

**APPENDIX G**  
**TRAFFIC STUDY**



Appendix 4.4.5

## TRAFFIC STUDY

FOR A NEW MEADOWLANDS STADIUM  
AND ANCILLARY COMPONENT

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## **Executive Summary**

Existing Giants Stadium is an approximately 80,000 seat football stadium located in the Meadowlands Sports Complex north of Route 3 and west of Route 120 in East Rutherford, New Jersey. In an effort to modernize the stadium and associated support facilities, the New Meadowlands Stadium Corporation, LLC (NMSTADCO) in cooperation with New Jersey Sports and Exposition Authority (NJSEA), intends to raze the existing stadium and support uses and replace it with a new facility including an approximately 82,500 seat Stadium with associated replacement support facilities as well a new Ancillary Component (the "Project") (See Master Plan Section 3 for program details). This study examines the traffic impacts during the critical peak hours resulting from the proposed Project.

The Project is anticipated to be completed in three phases. The Giants Training Facilities are anticipated to be complete by summer of 2008 and will include replacement of existing Giants facilities currently housed in the existing stadium, and the existing indoor practice field. The New Stadium, anticipated to be complete by 2010, will consist of the new 82,500 seat stadium and associated program including a Hall of Fame museum, banquet facilities, broadcast facilities, team store(s), sponsor zones, as well as other program typically found in modern professional sports facilities. The Ancillary Component, anticipated to be complete no earlier than 2013, will include new program which will include allowable uses as per agreement with NJSEA (Please refer to Section 3 of the Master Plan Report for additional information).

The baseline 2010 and 2013 traffic volumes for this study were based primarily on two previous studies prepared for the area. TRC Raymond Keyes (TRC) performed the first study in 2003 for the Mills-Xanadu project at the Continental Arena site.<sup>1</sup> Edwards & Kelcey, Inc. (E&K) performed the second study in 2004 for the NJSEA and the New Jersey Department of Transportation (NJDOT).<sup>2</sup> The two studies are complementary. The TRC study focuses on the internal roadway system and direct access to the east side of the Meadowlands Complex while the E&K study is a regional study that takes into consideration a wide range of proposed development and transportation improvements in the surrounding Meadowlands area.

The 2010 and 2013 Build condition volumes and levels of service assume that all the mitigation measures required by the Xanadu project are fully implemented as well as various transportation improvements that have been committed to by NJDOT, the New Jersey Turnpike and New Jersey Transit.

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<sup>1</sup> Traffic Impact Study for Meadowlands Xanadu - prepared for the Meadowlands Mills/Mack-Cali Limited Partnership, prepared by TRC Raymond Keyes Associates, dated January 28, 2004, Supplemental Analysis provided June 16, 2006

<sup>2</sup> Meadowlands Regional Transportation Analysis - prepared for the New Jersey Sports and Exposition Authority (NJSEA) and the New Jersey Department of Transportation, prepared by Edwards and Kelcey, dated December 2004.

The resulting levels of service for the study locations, in general, do not change with the addition of the New Meadowlands Stadium and Ancillary Component. The planned physical and operational improvements offset the impacts associated with the project during each of the development phases.

Overall, current analyses show that the New Meadowlands Stadium, Ancillary Component and Giants Training Facility will not have an appreciable overall negative impact on the external roadway network, provided the planned improvements, including those by other developers and state agencies are implemented as planned. Ongoing coordination among all parties involved with transportation infrastructure improvements and developments in the area will be necessary to ensure that all projects work together as planning and design continues. The following is a summary of impacts for each stage of development:

- 2008 – Training Facility – No Impact
- 2010 – New Stadium and Training Facility – No Impact
- 2013 - New Stadium, Training Facility, and Ancillary Components – Minimal Impacts

## **Introduction**

Existing Giants Stadium is an approximately 80,000 seat football stadium located in the Meadowlands Sports Complex north of Route 3 and west of Route 120 in East Rutherford, New Jersey (See Exhibit 1). The New Meadowlands Stadium Corporation, LLC (NMSTADCO) in cooperation with New Jersey Sports and Exposition Authority (NJSEA), intends to raze the existing stadium and support uses and replace it with a New Stadium including an approximately 82,500 seat stadium with associated replacement support facilities as well new Ancillary Component (See Master Plan Section 3 for details). This study examines the traffic impacts during the critical peak hours resulting from the proposed project.

The Project is anticipated to be completed in three phases. The Training Facilities are anticipated to be complete by summer 2008 and will include replacing the existing Giants facilities and indoor practice field. The New Stadium, anticipated to be complete by 2010, will consist of the New Stadium and associated components including a Hall of Fame museum, banquet facilities, broadcast facilities, team store(s), sponsor zones, as well as other program typically found in modern professional sports facilities. The Ancillary Component, anticipated to be complete no earlier than 2013, will be an additional mixed-use development area which will include allowable uses as per agreement with NJSEA.

The New Stadium will alter and improve internal and external circulation patterns throughout the area, including those associated with the Xanadu project currently under design and construction on the east side of Route 120. The design of the New Stadium and associated Ancillary Component has occurred in coordination with the Xanadu project. The analysis set forth in this report reflects plans as of June 30, 2006.

Exhibit 1  
STUDY AREA



## Study Locations

The following study locations were selected for this project and represent a combination of locations from the TRC and E&K reports as well as three additional Vollmer selected locations. These locations are detailed in Table 1 below.

Table 1 – Study Locations

Location	Description
1	NJ Rt. 120 SB btwn N. Connector Rd On Ramp from W. Peripheral Rd. Off Ramp
2	NJ Route 120 SB between West Peripheral Road On and Off Ramps
3	NJ Route 120 SB & Southern On-Ramp from West Peripheral Road
4	NJ Rt. 120 NB btwn E. Peripheral Rd. On-Ramp and Paterson Plank Rd. Off Ramp
6	NJ Route 120 NB & Off-Ramp to East Peripheral Road
7	Washington Avenue & Paterson Plank Road
8	Washington Avenue SB & On-Ramp from NJ Route 120 EB (Paterson Plank Road)
9	Washington Avenue NB & On-Ramp from NJ Route 120 EB (Paterson Plank Road)
10	NJ Route 120 NB & Off-Ramp to NJ Route 120 WB and North Connector Road
11	Paterson Plank Road & Ramp to NJ Route 120 WB (Paterson Plank Road)
12	NJ Route 120 NB & Ramp from NJ Route 3 EB Service Road
13a	NJ Route 120 SB Ramp to NJ Route 3 EB
13b	NJ Route 120 SB Ramp to NJ Route 3 EB (proposed merge w/ Route 3 mainline)
14	NJ Route 3 EB Service Road Off Ramp to NJ Route 120 NB
15	NJ Turnpike Interchange 16W & South Connector Road
16	NJ Route 120 SB Ramp to NJ Route 3 WB
17	South Connector Road & West Peripheral Road
18	East Peripheral Road between South Arena Road and South Connector Road
19	South Connector Road & Ramp from NJ Route 3 EB Service Road
20	East Peripheral Road and North Connector Road / North Arena Road
22	North Connector Road and HOC Boulevard
24	South Connector Road Ramp to NJ Turnpike 18W
EK1	NJ Route 120 and NB NJ Route 17 Ramps
EK2	NJ Route 120 and Murray Road
EK3	NJ Route 120 and Gotham Parkway
V1	Paterson Plank Road & Berry's Creek Road
V2	NJ Route 120 and SB NJ Route 17 Ramps
V3	NJ Route 3 WB and Ramp G Entry / Ramp X Exit

## Baseline Traffic Conditions

Since the Training Component (anticipated to be completed in summer of 2008) is predominately a replacement of existing facilities, it is not anticipated to generate a significant amount of new traffic onto the roadway network. The New Stadium (2010) is also a replacement facility and therefore is not anticipated to generate a significant amount of new traffic. The Ancillary Component (2013) will however, generate additional trips onto the area roadway network while altering and improving circulation patterns throughout the facility. Thus, 2010 and 2013 were selected for traffic analysis years.

For the purposes of this study, the majority of visitors to the Project are anticipated to arrive/depart the site during the evenings and on weekends. Subsequently, the evening commuter peak, evening Arena event peak, and Saturday peaks were selected for analysis. The morning peak hour was not considered for this analysis since the facility and surrounding uses typically generate considerably less traffic during the morning peak hour than the evening and Saturday peak hours.

The analysis of Project operations during major events at the stadium including Giants and Jets games (referred to as game day operations) is discussed in the Parking and Transportation Management Plan for the project.

The baseline 2010 and 2013 traffic volumes for this study were based primarily on two previous studies prepared for the area. The TRC Raymond Keyes (TRC) performed the first study in 2003 for the Mills-Xanadu project at the Continental Arena site.<sup>3</sup> Edwards & Kelcey, Inc. (E&K) performed the second study in 2004 for the NJSEA and the New Jersey Department of Transportation (NJDOT).<sup>4</sup> The two studies are complementary. The TRC study focuses on the internal roadway system and direct access to the east side of the Meadowlands Complex while the E&K study is a regional study that takes into consideration a wide range of proposed development and transportation improvements in the surrounding Meadowlands area.

Both TRC and E&K analyzed build conditions in 2009 and included the site-generated traffic from the Xanadu project. Vollmer Associates LLP (Vollmer) developed their 2010 and 2013 baseline conditions by using the Mills/Xanadu build volumes and adding 2% per year for Route 120 (Principal Arterial) and 1% per year for Route 3 as background growth to obtain the 2010 and 2013 estimates.

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<sup>3</sup> Traffic Impact Study for Meadowlands Xanadu - prepared for the Meadowlands Mills/Mack-Cali Limited Partnership, prepared by TRC Raymond Keyes Associates, dated January 28, 2004, Supplemental Analysis provided June 16, 2006

<sup>4</sup> Meadowlands Regional Transportation Analysis - prepared for the New Jersey Sports and Exposition Authority (NJSEA) and the New Jersey Department of Transportation, prepared by Edwards and Kelcey, dated December 2004.

Table 2 details the planned developments in the area considered in the TRC and E&K studies which are therefore reflected in the Vollmer 2010 and 2013 baseline numbers.

Table 2 – Planned Area Developments from E&K and TRC Studies

	<b>Description of Proposed Development</b>		<b>Description of Proposed Development</b>
Xanadu	2.2 million GLA Family Entertainment and ancillary retail uses; 1.76 million sf office space, and 520 room hotel	Xanadu	Same as TRC Study
EnCap	Office. Hotel, conference center, condominiums, townhouses, age-restricted dwellings (square footage not detailed in TRC report)	EnCap	Phase I – Mixed Use 1,980 dwelling units, 750,000 sf office, two hotels totaling 750 rooms, 100,000 ancillary retail space
Highland Cross	Not included in the TRC study	Highland Cross	920,000 sf office space 216 room hotel
Demasse Cadillac site	Not included in the TRC study	Demasse Cadillac site	350 residential units
Patterson Plank Road Redevelopment District	Not included in the TRC study	Patterson Plank Road Redevelopment District	285,000 sf office office space, 845,000 sf commercial/retail space, 1.4 million sf light industrial warehouse
Baker Housing	Not included in the TRC study	Baker Housing	Approx. 225 residential units
Route 3 Redevelopment	Not included in the TRC study	Route 3 Redevelopment	630 high-rise condominiums units
Lowes Development	Not included in the TRC study	Lowes Development	Lowes Home Improvement Store 172,697 sf
Allied Junction	Not included in the TRC study	Allied Junction	1,000,000 sf office space
Chubb Avenue site	Not included in the TRC study	Chubb Avenue site	140,000 sf office space

Exhibits 2A through 3C represent the 2010 and 2013 baseline traffic volumes as derived from the TRC and E&K studies.

**Proposed Stadium, Ancillary Component and Giants Training Facility**

As mentioned previously, the proposed redevelopment of the existing Giant's Stadium site will consist of an approximately 82,500 seat New Stadium as well as ancillary and support uses. These uses range from replacement facilities for existing uses (such as the indoor practice field and training facilities) to new program. Section 3 of the Master Plan identifies a range of program uses as per agreement with NJSEA. However, in order to provide a conservative analysis for traffic impact purposes, the program shown in Table 2 has been assumed.

**Table 3 – New Meadowlands Stadium Project Assumptions**

<b><i>Training Facility (2008)</i></b>		
Training Facility / Indoor Practice Fields	310,000	Replaces existing facilities
Future Expansion	50,000	
<b>Total</b>	<b>360,000</b>	
<b><i>New Stadium (2010)</i></b>		
New Meadowlands Stadium		Replaces existing facilities
Mixed Use Development	65,000	
Stadium Offices	30,000	Replaces existing facilities
Hall of Fame Museum	40,000	
Sponsor Areas	30,000	
Banquet Facilities	120,000	
<b>Total</b>	<b>285,000</b>	
<b><i>Ancillary Component (2013)</i></b>		
<b><i>Ancillary Component #1 (POD A)</i></b>		
	300,000	
<b><i>Ancillary Component #2 (POD B)</i></b>		
	170,000	
Health and Fitness Area	50,000	
<b>Total</b>	<b>520,000</b>	
<b>Total Development</b>	<b>1,165,000</b>	

Exhibit 4 illustrates the general layout of the site and the location of the various components within the stadium site.

## **Trip Generation Estimates**

To determine the amount of additional trips to the roadway network and site, the Institute of Transportation Engineers, Trip Generation Manual, 7<sup>th</sup> Edition, was first consulted. Since the ITE Trip Generation Manual does not include estimates for some of the uses planned on site, estimates of trip generation were made based on operational characteristics as necessary.

A description of how the trip generation estimates for the various components of the site were calculated follows:

### *Ancillary Component*

Since the Ancillary Component is planned to include a mix of uses as described in Section 3 of the Master Plan report and the exact composition of this program is unknown at this time, ITE Land Use Code 820 – Shopping Center was used to determine the number of trips for this land use. This is a conservative approach and trip generation is likely to be lower. The standard ITE shopping center rate using the fitted logarithmic curve is used to estimate trips. In order to be conservative, no trip reductions were taken for expected linked trips between the Xanadu site and the development at the New Meadowlands Stadium site, although some is likely to occur. However, a 25% pass-by credit was taken to account for trips already on the adjacent highway system.

### *Meeting/Banquet Facility*

The proposed New Stadium will include facilities for meetings and banquets during non-game periods. It is assumed that there would be up to 300 events per year accommodating up to 120,000 attendees. The average size of each event would be approximately 400 people. It is assumed that the typical maximum banquet size would be up to 700 people. Most of the banquet events, especially the larger ones, would be scheduled during the evening periods and would have minimal effect on weekday PM peak hour traffic.

Meetings would typically be scheduled during the workday and, therefore, most attendees would be expected to depart during the PM peak period. A worst case scenario is assumed with overlapping events - a large daytime meeting with 100 guests and a large evening banquet with 700 guests.

It is anticipated that scheduling of large banquets would be coordinated with other events at the Meadowlands Complex.

### *Health and Fitness Area*

ITE Land Use Code 720 (Medical /Dental Office) was used to estimate trip generation. A total of 124 external trips are estimated to be generated by this facility during the peak weekday PM hour of which 42 vehicles would be entering and 82 vehicles would be leaving. No credit has been taken for linked or pass-by trips, however a 25% credit was applied as internal site trips (Users of the facility who are already at the stadium (i.e. athletes and employees). This facility is envisioned to be located in Pod "B".

### *Stadium Offices*

The Stadium Offices will replace current office facilities in the existing stadium (eg NJSEA offices) and are not anticipated to add new trips to the roadway network.

### *Giants Training Facility*

The Training Facility would accommodate players, coaches, and support staff. Since this activity is already taking place at the New Meadowlands Stadium site, no new trips are anticipated to be generated.

### *Giants Training Facility Expansion*

For purposes of analysis, it is assumed that this facility will be used as medical office/clinic (ITE Code 630).

### *Indoor Practice Field*

The Indoor Practice Field would accommodate players, coaches, and support staff. Since this activity is already taking place at the New Meadowlands Stadium site, no new trips are anticipated to be generated.

### *Hall of Fame Museum*

ITE does not have a trip generation rate for a museum-type use. New Meadowlands Stadium officials estimated that approximately 135,000 people would visit the Hall of Fame annually. Approximately 40,000 visitors are expected to visit the museum during home games.

For the purpose of this study, 60% of the 95,000 non-game day visitors are expected to visit the museum on either a Saturday or Sunday under the assumption that is when most families and individuals have the most "leisure" time to visit the museum. The remaining 40% of the non-game day visitors would be spread out over the remaining days of the year. Subsequently, an average of 146 visitors are expected to visit the museum each weekday. For this study, 10% of the visitors were assumed to arrive during the peak PM hour while 20% were assumed to leave during the same period.

Since most of the museum trips are likely to be combined with event-related trips or other activities at the Meadowlands Sports Complex this facility is expected to have a minimal impact on the total trips generated.

The total trips generated by each of the developments is illustrated in Table 4 below.

Table 4 – Trip Generation Estimates - Total Trips

Training Facility	116	117	233	0	0	0	0	0	0
New Stadium	228	292	520	439	133	572	268	359	627
Ancillary Component POD A	490	531	1021	469	391	860	878	561	1439
Ancillary Component POD B	320	383	703	266	222	488	523	333	856
<b>TOTAL</b>	<b>1155</b>	<b>1322</b>	<b>2477</b>	<b>1174</b>	<b>746</b>	<b>1920</b>	<b>1663</b>	<b>1259</b>	<b>2922</b>

*Pass-by/Link Diverted Trip Estimates*

A pass-by trip is where a driver diverts from his original travel path and makes a stop at a particular use on the way to a final destination. A simple example of a pass-by trip is a driver stopping at convenience store on his way home from work to pick up a quart of milk. The trip into and out of the convenience store does not add an additional car to the roadway network. Instead, a pass-by trip re-routes existing traffic into and out of a particular site. A link diverted trip is similar to a pass-by trip except the driver modifies his original travel path to make the stop.

A portion of the trips associated with the proposed development, particularly the retail components, will be pass-by or link diverted trips. Studies have shown that over 40% of retail trips can be pass-by and link diverted trips. The TRC traffic study for the Xanadu project utilized a 25% pass-by percentage for the evening peak hour. In order to remain consistent with the assumptions made in the TRC study, Vollmer utilized the same percentage for pass-by trips for the evening peak hour. Vollmer also utilized a 25% pass-by percentage for the Evening Event and Saturday peak hours.

*Internal Trips*

A portion of the trips associated with the Hall of Fame, Sponsorship/Clinic, and Health and Fitness space is anticipated to come from existing traffic on the Meadowlands complex site, particularly from existing employees and athletes. A 25% internal trip credit was assumed for the Hall of Fame and Health and Fitness space and 10% for the Sponsorship/Clinic space. These trips were removed from the total trip generation.

*Resulting Trip Generation Estimates*

The resulting trip generation estimates, based on a combination of ITE trip generation estimates and operational estimates as well as the pass-by and internal trips is summarized in Table 5 below. Additional details regarding the trip generation estimates are located in the Appendix in Tables A-1, A-2, and A-3.

Table 5 – Trip Generation Estimates – New Trips

Training Facility	117	116	233	0	0	0	0	0	0
New Stadium	190	254	444	407	101	508	214	305	519
Ancillary Component POD A	362	403	765	362	284	646	698	381	1079
Ancillary Component POD B	232	295	527	205	161	366	410	232	642
<b>TOTAL</b>	<b>901</b>	<b>1068</b>	<b>1969</b>	<b>974</b>	<b>546</b>	<b>1520</b>	<b>1322</b>	<b>918</b>	<b>2240</b>

**Trip Distribution**

The overall trip distribution patterns for the Family Entertainment/Retail component of the Xanadu project were used for the New Meadowlands Stadium development since the Xanadu project and the proposed Ancillary Components development would generally draw patrons from the same 'catchment area'.

A review of the 2000 census data shows that approximately 75 percent of the total population within a 40-mile radius are located within 20 miles, indicating that most trips would originate from within a 20-mile range, consistent with the influence area of the proposed uses.

Specifically, the following trip generation patterns were used for new trips entering and leaving the site.

Table 6 – Overall Trip Distribution

Route 3 To/From the East	21%
Route 3 To/From the West	18%
NJTPK – 16W	16%
NJTPK – 18W	28%
Paterson Plank Rd (Route 120)	16%
Washington Ave (CR 503)	1%
<b>TOTAL</b>	<b>100%</b>

Exhibits 5A and 5B illustrate the overall trip generation patterns used for new trips. The resulting new trips are illustrated on Exhibits 6A through 7C for the 2010 and 2013 build years.

### *Pass By Trip Distributions*

Due to the size of the development and study area for this project, the pass-by trips for the site were re-routed based on estimated origin and destination pairs of the existing background traffic. Table A-4 through A-6, located in the Appendix, shows the number of trips re-routed from each origin and destination.

The estimates discussed above result in the pass-by trip routing detailed in Exhibits 8A through 9C for the 2010 and 2013 peak hours.

### **Total Site Generated Trips**

The resulting Total Site Generated Trips are obtained by adding the New Trips (Exhibits 6A-7C) to the Pass-by Trips (Exhibits 8A-9C) for each of the respective time periods and build years. The detailed distribution of these trips is shown in Exhibits 10A-11C.

### **2010 and 2013 Build Traffic Volumes**

The 2010 and 2013 Build Traffic Volumes are derived by adding the Total Site Generated New Trips to the 2010 and 2013 baseline traffic volumes for each of the respective analysis periods. These volumes represent the anticipated traffic volumes at any given point in the study area for the respective time period and build years. These volumes are detailed in Exhibits 12A through 13C.

### **Transportation Improvements**

The 2010 and 2013 Build condition volumes and levels of service assume that all the mitigation measures required by the Xanadu project are fully implemented as well as various transportation improvements that have been committed to by NJDOT and the New Jersey Turnpike.

The proposed rail connection between the Secaucus Transfer Station and the Meadowlands Sports Complex is currently under construction. When completed, this project will reduce vehicular trips to both the Xanadu site and the New Meadowlands Stadium site. However, in order to be conservative, this study does not take into account any diversion of trips to mass transit, however this analysis does assume the modifications to the roadway network associated with the rail connection are in place.

## **2010 and 2013 Build Levels of Service**

To determine the effect of the additional trips on the roadway network within the study area that the proposed development will have, as well as determine the appropriate design for internal intersections to the site, a level of service analysis was completed for the project utilizing the methodology presented in the 2000 Highway Capacity Manual, published by the Transportation Research Board and associated Highway Capacity Software (HCS), version 5.2. A level of service analysis provides a measure of the operation of an intersection, weaving area, merge area etc. by assigning a letter grade (A through F) to the operation based on an appropriate measure of effectiveness for that analysis point. For example, at a signalized intersection, levels of service are based on average delay, with a delay of less than 10 seconds designated level of service 'A' and a delay of greater than 80 seconds level of service 'F'. Similar rankings are used for weave, merge, and diverge areas, although they are based on flow density instead of seconds of delay.

Using the 2010 and 2013 baseline and build volumes, a level of service analysis was completed for each of the locations in the study area for both the baseline and build conditions. Table 7 indicates the results of this analysis for each intersection for the 2013 Evening Peak Hour. Detailed Tables for the other studied peak hours are included in the Appendix. HCS printouts detailing each individual analysis are available under separate cover.

**Table 7**  
**2013 Baseline & to Build Level of Service Comparison - PM Highway Peak Hour**

Location	Description	2013 No Build Baseline (1)			2013 Ultimate Build (New Meadowlands Stadium) (2)		
		Type	V/C, Density	LOS	Type	V/C, Density	LOS
1	NJ Rt. 120 SB btwn N. Connector Rd On Ramp from W. Peripheral Rd. Off Ramp	Weave	32.17	C	Weave	32.55	C
2	NJ Route 120 SB between West Peripheral Road On and Off Ramps	Weave	22.03	C	Weave	22.30	C
3	NJ Route 120 SB & Southern On-Ramp from West Peripheral Road	Merge	18.90	B	Merge	19.80	B
4	NJ Rt. 120 NB btwn E. Peripheral Rd. On-Ramp and Paterson Plank Rd. Off Ramp	Weave	28.61	C	Weave	27.08	C
6	NJ Route 120 NB & Off-Ramp to East Peripheral Road	Diverge	21.00	C	Diverge	21.50	C
7	Washington Avenue & Paterson Plank Road	Unsignalized	16.40	C	Unsignalized	16.50	C
8	Washington Avenue SB & On-Ramp from NJ Route 120 EB (Paterson Plank Road)	Merge	29.30	D	Merge	29.50	D
9	Washington Avenue NB & On-Ramp from NJ Route 120 EB (Paterson Plank Road)	Merge	17.30	B	Merge	17.50	B
10	NJ Route 120 NB & Off-Ramp to NJ Route 120 WB and North Connector Road	Weave	23.08	B	Weave	23.60	B
11	Paterson Plank Road & Ramp to NJ Route 120 WB (Paterson Plank Road)	Unsignalized	8.10	A	Unsignalized	8.10	A
12	NJ Route 120 NB & Ramp from NJ Route 3 EB Service Road	Merge	20.80	C	Merge	20.50	C
13a	NJ Route 120 SB Ramp to NJ Route 3 EB	Capacity	22.23	C	Capacity	24.06	C
13b	NJ Route 120 SB Ramp to NJ Route 3 EB (proposed merge w/ Route 3 mainline)	Merge	31.80	D	Merge	32.60	D
14	NJ Route 3 EB Service Road Off Ramp to NJ Route 120 NB	Diverge	20.00	C	Diverge	20.00	C
15	NJ Turnpike Interchange 18W & South Connector Road	Merge	6.90	A	Signalized	18.80	B
16	NJ Route 120 SB Ramp to NJ Route 3 WB	Capacity	30.62	D	Capacity	31.05	D
17	South Connector Road & West Peripheral Road	Merge	13.70	B	Signalized	22.10	C
18	East Peripheral Road between South Arena Road and South Connector Road	Capacity	13.96	B	Capacity	16.82	B
19	South Connector Road & Ramp from NJ Route 3 EB Service Road	Merge	10.80	B	Merge	12.50	B
20	East Peripheral Road and North Connector Road / North Arena Road	Signalized	151.10	F	Signalized	134.50	F
22	North Connector Road and HOC Boulevard	Signalized	121.00	F	Signalized	112.00	F
24	South Connector Road Ramp to NJ Turnpike 18W	Capacity	12.32	B	Capacity	18.01	B
EK1	NJ Route 120 and NB NJ Route 17 Ramps	Signalized	23.40	C	Signalized	23.10	C
EK2	NJ Route 120 and Murray Road	Signalized	28.70	C	Signalized	35.20	C
EK3	NJ Route 120 and Gotham Parkway	Signalized	30.50	C	Signalized	26.40	C
V1	Paterson Plank Road & Berry's Creek Road	Signalized	N/A	N/A	Signalized	N/A	N/A
V2	NJ Route 120 and SB NJ Route 17 Ramps	Unsignalized	N/A	N/A	Unsignalized	N/A	N/A
V3	NJ Route 3 WB and Ramp G Entry / Ramp X Exit	Weave	36.81	E	Weave	40.89	E

**Notes**

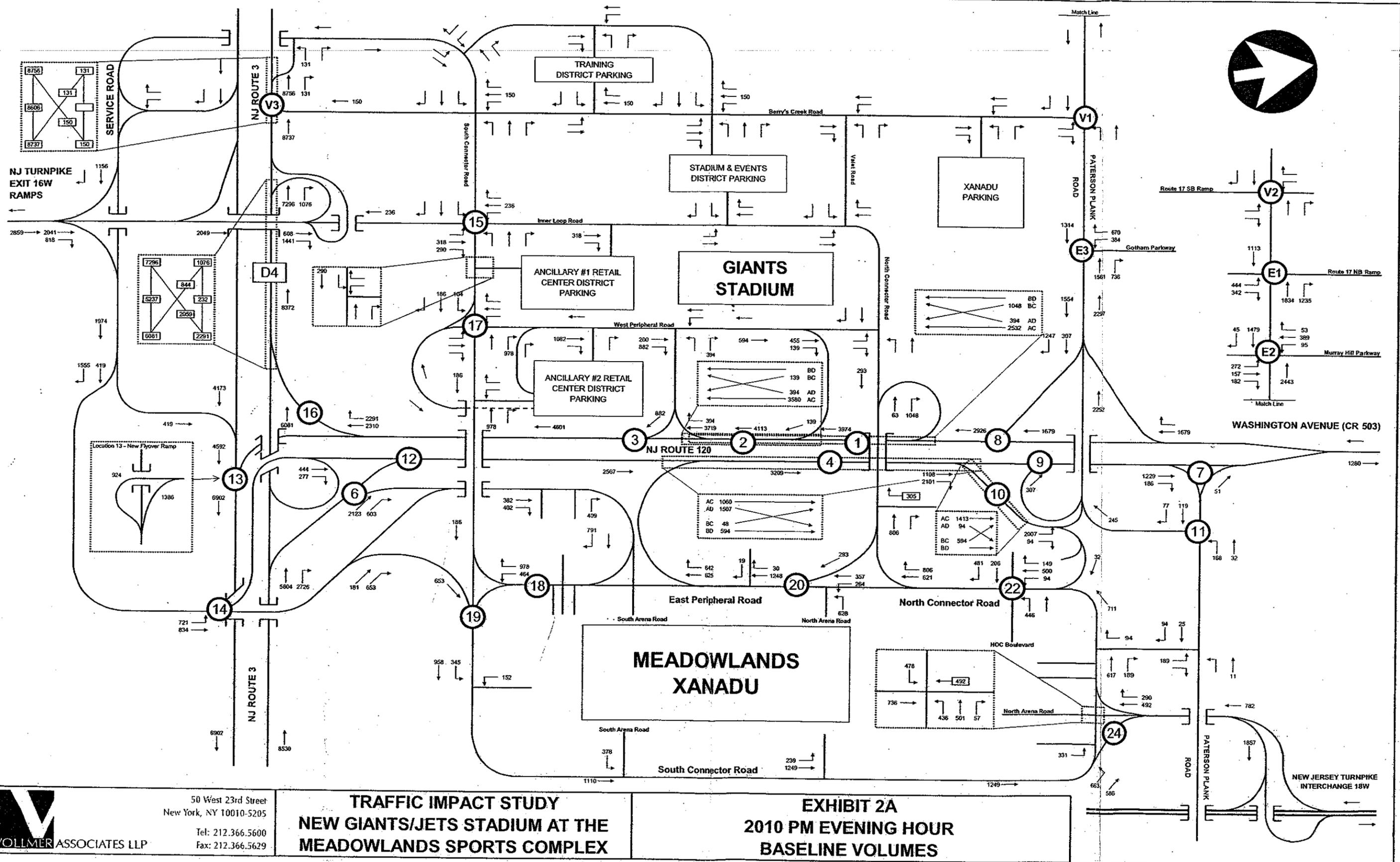
- 2009 Xanadu traffic was grown 1% for Route 3 and 2% for Route 120 between 2009 and 2013.
- Phase II - Ultimate Build out includes the Ancillary Components (POD "A" and POD "B").
- The TRC analysis had an error that was corrected. The new results are shown.
- Build with improvement analysis does not exist. TRC Build with existing geometry was used instead.
- The proposed site plan indicates that the geometry at this intersection will change from a merge to an signalized 4-way intersection.

The resulting levels of service for the study locations, in general, do not change with the addition of the Project. The planned physical and operational improvements offset the impacts associated with the new development.

### **Summary of Findings**

As detailed in this report, the proposed redevelopment of the Giants Stadium site, located on the west side of the Meadowlands Sports Complex will have minimal impacts on the anticipated levels of service as compared to the baseline conditions which represent the traffic conditions for the study area with the other area developments, such as the Xanadu project, in place.

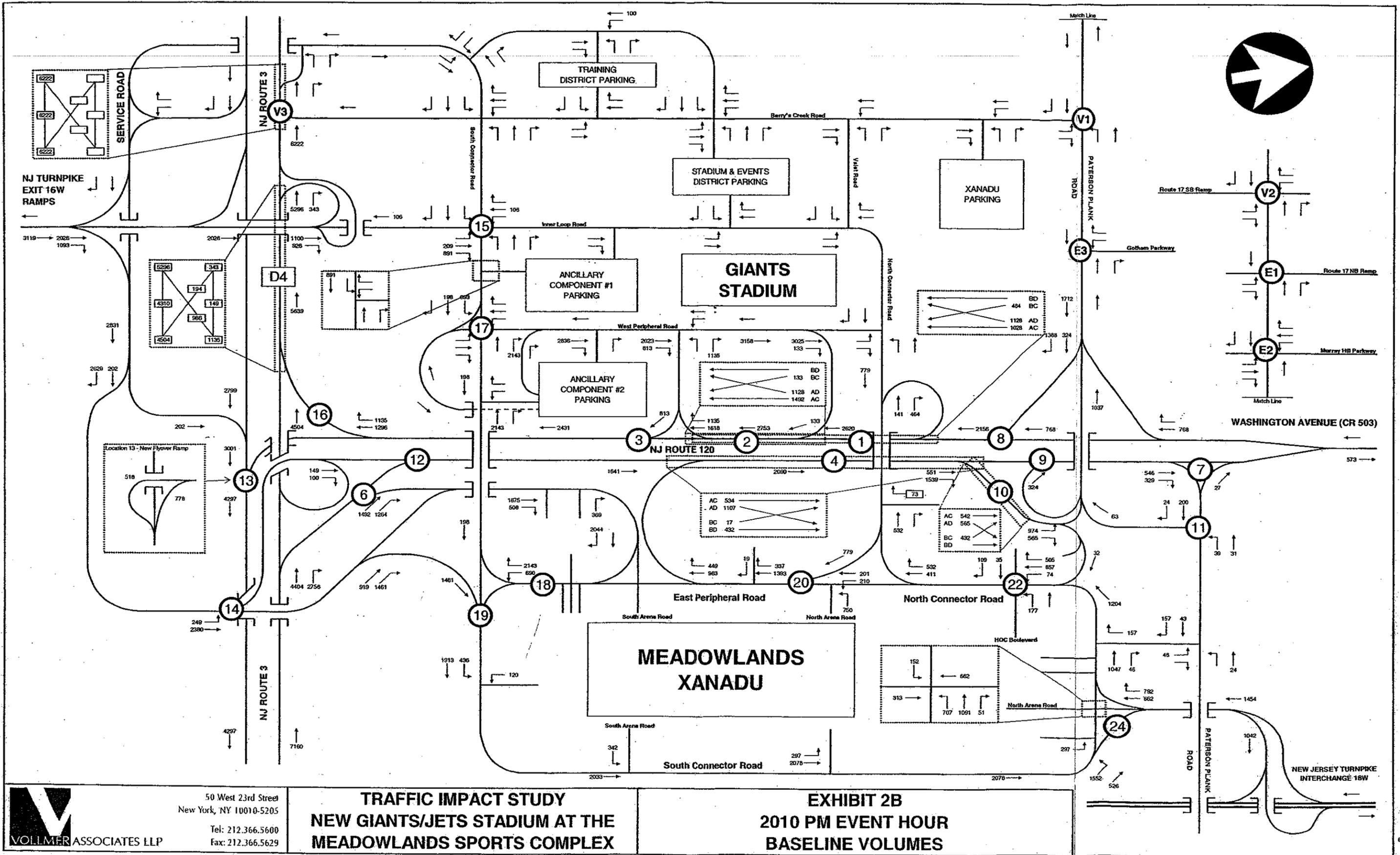
Overall, the New Meadowlands Stadium and Ancillary Components should not have an appreciable overall impact on the external roadway network, provided the planned improvements by other developers and state agencies are implemented as planned. Ongoing coordination among all parties involved with transportation infrastructure improvements and developments in the area will be necessary to ensure that all projects work together as planning and design continues.

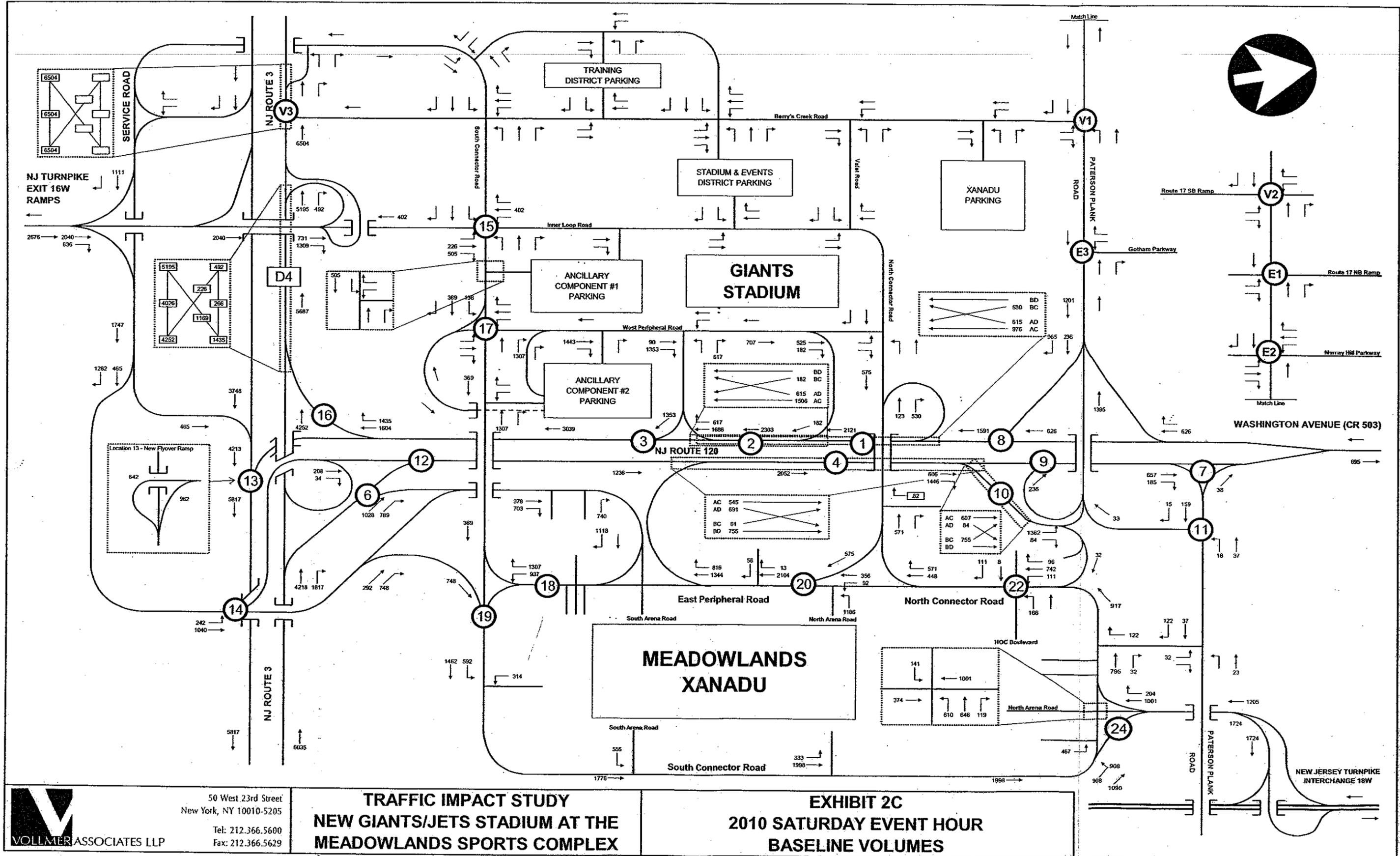


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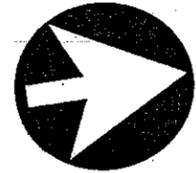
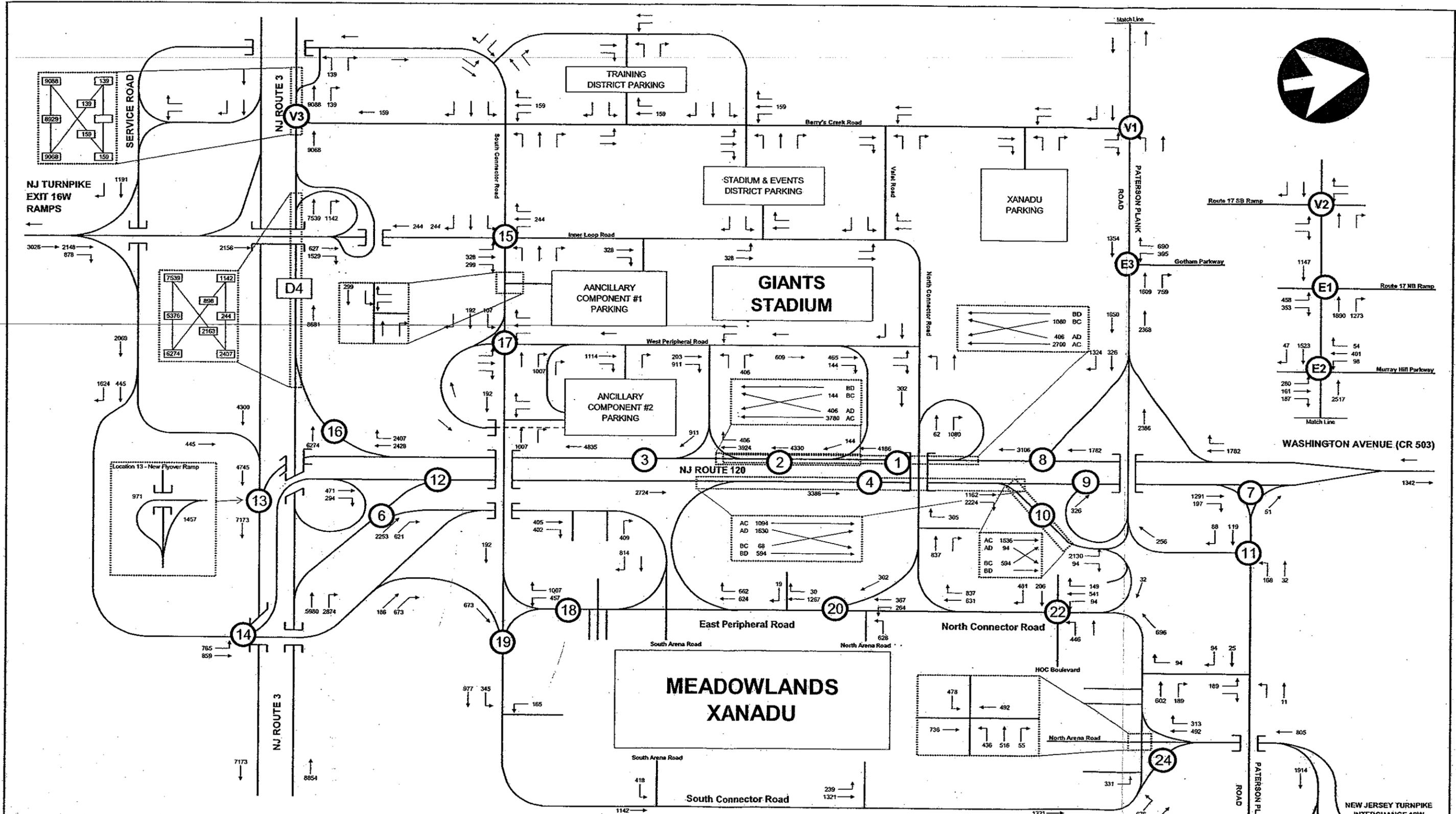
**TRAFFIC IMPACT STUDY  
 NEW GIANTS/JETS STADIUM AT THE  
 MEADOWLANDS SPORTS COMPLEX**

**EXHIBIT 2A  
 2010 PM EVENING HOUR  
 BASELINE VOLUMES**





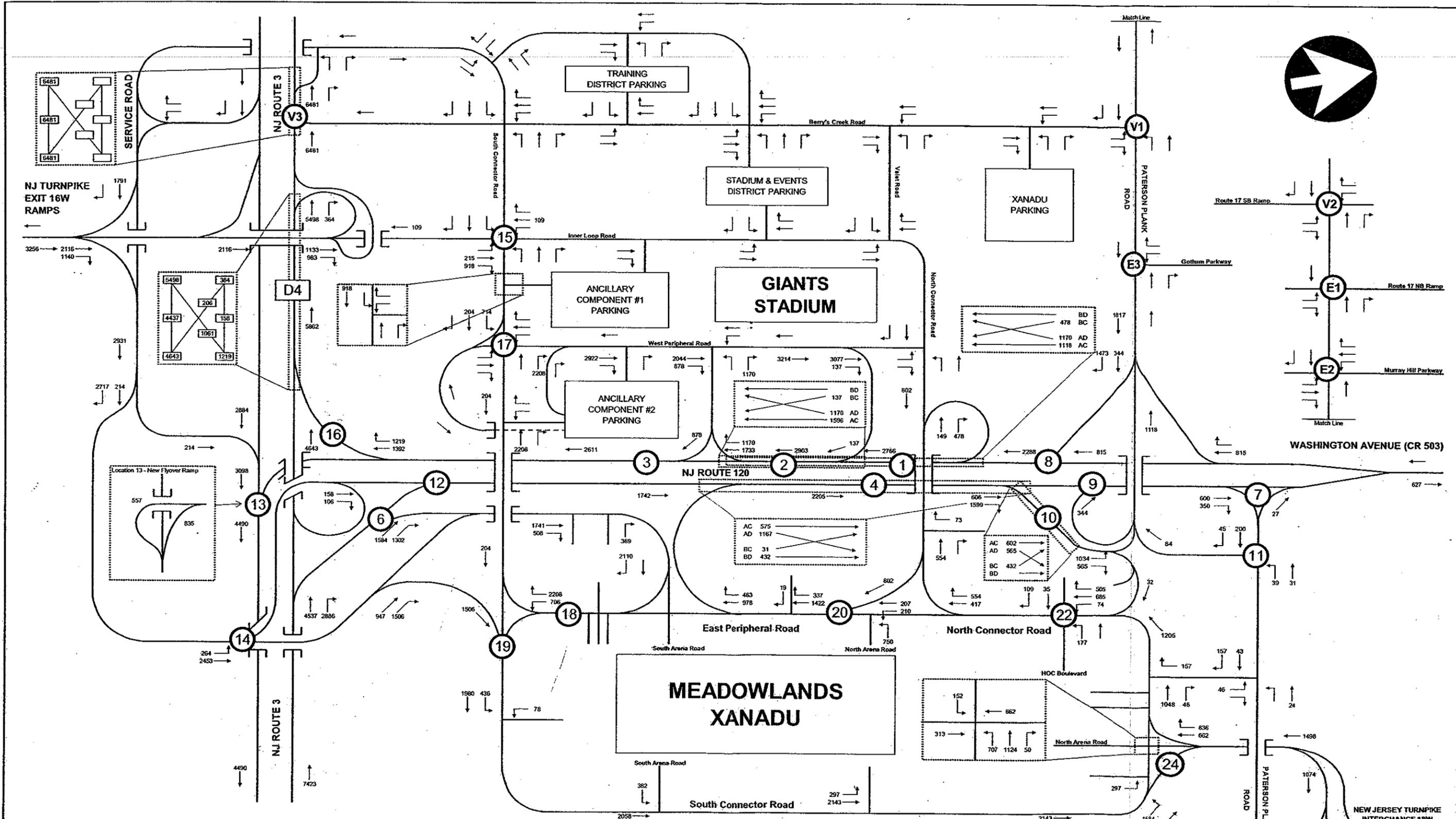
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**TRAFFIC IMPACT STUDY**  
**NEW GIANTS/JETS STADIUM AT THE**  
**MEADOWLANDS SPORTS COMPLEX**

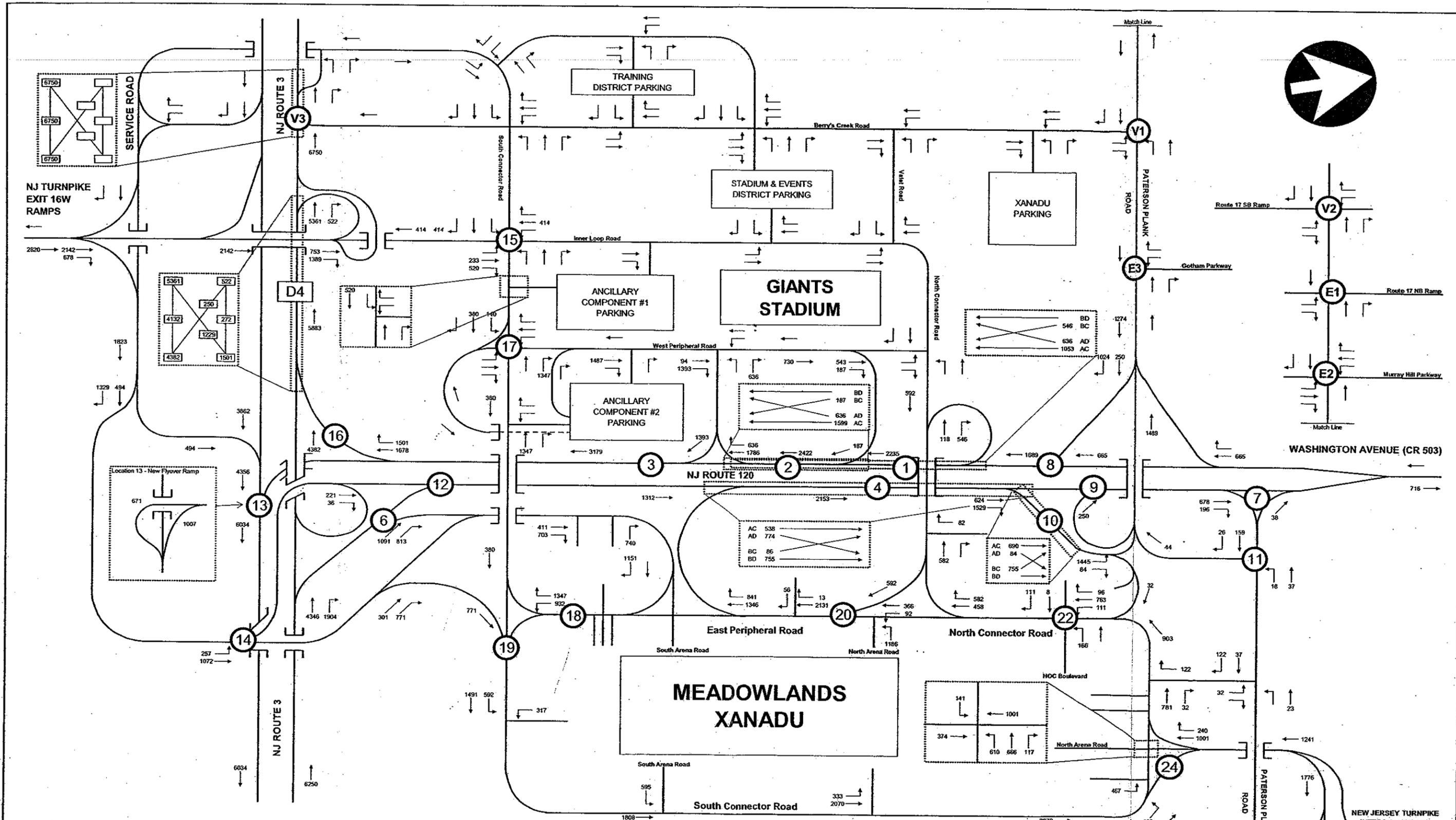
**EXHIBIT 3A**  
**2013 PM EVENING HOUR**  
**BASELINE VOLUMES**




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**TRAFFIC IMPACT STUDY**  
**NEW GIANTS/JETS STADIUM AT THE**  
**MEADOWLANDS SPORTS COMPLEX**

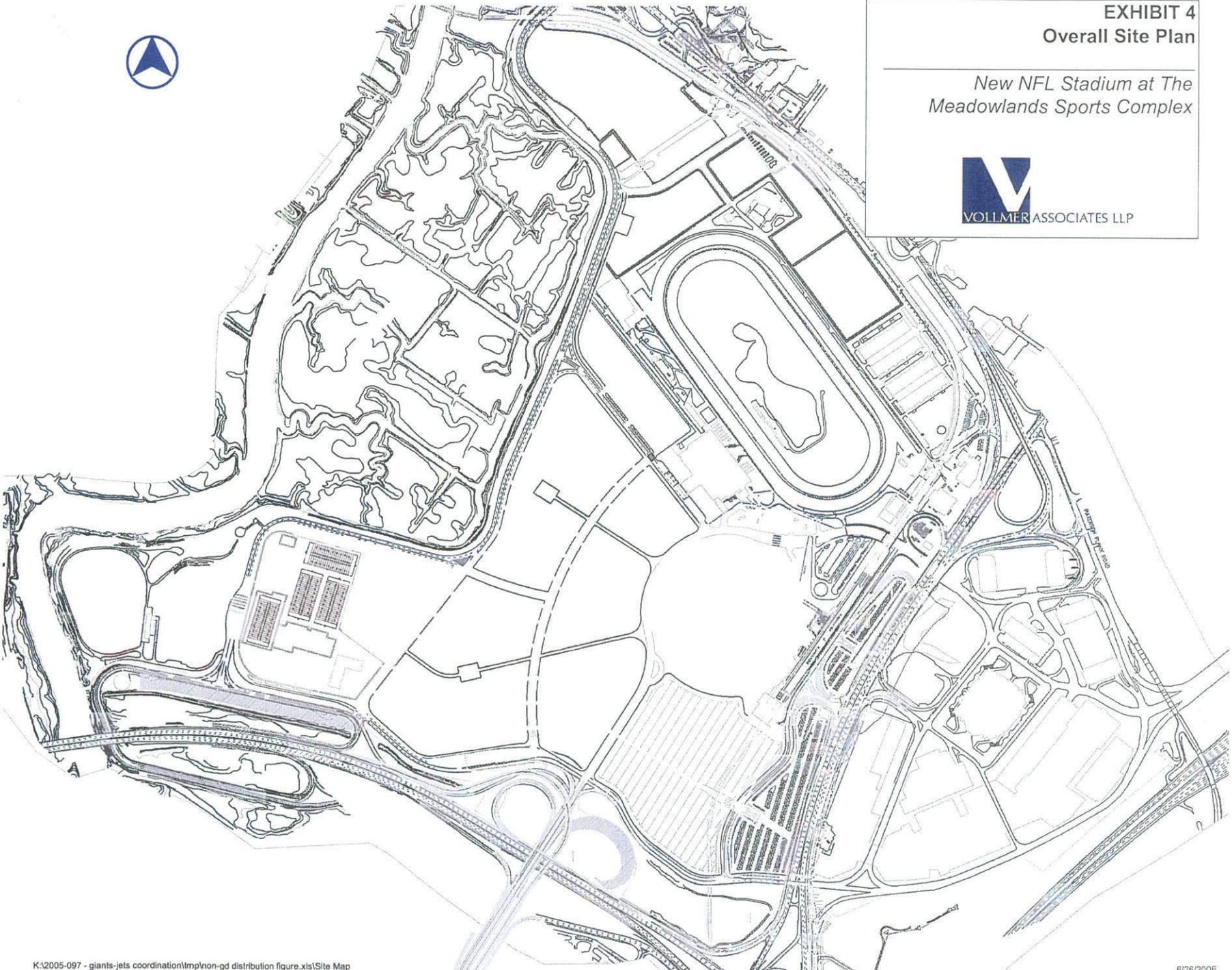
**EXHIBIT 3B**  
**2013 PM EVENT HOUR**  
**BASELINE VOLUMES**




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**TRAFFIC IMPACT STUDY**  
**NEW GIANTS/JETS STADIUM AT THE**  
**MEADOWLANDS SPORTS COMPLEX**

**EXHIBIT 3C**  
**2013 SATURDAY EVENT HOUR**  
**BASELINE VOLUMES**



**EXHIBIT 4**  
**Overall Site Plan**

*New NFL Stadium at The  
Meadowlands Sports Complex*

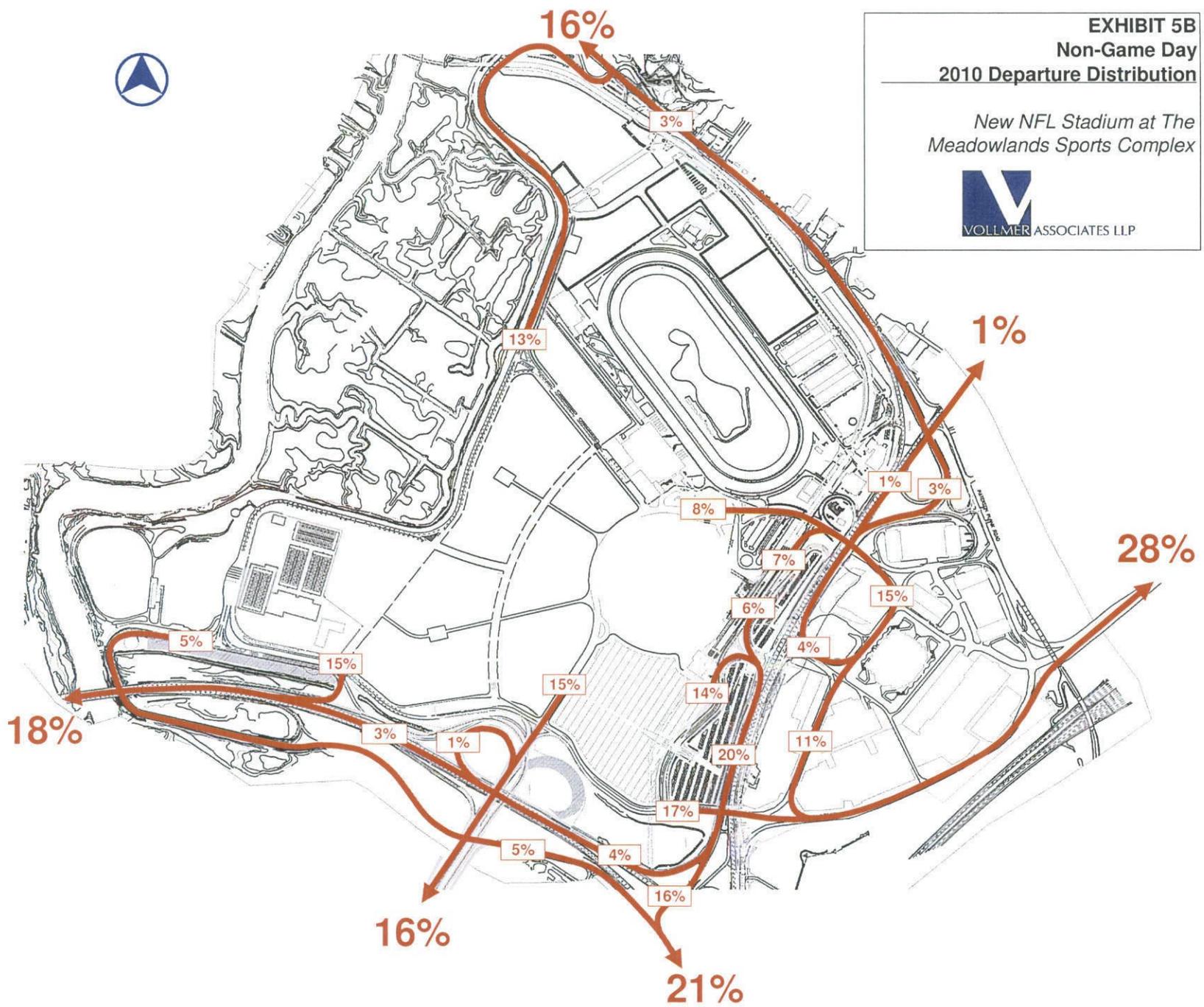


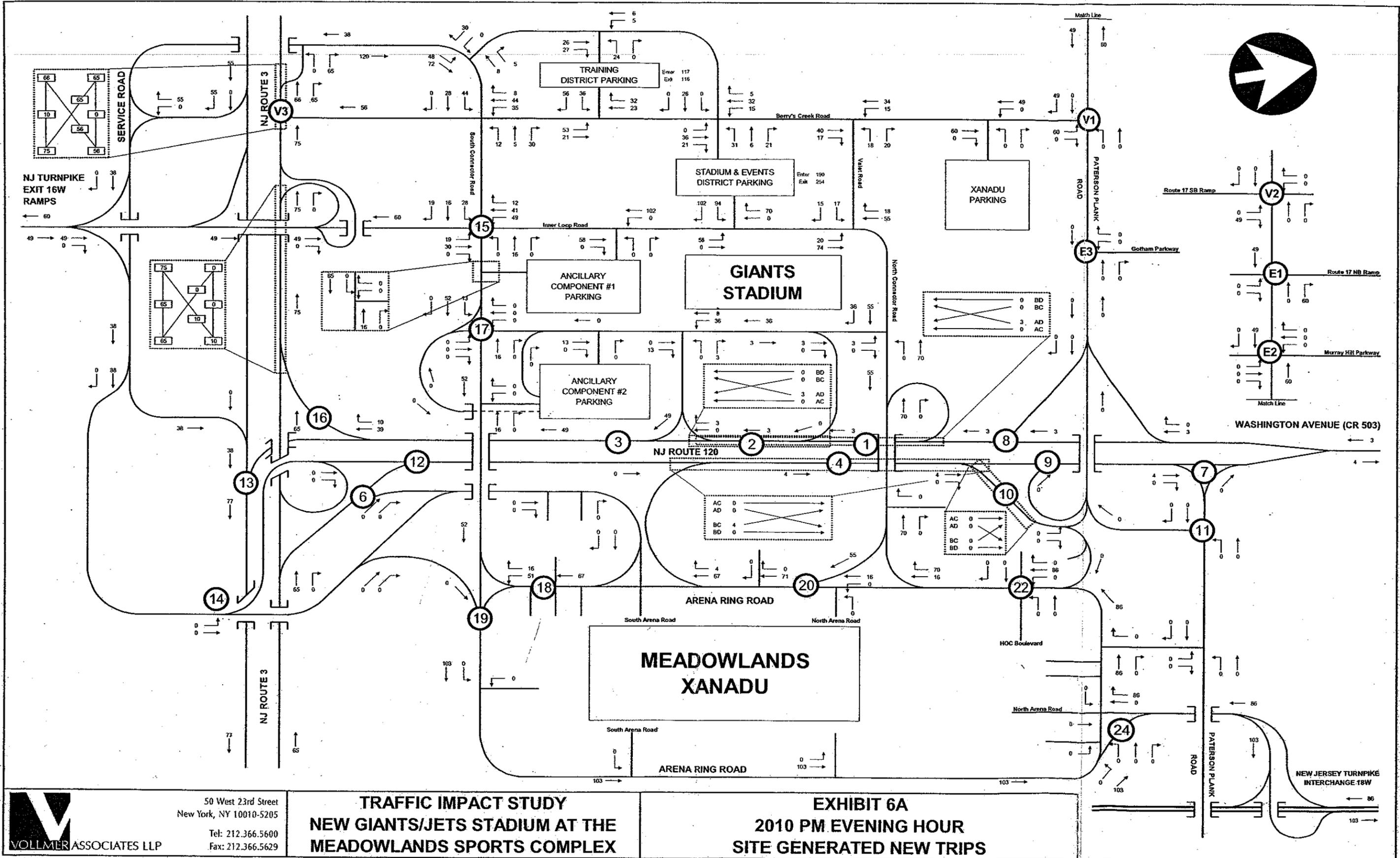




**EXHIBIT 5B**  
**Non-Game Day**  
**2010 Departure Distribution**

*New NFL Stadium at The  
Meadowlands Sports Complex*





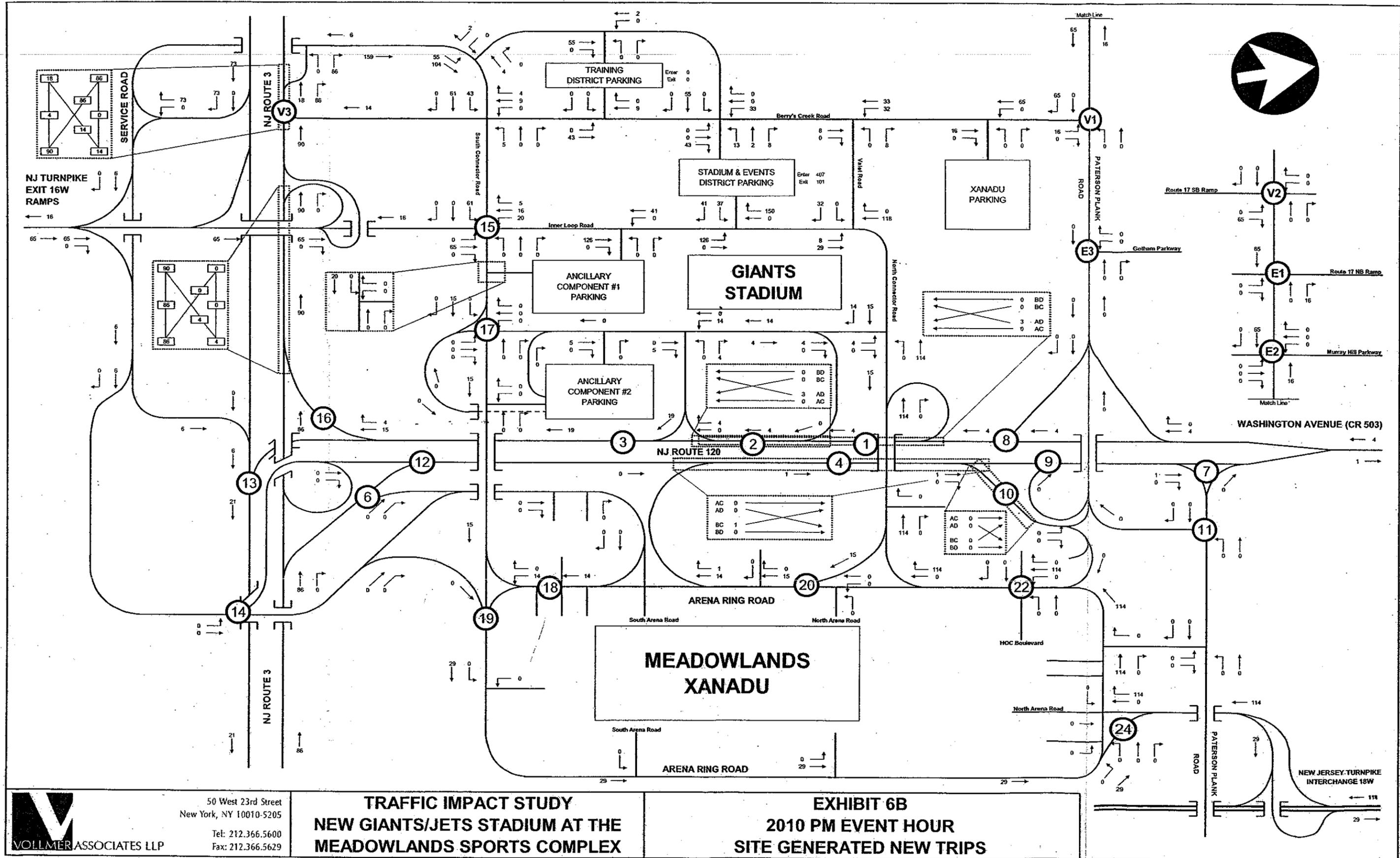
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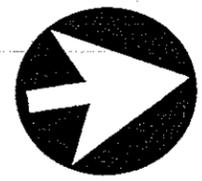
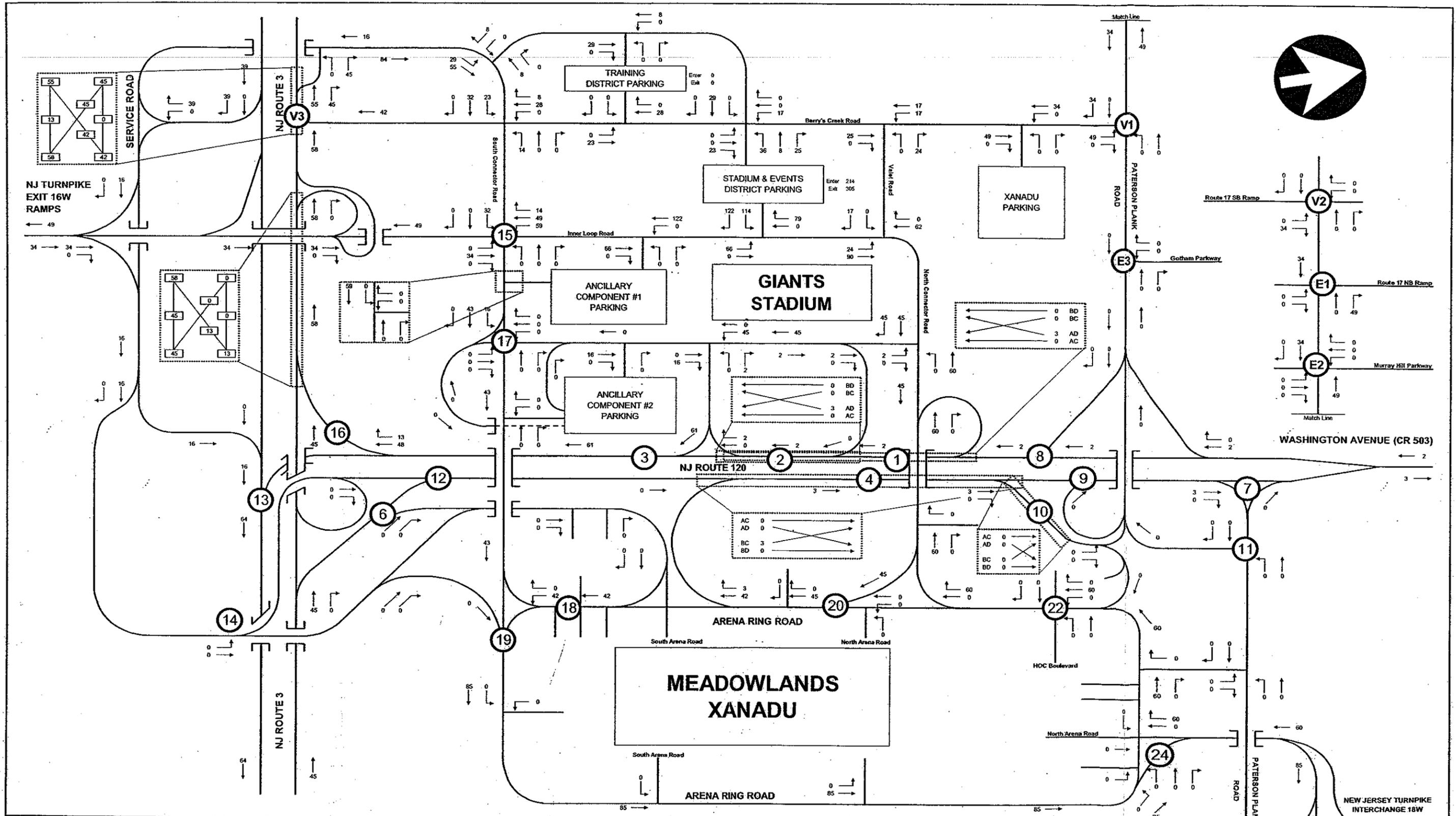
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**TRAFFIC IMPACT STUDY  
NEW GIANTS/JETS STADIUM AT THE  
MEADOWLANDS SPORTS COMPLEX**

**EXHIBIT 6A  
2010 PM EVENING HOUR  
SITE GENERATED NEW TRIPS**



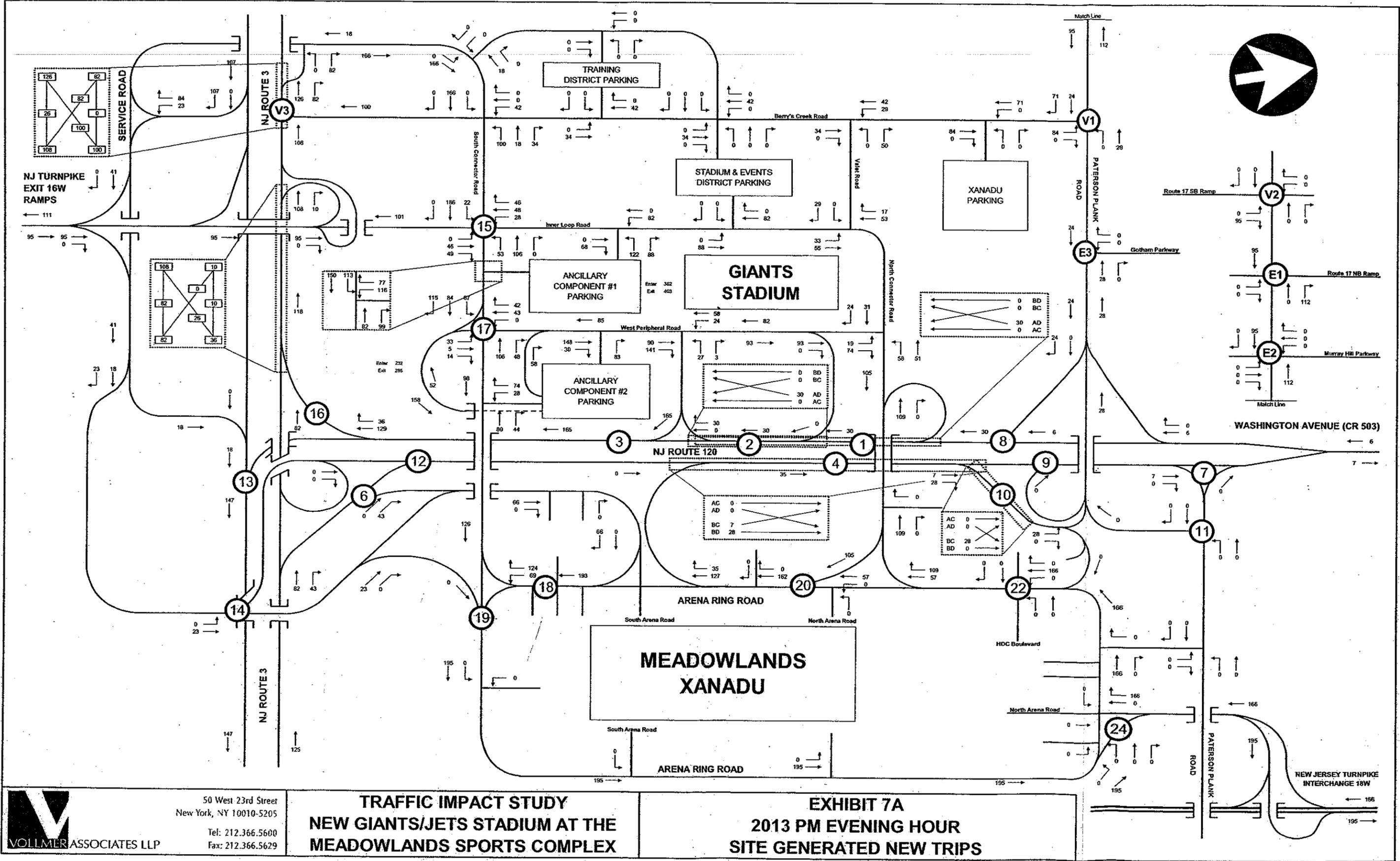

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**TRAFFIC IMPACT STUDY**  
**NEW GIANTS/JETS STADIUM AT THE**  
**MEADOWLANDS SPORTS COMPLEX**

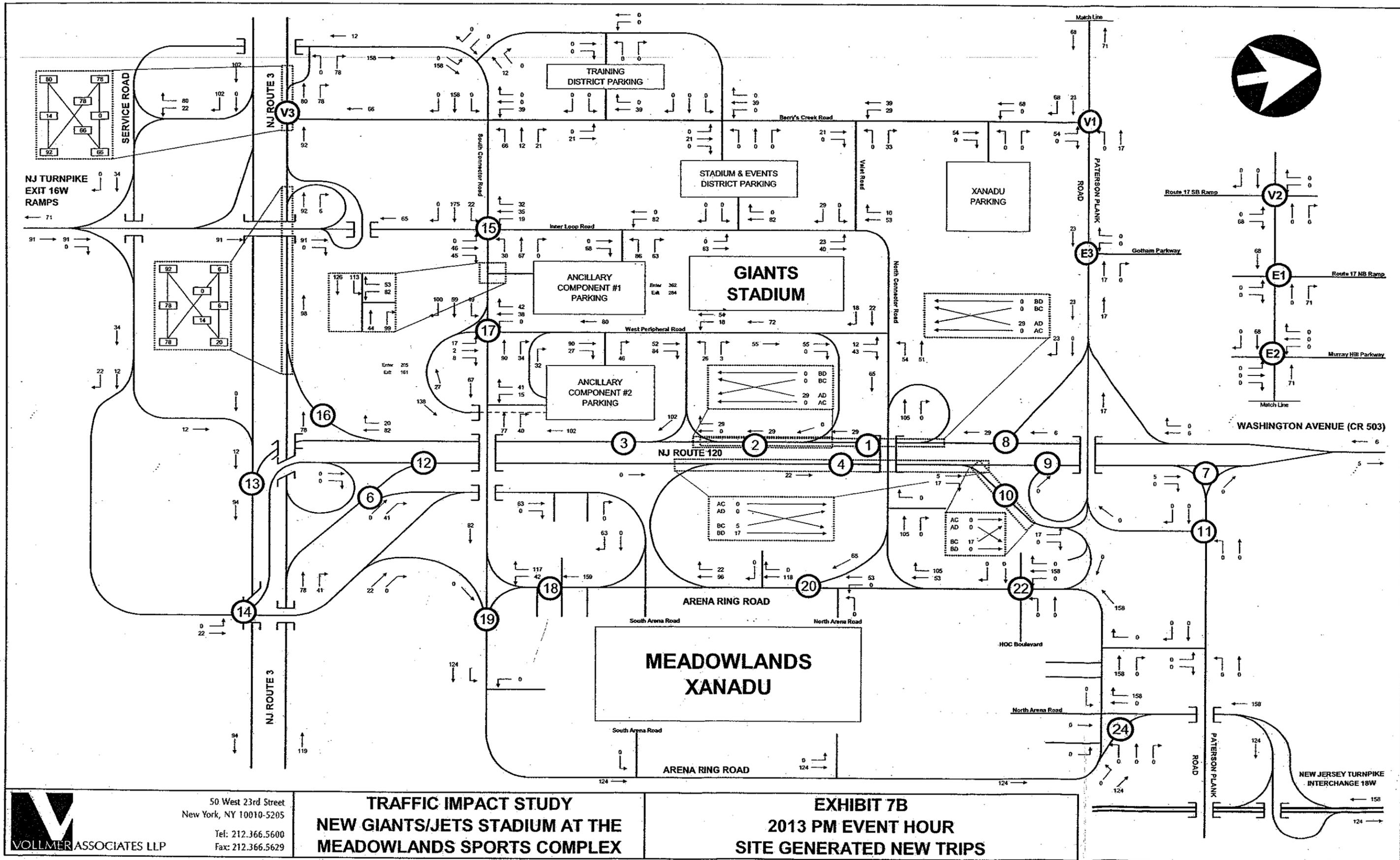
**EXHIBIT 6C**  
**2010 SATURDAY EVENT HOUR**  
**SITE GENERATED NEW TRIPS**



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**TRAFFIC IMPACT STUDY**  
**NEW GIANTS/JETS STADIUM AT THE MEADOWLANDS SPORTS COMPLEX**

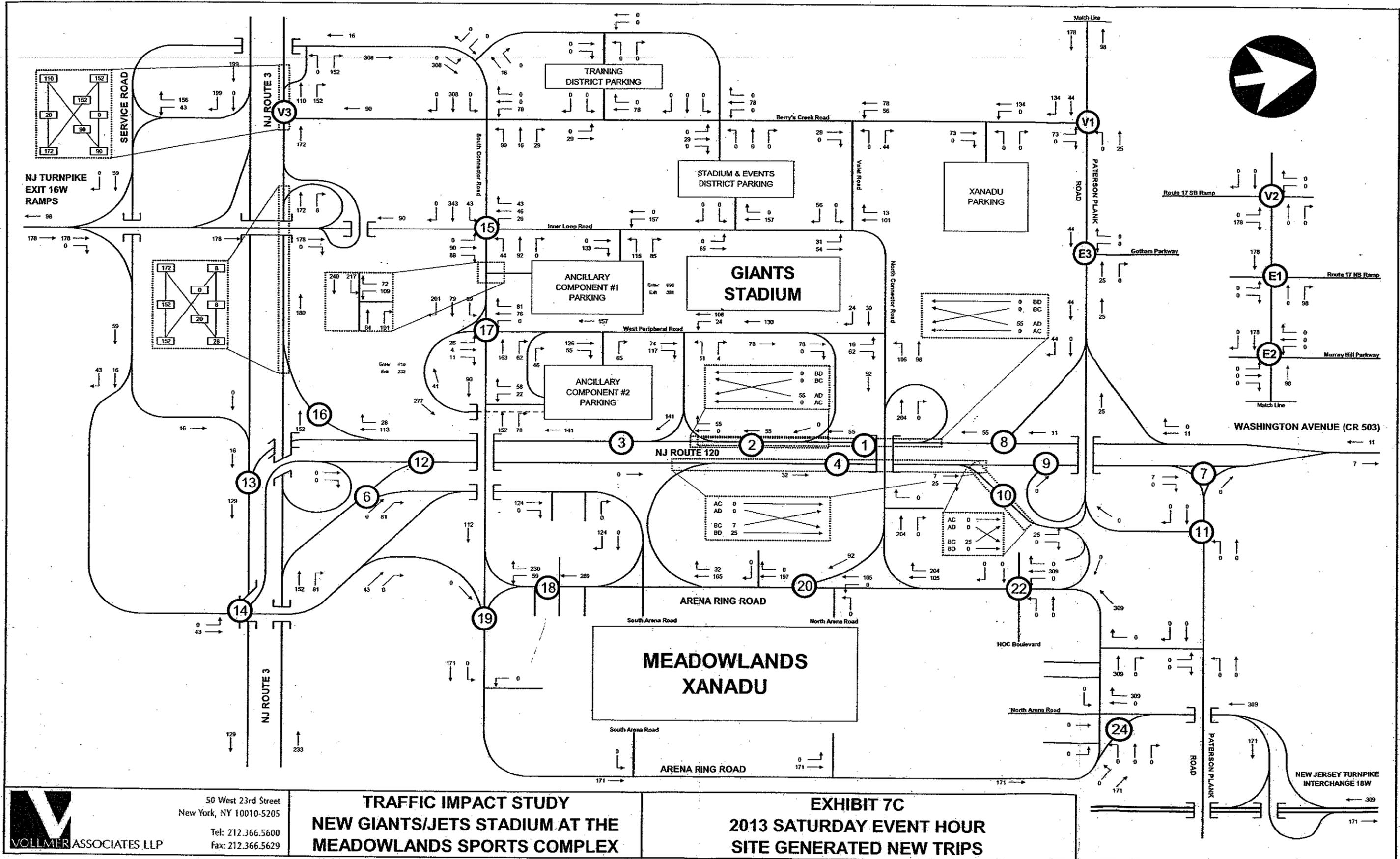
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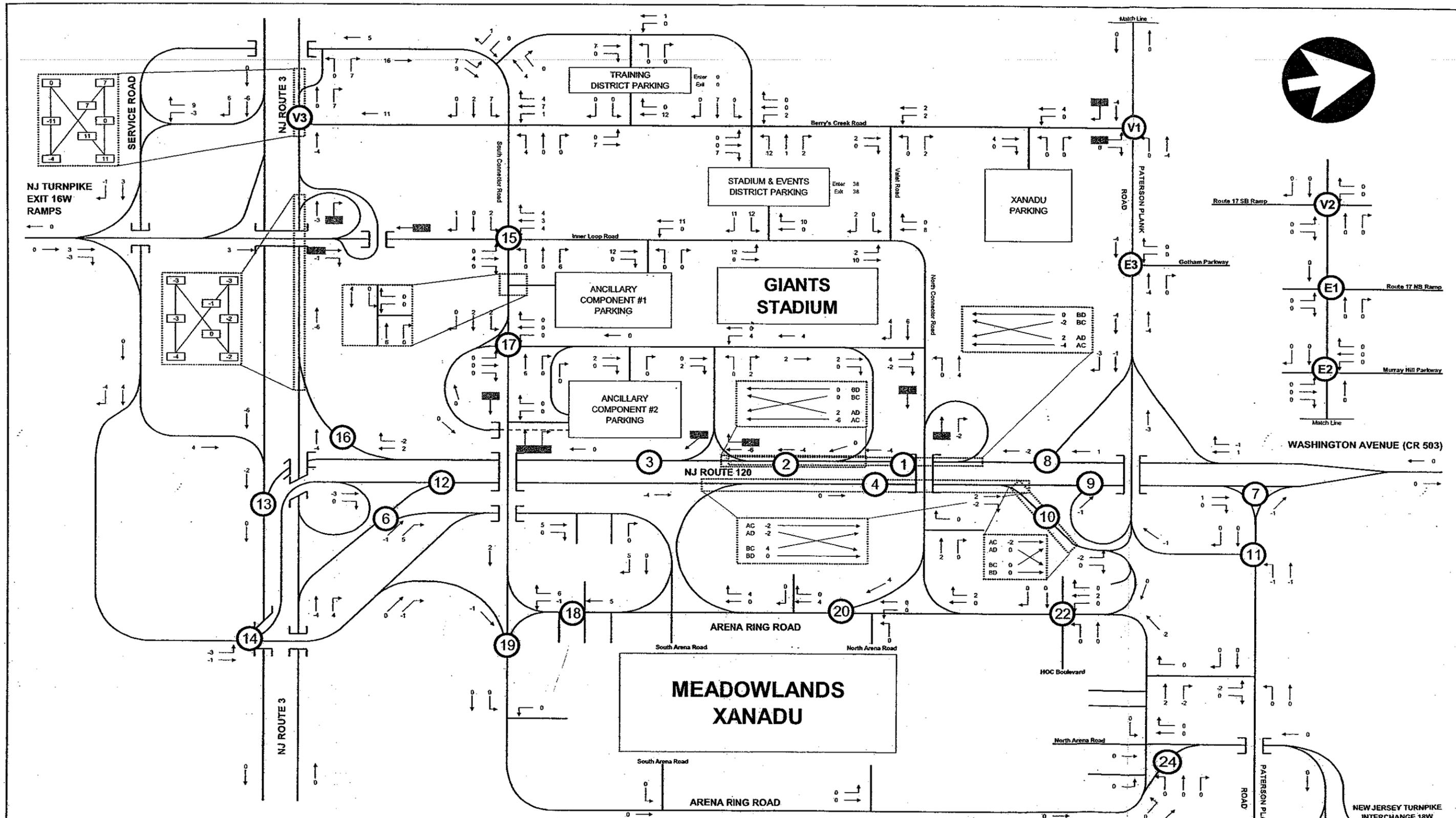



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**TRAFFIC IMPACT STUDY**  
**NEW GIANTS/JETS STADIUM AT THE**  
**MEADOWLANDS SPORTS COMPLEX**

**EXHIBIT 7B**  
**2013 PM EVENT HOUR**  
**SITE GENERATED NEW TRIPS**

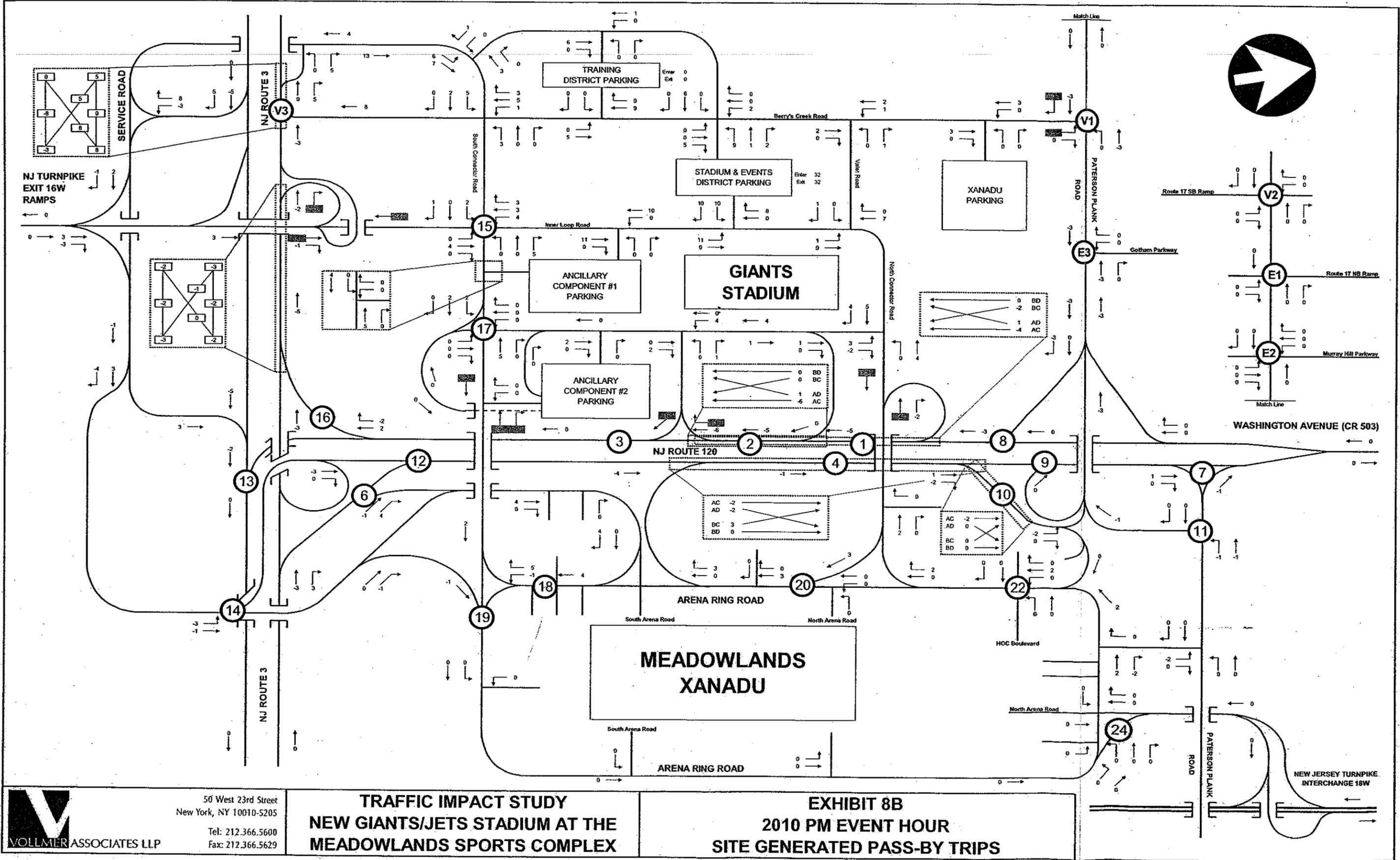


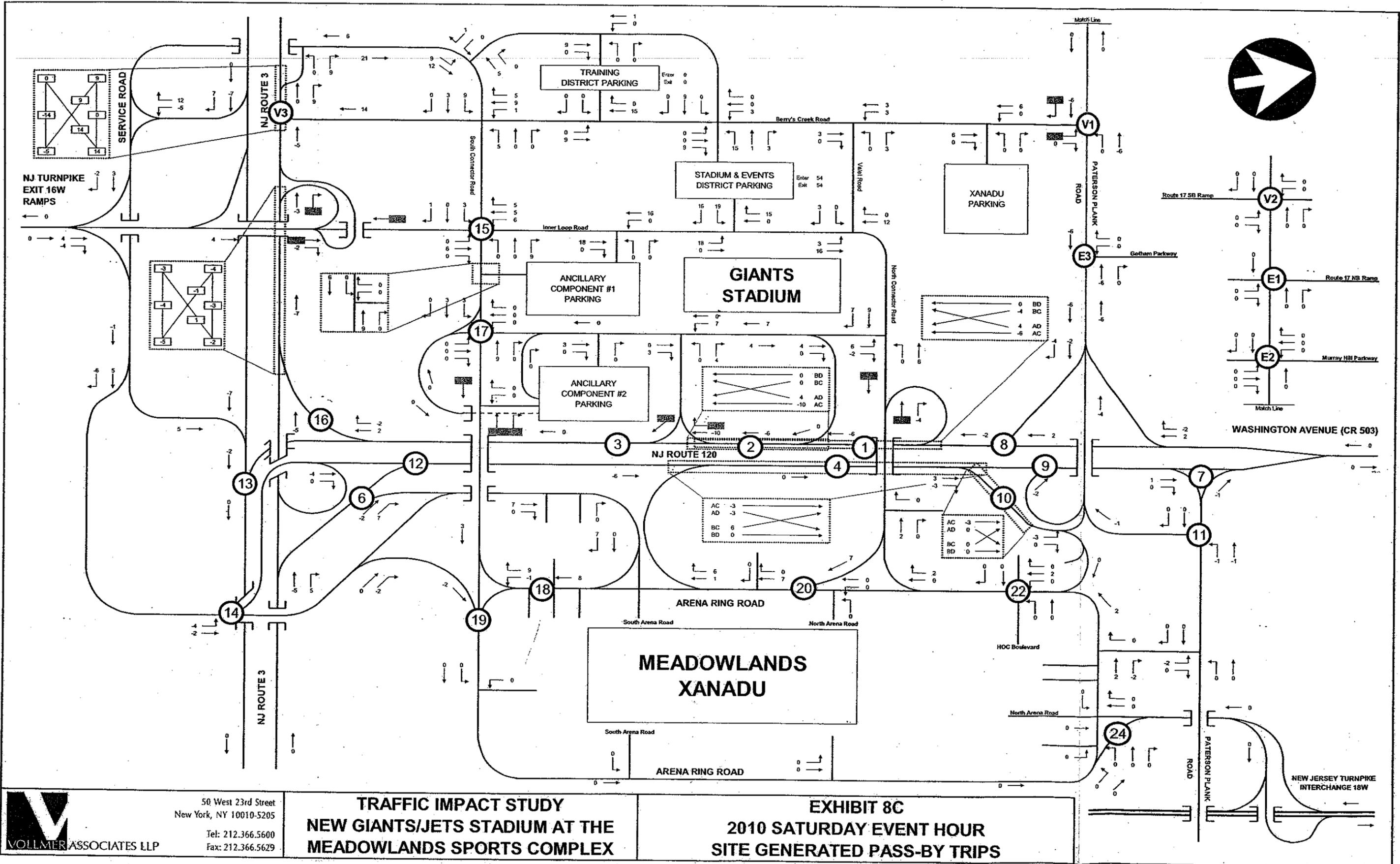


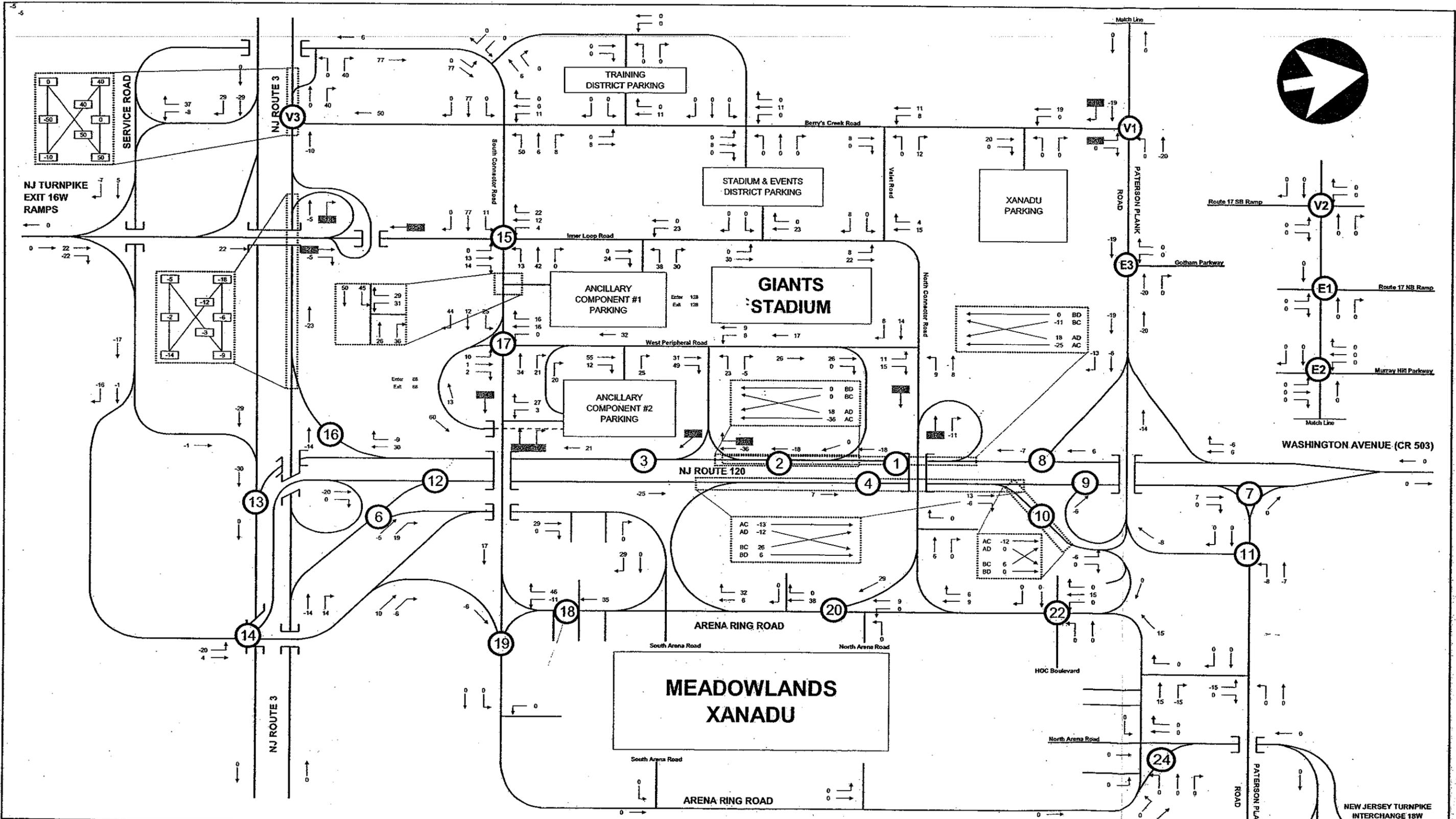
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**TRAFFIC IMPACT STUDY  
 NEW GIANTS/JETS STADIUM AT THE  
 MEADOWLANDS SPORTS COMPLEX**

**EXHIBIT 8A  
 2010 PM EVENING HOUR  
 SITE GENERATED PASS-BY TRIPS**



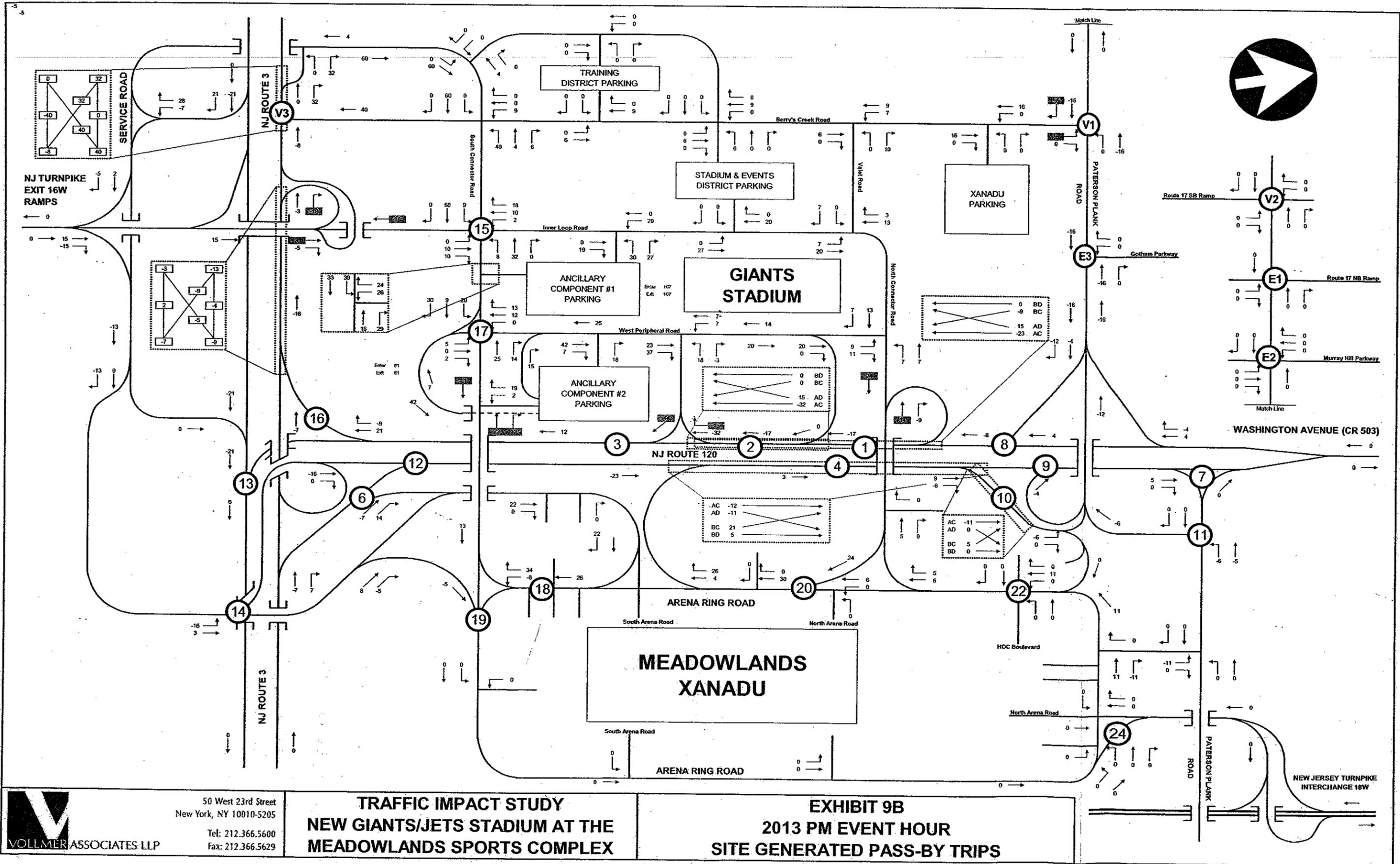





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**TRAFFIC IMPACT STUDY**  
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**MEADOWLANDS SPORTS COMPLEX**

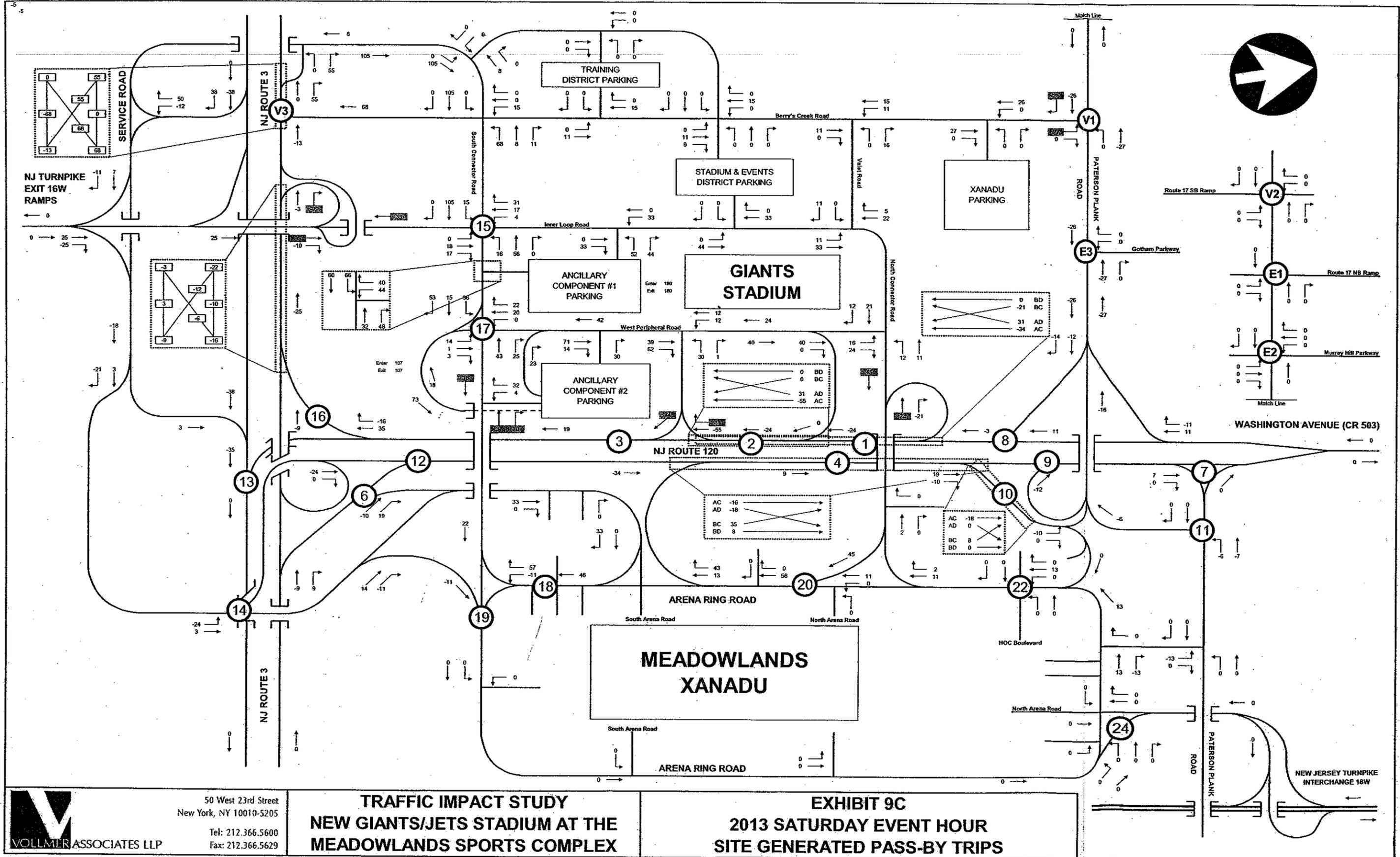
**EXHIBIT 9A**  
**2013 PM EVENING HOUR**  
**SITE GENERATED PASS-BY TRIPS**




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**MEADOWLANDS SPORTS COMPLEX**

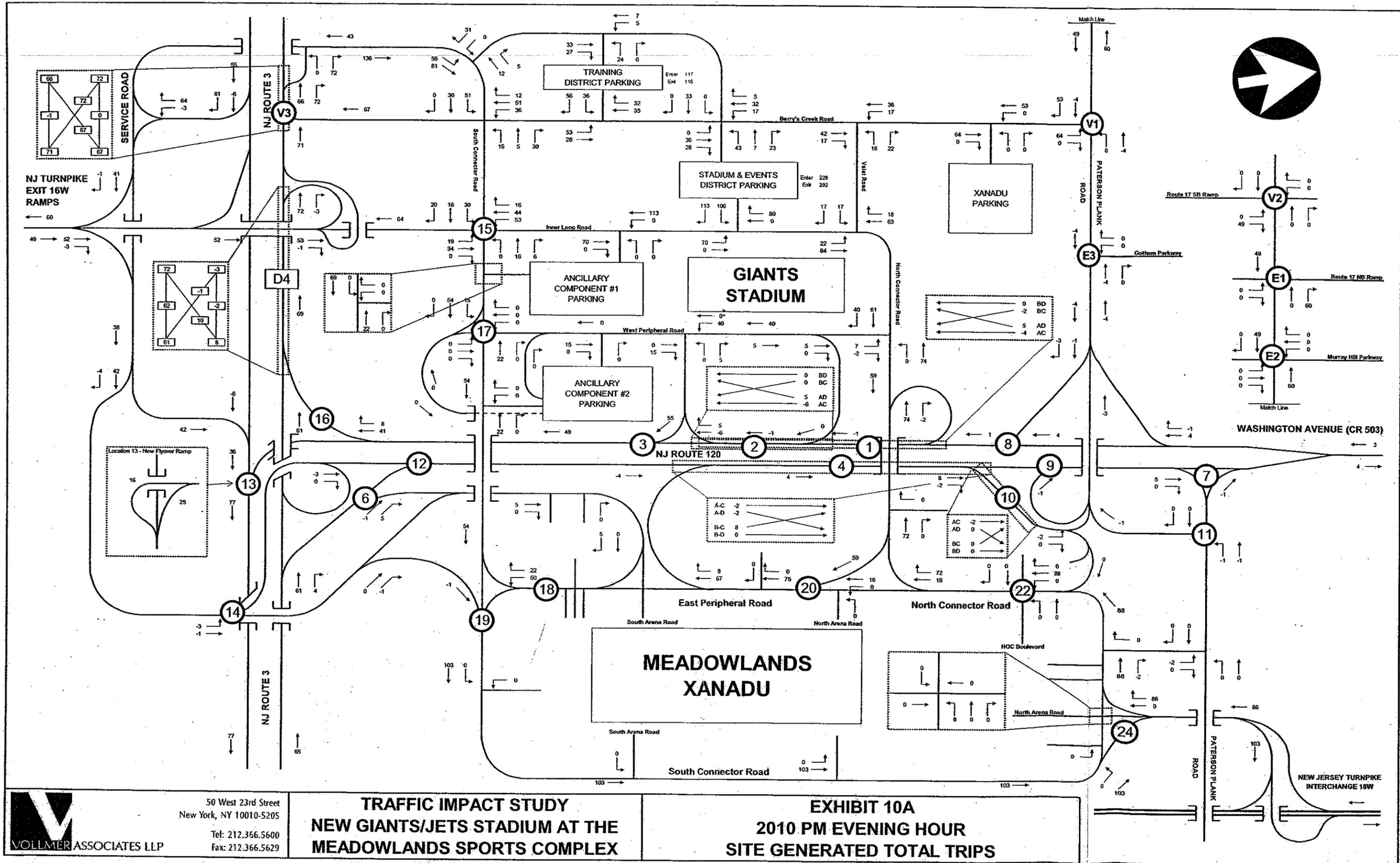
**EXHIBIT 9B**  
**2013 PM EVENT HOUR**  
**SITE GENERATED PASS-BY TRIPS**




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**TRAFFIC IMPACT STUDY**  
**NEW GIANTS/JETS STADIUM AT THE**  
**MEADOWLANDS SPORTS COMPLEX**

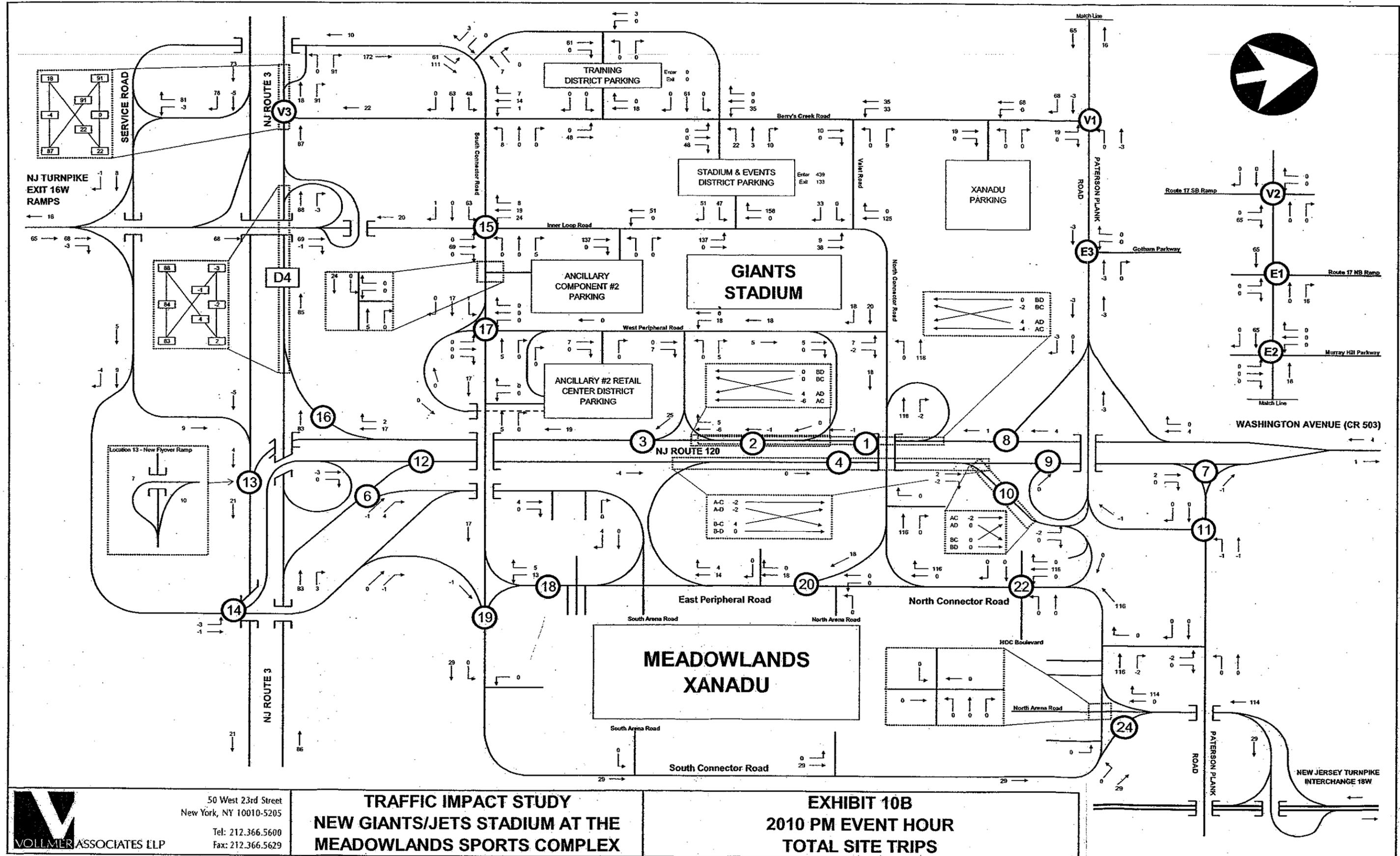
**EXHIBIT 9C**  
**2013 SATURDAY EVENT HOUR**  
**SITE GENERATED PASS-BY TRIPS**

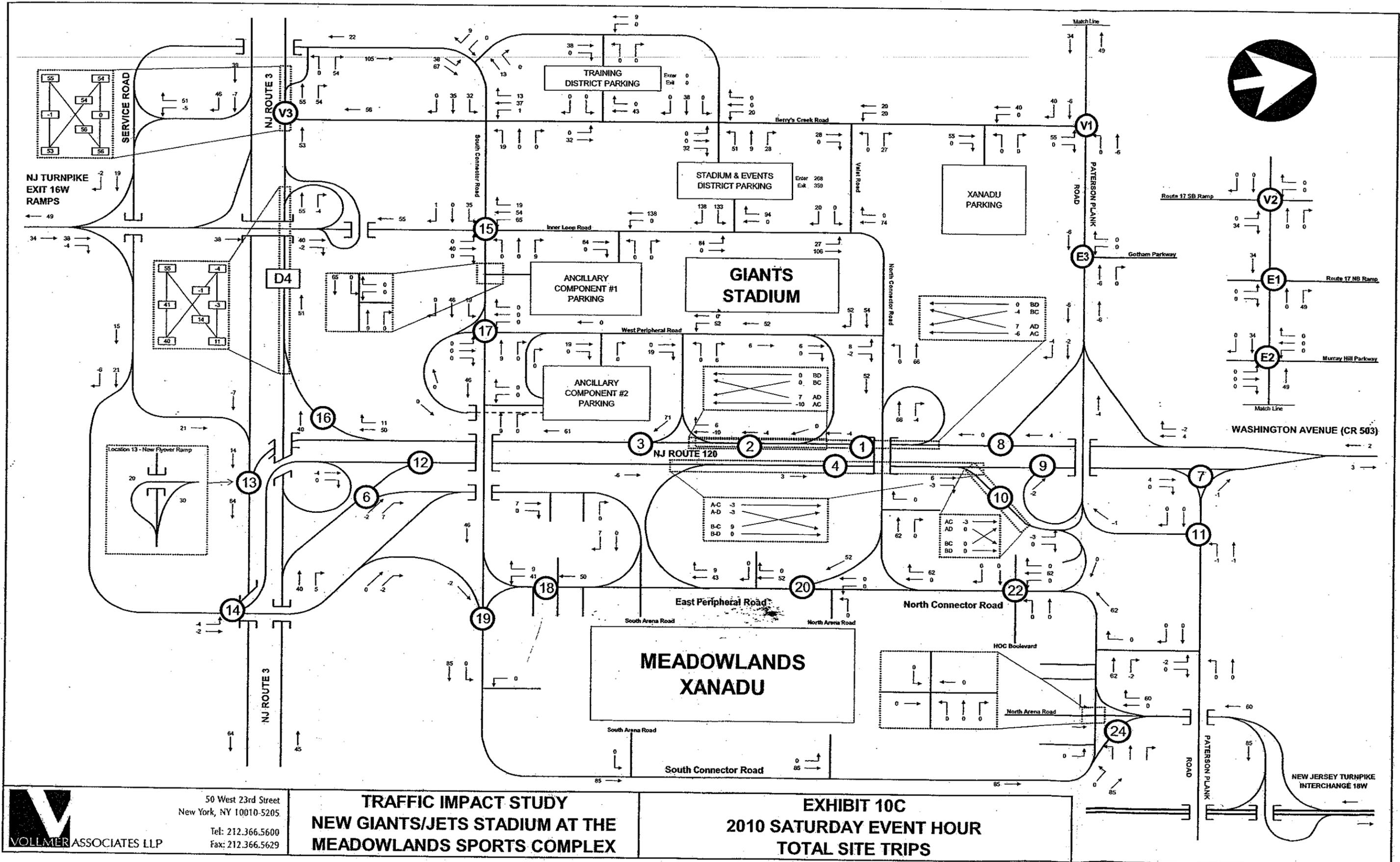


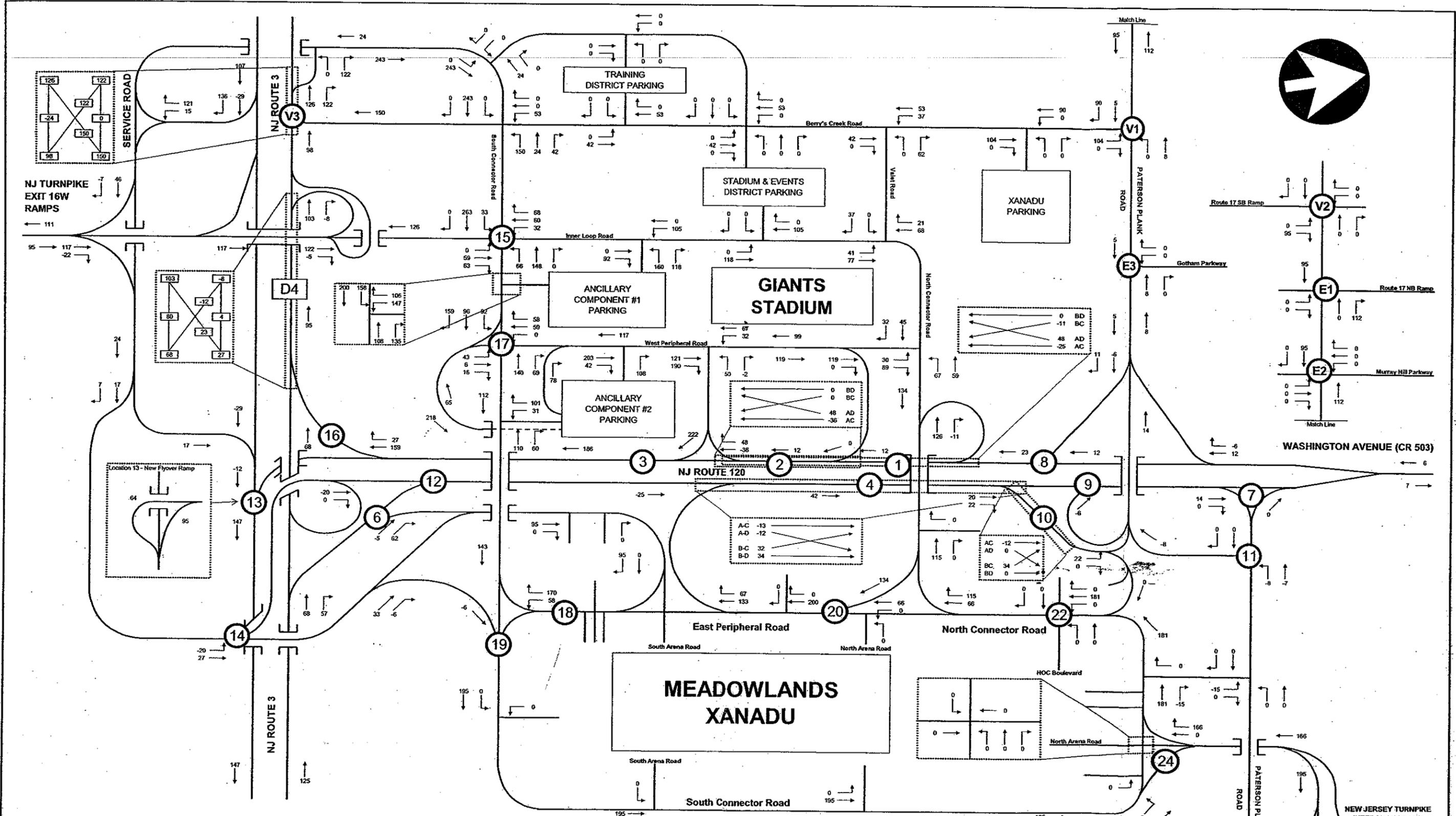

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**TRAFFIC IMPACT STUDY**  
**NEW GIANTS/JETS STADIUM AT THE**  
**MEADOWLANDS SPORTS COMPLEX**

**EXHIBIT 10A**  
**2010 PM EVENING HOUR**  
**SITE GENERATED TOTAL TRIPS**



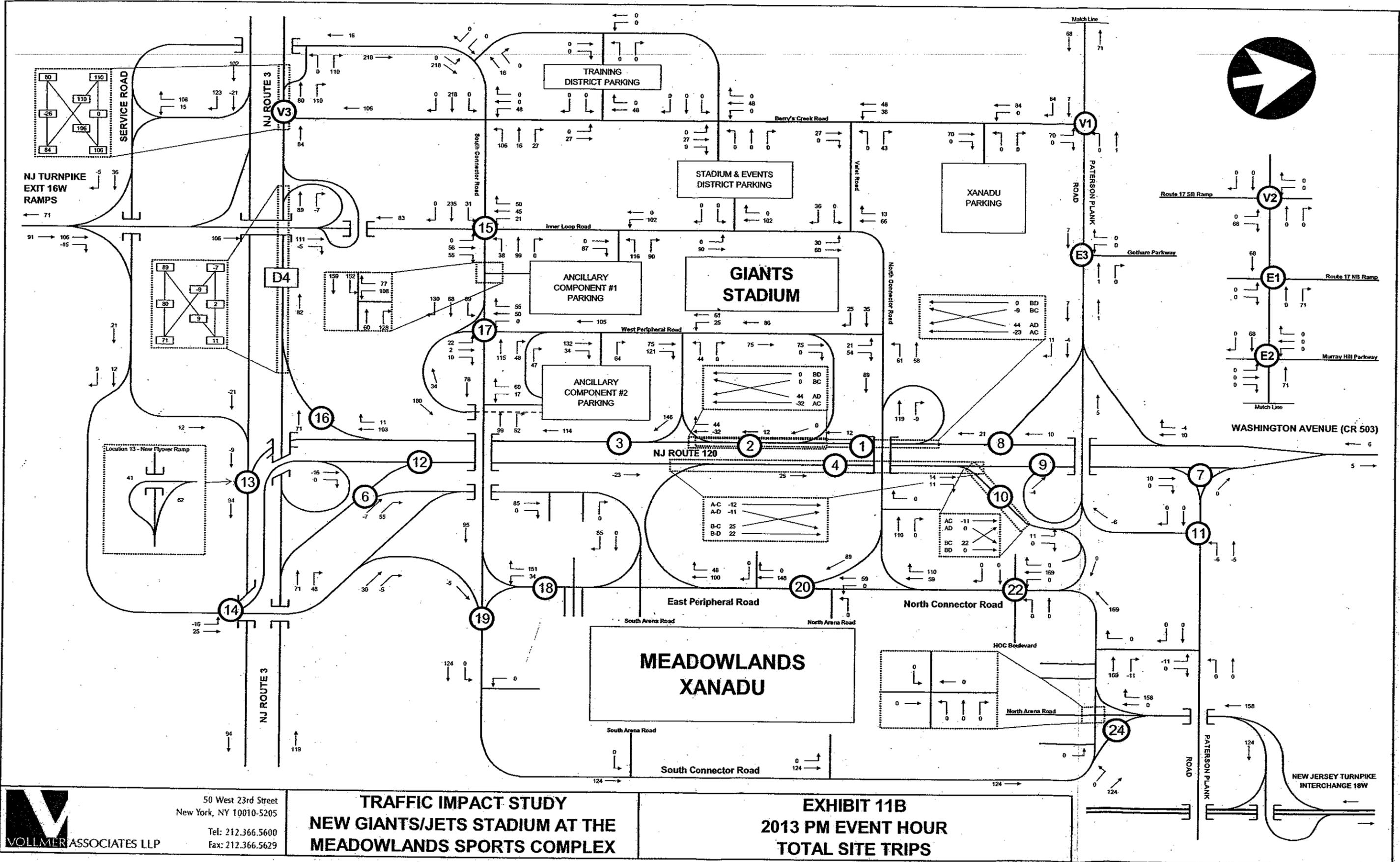




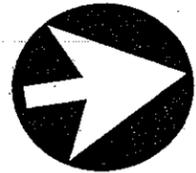
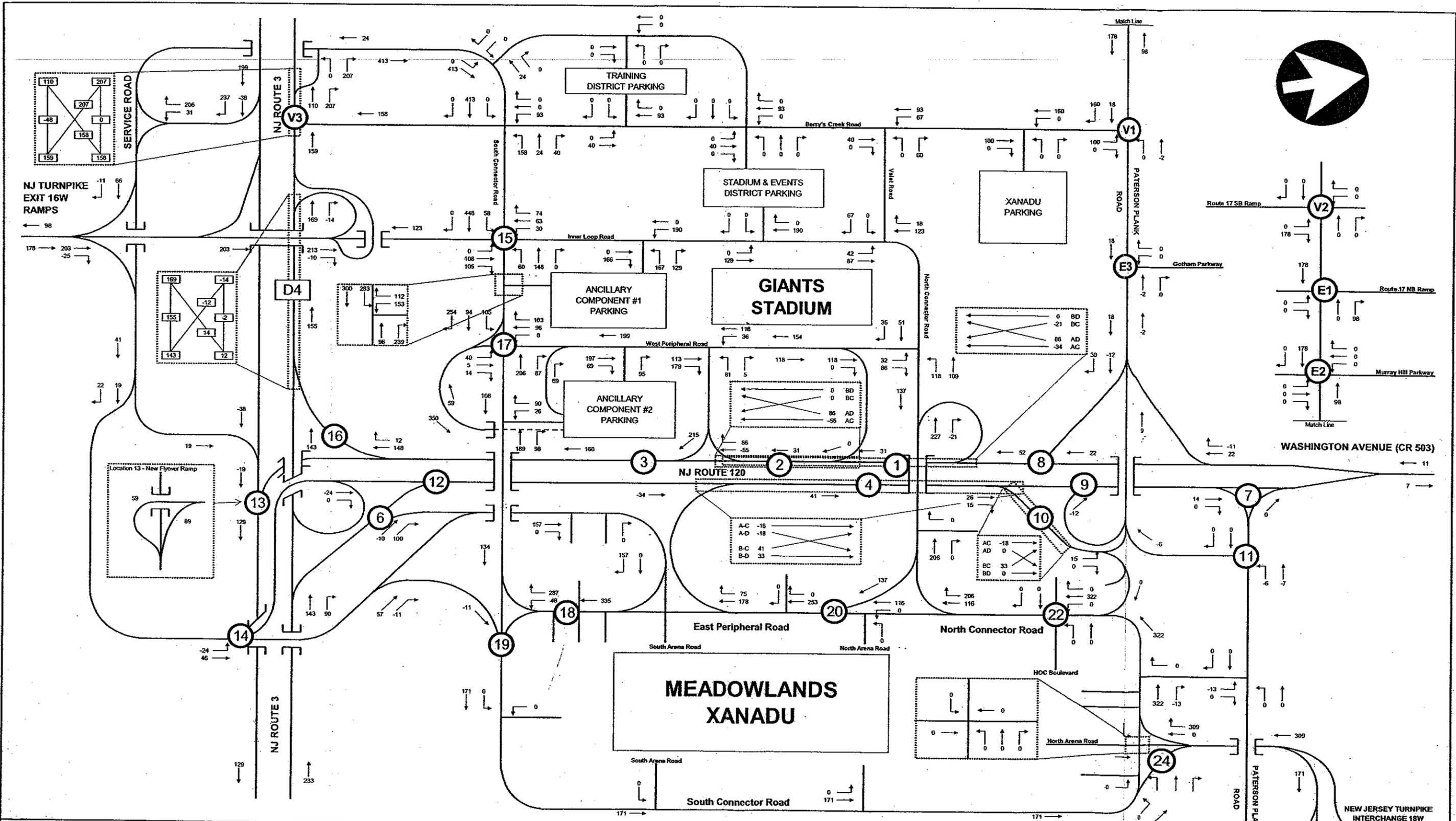

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**TRAFFIC IMPACT STUDY**  
**NEW GIANTS/JETS STADIUM AT THE**  
**MEADOWLANDS SPORTS COMPLEX**

**EXHIBIT 11A**  
**2013 PM EVENING HOUR**  
**SITE GENERATED TOTAL TRIPS**



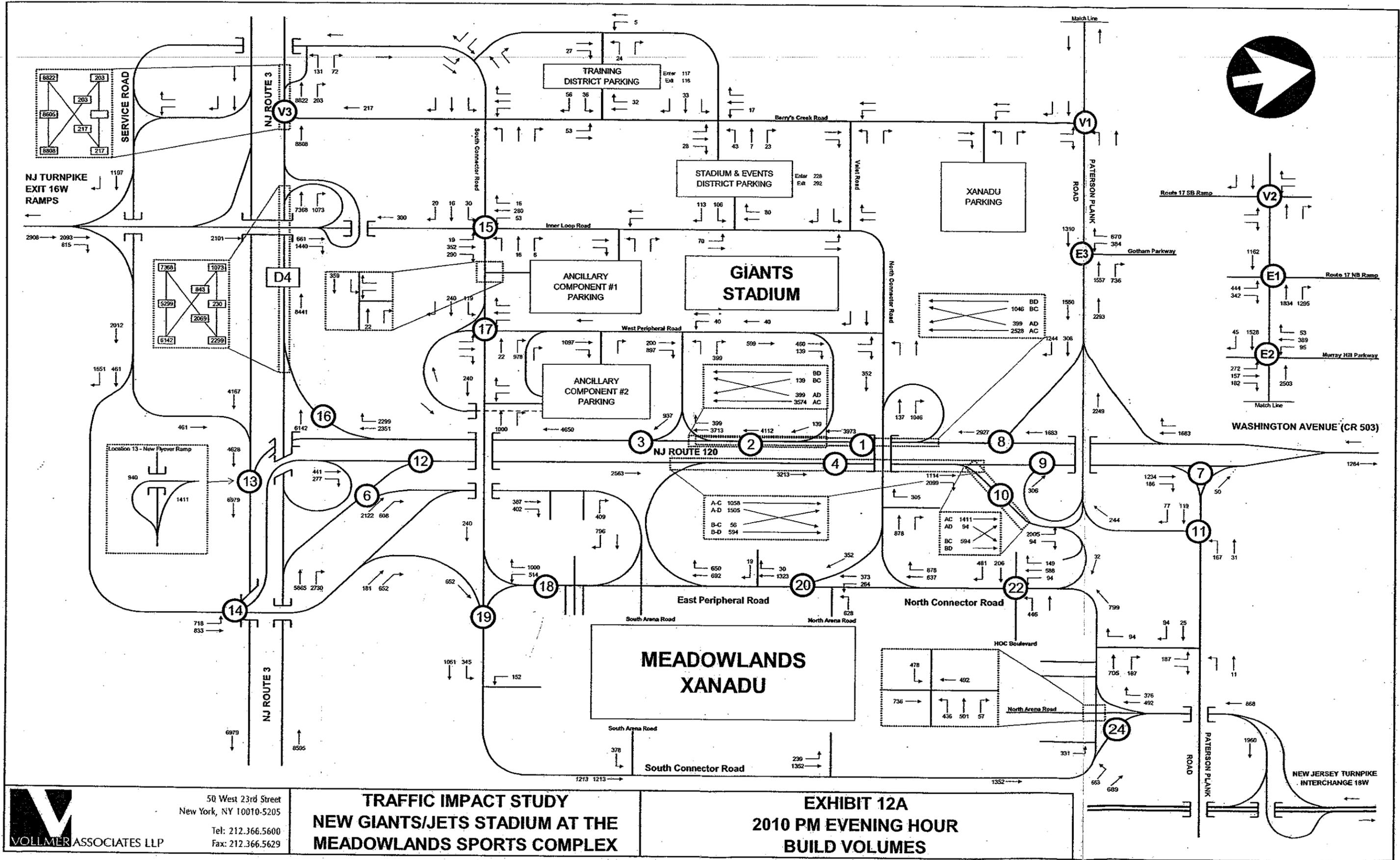
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**MEADOWLANDS SPORTS COMPLEX**

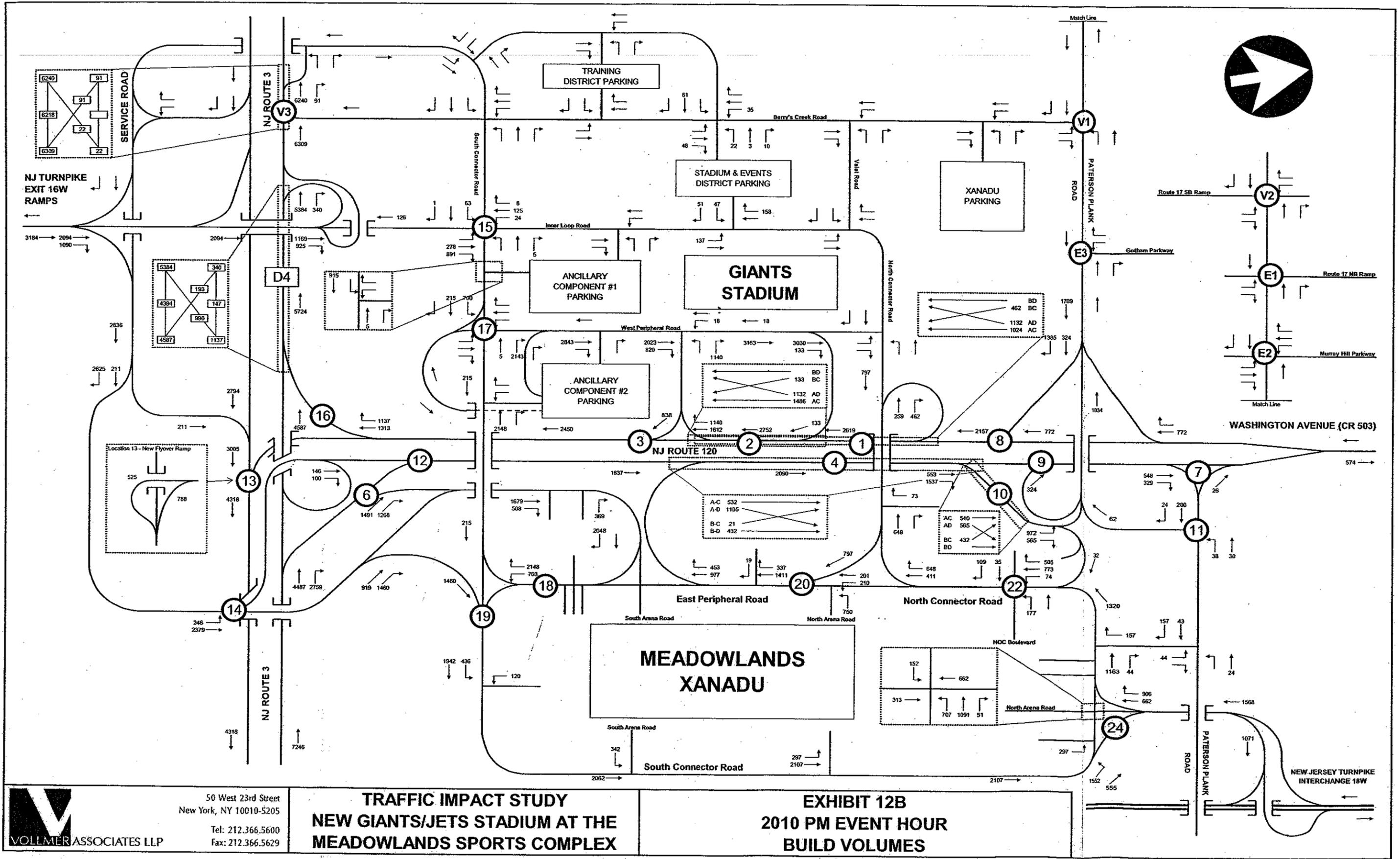
**EXHIBIT 11C**  
**2013 SATURDAY EVENT HOUR**  
**TOTAL SITE TRIPS**




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**TRAFFIC IMPACT STUDY**  
**NEW GIANTS/JETS STADIUM AT THE**  
**MEADOWLANDS SPORTS COMPLEX**

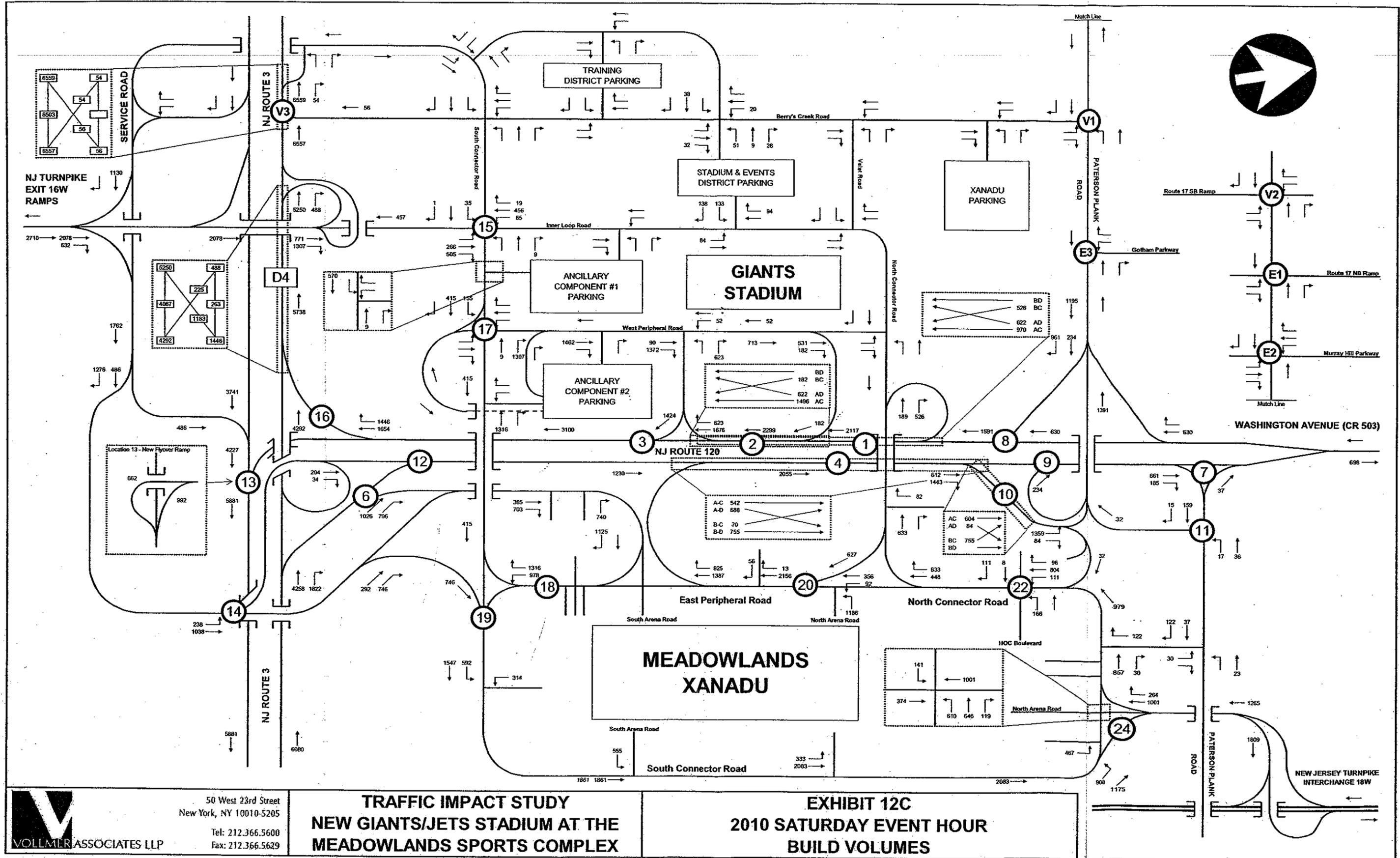
**EXHIBIT 12A**  
**2010 PM EVENING HOUR**  
**BUILD VOLUMES**

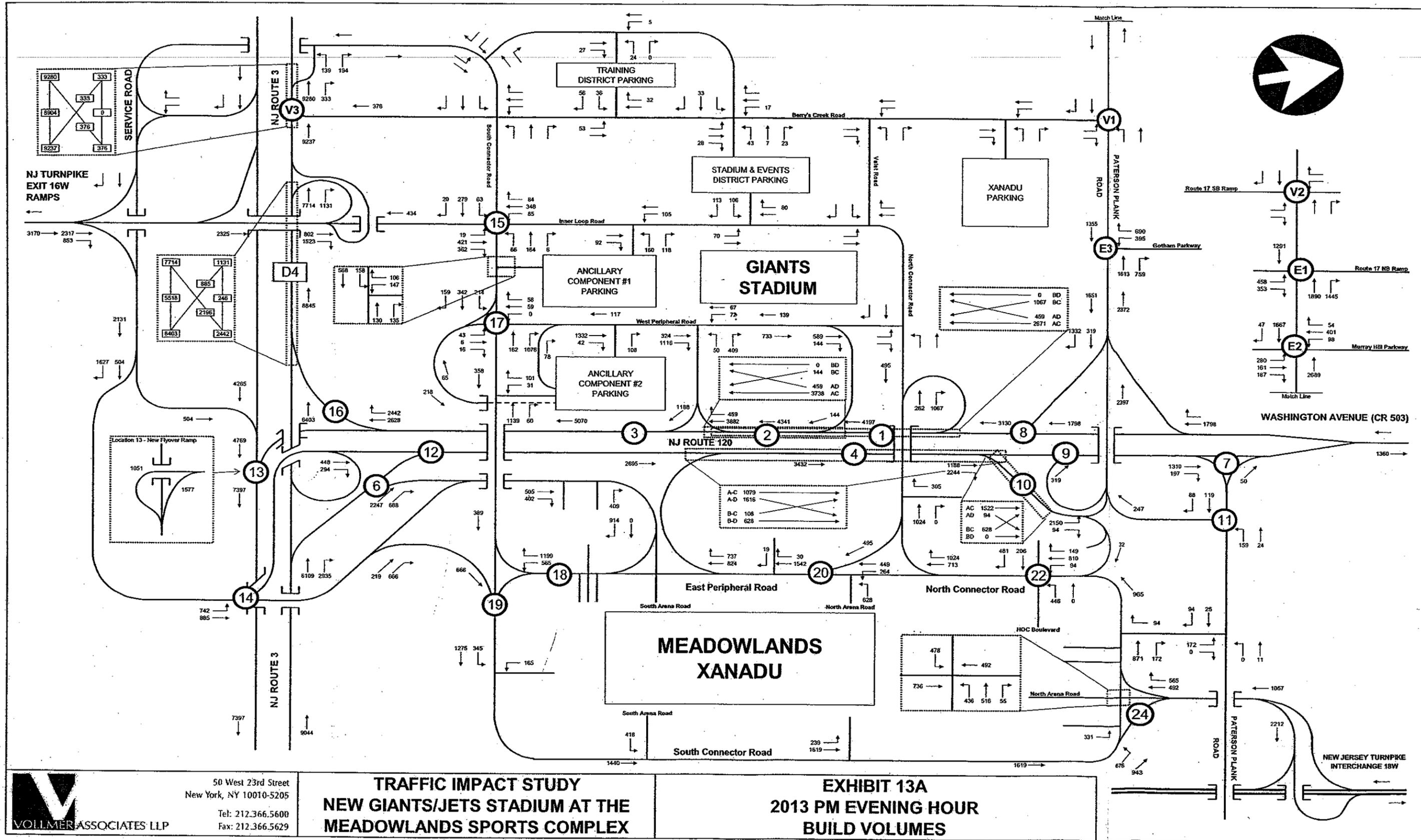


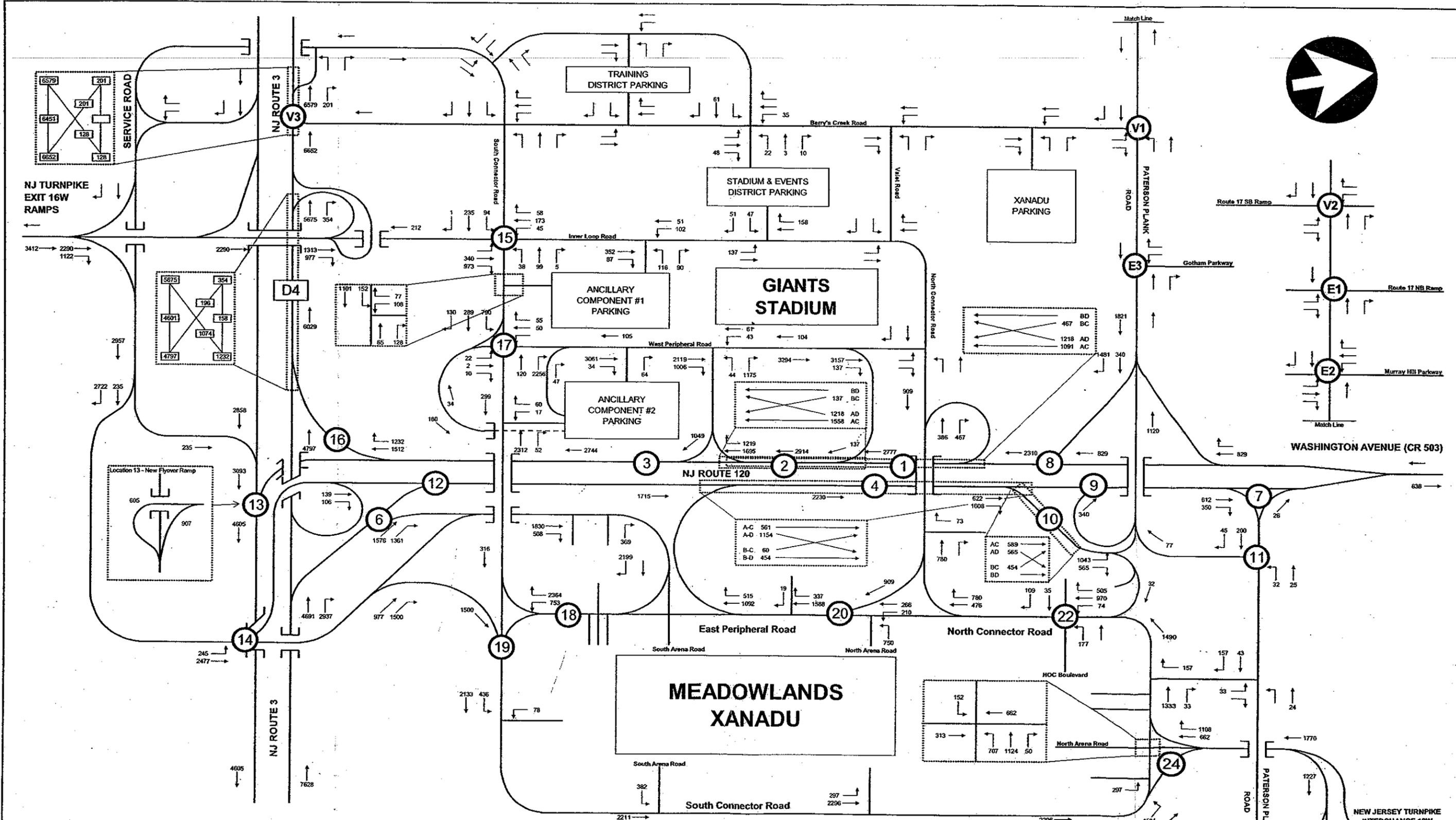

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**NEW GIANTS/JETS STADIUM AT THE**  
**MEADOWLANDS SPORTS COMPLEX**

**EXHIBIT 12B**  
**2010 PM EVENT HOUR**  
**BUILD VOLUMES**



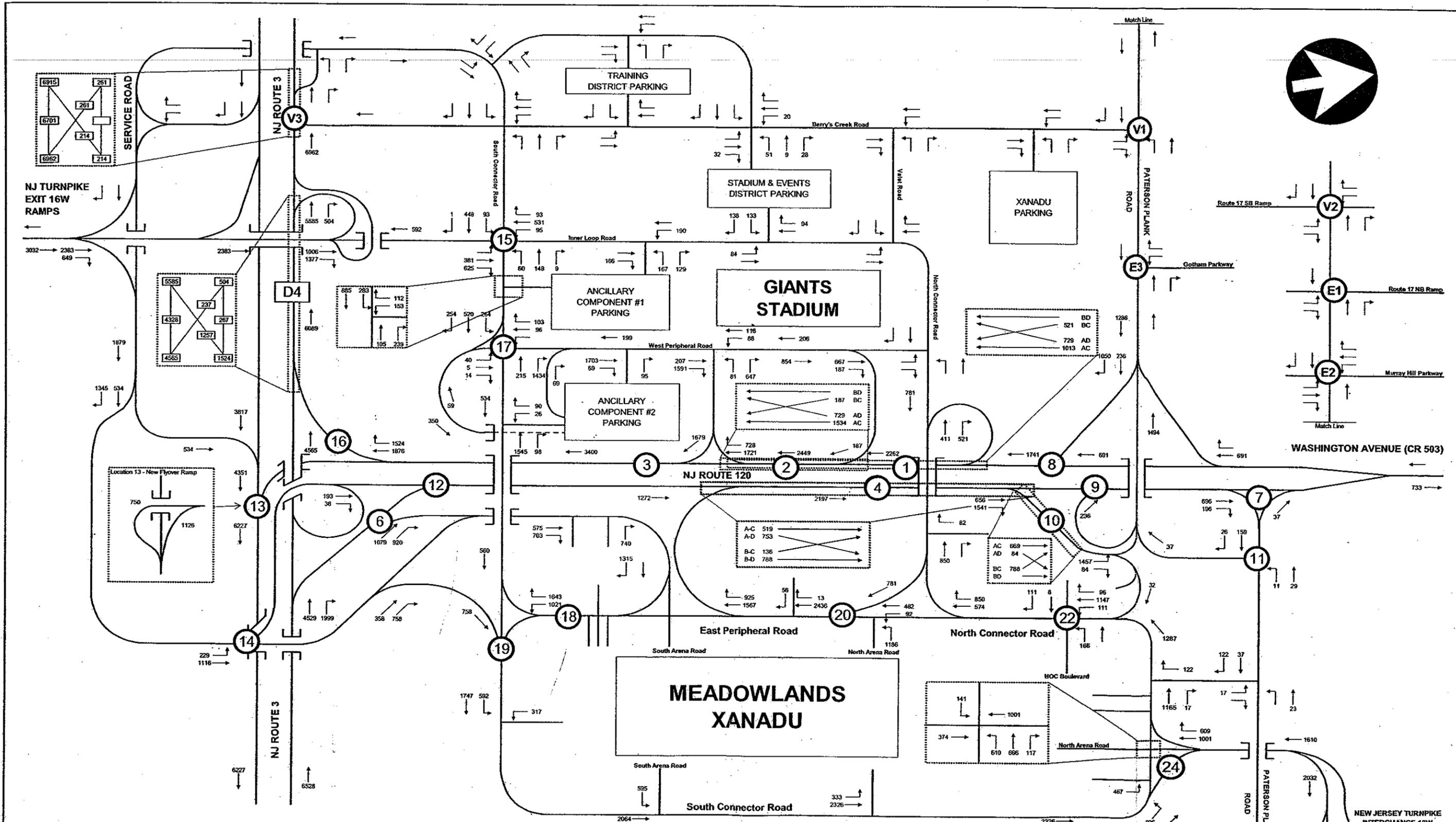





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**TRAFFIC IMPACT STUDY**  
**NEW GIANTS/JETS STADIUM AT THE**  
**MEADOWLANDS SPORTS COMPLEX**

**EXHIBIT 13B**  
**2013 PM EVENT HOUR**  
**BUILD VOLUMES**




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**TRAFFIC IMPACT STUDY**  
**NEW GIANTS/JETS STADIUM AT THE**  
**MEADOWLANDS SPORTS COMPLEX**

**EXHIBIT 13C**  
**2013 SATURDAY EVENT HOUR**  
**BUILD VOLUMES**

Table A-1

Total PM Peak Highway Hour Trips Generated

Training Facility	360,000						
Training Facility	190,000		-	-	-		See Note 1; Replaces existing facilities (No new trips)
Office (Sponsorship / Clinic)	50,000	630	259	130	129		PM Peak of Adjacent Street; Average Rate used (Small sample size warning)
Indoor Practice Field	120,000		-	-	-		See Note 1; Replaces existing facilities (No new trips)
10% Internal Site Trips			-26	-13	-13		
Primary Trips			233	117	116		
New Stadium	285,000						
Mixed Use	65,000	820	306	147	159		See Note 2; Assumed retail; PM Peak of Adjacent Street; Fitted Curve
Sponsor Areas	30,000		-	-	-		No trips generated on a non-event day
Stadium Offices	30,000	714	-	-	-		Replaces existing facilities (No new trips)
25% Pass-By Trips			-76	-38	-38		Same pass-by credit used by TRC's Xanadu Study
Hall of Fame (Museum)	40,000		44	15	29		See Note 3
25% Internal Site Trips			-11	-4	-7		
Daytime Meeting (Ends 4:00-5:00pm)	120,000		116	11	105		See Note 4; (Assume 100 guests and 10 employees)
Evening Banquet (Starts 7:30pm)			65	59	6		See Note 4; (Assume 700 guests and 50 employees)
Primary Trips			444	190	254		
Ancillary Component #1 District (POD "A")	300,000						
Mixed Use	300,000	820	1,021	490	531		Assumed retail; PM Peak of Adjacent Street; Fitted Curve
25% Pass-By Trips			-256	-128	-128		Same pass-by credit used by TRC's Xanadu Study
Primary Trips			765	362	403		
Ancillary Component #2 District (POD "B")	220,000						
Mixed Use	170,000	820	579	278	301		Assumed retail; PM Peak of Adjacent Street; Fitted Curve
Health & Fitness Area	50,000	720	166	56	110		PM Peak of Adjacent Street; Fitted Curve
25% Internal Site Trips			-42	-14	-28		
25% Pass-By Trips			-176	-88	-88		Same pass-by credit used by TRC's Xanadu Study
Primary Trips			527	232	295		
<b>TRIPS GENERATED</b>			Pass-By Trips	508	254	254	Trips that currently pass through the area and divert into or out of site.
			New Trips	1,969	901	1,068	Trips that do not currently pass through the study area.
			<b>TOTAL TRIPS</b>	<b>2,477</b>	<b>1,155</b>	<b>1,322</b>	

NOTES:

- 1- Assumes indoor practice and training occurring simultaneously.
- 2- Trip generation based on a 90,000 SF development. Development program reduced to 65,000 SF, while the analysis kept the 90,000 SF to remain conservative.
- 3- The Hall of Fame is expected to have 135,000 annual visitors of which 40,000 are expected to visit on game days. For the purpose of this study, all games are assumed to occur on a Sunday. It was assumed that 60% of the remaining visitors would come on a Saturday or non-game Sunday since that is when families and individuals would have the most "free" time to visit. Thus, the remaining 40% (38,000) visitors would be spread out across the weekdays (260 days from 5 days/week for 52 weeks), averaging 146 visitors per weekday. If 10% of visitors arrive during the PM Peak Hour, then 15 visitors would arrive during this time period. It was assumed that 20% of the daily total for an average weekday would leave during the PM peak hour.
- 4- The worst case scenario would be if a large daytime meeting (100-guests, 10 employees) and large evening function (700-guests, 50 employees) occur on the same day. It was assumed that no guests or employees would attend more than one event. All of the guests and half of the employees of the daytime function were assumed to leave during the PM peak hour. If the evening function officially begins at 7:30 pm, then it was assumed that about 50% of the employees and 5% of the evening guests would arrive during the peak hour. 10% of the guests and employees who leave the daytime meeting or arrive for the evening functions during the PM peak hour are assumed to have been dropped off/picked up.

Table A-2

PM Peak Event Hour Trips Generated

Training Facility	360,000						
Training Facility	190,000		-	-	-		Replaces existing facilities (No new trips)
Office (Sponsorship / Clinic)	50,000	630	0	0	0		The Clinic is closed during this time period
Indoor Practice Field	120,000		-	-	-		Replaces existing facilities (No new trips)
10% Internal Site Trips			0	0	0		
Primary Trips			0	0	0		
New Stadium	285,000						
Mixed Use	65,000	820	259	141	118		See Note 1 and 2; Assumed Retail; PM Peak of Adj. Street; Fitted Curved
Sponsor Areas	30,000		-	-	-		No trips generated on a non-event day
Stadium Offices	30,000	714	-	-	-		Replaces existing facilities (No new trips)
25% Pass-By Trips			-84	-32	-32		Same pass-by credit used by TRC's Xanadu Study
Hall of Fame (Museum)	40,000		0	0	0		The Hall of Fame is closed during this time period.
25% Internal Site Trips			0	0	0		
Daytime Meeting (Ends 4:00-5:00pm)	120,000		0	0	0		Daytime Meeting space is closed
Evening Banquet (Starts 7:30pm)			313	298	15		See Note 3; (Assume 700 guests and 50 employees)
Primary Trips			508	407	101		
Ancillary Component #1 District (POD "A")	300,000						
Mixed Use	300,000	820	860	469	391		See Note 1; Assumed Retail; PM Peak of Adj. Street; Fitted Curved
25% Pass-By Trips			-214	-107	-107		Same pass-by credit used by TRC's Xanadu Study
Primary Trips			646	362	284		
Ancillary Component #2 District (POD "B")	220,000						
Mixed Use	170,000	820	488	266	222		See Note 1; Assumed Retail; PM Peak of Adj. Street; Fitted Curved
Health & Fitness Area	50,000	720	0	0	0		Offices are closed during this time period.
25% Internal Site Trips			0	0	0		
25% Pass-By Trips			-122	-61	-61		Same pass-by credit used by TRC's Xanadu Study
Primary Trips			366	205	161		
<b>TRIPS GENERATED</b>			Pass-By Trips	400	200	200	Trips that currently pass through the area and divert into or out of site.
			New Trips	1,520	974	546	Trips that do not currently pass through the study area.
			<b>TOTAL TRIPS</b>	<b>1,920</b>	<b>1,174</b>	<b>746</b>	

NOTES:

- The total retail square footage of the development is greater than 300,000 vehicles, thus the "Table 2: Hourly Variation in Shopping Center Traffic / More Than 300,000 Square Feet Gross Leasable Area" was used. ITE indicates the traffic entering a Shopping Center between 7pm to 8pm is 8.4% of the total daily entering trips while the traffic exiting a shopping center between 7:00 PM and 8:00 PM is 7.0% of the total daily exiting trips.
- Trip generation based on a 90,000 SF development. Development program reduced to 65,000 SF, while the analysis kept the 90,000 SF to remain conservative.
- The large evening function (700-guests, 50 employees) begins during this time period and would have 700-guests and 50 employees attending. By this time period, all of the employees should be at the event thus no trips were assigned to them. It was assumed that 15% of the evening guests would arrive before the beginning of the peak hour resulting in 85% of the guests arriving during the peak event period. 5% of the evening guests were assumed to have been dropped off, thus would exit the site shortly after entering. The vehicle occupancy rate was assumed to be 2 guests per vehicle.

Table A-3

Saturday Event Hour Trips Generated

Training Facility	360,000						
Training Facility	190,000		-	-	-	Replaces existing facilities (No new trips)	
Office (Sponsorship / Clinic)	50,000	630	0	0	0	The Clinic is closed during this time period	
Indoor Practice Field	120,000		-	-	-	Replaces existing facilities (No new trips)	
10% Internal Site Trips			0	0	0		
Primary Trips			0	0	0		
New Stadium	285,000						
Mixed Use	65,000	820	432	207	225	See Note 1; Assumed Retail; Saturday peak hour; Fitted Curved	
Sponsor Areas	30,000		-	-	-	No trips generated on a non-event day	
Stadium Offices	30,000	714	-	-	-	Replaces existing facilities (No new trips)	
25% Pass-By Trips			-108	-54	-54	No pass-by credit taken, same as TRC's Xanadu Study	
Hall of Fame (Museum)	40,000		197	66	131	See Note 2	
25% Internal Site Trips			-49	-17	-32		
Daytime Meeting (Ends 4:00-5:00pm)	120,000		0	0	0	Daytime Meeting space is closed	
Evening Banquet (Starts 7:30pm)			47	12	35	See Note 3; Assume 700 guests and 50 employees	
Primary Trips			519	214	305		
Ancillary Component #1 District (POD "A")	300,000						
Mixed Use	300,000	820	1,439	878	561	Assumed Retail; Saturday peak hour; Fitted Curved	
25% Pass-By Trips			-360	-180	-180	Same pass-by credit used by TRC's Xanadu Study	
Primary Trips			1,079	698	381		
Ancillary Component #2 District (POD "B")	220,000						
Mixed Use	170,000	820	720	439	281	Assumed Retail; Saturday peak hour; Fitted Curved	
Health & Fitness Area	50,000	720	182	104	78	Saturday peak hour; Average rate	
25% Internal Site Trips			-46	-26	-20		
25% Pass-By Trips			-214	-107	-107	Same pass-by credit used by TRC's Xanadu Study	
Primary Trips			642	410	232		
<b>TRIPS GENERATED</b>			Pass-By Trips	682	341	341	Trips that currently pass through the area and divert into or out of site.
			New Trips	2,240	1,322	918	Trips that do not currently pass through the study area.
			<b>TOTAL TRIPS</b>	<b>2,922</b>	<b>1,663</b>	<b>1,259</b>	

NOTES:

- 1- Trip generation based on a 90,000 SF development. Development program reduced to 65,000 SF, while the analysis kept the 90,000 SF to remain conservative.
- 2- The Hall of Fame is expected to have 135,000 annual visitors of which 40,000 are expected to visit on game days. For the purpose of this study, all games are assumed to occur on a Sunday. It was assumed that 60% (57,000) of the remaining visitors would come on a Saturday or non-game Sunday since that is when families and individuals would have the most "free" time to visit. There are approximately 87 non-game weekend days in a year (52 weeks x 2 days minus 16 game days minus 1 day for Easter Sunday = 87 days) which results in an average weekend attendance of 655 visitors per day. If 10% of the daily visitors arrive during the Saturday peak hour, then 66 visitors would arrive during this time period. It was assumed that 20% (131) of the daily total for an average weekday would leave during the Saturday peak hour.
- 3- The banquet hall has the ability to handle 700-guests with 50 employees. The vehicle occupancy rate for the guests was assumed to be 2 guests per vehicle. On a Saturday, it was assumed that there would be 2 functions, one beginning at 1:00 PM and another at 7:30 PM. During this time period, the people who would be arriving or departing would be guests leaving the first function and employees arriving for the second function. It was assumed that 10% of the afternoon guests (70 guests / 35 trips) would depart the Saturday Event hour. 25% of the evening employees (12 employees) were assumed to arrive during the Saturday Event hour.

**TABLE A4 - PM PEAK HIGHWAY HOUR  
MEADOWLANDS SPORTS COMPLEX  
PASS-BY TRIP DISTRIBUTION MATRIX**

NJ Route 3 - East		10	1	1	1	0	13	13
NJ Route 3 - West	6		1	1		1	9	9
NJ Turnpike - North via Interchange 18W	1	1			1	1	4	4
NJ Turnpike - South via Interchange 16W	1	1			1	1	4	4
NJ Route 17 - North via Paterson Plank Rd.	1		1	1		1	4	4
Washington Avenue (CR 503) - North	0	1	1	1	1		4	4
	9	13	4	4	4	4		
	9	13	4	4	4	4		

NJ Route 3 - East		49	5	5	4	1	64	64
NJ Route 3 - West	29		6	7		5	47	47
NJ Turnpike - North via Interchange 18W	6	5			8	7	26	26
NJ Turnpike - South via Interchange 16W	7	5			8	7	27	27
NJ Route 17 - North via Paterson Plank Rd.	4		8	8		6	26	26
Washington Avenue (CR 503) - North	1	5	7	7	6		26	26
	47	64	26	27	26	26		
	47	64	26	27	26	26		

**TABLE A-5 - PM EVENT HOUR  
MEADOWLANDS SPORTS COMPLEX  
PASS-BY TRIP DISTRIBUTION MATRIX**

NJ Route 3 - East		7	1	1	1	0		10	10
NJ Route 3 - West	5		1	1		1		8	8
NJ Turnpike - North via Interchange 18W	1	1			1	1		4	4
NJ Turnpike - South via Interchange 16W	1	1			1	1		4	4
NJ Route 17 - North via Paterson Plank Rd.	1		1	1		0		3	3
Washington Avenue (CR 503) - North	0	1	1	1	0			3	3
	8	10	4	4	3	3			
	8	10	4	4	3	3			

NJ Route 3 - East		35	4	4	5	2		50	50
NJ Route 3 - West	21		5	5		5		36	36
NJ Turnpike - North via Interchange 18W	4	5			6	5		20	20
NJ Turnpike - South via Interchange 16W	4	5			6	5		20	20
NJ Route 17 - North via Paterson Plank Rd.	5		6	6		4		21	21
Washington Avenue (CR 503) - North	2	5	5	5	4			21	21
	36	50	20	20	21	21			
	36	50	20	20	21	21			

**TABLE A6 - SATURDAY EVENT HOUR  
MEADOWLANDS SPORTS COMPLEX  
PASS-BY TRIP DISTRIBUTION MATRIX**

NJ Route 3 - East		13	2	1	1	1		18	18
NJ Route 3 - West	7		2	2		1		12	12
NJ Turnpike - North via Interchange 18W	2	2			1	1		6	6
NJ Turnpike - South via Interchange 16W	1	2			2	1		6	6
NJ Route 17 - North via Paterson Plank Rd.	1		1	2		2		6	6
Washington Avenue (CR 503) - North	1	1	1	1	2			6	6
	12	18	6	6	6	6			
	12	18	6	6	6	6			

NJ Route 3 - East		59	10	5	5	5		84	84
NJ Route 3 - West	38		11	11		4		64	64
NJ Turnpike - North via Interchange 18W	11	10			6	7		34	34
NJ Turnpike - South via Interchange 16W	5	10			13	7		35	35
NJ Route 17 - North via Paterson Plank Rd.	5		6	12		12		35	35
Washington Avenue (CR 503) - North	5	5	7	7	11			35	35
	64	84	34	35	35	35			
	64	84	34	35	35	35			

**Table A-7**

**2010 Baseline & to Build Level of Service Comparison - PM Highway Peak Hour**

		2010 No Build Baseline (1)			2010 Partial Build (New Meadowlands Stadium) (2)			
Location	Description	Type	V/C, Density	LOS	Type	V/C, Density	LOS	Notes
1	NJ Rt. 120 SB btwn N. Connector Rd On Ramp from W. Peripheral Rd. Off Ramp	Weave	30.41	C	Weave	30.41	C	3
2	NJ Route 120 SB between West Peripheral Road On and Off Ramps	Weave	20.74	C	Weave	20.75	C	
3	NJ Route 120 SB & Southern On-Ramp from West Peripheral Road	Merge	18.30	B	Merge	18.50	B	
4	NJ Rt. 120 NB btwn E. Peripheral Rd. On-Ramp and Paterson Plank Rd. Off Ramp	Weave	24.54	B	Weave	24.59	B	
6	NJ Route 120 NB & Off-Ramp to East Peripheral Road	Diverge	20.10	C	Diverge	20.10	C	
7	Washington Avenue & Paterson Plank Road	Unsignalized	15.70	C	Unsignalized	15.70	C	4
8	Washington Avenue SB & On-Ramp from NJ Route 120 EB (Paterson Plank Road)	Merge	27.80	C	Merge	27.80	C	4
9	Washington Avenue NB & On-Ramp from NJ Route 120 EB (Paterson Plank Road)	Merge	16.70	B	Merge	16.70	B	4
10	NJ Route 120 NB & Off-Ramp to NJ Route 120 WB and North Connector Road	Weave	21.75	B	Weave	21.73	B	
11	Paterson Plank Road & Ramp to NJ Route 120 WB (Paterson Plank Road)	Unsignalized	8.10	A	Unsignalized	8.10	A	4
12	NJ Route 120 NB & Ramp from NJ Route 3 EB Service Road	Merge	19.80	B	Merge	19.80	B	
13a	NJ Route 120 SB Ramp to NJ Route 3 EB	Capacity	21.15	C	Capacity	21.52	C	
13b	NJ Route 120 SB Ramp to NJ Route 3 EB (proposed merge w/ Route 3 mainline)	Merge	30.60	D	Merge	31.00	D	
14	NJ Route 3 EB Service Road Off Ramp to NJ Route 120 NB	Diverge	19.30	B	Diverge	19.30	B	
15	NJ Turnpike Interchange 16W & South Connector Road	Merge	6.90	A	Signalized	15.20	B	5
16	NJ Route 120 SB Ramp to NJ Route 3 WB	Capacity	29.15	D	Capacity	29.25	D	
17	South Connector Road & West Peripheral Road	Merge	13.40	B	Signalized	1.60	A	5
18	East Peripheral Road between South Arena Road and South Connector Road	Capacity	13.77	B	Capacity	14.46	B	
19	South Connector Road & Ramp from NJ Route 3 EB Service Road	Merge	10.60	B	Merge	11.10	B	
20	East Peripheral Road and North Connector Road / North Arena Road	Signalized	152.60	F	Signalized	147.10	F	
22	North Connector Road and HOC Boulevard	Signalized	122.80	F	Signalized	119.10	F	
24	South Connector Road Ramp to NJ Turnpike 18W	Capacity	11.18	B	Capacity	13.16	B	
EK1	NJ Route 120 and NB NJ Route 17 Ramps	Signalized	22.00	C	Signalized	21.90	C	
EK2	NJ Route 120 and Murray Road	Signalized	27.00	C	Signalized	28.20	C	
EK3	NJ Route 120 and Gotham Parkway	Signalized	27.30	C	Signalized	27.10	C	
V1	Paterson Plank Road & Berry's Creek Road	Signalized	N/A	N/A	Signalized	N/A	N/A	
V2	NJ Route 120 and SB NJ Route 17 Ramps	Unsignalized	N/A	N/A	Unsignalized	N/A	N/A	
V3	NJ Route 3 WB and Ramp G Entry / Ramp X Exit	Weave	35.26	E	Weave	36.61	E	

**Notes**

- 1) 2009 Xanadu traffic was grown 1% for Route 3 and 2% for Route 120 between 2009 and 2010.
- 2) Phase I - Partial Build out includes the Stadium District retail/restaurant and Training District improvements.
- 3) The TRC analysis had an error that was corrected. The new results are shown.
- 4) Build with improvement analysis does not exist. TRC Build with existing geometry was used instead.
- 5) The proposed site plan indicates that the geometry at this intersection will change from a merge to an signalized 4-way intersection.

**Table A-8**  
**2010 Baseline & to Build Level of Service Comparison - PM Event Peak Hour**

		2010 No Build Baseline (1)			2010 Partial Build (New Meadowlands Stadium) (2)			
Location	Description	Type	V/C, Density	LOS	Type	V/C, Density	LOS	Notes
1	NJ Rt. 120 SB btwn N. Connector Rd On Ramp from W. Peripheral Rd. Off Ramp	Weave	23.39	B	Weave	23.55	B	3
2	NJ Route 120 SB between West Peripheral Road On and Off Ramps	Weave	17.47	B	Weave	17.49	B	
3	NJ Route 120 SB & Southern On-Ramp from West Peripheral Road	Merge	12.70	B	Merge	12.80	B	
4	NJ Rt. 120 NB btwn E. Peripheral Rd. On-Ramp and Paterson Plank Rd. Off Ramp	Weave	15.01	B	Weave	15.01	B	
6	NJ Route 120 NB & Off-Ramp to East Peripheral Road	Diverge	22.20	C	Diverge	22.20	C	
7	Washington Avenue & Paterson Plank Road	Unsignalized	11.50	B	Unsignalized	11.50	B	4
8	Washington Avenue SB & On-Ramp from NJ Route 120 EB (Paterson Plank Road)	Merge	21.00	C	Merge	21.00	C	4
9	Washington Avenue NB & On-Ramp from NJ Route 120 EB (Paterson Plank Road)	Merge	11.90	B	Merge	12.00	B	4
10	NJ Route 120 NB & Off-Ramp to NJ Route 120 WB and North Connector Road	Weave	21.25	B	Weave	21.23	B	
11	Paterson Plank Road & Ramp to NJ Route 120 WB (Paterson Plank Road)	Unsignalized	7.80	A	Unsignalized	7.80	A	4
12	NJ Route 120 NB & Ramp from NJ Route 3 EB Service Road	Merge	13.80	B	Merge	13.80	B	
13a	NJ Route 120 SB Ramp to NJ Route 3 EB	Capacity	11.86	B	Capacity	12.02	B	
13b	NJ Route 120 SB Ramp to NJ Route 3 EB (proposed merge w/ Route 3 mainline)	Merge	18.80	B	Merge	18.90	B	
14	NJ Route 3 EB Service Road Off Ramp to NJ Route 120 NB	Diverge	30.00	D	Diverge	30.00	D	
15	NJ Turnpike Interchange 16W & South Connector Road	Merge	11.90	B	Signalized	21.00	C	5
16	NJ Route 120 SB Ramp to NJ Route 3 WB	Capacity	14.45	B	Capacity	14.47	B	
17	South Connector Road & West Peripheral Road	Merge	28.20	D	Signalized	276.20	F	5
18	East Peripheral Road between South Arena Road and South Connector Road	Capacity	27.05	C	Capacity	15.60	B	
19	South Connector Road & Ramp from NJ Route 3 EB Service Road	Merge	17.40	B	Merge	17.50	B	
20	East Peripheral Road and North Connector Road / North Arena Road	Signalized	156.30	F	Signalized	164.60	F	
22	North Connector Road and HOC Boulevard	Signalized	30.30	C	Signalized	32.40	C	
24	South Connector Road Ramp to NJ Turnpike 18W	Capacity	10.03	B	Capacity	10.61	B	
EK1	NJ Route 120 and NB NJ Route 17 Ramps	Signalized	N/A	N/A	Signalized	N/A	N/A	
EK2	NJ Route 120 and Murray Road	Signalized	N/A	N/A	Signalized	N/A	N/A	
EK3	NJ Route 120 and Gotham Parkway	Signalized	N/A	N/A	Signalized	N/A	N/A	
V1	Paterson Plank Road & Berry's Creek Road	Signalized	N/A	N/A	Signalized	N/A	N/A	
V2	NJ Route 120 and SB NJ Route 17 Ramps	Unsignalized	N/A	N/A	Unsignalized	N/A	N/A	
V3	NJ Route 3 WB and Ramp G Entry / Ramp X Exit	Weave	23.05	C	Weave	23.92	C	

**Notes**

- 1) 2009 Xanadu traffic was grown 1% for Route 3 and 2% for Route 120 between 2009 and 2010.
- 2) Phase I - Partial Build out includes the Stadium District retail/restaurant and Training District improvements.
- 3) The TRC analysis had an error that was corrected. The new results are shown.
- 4) Build with improvement analysis does not exist. TRC Build with existing geometry was used instead.
- 5) The proposed site plan indicates that the geometry at this intersection will change from a merge to an signalized 4-way intersection.

Table A-9

## 2010 Baseline &amp; to Build Level of Service Comparison - Saturday Event Peak Hour

		2010 No Build Baseline (1)			2010 Partial Build (New Meadowlands Stadium) (2)			
Location	Description	Type	V/C, Density	LOS	Type	V/C, Density	LOS	Notes
1	NJ Rt. 120 SB btwn N. Connector Rd On Ramp from W. Peripheral Rd. Off Ramp	Weave	17.09	B	Weave	17.10	B	3
2	NJ Route 120 SB between West Peripheral Road On and Off Ramps	Weave	12.64	B	Weave	12.66	B	
3	NJ Route 120 SB & Southern On-Ramp from West Peripheral Road	Merge	16.10	B	Merge	16.50	B	
4	NJ Rt. 120-NB btwn E. Peripheral Rd. On-Ramp and Paterson Plank Rd. Off Ramp	Weave	13.06	B	Weave	13.11	B	
6	NJ Route 120 NB & Off-Ramp to East Peripheral Road	Diverge	15.20	B	Diverge	15.20	B	
7	Washington Avenue & Paterson Plank Road	Unsignalized	11.50	B	Unsignalized	11.50	B	4
8	Washington Avenue SB & On-Ramp from NJ Route 120 EB (Paterson Plank Road)	Merge	16.20	B	Merge	16.20	B	4
9	Washington Avenue NB & On-Ramp from NJ Route 120 EB (Paterson Plank Road)	Merge	11.70	B	Merge	11.70	B	4
10	NJ Route 120 NB & Off-Ramp to NJ Route 120 WB and North Connector Road	Weave	18.40	B	Weave	18.37	B	
11	Paterson Plank Road & Ramp to NJ Route 120 WB (Paterson Plank Road)	Unsignalized	7.60	A	Unsignalized	7.60	A	4
12	NJ Route 120 NB & Ramp from NJ Route 3 EB Service Road	Merge	11.60	B	Merge	11.50	B	
13a	NJ Route 120 SB Ramp to NJ Route 3 EB	Capacity	14.69	B	Capacity	15.15	B	
13b	NJ Route 120 SB Ramp to NJ Route 3 EB (proposed merge w/ Route 3 mainline)	Merge	26.30	C	Merge	26.50	C	
14	NJ Route 3 EB Service Road Off Ramp to NJ Route 120 NB	Diverge	16.70	B	Diverge	16.70	B	
15	NJ Turnpike Interchange 16W & South Connector Road	Merge	8.70	A	Signalized	14.30	B	5
16	NJ Route 120 SB Ramp to NJ Route 3 WB	Capacity	18.26	B	Capacity	18.39	B	
17	South Connector Road & West Peripheral Road	Merge	16.40	B	Signalized	24.70	C	5
18	East Peripheral Road between South Arena Road and South Connector Road	Capacity	21.40	C	Capacity	21.90	C	
19	South Connector Road & Ramp from NJ Route 3 EB Service Road	Merge	13.00	B	Merge	13.40	B	
20	East Peripheral Road and North Connector Road / North Arena Road	Signalized	73.80	E	Signalized	88.20	F	
22	North Connector Road and HOC Boulevard	Signalized	26.30	C	Signalized	26.70	C	
24	South Connector Road Ramp to NJ Turnpike 18W	Capacity	20.79	C	Capacity	22.43	C	
EK1	NJ Route 120 and NB NJ Route 17 Ramps	Signalized	N/A	N/A	Signalized	N/A	N/A	
EK2	NJ Route 120 and Murray Road	Signalized	N/A	N/A	Signalized	N/A	N/A	
EK3	NJ Route 120 and Gotham Parkway	Signalized	N/A	N/A	Signalized	N/A	N/A	
V1	Paterson Plank Road & Berry's Creek Road	Signalized	N/A	N/A	Signalized	N/A	N/A	
V2	NJ Route 120 and SB NJ Route 17 Ramps	Unsignalized	N/A	N/A	Unsignalized	N/A	N/A	
V3	NJ Route 3 WB and Ramp G Entry / Ramp X Exit	Weave	24.17	C	Weave	25.03	C	

## Notes

- 1) 2009 Xanadu traffic was grown 1% for Route 3 and 2% for Route 120 between 2009 and 2010.
- 2) Phase I - Partial Build out includes the Stadium District retail/restaurant and Training District improvements.
- 3) The TRC analysis had an error that was corrected. The new results are shown.
- 4) Build with improvement analysis does not exist. TRC Build with existing geometry was used instead.
- 5) The proposed site plan indicates that the geometry at this intersection will change from a merge to an signalized 4-way intersection.

**Table A-10**

**2013 Baseline & to Build Level of Service Comparison - PM Highway Peak Hour**

		2013 No Build Baseline (1)			2013 Ultimate Build (New Meadowlands Stadium) (2)			
Location	Description	Type	V/C, Density	LOS	Type	V/C, Density	LOS	Notes
1	NJ Rt. 120 SB btwn N. Connector Rd On Ramp from W. Peripheral Rd. Off Ramp	Weave	32.17	C	Weave	32.55	C	3
2	NJ Route 120 SB between West Peripheral Road On and Off Ramps	Weave	22.03	C	Weave	22.30	C	
3	NJ Route 120 SB & Southern On-Ramp from West Peripheral Road	Merge	18.90	B	Merge	19.80	B	
4	NJ Rt. 120 NB btwn E. Peripheral Rd. On-Ramp and Paterson Plank Rd. Off Ramp	Weave	26.61	C	Weave	27.08	C	
6	NJ Route 120 NB & Off-Ramp to East Peripheral Road	Diverge	21.00	C	Diverge	21.50	C	
7	Washington Avenue & Paterson Plank Road	Unsignalized	16.40	C	Unsignalized	16.50	C	4
8	Washington Avenue SB & On-Ramp from NJ Route 120 EB (Paterson Plank Road)	Merge	29.30	D	Merge	29.50	D	4
9	Washington Avenue NB & On-Ramp from NJ Route 120 EB (Paterson Plank Road)	Merge	17.30	B	Merge	17.50	B	4
10	NJ Route 120 NB & Off-Ramp to NJ Route 120 WB and North Connector Road	Weave	23.08	B	Weave	23.60	B	
11	Paterson Plank Road & Ramp to NJ Route 120 WB (Paterson Plank Road)	Unsignalized	8.10	A	Unsignalized	8.10	A	4
12	NJ Route 120 NB & Ramp from NJ Route 3 EB Service Road	Merge	20.80	C	Merge	20.50	C	
13a	NJ Route 120 SB Ramp to NJ Route 3 EB	Capacity	22.23	C	Capacity	24.06	C	
13b	NJ Route 120 SB Ramp to NJ Route 3 EB (proposed merge w/ Route 3 mainline)	Merge	31.80	D	Merge	32.50	D	
14	NJ Route 3 EB Service Road Off Ramp to NJ Route 120 NB	Diverge	20.00	C	Diverge	20.00	C	
15	NJ Turnpike Interchange 16W & South Connector Road	Merge	6.90	A	Signalized	18.80	B	
16	NJ Route 120 SB Ramp to NJ Route 3 WB	Capacity	30.62	D	Capacity	31.05	D	
17	South Connector Road & West Peripheral Road	Merge	13.70	B	Signalized	22.10	C	5
18	East Peripheral Road between South Arena Road and South Connector Road	Capacity	13.96	B	Capacity	16.82	B	
19	South Connector Road & Ramp from NJ Route 3 EB Service Road	Merge	10.80	B	Merge	12.50	B	
20	East Peripheral Road and North Connector Road / North Arena Road	Signalized	151.10	F	Signalized	134.50	F	
22	North Connector Road and HOC Boulevard	Signalized	121.00	F	Signalized	112.00	F	
24	South Connector Road Ramp to NJ Turnpike 16W	Capacity	12.32	B	Capacity	18.01	B	
EK1	NJ Route 120 and NB NJ Route 17 Ramps	Signalized	23.40	C	Signalized	23.10	C	
EK2	NJ Route 120 and Murray Road	Signalized	28.70	C	Signalized	35.20	C	
EK3	NJ Route 120 and Gotham Parkway	Signalized	30.50	C	Signalized	26.40	C	
V1	Paterson Plank Road & Berry's Creek Road	Signalized	N/A	N/A	Signalized	N/A	N/A	
V2	NJ Route 120 and SB NJ Route 17 Ramps	Unsignalized	N/A	N/A	Unsignalized	N/A	N/A	
V3	NJ Route 3 WB and Ramp G Entry / Ramp X Exit	Weave	36.81	E	Weave	40.89	E	

**Notes**

- 1) 2009 Xanadu traffic was grown 1% for Route 3 and 2% for Route 120 between 2009 and 2013.
- 2) Phase II - Ultimate Build out includes the Ancillary Components (POD "A" and POD "B").
- 3) The TRC analysis had an error that was corrected. The new results are shown...
- 4) Build with improvement analysis does not exist. TRC Build with existing geometry was used instead.
- 5) The proposed site plan indicates that the geometry at this intersection will change from a merge to an signalized 4-way intersection.

**Table A-11**

**2013 Baseline & to Build Level of Service Comparison - PM Event Peak Hour**

		2013 No Build Baseline (1)			2013 Ultimate Build (New Meadowlands Stadium) (2)			
Location	Description	Type	V/C, Density	LOS	Type	V/C, Density	LOS	Notes
1	NJ Rt. 120 SB btwn N. Connector Rd On Ramp from W. Peripheral Rd. Off Ramp	Weave	24.90	B	Weave	25.26	C	3
2	NJ Route 120 SB between West Peripheral Road On and Off Ramps	Weave	18.54	B	Weave	18.88	B	
3	NJ Route 120 SB & Southern On-Ramp from West Peripheral Road	Merge	13.30	B	Merge	14.30	B	
4	NJ Rt. 120 NB btwn E. Peripheral Rd. On-Ramp and Paterson Plank Rd. Off Ramp	Weave	16.08	B	Weave	16.32	B	
6	NJ Route 120 NB & Off-Ramp to East Peripheral Road	Diverge	23.00	C	Diverge	23.40	C	
7	Washington Avenue & Paterson Plank Road	Unsignalized	11.90	B	Unsignalized	11.90	B	4
8	Washington Avenue SB & On-Ramp from NJ Route 120 EB (Paterson Plank Road)	Merge	22.10	C	Merge	22.30	C	4
9	Washington Avenue NB & On-Ramp from NJ Route 120 EB (Paterson Plank Road)	Merge	12.60	B	Merge	12.70	B	4
10	NJ Route 120 NB & Off-Ramp to NJ Route 120 WB and North Connector Road	Weave	21.82	B	Weave	22.19	B	
11	Paterson Plank Road & Ramp to NJ Route 120 WB (Paterson Plank Road)	Unsignalized	7.90	A	Unsignalized	7.90	A	4
12	NJ Route 120 NB & Ramp from NJ Route 3 EB Service Road	Merge	14.40	B	Merge	14.20	B	
13a	NJ Route 120 SB Ramp to NJ Route 3 EB	Capacity	12.75	B	Capacity	13.85	B	
13b	NJ Route 120 SB Ramp to NJ Route 3 EB (proposed merge w/ Route 3 mainline)	Merge	19.70	B	Merge	20.00	C	
14	NJ Route 3 EB Service Road Off Ramp to NJ Route 120 NB	Diverge	30.90	D	Diverge	30.90	D	
15	NJ Turnpike Interchange 16W & South Connector Road	Merge	12.10	B	Signalized	20.80	B	5
16	NJ Route 120 SB Ramp to NJ Route 3 WB	Capacity	15.51	B	Capacity	15.67	B	
17	South Connector Road & West Peripheral Road	Merge	28.90	D	Signalized	317.80	F	5
18	East Peripheral Road between South Arena Road and South Connector Road	Capacity	27.81	C	Capacity	29.76	D	
19	South Connector Road & Ramp from NJ Route 3 EB Service Road	Merge	17.80	B	Merge	18.70	B	
20	East Peripheral Road and North Connector Road / North Arena Road	Signalized	166.40	F	Signalized	215.10	F	
22	North Connector Road and HOC Boulevard	Signalized	30.70	C	Signalized	41.30	D	
24	South Connector Road Ramp to NJ Turnpike 18W	Capacity	10.86	B	Capacity	13.58	B	
EK1	NJ Route 120 and NB NJ Route 17 Ramps	Signalized	N/A	N/A	Signalized	N/A	N/A	
EK2	NJ Route 120 and Murray Road	Signalized	N/A	N/A	Signalized	N/A	N/A	
EK3	NJ Route 120 and Gotham Parkway	Signalized	N/A	N/A	Signalized	N/A	N/A	
V1	Paterson Plank Road & Berry's Creek Road	Signalized	N/A	N/A	Signalized	N/A	N/A	
V2	NJ Route 120 and SB NJ Route 17 Ramps	Unsignalized	N/A	N/A	Unsignalized	N/A	N/A	
V3	NJ Route 3 WB and Ramp G Entry / Ramp X Exit	Weave	24.08	C	Weave	26.65	C	

**Notes**

- 1) 2009 Xanadu traffic was grown 1% for Route 3 and 2% for Route 120 between 2009 and 2013.
- 2) Phase II - Ultimate Build out includes the Ancillary Components (POD "A" and POD "B").
- 3) The TRC analysis had an error that was corrected. The new results are shown.
- 4) Build with improvement analysis does not exist, TRC Build with existing geometry was used instead.
- 5) The proposed site plan indicates that the geometry at this intersection will change from a merge to an signalized 4-way intersection.

**Table A-12**  
**2013 Baseline & to Build Level of Service Comparison - Saturday Event Peak Hour**

		2013 No Build Baseline (1)			2013 Ultimate Build (New Meadowlands Stadium) (2)			
Location	Description	Type	V/C, Density	LOS	Type	V/C, Density	LOS	Notes
1	NJ Rt. 120 SB btwn N. Connector Rd On Ramp from W. Peripheral Rd. Off Ramp	Weave	18.10	B	Weave	18.70	B	3
2	NJ Route 120 SB between West Peripheral Road On and Off Ramps	Weave	13.35	B	Weave	13.96	B	
3	NJ Route 120 SB & Southern On-Ramp from West Peripheral Road	Merge	16.60	B	Merge	18.20	B	
4	NJ Rt. 120 NB btwn E. Peripheral Rd. On-Ramp and Paterson Plank Rd. Off Ramp	Weave	14.13	B	Weave	14.53	B	
6	NJ Route 120 NB & Off-Ramp to East Peripheral Road	Diverge	15.80	B	Diverge	16.70	B	
7	Washington Avenue & Paterson Plank Road	Unsignalized	11.70	B	Unsignalized	11.70	B	4
8	Washington Avenue SB & On-Ramp from NJ Route 120 EB (Paterson Plank Road)	Merge	17.00	B	Merge	17.50	B	4
9	Washington Avenue NB & On-Ramp from NJ Route 120 EB (Paterson Plank Road)	Merge	12.00	B	Merge	12.10	B	4
10	NJ Route 120 NB & Off-Ramp to NJ Route 120 WB and North Connector Road	Weave	19.18	B	Weave	19.69	B	
11	Paterson Plank Road & Ramp to NJ Route 120 WB (Paterson Plank Road)	Unsignalized	7.70	A	Unsignalized	7.70	A	4
12	NJ Route 120 NB & Ramp from NJ Route 3 EB Service Road	Merge	12.00	B	Merge	11.80	B	
13a	NJ Route 120 SB Ramp to NJ Route 3 EB	Capacity	15.36	B	Capacity	17.17	B	
13b	NJ Route 120 SB Ramp to NJ Route 3 EB (proposed merge w/ Route 3 mainline)	Merge	27.30	C	Merge	27.90	C	
14	NJ Route 3 EB Service Road Off Ramp to NJ Route 120 NB	Diverge	17.20	B	Diverge	17.40	B	
15	NJ Turnpike Interchange 18W & South Connector Road	Merge	8.80	A	Signalized	31.00	C	5
16	NJ Route 120 SB Ramp to NJ Route 3 WB	Capacity	19.10	B	Capacity	19.38	B	
17	South Connector Road & West Peripheral Road	Merge	16.80	B	Signalized	70.10	E	5
18	East Peripheral Road between South Arena Road and South Connector Road	Capacity	21.74	C	Capacity	25.41	C	
19	South Connector Road & Ramp from NJ Route 3 EB Service Road	Merge	13.30	B	Merge	14.70	B	
20	East Peripheral Road and North Connector Road / North Arena Road	Signalized	79.60	E	Signalized	164.40	F	
22	North Connector Road and HOC Boulevard	Signalized	26.40	C	Signalized	29.80	C	
24	South Connector Road Ramp to NJ Turnpike 18W	Capacity	21.82	C	Capacity	26.70	C	
EK1	NJ Route 120 and NB NJ Route 17 Ramps	Signalized	N/A	N/A	Signalized	N/A	N/A	
EK2	NJ Route 120 and Murray Road	Signalized	N/A	N/A	Signalized	N/A	N/A	
EK3	NJ Route 120 and Gotham Parkway	Signalized	N/A	N/A	Signalized	N/A	N/A	
V1	Paterson Plank Road & Berry's Creek Road	Signalized	N/A	N/A	Signalized	N/A	N/A	
V2	NJ Route 120 and SB NJ Route 17 Ramps	Unsignalized	N/A	N/A	Unsignalized	N/A	N/A	
V3	NJ Route 3 WB and Ramp G Entry / Ramp X Exit	Weave	25.15	C	Weave	29.00	D	

**Notes**

- 1) 2009 Xanadu traffic was grown 1% for Route 3 and 2% for Route 120 between 2009 and 2013.
- 2) Phase II - Ultimate Build out includes the Ancillary Components (POD "A" and POD "B").
- 3) The TRC analysis had an error that was corrected. The new results are shown.
- 4) Build with improvement analysis does not exist. TRC Build with existing geometry was used instead.
- 5) The proposed site plan indicates that the geometry at this intersection will change from a merge to an signalized 4-way intersection.



STRIPING PLAN  
PHASE 1: STADIUM COMPLETE  
JUNE 27, 2006



STRIPING PLAN  
PHASE 2: STADIUM AND ANCILLARY  
DEVELOPMENT COMPLETE  
JUNE 27, 2006