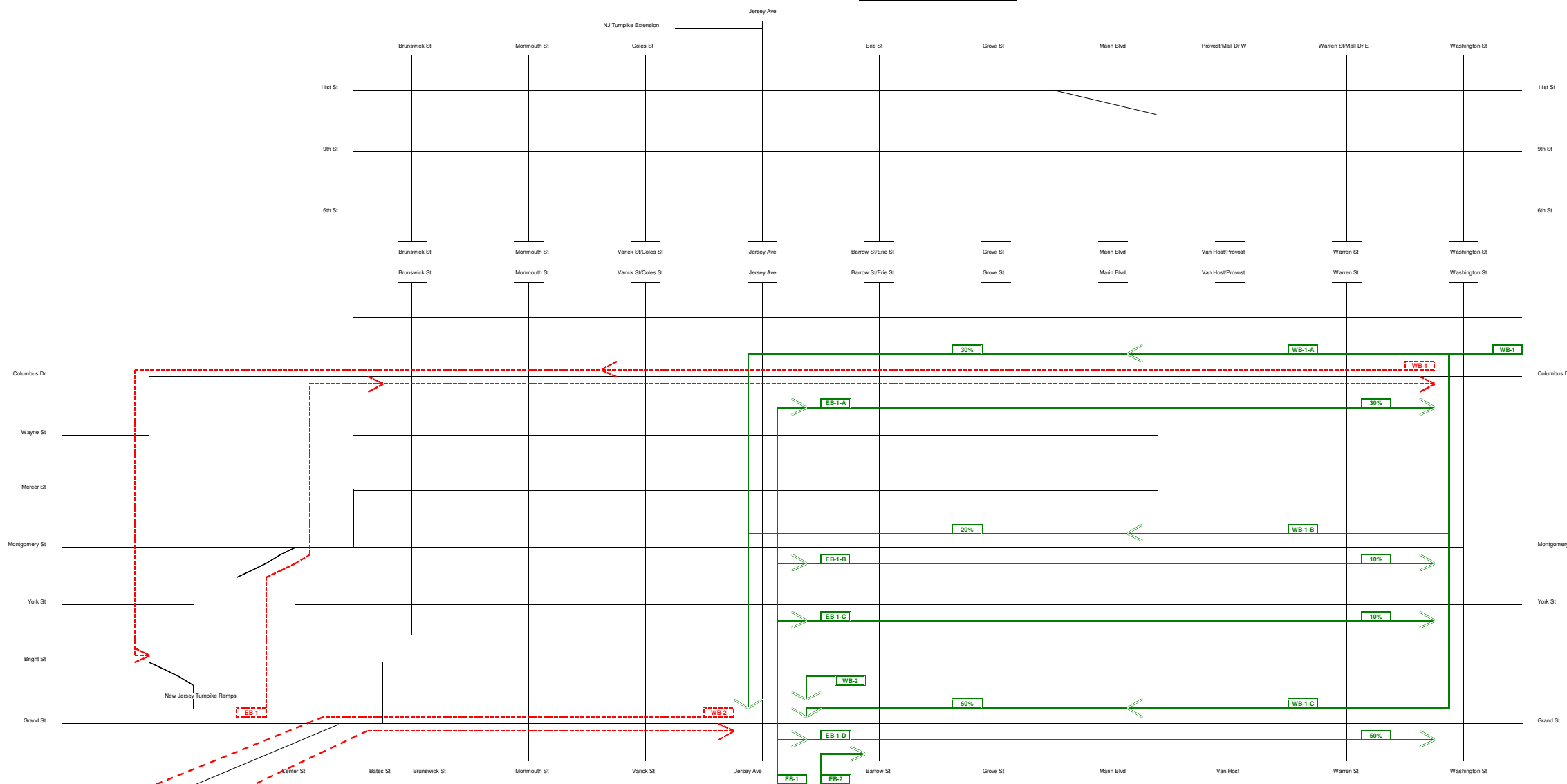


TECHNICAL APPENDIX B
DIVERSION DIAGRAMS

Concept 1 Diversions



Concept 1 Diversions

| Diversion Percentages |
|-----------------------|
| EB-1 |
| 40%(AM) |
| 50%(PM) |

| Distribution Percentages |
|--------------------------|
| EB-1-A |
| 30% |
| EB-1-B |
| 10% |
| EB-1-C |
| 10% |
| EB-1-D |
| 50% |

| Routes |
|---------------|
| Columbus St |
| Montgomery St |
| York St |
| Grand St |

| |
|-------------|
| WB-1 |
| 40% (AM) |
| 50% (PM) |

| |
|---------------|
| WB-1-A |
| 30% |
| WB-1-B |
| 20% |
| WB-1-C |
| 50% |

| |
|---------------|
| Columbus St |
| Montgomery St |
| Grand St |

EB-2 90% of Liberty State Park Developments (Jersey City Liberty Access Study)

WB-2 90% of Liberty State Park Developments (Jersey City Liberty Access Study)

Divert 40% of the AM volumes and 50% of the PM volumes exiting the NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now travel along Jersey Avenue northbound and distribute into the network accordingly.

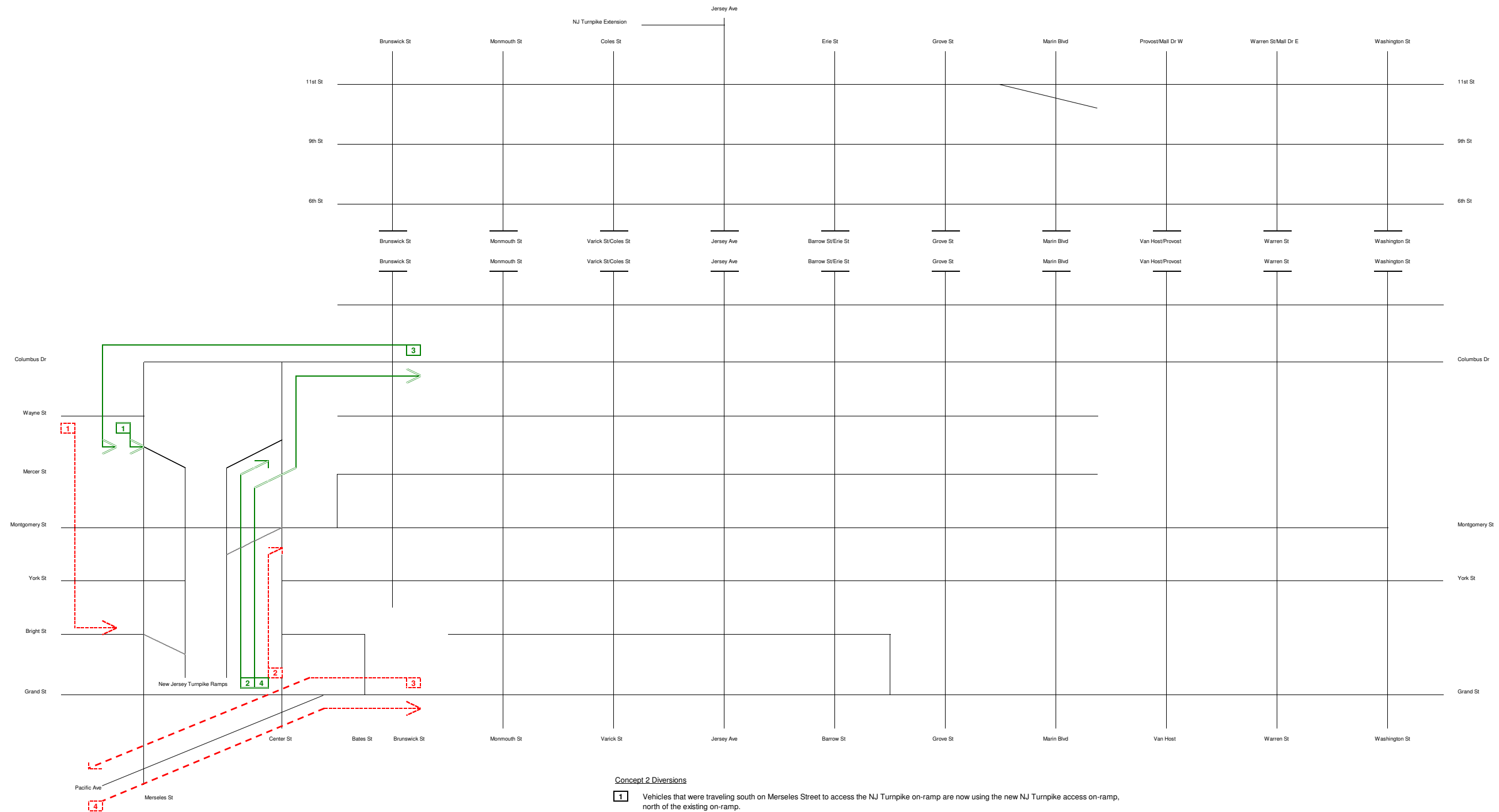
In the reverse direction, divert 40% of the AM volume and 50% of the PM volume traveling along Columbus Drive westbound to Merseles southbound to the NJ Turnpike on-ramp. These vehicles should be diverted to Jersey Avenue southbound.

Divert 90% of the traffic originating from the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (560 vehicles in the AM and 325 vehicles in the PM), which are traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles should now travel along Jersey Avenue northbound to Grand Street.

In the reverse direction, divert 90% of the traffic destined for the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (205 vehicles in the AM and 345 vehicles in the PM), traveling from Grand Street westbound to Pacific Street southbound. These vehicles should now travel along Jersey Avenue southbound.

Notes:
 - - - - - The routes from which vehicles are being diverted.
 ————— The routes to which vehicles are being diverted.
 Distribution percentages were adjusted to the proportion of the route and/or network volume patterns.

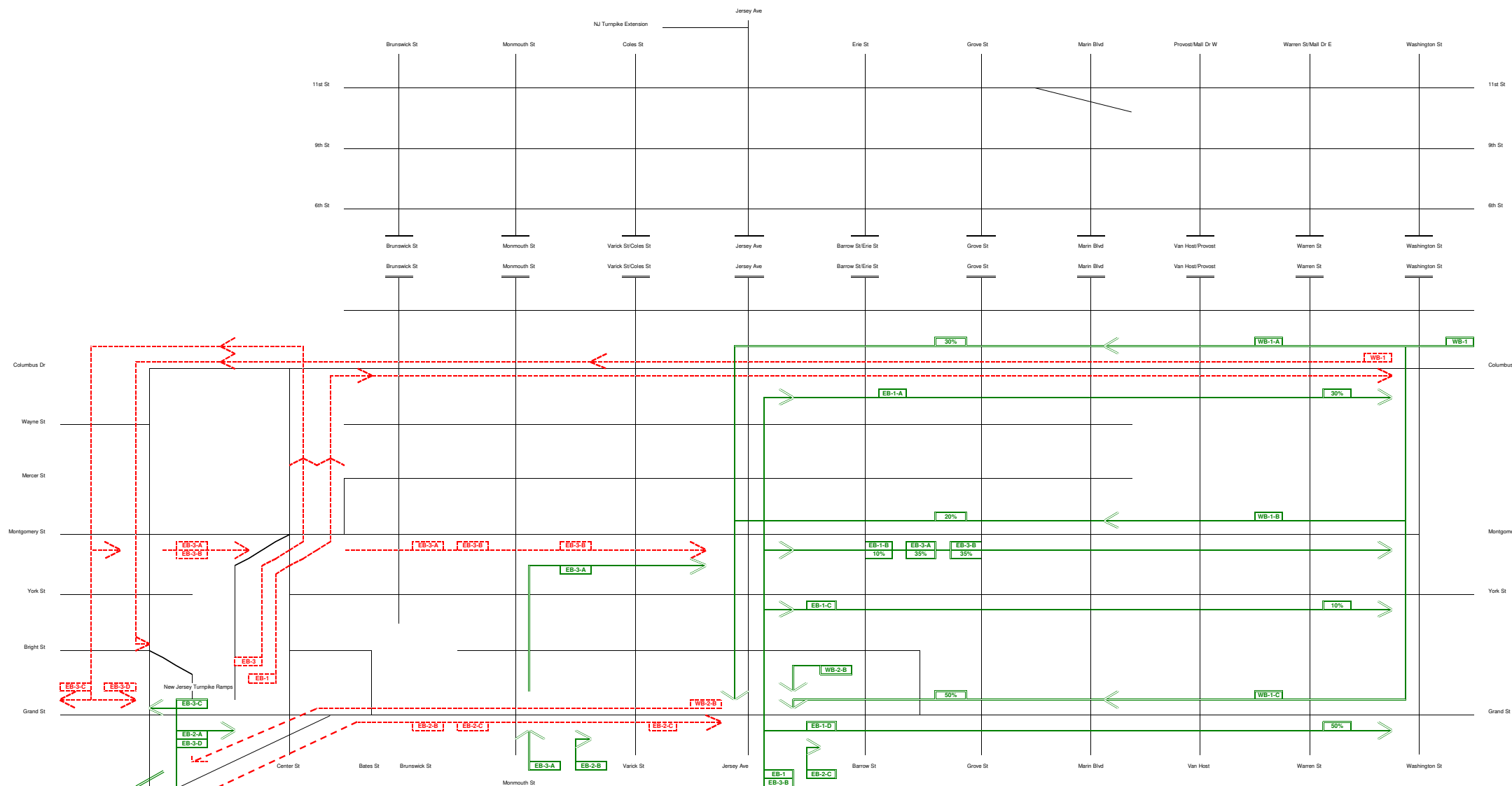
Concept 2 Diversions



Concept 2 Diversions

- 1** Vehicles that were traveling south on Merseles Street to access the NJ Turnpike on-ramp are now using the new NJ Turnpike access on-ramp, north of the existing on-ramp.
- 2** Vehicles that were using the NJ Turnpike off-ramp onto Center Street will now use the new NJ Turnpike off-ramp, north of the existing off-ramp.
- 3** Divert 10% of the traffic traveling from Grand Street westbound to Pacific Street southbound. These vehicles are now traveling along Columbus Street westbound to Merseles Street southbound and using the new NJ Turnpike access on-ramp, north of the existing on-ramp.
- 4** Divert 10% of the traffic traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles will now use the new NJ Turnpike off-ramp onto Center Street, make a right turn onto Columbus eastbound, and distribute into the network accordingly.

Concept 3 Diversions



| Concept 3 Diversions | | |
|-----------------------|--------------------------|---|
| Diversion Percentages | Distribution Percentages | Routes |
| EB-1 50% | EB-1-A 30% | Columbus St |
| | EB-1-B 10% | Montgomery St |
| | EB-1-C 10% | York St |
| | EB-1-D 50% | Grand St |
| WB-1 50% | WB-1-A 30% | Columbus St |
| | WB-1-B 10% | Montgomery St |
| | WB-1-C 10% | Grand St |
| EB-2 80% | EB-2-A 33% | Merseles St |
| | EB-2-B 33% | Monmouth St |
| | EB-2-C 33% | Jersey Ave |
| WB-2 80% | WB-2-A 50% | Merseles St |
| | WB-2-B 50% | Jersey Ave |
| EB-3 50% | EB-3-A 35% | Montgomery St, divert north on Monmouth St |
| | EB-3-B 35% | Montgomery St, divert north on Jersey Ave |
| | EB-3-C 20% | Merseles St (SBR), divert to northbound Merseles St (NBL) |
| | EB-3-D 10% | Merseles St (SBL), divert to northbound Merseles St (NBR) |

Notes:
 - - - - - The routes from which vehicles are being diverted.
 ——— The routes to which vehicles are being diverted.
 Distribution percentages were adjusted to the proportion of the route and/or network volume patterns.

Divert 50% of vehicles exiting NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now travel along Jersey Avenue northbound and distribute into the network accordingly.

In the reverse direction, divert 50% of the vehicles traveling along Columbus Drive westbound to Merseles southbound to the NJ Turnpike on-ramp. These vehicles should be diverted to Jersey Avenue southbound.

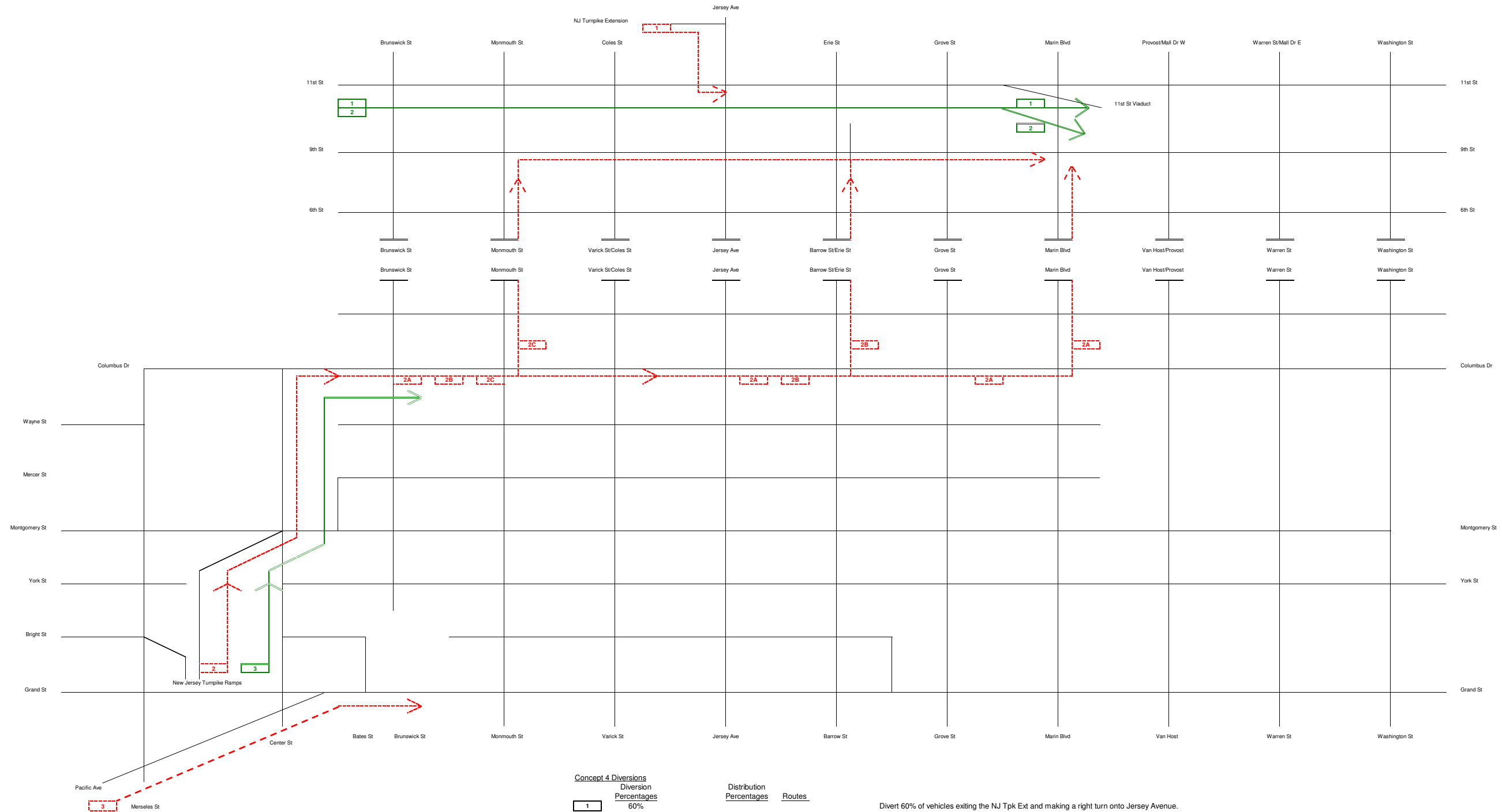
Divert 80% of the traffic originating from the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (560 vehicles in the AM and 325 vehicles in the PM), which are traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles should now travel northbound along Merseles Avenue, Monmouth Street and Jersey Avenue; and distribute into the network accordingly.

In the reverse direction, divert 80% of the traffic destined for the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (205 vehicles in the AM and 345 vehicles in the PM), traveling from Grand Street westbound to Pacific Street southbound. These vehicles should now travel southbound along Merseles Street and Jersey Avenue.

Divert 50% of vehicles exiting NJ Turnpike at Center Street and making a left turn onto westbound Columbus Drive and then southbound Merseles St. These vehicles should now travel northbound along (new) Merseles Street and make the turning movements on Grand Street. (distribute proportionally)

and distribute into the network accordingly.

Concept 4 Diversions



Concept 4 Diversions

| Diversion | Percentages |
|-----------|-------------|
| 1 | 60% |
| 2 | 33% |
| 3 | 10% |

Distribution Percentages

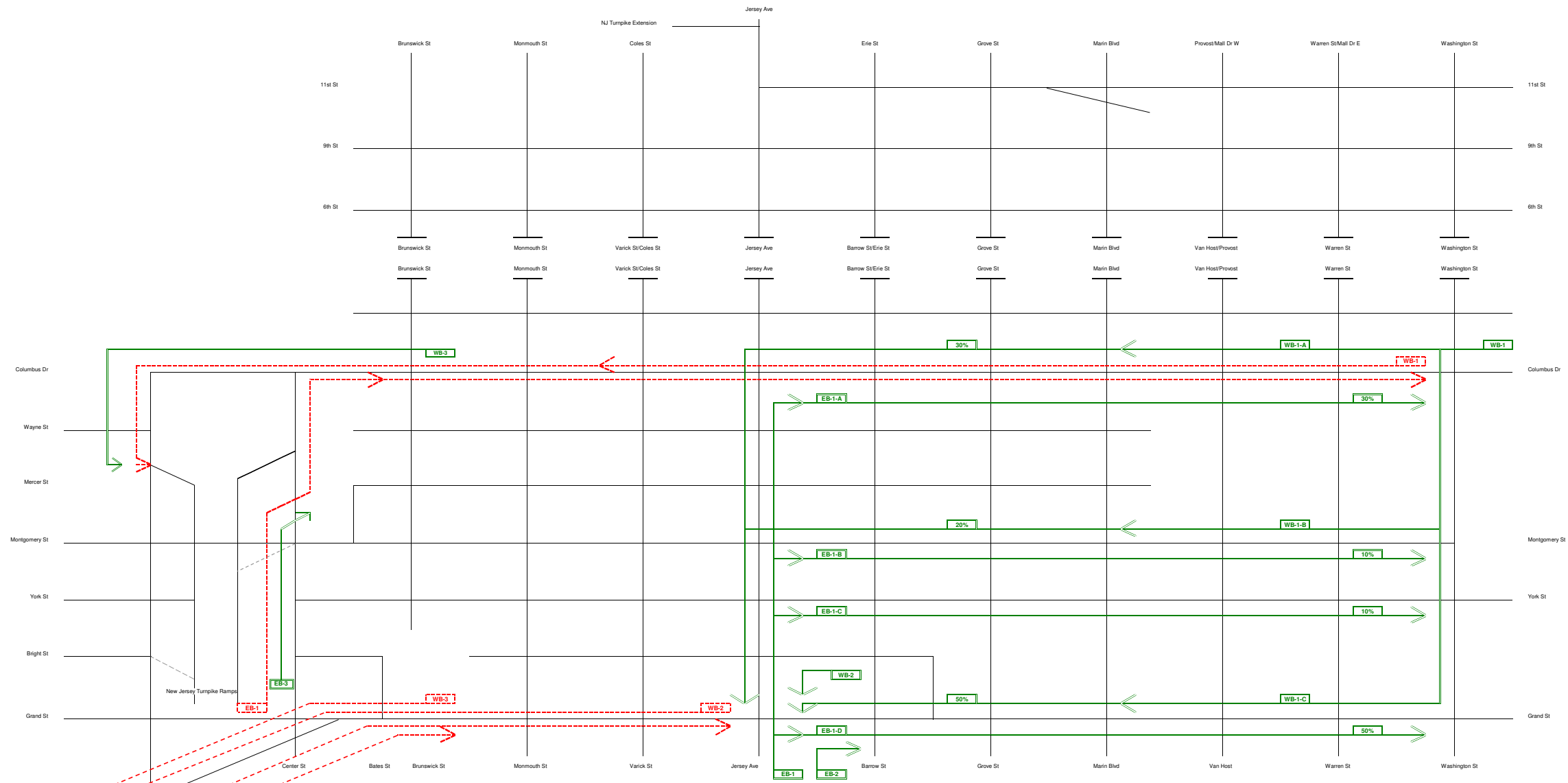
| Routes | Percentages |
|--------|-------------|
| 2-A | 33% |
| 2-B | 33% |
| 2-C | 33% |

Divert 60% of vehicles exiting the NJ Tpk Ext and making a right turn onto Jersey Avenue. These vehicles should now utilize the 11th Street Viaduct extension.

Divert 33% of vehicles exiting NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicle should now utilize the 11th Street Viaduct extension.

Divert 10% of the traffic traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles will now use the NJ Turnpike off-ramp onto Center Street, make a right turn onto Columbus eastbound, and distribute into the network accordingly.

Concept 1 and Concept 2 Diversions



Concept 1 and Concept 2 Diversions

| Diversions | | Distribution Percentages | | Routes |
|---------------|---|--------------------------|---------------|---------------|
| EB-1 | 40% (AM) | EB-1-A | 30% | Columbus St |
| | 50% (PM) | | EB-1-B | 10% |
| WB-1 | 40% (AM) | EB-1-C | 10% | York St |
| | | EB-1-D | 50% | Grand St |
| | 50% (PM) | WB-1-A | 30% | Columbus St |
| | | WB-1-B | 20% | Montgomery St |
| WB-1-C | 50% | Grand St | | |
| EB-2 | 90% of Liberty State Park Developments (Jersey City Liberty Access Study) | | | |
| WB-2 | 90% of Liberty State Park Developments (Jersey City Liberty Access Study) | | | |
| EB-3 | 10% | | | |
| WB-3 | 10% | | | |

EB-1 Divert 40% of the AM volumes and 50% of the PM volumes exiting the NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now travel along Jersey Avenue northbound and distribute into the network accordingly.

WB-1 In the reverse direction, divert 40% of the AM volume and 50% of the PM volume traveling along Columbus Drive westbound to Merseles southbound to the NJ Turnpike on-ramp. These vehicles should be diverted to Jersey Avenue southbound.

EB-2 Divert 90% of the traffic originating from the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (560 vehicles in the AM and 325 vehicles in the PM), which are traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles should now travel along Jersey Avenue northbound to Grand Street.

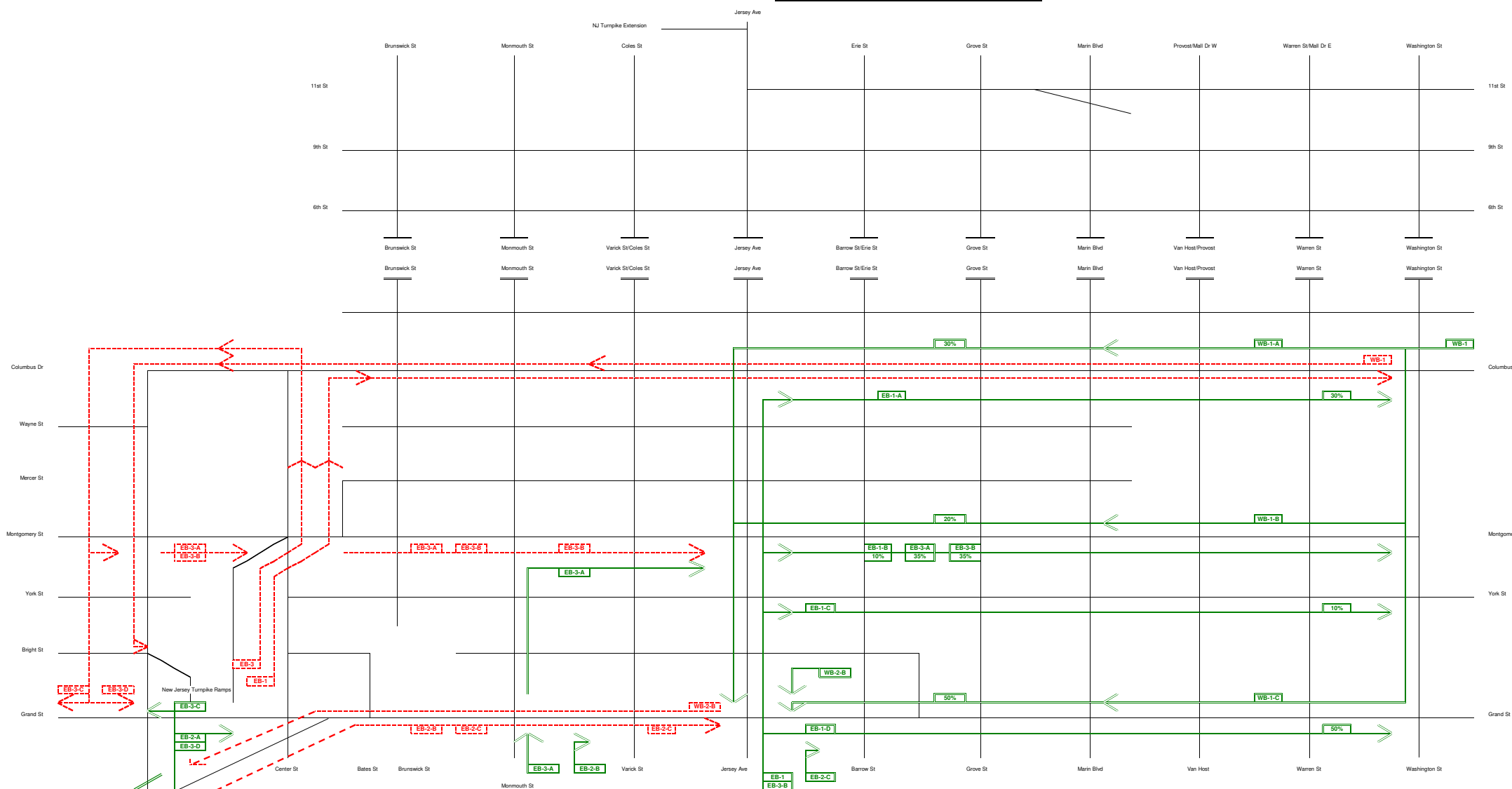
WB-2 In the reverse direction, divert 90% of the traffic destined for the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (205 vehicles in the AM and 345 vehicles in the PM), traveling from Grand Street westbound to Pacific Street southbound. These vehicles should now travel along Jersey Avenue southbound.

EB-3 Divert 10% of the traffic traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles will now use the new NJ Turnpike off-ramp onto Center Street, make a right turn onto Columbus eastbound, and distribute into the network accordingly.

WB-3 Divert 10% of the traffic traveling from Grand Street westbound to Pacific Street southbound. These vehicles are now traveling along Columbus Street westbound to Merseles Street southbound and using the new NJ Turnpike access on-ramp, north of the existing on-ramp.

Notes:
 - - - - - The routes from which vehicles are being diverted.
 ——— The routes to which vehicles are being diverted.
 Distribution percentages were adjusted to the proportion of the route and/or network volume patterns.

Concept 1 and Concept 3 Diversions



Concept 1 and Concept 3 Diversions

| Diversions | | Distribution Percentages | | Routes |
|-------------|-----|--------------------------|-----|---|
| EB-1 | 50% | EB-1-A | 30% | Columbus St |
| | | EB-1-B | 10% | Montgomery St |
| | | EB-1-C | 10% | York St |
| | | EB-1-D | 50% | Grand St |
| WB-1 | 50% | WB-1-A | 30% | Columbus St |
| | | WB-1-B | 10% | Montgomery St |
| | | WB-1-C | 10% | Grand St |
| EB-2 | 80% | EB-2-A | 33% | Merseles St |
| | | EB-2-B | 33% | Monmouth St |
| | | EB-2-C | 33% | Jersey Ave |
| WB-2 | 80% | WB-2-A | 50% | Merseles St |
| | | WB-2-B | 50% | Jersey Ave |
| EB-3 | 50% | EB-3-A | 35% | Montgomery St, divert north on Monmouth St |
| | | EB-3-B | 35% | Montgomery St, divert north on Jersey Ave |
| | | EB-3-C | 20% | Merseles St (SBR), divert to northbound Merseles St (NBL) |
| | | EB-3-D | 10% | Merseles St (SBL), divert to northbound Merseles St (NBR) |

Notes:
 - - - - - The routes from which vehicles are being diverted.
 ——— The routes to which vehicles are being diverted.
 Distribution percentages were adjusted to the proportion of the route and/or network volume patterns.

Divert 50% of vehicles exiting NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now travel along Jersey Avenue northbound and distribute into the network accordingly.

In the reverse direction, divert 50% of the vehicles traveling along Columbus Drive westbound to Merseles southbound to the NJ Turnpike on-ramp. These vehicles should be diverted to Jersey Avenue southbound.

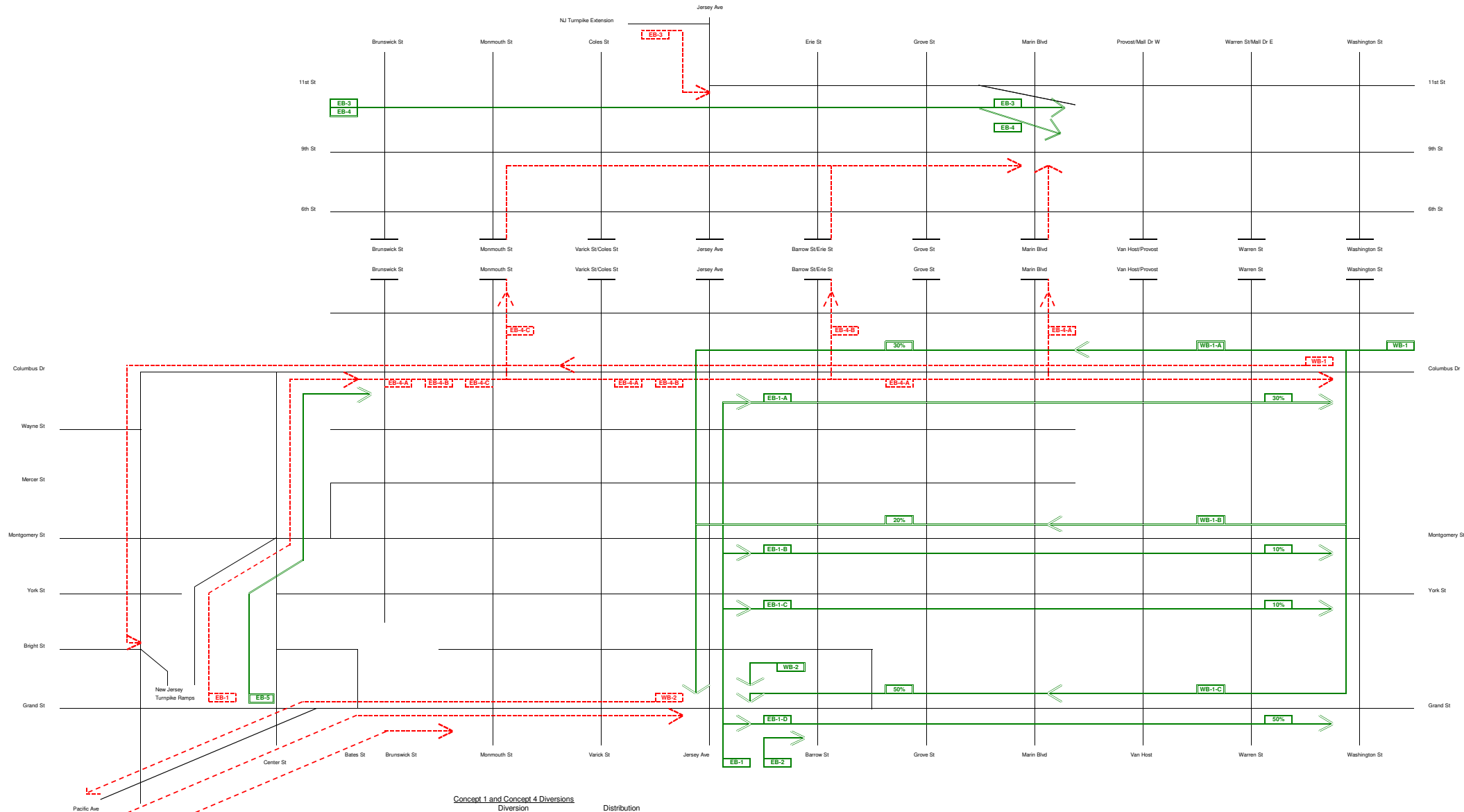
Divert 80% of the traffic originating from the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (560 vehicles in the AM and 325 vehicles in the PM), which are traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles should now travel northbound along Merseles Avenue, Monmouth Street and Jersey Avenue; and distribute into the network accordingly.

In the reverse direction, divert 80% of the traffic destined for the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (205 vehicles in the AM and 345 vehicles in the PM), traveling from Grand Street westbound to Pacific Street southbound. These vehicles should now travel southbound along Merseles Street and Jersey Avenue.

Divert 50% of vehicles exiting NJ Turnpike at Center Street and making a left turn onto westbound Columbus Drive and then southbound Merseles St. These vehicles should now travel northbound along (new) Merseles Street and make the turning movements on Grand Street. (distribute proportionally)

and distribute into the network accordingly.

Concept 1 and Concept 4 Diversions



Concept 1 and Concept 4 Diversions

| Diversion | Percentages | Distribution Percentages | Routes |
|-------------|---|--|---|
| EB-1 | 40% | EB-1-A 30% EB-1-B 10% EB-1-C 10% EB-1-D 50% | Columbus St Montgomery St York St Grand St |
| WB-1 | 40% | WB-1-A 30% WB-1-B 20% WB-1-C 50% | Columbus St Montgomery St Grand St |
| EB-2 | 80% of Liberty State Park Developments (Jersey City Liberty Access Study) | | |
| WB-2 | 80% of Liberty State Park Developments (Jersey City Liberty Access Study) | | |
| EB-3 | 60% | | |
| EB-4 | 33% | EB-4-A 33% EB-4-B 33% EB-4-C 33% | Main St reduction Barrow St reduction Monmouth St reduction |
| EB-5 | 10% | | |

EB-1 Divert 40% of the volumes exiting the NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now travel along Jersey Avenue northbound and distribute into the network accordingly.

WB-1 In the reverse direction, divert 40% of the volumes traveling along Columbus Drive westbound to Merseles southbound to the NJ Turnpike on-ramp. These vehicles should be diverted to Jersey Avenue southbound.

EB-2 Divert 80% of the traffic originating from the Liberty State Park Developments, detailed in the Jersey City Liberty Access Study (560 vehicles in the AM and 325 vehicles in the PM), which are traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles should now travel along Jersey Avenue northbound to Grand Street.

WB-2 In the reverse direction, divert 80% of the traffic destined for the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (205 vehicles in the AM and 345 vehicles in the PM), traveling from Grand Street westbound to Pacific Street southbound. These vehicles should now travel along Jersey Avenue southbound.

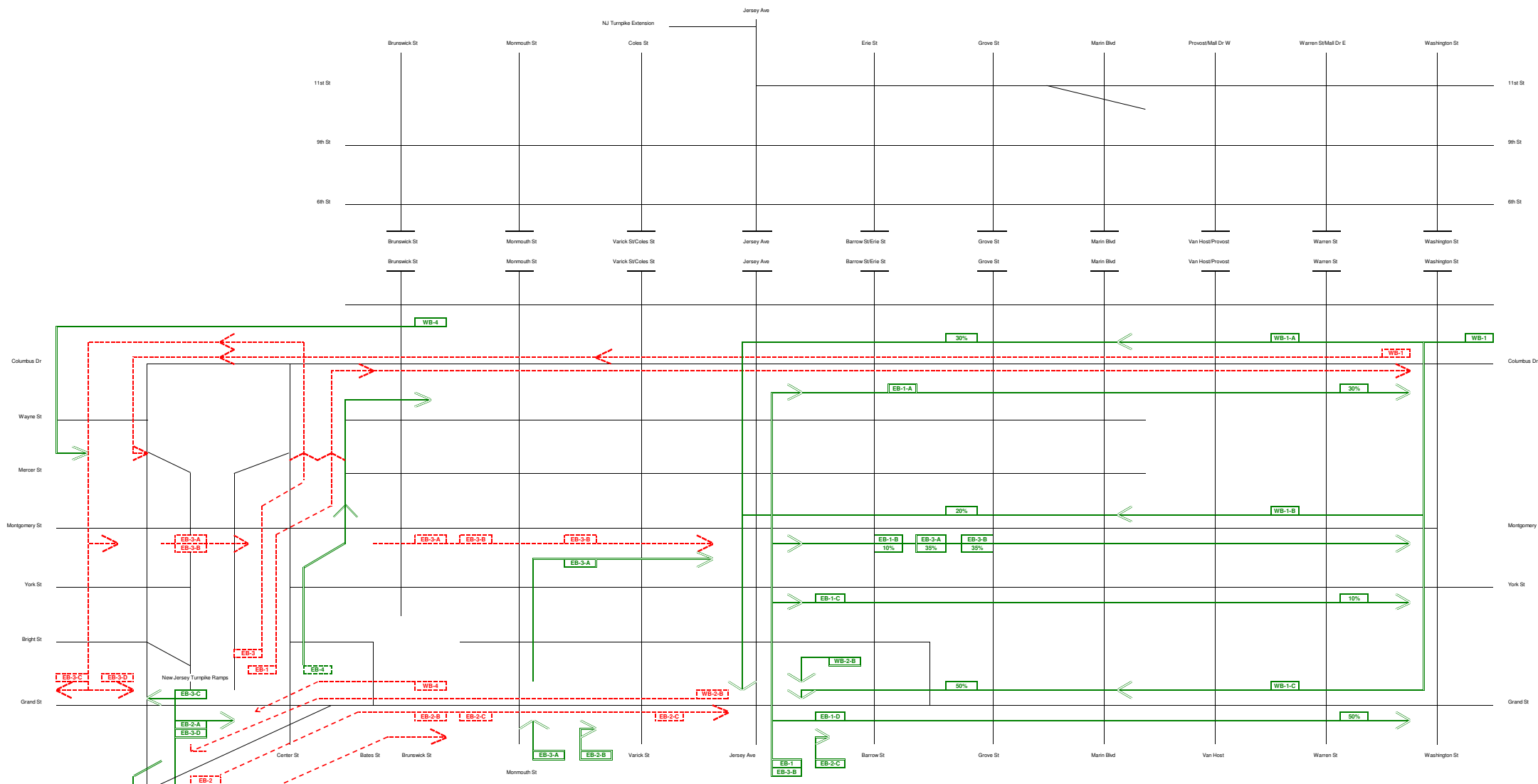
EB-3 Divert 40% of vehicles exiting the NJ Tpk Ext and making a right turn onto Jersey Avenue. These vehicles should now utilize the 11th Street Viaduct extension.

EB-4 Divert 33% of vehicles exiting NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now utilize the 11th Street Viaduct extension.

EB-5 Divert 10% of the traffic traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles will now use the NJ Turnpike off-ramp onto Center Street, make a right turn onto Columbus eastbound, and distribute into the network accordingly.

Notes:
 - - - - - The routes from which vehicles are being diverted.
 ————— The routes to which vehicles are being diverted.
 Distribution percentages were adjusted to the proportion of the route and/or network volume patterns.

Concept 2 and Concept 3 Diversions



Concept 2 and Concept 3 Diversions

| Diversions | | Distribution Percentages | | Routes |
|-------------|-----|--------------------------|-----|---|
| EB-1 | 50% | EB-1-A | 30% | Columbus St |
| | | EB-1-B | 10% | Montgomery St |
| | | EB-1-C | 10% | York St |
| | | EB-1-D | 50% | Grand St |
| WB-1 | 50% | WB-1-A | 30% | Columbus St |
| | | WB-1-B | 10% | Montgomery St |
| | | WB-1-C | 10% | Grand St |
| EB-2 | 80% | EB-2-A | 33% | Merseles St |
| | | EB-2-B | 33% | Monmouth St |
| | | EB-2-C | 33% | Jersey Ave |
| WB-2 | 80% | WB-2-A | 50% | Merseles St |
| | | WB-2-B | 50% | Jersey Ave |
| EB-3 | 50% | EB-3-A | 35% | Montgomery St, divert north on Monmouth St |
| | | EB-3-B | 35% | Montgomery St, divert north on Jersey Ave |
| | | EB-3-C | 20% | Merseles St (SBL), divert to northbound Merseles St (NBL) |
| | | EB-3-D | 10% | Merseles St (SBL), divert to northbound Merseles St (NBR) |
| EB-4 | 10% | | | |
| WB-4 | 10% | | | |

Divert 50% of vehicles exiting NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now travel along Jersey Avenue northbound and distribute into the network accordingly.

In the reverse direction, divert 50% of the vehicles traveling along Columbus Drive westbound to Merseles southbound to the NJ Turnpike on-ramp. These vehicles should be diverted to Jersey Avenue southbound.

Divert 80% of the traffic originating from the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (560 vehicles in the AM and 325 vehicles in the PM), which are traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles should now travel northbound along Merseles Avenue, Monmouth Street and Jersey Avenue; and distribute into the network accordingly.

In the reverse direction, divert 80% of the traffic destined for the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (205 vehicles in the AM and 345 vehicles in the PM), traveling from Grand Street westbound to Pacific Street southbound. These vehicles should now travel southbound along Merseles Street and Jersey Avenue.

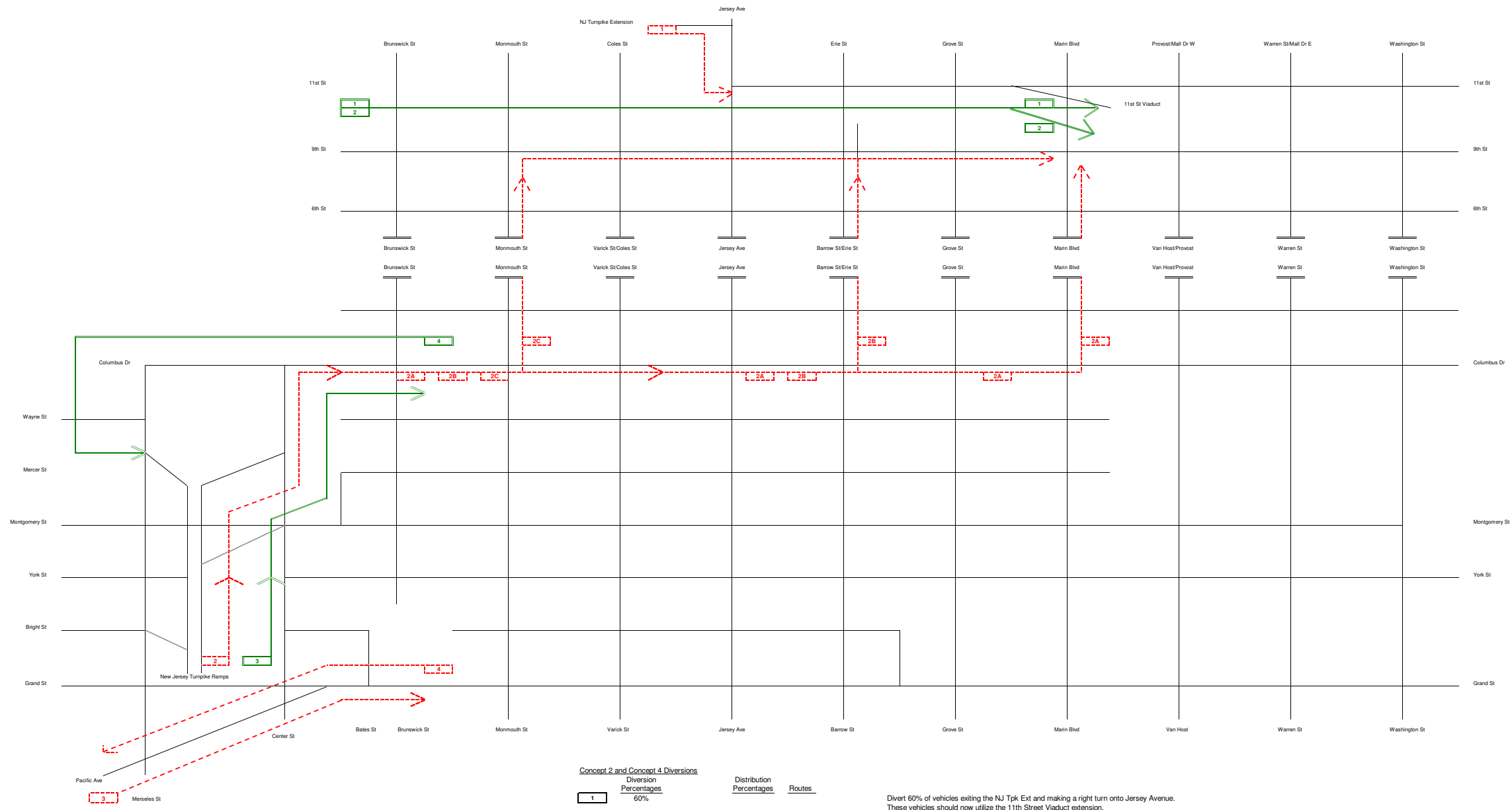
Divert 50% of vehicles exiting NJ Turnpike at Center Street and making a left turn onto westbound Columbus Drive and then southbound Merseles St. These vehicles should now travel northbound along (new) Merseles Street and make the turning movements on Grand Street. (distribute proportionally)

Divert 10% of the traffic traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles will now use the new NJ Turnpike off-ramp onto Center Street, make a right turn onto Columbus eastbound.

Divert 10% of the traffic traveling from Grand Street westbound to Pacific Street southbound. These vehicles are now traveling along Columbus Street westbound to Merseles Street southbound and using the new NJ Turnpike access on-ramp, north of the existing on-ramp.

Notes:
 - - - - - The routes from which vehicles are being diverted.
 ————— The routes to which vehicles are being diverted.
 Distribution percentages were adjusted to the proportion of the route and/or network volume patterns.

Concept 2 and Concept 4 Diversions



| Concept 2 and Concept 4 Diversions | | Distribution Percentages | | Routes |
|------------------------------------|-------------|--------------------------|---|--------|
| Diversion | Percentages | Distribution Percentages | Routes | |
| 1 | 60% | | | |
| 2 | 33% | 2-A 2-B 2-C | Main St reduction Barrow St/Erie St reduction Monmouth St reduction | |
| 3 | 15% | | | |
| 4 | 10% | | | |

Divert 60% of vehicles exiting the NJ Tpk Ext and making a right turn onto Jersey Avenue. These vehicles should now utilize the 11th Street Viaduct extension.

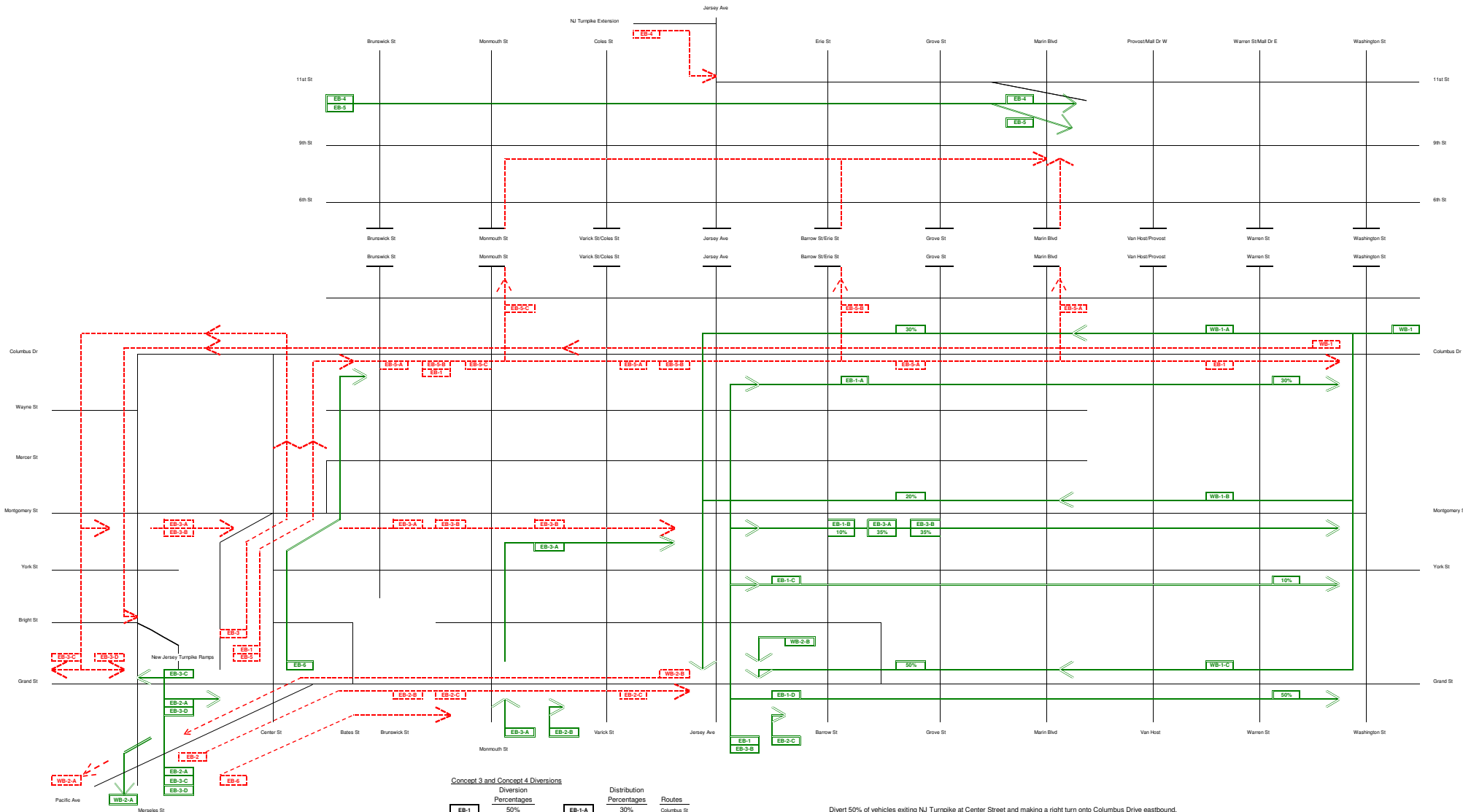
Divert 33% of vehicles exiting NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now utilize the 11th Street Viaduct extension.

Divert 15% of the traffic traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles will now use the NJ Turnpike off-ramp onto Center Street, make a right turn onto Columbus eastbound, and distribute into the network accordingly.

Divert 10% of the traffic traveling from Grand Street westbound to Pacific Street southbound. These vehicles are now traveling along Columbus Street westbound to Mercedes Street southbound and using the new NJ Turnpike access on-ramp, north of the existing on-ramp.

Notes:
 - - - - - The routes from which vehicles are being diverted.
 ——— The routes to which vehicles are being diverted.
 Distribution percentages were adjusted to the proportion of the route and/or network volume patterns.

Concept 3 and Concept 4 Diversions



| Concept 3 and Concept 4 Diversions | | Distribution Percentages | | Routes |
|------------------------------------|-------------|--------------------------|-------------|---|
| Diversion | Percentages | Diversion | Percentages | Routes |
| EB-1 | 50% | EB-1-A | 30% | Columbus St |
| | | EB-1-B | 10% | Montgomery St |
| | | EB-1-C | 10% | York St |
| | | EB-1-D | 50% | Grand St |
| WB-1 | 50% | WB-1-A | 30% | Columbus St |
| | | WB-1-B | 10% | Montgomery St |
| | | WB-1-C | 10% | Grand St |
| EB-2 | 80% | EB-2-A | 33% | Merseles St |
| | | EB-2-B | 33% | Monmouth St |
| | | EB-2-C | 33% | Jersey Ave |
| WB-2 | 80% | WB-2-A | 50% | Merseles St |
| | | WB-2-B | 50% | Jersey Ave |
| EB-3 | 50% | EB-3-A | 35% | Montgomery St, divert north on Monmouth St |
| | | EB-3-B | 35% | Montgomery St, divert north on Jersey Ave |
| | | EB-3-C | 20% | Merseles St (SBL), divert to northbound Merseles St (NBL) |
| | | EB-3-D | 10% | Merseles St (SBL), divert to northbound Merseles St (NBR) |
| EB-4 | 60% | | | |
| EB-5 | 33% | EB-5-A | 33% | Main St reduction |
| | | EB-5-B | 33% | Barrow St reduction |
| | | EB-5-C | 33% | Monmouth St reduction |
| EB-6 | 10% | | | |

Divert 50% of vehicles exiting NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now travel along Jersey Avenue northbound and distribute into the network accordingly.

In the reverse direction, divert 50% of the vehicles traveling along Columbus Drive westbound to Merseles southbound to the NJ Turnpike on-ramp. These vehicles should be diverted to Jersey Avenue southbound.

Divert 80% of the traffic originating from the Liberty State Park developments, detailed in the Jersey City Library Access Study (560 vehicles in the AM and 325 vehicles in the PM), which are traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles should now travel northbound along Merseles Avenue, Monmouth Street and Jersey Avenue; and distribute into the network accordingly.

In the reverse direction, divert 80% of the traffic destined for the Liberty State Park developments, detailed in the Jersey City Library Access Study (205 vehicles in the AM and 345 vehicles in the PM), traveling from Grand Street westbound to Pacific Street southbound. These vehicles should now travel southbound along Merseles Street and Jersey Avenue.

Divert 50% of vehicles exiting NJ Turnpike at Center Street and making a left turn onto westbound Columbus Drive and then southbound Merseles St. These vehicles should now travel northbound along (new) Merseles Street and make the turning movements on Grand Street. (distribute proportionally)

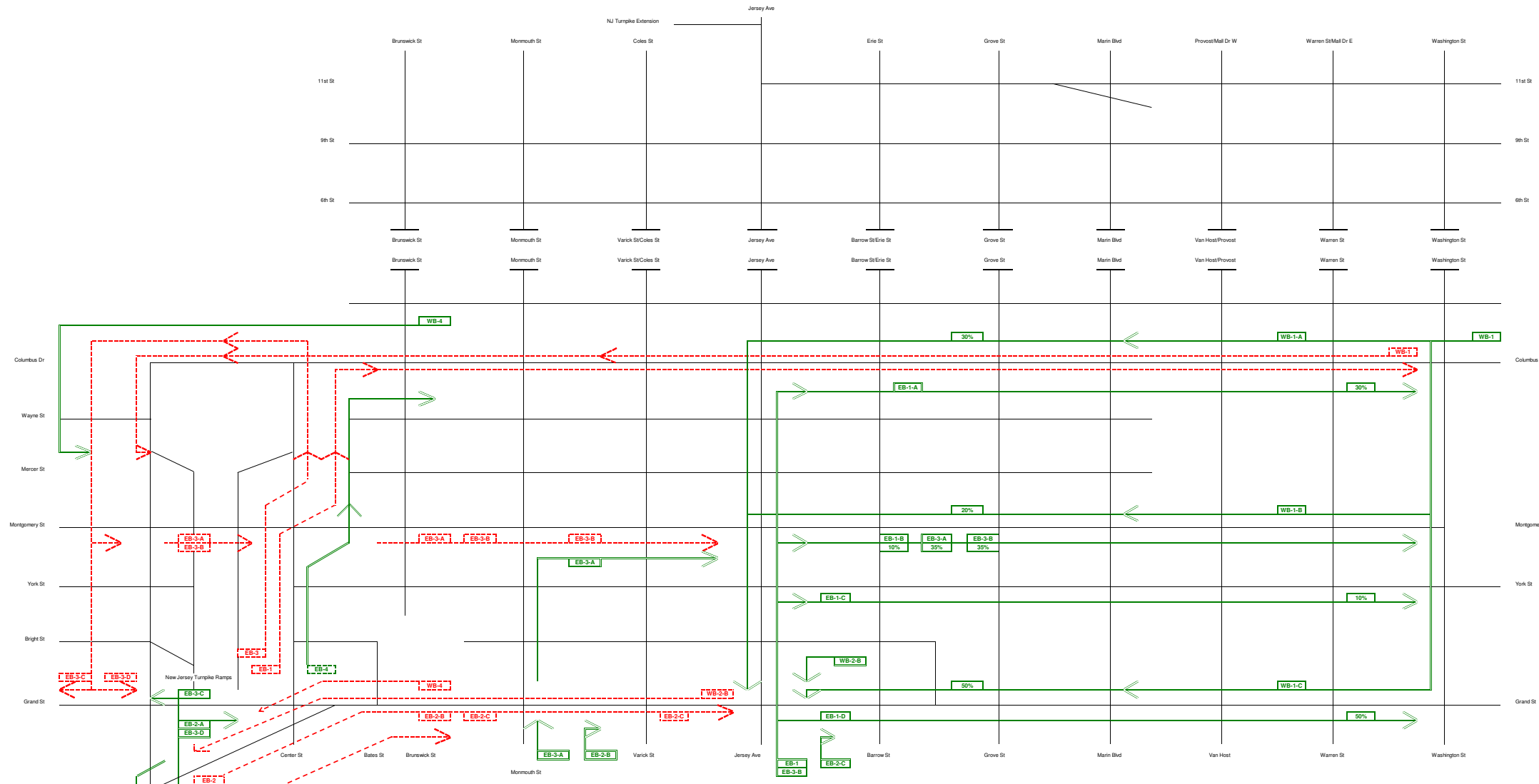
Divert 60% of vehicles exiting the NJ Tpk Exit and making a right turn onto Jersey Avenue. These vehicles should now utilize the 11th Street Viaduct extension.

Divert 33% of vehicles exiting NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now utilize the 11th Street Viaduct extension.

Divert 10% of the traffic traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles will now use the NJ Turnpike off-ramp onto Center Street, make a right turn onto Columbus eastbound, and distribute into the network accordingly.

Notes:
 - - - - - The routes from which vehicles are being diverted.
 ————— The routes to which vehicles are being diverted.
 Distribution percentages were adjusted to the proportion of the route and/or network volume patterns.

Concept 1, Concept 2 and Concept 3 Diversions



| Concept 1, Concept 2 and Concept 3 Diversions | | |
|---|--|---|
| Diversion Percentages | Distribution Percentages | Routes |
| EB-1 50% | EB-1-A 30% EB-1-B 10% EB-1-C 10% EB-1-D 50% | Columbus St Montgomery St York St Grand St |
| WB-1 50% | WB-1-A 30% WB-1-B 10% WB-1-C 10% | Columbus St Montgomery St Grand St |
| EB-2 80% | EB-2-A 33% EB-2-B 33% EB-2-C 33% | Merseles St Monmouth St Jersey Ave |
| WB-2 80% | WB-2-A 50% WB-2-B 50% | Merseles St Jersey Ave |
| EB-3 50% | EB-3-A 35% EB-3-B 35% EB-3-C 20% EB-3-D 10% | Montgomery St, divert north on Monmouth St Montgomery St, divert north on Jersey Ave Merseles St (SBL), divert to northbound Merseles St (NBL) Merseles St (SBL), divert to northbound Merseles St (NBR) |
| EB-4 10% | | |
| WB-4 10% | | |

Divert 50% of vehicles exiting NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now travel along Jersey Avenue northbound and distribute into the network accordingly.

In the reverse direction, divert 50% of the vehicles traveling along Columbus Drive westbound to Merseles southbound to the NJ Turnpike on-ramp. These vehicles should be diverted to Jersey Avenue southbound.

Divert 80% of the traffic originating from the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (560 vehicles in the AM and 325 vehicles in the PM), which are traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles should now travel northbound along Merseles Avenue, Monmouth Street and Jersey Avenue; and distribute into the network accordingly.

In the reverse direction, divert 80% of the traffic destined for the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (205 vehicles in the AM and 345 vehicles in the PM), traveling from Grand Street westbound to Pacific Street southbound. These vehicles should now travel southbound along Merseles Street and Jersey Avenue.

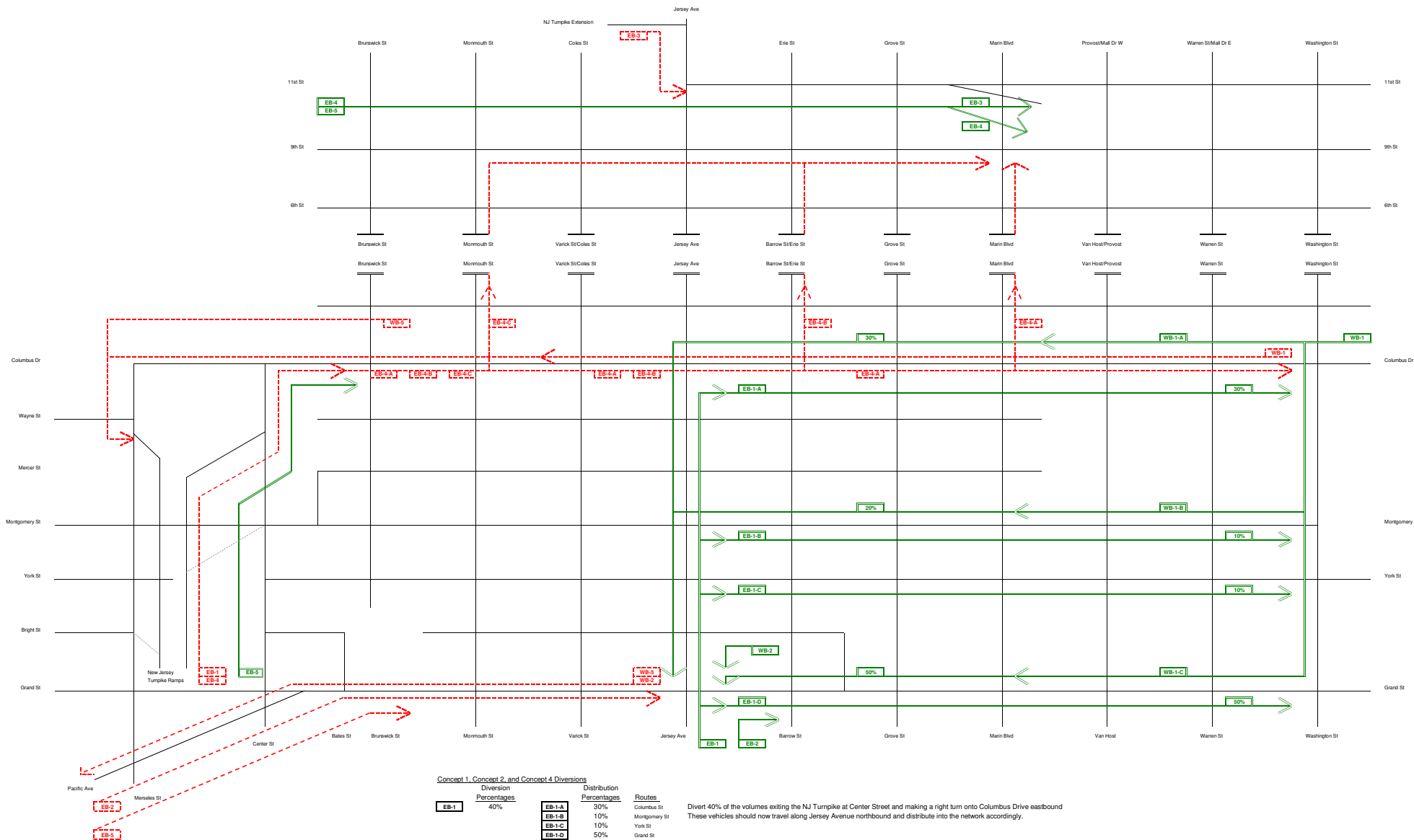
Divert 50% of vehicles exiting NJ Turnpike at Center Street and making a left turn onto westbound Columbus Drive and then southbound Merseles St. These vehicles should now travel northbound along (new) Merseles Street and make the turning movements on Grand Street. (distribute proportionally)

Divert 10% of the traffic traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles will now use the new NJ Turnpike off-ramp onto Center Street, make a right turn onto Columbus eastbound.

Divert 10% of the traffic traveling from Grand Street westbound to Pacific Street southbound. These vehicles are now traveling along Columbus Street westbound to Merseles Street southbound and using the new NJ Turnpike access on-ramp, north of the existing on-ramp.

Notes:
 - - - - - The routes from which vehicles are being diverted.
 _____ The routes to which vehicles are being diverted.
 Distribution percentages were adjusted to the proportion of the route and/or network volume patterns.

Concept 1, Concept 2, and Concept 4 Diversions



Concept 1, Concept 2, and Concept 4 Diversions

| Diversion | Percentages | Distribution Percentages | Routes |
|-------------|---|--|---|
| EB-1 | 40% | EB-1-A 30% EB-1-B 10% EB-1-C 10% EB-1-D 50% | Columbia St Montgomery St York St Grand St |
| WB-1 | 40% | WB-1-A 30% WB-1-B 20% WB-1-C 50% | Columbia St Montgomery St Grand St |
| EB-2 | 80% of Liberty State Park Developments (Jersey City Liberty Access Study) | | |
| WB-2 | 80% of Liberty State Park Developments (Jersey City Liberty Access Study) | | |
| EB-3 | 60% | | |
| EB-4 | 33% | EB-4-A 33% EB-4-B 33% EB-4-C 33% | Main St reduction Barrow St reduction Marmouth St reduction |
| EB-5 | 15% | | |
| WB-5 | 10% | | |

EB-1 Divert 40% of the volumes exiting the NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now travel along Jersey Avenue northbound and distribute into the network accordingly.

WB-1 In the reverse direction, divert 40% of the volumes traveling along Columbus Drive westbound to Merseles southbound to the NJ Turnpike on-ramp. These vehicles should be diverted to Jersey Avenue southbound.

EB-2 Divert 80% of the traffic originating from the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (560 vehicles in the AM and 325 vehicles in the PM), which are traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles should now travel along Jersey Avenue northbound to Grand Street.

WB-2 In the reverse direction, divert 80% of the traffic destined for the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (205 vehicles in the AM and 345 vehicles in the PM), traveling from Grand Street westbound to Pacific Street southbound. These vehicles should now travel along Jersey Avenue southbound.

EB-3 Divert 40% of vehicles exiting the NJ Tpk Ext and making a right turn onto Jersey Avenue. These vehicles should now utilize the 11th Street Viaduct extension.

EB-4 Divert 33% of vehicles exiting NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now utilize the 11th Street Viaduct extension.

EB-5 Divert 10% of the traffic traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles will now use the NJ Turnpike off-ramp onto Center Street, make a right turn onto Columbus eastbound, and distribute into the network accordingly.

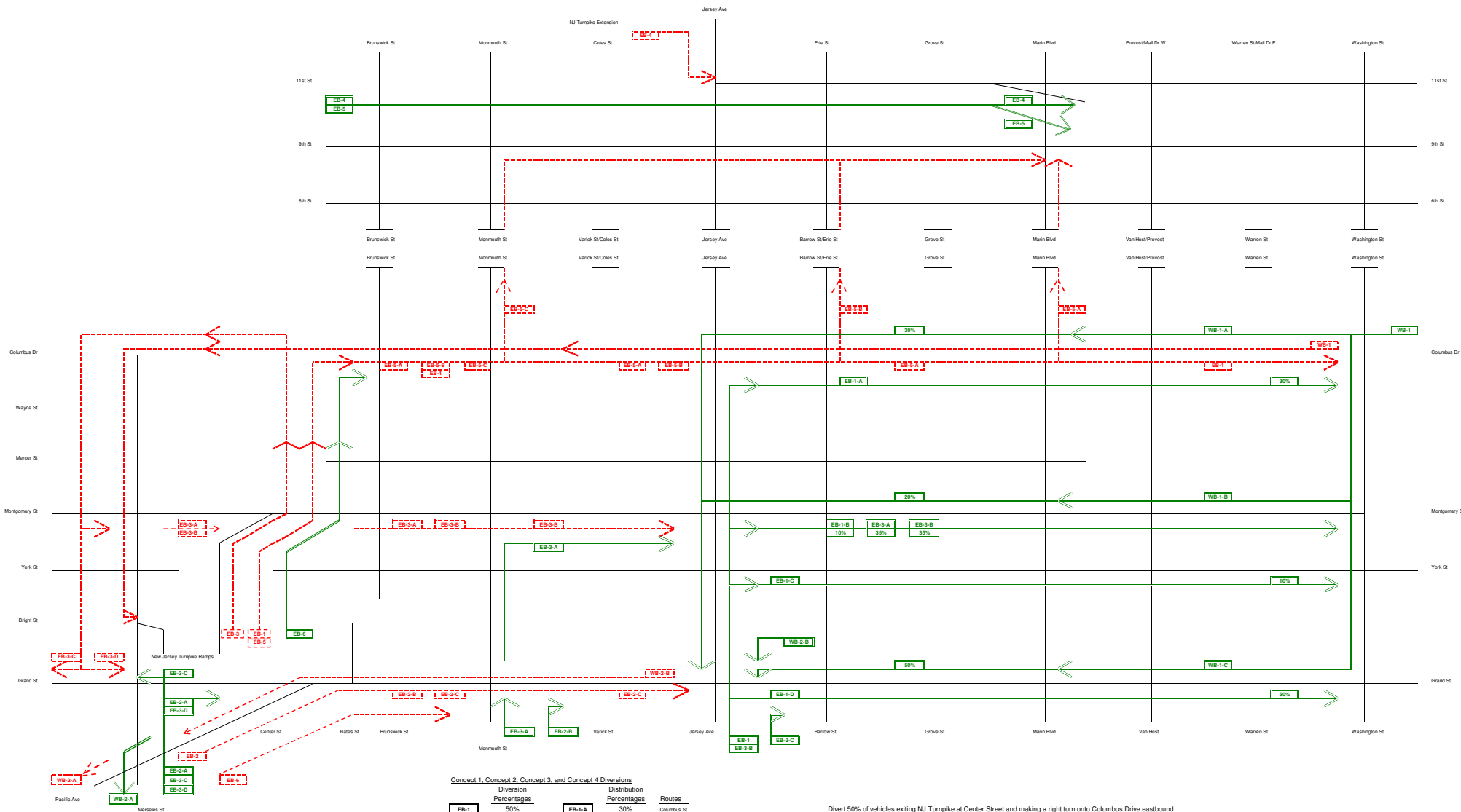
WB-5 Divert 10% of the traffic traveling from Grand Street westbound to Pacific Street southbound. These vehicles are now traveling along Columbus Street westbound to Merseles Street southbound and using the new NJ Turnpike access on-ramp, north of the existing on-ramp.

Vehicles that were traveling south on Merseles Street to access the NJ Turnpike on-ramp are now using the new NJ Turnpike access on-ramp, north of the existing on-ramp.

Vehicles that were using the NJ Turnpike off-ramp onto Center Street will now use the new NJ Turnpike off-ramp, north of the existing off-ramp.

Notes:
 - The routes from which vehicles are being diverted.
 - The routes to which vehicles are being diverted.
 Distribution percentages were adjusted to the proportion of the route and/or network volume patterns.

Concept 1, Concept 3, and Concept 4 Diversions



Concept 1, Concept 2, Concept 3, and Concept 4 Diversions

| Diversions | | Distribution Percentages | | Routes | |
|------------|-----|--------------------------|-----|---|--|
| EB-1 | 50% | EB-1-A | 30% | Columbus St | |
| | | EB-1-B | 10% | Montgomery St | |
| | | EB-1-C | 10% | York St | |
| | | EB-1-D | 50% | Grand St | |
| WB-1 | 50% | WB-1-A | 30% | Columbus St | |
| | | WB-1-B | 10% | Montgomery St | |
| | | WB-1-C | 10% | Grand St | |
| EB-2 | 80% | EB-2-A | 33% | Merseles St | |
| | | EB-2-B | 33% | Monmouth St | |
| | | EB-2-C | 33% | Jersey Ave | |
| WB-2 | 80% | WB-2-A | 50% | Merseles St | |
| | | WB-2-B | 50% | Jersey Ave | |
| EB-3 | 50% | EB-3-A | 35% | Montgomery St, divert north on Monmouth St | |
| | | EB-3-B | 35% | Montgomery St, divert north on Jersey Ave | |
| | | EB-3-C | 20% | Merseles St (SBL), divert to northbound Merseles St (NBL) | |
| | | EB-3-D | 10% | Merseles St (SBL), divert to northbound Merseles St (NBR) | |
| EB-4 | 60% | EB-4-A | 33% | Main St reduction | |
| | | EB-4-B | 33% | Barrow St reduction | |
| | | EB-4-C | 33% | Monmouth St reduction | |
| EB-5 | 10% | | | | |

Notes:
 - - - - - This routes from which vehicles are being diverted.
 ——— This routes to which vehicles are being diverted.
 Distribution percentages were adjusted to the proportion of the route and/or network volume patterns.

Divert 50% of vehicles exiting NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now travel along Jersey Avenue northbound and distribute into the network accordingly.

In the reverse direction, divert 50% of the vehicles traveling along Columbus Drive westbound to Merseles southbound to the NJ Turnpike on-ramp. These vehicles should be diverted to Jersey Avenue southbound.

Divert 80% of the traffic originating from the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (560 vehicles in the AM and 325 vehicles in the PM), which are traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles should now travel northbound along Merseles Avenue, Monmouth Street and Jersey Avenue; and distribute into the network accordingly.

In the reverse direction, divert 80% of the traffic destined for the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (205 vehicles in the AM and 345 vehicles in the PM), traveling from Grand Street westbound to Pacific Street southbound. These vehicles should now travel southbound along Merseles Street and Jersey Avenue.

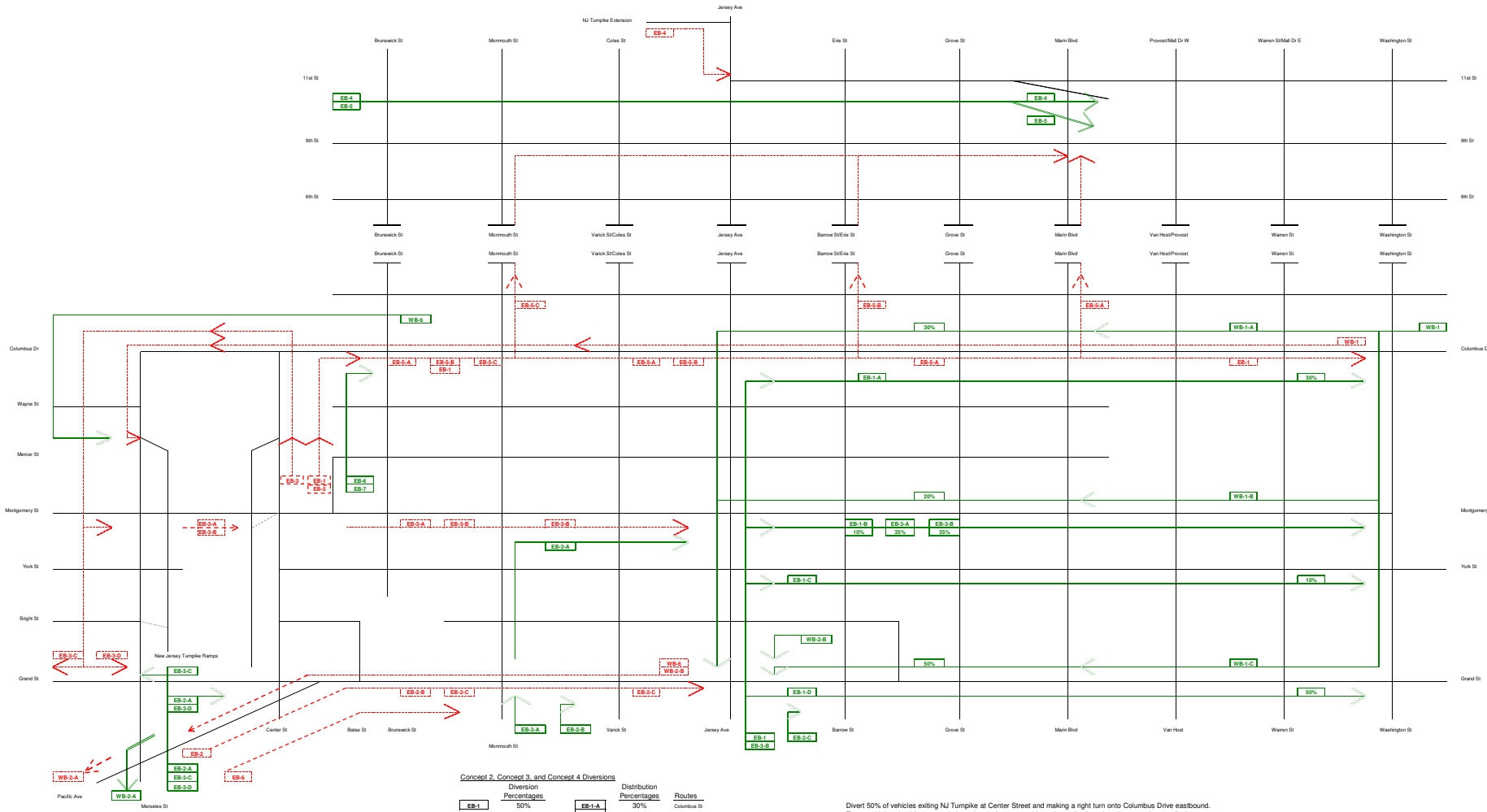
Divert 50% of vehicles exiting NJ Turnpike at Center Street and making a left turn onto westbound Columbus Drive and then southbound Merseles St. These vehicles should now travel northbound along (new) Merseles Street and make the turning movements on Grand Street. (distribute proportionally)

Divert 50% of vehicles exiting the NJ Tpk Exit and making a right turn onto Jersey Avenue. These vehicles should now utilize the 11th Street Viaduct extension.

Divert 33% of vehicles exiting NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now utilize the 11th Street Viaduct extension.

Divert 10% of the traffic traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles will now use the NJ Turnpike off-ramp onto Center Street, make a right turn onto Columbus eastbound, and distribute into the network accordingly.

Concept 2, Concept 3, and Concept 4 Diversions



| Concept 2, Concept 3, and Concept 4 Diversions | | Distribution | |
|--|-------------|--------------|-------------|
| Diversion | Percentages | Routes | Percentages |
| EB-1 | 50% | EB-1-A | 30% |
| | | EB-1-B | 10% |
| | | EB-1-C | 10% |
| WB-1 | 50% | WB-1-A | 30% |
| | | WB-1-B | 10% |
| | | WB-1-C | 10% |
| EB-2 | 80% | EB-2-A | 33% |
| | | EB-2-B | 33% |
| | | EB-2-C | 33% |
| WB-2 | 80% | WB-2-A | 50% |
| | | WB-2-B | 50% |
| EB-3 | 50% | EB-3-A | 35% |
| | | EB-3-B | 35% |
| | | EB-3-C | 20% |
| | | EB-3-D | 10% |
| EB-4 | 60% | EB-4-A | 33% |
| | | EB-4-B | 33% |
| | | EB-4-C | 33% |
| WB-4 | 10% | WB-4-A | 33% |
| | | WB-4-B | 33% |
| | | WB-4-C | 33% |

Notes:
 - The routes from which vehicles are being diverted.
 - The routes to which vehicles are being diverted.
 Distribution percentages were adjusted to the proportion of the route and/or network volume pattern.

Divert 50% of vehicles exiting NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now travel along Jersey Avenue northbound and distribute into the network accordingly.

In the reverse direction, divert 50% of the vehicles traveling along Columbus Drive westbound to Marseles southbound to the NJ Turnpike on-ramp. These vehicles should be diverted to Jersey Avenue southbound.

Divert 80% of the traffic originating from the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (960 vehicles in the AM and 325 vehicles in the PM), which are traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles should now travel northbound along Marseles Avenue, Monmouth Street and Jersey Avenue; and distribute into the network accordingly.

In the reverse direction, divert 80% of the traffic destined for the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (205 vehicles in the AM and 345 vehicles in the PM), traveling from Grand Street westbound to Pacific Street southbound. These vehicles should now travel southbound along Marseles Street and Jersey Avenue.

Divert 50% of vehicles exiting NJ Turnpike at Center Street and making a left turn onto westbound Columbus Drive and then southbound Marseles St. These vehicles should now travel northbound along (new) Marseles Street and make the turning movements on Grand Street. (distribute proportionally)

Divert 60% of vehicles exiting the NJ Tpk Ext and making a right turn onto Jersey Avenue. These vehicles should now utilize the 11th Street Viaduct extension.

Divert 33% of vehicles exiting NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now utilize the 11th Street Viaduct extension.

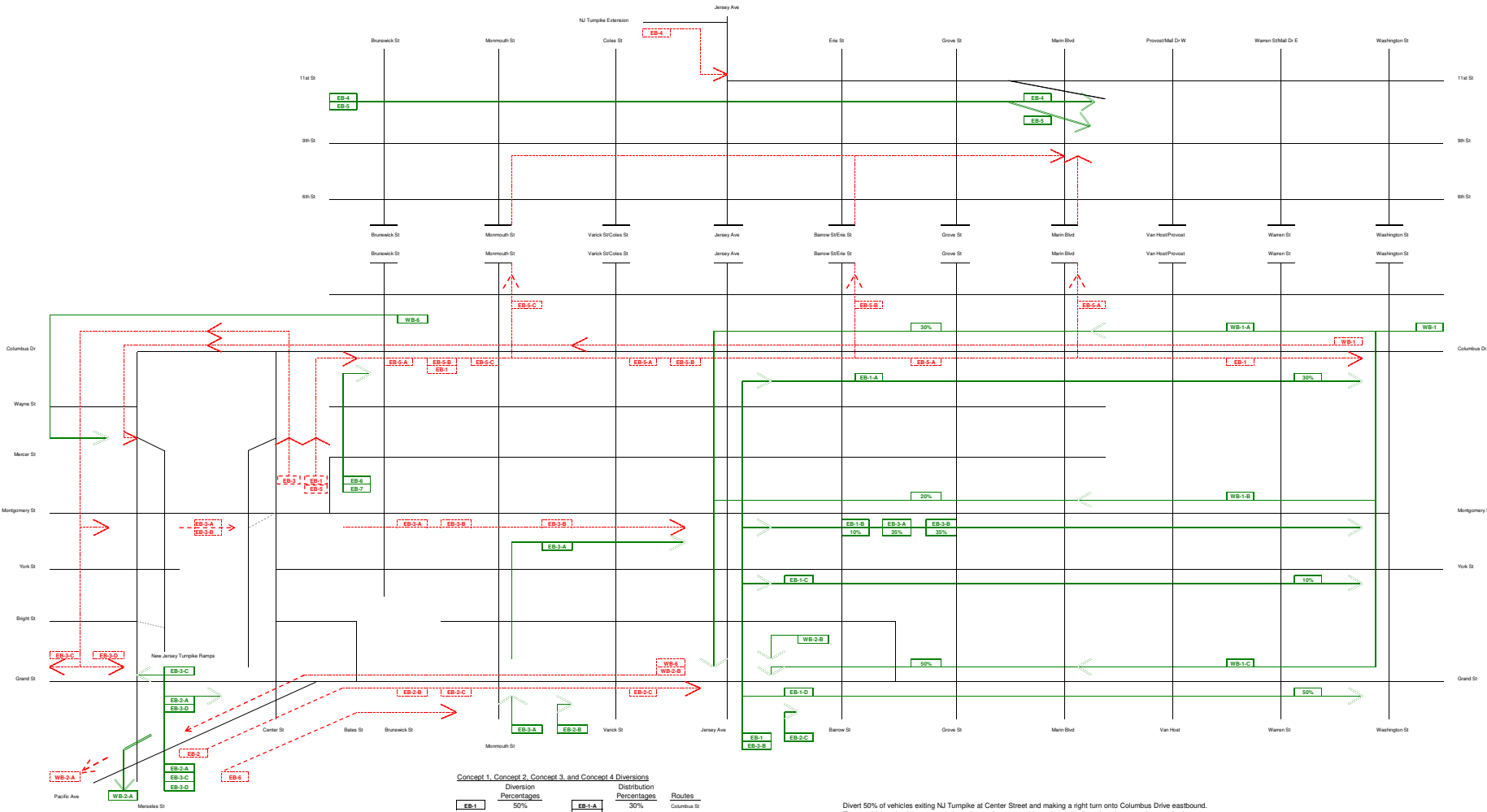
Divert 10% of the traffic traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles will now use the NJ Turnpike off-ramp onto Center Street, make a right turn onto Columbus eastbound, and distribute into the network accordingly.

Divert 10% of the traffic traveling from Grand Street westbound to Pacific Street southbound. These vehicles are now traveling along Columbus Street westbound to Marseles Street southbound and using the new NJ Turnpike access on-ramp, north of the existing on-ramp.

Vehicles that were traveling south on Marseles Street to access the NJ Turnpike on-ramp are now using the new NJ Turnpike access on-ramp, north of the existing on-ramp.

Vehicles that were using the NJ Turnpike off-ramp onto Center Street will now use the new NJ Turnpike off-ramp, north of the existing off-ramp.

Concept 1, Concept 2, Concept 3, and Concept 4 Diversions



Concept 1, Concept 2, Concept 3, and Concept 4 Diversions

| Diversion | Percentages | Distribution | Percentages | Routes |
|-----------|-------------|--------------|-------------|---|
| EB-1 | 50% | EB-1-A | 30% | Columbus St |
| | | EB-1-B | 10% | Montgomery St |
| | | EB-1-C | 10% | York St |
| | | EB-1-D | 50% | Grand St |
| WB-1 | 50% | WB-1-A | 30% | Columbus St |
| | | WB-1-B | 10% | Montgomery St |
| | | WB-1-C | 10% | Grand St |
| EB-2 | 80% | EB-2-A | 33% | Meresees St |
| | | EB-2-B | 33% | Monmouth St |
| | | EB-2-C | 33% | Jersey Ave |
| WB-2 | 80% | WB-2-A | 50% | Meresees St |
| | | WB-2-B | 50% | Jersey Ave |
| EB-3 | 50% | EB-3-A | 35% | Montgomery St, divert north on Monmouth St |
| | | EB-3-B | 35% | Montgomery St, divert north on Jersey Ave |
| | | EB-3-C | 20% | Meresees St (200'), divert to northbound Meresees St (200') |
| | | EB-3-D | 10% | Meresees St (200'), divert to northbound Meresees St (200') |
| EB-4 | 60% | | | |
| EB-5 | 33% | EB-5-A | 33% | Main St reduction |
| | | EB-5-B | 33% | Barrow St reduction |
| | | EB-5-C | 33% | Monmouth St reduction |
| EB-6 | 15% | | | |
| WB-4 | 10% | | | |

Notes:
 - The routes from which vehicles are being diverted.
 - The routes to which vehicles are being diverted.
 Distribution percentages were adjusted to the proportion of the route and/or network volume patterns.

Divert 50% of vehicles exiting NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now travel along Jersey Avenue northbound and distribute into the network accordingly.

In the reverse direction, divert 50% of the vehicles traveling along Columbus Drive westbound to Meresees southbound to the NJ Turnpike on-ramp. These vehicles should be diverted to Jersey Avenue southbound.

Divert 80% of the traffic originating from the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (960 vehicles in the AM and 325 vehicles in the PM), which are traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles should now travel northbound along Meresees Avenue, Monmouth Street and Jersey Avenue; and distribute into the network accordingly.

In the reverse direction, divert 80% of the traffic destined for the Liberty State Park developments, detailed in the Jersey City Liberty Access Study (205 vehicles in the AM and 345 vehicles in the PM), traveling from Grand Street westbound to Pacific Street southbound. These vehicles should now travel southbound along Meresees Street and Jersey Avenue.

Divert 50% of vehicles exiting NJ Turnpike at Center Street and making a left turn onto westbound Columbus Drive and then southbound Meresees St. These vehicles should now travel northbound along (new) Meresees Street and make the turning movements on Grand Street. (distribute proportionally)

Divert 60% of vehicles exiting the NJ Tpk Ext and making a right turn onto Jersey Avenue. These vehicles should now utilize the 11th Street Viaduct extension.

Divert 33% of vehicles exiting NJ Turnpike at Center Street and making a right turn onto Columbus Drive eastbound. These vehicles should now utilize the 11th Street Viaduct extension.

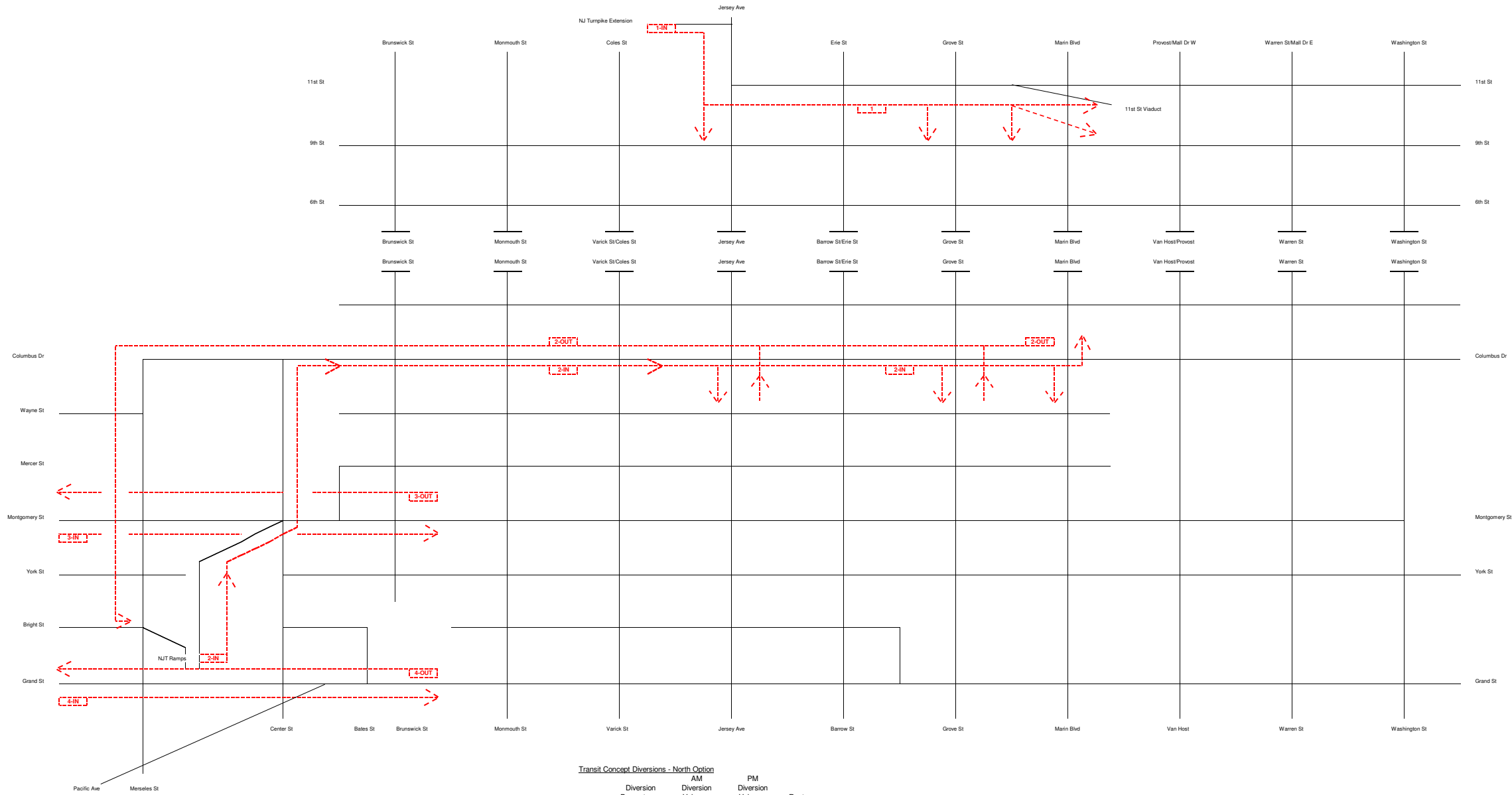
Divert 10% of the traffic traveling along Pacific Street northbound and making the right turn onto Grand Street eastbound. These vehicles will now use the NJ Turnpike off-ramp onto Center Street, make a right turn onto Columbus eastbound, and distribute into the network accordingly.

Divert 10% of the traffic traveling from Grand Street westbound to Pacific Street southbound. These vehicles are now traveling along Columbus Street westbound to Meresees Street southbound and using the new NJ Turnpike access on-ramp, north of the existing on-ramp.

Vehicles that were traveling south on Meresees Street to access the NJ Turnpike on-ramp are now using the new NJ Turnpike access on-ramp, north of the existing on-ramp.

Vehicles that were using the NJ Turnpike off-ramp onto Center Street will now use the new NJ Turnpike off-ramp, north of the existing off-ramp.

Transit Concept Diversions - North Option

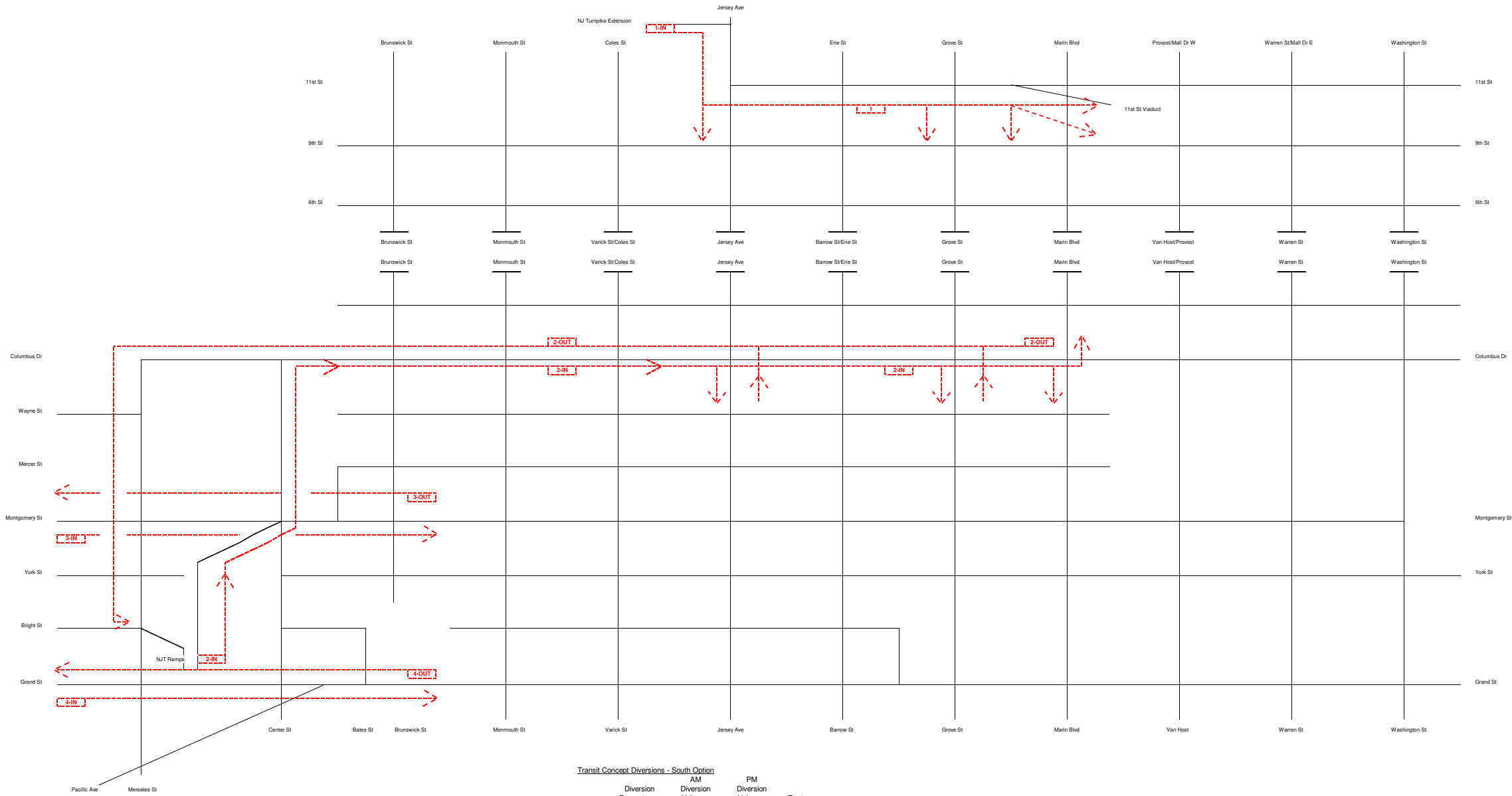


Transit Concept Diversions - North Option

| | Diversion Percentages | AM Diversion Volumes | PM Diversion Volumes | Routes |
|--------------|-----------------------|----------------------|----------------------|---|
| 1-IN | 80% | 224 | 96 | NJT Ext/Rt 139 Inbound - Divert network inbound vehicles exiting the NJ Tpk Ext, making a right turn onto Jersey Avenue and distributing into the network along local routes. (Ex: Jersey Ave, Grove St and Marin Blvd) These vehicles have been diverted to transit options. Outbound - Network outbound vehicles for the reverse movement, exit at a location outside the study area. |
| 1-OUT | 80% | 96 | 224 | |
| 2-IN | 10% | 28 | 12 | Columbus Dr Inbound - Divert network inbound vehicles exiting NJ Turnpike at Center Street, making a right turn onto Columbus Drive eastbound and distributing into the network along local routes. (Ex: Jersey Ave, Grove St and Marin Blvd) These vehicles have been diverted to transit options. Outbound - Divert network outbound vehicles traveling into Columbus Drive westbound, to Merseles southbound and into the NJ Turnpike on-ramp. These vehicles have been diverted to transit options. |
| 2-OUT | 10% | 12 | 28 | |
| 3-IN | 5% | 14 | 6 | Montgomery St Inbound - Divert network inbound traffic that traveling along Grand Street eastbound, and distribute into the network accordingly. These vehicles have been diverted to transit options. Outbound - Divert network outbound traffic traveling along Grand Street westbound. These vehicles have been diverted to transit options. |
| 3-OUT | 5% | 6 | 14 | |
| 4-IN | 5% | 14 | 6 | Grand Ave Inbound - Divert network inbound traffic that traveling along Grand Street eastbound, and distribute into the network accordingly. These vehicles have been diverted to transit options. Outbound - Divert network outbound traffic traveling along Grand Street westbound. These vehicles have been diverted to transit options. |
| 4-OUT | 5% | 6 | 14 | |

Notes:
 - - - - - The routes from which vehicles are being diverted.
 Distribution percentages were adjusted to the proportion of the route and/or network volume patterns.

Transit Concept Diversions - South Option



Transit Concept Diversions - South Option

| | Diversion Percentages | AM Diversion Volumes | PM Diversion Volumes | Routes |
|--------------|-----------------------|----------------------|----------------------|---|
| 1-IN | 20% | 56 | 24 | NJT Ext/Rt 139 Inbound - Divert network inbound vehicles exiting the NJ Tpk Ext, making a right turn onto Jersey Avenue and distributing into the network along local routes. (Ex: Jersey Ave, Grove St and Marin Blvd) These vehicles have been diverted to transit options. Outbound - Network outbound vehicles for the reverse movement, exit at a location outside the study area. |
| 1-OUT | 20% | 24 | 56 | |
| 2-IN | 40% | 112 | 48 | Columbus Dr Inbound - Divert network inbound vehicles exiting NJ Turnpike at Center Street, making a right turn onto Columbus Drive eastbound and distributing into the network along local routes. (Ex: Jersey Ave, Grove St and Marin Blvd) These vehicles have been diverted to transit options. Outbound - Divert network outbound vehicles traveling into Columbus Drive westbound, to Merseles southbound and into the NJ Turnpike on-ramp. These vehicles have been diverted to transit options. |
| 2-OUT | 40% | 48 | 112 | |
| 3-IN | 20% | 56 | 24 | Montgomery St Inbound - Divert network inbound traffic that traveling along Grand Street eastbound, and distribute into the network accordingly. These vehicles have been diverted to transit options. Outbound - Divert network outbound traffic traveling along Grand Street westbound. These vehicles have been diverted to transit options. |
| 3-OUT | 20% | 24 | 56 | |
| 4-IN | 20% | 56 | 24 | Grand Ave Inbound - Divert network inbound traffic that traveling along Grand Street eastbound, and distribute into the network accordingly. These vehicles have been diverted to transit options. Outbound - Divert network outbound traffic traveling along Grand Street westbound. These vehicles have been diverted to transit options. |
| 4-OUT | 20% | 24 | 56 | |

Notes:
 - - - - - The routes from which vehicles are being diverted.
 Distribution percentages were adjusted to the proportion of the route and/or network volume patterns.