ection	18.1	В	Interse	ection	20.2	С	-	Interse	ection	20.2	С	⊢
	Eastbound	LTR	0.81	34.7	С	LTR	0.92	45.3	D	+	LTR	0.92	45.3	D	ι
23	Westbound	LTR	0.51	23.4	C	LTR	0.79	35.7	D		LTR	0.59	24.9	C	F
	Northbound Southbound	LTR LTR	0.58	20.7 24.1	C C	LTR LTR	0.76	27.1 24.2	C C		LTR LTR	0.76	27.1 24.2	C C	┢
		Interse		27.2	C	Interse	-	35.7	D		Interse		33.2	C	
	Rockaway Freeway and Beach 54th Street	LTR	0.05	16.1	В	LTR	0.05	16.1	В		LTR	0.05	16.1	В	_
	Eastbound Westbound	LIK	0.03	36.0	D	LIK	0.05	39.8	D		LIK	0.05	39.8	D	t
24		TR	0.21	9.5	А	TR	0.24	9.9	Α		TR	0.24	9.9	Α	
	Northbound Southbound	LTR LTR	0.62	31.0 33.3	C C	LTR LTR	0.81 0.74	39.1 36.5	DD		LTR LTR	0.81	39.1 36.5	D D	_
	Sourbound	Interse		26.8	C	Interse		31.5	C		Interse		31.5	C	
	Edgemere Avenue and Beach 54th Street	1.75	0.55		-			1500.0	-		1.75		1500.0		_
	Eastbound Westbound	LTR LTR	2.55 1.05	732.7 73.9	F	LTR LTR	4.45 1.05	1589.0 73.9	F	+	LTR LTR	4.45	1589.0 73.9	F	l
25	Northbound	LTR	0.00	21.4	С	LTR	0.00	21.4	С		LTR	0.00	21.4	С	
	Southbound	LTR	1.27 ection	169.8 356.6	F	LTR Interse	1.61	316.0 762.8	F	+	LTR Interse	1.61	316.0 762.8	F	ι
	Beach Channel Drive and Beach 53rd Street	Interse	COLIDIT	330.0		Interst	2011011	702.0	1		Interse	2011011	702.0		┢
	Eastbound										TR	0.84	28.1	С	
26	Westbound Northbound		Unsig	nalized			Unsig	nalized			LT LR	0.81	27.7 24.6	C C	_
	Northbound										Interse		24.0	C	┢
	Rockaway Beach Boulevard and Beach 53rd Street					r									
	Eastbound										L T	0.33	15.1 16.4	B	_
27	Westbound		Unsig	nalized			Unsig	nalized			TR	0.34	13.6	B	t
	Southbound										LR	0.24	21.0	С	
	Rockaway Beach Boulevard and Beach 52nd Street					<u> </u>					Interse	ection	16.0	В	⊢
	Eastbound										LTR	0.54	16.9	В	t
28	Westbound]				ĺ					LTR	0.33	13.6	В	L
-	Northbound		Unsig	nalized			Unsig	nalized		-	LTR LTR	0.01	18.2 20.3	B C	-
	Southbound	1									Interse		20.3 16.3	B	t
	Beach Channel Drive and Beach 51st Street		0.45		-		0.01		-		<u> </u>				F
	Eastbound	L TR	0.19 0.65	11.7 18.9	B	L TR	0.21 0.71	12.1 20.9	B C		L TR	0.21	12.1 20.9	B C	┢
29	Westbound	LT	0.60	16.9	В	LT	0.64	18.2	В		LT	0.64	18.2	В	L
	المراجع والمراجع والم	R LTR	0.04	9.7	B	R LTR	0.04	9.7	B B	<u> </u>	R LTR	0.04	9.7	B	F
	Northbound	Interse	0.03 ection	19.7 17.3	B	Interse	0.04 ection	19.7 18.9	B		Interse		19.7 18.9	B	t
	Rockaway Freeway and Beach 44th Street													•	F
	Eastbound	L TR	0.04	36.1 17.1	D B	L TR	0.04	36.1 17.1	D B		L TR	0.04	36.1 17.1	D B	┢
39	Westbound	L	0.01	8.1	Α	L	0.01	8.1	Α		L	0.01	8.1	Α	L
55	ki zatobi sosta	TR	0.23	18.0	B	TR	0.27	18.4	B	<u> </u>		0.27	18.4	B	F
	Northbound Southbound	LTR LTR	0.03	21.7 22.8	C C	LTR LTR	0.08	22.2 25.5	C C		LTR LTR	0.08	22.2 25.5	C C	┢
		Interse		18.5	B	Interse		19.9	B		Interse		19.9	B	L
	Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree Eastbound		0.57	18.1	В	LTR	0.66	22.3	С		LTR	0.66	20.9	С	F
		LTR	0.57	18.1	B	LTR	0.66	22.3	C C		LTR	0.66	20.9	C C	F
1013	Westbound	LT	0.50	15.1	B	LT	0.58	19.1	В		LT	0.58	29.7	С	F
40 ^{1,3}	Southbound	LT R	0.20	22.4 11.6	C B	LT R	0.20	22.4 14.7	C B		LT R	0.20	22.4 14.7	C B	┢
	Northbound	LTR	0.22	11.7	B	LTR	0.72	11.6	B		LTR	0.72	11.6	B	L
			0.00				0.00				T 0	0.00	11.0		

Table 20-9 (continued): 2034 Weekday MD Peak Hour No-Action vs. With-Action vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

40 ^{1,3}	Southbound	LT	0.20	22.4	С	LT	0.20	22.4	С		LT	0.20	22.4	С	
		R	0.64	11.6	В	R	0.72	14.7	В		R	0.72	14.7	В	
	Northbound	LTR	0.22	11.7	В	LTR	0.22	11.6	В		LTR	0.22	11.6	В	
		TR	0.22	11.7	В	TR	0.22	11.6	В		TR	0.22	11.6	В	
		Interse	ection	19.4	В	Interse	ection	21.8	С		Interse	ection	21.0	С	
	Rockaway Freeway and Beach 35th Street														
	Eastbound	L	0.05	34.9	С	L	0.05	34.9	С		L	0.05	34.9	С	
		TR	0.38	19.0	В	TR	0.41	19.5	В		TR	0.41	19.6	В	
41 ³	Westbound	L	0.00	0.0	-	L	0.00	0.0	-		L	0.00	0.0	-	
41		TR	0.47	6.9	Α	TR	0.50	7.0	Α		TR	0.50	9.2	A	
	Southbound	LTR	0.36	10.1	В	LTR	0.36	10.1	В		LTR	0.36	10.1	В	
	Northbound	LTR	0.32	29.1	С	LTR	0.32	29.1	С		LTR	0.32	29.1	С	
		Interse	ection	14.5	В	Interse	ection	14.6	В		Interse	ection	15.5	В	
	Rockaway Freeway and Seagirt Boulevard														
	Eastbound	L	0.16	38.3	D	L	0.23	39.4	D		L	0.23	44.9	D	
		TR	0.28	62.1	E	TR	0.31	83.8	F	+	TR	0.31	51.1	D	
42 ³	Westbound		0.51	32.1	С	LTR	0.54	32.6	С		LTR	0.54	32.6	С	
	Southbound	TR	0.56	27.0	С	TR	0.67	31.0	С		TR	0.67	31.0	С	
	Northbound	TR	0.54	13.5	В	TR	0.58	13.7	В		TR	0.58	12.4	В	
		Interse	ection	32.4	С	Interse	ection	37.9	D		Interse	ection	31.6	С	
	Notes: L = Left Turn, T= Through, R = Right Turn, DefL = Defacto	Left Turn	; LOS = l	_evel of Se	ervice	= Approa	ch has n	o volume i	recordec	l durir	ng this pe	ak hour.	~~ = v/c o	r delay	
	exceeds the maximum limit reportable in the analysis software. "+"														р
	due to mitigation that operates above mid-LOS D.		0					Ū			•			0 1	
	1. Stop-controlled approach at signalized intersection.														
	2. Future intersection created as part of the Proposed Project.														
	 Due to complex geometry and per NYCDOT request, LOS result 	e woro co	loulated	using Svp	chro 10										
	5. Due to complex geometry and per NTCDOT request, LOS result	3 WEIE La	aicuialeu	using Syn	0110 10.										

		2034 No-Action					2034 Wi	th-Action			2034 Mitigation					
		Lane	v/c	Delay	LOS	Lane	v/c	Delay	LOS		Lane	v/c	Delay	LOS		
¥	Intersection & Approach	Group	Ratio	(sec)	-00	Group	Ratio	(sec)	-00		Group	Ratio	(sec)		_	
	Rockaway Freeway and Beach 25th Street		0.24	24.4			0.24	24.4	<u> </u>			0.24	24.4	C	4	
	Eastbound Westbound	LTR LTR	0.24	24.1 25.6	C C	LTR LTR	0.24	24.1 26.2	C C		LTR LTR	0.24	24.1 26.2	C C	╉	
2	Northbound	L	0.17	37.1	D	L	0.00	37.1	D		L	0.17	37.1	D	1	
3		TR	0.58	24.5	С	TR	0.65	26.7	С		TR	0.65	26.7	С		
	Southbound	L	0.13	36.6	D	L	0.13	36.6	D		L	0.13	36.6	D	_	
		TR Interse	0.45	21.6 24.4	C C	TR Interse	0.50	22.5 25.5	C C		TR Interse	0.50	22.5 25.5	C C	+	
	Rockaway Freeway and Cornaga Avenue	Interse	SCIION	24.4	U	Interse	SCIION	20.0	U		Interse	SCIION	20.0	U	+	
	Eastbound	LTR	0.18	19.3	В	LTR	0.18	19.3	В		LTR	0.18	19.3	В		
	Westbound	LTR	0.71	32.8	С	LTR	0.72	33.6	С		LTR	0.72	33.6	С]	
4	Northbound	TR	0.59	29.8	C	TR	0.65	31.7	C		TR	0.65	31.7	C	_	
	Southbound	L TR	0.12	37.4 14.3	D B	L TR	0.12	37.4 14.8	D B	-	TR	0.12	37.4 14.8	D B	+	
		Interse		26.2	C	Interse		27.0	C		Interse		27.0	C	+	
	Beach Channel Drive and Cornaga Avenue														T	
	Eastbound	LTR	0.19	19.4	В	LTR	0.19	19.4	В		LTR	0.19	19.4	В	J	
	Westbound	LTR	0.32	21.4	C	LTR	0.32	21.4	C	—	LTR	0.32	21.4	C	4	
5	Northbound	L TR	0.04	12.4 18.9	B	L TR	0.05	12.5 19.6	B		L TR	0.05	12.5 19.6	B	┥	
	Southbound	L	0.57	14.1	B	L	0.00	19.0	B		L	0.00	19.0	B	┫	
		TR	0.58	19.0	В	TR	0.61	19.8	В		TR	0.61	19.8	В	1	
		Interse	ection	19.2	В	Interse	ection	19.7	В		Interse	ection	19.7	В		
	Beach Channel Drive and Mott Avenue		0.74	07.0			0.70	20.0				0.70	20.0		_	
	Eastbound Westbound	LTR LT	0.74 0.68	37.0 34.7	D C	LTR LT	0.78 0.74	39.9 38.5	D		LTR LT	0.78	39.9 38.5	D	+	
	Westbound	R	0.16	11.3	C	R	0.14	11.3	C		R	0.16	11.3	C	1	
6	Northbound	L	0.28	29.0	С	L	0.34	32.3	С		L	0.34	32.3	C		
		TR	1.24	149.3	F	TR	1.34	193.6	F	+	TR	1.34	193.6	F		
	Southbound	L TR	1.16	134.1	F C	L TR	1.16	134.1 31.2	F		L TR	1.16	134.1	F C	_	
		Interse	0.85 ection	27.3 75.0	E	Interse	0.90	90.4	F		Interse	0.90 ection	31.2 90.4	F	+	
	Beach Channel Drive and Dix Avenue			1010	_										1	
	Eastbound	LTR	0.53	30.1	С	LTR	0.53	30.1	С		LTR	0.53	30.1	С	T	
17	Westbound	LTR	0.81	47.8	D	LTR	0.81	47.8	D		LTR	0.81	47.8	D	_	
	Northbound Southbound	LTR LTR	1.13 0.64	96.8 16.5	F	LTR LTR	1.19 0.67	122.1 17.2	F B	+	LTR LTR	1.19 0.67	122.1 17.2	F B	+	
	Soundound	Interse		50.6	D	Interse		60.5	E		Interse		60.5	E	+	
	Beach Channel Drive and Birdsall Avenue														T	
	Eastbound	LR	0.05	20.6	С	LR	0.05	20.6	С		LR	0.05	20.6	С]	
	Westbound	LTR	0.22	22.7	C	LTR	0.22	22.7	C		LTR	0.22	22.7	C	4	
8	Northbound Southbound	LT	0.84	25.3 26.9	C C	LT T	0.89 0.91	29.3 31.2	C C		LT T	0.89	29.3 31.2	C C	+	
	Southbound	R	0.07	9.0	A	R	0.91	9.0	A		R	0.91	9.0	A	┫	
		Interse		25.8	С	Interse		29.7	С		Interse		29.7	С	1	
	Beach Channel Drive and Nameoke Avenue	. ===	0				0						05.5	-	1	
	Eastbound	LTR	0.53	30.8	C B	LTR	0.53	30.8	C B		LTR	0.60	35.6	D B	┦	
9	Northbound	L TR	0.19	14.1 136.7	В F	L TR	0.19	14.1 164.5	В F	+	L TR	0.19	12.7 132.4	В F	┫	
-	Southbound	L	1.31	222.8	F	L	1.36	243.6	F	+	L	1.20	185.1	F	j	
		TR	1.28	155.9	F	TR	1.34	181.7	F	+	TR	1.27	148.5	F	1	
	Deeph Channel Drive or difference have	Interse	ection	138.8	F	Interse	ection	163.0	F		Interse	ection	132.7	F	Ļ	
	Beach Channel Drive and Hassock Avenue Eastbound	LR	0.13	21.0	С	LR	0.13	21.0	С		LR	0.13	21.0	С	┥	
	Westbound	LK	0.13	23.9	C	LR	0.13	23.9	C		LK	0.13	23.9	C	┫	
0		TR	0.08	20.3	Č	TR	0.08	20.3	C		TR	0.08	20.3	C	İ	
	Northbound	LT	0.71	17.6	В	LT	0.79	20.4	С		LT	0.79	20.4	С	1	
	Southbound	T	1.03	58.8	E	T	1.08	75.5	E	+	T	1.08	75.5	E	4	
		R Interse	0.05	9.7 35.4	A	R Interse	0.05	9.7 43.8	A		R Interse	0.05	9.7 43.8	A	┥	
-	Notes: = eft Turn T= Through R - Right Turn Deft - Defecto									duri					4	
	Notes: L = Left Turn, T= Through, R = Right Turn, DefL = Defacto exceeds the maximum limit reportable in the analysis software. "+" due to mitigation that operates above mid-LOS D. 1. Stop-controlled approach at signalized intersection.		; LOS =				ich has r					ak hour.			ay	

Table 20-9 (continued): 2034 Weekday MD Peak Hour No-Action vs. With-Action vs. Mitigated Conditions Level of Service Analysis -Signalized Intersections

Table 20-10: 2034 Weekday PM Peak Hour No-Action vs. With-Action vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

			2034 N	o-Action			2034 Wi	th-Action				2034 M	itigation		r
#	Intersection & Approach	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS	
	Beach Channel Drive and Beach 116th Street Eastbound	LTR	0.94	48.0	D	LTR	1.07	82.4	F	+	LTR	1.07	82.4	F	U
1	Westbound	DefL TR	1.07	116.2 219.2	F	DefL TR	1.15 1.51	143.0 261.9	F	++	DefL TR	1.15 1.51	143.0 261.9	F	U U
	Northbound Southbound	LTR LTR Interse	0.25 0.26	44.5 48.5 126.7	D D F	LTR LTR Interse	0.28 0.26	45.1 48.5 159.8	D D F		LTR LTR Interse	0.28 0.26	45.1 48.5 159.8	D D F	
	Newport Avenue and Beach 116th Street Eastbound	LTR	0.61	32.0	C	LTR	0.64	32.9	C		LTR	0.64	32.9	C	
2	Northbound	LT R	0.43 0.41	49.6 35.2	D D	LT R	0.47 0.41	50.8 35.2	D D		LT R	0.47 0.41	50.8 35.2	D D	
	Southbound	LTR Interse	0.39 ection	20.0 30.5	C C	LTR Interse	0.44 ection	21.0 31.2	C C		LTR Interse	0.44 ection	21.0 31.2	C C	
	Rockaway Beach Boulevard and Beach 116th Street Eastbound	LTR	0.66	17.2	В	LTR	0.70	18.4	В		LTR	0.67	16.7	В	
3	Westbound Northbound	LTR L TR	1.00 0.21 0.28	54.1 14.5 14.9	D B B	LTR L TR	1.07 0.21 0.28	71.8 14.5 14.9	E B B	+	LTR L TR	1.03 0.22 0.29	59.0 15.4 15.9	E B B	
	Southbound	L	0.39	17.8	B	L TR	0.46	19.4 17.1	B B	_	L	0.49	21.1	C B	
	Beach Channel Drive and Rockaway Freeway	Interse	ection	30.8	С	Interse	ection	38.1	D		Interse	ection	33.2	С	-
4	Eastbound Westbound	LTR LTR	1.28 0.93	166.5 46.2	F	LTR LTR	1.46 1.09	245.6 87.7	F	++	LTR LTR	1.32 0.95	178.8 46.5	F	U
	Northbound	LT R	0.35 0.01	22.2 17.7	C B	LT R	0.39 0.01	22.9 17.7	C B		LT R	0.42 0.01	25.9 19.9	C B	
	Beach Channel Drive and Beach 108th Street Eastbound	Interse TR	0.80	106.9 26.6	F C	Interse	0.89	165.1 32.4	F C		Interse	0.89	114.9 32.4	F	
5	Westbound Northbound		0.80	20.0 29.1 15.5	C B	LT	0.89	37.4 15.7	DB			0.89	37.4 15.7	DB	_
		R Interse	0.16	15.5 26.4	B C	R Interse	0.16	15.5 32.6	B C		R Interse	0.16	15.5 32.6	B	-
	Rockaway Freeway and Beach 108th Street Eastbound	LTR	0.31	16.7	В	LTR	0.34	17.1	В		LTR	0.34	17.1	В	E
6	Westbound Northbound	LTR L	0.17	15.3 17.4	B B	LTR L	0.20	15.6 18.1	B B		LTR L	0.20	15.6 18.1	B	\vdash
	Southbound	TR LTR Interse	0.18 0.31	15.4 17.3 16.4	B B B	TR LTR Interse	0.19 0.38	15.5 18.6 16.9	B B B		TR LTR Interse	0.19 0.38	15.5 18.6 16.9	B B B	┢
	Rockaway Beach Boulevard and Beach 108th Street Eastbound	L	0.42	21.5	C	L	0.48	23.7	C		L	0.48	23.7	С	F
	Westbound	TR L	0.84 0.09	33.7 15.3	C B	TR L	0.91 0.10	41.6 15.9	D B		TR L	0.91 0.10	41.6 15.9	D B	E
7	Northbound	TR L	0.64	24.1 18.2	C B	TR L	0.71	26.6 18.8	C B		TR L	0.71	26.6 18.8	C B	
	Southbound	TR L TR	0.20 0.46 0.36	15.8 21.0 17.9	B C B	TR L TR	0.20 0.57 0.36	15.8 23.9 17.9	B C B		TR L TR	0.20 0.57 0.36	15.8 23.9 17.9	B C B	┢
	Beach Channel Drive and Beach 92nd Street/Beach 94th Stree	Interse		24.6	C	Interse		28.3	C		Interse		28.3	C	
	Eastbound Northeastbound (Cross Bay Bridge Exit Ramp)	T R	0.66 1.10	16.0 116.1	B	T R	0.72	18.4 163.6	B F	+	T R	0.75 1.11	20.7 117.1	C F	
8 ³	Northeastbound (Beach 94th St) Westbound Northbound	R TR	0.22	32.6 5.2	C A	R TR	0.22	32.6 6.3	C A D		R TR R	0.20	30.5 6.3	C A	
	Southbound	R R Interse	0.21 0.13	42.5 39.7 29.3	D D C	R R Interse	0.21 0.13	42.5 39.7 39.2	D D		R Interse	0.21 0.13	42.5 39.7 32.0	D D C	
	Rockaway Freeway and Cross Bay Parkway Eastbound	TR	0.37	21.8	C	TR	0.43	22.8	C		TR	0.43	22.8	C	
9	Westbound	L	0.05 0.18	36.2 10.7	D B	L T	0.05 0.21	36.2 11.0	D B		L	0.05 0.21	36.2 11.0	D B	
	Southbound (Cross Bay Bridge Off-Ramp) Southbound (Beach Channel Drive Off-Ramp)	LTR LTR Interse	0.45 0.14	24.2 20.8 21.3	C C C	LTR LTR Interse	0.50 0.14	24.9 20.8 21.9	C C C		LTR LTR Interse	0.50 0.14	24.9 20.8 21.9	C C C	
	Rockaway Beach Boulevard and Cross Bay Parkway Eastbound	TR	0.67	15.8	В	TR	0.78	20.4	C		TR	0.78	20.4	C	
10	Westbound Southbound (Cross Bay Bridge Off-Ramp)	LT LT	0.40	10.2 17.5	B B	LT LT	0.45 0.48	10.9 18.0	B B		LT LT	0.45 0.48	10.9 18.0	B B	
	Southbound (Beach Channel Drive Off-Ramp) Rockaway Freeway and Beach 94th Street	TR Interse	0.31 ection	17.3 15.2	B	TR Interse	0.31 ection	17.3 17.1	B	_	TR Interse	0.31 ection	17.3 17.1	B	
1	Eastbound	L	0.05	36.2 12.1	D B	L T	0.05	36.2 12.8	D B		L	0.05	36.2 12.8	D B	
11 ¹	Westbound Northbound (Cross Bay Bridge On-Ramp)	TR LTR	0.28 0.35	20.5 22.8	C C	TR LTR	0.34 0.37	21.3 23.0	C C		TR LTR	0.34 0.37	21.3 23.0	C C	
	Rockaway Beach Boulevard and Beach 94th Street	Interse	-	18.7	В	Interse	-	18.9	В		Interse	-	18.9	В	
12	Eastbound Westbound Northbound (Cross Bay Bridge On-Ramp)	LT TR LT	0.73 0.59 0.31	16.6 13.4 17.0	B B B	LT TR LT	0.89 0.67 0.31	26.4 15.4 17.0	C B B		LT TR LT	0.89 0.67 0.31	26.4 15.4 17.0	C B B	F
	Northbound (Beach Channel Drive On-Ramp)	TR Interse	0.17	15.6 15.5	B B	TR Interse	0.17	15.6 21.1	B C		TR Interse	0.17	15.6 21.1	B C	
	Beach Channel Drive and Beach 73rd Street Eastbound										LT	0.53	14.2	В	
	Westbound	T	0.00	9.3 18.4	A B	L T	0.00 0.86	9.3 25.8	A C		LTR	0.75	20.0	С	⊨
13 ¹		L TR	0.59 0.91	29.5 35.3	C D	L TR	1.11 1.07	154.9 74.6	F	+ +					E
	Northbound Southbound	LT LTR	0.33 0.04	23.5 19.7	C B	LT LTR	0.33 0.04	23.5 19.7	C B		LT LTR	0.33 0.04	23.5 19.7	C B	
	Rockaway Beach Boulevard and Beach 73rd Street Eastbound	Interse LT	ection 0.63	26.2 13.8	C B	Interse LT	ection 0.74	50.6 16.8	DB		Interse LT	ection 0.74	17.6 16.8	B	⊨
	Lastbound	R L	0.63	13.8 7.7 9.6	A A	R L	0.74 0.13 0.31	16.8 7.7 12.0	A B		R L	0.74 0.13 0.31	16.8 7.7 12.0	A B	┢
14		T R	0.47 0.19	11.1 8.3	B B	T R	0.54 0.19	12.0 8.3	B B		T R	0.54 0.19	12.0 8.3	B B	E
	Northbound	LT LT	0.12	24.9 23.9	C C	LT R	0.12	24.9 23.9	C C		LT R	0.12	24.9 23.9	C C	
	Southbound	L TR Interse	0.71 0.41	40.7 29.9 17.1	D C B	L TR Interse	0.71 0.41	40.7 29.9 18.2	D C B		L TR Interse	0.71 0.41	40.7 29.9 18.2	D C B	1
	Beach Channel Drive/Arverne Boulevard and Beach 62nd Stre Eastbound	et LT	1.76	377.0	F	LT	2.10	527.1	F	+	LT	2.10	527.1	F	U
	Westbound (Beach Channel Drive) Westbound (Arverne Boulevard)	T L	0.79 0.99	33.1 78.2	C E	T L	0.87 1.19	40.0 143.4	D F	+	T L	0.87 1.19	40.0 143.4	D F	U
15	Northbound Southbound	R LTR L	0.02 0.55 0.66	27.4 34.8 48.4	C C D	R LTR L	0.02 0.55 0.66	27.4 34.8 48.4	C C D		R LTR	0.02 0.55 0.66	27.4 34.8 48.4	C C D	┢
		R Interse	0.02	48.4 27.5 199.9	C F	R Interse	0.02	48.4 27.5 280.4	C F		R Interse	0.02	48.4 27.5 280.4	C F	F
	Rockaway Beach Boulevard and Beach 62nd Street Eastbound	L	0.49	31.3	С	L	0.49	31.3	С		L	0.49	31.3	С	
16	Westbound	TR LTR	0.79	17.5 333.6	B F	TR LTR	0.93	29.0 544.9	C F	+	TR LTR	0.93	29.0 544.9	C F	U
	Northbound Notes: L = Left Turn, T= Through, R = Right Turn, DefL = Defacto	LTR Interse		32.2 168.8	C F		0.46 ection	34.5 268.8	C F	du-	LTR Interse		34.5 268.8 $2 \approx - \frac{1}{2} \sqrt{0}$	C F	
	Notes: L = Left furn, I = Infougn, R = Right furn, Deft = Defacto exceeds the maximum limit reportable in the analysis software. "+" due to mitigation that operates above mid-LOS D. 1. Stop-controlled approach at signalized intersection. 2. Future intersection created as part of the Proposed Project. 3. Due to complex geometry and per NYCDOT request, LOS result 4. The With-Action Weekday PM peak hour delay cannot be report the 3549.0 seconds of delay calculated in the No-Action Weekday	denotes s ts were ca ed for the	significat alculated EB-LTF	nt adverse using Syn	impact. chro 10.	"U" denot	es unmi	ated signif	ficant ad	verse	impact. "	U*" deno	otes new la	ine grou	

2034 No-Action 2034 With-Action 2034 Mitigatior Lane v/c Delay Lane v/c Delay Lane v/c Delay LOS LOS LOS Ratio Ratio Intersection & Approach Group Ratio (sec) Group (sec) Group (sec) Beach Channel Drive and Beach 59th Street Eastbound 0.53 15.2 0.62 17.2 В В LT В LT LT 0.62 17.2 0.05 9.7 А R 0.05 9.7 А 0.05 R R 9.7 Α 18 Westbour LTR 0.77 23.1 С LTR 0.88 32.1 С LTR 0.88 32.1 С Southbound LTR 0.02 19.5 LTR 0.02 19.5 В 19.5 В LTR 0.02 В Inters 19.3 24.6 Inte 24.6 Inte rverne Boulevard and Beach 59th Street Eastbour 0.64 13.5 В 0.75 16.3 В 0.83 19.8 В т 8.6 199.0 R 0.18 8.4 A D R 0.19 А R 0.18 8.0 А Westbou 39.4 LT LT 1.38 F 0.93 19 0.71 33.7 С 0.67 15.3 в LTR LTR 0.13 15.1 0.13 15.2 0.14 16.0 В Southbou В LTR В ection Intersection 22.7 Inters ction 85.6 F Inters 18.5 В Rockaway Freeway and Beach 59th Street Westbour 1.00 107.5 1.20 172.3 1.20 172.3 U 20 В 0.14 0.14 10.4 В 0.14 10.4 10.4 в LTR 0.66 37.9 D LTR 0.73 41.7 D LTR 0.73 41.7 D Southbo Intersection 52.4 Intersection 78.3 Intersection 78.3 D F Rockaway Beach Boulevard and Beach 59th Street TR Eastboun TR 1.47 248.9 1.74 367.9 1.74 367.9 TR F υ H + H Westbour 285.8 LT 1.55 F LT 2.08 F LT 2.08 F U 522.0 522.0 21 Northbou LR 0.40 32.2 С LR 0.45 34.2 С LR 0.45 34.2 С LTR 0.47 20.5 0.56 22.4 LTR 0.56 22.4 Southbo LTR C С Intersection 214.0 Inters ction 345.1 F Intersection 345.1 Beach Channel Drive and Beach 54th Stree Eastboun 0.53 15.2 0.63 17.4 В 0.63 17.4 В в R 9.7 9.6 0.03 А 0.04 А 0.04 9.7 А 22 Westbour LT 0.70 20.6 С LT 0.79 25.1 С LT 0.79 25.1 С Northboun LR 0.26 23.4 LR 0.31 24.9 С LR 0.31 24.9 С С LTR 0.29 23.1 LTR 24.5 Southb LTR 0.35 24.5 С 0.35 18.7 Inter 21.5 С Inter 21.5 Inters ction tion С Arverne Boulevard and Beach 54th Stree Eastboun LTR 1.11 96.6 F LTR 1.28 165.3 F + LTR 1.28 165.3 F U Westbou LTR 0.73 1.24 157.7 LTR 0.94 D 32.5 LTR 54.0 υ 23 Northbour LTR 0.52 18.8 LTR 0.76 26.2 LTR 0.76 26.2 В Southbo LTR 0.19 23.6 LTR 0.19 23.8 С LTR 0.19 23.8 С C Intersection 60.2 117.6 Intersection F Intersection 94.5 F Rockaway Freeway and Beach 54th Street Eastboun LTR 0.10 16.6 В LTR 0.10 16.6 В LTR 0.10 16.6 В Westbou 0.23 39.2 D 0.44 44.3 D 0.44 44.3 D L 1 24 TR TR TR в 0.31 10.6 В 0.35 10.9 0.35 10.9 в Northbou LTR LTR D 53.5 D 0.66 32.0 0.94 53.5 LTR 0.94 U Southbou LTR 0.61 30.8 LTR 0.72 D LTR 0.72 D 35.9 35.9 D 36.3 D Intersection 25.2 Intersection 36.3 Intersection Edgemere Avenue and Beach 54th Street Eastbour LTR 8.79 3549.0 LTR LTR U 153.0 1.26 Westbour LTR 1.26 153.0 LTR 1.26 LTR 153.0 25 ⁴ Northbound LTR 0.00 С LTR LTR 0.00 21.4 С 21.4 0.00 21.4 С 165.5 305.2 Southboun LTR 1.26 LTR 1.59 LTR 1.59 305.2 U Inters 1555 Inter Inters Beach Channel Drive and Beach 53rd Street TR Eastbound 0.86 27.2 С 26 Westbound LT 0.94 40.6 D Unsignalized Unsignalized Northbound LR 0.52 31.7 С Inte 33.2 С Rockaway Beach Boulevard and Beach 53rd Street Eastbour 0.78 34.6 С Т 0.86 29.1 С 27 Unsignalized Unsignalized Westbound TR 0.49 15.5 в LR 0.41 24.7 С Southbound Intersect 26.1 С ion Rockaway Beach Boulevard and Beach 52nd Street LTR 0.95 43.9 Eastbound D Westbound LTR 0.47 15.3 В 28 Unsignalized Unsignalized Northboun LTR 0.01 18.8 В LTR 0.18 20.7 С Southbou Inters ction 33.2 С Beach Channel Drive and Beach 51st Street Eastbound 0.09 0.08 10.3 В 10.5 В 0.09 10.5 В L TR 0.74 22.1 TR 0.80 25.5 С TR 0.80 С 25.5 С 29 Westbou LT 0.57 16.2 В LT 0.64 17.9 В LT 0.64 17.9 В R 0.05 9.7 В R 0.05 9.7 В R 0.05 9.7 В LTR 0.02 LTR Northbou 19.6 В LTR 19.6 В 19.6 В 0.03 0.03 Intersection 18.8 В Inters ction 21.2 С Intersection 21.2 С Rockaway Freeway and Beach 44th Street 36.1 19.8 36.1 19.8 Eastbound 0.04 D 0.04 D 0.04 36.1 D В TR TR 0.37 TR В 0.37 19.8 0.37 В Westboun 0.03 10.7 В 0.03 10.7 В 1 0.03 10.7 В 39 TR TR TR 0.36 19.6 в 0.41 20.3 С 0.41 20.3 С LTR 21.8 LTR LTR 0.10 Northbour 0.04 0.10 C 22.3 C 22.3 С LTR 0.17 23.7 LTR 0.36 27.2 LTR 0.36 27.2 Southbou Intersection 20.0 Intersection 21 2 С Intersection 21 2 C Beach Channel Drive/Seagirt Boulevard and Beach 35th Stre LTR 0.88dl 22.7 LTR 1.01d 32.1 LTR 1.01d 32.1 Eastbour С LTR 0.88dl 22.7 С LTR 1.01dl С LTR 1.01dl 32.1 С 32.1 Westbound LT 0.63 20.7 С LT 0.75 30.2 С LT 0.75 30.2 С

Table 20-10 (continued): 2034 Weekday PM Peak Hour No-Action vs. With-Action vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

	Northbound	LTR	0.19	12.9	В	LTR	0.19	12.9	В		LTR	0.19	12.9	В	
		TR	0.19	12.9	В	TR	0.19	12.9	В		TR	0.19	12.9	В	
		Interse	ection	22.0	С	Interse	ection	27.4	С		Interse	ection	27.4	С	
	Rockaway Freeway and Beach 35th Street														
	Eastbound	L	0.06	34.9	С	L	0.06	34.9	С		L	0.06	34.9	С	
		TR	0.69	26.3	С	TR	0.72	27.8	С		TR	0.72	27.8	С	
41 ³	Westbound	L	0.00	0.0	-	L	0.00	0.0	-		L	0.00	0.0	-	
41		TR	0.58	9.1	Α	TR	0.63	10.6	В		TR	0.63	10.6	В	
	Southbound	LTR	0.25	8.2	Α	LTR	0.25	8.2	Α		LTR	0.25	8.2	Α	
	Northbound	LTR	0.26	28.0	С	LTR	0.26	28.0	С		LTR	0.26	28.0	С	
		Interse	ection	18.6	В	Interse	ection	19.7	В		Interse	ection	19.7	В	
	Rockaway Freeway and Seagirt Boulevard														
	Eastbound	L	0.21	38.3	D	L	0.28	40.6	D		L	0.28	40.6	D	
		TR	0.24	84.8	F	TR	0.26	85.5	F		TR	0.26	85.5	F	
42 ³	Westbound	LTR	0.71	37.1	D	LTR	0.75	39.3	D		LTR	0.75	39.3	D	
	Southbound	TR	0.65	29.8	С	TR	0.81	39.2	D		TR	0.81	39.2	D	
	Northbound	TR	0.94	34.5	С	TR	0.98	42.4	D		TR	0.98	42.4	D	
		Interse	ection	41.4	D	Interse	ection	46.6	D		Interse	ection	46.6	D	
	Notes: L = Left Turn, T= Through, R = Right Turn, DefL = Defacto	Left Turn	; LOS = l	_evel of Se	ervice	= Approa	ich has n	o volume	recordeo	d durir	ng this pe	ak hour.	~~ = V/C 0	r delay	
	exceeds the maximum limit reportable in the analysis software. "+"	denotes	significar	nt adverse	impact.	"U" denot	es unmit	ated signif	icant ad	verse	impact. "	U*" deno	otes new la	ne grou	р
	due to mitigation that operates above mid-LOS D.														
	1. Stop-controlled approach at signalized intersection.														
	2. Future intersection created as part of the Proposed Project.														
	3. Due to complex geometry and per NYCDOT request, LOS result	s were ca	alculated	usina Svn	chro 10.										
	4. The With-Action Weekday PM peak hour delay cannot be reported						in the ar	alvsis soft	ware, h	oweve	er it can b	e assum	ed to be a	eater th	an
	the 3549.0 seconds of delay calculated in the No-Action Weekday										Sun b	e acourr	ou .o bo gi	cator in	
1	and do to to be obtained in the two Action Weekuay	in poar	nour.												

22.1

12.5

С

В

LT

R

0.17

0.80

22.1

17.3

С

В

0.17

0.70

LT

R

Southboun

0.17

0.80

22.1

17.3

С

В

LT

R

40¹

Table 20-10 (continued): 2034 Weekday PM Peak Hour No-Action vs. With-Action vs. Mitigated Conditions Level of Service Analysis –
Signalized Intersections

			2034 N	o-Action			2034 Wi	th-Action				2034 M	itigation		I
		Lane	v/c	Delay	1.00	Lane	v/c	Delay	1.00		Lane	v/c	Delay	1.00	Т
ŧ	Intersection & Approach	Group	Ratio	(sec)	LOS	Group	Ratio	(sec)	LOS		Group	Ratio	(sec)	LOS	L
	Rockaway Freeway and Beach 25th Street		1	. ,				. ,	1			1	. ,	L	t
	Eastbound	LTR	0.34	25.5	С	LTR	0.34	25.5	С		LTR	0.34	25.5	С	Т
	Westbound	LTR	0.36	26.2	С	LTR	0.40	26.9	С		LTR	0.40	26.9	С	Т
3	Northbound	L	0.18	37.3	D	L	0.18	37.3	D		L	0.18	37.3	D	
5		TR	0.54	23.8	С	TR	0.61	25.5	С		TR	0.61	25.5	С	
	Southbound	L	0.11	36.2	D	L	0.11	36.2	D		L	0.11	36.2	D	
		TR	0.44	21.4	С	TR	0.52	22.7	С		TR	0.52	22.7	С	_
		Interse	ection	24.3	С	Interse	ection	25.3	С		Interse	ection	25.3	С	4
	Rockaway Freeway and Cornaga Avenue	1.70	0.00	40.0		1.70	0.00	10.0			1.70	0.00	10.0		-
	Eastbound	LTR	0.22	19.0	В	LTR	0.22	19.0	В		LTR	0.22	19.0	В	-
	Westbound Northbound	LTR TR	0.86	44.4 32.6	D C	LTR TR	0.87	45.8 35.0	D		LTR TR	0.87	45.8 35.0	D	-
	Southbound	L	0.64	32.6	D	L	0.71	35.0	D			0.71	35.0	D	-
	Souribouria	TR	0.13	15.4	B	TR	0.13	16.4	B		TR	0.13	16.4	B	-
		Interse	-	30.5	C	Interse		31.2	C		Interse		31.2	C	-
-	Beach Channel Drive and Cornaga Avenue			00.0	Ŭ	interes	Jouon	01.2	Ŭ				01.2	Ŭ	-
	Eastbound	LTR	0.22	19.8	В	LTR	0.22	19.8	В		LTR	0.22	19.8	В	-
	Westbound	LTR	0.45	23.6	C	LTR	0.45	23.6	C		LTR	0.45	23.6	C	
	Northbound	L	0.06	12.6	B	L	0.07	12.9	B		L	0.07	12.9	B	•
		TR	0.61	19.7	В	TR	0.64	20.6	С		TR	0.64	20.6	С	
ļ	Southbound	L	0.10	13.2	В	L	0.11	13.5	В		L	0.11	13.5	В	
		TR	0.61	19.6	В	TR	0.66	21.1	С		TR	0.66	21.1	С	
		Interse	ection	20.1	С	Interse	ection	21.0	С		Interse	ection	21.0	С	
ļ	Beach Channel Drive and Mott Avenue														
	Eastbound	LTR	0.89	53.6	D	LTR	0.91	58.7	E	+	LTR	0.91	58.7	E	
	Westbound	LT	0.72	34.6	C	LT	0.76	37.9	D		LT	0.76	37.9	D	-
	Nanthansa	R	0.22	11.5	C	R	0.22	11.5	C		R	0.22	11.5	C	•
	Northbound	L TR	0.25	28.5	C F	L TR	0.30	30.9	C		L	0.30	30.9	C	-
	Southbound	L	1.41 1.42	223.3 235.7	F	L	1.52 1.42	273.7 235.7	F	+	TR L	1.52 1.42	273.7 235.7	F	-
	Souribound	TR	1.42	76.9	E	TR	1.42	114.1	F	+	TR	1.42	114.1	F	-
		Interse		126.3	F	Interse		154.5	F	т	Interse	-	154.5	F	-
	Beach Channel Drive and Dix Avenue			120.0		interes		101.0				00000	101.0	<u> </u>	-
	Eastbound	LTR	0.23	22.8	С	LTR	0.23	22.8	С		LTR	0.23	22.8	С	
	Westbound	LTR	0.75	39.4	D	LTR	0.75	39.4	D		LTR	0.75	39.4	D	Ì
	Northbound	LTR	1.10	83.3	F	LTR	1.16	109.0	F	+	LTR	1.16	109.0	F	
	Southbound	LTR	0.74	19.0	В	LTR	0.80	21.3	С		LTR	0.80	21.3	С	
		Interse	ection	44.6	D	Interse	ection	54.8	D		Interse	ection	54.8	D	
	Beach Channel Drive and Birdsall Avenue		1						1			1	1		
	Eastbound	LR	0.05	20.6	С	LR	0.05	20.6	С		LR	0.06	22.7	C	
	Westbound	LTR	0.35	24.7	C	LTR	0.35	24.6	C		LTR	0.39	27.7	C	-
	Northbound	LT	0.80	22.7	С	LT	0.85	26.0	С		LT	0.80	20.9	С	-
	Southbound	T R	0.98	<u>43.0</u> 9.0	D	T R	1.07	67.3 9.0	E	+	T R	1.01	47.0 7.7	D	-
		Interse	0.01		A C	Interse	0.01	9.0 47.3	A D		Interse	0.01		D	-
	Beach Channel Drive and Nameoke Avenue		000011	33.2	U	111015	550011	41.3	U		1110150	000001	35.0		-
	Eastbound	LTR	0.36	24.4	С	LTR	0.36	24.4	С		LTR	0.41	28.6	С	
ļ	Northbound	L	0.30	15.0	В	L	0.30	15.0	B		1	0.41	13.2	В	
		TR	1.16	106.9	F	TR	1.22	131.6	F	+	TR	1.13	91.8	F	•
	Southbound	L	0.95	95.1	F	L	1.25	202.5	F	+	L	0.81	55.6	Ē	•
		TR	1.47	239.9	F	TR	1.59	294.3	F	+	TR	1.47	239.2	F	
		Interse		164.9	F	Interse		208.0	F		Interse		159.0	F	
1	Beach Channel Drive and Hassock Avenue														•
	Eastbound	LR	0.13	18.8	В	LR	0.13	18.8	В		LR	0.13	18.8	В	
	Westbound	L	0.30	21.3	С	L	0.30	21.3	С		L	0.30	21.3	С	
		TR	0.17	19.4	В	TR	0.17	19.4	В		TR	0.17	19.4	В	
	Northbound	LT	0.88	30.0	C	LT	0.93	35.5	D		LT	0.93	35.5	D	
ļ	Southbound	T	1.22	132.6	F	T	1.33	179.8	F	+	T	1.33	179.8	F	-
ļ		R	0.19	12.6	В	R	0.19	12.6	B		R	0.19	12.6	B	-
		Interse		74.8	E	Interse		100.3	F		Interse		100.3	F	
	Notes: L = Left Turn, T= Through, R = Right Turn, DefL = Defacto exceeds the maximum limit reportable in the analysis software. "+" due to mitigation that operates above mid-LOS D. 1. Stop-controlled approach at signalized intersection. 2. Future intersection created as part of the Proposed Project. 3. Due to complex geometry and per NYCDOT request, LOS result	denotes	significai	nt adverse	impact.	"U" denot									

 The With-Action Weekday PM peak hour delay cannot be reported for the EB-L the 3549.0 seconds of delay calculated in the No-Action Weekday PM peak hour.

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Table 20-11: 2034 Saturday MD Peak Hour No-Action vs. With-Action vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

			2024 N	o-Action			2024 W	th-Action		-	-	2024 M	itigation		—
#	Intersection & Approach	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS	t
<u> </u>	Beach Channel Drive and Beach 116th Street Eastbound	· ·	0.57	28.6	С	LTR	0.66	30.9	С		LTR	0.66	30.9	С	F
1	Westbound Northbound	LTR	0.89	33.8 43.9	C D	LTR	1.02 0.26	60.2 44.6	E D	+	LTR	1.02 0.26	60.2 44.6	E D	U
	Southbound	LTR LTR Interse	0.24	48.1	D	LTR	0.24	48.1	D D		LTR	0.24	44.0	D D	⇇
-	Newport Avenue and Beach 116th Street			32.7		-		47.5							t
2	Eastbound Northbound	LT	0.56	30.3 51.5	C D	LTR LT	0.58 0.54	30.9 53.3	C D		LTR LT	0.58 0.54	30.9 53.3	C D	
	Southbound		0.44	35.9 19.6	D B	R LTR	0.44 0.41	35.9 20.4	D C		R LTR	0.44 0.41	35.9 20.4	D C	
_	Rockaway Beach Boulevard and Beach 116th Street	Interse	ection	30.9	С	Interse	ection	31.6	С		Interse	ection	31.6	С	┢
	Eastbound Westbound		0.64	16.6 20.2	B C	LTR LTR	0.67	17.5 23.0	B C		LTR LTR	0.67	17.5 23.0	B C	╀
3	Northbound	L TR	0.17	13.9 14.4	B B	L TR	0.17 0.26	13.9 14.4	B B	-	L TR	0.17	13.9 14.4	B	F
	Southbound		0.31	16.1 15.3	B B	L TR	0.36	16.9 15.3	B		L TR	0.36	16.9 15.3	B B	F
	Beach Channel Drive and Rockaway Freeway	Interse		17.2	B	Interse		18.5	B		Interse		18.5	B	1
	Eastbound		0.91	43.2	D	LTR	1.05	73.9	E	+	LTR	0.95	46.5	D	t
4	Westbound Northbound	LT	0.66	28.3 21.0	C C	LTR LT	0.77	32.3 21.7	C C		LTR LT	0.69	26.7 24.6	C C	t
		R Interse	0.01 ection	17.7 35.0	B C	R Interse	0.01 ection	17.7 52.1	B D		R Interse	0.01 ection	19.9 36.5	B D	
	Beach Channel Drive and Beach 108th Street Eastbound		0.53	19.6	В	TR	0.59	20.8	С		TR	0.59	20.8	С	
5	Westbound Northbound		0.47 0.19	18.9 15.7	B	LT L	0.52 0.22	19.6 16.1	B		LT L	0.52	19.6 16.1	B	+
		R Interse	0.08 ection	14.7 18.8	B	R Interse	0.08 ection	14.7 19.6	B		R Interse	0.08 ection	14.7 19.6	BB	╀
	Rockaway Freeway and Beach 108th Street Eastbound	LTR	0.25	16.0	В	LTR	0.28	16.3	В		LTR	0.28	16.3	В	F
6	Westbound Northbound	LTR	0.11	14.8 16.7	B	LTR	0.14	15.0 17.1	B		LTR	0.14	15.0 17.1	B	F
	Southbound	TR	0.16	15.2 15.6	B	TR LTR	0.17	15.3 16.2	B		TR LTR	0.17	15.3 16.2	B	F
_	Rockaway Beach Boulevard and Beach 108th Street	Interse		15.7	B	Interse		16.0	B	F	Interse		16.0	B	t
	Eastbound	I L TR	0.21	16.6 22.7	B C	L TR	0.24	17.2 24.4	B C		L TR	0.24	17.2 24.4	B C	t
	Westbound		0.07	14.8 20.2	B C	L TR	0.08	24.4 15.0 22.1	B C		L TR	0.08	24.4 15.0 22.1	B C	t
7	Northbound	L	0.48	16.8	В	L	0.57	17.3	В		L	0.57	17.3	В	t
	Southbound		0.22 0.31	16.1 18.1	B	TR L	0.22 0.38	16.1 19.4	B		TR L	0.22	16.1 19.4	B	
		LTR Interse	0.28 ection	16.9 19.3	B	LTR Interse	0.28 ection	16.9 20.5	B C		LTR Interse	0.28 ection	16.9 20.5	B C	-
	Beach Channel Drive and Beach 92nd Street/Beach 94th Stree Eastbound	Т	0.48	12.1	В	Т	0.53	13.0	В		Т	0.55	14.5	В	
8 ³	Northeastbound (Cross Bay Bridge Exit Ramp) Northeastbound (Beach 94th St)		0.91 0.17	71.2 31.7	E C	R R	1.01 0.17	92.6 31.7	F C	+	R R	0.91 0.15	66.6 29.7	E C	-
•	Westbound Northbound	TR R	0.52	3.7 42.2	A D	TR R	0.58 0.21	4.6 42.2	A D		TR R	0.58	4.6 42.2	A D	-
	Southbound	I R Interse	0.10 ection	39.3 19.9	D B	R Interse	0.10 ection	39.3 24.0	D C		R Interse	0.10 ection	39.3 20.0	D B	╋
	Rockaway Freeway and Cross Bay Parkway Eastbound	TR	0.31	20.9	С	TR	0.36	21.7	С		TR	0.36	21.7	С	F
9	Westbound		0.13	37.6 10.5	D B	L T	0.13 0.19	37.6 10.9	DB		L T	0.13	37.6 10.9	D B	╞
-	Southbound (Cross Bay Bridge Off-Ramp) Southbound (Beach Channel Drive Off-Ramp)	LTR LTR	0.47	24.4 20.3	C C	LTR LTR	0.50	25.0 20.3	C C		LTR LTR	0.50	25.0 20.3	C C	Ŧ
_	Rockaway Beach Boulevard and Cross Bay Parkway	Interse		21.6	C	Interse	-	21.9	C		Interse		21.9	C	F
	Eastbound Westbound		0.50 0.35	12.1 9.6	B	TR LT	0.58 0.41	13.7 10.3	B B		TR LT	0.58 0.41	13.7 10.3	B	1
10	Southbound (Cross Bay Bridge Off-Ramp) Southbound (Beach Channel Drive Off-Ramp)		0.34	16.7 17.1	B	LT	0.38	17.1	B		LT	0.38	17.1 17.1	B B	1
	Rockaway Freeway and Beach 94th Street	Interse		13.3	B	Interse		14.1	B		Interse		14.1	B	t
	Eastbound		0.14	37.6 11.1	D B	L	0.14	37.6 11.6	D B		L	0.14	37.6 11.6	D B	t
11 ¹	Westbound	TR LTR	0.22	21.3	C C	TR	0.27	22.5	C C		TR LTR	0.27	22.5	C C	t
	Northbound (Cross Bay Bridge On-Ramp)	Interse		23.4 20.1	C	LTR Interse		23.7 20.4	C		Interse		23.7 20.4	c	t
	Rockaway Beach Boulevard and Beach 94th Street Eastbound		0.45	10.8	В	LT	0.53	12.0	В		LT	0.53	12.0	В	1
12	Westbound Northbound (Cross Bay Bridge On-Ramp)	LT	0.60	13.9 17.4	B	TR LT	0.71	16.8 17.4	B		TR LT	0.71	16.8 17.4	B	t
	Northbound (Beach Channel Drive On-Ramp)	TR Interse	0.28 ection	17.2 13.6	B	TR Interse	0.28 ection	17.2 15.1	B		TR Interse	0.28 ection	17.2 15.1	B	t
	Beach Channel Drive and Beach 73rd Street Eastbound								-		LT	0.37	12.3	В	t
	l		0.00 0.46	9.4 13.8	A B	L	0.00 0.58	9.4 15.8	A B		. ===				E
3 ¹	Westbound	L	0.28	13.3	В	L	0.39	16.8	В		LTR	0.53	14.6	В	t
	Northbound		0.65	18.4 22.2	B	TR LT	0.82	25.8 22.2	C C		LT	0.25	22.2	С	t
	Southbound	LTR Interse	0.02 ection	19.6 16.5	B	LTR Interse	0.02 ection	19.6 20.7	B C		LTR Interse	0.02 ection	19.6 14.3	B	t
	Rockaway Beach Boulevard and Beach 73rd Street Eastbound		0.42	10.4	В	LT	0.50	11.5	В		LT	0.50	11.5	В	f
	Westbound	R L	0.09	7.4 8.3	A	R L	0.09 0.19	7.4 8.8	A		R L	0.09	7.4 8.8	A	
14		T R	0.38 0.17	9.9 8.0	A A	T R	0.46 0.17	10.8 8.0	B B	E	T R	0.46	10.8 8.0	B B	f
	Northbound	LT LT	0.12	24.9 24.3	C C	LT R	0.12 0.07	24.9 24.3	C C	E	LT R	0.12	24.9 24.3	C C	f
	Southbound	I <u>L</u> TR	0.36 0.35	29.1 28.5	C C	L TR	0.36 0.35	29.1 28.5	C C	E	L TR	0.36 0.35	29.1 28.5	сc	f
	Beach Channel Drive/Arverne Boulevard and Beach 62nd Stre	Interse et	ection	13.6	В	Interse	ection	13.9	В		Interse	ection	13.9	В	Ł
	Eastbound Westbound (Beach Channel Drive)	LT	1.13 0.57	104.1 24.9	F C	LT T	1.37 0.66	205.3 27.5	F C	+	LT T	1.37 0.66	205.3 27.5	F C	
	Westbound (Arverne Boulevard)	LR	0.95	69.5 30.7	E C	LR LTR	1.19 0.32	144.4 30.7	F C	+	LR LTR	1.19 0.32	144.4 30.7	F	
	Northbound		0.40	34.8 27.3	C C	L R	0.02	34.8 27.3	C C	F	L R	0.40	34.8 27.3	C C	Ŧ
	Northbound Southbound			66.6	E	Interse		122.5	F	<u> </u>	Interse		122.5	F	ŧ
	Southbound	Interse	ection							1		0.00		С	t
15		Interse	0.08	24.3 10.3	C B	L TR	0.08	24.3 12.0	C B	-	TR	0.08	24.3 12.0		
15	Southbound Rockaway Beach Boulevard and Beach 62nd Street Eastbound Westbound	Interse	0.08 0.55 0.82	10.3 36.8	B D	L TR LTR	0.64 1.15	12.0 116.0	B F	+		0.64 1.15	12.0 116.0	BF	
15	Southbound Rockaway Beach Boulevard and Beach 62nd Street Eastbound Westbound Northbound	Interse L TR LTR LTR Interse	0.08 0.55 0.82 0.27 ection	10.3 36.8 30.2 24.9	B D C C	LTR LTR Interse	0.64 1.15 0.35 ection	12.0 116.0 31.6 64.2	B F C E		LTR LTR Interse	0.64 1.15 0.35 ection	12.0 116.0 31.6 64.2	B F C E	
15	Southbound Rockaway Beach Boulevard and Beach 62nd Street Eastbound Westbound Northbound Notes: L = Left Turn, T= Through, R = Right Turn, DefL = Defacto exceeds the maximum limit reportable in the analysis software. "+"	Interse	0.08 0.55 0.82 0.27 ection ; LOS =	10.3 36.8 30.2 24.9 Level of S	B D C C ervice.	LTR LTR Interse = Approa	0.64 1.15 0.35 ection ch has r	12.0 116.0 31.6 64.2 no volume	B F C E recorded	d duri	LTR LTR Interse	0.64 1.15 0.35 ection ak hour.	12.0 116.0 31.6 64.2 ~~ = v/c o	B F C E r delay	
15	Southbound Rockaway Beach Boulevard and Beach 62nd Street Eastbound Westbound Northbound Notes: L = Left Turn, T= Through, R = Right Turn, DefL = Defacto	Interse	0.08 0.55 0.82 0.27 ection ; LOS =	10.3 36.8 30.2 24.9 Level of S	B D C C ervice.	LTR LTR Interse = Approa	0.64 1.15 0.35 ection ch has r	12.0 116.0 31.6 64.2 no volume	B F C E recorded	d duri	LTR LTR Interse	0.64 1.15 0.35 ection ak hour.	12.0 116.0 31.6 64.2 ~~ = v/c o	B F C E r delay	

Table 20-11 (continued): 2034 Saturday MD Peak Hour No-Action vs. With-Action vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

			2024 N	o-Action			2024 W/	th-Action				2024 M	itigation		—
		Lane	2034 N	Delay	LOS	Lane	v/c	Delay	LOS		Lane	v/c	Delay	LOS	┢
#	Intersection & Approach Beach Channel Drive and Beach 59th Street	Group	Ratio	(sec)	103	Group	Ratio	(sec)	103		Group	Ratio	(sec)	103	┢
	Eastbound		0.38	12.9	В	LT	0.45	13.8	В		LT	0.45	13.8	В	
18	Westbound	R LTR	0.07	9.9 12.6	A B	R LTR	0.07	9.9 13.4	A B		R LTR	0.07	9.9 13.4	A B	┢
	Southbound	LTR	0.02 ection	19.6 12.7	B B	LTR Interse	0.02	19.6	B		LTR Interse	0.02	19.6	B	\vdash
	Arverne Boulevard and Beach 59th Street	Interse	ection	12.7	В	Interse	SCUON	13.6	В		Interse	CUON	13.6	В	
	Eastbound	T R	0.43	10.3 8.1	B A	T R	0.52	11.4 8.2	B A		T R	0.59	12.8 8.2	B A	—
19	Westbound		0.14	12.6	B	LT	0.13	27.4	C		K				
			┢──┤								L T	0.37	12.3 12.3	B	┢
	Southbound	LTR	0.15	15.4	В	LTR	0.16	15.5	В		LTR	0.16	15.5	В	1
	Rockaway Freeway and Beach 59th Street	Interse	ection	11.4	В	Interse	ection	18.5	В		Interse	ction	12.4	В	┢─
20	Westbound	L	0.57 0.11	50.1 10.2	D B	L T	0.75 0.11	63.0 10.2	E B	+	L	0.68	54.8 9.7	D A	F
20	Southbound	LTR	0.50	32.1	С	LTR	0.57	34.3	С		LTR	0.60	36.1	D	
	Rockaway Beach Boulevard and Beach 59th Street	Interse	ection	30.5	С	Interse	ection	36.6	D		Interse	ction	35.0	С	+
	Eastbound		1.06	81.6	F	TR	1.25	154.7	F	+	TR	1.25	154.7	F	U
21	Westbound Northbound	LT LR	0.97	61.1 30.2	E C	LT LR	1.23 0.38	150.6 31.4	F C	+	LT LR	1.23 0.40	150.6 33.0	F C	U
	Southbound	LTR Interse	0.36	18.5 60.9	B	LTR Interse	0.46	20.3 122.2	C F		LTR Interse	0.46	20.4	C F	F
	Beach Channel Drive and Beach 54th Street	Interse	ection	60.9		Interse	CUON	122.2			Interse		122.3	Г	
	Eastbound	T R	0.41 0.03	13.2 9.6	B	T R	0.49	14.5 9.8	B A		T R	0.49	14.5 9.8	B	-
22	Westbound	LT	0.60	17.3	В	LT	0.71	20.6	С		LT	0.71	20.6	С	仁
	Northbound Southbound	LR LTR	0.18 0.25	21.8 22.3	C C	LR LTR	0.21 0.28	22.7 23.1	C C		LR LTR	0.21 0.28	22.7 23.1	C C	\mathbf{H}
		Interse		16.5	B	Interse		18.4	В		Interse		18.4	В	F
	Arverne Boulevard and Beach 54th Street Eastbound	LTR	0.73	29.0	С	LTR	0.84	35.9	D		LTR	0.84	35.9	D	\mathbf{t}
23	Westbound Northbound	LTR LTR	0.58	25.5 17.0	C B	LTR LTR	1.02 0.60	76.7 20.9	E C	+	LTR LTR	0.77	32.8 20.9	C C	F
	Southbound	LTR	0.15	23.1	С	LTR	0.16	23.2	С		LTR	0.16	23.2	C	t
	Rockaway Freeway and Beach 54th Street	Interse	ection	24.7	С	Interse	CTION	42.5	D		Interse	CTION	30.2	С	┢
	Eastbound	LTR	0.09	16.4	B D	LTR	0.09	16.4	B		LTR	0.09	16.4	B	F
24	Westbound	L TR	0.05	36.2 9.7	Α	L TR	0.25	39.6 10.0	Α		L TR	0.25	39.6 10.0	D A	\mathbf{t}
	Northbound Southbound	LTR LTR	0.50	28.2 28.7	C C	LTR LTR	0.73	35.2 31.4	D C		LTR LTR	0.73	35.2 31.4	D C	Ļ
			ection	20.7	C	Interse		27.2	C		Interse		27.2	C	F
	Edgemere Avenue and Beach 54th Street Eastbound	LTR	2.21	581.5	F	LTR	3.49	1158.0	F	+	LTR	3.49	1158.0	F	U
25	Westbound	LTR	0.81	31.8	С	LTR	0.81	31.8	С		LTR	0.81	31.8	С	Ē
	Northbound Southbound	LTR LTR	0.00	21.4 84.4	C F	LTR LTR	0.00	21.4 194.2	C F	+	LTR LTR	0.00	21.4 194.2	C F	U
	Beach Channel Drive and Beach 53rd Street	Interse	ection	281.9	F	Interse	ction	586.0	F		Interse	ction	586.0	F	F
	Eastbound										TR	0.70	20.4	С	-
26	Westbound Northbound		Unsig	nalized			Unsig	nalized			LT LR	0.73	22.5 24.9	сv	
	Nothbound										Interse		24.9	c	
	Rockaway Beach Boulevard and Beach 53rd Street Eastbound	 									1	0.52	20.1	С	\vdash
27											T	0.54	17.0	В	
	Westbound Southbound		Unsig	nalized			Unsig	nalized			TR LR	0.44	15.1 23.7	B	+
											Interse		18.1	В	
	Rockaway Beach Boulevard and Beach 52nd Street Eastbound										LTR	0.59	17.8	В	╈
28	Westbound										LTR	0.41	14.7	В	
	Northbound Southbound		Unsig	nalized			Unsig	nalized			LTR LTR	0.03	18.4 19.7	B	╈
											Interse		16.9	В	T
	Beach Channel Drive and Beach 51st Street Eastbound	L	0.07	10.0		L	0.07								
	Edobodina		0.01		В	L		10.1	В		L	0.07	10.1	В	
29		TR LT	0.55	16.1	В	TR	0.63 0.53	18.2	В		L TR LT	0.63	18.2	В	F
29	Westbound	LT R	0.55 0.47 0.02	16.1 14.3 9.5	B B B	TR LT R	0.53 0.02	18.2 15.3 9.5	B B B		LT R	0.63 0.53 0.02	18.2 15.3 9.5	B B B	
29		LT	0.55 0.47 0.02 0.03	16.1 14.3	B B	TR LT	0.53 0.02 0.03	18.2 15.3	B B		LT	0.63 0.53 0.02 0.03	18.2 15.3	B B	
29	Westbound Northbound Rockaway Freeway and Beach 44th Street	LT R LTR Interse	0.55 0.47 0.02 0.03 ection	16.1 14.3 9.5 19.6 15.0	B B B B	TR LT R LTR	0.53 0.02 0.03 ection	18.2 15.3 9.5 19.6 16.5	B B B B		LT R LTR	0.63 0.53 0.02 0.03 ection	18.2 15.3 9.5 19.6 16.5	B B B B	
29	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound	LT R LTR Interse L TR	0.55 0.47 0.02 0.03 ection 0.07 0.23	16.1 14.3 9.5 19.6 15.0 36.6 17.9	B B B B D B	TR LT R LTR	0.53 0.02 0.03 ection 0.07 0.23	18.2 15.3 9.5 19.6 16.5 36.6 17.9	B B B B D B		LT R LTR	0.63 0.53 0.02 0.03 ection 0.07 0.23	18.2 15.3 9.5 19.6 16.5 36.6 17.9	B B B B D B	
29 39	Westbound Northbound Rockaway Freeway and Beach 44th Street	LT R LTR Interse	0.55 0.47 0.02 0.03 ection	16.1 14.3 9.5 19.6 15.0 36.6	B B B B D	TR LT R LTR Interse	0.53 0.02 0.03 ection 0.07	18.2 15.3 9.5 19.6 16.5 36.6	B B B B D		LT R LTR Interse	0.63 0.53 0.02 0.03 ection 0.07	18.2 15.3 9.5 19.6 16.5 36.6	B B B B D	
	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound	LT R Interse L TR L TR LTR	0.55 0.47 0.02 0.03 ection 0.07 0.23 0.02 0.28 0.02	16.1 14.3 9.5 19.6 15.0 36.6 17.9 8.6 18.5 21.6	B B B B D B A A C	TR LT R Interse L TR L TR LTR	0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9 22.0	B B B D B A B C		LT R Interse L TR L TR L TR LTR	0.63 0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9 22.0	B B B B D B A B C	
	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound	LT R Interse L TR L TR LTR LTR Interse	0.55 0.47 0.02 0.03 ection 0.07 0.23 0.02 0.28 0.02 0.11	16.1 14.3 9.5 19.6 15.0 36.6 17.9 8.6 18.5	B B B B D B A B B	TR LT R LTR Interse L TR L TR	0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9	B B B D B A B B		LT R LTR Interse L TR L TR	0.63 0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9	B B B B D B A B	
	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree	LT R Interse L TR L TR LTR LTR Interse t	0.55 0.47 0.02 0.03 ection 0.07 0.23 0.23 0.28 0.28 0.02 0.11 ection	16.1 14.3 9.5 19.6 15.0 36.6 17.9 8.6 18.5 21.6 22.6 18.9	B B B B A B C C B	TR LT R LTR Interse TR L TR LTR LTR Interse	0.53 0.02 0.03 ection 0.23 0.02 0.31 0.06 0.26 ection	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9 22.0 24.9 20.0	B B B B B A B C C C		LT R Interse L TR L TR LTR LTR Interse	0.63 0.53 0.02 0.03 ection 0.23 0.02 0.31 0.06 0.26 ection	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9 22.0 24.9 20.0	B B B B A B C C C	
	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree Eastbound	LT R Interse L TR L TR LTR LTR t t LTR LTR	0.55 0.47 0.02 0.03 ection 0.07 0.23 0.02 0.28 0.02 0.11 ection 0.50 0.50	16.1 14.3 9.5 19.6 15.0 36.6 17.9 8.6 18.5 21.6 22.6 18.9 16.1	B B B B B A B C C B B B B	TR LT R Interse	0.53 0.02 0.03 ection 0.23 0.02 0.31 0.02 0.31 0.06 0.26 ection 0.59 0.59	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9 22.0 24.9 20.0 18.7	B B B B B C C C C B B B		LT R Intersee L TR L TR LTR Intersee LTR LTR	0.63 0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9 22.0 24.9 20.0 18.7 18.7	B B B B A B C C C B B	
	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree	LT R LTR Interse L TR LTR LTR Interse t LTR	0.55 0.47 0.02 0.03 ection 0.07 0.23 0.02 0.28 0.02 0.11 ection	16.1 14.3 9.5 19.6 15.0 36.6 17.9 8.6 18.5 21.6 22.6 18.9 16.1	B B B B A B C C B B	TR LT R Interse L TR L TR LTR Interse LTR	0.53 0.02 0.03 ection 0.23 0.02 0.31 0.06 0.26 ection	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9 22.0 24.9 20.0 18.7	B B B B B A B C C C C B		LT R Interse	0.63 0.53 0.02 0.03 ection 0.07 0.23 0.23 0.31 0.06 0.26 ection	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9 22.0 24.9 20.0 18.7	B B B B A B C C C B	
39	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree Eastbound Westbound Southbound	LT R Interse L TR L TR LTR LTR LTR LTR LTR LTR LTR L	0.55 0.47 0.02 0.03 ection 0.23 0.02 0.28 0.02 0.28 0.02 0.11 ection 0.50 0.50 0.50 0.46 0.18	16.1 14.3 9.5 19.6 15.0 36.6 17.9 8.6 18.5 21.6 22.6 18.9 16.1 12.7 16.1 12.7 10.6	B B B B B A B C C C B B B B B B B B B B	TR LT R Interse L TR LTR LTR LTR LTR LTR LTR LT R	0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.54 0.18 0.70	18.2 15.3 9.5 19.6 16.5 36.6 17.9 22.0 24.9 20.0 18.7 18.7 12.5	B B B B B A B C C C C C B B B B B B B B		LT R Intersee L TR LTR LTR Intersee LTR LTR LTR LTR LTR LTR R	0.63 0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.59 0.54 0.18 0.70	18.2 15.3 9.5 19.6 16.5 36.6 18.9 22.0 24.9 20.0 18.7 18.7 12.3 12.3	B B B B A B C C C C B B B B B B B B B B	
39	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree Eastbound Westbound Westbound	LT R Interse Interse TR LTR LTR Interse t LTR LTR LTR LTR LTR LTR TR	0.55 0.47 0.02 0.03 ection 0.23 0.02 0.23 0.23 0.23 0.23 0.22 0.11 ection 0.50 0.50 0.50 0.46 0.18 0.62 0.12 0.12	16.1 14.3 9.5 19.6 15.0 36.6 17.9 8.6 18.5 21.6 22.6 18.9 16.1 12.7 22.3 10.6 11.6	B B B B B B C C C B B B B B B B B B B B	TR LT R Interse L TR TR LTR LTR LTR LTR LTR LTR LTR LTR	0.53 0.02 0.03 ection 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.59 0.54 0.18 0.72 0.12	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9 22.0 24.9 20.0 18.7 18.7 12.5 11.5	B B B B B C C C C C B B B B B B B B B B		LT R LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.63 0.53 0.02 0.03 ection 0.23 0.23 0.23 0.31 0.06 0.26 ection 0.59 0.59 0.59 0.59 0.54 0.18 0.72 0.12	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9 22.0 24.9 20.0 18.7 18.7 11.5	B B B B B B C C C C B B B B B B B B B B	
39	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree Eastbound Westbound Northbound Northbound Northbound	LT R LTR Interso TR LTR LTR LTR LTR LTR LTR LTR LTR R LTR	0.55 0.47 0.02 0.03 ection 0.23 0.02 0.23 0.23 0.23 0.22 0.11 ection 0.50 0.50 0.50 0.46 0.18 0.62 0.12 0.12	16.1 14.3 9.5 19.6 15.0 36.6 17.9 36.6 18.5 21.6 22.6 18.9 16.1 12.7 22.6 11.1 11.6	B B B B B B C C B B B C B B B B C B B B B C B	TR LT R Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.53 0.02 0.03 ection 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.59 0.54 0.18 0.72 0.12	18.2 15.3 9.5 19.6 16.5 16.6 17.9 8.6 18.9 22.0 24.9 20.0 18.7 18.7 12.5 11.5	B B B B B C C C C B B B C B B B B B B B		LT R Intersee L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.63 0.53 0.02 0.03 ection 0.23 0.23 0.23 0.31 0.06 0.26 ection 0.59 0.59 0.59 0.59 0.54 0.18 0.72 0.12	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9 22.0 24.9 20.0 18.7 18.7 12.5 11.5	B B B B C C C C C B B B C B B B B B B B	
39	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree Eastbound Westbound Southbound	LT R Interse LTR LTR LTR LTR LTR LTR LTR LTR LT LT LT LT R LTR LT	0.55 0.47 0.02 0.03 ection 0.23 0.02 0.28 0.02 0.11 ection 0.50 0.50 0.50 0.50 0.46 0.18 0.62 0.12 0.12 ection	16.1 14.3 9.5 19.6 15.0 36.6 17.9 8.6 18.5 21.6 22.6 18.9 16.1 12.7 22.3 10.6 11.6 11.6 18.3 34.2	B B B B B B C C B B B B B B B B B B C	TR LT R Interse L TR L TR LTR LTR LTR LTR LTR LTR LTR L	0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.54 0.18 0.70 0.12 0.12 ection	18.2 15.3 9.5 19.6 36.6 17.9 8.6 18.9 22.0 24.9 20.0 18.7 18.7 17.8 22.3 12.5 11.5 19.7 34.2	B B B B B C C C C C B B B B B B B B C		LT R Intersee L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.63 0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59	18.2 15.3 9.5 19.6.5 16.5 18.6 18.9 22.0 24.9 20.0 18.7 18.7 17.8 12.5 11.5 19.7 34.2	B B B B B C C C C B B B B B B C C C C C	
39 40 ^{1,3}	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree Eastbound Westbound Northbound Northbound Rockaway Freeway and Beach 35th Street	LT R LTR INTR TR L TR LTR LTR LTR LTR LTR LTR LTR L	0.55 0.47 0.02 0.03 ection 0.07 0.23 0.02 0.28 0.02 0.11 ection 0.50 0.50 0.50 0.46 0.18 0.62 0.12 0.12 ection	16.1 14.3 9.5 19.6 15.0 36.6 17.9 8.6 18.5 21.6 22.6 18.9 16.1 12.7 22.3 10.6 11.6 11.6 11.6 11.6 18.3	B B B B B C C C B B B B B B B B B B B B	TR LT R Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.54 0.70 0.54 0.70 0.12 0.12 0.12 0.12	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9 22.0 24.9 20.0 18.7 18.7 17.8 22.3 12.5 11.5 19.7	B B B B B C C C C C B B B B B B B B B B		LT R LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.63 0.53 0.02 0.03 action 0.07 0.23 0.02 0.31 0.06 0.26 action 0.59 0.59 0.54 0.70 0.54 0.70 0.12 0.12 o.12 action	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.7 18.7 17.8 22.3 12.5 11.5 11.5 19.7	B B B B C C C C B B B B B B B B B B B B	
39 40 ^{1,3}	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree Eastbound Westbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Westbound Westbound Westbound	LT R LTR Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.55 0.47 0.02 0.03 ection 0.07 0.23 0.02 0.28 0.02 0.11 ection 0.50 0.50 0.50 0.46 0.18 0.62 0.12 ection	16.1 14.3 9.5 19.6 15.0 36.6 17.9 8.6 22.6 18.9 16.1 12.7 22.3 10.6 11.6 11.6 18.3 34.2 19.2 49.0 8.6	B B B B B B C C C B B B B B B B B B C C B B B B C C C B B C C C B B C C C B B C C C C B C C C B C C C C B C C C C B C	TR LT R Interse L TR L TR LTR LTR LTR LTR LTR LTR LTR L	0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.54 0.18 0.70 0.12 ection 0.12 ection	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 17.9 20.0 24.9 20.0 18.7 18.7 17.8 22.3 12.5 11.5 19.7 34.2 19.0 8.7	B B B B B C C C C C B B B B B B B C C B B B B C		LT R LTR Intersee L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.63 0.53 0.02 0.03 ection 0.07 0.23 0.31 0.06 0.26 ection 0.59 0.52	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 17.9 22.0 24.9 20.0 18.7 18.7 18.7 18.7 18.7 11.5 19.7 34.2 19.7 49.0 8.7	B B B B B C C C C B B B B B B B C B B B C A A	
39 40 ^{1,3}	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree Eastbound Westbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Rockaway Freeway and Beach 35th Street Eastbound	LT R LTR Interso TR LTR LTR LTR LTR LTR LTR LTR LTR Interso TR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.55 0.47 0.02 0.03 ection 0.07 0.23 0.02 0.28 0.02 0.11 ection 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0.5	16.1 14.3 9.5 19.6 15.0 36.6 17.9 8.6 18.5 21.6 22.6 18.9 16.1 12.7 22.6 18.9 16.1 12.7 22.6 11.6 11.6 11.6 11.6 11.2 34.2 19.2 49.0 8.6 10.3 27.1	B B B B B B B B B B B B B B B B B C	TR LT R Interse	0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9 22.0 24.9 20.0 18.7 18.7 17.8 22.3 12.5 11.5 19.7 34.2 19.7 49.0 8.7 10.3 27.1	B B B B B C C C C C C C B B B B B B B B		LT R LTR Intersee L L L L L L L L L L L L L	0.63 0.53 0.02 0.03 0.07 0.23 0.07 0.23 0.04 0.26 0.59 0.59 0.59 0.59 0.59 0.54 0.12 0.26 0.12 0.12 0.12 0.12 0.12 0.26 0.12 0.12 0.12 0.12 0.26 0.26 0.12 0.12 0.12 0.26 0.26 0.12 0.12 0.26 0.26 0.12 0.26 0.12 0.26 0.12 0.26 0.12 0.26 0.26 0.12 0.12 0.26 0.26 0.26 0.12 0.26 0.26 0.12 0.26 0.26 0.26 0.12 0.26 0.26 0.26 0.26 0.12 0.26 0.26 0.26 0.26 0.26 0.26 0.26 0.12 0.26 0	18.2 15.3 9.5 19.6.5 16.5 16.6 17.9 22.0 24.9 20.0 18.7 18.7 18.7 11.5 11.5 11.5 19.7 34.2 19.7 49.0 8.7 10.3 27.1	B B B B B B C C C C B B B B C B B B C	
39 40 ^{1,3}	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree Eastbound Westbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Northbound Southbound Northbound Northbound Northbound Northbound Northbound	LT R Interse Interse TR L TR LTR LTR LTR LTR LTR LTR LTR LTR	0.55 0.47 0.02 0.03 ection 0.07 0.23 0.02 0.28 0.02 0.11 ection 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0.5	16.1 14.3 9.5 19.6 15.0 36.6 17.9 36.6 18.5 21.6 22.6 18.9 16.1 12.7 10.6 11.6 18.3 34.2 19.2 49.0 8.6 10.3	B B B B B C C C B B B B B B B B B B B B	TR LT R Interse L TR LTR LTR LTR LTR LTR LTR LTR Interse LTR TR Interse LTR TR ITR ITR TR LTR	0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59	18.2 15.3 9.5 19.6 16.5 36.6 18.9 22.0 24.9 20.0 18.7 18.7 17.8 12.5 11.5 19.7 34.2 19.7 49.0 8.7 10.3	B B B B B C C C C C C C B B B B B B B B		LT R LTR Intersee L TR LTR LTR LTR LTR LTR LTR L	0.63 0.53 0.02 0.03 0.07 0.23 0.07 0.23 0.04 0.26 0.59 0.59 0.59 0.59 0.59 0.54 0.12 0.26 0.12 0.12 0.12 0.12 0.12 0.26 0.12 0.12 0.12 0.12 0.26 0.26 0.12 0.12 0.12 0.26 0.26 0.12 0.12 0.26 0.26 0.12 0.26 0.12 0.26 0.12 0.26 0.12 0.26 0.26 0.12 0.12 0.26 0.26 0.26 0.12 0.26 0.26 0.12 0.26 0.26 0.26 0.12 0.26 0.26 0.26 0.26 0.12 0.26 0.26 0.26 0.26 0.26 0.26 0.26 0.12 0.26 0	18.2 15.3 9.5 19.6 16.5 36.6 18.9 22.0 24.9 20.0 18.7 18.7 17.8 12.5 11.5 19.7 34.2 19.7 49.0 8.7 10.3	B B B B B C C C C C C B B B B B B B B B	
39	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree Eastbound Westbound Southbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Northbound Northbound Southbound Northbound Northbound Northbound Southbound	LT R LTR Interse L TR LTR LTR LTR LTR LTR LTR LTR Interse L TR LTR Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.55 0.47 0.02 0.03 ection 0.07 0.23 0.02 0.28 0.02 0.11 ection 0.50 0.50 0.46 0.18 0.50 0.46 0.18 0.62 0.12 ection 0.12 ection	16.1 14.3 9.5 19.6 15.0 36.6 17.9 8.6 18.5 21.6 22.6 18.9 16.1 16.1 12.7 10.6 11.6 18.3 34.2 19.2 49.0 8.6 10.3 27.1 14.3 41.0	B B B B B B C C B B B B B B B B C B B B B B C C B B B B B C C B B B B C C C B B B C C C B B C C C B B D C C C B B D C C C B B D C C C B B D C C C D B D C C C D B D C C C D B D D D D	TR LT R LTR Interse TR LTR LTR LTR LTR LTR LTR LTR LTR TR LTR TR TR LTR TR LTR L	0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.54 0.18 0.70 0.12 0.12 0.12 0.12 0.02 0.31 0.00 0.52 0.31 0.00 0.52 0.31 0.02 0.20 0.52	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 17.9 20.0 24.9 20.0 18.7 18.7 17.8 22.3 12.5 11.5 19.7 34.2 19.7 34.2 10.3 27.1 14.5 43.4	B B B B B C C C C C C C B B B B B B B C B B B C B B B C C B B B B C		LT R LTR LTR LTR LTR LTR LTR LTR	0.63 0.53 0.02 0.03 ection 0.07 0.23 0.23 0.31 0.26 ection 0.59 0.52 0.12 0.52 0.	18.2 15.3 9.5 19.6 36.6 17.9 8.6 17.9 22.0 24.9 20.0 18.7 18.7 18.7 18.7 18.7 18.7 19.6 19.7 19.7 34.2 19.7 49.0 8.7 10.3 27.1 14.5 43.4	B B B B B C C C C B B B B C B B B C B B B C B B B C C B B B C	
39 40 ^{1,3}	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Westbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Rockaway Freeway and Seagirt Boulevard	LT R Interse LTR LTR LTR LTR Interse LTR LTR LTR LTR LTR LTR TR Interse LTR TR LTR Interse	0.55 0.47 0.02 0.03 ection 0.07 0.23 0.02 0.28 0.02 0.28 0.02 0.11 ection 0.50 0.50 0.50 0.46 0.18 0.62 0.12 0.12 0.12 0.12 0.12 0.02 0.40 0.00 0.40 0.00 0.40 0.00 0.40 0.02	16.1 14.3 9.5 19.6 15.0 36.6 17.9 8.6 18.5 21.6 22.6 18.9 16.1 12.7 22.3 10.6 11.6 11.6 11.6 11.6 11.6 11.6 11.6 14.3	B B B B B B C C C B B B B B B C B B B C B B B C B B C B B C B B C B B B C C C B B B C C C B B B C C C B B B C C C C B B B C C C C B B B C C C C B B B C C C C B B B C C C C B B B C C C C B B C C C C B B C C C C B B C C C C B B C C C C B B C C C C B B C C C C C B B C C C C C B B C C C C C B B C C C C C B B C C C C C B B C C C C C C B B C C C C C C B B C C C C C C C B B C C C C C C C B B C C C C C C C B B C C C C C C C B B C C C C C C B B C C C C C C C B B C C C C C C C B B C C C C C C B B C C C C C C B B C C C C C B B C C C C C B B C C C C C B B C C C C C B B C C C C C B B C C C C B B C C C C C B B C C C C C B B C C C C C B B C C C C C C B B C	TR LT R Interse TR TR TR LTR Interse LTR LTR LTR LTR LTR LTR TR TR TR TR TR TR Interse	0.53 0.02 0.03 ection 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.59 0.59 0.59 0.59 0.54 0.18 0.70 0.12 0.12 0.12 0.12 0.02 0.12 0.02 0.12 0.02 0.12 0.02 0.12 0.02 0.12 0.02 0.12 0.03 0.02 0.59 0.59 0.59 0.59 0.54 0.12 0.12 0.12 0.12 0.02 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.59	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9 22.0 24.9 20.0 18.7 18.7 17.8 22.3 11.5 11.5 11.5 19.7 34.2 19.7 49.0 8.7 10.3 27.1 14.5	B B B B B C C C C C C C B B B B B B B C B B B C B B B C B B C		LT R LTR Intersee L L L L L L L L L L L L L	0.63 0.53 0.02 0.03 ection 0.07 0.23 0.23 0.31 0.06 0.26 ection 0.59 0.52 0.12 0.02 0.12 0.02 0.52 0.	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 17.9 22.0 24.9 20.0 18.7 17.8 22.3 11.5 11.5 11.5 19.7 34.2 19.7 49.0 8.7 10.3 27.1 14.5	B B B B B B C C C C C B B B B C B B B C B B B C B B B C B B B C C C C C C C C B B B C C C C C C C C C B B B B C	
39 40 ^{1,3}	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree Eastbound Westbound Northbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Westbound Northbound Rockaway Freeway and Seagirt Boulevard Eastbound Northbound Rockaway Freeway and Seagirt Boulevard	LT R LTR Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.55 0.47 0.02 0.03 ection 0.07 0.23 0.02 0.28 0.02 0.28 0.02 0.11 ection 0.50 0.50 0.50 0.50 0.50 0.46 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.02 0.40 0.02 0.40 0.02 0.40 0.02 0.40 0.02 0.12 0.02 0.12 0.02 0.12 0.02 0.12 0.02 0.12 0.02 0.12 0.02 0.12 0.02 0.12 0.02 0.12 0.02 0.0	16.1 14.3 9.5 19.6 15.0 36.6 17.9 8.6 18.5 21.6 22.6 18.9 16.1 12.7 22.3 10.6 11.6 11.6 11.6 11.6 12.7 49.0 8.6 10.3 27.1 14.3 41.0 22.9 24.7	B B B B B B B B B B B B B B B B B B B	TR LT R Interse Interse TR LTR Interse LTR LTR LTR LTR LTR LTR Interse LTR LTR LTR LTR Interse LTR TR LTR LTR LTR LTR LTR LTR LTR LTR	0.53 0.02 0.03 ection 0.23 0.02 0.31 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.54 0.12 0.12 0.12 0.12 0.12 0.12 0.02 0.12 0.02 0.12 0.02 0.12 0.02 0.12 0.02 0.12 0.02 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52	18.2 15.3 9.5 19.6 16.7 36.6 17.9 8.6 17.9 22.0 24.9 20.0 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7 19.7 34.2 19.7 34.2 19.7 49.0 8.7 10.3 27.1 14.5 43.4 33.4 27.5	B B B B B B C C C C C C C B B B B B B C		LT R LTR LTR LTR LTR LTR LTR LTR	0.63 0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.54 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.20 0.52 0.31 0.00 0.52 0.31 0.02 0.52 0.52 0.55 0.	18.2 15.3 9.5 19.6 36.6 17.9 8.6 17.9 20.0 24.9 20.0 18.7 18.7 18.7 18.7 18.7 18.7 19.7 34.2 19.7 34.2 19.7 49.0 8.7 10.3 27.1 14.5 43.4 32.7.5	B B B B B B B B C C C C C B B B B C C C C C C C C B B B B C	
39 40 ^{1,3}	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree Eastbound Westbound Northbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Northbound Rockaway Freeway and Seagirt Boulevard Rockaway Freeway and Seagirt Boulevard Eastbound Northbound Rockaway Freeway and Seagirt Boulevard Eastbound Northbound Rockaway Freeway and Seagirt Boulevard	LT R LTR Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.55 0.47 0.02 0.03 ection 0.23 0.23 0.23 0.23 0.28 0.22 0.11 ection 0.50 0.50 0.50 0.46 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12	16.1 14.3 9.5 19.6 15.0 36.6 17.9 8.6 18.5 21.6 22.6 18.9 16.1 12.7 22.6 18.9 16.1 12.7 22.6 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.3 34.2 19.2 49.0 8.6 10.3 27.1 14.3 41.0 24.9 32.9	B B B B B B B C C C B B B B B B C B B B B C C B B C C C C B C	TR LT R Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.53 0.02 0.03 ection 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.59 0.59 0.59 0.59 0.54 0.12 0.12 ection 0.02 0.43 0.00 0.52 0.31 0.00 0.57 0.57 0.54	18.2 15.3 9.5 19.6 15.5 36.6 17.9 8.6 18.9 22.0 24.9 20.0 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7 11.5 11.5 11.5 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 10.3 27.1 14.5 43.4 32.1 33.4	B B B B B C C C C C C C B B B B B C C B B B C C B B C		LT R LTR Intersee LTR LTR LTR LTR LTR LTR LTR LTR	0.63 0.53 0.02 0.03 ection 0.07 0.23 0.23 0.31 0.06 0.26 ection 0.59 0.52 0.31 0.00 0.52 0.31 0.20 0.55 0.	18.2 15.3 9.5 19.6.5 16.5 16.6 17.9 22.0 24.9 20.0 18.7 18.7 17.8 12.5 11.5 19.7 34.2 19.7 49.0 8.7 10.3 27.1 14.5	B B B B B C C C C B B B B C C C C C C C	
39 40 ^{1,3}	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree Eastbound Westbound Southbound Northbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Westbound Northbound Rockaway Freeway and Seagirt Boulevard Eastbound Northbound Northbou	LT R Interse Interse L TR LTR LTR LTR LTR LTR LTR LTR Interse L TR LTR TR Interse LTR LTR Interse LTR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.55 0.47 0.02 0.03 ection ection 0.23 0.23 0.22 0.28 0.02 0.28 0.02 0.11 ection 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0.5	16.1 14.3 9.5 19.6 15.0 36.6 17.9 36.6 18.5 21.6 22.6 18.9 16.1 12.7 10.6 11.6 18.3 34.2 19.2 49.0 8.6 10.3 27.1 14.3 41.0 24.9 32.9 24.7 12.1 25.4 Level of Set	B B B B B B C C C B B B B B B B B B B B	TR LT R Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.54 0.18 0.70 0.12 ection 0.12 ection 0.02 0.43 0.02 0.59 0.54 0.12 ection 0.52 0.31 0.02 0.52 0.31 0.02 0.53 0.54 ection 0.55 0.54 0.55 0.54 0.55 0.54 0.55 0.54 0.55 0.55	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9 22.0 24.9 20.0 18.7 18.7 17.8 12.5 11.5 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 43.4 27.5 10.3 27.1 14.5 33.4 27.5 10.2 27.5 10.2	B B B B B C C C C C C C B B B B B B B B		LT R LTR Intersee LTR LTR LTR LTR LTR LTR LTR LTR	0.63 0.53 0.02 0.03 betion 0.07 0.23 0.02 0.31 0.06 0.26 betion 0.59 0.57 0.	18.2 15.3 9.5 19.6 16.5 36.6 18.9 22.0 24.9 20.0 18.7 18.7 17.8 12.5 11.5 19.7 34.2 19.7 49.0 8.7 10.3 27.1 14.5 43.4 32.1 33.4 27.5 ~~ = v/c 01	B B B B B C C C C C C C B B B B B B B B	
39 10 ^{1,3}	Westbound Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Stree Eastbound Westbound Southbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Westbound Rockaway Freeway and Seagirt Boulevard Eastbound Northbound Rockaway Freeway and Seagirt Boulevard Eastbound Northbound	LT R Interse Interse L TR LTR LTR LTR LTR LTR LTR LTR Interse L TR LTR TR Interse LTR LTR Interse LTR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.55 0.47 0.02 0.03 ection ection 0.23 0.23 0.22 0.28 0.02 0.28 0.02 0.11 ection 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0.5	16.1 14.3 9.5 19.6 15.0 36.6 17.9 36.6 18.5 21.6 22.6 18.9 16.1 12.7 10.6 11.6 18.3 34.2 19.2 49.0 8.6 10.3 27.1 14.3 41.0 24.9 32.9 24.7 12.1 25.4 Level of Set	B B B B B B C C C B B B B B B B B B B B	TR LT R Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.54 0.18 0.70 0.12 ection 0.12 ection 0.02 0.43 0.02 0.59 0.54 0.12 ection 0.52 0.31 0.02 0.52 0.31 0.02 0.53 0.54 ection 0.55 0.54 0.55 0.54 0.55 0.54 0.55 0.54 0.55 0.55	18.2 15.3 9.5 19.6 16.5 36.6 17.9 8.6 18.9 22.0 24.9 20.0 18.7 18.7 17.8 12.5 11.5 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 43.4 27.5 10.3 27.1 14.5 33.4 27.5 10.2 27.5 10.2	B B B B B C C C C C C C B B B B B B B B		LT R LTR Intersee LTR LTR LTR LTR LTR LTR LTR LTR	0.63 0.53 0.02 0.03 betion 0.07 0.23 0.02 0.31 0.06 0.26 betion 0.59 0.57 0.	18.2 15.3 9.5 19.6 16.5 36.6 18.9 22.0 24.9 20.0 18.7 18.7 17.8 12.5 11.5 19.7 34.2 19.7 49.0 8.7 10.3 27.1 14.5 43.4 32.1 33.4 27.5 ~~ = v/c 01	B B B B B C C C C C C C B B B B B B B B	
39 0 ^{1,3}	Westbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Westbound Westbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Westbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Westbound Northbound Northbound Northbound Northbound Northbound Nothbound Northbound Nothbound Nothbound Nothbound Nothbound Nothbound Nothbound Nothbound	LT R Interse Interse L TR LTR LTR LTR LTR LTR LTR LTR Interse L TR LTR TR Interse LTR LTR Interse LTR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.55 0.47 0.02 0.03 ection ection 0.23 0.23 0.22 0.28 0.02 0.28 0.02 0.11 ection 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0.5	16.1 14.3 9.5 19.6 15.0 36.6 17.9 36.6 18.5 21.6 22.6 18.9 16.1 12.7 10.6 11.6 18.3 34.2 19.2 49.0 8.6 10.3 27.1 14.3 41.0 24.9 32.9 24.7 12.1 25.4 Level of Set	B B B B B B C C C B B B B B B B B B B B	TR LT R Interse L TR LTR LTR LTR LTR LTR LTR LTR LTR LT	0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.54 0.18 0.70 0.12 ection 0.12 ection 0.02 0.43 0.02 0.59 0.54 0.12 ection 0.52 0.31 0.02 0.52 0.31 0.02 0.53 0.54 ection 0.55 0.54 0.55 0.54 0.55 0.54 0.55 0.54 0.55 0.55	18.2 15.3 9.5 19.6 16.5 36.6 17.9 22.0 24.9 20.0 18.7 18.7 17.8 12.5 11.5 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 43.4 27.5 10.3 27.1 14.5 12.2 27.5 10.2 12.5 11.5 12.2 27.5 10.0	B B B B B C C C C C C C B B B B B B B B		LT R LTR Intersee LTR LTR LTR LTR LTR LTR LTR LTR	0.63 0.53 0.02 0.03 betion 0.07 0.23 0.02 0.31 0.06 0.26 betion 0.59 0.57 0.	18.2 15.3 9.5 19.6 16.5 36.6 18.9 22.0 24.9 20.0 18.7 18.7 17.8 12.5 11.5 19.7 34.2 19.7 49.0 8.7 10.3 27.1 14.5 43.4 32.1 33.4 27.5 ~~ = v/c 01	B B B B B C C C C C C C B B B B B B B B	
39) ^{1,3}	Westbound Rockaway Freeway and Beach 44th Street Eastbound Westbound Northbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Westbound Westbound Southbound Beach Channel Drive/Seagirt Boulevard and Beach 35th Street Eastbound Westbound Northbound Northbound Southbound Northbound Northbound Northbound Northbound Rockaway Freeway and Beach 35th Street Eastbound Westbound Nothbound Northbound Northbound Northbound Nothbound	LT R Interse LTR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.55 0.47 0.02 0.03 ection 0.23 0.23 0.23 0.23 0.23 0.23 0.24 0.23 0.24 0.23 0.23 0.23 0.23 0.24 0.20 0.46 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12	16.1 14.3 9.5 19.6 15.0 36.6 17.9 8.6 18.5 21.6 22.6 18.9 16.1 12.7 22.3 10.6 11.6 11.6 11.6 11.6 14.3 34.2 19.2 49.0 8.6 10.3 27.1 32.9 24.7 12.1 25.4 Level of Sent adverse	B B B B B B B C C C B B B B B B B B B B	TR LT R Interse L TR L TR LTR Interse LTR LTR LTR LTR LTR LTR LTR LTR LTR LTR	0.53 0.02 0.03 ection 0.07 0.23 0.02 0.31 0.06 0.26 ection 0.59 0.59 0.54 0.18 0.70 0.12 ection 0.12 ection 0.02 0.43 0.02 0.59 0.54 0.12 ection 0.52 0.31 0.02 0.52 0.31 0.02 0.53 0.54 ection 0.55 0.54 0.55 0.54 0.55 0.54 0.55 0.54 0.55 0.55	18.2 15.3 9.5 19.6 16.5 36.6 17.9 22.0 24.9 20.0 18.7 18.7 17.8 12.5 11.5 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 34.2 19.7 43.4 27.5 10.3 27.1 14.5 12.2 27.5 10.2 12.5 11.5 12.2 27.5 10.0	B B B B B C C C C C C C B B B B B B B B		LT R LTR Intersee LTR LTR LTR LTR LTR LTR LTR LTR	0.63 0.53 0.02 0.03 betion 0.07 0.23 0.02 0.31 0.06 0.26 betion 0.59 0.57 0.	18.2 15.3 9.5 19.6 16.5 36.6 18.9 22.0 24.9 20.0 18.7 18.7 17.8 12.5 11.5 19.7 34.2 19.7 49.0 8.7 10.3 27.1 14.5 43.4 32.1 33.4 27.5 ~~ = v/c 01	B B B B B C C C C C C C B B B B B B B B	

Table 20-11 (continued): 2034 Saturday MD Peak Hour No-Action vs. With-Action vs. Mitigated Conditions Level of Service Analysis –
Signalized Intersections

			2034 N	o-Action		I	2034 Wi	th-Action		r		2034 M	itigation		—
		Lane	v/c	Delay		Lane	v/c	Delay			Lane	v/c	Delay		
#	Intersection & Approach	Group	Ratio	(sec)	LOS	Group	Ratio	(sec)	LOS		Group	Ratio	(sec)	LOS	
	Rockaway Freeway and Beach 25th Street					-									1
	Eastbound	LTR	0.19	23.4	С	LTR	0.19	23.4	С		LTR	0.19	23.4	С	
	Westbound	LTR	0.27	24.7	C	LTR	0.30	25.1	С		LTR	0.30	25.1	С	<u> </u>
43	Northbound	L TR	0.10	36.0 21.3	D C	L TR	0.10	36.0 22.7	D C		L TR	0.10	36.0 22.7	D C	
	Southbound	L	0.42	36.9	D	L	0.50	36.9	D		L	0.50	36.9	D	
	Courisouria	TR	0.34	19.9	B	TR	0.40	20.7	C		TR	0.40	20.7	C	1
		Interse		22.5	C	Interse		23.2	C		Interse		23.2	C	
	Rockaway Freeway and Cornaga Avenue				-										1
	Eastbound	LTR	0.15	18.9	В	LTR	0.15	18.9	В		LTR	0.15	18.9	В	
	Westbound	LTR	0.53	25.8	С	LTR	0.54	26.0	С		LTR	0.54	26.0	С	_
44	Northbound	TR	0.46	26.9	C	TR	0.53	28.4	C		TR	0.53	28.4	C	
	Southbound	L TR	0.14	37.6 14.0	D B	L TR	0.14	37.6 14.6	D B		L TR	0.14	37.6 14.6	DB	-
		Interse		22.7	C	Interse		23.2	C		Interse		23.2	C	
	Beach Channel Drive and Cornaga Avenue	interes	000011	22.1	Ŭ	interes	000011	20.2	Ŭ		interes	oodon	20.2	U	
	Eastbound	LTR	0.18	19.4	В	LTR	0.18	19.4	В		LTR	0.18	19.4	В	1
	Westbound	LTR	0.25	20.3	С	LTR	0.25	20.3	С		LTR	0.25	20.3	С	
45	Northbound	L	0.02	12.1	В	L	0.03	12.1	В		L	0.03	12.1	В	
~	• • • • •	TR	0.51	17.6	В	TR	0.55	18.3	В		TR	0.55	18.3	В	<u> </u>
	Southbound	L	0.07	12.7	B	L	0.08	12.8	B	I	L	0.08	12.8	B	┣—
		TR Interse	0.53	18.1	B	TR	0.57	18.9	B		TR	0.57	18.9	B	┣—
_	Beach Channel Drive and Mott Avenue	niterse	5011011	18.1	В	Interse	SCUUII	18.7	В		Interse	CUUII	18.7	В	┣──
	Eastbound	LTR	0.74	36.5	D	LTR	0.76	38.3	D	1	LTR	0.76	38.3	D	1
	Westbound	LT	0.63	30.4	C	LT	0.66	32.2	C		LT	0.66	32.2	C	
		R	0.18	10.9	С	R	0.18	10.9	С		R	0.18	10.9	С	
46	Northbound	L	0.20	26.3	С	L	0.25	28.5	С		L	0.25	28.5	С	
		TR	1.25	156.0	F	TR	1.38	211.7	F	+	TR	1.38	211.7	F	U
	Southbound	L	1.35	207.8	F	L	1.35	207.8	F		L	1.35	207.8	F	
		TR Interse	0.86	28.6 88.4	C F	TR Interse	0.92	34.6 107.1	C F		TR Interse	0.92	34.6 107.1	F	
	Beach Channel Drive and Dix Avenue	interst	COLION	00.4		Interst	Cuon	107.1			interst	COUDIT	107.1		
	Eastbound	LTR	0.10	20.6	С	LTR	0.10	20.6	С		LTR	0.10	20.6	С	1
47	Westbound	LTR	0.60	31.3	С	LTR	0.60	31.3	С		LTR	0.60	31.3	С	1
47	Northbound	LTR	0.52	14.4	В	LTR	0.56	15.1	В		LTR	0.56	15.1	В	
	Southbound	LTR	0.67	17.0	В	LTR	0.71	18.0	В		LTR	0.71	18.0	В	
		Interse	ection	17.6	В	Interse	ection	18.3	В		Interse	ection	18.3	В	_
	Beach Channel Drive and Birdsall Avenue Eastbound	LR	0.03	19.7	В	LR	0.03	19.7	В		LR	0.03	19.7	В	-
	Westbound	LTR	0.03	25.4	C		0.03	25.4	C			0.03	25.4	C	-
48	Northbound	LT	0.42	23.2	c	LT	0.42	27.4	c		LT	0.42	27.4	C	-
	Southbound	Т	0.90	30.7	C	Т	0.96	39.7	D		Т	0.96	39.7	D	
		R	0.00	9.4	Α	R	0.00	9.4	Α		R	0.00	9.4	Α	1
		Interse	ection	27.0	С	Interse	ection	33.1	С		Interse	ection	33.1	С	
	Beach Channel Drive and Nameoke Avenue	1.70	0.05	04.0		1.70	0.05	04.0		I	1.70	0.00	00.0	<u> </u>	-
	Eastbound	LTR	0.35	24.9	C B	LTR	0.35	24.9 10.7	C B		LTR	0.39	28.0	C A	
49	Northbound	L TR	0.06	10.7 91.3	F	L TR	1.20	10.7	F	+	L TR	0.06	9.4 93.3	A F	┣—
-13	Southbound	L	0.66	43.2	P D	L	0.81	74.0	E	+	L	0.67	43.7	D	t
		TR	1.24	139.9	F	TR	1.32	172.8	F	+	TR	1.25	139.1	F	1
		Interse		107.4	F	Interse		137.8	F		Interse		108.6	F	
	Beach Channel Drive and Hassock Avenue														Γ
	Eastbound	LR	0.18	19.5	В	LR	0.18	19.5	В	Į	LR	0.18	19.5	В	
	Westbound	L	0.23	20.1	C	L	0.23	20.1	С			0.23	20.1	C	┣—
50	Northbound	TR LT	0.13	18.8 33.4	B C	TR LT	0.13	18.8 59.8	B	+	TR LT	0.13	18.8 59.8	B	U
	Southbound	T	1.10	33.4 83.6	F	T	1.04	113.1	F	++	T	1.04	113.1	F	U
	Southbound	R	0.13	12.0	B	R	0.13	12.0	В	t –	R	0.13	12.0	B	Ĕ
		Interse	-	51.6	D	Interse		75.9	E	1	Interse		75.9	E	1
	Notes: L = Left Turn, T= Through, R = Right Turn, DefL = Defacto exceeds the maximum limit reportable in the analysis software. "+" due to mitigation that operates above mid-LOS D. 1. Stop-controlled approach at signalized intersection. 2. Future intersection created as part of the Proposed Project. 3. Due to complex geometry and per NYCDOT request, LOS result	denotes	significa	Level of Sent adverse	impact.	"U" denot		no volume	recorded		•		~~ = V/C 0	r delay	р

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Table 20-12: 2034 Weekday AM Peak Hour No-Action vs. With-Action vs. Mitigated Conditions Level of Service Analysis – Unsignalized Intersections

			2034 N	o-Action			2034 WI	th-Action				2034 M	itigation	1
•		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS
1	Intersection & Approach Rockaway Freeway and Beach 94th Street	-											. ,	
	Northbound Beach Channel Drive and Beach 73rd Street	Т	0.05	9.2	A	Т	0.05	9.2	A		Т	0.05	9.2	A
	Eastbound Northbound	R R	0.14	9.1 12.0	A B	R R	0.14	9.1 13.2	A B		R R	0.14	9.1 13.2	A B
	Beach Front Road and Beach 62nd Street													-
	Eastbound Westbound	LT TR	0.25	11.1 10.3	B B	LT TR	0.30	11.8 10.5	B		LT TR	0.30	11.8 10.5	B
	Southbound Beach Channel Drive and Beach 53rd Street	LTR	0.00	7.2	А	LTR	0.00	7.2	А		LTR	0.00	7.2	A
	Westbound	LT	0.04	9.9	A	LT	0.13	17.9	C F			Sign	alized	
	Northbound Rockaway Beach Boulevard and Beach 53rd Street	LR	0.33	29.3	D	LR	3.73	1381.0	F	+				
	Eastbound Southbound	LT LR	0.04	9.4 15.5	A C	LT LR	0.21 2.16	18.6 612.2	C F	+		Sign	alized	
	Rockaway Beach Boulevard and Beach 52nd Street	LTR	0.01	8.5	A	LTR	0.11	11.1	В					
	Eastbound Westbound	LTR	0.00	8.1	А	LTR	0.01	8.6	Α			Sian	alized	
	Northbound Southbound	LR LTR	0.01	16.0 14.4	C B	LR LTR	0.21 0.91	86.0 157.4	F	5 5		0.9.		
	Beach Channel Drive and Beach 50th Street Westbound	LT	0.02	8.9	А	LT	0.18	10.6	В		LT	0.18	10.6	В
	Northbound	LR	0.02	16.0	C	LR	0.46	28.5	D		LR	0.46	28.5	D
	Rockaway Beach Boulevard and Beach 50th Street Eastbound	LT	0.01	8.3	А	LT	0.09	9.0	A		LT	0.09	9.0	A
	Southbound Beach Channel Drive and Beach 52nd Street	LR	0.05	12.3	В	LR	0.23	20.5	С		LR	0.23	20.5	С
2	Westbound					LT LR	0.01	9.9	A D	5	LT LR	0.01	9.9	A D
_	Northbound Peninsula Way and Beach 53rd Street					LR	0.20	30.8	D	5	LR	0.20	30.8	D
2	Westbound Southbound					LR LT	0.23	15.8 9.0	C A		LR LT	0.23	15.8 9.0	C A
	Peninsula Way and Beach 52nd Street Eastbound					LTR	0.00	8.8	A		LTR	0.00	8.8	A
2	Westbound					LTR	0.07	9.0	Α		LTR	0.07	9.0	Α
	Northbound Southbound					LTR LTR	0.33 0.49	29.6 90.9	D F	5	LTR LTR	0.33 0.49	29.6 90.9	D F
2	Peninsula Way and Beach 50th Street Eastbound					LR	0.21	13.7	В		LR	0.21	13.7	В
	Northbound					LT	0.09	8.4	A		LT	0.09	8.4	A
6	Beach Channel Drive and Beach 47th Street Eastbound	LT	0.01	9.1	А	LT	0.01	9.6	А		LT	0.01	9.6	А
	Northbound Arverne Boulevard/Rockaway Beach Boulevard and Beach 47t		0.06	16.8	С	LTR	0.09	22.1	С		LTR	0.09	22.1	С
7	Eastbound Westbound		0.00	7.9 8.9	A A	LTR LTR	0.00	8.1 10.1	A B		LTR LTR	0.00	8.1 10.1	A B
	Northbound	LTR	0.05	15.1	C	LTR	0.03	25.2	D		LTR	0.03	25.2	D
	Rockaway Beach Boulevard and Beach 44th Street Westbound	LT	0.01	8.5	А	LT	0.01	8.7	A		LT	0.01	8.7	А
8	Northbound Southbound	LR LTR	0.08	16.7 17.1	C C	LR LTR	0.23	23.7 18.4	C C		LR LTR	0.23	23.7 18.4	C C
1,3	Beach Channel Drive and Seagirt Boulevard											-		
2	Westbound Rockaway Freeway and Beach 52nd Street	R	0.03	11.9	В	R	0.03	12.7	В		R	0.03	12.7	В
	Southbound Parking Lot 1 driveway, via Beach Channel Drive					R	0.12	11.1	В		R	0.12	11.1	В
a ⁴	Westbound					LT LR	0.01	12.0 21.9	B C		LT LR	0.01	12.0 21.9	B C
_	Northbound Parking Lot 1 driveway, via Beach 53rd Street													
b⁴	Westbound Southbound					LR LT	0.03	14.4 9.1	B A		LR LT	0.03	14.4 9.1	B A
24	Parking Garage 2 driveway, via Beach 53rd Street Westbound					LR	0.20	14.5	В		LR	0.20	14.5	В
	Southbound			-		LT	0.20	8.8	A		LT	0.01	8.8	A
3 ⁴	Parking Garage 3 driveway, via Beach 53rd Street Westbound					LR	0.34	17.3	С		LR	0.34	17.3	С
	Southbound Parking Garage 4 driveway, via Rockaway Beach Boulevard					LT	0.01	9.0	А		LT	0.01	9.0	A
1 4	Eastbound					LT	0.01	9.4	A		LT	0.01	9.4	A
	Southbound Parking Garage 5 driveway, via Peninsula Way					LR	0.24	18.8	С		LR	0.24	18.8	С
, ⁴	Eastbound Southbound					LT LR	0.01	7.9 11.2	AB		LT LR	0.01	7.9 11.2	A B
3 ⁴	Parking Lot 6 driveway, via Beach Channel Drive								B					-
) [`]	Westbound Northbound					LT LR	0.01 0.03	10.1 23.2	C		LT LR	0.01 0.03	10.1 23.2	B C
74	Parking Garage 7 driveway, via Beach 52nd Street Westbound					LR	0.02	8.5	A		LR	0.02	8.5	А
	Southbound					LT	0.00	7.2	A		LT	0.00	7.2	A
	Parking Garage 8 driveway, via Peninsula Way Westbound					LT	0.28	12.3	В		LT	0.28	12.3	В
34	Northbound					LR	0.80	71.8	F	+	LR	0.80	71.8	F

Stop controlled approach at signalized intersection.
 Future intersection created as part of the Proposed Project.
 Due to complex geometry and per NYCDOT request, LOS results were calculated using Synchro 10.
 Future driveway to parking garage/parking lot created due to project development.
 Minor approach has fewer than 90 PCEs.

Table 20-13: 2034 Weekday MD Peak Hour No-Action vs. With-Action vs. Mitigated Conditions Level of Service Analysis – Unsignalized Intersections

			2034 N	o-Action			2034 Wi	th-Action				2034 M	itigation	·	T
#	Intersection & Approach	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS	
11 ¹	Rockaway Freeway and Beach 94th Street Northbound	Т	0.06	9.3	Α	Т	0.06	9.3	Α		Т	0.06	9.3	Α	
3 ¹	Beach Channel Drive and Beach 73rd Street Eastbound	R	0.10	8.8	A	R	0.10	8.8	A		R	0.10	8.8	А	-
-	Northbound	R	0.17	12.9	В	R	0.20	14.4	В		R	0.11	9.6	A	1
17	Beach Front Road and Beach 62nd Street Eastbound	LT	0.32	11.8	В	LT	0.37	12.4	В		LT	0.37	12.4	В	-
.,	Westbound Southbound	TR LTR	0.11	10.3 7.3	B	TR LTR	0.12	10.5 7.3	B		TR LTR	0.12	10.5 7.3	B	╉
	Beach Channel Drive and Beach 53rd Street											0.00			t
26	Westbound Northbound	LT LR	0.07	11.3 45.8	B	LT LR	0.26 4.38	25.4 1740.0	D F	+		Sign	alized		
27	Rockaway Beach Boulevard and Beach 53rd Street Eastbound	LT	0.06	10.3	В	LT	0.33	21.3	С						
	Southbound	LR	0.21	21.6	С	LR	1.65	449.5	F	+		Sign	alized		
	Rockaway Beach Boulevard and Beach 52nd Street Eastbound	LTR	0.01	9.3	A	LTR	0.13	13.0	В						
28	Westbound Northbound	LTR LR	0.00	8.4 22.9	A C	LTR LR	0.00	8.9	A ~~	5		Sign	alized		
	Southbound	LTR	0.01	26.7	D	LTR	1.53	406.5	F	+					
30	Beach Channel Drive and Beach 50th Street Westbound	LT	0.03	9.5	А	LT	0.19	12.0	В		LT	0.19	12.0	В	
_	Northbound Rockaway Beach Boulevard and Beach 50th Street	LR	0.07	15.3	С	LR	0.48	31.4	D	+	LR	0.48	31.4	D	+
31	Eastbound Southbound	LT LR	0.01	8.2 13.3	A B	LT LR	0.07	9.0 21.7	A C		LT LR	0.07	9.0 21.7	A C	Ļ
	Beach Channel Drive and Beach 52nd Street		0.00	13.3											t
32 ²	Westbound Northbound					LT LR	0.02	11.1 36.4	B	5	LT LR	0.02	11.1 36.4	B	┥
33 ²	Peninsula Way and Beach 53rd Street Westbound					LR	0.12	13.2	В		LR	0.12	13.2	В	F
55	Southbound					LT	0.12	8.7	A		LT	0.12	8.7	A	
	Peninsula Way and Beach 52nd Street Eastbound					LTR	0.01	10.1	В		LTR	0.01	10.1	В	-
34 ²	Westbound Northbound					LTR LTR	0.13	11.1 365.6	B	5	LTR LTR	0.13	11.1 365.6	B	
	Southbound					LTR	5.57	3080.0	F	5	LTR	5.57	3080.0	F	
35 ²	Peninsula Way and Beach 50th Street Eastbound					LR	0.24	14.1	В		LR	0.24	14.1	В	-
	Northbound Beach Channel Drive and Beach 47th Street					LT	0.07	8.6	А		LT	0.07	8.6	А	L
36	Eastbound	LT	0.01	9.0	A	LT	0.01	9.4	Α		LT	0.01	9.4	Α	1
	Northbound Arverne Boulevard/Rockaway Beach Boulevard and Beach 47t	LTR th Street	0.04	18.1	С	LTR	0.05	22.7	С		LTR	0.05	22.7	С	+
37	Eastbound Westbound	LTR LTR	0.00	7.9 10.4	A B	LTR LTR	0.00	8.3 12.7	A B		LTR LTR	0.00	8.3 12.7	AB	
	Northbound	LTR	0.02	22.6	C	LTR	0.41	58.7	F	5	LTR	0.41	58.7	F	L
38	Rockaway Beach Boulevard and Beach 44th Street Westbound	LT	0.00	8.1	A	LT	0.00	8.3	А		LT	0.00	8.3	А	
50	Northbound Southbound	LR LTR	0.08	22.0 16.5	C C	LR LTR	0.27	34.3 17.9	D C	5	LR LTR	0.27	34.3 17.9	D	
10 ^{1,3}	Beach Channel Drive and Seagirt Boulevard														1
51 ²	Westbound Rockaway Freeway and Beach 52nd Street	R	0.09	12.3	В	R	0.10	12.9	В		R	0.10	12.9	В	
51	Southbound Parking Lot 1 driveway, via Beach Channel Drive					R	0.09	9.7	A		R	0.09	9.7	А	╋
•1a ⁴	Westbound					LT LR	0.02	14.4 29.2	B D		LT LR	0.02	14.4 29.2	B D	1
	Northbound Parking Lot 1 driveway, via Beach 53rd Street														
°1b⁴	Westbound Southbound					LR LT	0.03	14.0 8.9	B A		LR LT	0.03	14.0 8.9	B	╉
P2 ^₄	Parking Garage 2 driveway, via Beach 53rd Street Westbound					LR	0.06	13.0	В		LR	0.06	13.0	В	Ŧ
Γ2	Southbound					LT	0.00	8.8	A		LT	0.00	8.8	A	
P3 ⁴	Parking Garage 3 driveway, via Beach 53rd Street Westbound					LR	0.09	12.8	В		LR	0.09	12.8	В	╉
	Southbound Parking Garage 4 driveway, via Rockaway Beach Boulevard					LT	0.02	8.7	А		LT	0.02	8.7	А	F
P4⁴	Eastbound					LT	0.03	10.8	В		LT	0.03	10.8	В	t
	Southbound Parking Garage 5 driveway, via Peninsula Way					LR	0.10	20.3	С		LR	0.10	20.3	С	┢
P5⁴	Eastbound Southbound					LT LR	0.02	8.4 11.7	A B		LT LR	0.02	8.4 11.7	A B	F
	Parking Lot 6 driveway, via Beach Channel Drive														t
P6⁴	Westbound Northbound					LT LR	0.02	12.0 33.8	B D	5	LT LR	0.02	12.0 33.8	B	
P7 ⁴	Parking Garage 7 driveway, via Beach 52nd Street Westbound					LR	0.00	8.5	A		LR	0.00	8.5	A	F
- 1	Southbound					LR	0.00	8.5 7.2	A		LR LT	0.00	7.2	A	t
	Parking Garage 8 driveway, via Peninsula Way		_		_	LT	0.27	14.4	В		LT	0.27	14.4	В	+
P8 ⁴	Westbound					LI	0.27	14.4				0.27	14.4		

Stop controlled approach at signalized intersection.
 Future intersection created as part of the Proposed Project.
 Due to complex geometry and per NYCDOT request, LOS results were calculated using Synchro 10.
 Future driveway to parking garage/parking lot created due to project development.
 Minor approach has fewer than 90 PCEs.

Table 20-14: 2034 Weekday PM Peak Hour No-Action vs. With-Action vs. Mitigated Conditions Level of Service Analysis – Unsignalized Intersections

		1	2024 N	o-Action			2024 Wi	th-Action			1	2024 M	itigation		—
#	Intersection & Approach	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS	I
1 ¹	Rockaway Freeway and Beach 94th Street Northbound	т	0.07	9.3	А	Т	0.07	9.3	А		т	0.07	9.3	А	+
3 ¹	Beach Channel Drive and Beach 73rd Street	R	0.26	0.7	А	R	0.00	0.7	Δ		R	0.26	0.7	^	Ŧ
3	Eastbound Northbound	R	0.20	9.7 16.5	C	R	0.26 0.29	9.7 22.6	A C		R	0.20	9.7 9.7	A	
	Beach Front Road and Beach 62nd Street Eastbound	LT	0.39	12.7	В	LT	0.44	13.5	В		LT	0.44	13.5	В	Ŧ
17	Westbound	TR	0.14	10.4	В	TR	0.14	10.6	В		TR	0.14	10.6	В	1
	Southbound Beach Channel Drive and Beach 53rd Street	LTR	0.01	7.3	A	LTR	0.01	7.3	A		LTR	0.01	7.3	A	+
26	Westbound Northbound	LT LR	0.05	9.4 29.3	A D	LT LR	0.57 19.33	58.7 9057.0	F	+++		Sign	alized		ŀ
	Rockaway Beach Boulevard and Beach 53rd Street									T					T
7 ⁶	Eastbound Southbound	LT LR	0.11 0.39	10.4 32.9	B D	LT LR	1.08	127.6 ~~	F ~~	++		Sign	alized		ŀ
	Rockaway Beach Boulevard and Beach 52nd Street		_			LTR	0.47	10.0	В						1
8 ⁷	Eastbound Westbound	LTR LTR	0.02	9.0 9.0	A A	LTR	0.17	13.3 9.9	A			Sign	alized		Ł
	Northbound Southbound	LR LTR	0.01	21.7 21.1	C C	LR LTR	~~ 3.10	~~ 1223.0	~~ F	5 5		Olgh	alizeu		ŀ
	Beach Channel Drive and Beach 50th Street									Ŭ				_	1
30	Westbound Northbound	LT LR	0.04	10.0 17.9	A C	LT LR	0.24 0.52	13.1 39.6	B	5	LT LR	0.24 0.52	13.1 39.6	B	╉
31	Rockaway Beach Boulevard and Beach 50th Street Eastbound	LT	0.01	8.2	А	LT	0.05	8.9	А		LT	0.05	8.9	A	Ţ
51	Southbound	LI	0.01	0.2 14.1	B	LI	0.05	27.4	D		LT	0.05	27.4	D	
2 ²	Beach Channel Drive and Beach 52nd Street Westbound					LT	0.02	11.9	В		LT	0.02	11.9	В	-
2	Northbound					LR	0.33	53.5	F	5	LR	0.33	53.5	F	1
3 ²	Peninsula Way and Beach 53rd Street Westbound					LR	0.19	19.0	С		LR	0.19	19.0	С	╉
-	Southbound					LT	0.05	10.0	В		LT	0.05	10.0	В	1
	Peninsula Way and Beach 52nd Street Eastbound					LTR	0.01	9.7	А		LTR	0.01	9.7	Α	+
4 ²	Westbound Northbound					LTR LTR	0.10	10.4 187.0	B	5	LTR LTR	0.10	10.4 187.0	B	-
	Southbound					LTR	3.07	1450.0	F	5	LTR	3.07	1450.0	F	1
5 ²	Peninsula Way and Beach 50th Street Eastbound					LR	0.19	13.0	В		LR	0.19	13.0	В	╉
-	Northbound					LT	0.06	8.4	А		LT	0.06	8.4	А	1
36	Beach Channel Drive and Beach 47th Street Eastbound	LT	0.00	8.9	А	LT	0.00	9.5	А		LT	0.00	9.5	Α	$^{+}$
	Northbound Arverne Boulevard/Rockaway Beach Boulevard and Beach 47t		0.12	23.9	С	LTR	0.18	33.5	D	5	LTR	0.18	33.5	D	╇
37	Eastbound	LTR	0.01	8.1	A	LTR	0.01	8.4	A		LTR	0.01	8.4	A B	1
	Westbound Northbound	LTR LTR	0.02	10.6 27.5	D	LTR LTR	0.03 0.57	13.0 75.9	B F	5	LTR LTR	0.03	13.0 75.9	F	t
	Rockaway Beach Boulevard and Beach 44th Street Westbound	LT	0.01	9.1	А	LT	0.02	9.3	А		LT	0.02	9.3	А	Ŧ
38	Northbound	LR	0.16	29.8	D	LR	0.49	60.2	F	5	LR	0.49	60.2	F	1
.12	Southbound Beach Channel Drive and Seagirt Boulevard	LTR	0.19	23.5	С	LTR	0.21	26.0	D		LTR	0.21	26.0	D	+
0 ^{1,3}	Westbound	R	0.15	13.8	В	R	0.16	14.6	В		R	0.16	14.6	В	1
51 ²	Rockaway Freeway and Beach 52nd Street Southbound					R	0.10	10.6	В		R	0.10	10.6	В	+
1a ⁴	Parking Lot 1 driveway, via Beach Channel Drive Westbound					LT	0.04	17.7	С		LT	0.04	17.7	С	Ţ
Id	Northbound					LR	0.04	43.6	E	5	LR	0.04	43.6	E	-
1b ⁴	Parking Lot 1 driveway, via Beach 53rd Street Westbound					LR	0.07	17.7	С		LR	0.07	17.7	С	╉
	Southbound					LT	0.00	9.6	A		LT	0.00	9.6	A	1
2 ⁴	Parking Garage 2 driveway, via Beach 53rd Street Westbound					LR	0.11	16.6	С		LR	0.11	16.6	С	-
	Southbound Parking Garage 3 driveway, via Beach 53rd Street					LT	0.05	9.7	А		LT	0.05	9.7	A	-
3 4	Westbound					LR	0.23	23.0	С		LR	0.23	23.0	С	
•	Southbound					LT	0.09	11.0	В		LT	0.09	11.0	В	+
Ŭ	Parking Garage 4 driveway, via Rockaway Beach Boulevard		1			LT	0.08	10.9	В		LT	0.08	10.9	В	1
	Parking Garage 4 driveway, via Rockaway Beach Boulevard Eastbound					LR	0.15	25.5	D		LR	0.15	25.5	D	t
4 ⁴	Eastbound Southbound Parking Garage 5 driveway, via Peninsula Way Eastbound					LT	0.07	8.4 12.0	A		LT	0.07	8.4	A	Ŧ
24 ⁴ 25 ⁴	Eastbound Southbound Parking Garage 5 driveway, via Peninsula Way Eastbound Southbound Parking Lot 6 driveway, via Beach Channel Drive					LR	0.08	12.0	В		LR	0.08	12.0	В	
24 ⁴ 25 ⁴	Eastbound Southbound Parking Garage 5 driveway, via Peninsula Way Eastbound Southbound Parking Lot 6 driveway, via Beach Channel Drive Westbound					LR LT	0.08	12.0 12.6	B	5	LR LT	0.08	12.0 12.6	B B	
24 ⁴ 25 ⁴ 26 ⁴	Eastbound Southbound Parking Garage 5 driveway, via Peninsula Way Eastbound Parking Lot 6 driveway, via Beach Channel Drive Westbound Northbound Parking Garage 7 driveway, via Beach 52nd Street					LR LT LR	0.08 0.02 0.22	12.0 12.6 46.6	B B E	5	LR LT LR	0.08 0.02 0.22	12.0 12.6 46.6	B B E	
24 ⁴	Eastbound Southbound Parking Garage 5 driveway, via Peninsula Way Eastbound Southbound Parking Lot 6 driveway, via Beach Channel Drive Westbound Northbound					LR LT	0.08	12.0 12.6	B	5	LR LT	0.08	12.0 12.6	B B	
24 ⁴ 25 ⁴ 26 ⁴	Eastbound Southbound Parking Garage 5 driveway, via Peninsula Way Eastbound Southbound Parking Lot 6 driveway, via Beach Channel Drive Westbound Northbound Parking Garage 7 driveway, via Beach 52nd Street Westbound					LR LT LR LR	0.08 0.02 0.22 0.01	12.0 12.6 46.6 8.5	B B E A	5	LR LT LR LR	0.08 0.02 0.22 0.01	12.0 12.6 46.6 8.5	B B E A	

Future intersection created as part of the Proposed Project.
 Due to complex geometry and per NYCDOT request, LOS results were calculated using Synchro 10.

Future driveway to parking garage/parking lot created due to project development.
 Minor approach has fewer than 90 PCEs.

6. The With-Action Weekday PM peak hour delay cannot be reported for the SB-LR approach due to limitations in the analysis software, however it can be assumed to be greater than the 1209.0 seconds of delay calculated in the With-Action Saturday MD peak hour.

7. The With-Action Weekday PM peak hour delays cannot be reported for the NB-LR approach due to limitations in the analysis software, however they can be assumed to be greater

than the 239.8 seconds of delay calculated in the With-Action Saturday MD peak hour.

Table 20-15: 2034 Saturday MD Peak Hour No-Action vs. With-Action vs. Mitigated Conditions Level of Service Analysis – Unsignalized Intersections

			2034 N	o-Action			2034 Wi	th-Action				2034 M	itigation		_
#	Intersection & Approach	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS	i
1	Rockaway Freeway and Beach 94th Street Northbound		0.07	9.3	A	T	0.07	9.3	A			0.07	9.3	А	1
1	Beach Channel Drive and Beach 73rd Street	R			A	R	-				R	0.07	9.0		1
	Eastbound Northbound	R	0.15 0.12	9.1 12.2	B	R	0.15 0.14	9.0 13.8	A B		R	0.13	9.0 13.8	A B	-
	Beach Front Road and Beach 62nd Street Eastbound	LT	0.27	11.6	В	LT	0.32	12.2	В		LT	0.32	12.2	В	
	Westbound	TR	0.27	10.1	B	TR	0.32	10.3	B		TR	0.32	10.3	B	-
	Southbound	LTR	0.00	7.5	А	LTR	0.00	7.5	А		LTR	0.00	7.5	А	
	Beach Channel Drive and Beach 53rd Street Westbound	LT	0.04	8.4	А	LT	0.28	23.5	С			Cian	alized		-
	Northbound	LR	0.25	17.2	С	LR	4.16	1609.0	F	+	<u> </u>	Sign	alized		
	Rockaway Beach Boulevard and Beach 53rd Street Eastbound	LT	0.06	10.0	А	LT	0.50	27.0	D			0.			
	Southbound	LR	0.25	20.3	С	LR	3.37	1209.0	F	+	<u> </u>	Sign	alized		
	Rockaway Beach Boulevard and Beach 52nd Street Eastbound	LTR	0.01	9.0	A	LTR	0.11	11.7	В						_
3	Westbound	LTR	0.00	8.6	A	LTR	0.01	9.2	A			Sian	alized		
	Northbound Southbound	LR LTR	0.02	18.1 20.7	C C	LR LTR	0.39	239.8 247.1	F F	5 5		- 5			
	Beach Channel Drive and Beach 50th Street														
)	Westbound Northbound	LT LR	0.03	9.3 16.1	A C	LT LR	0.15	11.1 26.8	B D	\vdash	LT LR	0.15	11.1 26.8	B	_
	Rockaway Beach Boulevard and Beach 50th Street														_
l	Eastbound Southbound	LT LR	0.01	8.2 13.1	A B	LT LR	0.05	8.8 21.6	A C	\vdash	LT LR	0.05	8.8 21.6	A C	-
•	Beach Channel Drive and Beach 52nd Street														_
2	Westbound Northbound					LT LR	0.02	10.9 20.7	B C		LT LR	0.02	10.9 20.7	B C	_
•	Peninsula Way and Beach 53rd Street														_
2	Westbound Southbound					LR LT	0.17	16.3 9.3	C A	\square	LR LT	0.17	16.3 9.3	C A	_
	Peninsula Way and Beach 52nd Street														-
1 ²	Eastbound Westbound					LTR LTR	0.00 0.08	9.4 9.7	A A		LTR LTR	0.00	9.4 9.7	A A	
	Northbound					LTR	0.62	81.9	F	5	LTR	0.62	81.9	F	
	Southbound Peninsula Way and Beach 50th Street					LTR	0.95	294.0	F	5	LTR	0.95	294.0	F	
5 ²	Eastbound					LR	0.14	11.4	В		LR	0.14	11.4	В	-
	Northbound Beach Channel Drive and Beach 47th Street					LT	0.04	8.0	A		LT	0.04	8.0	A	
6	Eastbound	LT	0.00	8.6	А	LT	0.00	8.9	А		LT	0.00	8.9	Α	-
	Northbound Arverne Boulevard/Rockaway Beach Boulevard and Beach 47t		0.13	18.2	С	LTR	0.17	23.3	С		LTR	0.17	23.3	С	
7	Eastbound	LTR	0.01	8.0	А	LTR	0.01	8.2	А		LTR	0.01	8.2	А	-
	Westbound Northbound		0.03	9.8 20.6	A C	LTR LTR	0.04	12.3 61.3	B	5	LTR LTR	0.04	12.3 61.3	B	
	Rockaway Beach Boulevard and Beach 44th Street		_	20.0		LIIX	0.00	01.5	-	J			01.5		
8	Westbound Northbound	LT LR	0.01	8.0 19.5	A C	LT LR	0.01	8.2 28.1	A D	5	LT LR	0.01	8.2 28.1	A D	
	Southbound	LTR	0.08	15.6	C	LTR	0.23	16.5	C	5	LTR	0.23	16.5	C	-
^{1,3}	Beach Channel Drive and Seagirt Boulevard Westbound	R	0.12	12.0	В	R	0.13	12.8	В		R	0.13	12.8	В	_
1 ²	Rockaway Freeway and Beach 52nd Street	K	0.12	12.0	В	ĸ	0.13	12.0	В			0.13	12.0		
	Southbound Parking Lot 1 driveway, via Beach Channel Drive					R	0.08	10.0	А		R	0.08	10.0	А	
a ⁴	Westbound					LT	0.04	15.6	С		LT	0.04	15.6	С	-
	Northbound Parking Lot 1 driveway, via Beach 53rd Street					LR	0.16	34.2	D	5	LR	0.16	34.2	D	
b ⁴	Westbound					LR	0.07	15.6	С		LR	0.07	15.6	С	-
	Southbound					LT	0.00	9.2	А		LT	0.00	9.2	Α	
2 ⁴	Parking Garage 2 driveway, via Beach 53rd Street Westbound					LR	0.13	14.8	В		LR	0.13	14.8	В	-
	Southbound					LT	0.02	9.1	А		LT	0.02	9.1	А	
3 ⁴	Parking Garage 3 driveway, via Beach 53rd Street Westbound					LR	0.24	19.0	С		LR	0.24	19.0	С	-
	Southbound					LT	0.04	9.8	А		LT	0.04	9.8	А	
4 4	Parking Garage 4 driveway, via Rockaway Beach Boulevard Eastbound					LT	0.04	10.1	В		LT	0.04	10.1	В	-
	Southbound					LR	0.16	19.7	С		LR	0.16	19.7	С	
5 4	Parking Garage 5 driveway, via Peninsula Way Eastbound					LT	0.04	8.2	А		LT	0.04	8.2	А	_
	Southbound					LR	0.10	11.4	В	\square	LR	0.10	11.4	В	
5 ⁴	Parking Lot 6 driveway, via Beach Channel Drive Westbound					LT	0.03	11.7	В	\square	LT	0.03	11.7	В	_
	Northbound					LR	0.17	33.7	D	5	LR	0.17	33.7	D	
	Parking Garage 7 driveway, via Beach 52nd Street Westbound					LR	0.01	8.5	A	\vdash	LR	0.01	8.5	А	
74			1			LT	0.01	7.2	A		LT	0.01	7.2	A	
74	Southbound														
7 ⁴						LT	0.11	10.0	A		LT	0.11	10.0	А	_

Stop controlled approach at signalized intersection.
 Future intersection created as part of the Proposed Project.
 Due to complex geometry and per NYCDOT request, LOS results were calculated using Synchro 10.
 Future driveway to parking garage/parking lot created due to project development.
 Minor approach has fewer than 90 PCEs.

Transit

Effects of the Proposed Actions on Transit Conditions

As discussed in Chapter 12, "Transportation," the Proposed Actions would result in a capacity shortfall on the westbound Q22 and southbound Q52-SBS bus routes in one or more peak hours under the With-Action condition. The A train and subway elements that were studied under the With-Action condition would not be significantly adversely impacted as a result of the Proposed Actions.

As shown in **Table 20-16: Summary of Significant Adverse Transit Impacts – Bus Line-Haul**, the westbound Q22 and southbound Q52-SBS bus routes would be significantly adversely impacted during the Weekday AM and Weekday PM peak hours and Weekday PM peak hour, respectively.

Route	Peak Direction	Maximum Load Point	Peak Hour Buses ⁽¹⁾	Peak Hour Passengers ⁽²⁾	Average Passengers Per Bus	Total Capacity Per Bus ⁽³⁾	Available Capacity Per Bus ⁽³⁾	Impact (4)
			Weekday AN	1				
Q22	EB	Beach Channel Dr and Beach 35 th St	8	353	44	54	10	No
Q22	WB	Rockaway Beach Blvd and Beach 91 st St	8	607	76	54	-22	Yes
Q52-SBS	NB	Woodhaven Blvd and Atlantic Ave	5	327	65	85	20	No
Q52-SBS	SB	Woodhaven Blvd and Jamaica Ave	4	199	50	85	35	No
			Weekday PN	1				
Q22	EB	Seagirt Blvd and Crest Rd	6	302	50	54	4	No
Q22	WB	Beach Channel Dr and Beach 36 th St	7	382	55	54	-1	Yes
Q52-SBS	NB	Woodhaven Blvd and Myrtle Ave	4	221	55	85	30	No
Q52-SBS	SB	Woodhaven Blvd and Metropolitan Ave	4	410	102	85	-17	Yes

Table 20-16: Summary of Significant Adverse Transit Impacts – Bus Line-Haul

Notes:

(1) NYCT provided updated peak hour bus numbers for the future condition.

(2) Based on most currently available data from NYCT. Bus volumes generated by the Proposed Project were distributed based on trip assignment assumptions described in the TDF Memorandum. (3) Available capacity based on a maximum of 54 passengers per bus (40-foot standard bus) for Q22 buses and 85 passengers per bus (60-foot articulated bus) for

(3) Available capacity based on a maximum of 54 passengers per bus (40-foot standard bus) for Q22 buses and 85 passengers per bus (60-foot articulated bus) for Q52-SBS buses.

(4) Determination of significant impacts based on NYCT guidelines in accordance with the 2014 CEQR Technical Manual.

A significant adverse bus impact is considered mitigated if measures implemented would return the anticipated conditions to an acceptable level. Standard mitigation for significant adverse bus line-haul impacts can include providing additional buses to impacted routes.

Discussed below are mitigation measures to address the Proposed Actions' significant adverse bus linehaul impacts.

Bus Line-Haul

The Proposed Actions would result in significant adverse impacts on the westbound Q22 and southbound Q52-SBS bus routes during the Weekday AM and Weekday PM peak hours and Weekday PM peak hour, respectively.

Table 20-17: With-Action with Mitigation – Bus Line-Haul summarizes the mitigation measures to address these impacts. As shown in

Table 20-17, the capacity shortfalls identified on the westbound Q22 bus route would be mitigated by adding four standard buses during the Weekday AM peak hour and one standard bus during the Weekday PM peak hour. The capacity shortfall identified on the southbound Q52-SBS bus route would be mitigated by adding one articulated bus during the Weekday PM peak hour. The general policy of NYCT is to provide additional bus service where demand warrants, taking into account financial and operational constraints. In

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the absence of the application of mitigation measures, this impact would remain unmitigated and would constitute an unavoidable significant adverse impact.

Route	Peak Direction	Maximum Load Point	Peak Hour Buses ⁽¹⁾	Peak Hour Passengers ⁽²⁾	Average Passengers Per Bus	Total Capacity Per Bus ⁽³⁾	Available Capacity Per Bus ⁽³⁾	Impact (4)	Proposed Mitigation
			W	/eekday AM					
Q22	EB	Beach Channel Dr and Beach 35 th St	8	353	44	54	10	No	-
									Add four buses to
									Q22 in Weekday AM
Q22	WB	Rockaway Beach Blvd and Beach 91 st St	12	607	51	54	3	No	peak hour
Q52-SBS	NB	Woodhaven Blvd and Atlantic Ave	5	327	65	85	20	No	-
Q52-SBS	SB	Woodhaven Blvd and Jamaica Ave	4	199	50	85	35	No	-
			W	/eekday PM					
Q22	EB	Seagirt Blvd and Crest Rd	6	302	50	54	4	No	-
									Add one bus to Q22
									in Weekday PM peak
Q22	WB	Beach Channel Dr and Beach 36 th St	8	382	48	54	6	No	hour
Q52-SBS	NB	Woodhaven Blvd and Myrtle Ave	4	221	55	85	30	No	-
									Add one bus to Q52-
									SBS in Weekday PM
Q52-SBS	SB	Woodhaven Blvd and Metropolitan Ave	5	410	82	85	3	No	peak hour

(1) NYCT provided updated peak hour bus numbers for the future condition.

(2) Based on most currently available data from NYCT. Bus volumes generated by the Proposed Project were distributed based on trip assignment assumptions described in the TDF Memorandum.

(3) Available capacity based on a maximum of 54 passengers per bus (40-foot standard bus) for Q22 buses and 85 passengers per bus (60-foot articulated bus) for Q52-SBS buses. (4) Determination of significant impacts based on NYCT guidelines in accordance with the 2014 CEQR Technical Manual.

Pedestrians

Effects of the Proposed Actions on Pedestrian Conditions

As discussed in Chapter 12, "Transportation," the Proposed Actions would result in significant adverse impacts at a total of four sidewalks, two signalized crosswalks, and one corner in one or more peak hours under the With-Action condition, as shown in Table 20-18: Summary of Significant Adverse Pedestrian Impacts – Sidewalks, Table 20-19: Summary of Significant Adverse Pedestrian Impacts – Signalized Crosswalks, and Table 20-20: Summary of Significant Adverse Pedestrian Impacts – Corners and Medians. There would be no significant adverse impacts at the unsignalized crosswalks or proposed pedestrian elements that were studied under the With-Action condition; therefore, these proposed pedestrian elements were not included in Table 20-18 through Table 20-23.

Table 20-18: Summary of Significant Adverse Pedestrian Impacts – Sidewalks

				Available Circulation Space ive (ft ² /p) Non-Platoon Conditions LOS																		
	Total	Obstruc-	Effective		(ft ²	²/p)			Non	-Platoon	Conditi	ons l	.os			Р	latoon	Con	dition	s LOS	3	
	Width	tion Width	Width	-	Neekda	у	Sat			Weekda	y		Sa	t			Week	day			Sa	t
Location	(ft) ⁽¹⁾	(ft)	(ft)	AM	MD	PM	MD	AN	1	MD	PN		ME	2	AN	Ν	M	C	PN	-	MD)
Beach 59th St and Arverne Blvd (E leg, N sidewalk)	5.8	3.0	2.8	49	60	44	48	В		В	В		В		С		С		С		С	
Beach 59th St and Rockaway Fwy (W leg, N sidewalk)	8.0	3.0	5.0	66	94	69	85	Α		A	Α		Α		С		В		С		С	
Beach 54th St and Beach Channel Dr (W leg, N sidewalk)	7.0	3.0	4.0	73	103	89	61	Α		А	А		Α		С		В		С		С	
Beach 54th St and Arverne Blvd (E leg, N sidewalk)	8.0	3.0	5.0	42	37	39	25	В		С	С		С		С		D	+	D	+	D	+
Beach 54th St and Arverne Blvd (W leg, N sidewalk)	10.0	3.0	7.0	63	68	55	51	Α		A	В		В		С		С		С		С	
Beach 53rd St and Beach Channel Dr (E leg, S sidewalk)	18.3 ⁽²⁾	3.0	15.3	260	197	216	148	Α		A	Α		Α		В		В		В		в	
Beach 53rd St and Beach Channel Dr (W leg, S sidewalk)	10.0	3.0	7.0	35	33	40	24	С		С	С		D	+	D	+	D	+	D	+	D	+
Beach 53rd St and Rockaway Beach Blvd (N leg, E sidewalk)	6.5 ⁽²⁾	3.5	3.0	40	59	49	59	В		В	В		В		С		С		С		С	
Beach 53rd St and Rockaway Beach Blvd (E leg, N sidewalk)	9.0 (2)	3.5	5.5	40	39	56	60	В		С	В		В		С		D		С		С	
Beach 50th St and Rockaway Beach Blvd (E leg, S sidewalk)	7.0	3.0	4.0	65	48	49	42	Α		В	В		В		С		С		С		С	
Beach 47th St and Rockaway Beach Blvd (E leg, S sidewalk)	7.8	3.0	4.8	68	77	47	83	Α		A	В		Α		С		С		С		С	
Beach 44th St and Rockaway Fwy (N leg, W sidewalk)	5.5	3.0	2.5	61	41	25	51	Α		В	С		В		С		С		D	+	С	
Beach 44th St and Rockaway Fwy (W leg, N sidewalk)	14.3	3.0	11.3	183	131	72	188	Α		A	Α		Α		В		В		С		в	
Beach 56th St and Arverne Blvd (W leg, N sidewalk)	10.0	3.0	7.0	38	104	85	76	С		A	Α		A		D	+	В		С		С	
Beach 57th St and Arverne Blvd (E leg, N sidewalk)	10.0	3.0	7.0	92	144	130	139	Α		A	А		Α		В		В		В		В	
Beach 52nd St and Beach Channel Dr (E leg, S sidewalk)	10.5	5.5	5.0	136	84	107	71	Α		A	A		Α		В		С		В		С	

Notes: "+" denotes significant adverse impact. (1) The total width was measured at the narrowest point along the sidewalk. (2) Measured from the Proposed Project site plan.

Table 20-19: Summary of Significant Adverse Pedestrian Impacts – Signalized Crosswalks

			Availa	ble Circula	tion Space	e (ft²/p)		Cross	valk C	irculati	ion L	os	
	Length	Width		Weekday	Sat		We	ekday			Sa	ıt	
Location	(ft)	(ft)	AM	MD	PM	MD	AM MD			Pl	М	M	D
Beach 54th St and Beach Channel Dr (S leg)	33.8	14.5	30	22	16	21	С	D	+	D	+	D	+
Beach 54th St and Arverne Blvd (N leg)	40.0	12.2	29	25	15	22	С	С		D	+	D	+

Notes:

"+" denotes significant adverse impact.

Table 20-20: Summary of Significant Adverse Pedestrian Impacts – Corners and Medians

	Avail	able Circ (ft ²	ulation \$ ²/p)	Space			Corner	Circ	ulation		2	
		Weekday		Sat			Week		ulation		S Sa	t
Location	AM	MD	PM	MD		1	M		PN	1	M	
Beach 59th St and Arverne Blvd (NE corner)	138	104	143	142	А		А		Α		Α	Γ
Beach 59th St and Arverne Blvd (SE corner)	147	151	161	171	Α		Α		Α		Α	1
Beach 59th St and Rockaway Fwy (NW corner)	84	117	111	150	Α		Α		Α		Α	
Beach 54th St and Beach Channel Dr (NE corner)	485	692	555	483	Α		Α		Α		Α	
Beach 54th St and Beach Channel Dr (SE corner)	136	111	97	101	Α		Α		Α		Α	
Beach 54th St and Beach Channel Dr (SW corner)	252	214	155	204	Α		Α		Α		Α	
Beach 54th St and Beach Channel Dr (NW corner)	81	107	80	91	Α		Α		Α		Α	
Beach 54th St and Arverne Blvd (NE corner)	27	25	16	23	С		С		D	+	D	+
Beach 54th St and Arverne Blvd (NW corner)	114	85	54	70	Α		Α		В		Α	
Beach 53rd St and Beach Channel Dr (SE corner)	135	143	122	152	Α		Α		Α		Α	
Beach 53rd St and Beach Channel Dr (SW corner)	43	42	38	50	В		В		С		В	
Beach 51st St and Beach Channel Dr (SE corner)	87	93	96	117	Α		Α		Α		Α	
Beach 47th St and Rockaway Beach Blvd (SW corner)	88	40	52	57	Α		В		В		В	
Beach 47th St and Rockaway Beach Blvd (SE corner)	64	30	38	42	Α		С		С		В	
Beach 44th St and Rockaway Beach Blvd (SW corner)	190	83	92	94	Α		Α		Α		Α	
Beach 44th St and Rockaway Fwy (NW corner)	111	112	62	181	Α		Α		Α		Α	
Beach 56th PI and Arverne Blvd (NW corner)	110	87	55	115	Α		Α		В		Α	
Beach 56th PI and Arverne Blvd (NE corner)	84	70	54	114	Α		Α		В		Α	
Beach 56th PI and Arverne Blvd (SW corner) ⁽¹⁾	151	84	67	81	Α		Α		Α		Α	
Beach 56th PI and Arverne Blvd (SE corner) ⁽¹⁾	111	60	64	74	Α		В		Α		Α	
Beach 56th St and Arverne Blvd (NW corner)	156	171	117	161	Α		Α		Α		Α	
Beach 56th St and Arverne Blvd (NE corner)	192	166	121	169	Α		Α		Α		Α	
Beach 56th PI and Rockaway Fwy (NW corner) ⁽¹⁾	293	369	123	234	Α		Α		Α		Α	
Beach 56th PI and Rockaway Fwy (NE corner) ⁽¹⁾	610	739	538	784	Α		Α		Α		Α	
Beach 57th St and Arverne Blvd (NW corner)	210	215	164	161	Α		Α		Α		Α	
Beach 57th St and Arverne Blvd (NE corner)	167	182	135	135	Α		Α		Α		Α	

Notes: Unsignalized corners at two-way stop-controlled intersections with uncontrolled crosswalks across the major street cannot be analyzed. Therefore, the northeast and northwest corners at Beach 53rd Street and Rockaway Boulevard and the southwest corner at Beach 50th Street and Rockaway Beach Boulevard were not included in this table.

"+" denotes significant adverse impact.

(1) Median element that was analyzed at two adjacent corners.

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A significant adverse pedestrian impact is considered mitigated if measures implemented would return the anticipated conditions to an acceptable level, following the same impact criteria used in determining impacts. Standard mitigation for significant adverse pedestrian impacts can include providing additional signal green time or new signal phases; widening crosswalks; relocating or removing street furniture; providing curb extensions, neck-downs, or lane reductions to reduce pedestrian crossing distance; and sidewalk widening.

Discussed below are mitigation measures to address the Proposed Actions' significant adverse pedestrian impacts. The mitigation measures generally consist of sidewalk and crosswalk widenings.

Sidewalks

The Proposed Actions would result in significant adverse impacts during one or more peak hours at four of the sidewalks analyzed under the With-Action condition. **Table 20-21: With-Action with Mitigation – Sidewalk Conditions** summarizes the mitigation measures to address these impacts. As shown in **Table 20-21**, the north sidewalk on the east leg of Beach 54th Street and Arverne Boulevard, the south sidewalk on the west leg of Beach 53rd Street and Beach Channel Drive, and the west sidewalk on the north leg of Beach 44th Street and Rockaway Freeway would continue to be significantly adversely impacted during one of more peak hours.

				Available Circulation Space																		
	Total	Obstruc-	Effective		(ft²/p)		1	Non-Pla	oon (Conditio	ns LO	5			Platoor	1 Col	ndition	s LC	s			
	Width	tion Width	Width	-	Neekda	y	Sat		We	ekday	1		Sat			Weel	kday			S	at	Proposed
Location	(ft) ⁽¹⁾	(ft)	(ft)	AM	MD	PM	MD	AM	1	٨D	PM		MD	1	M	M	D	PI	N	M	D	Mitigation
Beach 59th St and Arverne Blvd (E leg, N sidewalk)	5.8	3.0	2.8	49	60	44	48	В	В		В		3	С		С		С		С		-
Beach 59th St and Rockaway Fwy (W leg, N sidewalk)	8.0	3.0	5.0	66	94	69	85	А	A		Α		Ą	С		В		С		С		-
Beach 54th St and Beach Channel Dr (W leg, N sidewalk)	7.0	3.0	4.0	73	103	89	61	Α	A		Α		A	С		В		С		С		-
Beach 54th St and Arverne Blvd (E leg, N sidewalk)	8.0	3.0	5.0	42	37	39	25	В	С		С		0	С		D	+	D	+	D	+	Unmitigable
Beach 54th St and Arverne Blvd (W leg, N sidewalk)	10.0	3.0	7.0	63	68	55	51	Α	A		В		3	С		С		С		С		-
Beach 53rd St and Beach Channel Dr (E leg, S sidewalk)	18.3 ⁽²⁾	3.0	15.3	260	197	216	148	Α	A		A		A	В		В		В		В		-
Beach 53rd St and Beach Channel Dr (W leg, S sidewalk)	10.0	3.0	7.0	35	33	40	24	С	С		С) ·	⊦ D	+	D	+	D	+	D	+	Unmitigable
Beach 53rd St and Rockaway Beach Blvd (N leg, E sidewalk)	6.5 ⁽²⁾	3.5	3.0	40	59	49	59	В	В		В		3	С		С		С		С		-
Beach 53rd St and Rockaway Beach Blvd (E leg, N sidewalk)	9.0 (2)	3.5	5.5	40	39	56	60	В	С		В		3	С		D		С		С		-
Beach 50th St and Rockaway Beach Blvd (E leg, S sidewalk)	7.0	3.0	4.0	65	48	49	42	Α	В		В		3	С		С		С		С		-
Beach 47th St and Rockaway Beach Blvd (E leg, S sidewalk)	7.8	3.0	4.8	68	77	47	83	Α	A		В		A	С		С		С		С		-
Beach 44th St and Rockaway Fwy (N leg, W sidewalk)	5.5	3.0	2.5	61	41	25	51	A	В		С		3	С		С		D	+	С		Unmitigable
Beach 44th St and Rockaway Fwy (W leg, N sidewalk)	14.3	3.0	11.3	183	131	72	188	Α	A		A		A	В		В		С		В		-
																						Pave one 5' by 5'
Beach 56th St and Arverne Blvd (W leg, N sidewalk)	11.5	3.0	8.5	46	126	103	93	В	A		A		A	С		В		В		В		unpaved section
Beach 57th St and Arverne Blvd (E leg, N sidewalk)	10.0	3.0	7.0	92	144	130	139	A	A		A		A	B		В		В		В		-
Beach 52nd St and Beach Channel Dr (E leg, S sidewalk)	10.5	5.5	5.0	136	84	107	71	A	A		A		A	В		С		В		С		

Table 20-21: With-Action with Mitigation – Sidewalk Conditions

Notes:
 "+" denotes signinficant adverse impact.
 (1) The total width was measured at the narrowest point along the sidewalk.
 (2) Measured from the Proposed Project site plan.

North sidewalk on the east leg of Beach 54th Street and Arverne Boulevard

The north sidewalk on the east leg of Beach 54th Street and Arverne Boulevard would experience a significant adverse impact during the Weekday MD, Weekday PM, and Saturday MD peak hours along the sidewalk where a tree pit reduces the effective width of the sidewalk to five feet. No practicable or feasible measures to mitigate the significant adverse impact at this sidewalk were identified; therefore, the significant adverse impact at this location would remain unmitigated.

South sidewalk on the west leg of Beach 53rd Street and Beach Channel Drive

The south sidewalk on the west leg of Beach 53rd Street and Beach Channel Drive would experience a significant adverse impact during the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak hours due to tree pits that reduce the effective width of the sidewalk to seven feet. No practicable or feasible measures to mitigate the significant adverse impact at this sidewalk were identified; therefore, the significant adverse impact at this location would remain unmitigated.

West sidewalk on the north leg of Beach 44th Street and Rockaway Beach Boulevard

The west sidewalk on the north leg of Beach 44th Street and Rockaway Beach Boulevard would experience a significant adverse impact during the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak

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hours due to utility poles that reduce the effective width of the sidewalk to 2.5 feet. No practicable or feasible measures to mitigate the significant adverse impact at this sidewalk were identified; therefore, the significant adverse impact at this location would remain unmitigated.

North sidewalk on the west leg of Beach 56th Street and Arverne Boulevard

The north sidewalk on the west leg of Beach 56th Street and Arverne Boulevard would experience a significant adverse impact during the Weekday AM peak hour where an unpaved area reduces the effective width of the sidewalk to seven feet. Paving this area <u>over with concrete</u>, approximately five feet by five feet, would fully mitigate the significant adverse impact.

Crosswalks

The Proposed Actions would result in significant adverse impacts during one or more peak hours at the two signalized crosswalks analyzed under the With-Action condition. **Table 20-22: With-Action with Mitigation Crosswalk – Signalized Conditions** summarizes the mitigation measures to address these significant adverse crosswalk impacts. As shown in **Table 20-22**, the south crosswalk at Beach 54th Street and Beach Channel Drive would be fully mitigated by widening the existing crosswalk from 14.5 feet to 20.5 feet. The north crosswalk at Beach 54th Street and Arverne Boulevard would continue to be significantly adversely impacted during the Weekday PM and Saturday MD peak hours.

Table 20-22: With-Action with Mitigation Crosswalk – Signalized Conditions

			Available Circulation Space (ft ² /p)				Crosswalk	Circulat	ion L	os			
	Length	Width		Weekday Sat			Weekday			Sat			
Location	(ft)	(ft)	AM	MD	PM	MD	AM	MD	P	М	M	D	Proposed Mitigaiton
Beach 54th St and Beach Channel Dr (S leg)	33.8	20.5	43	32	24	31	в	С	С		С		Increase crosswalk width by 6' from 14.5' to 20.5'
Beach 54th St and Arverne Blvd (N leg)	40.0	12.2	29	25	15	22	С	С	D	+	D	+	Unmitigated
Notes:													

"+" denotes significant adverse impact.

Beach 54th Street and Beach Channel Drive, south crosswalk

The Proposed Actions would result in a significant adverse impact to the south crosswalk during the Weekday MD, Weekday PM, and Saturday MD peak hours. This significant adverse impact could be fully mitigated by widening this crosswalk by five feet from 14.5 feet to 20.5 feet.

Beach 54th Street and Arverne Boulevard, north crosswalk

The Proposed Actions would result in a significant adverse impact to the north crosswalk during the Weekday PM and Saturday MD peak hours. Because of the placement of the signal equipment, drainage structures/catch basins, and unpaved areas, widening of this crosswalk is not feasible; therefore, the significant adverse impact at this location would remain unmitigated.

Corners

The Proposed Actions would result in a significant adverse impact during one or more peak hours at one of the corners analyzed under the With-Action condition. As shown in **Table 20-23: With-Action with Mitigation – Corner and Median Conditions**, no practicable or feasible measures to mitigate the significant adverse impact at the northeast corner at Beach 54th Street and Arverne Boulevard were identified.

		able Circ (ft ² Weekday	/p)	Space Sat		c		Corner Circulation LOS Weekday Sat						
Location				AM	AM				PM)	Proposed Mitigation		
Beach 59th St and Arverne Blvd (NE corner)	138	104	143	142	Α		Α		Α		Α		-	
Beach 59th St and Arverne Blvd (SE corner)	147	151	161	171	Α		Α		Α		Α		-	
Beach 59th St and Rockaway Fwy (NW corner)	84	117	111	150	Α		Α		Α		Α		-	
Beach 54th St and Beach Channel Dr (NE corner)	485	692	555	483	Α		Α		Α		Α		-	
Beach 54th St and Beach Channel Dr (SE corner)	136	111	97	101	Α		Α		Α		Α		-	
Beach 54th St and Beach Channel Dr (SW corner)	252	214	155	204	Α		Α		Α		Α		-	
Beach 54th St and Beach Channel Dr (NW corner)	81	107	80	91	Α		Α		Α		Α		-	
Beach 54th St and Arverne Blvd (NE corner)	27	25	16	23	С		С		D	+	D	+	Unmitigable	
Beach 54th St and Arverne Blvd (NW corner)	114	85	54	70	Α		Α		В		Α		-	
Beach 53rd St and Beach Channel Dr (SE corner)		143	122	152	Α		Α		Α		Α		-	
Beach 53rd St and Beach Channel Dr (SW corner)	43	42	38	50	В		В		С		В		-	
Beach 51st St and Beach Channel Dr (SE corner)	87	93	96	117	Α		Α		Α		Α		-	
Beach 47th St and Rockaway Beach Blvd (SW corner)	88	40	52	57	Α		В		В		В		-	
Beach 47th St and Rockaway Beach Blvd (SE corner)	64	30	38	42	Α		С		С		В		-	
Beach 44th St and Rockaway Beach Blvd (SW corner)	190	83	92	94	Α		Α		Α		Α		-	
Beach 44th St and Rockaway Fwy (NW corner)	111	112	62	181	Α		Α		Α		Α		-	
Beach 56th PI and Arverne Blvd (NW corner)	110	87	55	115	Α		Α		В		Α		-	
Beach 56th PI and Arverne Blvd (NE corner)	84	70	54	114	Α		Α		В		Α		-	
Beach 56th PI and Arverne Blvd (SW corner) ⁽¹⁾	151	84	67	81	Α		Α		Α		Α		-	
Beach 56th PI and Arverne Blvd (SE corner) ⁽¹⁾	111	60	64	74	Α		В		Α		Α		-	
Beach 56th St and Arverne Blvd (NW corner)	156	171	117	161	Α		Α		Α		Α		-	
Beach 56th St and Arverne Blvd (NE corner)	192	166	121	169	Α		Α		Α		Α		-	
Beach 56th PI and Rockaway Fwy (NW corner) (1)	293	369	123	234	Α		Α		Α		Α		-	
Beach 56th PI and Rockaway Fwy (NE corner) ⁽¹⁾	610	739	538	784	Α		А		Α		Α		-	
Beach 57th St and Arverne Blvd (NW corner)	210	215	164	161	Α		Α		Α		Α		-	
Beach 57th St and Arverne Blvd (NE corner)	167	182	135	135	A		A		A		A		-	

Table 20-23: With-Action with Mitigation – Corner and Median Conditions

Notes: Unsignalized corners at two-way stop-controlled intersections with uncontrolled crosswalks across the major street cannot be analyzed. Therefore, the northeast and northwest corners at Beach 53rd Street and Rockaway Boulevard and the southwest corner at Beach 50th Street and Rockaway Beach

Boulevard were not included in this table.

"+" denotes significant adverse impact. (1) Median element that was analyzed at two adjacent corners.

Beach 54th Street and Arverne Boulevard, northeast corner

The Proposed Actions would result in a significant adverse impact at the northeast corner of Beach 54th Street and Arverne Boulevard during the Weekday PM and Saturday MD peak hours. No practicable or feasible measures to mitigate the significant adverse impact at this corner were identified; therefore, the significant adverse impact at this location would remain unmitigated.

Effects of Traffic Mitigation on Pedestrian Conditions

Iraffic mitigation measures would potentially affect pedestrian conditions at crosswalks and corners at five intersections during one or more peak hours.

As shown in Table 20-24: 2034 With-Action with Traffic Mitigation – Crosswalks at Newly Signalized Intersections, all affected crosswalks would operate at mid-LOS D or better in all peak hours. Therefore, there would be no significant adverse crosswalk impacts at newly signalized intersections as a result of the traffic mitigation.

Table 20-24: 2034 With-Action with Traffic Mitigation – Crosswalks at Newly Signalized Intersections

			Availa	ble Circula	tion Spac	e (ft²/p)		Crosswalk Circulation LOS						
	Length	Width		Weekday Sa			Weekday			Sat				
Location	(ft)	(ft)	AM	MD	PM	MD	AM	М	D	PM	MD			
Beach 53rd St and Beach Channel Dr (S leg) ⁽¹⁾	30.0	10.0	29	30	25	36	С	С		С	С			
Beach 53rd St and Rockaway Beach Blvd (N leg) ⁽¹⁾	35.0	12.0	25	28	36	34	С	С		С	С			
Beach 52nd St and Rockaway Beach Blvd (N leg) ⁽¹⁾	23.0	10.0	102	66	71	84	А	А		А	Α			
Beach 52nd St and Rockaway Beach Blvd (E leg) (1)	40.0	12.0	162	66	19	84	А	А		D	А			

"+" denotes significant adverse impact. (1) Newly signalized crosswalk due to traffic mitigation measures.

As shown in Table 20-25: 2034 With-Action with Traffic Mitigation - Existing Corners, all affected corners would operate at LOS C or better in all peak hours. Therefore, there would be no significant adverse corner impacts at corners as a result of the traffic mitigation.

Table 2	0.95.	2024	With Action		Traffia	Mitiantian	Eviating	Carnera
I able Z	U-23. /	2034	With-Action	with	Trainc	willigation -	- <u>EXISUNG</u>	Comers

		able Circ (ft ²	/p)			LOS		
Location				Sat MD	Weekday AM MD PN			Sat MD
Beach 59th St and Arverne Blvd (NE corner)	138	104	143	142	A	A	A	A
Beach 59th St and Arverne Blvd (SE corner)	147	151	161	171	Α	Α	Α	A
Beach 59th St and Rockaway Fwy (NW corner)	84	117	111	150	А	Α	Α	А
Beach 53rd St and Beach Channel Dr (SE corner)	128	136	118	147	Α	Α	A	Α
Beach 53rd St and Beach Channel Dr (SW corner)	39	37	30	44	С	С	С	В
Beach 53rd St and Rockaway Beach Blvd (NE corner)	29	35	49	43	С	С	В	В
Beach 53rd St and Rockaway Beach Blvd (NW corner)	103	120	155	137	А	Α	Α	Α
Notes:	•		•	•				

"+" denotes significant adverse impact.

As shown in Table 20-26: 2034 With-Action with Traffic Mitigation - Proposed Corners , all affected corners would operate at LOS B or better in all peak hours. Therefore, there would be no significant adverse corner impacts at proposed corners as a result of the traffic mitigation.

	Available Circulation Space (ft ² /p)				(
	Weekday Sat					Sat		
Location	AM	MD	PM	MD	AM	MD	PM	MD
Beach 52nd St and Rockaway Beach Blvd (NE corner)	607	326	169	409	A	A	A	А
Beach 52nd St and Rockaway Beach Blvd (SE corner)	1318	639	325	539	A	A	A	А
Beach 52nd St and Rockaway Beach Blvd (NW corner)	106	66	54	54	A	A	В	В

Parking

Effects of Traffic Mitigation on Parking Conditions

Iraffic mitigation measures at the intersection of Beach Channel Drive and Beach 73rd Street (Intersection 13) would include modifications to the curbside parking regulations, which would result in the loss of approximately 16 on-street parking spaces during the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak hours. These parking spaces are located beyond of the 0.25-mile radius parking area analyzed in Chapter 12, "Transportation." - Therefore, the traffic mitigation measures would not result in any significant adverse parking impacts.

Traffic mitigation measures at the intersection of Rockaway Beach Boulevard and Beach 53rd Street would include modifications to the curbside parking regulations, which would result in the loss of approximately ten on-street parking space during the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak hours. These on-street parking space are located within the 0.25-mile radius parking area analyzed in Chapter 12, "Transportation." As shown in Table 20-27: 2034 With-Action with Traffic Mitigation Utilization of Available On-Street Parking Spaces, the on-street parking demand would represent less than half of the available on-street parking spaces for all peak hours, with the exception of the Weekday Overnight. However, as described in Chapter 12, "Transportation," approximately 55 non-residential parking spaces in building E parking garage would be available to residents for overnight parking; therefore, there would be no significant adverse parking impacts as a result of the traffic mitigation.

Table 20-27: 2034 With-Action with Traffic Mitigation Utilization of Available On-Street Parking <u>Spaces</u>

2034 With-Action with Traffic Mitigation Available Parking Spaces Utilization	Weekday AM	Weekday MD	Weekday PM	Weekday Overnight	Saturday MD
Available Parking Spaces					
With-Action On-Street Available Parking Spaces ⁽¹⁾	518	672	704	760	762
Net Change in With-Action On-Street Parking Supply Due to Traffic Mitigation ⁽²⁾	-10	-10	-10	-10	-10
Total Available With-Action with Traffic Mitigation On-Street Parking Spaces	508	662	694	750	752
Demand					
With-Action Demand ⁽³⁾	125	97	85	432	371
Utilization					
Utilization of Available On-Street Parking Spaces by With-Action Demand	25%	15%	12%	58%	49%

1. For detailed calculations, see Table 12-61.

Due to parking regulation change at Rockaway Beach Boulevard and Beach 53rd Street.
 Project generated (including as-of-right development) parking demand that would not be accomondated in on-site, off-street parking facilities

VI. Air Quality

As described in Chapter 13, "Air Quality," the maximum predicted PM_{2.5} concentrations at the Rockaway Beach Boulevard/Beach 54th Street/Beach 53rd Street would exceed the New York City Department of Environmental Protection (NYCDEP) annual de minimis value and result in a significant adverse air quality impact. Therefore, traffic mitigation measures were examined to avoid the potential significant adverse impact at the Rockaway Beach Boulevard/Beach 53rd Street intersection location. Signalization of this intersection would be required to provide gaps for vehicles traveling southbound on Beach 53rd Street due to the high pedestrian volumes expected on the north crosswalk. The specific signal timing change for this study intersection (number 27) is outlined in Table 20-7. As shown in Table 20-28: Mobile Source PM2.5 (ug/m3), 2034 With-Action Condition, with this traffic mitigation measure applied at the Rockaway Beach Boulevard/Beach 53rd Street intersection, the Proposed Project would not result in a significant adverse air quality impact.

Time Period	Intersection	No-Action Total	With-Action Total	NAAQS	Increment	De Minimis
24-Hour	Rockaway Beach Blvd/ Beach 54 th	<u>27.8</u>	<u>28.3</u>	35	0. <u>4</u>	<u>8.7</u>
Annual	Street/ Beach 53 rd Street	<u>7.6</u>	<u>7.6</u>	12	0.0	0.3
24-Hour	Beach Channel Drive/ Beach 50 th	<u>21.1</u>	<u>21.8</u>	35	<u>0.7</u>	<u>8.7</u>
Annual	Street	<u>7.1</u>	<u>7.2</u>	12	0.1	0.3

VII. CONSTRUCTION

Construction of the Proposed Project would result in the potential for significant adverse constructionrelated impacts on traffic, pedestrian, and noise during peak construction periods. The discussion below outlines potential mitigation measures that would fully or partially mitigate the identified significant adverse impacts.

Transportation

As described in Chapter 18, "Construction," several locations in the study area would experience significant adverse traffic impacts during the peak construction period of Q3 2027. No construction-related <u>pedestrian</u>, transit_or parking significant adverse impacts were identified. Potential mitigation measures that would fully or partially mitigate the identified significant adverse traffic impacts were identified.

Traffic

As described in Chapter 18, "Construction," the peak construction activities associated with the Proposed Project would result in significant adverse traffic impacts at <u>ten</u> and <u>seven</u> signalized intersections during the Weekday PM and Saturday PM peak hours, respectively, and two unsignalized intersections during both the Weekday PM and Saturday PM peak hours. As described below, mitigation measures such as signal timing changes, lane geometry changes, and signalization of unsignalized intersections would mitigate or partially mitigate several of the construction-related traffic impacts.

Table 20-29: Construction-Related Traffic Mitigation summarizes mitigation measures for each of the intersections with construction-related significant adverse traffic impacts during the Weekday PM and Saturday PM peak hours.

Fully Mitigated Significant Adverse Construction-Related Traffic Impacts

The following sections summarize the study intersections that would be fully mitigated during the peak construction period of Q3 2027 based on the mitigation measures.

Signal Timing Reallocation

The significant adverse construction-related traffic impacts at the following study locations would be fully mitigated through the reallocation of green time. The specific signal timing changes for each study location are summarized in **Table 20-29**.

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- Beach Channel Drive/Arverne Boulevard and Beach 62nd Street (Intersection 15)
 - The construction-related impact in the Weekday PM and Saturday PM peak hours would be mitigated by reallocating green time. This mitigation measure was not identified for the Proposed Project and would be necessary to address the peak construction period impact only. This intersection would be unmitigated under the With-Action condition for the Proposed Project. Therefore, NYCDOT will determine if this mitigation would need to be maintained or removed post-construction.
- Rockaway Beach Boulevard and Beach 62nd Street (Intersection 16)
 - The construction-related impact in the Weekday PM peak hour would be mitigated by reallocating green time. This mitigation measure was not identified for the Proposed Project during the Weekday PM peak hour; this intersection was unmitigated under the With-Action condition for the Proposed Project during the Weekday PM peak hour. Therefore, this mitigation would be necessary to address the peak construction period impact only. Therefore, NYCDOT will determine if this mitigation would need to be maintained or removed post-construction.
- Rockaway Beach Boulevard and Beach 59th Street (Intersection 21)
 - The construction-related impact in the Weekday PM and Saturday PM peak hours would be mitigated by reallocating green time. Green time would also be reallocated at intersection 20 as part of this mitigation as intersections 20 and 21 operate under the same controller. This mitigation measure was not identified for the Proposed Project and would be necessary to address the peak construction period impact only. This intersection would be unmitigated under the With-Action condition for the Proposed Project. Therefore, NYCDOT will determine if this mitigation would need to be maintained or removed postconstruction.
- Edgemere Avenue and Beach 54th Street (Intersection 25)
 - The construction-related impact in the Weekday PM and Saturday PM peak hours would be mitigated by reallocating green time. To maintain operations with intersections that operate under the same controller and offsets, green time would also be reallocated at intersections 23 and 24 during the <u>Weekday PM and Saturday PM peak hour as part of this mitigation. Signal timing reallocation was not identified as a mitigation measure for the Proposed Project and would be necessary to address the peak construction period impacts only. Therefore, NYCDOT will determine if this mitigation would need to be maintained or removed post-construction.
 </u>
- Beach Channel Drive and Dix Avenue (Intersection 47)
 - The construction-related impact in the Weekday PM and Saturday PM peak hours would be mitigated by reallocating green time. This mitigation measure was not identified for the Proposed Project and would be necessary to address the peak construction period impact only. This intersection would be unmitigated under the With-Action condition for the Proposed Project. Therefore, NYCDOT will determine if this mitigation would need to be maintained or removed post-construction.
- Beach Channel Drive and Hassock Street (Intersection 50)
 - The construction-related impact in the Weekday PM and Saturday PM peak hour would be mitigated by reallocating green time. This mitigation measure was not identified for the Proposed Project and would be necessary to address the peak construction period <u>impacts</u>

only. This intersection would remain unmitigated during the operational Weekday PM <u>and</u> <u>Saturday MD</u> peak <u>hours</u>. Therefore, NYCDOT will determine if this mitigation would need to be maintained or removed post-construction.

Geometric Modifications and Elimination of On-Street Parking

<u>The significant adverse traffic impacts at the following study intersection would be partially mitigated by</u> <u>geometric modifications and/or elimination of on-street parking. The specific changes are outlined in</u> **Table 20-29**<u></u>

• Arverne Boulevard and Beach 59th Street (Intersection 19)

- The significant adverse construction-related traffic impact in the Weekday PM peak hour would be fully mitigated by advancing the mitigation measure for this intersection for the Proposed Project, specifically through the restriping of the westbound approach to provide <u>an</u> additional turn bay. <u>The eastbound approach would be restriped to provide a center</u> <u>median to align the eastbound and westbound approaches.</u>
- Arverne Boulevard and Beach 54th Street (Intersection 23)
 - The significant adverse construction-related traffic impacts in the Weekday PM and Saturday PM peak hours would be fully mitigated by advancing the mitigation measure for this intersection for the Proposed Project, specifically through the elimination of on-street parking on the north curb of the westbound approach between Beach 54th Street and Beach 53rd Street.

Installation of New Traffic Signals

The significant adverse construction-related traffic impacts at the following unsignalized intersections would be fully mitigated by advancing the mitigation measures for these intersections for the Proposed Project, specifically by signalizing the intersections. The specific signal timings for each study intersection are outlined in **Table 20-29**.

- Beach Channel Drive and Beach 53rd Street (Intersection 26)
 - Signalization of this intersection would be required to provide gaps in eastbound and westbound traffic for vehicles traveling northbound on Beach 53rd Street (minor street).
 - For analysis purposes, signal timing was developed for the proposed traffic signal based on the timings at adjacent intersections, required pedestrian crossing times, and the need to accommodate future peak period traffic volumes.
 - New crosswalks <u>and associated pedestrian ramps</u> would be installed across Beach Channel Drive in conjunction with this signal installation.
- Rockaway Beach Boulevard and Beach 53rd Street (Intersection 27)
 - Signalization of this intersection would be required to provide gaps for vehicles traveling southbound on Beach 53rd Street due to the high pedestrian volumes expected on the north crosswalk.
 - <u>Restripe eastbound approach to provide one left-turn lane and one through lane. Restripe</u> westbound approach to align the eastbound and westbound approaches and eliminate onstreet parking on the north curb of the westbound receiving lane.
 - For analysis purposes, signal timing was developed for the proposed traffic signal based on the timings at adjacent intersections, required pedestrian crossing times, and the need to accommodate future peak period traffic volumes.

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• Approximately 10 parking spaces would be removed as a result of the mitigation.

Partially Mitigated Significant Adverse Traffic Impacts

The significant adverse construction-related traffic impact at the following intersection would be partially mitigated through the reallocation of green time. The specific signal timing changes are outlined in **Table 20-29**.

- Beach Channel Drive and Mott Avenue (Intersection 46)
 - The construction-related impact in the Saturday PM peak hour would be mitigated by reallocating green time. This mitigation measure was not identified for the Proposed Project and would be necessary to address the peak construction period impact only. This intersection would be unmitigated under the With-Action condition for the Proposed Project. Therefore, NYCDOT will determine if this mitigation would need to be maintained or removed post-construction.
 - The construction-related impact at this intersection in the Weekday PM peak hour would be unmitigable.

Unmitigable Significant Adverse Construction-Related Traffic Impacts

Due to pedestrian crossing times that cannot be shortened, practical measures to mitigate the significant adverse construction-related traffic impact at Beach Channel Drive and Beach 116th Street (Intersection 1) during the Weekday PM peak hour could not be identified. Therefore, the significant adverse impact at this intersection would be unmitigable.

Table 20-30 through Table 20-33 show the v/c ratios, delays, and LOS for impacted lane groups at each signalized intersection with implementation of these mitigation measures and compare them to Q3 2027 No-Action and Q3 2027 peak construction conditions for the Weekday AM, Weekday PM, Saturday AM, and Saturday MD peak hours. **Table 20-30 through Table 20-33** also show that significant adverse construction-related impacts would be fully mitigated at all but two lane groups at two intersections during the Weekday PM peak hour. These impacts would constitute unavoidable significant adverse construction-related traffic impacts as a result of the Proposed Project (see Chapter 21, "Unavoidable Adverse Impacts").

Table 20-34 through Table 20-37 show the v/c ratios, delays, and LOS for impacted lane groups at each unsignalized intersection with implementation of these mitigation measures and compare them to Q3 2027 No-Action and Q3 2027 peak construction conditions for the Weekday AM, Weekday PM, Saturday AM, and Saturday MD peak hours. **Table 20-30 through Table 20-33** also show that significant adverse construction-related impacts would be fully mitigated at all unsignalized intersections during all peak hours.

Table 20-29: Construction-Related Traffic Mitigation

Weekday AM Peak Hour **Intersection** Not impacted. Mitigation measure needed to address Weekday PM impact. Restripe WB approach as one 11' left-turn bay (75'), one 11' through lane, and one 8' parking lane. Stripe an 8' median on eastbound approach for approximately 150' with a 50' taper to align eastbound and westbound approaches. **Mitigation Description** No-Action/With-Action Mitigated Arverne Boulevard & Beach 59th Street 19 R G Α R G Α 31.0 EB/WB 2.0 31.0 2.0 3.0 EB / WB 3.0 Signal Timing Mitigation SB 19.0 3.0 2.0 SB 19.0 3.0 2.0 Cycle Length 60 sec Cycle Length 60 sec

		Mitigation Description	impacts in Weekday PM and Saturday PM peal urs.							
			No-Action/With-Action	Mitig						
26	Beach Channel Drive & Beach 53rd Street			G	Α	R				
		Signal Timing Mitigation		EB / WB	49.0	3.0	2.0			
			Unsignalized	31.0	3.0	2.0				
				Cycle Length		90	sec			

	Rockaway Beach Boulevard & Beach	Mitigation Description		nitigate impacts in Weekday PM and Saturday PM peak hours.					
		Boulevard & Beach 53rd Street Signal Timing Mitigation	No-Action/With-Action	Mitigated					
27	Boulevard & Beach				G	Α	R		
	53rd Street		EB / WB	47.0	3.0	2.0			
	Unsignalized	Unsignalized	SB	33.0	3.0	2.0			
				Cycle Length		90	sec		

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Table 20-29 (continued): Construction-Related Traffic Mitigation

Intersection

Weekday PM Peak Hour

		Mitigation Description	Reallocate	1 second	I from NE	3 / SB ph	ase to WB (Arverne Boulev	vard) pha	ise.	
			No-Action/	Mitigated						
15	15 Beach Channel Drive & Beach 62nd Street			G	Α	R		G	Α	R
15		Signal Timing Mitigation	EB/WB	35.0	3.0	2.0	EB / WB	35.0	3.0	2.0
			WB (Arverne Blvd)	20.0	3.0	2.0	WB (Arverne Blvd)	21.0	3.0	2.0
			NB / SB	20.0	3.0	2.0	NB / SB	19.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

-	Mitigation Description	я	Reallocate	e 1 secor	nd from E	B phase to EB / WB phase	e.				
			No-Action/	With-Ac	tion		Mitigated				
16	16 Rockaway Beach Boulevard & Beach 62nd Street	Signal Timing Mitigation		G	Α	R		G	Α	R	
10			EB/WB	29.0	3.0	2.0	EB / WB	30.0	3.0	2.0	
			ЕВ	25.0	3.0	2.0	EB	24.0	3.0	2.0	
			NB	21.0	3.0	2.0	NB	21.0	3.0	2.0	
			Cycle Length		90	sec	Cycle Length		90	sec	

		Mitigation Description		n on east	bound a	pproach f	5'), one 11' through lane, a or approximately 150' with tbound approaches.			
	Arverne Boulevard & Beach 59th Street		No-Action	Mitiga	ated					
19				G	Α	R		G	Α	R
		Signal Timing Mitigation	EB/WB	31.0	3.0	2.0	EB / WB	31.0	3.0	2.0
		olghai rinnig intigation		19.0	3.0	2.0	SB	19.0	3.0	2.0
			Cycle Length		60	sec	Cycle Length		60	sec

		Mitigation Description	Reallocate 1 secon	id from S	B phase	to WBT	phase as part of mitigation	for inter	section 2	!1.
			No-Action/	With-Ac	tion		Mitiga	ated		
				G	Α	R		G	Α	R
20	Rockaway Freeway & Beach 59th Street		WBT	34.0	3.0	2.0	wвт	35.0	3.0	2.0
		Signal Timing Mitigation	All Peds	7.0	0.0	0.0	All Peds	7.0	0.0	0.0
			SB	24.0	3.0	2.0	SB	23.0	3.0	2.0
			WB	10.0	3.0	2.0	WB	10.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

	-	Mitigation Description	Rea	allocate 1	second	from NB	/ SB phase to EB / WB pha	ase.		
			No-Action/	With-Ac	tion		Mitiga	ated		
	Bookoway Booch			G	Α	R		G	Α	R
21	Rockaway Beach Boulevard & Beach 59th Street		EB / WB	34.0	3.0	2.0	EB / WB	35.0	3.0	2.0
		Signal Timing Mitigation	All Peds	7.0	0.0	0.0	All Peds	7.0	0.0	0.0
		o.g	NB / SB	24.0	3.0	2.0	NB / SB	23.0	3.0	2.0
			SB	10.0	3.0	2.0	SB	10.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

		Mitigation Description	54th Street and Beach 5	53rd Stre	et. Reallo	ocate 2 s	along north curb of WB ap econds from NB / SB phas se as part of mitigation for	e to EB /	/ WB pha	
	- Dealin of an our cer	Signal Timing Mitigation	No-Action/	With-Ac	tion		Mitiga	ated		
23				G	Α	R		G	Α	R
20			EB / WB	37.0	3.0	2.0	EB / WB	39.0	3.0	2.0
			NB	10.0	3.0	2.0	NB	11.0	3.0	2.0
			NB / SB	28.0	3.0	2.0	NB / SB	25.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

		Mitigation Description	Reallocate 2 seconds				/ WB phase and 1 second gation for intersection 25.	from NE	8 / SB ph	ase to
			No-Action	Mitig	ated					
24	Rockaway Freeway & Beach 54th Street			G	Α	R		G	Α	R
24		Signal Timing Mitigation	EB / WB	37.0	3.0	2.0	EB / WB	39.0	3.0	2.0
			WB	10.0	3.0	2.0	WB	11.0	3.0	2.0
			NB / SB	28.0	3.0	2.0	NB / SB	25.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

Table 20-29 (continued): Construction-Related Traffic Mitigation

Intersection

Weekday PM Peak Hour

	25 Edgemere Avenue & Beach 54th Street	Mitigation Description	Reallocate 2 seconds f	from NB	/ SB pha		/ WB phase and 1 second hase.	from NB	/ SB pha	ase to
			No-Action/	Mitigated						
25				G	Α	R		G	Α	R
25		Signal Timing Mitigation	EB / WB	37.0	3.0	2.0	EB / WB	39.0	3.0	2.0
			SB	10.0	3.0	2.0	SB	11.0	3.0	2.0
			NB / SB	28.0	3.0	2.0	NB / SB	25.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

		Mitigation Description	Signalize i	ntersection.			
			No-Action/With-Action	Mitiga	ated		
26					G	Α	R
		Signal Timing Mitigation		EB / WB	49.0	3.0	2.0
			Unsignalized	NB	31.0	3.0	2.0
				Cycle Length		90	sec

	Mitigation Description	Restripe WB approach to align EB and WB approa	ize intersection. Restripe EB approach as one 11' left-turn lane and one 11' through lane. WB approach to align EB and WB approaches. Eliminate on-street parking along north cur of WB receiving lanes.								
Bookowov Boooh	xaway Beach vard & Beach 3rd Street Signal Timing Mitigation	No-Action/With-Action	Mitigated								
Boulevard & Beach				G	Α	R					
53rd Street			EB / WB	47.0	3.0	2.0					
		Unsignalized	SB	33.0	3.0	2.0					
			Cycle Length		90	sec					

		Mitigation Description	Reallocate 1 second from EB / WB phase to NB / SB phase. No-Action/With-Action Mitigated							
			No-Action/	With-Ac	tion		Mitigated			
47	- Dix Avenue			G	Α	R		G	Α	R
		Signal Timing Mitigation	NB / SB	49.0	3.0	2.0	NB / SB	50.0	3.0	2.0
			EB / WB	31.0	3.0	2.0	EB / WB	30.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

		Mitigation Description	Rea	allocate 1	second	from EB	/ WB phase to NB / SB pha	ase.			
	50 Beach Channel Drive & Hassock Street		No-Action	With-Ac	tion		Mitigated				
50				G	Α	R		G	Α	R	
		Signal Timing Mitigation	EB / WB	34.0	3.0	2.0	EB / WB	33.0	3.0	2.0	
			NB / SB	46.0	3.0	2.0	NB / SB	47.0	3.0	2.0	
			Cycle Length		90	sec	Cycle Length		90	sec	

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Table 20-29 (continued): Construction-Related Traffic Mitigation

Intersection

Saturday AM Peak Hour

	Arverne Boulevard &	Mitigation Description	Not impacted. Mitigation measure needed to address Weekday PM impact. Restripe WB approach as one 11' left-turn bay (75'), one 11' through lane, and one 8' parking lane. Stripe an 8' median on eastbound approach for approximately 150' with a 50' taper to align eastbound and westbound approaches.									
40			No-Action	With-Ac	tion		Mitigated					
19	Beach 59th Street			G	Α	R		G	Α	R		
		Signal Timing Mitigation	EB / WB	31.0	3.0	2.0	EB / WB	31.0	3.0	2.0		
			SB	19.0	3.0	2.0	SB	19.0	3.0	2.0		
			Cycle Length		60	sec	Cycle Length		60	sec		

		Mitigation Description	Not impacted. Signalize intersection to mitigate impacts in Weekday PM and Saturday PM peak hours.									
			No-Action/With-Action	Mitig	ated							
26	Beach Channel Drive & Beach 53rd Street				G	Α	R					
		Signal Timing Mitigation		EB / WB	49.0	3.0	2.0					
	3		Unsignalized	NB	31.0	3.0	2.0					
				Cycle Length		90	sec					

		Mitigation Description			Not impacted. Signalize intersection to mitigate impacts in Weekday PM and Saturday PM peak hours.										
	Rockaway Beach		No-Action/With-Action	Mitigated											
27	Boulevard & Beach 53rd Street				G	Α	R								
	53rd Street	Signal Timing Mitigation	Unsignalized	EB / WB	47.0	3.0	2.0								
			Unsignalized	SB	33.0	3.0	2.0								
				Cycle Length		90	sec								

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Table 20-29 (continued): Construction-Related Traffic Mitigation

Intersection

Saturday PM Peak Hour

		Mitigation Description	Reallocate 1 s	second f	irom NB	/ SB pha	ase to WB (Arverne Bou	levard) p	ohase.	
			No-Action/		Mitigated					
15	Beach Channel Drive			G	Α	R		G	Α	R
15	& Beach 62nd Street	Signal Timing	EB / WB	35.0	3.0	2.0	EB / WB	35.0	3.0	2.0
			WB (Arverne Blvd)	20.0	3.0	2.0	WB (Arverne Blvd)	21.0	3.0	2.0
			NB / SB	20.0	3.0	2.0	NB / SB	19.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

	9 Arverne Boulevard & Beach 59th Street	Mitigation Description	Not impacted. Mitigation measure needed to address Weekday PM impact. Restripe WB approach as one 11' left-turn bay (75'), one 11' through lane, and one 8' parking lane. Stripe an 8' median on eastbound approach for approximately 150' with a 50' taper to align eastbound and westbound approaches.									
			No-Action/With-Action				Mitigated					
19		Signal Timing Mitigation		G	Α	R		G	Α	R		
			EB/WB	31.0	3.0	2.0	EB / WB	31.0	3.0	2.0		
			SB	19.0	3.0	2.0	SB	19.0	3.0	2.0		
			Cycle Length		60	sec	Cycle Length		60	sec		

	-	Mitigation Description	Reallocate 1 second	from SE	b phase	to WBT	phase as part of mitigation	on for in	tersectio	on 21.
			No-Action/	With-Ac	tion		Mitiga	ated		
				G	Α	R		G	Α	R
20	20 Rockaway Freeway & Beach 59th Street	Signal Timing Mitigation	WBT	34.0	3.0	2.0	WBT	35.0	3.0	2.0
			All Peds	7.0	0.0	0.0	All Peds	7.0	0.0	0.0
			SB	24.0	3.0	2.0	SB	23.0	3.0	2.0
			WB	10.0	3.0	2.0	WB	10.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

		Mitigation Description	Reallo	Reallocate 1 second from NB / SB phase to EB / WB phase.								
			No-Action/	With-Ac	tion		Mitigated					
	Rockaway Beach Boulevard & Beach 59th Street	Signal Timing Mitigation		G	Α	R		G	Α	R		
21			EB / WB	34.0	3.0	2.0	EB / WB	35.0	3.0	2.0		
	59th Street		All Peds	7.0	0.0	0.0	All Peds	7.0	0.0	0.0		
			NB / SB	24.0	3.0	2.0	NB / SB	23.0	3.0	2.0		
			SB	10.0	3.0	2.0	SB	10.0	3.0	2.0		
			Cycle Length		90	sec	Cycle Length		90	sec		

		Mitigation Description	Beach 54th Street an	nstall "No Standing Anytime" parking regulation along north curb of WB approach between each 54th Street and Beach 53rd Street. Reallocate 1 second from NB / SB phase to EB / WB phase and 1 second from NB / SB phase to NB phase as part of mitigation for intersection 25.									
		rne Boulevard & ach 54th Street Signal Timing Mitigation	No-Action/	With-Ac	tion		Mitiga	ated					
23	Arverne Boulevard &			G	Α	R		G	Α	R			
20	Beach 54th Street		EB/WB	37.0	3.0	2.0	EB / WB	38.0	3.0	2.0			
			NB	10.0	3.0	2.0	NB	11.0	3.0	2.0			
			NB / SB	28.0	3.0	2.0	NB / SB	26.0	3.0	2.0			
			Cycle Length		90	sec	Cycle Length		90	sec			

		Mitigation Description		Reallocate 1 second from NB / SB phase to EB / WB phase and 1 second from NB / SB phase to WB phase as part of mitigation for intersection 25.									
			No-Action/	With-Ac	tion		Mitigated						
24	Rockaway Freeway &			G	Α	R		G	Α	R			
24	Beach 54th Street	ət Signal Timing Mitigation	EB/WB	37.0	3.0	2.0	EB / WB	38.0	3.0	2.0			
			WB	10.0	3.0	2.0	WB	11.0	3.0	2.0			
			NB / SB	28.0	3.0	2.0	NB / SB	26.0	3.0	2.0			
			Cycle Length		90	sec	Cycle Length		90	sec			

		Mitigation Description	Reallocate 1 secon	Reallocate 1 second from NB / SB phase to EB / WB phase and 1 second from NB / SB phase to SB phase.									
			No-Action	/With-Ao	ction		Mitigated						
25	Edgemere Avenue &			G	Α	R		G	Α	R			
23	Beach 54th Street	Signal Timing Mitigation	EB/WB	37.0	3.0	2.0	EB / WB	38.0	3.0	2.0			
			SB	10.0	3.0	2.0	SB	11.0	3.0	2.0			
			NB/SB	28.0	3.0	2.0	NB / SB	26.0	3.0	2.0			
			Cycle Length		90	sec	Cycle Length		90	sec			

Table 20-29 (continued): Construction-Related Traffic Mitigation

Intersection

Saturday PM Peak Hour

		Mitigation Description	Signalize i	ntersection.				
	Beach Channel Drive & Beach 53rd Street		No-Action/With-Action	Mitigated				
26					G	Α	R	
		Signal Timing Mitigation		EB / WB	49.0	3.0	2.0	
	3		Unsignalized	NB	31.0	3.0	2.0	
				Cycle Length		90	sec	

		Mitigation Description	Signalize intersection. Restripe EB approach as Restripe WB approach to align EB and WB approa of WB rece				
	Rockaway Beach		No-Action/With-Action	Mitiga	ated		
27	Boulevard & Beach				G	Α	R
	53rd Street	Signal Timing Mitigation		EB / WB	47.0	3.0	2.0
			Unsignalized	SB	33.0	3.0	2.0
				Cycle Length		90	sec

		Mitigation Description	Rea	allocate 1	second	from EB	/ WB phase to NB / SB pha	ase.		
			No-Action/	With-Ac	tion		Mitiga	ated		
46	Beach Channel Drive &			G	Α	R		G	Α	R
40	Mott Avenue		EB/WB	34.0	3.0	2.0	EB / WB	33.0	3.0	2.0
		Signal Timing Mitigation	NB / SB	31.0	3.0	2.0	NB / SB	32.0	3.0	2.0
			EBR / SB	10.0	3.0	2.0	EBR / SB	10.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

		Mitigation Description	Rea	allocate 1	second	from EB	/ WB phase to NB / SB pha	ase.		
			No-Action/	/With-Ac	tion		Mitiga	ated		
47	Beach Channel Drive & Dix Avenue			G	Α	R		G	Α	R
		Signal Timing Mitigation	NB / SB	49.0	3.0	2.0	NB / SB	50.0	3.0	2.0
			EB/WB	31.0	3.0	2.0	EB / WB	30.0	3.0	2.0
			Cycle Length		90	sec	Cycle Length		90	sec

Beach Channel Drive & No-Action/With-Action Mitigated		
E o Beach Channel Drive &		
50 Beach Channel Drive & G A R G	Α	R
Signal Timing Mitigation EB / WB 34.0 3.0 2.0 EB / WB 33.0	3.0	2.0
NB / SB 46.0 3.0 2.0 NB / SB 47.0	3.0	2.0
Cycle Length 90 sec Cycle Length	90	sec

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Table 20-30: Q3 2027 Weekday AM Peak Hour No-Action vs. Peak Construction vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

								•							_
		Lane	v/c	No-Action Delay	LOS	Lane	v/c	Construe Delay	LOS		Lane	v/c	Mitigaiton Delay	LOS	t
#	Intersection & Approach Beach Channel Drive and Beach 116th Street	Group	Ratio	(sec)		Group	Ratio	(sec)			Group F	Ratio	(sec)		+
	Eastbound Westbound	LTR LTR	0.41	25.6 25.2	C C	LTR LTR	0.42 0.78	25.8 25.7	C C			0.42 0.78	25.8 25.7	C C	Ŧ
1	Northbound	LTR	0.20	43.9	D	LTR	0.20	43.9	D		LTR	0.20	43.9	D	1
	Southbound	LTR Interse	0.06 ection	45.0 26.2	C	LTR Interse	0.06 ction	45.0 26.6	D C		LTR Intersect	0.06 ion	45.0 26.6	C	1
	Newport Avenue and Beach 116th Street Eastbound	LTR	0.48	28.2	С	LTR	0.48	28.2	С		LTR	0.48	28.2	С	╉
2	Northbound	LT R	0.22	44.3 31.1	D C	LT R	0.22 0.20	44.3 31.1	D C			0.22 0.20	44.3 31.1	D C	7
	Southbound	LTR	0.16	16.8	В	LTR	0.16	16.8	В		LTR	0.16	16.8	В	1
	Rockaway Beach Boulevard and Beach 116th Street	Interse	ection	27.8	С	Interse	ction	27.8	С	_	Intersect	ion	27.8	С	╉
	Eastbound Westbound	LTR LTR	0.38 0.55	12.0 15.2	B	LTR LTR	0.38 0.55	12.0 15.2	B B			0.38 0.55	12.0 15.2	B	1
3	Northbound	L	0.03	12.3	В	L	0.03	12.3	В		L	0.03	12.3	В	1
-	Southbound	TR L	0.08	12.7 14.1	BB	TR L	0.08	12.7 14.1	B B			0.08 0.19	12.7 14.1	B	╉
		TR Interse	0.10	12.9 13.6	B	TR Interse	0.10 ction	12.9 13.6	B B		TR Intersect	0.10 ion	12.9 13.6	B	Ŧ
	Beach Channel Drive and Rockaway Freeway								•						1
4	Eastbound Westbound	LTR LTR	0.55 0.55	25.3 25.4	C C	LTR LTR	0.56 0.56	25.6 25.6	C C		LTR	0.56 0.56	25.6 25.6	C C	
•	Northbound	LT R	0.37	22.6 17.7	C B	LT R	0.37	22.6 17.7	C B			0.37 0.01	22.6 17.7	C B	+
	Beach Channel Drive and Beach 108th Street	Interse	ection	24.8	С	Interse	ction	25.0	С		Intersect	ion	25.0	С	1
	Each Channel Drive and Beach 108th Street Eastbound	TR	0.47	18.8	В	TR	0.49	19.0	В		TR	0.49	19.0	В	1
5	Westbound Northbound	LT L	0.53	20.1 17.1	C B	LT L	0.54	20.3 17.1	C B			0.54 0.31	20.3 17.1	C B	-
		R Interse	0.12	15.2 18.9	B	R Interse	0.12	15.2 19.0	B			0.12	15.2 19.0	B	1
	Rockaway Freeway and Beach 108th Street														1
	Eastbound Westbound	LTR LTR	0.09	14.6 15.5	B	LTR LTR	0.09 0.20	14.6 15.5	B B	\mathbb{H}		0.09 0.20	14.6 15.5	B	-
5	Northbound	L TR	0.28	17.2 15.6	B	L TR	0.28 0.20	17.2 15.6	B B			0.28 0.20	17.2 15.6	B	1
	Southbound	LTR	0.20	16.0	В	LTR	0.21	16.1	В		LTR	0.21	16.1	В	1
_	Rockaway Beach Boulevard and Beach 108th Street	Interse		15.8	В	Interse	CTION	15.8	В		Intersect	lion	15.8	В]
	Eastbound	L TR	0.32	18.9 19.9	B	L TR	0.32 0.47	18.9 20.0	B C			0.32 0.47	18.9 20.0	B C	1
	Westbound	L	0.03	14.2	В	L	0.03	14.2	В		L	0.03	14.2	В	1
7	Northbound	TR L	0.59 0.20	22.9 16.2	C B	TR L	0.59 0.20	22.9 16.2	C B		L	0.59 0.20	22.9 16.2	C B	-
	Southbound	TR L	0.25	16.4 15.5	B	TR L	0.25	16.4 15.6	B			0.25 0.14	16.4 15.6	B	-
		TR	0.25	16.6	B	TR	0.25	16.6	B		TR	0.25	16.6	В	1
_	Beach Channel Drive and Beach 92nd Street/Beach 94th	Interse Street	ection	19.2	В	Interse	CLION	19.3	В		Intersect	lon	19.3	В	-
	Eastbound Northeastbound (Cross Bay Bridge Exit Ramp)	T R	0.22	7.4 38.4	A D	T R	0.23	7.4 39.4	A D			0.23 0.51	7.4 39.4	A D	_
в	Northeastbound (Beach 94th St) Westbound	R TR	0.08	30.2 1.9	C A	R TR	0.08	30.2 1.9	C A		R	0.08 0.43	30.2 1.9	C A	
	Northbound	R	0.05	40.0	D	R	0.05	40.0	D		R	0.05	40.0	D	-
	Southbound	R Interse	0.01 ection	39.0 9.2	D	R Interse	0.01 ction	39.0 9.5	D A		R Intersect	0.01 ion	39.0 9.5	D	-
	Rockaway Freeway and Cross Bay Parkway Eastbound	TR	0.16	19.1	В	TR	0.16	19.1	В		TR	0.16	19.1	В	
	Westbound	L	0.01	35.6	D	L	0.01	35.6	D		L	0.01	35.6	D	
9	Southbound (Cross Bay Bridge Off-Ramp)	T LTR	0.13	10.4 20.4	B C	T LTR	0.13 0.14	10.4 20.6	B C		LTR	0.13 0.14	10.4 20.6	B C	-
	Southbound (Beach Channel Drive Off-Ramp)	LTR Interse	0.05 ection	19.8 16.7	B	LTR Interse	0.05 ction	19.8 17.0	B B		LTR Intersect	0.05 ion	19.8 17.0	B	_
	Rockaway Beach Boulevard and Cross Bay Parkway	TR	0.25	9.0	A	TR	0.25	9.1				0.25	9.1	A	1
0	Eastbound Westbound	LT	0.25	8.7	Α	LT	0.25	8.7	A		LT	0.25	8.7	Α	
	Southbound (Cross Bay Bridge Off-Ramp) Southbound (Beach Channel Drive Off-Ramp)	LT TR	0.11 0.12	14.7 15.2	B	LT TR	0.12	14.8 15.2	B			0.12 0.12	14.8 15.2	B	-
	Rockaway Freeway and Beach 94th Street	Interse	ection	10.8	В	Interse	ction	11.0	В		Intersect	ion	11.0	В	
	Eastbound	L	0.08	36.8	D	L T	0.08	36.8	D			0.08	36.8	D	
1 ¹	Westbound	TR	0.10 0.28	10.1 20.5	B C	TR	0.11 0.28	10.2 20.5	B C		TR	0.11 0.28	10.2 20.5	B C	l
	Northbound (Cross Bay Bridge On-Ramp)	LTR Interse	0.23 ection	21.4 19.6	C B	LTR Interse	0.23 ction	21.4 19.5	C B		LTR Intersect	0.23 ion	21.4 19.5	C B	-
	Rockaway Beach Boulevard and Beach 94th Street Eastbound	LT	0.23	8.6	A	LT	0.24	8.7	A			0.24	8.7	A	
2	Westbound	TR	0.51	12.1	В	TR	0.51	12.1	В		TR	0.51	12.1	В	
	Northbound (Cross Bay Bridge On-Ramp) Northbound (Beach Channel Drive On-Ramp)	LT TR	0.21	15.9 14.4	B	LT TR	0.21 0.05	15.9 14.4	B		TR	0.21 0.05	15.9 14.4	B	-
	Beach Channel Drive and Beach 73rd Street	Interse	ection	11.8	В	Interse	ction	11.7	В		Intersect	ion	11.7	В	4
	Eastbound	L	0.00	9.3 11.6	A B	L T	0.00	9.3 11.9	A B			0.00 0.30	9.3 11.9	A B	
3 ¹	Westbound	L	0.15	10.9	В	L	0.16	11.0	В		L	0.16	11.0	В	
-	Northbound	TR LT	0.61 0.26	17.6 22.4	B C	TR LT	0.62 0.26	17.9 22.4	B C	H		0.62	17.9 22.4	B C	
	Southbound	LTR Interse	0.02 ection	19.6 16.0	B	LTR Interse	0.02 ction	19.6 16.1	B B		LTR Intersect	0.02 ion	19.6 16.1	B B	1
	Rockaway Beach Boulevard and Beach 73rd Street														
	Eastbound	LT R	0.22	8.3 7.2	A	LT R	0.24	8.4 7.2	A		R	0.24	8.4 7.2	A	
	Westbound	L T	0.05	7.2 9.7	A	L T	0.05	7.2 9.7	A A	H		0.05	7.2 9.7	A	
4	Northbound	R LT	0.14 0.06	7.9 24.1	A C	R LT	0.14 0.06	7.9 24.1	A C			0.14 0.06	7.9 24.1	A C	
		R	0.02	23.7	С	R	0.02	23.7	С		R	0.02	23.7	С	
	Southbound	L TR	0.23	26.7 27.2	C C	L TR	0.23 0.26	26.7 27.2	C C		TR	0.23 0.26	26.7 27.2	C C	_
	Beach Channel Drive/Arverne Boulevard and Beach 62nd	Interse Street	ection	12.2	В	Interse	ction	12.2	В		Intersect	ion	12.2	В	4
	Eastbound	LT	0.72	30.8	С	LT	0.77	33.7	C			0.77	33.7	С	
5	Westbound (Beach Channel Drive) Westbound (Arverne Boulevard)	T LR	0.88 0.96	47.6 82.0	D	T LR	0.90 0.96	51.0 82.0	D F		LR	0.90 0.96	51.0 82.0	D	
	Northbound Southbound	LTR L	0.41	33.0 35.5	C D	LTR L	0.41 0.41	33.0 35.5	C D			0.41 0.41	33.0 35.5	C D	-
Ĩ		R	0.01	27.4	С	R	0.01	27.4	С		R	0.01	27.4	С	1
-		Interse		46.4	D	Interse	ction	48.3	D		Intersect	ion	48.3	D	

Table 20-30 (continued): Q3 2027 Weekday AM Peak Hour No-Action vs. Peak Construction vs. Mitigated Conditions Level of Service
Analysis – Signalized Intersections

6 8	Intersection & Approach Rockaway Beach Boulevard and Beach 62nd Street Eastbound Westbound Northbound	Lane Group L TR	v/c Ratio	No-Action Delay (sec)	LOS	Lane Group	v/c Ratio	Construc Delay (sec)	LOS	Lan		Mitigaiton Delay	
6 	Rockaway Beach Boulevard and Beach 62nd Street Eastbound Westbound	L		(sec)	103	Group	Datia	(600)					
6 8	Eastbound Westbound					Group	Ratio	(380)	200	Grou	up Ratio	(sec)	LOS
8		тр	0.15	25.3	С	L	0.15	25.3	С	L	0.15	25.3	С
8			0.27	7.2	А	TR	0.29	7.3	A	TR	0.29	7.3	A
8		LTR LTR	0.52	26.9 29.0	C C	LTR LTR	0.53	26.9 29.2	C C	LTF LTF		26.9 29.2	C C
8		Interse		20.8	C	Inters		20.6	C		ersection	20.6	C
	Beach Channel Drive and Beach 59th Street Eastbound	LT	0.28	11.9	В	LT	0.31	12.1	В	LT	0.31	12.1	В
	Lasibound	R	0.20	9.4	A	R	0.01	9.4	A	R		9.4	A
-4	Westbound	LTR	0.42	13.6	В	LTR	0.44	13.8	В	LTF		13.8	В
4	Southbound	LTR Interse	0.01 ection	19.4 13.0	B	LTR Inters	0.01 ection	19.4 13.1	B	LTF	R 0.01 ersection	19.4 13.1	B
	Arverne Boulevard and Beach 59th Street		-								-		
	Eastbound	T R	0.29	9.0 7.8	A A	T R	0.30	9.1 7.8	A	T R	0.35	9.6 7.8	A
9	Westbound	LT	0.48	11.5	В	LT	0.48	11.6	В		0.11	1.0	
Ŭ.										L 	0.20	8.8 9.5	A
Ŀ	Southbound	LTR	0.09	14.7	В	LTR	0.09	14.7	В	LTF		9.5 14.7	B
Ļ	Design Francisco de Deserto FO(h. O(nest)	Interse	ection	10.4	В	Inters	ection	10.5	В	Inte	ersection	9.6	А
r.	Rockaway Freeway and Beach 59th Street Westbound	L	0.57	46.8	D	L	0.57	46.8	D	L	0.57	46.8	D
0		Т	0.06	8.9	A	Т	0.06	8.9	Α	Т	0.06	8.9	Α
-	Southbound	LTR Interse	0.49 ection	33.7 33.4	C C	LTR Inters	0.49 ection	33.7 33.4	C C	LTF	R 0.49 ersection	33.7 33.4	C C
F	Rockaway Beach Boulevard and Beach 59th Street		outon	00.4		interes	00000	00.4	Ŭ			00.4	
F	Eastbound Westbound	TR LT	0.62 0.59	27.4 26.2	C C	TR LT	0.65 0.59	28.4 26.2	C C	TR LT		28.4 26.2	C C
1	Westbound Northbound	LI LR	0.59	26.2 31.5	C C	LI LR	0.59	26.2 31.5	C	LI		26.2 31.5	C C
F	Southbound	LTR	0.44	20.0	С	LTR	0.44	20.1	С	LTF	R 0.44	20.1	C
╞	Beach Channel Drive and Beach 54th Street	Interse	ECTION	25.3	С	Inters	ection	25.7	С	Inte	ersection	25.7	С
f	Eastbound	Т	0.29	11.9	В	Т	0.31	12.2	В	Т	0.31	12.2	В
2	Westbound	R LT	0.01	9.4 14.9	A B	R LT	0.01	9.4 15.2	A B	R LT		9.4 15.2	A B
⁻┢	Northbound	LR	0.10	20.7	С	LR	0.10	20.7	С	LR	0.10	20.7	С
F	Southbound	LTR	0.18	21.4	C	LTR	0.18	21.5	C B			21.5	C
+	Arverne Boulevard and Beach 54th Street	Interse	ะบนปก	15.0	В	Inters	ธิบเปปไ	15.1	Ď	inte	ersection	15.1	В
ļ	Eastbound	LTR	0.42	20.8	C	LTR	0.44	21.1	C	LTF		21.1	C
3	Westbound Northbound	LTR LTR	0.53 0.19	23.4 14.0	C B	LTR LTR	0.53	23.5 14.3	C B	LTF LTF		23.5 14.3	C B
Ľ	Southbound	LTR	0.09	22.4	С	LTR	0.09	22.4	С	LTF	R 0.09	22.4	С
╇	Rockaway Freeway and Beach 54th Street	Interse	ection	20.6	С	Inters	ection	20.6	С	Inte	ersection	20.6	С
Ē	Eastbound	LTR	0.04	16.0	В	LTR	0.04	16.0	В	LTF	R 0.04	16.0	В
	Westbound		0.11	37.1	D	L	0.11	37.1	D	L	0.11	37.1	D
4	Northbound	TR LTR	0.18	9.3 24.3	A C	TR LTR	0.18	9.3 24.8	A C	TR LTF		9.3 24.8	A C
F	Southbound	LTR	0.27	24.4	С	LTR	0.27	24.4	С	LTF		24.4	С
╋	dgemere Avenue and Beach 54th Street	Interse	ection	19.3	В	Inters	ection	19.7	В	Inte	ersection	19.7	В
Ē	Eastbound	LTR	0.69	27.9	С	LTR	0.84	38.3	D	LTF		38.3	D
5	Westbound Northbound	LTR LTR	0.52	22.1 21.4	C C	LTR LTR	0.52	22.1 21.4	C C	LTF LTF		22.1 21.4	C C
Ŀ	Southbound	LTR	0.00	14.2	B	LTR	0.00	14.2	B	LTF		14.2	B
╞	Peach Channel Drive and Deach 52rd Street	Interse	ection	23.2	С	Inters	ection	27.9	С	Inte	ersection	27.9	С
F	Beach Channel Drive and Beach 53rd Street Eastbound									TR	0.44	14.1	В
6	Westbound		Unsia	nalized			Unsia	nalized		LT	0.46	14.6	В
┝	Northbound		onoig	nanzou			onoig	nanzoa	H	LR	-	22.0	C B
F	Rockaway Beach Boulevard and Beach 53rd Street									Inte	ersection	15.4	В
	Eastbound									L	0.09	11.3	В
7	Westbound		Unsia	nalized			Unsia	nalized	ŀ	T TR	0.30	13.2 13.6	B
	Southbound		Unaig	nanzeu			Unsig	nanzeu	F	LR		21.6	C
╇		<u> </u>								Inte	ersection	15.1	В
ŀ	Beach Channel Drive and Beach 51st Street Eastbound	L	0.08	10.1	В	L	0.08	10.1	В	L	0.08	10.1	В
		TR	0.49	15.2	В	TR	0.49	15.2	В	TR	R 0.49	15.2	В
9	Westbound	LT R	0.39	13.2 9.7	B	LT R	0.39	13.2 9.7	B	LT R		13.2 9.7	B
Ľ	Northbound	LTR	0.01	19.4	В	LTR	0.01	19.4	В	LTF	R 0.01	19.4	В
╇	Rockaway Freeway and Beach 44th Street	Interse	ection	13.9	В	Inters	ection	13.9	В	Inte	ersection	13.9	В
ľ	Eastbound	L	0.03	36.0	D	L	0.03	36.0	D	L	0.03	36.0	D
┢	Westbound	TR L	0.22	17.8 8.3	B	TR L	0.22	17.8 8.3	B A	TR L	0.22 0.01	17.8 8.3	B
9		TR	0.01	17.6	В	TR	0.20	17.6	В	TR	R 0.20	17.6	В
F	Northbound Southbound	LTR LTR	0.02	21.6 22.7	C C	LTR LTR	0.03	21.7 22.7	C C	LTF LTF		21.7 22.7	C C
┣		Interse		18.4	B	Inters		18.4	B		ersection	18.4	B
4	Beach Channel Drive/Seagirt Boulevard and Beach 35th S		0.07	10.0			0.00	10.0		1.70		10.0	
┢	Eastbound Westbound	LTR LT	0.37	13.0 11.9	B B	LTR LT	0.38	13.3 11.9	B	LTF LT		13.3 11.9	B
1,2	Southbound	LT	0.09	21.2	С	LT	0.09	21.2	С	LT	0.09	21.2	С
┢	Northbound	R LTR	0.34	6.9 15.8	A B	R LTR	0.38	7.3 15.8	A B	R LTF		7.3 15.8	A B
⊥		Interse		11.7	B	Inters		11.8	B		ersection	11.8	B
	Rockaway Freeway and Beach 35th Street Eastbound	1	0.04	34.7	С	1	0.04	34.7	С	1	0.04	34.7	С
ľ		TR	0.32	18.2	В	TR	0.32	18.2	В	TR	0.32	18.2	В
Ľ	Westbound	L TR	0.00	41.0 8.6	D A	L TR	0.00	39.0 8.5	D A	L TR	0.00	39.0 8.5	D A
1 ²	Southbound	LTR	0.15	7.6	А	LTR	0.15	7.6	A	LTF	R 0.15	7.6	А
	Northbound	LTR	0.09	25.7 13.7	C B	LTR	0.09 ection	25.7	C B	LTF		25.7	C B
		interse	ection	13./	В	Inters	ευιση	13.7	В	inte	ersection	13.7	В
1 ²	ockaway Freeway and Seagirt Boulevard		0.13	40.4	D	L	0.13	40.0	D	L	0.13	40.0	D
1 ²	Rockaway Freeway and Seagirt Boulevard Eastbound		0.14	17.8	В	TR	0.14	18.5 29.8	B C	TR LTF		18.5 29.8	B C
1 ²	Eastbound	TR			C.								
1 ²	Eastbound Westbound Southbound	LTR TR	0.37 0.31	29.7 22.0	C C	LTR TR	0.31	22.1	С	TR	0.31	22.1	С
1 ²	Eastbound	LTR TR TR	0.37 0.31 0.38	29.7 22.0 10.1	C B	TR TR	0.31 0.38	22.1 10.1	C B	TR TR	R 0.31 R 0.38	22.1 10.1	C B
1 ²	Eastbound Westbound Southbound	LTR TR TR Interse	0.37 0.31 0.38 ection	29.7 22.0 10.1 21.9	C B C	TR TR Inters	0.31 0.38 ection	22.1 10.1 22.1	C B C	TR TR Inte	8 0.31 8 0.38 ersection	22.1 10.1 22.1	C B C
2 ²	Eastbound Westbound Southbound Northbound	LTR TR TR Interse	0.37 0.31 0.38 ection	29.7 22.0 10.1 21.9	C B C	TR TR Inters	0.31 0.38 ection	22.1 10.1 22.1	C B C	TR TR Inte	8 0.31 8 0.38 ersection	22.1 10.1 22.1	C B C

		C	23 2027	No-Action	1	Q3 20	27 Peak	Construe	ction	G	13 2027 I	Mitigaiton	
		Lane	v/c	Delay	1.00	Lane	v/c	Delay	1.00	Lane	v/c	Delay	
#	Intersection & Approach	Group	Ratio	(sec)	LOS	Group	Ratio	(sec)	LOS	Group	Ratio	(sec)	LOS
	Rockaway Freeway and Beach 25th Street			()				\ \				. ,	
	Eastbound	LTR	0.35	25.7	С	LTR	0.35	25.7	С	LTR	0.35	25.7	С
	Westbound	LTR	0.29	24.9	Č	LTR	0.29	24.9	C	LTR	0.29	24.9	Č
	Northbound	L	0.12	36.3	D	L	0.12	36.3	D	L	0.12	36.3	D
43		TR	0.34	20.1	С	TR	0.34	20.1	С	TR	0.34	20.1	С
	Southbound	L	0.10	36.1	D	L	0.10	36.1	D	L	0.10	36.1	D
		TR	0.35	20.0	С	TR	0.35	20.0	С	TR	0.35	20.0	С
		Interse	ection	22.9	С	Interse	ection	22.9	С	Interse	ection	22.9	С
	Rockaway Freeway and Cornaga Avenue												
	Eastbound	LTR	0.20	19.5	В	LTR	0.20	19.5	В	LTR	0.20	19.5	В
	Westbound	LTR	0.48	25.0	С	LTR	0.48	25.0	С	LTR	0.48	25.0	С
44	Northbound	TR	0.43	26.4	С	TR	0.43	26.4	С	TR	0.43	26.4	С
	Southbound	L	0.05	36.2	D	L	0.05	36.2	D	L	0.05	36.2	D
		TR	0.16	13.2	В	TR	0.16	13.2	В	TR	0.16	13.2	В
		Interse	ection	22.3	С	Interse	ection	22.3	С	Interse	ection	22.3	С
	Beach Channel Drive and Cornaga Avenue												
	Eastbound	LTR	0.20	19.5	В	LTR	0.20	19.5	В	LTR	0.20	19.5	В
	Westbound	LTR	0.22	19.9	В	LTR	0.22	19.9	В	LTR	0.22	19.9	В
45	Northbound	L	0.02	12.0	В	L	0.02	12.0	В	L	0.02	12.0	В
73		TR	0.39	15.8	В	TR	0.40	15.9	В	TR	0.40	15.9	В
	Southbound	L	0.05	12.3	В	L	0.05	12.3	В	L	0.05	12.3	В
		TR	0.37	15.6	В	TR	0.40	16.0	В	TR	0.40	16.0	В
		Interse	ection	16.6	В	Interse	ection	16.8	В	Interse	ection	16.8	В
	Beach Channel Drive and Mott Avenue										-		
	Eastbound	LTR	0.47	24.3	С	LTR	0.47	24.3	С	LTR	0.47	24.3	С
	Westbound	LT	0.27	20.9	С	LT	0.27	20.9	С	LT	0.27	20.9	С
		R	0.11	10.2	В	R	0.11	10.2	В	R	0.11	10.2	В
46	Northbound	L	0.04	19.8	В	L	0.04	19.9	В	L	0.04	19.9	В
		TR	0.78	36.8	D	TR	0.80	37.9	D	TR	0.80	37.9	D
	Southbound	L	0.38	17.8	В	L	0.38	18.1	В	L	0.38	18.1	В
		TR	0.51	16.4	B	TR	0.54	16.9	В	TR	0.54	16.9	B
		Interse	ection	23.9	С	Interse	ection	24.4	С	Interse	ection	24.4	С
	Beach Channel Drive and Dix Avenue		0.00	04.4			0.00	04.4			0.00	04.4	
	Eastbound	LTR	0.33	24.1	C	LTR	0.33	24.1	С	LTR	0.33	24.1	C
47	Westbound	LTR	0.05	19.9	B	LTR	0.05	19.9	B C	LTR	0.05	19.9	B
	Northbound Southbound	LTR LTR	0.72	21.2 17.9	C B	LTR LTR	0.73	21.7 19.1	В	LTR LTR	0.73	21.7 19.1	C B
	Southoothu			20.1	C			20.8	C			20.8	C
	Baseh Chennel Drive and Nemaska Avenue	Interse	ection	20.1	U	Interse	CLION	20.8	U	Interse	CLION	20.8	U
	Beach Channel Drive and Nameoke Avenue Eastbound	LTR	0.46	26.4	С	LTR	0.46	26.4	С	LTR	0.46	26.4	С
	Northbound		0.46	<u>26.4</u> 9.7	A		0.46	26.4 9.8	A		0.46	<u>26.4</u> 9.8	A
49	Non abound	TR	0.56	9.7 16.0	B	TR	0.04	9.8 16.2	B		0.04	16.2	B
	Southbound		0.08	10.0	B		0.08	10.2	B	L	0.08	10.2	B
	Coulibourid	TR	0.58	16.5	B	TR	0.60	17.3	B	TR	0.60	17.3	B
		Interse		17.7	B	Interse		18.1	B	Interse		18.1	B
_	Beach Channel Drive and Hassock Avenue							10.1				10.1	
	Eastbound	LR	0.09	18.4	В	LR	0.09	18.4	В	LR	0.09	18.4	В
	Westbound	L	0.00	18.7	B	L	0.00	18.7	B	L	0.00	18.7	B
		TR	0.13	18.8	B	TR	0.13	18.8	B	TR	0.13	18.8	B
50	Northbound	LT	0.82	28.7	C	LT	0.83	29.7	C	LT	0.83	29.7	C
	Southbound	 T	0.62	19.4	B	T	0.66	20.6	C	T	0.66	20.6	č
	courbourio	R	0.05	11.2	B	R	0.05	11.2	В	R	0.05	11.2	В
			ection	23.4	C	Interse		24.2	C	Interse		24.2	C

Table 20-30 (continued): Q3 2027 Weekday AM Peak Hour No-Action vs. Peak Construction vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

Due to complex geometry and per NYCDOT request, LOS results were calculated using Synchro 10.

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Table 20-31: Q3 2027 Weekday PM Peak Hour No-Action vs. Peak Construction vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

		L C	23 2027									
#	Intersection & Approach	Lane Group	v/c Ratio	Delay (sec)	LOS	Q3 2027 Pe Lane v/c Group Rati	Delay	LOS		Lane v/c Group Ratio	Mitigaiton Delay (sec)	LOS
	Beach Channel Drive and Beach 116th Street Eastbound	LTR	0.96	51.5	D	LTR 0.96		D		LTR 0.96	51.5	D
1	Westbound	DefL TR	1.06 1.41	114.2 217.6	F F	DefL 1.00 TR 1.42		F	+	DefL 1.06 TR 1.42	114.2 221.4	μ
ł	Northbound Southbound	LTR LTR	0.25	44.5 48.3	D D	LTR 0.25	5 48.3	D		LTR 0.25 LTR 0.25	44.6 48.3	D D
-	Newport Avenue and Beach 116th Street	Interse		126.6	F	Intersection		F		Intersection	128.4	F
2	Eastbound Northbound	LTR LT	0.61 0.42	31.7 49.4	C D	LTR 0.6 LT 0.4	3 49.6	C D		LTR 0.61 LT 0.43	31.7 49.6	C D
	Southbound	R LTR	0.40	34.9 20.0	C C	R 0.40 LTR 0.39	9 20.1	C C		R 0.40 LTR 0.39	34.9 20.1	C C
-	Rockaway Beach Boulevard and Beach 116th Street	Interse	ection	30.3	С	Intersection	30.4	С		Intersection	30.4	С
ŀ	Eastbound Westbound	LTR LTR	0.65 0.99	16.9 52.0	B D	LTR 0.65	52.4	B		LTR 0.65 LTR 1.00	16.9 52.4	B D
3	Northbound	L TR	0.20	14.4 14.8	B B	L 0.20 TR 0.21	7 14.8	B		L 0.20 TR 0.27	14.4 14.8	B
	Southbound	L TR	0.40	17.9 16.9	B B	L 0.40 TR 0.42	2 16.9	B		L 0.40 TR 0.42	17.9 16.9	B
-	Beach Channel Drive and Rockaway Freeway	Interse		29.9	С	Intersection		С		Intersection	30.1	С
4	Eastbound Westbound	LTR LTR	1.29 0.94	168.3 46.8	F D	LTR 1.29 LTR 0.94	4 47.7	F		LTR 1.29 LTR 0.94	169.4 47.7	F D
	Northbound	LT R	0.35	22.2 17.7	C B	LT 0.3	1 17.7	C B		LT 0.35 R 0.01	22.2 17.7	C B
-	Beach Channel Drive and Beach 108th Street	Interse		108.5	F	Intersection		F		Intersection	109.1	F
5	Eastbound Westbound	TR LT	0.81 0.82	27.1 28.9	C C	TR 0.8 LT 0.8	2 29.0	C C		TR 0.81 LT 0.82	27.1 29.0	C C
	Northbound	L R	0.17	15.5 15.5	B	L 0.17 R 0.10	6 15.5	B		L 0.17 R 0.16	15.5 15.5	B
┥	Rockaway Freeway and Beach 108th Street	Interse		26.6	С	Intersection		С		Intersection	26.6	С
ļ	Eastbound Westbound	LTR LTR	0.31	16.7 15.3	B B	LTR 0.3 LTR 0.1	7 15.3	B		LTR 0.31 LTR 0.17	16.7 15.3	B
6	Northbound	L TR	0.30	17.5 15.4	B	L 0.30	3 15.4	B		L 0.30 TR 0.18	17.5 15.4	B
▁	Southbound	LTR Interse	0.32 ection	17.6 16.5	B B	LTR 0.32 Intersection	2 <u>17.6</u> 16.5	B		LTR 0.32 Intersection	17.6 16.5	B
ľ	Rockaway Beach Boulevard and Beach 108th Street Eastbound	L	0.42	21.4	С	L 0.42		С		L 0.42	21.5	С
	Westbound	TR L	0.84	33.7 15.3	C B	TR 0.84	9 15.3	C B		TR 0.84 L 0.09	33.7 15.3	C B
7	Northbound	TR L	0.64	24.3 18.1	C B	TR 0.65) 18.1	C B		TR 0.65 L 0.30	24.4 18.1	C B
	Southbound	TR L	0.19	15.7 21.6	B C	TR 0.19	9 21.6	B		TR 0.19 L 0.49	15.7 21.6	BC
		TR Interse	0.35 ection	17.8 24.7	B C	TR 0.38 Intersection		B C		TR 0.35 Intersection	17.8 24.7	B C
ľ	Beach Channel Drive and Beach 92nd Street/Beach 94th S Eastbound	Т	0.66	16.2	В	T 0.60		В		T 0.66	16.2	В
8	Northeastbound (Cross Bay Bridge Exit Ramp) Northeastbound (Beach 94th St)	R R	1.12 0.21	123.4 32.6	F C	R 1.12 R 0.22	1 32.6	F C		R 1.12 R 0.21	123.4 32.6	F C
ł	Westbound Northbound	TR R	0.62	5.2 42.5	A D	TR 0.63 R 0.27	1 42.5	A D		TR 0.63 R 0.21	5.4 42.5	A D
	Southbound	R Interse	0.13 ection	39.7 30.9	D C	R 0.13 Intersection		D C		R 0.13 Intersection	39.7 30.8	D C
ľ	Rockaway Freeway and Cross Bay Parkway Eastbound	TR	0.38	22.0	С	TR 0.38		С		TR 0.38	22.0	С
9	Westbound	L T	0.05	36.2 10.7	D B C	L 0.05	3 10.8	D B C		L 0.05 T 0.18	36.2 10.8	D B
ł	Southbound (Cross Bay Bridge Off-Ramp) Southbound (Beach Channel Drive Off-Ramp)	LTR LTR Interse	0.46 0.14	24.3 20.8 21.4		LTR 0.46 LTR 0.14 Intersection	4 20.8			LTR 0.46 LTR 0.14 Intersection	24.3 20.8 21.4	000
	Rockaway Beach Boulevard and Cross Bay Parkway Eastbound	TR	0.69	16.4	В	TR 0.69		В		TR 0.69	16.4	В
10	Lesibound Westbound Southbound (Cross Bay Bridge Off-Ramp)		0.09	10.4 10.2 17.5	B B	LT 0.40	0 10.3	B B		LT 0.40 LT 0.44	10.4 10.3 17.5	B B
	Southbound (Beach Channel Drive Off-Ramp)	TR	0.30	17.3 17.2 15.4	B B	TR 0.30) 17.2	B		TR 0.30	17.3 17.2 15.4	B B
	Rockaway Freeway and Beach 94th Street Eastbound	L	0.05	36.2	D	L 0.0		D		L 0.05	36.2	D
1 ¹	Westbound	T	0.33	12.2 20.6	B C	T 0.30 TR 0.30	3 12.2	B		T 0.33 TR 0.30	12.2 20.7	B
İ	Northbound (Cross Bay Bridge On-Ramp)	LTR	0.35	20.0 22.7 18.7	C B	LTR 0.30 Intersection		C B		LTR 0.35	20.7 22.8 18.8	C B
	Rockaway Beach Boulevard and Beach 94th Street Eastbound	LT	0.75	17.2	В	LT 0.70		В		LT 0.76	17.6	B
12	Westbound Northbound (Cross Bay Bridge On-Ramp)	TR	0.60	13.6 17.0	B	TR 0.6 [°] LT 0.3 [°]	1 14.0	B		TR 0.61 LT 0.31	14.0 17.0	B
Ī	Northbound (Beach Channel Drive On-Ramp)	TR	0.16	15.5 15.8	B	TR 0.10 Intersection	6 15.5	B		TR 0.16 Intersection	15.5 16.1	B
T	Beach Channel Drive and Beach 73rd Street Eastbound	L	0.00	9.3	A	L 0.00		A		L 0.00	9.3	A
3 ¹	Westbound	T	0.72	19.4 39.6	B	T 0.72	2 19.4	B		T 0.72 L 0.68	19.4 39.6	B
°.	Northbound	TR LT	0.93 0.33	37.3 23.5	D C	TR 0.98	3 23.5	D C		TR 0.95 LT 0.33	42.2 23.5	D C
	Southbound	LTR Interse	0.03 ection	19.7 27.9	B C	LTR 0.00 Intersection		B C		LTR 0.03 Intersection	19.7 29.9	B C
	Rockaway Beach Boulevard and Beach 73rd Street Eastbound	LT	0.65	14.2	В	LT 0.6		В		LT 0.65	14.2	В
ŀ	Westbound	R L	0.13 0.23	7.7 9.8	A A	R 0.13 L 0.23	3 9.8	A A		R 0.13 L 0.23	7.7 9.8	A A
14		T R	0.48 0.19	11.1 8.3	B	T 0.49 R 0.19	9 8.3	B		T 0.49 R 0.19	11.3 8.3	B
	Northbound	LT R	0.12	24.9 23.9	C C	LT 0.12 R 0.03	3 23.9	C C		LT 0.12 R 0.03	24.9 23.9	C C
ĺ	Southbound	L TR	0.69 0.40	39.8 29.7	DC	L 0.69	29.7	DC		L 0.69 TR 0.40	39.8 29.7	DC
┥	Beach Channel Drive/Arverne Boulevard and Beach 62nd			17.1	В	Intersection		В		Intersection	17.1	В
ŀ	Eastbound Westbound (Beach Channel Drive)	LT T	1.82 0.80	401.7	F	LT 1.82 T 0.82	2 35.4	F		LT 1.82 T 0.82	401.7 35.4	F
15	Westbound (Arverne Boulevard)	L R	0.98	75.1 27.4	E	L 1.0 ⁻ R 0.02	2 27.4	F	+	L 0.96 R 0.02	70.0 26.7	E
ŀ	Northbound Southbound	LTR L	0.54	34.6 47.1	C D	LTR 0.54	4 47.1	C D		LTR 0.57 L 0.69	36.2 51.9	D
		R	0.02 ection	27.5 213.5	C F	R 0.02 Intersection	-	C F	-	R 0.02 Intersection	28.3 213.4	C F

				No-Action			-	Construc	tion		-		Mitigaiton	
#	Intersection & Approach	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS
	Rockaway Beach Boulevard and Beach 62nd Street												. ,	
	Eastbound	L	0.48	31.1	С	L	0.48	31.1	С		L	0.50	32.4	С
16		TR	0.81	18.6	В	TR	0.81	18.6	B		TR	0.81	18.6	В
	Westbound	LTR	1.71	356.9	F		1.76	381.3	F	+	LTR	1.67	339.8	F
	Northbound	LTR Interse	0.37	32.3 178.8	C F	LTR Interse	0.37	32.3 191.9	C F		LTR Interse	0.37	32.3 172.4	C F
	Beach Channel Drive and Beach 59th Street	interoc	ootion	170.0		interoc	Jouon	191.9			1110100	Jouon	172.4	
	Eastbound	LT	0.56	15.8	В	LT	0.56	15.8	В		LT	0.56	15.8	В
18		R	0.05	9.7	Α	R	0.05	9.7	Α		R	0.05	9.7	А
10	Westbound	LTR	0.79	24.3	С	LTR	0.80	25.1	С		LTR	0.80	25.1	С
	Southbound	LTR	0.02	19.5	В	LTR	0.02	19.5	В		LTR	0.02	19.5	В
	Awarma Daulayard and Daach 50th Streat	Interse	ection	20.0	С	Interse	ection	20.5	С		Interse	ection	20.5	С
	Arverne Boulevard and Beach 59th Street Eastbound	Т	0.65	13.6	В	Т	0.65	13.6	В		т	0.74	16.6	В
	Lasibound	R	0.00	8.4	A	R	0.03	8.4	A		R	0.17	8.4	A
40	Westbound	LT	1.06	71.7	Е	LT	1.19	120.4	F	+				
19											L	0.58	21.0	С
											Т	0.59	13.8	В
	Southbound	LTR	0.13	15.1	В	LTR	0.13	15.1	В		LTR	0.13	15.1	В
	Rockaway Freeway and Beach 59th Street	Interse	CUON	35.0	С	Interse	JUIUII	54.4	D	┝──┤	Interse	CUON	15.5	В
	Rockaway Freeway and Beach 59th Street Westbound		0.98	103.1	F	L	0.98	103.1	F		L	0.98	103.1	F
20	Westbould	T	0.98	103.1	В	T	0.98	103.1	В		T	0.98	9.9	г А
-	Southbound	LTR	0.69	39.4	D	LTR	0.72	41.0	D		LTR	0.76	44.2	D
		Interse		51.4	D	Interse		51.9	D		Interse		53.3	D
	Rockaway Beach Boulevard and Beach 59th Street													
	Eastbound	TR	1.51	264.4	F	TR	1.51	264.4	F		TR	1.46	244.7	F
21	Westbound	LT	1.56	293.1	F	LT	1.59	303.6	F	+	LT	1.44	237.2	F
	Northbound	LR LTR	0.40	32.1	C C	LR LTR	0.41	32.5	C C		LR LTR	0.44	34.5 22.2	C C
	Southbound	LIR Interse	0.49 ection	20.8 222.8	F	LIR Interse		21.1 225.5	F		LIR Interse		22.2 195.0	F
	Beach Channel Drive and Beach 54th Street			222.0	1			220.0	<u> </u>				190.0	
	Eastbound	Т	0.56	15.7	В	Т	0.56	15.7	В		Т	0.56	15.7	В
		R	0.03	9.6	А	R	0.03	9.6	Α		R	0.03	9.6	Α
22	Westbound	LT	0.72	21.3	С	LT	0.73	21.9	С		LT	0.73	21.9	С
	Northbound	LR	0.27	23.6	С	LR	0.27	23.7	С		LR	0.27	23.7	С
	Southbound	LTR	0.31	23.4	С	LTR	0.31	23.6	С		LTR	0.31	23.6	С
	America Reviewand and Resets 54th Officer	Interse	ection	19.2	В	Interse	ection	19.5	В		Interse	ection	19.5	В
	Arverne Boulevard and Beach 54th Street Eastbound	LTR	1.11	94.6	F	LTR	1.11	94.6	F		LTR	1.03	64.8	E
	Westbound	LTR	0.97	94.0 65.1	E	LTR	1.13	94.0 112.0	F	+	LTR	0.97	60.4	E
23	Northbound	LTR	0.56	19.6	В	LTR	0.56	19.7	B	· ·	LTR	0.60	22.7	C
	Southbound	LTR	0.18	23.6	C	LTR	0.18	23.6	C		LTR	0.22	27.0	C
		Interse	ection	65.2	E	Interse	ection	76.7	E		Interse	ection	51.4	D
	Rockaway Freeway and Beach 54th Street													
	Eastbound	LTR	0.10	16.5	В	LTR	0.10	16.5	В		LTR	0.09	14.7	В
24	Westbound		0.21	38.9	D		0.21	38.9	D		L	0.19	37.5	D
24	Northbound	TR LTR	0.31 0.70	10.5 33.6	B C	TR LTR	0.31 0.70	10.5 33.7	B C		TR LTR	0.28	8.4 43.7	A D
	Southbound	LTR	0.70	33.6	C	LTR	0.70	33.7	C	<u> </u>	LTR	0.82	43.7	D
		Interse		25.9	C	Interse		26.0	C		Interse		32.0	C
	Edgemere Avenue and Beach 54th Street													
	Eastbound	LTR	8.10	3239.0	F	LTR	8.10	3239.0	F		LTR	5.29	1967.0	F
25	Westbound	LTR	1.18	121.6	F	LTR	1.18	121.6	F		LTR	1.10	84.5	F
	Northbound	LTR	0.00	21.4	C	LTR	0.00	21.4	C		LTR	0.00	24.2	C
	Southbound	LTR Interse	1.24	158.7 1475.0	F	LTR Interse	1.30	181.8 1472.0	F	+	LTR Interse	1.22	150.2 904.4	F
	Beach Channel Drive and Beach 53rd Street	interse	GOUUII	1473.0	Г	interse	2011011	1472.0			interse		9 04.4	
	Eastbound	 								<u> </u>	TR	0.75	19.5	В
26	Westbound	1								<u> </u>	LT	0.75	21.5	C
-	Northbound	1	Unsig	nalized			Unsig	nalized			LR	0.39	28.2	C
		1									Interse		21.3	C
	Rockaway Beach Boulevard and Beach 53rd Street												-	
	Eastbound										L	0.59	23.1	С
27		1									Т	0.70	21.2	С
~1	Westbound	1	Unsig	nalized			Unsig	nalized			TR	0.53	17.2	В
	Southbound	1									LR	0.34	22.6	С
		<u> </u>									Interse	ection	20.5	С
	Beach Channel Drive and Beach 51st Street										<u> </u>			_
	Eastbound		0.09	10.5	B		0.09	10.5	B		L	0.09	10.5	B
		TR LT	0.79	24.6 17.8	C B	TR LT	0.79 0.64	24.6 17.8	C B		TR LT	0.79 0.64	24.6 17.8	C B
20	١٨/ ٥٢ ٢ ٢ ٢ ٢	R	0.64	9.7	B	R	0.64	9.7	B		R	0.64	9.7	B
29	Westbound			9.7 19.6	B	LTR	0.05	9.7 19.6	B	<u> </u>	LTR	0.05	9.7 19.6	B
29		LTR	0.02			Interse					Interse			C
29	Westbound Northbound		0.02 ection	20.7	С	interse	CUON	20.7	С		11116136	cuon	20.7	<u> </u>
29		LTR			С		CUON	20.7	C		Interse	ection	20.7	0
29	Northbound	LTR Interse	ection 0.04	20.7 36.1	D	L	0.04	36.1	D		L	0.04	36.1	D
29	Northbound Rockaway Freeway and Beach 44th Street Eastbound	LTR Interse	0.04 0.36	20.7 36.1 19.6	D B	L TR	0.04	36.1 19.6	D B		L TR	0.04	36.1 19.6	D B
	Northbound Rockaway Freeway and Beach 44th Street	LTR Interse L TR L	0.04 0.36 0.03	20.7 36.1 19.6 10.4	D B B	L TR L	0.04 0.36 0.03	36.1 19.6 10.4	D B B		L TR L	0.04 0.36 0.03	36.1 19.6 10.4	D B B
	Northbound Rockaway Freeway and Beach 44th Street Eastbound Westbound	LTR Interse L TR L TR	0.04 0.36 0.03 0.37	20.7 36.1 19.6 10.4 19.7	D B B B	L TR L TR	0.04 0.36 0.03 0.37	36.1 19.6 10.4 19.7	D B B B		L TR L TR	0.04 0.36 0.03 0.37	36.1 19.6 10.4 19.7	D B B B
29 39	Northbound Rockaway Freeway and Beach 44th Street Eastbound	LTR Interse L TR L	0.04 0.36 0.03	20.7 36.1 19.6 10.4	D B B	L TR L	0.04 0.36 0.03	36.1 19.6 10.4	D B B		L TR L	0.04 0.36 0.03	36.1 19.6 10.4	D B B

Table 20-31 (continued): Q3 2027 Weekday PM Peak Hour No-Action vs. Peak Construction vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

		Interse	ection	20.2	С	Interse	ection	20.3	С		Interse	ection	20.3	С	
	Beach Channel Drive/Seagirt Boulevard and Beach 35th S	treet													
	Eastbound	LTR	0.87dl	22.8	С	LTR	0.91dl	24.7	С		LTR	0.91dl	24.7	С	
		LTR	0.87dl	22.8	С	LTR	0.91dl	24.7	С		LTR	0.91dl	24.7	С	
	Westbound	LT	0.66	22.7	С	LT	0.66	22.8	С		LT	0.66	22.8	С	
40 ^{1,2}	Southbound	LT	0.15	21.9	С	LT	0.15	21.9	С		LT	0.15	21.9	С	
		R	0.69	12.5	В	R	0.69	12.5	В		R	0.69	12.5	В	
	Northbound	LTR	0.17	12.6	В	LTR	0.17	12.6	В		LTR	0.17	12.6	В	
		TR	0.17	12.6	В	TR	0.17	12.6	В		TR	0.17	12.6	В	
		Interse	ection	19.3	В	Interse	ection	20.2	С		Interse	ection	20.2	С	
	Rockaway Freeway and Beach 35th Street														
	Eastbound	L	0.05	34.8	С	L	0.05	34.8	С		L	0.05	34.8	С	
		TR	0.64	24.6	С	TR	0.64	24.6	С		TR	0.64	24.6	С	
41 ²	Westbound	L	0.00	0.0	-	L	0.00	0.0	-		L	0.00	0.0	-	
		TR	0.56	9.0	A	TR	0.56	9.0	A		TR	0.56	9.0	A	
	Southbound	LTR	0.23	8.1	A	LTR	0.23	8.1	A		LTR	0.23	8.1	A	
	Northbound	LTR	0.24	27.6	С	LTR	0.24	27.6	С		LTR	0.24	27.6	С	
		Interse	ection	17.6	В	Interse	ection	17.6	В		Interse	ection	17.6	В	
	Rockaway Freeway and Seagirt Boulevard							-							
	Eastbound	L	0.23	39.1	D	L	0.23	38.7	D		L	0.23	38.7	D	
		TR	0.25	84.9	F	TR	0.25	85.0	F		TR	0.25	85.0	F	
42 ²	Westbound	LTR	0.71	37.0	D	LTR	0.71	37.1	D		LTR	0.71	37.1	D	
	Southbound	TR	0.66	30.2	С	TR	0.66	30.2	С		TR	0.66	30.2	С	
	Northbound	TR	0.87	25.9	С	TR	0.87	25.9	С		TR	0.87	25.9	С	
		Interse		39.2	D	Interse		39.4	D		Interse		39.4	D	
	Notes: L = Left Turn, T= Through, R = Right Turn, DefL = Def	acto Left	Turn; LC	DS = Level	of Servi	ce = A	pproach	has no vol	ume reco	ded d	uring th	is peak h	nour. "+" d	enotes	
	significant adverse impact.														
	1. Stop-controlled approach at signalized intersection.				. .										
	Due to complex geometry and per NYCDOT request, LOS r	esults we	ere calcu	lated using	g Synchr	o 10.									

# Intersection & Approach Lane Group w/c Group Delay (see) Rockaway Freeway and Beach 25th Street											
Rockaway Freeway and Beach 25th Street I <thi< th=""> I I</thi<>	lay Lo	LOS	Lane	v/c	Delay	1.00		Lane	v/c	Delay	1.05
Rockaway Freeway and Beach 25th Street Eastbound LTR 0.33 25.4 Westbound LTR 0.36 26.1 Northbound L 0.18 37.3 TR 0.49 22.6 Southbound L 0.11 36.2 Rockaway Freeway and Cornaga Avenue TR 0.43 32.7 Rockaway Freeway and Cornaga Avenue TR 0.30 14.6 Westbound LTR 0.21 19.5 Westbound LTR 0.31 4.6 Northbound TR 0.30 14.6 Rockaway Freeway and Cornaga Avenue TR 0.30 14.6 Beach Channel Drive and Cornaga Avenue TR 0.30 14.6 Southbound LTR 0.42 23.0 Southbound LTR 0.57 18.7 Southbound LTR 0.42 23.0 TR 0.59 19.3 11.6 Southbound LT 0.74 35.7	ec) LO	LUS	Group	Ratio	(sec)	LOS		Group	Ratio	(sec)	LOS
Westbound LTR 0.36 26.1 Northbound L 0.18 37.3 Southbound L 0.18 37.3 Southbound L 0.11 36.2 TR 0.43 221.2 Intersection 23.9 Rockaway Freeway and Cornaga Avenue Intersection 23.9 Kestbound LTR 0.21 19.5 Westbound LTR 0.23 28.6 Southbound L 0.13 37.6 TR 0.30 14.6 10.13 37.6 Beach Channel Drive and Cornaga Avenue Intersection 12.6 19.3 Southbound LTR 0.18 19.3 Mestbound LTR 0.18 19.3 Rockaway Freeway and Cornaga Avenue Intersection 12.6 Southbound L 0.02 12.1 TR 0.57 18.7 13.0 TR 0.59 19.3 10.15 Westbound <td< td=""><td></td><td></td><td></td><td>•</td><td></td><td>•</td><td></td><td></td><td></td><td></td><td></td></td<>				•		•					
Westbound LTR 0.36 26.1 Northbound L 0.18 37.3 Southbound L 0.18 37.3 Southbound L 0.11 36.2 TR 0.43 21.2 Intersection 23.9 Rockaway Freeway and Cornaga Avenue Eastbound LTR 0.21 19.5 Westbound LTR 0.23 28.6 Southbound TR 0.30 14.6 A Northbound TR 0.30 14.6 10.13 37.6 TR 0.30 14.6 10.13 37.6 TR 0.30 14.6 Beach Channel Drive and Cornaga Avenue TR 0.42 23.0 Northbound L 0.02 12.1 Southbound LTR 0.42 23.0 Northbound L 0.02 12.1 Southbound L 0.02 12.1 11.3 15.5 19.3 Beach Channel Drive and Mott Avenue Eastbound LTR </td <td>.4 C</td> <td>С</td> <td>LTR</td> <td>0.33</td> <td>25.4</td> <td>С</td> <td></td> <td>LTR</td> <td>0.33</td> <td>25.4</td> <td>С</td>	.4 C	С	LTR	0.33	25.4	С		LTR	0.33	25.4	С
TR 0.49 22.6 Southbound L 0.11 38.2 Rockaway Freeway and Cornaga Avenue Intersection 23.9 Rockaway Freeway and Cornaga Avenue UTR 0.43 21.2 Rockaway Freeway and Cornaga Avenue UTR 0.21 19.5 Rockaway Freeway and Cornaga Avenue UTR 0.33 28.6 Southbound LTR 0.31 37.6 Beach Channel Drive and Cornaga Avenue Intersection 27.6 Beach Channel Drive and Cornaga Avenue UTR 0.18 19.3 Westbound LTR 0.18 19.3 TR 0.59 19.3 11.6 Southbound L 0.02 12.1 TR 0.59 19.3 11.7 TR 0.59 19.3 11.6 TR 0.59 19.3 11.6 Westbound LT 0.74 35.7 R 0.21 11.3 1.8 Westbound LT 0.72		С	LTR	0.36	26.1	С		LTR	0.36	26.1	С
IR 0.49 1 22.6 Southbound L 0.43 21.2 TR 0.43 21.2 Intersection 23.9 Rockaway Freeway and Cornaga Avenue Eastbound LTR 0.21 19.5 Westbound LTR 0.21 19.5 39.7 Northbound TR 0.53 28.6 Southbound L 0.13 37.6 TR 0.30 14.6 1ntersection 27.6 Beach Channel Drive and Cornaga Avenue Eastbound LTR 0.18 19.3 Mestbound L 0.02 12.1 TR 0.57 18.7 Southbound L 0.09 19.3 TR 0.57 18.7 Southbound LT 0.74 35.7 R 0.21 19.5 Beach Channel Drive and Mott Avenue Eastbound LTR 0.845.3 Northbound L 0.25 28.5 TR </td <td>'.3 D</td> <td>D</td> <td>L</td> <td>0.18</td> <td>37.3</td> <td>D</td> <td></td> <td>L</td> <td>0.18</td> <td>37.3</td> <td>D</td>	'.3 D	D	L	0.18	37.3	D		L	0.18	37.3	D
TR 0.43 21.2 Rockaway Freeway and Cornaga Avenue Intersection 23.9 Rockaway Freeway and Cornaga Avenue LTR 0.21 19.5 Westbound LTR 0.21 19.5 Northbound L 0.13 37.6 Southbound L 0.13 37.6 Rockaway Freeway and Cornaga Avenue Intersection 27.6 Beach Channel Drive and Cornaga Avenue L 0.13 37.6 Mestbound LTR 0.42 23.0 Northbound L 0.02 12.1 Northbound L 0.02 12.1 Northbound L 0.02 13.0 TR 0.59 19.3 18.7 Southbound L 0.02 13.0 TR 0.59 19.3 11.5 Beach Channel Drive and Mott Avenue Eastbound LTR 0.25 28.5 TR 0.25 28.5 TR 1.02 22.1 TR	.6 C	С	TR	0.49	22.6	С		TR	0.49	22.6	С
Beach Channel Drive and Mott Avenue Eastbound LTR 0.21 19.5 Beach Channel Drive and Mott Avenue Eastbound LTR 0.18 39.7 Morthbound TR 0.53 28.6 Southbound TR 0.30 14.6 Beach Channel Drive and Cornaga Avenue Eastbound LTR 0.41 19.3 Mestbound LTR 0.42 23.0 Northbound L 0.13 37.6 Westbound LTR 0.42 23.0 Northbound L 0.02 12.1 TR 0.57 18.7 Southbound L 0.09 13.0 TR 0.59 19.3 Intersection 19.5 49.3 Westbound LT 0.74 35.7 Beach Channel Drive and Mott Avenue LT R 0.21 11.3 Southbound L 0.25 28.5 TR 1.23 150.0 Southbound L 0.22 22.1<	.2 D	D	L	0.11	36.2	D		L	0.11	36.2	D
Rockaway Freeway and Cornaga Avenue Eastbound LTR 0.21 19.5 Westbound LTR 0.81 39.7 Northbound TR 0.53 28.6 Southbound L 0.13 37.6 TR 0.30 14.6 Intersection 27.6 Beach Channel Drive and Cornaga Avenue Intersection 27.6 Seach Channel Drive and Cornaga Avenue ITR 0.18 19.3 Westbound LTR 0.18 19.3 Westbound LTR 0.42 23.0 Northbound L 0.02 12.1 TR 0.57 18.7 Southbound L 0.09 13.0 TR 0.59 19.3 Westbound LTR 0.84 49.3 Westbound LTR 0.82 49.3 Westbound LTR 0.82 45.4 TR 0.21 11.3 150.0 TR 1.23 150.0	.2 C	С	TR	0.43	21.2	С		TR	0.43	21.2	С
Eastbound LTR 0.21 19.5 Westbound LTR 0.81 39.7 Northbound TR 0.53 28.6 Southbound L 0.13 37.6 TR 0.30 14.6 Intersection 27.6 Beach Channel Drive and Cornaga Avenue TR 0.18 19.3 Westbound LTR 0.18 19.3 Westbound LTR 0.42 23.0 Northbound L 0.02 12.1 TR 0.59 19.3 Intersection 19.5 Beach Channel Drive and Mott Avenue LTR 0.85 49.3 Westbound LT 0.74 35.7 R 0.21 11.3 50.0 G Northbound L 0.25 28.5 TR 1.23 150.0 TR 1.23 G Southbound LTR 0.20 22.1 TR 0.23 28.4 TR 0.20	.9 C	С	Inters	ection	23.9	С		Interse	ection	23.9	С
Westbound LTR 0.81 39.7 Northbound TR 0.53 28.6 Southbound L 0.13 37.6 TR 0.30 14.6 TR 0.30 14.6 Intersection 27.6 Intersection 27.6 Beach Channel Drive and Cornaga Avenue TR 0.42 23.0 Northbound L 0.02 12.1 TR 0.57 18.7 Southbound L 0.69 13.0 TR 0.59 19.3 Intersection 19.5 Beach Channel Drive and Mott Avenue TR 0.59 19.3 Northbound LTR 0.85 49.3 Westbound LTR 0.85 49.3 Westbound LTR 0.85 49.3 TR 0.21 21.5 28.5 TR 1.23 150.0 Southbound LTR 0.42 45.4 TR 0.20 22.1											
4 Northbound Southbound TR 0.53 28.6 Southbound L 0.13 37.6 Beach Channel Drive and Cornaga Avenue Intersection 27.6 Beach Channel Drive and Cornaga Avenue UTR 0.18 19.3 Southbound LTR 0.18 19.3 Mestbound LTR 0.42 23.0 Northbound L 0.02 12.1 TR 0.59 19.3 Southbound L 0.09 13.0 TR 0.59 19.3 10.09 13.0 Southbound LT 0.74 35.7 Beach Channel Drive and Mott Avenue Eastbound LTR 0.85 49.3 TR 1.23 150.0 TR 1.23 150.0 Southbound L 0.82 45.4 TR 0.98 45.3 TR 1.23 150.0 TR 1.23 150.0 Southbound LTR 0.20 22.1 11.3		В	LTR	0.21	19.5	В		LTR	0.21	19.5	В
Southbound L 0.13 37.6 TR 0.30 14.6 Intersection 27.6 Beach Channel Drive and Cornaga Avenue Eastbound LTR 0.18 19.3 Westbound LTR 0.18 19.3 19.3 Northbound L 0.02 12.1 TR 0.57 18.7 Southbound L 0.09 13.0 TR 0.59 19.3 Intersection 19.5 19.3 Beach Channel Drive and Mott Avenue Intersection 19.5 Beach Channel Drive and Mott Avenue R 0.21 11.3 TR 0.59 14.3 150.0 Southbound L 0.25 28.5 TR 1.23 150.0 11.3 Southbound L 0.26 28.5 TR 1.23 150.0 11.2 Southbound LTR 0.20 22.1 Westbound LTR 0.20 2		D	LTR	0.81	39.7	D		LTR	0.81	39.7	D
TR 0.30 14.6 Intersection 27.6 Beach Channel Drive and Cornaga Avenue Eastbound LTR 0.18 19.3 5 Northbound LTR 0.18 19.3 5 Northbound L 0.02 12.1 7 TR 0.57 18.7 8 0.059 19.3 9 Intersection 19.5 8 Beach Channel Drive and Mott Avenue TR 0.85 49.3 9 R 0.21 11.3 7 R 0.25 28.5 7 R 0.25 28.5 7 R 0.20 22.1 8 Northbound L 0.82 45.4 7 Southbound LTR 0.20 22.1 8 Intersection 71.0 10.4 65.2 7 Southbound LTR 1.04 65.2 8 Channel Drive and Nameoke Avenue In		С	TR	0.53	28.6	С		TR	0.53	28.6	С
Beach Channel Drive and Cornaga Avenue Intersection 27.6 Beach Channel Drive and Cornaga Avenue UTR 0.18 19.3 5 Westbound LTR 0.42 23.0 5 Northbound L 0.02 12.1 7 TR 0.59 19.3 8 Southbound L 0.09 13.0 7 R 0.59 19.3 8 Intersection 19.5 9 Beach Channel Drive and Mott Avenue Intersection 19.5 8 Eastbound LTR 0.85 49.3 8 0.21 11.3 13.6 9 Southbound L 0.82 28.5 7 R 0.21 11.3 9 Southbound L 0.82 45.3 1 Intersection 71.0 Eastbound LTR 0.17 21.4 1 Northbound LTR 1.04 65.2 29.5 9 <td>-</td> <td>D</td> <td>L</td> <td>0.13</td> <td>37.6</td> <td>D</td> <td></td> <td>L</td> <td>0.13</td> <td>37.6</td> <td>D</td>	-	D	L	0.13	37.6	D		L	0.13	37.6	D
Beach Channel Drive and Cornaga Avenue Eastbound LTR 0.18 19.3 Westbound LTR 0.42 23.0 Northbound L 0.02 12.1 TR 0.57 18.7 Northbound L 0.09 13.0 Southbound L 0.09 13.0 TR 0.57 18.7 Beach Channel Drive and Mott Avenue Eastbound LTR 0.85 49.3 Westbound LTR 0.85 49.3 11.3 Morthbound L 0.22 22.5 7 R 0.21 11.3 11.3 Morthbound L 0.25 28.5 TR 1.23 150.0 11.23 Southbound L 0.82 45.4 TR 0.98 45.3 Intersection 71.0 12.4 Morthbound LTR 0.30 22.1 Westbound LTR 0.30 24.5 Morthbound LTR 1		В	TR	0.30	14.6	В		TR	0.30	14.6	В
Eastbound LTR 0.18 19.3 Westbound LTR 0.42 23.0 Northbound L 0.02 12.1 TR 0.57 18.7 Southbound L 0.09 13.0 TR 0.59 19.3 Intersection 19.5 Beach Channel Drive and Mott Avenue Eastbound LTR 0.85 49.3 Westbound L 0.25 28.5 TR 1.23 150.0 Southbound L 0.82 45.3 150.0 10.82 45.3 Beach Channel Drive and Dix Avenue Eastbound LTR 0.20 22.1 Westbound LTR 0.20 22.1 11.3 Beach Channel Drive and Dix Avenue UTR 0.17 21.4 Morthbound LTR 0.20 22.1 Westbound LTR 0.17 21.4 Morthbound LTR 0.17 21.4 Morthbound LTR 1.30	.6 C	С	Inters	ection	27.7	С		Interse	ection	27.7	С
Westbound LTR 0.42 23.0 Northbound L 0.02 12.1 TR 0.57 18.7 Southbound L 0.09 13.0 TR 0.59 19.3 Intersection 19.5 Beach Channel Drive and Mott Avenue			·						_		_
Northbound L 0.02 12.1 TR 0.57 18.7 Southbound L 0.09 13.0 TR 0.59 19.3 Intersection 19.5 Beach Channel Drive and Mott Avenue Intersection 19.5 Beach Channel Drive and Mott Avenue LTR 0.85 49.3 Westbound LT 0.74 35.7 R 0.21 11.3 Northbound L 0.25 28.5 Northbound L 0.82 45.4 TR 0.98 45.3 Intersection 71.0 71.0 Beach Channel Drive and Dix Avenue Intersection 71.0 Intersection 112.7 14.4 Northbound LTR 0.34 24.1 Intersection 112.7 112.7 112.7 Beach Channel Drive and Nameoke Avenue Intersection 112.7 Beach Channel Drive and Nameoke Avenue Intersection 112.7 Beach Channel		В	LTR	0.18	19.3	В		LTR	0.18	19.3	В
TR 0.57 18.7 Southbound L 0.09 13.0 TR 0.59 19.3 Intersection 19.5 Beach Channel Drive and Mott Avenue Eastbound LTR 0.85 49.3 Westbound LT 0.74 35.7 R 0.21 11.3 R 0.21 11.3 Northbound L 0.25 28.5 TR 0.98 45.3 TR 0.98 45.3 Southbound L 0.82 45.4 TR 0.98 45.3 Intersection 71.0 Beach Channel Drive and Dix Avenue TR 0.98 45.3 Intersection T1.0 11.0 65.2 Southbound LTR 0.17 21.4 Northbound LTR 0.30 12.1.4 Northbound LTR 1.30 163.6 Intersection 112.7 1.30 163.6 112.7 112.7 9 TR 0.31 <td< td=""><td></td><td>С</td><td>LTR</td><td>0.42</td><td>23.0</td><td>С</td><td></td><td>LTR</td><td>0.42</td><td>23.0</td><td>С</td></td<>		С	LTR	0.42	23.0	С		LTR	0.42	23.0	С
TR 0.57 18.7 Southbound L 0.09 13.0 TR 0.59 19.3 Intersection 19.5 Beach Channel Drive and Mott Avenue Intersection 19.5 Beach Channel Drive and Mott Avenue Eastbound LTR 0.85 49.3 Westbound LT 0.74 35.7 R 0.21 11.3 R 0.21 11.3 Northbound L 0.82 45.3 Intersection TR 1.23 150.0 TR 0.98 45.3 Intersection 71.0 Northbound L 0.82 45.4 TR 0.98 45.3 Intersection 71.0 Beach Channel Drive and Dix Avenue Eastbound LTR 0.17 21.4 Northbound LTR 0.4 65.2 Southbound LTR 1.30 163.6 Beach Channel Drive and Nameoke Avenue Intersection 112.7 Beach Channel Drive and Hassock Avenue		В	L	0.02	12.1	В		L	0.02	12.1	В
TR 0.59 19.3 Beach Channel Drive and Mott Avenue Intersection 19.5 Beach Channel Drive and Mott Avenue Eastbound LTR 0.85 49.3 Westbound LT 0.74 35.7 R 0.21 11.3 R 0.21 11.3 Northbound L 0.225 28.5 TR 1.23 150.0 TR 1.23 150.0 Southbound L 0.82 45.4 TR 0.98 45.3 Beach Channel Drive and Dix Avenue Eastbound LTR 0.92 22.1 Morthbound LTR 0.20 22.1 11.3 Morthbound LTR 0.17 21.4 Northbound LTR 0.17 21.4 Northbound LTR 0.34 24.1 Northbound LTR 0.34 24.1 Northbound L 0.23 13.3 TR 0.81 24.8 3.3 Southbound		В	TR	0.59	19.2	В		TR	0.59	19.2	В
Beach Channel Drive and Mott Avenue Intersection 19.5 Beach Channel Drive and Mott Avenue Eastbound LTR 0.85 49.3 Westbound LT 0.74 35.7 R 0.21 11.3 R 0.21 11.3 Northbound L 0.25 28.5 TR 1.23 150.0 L 0.82 45.4 Southbound L 0.82 45.3 Intersection 71.0 8 45.3 Beach Channel Drive and Dix Avenue LTR 0.20 22.1 Westbound LTR 0.20 22.1 Westbound LTR 0.17 21.4 Northbound LTR 1.04 65.2 Southbound LTR 1.30 163.6 Intersection 112.7 112.7 Beach Channel Drive and Nameoke Avenue		В	L	0.09	13.1	В		L	0.09	13.1	В
Beach Channel Drive and Mott Avenue LTR 0.85 49.3 Westbound LT 0.74 35.7 R 0.21 11.3 Northbound L 0.25 28.5 TR 1.23 150.0 Southbound L 0.82 45.4 TR 0.98 45.3 Intersection 71.0 Beach Channel Drive and Dix Avenue Intersection 71.0 Beach Channel Drive and Dix Avenue LTR 0.20 22.1 Westbound LTR 0.17 21.4 Northbound LTR 1.30 163.6 Intersection 112.7 112.7 Beach Channel Drive and Nameoke Avenue TR 0.34 24.1 Northbound L 0.23 13.3 </td <td></td> <td>В</td> <td>TR</td> <td>0.59</td> <td>19.3</td> <td>В</td> <td></td> <td>TR</td> <td>0.59</td> <td>19.3</td> <td>В</td>		В	TR	0.59	19.3	В		TR	0.59	19.3	В
Eastbound LTR 0.85 49.3 Westbound LT 0.74 35.7 R 0.21 11.3 Northbound L 0.25 28.5 TR 1.23 150.0 Southbound L 0.82 45.4 TR 0.98 45.3 Intersection 71.0 Beach Channel Drive and Dix Avenue LTR 0.20 22.1 Westbound LTR 0.20 22.1 Westbound LTR 0.20 22.1 Westbound LTR 0.17 21.4 Northbound LTR 1.04 65.2 Southbound LTR 1.30 163.6 Intersection 112.7 1.30 163.6 Beach Channel Drive and Nameoke Avenue LTR 0.34 24.1 Northbound LTR 0.34 24.8 Southbound L 0.23 13.3 TR 0.81 24.8 30.4 <	.5 B	В	Inters	ection	19.7	В		Interse	ection	19.7	В
Westbound LT 0.74 35.7 R 0.21 11.3 Northbound L 0.25 28.5 TR 1.23 150.0 Southbound L 0.82 45.4 TR 0.98 45.3 Intersection 71.0 Beach Channel Drive and Dix Avenue LTR 0.20 22.1 Westbound LTR 0.20 22.1 Westbound LTR 0.17 21.4 Northbound LTR 0.17 21.4 Northbound LTR 1.30 163.6 Intersection 112.7 112.7 Beach Channel Drive and Nameoke Avenue LTR 0.34 24.1 Northbound LTR 0.34 24.1 Northbound L 0.23 13.3 TR 0.81 24.8 30.01 Southbound L 0.27 20.7 TR 0.31 18.9 Westbound LT			1.70	0.05	40.0			1.70	0.05	10.0	5
R 0.21 11.3 R 0.21 11.3 R 0.25 28.5 TR 1.23 150.0 Southbound L 0.82 45.3 TR 0.98 45.3 Intersection 71.0 Beach Channel Drive and Dix Avenue LTR 0.20 22.1 Vestbound LTR 0.20 22.1 Beach Channel Drive and Dix Avenue LTR 0.20 22.1 Beach Channel Drive and Nameoke Avenue LTR 0.17 21.4 Northbound LTR 0.34 24.1 Northbound L 0.23 13.3 TR 0.81 24.8 Southbound L 0.23 13.3 TR 0.15 101.0 Intersection 63.8 12.9 Beach Channel Drive and Hassock Avenue C 22.1 Intersection G.35 22.1 Morthbound LR 0.13 18.9		D	LTR	0.85	49.3	D		LTR	0.85	49.3	D
6 Northbound L 0.25 28.5 TR 1.23 150.0 Southbound L 0.82 45.4 TR 0.98 45.3 Intersection 71.0 Beach Channel Drive and Dix Avenue Intersection 71.0 7 Eastbound LTR 0.20 22.1 Westbound LTR 0.20 22.1 Westbound LTR 0.17 21.4 Northbound LTR 1.04 65.2 Southbound LTR 1.30 163.6 Intersection 112.7 112.7 Beach Channel Drive and Nameoke Avenue Intersection 112.7 9 TR 0.34 24.1 Northbound L 0.17 15.0 9 TR 0.81 24.8 Southbound L 0.23 13.3 TR 1.15 101.0 Intersection 63.8 Beach Channel Drive and Hassock Avenue Eastbou		D	LT	0.74	35.7	D			0.74	35.7	D
TR 1.23 150.0 Southbound L 0.82 45.4 TR 0.98 45.3 Intersection 71.0 Beach Channel Drive and Dix Avenue Intersection 71.0 Eastbound LTR 0.20 22.1 Westbound LTR 0.17 21.4 Northbound LTR 1.04 65.2 Southbound LTR 1.30 163.6 Intersection 112.7 112.7 Beach Channel Drive and Nameoke Avenue Intersection 112.7 Beach Channel Drive and Nameoke Avenue Intersection 112.7 9 TR 0.34 24.1 Northbound LTR 0.34 24.1 Northbound L 0.23 13.3 TR 1.15 101.0 Intersection 63.8 Beach Channel Drive and Hassock Avenue Intersection 63.8 13.3 TR 0.35 22.1 TR 0.35 22.1 <t< td=""><td></td><td>C C</td><td>R</td><td>0.21 0.25</td><td>11.3 28.5</td><td>C C</td><td></td><td>R</td><td>0.21 0.25</td><td>11.3 28.5</td><td>C C</td></t<>		C C	R	0.21 0.25	11.3 28.5	C C		R	0.21 0.25	11.3 28.5	C C
Southbound L 0.82 45.4 TR 0.98 45.3 Intersection 71.0 Beach Channel Drive and Dix Avenue L 0.20 22.1 Westbound LTR 0.20 22.1 Westbound LTR 0.17 21.4 Northbound LTR 1.04 65.2 Southbound LTR 1.30 163.6 Intersection 112.7 112.7 Beach Channel Drive and Nameoke Avenue L 0.34 24.1 Northbound LTR 0.34 24.1 Northbound L 0.17 15.0 TR 0.81 24.8 13.3 Southbound L 0.23 13.3 TR 1.15 101.0 Intersection 63.8 Beach Channel Drive and Hassock Avenue Eastbound LR 0.13 18.9 Westbound L 0.27 20.7 TR 0.35 22.1 Southbound LT <td></td> <td>F</td> <td>TR</td> <td>1.27</td> <td>28.5</td> <td>F</td> <td></td> <td>TR</td> <td>0.25</td> <td>28.5 164.7</td> <td>F</td>		F	TR	1.27	28.5	F		TR	0.25	28.5 164.7	F
TR 0.98 45.3 Intersection 71.0 Beach Channel Drive and Dix Avenue		D	L	0.82	45.4	D	+	L	0.82	45.4	Г D
Beach Channel Drive and Dix Avenue Intersection 71.0 Beach Channel Drive and Dix Avenue Eastbound LTR 0.20 22.1 Westbound LTR 0.17 21.4 Northbound LTR 1.04 65.2 Southbound LTR 1.30 163.6 Intersection 112.7 112.7 Beach Channel Drive and Nameoke Avenue Eastbound LTR 0.34 24.1 Northbound L 0.17 15.0 TR 0.81 24.8 Southbound L 0.23 13.3 TR 1.15 101.0 Intersection 63.8 Eastbound L 0.27 20.7 TR 0.35 22.1 TR 0.35 22.1 Southbound LT 1.13 99.6 Southbound T 1.17 113.0		D	TR	0.82	45.4	D		TR	0.82	45.3	D
Beach Channel Drive and Dix Avenue Eastbound LTR 0.20 22.1 Westbound LTR 0.17 21.4 Northbound LTR 1.04 65.2 Southbound LTR 1.30 163.6 Intersection 112.7 112.7 Beach Channel Drive and Nameoke Avenue Eastbound LTR 0.34 24.1 Northbound L 0.17 15.0 TR 0.81 24.8 Southbound L 0.23 13.3 TR 1.15 101.0 Intersection Intersection 63.8 FR 0.23 13.3 TR 0.81 24.8 Southbound L 0.23 13.3 TR 1.15 101.0 Intersection 63.8 63.8 Beach Channel Drive and Hassock Avenue Eastbound L 0.27 20.7 TR 0.35 22.1 TR 0.35 22.1 Southbound LT 1.13 99.6 Southbound </td <td></td> <td>E</td> <td></td> <td>ection</td> <td>75.6</td> <td>E</td> <td></td> <td>Interse</td> <td></td> <td>75.6</td> <td>E</td>		E		ection	75.6	E		Interse		75.6	E
Eastbound LTR 0.20 22.1 Westbound LTR 0.17 21.4 Northbound LTR 1.04 65.2 Southbound LTR 1.30 163.6 Intersection 112.7 112.7 Beach Channel Drive and Nameoke Avenue Eastbound LTR 0.34 24.1 Northbound L 0.17 15.0 TR 0.81 24.8 Southbound L 0.23 13.3 TR 1.15 101.0 Intersection 63.8 Southbound L 0.23 13.3 TR 1.15 101.0 Intersection 63.8 Beach Channel Drive and Hassock Avenue Eastbound L 0.27 20.7 Southbound L 0.27 20.7 TR 0.35 22.1 Morthbound LT 1.13 99.6 Southbound T 1.17 113.0	.0 L		Inters	COLION	75.0			Interst	000011	75.0	
Westbound LTR 0.17 21.4 Northbound LTR 1.04 65.2 Southbound LTR 1.30 163.6 Intersection 112.7 Beach Channel Drive and Nameoke Avenue LTR 0.34 24.1 Northbound LTR 0.34 24.1 Northbound L 0.17 15.0 TR 0.81 24.8 Southbound L 0.23 13.3 TR 1.15 101.0 Intersection 63.8 Eastbound L 0.27 20.7 Southbound L 0.27 20.7 TR 0.35 22.1 Southbound LT 1.13 18.9 Westbound L 0.27 20.7 TR 0.35 22.1 TR 0.35 22.1 Northbound LT 1.13 99.6 Southbound T 1.17 113.0	1 0	С	LTR	0.20	22.1	С		LTR	0.21	23.0	С
Morthbound LTR 1.04 65.2 Southbound LTR 1.30 163.6 Intersection 112.7 Beach Channel Drive and Nameoke Avenue Eastbound LTR 0.34 24.1 Northbound L 0.17 15.0 TR 0.81 24.8 Southbound L 0.23 13.3 TR 1.15 101.0 Intersection Intersection 63.8 Eastbound L 0.27 20.7 50 Eastbound LTR 0.35 22.1 Northbound LT 1.13 99.6 Southbound LT 1.13 99.6		C	LTR	0.17	21.4	c		LTR	0.18	22.2	c
Southbound LTR 1.30 163.6 Intersection 112.7 Beach Channel Drive and Nameoke Avenue LTR 0.34 24.1 Northbound L 0.17 15.0 TR 0.81 24.8 Southbound L 0.23 13.3 TR 1.15 101.0 Intersection 63.8 Beach Channel Drive and Hassock Avenue Eastbound L 0.27 20.7 TR 0.35 22.1 TR 0.35 22.1 Northbound LT 1.13 99.6 Southbound T 1.17 113.0		E	LTR	1.07	73.9	E	+	LTR	1.05	66.1	Ē
Beach Channel Drive and Nameoke Avenue Intersection 112.7 Beach Channel Drive and Nameoke Avenue Eastbound LTR 0.34 24.1 Northbound L 0.17 15.0 TR 0.81 24.8 Southbound L 0.23 13.3 TR 1.15 101.0 Intersection 63.8 Eastbound LR 0.13 18.9 Westbound L 0.27 20.7 TR 0.35 22.1 Northbound LT 1.13 99.6 Southbound T 1.17 113.0		F	LTR	1.30	163.6	F		LTR	1.27	151.9	F
Beach Channel Drive and Nameoke Avenue LTR 0.34 24.1 Northbound L 0.17 15.0 TR 0.81 24.8 Southbound L 0.23 13.3 TR 1.15 101.0 Intersection 63.8 Beach Channel Drive and Hassock Avenue L 0.27 20.7 TR 0.35 22.1 Northbound LT 1.13 99.6 Southbound TT 1.17 113.0		F		ection	115.8	F		Interse		106.7	F
Eastbound LTR 0.34 24.1 Northbound L 0.17 15.0 TR 0.81 24.8 Southbound L 0.23 13.3 TR 1.15 101.0 Intersection 63.8 Beach Channel Drive and Hassock Avenue Eastbound LR 0.13 18.9 Westbound L 0.27 20.7 TR 0.35 22.1 Northbound LT 1.13 99.6 Southbound T 1.17 113.0											
Northbound L 0.17 15.0 TR 0.81 24.8 Southbound L 0.23 13.3 TR 1.15 101.0 Intersection 63.8 Beach Channel Drive and Hassock Avenue L 0.23 18.9 Westbound L 0.27 20.7 TR 0.35 22.1 Northbound LT 1.13 99.6 Southbound T 1.17 113.0	.1 C	С	LTR	0.34	24.1	С		LTR	0.34	24.1	С
I9 TR 0.81 24.8 Southbound L 0.23 13.3 TR 1.15 101.0 Intersection 63.8 Beach Channel Drive and Hassock Avenue L 0.23 18.9 Westbound L 0.27 20.7 TR 0.35 22.1 Northbound LT 1.13 99.6 Southbound T 1.17 113.0		B	L	0.17	15.0	В		L	0.17	15.0	B
Southbound L 0.23 13.3 TR 1.15 101.0 Intersection 63.8 Beach Channel Drive and Hassock Avenue Eastbound LR 0.13 18.9 Westbound L 0.27 20.7 TR 0.35 22.1 Northbound LT 1.13 99.6 Southbound T 1.17 113.0		С	TR	0.83	26.3	С		TR	0.83	26.3	С
TR 1.15 101.0 Intersection 63.8 Beach Channel Drive and Hassock Avenue 63.8 Eastbound LR 0.13 18.9 Westbound L 0.27 20.7 TR 0.35 22.1 Northbound LT 1.13 99.6 Southbound T 1.17 113.0		В	L	0.24	13.8	В		L	0.24	13.8	В
Beach Channel Drive and Hassock Avenue Eastbound LR 0.13 18.9 Westbound L 0.27 20.7 TR 0.35 22.1 Northbound LT 1.13 99.6 Southbound T 1.17 113.0		F	TR	1.15	101.0	F		TR	1.15	101.0	F
Eastbound LR 0.13 18.9 Westbound L 0.27 20.7 TR 0.35 22.1 Northbound LT 1.13 99.6 Southbound T 1.17 113.0	.8 E	E	Inters	ection	64.0	Е		Interse	ection	64.0	Е
Westbound L 0.27 20.7 TR 0.35 22.1 Northbound LT 1.13 99.6 Southbound T 1.17 113.0											
TR 0.35 22.1 Northbound LT 1.13 99.6 Southbound T 1.17 113.0	.9 B	В	LR	0.13	18.9	В		LR	0.13	19.6	В
Northbound LT 1.13 99.6 Southbound T 1.17 113.0	.7 C	С	L	0.27	20.7	С		L	0.28	21.5	С
Northbound L1 1.13 99.6 Southbound T 1.17 113.0		С	TR	0.35	22.1	С		TR	0.36	23.0	С
	.6 F	F	LT	1.16	111.7	F	+	LT	1.14	101.0	F
R 0.19 12.6		F	Т	1.17	113.0	F		Т	1.15	102.1	F
		В	R	0.19	12.6	В		R	0.18	12.1	В
Intersection 87.9	'.9 F	F	Inters	ection	92.2	F		Interse	ection	83.9	F

Table 20-31 (continued): Q3 2027 Weekday PM Peak Hour No-Action vs. Peak Construction vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

2. Due to complex geometry and per NYCDOT request, LOS results were calculated using Synchro 10.

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Table 20-32: Q3 2027 Saturday AM Peak Hour No-Action vs. Peak Construction vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

			12 2027	No-Actior		02 202	7 Dook	Construc	ation			2 2027	Mitigaiton	
#	Intersection & Approach	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS
π	Beach Channel Drive and Beach 116th Street			. ,		· · ·		· /			· · ·			-
1	Eastbound Westbound	LTR LTR	0.29	23.8 15.7	C B		0.30 0.39	24.0 15.9	C B		LTR LTR	0.30	24.0 15.9	C B
1	Northbound	LTR	0.12	42.4	D	LTR	0.12	42.4	D		LTR	0.12	42.4	D
	Southbound	LTR Interse	0.12 ection	45.9 21.0	D C	LTR Intersec	0.12 tion	45.9 21.2	D C		LTR Interse	0.12 ection	45.9 21.2	D C
	Newport Avenue and Beach 116th Street	LTR	0.28	24.1	С	LTR	0.28	24.1	С		LTR	0.28	24.1	С
2	Eastbound Northbound	LTR	0.28	44.3	D		0.28	44.3	D		LTR	0.28	24.1 44.3	D
2	Southbound	R LTR	0.21	31.0 16.7	C B		0.21 0.17	31.1 16.8	C B		R LTR	0.21	31.1 16.8	C B
	Southbound	Interse		25.8	C	Intersec		25.8	C		Interse	-	25.8	C
	Rockaway Beach Boulevard and Beach 116th Street	LTR	0.00	10.8	В	LTR	0.00	10.8	В		LTR	0.00	10.0	В
	Eastbound Westbound	LTR	0.29 0.34	10.8	B		0.29 0.34	11.6	B		LTR	0.29 0.34	10.8 11.6	B
3	Northbound	L TR	0.07	12.7 13.0	B B		0.07	12.7 13.0	B		L TR	0.07	12.7 13.0	B B
	Southbound	L	0.14	13.4	В	L	0.14	13.4	В		L	0.14	13.4	В
		TR Interse	0.15 ection	13.3 11.9	B	TR Intersec	0.15 tion	13.3 11.9	B		TR Interse	0.15	13.3 11.9	B
	Beach Channel Drive and Rockaway Freeway				·									
	Eastbound Westbound	LTR LTR	0.37	22.0 20.8	C C		0.38	22.2 21.0	C C		LTR LTR	0.38	22.2 21.0	C C
4	Northbound	LT	0.14	19.2	В	LT	0.14	19.2	В		LT	0.14	19.2	В
		R Interse	0.00 ection	17.6 21.2	B C	R Intersec	0.00 tion	17.6 21.4	B C		R Interse	0.00 ection	17.6 21.4	B C
	Beach Channel Drive and Beach 108th Street													
_	Eastbound Westbound	TR LT	0.26	16.1 15.8	B		0.27	16.3 15.9	B		TR LT	0.27	16.3 15.9	B
5	Northbound	L	0.10	14.8	В	L	0.10	14.8	В		L	0.10	14.8	В
		R Interse	0.04 ection	14.3 15.8	B	R Intersec	0.04 tion	14.3 15.9	B	\vdash	R Interse	0.04 ection	14.3 15.9	B
	Rockaway Freeway and Beach 108th Street				·									
	Eastbound Westbound	LTR LTR	0.10	14.7 14.3	B		0.10 0.05	14.7 14.3	B		LTR LTR	0.10	14.7 14.3	B
6	Northbound	L	0.12	15.1	В	L	0.12	15.1	В		L	0.12	15.1	В
	Southbound	TR LTR	0.08	14.5 14.7	B		0.08 0.09	14.5 14.7	B B	\vdash	TR LTR	0.08	14.5 14.7	B
		Interse		14.7	B	Intersec		14.7	B		Interse		14.7	B
	Rockaway Beach Boulevard and Beach 108th Street Eastbound	L	0.08	14.7	В	L	0.08	14.7	В	\vdash	L	0.08	14.7	В
		TR	0.30	17.1	В	TR	0.30	17.1	В		TR	0.30	17.1	В
-	Westbound	L TR	0.02	14.1 16.5	B		0.02	14.1 16.5	B B		L TR	0.02	14.1 16.5	B
7	Northbound	L	0.11	15.0	В		0.11	15.0	В		L	0.11	15.0	В
	Southbound	TR L	0.10	14.9 15.6	B		0.10	14.9 15.6	B B		TR L	0.10	14.9 15.6	B
		LTR	0.14	15.2	B		0.14	15.2	В		LTR	0.14	15.2	В
_	Beach Channel Drive and Beach 92nd Street/Beach 94th 9	Interse Street	ection	16.0	В	Intersec	tion	16.0	В		Interse	ection	16.0	В
	Eastbound Northeastbound (Cross Bay Bridge Exit Ramp)	Т	0.26	7.9	A D		0.24	7.8 39.5	A D		T	0.24	7.8	A D
8	Northeastbound (Cross Bay Bridge Exit Ramp) Northeastbound (Beach 94th St)	R R	0.49	38.4 30.3	C		0.52 0.08	39.5 30.3	C		R R	0.52	39.5 30.3	C
0	Westbound Northbound	TR R	0.26	1.3 41.2	A D		0.26	1.3 41.2	A D		TR R	0.26	1.3 41.2	A D
	Southbound	R	0.13	41.2 39.5	D		0.13	41.2 39.5	D		R	0.13	41.2 39.5	D
	Deskowey Freewey and Crees Rey Deskowey	Interse	ection	11.9	В	Intersec	tion	12.3	В		Interse	ection	12.3	В
	Rockaway Freeway and Cross Bay Parkway Eastbound	TR	0.16	19.1	В	TR	0.16	19.1	В		TR	0.16	19.1	В
9	Westbound	L	0.06	36.5 9.9	D A		0.06	36.5 9.9	D A		L T	0.06	36.5 9.9	D A
3	Southbound (Cross Bay Bridge Off-Ramp)	LTR	0.08	9.9 21.5	C		0.08	21.6	C		LTR	0.08	9.9 21.6	C
	Southbound (Beach Channel Drive Off-Ramp)	LTR Interse	0.05	19.8 19.4	BB	LTR Intersec	0.05 tion	19.8 19.5	B		LTR Interse	0.05	19.8 19.5	B
	Rockaway Beach Boulevard and Cross Bay Parkway				Б				В				19.5	В
	Eastbound Westbound	TR LT	0.25	9.0 8.1	A		0.26	9.0 8.1	A A		TR LT	0.26	9.0 8.1	A
10	Southbound (Cross Bay Bridge Off-Ramp)	LT	0.16	15.1	В	LT	0.17	15.1	В		LT	0.17	15.1	В
	Southbound (Beach Channel Drive Off-Ramp)	TR Interse	0.14 ection	15.3 11.3	B	TR Intersec	0.14 tion	15.3 11.4	B		TR Interse	0.14 ection	15.3 11.4	B
	Rockaway Freeway and Beach 94th Street													
. 1	Eastbound	T	0.07	36.6 10.2	D B		0.07	36.6 10.2	D B		L T	0.07	36.6 10.2	D B
1 ¹	Westbound	TR	0.18	19.3	В	TR	0.18	19.3	В		TR	0.18	19.3	В
	Northbound (Cross Bay Bridge On-Ramp)	LTR Interse	0.20 ection	21.1 18.6	C B	LTR Intersec	0.20 tion	21.1 18.5	C B	H	LTR Interse	0.20 ection	21.1 18.5	C B
	Rockaway Beach Boulevard and Beach 94th Street													
2	Eastbound Westbound	LT TR	0.22 0.31	8.4 9.4	A		0.23 0.31	8.5 9.4	A A		LT TR	0.23	8.5 9.4	A
-	Northbound (Cross Bay Bridge On-Ramp) Northbound (Beach Channel Drive On-Ramp)	LT TR	0.16	15.4 15.3	B B		0.16 0.13	15.4 15.3	B B		LT TR	0.16	15.4 15.3	B B
	· · · · · · · · · · · · · · · · · · ·	Interse		15.3	B	Intersec		15.3	B		Interse		15.3	B
	Beach Channel Drive and Beach 73rd Street Eastbound	L	0.00	9.4	А		0.00	9.4	A		1	0.00	9.4	А
		Т	0.24	11.3	В	Т	0.27	11.5	В		T	0.27	11.5	В
3 ¹	Westbound	L TR	0.09	10.1 12.6	B		0.09	10.2 12.8	B		L TR	0.09	10.2 12.8	B
	Northbound	LT	0.11	20.5	С	LT	0.11	20.5	С		LT	0.11	20.5	С
	Southbound	LTR Interse	0.01 ection	19.5 12.7	B	LTR Intersec	0.01 tion	19.5 12.8	B B	\vdash	LTR Interse	0.01 ection	19.5 12.8	B
	Rockaway Beach Boulevard and Beach 73rd Street													
	Eastbound	LT R	0.21	8.2 7.1	A		0.22 0.04	8.3 7.1	A A		LT R	0.22	8.3 7.1	A
	Westbound	L	0.06	7.2	А	L	0.06	7.2	Α		L	0.06	7.2	А
4		T R	0.20	8.1 7.3	A A	R	0.20 0.08	8.1 7.3	A A	E	T R	0.20	8.1 7.3	A
	Northbound	LT R	0.06	24.2 23.8	C C		0.06	24.2 23.8	C C		LT R	0.06	24.2 23.8	C C
	Southbound	L	0.16	25.6	С	L	0.16	25.6	С		L	0.16	25.6	С
		TR Interse	0.16	25.5 11.6	C B	TR Intersec	0.16 tion	25.5 11.6	C B		TR Interse	0.16	25.5 11.6	C B
	Beach Channel Drive/Arverne Boulevard and Beach 62nd										merse			
	Eastbound Westbound (Beach Channel Drive)	LT T	0.58	25.7 20.1	C C		0.64 0.31	27.4 20.3	C C		LT T	0.64	27.4 20.3	C C
5	Westbound (Arverne Boulevard)	LR	0.49	34.9	С	LR	0.49	34.9	С		LR	0.49	34.9	С
-	Northbound Southbound	LTR L	0.15	28.7 29.8	C C		0.15 0.18	28.7 29.8	C C	\vdash	LTR L	0.15	28.7 29.8	C C
	Soumbound	R	0.18	29.8	C		0.10	29.8	C		R	0.18	29.8	С
		Interse		26.7	С	Intersec		27.4	С		Interse		27.4	С

			1	No-Action				Construc	ction			Mitigaiton	
		Lane	v/c	Delay	LOS	Lane	v/c	Delay	LOS	Lane	v/c	Delay	LOS
#	Intersection & Approach	Group	Ratio	(sec)		Group	Ratio	(sec)		 Group	Ratio	(sec)	
	Rockaway Beach Boulevard and Beach 62nd Street		0.04	00.0			0.04	00.0	С		0.04	00.0	0
	Eastbound	L TR	0.04	23.9 7.2	C A	L TR	0.04	23.9 7.3	A	 L TR	0.04	23.9 7.3	C A
16	Westbound	LTR	0.35	24.3	C	LTR	0.36	24.4	C	LTR	0.36	24.4	C
	Northbound	LTR	0.14	28.1	С	LTR	0.15	28.3	С	LTR	0.15	28.3	С
		Inters	ection	17.3	В	Interse	ection	17.2	В	Interse	ection	17.2	В
	Beach Channel Drive and Beach 59th Street												
	Eastbound	LT	0.20	10.9	В	LT	0.23	11.2	В	 LT	0.23	11.2	В
18		R	0.03	9.6	A	R	0.03	9.6	A	 R	0.03	9.6	A
	Westbound Southbound	LTR LTR	0.18	10.8 19.5	B	LTR LTR	0.19	10.9 19.5	B	 LTR LTR	0.19 0.01	10.9 19.5	B
	Southbound	Inters		19.5	B	Interse		19.5	B	Interse		19.5	B
	Arverne Boulevard and Beach 59th Street			11.0		interes	, outon				, ou on	11.1	
	Eastbound	Т	0.22	8.4	Α	Т	0.23	8.4	A	Т	0.26	8.8	Α
		R	0.06	7.4	Α	R	0.06	7.4	A	R	0.06	7.4	Α
19	Westbound	LT	0.28	9.0	A	LT	0.28	9.1	A				
										 L T	0.10	7.8	A
	Southbound	LTR	0.07	14.6	В	LTR	0.07	14.6	В	 LTR	0.22	8.5 14.6	A B
	Sourbound	Inters		9.0	A	Interse		9.0	A	 Interse		8.8	A
	Rockaway Freeway and Beach 59th Street			0.0				0.0				0.0	
	Westbound	L	0.28	40.4	D	L	0.28	40.4	D	L	0.28	40.4	D
20		Т	0.05	9.7	Α	Т	0.05	9.7	A	Т	0.05	9.7	А
	Southbound	LTR	0.27	27.6	С	LTR	0.27	27.6	С	LTR	0.27	27.6	С
		Inters	ection	26.0	С	Interse	ection	26.0	С	 Interse	ection	26.0	С
	Rockaway Beach Boulevard and Beach 59th Street	TD	0.54	0E 0	<u> </u>	тр	0 57	06 4		 тр	0 57	06.4	<u> </u>
	Eastbound Westbound	TR LT	0.54 0.37	25.3 21.8	C C	TR LT	0.57	26.1 21.8	C C	 TR LT	0.57	26.1 21.8	C C
21	Northbound	LI	0.37	21.8	C	LI	0.37	21.8	C	 LI	0.37	21.8	C
	Southbound	LTR	0.18	16.1	B	LTR	0.18	16.1	B	LTR	0.18	16.1	B
		Inters		22.6	C	Interse		23.0	C	Interse		23.0	C
	Beach Channel Drive and Beach 54th Street												
	Eastbound	T	0.22	11.1	B	Т	0.24	11.3	В	Т	0.24	11.3	B
~~		R	0.01	9.5	A	R	0.01	9.5	A	 R	0.01	9.5	A
22	Westbound	LT LR	0.31	12.2 20.3	B C	LT LR	0.32	12.4 20.3	B C	 LT LR	0.32	12.4 20.3	B C
	Northbound Southbound		0.07	20.3	C	LTR	0.08	20.3	C		0.08	20.3	C
	Sourisouna	Inters		13.0	B	Interse		13.1	B	 Interse		13.1	В
	Arverne Boulevard and Beach 54th Street			10.0	D	interes	, outon	10.1			, ou on	10.1	
	Eastbound	LTR	0.36	19.7	В	LTR	0.37	20.0	В	LTR	0.37	20.0	В
23	Westbound	LTR	0.34	19.8	В	LTR	0.34	19.9	В	LTR	0.34	19.9	В
23	Northbound	LTR	0.21	14.2	В	LTR	0.24	14.6	В	LTR	0.24	14.6	В
	Southbound	LTR	0.07	22.1	С	LTR	0.07	22.1	С	LTR	0.07	22.1	С
		Inters	ection	18.5	В	Interse	ection	18.5	В	 Interse	ection	18.5	В
	Rockaway Freeway and Beach 54th Street Eastbound	LTR	0.04	16.0	В	LTR	0.04	16.0	В	 LTR	0.04	16.0	В
	Westbound		0.04	35.8	D		0.04	35.8	D	 LIK	0.04	35.8	D
24	Woobound	TR	0.11	8.8	A	TR	0.02	8.8	A	TR	0.02	8.8	A
	Northbound	LTR	0.27	24.5	С	LTR	0.31	25.0	С	LTR	0.31	25.0	С
	Southbound	LTR	0.25	24.1	С	LTR	0.25	24.2	С	LTR	0.25	24.2	С
		Inters	ection	19.9	В	Interse	ection	20.3	С	Interse	ection	20.3	С
	Edgemere Avenue and Beach 54th Street	1.70	0.00	00.0			0.75	04.0		 1 70	0.75	04.0	
	Eastbound Westbound	LTR LTR	0.63	26.0 19.7	C B	LTR LTR	0.75	31.6 19.7	C B	 LTR LTR	0.75	31.6 19.7	C B
25	Northbound	LTR	0.00	21.4	C	LTR	0.00	21.4	C	 LTR	0.00	21.4	C
	Southbound	LTR	0.50	22.5	C	LTR	0.50	22.6	C	LTR	0.50	22.6	C
		Inters		23.1	С	Interse		25.8	С	Interse		25.8	С
	Beach Channel Drive and Beach 53rd Street												
	Eastbound									TR	0.33	12.5	В
26	Westbound		Unsia	nalized			Unsia	nalized		 LT	0.29	12.0	В
	Northbound		- 3				- 3			 LR	0.15	21.0	C
_	Pockaway Roach Royleyord and Roach 52rd Street	—								 Interse	CLION	13.6	В
	Rockaway Beach Boulevard and Beach 53rd Street Eastbound									 L	0.13	11.7	В
	Eastbound									 <u> </u>	0.13	11.7	B
27	Westbound		Unsig	nalized			Unsia	nalized		 TR	0.25	12.0	B
	Southbound		2				2			 LR	0.22	20.5	C
										Interse		14.0	B
	Beach Channel Drive and Beach 51st Street												
	Eastbound	L	0.02	9.5	Α	L	0.02	9.5	A	L	0.02	9.5	Α
~	1.67 - 1	TR	0.31	12.3	В	TR	0.31	12.3	B	 TR	0.31	12.3	B
29	Westbound	LT R	0.26	11.6 9.4	B	LT R	0.26	11.6 9.4	B	 LT R	0.26	11.6 9.4	B
	Northbound	LTR	0.01	9.4	B	LTR	0.01	9.4	B	 LTR	0.01	9.4 19.5	B
		Inters		11.9	B	Interse		11.9	B	Interse		11.9	B
	Rockaway Freeway and Beach 44th Street						_				_		
	Eastbound	L	0.03	36.0	D	L	0.03	36.0	D	L	0.03	36.0	D
		TR	0.11	16.6	В	TR	0.11	16.6	В	TR	0.11	16.6	В
39	Westbound	L	0.01	8.1	A	L	0.01	8.1	A	L	0.01	8.1	A
	K 1 (1) (1)	TR	0.14	16.9	В	TR	0.14	16.9	B	 TR	0.14	16.9	B
	Northbound		0.02	21.5	C		0.03	21.7	C		0.03	21.7	C
	Southbound	LTR Interse	0.08	22.2 17.9	C B	LTR Interse	0.08	22.2 18.1	C B	 LTR Interse	0.08	22.2 18.1	C B
			GOUUII	17.9	D	merse	000011	10.1	D	 1116156		10.1	D
_	Beach Channel Drive/Seadirf Rollievard and Reach 25th												
	Beach Channel Drive/Seagirt Boulevard and Beach 35th S Eastbound	LTR	0.25	11.3	В	LTR	0.25	11.4	В	LTR	0.25	11.4	В
		LTR LT	0.25 0.24	11.3 12.6	B B	LTR LT	0.25	11.4 12.4	B	 LTR LT	0.25	11.4 12.4	B

Table 20-32 (continued): Q3 2027 Saturday AM Peak Hour No-Action vs. Peak Construction vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

	Westbound	L !	0.24	12.0	D	-	0.20	12.7	D		-	0.20	12.7	D	
40 ^{1,2}	Southbound	LT	0.08	21.1	С	LT	0.08	21.1	С		LT	0.08	21.1	С	
		R	0.29	6.4	А	R	0.31	6.5	Α		R	0.31	6.5	A	
	Northbound	LTR	0.06	11.3	В	LTR	0.06	11.4	В		LTR	0.06	11.4	В	
		Interse	ection	10.8	В	Interse	ection	10.7	В		Interse	ection	10.7	В	
	Rockaway Freeway and Beach 35th Street														
	Eastbound	L	0.01	34.0	С	L	0.01	34.0	С		L	0.01	34.0	С	
		TR	0.19	16.6	В	TR	0.19	16.6	В		TR	0.19	16.6	В	
41 ²	Westbound	L	0.00	43.0	D	L	0.00	43.0	D		L	0.00	43.0	D	
41		TR	0.23	8.0	Α	TR	0.23	8.0	Α		TR	0.23	8.0	Α	
	Southbound	LTR	0.15	7.7	Α	LTR	0.15	7.7	Α		LTR	0.15	7.7	Α	
	Northbound	LTR	0.09	25.7	С	LTR	0.09	25.7	С		LTR	0.09	25.7	С	
		Interse	ection	12.8	В	Interse	ection	12.8	В		Interse	ection	12.8	В	
	Rockaway Freeway and Seagirt Boulevard														
	Eastbound	L	0.11	41.2	D	L	0.11	41.2	D		L	0.11	41.2	D	
		TR	0.09	12.4	В	TR	0.09	12.5	В		TR	0.09	12.5	В	
42 ²	Westbound	LTR	0.26	28.4	С	LTR	0.26	28.4	С		LTR	0.26	28.4	С	
	Southbound	TR	0.22	20.9	С	TR	0.22	20.8	С		TR	0.22	20.8	С	
	Northbound	TR	0.24	10.3	В	TR	0.24	10.3	В		TR	0.24	10.3	В	
		Interse	ection	21.1	С	Interse	ection	21.1	С		Interse	ection	21.1	С	
	Notes: L = Left Turn, T= Through, R = Right Turn, DefL = Def significant adverse impact. 1. Stop-controlled approach at signalized intersection. 2. Due to complex geometry and per NYCDOT request, LOS I						oproach	has no vol	ume rec	orded	during th	is peak ł	nour. "+" d	enotes	

		C	23 2027	No-Actior		Q3 20	27 Peak	Construe	ction			23 2027 I	Mitigaiton	
		Lane	v/c	Delay	1.00	Lane	v/c	Delay	1.00	L	ane	v/c	Delay	1.00
ŧ	Intersection & Approach	Group	Ratio	(sec)	LOS	Group	Ratio	(sec)	LOS	G	roup	Ratio	(sec)	LOS
	Rockaway Freeway and Beach 25th Street													
	Eastbound	LTR	0.09	22.3	С	LTR	0.09	22.3	С		TR	0.09	22.3	С
	Westbound	LTR	0.12	22.7	Č	LTR	0.12	22.7	Ċ		TR	0.12	22.7	Č
•	Northbound	L	0.05	35.3	D	L	0.05	35.3	D		L	0.05	35.3	D
3		TR	0.21	18.3	В	TR	0.21	18.3	В		TR	0.21	18.3	В
	Southbound	L	0.08	35.7	D	L	0.08	35.7	D		L	0.08	35.7	D
		TR	0.15	17.6	В	TR	0.15	17.6	В		TR	0.15	17.6	В
		Interse	ection	20.4	С	Interse	ection	20.4	С		Inters	ection	20.4	С
	Rockaway Freeway and Cornaga Avenue													
	Eastbound	LTR	0.07	18.1	В	LTR	0.07	18.1	В		LTR	0.07	18.1	В
	Westbound	LTR	0.21	19.9	В	LTR	0.21	19.9	В		LTR	0.21	19.9	В
14	Northbound	TR	0.22	23.1	С	TR	0.22	23.1	С		TR	0.22	23.1	С
	Southbound	L	0.06	36.4	D	L	0.06	36.4	D		L	0.06	36.4	D
		TR	0.10	12.6	В	TR	0.10	12.6	В		TR	0.10	12.6	В
		Interse	ection	19.5	В	Interse	ection	19.5	В		inters	ection	19.5	В
	Beach Channel Drive and Cornaga Avenue		_				_							
	Eastbound	LTR	0.08	18.2	В	LTR	0.08	18.2	В		TR	0.08	18.2	В
	Westbound	LTR	0.11	18.5	В	LTR	0.11	18.5	В		TR	0.11	18.5	В
45	Northbound	L	0.01	11.8	В	L	0.01	11.8	В		L	0.01	11.8	В
		TR	0.25	14.0	В	TR	0.26	14.1	В		TR	0.26	14.1	B
	Southbound	L	0.02	11.9	В	L	0.02	12.0	В			0.02	12.0	В
		TR	0.24	13.9	В	TR	0.28	14.3	В		TR	0.28	14.3	В
	Beach Channel Drive and Mott Avenue	Interse	ection	14.8	В	Interse	ection	15.0	В	_	Inters	ection	15.0	В
		LTR	0.23	20.0	С		0.23	20.0	С	_	TR	0.23	20.0	С
	Eastbound Westbound	LTR	0.23	20.0	C	LTR LT	0.23	20.0	C			0.23	20.0 20.3	C
	Westbound	R	0.23	10.0	B	R	0.23	10.0	В		R	0.23	10.0	В
46	Northbound		0.03	10.0	B	L	0.03	19.7	B			0.03	19.7	B
10	Nothibound	TR	0.03	28.1	C	TR	0.59	28.7	C		TR	0.59	28.7	C
	Southbound	L	0.26	14.2	B	L	0.27	14.4	B		L	0.27	14.4	B
	Counseand	TR	0.38	14.4	B	TR	0.41	14.9	B		TR	0.41	14.9	B
		Interse		19.3	В	Interse		19.6	В		Inters		19.6	В
	Beach Channel Drive and Dix Avenue													
	Eastbound	LTR	0.04	19.8	В	LTR	0.04	19.8	В		TR	0.04	19.8	В
47	Westbound	LTR	0.06	20.0	В	LTR	0.06	20.0	В		LTR	0.06	20.0	В
47	Northbound	LTR	0.49	15.0	В	LTR	0.51	15.3	В		TR	0.51	15.3	В
	Southbound	LTR	0.60	17.3	В	LTR	0.64	18.4	В		LTR	0.64	18.4	В
		Interse	ection	16.5	В	Interse	ection	17.2	В		Inters	ection	17.2	В
	Beach Channel Drive and Nameoke Avenue													
	Eastbound	LTR	0.16	21.3	С	LTR	0.16	21.3	С		_TR	0.16	21.3	С
	Northbound	L	0.01	9.4	А	L	0.01	9.4	A		L	0.01	9.4	A
49		TR	0.39	13.1	В	TR	0.40	13.3	В		TR	0.40	13.3	В
	Southbound	L	0.05	9.9	Α	L	0.05	9.9	A		L	0.05	9.9	Α
		TR	0.52	15.2	В	TR	0.55	15.9	В		TR	0.55	15.9	В
		Interse	ection	14.7	В	Interse	ection	15.1	В		Inters	ection	15.1	В
	Beach Channel Drive and Hassock Avenue		_				_							
	Eastbound	LR	0.08	18.3	В	LR	0.08	18.3	В		LR	0.08	18.3	В
	Westbound		0.10	18.5	B		0.10	18.5	В	_		0.10	18.5	B
50	La contra de la co	TR	0.08	18.3	В	TR	0.08	18.3	В	_	TR	0.08	18.3	B
	Northbound		0.60	19.4	В		0.62	19.8	В		LT	0.62	19.8	B
	Southbound	T	0.57	18.3	B	T	0.62	19.4	B		T	0.62	19.4	B
		R	0.06	11.3	B	R	0.06	11.3	В		R	0.06	11.3	B
		Interse	ecuon	18.5	В	Interse	rouon	19.2	В		mers	ection	19.2	В

Table 20-32 (continued): Q3 2027 Saturday AM Peak Hour No-Action vs. Peak Construction vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

2. Due to complex geometry and per NYCDOT request, LOS results were calculated using Synchro 10.

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Table 20-33: Q3 2027 Saturday PM Peak Hour No-Action vs. Peak Construction vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

			0007			00.000	ZDeel	0				0.00071	M141	
		Lane	v/c	No-Actior Delay	LOS	Lane	v/c	Construct Delay	LOS		Lane	v/c	Mitigaiton Delay	LOS
#	Intersection & Approach Beach Channel Drive and Beach 116th Street	Group	Ratio	(sec)	203	Group	Ratio	(sec)	103		Group	Ratio	(sec)	103
	Eastbound	LTR	0.59	29.0	С	LTR	0.59	29.0	С		LTR	0.59	29.0	С
1	Westbound Northbound	LTR LTR	0.91 0.23	36.7 44.1	D D	LTR LTR	0.92	37.6 44.2	D D		LTR LTR	0.92 0.24	37.6 44.2	D D
	Southbound	LTR Inters	0.24	48.1 34.4	D C	LTR Intersed	0.24	48.1 34.9	D C		LTR Interse	0.24 ction	48.1 34.9	D C
	Newport Avenue and Beach 116th Street		-	-										
	Eastbound Northbound	LTR LT	0.56	30.1 51.6	C D	LTR LT	0.56	30.1 51.8	C D		LTR LT	0.56 0.50	30.1 51.8	C D
2	Southbound	R LTR	0.43	35.7 19.7	D B	R LTR	0.43 0.37	35.7 19.7	D B		R LTR	0.43 0.37	35.7 19.7	D B
	Souribound	Inters		30.8	C	Intersed		30.9	C		Interse		30.9	C
	Rockaway Beach Boulevard and Beach 116th Street Eastbound	LTR	0.63	16.5	В	LTR	0.63	16.5	В		LTR	0.63	16.5	В
	Westbound	LTR	0.72	20.3	С	LTR	0.72	20.5	С		LTR	0.72	20.5	С
	Northbound	L TR	0.17 0.25	13.8 14.4	B	L TR	0.17	13.8 14.4	B B		L TR	0.17 0.25	13.8 14.4	B
	Southbound	L TR	0.32	16.2 15.2	B B	L TR	0.32	16.2 15.2	B B		L TR	0.32 0.32	16.2 15.2	B B
			ection	17.2	B	Intersec		17.3	B		Interse		17.3	B
	Beach Channel Drive and Rockaway Freeway Eastbound	LTR	0.93	45.5	D	LTR	0.93	45.9	D		LTR	0.93	45.9	D
	Westbound	LTR	0.67	28.6	C	LTR	0.68	28.8	С		LTR	0.68	28.8	C
	Northbound	LT R	0.28	21.2 17.7	C B	LT R	0.29	21.2 17.7	C B		LT R	0.29 0.01	21.2 17.7	C B
_	Beach Channel Drive and Beach 108th Street	Inters	ection	36.3	D	Intersed	ction	36.5	D		Interse	ction	36.5	D
	Eastbound	TR	0.54	19.8	В	TR	0.54	19.8	В		TR	0.54	19.8	В
	Westbound Northbound	LT L	0.47	18.9 15.8	B	LT L	0.48	18.9 15.9	B		LT L	0.48	18.9 15.9	B
		R	0.08	14.7	В	R	0.08	14.7	В		R	0.08	14.7	В
	Rockaway Freeway and Beach 108th Street		ection	18.9	В	Intersed		18.9	В		Interse		18.9	В
	Eastbound Westbound	LTR LTR	0.25	16.1 14.8	B	LTR LTR	0.25	16.1 14.8	B B		LTR LTR	0.25	16.1 14.8	B
	Northbound	L	0.26	16.8	В	L	0.26	16.8	В		L	0.26	16.8	В
	Southbound	TR LTR	0.16 0.18	15.2 15.8	B	TR LTR	0.16 0.18	15.2 15.8	B B		TR LTR	0.16 0.18	15.2 15.8	B
	Rockaway Beach Boulevard and Beach 108th Street	Interse	ection	15.8	В	Intersed	ction	15.8	В		Interse	ction	15.8	В
	Eastbound	L	0.21	16.7	В	L	0.21	16.7	В		L	0.21	16.7	В
	Westbound	TR L	0.60	22.8 14.8	C B	TR L	0.60	22.8 14.8	C B		TR L	0.60	22.8 14.8	C B
		TR	0.50	20.6	C B	TR	0.51	20.7	C B		TR	0.51	20.7	С
	Northbound	L TR	0.24 0.22	16.9 16.0	В	L TR	0.24 0.22	16.9 16.0	В		L TR	0.24 0.22	16.9 16.0	B
	Southbound	L LTR	0.33	18.5 16.8	B	L LTR	0.33	18.5 16.8	B		L LTR	0.33	18.5 16.8	B
		Inters		19.5	B	Intersed		19.5	B		Interse		19.5	B
	Beach Channel Drive and Beach 92nd Street/Beach 94th s Eastbound	Street T	0.48	12.2	В	Т	0.48	12.2	В		Т	0.48	12.2	В
	Northeastbound (Cross Bay Bridge Exit Ramp) Northeastbound (Beach 94th St)	R R	0.93	74.3 31.6	E C	R R	0.93	74.3 31.6	E C		R R	0.93 0.16	74.3 31.6	E C
;	Westbound	TR	0.53	3.9	Α	TR	0.54	4.0	A		TR	0.54	4.0	Α
	Northbound Southbound	R R	0.21 0.10	42.2 39.3	D	R R	0.21 0.10	42.2 39.3	D D		R R	0.21 0.10	42.2 39.3	D D
		Inters	ection	20.5	С	Intersed	ction	20.4	С		Interse	ction	20.4	С
	Rockaway Freeway and Cross Bay Parkway Eastbound	TR	0.32	21.1	С	TR	0.32	21.1	С		TR	0.32	21.1	С
	Westbound	L T	0.13	37.6 10.6	DB	L	0.13	37.6 10.6	D B		L T	0.13	37.6 10.6	D B
	Southbound (Cross Bay Bridge Off-Ramp)		0.47	24.5	C C	LTR	0.47	24.5	C C		LTR LTR	0.47	24.5	C C
	Southbound (Beach Channel Drive Off-Ramp)	LTR Interse	0.10 ection	20.3 21.7	C	LTR Intersed	0.10 ction	20.3 21.6	C		Interse	0.10 ction	20.3 21.6	C
	Rockaway Beach Boulevard and Cross Bay Parkway Eastbound	TR	0.52	12.4	В	TR	0.52	12.4	В		TR	0.52	12.4	В
0	Westbound Southbound (Cross Bay Bridge Off-Ramp)	LT LT	0.36 0.35	9.8 16.7	A B	LT LT	0.37 0.35	9.8 16.7	A B		LT LT	0.37 0.35	9.8 16.7	A B
	Southbound (Beach Channel Drive Off-Ramp)	TR	0.30	17.1	В	TR	0.30	17.1	В		TR	0.30	17.1	В
_	Rockaway Freeway and Beach 94th Street	Inters	ection	13.5	В	Intersed	ction	13.5	В		Interse	ction	13.5	В
	Eastbound	L	0.14	37.6	D	L	0.14	37.6	D		L -	0.14	37.6	D
1	Westbound	T TR	0.23 0.35	11.2 21.6	B C	T TR	0.23 0.37	11.2 21.8	B C		T TR	0.23 0.37	11.2 21.8	B C
	Northbound (Cross Bay Bridge On-Ramp)	LTR Interse	0.40 ection	23.4 20.6	C C	LTR Intersed	0.41 ction	23.5 20.7	C C		LTR Interse	0.41 ction	23.5 20.7	C C
	Rockaway Beach Boulevard and Beach 94th Street													_
2	Eastbound Westbound	LT TR	0.47 0.63	11.0 14.4	B	LT TR	0.47 0.64	11.0 14.9	B B		LT TR	0.47 0.64	11.0 14.9	B
-	Northbound (Cross Bay Bridge On-Ramp) Northbound (Beach Channel Drive On-Ramp)	LT TR	0.33	17.3 17.1	B	LT TR	0.33	17.3 17.1	B B		LT TR	0.33	17.3 17.1	B
		Inters		13.8	B	Intersed		14.1	B		Interse		14.1	B
	Beach Channel Drive and Beach 73rd Street Eastbound	L	0.00	9.4	А	L	0.00	9.4	A		L	0.00	9.4	A
	Westbound	T	0.49	14.2 13.7	B B	T	0.49	14.2 13.7	B B		T L	0.49 0.30	14.2 13.7	B B
1		TR	0.69	19.8	В	TR	0.71	20.6	С		TR	0.71	20.6	С
	Northbound Southbound	LT LTR	0.24 0.02	22.2 19.6	C B	LT LTR	0.24	22.2 19.6	C B	H	LT LTR	0.24 0.02	22.2 19.6	C B
	Rockaway Beach Boulevard and Beach 73rd Street	Inters		17.3	В	Intersed		17.7	В		Interse		17.7	В
	Eastbound	LT	0.44	10.6	В	LT	0.44	10.6	В		LT	0.44	10.6	В
	Westbound	R L	0.09	7.4 8.4	A	R L	0.09	7.4 8.4	A A		R L	0.09 0.17	7.4 8.4	A A
ŀ		T R	0.40	10.1 8.0	B	T	0.41	10.2 8.0	B		T R	0.41	10.2 8.0	B
1	Northbound	LT	0.12	24.9	С	LT	0.12	24.9	С		LT	0.12	24.9	С
	Southbound	R L	0.07	24.3 28.9	C C	R L	0.07	24.3 28.9	C C	\square	R L	0.07 0.35	24.3 28.9	C C
		TR	0.34	28.3	С	TR	0.34	28.3	С		TR	0.34	28.3	С
-	Beach Channel Drive/Arverne Boulevard and Beach 62nd	Interse Street	ECTION	13.6	В	Intersed	Juon	13.6	В	H	Interse	uion	13.6	В
	Eastbound Westbound (Beach Channel Drive)	LT T	1.18 0.60	124.6 25.7	F C	LT T	1.18 0.62	124.6 26.1	F C		LT T	1.18 0.62	124.6 26.1	F C
5	Westbound (Arverne Boulevard)	LR	0.99	77.6	E	LR	1.02	85.6	F	+	LR	0.97	71.5	E
	Northbound Southbound	LTR L	0.32	30.6 34.5	C C	LTR L	0.32	30.6 34.5	C C		LTR L	0.33 0.41	31.7 36.1	C D
		R	0.00	27.3	С	R	0.00	27.3	С		R	0.00	28.1	C E
			ection	77.0	E	Intersed	ction	78.6	E		Interse	ction •	76.1	

		C	3 2027	No-Action		Q3 20	27 Peak	Construc	ction		C	3 2027	Mitigaiton	
		Lane	v/c	Delay	LOS	Lane	v/c	Delay	LOS		Lane	v/c	Delay	LOS
#	Intersection & Approach	Group	Ratio	(sec)	103	Group	Ratio	(sec)	105		Group	Ratio	(sec)	103
	Rockaway Beach Boulevard and Beach 62nd Street													
	Eastbound	L	0.08	24.3	C	L	0.08	24.3	C		L	0.08	24.3	C
16	Westbound	TR LTR	0.56	10.6 41.7	B D	TR LTR	0.56	10.6 46.3	B D		TR LTR	0.56	10.6 46.3	B D
	Northbound	LTR	0.88	30.3	C	LTR	0.92	30.3	C		LTR	0.92	30.3	c
	Honnoouna	Interse		27.4	C	Interse		29.9	C		Interse		29.9	C
	Beach Channel Drive and Beach 59th Street													
	Eastbound	LT	0.41	13.2	В	LT	0.41	13.2	В		LT	0.41	13.2	В
18		R	0.07	9.9	A	R	0.07	9.9	A		R	0.07	9.9	A
	Westbound Southbound	LTR LTR	0.38	12.9 19.6	B	LTR LTR	0.39	13.0 19.6	B		LTR LTR	0.39	13.0 19.6	B
	Soundana	Interse		13.0	B	Interse		13.1	B		Interse		13.1	B
	Arverne Boulevard and Beach 59th Street			1010										
	Eastbound	Т	0.44	10.4	В	Т	0.44	10.4	В		Т	0.50	11.4	В
		R	0.14	8.1	A	R	0.14	8.1	A		R	0.14	8.1	A
19	Westbound	LT	0.69	16.6	В	LT	0.77	20.5	С			0.24	11.1	В
											<u> </u>	0.34	11.1 11.1	B
	Southbound	LTR	0.15	15.3	В	LTR	0.15	15.4	В		LTR	0.40	15.4	B
		Interse		13.2	В	Interse		15.1	В		Interse		11.2	В
	Rockaway Freeway and Beach 59th Street		-	-			-	-						-
~	Westbound	L	0.56	49.6	D	L	0.56	49.6	D		L	0.56	49.6	D
20	Southbound	T LTR	0.11 0.56	10.1 33.6	B C	T LTR	0.11 0.59	10.1 34.9	B C	\vdash	T LTR	0.11 0.62	9.7 36.8	A D
	Souindound	Interse		33.6	C	Interse		34.9	C C		Interse		36.8	C
	Rockaway Beach Boulevard and Beach 59th Street			01.0	J			02.0	, v				02.0	
	Eastbound	TR	1.10	93.7	F	TR	1.10	93.7	F		TR	1.07	82.1	F
21	Westbound	LT	1.00	68.3	E	LT	1.02	73.0	E	+	LT	0.95	54.1	D
- 1	Northbound	LR	0.35	30.4	С	LR	0.36	30.6	C		LR	0.38	32.1	C
	Southbound	LTR Interse	0.39	19.0 68.3	B	LTR Interse	0.41	19.3 69.6	B		LTR Interse	0.42	20.2 58.6	C E
_	Beach Channel Drive and Beach 54th Street	interse	5011011	00.3	E	interse		09.0			interse		0.00	
	Eastbound	Т	0.44	13.7	В	Т	0.44	13.7	В		Т	0.44	13.7	В
		R	0.04	9.7	A	R	0.04	9.7	A		R	0.04	9.7	А
22	Westbound	LT	0.64	18.3	В	LT	0.65	18.8	В		LT	0.65	18.8	В
	Northbound		0.18	22.0	C		0.18	22.0	C			0.18	22.0	C
	Southbound	LTR Interse	0.26	22.6 17.0	C B	LTR Interse	0.26	22.6 17.2	C B		LTR Interse	0.26	22.6 17.2	C B
	Arverne Boulevard and Beach 54th Street	IIICISC	SCIION	17.0	Б	IIICISC	SCIION	17.2	Ь		IIICEISC	CIION	17.2	D
	Eastbound	LTR	0.74	29.2	С	LTR	0.74	29.2	С		LTR	0.70	26.2	С
23	Westbound	LTR	0.85	42.0	D	LTR	0.95	59.0	E	+	LTR	0.87	43.3	D
23	Northbound	LTR	0.45	17.6	В	LTR	0.45	17.7	В		LTR	0.47	19.3	В
	Southbound	LTR	0.15	23.0	C	LTR	0.15	23.0	C		LTR	0.17	25.5	C
	Rockaway Freeway and Beach 54th Street	Interse	ection	29.6	С	Interse	ection	35.2	D		Interse	ection	29.7	С
	Eastbound	LTR	0.09	16.4	В	LTR	0.09	16.4	В		LTR	0.08	15.2	В
	Westbound	L	0.03	36.0	D	L	0.03	36.0	D		L	0.03	35.0	D
24		TR	0.22	9.7	А	TR	0.22	9.7	А		TR	0.21	8.2	А
	Northbound	LTR	0.55	29.4	С	LTR	0.55	29.4	С		LTR	0.61	33.6	С
	Southbound	LTR	0.53	29.0	C	LTR	0.54	29.3	C		LTR	0.63	34.3	C
	Edgemere Avenue and Beach 54th Street	Interse	ection	23.4	С	Interse	ection	23.6	С		Interse	ection	26.2	С
	Eugemere Avenue and Beach 54th Street Eastbound	LTR	2.58	749.0	F	LTR	2.58	749.0	F		LTR	2.24	592.1	F
05	Westbound	LTR	0.76	29.0	C	LTR	0.76	29.0	C		LTR	0.72	26.0	Ċ
25	Northbound	LTR	0.00	21.4	С	LTR	0.00	21.4	С		LTR	0.00	23.5	C
	Southbound	LTR	1.05	91.9	F	LTR	1.08	103.9	F	+	LTR	1.02	83.4	F
	Decel Chennel Drive and Basach For 101 and	Interse	ection	371.0	F	Interse	ection	371.5	F		Interse	ection	295.1	F
	Beach Channel Drive and Beach 53rd Street Eastbound					1					TR	0.61	17.6	В
26	Eastbound Westbound										LT	0.61	17.6	B
	Northbound		Unsig	nalized			Unsig	nalized			LR	0.03	23.2	C
	. to a bound										Interse		18.7	B
	Rockaway Beach Boulevard and Beach 53rd Street													
	Eastbound										L	0.40	16.9	В
27											Т	0.42	14.9	В
	Westbound		Unsig	nalized			Unsig	nalized			TR	0.47	15.9	В
	Southbound										LR	0.35	22.7	C
_	Beach Channel Drive and Beach 51st Street										Interse	รงแปป	16.9	В
	Eastbound	L	0.07	10.1	В	L	0.07	10.1	В		L	0.07	10.1	В
		TR	0.63	18.0	В	TR	0.63	18.0	В		TR	0.63	18.0	В
29	Westbound	LT	0.53	15.3	В	LT	0.53	15.3	В		LT	0.53	15.3	В
	K 1 (1) (1)	R	0.02	9.5	B	R	0.02	9.5	B		R	0.02	9.5	B
	Northbound	LTR Interse	0.03	19.6 16.4	B	LTR Interse	0.03	19.6 16.4	B		LTR Interse	0.03	19.6 16.4	B
	Rockaway Freeway and Beach 44th Street	interse	5011011	10.4	D	interse		10.4	D		merse		10.4	D
	Eastbound	L	0.06	36.5	D	L	0.06	36.5	D		L	0.06	36.5	D
		TR	0.22	17.8	B	TR	0.22	17.8	B		TR	0.22	17.8	B
39	Westbound	L	0.02	8.5	А	L	0.02	8.5	A		L	0.02	8.5	А
·•		TR	0.28	18.5	B	TR	0.28	18.5	B		TR	0.28	18.5	B
	Northbound	LTR LTR	0.04	21.7 23.5	C C	LTR LTR	0.04	21.7 23.7	C C		LTR LTR	0.04	21.7	C C
	Southbound	Interse	0.17 ection	23.5	B	Interse	0.19 ection	19.3	B		Interse	0.19 ection	23.7 19.3	B
	Beach Channel Drive/Seagirt Boulevard and Beach 35th S			10.2				10.0					10.0	
	Deach Channel Drive/Seault Doulevalu and Beach 3500 3													
	Eastbound	LTR	0.52	16.9	В	LTR	0.55	17.4	В		LTR	0.55	17.4	В
		LT	0.52 0.49 0.17	16.9 14.2 22.1	B B C	LTR LT LT	0.55 0.49 0.17	17.4 14.4 22.1	B B C		LTR LT LT	0.55 0.49 0.17	17.4 14.4 22.1	B B C

Table 20-33 (continued): Q3 2027 Saturday PM Peak Hour No-Action vs. Peak Construction vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

	Beach onamic Drive/ocagint Bodievard and Beach osting														
	Eastbound	LTR	0.52	16.9	В	LTR	0.55	17.4	В		LTR	0.55	17.4	В	
	Westbound	LT	0.49	14.2	В	LT	0.49	14.4	В		LT	0.49	14.4	В	
40 ^{1,2}	Southbound	LT	0.17	22.1	С	LT	0.17	22.1	С		LT	0.17	22.1	С	
		R	0.58	9.7	Α	R	0.60	10.2	В		R	0.60	10.2	В	
	Northbound	LTR	0.11	11.6	В	LTR	0.11	11.6	В		LTR	0.11	11.6	В	
		Interse	ection	14.4	В	Interse	ection	14.9	В		Interse	ection	14.9	В	
	Rockaway Freeway and Beach 35th Street														
	Eastbound	L	0.02	34.2	С	L	0.02	34.2	С		L	0.02	34.2	С	
		TR	0.38	19.1	В	TR	0.38	19.1	В		TR	0.38	19.1	В	
442	Westbound	L	0.00	44.0	D	L	0.00	48.0	D		L	0.00	48.0	D	
41 ²		TR	0.46	8.9	Α	TR	0.46	8.8	Α		TR	0.46	8.8	А	
	Southbound	LTR	0.29	10.2	В	LTR	0.29	10.2	В		LTR	0.29	10.2	В	
	Northbound	LTR	0.18	26.9	С	LTR	0.18	26.9	С		LTR	0.18	26.9	С	
		Interse	ection	14.4	В	Interse	ection	14.4	В		Interse	ection	14.4	В	
	Rockaway Freeway and Seagirt Boulevard														
	Eastbound	L	0.23	42.0	D	L	0.23	41.6	D		L	0.23	41.6	D	
		TR	0.18	26.8	С	TR	0.18	28.4	С		TR	0.18	28.4	С	
42 ²	Westbound	LTR	0.52	32.0	С	LTR	0.55	32.8	С		LTR	0.55	32.8	С	
	Southbound	TR	0.42	23.7	С	TR	0.45	24.6	С		TR	0.45	24.6	С	
	Northbound	TR	0.47	11.6	В	TR	0.49	11.9	В		TR	0.49	11.9	В	
		Interse	ection	25.3	С	Interse	ection	26.0	С		Interse	ection	26.0	С	
	Notes: L = Left Turn, T= Through, R = Right Turn, DefL = Def significant adverse impact.	acto Left	Turn; LC	DS = Level	of Servi	ce = A	oproach	has no vol	ume rec	orded	during th	is peak h	nour. "+" d	enotes	
	 Stop-controlled approach at signalized intersection. 														
	2. Due to complex geometry and per NYCDOT request, LOS	results we	ere calcu	lated using	g Synchr	o 10.									

1			<u>3 2027 </u>	No-Action		Q3 20	027 Peak	Construc	ction		Q	<u>3 2027 </u>	Mitigaiton	
		Lane	v/c	Delay	LOS	Lane	v/c	Delay	1.05		Lane	v/c	Delay	1.05
ŧ	Intersection & Approach	Group	Ratio	(sec)	LUS	Group	Ratio	(sec)	LOS		Group	Ratio	(sec)	LOS
	Rockaway Freeway and Beach 25th Street								•					
	Eastbound	LTR	0.19	23.4	С	LTR	0.19	23.4	С		LTR	0.19	23.4	С
	Westbound	LTR	0.27	24.7	С	LTR	0.27	24.7	С		LTR	0.27	24.7	С
	Northbound	L	0.10	36.0	D	L	0.10	36.0	D		L	0.10	36.0	D
13		TR	0.42	21.3	С	TR	0.42	21.3	С		TR	0.42	21.3	С
	Southbound	L	0.15	36.9	D	L	0.15	36.9	D		L	0.15	36.9	D
		TR	0.31	19.4	В	TR	0.31	19.4	В		TR	0.31	19.4	В
		Interse	ection	22.4	С	Interse	ection	22.5	С		Interse	ection	22.5	С
	Rockaway Freeway and Cornaga Avenue													
	Eastbound	LTR	0.14	18.8	В	LTR	0.14	18.8	В		LTR	0.14	18.8	В
	Westbound	LTR	0.46	24.0	С	LTR	0.46	24.0	С		LTR	0.46	24.0	С
44	Northbound	TR	0.45	26.6	С	TR	0.45	26.6	С		TR	0.45	26.6	С
	Southbound	L	0.13	37.5	D	L	0.13	37.5	D		L	0.13	37.5	D
		TR	0.21	13.6	В	TR	0.21	13.6	В		TR	0.21	13.6	В
		Interse	ection	22.3	С	Interse	ection	22.3	С		Interse	ection	22.3	С
7	Beach Channel Drive and Cornaga Avenue		_				_				<u> </u>	_		_
ł	Eastbound	LTR	0.17	19.2	В	LTR	0.17	19.2	В		LTR	0.17	19.2	B
ł	Westbound	LTR	0.23	20.0	С	LTR	0.23	20.0	C		LTR	0.23	20.0	С
45	Northbound	L	0.02	12.0	В	L	0.02	12.0	В	<u> </u>	L	0.02	12.0	В
-		TR	0.50	17.4	В	TR	0.52	17.8	В		TR	0.52	17.8	В
	Southbound	L	0.07	12.6	В	L	0.08	12.7	В		L	0.08	12.7	В
		TR	0.49	17.3	В	TR	0.49	17.3	В		TR	0.49	17.3	В
	Desch Okennel Drive and Matt Avenue	Interse	ection	17.7	В	Interse	ection	17.9	В		Interse	ection	17.9	В
	Beach Channel Drive and Mott Avenue	1.70	0.05	04.7		1.70	0.05	04.7				0.00	047	0
	Eastbound	LTR	0.65	31.7	C	LTR	0.65	31.7	C		LTR	0.69	34.7	C
	Westbound	LT	0.59	28.7	C	LT	0.59	28.7	C		LT	0.61	30.3	C
46	Northbound	R	0.20	11.2 23.3	C C	R	0.20	11.2 23.3	C C		R	0.21	11.7 21.9	C C
+0	Northbound	TR	1.16	<u>23.3</u> 121.5	F	TR	1.20	134.4	F	+	TR	0.14	21.9 118.4	F
	Southbound	L	0.82	43.5	г D	L	0.82	46.5	D F	+		0.82	43.3	г D
	Souribourid	TR	0.82	24.0	C	TR	0.82	24.0	C		TR	0.82	43.3 22.5	C
		Interse		54.8	D	Interse		59.5	E		Interse		54.4	D
_	Beach Channel Drive and Dix Avenue	interes	Jouon	04.0	D	intorot	500011	00.0			interoc		04.4	U
	Eastbound	LTR	0.09	20.5	С	LTR	0.09	20.5	С		LTR	0.10	21.2	С
	Westbound	LTR	0.03	20.9	C	LTR	0.03	20.9	C		LTR	0.10	21.6	C
47	Northbound	LTR	1.00	53.3	D	LTR	1.03	60.3	Ē	+	LTR	1.01	53.8	D
	Southbound	LTR	1.22	132.9	F	LTR	1.22	132.9	F		LTR	1.20	121.9	F
		Interse		93.6	F	Interse		96.2	F		Interse		87.7	F
	Beach Channel Drive and Nameoke Avenue													
	Eastbound	LTR	0.33	23.9	С	LTR	0.33	23.9	С		LTR	0.33	23.9	С
	Northbound	L	0.06	11.2	В	L	0.06	11.2	В		L	0.06	11.2	В
49		TR	0.79	23.2	С	TR	0.81	24.3	С		TR	0.81	24.3	С
ł	Southbound	L	0.24	13.8	В	L	0.26	14.4	В		L	0.26	14.4	В
ł		TR	1.05	65.6	E	TR	1.05	65.6	E		TR	1.05	65.6	E
		Interse	ection	44.5	D	Interse	ection	44.7	D		Interse	ection	44.7	D
	Beach Channel Drive and Hassock Avenue						_							
ł	Eastbound	LR	0.18	19.5	В	LR	0.18	19.5	В		LR	0.18	20.2	С
ł	Westbound	L	0.20	19.7	В	L	0.20	19.7	В		L	0.20	20.4	С
50		TR	0.18	19.4	В	TR	0.18	19.4	В		TR	0.18	20.1	С
.0	Northbound	LT	1.24	140.5	F	LT	1.27	153.7	F	+	LT	1.24	141.3	F
-	Southbound	Т	1.16	109.6	F	Т	1.16	109.6	F		Т	1.14	99.5	F
		R	0.13	12.0	В	R	0.13	12.0	В		R	0.13	11.4	В
		Interse	ection	106.5	F	Interse	ection	112.2	F		Interse	ection	102.9	F

Table 20-33 (continued): Q3 2027 Saturday PM Peak Hour No-Action vs. Peak Construction vs. Mitigated Conditions Level of Service Analysis – Signalized Intersections

2. Due to complex geometry and per NYCDOT request, LOS results were calculated using Synchro 10.

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Table 20-34: Q3 2027 Weekday AM Peak Hour No-Action vs. Peak Construction vs. Mitigated Conditions Level of Service Analysis –Unsignalized Intersections

		6	3 2027	No-Action	1	Q3 20	27 Peak	Construe	tion		6	3 2027	Mitigaiton		
#	Intersection & Approach	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS	
11 ¹	Rockaway Freeway and Beach 94th Street Northbound	Т	0.03	9.1	A	т	0.03	9.1	A		т	0.03	9.1	A	
	Beach Channel Drive and Beach 73rd Street														
13 ¹	Eastbound Northbound	R R	0.08	8.8 10.2	A B	R R	0.08	8.8 10.4	A B		R R	0.08	8.8 10.4	A B	
	Beach Front Road and Beach 62nd Street														
17	Eastbound Westbound	LT TR	0.14 0.12	9.9 9.7	A	LT TR	0.14 0.12	9.9 9.7	A A		LT TR	0.14 0.12	9.9 9.7	A A	
	Southbound	LTR	0.00	7.2	А	LTR	0.00	7.2	А		LTR	0.00	7.2	А	
26	Beach Channel Drive and Beach 53rd Street Westbound	LT	0.03	9.2	А	LT	0.03	9.5	A			Cian	alized		
	Northbound	LR	0.25	18.5	С	LR	0.31	21.4	С			Signa	alized		
27	Rockaway Beach Boulevard and Beach 53rd Street Eastbound	LT	0.04	9.2	А	LT	0.04	9.4	A			Sign	alized		
<u> </u>	Southbound Rockaway Beach Boulevard and Beach 52nd Street	LR	0.25	14.6	В	LR	0.33	17.7	С			Sign	alizeu		
	Eastbound	LTR	0.01	8.0	Α	LTR	0.01	8.2	А		LTR	0.01	8.2	A	
28	Westbound Northbound	LTR LR	0.00	7.7	A -	LTR LR	0.00	7.9 0.0	A -		LTR LR	0.00	7.9 0.0	A -	
	Southbound	LTR	0.02	13.1	В	LTR	0.05	15.7	С		LTR	0.05	15.7	С	
30	Beach Channel Drive and Beach 50th Street Westbound	LT	0.01	8.4	А	LT	0.05	8.6	A		LT	0.05	8.6	А	
	Northbound	LR	0.02	13.0	В	LR	0.05	13.1	В		LR	0.05	13.1	В	
31	Rockaway Beach Boulevard and Beach 50th Street Eastbound	LT	0.01	7.8	А	LT	0.02	7.9	А		LT	0.02	7.9	A	
\square	Southbound	LR	0.02	10.1	В	LR	0.08	10.1	В		LR	0.08	10.1	В	
32 ²	Beach Channel Drive and Beach 52nd Street Westbound	LT	0.01	8.3	А	LT	0.01	8.4	Α		LT	0.01	8.4	A	
\vdash	Northbound Peninsula Way and Beach 53rd Street	LR	0.06	12.5	В	LR	0.06	12.6	В		LR	0.06	12.6	В	H
33 ²	Westbound	LR	0.07	10.5	В	LR	0.07	10.7	В		LR	0.07	10.7	В	
\vdash	Southbound Peninsula Way and Beach 52nd Street	LT	0.00	7.8	А	LT	0.00	7.9	A		LT	0.00	7.9	A	\square
	Eastbound	LTR	0.00	7.7	Α	LTR	0.00	7.7	Α		LTR	0.00	7.7	A	
34 ²	Westbound Northbound	LTR LTR	0.00	7.5 10.6	A B	LTR LTR	0.00	7.6 11.0	A B		LTR LTR	0.00	7.6 11.0	A B	
	Southbound	LTR	0.02	11.7	В	LTR	0.03	12.0	В		LTR	0.03	12.0	В	
35 ³	Peninsula Way and Beach 50th Street Eastbound														
	Northbound Beach Channel Drive and Beach 47th Street														
36	Eastbound	LT	0.00	8.4	А	LT	0.00	8.5	A		LT	0.00	8.5	A	
<u> </u>	Northbound Arverne Boulevard/Rockaway Beach Boulevard and Beac	LTR h 47th St	0.02	12.3	В	LTR	0.02	12.6	В		LTR	0.02	12.6	В	
37	Eastbound	LTR	0.00	7.6	A	LTR	0.00	7.6	A		LTR	0.00	7.6	A	
	Westbound Northbound	LTR LTR	0.01 0.02	8.3 12.1	A B	LTR LTR	0.01 0.03	8.4 12.3	A B		LTR LTR	0.01 0.03	8.4 12.3	A B	
	Rockaway Beach Boulevard and Beach 44th Street Westbound	LT	0.00	8.0	А	LT	0.00	8.0	A		LT	0.00	8.0	A	
38	Northbound	LR	0.03	12.2	В	LR	0.05	12.9	В		LR	0.05	12.9	В	
	Southbound Beach Channel Drive and Seagirt Boulevard	LTR	0.05	12.0	В	LTR	0.05	12.0	В		LTR	0.05	12.0	В	
40 ^{1,4}	Westbound	R	0.01	10.2	В	R	0.01	10.3	В		R	0.01	10.3	В	
	Beach Channel Drive and Birdsall Avenue Eastbound	LTR	0.01	11.2	В	LTR	0.01	11.5	В		LTR	0.01	11.5	В	
48	Westbound	LTR LTR	0.00	13.1	B		0.00	13.3	B		LTR LTR	0.00	13.3	B	
	Northbound Southbound	LTR	0.00	8.3 8.4	A A	LTR LTR	0.00	8.4 8.4	A A		LTR	0.00	8.4 8.4	A A	
51 ³	Rockaway Freeway and Beach 52nd Street Southbound				1										
	Parking Lot 1 driveway, via Beach Channel Drive														
P1a⁵	Westbound Northbound	LT LR	0.00	8.8 12.5	A B	LT LR	0.02	10.1 17.5	B C		LT LR	0.02	10.1 17.5	B C	\square
P.() 5	Parking Lot 1 driveway, via Beach 53rd Street														
P1b⁵	Westbound Southbound	LR LT	0.01	10.0 7.7	B A	LR LT	0.01	11.0 7.9	B A		LR LT	0.01	11.0 7.9	B A	\square
P2 ⁵	Parking Garage 2 driveway, via Beach 53rd Street Westbound	LR	0.07	9.9	А	LR	0.06	10.9	В		LR	0.06	10.9	В	
F2 ¹	Southbound	LR LT	0.07	9.9 7.7	A	LR LT	0.06	8.0	A		LR LT	0.06	8.0	A	
P3 ⁵	Parking Garage 3 driveway, via Beach 53rd Street Westbound	LR	0.06	11.1	В	LR	0.05	12.8	В		LR	0.05	12.8	В	
Ľ	Southbound	LT	0.00	8.1	A	LT	0.03	8.6	A		LT	0.03	8.6	A	
P4 ⁵	Parking Garage 4 driveway, via Rockaway Beach Bouleva Eastbound	rd LT	0.00	8.0	A	LT	0.02	8.6	A		LT	0.02	8.6	A	\square
Ľ	Southbound	LR	0.03	10.7	В	LR	0.02	14.3	В		LR	0.02	14.3	В	
P5 ⁵	Parking Garage 5 driveway, via Peninsula Way Eastbound	LT	0.01	7.2	А	LT	0.07	7.4	A		LT	0.07	7.4	A	
	Southbound	LR	0.07	8.6	А	LR	0.04	8.5	A		LR	0.04	8.5	A	
P6 ⁵	Parking Lot 6 driveway, via Beach Channel Drive Westbound	LT	0.00	8.4	А	LT	0.01	9.6	A		LT	0.01	9.6	A	
\vdash	Northbound Parking Garage 7 driveway, via Beach 52nd Street	LR	0.01	13.1	В	LR	0.11	24.3	С		LR	0.11	24.3	С	
P7 ³	Westbound														
\vdash	Southbound Parking Garage 8 driveway, via Peninsula Way														┝──┨
P8 ³	Westbound														
\vdash	Northbound Notes: L = Left Turn, T= Through, R = Right Turn, DefL = Dei	acto Left	Turn; LC	S = Level	of Servi	ce = Ai	pproach	has no vol	ume reco	ordec	during th	is peak l	nour. "+" c	lenotes	Щ
	significant adverse impact.		, _0								3				
	 Stop-controlled approach at signalized intersection. Intersection created as part of the Proposed Project. 														
	3. Intersection under construction/not built during Q3 2027.				~ C· '	a 10									
	 Due to complex geometry and per NYCDOT request, LOS Driveway to parking garage/parking lot created as part of th 				y əynchr	υ ΙΟ.									
	6. Minor approach has fewer than 90 PCEs.		-												

Table 20-35: Q3 2027 Weekday PM Peak Hour No-Action vs. Peak Construction vs. Mitigated Conditions Level of Service Analysis –Unsignalized Intersections

			3 2027	No-Action		03.20	27 Peak	Construc	rtion		6	3 2027 1	Mitigaiton		
#	Intersection & Approach	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS	
11 ¹	Rockaway Freeway and Beach 94th Street Northbound	т	0.07	9.3	A	Т	0.07	9.3	A		т	0.07	9.3	A	
	Beach Channel Drive and Beach 73rd Street														
13 ¹	Eastbound Northbound	R R	0.25	9.6 17.3	A C	R R	0.25	9.6 17.3	A C		R R	0.25	9.6 17.3	A C	
	Beach Front Road and Beach 62nd Street														
17	Eastbound Westbound	LT TR	0.39 0.14	12.7 10.4	B B	LT TR	0.39 0.14	12.7 10.4	B		LT TR	0.39 0.14	12.7 10.4	B	
	Southbound	LTR	0.01	7.3	А	LTR	0.01	7.3	A		LTR	0.01	7.3	А	
26	Beach Channel Drive and Beach 53rd Street Westbound	LT	0.20	18.5	С	LT	0.21	19.3	С			Sign	alized		
	Northbound Rockaway Beach Boulevard and Beach 53rd Street	LR	2.48	835.8	F	LR	2.86	1015.0	F	+		Signa	alizeu		
27	Eastbound	LT	0.35	16.4	С	LT	0.39	18.5	С			Sign:	alized		
	Southbound Rockaway Beach Boulevard and Beach 52nd Street	LR	1.80	485.9	F	LR	2.25	707.0	F	+		oight			
	Eastbound	LTR	0.05	10.0	A	LTR	0.05	10.5	В		LTR	0.05	10.5	В	
28	Westbound Northbound	LTR LR	0.00	8.5 0.0	A -	LTR LR	0.00	8.6 0.0	A -		LTR LR	0.00	8.6 0.0	A -	
	Southbound Beach Channel Drive and Beach 50th Street	LTR	0.13	39.2	E	LTR	0.16	51.0	F	6	LTR	0.16	51.0	F	6
30	Westbound	LT	0.02	10.4	В	LT	0.03	10.5	В		LT	0.03	10.5	В	
	Northbound Rockaway Beach Boulevard and Beach 50th Street	LR	0.09	29.6	D	LR	0.20	22.4	С		LR	0.20	22.4	С	
31	Eastbound	LT	0.01	7.9	А	LT	0.04	8.0	A		LT	0.04	8.0	А	
	Southbound Beach Channel Drive and Beach 52nd Street	LR	0.06	12.6	В	LR	0.06	13.5	В		LR	0.06	13.5	В	-
32 ²	Westbound	LT	0.06	11.1	В	LT	0.06	11.2	В		LT	0.06	11.2	В	
	Northbound Peninsula Way and Beach 53rd Street	LR	0.14	26.2	D	LR	0.20	31.8	D	6	LR	0.20	31.8	D	6
33 ²	Westbound	LR	0.10	15.3	C	LR	0.10	15.5	C		LR	0.10	15.5	C	
	Southbound Peninsula Way and Beach 52nd Street	LT	0.02	9.2	A	LT	0.02	9.3	A		LT	0.02	9.3	A	
34 ²	Eastbound Westbound	LTR LTR	0.00	8.4 8.3	A A	LTR LTR	0.00	8.5 8.4	A A		LTR LTR	0.00	8.5 8.4	A	F
34	Northbound	LTR	0.00	8.3 19.3	С	LTR	0.00	8.4 20.9	С		LTR	0.00	8.4 20.9	С	
	Southbound Peninsula Way and Beach 50th Street	LTR	0.30	36.3	Е	LTR	0.34	42.4	E	6	LTR	0.34	42.4	Е	6
35 ³	Eastbound														
	Northbound Beach Channel Drive and Beach 47th Street														-
36	Eastbound	LT	0.00	9.2	Α	LT	0.00	9.2	Α		LT	0.00	9.2	Α	
	Northbound Arverne Boulevard/Rockaway Beach Boulevard and Beac	LTR h 47th St	0.13 reet	26.7	D	LTR	0.14	27.8	D	_	LTR	0.14	27.8	D	
37	Eastbound	LTR	0.01	8.1	A	LTR	0.01	8.1	A		LTR	0.01	8.1	A	
	Westbound Northbound	LTR LTR	0.02	11.2 33.9	B D	LTR LTR	0.02	11.3 35.1	B		LTR LTR	0.02 0.23	11.3 35.1	B E	_
	Rockaway Beach Boulevard and Beach 44th Street Westbound	LT	0.01	9.1	A	LT	0.01	9.1	A		LT	0.01	9.1	A	
38	Northbound	LR	0.24	35.4	E	LR	0.25	35.6	E		LR	0.25	35.6	Е	
14	Southbound Beach Channel Drive and Seagirt Boulevard	LTR	0.18	22.9	С	LTR	0.18	23.1	С		LTR	0.18	23.1	С	
40 ^{1,4}	Westbound	R	0.15	13.5	В	R	0.15	13.8	В		R	0.15	13.8	В	
	Beach Channel Drive and Birdsall Avenue Eastbound	LTR	0.40	122.5	F	LTR	0.42	134.2	F	6	LTR	0.42	134.2	F	6
48	Westbound Northbound	LTR LTR	0.27	111.9 11.1	F B	LTR LTR	0.29 0.01	125.7 11.1	F B	6	LTR LTR	0.29 0.01	125.7 11.1	F B	6
	Southbound	LTR	0.01	9.9	A	LTR	0.01	10.1	B		LTR	0.01	10.1	B	
51 ³	Rockaway Freeway and Beach 52nd Street Southbound														
	Parking Lot 1 driveway, via Beach Channel Drive		0.05	10.5			0.05							-	
P1a°	Westbound Northbound	LT LR	0.03	13.9 29.3	B D	LT LR	0.03	14.1 30.0	B D		LT LR	0.03 0.12	14.1 30.0	B D	
D41.5	Parking Lot 1 driveway, via Beach 53rd Street														
P1b⁵	Westbound Southbound	LR LT	0.04	12.9 8.5	B A	LR LT	0.04	13.3 8.6	B A		LR LT	0.04 0.00	13.3 8.6	B A	E
P2 ⁵	Parking Garage 2 driveway, via Beach 53rd Street Westbound	LR	0.07	12.7	В	LR	0.08	12.9	В		LR	0.08	12.9	В	
. 2	Southbound	LR	0.07	8.6	A	LR	0.08	8.7	A		LR	0.08	8.7	A	
P3 ⁵	Parking Garage 3 driveway, via Beach 53rd Street Westbound	LR	0.09	18.5	С	LR	0.09	18.6	С		LR	0.09	18.6	С	\vdash
	Southbound	LT	0.04	10.5	B	LT	0.04	10.5	B		LT	0.04	10.5	B	
P4 ⁵	Parking Garage 4 driveway, via Rockaway Beach Bouleva Eastbound	rd LT	0.03	9.9	А	LT	0.03	10.4	В		LT	0.03	10.4	В	E
	Southbound Parking Garage 5 driveway, via Peninsula Way	LR	0.05	19.1	С	LR	0.05	20.9	С		LR	0.05	20.9	С	
P5 ⁵	Parking Garage 5 driveway, via Peninsula Way Eastbound	LT	0.07	7.4	А	LT	0.07	7.4	A		LT	0.07	7.4	A	
	Southbound Parking Lot 6 driveway, via Beach Channel Drive	LR	0.04	8.5	А	LR	0.04	8.5	A		LR	0.04	8.5	A	-
P6 ⁵	Westbound	LT	0.02	11.1	В	LT	0.02	11.3	В		LT	0.02	11.3	В	
	Northbound Parking Garage 7 driveway, via Beach 52nd Street	LR	0.16	34.2	D	LR	0.17	36.0	E		LR	0.17	36.0	E	
P7 ³	Westbound														
	Southbound Parking Garage 8 driveway, via Peninsula Way														E
P8 ³	Westbound														F
	Northbound Notes: L = Left Turn, T= Through, R = Right Turn, DefL = De	facto Left	Turn; LC	DS = Level	of Servi	ce = A	oproach	has no vol	ume rec	ordec	during th	is peak ł	nour. "+" c	enotes	L
	significant adverse impact. 1. Stop-controlled approach at signalized intersection.										-				
	2. Intersection created as part of the Proposed Project.														
	 Intersection under construction/not built during Q3 2027. Due to complex geometry and per NYCDOT request, LOS 	resulte w	are calou	lated usin	a Sunch	n 10									
	5. Driveway to parking garage/parking lot created as part of th				9 Cynoll	5 10.									
	6. Minor approach has fewer than 90 PCEs.														

Table 20-36: Q3 2027 Saturday AM Peak Hour No-Action vs. Peak Construction vs. Mitigated Conditions Level of Service Analysis –Unsignalized Intersections

			3 2027 1	No-Action		03.20	27 Peak	Construc	tion	_	0	3 2027 1	Vitigaiton	<u> </u>
#	Intersection & Approach	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS
11 ¹	Rockaway Freeway and Beach 94th Street Northbound	Т	0.03	9.1	А	Т	0.03	9.1	А		Т	0.03	9.1	А
	Beach Channel Drive and Beach 73rd Street										-			
13 ¹	Eastbound Northbound	R R	0.07	8.7 9.9	A A	R R	0.07	8.7 10.0	A B		R R	0.07	8.7 10.0	A B
	Beach Front Road and Beach 62nd Street			0.0	~~~~			10.0			N		10.0	
17	Eastbound Westbound	LT TR	0.12	9.8 9.4	A	LT TR	0.12 0.06	9.8 9.4	A A		LT TR	0.12	9.8 9.4	A
	Southbound	LTR	0.00	7.4	A	LTR	0.00	7.4	A		LTR	0.00	7.4	A
26	Beach Channel Drive and Beach 53rd Street Westbound	LT	0.03	9.0	А	LT	0.04	9.3	A					—
	Northbound	LR	0.18	16.0	С	LR	0.23	18.1	С			Signa	alized	
27	Rockaway Beach Boulevard and Beach 53rd Street Eastbound	LT	0.06	9.0	А	LT	0.06	9.2	А			0.		
	Southbound	LR	0.18	14.0	В	LR	0.26	17.0	С			Signa	alized	
	Rockaway Beach Boulevard and Beach 52nd Street Eastbound	LTR	0.01	8.3	А	LTR	0.01	8.4	A		LTR	0.01	8.4	А
28	Westbound	LTR	0.00	7.6	A	LTR	0.00	7.8	A		LTR	0.00	7.8	A
	Northbound Southbound	LR LTR	0.00	9.8 13.2	A B	LR LTR	0.00	10.7 16.8	B C		LR LTR	0.00	10.7 16.8	B C
30	Beach Channel Drive and Beach 50th Street	LT	0.01	0.0	٨	1.7	0.05	0.4	٨		1 7	0.05	0.4	Δ
30	Westbound Northbound	LI	0.01	8.2 12.1	A B	LT LR	0.05	8.4 11.8	A B		LT LR	0.05	8.4 11.8	A B
31	Rockaway Beach Boulevard and Beach 50th Street Eastbound	LT	0.00	7.5	А	LT	0.01	7.5	A	T	LT	0.01	7.5	А
51	Southbound	LI	0.00	7.5 9.5	A	LT	0.01	7.5 9.5	A		LI	0.01	7.5 9.5	A
32 ²	Beach Channel Drive and Beach 52nd Street Westbound	LT	0.01	8.4	А	LT	0.01	8.4	A	╀	LT	0.01	8.4	А
J2	Northbound	LT	0.01	0.4 11.3	B	LT	0.01	0.4 11.4	B		LT	0.01	0.4 11.4	B
33 ²	Peninsula Way and Beach 53rd Street Westbound	LR	0.03	10.4	В	LR	0.04	10.7	В	Ŧ	LR	0.04	10.7	В
	Southbound	LT	0.00	7.9	A	LT	0.04	7.9	A		LT	0.04	7.9	A
	Peninsula Way and Beach 52nd Street Eastbound	LTR	0.00	7.8	A	LTR	0.00	7.8	А	-F	LTR	0.00	7.8	А
34 ²	Westbound	LTR	0.00	7.7	А	LTR	0.00	7.8	Α		LTR	0.00	7.8	А
	Northbound Southbound	LTR LTR	0.04	12.0 14.1	B	LTR LTR	0.04	12.5 14.5	B B		LTR LTR	0.04	12.5 14.5	B
3	Peninsula Way and Beach 50th Street													
35 ³	Eastbound Northbound													
26	Beach Channel Drive and Beach 47th Street	1 7	0.00	7.0	Δ	17	0.00	0.0	A		17	0.00	0.0	_
36	Eastbound Northbound	LT LTR	0.00	7.9 11.8	A B	LT LTR	0.00	8.0 12.2	A B		LT LTR	0.00	8.0 12.2	A B
	Arverne Boulevard/Rockaway Beach Boulevard and Beac			7.6	Δ	LTR	0.01	7.6	٨		LTR	0.01	7.6	
37	Eastbound Westbound	LTR	0.00	7.6 8.4	A A	LTR	0.01	7.6 8.5	A A		LTR	0.01	7.6 8.5	A
	Northbound Rockaway Beach Boulevard and Beach 44th Street	LTR	0.05	13.1	В	LTR	0.05	13.4	В		LTR	0.05	13.4	В
38	Westbound	LT	0.00	7.6	А	LT	0.00	7.6	A		LT	0.00	7.6	А
50	Northbound Southbound	LR LTR	0.03	12.0 10.9	B B	LR LTR	0.04	11.5 10.7	B B		LR LTR	0.04	11.5 10.7	BB
40 ^{1,4}	Beach Channel Drive and Seagirt Boulevard			10.5				10.7					10.7	
	Westbound Beach Channel Drive and Birdsall Avenue	R	0.04	9.7	A	R	0.04	9.8	A		R	0.04	9.8	A
	Eastbound	LTR	0.01	13.7	В	LTR	0.02	14.2	В		LTR	0.02	14.2	В
48	Westbound Northbound	LTR LTR	0.01	14.6 8.2	B A	LTR LTR	0.01 0.00	15.3 8.3	C A		LTR LTR	0.01	15.3 8.3	C A
	Southbound	LTR	0.00	8.0	Α	LTR	0.00	8.0	А		LTR	0.00	8.0	А
51 ³	Rockaway Freeway and Beach 52nd Street Southbound													
P 4 5	Parking Lot 1 driveway, via Beach Channel Drive	1 7	0.04	0.0	^	1 7	0.04	0.4	,		1 7		0.4	
P1a⁵	Westbound Northbound	LT LR	0.01	9.0 12.9	A B	LT LR	0.01	9.1 13.1	A B	_	LT LR	0.01	9.1 13.1	A B
D41-5	Parking Lot 1 driveway, via Beach 53rd Street	LR												В
P1b⁵	Westbound Southbound	LR LT	0.03	10.1 7.7	B A	LR LT	0.03	10.4 7.8	B A		LR LT	0.03	10.4 7.8	A
P2 ⁵	Parking Garage 2 driveway, via Beach 53rd Street	LR	0.04	9.8	۸	LR	0.04	10.1	В		LR	0.04	10.1	В
F2*	Westbound Southbound	LR LT	0.04	9.8 7.7	A A	LR LT	0.04	10.1 7.8	A		LR LT	0.04	10.1 7.8	A
P3 ⁵	Parking Garage 3 driveway, via Beach 53rd Street Westbound	LR	0.03	10.8	В	LR	0.03	11.0	В		LR	0.03	11.0	В
1.2	Southbound	LT	0.03	8.1	A	LR LT	0.03	8.2	A		LR LT	0.03	8.2	A
P4 ⁵	Parking Garage 4 driveway, via Rockaway Beach Bouleva Eastbound	rd LT	0.01	8.3	А	LT	0.01	8.5	А	T	LT	0.01	8.5	А
	Southbound	LR	0.01	11.4	B	LR	0.01	12.0	B		LR	0.01	12.0	B
P5 ⁵	Parking Garage 5 driveway, via Peninsula Way Eastbound	LT	0.02	7.3	A	LT	0.02	7.3	A	-F	LT	0.02	7.3	A
	Southbound	LR	0.02	8.4	A	LR	0.02	8.4	A		LR	0.02	8.4	A
P6 ⁵	Parking Lot 6 driveway, via Beach Channel Drive Westbound	LT	0.01	8.4	А	LT	0.01	8.6	A	+	LT	0.01	8.6	A
	Northbound	LR	0.02	12.8	В	LR	0.02	13.1	В		LR	0.02	13.1	В
P7 ³	Parking Garage 7 driveway, via Beach 52nd Street Westbound													
	Southbound													i de la constante de la consta
P8 ³	Parking Garage 8 driveway, via Peninsula Way Westbound													
	Northbound	facto L - P	Ture		offer	<u> </u>	prosch			rdod	urin a 4		0UF "."	lonotac
	Notes: L = Left Turn, T= Through, R = Right Turn, DefL = De significant adverse impact.	iacto Left	i urn; LC	s = Level = כּו	or Servi	ce = A	oproach	nas no vol	ume reco	raed d	iuring th	is peak h	iour. "+" C	enotes
	1. Stop-controlled approach at signalized intersection.													
	 Intersection created as part of the Proposed Project. Intersection under construction/not built during Q3 2027. 													
	4. Due to complex geometry and per NYCDOT request, LOS				g Synchr	o 10.								
	 Driveway to parking garage/parking lot created as part of th Minor approach has fewer than 90 PCEs. 	e Propos	ed Proje	Ct.										

Table 20-37: Q3 2027 Saturday PM Peak Hour No-Action vs. Peak Construction vs. Mitigated Conditions Level of Service Analysis –Unsignalized Intersections

		0	3 2027	No-Action		03.20	127 Dook	Construc	ction			13 2027	Mitigaiton		_
#	Intersection & Approach	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS	
11 ¹	Rockaway Freeway and Beach 94th Street Northbound	Т	0.07	9.3	А	Т	0.07	9.3	А		т	0.07	9.3	A	
421	Beach Channel Drive and Beach 73rd Street					B					B				
13 ¹	Eastbound Northbound	R R	0.15	9.0 12.5	A B	R R	0.15	9.0 12.5	A B		R R	0.15	9.0 12.5	A B	
4	Beach Front Road and Beach 62nd Street Eastbound	LT	0.28	11.6	В	LT	0.28	11.7	В		LT	0.28	11.7	В	
17	Westbound Southbound	TR LTR	0.13	10.1 7.5	B A	TR LTR	0.13	10.1 7.5	B A		TR LTR	0.13	10.1 7.5	B A	
	Beach Channel Drive and Beach 53rd Street										LIK	0.00	7.5	A	
26	Westbound Northbound	LT LR	0.14	14.0 248.9	B F	LT LR	0.14	14.4 328.2	B F	+		Sign	alized		-
27	Rockaway Beach Boulevard and Beach 53rd Street Eastbound	LT	0.23	13.6	В	LT	0.25	14.9	В						
	Southbound	LR	1.00	121.8	F	LR	1.18	191.3	F	+		Sign	alized		
	Rockaway Beach Boulevard and Beach 52nd Street Eastbound	LTR	0.04	10.1	В	LTR	0.04	10.6	В		LTR	0.04	10.6	В	
28	Westbound Northbound	LTR LR	0.00	8.1 12.0	A B	LTR LR	0.00	8.2 12.7	A B		LTR LR	0.00	8.2 12.7	A B	
	Southbound Beach Channel Drive and Beach 50th Street	LTR	0.13	34.0	D	LTR	0.16	43.6	E	6	LTR	0.16	43.6	Е	6
30	Westbound	LT	0.02	9.8	Α	LT	0.02	9.9	Α		LT	0.02	9.9	Α	
	Northbound Rockaway Beach Boulevard and Beach 50th Street	LR	0.10	23.6	С	LR	0.20	19.8	С		LR	0.20	19.8	С	
31	Eastbound Southbound	LT LR	0.01	7.8 11.5	A B	LT LR	0.04	7.9 12.2	A B		LT LR	0.04	7.9 12.2	A B	F
20 ²	Beach Channel Drive and Beach 52nd Street														
32 ²	Westbound Northbound	LT LR	0.04 0.12	10.3 17.5	B C	LT LR	0.03	9.2 15.0	A B		LT LR	0.03	9.2 15.0	A B	
33 ²	Peninsula Way and Beach 53rd Street Westbound	LR	0.11	14.1	В	LR	0.09	11.8	В		LR	0.09	11.8	В	\vdash
	Southbound Peninsula Way and Beach 52nd Street	LT	0.01	8.8	A	LT	0.01	8.1	A		LT	0.01	8.1	A	\square
	Eastbound	LTR	0.00	8.5	A	LTR	0.00	7.9	A		LTR	0.00	7.9	A	
34 ²	Westbound Northbound	LTR LTR	0.01 0.15	8.4 21.7	A C	LTR LTR	0.00	7.8 13.2	A B		LTR LTR	0.00	7.8 13.2	A B	
	Southbound Peninsula Way and Beach 50th Street	LTR	0.25	37.0	E	LTR	0.11	16.8	С		LTR	0.11	16.8	С	
35 ³	Eastbound														
	Northbound Beach Channel Drive and Beach 47th Street														
36	Eastbound Northbound	LT LTR	0.00	7.9 11.8	A B	LT LTR	0.00	8.8 21.5	A C		LT LTR	0.00	8.8 21.5	A C	
	Arverne Boulevard/Rockaway Beach Boulevard and Beac Eastbound	h 47th St LTR	reet 0.00	7.6	A	LTR	0.01	8.0	A		LTR	0.01	8.0	A	
37	Westbound	LTR	0.01	8.4	А	LTR	0.03	10.8	В		LTR	0.03	10.8	В	
	Northbound Rockaway Beach Boulevard and Beach 44th Street	LTR	0.05	13.1	В	LTR	0.25	29.9	D		LTR	0.25	29.9	D	
38	Westbound Northbound	LT LR	0.00	7.6 12.0	A B	LT LR	0.01	8.1 21.9	A C		LT LR	0.01	8.1 21.9	A C	
	Southbound Beach Channel Drive and Seagirt Boulevard	LTR	0.02	10.9	В	LTR	0.07	15.5	С		LTR	0.07	15.5	С	
40 ^{1,4}	Westbound	R	0.12	12.1	В	R	0.12	12.1	В		R	0.12	12.1	В	
	Beach Channel Drive and Birdsall Avenue Eastbound	LTR	0.01	13.7	В	LTR	0.19	82.7	F	6	LTR	0.19	82.7	F	6
48	Westbound Northbound	LTR LTR	0.01	14.6 8.2	B A	LTR LTR	0.14	153.9 10.7	F B	6	LTR LTR	0.14	153.9 10.7	F B	6
	Southbound	LTR	0.00	8.0	A	LTR	0.01	9.6	A		LTR	0.01	9.6	A	
51 ³	Rockaway Freeway and Beach 52nd Street Southbound														
P1a⁵	Parking Lot 1 driveway, via Beach Channel Drive Westbound	LT	0.01	9.0	A	LT	0.03	13.3	В		LT	0.03	13.3	В	F
	Northbound Parking Lot 1 driveway, via Beach 53rd Street	LR	0.02	12.9	В	LR	0.12	26.0	D		LR	0.12	26.0	D	F
P1b⁵	Westbound	LR	0.03	10.1	B	LR	0.05	12.8	В		LR	0.05	12.8	В	
	Southbound Parking Garage 2 driveway, via Beach 53rd Street	LT	0.00	7.7	A	LT	0.00	8.5	A		LT	0.00	8.5	A	
P2 ⁵	Westbound Southbound	LR LT	0.04	9.8 7.7	A A	LR LT	0.10	12.4 8.5	B A	Н	LR LT	0.10	12.4 8.5	B A	
P3 ⁵	Parking Garage 3 driveway, via Beach 53rd Street Westbound	LR	0.03	10.8	В	LR	0.10	16.1	C		LR	0.10	16.1	C	
r3 ്	Southbound	LT	0.03	8.1	A	LR LT	0.10	9.6	A		LR LT	0.10	9.6	A	
P4 ⁵	Parking Garage 4 driveway, via Rockaway Beach Bouleva Eastbound	rd LT	0.01	8.3	А	LT	0.02	10.6	В		LT	0.02	10.6	В	E
	Southbound Parking Garage 5 driveway, via Peninsula Way	LR	0.02	11.4	В	LR	0.07	20.1	С		LR	0.07	20.1	С	F
P5 ⁵	Eastbound	LT	0.02	7.3	A	LT	0.04	7.3	A		LT	0.04	7.3	A	
	Southbound Parking Lot 6 driveway, via Beach Channel Drive	LR	0.03	8.4	A	LR	0.06	8.5	A		LR	0.06	8.5	A	L
P6 ⁵	Westbound Northbound	LT LR	0.01	8.4 12.8	A B	LT LR	0.02	10.8 27.9	B D		LT LR	0.02	10.8 27.9	B D	\vdash
P7 ³	Parking Garage 7 driveway, via Beach 52nd Street Westbound								_						
۳/ ۲	Southbound														
P8 ³	Parking Garage 8 driveway, via Peninsula Way Westbound														
÷	Northbound	facto Loff	Turp: 1.0		of Son		oproach	has no ve		ordoa	during th		00Ur "."		
	Notes: L = Left Turn, T= Through, R = Right Turn, DefL = Det significant adverse impact.	acio Lett	i um; LC	o = Level	UI SEIVI	ice = A	pproach	nas no vol	ume rec	Juec	i uuring tr	по реак І	iour. "+" (ICHOLOS	
	 Stop-controlled approach at signalized intersection. Intersection created as part of the Proposed Project. 														
	3. Intersection under construction/not built during Q3 2027.	roculto ···		lated	n Cum-h	o 10									
	 Due to complex geometry and per NYCDOT request, LOS Driveway to parking garage/parking lot created as part of the 				y synchr	U 10.									
	6. Minor approach has fewer than 90 PCEs.														

Pedestrians

Effects of Traffic Mitigation on Pedestrian Conditions

Proposed traffic mitigation measures would potentially affect pedestrian conditions at crosswalks and corners at four intersections during one or more peak hours. As shown in Table 20-38: Q3 2027 Peak Construction Condition with Traffic Mitigation - Crosswalk and Table 20-39: Q3 2027 Peak Construction Condition with Traffic Mitigation - Crosswalks at Newly Signalized Intersections, all of the affected crosswalks would operate at LOS C or better in all peak hours. Therefore, there would be no significant adverse crosswalk impacts as a result of the construction-related traffic mitigation.

Table 20-38: Q3 2027 Peak Construction Condition with Traffic Mitigation – Crosswalk

			Available Circulation Space (ft ² /p)			Crosswalk Circulation LOS				
	Length	Width	Wee	kday	Saturday		Weekday		Saturday	
Location	(ft)	(ft)	AM	PM	AM	PM	AM	PM	AM	PM
Beach 54th St and Arverne Blvd (N leg)	40.0	12.2	80	26	60	32	A	С	A	С
Notes:										

"+ " denotes significant adverse impact.

Table 20-39: Q3 2027 Peak Construction Condition with Traffic Mitigation – Crosswalks at Newly Signalized Intersections

			Available Circulation Space (ft ² /p)			Crosswalk Circulation LOS							
	Length	Width	Weekday Saturday		Weekday		Saturday						
Location	(ft)	(ft)	AM	PM	AM	PM	AN	1 1	PM	AI	М	PN	4
Beach 53rd St and Beach Channel Dr (S leg) ⁽¹⁾	30.0	10.0	88	47	110	53	Α	В		Α		В	
Beach 53rd St and Rockaway Beach Blvd (N leg) ⁽¹⁾	35.0	12.0	70	59	103	48	А	В		А		В	
Notes:													

"+" denotes significant adverse impact. (1) Newly signalized crosswalk due to traffic mitigation measures.

As shown in Table 20-40: Q3 2027 Peak Construction Condition with Traffic Mitigation - Corners, all of the affected corners would operate at LOS C or better in all peak hours. Therefore, there would be no significant adverse corner impacts as a result of the construction-related traffic mitigation.

Table 20-40: Q3 2027 Peak Construction Condition with Traffic Mitigation – Corners

	Available Circulation Space (ft ² /p)			Corner Circulation LOS						
	Weekday Saturday			Weekday			S	Saturday		
Location	AM	PM	AM	PM	AM PM A		AM	PM		
Beach 59th St and Rockaway Fwy (NW corner)	175	133	374	176	Α		А	Α	A	<u>ر</u>
Beach 54th St and Arverne Blvd (NE corner)	91	27	72	33	Α		С	Α	0	; [
Beach 54th St and Arverne Blvd (NW corner)	289	88	190	97	Α		A	Α	A	
Beach 53rd St and Beach Channel Dr (SE corner)	64	34	77	36	Α		С	Α	0	; [
Beach 53rd St and Beach Channel Dr (SW corner)	109	50	126	63	Α		В	Α	A	、
Beach 53rd St and Rockaway Beach Blvd (NE corner)	86	70	122	58	Α		Α	Α	E	\$
Beach 53rd St and Rockaway Beach Blvd (NW corner)	250	230	334	183	Α		А	Α	A	、

"+" denotes significant adverse impact.

Parking

Effects of Traffic Mitigation on Parking Conditions

The traffic mitigation measures at the intersection of Rockaway Beach Boulevard and Beach 53rd Street would include modifications to the curbside parking regulations, which would result in the loss of approximately ten on-street parking spaces during the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak hours. These on-street parking spaces are located within the 0.25-mile radius parking area analyzed in Chapter 18, "Construction." As shown in Table 20-41, the on-street parking demand would

represent less than half of the available on-street parking spaces for all analyzed peak hours; therefore, there would be no significant adverse parking impacts as a result of the proposed traffic mitigation.

<u>Table 20-</u>41: Q3 2027 Peak Construction Period with Traffic Mitigation Utilization of On-Street Parking Spaces

Q3 2027 Peak Construction With Traffic Mitigation Available Parking Spaces Utilization	Weekday AM	Weekday MD	Weekday PM	Weekday Overnight	Saturday MD
Available Parking Spaces					
Peak Construction On-Street Available Parking Spaces ⁽¹⁾	501	651	684	710	740
Net Change in With-Action On-Street Parking Supply Due to Traffic Mitigation ⁽²⁾	-10	-10	-10	-10	-10
Total Available With-Action with Traffic Mitigation On-Street Parking Spaces	491	641	674	700	730
Demand					
Peak Construction Demand (3)	96	96	14	0	96
Utilization					
Utilization of Available On-Street Parking Spaces by With-Action Demand	20%	15%	2%	0%	13%
1. For detailed calculations, see Table 18-29.			•		

Due to parking regulation change at Rockaway Beach Boulevard and Beach 53rd Street.
 Parking demand generated by the construction site that would need to be accommodated on street

Noise

As described in Chapter 18, "Construction," increases in noise levels due to construction activities would occur during the daytime and, occasionally, in the early evening. For some construction periods, the duration and magnitude of the noise levels may constitute a significant adverse construction-period noise impact. Potential impacts would occur to existing buildings with frontage on Beach 53rd Street, which includes the Lawrence Nursing Care Center at 3-57 Beach 53rd Street, and the two residential buildings at 334 Beach 54th Street and 3-09 Beach 53rd Street, respectively. The Seventh Day Adventist Church at 52-05 Rockaway Beach Parkway is also included because the church has services on Saturdays, which are potential construction workdays.

<u>As detailed in Chapter 18, select source and path controls to reduce or eliminate potential significant</u> adverse construction-period noise impacts <u>would be employed by the Applicant; however, these controls</u> <u>would not be sufficient in of themselves to fully address potential construction noise impacts at the sensitive</u> receptors noted above. The following additional path controls would be implemented as mitigation to the <u>extent feasible and practicable: portable noise barriers, panels, curtains, enclosures, and acoustical tents.</u> The required construction and materials for these measures are as shown in Chapter 28 of NYCDEP's <u>Citywide Construction Noise Mitigation. Where practicable and feasible, noise curtains and equipment</u> <u>enclosures will be placed around the noisy equipment shown in **Table 20-42** to provide an STC of 30 (a 5 <u>dBA insertion loss) or greater of noise shielding to sensitive receptor locations.</u></u>

Table 20-42: Construction Path Controls

Equipment	DEP & FHWA Typical Lmax Noise Levels at 50 feet (dBA)	<u>Developer-Committed</u> <u>Noise Levels at 50 feet</u> (dBA) (Source Controls)	Developer-Committed Path Controls and Construction Practices
<u>Air Compressor (< 350 cfm)</u>	<u>75-80</u>	<u>67</u>	Portable enclosure; position so noise levels at sensitive receptors < 75 dBA
Chain Saws	<u>85</u>	<u>75</u>	Portable enclosure
Circular Saws	<u>76</u> 1	<u>76</u>	Portable enclosure
Crane: Manitowoc 999	<u>85</u>	<u>77</u>	Portable enclosure
Drum Mixer	<u>80</u>	<u>76</u>	Portable enclosure
Generators	<u>70-82</u>	<u>68</u>	Portable enclosure
<u>Jackhammer</u>	<u>85</u>	<u>85</u>	Portable enclosure
Mortar Mixer	<u>N.L.</u>	<u>85</u>	Portable enclosure
Pumps (Grout)	<u>77</u>	<u>77</u>	Portable enclosure
Rebar Bending Machine	<u>80</u>	<u>80</u>	Portable enclosure

Notes:

¹N.L. – not listed by DEP or in RCNM

Source: NYC CEQR Technical Manual (2014) and FHWA Roadway Construction Noise Model User's Guide (January 2006); NYC Noise Code (2005).

<u>The analysis results found that even with these measures, significant adverse noise impacts would occur</u> on portions of the <u>Peninsula Nursing Home. Although the analysis showed that the additional control</u> <u>measures would reduce the noise impacts to below the significant adverse threshold for the other sensitive</u> <u>receptors, the actual implementation may not be feasible or practicable in all instances that they would</u> <u>necessary to control the noise levels at these receptors. No additional feasible and practicable mitigation</u> <u>measures were identified for these sensitive receptors; therefore, the significant adverse construction-</u> <u>period noise impacts would remain unmitigated.</u>