



181 WEST HIGH STREET
SOMERVILLE, NJ 08876

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TRAFFIC IMPACT ANALYSIS

FOR

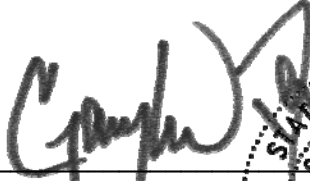
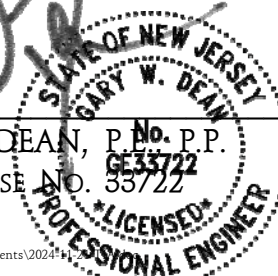
SHREE LAKSHMI VARDAYINI UR, LLC.

HARBOR STATION SOUTH

GENERAL DEVELOPMENT PLAN

BLOCK 751, LOTS 1, 1.06-1.10, 1.12, 1.14, 1.16
CITY OF BAYONNE
HUDSON COUNTY, NEW JERSEY

NOVEMBER 26, 2024


GARY W. DEAN, P.E. No. P.P. GE33722
NJ LICENSE NO. 35722



RIANNA KIRCHHOF, P.E.
NJ LICENSE No. 54558

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Hudson\Bayonne\Gupta Development\Documents\2024\

TRAFFIC ENGINEERING
PARKING STUDIES
HIGHWAY DESIGN
DOT ACCESS PERMITS
MUNICIPAL CONSULTING

INTRODUCTION

Shree Lakshmi Vardayini UR, LLC has submitted a General Development Plan (GDP) application to the City of Bayonne for multiple properties located along Chosin Few Way, Goldsborough Drive, and Flagship Street that would permit a 20-year approval vesting for multiple, mixed-use residential, commercial, and hospitality developments. The sites are designated as Lots 1, 1.06-1.10, 1.12, 1.14 and 1.16 and are located within the Redevelopment Zone HS-2 (Harbor Station South Redevelopment Plan). The entire development tract is approximately 19.65 acres and was the subject of a prior General Development Plan approved by the City. Appended Figure 1 to this report shows the general site vicinity. The properties are primarily undeveloped but for limited contractor yard use.

The General Development Plan includes up to 11,900 residential apartments, 500 hotel rooms and approximately 500,000 SF of neighborhood commercial spaces that is intended to serve the local residents on the peninsula. As part of the General Development Plan, the site design includes the completion of an internal street “grid” network that would connect to Goldsborough Drive, a future easterly extension of 40th Street (Veterans Memorial Boulevard) and to Flagship Street

Dolan & Dean Consulting Engineers, LLC (D&D) has been retained by the applicant to prepare this Traffic Impact Analysis for the GDP. This study provides a comprehensive review of traffic conditions surrounding the GDP parcels that also takes into consideration other pending GDP applications on neighboring sites as well as other, approved site plan applications in the site vicinity. Finally, this study also considers the traffic changes associated with a Highway Access application to NJDOT by Costco for a new direct access to/from Route 440 that is intended to address access and circulation issues along Goldsborough Road.

The purpose of this study for the GDP application is to evaluate the adequacy of the roadway system to accommodate the new traffic and identify roadway/intersection improvements that will be needed to best accommodate the projected traffic. This study identifies the projected traffic increases based on actual trip generation studies recently conducted at the KRE Bay 151 project on Chosin Few Way to derive “site specific” typical traffic that can be used to extrapolate for



continued, high density residential development with the Harbor Station South Redevelopment area. With these projections along with other known development projects, the total traffic for the full “build-out” of the peninsula can be estimated to assess the future impacts on the adjacent roadway system that could occur from the full redevelopment efforts. This study has examined the ability of the roadway system to accommodate the new traffic demand safely and efficiently.

Accordingly, this analysis includes the following information:

- A review of the existing roadway and current traffic conditions in the site vicinity, including roadway configuration, and traffic volumes and operations
- Conduct of new traffic volume counts to assess current traffic operations and to obtain empirical data for the traffic characteristics of existing buildings recently completed along Chosin Few Way.
- A projection of traffic volumes that could be generated by the full development under the subject GDP along with traffic from neighboring sites, based on trip generation rates as developed through the recent research data collected at similar facilities.
- An analysis of existing and future driveway and roadway capacities, considering the traffic generated by the subject development.
- A determination of future, off-tract roadway and intersection improvements that would be needed to accommodate the projected traffic from not only the subject GDP sites, but other anticipated neighboring developments.



EXISTING CONDITIONS

The GDP sites are located north of Goldsborough Drive, west of Flagship Street and bound by Chosin Few Way to the west and the future expansion of 40th Street to the north. The properties are designated as Lots 1, 1.06-1.10, 1.12, 1.14 and 1.16 in the City of Bayonne in Hudson County. The site is currently undeveloped as shown and is located approximately 0.5 miles from the 34th Street Light Rail Station.



EXISTING ROADWAY CONDITIONS

Goldsborough Drive is a two-way east/west, local roadway under city jurisdiction. The roadway provides one lane in each travel direction with turning lanes at select intersections. There is a posted speed limit of 25 miles per hour. Parking is not permitted along either side of the roadway along the site frontage. Sidewalks are provided along both sides of the roadway to the east and the west of the site but there is no existing sidewalk along the site frontage. That section would be added as part of future site plan application.

Chosin Few Way is a two-way north/south, local roadway under city jurisdiction. The roadway provides one lane in each travel direction. There is a posted speed limit of 25 miles per hour. Sidewalks are provided along the western side of the roadway. Parking is neither expressly permitted nor prohibited along either side of the roadway, though as future development occurs, consideration should be given to a parking prohibition.

Flagship Street is a two-way north/south, local roadway under city jurisdiction. The roadway provides one lane in each travel direction. There is a non-posted, assumed statutory speed limit of



25 miles per hour. Sidewalks are provided along the eastern side of the roadway and along the western side of the roadway south of Stanley Avenue. Parking is permitted along either side of the roadway north of Stanley Avenue unless otherwise noted and is only permitted on the eastern side of the roadway south of Stanley Avenue.

EXISTING TRAFFIC VOLUMES

To examine the existing roadway and intersection conditions that could be affected by new site traffic, manual turning movement traffic volume counts were recently conducted during weekday morning and evening periods when area traffic is typically at peak levels.

To address the traffic conditions during these peak traffic periods, vehicular traffic counts were recently performed on Tuesday, October 29, 2024, from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:30 p.m. at the following intersections:

- ▶ Chosin Few Way/Shopping Plaza Driveway & Goldsborough Drive
- ▶ Chosin Few Way & E. 40th Street
- ▶ Chosin Few Way & Bay 151 Residential Development Driveway
- ▶ E. Centre Street & Gould Street/Bay 151 Residential Development Driveway

Appended Figures 2a and 2b show the weekday morning and evening network peak hour volumes. In this study, traffic volume data obtained from traffic reports by Stonefield Engineering (2022, for Boraie) and Atlantic Traffic (2024, for Costco) was also evaluated.

EXISTING TRAFFIC CONDITIONS

While traffic volumes provide a measure of activity on the area roadway system, it is also important to evaluate how well that system can accommodate those volumes -i.e., a comparison of peak hour traffic volumes with available roadway capacity. By definition, capacity represents the maximum number of vehicles that can be accommodated given the constraints of roadway geometry, environment, traffic characteristics, and controls. Intersections are usually the critical point in any road network since it is at such points that conflicts exist between through, crossing, and turning traffic. It is at these locations where congestion is most likely to occur. A description of intersection Levels of Service is noted below:



INTERSECTION LEVELS OF SERVICE AND DELAY		
Level of Service	Signalized Delay/Vehicle (seconds)	Unsignalized Delay/Vehicle (seconds)
A	< 10.0	<0-10
B	>10 and <20	>10 to <15
C	>20 and < 35	>15 to <25
D	>35 and < 55	> 25 to <35
E	>55 and < 80	> 35 to <50
F	> 80	>50

A volume/capacity, Level of Service analysis was conducted for the existing traffic volumes at the subject intersections using the updated Highway Capacity Manual (HCM) and the Synchro (Version 11) modeling software that follows the HCM procedures. This type of analysis is performed to assess intersection operations and to identify any areas of excessive delay or congestion. The Level of Service results for the existing conditions are summarized on appended Figure 3.

Based on this analysis, it was found that all movements at the study intersections generally operate at acceptable Levels of Service “D” or better during the morning and evening peak hours with a few notable exceptions. Specifically, the northbound and southbound movements at the intersection of Goldsborough Drive & Chosin Few Way currently operate with long delays and congestion resulting in LOS F conditions.

The intersection constraints at Chosin Few Way are directly attributed to congestion at the neighboring intersection of Goldsborough Drive & the Costco Driveway/Shopping Plaza Driveway intersection which also operate at Level of Service “F” during the morning and evening peak hours. The congestion at this particular intersection - that is directly attributable to Costco - extends to the east to Chosin Few Way resulting in poor operations.

As will be further discussed in this report, pending application to NJDOT for direct access/egress to Route 440 will address much of the congestion along Goldsborough Road. Combined with other intersection improvements that will be needed as development progresses on the peninsula, the future traffic can be property accommodated at favorable Levels of Service.



TRAFFIC CHARACTERISTICS OF THE PROPOSED MIXED-USE BUILDING

PROJECTED TRIP GENERATION

Data compiled by the Institute of Transportation Engineers (ITE) is typically used to forecast trip generation for new development when the end-user is not known. Where possible and as a preferred means to project future traffic potential more accurately, the ITE Trip Generation Manual Handbook recommends collecting site-specific data in lieu of using the ITE research trip data.

Given the unique characteristics of the existing residential development on the peninsula, access to the Hudon Bergen Light Rail (HBLR) line with local stops at 34th and 45th Streets, increased work-from-home options and reduced commuting, it was felt that the best means to most accurately predict future traffic generation for continued development would be to measure current trends at other new buildings near the site. As such, the use of observed traffic patterns and determining the traffic generation rate per unit would best predict the traffic associated with the GDP phases for the proposed developments.

Table I summarizes the peak hour trips as counted by field staff at the existing Bay 151 413-unit (occupied) residential development located directly northwest of the site on Chosin Few Way. From this data, the weekday morning and evening peak hour rates per unit were then calculated.

TABLE I
EXISTING RESIDENTIAL TRIP GENERATION – BAY 151
413 UNIT DEVELOPMENT

Morning Peak Hour			Evening Peak Hour		
Enter	Exit	Total	Enter	Exit	Total
21	47	68	50	41	91
0.16 Trips/Unit			0.22 Trips/Unit		

These rates were then applied to the proposed development of the subject GDP application for 11,900 units as well as neighboring sites that could bring the total remaining residential development on the peninsula to up to 16,000 residential units. As the proposed apartment uses



are essentially identical to the Bay 151 units in terms of market demographic, location, size, amenities, etc, as studied in Table 1, the trip generation rates calculated in Table 1 were used to forecast the traffic demand of the proposed development under the GDP. Table II summarizes an "unadjusted" projected traffic associated with the proposed development based on current conditions found on the peninsula.

TABLE II
UNADJUSTED TRIP GENERATION
16,000 UNIT TOTAL DEVELOPMENT

Morning Peak Hour			Evening Peak Hour		
Enter	Exit	Total	Enter	Exit	Total
791	1,769	2,560	1,934	1,586	3,520

Aside from the HBLR and driving options, the area developers intend to provide "ZipCar"/car rental options and an on-site shuttle/jitney service for future residents to provide access (at minimum) to the HBLR station, shopping destinations and the future ferry service to be located directly east of the site along Goldsborough Road. While currently in the final planning and permitting phases, the ferry terminal with service to/from Manhattan is expected to be advanced so that the service will be operational in 2025 - well before the first development phases of the GDP are approved, constructed and occupied. Given the close proximity of the terminal, it will become a very attractive commuting option for future residents that may also reduce current peninsula traffic from existing residents who now use either the HBLR or who currently drive and would then switch to a ferry.

To gauge the potential ferry use, census data from a similar waterfront area in the Harborside area of Jersey City (Tract 74) where ferry transportation to/from Manhattan is available, along with HBLR. As an analogous area in Hudson County, future ferry service on the peninsula could follow a similar pattern with approximately 20% of residents who commute to work would use a ferry. With the provision of on-site local shuttle service, it is not unreasonable for automobile use to be even lower than assumed in this initial study for the GDP. However, for a conservative traffic study, it is assumed that the future development phases will operate similarly, thus a 20% reduction was applied to the trip generation noted in Table II for future ferry use. Table III below



shows the vehicle trip generation once a 20% credit for ferry trips has been applied to the trip generation in Table II.

TABLE III
PROJECTED TRIP GENERATION WITH FERRY CREDITS
GDP PLAN

Morning Peak Hour			Evening Peak Hour		
Enter	Exit	Total	Enter	Exit	Total
633	1,415	2,048	1,547	1,269	2,816

Vehicular trips were also projected for the 500-rooms of hotel use proposed on the site. Given the cruise ship terminal also on the peninsula, it is not unreasonable that many of the hotel trips will originate from cruise passengers and will not necessarily be “new” traffic to the area roads. Additionally, most lodging trips occur outside of peak traffic hours, particularly for later evening arrivals and weekend traffic. Using ITE estimates as guide and accounting for a modest internal “capture” of 50 trips from existing cruise-related traffic, this study included 100 lodging trips during the morning and evening peak hour. The total trip generation with trips for the hotel and ferry credits is shown on Table IV below.

TABLE IV
PROJECTED TOTAL DEVELOPMENT TRIP GENERATION WITH FERRY CREDITS
16,000 UNIT RESIDENTIAL AND 500-ROOM HOTEL

Morning Peak Hour			Evening Peak Hour		
Enter	Exit	Total	Enter	Exit	Total
683	1,465	2,148	1,597	1,319	2,916

Lastly, the subject GDP application also includes provisions for up to 500,000 SF of commercial space. Given the limited amenities that currently exist for residents on the peninsula, the commercial and retail components are not assumed to attract “destination” traffic and would service the influx of new residents so that travel off of the peninsula is not required for day-to-day needs. Facilities such as child care, fitness, personal services, and convenience-oriented retail and restaurants generally would not be marketed to cater to customers other than from within the immediate area. As such and consistent with traffic studies for other mixed-use sites with



neighborhood retail/commercial components in Jersey City and Hoboken, no traffic generation was assumed for these uses. As specific development applications are submitted - potentially with known end-use tenants, refinements in the traffic projection models can be made at the time of site applications.

The site-generated traffic volumes associated with the subject GDP plan and neighboring GDP applications were routed based on the observations of current existing traffic flows, as well as previously approved development routing in the site vicinity from traffic studies conducted for other applications.

The site generated distribution can be seen on Figures 4a and 4b and the site generated traffic volumes Figures 5a and 5b.



FUTURE CONDITIONS

FUTURE TRAFFIC VOLUMES

It is recognized that traffic routinely fluctuates along various state and county roadways, as well as local streets, and varies not only day-to-day, but also on a monthly and yearly basis. As a result of both normal "background" traffic increases, (attributed to continued regional growth and changes in driver demographics), as well as new traffic generated by specific projects, traffic demands on the roadways in the vicinity of the site may increase over current demands (at least to some degree), even if no changes were to occur on the subject property, irrespective of the uses permitted.

While regional traffic growth patterns compiled by the New Jersey Department of Transportation (NJDOT) are often used in traffic studies, the unique nature of the development on the peninsula makes for a "self-contained" environment that is not subject to ambient traffic growth per se. As such, traffic from all new development potential is taken into consideration in this study and accounts for background traffic growth. To be described below, traffic increases will come from specific continued development on the peninsula and was included in this study from the specific development parcels.

Development sites by KRE, Forgione, Atlantic Realty and Boraie all have been approved in the area that will generate additional trips to the roadway network in the area. Where available, traffic studies for each of these projects were reviewed and the traffic from each of these sites was included as part of the "no-build" traffic projections (that exclude the subject GDP sites).

As also noted, the Costco to the west of the site is seeking DOT approval for a right-in/right-out driveway along New Jersey Route 440. As a result, a significant volume of Costco trips on Goldsborough Road will remain on the highway and will be rerouted to the new right-in/right-out driveway along Route 440.

The total additional trips from the recently approved/under construction development and the Costco rerouted trips were added to the future base volumes to establish the "no-build" volumes. The "no-build" traffic volumes are shown on appended Figure 6a and 6b.



Once those base volumes were established, the total future “build” traffic volumes that include the total 16,000 units (and 500 lodging rooms) under the subject and neighboring site GDP applications were then added to the “no-build” volumes to give a total future composite of full development traffic projections. These volumes are shown on Figure 7a and 7b and were established by surcharging the site generated traffic volumes onto the future “no-build” traffic volumes.

ANALYSIS OF FUTURE TRAFFIC VOLUMES

Level of Service analyses were conducted for the future “no-build” and “build” weekday morning and evening peak hour traffic volumes at the study intersections. The results of the analyses are summarized on Figures 8 and 9. This analysis illustrates the net traffic impacts of the continued development pursuant to the GDP application. Recognizing the current (or soon-to-be projected) conditions along Goldsborough Road, for the future “build” condition it was assumed that the Chosin Few Way intersections with Goldsborough Drive and E. 40th Street/Veterans Memorial Boulevard will need to operate under traffic signal control instead of STOP control.

In addition to the installation of traffic signals, related lane widening, intersection re-striping, and other modifications will be needed to accommodate the future traffic collectively generated by the continued development on the peninsula. To best illustrate the designs needed to accommodate future traffic, Figures A and B in the Technical Appendix show a conceptual design for each intersection along Chosen Few Way.

Future “No-Build” 2044 Conditions

Based on this analysis and following an iterative process by which different intersection schemes were evaluated, the analyses of full building conditions shows that in the “no-build” all movements at the study intersections can operate at a Level of Service “E” or better during the morning and evening peak hours. The two exceptions will continue to be the north and southbound movements at the intersection of Goldsborough Drive & Chosin Few Way and the northbound movement exiting driveway movement at the intersection of Goldsborough Drive & the Costco Driveway/Shopping Plaza Driveway intersection.



As also found in the current conditions, these intersections are projected to operate at Level of Service “F” during the morning and evening peak hours. Absent any mitigation, these two locations will continue to experience congestion and operational issues.

Future “Build” 2044 Conditions

In the “build” condition, the Chosin Few Way intersections with Goldsborough Drive and E. 40th Street/Veteran Memorial Boulevard were assumed to be upgraded to signalized intersections with dedicated left-turn lanes where needed. For the full build analysis, these improvements have been identified to be included in the GDP programming. The improvement schemes include the following configurations, and conceptual schemes are included in the Technical Appendix:

Chosin Few Way and East 40th Street/Veterans Memorial Boulevard (Figure A)

- Traffic Signal Installation
- Restriping of Chosin Few Way to provide: double southbound left turn lanes and a single shared southbound through/right turn lane.
- Restriping of Chosin Few Way to provide: single northbound left turn lane and a single shared northbound through/right turn lane. Due to the existing cartway width of Chosen Few Way, no additional road widening is needed, and on-street parking must be prohibited.
- Restriping of E. 40th Street for an eastbound through/left turn lane
- Construction in the southwest quadrant of a separate, channelized right turn lane to operate under YIELD control to continue south on Chosin Few Way.
- Provision of a 5 lane cross section on the future construction of Veterans Memorial Boulevard at the intersection to accommodate two eastbound receiving lanes (for the southbound double left turn lanes), a shared through/left turn lane and a separate, channelized right turn lane operating under YIELD control.

Chosin Few Way and Goldsborough Road (Figure B)

- Traffic Signal Installation
- Restriping of Chosin Few Way to provide: double southbound lanes for a dedicated right turn lane and a shared through/left turn lane



- Restriping of Goldsborough Road for a westbound right turn lane and a shared through/left turn lane.

Chosin Few Way and East Centre Street

- Traffic Signal Installation

Due to the wide, existing cartway widths of Chosin Few Way and Goldsborough Road, physical roadway widening will not be required – the roads simply need to be restriped to better match the projected traffic demands.

At Goldsborough Road and Route 440, traffic signal timing adjustments will need to be periodically evaluated to better match the traffic demands on the respective approaches. Due to the signal timings used by NJDOT which favor the highway, certain movements may experience longer delays favoring progression at higher LOS along Route 440. With timing changes, the LOS on the highway can be preserved but additional signal “green” time can be allocated to either the south bound left turn or Goldsborough Road to improve longer delays at lower LOS conditions. The analyses have found that adequate roadway widths and lane will continue to exist but better demand management with timing revisions will need to be periodically addressed by the City with NJDOT.

Under these conditions, it was found that all movements at the study intersections can operate at Level of Service “E” or better during both morning and evening peak hours. Though not available for the issuance of this report, additional analyses are being tested to completely alleviate the LOS E conditions and lessen the projected delays. Additional commentary will be offered at the appropriate public hearing should those efforts prove fruitful. However, this analysis has conclusively demonstrated that the projected traffic impacts of the full build-out under the GDP can be managed with appropriate off-tract intersection improvements as noted above.

The only movement for which mitigation cannot be offered is the northbound exiting driveway movements at the intersection of Goldsborough Drive & the Costco Driveway/Shopping Plaza Driveway. With a traffic signal proposed at Chosin Few Way, the traffic signal at Route 440 can be



coordinated to provide additional gaps between the two signals that will better facilitate traffic exiting the shopping plaza.

It is anticipated that the total build out for the subject property will occur over 15 to 20 years, so the traffic increase under the “build” scenario will occur gradually over such time. The “build” scenario represents the full development of the subject properties. The following improvements are anticipated in the near term to mitigate traffic impacts during the initial phases of the proposed GDP development:

- 1) Commencement of a ferry service to New York City is anticipated to begin in 2025.
- 2) There is currently an underutilized access road intersecting Route 440 that travels south of the Lidl Supermarket and east of LA Fitness that can be better activated to help mitigate traffic heading east on Goldsborough Drive to bypass the Goldsborough Drive/Chosin Few Way intersection. The addition of wayfinding, directional street and other guide signs, would be beneficial to encourage more use of this roadway and lessen demands along Goldsborough Road.
- 3) A new roadway extension of E. 40th Street (Veterans Memorial Drive) connecting from Flagship Street to Chosin Few Way, is anticipated to be built as part of an approved development on Block 751, Lot 1.15.
- 4) Two new north-south streets running parallel to the east of Chosin Few Way connecting Goldsborough Drive to the new E. 40th Street extension, mitigating and redirecting traffic away from the Goldsborough Drive and Chosin Few Way intersection for traffic to and from developments and cruise terminal traffic east of the Chosin Few Way and Goldsborough Drive intersections.
- 5) Lastly, and consistent with other traffic reports for residential projects, the future use of Pulaski Way would further reduce traffic demands of the GDP along Goldsborough Road, Chosin Few Way and Route 440 as an alternate route to reach the NJ Turnpike/Route 440 interchange to the north. While this study has conservatively assumed that GDP traffic would not use Pulaski Way, the



significant benefits of allowing the connection are recommended as part of the continued planning for the redevelopment tracts.

The above measures will serve to mitigate the impact of developments associated with the initial phases of the proposed GDP, as the stakeholders work on measures that may be required in the full “build” scenario.”

Unknown at this time is the exact development yield (and by which developer) and the development schedule to assess when the specific mitigation improvements will be needed. While this analysis sets forth the total scope of future improvements, it is anticipated that subsequent traffic studies for each site plan application will appropriately consider the projected traffic impacts of that particular phase to best determine the sequencing of the improvements. The longest lead time for improvements is usually associated with a design, agency approval and then ordering traffic signal equipment, which can be up to 6 months, depending on the specific requirements.

As the future site plan application phases of the planned GDP are submitted, it would be appropriate for the Planning Board to consider whether the traffic signals are needed at building occupancy for a given development phases so that the traffic signal installation can occur concurrently with the building construction. This would allow the appropriate roadway infrastructure to be in place prior to building occupancy to ensure the highest level of service at the time the full traffic demands occur.



SITE ACCESS, CIRCULATION AND PARKING

The following comments addresses access and parking based on the GDP Plans prepared by InSite Engineering, LLC recognizing that the plans show the general layout of buildings, access and parking all of which will be subject to final design and refinement for the individual site plan applications:

- Access to the GDP tract is proposed via two new north-south streets along Goldsborough Drive that will run parallel to Chosin Few Way. One building is anticipated to be accessed via a full-movement driveway along Flagship Street. As noted, a new roadway extension of E. 40th Street (Veterans Memorial Drive) is proposed as part of the development of other sites (KRE) to the north of the site that will link Memorial Drive further east and E. 40th Street to the west. Two new intersections are proposed along this new roadway extension.
- The City Ordinance requires 1.1 parking space per residential unit, 3 parking spaces per 1,000 square feet of commercial space and 1 space per hotel room. This equates to a total parking requirement of 15,089 parking spaces. The plans can provide 13,189 spaces comprised of 135 on-street parking spaces and 13,054 garage or lot spaces. An additional 10% EV credit can be applied to the total spaces provided, which allows for a supply of 14,508 spaces
- The design, the Redevelopment Agreement and the Residential Site Improvement Standards allow for a "shared" parking arrangement among the uses that recognizes the different peak times of parking demand for residential, lodging and retail and commercial uses. Specifically, as provided under RSIS - NJAC 5:21-4.14(e) ... "When housing is included in mixed-use development, a shared parking approach to the provision of parking shall be permitted."

Under a shared parking practice, during weekdays when many residents will not be home or hotel guests have vacated, the otherwise empty, surplus parking spaces can be used by employees or visitors to the commercial components. Similarly, when the businesses are closed at the end of the day, residents will return home to the available spaces which may also have higher visitor and guest needs. This arrangement allows for the same spaces to be used (i.e., shared) by the other uses.



Included in the Technical Appendix are four shared parking analyses that reflect the peak times of demand throughout the week. Consideration was given to midday shopping hours, evening shopping hours and overnight periods when residential and lodging demands would be highest.

Conservatively assuming every resident is home on a given evening and that the hotels are filled to the industry standard of 90% the peak time of demand would occur during overnight hours with a total parking demand of 13,540 spaces (Table IV). With more than 14,500 spaces available in the plan, there would be a parking surplus of nearly 1,000 spaces. Again, while each site plan application will better refine the supply and demand calculations, this GDP study concludes that sufficient parking can be provided.

Based on this review, it is also concluded that with the recommended traffic improvements, safe and efficient access and circulation can be provided to the site with reasonable and prudent driver behavior.



TECHNICAL APPENDIX

TABLE I
SHREE LAKSHMI VARDAYINI UR, LLC
GENERAL DEVELOPMENT PLAN

WEEKDAY P.M. (6:00 TO 7:00 P.M.)
SHARED PARKING SUMMARY
CITY OF BAYONNE ORDINANCE

Use	Size	Parking Ratio	Unadjusted Parking Requirements	Shared Parking Adjustment Requirement (Weekday PM Peak)	
Market Apartments	11,900	1.1/unit	13,090	68%	8,092
Hotel	500 Rooms	1.0/room	500	49%	245
Retail/Service	185,000 SF	3/1,000 SF	555	73%	405
Fitness/Health Club	40,000 SF/ 800 capacity	1/3 persons	267	100%	267
Child/Adult Care	75,000 SF	3/1,000 SF	225	10%	23
Restaurant	112,500 SF	3/1,000 SF	338	90%	304
Medical Office	100,000 SF	3/1,000 SF	300	52%	156
Total Required Parking					9,492
Fixed Site Parking					13,540
EV Parking Credit (10%)					1,319
Total Site Parking					14,508
Surplus					5,016

Peak parking demands follow hourly demand trends as summarized by the Institute of Transportation Engineers (ITE) in Parking Generation, 6th Edition and/or Urban Land Institute (ULI) in "Shared Parking", 2nd Edition.

TABLE II
SHREE LAKSHMI VARDAYINI UR, LLC
GENERAL DEVELOPMENT PLAN

SATURDAY MID-DAY PEAK (1:00 TO 2:00 P.M.)
SHARED PARKING SUMMARY
CITY OF BAYONNE ORDINANCE

Use	Size	Parking Ratio	Unadjusted Parking Requirements	Shared Parking Adjustment Requirement (Weekday PM Peak)	
Market Apartments	11,900	1.1/unit	13,090	73%	9,556
Hotel	500 Rooms	1.0/room	500	34%	170
Retail/Service	185,000 SF	3/1,000 SF	555	100%	555
Fitness/Health Club	40,000 SF/ 800 capacity	1/3 persons	267	79%	211
Child/Adult Care	75,000 SF	3/1,000 SF	225	0%	0
Restaurant	112,500 SF	3/1,000 SF	338	55%	186
Medical Office	100,000 SF	3/1,000 SF	300	6%	18
Total Required Parking					10,696
Fixed Site Parking					13,189
EV Parking Credit (10%)					1,319
Total Site Parking					14,508
Surplus					3,812

Peak parking demands follow hourly demand trends as summarized by the Institute of Transportation Engineers (ITE) in Parking Generation, 6th Edition and/or Urban Land Institute (ULI) in "Shared Parking", 2nd Edition.

TABLE III
SHREE LAKSHMI VARDAYINI UR, LLC
GENERAL DEVELOPMENT PLAN

SATURDAY P.M. PEAK (6:00 TO 7:00 P.M.)
SHARED PARKING SUMMARY
CITY OF BAYONNE ORDINANCE

Use	Size	Parking Ratio	Unadjusted Parking Requirements	Shared Parking Adjustment Requirement (Weekday PM Peak)	
Market Apartments	11,900	1.1/unit	13,090	49%	6,414
Hotel	500 Rooms	1.0/room	500	68%	340
Retail/Service	185,000 SF	3/1,000 SF	555	72%	400
Fitness/Health Club	40,000 SF/ 800 capacity	1/3 persons	267	56%	150
Child/Adult Care	75,000 SF	3/1,000 SF	225	0%	0
Restaurant	112,500 SF	3/1,000 SF	338	90%	304
Medical Office	100,000 SF	3/1,000 SF	300	6%	18
Total Required Parking					7,626
Fixed Site Parking					13,189
EV Parking Credit (10%)					1,319
Total Site Parking					14,508
Surplus					6,882

Peak parking demands follow hourly demand trends as summarized by the Institute of Transportation Engineers (ITE) in Parking Generation, 6th Edition and/or Urban Land Institute (ULI) in "Shared Parking", 2nd Edition.

TABLE IV
SHREE LAKSHMI VARDAYINI UR, LLC
GENERAL DEVELOPMENT PLAN

OVERNIGHT RESIDENTIAL PEAK (12:00 A.M. TO 7:00 A.M.)
SHARED PARKING SUMMARY
CITY OF BAYONNE ORDINANCE

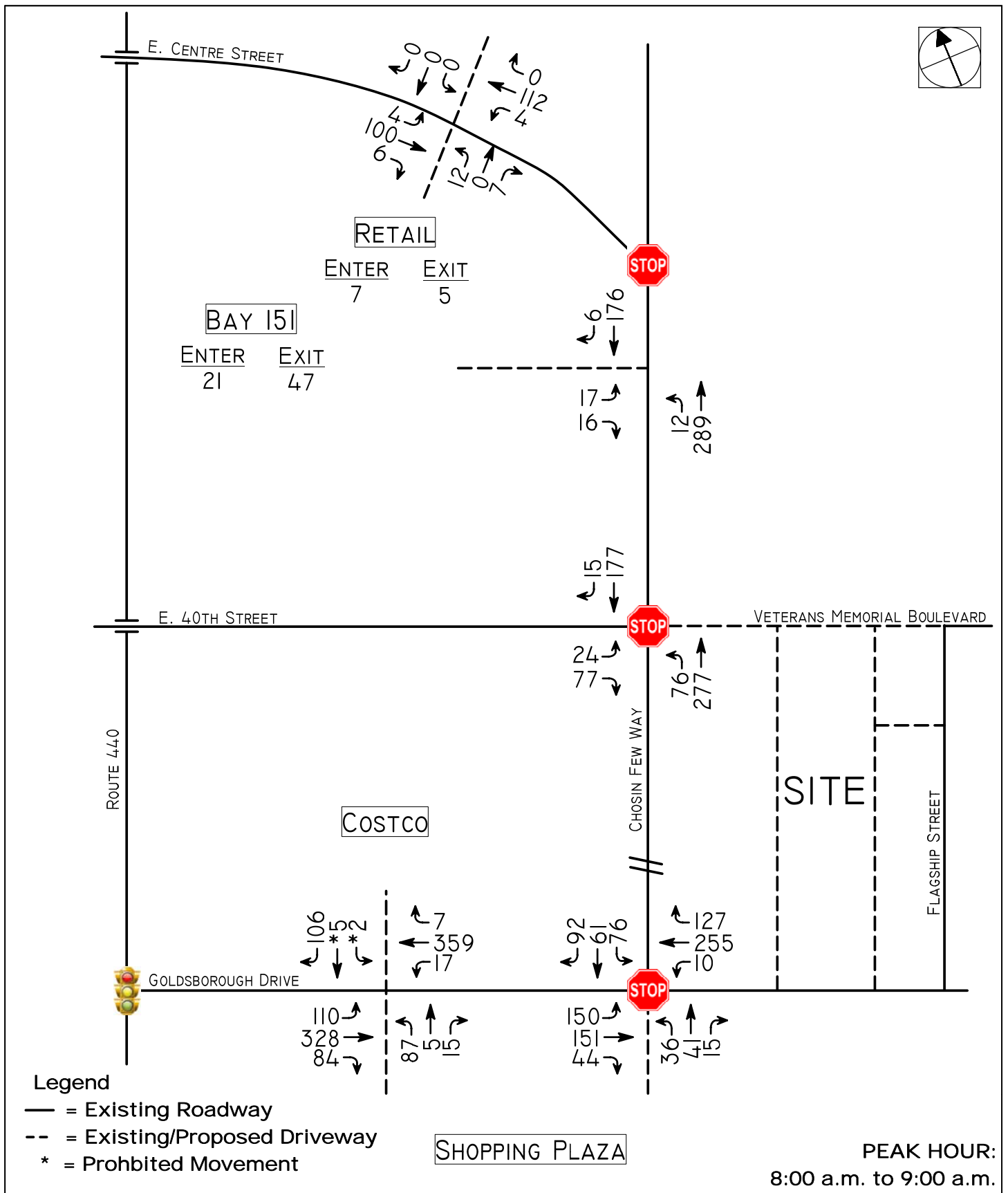
Use	Size	Parking Ratio	Unadjusted Parking Requirements	Shared Parking Adjustment Requirement (Weekday PM Peak)	
Market Apartments	11,900	1.1/unit	13,090	100%	13,090
Hotel	500 Rooms	1.0/room	500	90%	450
Retail/Service	185,000 SF	3/1,000 SF	555	0%	0
Fitness/Health Club	40,000 SF/ 800 capacity	1/3 persons	267	0%	0
Child/Adult Care	75,000 SF	3/1,000 SF	225	0%	0
Restaurant	112,500 SF	3/1,000 SF	338	0%	0
Medical Office	100,000 SF	3/1,000 SF	300	0%	0
Total Required Parking					13,540
Fixed Site Parking					13,189
EV Parking Credit (10%)					1,319
Total Site Parking					14,508
Surplus					968

Peak parking demands follow hourly demand trends as summarized by the Institute of Transportation Engineers (ITE) in Parking Generation, 6th Edition and/or Urban Land Institute (ULI) in "Shared Parking", 2nd Edition.



SHREE LAKSHMI VARDAYINI UR, LLC
 CITY OF BAYONNE
 HUDSON COUNTY, NEW JERSEY

FIGURE 1

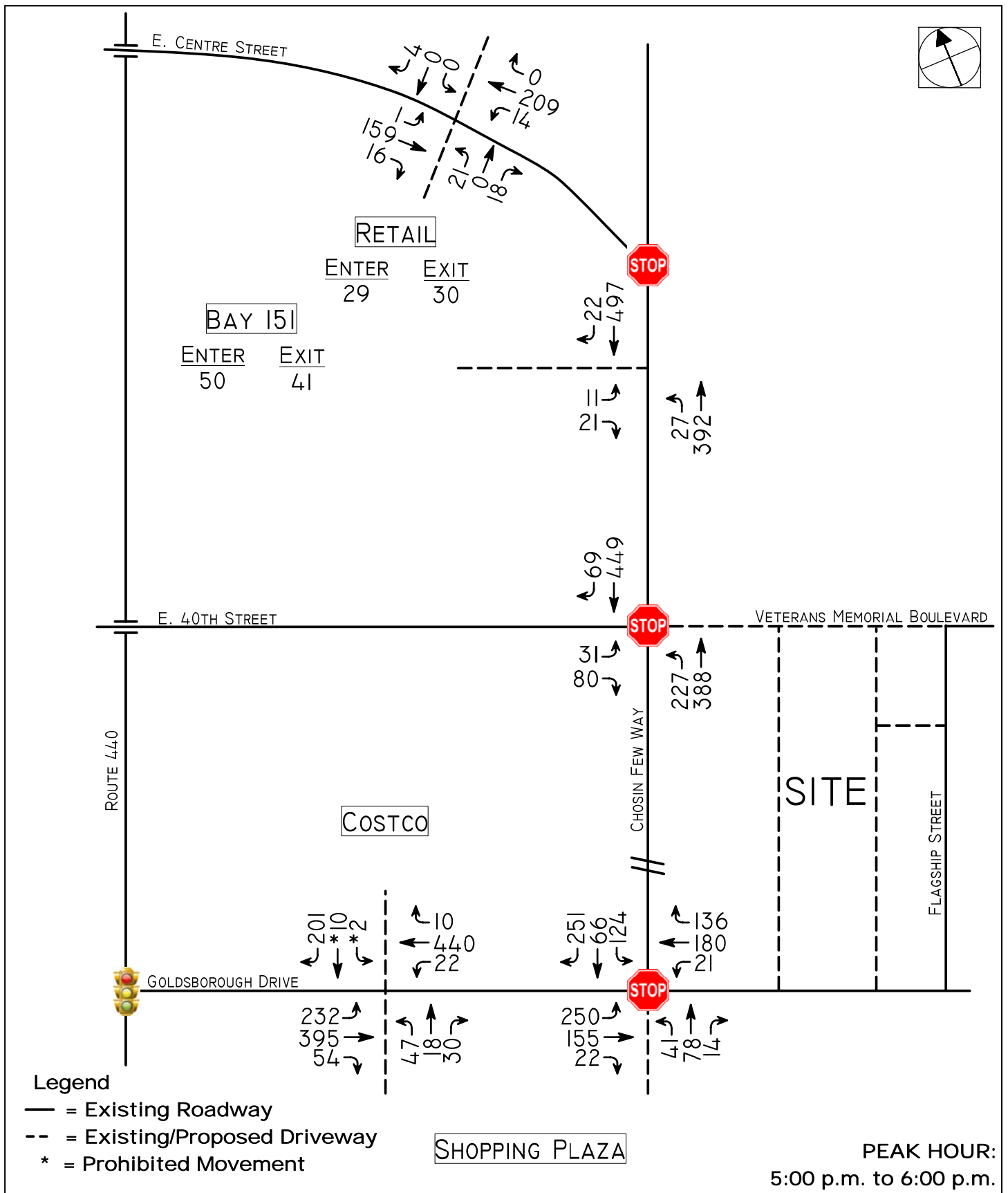


SHREE LAKSHMI VARDAYINI UR, LLC
 CITY OF BAYONNE
 HUDSON COUNTY, NEW JERSEY

FIGURE 2A



MORNING PEAK HOUR
 2024 EXISTING TRAFFIC VOLUMES

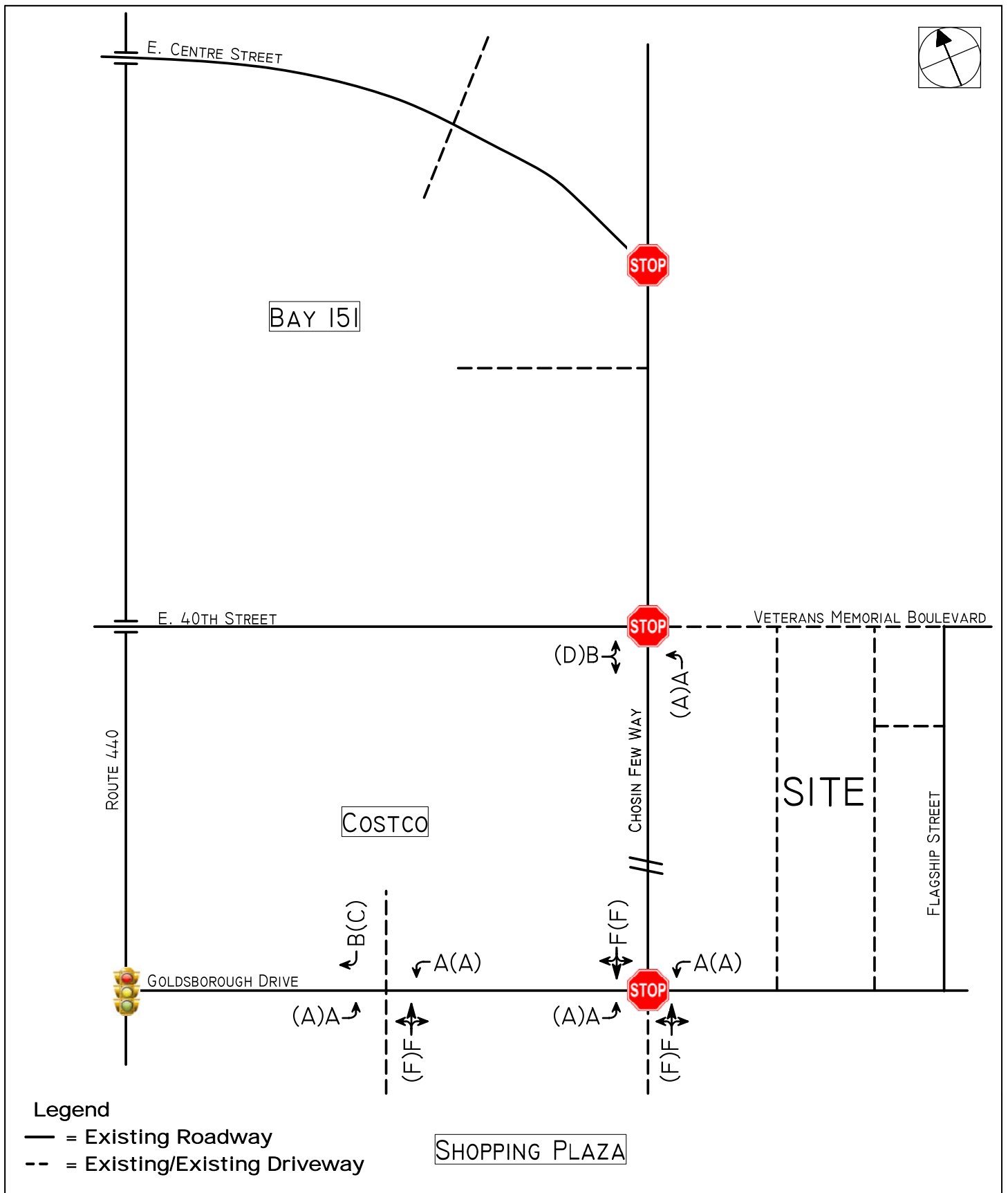


SHREE LAKSHMI VARDAYINI UR, LLC
CITY OF BAYONNE
HUDSON COUNTY, NEW JERSEY

FIGURE 2B



EVENING PEAK HOUR
2024 EXISTING TRAFFIC VOLUMES

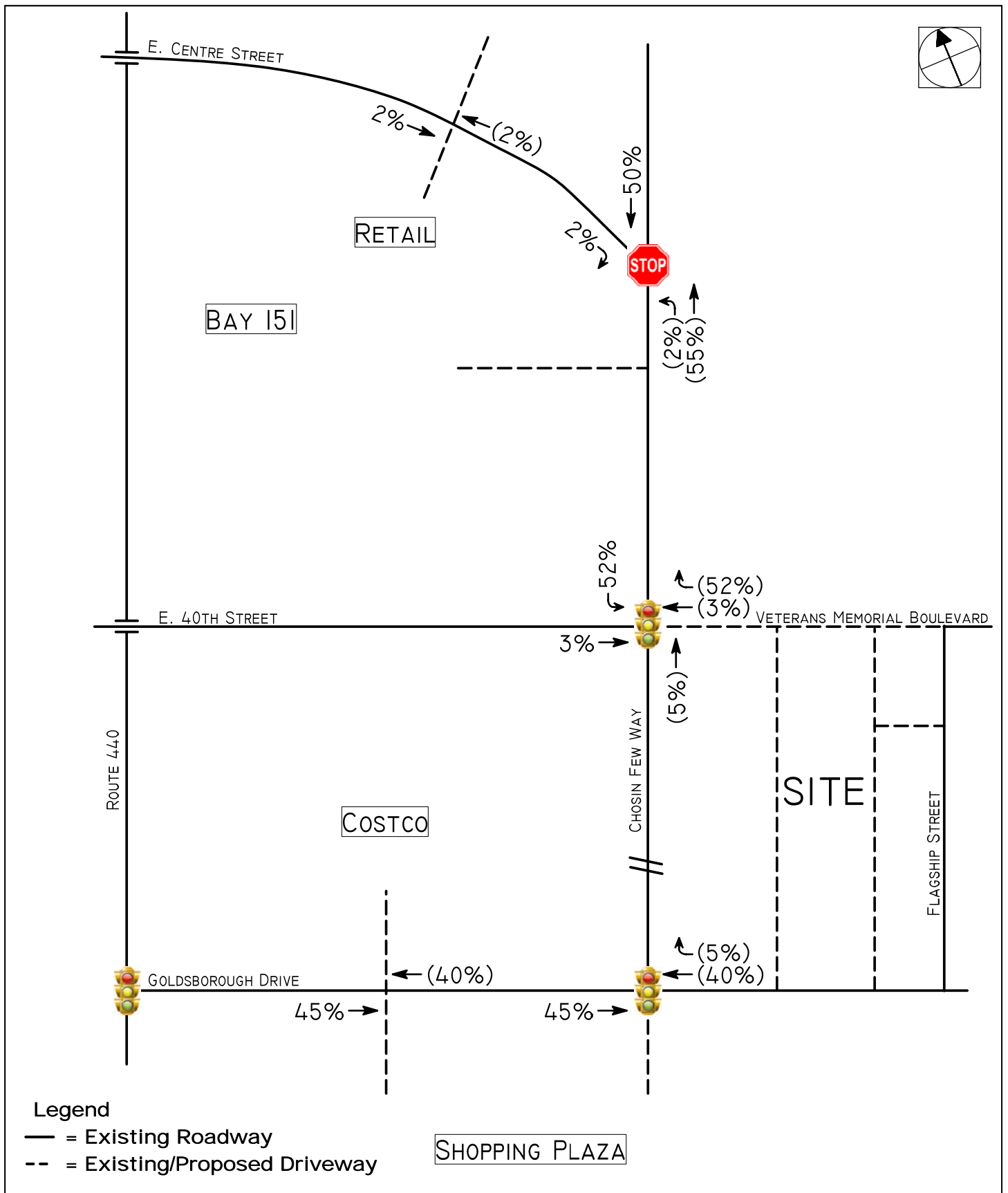


SHREE LAKSHMI VARDAYINI UR, LLC
 CITY OF BAYONNE
 HUDSON COUNTY, NEW JERSEY

FIGURE 3



MORNING (EVENING) PEAK HOUR
 2024 EXISTING LEVELS OF SERVICE

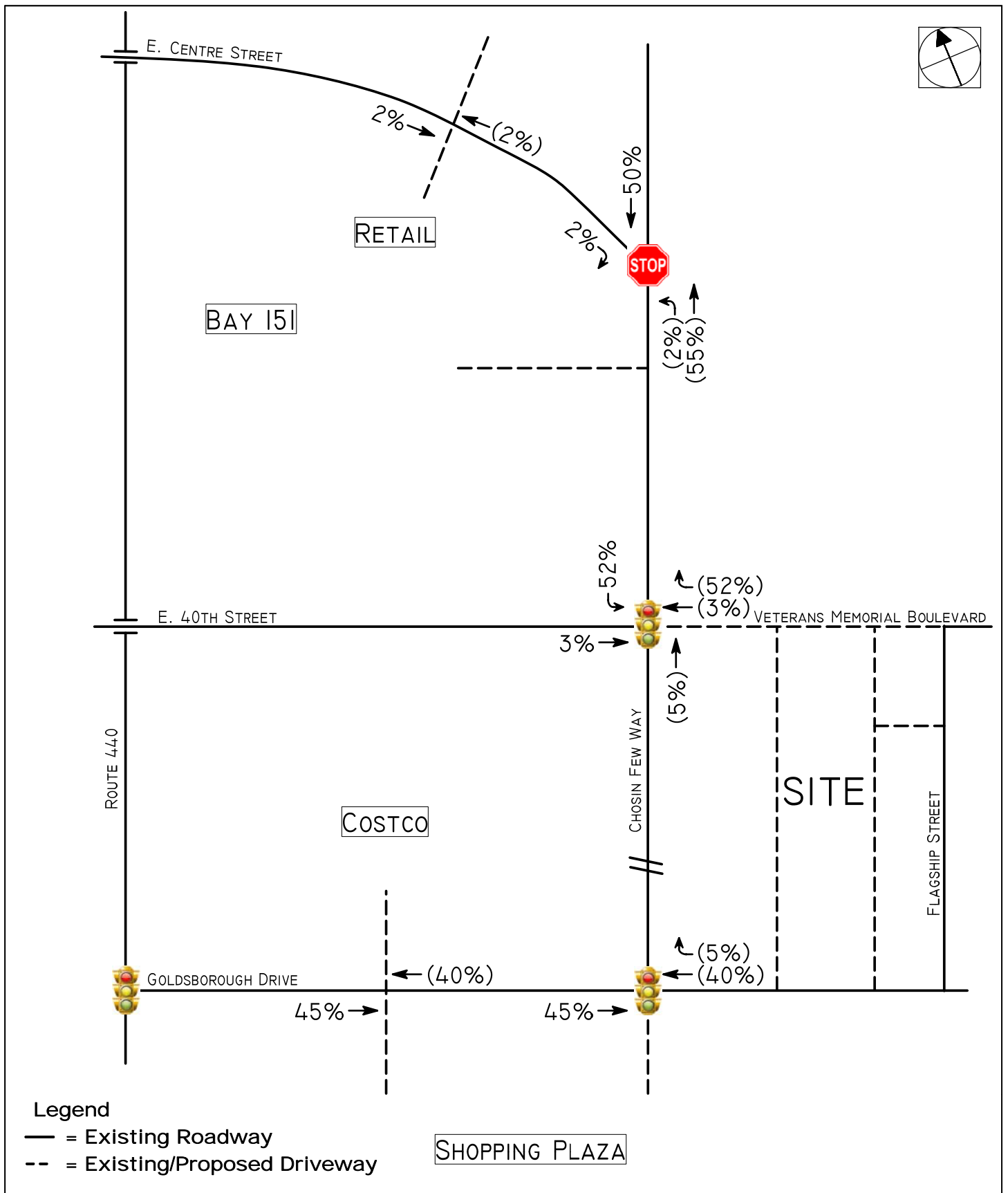


SHREE LAKSHMI VARDAYINI UR, LLC
 CITY OF BAYONNE
 HUDSON COUNTY, NEW JERSEY

FIGURE 4A



MORNING PEAK HOUR
 SITE GENERATED
 ENTER (EXIT) TRAFFIC DISTRIBUTION

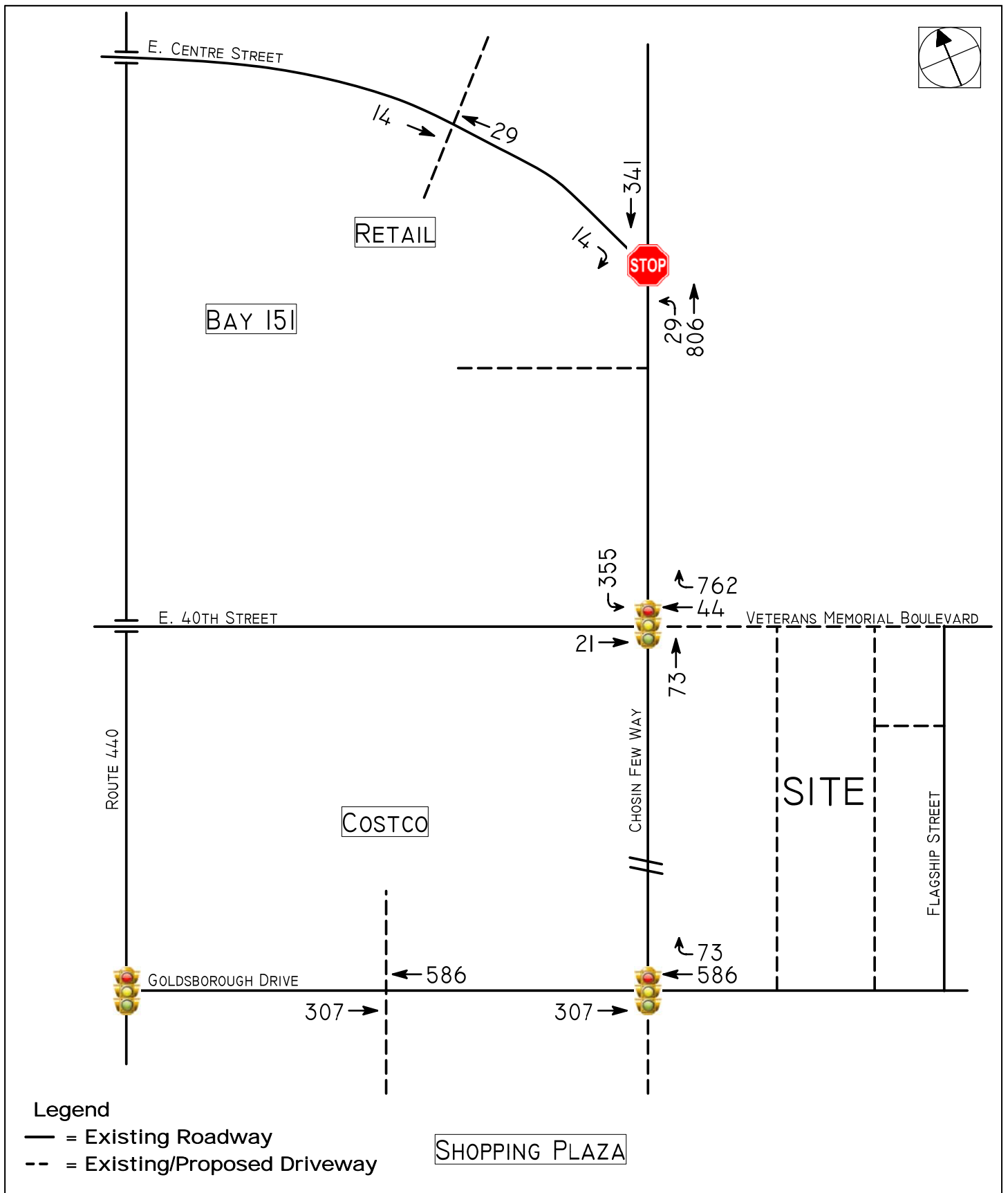


SHREE LAKSHMI VARDAYINI UR, LLC
 CITY OF BAYONNE
 HUDSON COUNTY, NEW JERSEY

FIGURE 4B

EVENING PEAK HOUR
 SITE GENERATED
 ENTER (EXIT) TRAFFIC DISTRIBUTION



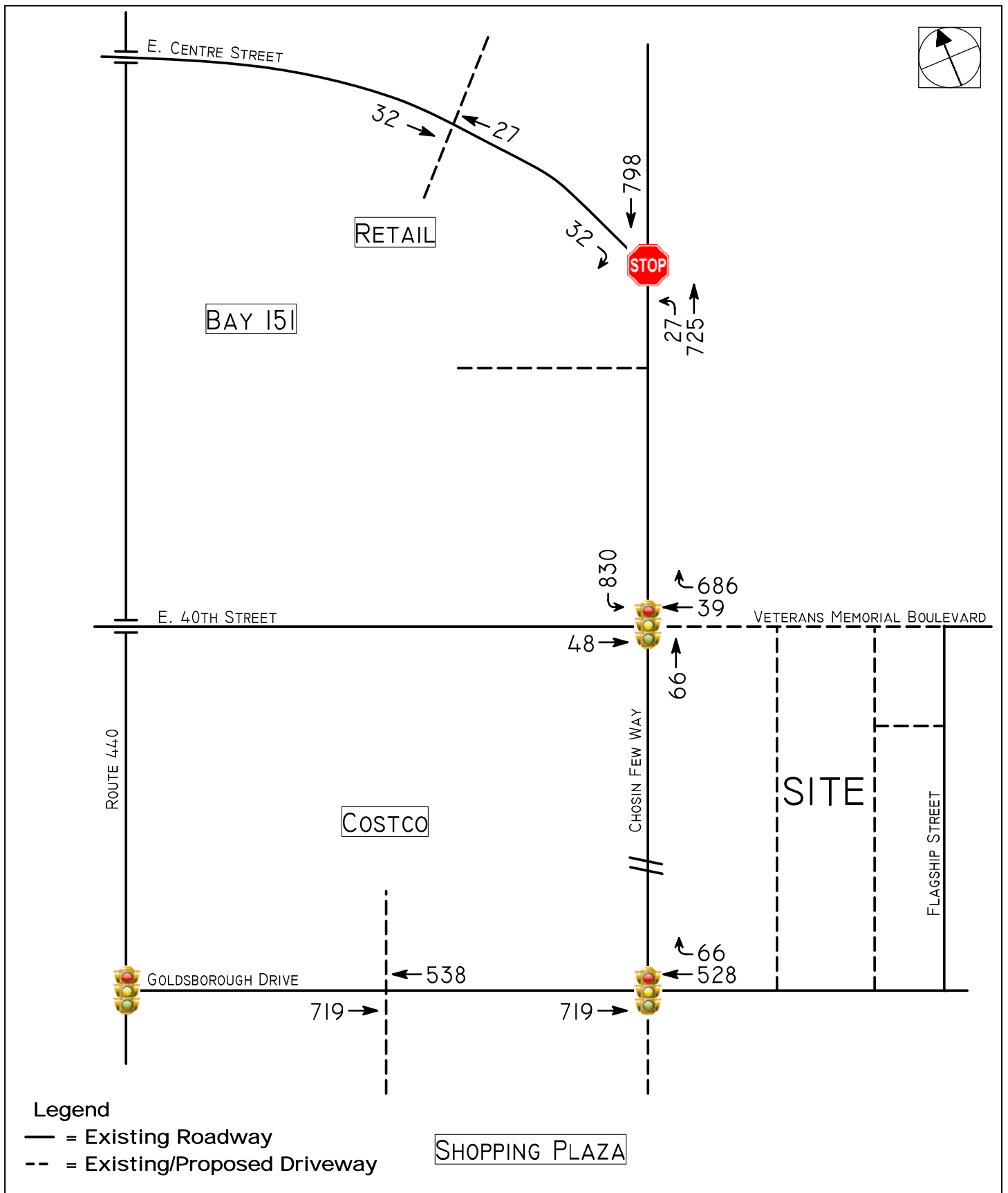


SHREE LAKSHMI VARDAYINI UR, LLC
 CITY OF BAYONNE
 HUDSON COUNTY, NEW JERSEY

FIGURE 5A



MORNING PEAK HOUR
 SITE GENERATED TRAFFIC VOLUMES

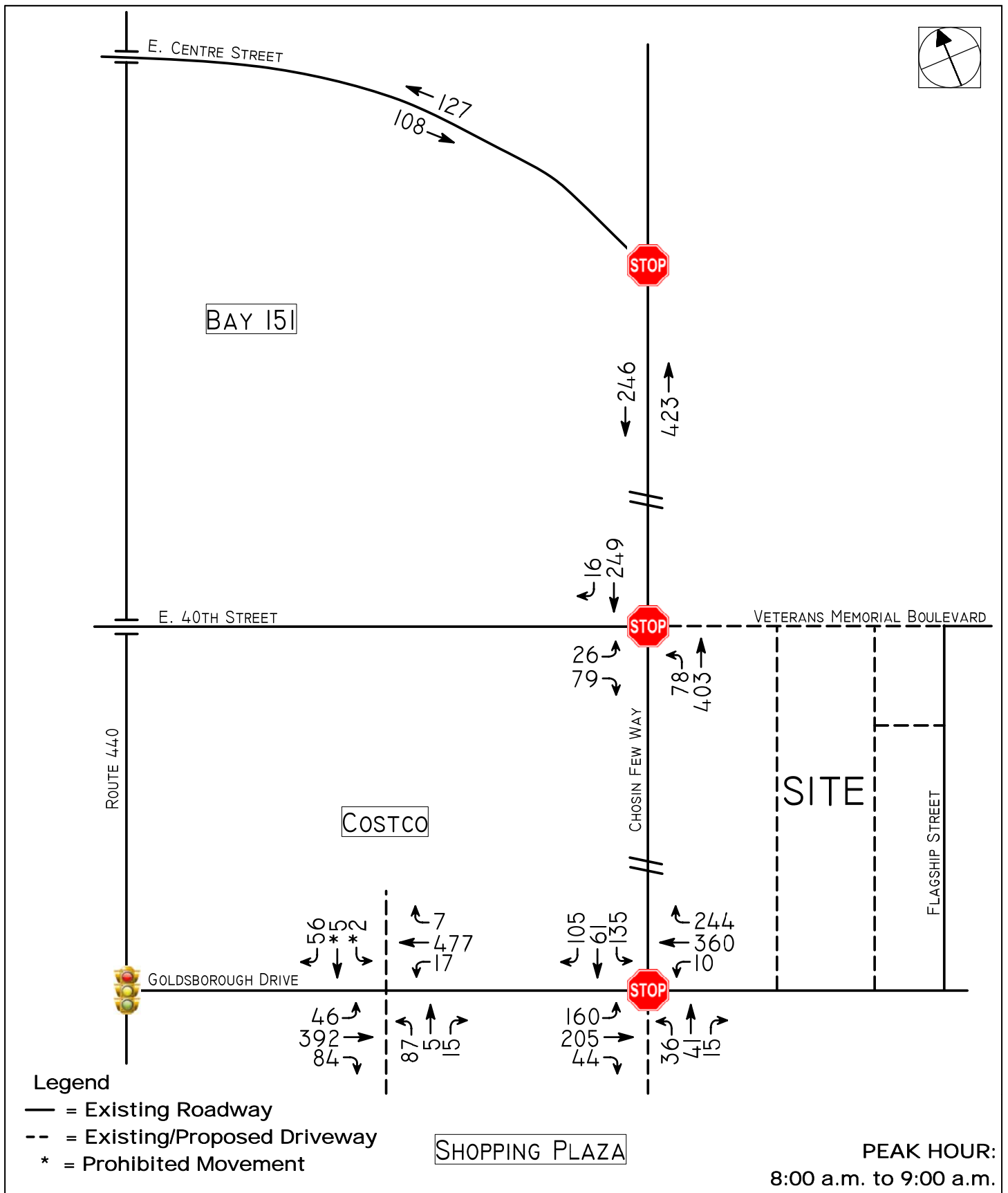


SHREE LAKSHMI VARDAYINI UR, LLC
 CITY OF BAYONNE
 HUDSON COUNTY, NEW JERSEY

FIGURE 5B



EVENING PEAK HOUR
 SITE GENERATED TRAFFIC GENERATION

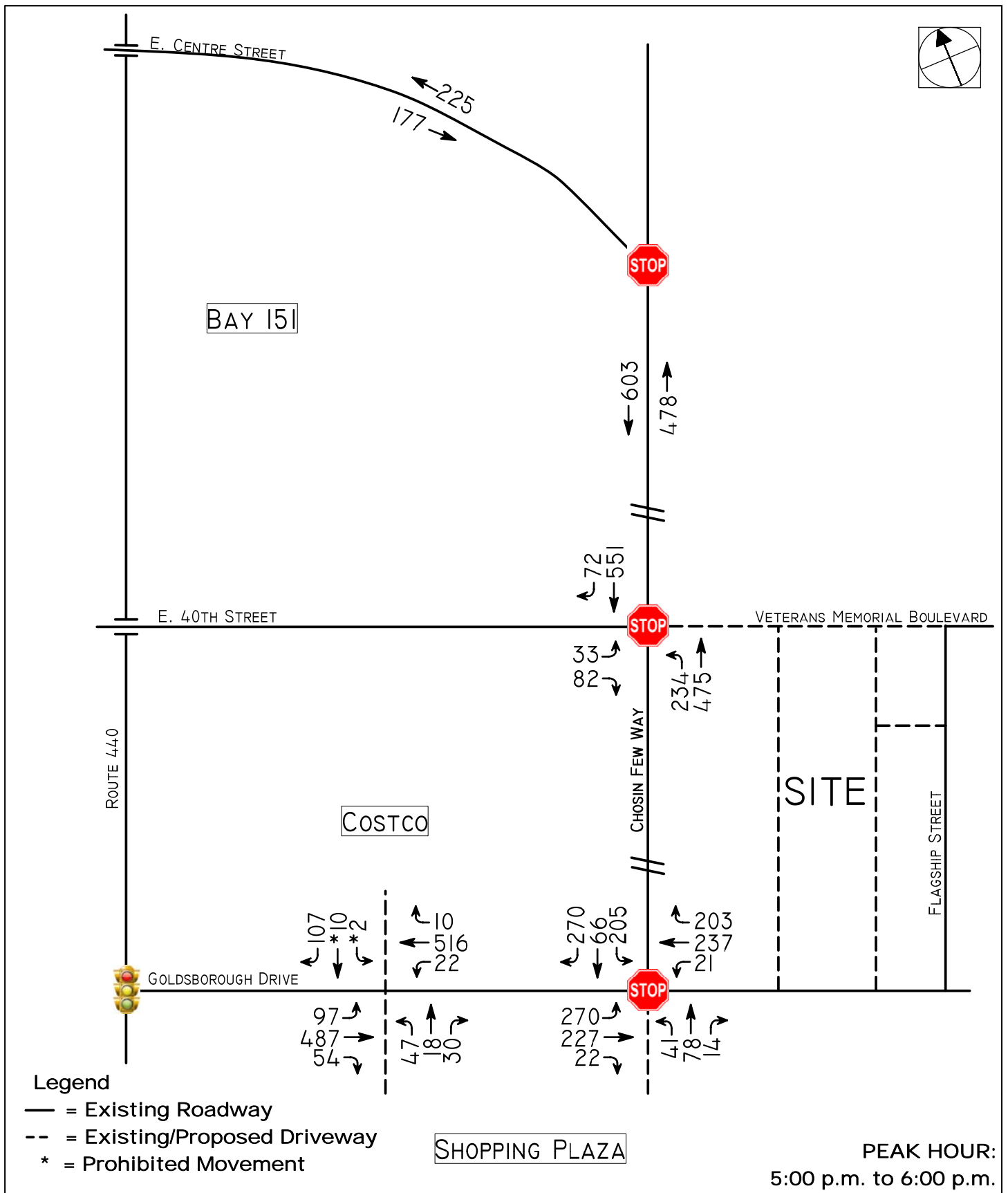


SHREE LAKSHMI VARDAYINI UR, LLC
 CITY OF BAYONNE
 HUDSON COUNTY, NEW JERSEY

FIGURE 6A



MORNING PEAK HOUR
 2026 NO BUILD TRAFFIC VOLUMES

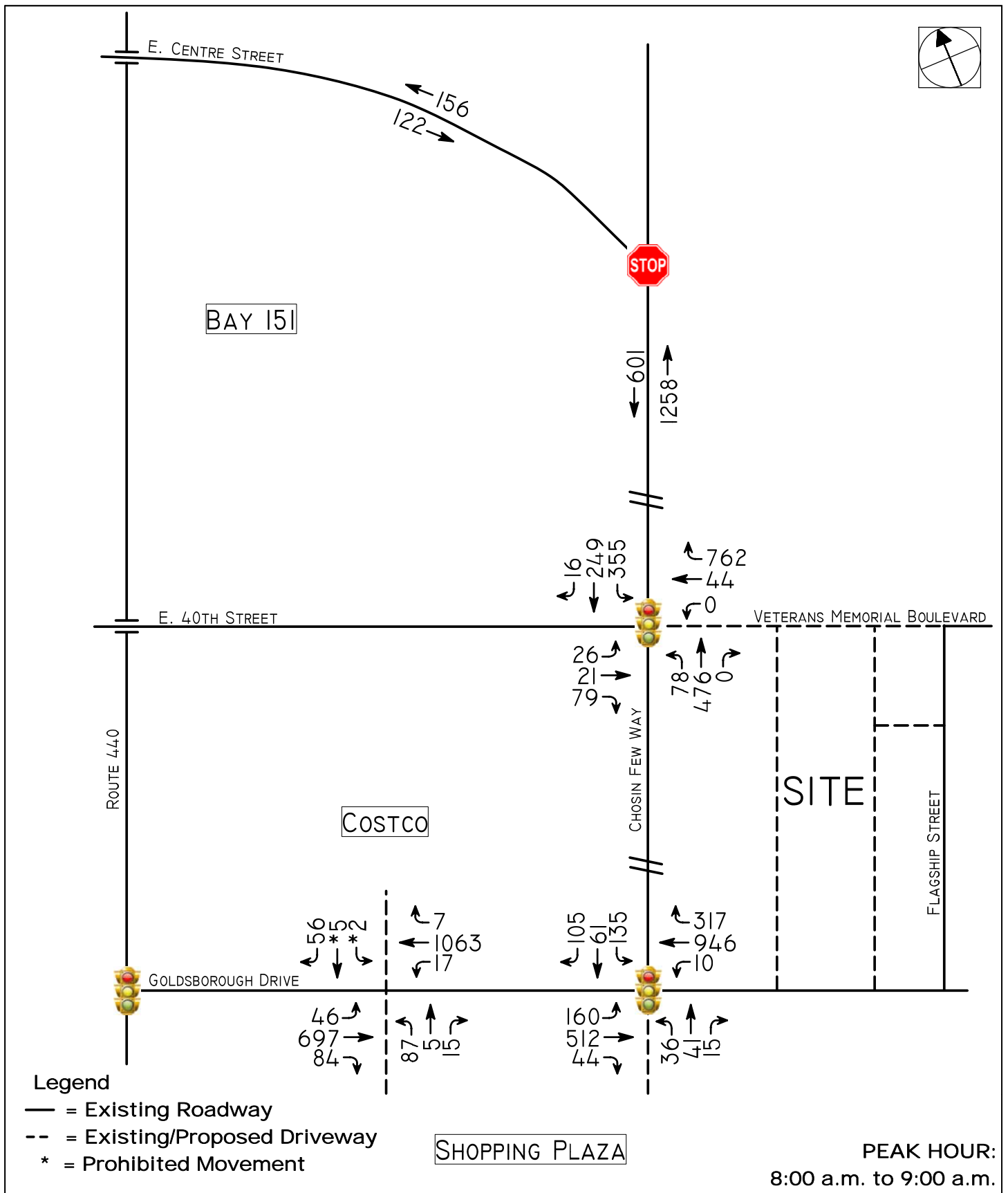


SHREE LAKSHMI VARDAYINI UR, LLC
 CITY OF BAYONNE
 HUDSON COUNTY, NEW JERSEY

FIGURE 6B



EVENING PEAK HOUR
 2026 NO BUILD TRAFFIC VOLUMES

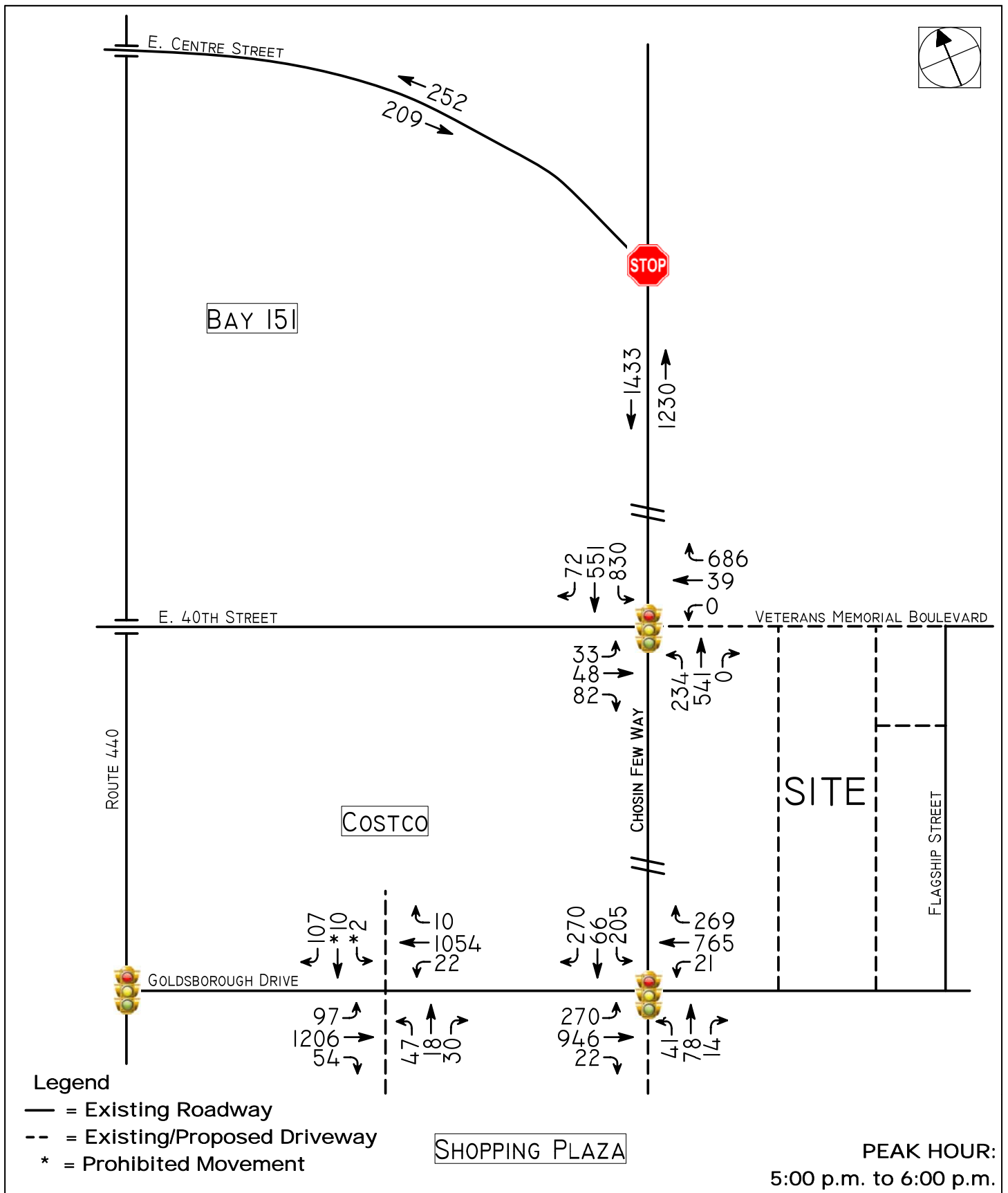


SHREE LAKSHMI VARDAYINI UR, LLC
CITY OF BAYONNE
HUDSON COUNTY, NEW JERSEY

FIGURE 7A



MORNING PEAK HOUR
2026 BUILD TRAFFIC VOLUMES

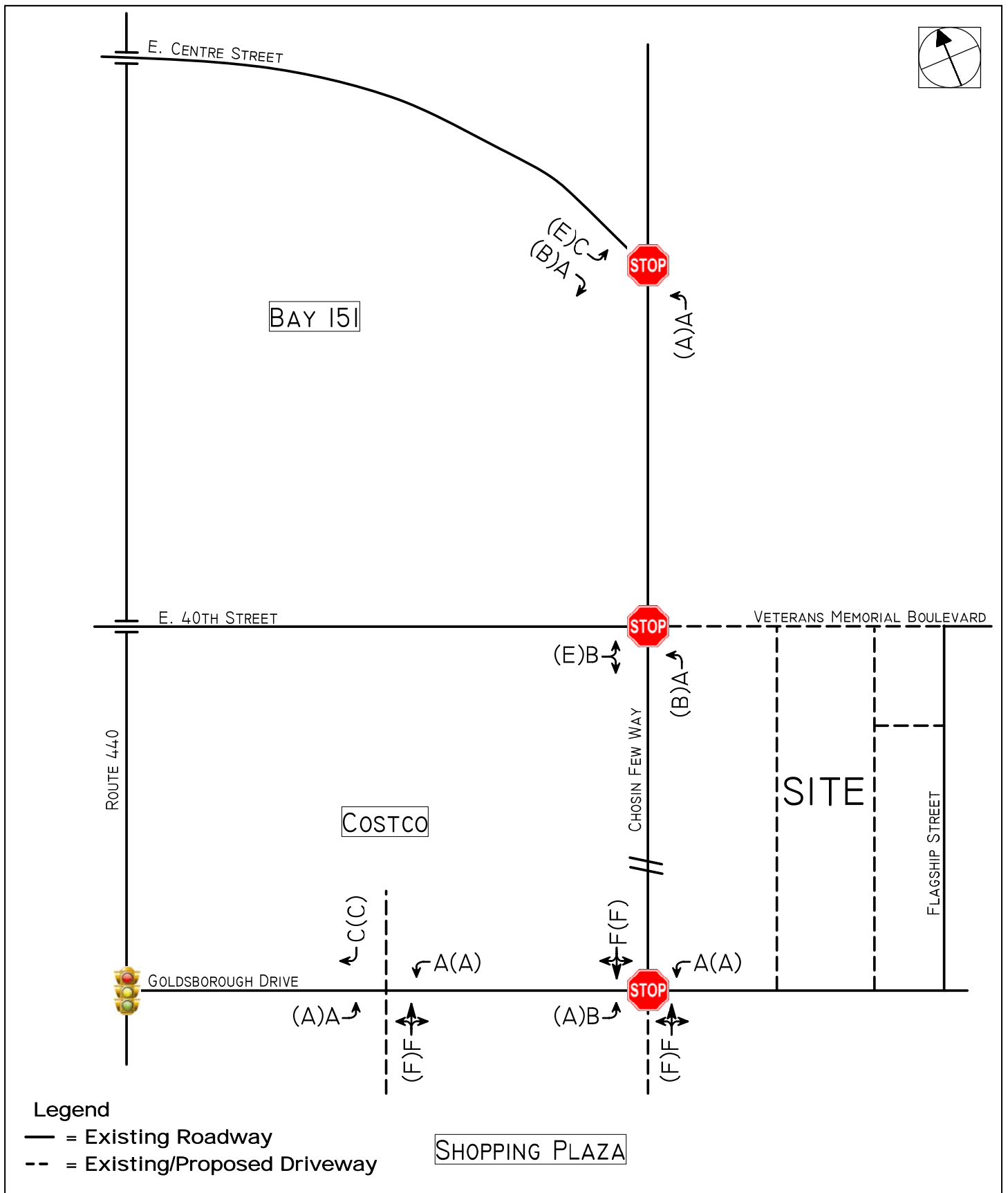


SHREE LAKSHMI VARDAYINI UR, LLC
 CITY OF BAYONNE
 HUDSON COUNTY, NEW JERSEY

FIGURE 7B



EVENING PEAK HOUR
 2026 BUILD TRAFFIC VOLUMES

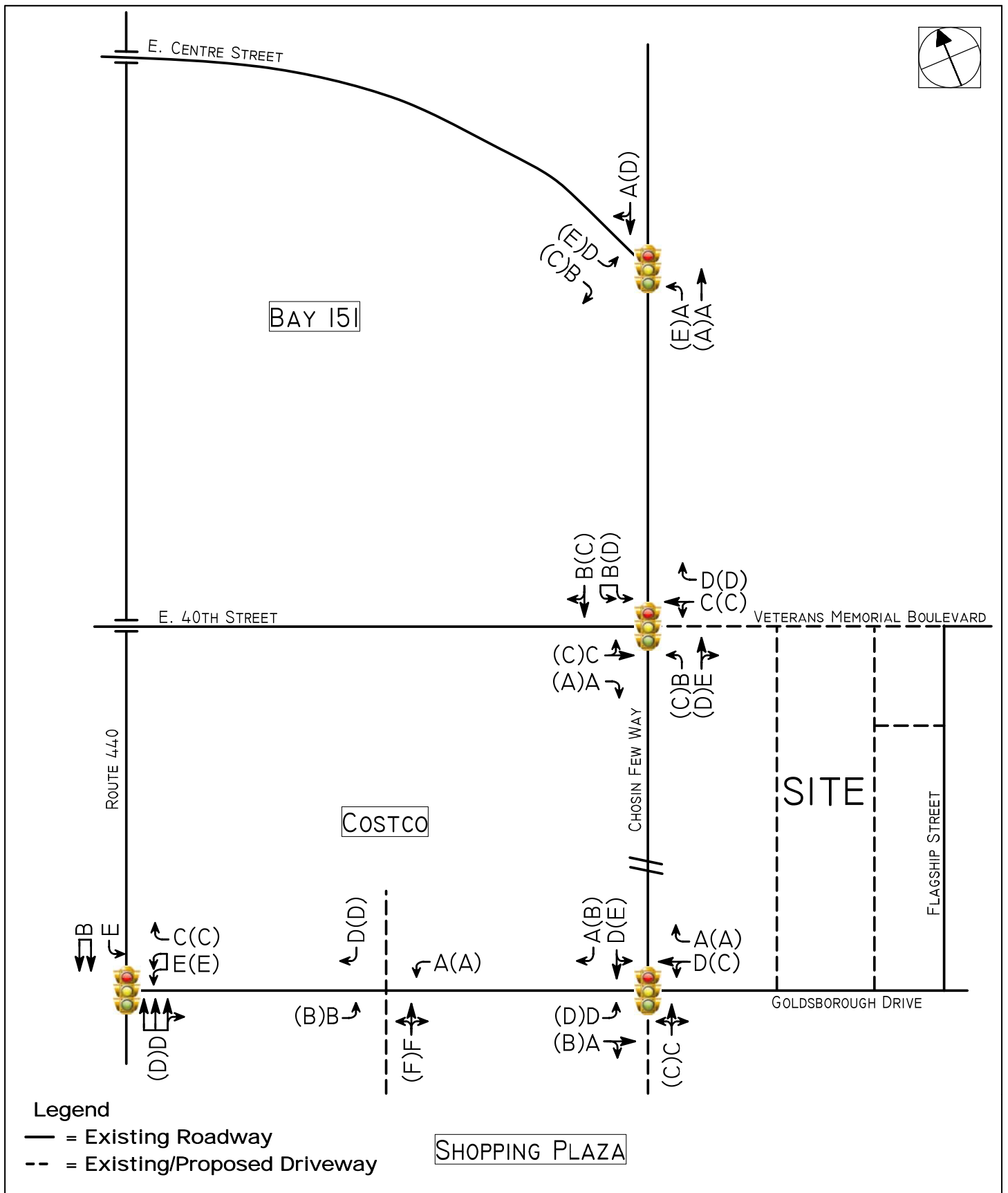


SHREE LAKSHMI VARDAYINI UR, LLC
 CITY OF BAYONNE
 HUDSON COUNTY, NEW JERSEY

FIGURE 8

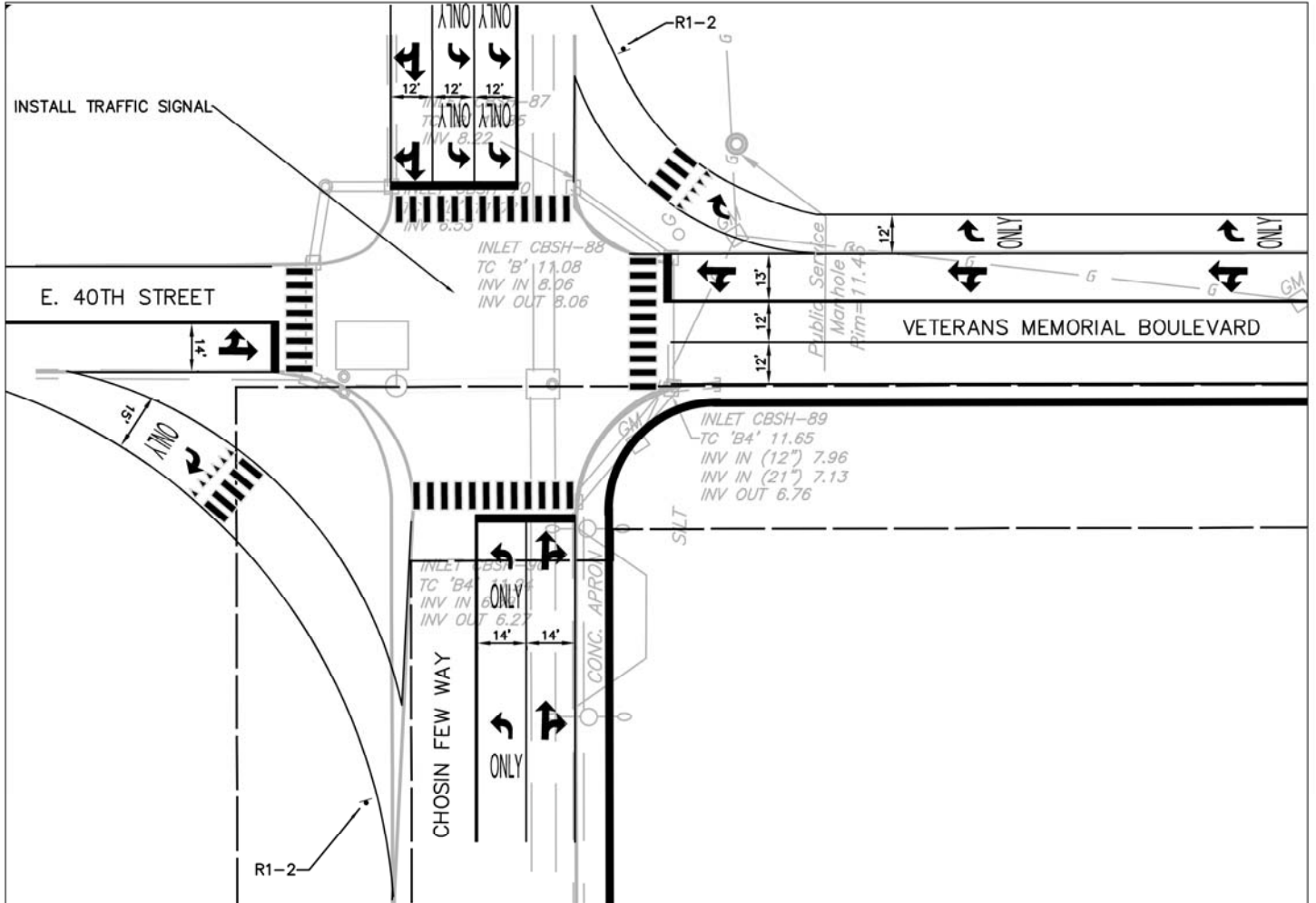


MORNING (EVENING) PEAK HOUR
 2026 NO BUILD LEVELS OF SERVICE



SHREE LAKSHMI VARDAYINI UR, LLC
 CITY OF BAYONNE
 HUDSON COUNTY, NEW JERSEY

FIGURE 9

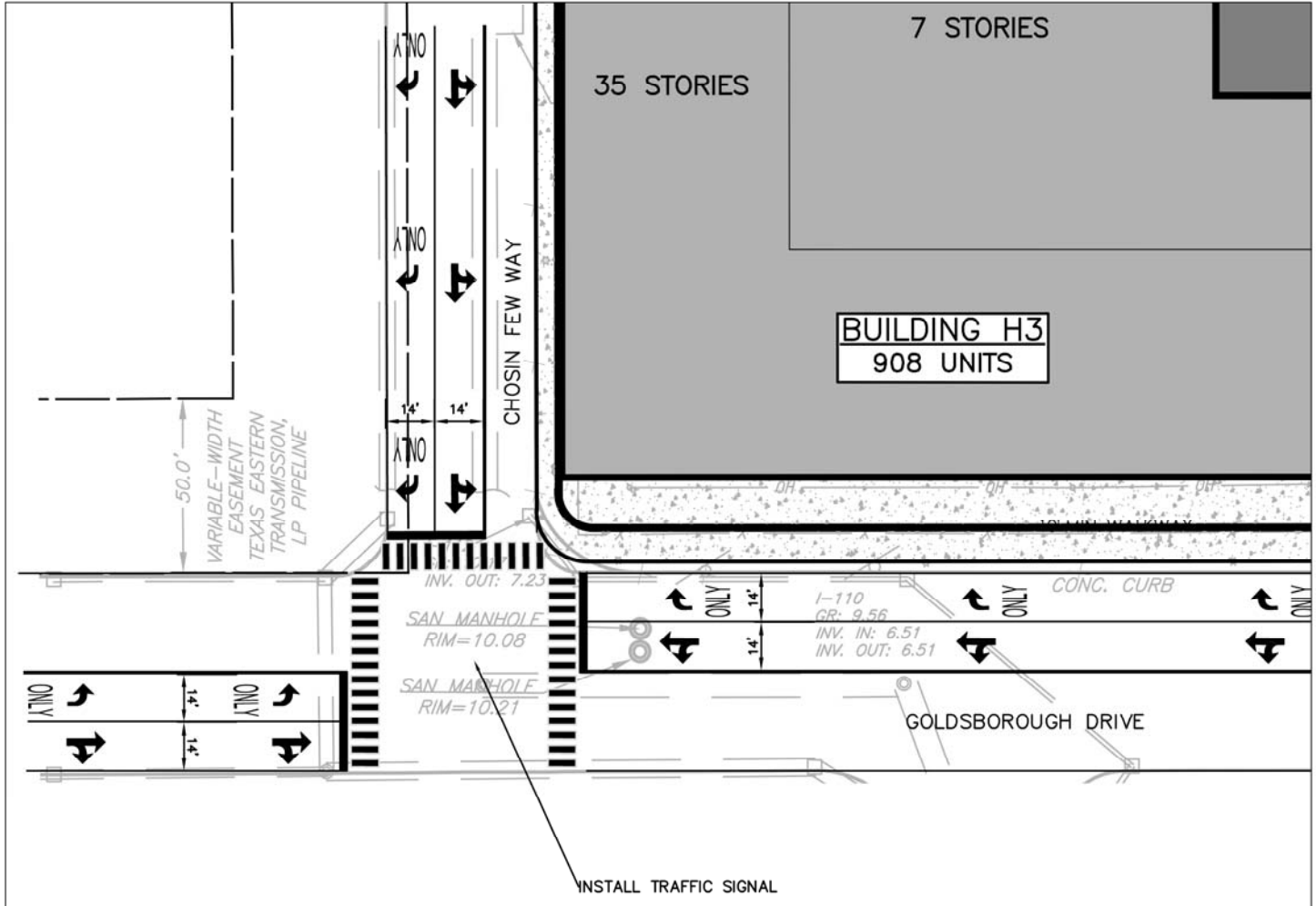
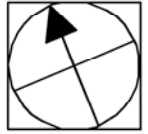


SHREE LAKSHMI VARDAYINI UR, LLC
CITY OF BAYONNE
HUDSON COUNTY



FIGURE A

CHOSIN FEW WAY & E. 40TH STREET
CONCEPTUAL INTERSECTION IMPROVEMENTS



SHREE LAKSHMI VARDAYINI UR, LLC
CITY OF BAYONNE
HUDSON COUNTY



FIGURE B

CHOSIN FEW WAY & GOLDSBOROUGH DRIVE
CONCEPTUAL INTERSECTION IMPROVEMENTS

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy & Goldsborough Dr
City: Bayonne
Control: 2-Way Stop(NB/SB)

Project ID: 24-340143-001
Date: 10/29/2024

Data - Total

NS/EW Streets:	Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy				Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy				Goldsborough Dr				Goldsborough Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	23	14	4	0	16	3	19	0	18	25	11	0	1	38	20	0	192
7:15 AM	10	10	3	0	14	10	19	0	26	24	12	0	2	36	36	0	202
7:30 AM	7	10	3	0	17	9	27	0	27	19	11	0	1	46	20	0	197
7:45 AM	10	14	3	0	8	11	26	0	40	32	16	0	2	45	37	0	244
8:00 AM	12	9	3	0	18	12	17	0	30	23	7	0	3	63	32	0	229
8:15 AM	7	8	1	0	16	16	17	0	34	40	11	0	2	81	39	0	272
8:30 AM	11	13	5	0	19	12	34	0	48	41	16	0	2	65	33	0	299
8:45 AM	6	11	6	0	23	21	24	0	38	47	10	0	3	46	23	0	258
TOTAL VOLUMES :	86	89	28	0	131	94	183	0	261	251	94	0	16	420	240	0	1893
APPROACH %'s :	42.36%	43.84%	13.79%	0.00%	32.11%	23.04%	44.85%	0.00%	43.07%	41.42%	15.51%	0.00%	2.37%	62.13%	35.50%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	36	41	15	0	76	61	92	0	150	151	44	0	10	255	127	0	1058
PEAK HR FACTOR :	0.750	0.788	0.625	0.000	0.826	0.726	0.676	0.000	0.781	0.803	0.688	0.000	0.833	0.787	0.814	0.000	0.885
	0.793				0.842				0.821				0.803				

NS/EW Streets:	Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy				Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy				Goldsborough Dr				Goldsborough Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	19	16	3	0	15	17	43	0	59	33	7	0	3	39	29	0	283
4:15 PM	17	8	3	0	18	16	45	0	45	45	6	0	3	42	34	0	282
4:30 PM	8	8	0	0	22	14	28	0	53	27	6	0	4	54	29	0	253
4:45 PM	17	8	2	0	35	17	45	0	42	40	7	0	2	44	29	0	288
5:00 PM	15	17	2	0	24	21	67	0	60	43	8	0	9	43	31	0	340
5:15 PM	12	20	3	0	30	18	56	0	67	42	4	0	4	56	28	0	340
5:30 PM	6	18	5	0	38	16	66	0	51	40	3	0	6	39	41	0	329
5:45 PM	8	23	4	0	32	11	62	0	72	30	7	0	2	42	36	0	329
6:00 PM	12	17	2	0	35	14	56	0	49	36	7	1	6	37	34	0	306
6:15 PM	5	16	4	0	37	20	70	0	50	26	5	0	5	45	18	0	301
TOTAL VOLUMES :	119	151	28	0	286	164	538	0	548	362	60	1	44	441	309	0	3051
APPROACH %'s :	39.93%	50.67%	9.40%	0.00%	28.95%	16.60%	54.45%	0.00%	56.44%	37.28%	6.18%	0.10%	5.54%	55.54%	38.92%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	41	78	14	0	124	66	251	0	250	155	22	0	21	180	136	0	1338
PEAK HR FACTOR :	0.683	0.848	0.700	0.000	0.816	0.786	0.937	0.000	0.868	0.901	0.688	0.000	0.583	0.804	0.829	0.000	0.984
	0.950				0.919				0.945				0.957				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy & Goldsborough Dr
City: Bayonne
Control: 2-Way Stop(NB/SB)

Project ID: 24-340143-001
Date: 10/29/2024

Data - Cars

NS/EW Streets:	Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy				Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy				Goldsborough Dr				Goldsborough Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	23	14	4	0	16	3	18	0	18	24	11	0	1	32	18	0	182
7:15 AM	10	10	3	0	13	10	17	0	22	23	12	0	2	33	36	0	191
7:30 AM	7	10	3	0	16	9	25	0	25	17	11	0	1	43	20	0	187
7:45 AM	10	14	3	0	8	11	25	0	37	31	16	0	2	45	37	0	239
8:00 AM	12	9	3	0	16	12	17	0	28	23	7	0	3	59	30	0	219
8:15 AM	7	8	1	0	16	16	17	0	33	39	11	0	2	80	39	0	269
8:30 AM	11	13	5	0	17	12	32	0	44	39	16	0	2	62	33	0	286
8:45 AM	6	11	6	0	23	21	23	0	38	44	10	0	3	44	23	0	252
TOTAL VOLUMES :	86	89	28	0	125	94	174	0	245	240	94	0	16	398	236	0	1825
APPROACH %'s :	42.36%	43.84%	13.79%	0.00%	31.81%	23.92%	44.27%	0.00%	42.31%	41.45%	16.23%	0.00%	2.46%	61.23%	36.31%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	36	41	15	0	72	61	89	0	143	145	44	0	10	245	125	0	1026
PEAK HR FACTOR :	0.750	0.788	0.625	0.000	0.783	0.726	0.695	0.000	0.813	0.824	0.688	0.000	0.833	0.766	0.801	0.000	0.897
	0.793				0.828				0.838				0.785				

NS/EW Streets:	Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy				Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy				Goldsborough Dr				Goldsborough Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	19	16	3	0	15	17	39	0	58	33	7	0	3	37	29	0	276
4:15 PM	17	8	3	0	18	16	44	0	44	42	6	0	3	40	34	0	275
4:30 PM	8	8	0	0	22	14	27	0	51	27	6	0	4	53	29	0	249
4:45 PM	16	8	2	0	35	17	40	0	40	37	7	0	2	43	29	0	276
5:00 PM	14	17	2	0	24	21	62	0	59	42	8	0	9	42	27	0	327
5:15 PM	12	20	3	0	30	18	51	0	65	39	4	0	4	52	27	0	325
5:30 PM	6	18	5	0	37	16	66	0	51	38	3	0	6	39	38	0	323
5:45 PM	8	23	4	0	32	11	60	0	72	30	7	0	2	40	36	0	325
6:00 PM	12	17	2	0	34	14	52	0	48	35	7	1	6	37	33	0	298
6:15 PM	5	16	4	0	36	20	66	0	50	24	5	0	5	41	17	0	289
TOTAL VOLUMES :	117	151	28	0	283	164	507	0	538	347	60	1	44	424	299	0	2963
APPROACH %'s :	39.53%	51.01%	9.46%	0.00%	29.66%	17.19%	53.14%	0.00%	56.87%	36.68%	6.34%	0.11%	5.74%	55.28%	38.98%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	40	78	14	0	123	66	239	0	247	149	22	0	21	173	128	0	1300
PEAK HR FACTOR :	0.714	0.848	0.700	0.000	0.831	0.786	0.905	0.000	0.858	0.887	0.688	0.000	0.583	0.832	0.842	0.000	0.994
	0.943				0.899				0.959				0.970				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy & Goldsborough Dr
City: Bayonne
Control: 2-Way Stop(NB/SB)

Project ID: 24-340143-001
Date: 10/29/2024

Data - Buses

NS/EW Streets:	Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy				Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy				Goldsborough Dr				Goldsborough Dr				TOTAL			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	1	0				
7:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0				
7:30 AM	0	0	0	0	1	0	0	0	1	1	0	0	0	3	0	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	1	0				
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0				
8:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0				
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0				
TOTAL VOLUMES :	0	0	0	0	3	0	0	0	4	5	0	0	0	14	2	0	TOTAL			
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	44.44%	55.56%	0.00%	0.00%	0.00%	87.50%	12.50%	0.00%				
PEAK HR :	08:00 AM - 09:00 AM																TOTAL			
PEAK HR VOL :	0	0	0	0	1	0	0	0	2	3	0	0	0	5	1	0	12			
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.375	0.000	0.000	0.000	0.625	0.250	0.000	0.750			
					0.250				0.625				0.500							

NS/EW Streets:	Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy				Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy				Goldsborough Dr				Goldsborough Dr				TOTAL			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0				
4:45 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0				
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0				
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0				
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0				
6:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	1	0				
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	2	6	0	0	0	11	5	0	TOTAL			
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	68.75%	31.25%	0.00%				
PEAK HR :	05:00 PM - 06:00 PM																TOTAL			
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	1	0	0	0	4	3	0	9			
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.375	0.000	0.750			
					0.250				0.250				0.875							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy & Goldsborough Dr
City: Bayonne
Control: 2-Way Stop(NB/SB)

Project ID: 24-340143-001
Date: 10/29/2024

Data - HT

NS/EW Streets:	Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy				Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy				Goldsborough Dr				Goldsborough Dr				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	1	0					
7:15 AM	0	0	0	0	0	0	2	0	3	1	0	0	0	1	0	0					
7:30 AM	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0					
7:45 AM	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0					
8:00 AM	0	0	0	0	2	0	0	0	1	0	0	0	0	2	1	0					
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0					
8:30 AM	0	0	0	0	1	0	2	0	3	2	0	0	0	2	0	0					
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0					
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
APPROACH %'s :	0	0	0	0	3	0	9	0	12	6	0	0	0	8	2	0	40				
					25.00%	0.00%	75.00%	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	80.00%	20.00%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																TOTAL				
PEAK HR VOL :	0	0	0	0	3	0	3	0	5	3	0	0	0	5	1	0	20				
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.000	0.417	0.375	0.000	0.000	0.000	0.625	0.250	0.000	0.500				
					0.500				0.400				0.500								
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
4:00 PM	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	5				
4:15 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	4				
4:30 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3				
4:45 PM	1	0	0	0	0	0	5	0	0	2	0	0	0	1	0	0	9				
5:00 PM	1	0	0	0	0	0	5	0	1	1	0	0	0	0	3	0	11				
5:15 PM	0	0	0	0	0	0	5	0	2	2	0	0	0	3	1	0	13				
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3				
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2				
6:00 PM	0	0	0	0	1	0	4	0	1	0	0	0	0	0	0	0	6				
6:15 PM	0	0	0	0	1	0	4	0	0	1	0	0	0	1	0	0	7				
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
APPROACH %'s :	2	0	0	0	2	0	31	0	8	9	0	0	0	6	5	0	63				
	100.00%	0.00%	0.00%	0.00%	6.06%	0.00%	93.94%	0.00%	47.06%	52.94%	0.00%	0.00%	0.00%	54.55%	45.45%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL				
PEAK HR VOL :	1	0	0	0	0	0	12	0	3	5	0	0	0	3	5	0	29				
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.375	0.625	0.000	0.000	0.000	0.250	0.417	0.000	0.558				
					0.250				0.600				0.500								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy & Goldsborough Dr
City: Bayonne
Control: 2-Way Stop(NB/SB)

Project ID: 24-340143-001
Date: 10/29/2024

Data - Bikes

NS/EW Streets:	Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy				Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy				Goldsborough Dr				Goldsborough Dr									
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND									
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU						
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				TOTAL		
APPROACH %'s :	0	0	0	0	2	0	1	0	0	1	0	0	0	0	1	0				5		
PEAK HR :	08:00 AM - 09:00 AM																			TOTAL		
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0				2		
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000				0.250		
					0.250								0.250									
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND									
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU						
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	0	0	4		
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2		
5:00 PM	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3		
5:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
5:30 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3		
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
6:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
6:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2		
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				TOTAL		
APPROACH %'s :	0	3	0	0	5	4	3	0	1	1	0	0	0	2	5	0				24		
PEAK HR :	05:00 PM - 06:00 PM																				TOTAL	
PEAK HR VOL :	0	2	0	0	4	1	1	0	1	1	0	0	0	0	0	0				10		
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.500	0.250	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000				0.833		
					0.500								0.500									

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy/Optimum Bayonne Dwy/Shopping Plaza Dwy & Goldsl Project ID: 24-340143-001

City: Bayonne

Date: 10/29/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Chosin Few Wy/Optimum Bayonne Dwy/Shopping		Chosin Few Wy/Optimum Bayonne Dwy/Shopping		Goldsborough Dr		Goldsborough Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	1	1	0	0	0	0	1	3
7:15 AM	1	1	0	0	1	0	0	1	4
7:30 AM	2	0	0	0	0	0	0	0	2
7:45 AM	1	3	0	1	0	0	1	0	6
8:00 AM	1	1	0	0	0	0	0	0	2
8:15 AM	0	3	0	0	0	0	0	3	6
8:30 AM	2	0	0	1	0	0	1	0	4
8:45 AM	2	0	0	0	0	0	0	1	3
TOTAL VOLUMES :	EB 9	WB 9	EB 1	WB 2	NB 1	SB 0	NB 2	SB 6	TOTAL 30
APPROACH %'s :	50.00%	50.00%	33.33%	66.67%	100.00%	0.00%	25.00%	75.00%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	5	4	0	1	0	0	1	4	15
PEAK HR FACTOR :	0.625	0.333		0.250			0.250	0.333	0.625
	0.750		0.250				0.417		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	2	2	2	2	1	0	2	0	11
4:15 PM	0	1	1	4	0	1	3	1	11
4:30 PM	6	0	0	2	0	0	1	0	9
4:45 PM	3	1	0	3	0	0	1	3	11
5:00 PM	4	1	1	0	0	0	1	0	7
5:15 PM	6	4	3	0	3	1	0	2	19
5:30 PM	6	3	0	0	0	0	1	0	10
5:45 PM	1	1	0	0	0	2	0	0	4
6:00 PM	5	3	2	0	0	0	2	4	16
6:15 PM	2	3	1	0	2	0	0	0	8
TOTAL VOLUMES :	EB 35	WB 19	EB 10	WB 11	NB 6	SB 4	NB 11	SB 10	TOTAL 106
APPROACH %'s :	64.81%	35.19%	47.62%	52.38%	60.00%	40.00%	52.38%	47.62%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	17	9	4	0	3	3	2	2	40
PEAK HR FACTOR :	0.708	0.563	0.333		0.250	0.375	0.500	0.250	0.526
	0.650		0.333		0.375		0.500		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy & E 40th St
 City: Bayonne
 Control: 1-Way Stop(EB)

Project ID: 24-340143-002
 Date: 10/29/2024

Data - Total

NS/EW Streets:	Chosin Few Wy				Chosin Few Wy				E 40th St				E 40th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	13	48	0	0	0	38	2	0	8	0	9	0	0	0	0	0	118
7:15 AM	6	64	0	0	0	37	4	0	6	0	14	0	0	0	0	0	131
7:30 AM	6	63	0	0	0	47	1	0	10	0	8	0	0	0	0	0	135
7:45 AM	17	80	0	0	0	40	2	0	12	0	9	0	0	0	0	0	160
8:00 AM	13	63	0	0	0	42	0	1	8	0	13	0	0	0	0	0	140
8:15 AM	18	66	0	0	0	38	10	0	4	0	13	0	0	0	0	0	149
8:30 AM	28	71	0	0	0	51	2	0	5	0	24	0	0	0	0	0	181
8:45 AM	17	64	0	0	0	46	3	0	6	0	27	0	0	0	0	0	163
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	118	519	0	0	0	339	24	1	59	0	117	0	0	0	0	0	1177
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	76	264	0	0	0	177	15	1	23	0	77	0	0	0	0	0	633
PEAK HR FACTOR :	0.679	0.930	0.000	0.000	0.000	0.868	0.375	0.250	0.719	0.000	0.713	0.000	0.000	0.000	0.000	0.000	0.874
	0.859				0.910				0.758								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	36	95	0	0	0	84	10	0	3	0	27	0	0	0	0	0	255
4:15 PM	35	96	0	1	0	74	16	0	6	0	25	0	0	0	0	0	253
4:30 PM	31	90	0	0	0	77	11	0	3	0	22	0	0	0	0	0	234
4:45 PM	35	95	0	0	0	91	12	0	6	0	21	0	1	0	0	0	261
5:00 PM	45	84	1	0	0	134	16	1	5	0	14	0	0	0	0	0	300
5:15 PM	65	102	0	0	0	110	17	0	8	0	19	0	0	0	1	0	322
5:30 PM	58	101	0	0	0	96	11	0	10	0	24	1	0	0	0	0	301
5:45 PM	59	101	0	0	0	106	24	0	8	0	23	0	0	0	0	0	321
6:00 PM	35	100	0	0	0	120	15	0	5	0	29	0	0	0	0	0	304
6:15 PM	51	77	0	0	0	134	17	0	8	0	23	0	0	0	0	0	310
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	450	941	1	1	0	1026	149	1	62	0	227	1	1	0	1	0	2861
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	217	404	0	0	0	432	67	0	31	0	95	1	0	0	1	0	1248
PEAK HR FACTOR :	0.835	0.990	0.000	0.000	0.000	0.900	0.698	0.000	0.775	0.000	0.819	0.250	0.000	0.000	0.250	0.000	0.969
	0.930				0.924				0.907				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy & E 40th St
 City: Bayonne
 Control: 1-Way Stop(EB)

Project ID: 24-340143-002
 Date: 10/29/2024

Data - Cars

NS/EW Streets:	Chosin Few Wy				Chosin Few Wy				E 40th St				E 40th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	13	47	0	0	0	37	2	0	8	0	9	0	0	0	0	0	116
7:15 AM	6	61	0	0	0	34	4	0	6	0	14	0	0	0	0	0	125
7:30 AM	6	62	0	0	0	43	1	0	10	0	8	0	0	0	0	0	130
7:45 AM	17	77	0	0	0	39	2	0	12	0	9	0	0	0	0	0	156
8:00 AM	13	61	0	0	0	40	0	1	8	0	13	0	0	0	0	0	136
8:15 AM	18	65	0	0	0	38	9	0	4	0	13	0	0	0	0	0	147
8:30 AM	27	69	0	0	0	49	2	0	5	0	23	0	0	0	0	0	175
8:45 AM	17	64	0	0	0	45	1	0	6	0	27	0	0	0	0	0	160
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	18.78%	81.22%	0.00%	0.00%	0.00%	93.66%	6.05%	0.29%	33.71%	0.00%	66.29%	0.00%	0	0	0	0	1145
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	75	259	0	0	0	172	12	1	23	0	76	0	0	0	0	0	618
PEAK HR FACTOR :	0.694	0.938	0.000	0.000	0.000	0.878	0.333	0.250	0.719	0.000	0.704	0.000	0.000	0.000	0.000	0.000	0.883
	0.870				0.907				0.750								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	36	93	0	0	0	80	9	0	3	0	27	0	0	0	0	0	248
4:15 PM	35	93	0	1	0	74	14	0	6	0	25	0	0	0	0	0	248
4:30 PM	30	88	0	0	0	76	11	0	3	0	22	0	0	0	0	0	230
4:45 PM	35	92	0	0	0	88	11	0	6	0	21	0	0	0	0	0	253
5:00 PM	45	80	1	0	0	129	16	1	5	0	14	0	0	0	0	0	291
5:15 PM	65	100	0	0	0	105	17	0	8	0	19	0	0	0	1	0	315
5:30 PM	58	99	0	0	0	95	11	0	10	0	24	1	0	0	0	0	298
5:45 PM	59	100	0	0	0	103	24	0	7	0	23	0	0	0	0	0	316
6:00 PM	35	98	0	0	0	117	15	0	4	0	29	0	0	0	0	0	298
6:15 PM	51	76	0	0	0	129	17	0	7	0	23	0	0	0	0	0	303
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	32.77%	67.08%	0.07%	0.07%	0.00%	87.22%	12.70%	0.09%	20.56%	0.00%	79.09%	0.35%	0.00%	0.00%	100.00%	0.00%	2800
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	217	397	0	0	0	420	67	0	29	0	95	1	0	0	1	0	1227
PEAK HR FACTOR :	0.835	0.993	0.000	0.000	0.000	0.897	0.698	0.000	0.725	0.000	0.819	0.250	0.000	0.000	0.250	0.000	0.971
	0.930				0.922				0.893				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy & E 40th St
 City: Bayonne
 Control: 1-Way Stop(EB)

Project ID: 24-340143-002
 Date: 10/29/2024

Data - Buses

NS/EW Streets:	Chosin Few Wy				Chosin Few Wy				E 40th St				E 40th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	7
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
				0.375				0.250									
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	4
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
				0.250				0.250									

National Data & Surveying Services Intersection Turning Movement Count

Location: Chosin Few Wy & E 40th St
City: Bayonne
Control: 1-Way Stop(EB)

Project ID: 24-340143-002
Date: 10/29/2024

Data - HT

NS/EW Streets:	Chosin Few Wy				Chosin Few Wy				E 40th St				E 40th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
7:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
8:30 AM	1	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	10.00%	90.00%	0.00%	0.00%	0.00%	78.57%	21.43%	0.00%	0.00%	0.00%	100.00%	0.00%	0	0	0	0	25
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	1	2	0	0	0	4	3	0	0	0	1	0	0	0	0	0	11
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.000	0.500	0.375	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.688
	0.375				0.583				0.250								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	2	0	0	0	4	1	0	0	0	0	0	0	0	0	0	7
4:15 PM	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	5
4:30 PM	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	2	0	0	0	3	1	0	0	0	0	0	1	0	0	0	7
5:00 PM	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9
5:15 PM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0	0	5
6:00 PM	0	2	0	0	0	3	0	0	1	0	0	0	0	0	0	0	6
6:15 PM	0	1	0	0	0	5	0	0	1	0	0	0	0	0	0	0	7
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	5.00%	95.00%	0.00%	0.00%	0.00%	87.88%	12.12%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	57
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	5	0	0	0	11	0	0	2	0	0	0	0	0	0	0	18
PEAK HR FACTOR :	0.000	0.625	0.000	0.000	0.000	0.550	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.643
	0.625				0.550				0.500								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy & E 40th St
 City: Bayonne
 Control: 1-Way Stop(EB)

Project ID: 24-340143-002
 Date: 10/29/2024

Data - Bikes

NS/EW Streets:	Chosin Few Wy				Chosin Few Wy				E 40th St				E 40th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	66.67%	0.00%	33.33%	0.00%	0	0	0	0	8
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
0.250																	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	2	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
4:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
5:15 PM	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	33.33%	66.67%	0.00%	0.00%	0.00%	92.86%	7.14%	0.00%	0.00%	0.00%	100.00%	0.00%	0	0	0	0	24
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	1	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	5
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.417
0.500																	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy & E 40th St
City: Bayonne

Project ID: 24-340143-002
Date: 10/29/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Chosin Few Wy		Chosin Few Wy		E 40th St		E 40th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	2	3
7:30 AM	0	0	0	0	0	0	2	1	3
7:45 AM	0	0	0	0	0	0	1	1	2
8:00 AM	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	4	3	7
8:30 AM	0	0	0	0	0	0	0	2	2
8:45 AM	0	0	0	0	0	0	1	1	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	10	10	20
							50.00%	50.00%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	6	6	12
PEAK HR FACTOR :							0.375	0.500	0.429
							0.429		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	1	1	0	0	2	4
4:15 PM	0	2	0	0	0	0	4	5	11
4:30 PM	2	1	0	0	0	0	1	4	8
4:45 PM	2	2	0	0	1	0	3	8	16
5:00 PM	1	2	0	0	0	0	1	6	10
5:15 PM	1	0	0	0	0	0	3	6	10
5:30 PM	0	0	0	0	0	0	5	3	8
5:45 PM	1	0	0	0	0	0	1	4	6
6:00 PM	0	0	0	0	0	0	1	3	4
6:15 PM	0	0	0	0	0	0	2	6	8
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	7	7	0	1	2	0	21	47	85
	50.00%	50.00%	0.00%	100.00%	100.00%	0.00%	30.88%	69.12%	
PEAK HR :	05:15 PM - 06:15 PM								TOTAL
PEAK HR VOL :	2	0	0	0	0	0	10	16	28
PEAK HR FACTOR :	0.500						0.500	0.667	0.700
	0.500						0.722		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy & Bay 151 Dwy/Residential Dwy
City: Bayonne
Control: 1-Way Stop(EB)

Project ID: 24-340143-003
Date: 10/29/2024

Data - Total

NS/EW Streets:	Chosin Few Wy				Chosin Few Wy				Bay 151 Dwy/Residential Dwy				Bay 151 Dwy/Residential Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	2	56	0	0	0	35	0	0	4	0	1	0	0	0	0	0	98
7:15 AM	1	75	0	0	0	35	2	0	2	0	3	0	0	0	0	0	118
7:30 AM	1	74	0	1	0	43	1	0	9	0	2	0	0	0	0	0	131
7:45 AM	2	89	0	0	0	42	2	0	3	0	0	0	0	0	0	0	138
8:00 AM	3	71	0	0	0	37	1	0	4	0	4	0	0	0	0	0	120
8:15 AM	0	75	0	0	0	41	0	1	6	0	3	0	0	0	0	0	126
8:30 AM	7	75	0	0	0	50	3	0	5	0	4	0	0	0	0	0	144
8:45 AM	2	68	0	0	0	46	2	0	2	0	5	0	0	0	0	0	125
TOTAL VOLUMES :	18	583	0	1	0	329	11	1	35	0	22	0	0	0	0	0	1000
APPROACH %'s :	2.99%	96.84%	0.00%	0.17%	0.00%	96.48%	3.23%	0.29%	61.40%	0.00%	38.60%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	12	310	0	0	0	170	6	1	18	0	11	0	0	0	0	0	528
PEAK HR FACTOR :	0.429	0.871	0.000	0.000	0.000	0.850	0.500	0.250	0.750	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.917
	0.885				0.835				0.806								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	5	91	0	0	0	97	6	0	4	0	2	0	0	0	0	0	205
4:15 PM	4	107	0	0	0	94	5	0	4	0	2	0	0	0	0	0	216
4:30 PM	1	91	0	0	0	87	3	0	1	0	2	0	0	0	0	0	185
4:45 PM	9	94	0	0	0	105	1	0	4	0	1	0	0	0	0	0	214
5:00 PM	3	88	0	0	0	151	5	0	4	0	5	0	0	0	0	0	256
5:15 PM	7	105	0	0	0	124	3	0	1	0	3	0	0	0	0	0	243
5:30 PM	7	102	0	0	0	101	6	0	2	0	9	0	0	0	0	0	227
5:45 PM	10	95	0	0	0	121	8	0	4	0	4	0	0	0	0	0	242
6:00 PM	7	94	0	1	0	125	11	0	5	0	10	0	0	0	0	0	253
6:15 PM	4	84	0	1	0	138	7	0	2	0	7	0	0	0	0	0	243
TOTAL VOLUMES :	57	951	0	2	0	1143	55	0	31	0	45	0	0	0	0	0	2284
APPROACH %'s :	5.64%	94.16%	0.00%	0.20%	0.00%	95.41%	4.59%	0.00%	40.79%	0.00%	59.21%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	27	390	0	0	0	497	22	0	11	0	21	0	0	0	0	0	968
PEAK HR FACTOR :	0.675	0.929	0.000	0.000	0.000	0.823	0.688	0.000	0.688	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.945
	0.931				0.832				0.727								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy & Bay 151 Dwy/Residential Dwy
City: Bayonne
Control: 1-Way Stop(EB)

Project ID: 24-340143-003
Date: 10/29/2024

Data - Cars

NS/EW Streets:	Chosin Few Wy				Chosin Few Wy				Bay 151 Dwy/Residential Dwy				Bay 151 Dwy/Residential Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	2	54	0	0	0	34	0	0	4	0	1	0	0	0	0	0	95
7:15 AM	1	72	0	0	0	32	1	0	2	0	3	0	0	0	0	0	111
7:30 AM	1	73	0	1	0	39	1	0	8	0	2	0	0	0	0	0	125
7:45 AM	2	86	0	0	0	41	2	0	3	0	0	0	0	0	0	0	134
8:00 AM	2	68	0	0	0	35	1	0	4	0	4	0	0	0	0	0	114
8:15 AM	0	74	0	0	0	40	0	1	5	0	3	0	0	0	0	0	123
8:30 AM	7	74	0	0	0	47	3	0	5	0	4	0	0	0	0	0	140
8:45 AM	2	68	0	0	0	45	2	0	2	0	5	0	0	0	0	0	124
TOTAL VOLUMES :	17	569	0	1	0	313	10	1	33	0	22	0	0	0	0	0	966
APPROACH %'s :	2.90%	96.93%	0.00%	0.17%	0.00%	96.60%	3.09%	0.31%	60.00%	0.00%	40.00%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	11	302	0	0	0	163	6	1	17	0	11	0	0	0	0	0	511
PEAK HR FACTOR :	0.393	0.878	0.000	0.000	0.000	0.867	0.500	0.250	0.850	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.913
	0.889				0.850				0.778								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	5	89	0	0	0	92	6	0	3	0	2	0	0	0	0	0	197
4:15 PM	4	104	0	0	0	92	5	0	4	0	2	0	0	0	0	0	211
4:30 PM	1	89	0	0	0	86	3	0	1	0	2	0	0	0	0	0	182
4:45 PM	8	91	0	0	0	101	1	0	4	0	1	0	0	0	0	0	206
5:00 PM	3	84	0	0	0	146	5	0	3	0	5	0	0	0	0	0	246
5:15 PM	7	102	0	0	0	119	3	0	1	0	3	0	0	0	0	0	235
5:30 PM	7	99	0	0	0	99	6	0	2	0	9	0	0	0	0	0	222
5:45 PM	10	93	0	0	0	119	7	0	4	0	4	0	0	0	0	0	237
6:00 PM	7	91	0	1	0	122	11	0	4	0	10	0	0	0	0	0	246
6:15 PM	4	82	0	1	0	132	7	0	2	0	7	0	0	0	0	0	235
TOTAL VOLUMES :	56	924	0	2	0	1108	54	0	28	0	45	0	0	0	0	0	2217
APPROACH %'s :	5.70%	94.09%	0.00%	0.20%	0.00%	95.35%	4.65%	0.00%	38.36%	0.00%	61.64%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	27	378	0	0	0	483	21	0	10	0	21	0	0	0	0	0	940
PEAK HR FACTOR :	0.675	0.926	0.000	0.000	0.000	0.827	0.750	0.000	0.625	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.955
	0.929				0.834				0.705								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy & Bay 151 Dwy/Residential Dwy
City: Bayonne
Control: 1-Way Stop(EB)

Project ID: 24-340143-003
Date: 10/29/2024

Data - Buses

NS/EW Streets:	Chosin Few Wy				Chosin Few Wy				Bay 151 Dwy/Residential Dwy				Bay 151 Dwy/Residential Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	1	4	0	0	0	3	1	0	2	0	0	0	0	0	0	0	11
APPROACH %'s :	20.00%	80.00%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
	0.375				0.250				0.250								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	1	3	0	0	0	2	1	0	3	0	0	0	0	0	0	0	10
APPROACH %'s :	25.00%	75.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.375				0.500				0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy & Bay 151 Dwy/Residential Dwy
City: Bayonne
Control: 1-Way Stop(EB)

Project ID: 24-340143-003
Date: 10/29/2024

Data - HT

NS/EW Streets:	Chosin Few Wy				Chosin Few Wy				Bay 151 Dwy/Residential Dwy				Bay 151 Dwy/Residential Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	10	0	0	0	13	0	0	0	0	0	0	0	0	0	0	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									23
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	12
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
	0.500				0.750												
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
4:15 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
4:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
5:00 PM	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8
5:15 PM	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
6:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
6:15 PM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
TOTAL VOLUMES :	0	24	0	0	0	33	0	0	0	0	0	0	0	0	0	0	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									57
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	9	0	0	0	13	0	0	0	0	0	0	0	0	0	0	22
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.000	0.650	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.688
	0.750				0.650												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy & Bay 151 Dwy/Residential Dwy
City: Bayonne
Control: 1-Way Stop(EB)

Project ID: 24-340143-003
Date: 10/29/2024

Data - Bikes

NS/EW Streets:	Chosin Few Wy				Chosin Few Wy				Bay 151 Dwy/Residential Dwy				Bay 151 Dwy/Residential Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	6
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
	0.500				0.250												
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	0	7	0	0	0	14	0	0	0	0	0	0	0	0	0	0	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	21
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
	0.250				0.500												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chosin Few Wy & Bay 151 Dwy/Residential Dwy

Project ID: 24-340143-003

City: Bayonne

Date: 10/29/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Chosin Few Wy		Chosin Few Wy		Bay 151 Dwy/Residential Dwy		Bay 151 Dwy/Residential Dwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	1	1	2
7:30 AM	0	0	0	0	0	0	3	1	4
7:45 AM	0	0	0	0	0	0	5	1	6
8:00 AM	0	0	0	0	0	0	2	1	3
8:15 AM	0	0	0	0	0	0	5	1	6
8:30 AM	0	0	0	0	0	0	1	4	5
8:45 AM	0	0	0	0	0	0	3	1	4
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	21	10	31
							67.74%	32.26%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	13	7	20
PEAK HR FACTOR :							0.650	0.438	0.833
							0.833		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	3	6	9
4:15 PM	0	0	0	0	0	0	11	3	14
4:30 PM	0	0	0	0	0	0	2	7	9
4:45 PM	0	0	0	0	0	0	1	8	9
5:00 PM	0	0	0	0	0	0	2	7	9
5:15 PM	0	0	0	0	0	0	2	6	8
5:30 PM	0	0	0	0	0	0	4	7	11
5:45 PM	0	0	0	0	0	0	0	8	8
6:00 PM	0	0	0	0	0	0	2	4	6
6:15 PM	0	0	0	0	0	0	0	9	9
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	27	65	92
							29.35%	70.65%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	8	28	36
PEAK HR FACTOR :							0.500	0.875	0.818
							0.818		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gould St/Bay 151 Dwy & E Centre St
City: Bayonne
Control: 1-Way Stop(NB)

Project ID: 24-340143-004
Date: 10/29/2024

Data - Total

NS/EW Streets:	Gould St/Bay 151 Dwy				Gould St/Bay 151 Dwy				E Centre St				E Centre St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	1	0	1	0	0	0	0	0	0	21	0	0	0	11	0	0	34
7:15 AM	1	0	1	0	0	0	0	0	0	17	0	0	1	17	0	0	37
7:30 AM	1	0	0	0	0	0	1	0	3	27	2	0	0	21	0	0	55
7:45 AM	2	0	3	0	0	0	1	0	4	24	2	0	3	19	0	0	58
8:00 AM	2	0	2	0	0	0	0	0	0	22	0	0	0	27	0	0	53
8:15 AM	3	0	3	0	0	0	0	0	3	21	0	0	1	33	0	0	64
8:30 AM	3	0	0	0	0	0	0	0	1	31	3	0	1	23	0	0	62
8:45 AM	4	0	2	0	0	0	0	0	0	26	3	0	2	29	0	0	66
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	17	0	12	0	0	0	2	0	11	189	10	0	8	180	0	0	429
	58.62%	0.00%	41.38%	0.00%	0.00%	0.00%	100.00%	0.00%	5.24%	90.00%	4.76%	0.00%	4.26%	95.74%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	12	0	7	0	0	0	0	0	4	100	6	0	4	112	0	0	245
PEAK HR FACTOR :	0.750	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.333	0.806	0.500	0.000	0.500	0.848	0.000	0.000	0.928
	0.792								0.786				0.853				
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	3	0	8	0	1	0	0	0	1	22	6	0	2	69	1	0	113
4:15 PM	2	0	4	0	1	0	0	0	0	26	5	0	3	66	0	0	107
4:30 PM	4	0	2	0	1	0	1	0	1	23	3	0	3	66	0	0	104
4:45 PM	2	0	4	0	0	0	3	0	0	31	6	0	1	47	0	0	94
5:00 PM	7	0	5	0	0	0	2	0	0	40	6	0	3	55	0	0	118
5:15 PM	4	0	4	0	0	0	0	0	1	42	3	0	4	59	0	0	117
5:30 PM	5	0	3	0	0	0	0	0	0	34	3	0	1	51	0	0	97
5:45 PM	5	0	6	0	0	0	2	0	0	43	4	0	6	44	0	0	110
6:00 PM	4	0	9	0	0	0	0	0	0	52	3	0	4	41	0	0	113
6:15 PM	6	0	5	0	0	0	0	0	0	37	5	0	5	35	0	0	93
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	42	0	50	0	3	0	8	0	3	350	44	0	32	533	1	0	1066
	45.65%	0.00%	54.35%	0.00%	27.27%	0.00%	72.73%	0.00%	0.76%	88.16%	11.08%	0.00%	5.65%	94.17%	0.18%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	21	0	18	0	0	0	4	0	1	159	16	0	14	209	0	0	442
PEAK HR FACTOR :	0.750	0.000	0.750	0.000	0.000	0.000	0.500	0.000	0.250	0.924	0.667	0.000	0.583	0.886	0.000	0.000	0.936
	0.813				0.500				0.936				0.885				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gould St/Bay 151 Dwy & E Centre St
City: Bayonne
Control: 1-Way Stop(NB)

Project ID: 24-340143-004
Date: 10/29/2024

Data - Cars

NS/EW Streets:	Gould St/Bay 151 Dwy				Gould St/Bay 151 Dwy				E Centre St				E Centre St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	1	0	1	0	0	0	0	0	0	20	0	0	0	10	0	0	32
7:15 AM	1	0	0	0	0	0	0	0	0	16	0	0	1	17	0	0	35
7:30 AM	1	0	0	0	0	0	1	0	3	27	2	0	0	21	0	0	55
7:45 AM	2	0	2	0	0	0	1	0	4	24	2	0	2	18	0	0	55
8:00 AM	2	0	2	0	0	0	0	0	0	21	0	0	0	24	0	0	49
8:15 AM	3	0	3	0	0	0	0	0	3	20	0	0	1	32	0	0	62
8:30 AM	3	0	0	0	0	0	0	0	1	31	3	0	1	22	0	0	61
8:45 AM	4	0	2	0	0	0	0	0	0	26	3	0	2	29	0	0	66
TOTAL VOLUMES :	17	0	10	0	0	0	2	0	11	185	10	0	7	173	0	0	415
APPROACH %'s :	62.96%	0.00%	37.04%	0.00%	0.00%	0.00%	100.00%	0.00%	5.34%	89.81%	4.85%	0.00%	3.89%	96.11%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	12	0	7	0	0	0	0	0	4	98	6	0	4	107	0	0	238
PEAK HR FACTOR :	0.750	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.333	0.790	0.500	0.000	0.500	0.836	0.000	0.000	0.902
	0.792								0.771				0.841				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	3	0	8	0	1	0	0	0	1	21	6	0	2	68	1	0	111
4:15 PM	2	0	4	0	1	0	0	0	0	25	5	0	3	65	0	0	105
4:30 PM	4	0	2	0	1	0	1	0	1	23	3	0	3	65	0	0	103
4:45 PM	2	0	4	0	0	0	3	0	0	29	6	0	1	47	0	0	92
5:00 PM	7	0	5	0	0	0	2	0	0	40	6	0	3	55	0	0	118
5:15 PM	4	0	4	0	0	0	0	0	1	42	3	0	4	59	0	0	117
5:30 PM	5	0	3	0	0	0	0	0	0	33	3	0	1	50	0	0	95
5:45 PM	5	0	6	0	0	0	2	0	0	43	4	0	5	44	0	0	109
6:00 PM	4	0	8	0	0	0	0	0	0	52	3	0	4	40	0	0	111
6:15 PM	6	0	5	0	0	0	0	0	0	35	5	0	5	35	0	0	91
TOTAL VOLUMES :	42	0	49	0	3	0	8	0	3	343	44	0	31	528	1	0	1052
APPROACH %'s :	46.15%	0.00%	53.85%	0.00%	27.27%	0.00%	72.73%	0.00%	0.77%	87.95%	11.28%	0.00%	5.54%	94.29%	0.18%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	21	0	18	0	0	0	4	0	1	158	16	0	13	208	0	0	439
PEAK HR FACTOR :	0.750	0.000	0.750	0.000	0.000	0.000	0.500	0.000	0.250	0.919	0.667	0.000	0.650	0.881	0.000	0.000	0.930
	0.813				0.500				0.931				0.877				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gould St/Bay 151 Dwy & E Centre St
City: Bayonne
Control: 1-Way Stop(NB)

Project ID: 24-340143-004
Date: 10/29/2024

Data - Buses

NS/EW Streets:	Gould St/Bay 151 Dwy				Gould St/Bay 151 Dwy				E Centre St				E Centre St				TOTAL			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%				
PEAK HR :	08:00 AM - 09:00 AM																			
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000

NS/EW Streets:	Gould St/Bay 151 Dwy				Gould St/Bay 151 Dwy				E Centre St				E Centre St				TOTAL			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
APPROACH %'s :													0.00%	100.00%	0.00%	0.00%				
PEAK HR :	05:00 PM - 06:00 PM																			
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gould St/Bay 151 Dwy & E Centre St
City: Bayonne
Control: 1-Way Stop(NB)

Project ID: 24-340143-004
Date: 10/29/2024

Data - HT

NS/EW Streets:	Gould St/Bay 151 Dwy				Gould St/Bay 151 Dwy				E Centre St				E Centre St				TOTAL			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	3	0	0	1	4	0	0				
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%	20.00%	80.00%	0.00%	0.00%				
PEAK HR :	08:00 AM - 09:00 AM																			
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0				
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.375	0.000	0.000				
										0.500				0.375						

NS/EW Streets:	Gould St/Bay 151 Dwy				Gould St/Bay 151 Dwy				E Centre St				E Centre St				TOTAL			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
6:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	7	0	0	1	4	0	0				
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%	20.00%	80.00%	0.00%	0.00%				
PEAK HR :	05:00 PM - 06:00 PM																			
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0				
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000				
										0.250				0.250						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gould St/Bay 151 Dwy & E Centre St
City: Bayonne
Control: 1-Way Stop(NB)

Project ID: 24-340143-004
Date: 10/29/2024

Data - Bikes

NS/EW Streets:	Gould St/Bay 151 Dwy				Gould St/Bay 151 Dwy				E Centre St				E Centre St				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
7:00 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	0	9	0	0	0	2	0	0	0	0	0	0	12
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.500

NS/EW Streets:	Gould St/Bay 151 Dwy				Gould St/Bay 151 Dwy				E Centre St				E Centre St				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	7
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0	0	0	7
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	4
6:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	15	1	0	0	21	0	0	0	0	0	0	38
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	93.75%	6.25%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	1	0	0	7	0	0	0	0	0	0	13
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.250	0.000	0.000	0.350	0.000	0.000	0.000	0.350	0.000	0.000	0.464

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gould St/Bay 151 Dwy & E Centre St
City: Bayonne

Project ID: 24-340143-004
Date: 10/29/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Gould St/Bay 151 Dwy		Gould St/Bay 151 Dwy		E Centre St		E Centre St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	6	4	1	1	0	0	3	0	15
7:15 AM	3	2	1	2	0	0	3	0	11
7:30 AM	7	1	1	4	0	0	4	0	17
7:45 AM	8	0	1	3	0	0	3	0	15
8:00 AM	4	0	2	3	0	0	2	0	11
8:15 AM	2	2	3	3	0	0	6	0	16
8:30 AM	3	3	1	4	0	0	0	0	11
8:45 AM	0	0	1	2	0	0	2	0	5
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
	33	12	11	22	0	0	23	0	101
APPROACH %'s :	73.33%	26.67%	33.33%	66.67%			100.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	9	5	7	12	0	0	10	0	43
PEAK HR FACTOR :	0.563	0.417	0.583	0.750			0.417	0.417	0.672
	0.583		0.792				0.417		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	1	7	2	1	0	1	1	1	14
4:15 PM	0	6	2	7	0	0	2	0	17
4:30 PM	2	4	5	3	0	1	0	3	18
4:45 PM	4	7	6	2	0	2	0	1	22
5:00 PM	3	7	8	2	0	2	0	1	23
5:15 PM	2	2	7	2	0	1	0	1	15
5:30 PM	0	0	5	6	0	0	0	0	11
5:45 PM	1	0	8	0	0	0	0	1	10
6:00 PM	1	1	5	1	0	0	0	2	10
6:15 PM	1	1	8	0	0	0	0	2	12
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
	15	35	56	24	0	7	3	12	152
APPROACH %'s :	30.00%	70.00%	70.00%	30.00%	0.00%	100.00%	20.00%	80.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	6	9	28	10	0	3	0	3	59
PEAK HR FACTOR :	0.500	0.321	0.875	0.417		0.375		0.750	0.641
	0.375		0.864		0.375		0.750		

Shree Lakshmi Vardayini UR, LLC
 1: Plaza Driveway/Costco Driveway & Goldsborough Drive

Existing
 AM

Intersection												
Int Delay, s/veh	13.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	110	328	84	17	359	7	87	5	15	2	5	106
Future Vol, veh/h	110	328	84	17	359	7	87	5	15	2	5	106
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	125	373	95	19	408	8	99	6	17	2	6	120

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	416	0	0	468	0	0	1184	1125	421	1132	1168	412
Stage 1	-	-	-	-	-	-	671	671	-	450	450	-
Stage 2	-	-	-	-	-	-	513	454	-	682	718	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1143	-	-	1094	-	-	166	205	632	180	193	640
Stage 1	-	-	-	-	-	-	446	455	-	589	572	-
Stage 2	-	-	-	-	-	-	544	569	-	440	433	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1143	-	-	1094	-	-	118	179	632	154	168	640
Mov Cap-2 Maneuver	-	-	-	-	-	-	118	179	-	154	168	-
Stage 1	-	-	-	-	-	-	397	405	-	525	559	-
Stage 2	-	-	-	-	-	-	427	556	-	376	386	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0.4			113.5			13.7		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	136	1143	-	-	1094	-	-	542
HCM Lane V/C Ratio	0.894	0.109	-	-	0.018	-	-	0.237
HCM Control Delay (s)	113.5	8.5	-	-	8.3	0	-	13.7
HCM Lane LOS	F	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	5.9	0.4	-	-	0.1	-	-	0.9

Intersection												
Int Delay, s/veh	27.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	150	151	44	10	255	127	36	41	15	76	61	92
Future Vol, veh/h	150	151	44	10	255	127	36	41	15	76	61	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	5	4	2	2	4	2	2	2	2	5	2	3
Mvmt Flow	170	172	50	11	290	144	41	47	17	86	69	105

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	434	0	0	222	0	0	1008	993	197	953	946	362
Stage 1	-	-	-	-	-	-	537	537	-	384	384	-
Stage 2	-	-	-	-	-	-	471	456	-	569	562	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.12	6.52	6.22	7.15	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.15	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.15	5.52	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.518	4.018	3.318	3.545	4.018	3.327
Pot Cap-1 Maneuver	1110	-	-	1347	-	-	219	245	844	236	262	680
Stage 1	-	-	-	-	-	-	528	523	-	633	611	-
Stage 2	-	-	-	-	-	-	573	568	-	502	510	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1110	-	-	1347	-	-	120	200	844	164	214	680
Mov Cap-2 Maneuver	-	-	-	-	-	-	120	200	-	164	214	-
Stage 1	-	-	-	-	-	-	435	431	-	522	604	-
Stage 2	-	-	-	-	-	-	425	562	-	361	420	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.8			0.2			51.6			99.2		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	176	1110	-	-	1347	-	-	259
HCM Lane V/C Ratio	0.594	0.154	-	-	0.008	-	-	1.005
HCM Control Delay (s)	51.6	8.8	0	-	7.7	0	-	99.2
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	3.2	0.5	-	-	0	-	-	10

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	24	77	76	277	177	15
Future Vol, veh/h	24	77	76	277	177	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	3	20
Mvmt Flow	28	89	87	318	203	17

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	704	212	220	0	0
Stage 1	212	-	-	-	-
Stage 2	492	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	403	828	1349	-	-
Stage 1	823	-	-	-	-
Stage 2	615	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	372	828	1349	-	-
Mov Cap-2 Maneuver	372	-	-	-	-
Stage 1	759	-	-	-	-
Stage 2	615	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1349	-	641	-	-
HCM Lane V/C Ratio	0.065	-	0.181	-	-
HCM Control Delay (s)	7.9	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	17	16	12	289	176	6
Future Vol, veh/h	17	16	12	289	176	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	3	2
Mvmt Flow	19	18	13	325	198	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	553	202	205	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	494	839	1366	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	488	839	1366	-	-	-
Mov Cap-2 Maneuver	488	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1366	-	612	-	-
HCM Lane V/C Ratio	0.01	-	0.061	-	-
HCM Control Delay (s)	7.7	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	0	7	0	0	0	4	112	0	4	100	6
Future Vol, veh/h	12	0	7	0	0	0	4	112	0	4	100	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	13	0	8	0	0	0	4	120	0	4	108	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	247	247	111	251	250	120	114	0	0	120	0	0
Stage 1	119	119	-	128	128	-	-	-	-	-	-	-
Stage 2	128	128	-	123	122	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	707	655	942	702	653	931	1475	-	-	1468	-	-
Stage 1	885	797	-	876	790	-	-	-	-	-	-	-
Stage 2	876	790	-	881	795	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	703	651	942	693	649	931	1475	-	-	1468	-	-
Mov Cap-2 Maneuver	703	651	-	693	649	-	-	-	-	-	-	-
Stage 1	882	795	-	873	788	-	-	-	-	-	-	-
Stage 2	873	788	-	871	793	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.8		0		0.3		0.3	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1475	-	-	775	-	1468	-
HCM Lane V/C Ratio	0.003	-	-	0.026	-	0.003	-
HCM Control Delay (s)	7.4	0	-	9.8	0	7.5	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-

Intersection												
Int Delay, s/veh	20.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	232	395	54	22	440	10	47	18	30	2	10	201
Future Vol, veh/h	232	395	54	22	440	10	47	18	30	2	10	201
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	237	403	55	22	449	10	48	18	31	2	10	205

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	459	0	0	458	0	0	1511	1408	431	1427	1430	454
Stage 1	-	-	-	-	-	-	905	905	-	498	498	-
Stage 2	-	-	-	-	-	-	606	503	-	929	932	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1102	-	-	1103	-	-	99	139	624	113	135	606
Stage 1	-	-	-	-	-	-	331	355	-	554	544	-
Stage 2	-	-	-	-	-	-	484	541	-	321	345	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1102	-	-	1103	-	-	50	106	624	77	103	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	50	106	-	77	103	-
Stage 1	-	-	-	-	-	-	260	279	-	435	529	-
Stage 2	-	-	-	-	-	-	306	526	-	224	271	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.1			0.4			248.1			19.2		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	82	1102	-	-	1103	-	-	468
HCM Lane V/C Ratio	1.182	0.215	-	-	0.02	-	-	0.464
HCM Control Delay (s)	248.1	9.2	-	-	8.3	0	-	19.2
HCM Lane LOS	F	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	7	0.8	-	-	0.1	-	-	2.4

Shree Lakshmi Vardayini UR, LLC
 2: Plaza Driveway/Chosin Few Way & Goldsborough Drive

Existing
 PM

Intersection

Int Delay, s/veh 157.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	250	155	22	21	180	136	41	78	14	124	66	251
Future Vol, veh/h	250	155	22	21	180	136	41	78	14	124	66	251
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	4	2	2	4	6	2	2	2	2	2	5
Mvmt Flow	255	158	22	21	184	139	42	80	14	127	67	256

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	323	0	0	180
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1237	-	-	1396
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1237	-	-	1396
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.1	0.5	166.6	\$ 422.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	127	1237	-	-	1396	-	-	246
HCM Lane V/C Ratio	1.069	0.206	-	-	0.015	-	-	1.829
HCM Control Delay (s)	166.6	8.7	0	-	7.6	0	-	\$ 422.7
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	7.7	0.8	-	-	0	-	-	31

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	31	80	227	388	449	69
Future Vol, veh/h	31	80	227	388	449	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	2	2	2	3	2
Mvmt Flow	32	82	234	400	463	71

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1367	499	534	0	-	0
Stage 1	499	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	161	572	1034	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	114	572	1034	-	-	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	409	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.8	3.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1034	-	270	-	-
HCM Lane V/C Ratio	0.226	-	0.424	-	-
HCM Control Delay (s)	9.5	0	27.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.9	-	2	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	11	21	27	392	497	22
Future Vol, veh/h	11	21	27	392	497	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	2	2	3	3	5
Mvmt Flow	12	22	28	413	523	23

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1004	535	546	0	-	0
Stage 1	535	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Critical Hdwy	6.49	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	260	545	1023	-	-	-
Stage 1	573	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	251	545	1023	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	615	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1023	-	389	-	-
HCM Lane V/C Ratio	0.028	-	0.087	-	-
HCM Control Delay (s)	8.6	0	15.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	0	18	0	0	4	4	209	0	1	159	16
Future Vol, veh/h	21	0	18	0	0	4	4	209	0	1	159	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	25	2	2	2	2	2
Mvmt Flow	22	0	19	0	0	4	4	222	0	1	169	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	4	0	0	19	0	0	149	58	10	167	65	2
Stage 1	-	-	-	-	-	-	54	54	-	2	2	-
Stage 2	-	-	-	-	-	-	95	4	-	165	63	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.35	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.725	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1618	-	-	1597	-	-	769	833	1071	797	826	1082
Stage 1	-	-	-	-	-	-	903	850	-	1021	894	-
Stage 2	-	-	-	-	-	-	858	892	-	837	842	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1618	-	-	1597	-	-	629	821	1071	624	814	1082
Mov Cap-2 Maneuver	-	-	-	-	-	-	629	821	-	624	814	-
Stage 1	-	-	-	-	-	-	890	838	-	1007	894	-
Stage 2	-	-	-	-	-	-	685	892	-	606	830	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.9	0	11.1	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	816	1618	-	-	1597	-	-	831
HCM Lane V/C Ratio	0.278	0.014	-	-	-	-	-	0.225
HCM Control Delay (s)	11.1	7.3	0	-	0	-	-	10.6
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	1.1	0	-	-	0	-	-	0.9

Intersection												
Int Delay, s/veh	9.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	392	84	17	477	7	87	5	15	2	5	56
Future Vol, veh/h	46	392	84	17	477	7	87	5	15	2	5	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	52	445	95	19	542	8	99	6	17	2	6	64

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	550	0	0	540	0	0	1216	1185	493	1192	1228	546
Stage 1	-	-	-	-	-	-	597	597	-	584	584	-
Stage 2	-	-	-	-	-	-	619	588	-	608	644	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1020	-	-	1028	-	-	158	189	576	164	178	538
Stage 1	-	-	-	-	-	-	490	491	-	498	498	-
Stage 2	-	-	-	-	-	-	476	496	-	483	468	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1020	-	-	1028	-	-	128	174	576	146	164	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	174	-	146	164	-
Stage 1	-	-	-	-	-	-	465	466	-	473	485	-
Stage 2	-	-	-	-	-	-	404	483	-	439	444	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.3			95.3			15.2		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	146	1020	-	-	1028	-	-	425
HCM Lane V/C Ratio	0.833	0.051	-	-	0.019	-	-	0.168
HCM Control Delay (s)	95.3	8.7	-	-	8.6	0	-	15.2
HCM Lane LOS	F	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	5.4	0.2	-	-	0.1	-	-	0.6

Intersection												
Int Delay, s/veh	178.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	160	205	44	10	360	244	36	41	15	135	61	105
Future Vol, veh/h	160	205	44	10	360	244	36	41	15	135	61	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	5	4	2	2	4	2	2	2	2	5	2	3
Mvmt Flow	182	233	50	11	409	277	41	47	17	153	69	119

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	686	0	0	283	0	0	1286	1330	258	1224	1217	548
Stage 1	-	-	-	-	-	-	622	622	-	570	570	-
Stage 2	-	-	-	-	-	-	664	708	-	654	647	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.12	6.52	6.22	7.15	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.15	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.15	5.52	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.518	4.018	3.318	3.545	4.018	3.327
Pot Cap-1 Maneuver	894	-	-	1279	-	-	141	155	781	154	181	534
Stage 1	-	-	-	-	-	-	474	479	-	501	505	-
Stage 2	-	-	-	-	-	-	450	438	-	451	467	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	894	-	-	1279	-	-	54	116	781	~ 85	135	534
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	116	-	~ 85	135	-
Stage 1	-	-	-	-	-	-	359	363	-	379	497	-
Stage 2	-	-	-	-	-	-	296	431	-	291	354	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.9			0.1			236.2			\$ 763.4		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	89	894	-	-	1279	-	-	135
HCM Lane V/C Ratio	1.175	0.203	-	-	0.009	-	-	2.534
HCM Control Delay (s)	236.2	10.1	0	-	7.8	0	-	\$ 763.4
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	7.3	0.8	-	-	0	-	-	30.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	79	78	403	249	16
Future Vol, veh/h	26	79	78	403	249	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	3	20
Mvmt Flow	30	91	90	463	286	18

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	938	295	304	0	0
Stage 1	295	-	-	-	-
Stage 2	643	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	293	744	1257	-	-
Stage 1	755	-	-	-	-
Stage 2	523	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	265	744	1257	-	-
Mov Cap-2 Maneuver	265	-	-	-	-
Stage 1	683	-	-	-	-
Stage 2	523	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	1.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1257	-	514	-	-
HCM Lane V/C Ratio	0.071	-	0.235	-	-
HCM Control Delay (s)	8.1	0	14.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	70	128	310	182	3
Future Vol, veh/h	45	70	128	310	182	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	45	0	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	76	139	337	198	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	815	200	201	0	0
Stage 1	200	-	-	-	-
Stage 2	615	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	347	841	1371	-	-
Stage 1	834	-	-	-	-
Stage 2	539	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	312	841	1371	-	-
Mov Cap-2 Maneuver	312	-	-	-	-
Stage 1	750	-	-	-	-
Stage 2	539	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1371	-	312	841	-	-
HCM Lane V/C Ratio	0.101	-	0.157	0.09	-	-
HCM Control Delay (s)	7.9	-	18.7	9.7	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	0.3	-	-

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	97	487	54	22	516	10	47	18	30	2	10	107
Future Vol, veh/h	97	487	54	22	516	10	47	18	30	2	10	107
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	99	497	55	22	527	10	48	18	31	2	10	109

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	537	0	0	552	0	0	1359	1304	525	1323	1326	532
Stage 1	-	-	-	-	-	-	723	723	-	576	576	-
Stage 2	-	-	-	-	-	-	636	581	-	747	750	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1031	-	-	1018	-	-	126	160	552	133	156	547
Stage 1	-	-	-	-	-	-	417	431	-	503	502	-
Stage 2	-	-	-	-	-	-	466	500	-	405	419	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1031	-	-	1018	-	-	86	140	552	103	137	547
Mov Cap-2 Maneuver	-	-	-	-	-	-	86	140	-	103	137	-
Stage 1	-	-	-	-	-	-	377	390	-	455	486	-
Stage 2	-	-	-	-	-	-	354	485	-	330	379	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.3			87.6			17.3		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	130	1031	-	-	1018	-	-	413
HCM Lane V/C Ratio	0.746	0.096	-	-	0.022	-	-	0.294
HCM Control Delay (s)	87.6	8.9	-	-	8.6	0	-	17.3
HCM Lane LOS	F	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	4.3	0.3	-	-	0.1	-	-	1.2

Intersection												
Int Delay, s/veh	649.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	270	227	22	21	237	203	41	78	14	205	66	270
Future Vol, veh/h	270	227	22	21	237	203	41	78	14	205	66	270
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	4	2	2	4	6	2	2	2	2	2	5
Mvmt Flow	276	232	22	21	242	207	42	80	14	209	67	276

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	449	0	0	254	0	0	1354	1286	243	1230	1194	346
Stage 1	-	-	-	-	-	-	795	795	-	388	388	-
Stage 2	-	-	-	-	-	-	559	491	-	842	806	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.345
Pot Cap-1 Maneuver	1111	-	-	1311	-	-	127	164	796	~ 154	187	690
Stage 1	-	-	-	-	-	-	381	399	-	636	609	-
Stage 2	-	-	-	-	-	-	513	548	-	359	395	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1111	-	-	1311	-	-	~ 35	114	796	~ 52	130	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 35	114	-	~ 52	130	-
Stage 1	-	-	-	-	-	-	271	283	-	452	596	-
Stage 2	-	-	-	-	-	-	267	536	-	~ 180	280	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.8			0.4			\$ 553.5			\$ 1844.6		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	71	1111	-	-	1311	-	-	112
HCM Lane V/C Ratio	1.911	0.248	-	-	0.016	-	-	4.929
HCM Control Delay (s)	\$ 553.5	9.3	0	-	7.8	0	-	\$ 1844.6
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	12.2	1	-	-	0.1	-	-	58.5

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	82	234	475	551	72
Future Vol, veh/h	33	82	234	475	551	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	2	2	2	3	2
Mvmt Flow	34	85	241	490	568	74

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1577	605	642	0	0
Stage 1	605	-	-	-	-
Stage 2	972	-	-	-	-
Critical Hdwy	6.43	6.22	4.12	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.218	-	-
Pot Cap-1 Maneuver	120	498	943	-	-
Stage 1	543	-	-	-	-
Stage 2	365	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	78	498	943	-	-
Mov Cap-2 Maneuver	78	-	-	-	-
Stage 1	352	-	-	-	-
Stage 2	365	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	48.1	3.3	0
HCM LOS	E		

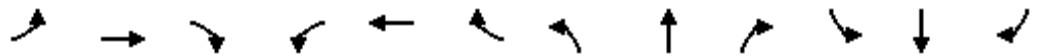
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	943	-	196	-	-
HCM Lane V/C Ratio	0.256	-	0.605	-	-
HCM Control Delay (s)	10.1	0	48.1	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	1	-	3.4	-	-

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	173	226	263	452	13
Future Vol, veh/h	22	173	226	263	452	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	45	0	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	188	246	286	491	14

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1276	498	505	0	-	0
Stage 1	498	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	184	572	1060	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	141	572	1060	-	-	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	469	-	-	-	-	-
Stage 2	453	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.7	4.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1060	-	141	572	-	-
HCM Lane V/C Ratio	0.232	-	0.17	0.329	-	-
HCM Control Delay (s)	9.4	-	35.7	14.3	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.9	-	0.6	1.4	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	512	44	10	946	317	36	41	15	135	61	105
Future Volume (vph)	160	512	44	10	946	317	36	41	15	135	61	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	14	14	15	15	15	16	16	16
Storage Length (ft)	200		0	200		0	0		0	200		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988				0.850		0.978				0.850
Flt Protected	0.950				0.999			0.981			0.967	
Satd. Flow (prot)	1834	1928	0	0	1947	1689	0	1966	0	0	2001	1777
Flt Permitted	0.071				0.993			0.727			0.733	
Satd. Flow (perm)	137	1928	0	0	1935	1689	0	1457	0	0	1517	1777
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				342		10				119
Link Speed (mph)		25			25			25				25
Link Distance (ft)		273			557			168				1142
Travel Time (s)		7.4			15.2			4.6				31.1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	5%	4%	2%	2%	4%	2%	2%	2%	2%	5%	2%	3%
Adj. Flow (vph)	182	582	50	11	1075	360	41	47	17	153	69	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	632	0	0	1086	360	0	105	0	0	222	119
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		8	8	8	2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	10.6	66.7		56.1	56.1	56.1	23.3	23.3		23.3	23.3	23.3
Total Split (%)	11.8%	74.1%		62.3%	62.3%	62.3%	25.9%	25.9%		25.9%	25.9%	25.9%
Maximum Green (s)	6.1	62.2		51.6	51.6	51.6	18.8	18.8		18.8	18.8	18.8
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5	4.5		4.5			4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0

Shree Lakshmi Vardayini UR, LLC
 1: Plaza Driveway/Chosin Few Way & Goldsborough Drive

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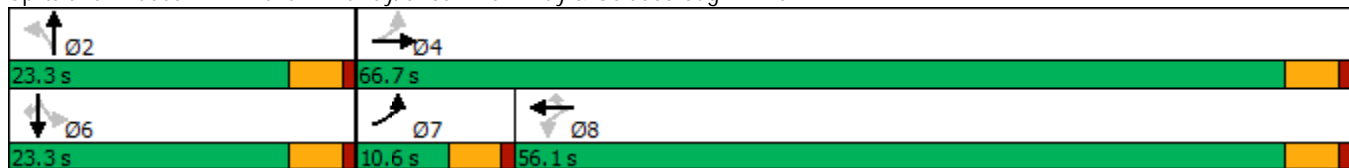


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	Max
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0	0	0	0		0	0	0
Act Effct Green (s)	62.2	62.2		51.6	51.6		18.8			18.8	18.8	18.8
Actuated g/C Ratio	0.69	0.69		0.57	0.57		0.21			0.21	0.21	0.21
v/c Ratio	0.87	0.47		0.98	0.32		0.34			0.70	0.26	0.26
Control Delay	54.5	7.7		42.8	2.1		30.9			46.6	7.5	7.5
Queue Delay	0.0	0.0		0.0	0.0		0.0			0.0	0.0	0.0
Total Delay	54.5	7.7		42.8	2.1		30.9			46.6	7.5	7.5
LOS	D	A		D	A		C			D	A	A
Approach Delay		18.1		32.7			30.9			32.9		
Approach LOS		B		C			C			C		
Queue Length 50th (ft)	50	139		558	4		46			118	0	0
Queue Length 95th (ft)	#162	198		#841	37		91			#207	40	40
Internal Link Dist (ft)		193		477			88			1062		
Turn Bay Length (ft)	200											
Base Capacity (vph)	209	1335		1109	1114		312			316	465	465
Starvation Cap Reductn	0	0		0	0		0			0	0	0
Spillback Cap Reductn	0	0		0	0		0			0	0	0
Storage Cap Reductn	0	0		0	0		0			0	0	0
Reduced v/c Ratio	0.87	0.47		0.98	0.32		0.34			0.70	0.26	0.26

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 28.3 Intersection LOS: C
 Intersection Capacity Utilization 108.6% ICU Level of Service G
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Plaza Driveway/Chosin Few Way & Goldsborough Drive



Shree Lakshmi Vardayini UR, LLC
 2: Chosin Few Way & E 40th Street/Veterans Memorial Boulevard

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗		↖↗	↖	
Traffic Volume (vph)	26	21	79	0	44	762	78	476	0	355	249	16
Future Volume (vph)	26	21	79	0	44	762	78	476	0	355	249	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	14	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		100	0		100	200		0	200		0
Storage Lanes	0		1	0		1	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850						0.991
Flt Protected		0.972					0.950			0.950		
Satd. Flow (prot)	0	1811	1689	0	1863	1583	1770	1863	0	3433	1810	0
Flt Permitted		0.866					0.575			0.120		
Satd. Flow (perm)	0	1613	1689	0	1863	1583	1071	1863	0	434	1810	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			426						5
Link Speed (mph)		25			25			25				25
Link Distance (ft)		883			1054			1142				719
Travel Time (s)		24.1			28.7			31.1				19.6
Peak Hour Factor	0.87	0.92	0.87	0.92	0.92	0.92	0.87	0.87	0.92	0.92	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	20%
Adj. Flow (vph)	30	23	91	0	48	828	90	547	0	386	286	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	91	0	48	828	90	547	0	386	304	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm		NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		22.5	22.5	
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	10.0	32.5		22.5	45.0	
Total Split (%)	38.9%	38.9%	38.9%	38.9%	38.9%	38.9%	11.1%	36.1%		25.0%	50.0%	
Maximum Green (s)	30.5	30.5	30.5	30.5	30.5	30.5	5.5	28.0		18.0	40.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Shree Lakshmi Vardayini UR, LLC
 2: Chosin Few Way & E 40th Street/Veterans Memorial Boulevard

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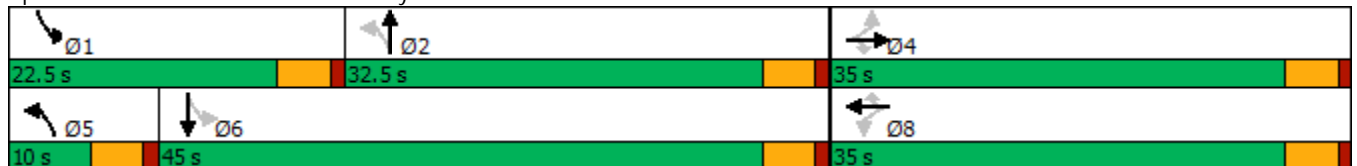


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None	None	None	Max		Max	Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0		0	0	
Act Effect Green (s)		30.5	30.5		30.5	30.5	33.5	28.0		50.5	42.5	
Actuated g/C Ratio		0.34	0.34		0.34	0.34	0.37	0.31		0.56	0.47	
v/c Ratio		0.10	0.14		0.08	1.01	0.20	0.94		0.46	0.35	
Control Delay		21.1	2.3		20.7	50.9	12.2	57.9		13.2	17.0	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		21.1	2.3		20.7	50.9	12.2	57.9		13.2	17.0	
LOS		C	A		C	D	B	E		B	B	
Approach Delay		9.2			49.2			51.5			14.9	
Approach LOS		A			D			D			B	
Queue Length 50th (ft)		20	0		18	~289	22	301		52	108	
Queue Length 95th (ft)		46	14		43	#552	42	#475		88	164	
Internal Link Dist (ft)		803			974			1062			639	
Turn Bay Length (ft)			100			100	200			200		
Base Capacity (vph)		546	656		631	818	441	579		843	857	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.10	0.14		0.08	1.01	0.20	0.94		0.46	0.35	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 37.3
 Intersection LOS: D
 Intersection Capacity Utilization 87.7%
 ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Chosin Few Way & E 40th Street/Veterans Memorial Boulevard





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	45	84	157	1116	523	3
Future Volume (vph)	45	84	157	1116	523	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	16	14	14	14	14
Storage Length (ft)	45	0	75			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850			0.999	
Fl _t Protected	0.950		0.950			
Satd. Flow (prot)	1888	1794	1888	1987	1985	0
Fl _t Permitted	0.950		0.433			
Satd. Flow (perm)	1888	1794	860	1987	1985	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		91			1	
Link Speed (mph)	25			25	25	
Link Distance (ft)	318			154	578	
Travel Time (s)	8.7			4.2	15.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	91	171	1213	568	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	91	171	1213	571	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	14			14	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	0.85	0.92	0.92	0.92	0.92
Turning Speed (mph)	15	9	15			9
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	22.5	67.5	67.5	67.5	
Total Split (%)	25.0%	25.0%	75.0%	75.0%	75.0%	
Maximum Green (s)	18.0	18.0	63.0	63.0	63.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	C-Max	C-Max	C-Max	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effect Green (s)	7.8	7.8	76.1	76.1	76.1	
Actuated g/C Ratio	0.09	0.09	0.85	0.85	0.85	
v/c Ratio	0.30	0.38	0.24	0.72	0.34	
Control Delay	42.6	13.4	3.0	7.3	2.8	
Queue Delay	0.0	0.0	0.0	0.4	0.0	
Total Delay	42.6	13.4	3.0	7.7	2.8	
LOS	D	B	A	A	A	
Approach Delay	23.6			7.1	2.8	
Approach LOS	C			A	A	
Queue Length 50th (ft)	27	0	16	231	60	
Queue Length 95th (ft)	60	43	38	462	109	
Internal Link Dist (ft)	238			74	498	
Turn Bay Length (ft)	45		75			
Base Capacity (vph)	377	431	726	1679	1678	
Starvation Cap Reductn	0	0	0	124	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.13	0.21	0.24	0.78	0.34	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	7.0
Intersection LOS:	A
Intersection Capacity Utilization	70.4%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 3: Chosin Few Way & E Centre Street





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	690	516	1655	569	260	991
Future Volume (vph)	690	516	1655	569	260	991
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100
Lane Width (ft)	11	14	12	12	11	12
Storage Length (ft)	130	0		0	50	
Storage Lanes	2	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	1.00	0.91	0.91	1.00	0.95
Fr _t		0.850	0.962			
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	3668	1867	5407	0	1891	3912
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	3668	1867	5407	0	1891	3912
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		3	86			
Link Speed (mph)	25		45			45
Link Distance (ft)	447		432			1030
Travel Time (s)	12.2		6.5			15.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	750	561	1799	618	283	1077
Shared Lane Traffic (%)						
Lane Group Flow (vph)	750	561	2417	0	283	1077
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	22		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.92	0.80	0.88	0.88	0.92	0.88
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	pt+ov	NA		Prot	NA
Protected Phases	8	8 1	2		1	6
Permitted Phases						
Detector Phase	8	8 1	2		1	6
Switch Phase						
Minimum Initial (s)	24.0		55.0		17.0	85.0
Minimum Split (s)	31.0		62.0		30.0	92.0
Total Split (s)	35.0		62.0		30.0	92.0
Total Split (%)	27.6%		48.8%		23.6%	72.4%
Maximum Green (s)	28.0		55.0		24.0	85.0
Yellow Time (s)	4.0		5.0		3.0	5.0
All-Red Time (s)	3.0		2.0		3.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	7.0		7.0		6.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		None	C-Max



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Walk Time (s)	7.0		7.0			7.0
Flash Dont Walk (s)	11.0		11.0			11.0
Pedestrian Calls (#/hr)	0		0			0
Act Effect Green (s)	27.8	56.2	56.8		22.3	85.2
Actuated g/C Ratio	0.22	0.44	0.45		0.18	0.67
v/c Ratio	0.93	0.68	0.98		0.85	0.41
Control Delay	68.0	32.7	47.7		73.8	10.1
Queue Delay	0.0	1.0	0.0		0.0	0.0
Total Delay	68.0	33.6	47.7		73.8	10.1
LOS	E	C	D		E	B
Approach Delay	53.3		47.7			23.4
Approach LOS	D		D			C
Queue Length 50th (ft)	313	349	~721		224	195
Queue Length 95th (ft)	#428	478	#842		#356	235
Internal Link Dist (ft)	367		352			950
Turn Bay Length (ft)	130				50	
Base Capacity (vph)	808	833	2466		357	2623
Starvation Cap Reductn	0	96	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.93	0.76	0.98		0.79	0.41

Intersection Summary

Area Type: Other
 Cycle Length: 127
 Actuated Cycle Length: 127
 Offset: 64 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 42.6
 Intersection LOS: D
 Intersection Capacity Utilization 102.5%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Route 440 & Goldsborough Drive



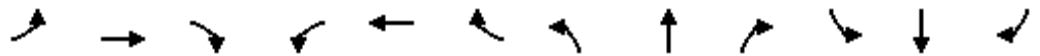
Intersection												
Int Delay, s/veh	146.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	699	84	17	1063	7	87	5	15	2	5	56
Future Vol, veh/h	46	699	84	17	1063	7	87	5	15	2	5	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	52	794	95	19	1208	8	99	6	17	2	6	64

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1216	0	0	889	0	0	2231	2200	842	2207	2243	1212
Stage 1	-	-	-	-	-	-	946	946	-	1250	1250	-
Stage 2	-	-	-	-	-	-	1285	1254	-	957	993	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	573	-	-	762	-	-	~ 30	45	364	32	42	222
Stage 1	-	-	-	-	-	-	314	340	-	212	244	-
Stage 2	-	-	-	-	-	-	202	243	-	310	323	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	573	-	-	762	-	-	~ 16	38	364	24	35	222
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 16	38	-	24	35	-
Stage 1	-	-	-	-	-	-	285	309	-	193	225	-
Stage 2	-	-	-	-	-	-	130	224	-	264	294	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			\$ 2831.2			27.6		
HCM LOS							F			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	19	573	-	-	762	-	-	222
HCM Lane V/C Ratio	6.4	0.091	-	-	0.025	-	-	0.287
HCM Control Delay (s)	\$ 2831.2	11.9	-	-	9.8	0	-	27.6
HCM Lane LOS	F	B	-	-	A	A	-	D
HCM 95th %tile Q(veh)	15.7	0.3	-	-	0.1	-	-	1.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	946	22	21	765	269	41	78	14	205	66	270
Future Volume (vph)	270	946	22	21	765	269	41	78	14	205	66	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	14	14	15	15	15	16	16	16
Storage Length (ft)	200		0	200		0	0		0	200		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.986				0.850
Flt Protected	0.950				0.999			0.985				0.964
Satd. Flow (prot)	1888	1944	0	0	1948	1625	0	1990	0	0	2035	1743
Flt Permitted	0.153				0.965			0.676				0.664
Satd. Flow (perm)	304	1944	0	0	1881	1625	0	1366	0	0	1402	1743
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				274		6				208
Link Speed (mph)		30			30			30				30
Link Distance (ft)		273			557			168				1142
Travel Time (s)		6.2			12.7			3.8				26.0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	4%	2%	2%	4%	6%	2%	2%	2%	2%	2%	5%
Adj. Flow (vph)	276	965	22	21	781	274	42	80	14	209	67	276
Shared Lane Traffic (%)												
Lane Group Flow (vph)	276	987	0	0	802	274	0	136	0	0	276	276
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88	0.85	0.85	0.85
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	7	4		3	8			2				6
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		3	8	8	2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	10.0	55.5		9.5	55.0	55.0	25.0	25.0		25.0	25.0	25.0
Total Split (%)	11.1%	61.7%		10.6%	61.1%	61.1%	27.8%	27.8%		27.8%	27.8%	27.8%
Maximum Green (s)	5.5	51.0		5.0	50.5	50.5	20.5	20.5		20.5	20.5	20.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5	4.5		4.5			4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0

Shree Lakshmi Vardayini UR, LLC
 1: Plaza Driveway/Chosin Few Way & Goldsborough Drive

Build
 PM

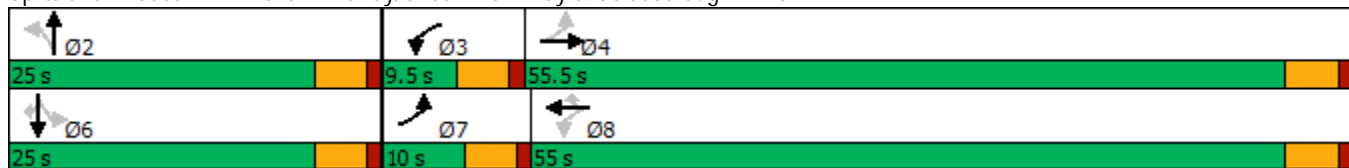


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	Max
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	0
Act Effct Green (s)	60.3	60.3		50.3	50.3		20.5			20.5	20.5	
Actuated g/C Ratio	0.67	0.67		0.56	0.56		0.23			0.23	0.23	
v/c Ratio	0.92	0.76		0.76	0.27		0.43			0.86	0.49	
Control Delay	45.6	14.6		21.1	1.9		33.4			60.5	11.9	
Queue Delay	0.0	1.2		0.0	0.0		0.0			0.0	0.0	
Total Delay	45.6	15.8		21.1	1.9		33.4			60.5	11.9	
LOS	D	B		C	A		C			E	B	
Approach Delay		22.3		16.2			33.4			36.2		
Approach LOS		C		B			C			D		
Queue Length 50th (ft)	53	327		326	0		63			152	31	
Queue Length 95th (ft)	#150	492		484	32		119			#292	101	
Internal Link Dist (ft)		193		477			88			1062		
Turn Bay Length (ft)	200											
Base Capacity (vph)	301	1305		1058	1034		316			320	558	
Starvation Cap Reductn	0	137		0	0		0			0	0	
Spillback Cap Reductn	0	0		0	0		0			0	0	
Storage Cap Reductn	0	0		0	0		0			0	0	
Reduced v/c Ratio	0.92	0.85		0.76	0.26		0.43			0.86	0.49	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 89.8
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 23.2 Intersection LOS: C
 Intersection Capacity Utilization 125.3% ICU Level of Service H
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Plaza Driveway/Chosin Few Way & Goldsborough Drive



Shree Lakshmi Vardayini UR, LLC
 2: Chosin Few Way & E 40th Street/Veterans Memorial Boulevard

Build
 PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶	↷		↶	↷	↶	↷		↶↷	↷	
Traffic Volume (vph)	33	48	82	0	39	686	234	541	0	830	551	72
Future Volume (vph)	33	48	82	0	39	686	234	541	0	830	551	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	14	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		100	0		100	200		0	200		0
Storage Lanes	0		1	0		1	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850						0.983
Flt Protected		0.981					0.950			0.950		
Satd. Flow (prot)	0	1820	1689	0	1863	1583	1770	1863	0	3433	1815	0
Flt Permitted		0.896					0.233			0.135		
Satd. Flow (perm)	0	1663	1689	0	1863	1583	434	1863	0	488	1815	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			432						10
Link Speed (mph)		30			30			30				30
Link Distance (ft)		883			1054			1142				719
Travel Time (s)		20.1			24.0			26.0				16.3
Peak Hour Factor	0.97	0.92	0.97	0.92	0.92	0.92	0.97	0.97	0.92	0.92	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
Adj. Flow (vph)	34	52	85	0	42	746	241	558	0	902	568	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	86	85	0	42	746	241	558	0	902	642	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	Perm	NA	Perm		NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	28.2	28.2	28.2	28.2	28.2	28.2	12.6	30.2		21.6	39.2	
Total Split (%)	35.3%	35.3%	35.3%	35.3%	35.3%	35.3%	15.8%	37.8%		27.0%	49.0%	
Maximum Green (s)	23.7	23.7	23.7	23.7	23.7	23.7	8.1	25.7		17.1	34.7	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

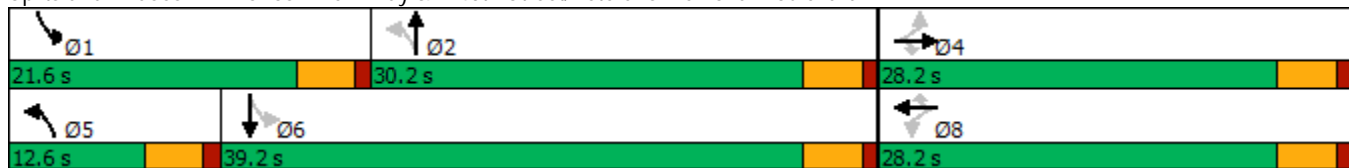


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0				7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0				11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0				0
Act Effect Green (s)		23.0	23.0		23.0	23.0	33.2	25.0		46.7	34.1	
Actuated g/C Ratio		0.29	0.29		0.29	0.29	0.42	0.32		0.59	0.43	
v/c Ratio		0.18	0.14		0.08	0.97	0.75	0.94		0.97	0.81	
Control Delay		22.2	1.5		20.9	40.0	29.0	53.4		44.4	29.5	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		22.2	1.5		20.9	40.0	29.0	53.4		44.4	29.5	
LOS		C	A		C	D	C	D		D	C	
Approach Delay		11.9			39.0			46.1			38.2	
Approach LOS		B			D			D			D	
Queue Length 50th (ft)		32	0		15	174	52	268		177	266	
Queue Length 95th (ft)		66	9		38	#422	#143	#462		#304	#456	
Internal Link Dist (ft)		803			974			1062			639	
Turn Bay Length (ft)			100			100	200			200		
Base Capacity (vph)		501	609		561	778	320	609		930	806	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.17	0.14		0.07	0.96	0.75	0.92		0.97	0.80	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 78.7
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 38.9
 Intersection LOS: D
 Intersection Capacity Utilization 86.6%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Chosin Few Way & E 40th Street/Veterans Memorial Boulevard





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	22	205	253	988	1250	13
Future Volume (vph)	22	205	253	988	1250	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	16	14	14	14	14
Storage Length (ft)	45	0	75			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850			0.999	
Fl _t Protected	0.950		0.950			
Satd. Flow (prot)	1888	1794	1888	1987	1985	0
Fl _t Permitted	0.950		0.037			
Satd. Flow (perm)	1888	1794	74	1987	1985	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		223			1	
Link Speed (mph)	30			30	30	
Link Distance (ft)	318			154	578	
Travel Time (s)	7.2			3.5	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	223	275	1074	1359	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	223	275	1074	1373	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	14			14	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	0.85	0.92	0.92	0.92	0.92
Turning Speed (mph)	60	60	60			60
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	22.8	22.8	22.8	127.2	104.4	
Total Split (%)	15.2%	15.2%	15.2%	84.8%	69.6%	
Maximum Green (s)	18.3	18.3	18.3	122.7	99.9	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	C-Max	C-Max	

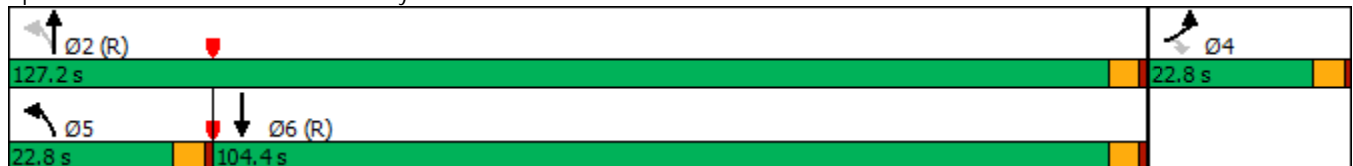


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effect Green (s)	8.5	8.5	132.5	132.5	104.2	
Actuated g/C Ratio	0.06	0.06	0.88	0.88	0.69	
v/c Ratio	0.23	0.72	0.78	0.61	1.00	
Control Delay	70.9	21.1	59.8	4.2	46.6	
Queue Delay	0.0	0.0	0.0	1.2	0.0	
Total Delay	70.9	21.1	59.8	5.4	46.6	
LOS	E	C	E	A	D	
Approach Delay	25.9			16.5	46.6	
Approach LOS	C			B	D	
Queue Length 50th (ft)	23	0	199	167	~1271	
Queue Length 95th (ft)	53	82	#357	367	#1716	
Internal Link Dist (ft)	238			74	498	
Turn Bay Length (ft)	45		75			
Base Capacity (vph)	230	414	353	1755	1379	
Starvation Cap Reductn	0	0	0	425	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.10	0.54	0.78	0.81	1.00	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 31.2
 Intersection LOS: C
 Intersection Capacity Utilization 96.0%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Chosin Few Way & E Centre Street





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	638	570	1271	1037	320	1619
Future Volume (vph)	638	570	1271	1037	320	1619
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100
Lane Width (ft)	11	14	12	12	11	12
Storage Length (ft)	130	0		0	50	
Storage Lanes	2	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	1.00	0.91	0.91	1.00	0.95
Fr _t		0.850	0.933			
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	3668	1867	5244	0	1891	3912
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	3668	1867	5244	0	1891	3912
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		16	213			
Link Speed (mph)	30		30			45
Link Distance (ft)	447		432			1030
Travel Time (s)	10.2		9.8			15.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	693	620	1382	1127	348	1760
Shared Lane Traffic (%)						
Lane Group Flow (vph)	693	620	2509	0	348	1760
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	22		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.92	0.80	0.88	0.88	0.92	0.88
Turning Speed (mph)	60	60		60	60	
Turn Type	Prot	pt+ov	NA		Prot	NA
Protected Phases	8	8 1	2		1	6
Permitted Phases						
Detector Phase	8	8 1	2		1	6
Switch Phase						
Minimum Initial (s)	23.0		53.0		17.0	85.0
Minimum Split (s)	30.0		60.0		23.0	92.0
Total Split (s)	30.0		63.0		32.0	95.0
Total Split (%)	24.0%		50.4%		25.6%	76.0%
Maximum Green (s)	23.0		56.0		26.0	88.0
Yellow Time (s)	4.0		5.0		3.0	5.0
All-Red Time (s)	3.0		2.0		3.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	7.0		7.0		6.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		None	C-Max



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Walk Time (s)	7.0		7.0			7.0
Flash Dont Walk (s)	11.0		11.0			11.0
Pedestrian Calls (#/hr)	0		0			0
Act Effect Green (s)	23.0	54.1	56.9		25.1	88.0
Actuated g/C Ratio	0.18	0.43	0.46		0.20	0.70
v/c Ratio	1.03	0.76	1.22dr		0.92	0.64
Control Delay	91.9	36.1	50.2		78.2	11.3
Queue Delay	0.0	1.0	0.0		0.0	0.0
Total Delay	91.9	37.1	50.2		78.2	11.3
LOS	F	D	D		E	B
Approach Delay	66.0		50.2			22.3
Approach LOS	E		D			C
Queue Length 50th (ft)	~308	402	~748		276	362
Queue Length 95th (ft)	#429	552	#840		#446	426
Internal Link Dist (ft)	367		352			950
Turn Bay Length (ft)	130				50	
Base Capacity (vph)	674	830	2501		393	2754
Starvation Cap Reductn	0	65	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	1.03	0.81	1.00		0.89	0.64

Intersection Summary

Area Type: Other
 Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 16 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 43.8
 Intersection LOS: D
 Intersection Capacity Utilization 101.7%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 4: Route 440 & Goldsborough Drive



Intersection												
Int Delay, s/veh	245.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕			↕				↖
Traffic Vol, veh/h	97	1206	54	22	1054	10	47	18	30	2	10	107
Future Vol, veh/h	97	1206	54	22	1054	10	47	18	30	2	10	107
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	99	1231	55	22	1076	10	48	18	31	2	10	109

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1086	0	0	1286	0	0	2642	2587	1259	2606	2609	1081
Stage 1	-	-	-	-	-	-	1457	1457	-	1125	1125	-
Stage 2	-	-	-	-	-	-	1185	1130	-	1481	1484	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	642	-	-	539	-	-	~ 15	25	208	16	24	265
Stage 1	-	-	-	-	-	-	161	194	-	249	280	-
Stage 2	-	-	-	-	-	-	230	279	-	156	188	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	642	-	-	539	-	-	~ 4	19	208	~ 1	18	265
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 4	19	-	~ 1	18	-
Stage 1	-	-	-	-	-	-	136	164	-	211	251	-
Stage 2	-	-	-	-	-	-	116	250	-	100	159	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.2			\$ 6810.5			27.8		
HCM LOS							F			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	
Capacity (veh/h)		7	642	-	-	539	-	-	265
HCM Lane V/C Ratio	13.848	0.154	-	-	0.042	-	-	0.412	
HCM Control Delay (s)	\$ 6810.5	11.6	-	-	12	0	-	27.8	
HCM Lane LOS		F	B	-	-	B	A	-	D
HCM 95th %tile Q(veh)	13.9	0.5	-	-	0.1	-	-	1.9	

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon