



TRAFFIC IMPACT STUDY

PENN MEDICINE PRINCETON HEALTH CANCER CENTER AND IMAGING CENTER (CCIC)

**1 Plainsboro Road
Plainsboro Township, Middlesex County, New Jersey**

Prepared for

PENN MEDICINE PRINCETON HEALTH

**1 Plainsboro Road
Plainsboro Township, New Jersey 08536**

Prepared by

**DTS Provident Design Engineering, LLP
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July 31, 2024

DTSP Project No. 0905

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SECTION 1 – EXECUTIVE SUMMARY

1.0 PROJECT DESCRIPTION

The Applicant proposes to construct a Cancer Center and Imaging Center (CCIC) at the existing Penn Medicine Princeton Health (PMPH) Campus in Plainsboro Township, Middlesex County, New Jersey. The PMPH Campus is bounded by US Route 1 to the west, Scudders Mill Road (Middlesex County Route 614) to the north, Campus Road to the east and Plainsboro Road to the south (see Figure No. 01 in Appendix A). The PMPH Campus currently consists of the following Districts and facilities:

- Health/Medical Office Complex (HMOC) District – Hospital/Medical Office Building/Fitness Center (known as Penn Medicine Princeton Medical Center/Princeton Fitness & Wellness at Plainsboro)
- Pediatric Medical Office (PMO) District – Medical Office Building (known as the Children’s Hospital of Philadelphia, or CHOP)
- Office Residential Complex (ORC) District – Assisted Living facility (known as Maplewood Senior Living)
- Day Care Complex (DCC) District – Day Care facility (known as Discover Years Child Learning Center)
- Adult Retirement Community (ARC) District – Senior Adult Housing (known as Riverwalk)

- Skilled Nursing Facility (SNF) District – Skilled Nursing facility (known as Merwick Care & Rehabilitation Center)

As part of this project, a portion of the existing Fitness Center, approximately 16,100 square feet of gross floor area (GFA), will be demolished to make way for construction of the CCIC building. The remaining portion of the existing Fitness Center, approximately 31,899 square feet GFA, will be re-purposed into medical office space. The proposed CCIC will consist of approximately 200,876 square feet GFA of medical office space, inclusive of the demolished portion of the existing Fitness Center, and will be located southeast of the existing Hospital/Medical Office Building/Fitness Center. Internal connections will be renovated to provide pedestrian access between the existing Hospital/Medical Office Building and proposed CCIC.

DTS Provident Design Engineering, LLP (DTS Provident), a licensed Professional Engineering Firm in the State of New Jersey, has been retained by the Applicant to analyze the potential for any traffic impacts associated with the proposed CCIC and re-purposed Fitness Center, and to identify roadway infrastructure improvements, if required, to mitigate those impacts. This Traffic Impact Study (TIS) uses standard Traffic Engineering methodology and has been prepared to document the findings and conclusions of the analysis undertaken to measure the traffic impacts, if any, associated with the proposed project. For the purposes of this TIS, it is anticipated that the proposed CCIC and re-purposed Fitness Center will be completed and occupied by the Year 2027.

1.1 STUDY METHODOLOGY

DTS Provident met with representatives of Plainsboro Township including their traffic engineering consultants, CME Associates, to discuss the proposed project. Five (5) key intersections were selected as requiring analysis, as follows:

1. Plainsboro Road & Punia Boulevard/Jughandle
2. Plainsboro Road/Novo Nordisk Driveway & Campus Road
3. Campus Road & Hospital Drive
4. Scudders Mill Road & Campus Road
5. Scudders Mill Road & Novo Nordisk Driveway/Bristol Myers Squibb Driveway

The study locations are depicted on Figure No. 01 in Appendix A.

Existing traffic volumes were collected by representatives of DTS Provident at the locations listed above. The peak hour traffic volumes were projected to the year 2027 using a compounded growth rate of two percent per year, based on information obtained from the New Jersey Department of Transportation (NJDOT). Potential peak hour trips associated with partially developed portions of the PMPH Campus were estimated and assigned to the roadway network as Adjacent Development traffic. The Adjacent Development traffic was added to the projected background traffic to form the 2027 No-Build Traffic Volumes.

The peak hour trips for the proposed CCIC and re-purposed Fitness Center were estimated based on data contained in the Institute of Transportation Engineers' "Trip Generation Manual." This traffic was then assigned to the roadway network based on calculated trip distributions, and subsequently added to the No-Build Traffic Volumes, resulting in the 2027 Build Traffic Volumes.

Capacity analyses were performed for all five study locations using the Existing, No-Build and Build Traffic Volumes.

1.2 ADJACENT DEVELOPMENTS

Currently, the PMO District (CHOP) and the ARC District (Riverwalk) have partially completed and occupied facilities, and the traffic volumes associated with these facilities were captured in the existing traffic counts. However, these facilities are approximately half of the size of the developments that were previously approved for these Districts. Therefore, to account for the full buildout of these Districts, DTS Provident estimated trips for the remaining portions to be developed on these sites.

To determine the number of additional trips to be generated by the remaining portions of these Districts, DTS Provident conducted traffic counts along the access driveways to both CHOP and Riverwalk to establish a trip generation rate, using the current sizes, for these facilities.

This trip rate was then applied to the unbuilt portions of the sites, and the resultant trips were assigned to the roadway network.

1.3 FINDINGS

Based upon the detailed analysis undertaken during the preparation of this TIS, the following findings are presented:

- Based on the existing traffic counts, the roadway peak hours were determined to be 8:15 AM – 9:15 AM for the Peak Weekday AM Hour and 5:00 PM – 6:00 PM for the Peak Weekday PM Hour.
- It is anticipated that the proposed CCIC and re-purposed Fitness Center combined will generate approximately 512 entering trips and 120 exiting trips during Peak Weekday AM Hour, and approximately 176 entering trips and 527 exiting trips during the Peak Weekday PM Hour.
- The unbuilt portion of the PMO District (CHOP) is anticipated to generate approximately 14 entering trips and 31 exiting trips during the Peak Weekday AM Hour, and approximately 12 entering trips and 3 exiting trips during the Peak Weekday PM Hour.

- The unbuilt portion of the ARC District (Riverwalk) is anticipated to generate approximately 13 entering trips and 21 exiting trips during the Peak Weekday AM Hour, and approximately 51 entering trips and 43 exiting trips during the Peak Weekday PM Hour.
- Capacity analyses were performed for the study locations using the Existing, No-Build and Build Traffic Volumes for both the Peak Weekday AM Hour and Peak Weekday PM Hour. Table No. 1.3.1 below summarizes the overall Level of Service and delay for the intersections.

**TABLE NO. 1.3.1
LEVEL OF SERVICE SUMMARY TABLE**

INTERSECTION	PEAK AM HOUR (8:15 AM - 9:15 AM)			PEAK PM HOUR (5:00 PM - 6:00 PM)		
	2022 EXISTING	2027 NO BUILD	2027 BUILD	2022 EXISTING	2027 NO BUILD	2027 BUILD
	LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)
Plainsboro Rd & Punia Blvd/Jughandle	A 8.5	A 8.6	A 8.2	A 7.1	A 8.2	A 8.2
Plainsboro Rd/Novo Nordisk Drwy & Campus Road	A 4.3	A 4.6	A 7.0	A 5.2	A 5.6	B 11.4
Campus Rd & Hospital Dr	A 7.1	A 8.2	B 16.9	B 11.6	B 13.4	C 20.8
Campus Rd & Scudders Mill Rd	C 24.9	C 25.7	C 27.7	C 27.3	C 28.2	C 30.0
Scudders Mill Rd & Novo Nordisk Drwy/BMS Drwy	A 6.6	A 6.9	A 6.9	A 7.2	A 7.6	A 7.8

As can be seen in the Table No. 1.3.1 above, all analyzed intersections will operate at Level of Service ‘C’ or better during both the Peak Weekday AM and PM Hours with the proposed project’s site-generated traffic included in the roadway network’s traffic volumes. Based on the foregoing, no roadway infrastructure improvements are required as a result of the proposed project.

1.4 CONCLUSIONS

It is the considered professional opinion of DTS Provident Design Engineering, LLP that the proposed project will not have a significant impact on the adjacent roadway network. Safe and efficient operations will be maintained throughout the study area.

Respectfully submitted,

DTS PROVIDENT DESIGN ENGINEERING, LLP

Carlito Holt

Carlito Holt, P.E., P.T.O.E.
Partner

SECTION 2 – TRAFFIC CONDITIONS AND PROJECTIONS

2.0 DESCRIPTION OF EXISTING ROADWAY NETWORK

The following are brief descriptions of the roadways located in the vicinity of the Site:

U.S. Route 1 – U.S. Route 1 is a north/south highway, classified as an Urban Principal Arterial, under NJDOT jurisdiction. It provides a connection between the Princeton-Trenton corridor and major highways (New Jersey Turnpike and Garden State Parkway). In the vicinity of the site, the roadway consists of three lanes in either direction with a posted speed limit of 55 miles per hour.

Scudders Mill Road – Scudders Mill Road is an east/west roadway, designated as County Route 614, and connects U.S. Route 1 to the west to U.S. Route 130 to the east via Plainsboro Road. The roadway is under Middlesex County jurisdiction. The roadway generally consists of two lanes in either direction, separated by a physical median, with additional dedicated turn lanes provided at major intersections. The posted speed limit in the vicinity of the site is 40 miles per hour but increases to 50 miles per hour further east of the site.

Plainsboro Road – Plainsboro Road is an east/west roadway and connects U.S. Route 1 to the west to U.S. Route 130 to the east. The roadway is under local municipality

jurisdiction. The roadway consists of one lane in either direction with a posted speed limit of 40 miles per hour in the vicinity of the site.

Campus Road – Campus Road is a north/south roadway and connects Plainsboro Road to the south to Stellarator Road to the north. The roadway is under local municipality jurisdiction. The roadway consists of one lane in either direction with a posted speed limit of 35 miles per hour.

2.1 EXISTING TRAFFIC VOLUMES/STUDY LOCATIONS

The following study locations were identified based upon a review of the surrounding roadway network and discussions with Plainsboro Township’s traffic consultant:

1. Plainsboro Road & Punia Boulevard/Jughandle
2. Plainsboro Road/Novo Nordisk Driveway & Campus Road
3. Campus Road & Hospital Drive
4. Scudders Mill Road & Campus Road
5. Scudders Mill Road & Bristol Myers Squibb Driveway/Novo Nordisk Driveway

Representatives of DTS Provident conducted manual turning movement traffic counts on Wednesday, November 2, 2022, at the study locations listed above. In addition to the

manual turning movement traffic counts, Automatic Traffic Recorder (ATR) counts were performed at the following two locations:

1. Plainsboro Road, between Campus Road and the Skilled Nursing Center (Merwick Care) easterly driveway
2. Campus Road between Plainsboro Road and Hospital Drive

The ATR counts were performed from October 31, 2022, through November 4, 2022. Copies of the manual turning movement and ATR traffic count data is contained in Appendix B.

Based upon the traffic count data, the following Peak Roadway Hours were determined:

- Peak Weekday AM Roadway Hour: 8:15 – 9:15 AM
- Peak Weekday PM Roadway Hour: 5:00 – 6:00 PM

These Peak Hours represent the time periods when traffic impacts would be at their greatest. The combination of existing/future background traffic and proposed project-generated traffic would be highest during these time periods. Any potential traffic impacts from the proposed project would be incrementally less throughout the rest of the day. The 2022 Existing Traffic Volumes are illustrated on Figure No. 02 in Appendix A.

2.2 NO-BUILD TRAFFIC VOLUMES

In order to determine potential impacts of the proposed project, DTS Provident first projected future No-Build Traffic Volumes. These Traffic Volumes represent the anticipated conditions on the roadway network in the proposed project's vicinity at the future 2027 Design Year without the construction of the proposed project. These conditions can then be compared against the future 2027 Build conditions with the proposed project constructed to quantify any traffic impacts from the proposed project.

When developing future No-Build Traffic Volumes, from the base Existing Traffic Volumes, two elements are taken into consideration. The first element is typical background traffic growth that could be anticipated within the study area, which is based on data obtained from NJDOT. The second element is known development on the PMPH Campus that has been partially constructed and occupied, but not at the full size that was previously approved for these Districts. These are referred to as Adjacent Developments. These two elements are described in further detail below.

BACKGROUND TRAFFIC GROWTH

DTS Provident consulted NJDOT's 'Access Permit Annual Background Growth Rate Table' to obtain annual background traffic growth rates for roadways within the study area. A review of the growth rate data indicated an average 2.00% growth for roadways within the study area.

The 2022 Existing Traffic Volumes were grown by a compounding rate of 2% per year for five years (total growth of 10.4%) to obtain representative background traffic volumes for the proposed project's 2027 Design Year. The 2027 Grown Background Traffic Volumes are illustrated in Figure No. 03 in Appendix A.

ADJACENT DEVELOPMENTS

Based upon discussions with Plainsboro Township's traffic consultants and a review of incomplete District developments on the PMPH Campus, Adjacent Development Traffic Volumes were included for two projects, one in the PMO District (CHOP) and one in the ARC District (Riverwalk). The two adjacent developments are as follows:

1. Children's Hospital of Philadelphia (CHOP) – 50,000 square feet of medical office space
2. Riverwalk – 158 dwelling units

To determine the number of additional trips to be generated by the adjacent developments, DTS Provident conducted traffic counts along the access driveways to both CHOP and Riverwalk to establish a trip generation rate, using the current sizes, for these facilities. ATR traffic counts were conducted along the CHOP access driveways from October 31, 2022, through November 4, 2022. A manual turning movement count was conducted at the Riverwalk driveways on Tuesday, April 9, 2024. The driveway traffic counts were summarized, and the amount of entering and exiting trips during the Peak Hours was

determined. Using the Peak Hour entering and exiting driveway trips along with the current facility sizes, a trip generation rate for these facilities was calculated. The calculated trip rates were then applied to the unbuilt portions of the sites, and the resultant trips were assigned to the roadway network based upon arrival and departure patterns established for these Districts under prior studies. Table No. 2.2.1 below summarizes the trip generation for the adjacent developments:

TABLE NO. 2.2.1						
TRIP GENERATION SUMMARY TABLE						
ADJACENT DEVELOPMENTS						
LAND USE	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
PMO District (CHOP) ⁽¹⁾	14	31	45	12	3	15
ARC District (Riverwalk) ⁽²⁾	13	21	34	51	43	94
TOTAL	27	52	79	63	46	109

NOTES

(1) Represents the unbuilt portion of the PMO District. Trip generation rates are based on actual counted trips for the portion of the PMO District that currently exists.

(2) Represents the unbuilt portion of the ARC District. Trip generation rates are based on actual counted trips for the portion of the ARC District that currently exists.

The Adjacent Development Traffic Volumes for the PMO District (CHOP) are illustrated on Figure No. 04 in Appendix A. The Adjacent Development Traffic Volumes for the ARC District (Riverwalk) are illustrated on Figure No. 05 in Appendix A. Copies of the traffic count data for the Adjacent Development's driveway are contained in Appendix B.

The Adjacent Development Traffic Volumes were then added to the 2027 Grown Background Traffic Volumes to form the 2027 No-Build Traffic Volumes. The 2027 No-Build Traffic Volumes are illustrated in Figure No. 06 in Appendix A.

2.3 SITE-GENERATED TRAFFIC VOLUMES

The ability of any roadway network to accommodate anticipated traffic volumes is measured by comparing Peak Hour Traffic Volumes to roadway capacities. Thus, it is essential to determine the hourly traffic volumes to be generated by the proposed project and add them to the No-Build Traffic Volumes to determine the Build Traffic Volumes.

The Site-generated traffic volumes attributable to the proposed project were determined based upon the trip generation rates and procedures contained in the ITE Trip Generation Manual, 11th Edition utilizing the Land Use Codes and sizes identified in the following:

- CCIC
 - ITE Land Use Code 720, Medical-Dental Office Building (Within/Near Hospital Campus), 200,876 square feet of gross floor area (GFA)
- Re-purposed Fitness Center Space
 - ITE Land Use Code 720, Medical-Dental Office Building (Within/Near Hospital Campus), 31,899 square feet of gross floor area (GFA)

Table No. 2.2.2 below summarizes the trip generation for the proposed project:

TABLE NO. 2.2.2						
TRIP GENERATION SUMMARY TABLE						
CCIC & RE-PURPOSED FITNESS CENTER SPACE						
LAND USE	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Medical-Dental Office Building (CCIC/Fitness Center Space) ⁽¹⁾⁽²⁾	512	120	632	176	527	703

NOTES

(1) Trip Generation based upon information contained in the Institute of Transportation Engineers' (ITE) publication entitled "Trip Generation", 11th Edition. Weekday AM and PM Peak Hour trip generation calculated for the subcategory 'Within/Near Hospital Campus' during the 'Peak Hour of Adjacent Street Traffic' using the 'Fitted Curve Equation.'

(2) Represents the currently proposed CCIC and the retained/renovated portion of the existing Fitness Center.

The proposed project's estimated trips outlined in Table No. 2.2.2 were assigned to the roadway network based upon arrival and departure patterns established for the HMOC District under prior studies. The proposed project's Site Generated Traffic Volumes are illustrated on Figure No. 07 in Appendix A.

2.4 BUILD TRAFFIC VOLUMES

The proposed project's Site Generated Traffic Volumes were combined with the 2027 No-Build Traffic Volumes to form the 2027 Build Traffic Volumes. The 2027 Build Traffic Volumes are illustrated on Figure No. 08 in Appendix A.

SECTION 3 – TRAFFIC ANALYSIS

3.0 DESCRIPTION OF ANALYSIS

The ability of the roadway network to accommodate the projected traffic volume demand was measured by examining the capacity of key intersections to accommodate such demand. Capacity analyses were conducted at the key intersections to identify the traffic impact associated with the proposed project. The following is a brief description of the procedure utilized in the preparation of this analysis for all the study locations:

- Capacity analysis is a method by which traffic volumes are compared to calculated roadway and intersection capacities to evaluate future traffic conditions. The methodology utilized is described in the Highway Capacity Manual, Seventh Edition published by the Transportation Research Board. In general, the term “Level of Service” is used to provide a qualitative evaluation based on certain quantitative calculations related to empirical values. The definitions of Level of Service as contained in the Highway Capacity Manual appear in Appendix C of this Report.
- In general, Level of Service “A” represents the best traffic operating condition. Levels of Service for signalized and unsignalized intersections are defined in terms of average delay. Levels of Service for merge, diverge and weaving segments are

defined in terms of density. Delay and density are used as a measure of driver discomfort, frustration, efficiency, etc.

Capacity analyses were performed for all study locations with the 2022 Existing, 2027 No-Build and 2027 Build Traffic Volumes utilizing Highway Capacity Software (Synchro) developed for the Federal Highway Administration (FHWA). The Level of Service results from the capacity analyses were summarized for each location in tables contained in Appendix D. Copies of the capacity analyses worksheets are contained in Appendix E of this Report.

3.1 LOCATION NO. 1 – PLAINSBORO ROAD AND PUNIA
BOULEVARD/JUGHANDLE

Existing Conditions

Plainsboro Road forms the eastbound and westbound approaches to this four-legged, signalized intersection with Punia Boulevard/Jughandle. A jughandle forms the northbound approach to this intersection, while Punia Boulevard forms the southbound approach to this intersection. Plainsboro Road consists of one exclusive through lane in the eastbound direction and one shared through/right-turn lane in the westbound direction. The jughandle operates as a one-way road in the northbound direction and consists of a one shared left-turn/through lane and one exclusive through lane. The Punia Boulevard southbound approach consists of one exclusive left-turn lane and one exclusive right-turn lane. Right-turns-on-red are permitted along all approaches to the intersection. The intersection is controlled by a two-phase traffic signal and is under local (Plainsboro Township) jurisdiction.

Capacity Analysis

Capacity analyses were conducted at this location using the 2022 Existing, 2027 No-Build and 2027 Build Traffic Volumes. The results of the analyses are illustrated in Table D-1 in Appendix D. As indicated in the Table, the overall intersection will operate at Levels of Service “B” or better in the Existing, No-Build and Build conditions during the Peak

Weekday AM and PM Hours. Therefore, no improvements are required for this intersection.

3.2 LOCATION NO. 2 – PLAINSBORO ROAD/NOVO NORDISK DRIVEWAY AND CAMPUS ROAD

Existing Conditions

Plainsboro Road forms the eastbound and northbound approaches to this four-legged, signalized intersection with the Novo Nordisk Driveway and Campus Road. The Novo Nordisk Driveway forms the westbound approach to this intersection, while Campus Road forms the southbound approach to this intersection. Plainsboro Road consists of one shared left-turn/through lane and one exclusive right-turn lane in the eastbound direction, and one exclusive left-turn lane and one shared through/right-turn lane in the northbound direction. The Novo Nordisk Driveway westbound approach consists of one shared left-turn/through lane and one channelized right-turn lane under yield control. The Campus Road southbound approach consists of one shared left-turn/through lane and one exclusive right-turn lane. Right-turns-on-red are permitted along all approaches to the intersection. The intersection is controlled by a four-phase traffic signal, with leading left turns and overlapping right turns during certain phases, and is under local (Plainsboro Township) jurisdiction.

Capacity Analysis

Capacity analyses were conducted at this location using the 2022 Existing, 2027 No-Build and 2027 Build Traffic Volumes. The results of the analyses are illustrated in Table D-2 in Appendix D. As indicated in the Table, the overall intersection will operate at Levels of

Service “B” or better in the Existing, No-Build and Build conditions during the Peak Weekday AM and PM Hours. Therefore, no improvements are required for this intersection.

3.3 LOCATION NO. 3 – CAMPUS ROAD AND HOSPITAL DRIVE

Existing Conditions

Campus Road forms the northbound and southbound approaches to this three-legged, signalized intersection with Hospital Drive. Hospital Drive forms the eastbound approach to this intersection. Campus Road consists of one exclusive left-turn and one exclusive through lane in the northbound direction, and one exclusive through lane and one channelized right-turn lane under yield control in the southbound direction. The Hospital Drive eastbound approach consists of a one exclusive left-turn lane and one channelized right-turn lane under yield control. The intersection is controlled by a two-phase traffic signal and is under local (Plainsboro Township) jurisdiction.

Capacity Analysis

Capacity analyses were conducted at this location using the 2022 Existing, 2027 No-Build and 2027 Build Traffic Volumes. The results of the analyses are illustrated in Table D-3 in Appendix D. As indicated in the Table, the overall intersection will operate at Levels of Service “C” or better in the Existing, No-Build and Build conditions during the Peak Weekday AM and PM Hours. Therefore, no improvements are required for this intersection.

3.4 LOCATION NO. 4 – SCUDDERS MILL ROAD AND CAMPUS ROAD

Existing Conditions

Scudders Mill Road forms the eastbound and westbound approaches to this four-legged, signalized intersection with Campus Road. Scudders Mill Road consists of one exclusive left-turn lane, three exclusive through lanes and one exclusive right-turn lane in the eastbound direction, while the westbound direction consists of two exclusive left-turn lanes, three exclusive through lanes and one exclusive right-turn lane. The Campus Road northbound approach consists of one exclusive left-turn lane, one shared left-turn/through lane and one exclusive right-turn lane, while the southbound approach consists of one exclusive left-turn lane, one exclusive through lane and one exclusive right-turn lane. Right-turns-on-red are permitted along all approaches to the intersection. The intersection is controlled by a five-phase traffic signal, with leading left turns and overlapping right turns during certain phases as well as an exclusive pedestrian crossing phase, and is under County (Middlesex) jurisdiction.

Capacity Analysis

Capacity analyses were conducted at this location using the 2022 Existing, 2027 No-Build and 2027 Build Traffic Volumes. The results of the analyses are illustrated in Table D-4 in Appendix D. As indicated in the Table, the overall intersection will operate at Levels of Service “C” in the Existing, No-Build and Build conditions during the Peak Weekday AM and PM Hours. Therefore, no improvements are required for this intersection.

3.5 LOCATION NO. 5 – SCUDDERS MILL ROAD AND NOVO NORDISK
DRIVEWAY/BRISTOL MYERS SQUIBB DRIVEWAY

Existing Conditions

Scudders Mill Road forms the eastbound and westbound approaches to this four-legged, signalized intersection with the driveways to both Novo Nordisk and Bristol Myers Squibb. Scudders Mill Road consists of one exclusive left-turn lane, two exclusive through lanes and one exclusive right-turn lane in both the eastbound and westbound directions. The Novo Nordisk Driveway northbound approach consists of one shared left-turn/through lane and one exclusive right-turn lane. The Bristol Myers Squibb Driveway southbound approach consists of one shared left-turn/through lane and one exclusive right-turn lane. Right-turns-on-red are permitted along all approaches to the intersection. The intersection is controlled by a three-phase traffic signal, with leading left turns during certain phases, and is under County (Middlesex) jurisdiction.

Capacity Analysis

Capacity analyses were conducted at this location using the 2022 Existing, 2027 No-Build and 2027 Build Traffic Volumes. The results of the analyses are illustrated in Table D-5 in Appendix D. As indicated in the Table, the overall intersection will operate at Levels of Service “A” in the Existing, No-Build and Build conditions during the Peak Weekday AM and PM Hours. Therefore, no improvements are required for this intersection.

SECTION 4 – CONCLUSIONS

4.0 CONCLUSIONS

It is the considered professional opinion of DTS Provident Design Engineering that the additional traffic associated with the proposed CCIC and re-purposed Fitness Center space can be accommodated on the adjacent roadway network without the need for additional roadway infrastructure improvements. Safe and efficient traffic operations would continue to be provided.

https://divneytunschwalbe.sharepoint.com/sites/DTSP/Shared Documents/General/PDE Q/PROJECTS-DTSP/0905 - Penn Medicine Cancer Center Traffic and Parking Study/Reports/Traffic Impact Study/Traffic Impact Study_2024-07-31.docx

APPENDICES

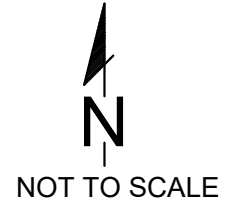
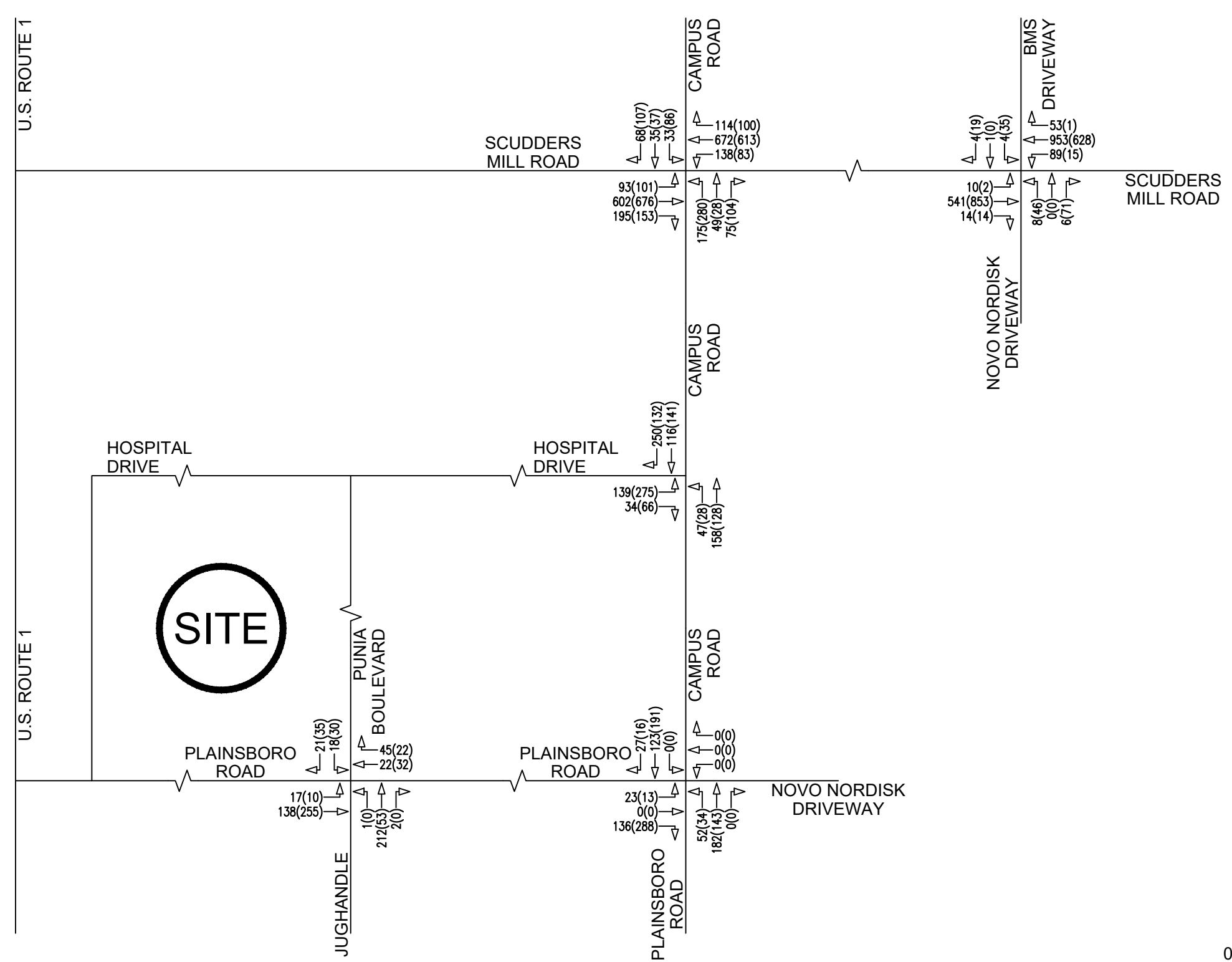
APPENDIX A

FIGURES

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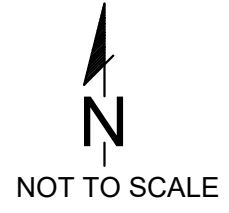
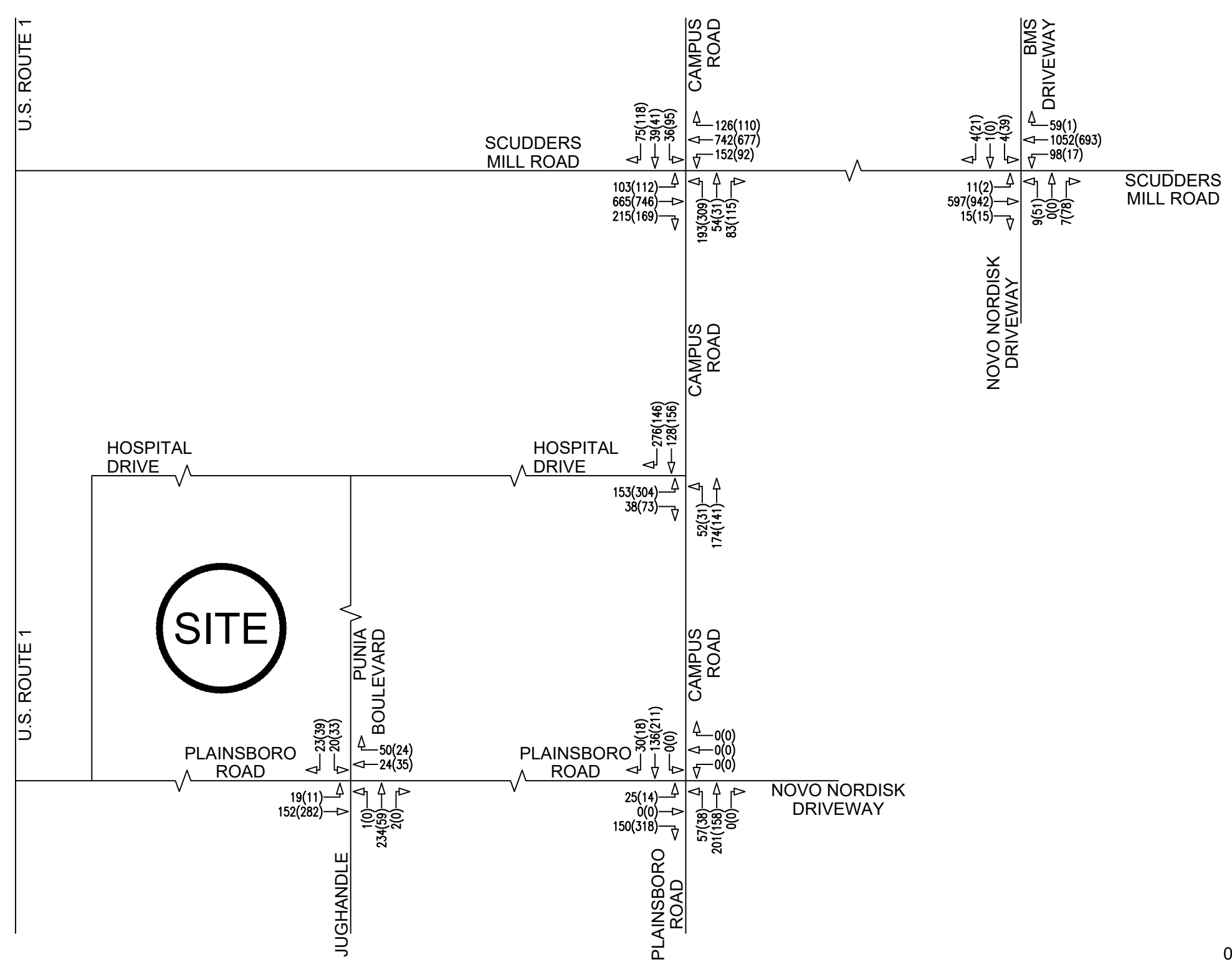
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(00) - VPH-PEAK PM HOUR (5:00-6:00)

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2022 Existing Traffic Volumes
Penn Medicine Princeton Health
Proposed Cancer Center
Plainsboro Township, Middlesex County, New Jersey

Project No. 0905
Not To Scale
July 2024
Figure No. 02

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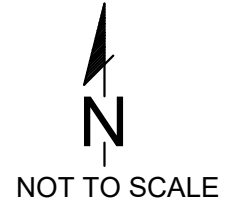
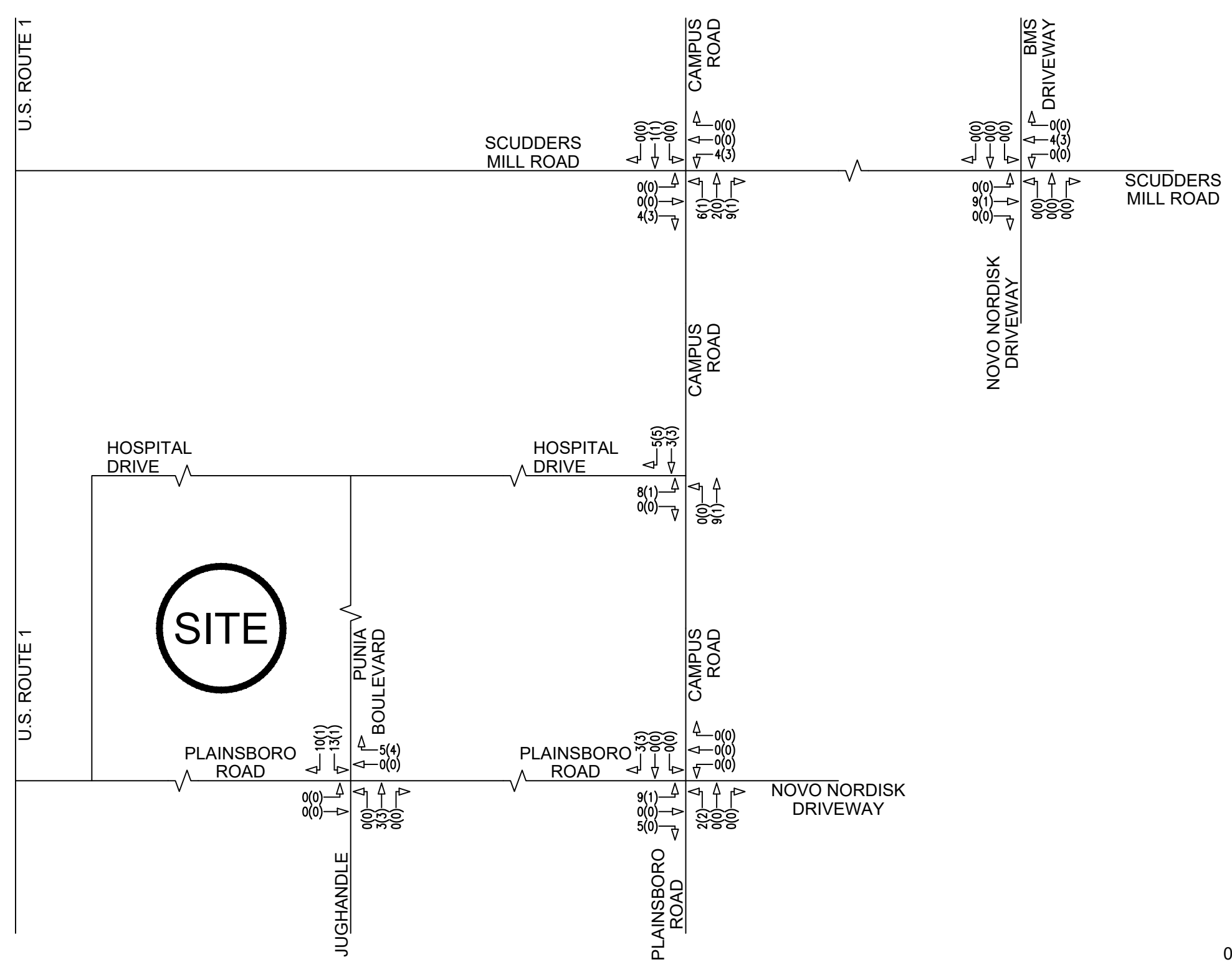
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2027 Grown Background Traffic Volumes
Penn Medicine Princeton Health
Proposed Cancer Center
Plainsboro Township, Middlesex County, New Jersey

Project No. 0905
Not To Scale
July 2024

Figure No. 03

C:\Users\Dmonroy\DC\ACCDocs\DTSP\0905_Penn Medicine Cancer Center Traffic and Parking Study\Project Files\Traffic\TrafficFigures_11x17 Landscape.dwg



LEGEND
00 - VPH-PEAK AM HOUR (8:15-9:15)
(00) - VPH-PEAK PM HOUR (5:00-6:00)

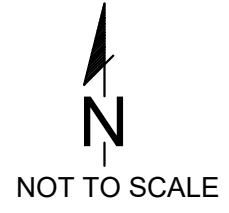
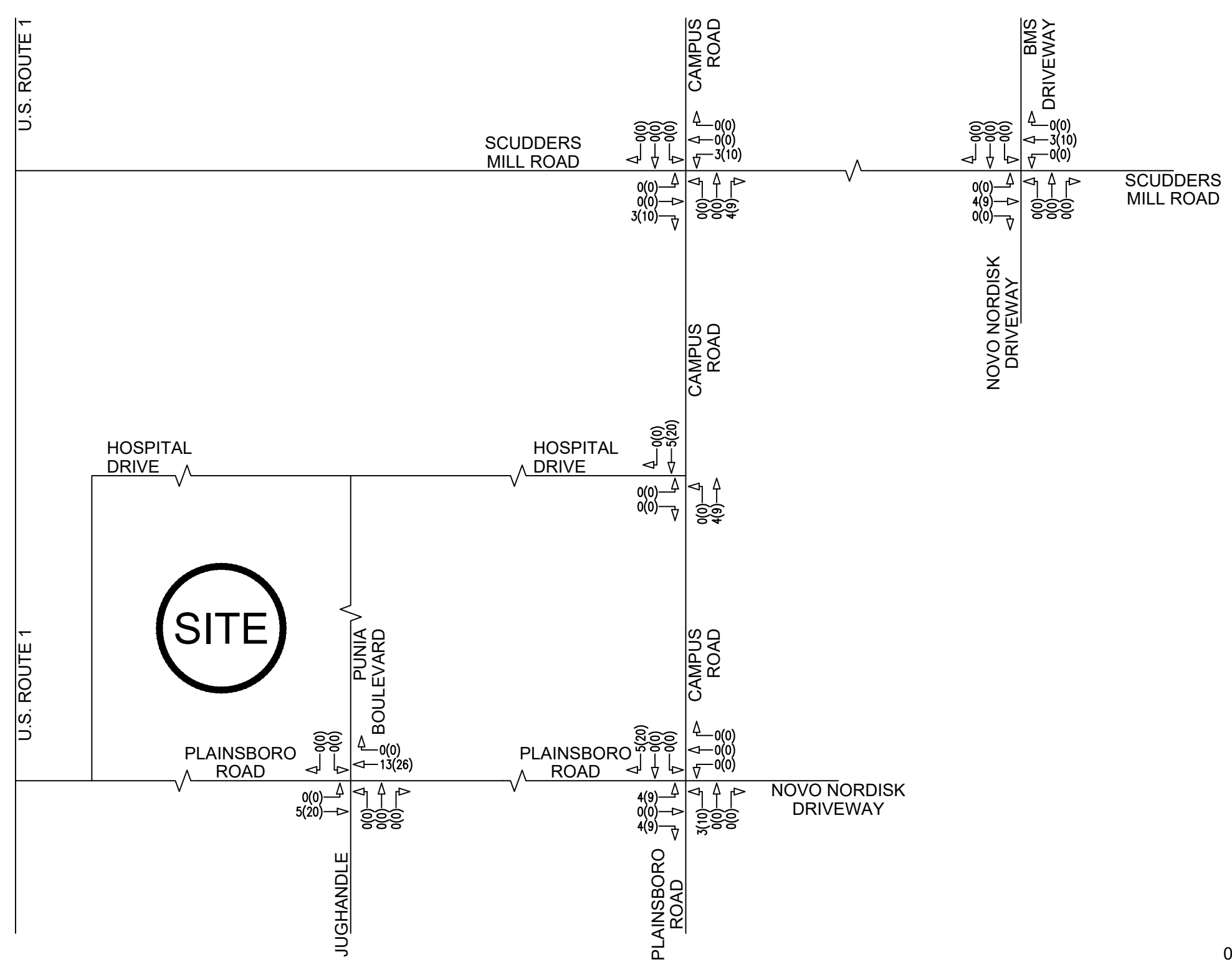
DTS • PROVIDENT
Intelligent Land Use
DTS Provident Design Engineering, LLP
One North Broadway
White Plains, NY 10601
P: 914.428.0010
F: 914.428.0017

PMO District (CHOP) Traffic Volumes
Penn Medicine Princeton Health
Proposed Cancer Center
Plainsboro Township, Middlesex County, New Jersey

Project No. 0905
Not To Scale
July 2024

Figure No. 04

C:\Users\Dmonroy\DC\ACCDocs\DTSP\0905_Penn Medicine Cancer Center Traffic and Parking Study\Project Files\Traffic\TrafficFigures_11x17 Landscape.dwg



LEGEND
00 - VPH-PEAK AM HOUR (8:15-9:15)
(00) - VPH-PEAK PM HOUR (5:00-6:00)

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Intelligent Land Use

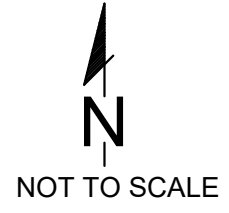
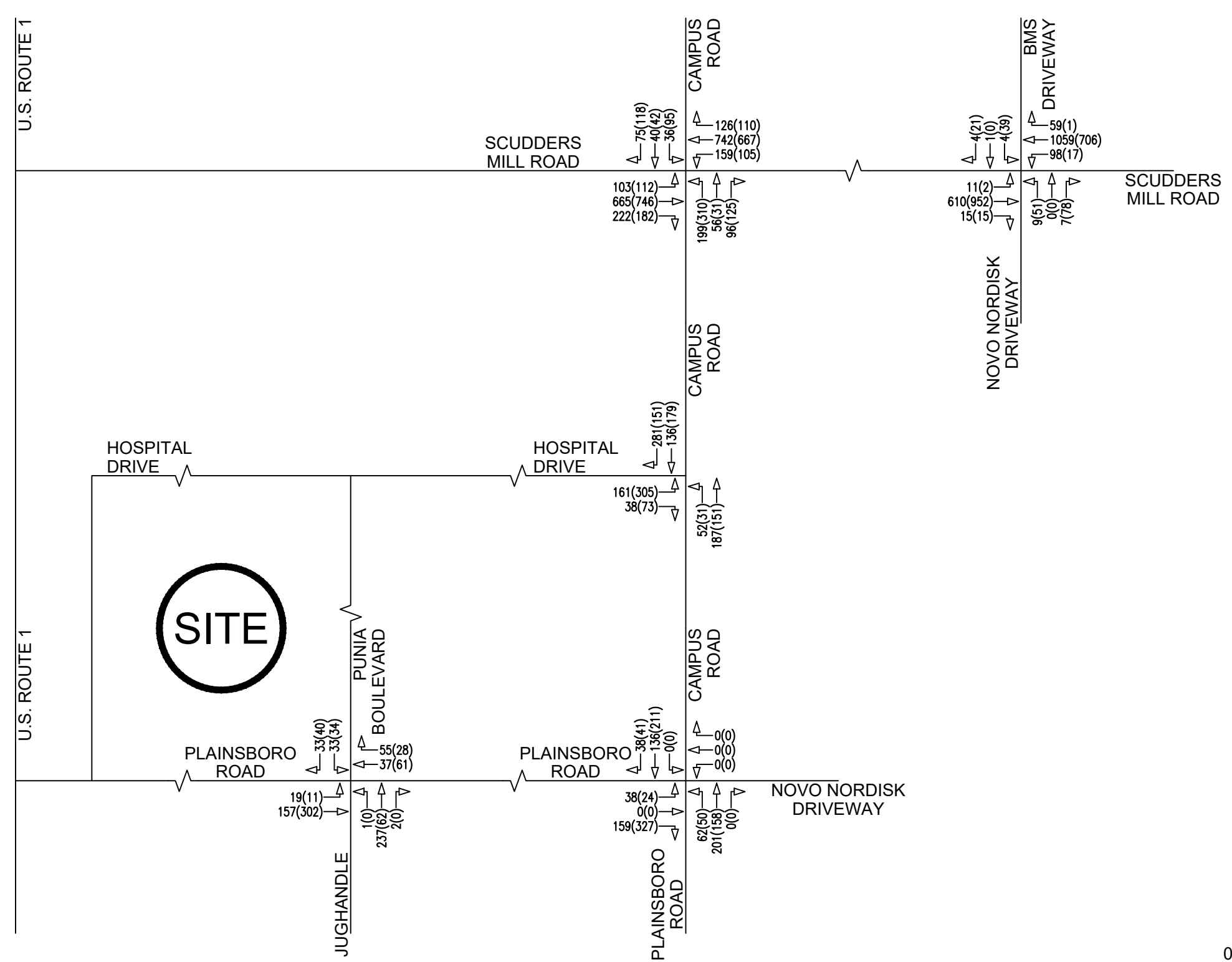
DTS Provident Design Engineering, LLP
One North Broadway
White Plains, NY 10601
P: 914.428.0010
F: 914.428.0017

ARC District (Riverwalk) Traffic Volumes
Penn Medicine Princeton Health
Proposed Cancer Center
Plainsboro Township, Middlesex County, New Jersey

Project No. 0905
Not To Scale
July 2024

Figure No. 05

C:\Users\Dmonroy\DC\ACCDocs\DTSP\0905_Penn Medicine Cancer Center Traffic and Parking Study\Project Files\Traffic\TrafficFigures_11x17 Landscape.dwg



LEGEND
00 - VPH-PEAK AM HOUR (8:15-9:15)
(00) - VPH-PEAK PM HOUR (5:00-6:00)

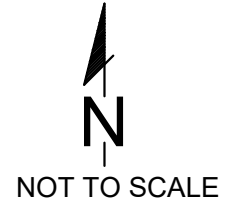
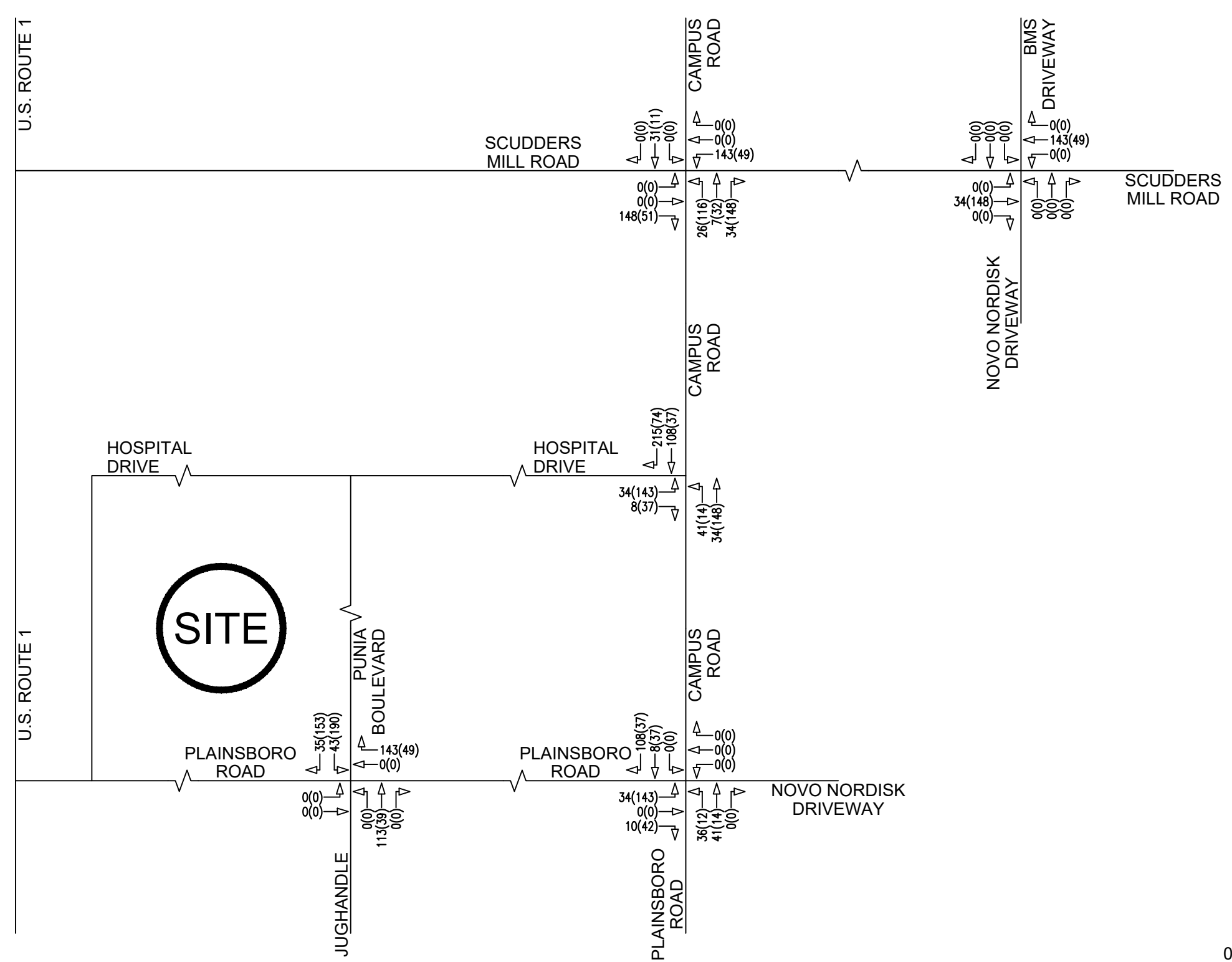
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DTS Provident Design Engineering, LLP
One North Broadway
White Plains, NY 10601
P: 914.428.0010
F: 914.428.0017

2027 No Build Traffic Volumes
Penn Medicine Princeton Health
Proposed Cancer Center
Plainsboro Township, Middlesex County, New Jersey

Project No. 0905
Not To Scale
July 2024

Figure No. 06

C:\Users\Dmonroy\DC\ACCDocs\DTSP\0905_Penn Medicine Cancer Center Traffic and Parking Study\Project Files\Traffic\TrafficFigures_11x17 Landscape.dwg



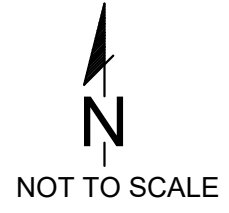
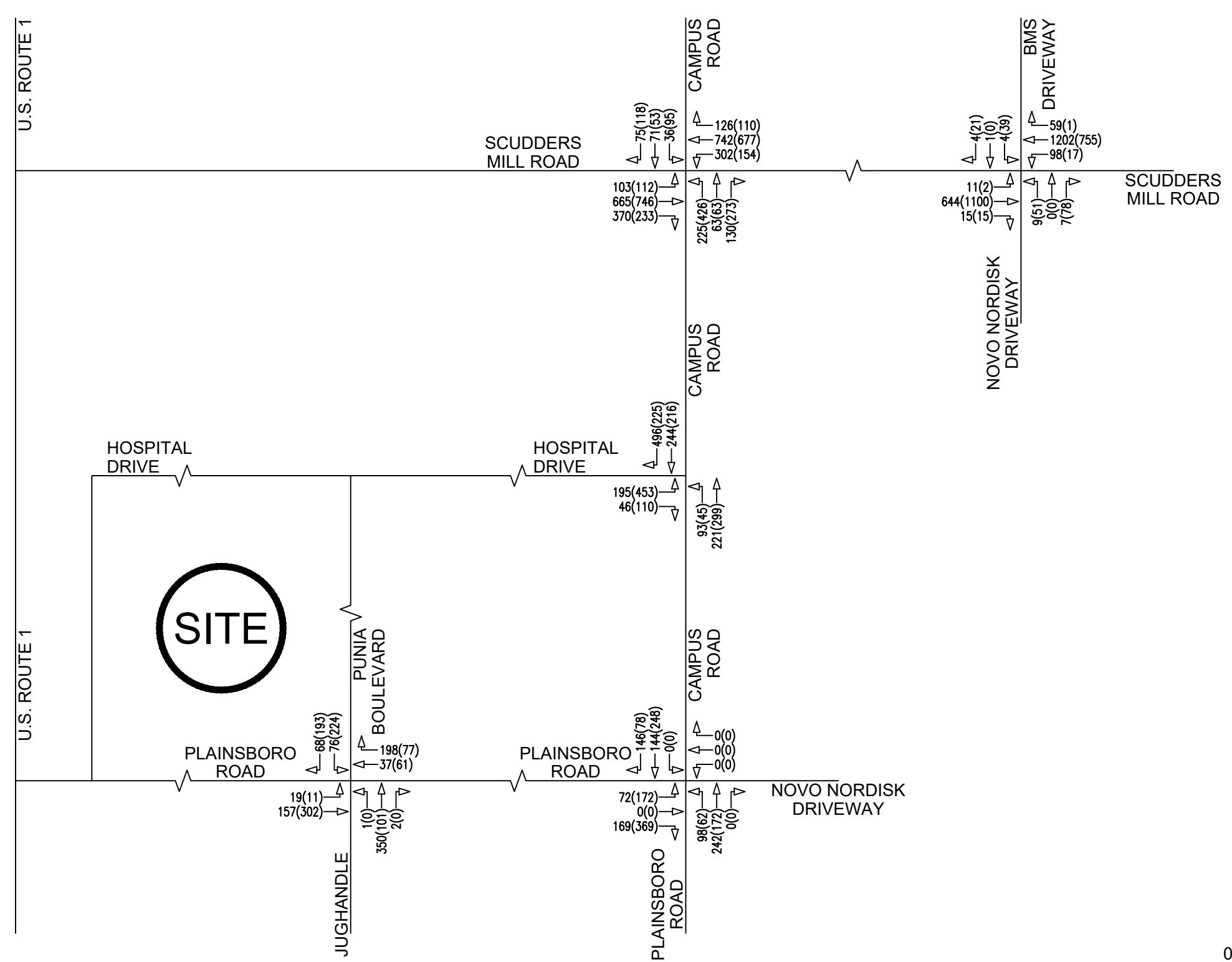
LEGEND
00 - VPH-PEAK AM HOUR (8:15-9:15)
(00) - VPH-PEAK PM HOUR (5:00-6:00)

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Intelligent Land Use
DTS Provident Design Engineering, LLP
One North Broadway
White Plains, NY 10601
P: 914.428.0010
F: 914.428.0017

Site Generated Traffic Volumes
Penn Medicine Princeton Health
Proposed Cancer Center
Plainsboro Township, Middlesex County, New Jersey

Project No. 0905
Not To Scale
July 2024
Figure No. 07

C:\Users\Dmonroy\DC\ACCDocs\DTSP\0905_Penn Medicine Cancer Center Traffic and Parking Study\Project Files\Traffic\TrafficFigures_11x17 Landscape.dwg



LEGEND
00 - VPH-PEAK AM HOUR (8:15-9:15)
(00) - VPH-PEAK PM HOUR (5:00-6:00)

DTS • PROVIDENT
Intelligent Land Use
DTS Provident Design Engineering, LLP
One North Broadway
White Plains, NY 10601
P: 914.428.0010
F: 914.428.0017

2027 Build Traffic Volumes
Penn Medicine Princeton Health
Proposed Cancer Center
Plainsboro Township, Middlesex County, New Jersey

Project No. 0905
Not To Scale
July 2024

Figure No. 08

APPENDIX B

TRAFFIC COUNT DATA

National Data & Surveying Services Intersection Turning Movement Count

Location: Punia Blvd & Plainsboro Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-001
Date: 11/2/2022

Data - Total

NS/EW Streets:		Punia Blvd				Punia Blvd				Plainsboro Rd				Plainsboro Rd				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0.5 NL	1.5 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	6:30 AM	0	67	0	0	4	0	4	0	5	30	0	0	0	3	7	0	120
	6:45 AM	0	67	0	0	0	0	2	0	7	48	0	0	0	3	14	0	141
	7:00 AM	0	52	0	0	4	0	7	0	5	45	0	0	0	6	6	0	125
	7:15 AM	0	57	0	0	1	0	6	0	1	51	0	0	0	3	4	0	123
	7:30 AM	0	57	0	0	8	0	12	0	2	31	0	0	0	6	11	0	127
	7:45 AM	0	55	0	0	11	0	9	0	6	36	0	0	0	5	15	0	137
	8:00 AM	1	50	0	0	5	0	3	0	0	38	0	0	0	7	10	0	114
	8:15 AM	1	48	0	0	2	0	6	0	1	43	0	0	0	3	13	0	117
	8:30 AM	0	55	0	0	5	0	4	0	5	39	0	0	0	7	10	0	125
	8:45 AM	0	62	1	0	6	0	4	0	8	23	0	0	0	8	10	0	122
	9:00 AM	0	47	1	0	5	0	7	0	3	33	0	0	0	4	12	0	112
	9:15 AM	1	43	0	0	9	0	4	0	3	26	0	0	0	4	9	0	99
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		3	660	2	0	60	0	68	0	46	443	0	0	0	59	121	0	1462
		0.45%	99.25%	0.30%	0.00%	46.88%	0.00%	53.13%	0.00%	9.41%	90.59%	0.00%	0.00%	0.00%	32.78%	67.22%	0.00%	
PEAK HR :		06:45 AM - 07:45 AM				13	0	27	0	15	175	0	0	0	18	35	0	TOTAL
PEAK HR VOL :		0	233	0	0	13	0	27	0	15	175	0	0	0	18	35	0	516
PEAK HR FACTOR :		0.000	0.869	0.000	0.000	0.406	0.000	0.563	0.000	0.536	0.858	0.000	0.000	0.000	0.750	0.625	0.000	0.915
		0.869				0.500				0.864				0.779				

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0.5 NL	1.5 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	3:30 PM	0	18	0	0	11	0	19	0	2	49	0	0	0	14	3	0	116
	3:45 PM	0	15	0	0	8	0	13	0	0	39	0	0	0	6	4	0	85
	4:00 PM	0	10	0	0	11	0	19	0	4	56	0	0	0	10	4	0	114
	4:15 PM	0	24	0	0	11	0	13	0	1	52	0	0	0	15	6	0	122
	4:30 PM	0	17	0	0	14	0	14	1	0	45	0	0	0	15	5	0	111
	4:45 PM	0	14	0	0	8	0	12	0	3	43	0	0	0	8	8	0	96
	5:00 PM	0	3	0	0	7	0	7	0	0	71	0	0	0	9	5	0	102
	5:15 PM	0	12	0	0	8	0	12	0	1	57	0	0	0	12	4	0	106
	5:30 PM	0	15	0	0	7	0	5	0	4	69	0	0	0	6	3	0	109
	5:45 PM	0	23	0	0	8	0	11	0	5	58	0	0	0	5	10	0	120
	6:00 PM	0	12	0	0	6	0	10	0	4	64	0	0	0	5	2	0	103
	6:15 PM	0	18	0	0	6	0	6	0	1	58	0	0	0	4	8	0	101
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	181	0	0	105	0	141	1	25	661	0	0	0	109	62	0	1285
		0.00%	100.00%	0.00%	0.00%	42.51%	0.00%	57.09%	0.40%	3.64%	96.36%	0.00%	0.00%	0.00%	63.74%	36.26%	0.00%	
PEAK HR :		04:00 PM - 05:00 PM				44	0	58	1	8	196	0	0	0	48	23	0	TOTAL
PEAK HR VOL :		0	65	0	0	44	0	58	1	8	196	0	0	0	48	23	0	443
PEAK HR FACTOR :		0.000	0.677	0.000	0.000	0.786	0.000	0.763	0.250	0.500	0.875	0.000	0.000	0.000	0.800	0.719	0.000	0.908
		0.677				0.858				0.850				0.845				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Punia Blvd & Plainsboro Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-001
Date: 11/2/2022

Data - Cars

NS/EW Streets:	Punia Blvd				Punia Blvd				Plainsboro Rd				Plainsboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	1.5 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
6:30 AM	0	67	0	0	4	0	3	0	5	29	0	0	0	3	7	0	118
6:45 AM	0	67	0	0	0	0	2	0	7	48	0	0	0	3	14	0	141
7:00 AM	0	52	0	0	3	0	7	0	5	43	0	0	0	6	5	0	121
7:15 AM	0	56	0	0	1	0	6	0	1	51	0	0	0	3	3	0	121
7:30 AM	0	57	0	0	8	0	12	0	2	31	0	0	0	6	11	0	127
7:45 AM	0	55	0	0	10	0	9	0	6	33	0	0	0	5	15	0	133
8:00 AM	1	50	0	0	5	0	3	0	0	35	0	0	0	7	9	0	110
8:15 AM	1	47	0	0	2	0	6	0	1	40	0	0	0	2	13	0	112
8:30 AM	0	55	0	0	4	0	4	0	5	36	0	0	0	7	10	0	121
8:45 AM	0	61	1	0	6	0	4	0	8	22	0	0	0	8	8	0	118
9:00 AM	0	47	1	0	5	0	7	0	3	32	0	0	0	4	10	0	109
9:15 AM	1	42	0	0	8	0	3	0	3	25	0	0	0	4	9	0	95
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	656	2	0	56	0	66	0	46	425	0	0	0	58	114	0	1426
	0.45%	99.24%	0.30%	0.00%	45.90%	0.00%	54.10%	0.00%	9.77%	90.23%	0.00%	0.00%	0.00%	33.72%	66.28%	0.00%	
PEAK HR :	06:45 AM - 07:45 AM				12	0	27	0	15	173	0	0	0	18	33	0	TOTAL
PEAK HR VOL :	0	232	0	0	12	0	27	0	15	173	0	0	0	18	33	0	510
PEAK HR FACTOR :	0.000	0.866	0.000	0.000	0.375	0.000	0.563	0.000	0.536	0.848	0.000	0.000	0.000	0.750	0.589	0.000	0.904
				0.866			0.488				0.855				0.750		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	1.5 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:30 PM	0	18	0	0	10	0	19	0	2	47	0	0	0	13	3	0	112
3:45 PM	0	15	0	0	8	0	13	0	0	35	0	0	0	6	4	0	81
4:00 PM	0	10	0	0	11	0	19	0	4	56	0	0	0	10	3	0	113
4:15 PM	0	23	0	0	11	0	13	0	1	51	0	0	0	15	6	0	120
4:30 PM	0	17	0	0	14	0	14	1	0	44	0	0	0	14	5	0	109
4:45 PM	0	14	0	0	7	0	12	0	3	43	0	0	0	8	7	0	94
5:00 PM	0	3	0	0	7	0	7	0	0	70	0	0	0	9	5	0	101
5:15 PM	0	11	0	0	8	0	12	0	1	56	0	0	0	12	4	0	104
5:30 PM	0	15	0	0	6	0	5	0	4	68	0	0	0	6	3	0	107
5:45 PM	0	23	0	0	8	0	11	0	5	58	0	0	0	5	10	0	120
6:00 PM	0	12	0	0	6	0	10	0	4	63	0	0	0	5	1	0	101
6:15 PM	0	17	0	0	6	0	6	0	1	57	0	0	0	4	8	0	99
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	178	0	0	102	0	141	1	25	648	0	0	0	107	59	0	1261
	0.00%	100.00%	0.00%	0.00%	41.80%	0.00%	57.79%	0.41%	3.71%	96.29%	0.00%	0.00%	0.00%	64.46%	35.54%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM				43	0	58	1	8	194	0	0	0	47	21	0	TOTAL
PEAK HR VOL :	0	64	0	0	43	0	58	1	8	194	0	0	0	47	21	0	436
PEAK HR FACTOR :	0.000	0.696	0.000	0.000	0.768	0.000	0.763	0.250	0.500	0.866	0.000	0.000	0.000	0.783	0.750	0.000	0.908
				0.696			0.850				0.842				0.810		

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Punia Blvd & Plainsboro Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-001
Date: 11/2/2022

Data - HT

NS/EW Streets:	Punia Blvd				Punia Blvd				Plainsboro Rd				Plainsboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	1.5 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	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	3
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0	4
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1	0	0	0	0	1	0	0	12	0	0	0	1	4	0	19
	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	20.00%	80.00%	0.00%	
PEAK HR :	06:45 AM - 07:45 AM				0	0	0	0	0	0	0	0	0	0	1	0	TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.250	0.000	1
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	0.000	0.250	0.000	0.250

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	1.5 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:45 PM	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
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	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	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
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	0	0	0	0	0	7	0	0	0	2	0	0	9
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM				0	0	0	0	0	2	0	0	0	1	0	0	TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0.500	0.000	0.000	0.000	0.250	0.000	0.000	3
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	0.250	0.000	0.000	0.375

National Data & Surveying Services Intersection Turning Movement Count

Location: Punia Blvd & Plainsboro Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-001
Date: 11/2/2022

Data - Buses

NS/EW Streets:	Punia Blvd				Punia Blvd				Plainsboro Rd				Plainsboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	1.5 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	1	0	4
7:15 AM	0	1	0	0	0	0	0	0	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
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3
8:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	1	0	0	0	0	1	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
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
9:15 AM	0	1	0	0	1	0	1	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 :	0	3	0	0	4	0	1	0	0	6	0	0	0	0	3	0	17
	0.00%	100.00%	0.00%	0.00%	80.00%	0.00%	20.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	06:45 AM - 07:45 AM				1	0	0	0	0	2	0	0	0	0	1	0	5
PEAK HR VOL :	0	1	0	0	1	0	0	0	0	2	0	0	0	0	1	0	
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.313
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	1.5 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	1	0	1
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	3	0	0	0	0	6	0	0	0	0	3	0	15
	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM				1	0	0	0	0	0	0	0	0	0	2	0	4
PEAK HR VOL :	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500

National Data & Surveying Services Intersection Turning Movement Count

Location: Punia Blvd & Plainsboro Rd
City: Plainsboro Township

Project ID: 22-340100-001
Date: 11/2/2022

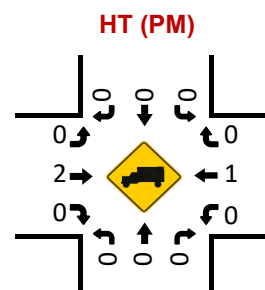
Data - Pedestrians (Crosswalks)

NS/EW Streets:	Punia Blvd		Punia Blvd		Plainsboro Rd		Plainsboro Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	1	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	1	0	0	1
					0.00%	100.00%			
PEAK HR :	06:45 AM - 07:45 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	1	0	1	0	0	0	2
			100.00%	0.00%	100.00%	0.00%			
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	1
PEAK HR FACTOR :					0.250	0			0.250

PEAK HOURS		COUNT PERIODS								
06:45 AM - 07:45 AM		AM	27	0	13	0	283	AM	6:30 AM - 09:30 AM	
NONE		NOON	0	0	0	0	0	NOON	NONE	
04:00 PM - 05:00 PM		PM	58	0	44	1	97	PM	3:30 PM - 06:30 PM	

EASTBOUND				CONTROL				WESTBOUND				
AM	NOON	PM		Signalized				PM	NOON	AM		
45	0	106	←	TEV	516 AM	0 NOON	443 PM	0	←	23	0	35
0	0	0	↶	PHF	0.91		0.91	1	↶	48	0	18
15	0	8	↶					0	↶	0	0	0
175	0	196	→					0	↷	0	0	0
0	0	0	↷						→	240	0	188
AM	NOON	PM								PM	NOON	AM



National Data & Surveying Services Intersection Turning Movement Count

Location: Campus Rd/Plainsboro Rd & Plainsboro Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-002
Date: 11/2/2022

Data - Total

NS/EW Streets:	Campus Rd/Plainsboro Rd				Campus Rd/Plainsboro Rd				Plainsboro Rd				Plainsboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	0.5 SL	0.5 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
6:30 AM	6	11	0	0	0	8	3	0	1	0	29	0	0	0	0	0	58
6:45 AM	18	20	0	0	0	22	2	0	0	0	43	0	0	0	0	0	105
7:00 AM	10	19	0	0	0	21	3	0	6	0	36	0	0	0	0	0	95
7:15 AM	5	36	0	0	0	21	1	0	2	0	47	0	0	0	0	0	112
7:30 AM	11	50	0	0	0	13	5	0	5	0	34	0	0	0	0	0	118
7:45 AM	16	50	0	0	0	14	5	0	9	0	31	0	0	0	0	0	125
8:00 AM	13	36	0	0	0	22	3	0	4	0	41	0	0	0	0	0	119
8:15 AM	13	42	0	0	0	33	10	0	8	0	38	0	0	0	0	0	144
8:30 AM	13	41	0	0	0	33	8	0	6	0	38	0	0	0	0	0	139
8:45 AM	13	53	0	0	0	25	8	0	5	0	24	0	0	0	0	0	128
9:00 AM	13	46	0	0	0	32	1	0	4	0	36	0	0	0	0	0	132
9:15 AM	8	38	0	0	0	28	4	0	9	0	23	0	0	0	0	0	110
TOTAL VOLUMES :	NL 139	NT 442	NR 0	NU 0	SL 0	ST 272	SR 53	SU 0	EL 59	ET 0	ER 420	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1385
APPROACH %'s :	23.92%	76.08%	0.00%	0.00%	0.00%	83.69%	16.31%	0.00%	12.32%	0.00%	87.68%	0.00%	0	0	0	0	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	52	182	0	0	0	123	27	0	23	0	136	0	0	0	0	0	543
PEAK HR FACTOR :	1.000	0.858	0.000	0.000	0.000	0.932	0.675	0.000	0.719	0.000	0.895	0.000	0.000	0.000	0.000	0.000	0.943
	0.886				0.872				0.864								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	0.5 SL	0.5 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:30 PM	6	58	0	0	0	29	3	0	12	0	48	0	0	0	0	0	156
3:45 PM	9	36	0	0	0	21	4	0	4	0	43	0	0	0	0	0	117
4:00 PM	9	44	0	0	0	34	4	0	6	0	58	0	0	0	0	0	155
4:15 PM	16	38	0	0	0	47	2	0	8	0	53	0	0	0	0	0	164
4:30 PM	12	30	0	0	0	45	5	0	10	0	51	0	0	0	0	0	153
4:45 PM	12	46	0	0	0	39	4	0	5	0	44	0	0	0	0	0	150
5:00 PM	6	38	0	0	0	47	6	0	4	0	78	0	0	0	0	0	179
5:15 PM	8	28	0	0	0	54	3	0	2	0	67	0	0	0	0	0	162
5:30 PM	6	38	0	0	0	44	2	0	3	0	73	0	0	0	0	0	166
5:45 PM	14	39	0	0	0	46	5	0	4	0	70	0	0	0	0	0	178
6:00 PM	5	43	0	0	0	29	2	0	4	0	70	0	0	0	0	0	153
6:15 PM	7	31	0	0	0	25	7	0	3	0	68	0	0	0	0	0	141
TOTAL VOLUMES :	NL 110	NT 469	NR 0	NU 0	SL 0	ST 460	SR 47	SU 0	EL 65	ET 0	ER 723	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1874
APPROACH %'s :	19.00%	81.00%	0.00%	0.00%	0.00%	90.73%	9.27%	0.00%	8.25%	0.00%	91.75%	0.00%	0	0	0	0	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	34	143	0	0	0	191	16	0	13	0	288	0	0	0	0	0	685
PEAK HR FACTOR :	0.607	0.917	0.000	0.000	0.000	0.884	0.667	0.000	0.813	0.000	0.923	0.000	0.000	0.000	0.000	0.000	0.957
	0.835				0.908				0.918								

National Data & Surveying Services Intersection Turning Movement Count

Location: Campus Rd/Plainsboro Rd & Plainsboro Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-002
Date: 11/2/2022

Data - Cars

NS/EW Streets:	Campus Rd/Plainsboro Rd				Campus Rd/Plainsboro Rd				Plainsboro Rd				Plainsboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	0.5 SL	0.5 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
6:30 AM	6	10	0	0	0	8	3	0	1	0	28	0	0	0	0	0	56
6:45 AM	18	19	0	0	0	21	2	0	0	0	43	0	0	0	0	0	103
7:00 AM	9	19	0	0	0	18	2	0	5	0	34	0	0	0	0	0	87
7:15 AM	5	36	0	0	0	20	1	0	2	0	47	0	0	0	0	0	111
7:30 AM	11	50	0	0	0	13	5	0	5	0	34	0	0	0	0	0	118
7:45 AM	16	48	0	0	0	14	5	0	7	0	30	0	0	0	0	0	120
8:00 AM	13	35	0	0	0	22	2	0	4	0	37	0	0	0	0	0	113
8:15 AM	13	39	0	0	0	32	9	0	8	0	35	0	0	0	0	0	136
8:30 AM	13	40	0	0	0	32	8	0	5	0	35	0	0	0	0	0	133
8:45 AM	12	48	0	0	0	23	6	0	5	0	23	0	0	0	0	0	117
9:00 AM	13	46	0	0	0	31	0	0	4	0	35	0	0	0	0	0	129
9:15 AM	7	38	0	0	0	25	4	0	8	0	23	0	0	0	0	0	105
TOTAL VOLUMES :	NL 136	NT 428	NR 0	NU 0	SL 0	ST 259	SR 47	SU 0	EL 54	ET 0	ER 404	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1328
APPROACH %'s :	24.11%	75.89%	0.00%	0.00%	0.00%	84.64%	15.36%	0.00%	11.79%	0.00%	88.21%	0.00%	0	0	0	0	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	51	173	0	0	0	118	23	0	22	0	128	0	0	0	0	0	515
PEAK HR FACTOR :	0.981	0.901	0.000	0.000	0.000	0.922	0.639	0.000	0.688	0.000	0.914	0.000	0.000	0.000	0.000	0.000	0.947
	0.933				0.860				0.872								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	0.5 SL	0.5 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:30 PM	5	55	0	0	0	29	3	0	11	0	46	0	0	0	0	0	149
3:45 PM	9	34	0	0	0	20	4	0	4	0	39	0	0	0	0	0	110
4:00 PM	9	44	0	0	0	33	3	0	6	0	58	0	0	0	0	0	153
4:15 PM	16	36	0	0	0	45	2	0	7	0	53	0	0	0	0	0	159
4:30 PM	12	28	0	0	0	45	4	0	9	0	51	0	0	0	0	0	149
4:45 PM	12	44	0	0	0	36	3	0	4	0	44	0	0	0	0	0	143
5:00 PM	6	35	0	0	0	46	6	0	4	0	77	0	0	0	0	0	174
5:15 PM	8	27	0	0	0	53	3	0	2	0	66	0	0	0	0	0	159
5:30 PM	6	34	0	0	0	44	2	0	3	0	72	0	0	0	0	0	161
5:45 PM	14	36	0	0	0	45	5	0	3	0	70	0	0	0	0	0	173
6:00 PM	5	42	0	0	0	28	1	0	4	0	69	0	0	0	0	0	149
6:15 PM	7	31	0	0	0	24	7	0	3	0	67	0	0	0	0	0	139
TOTAL VOLUMES :	NL 109	NT 446	NR 0	NU 0	SL 0	ST 448	SR 43	SU 0	EL 60	ET 0	ER 712	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1818
APPROACH %'s :	19.64%	80.36%	0.00%	0.00%	0.00%	91.24%	8.76%	0.00%	7.77%	0.00%	92.23%	0.00%	0	0	0	0	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	34	132	0	0	0	188	16	0	12	0	285	0	0	0	0	0	667
PEAK HR FACTOR :	0.607	0.917	0.000	0.000	0.000	0.887	0.667	0.000	0.750	0.000	0.925	0.000	0.000	0.000	0.000	0.000	0.958
	0.830				0.911				0.917								

National Data & Surveying Services Intersection Turning Movement Count

Location: Campus Rd/Plainsboro Rd & Plainsboro Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-002
Date: 11/2/2022

Data - HT

NS/EW Streets:	Campus Rd/Plainsboro Rd				Campus Rd/Plainsboro Rd				Plainsboro Rd				Plainsboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	0.5 SL	0.5 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
6:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	1	0	0	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
7:45 AM	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
8:00 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
8:15 AM	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0	0	4
8:30 AM	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0	4
8:45 AM	1	4	0	0	0	1	2	0	0	0	1	0	0	0	0	0	9
9:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
9:15 AM	1	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	5
TOTAL VOLUMES :	NL 3	NT 8	NR 0	NU 0	SL 0	ST 8	SR 3	SU 0	EL 2	ET 0	ER 10	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 34
APPROACH %'s :	27.27%	72.73%	0.00%	0.00%	0.00%	72.73%	27.27%	0.00%	16.67%	0.00%	83.33%	0.00%	0	0	0	0	
PEAK HR :	08:15 AM - 09:15 AM				0	3	3	0	0	0	6	0	0	0	0	0	TOTAL 19
PEAK HR VOL :	1	6	0	0	0	3	3	0	0	0	6	0	0	0	0	0	
PEAK HR FACTOR :	0.250	0.375	0.000	0.000	0.000	0.750	0.375	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.528
			0.350				0.500				0.750						

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	0.5 SL	0.5 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:30 PM	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
3:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	2	0	0	0	2	0	0	1	0	0	0	0	0	0	0	5
4:30 PM	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
4:45 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
5:30 PM	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5
5:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
6:15 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
TOTAL VOLUMES :	NL 1	NT 20	NR 0	NU 0	SL 0	ST 11	SR 1	SU 0	EL 2	ET 0	ER 5	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 40
APPROACH %'s :	4.76%	95.24%	0.00%	0.00%	0.00%	91.67%	8.33%	0.00%	28.57%	0.00%	71.43%	0.00%	0	0	0	0	
PEAK HR :	05:00 PM - 06:00 PM				0	2	0	0	0	0	2	0	0	0	0	0	TOTAL 14
PEAK HR VOL :	0	10	0	0	0	2	0	0	0	0	2	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.625	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.700
			0.625				0.500				0.500						

National Data & Surveying Services Intersection Turning Movement Count

Location: Campus Rd/Plainsboro Rd & Plainsboro Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-002
Date: 11/2/2022

Data - Buses

NS/EW Streets:	Campus Rd/Plainsboro Rd				Campus Rd/Plainsboro Rd				Plainsboro Rd				Plainsboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	0.5 SL	0.5 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	3	1	0	1	0	2	0	0	0	0	0	7
7:15 AM	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
7:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
8:15 AM	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
8:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
9:15 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	6	0	0	0	5	3	0	3	0	6	0	0	0	0	0	23
	0.00%	100.00%	0.00%	0.00%	0.00%	62.50%	37.50%	0.00%	33.33%	0.00%	66.67%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM				0	2	1	0	1	0	2	0	0	0	0	0	TOTAL
PEAK HR VOL :	0	3	0	0	0	2	1	0	1	0	2	0	0	0	0	0	9
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.500	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.563
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	0.5 SL	0.5 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:30 PM	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
4:00 PM	0	0	0	0	0	0	1	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	1	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
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	3	0	0	0	1	3	0	3	0	6	0	0	0	0	0	16
	0.00%	100.00%	0.00%	0.00%	0.00%	25.00%	75.00%	0.00%	33.33%	0.00%	66.67%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM				0	1	0	0	1	0	1	0	0	0	0	0	TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Campus Rd/Plainsboro Rd & Plainsboro Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-002
Date: 11/2/2022

Data - Bikes

NS/EW Streets:		Campus Rd/Plainsboro Rd				Campus Rd/Plainsboro Rd				Plainsboro Rd				Plainsboro Rd				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		1 NL	0.5 NT	0.5 NR	0 NU	0.5 SL	0.5 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	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	
	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	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
TOTAL VOLUMES:		NL 0	NT 1	NR 0	NU 0	SL 0	ST 1	SR 0	SU 0	EL 0	ET 0	ER 1	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 3
APPROACH %'s:		0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR:		08:15 AM - 09:15 AM																TOTAL 2
PEAK HR VOL:		0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
PEAK HR FACTOR:		0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
		0.250								0.250								
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		1 NL	0.5 NT	0.5 NR	0 NU	0.5 SL	0.5 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	1	0	0	0	0	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	0	0	0	0	
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
6:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES:		NL 0	NT 4															

National Data & Surveying Services

Intersection Turning Movement Count

Location: Campus Rd/Plainsboro Rd & Plainsboro Rd
City: Plainsboro Township

Project ID: 22-340100-002
Date: 11/2/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Campus Rd/Plainsboro Rd		Campus Rd/Plainsboro Rd		Plainsboro Rd		Plainsboro Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	1	2
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	1
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	2	1	3
							66.67%	33.33%	
PEAK HR :	08:15 AM - 09:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :							0.250	0.250	0.250

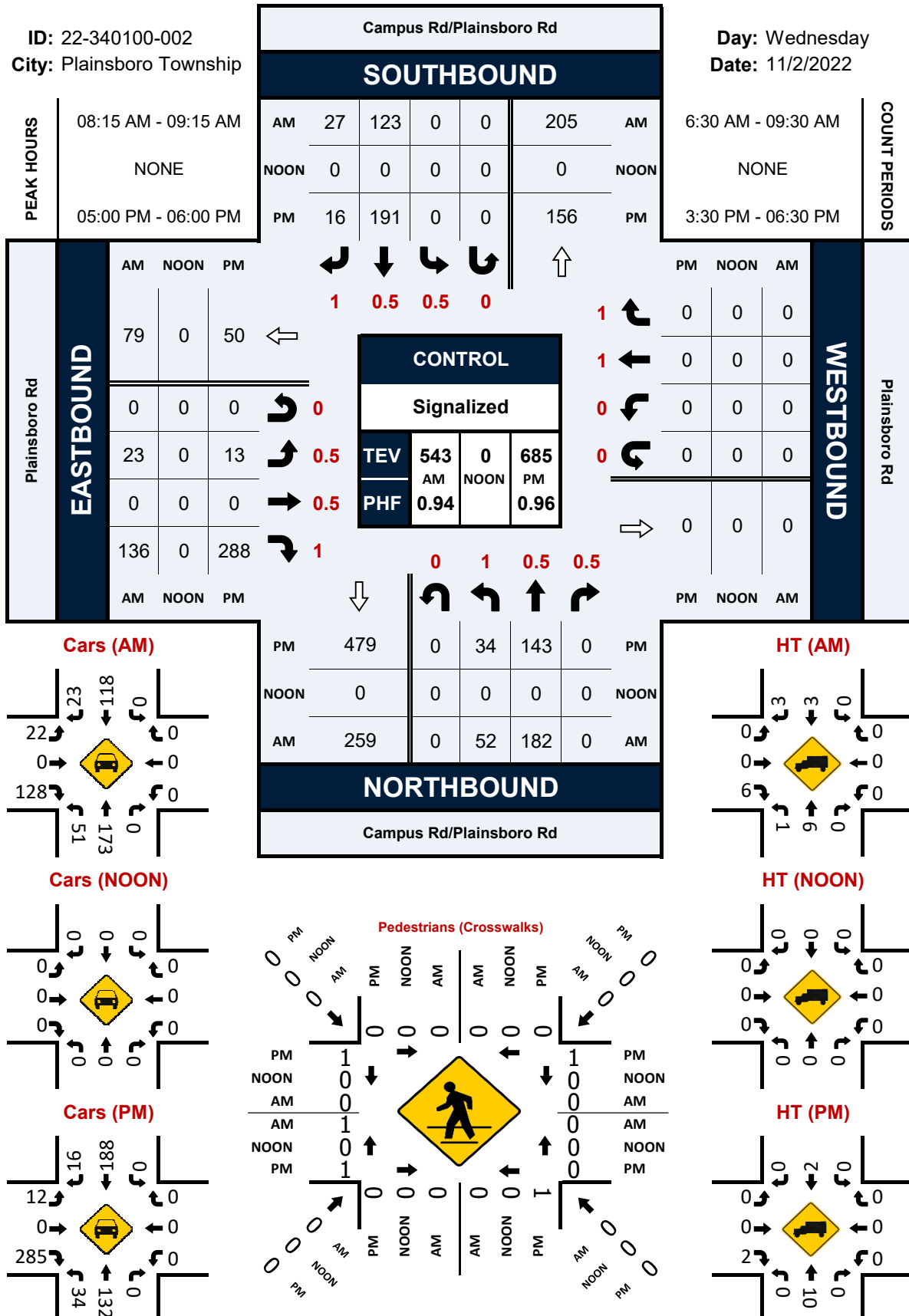
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	2	4	6
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	1	1	0	3
5:45 PM	0	0	0	0	0	0	0	1	1
6:00 PM	0	0	1	0	0	0	0	1	2
6:15 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	1	1	0	1	3	6	12
			50.00%	50.00%	0.00%	100.00%	33.33%	66.67%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	1	0	1	1	1	4
PEAK HR FACTOR :				0.250		0.250	0.250	0.250	0.333

Campus Rd/Plainsboro Rd & Plainsboro Rd

Peak Hour Turning Movement Count

ID: 22-340100-002
City: Plainsboro Township

Day: Wednesday
Date: 11/2/2022



National Data & Surveying Services Intersection Turning Movement Count

Location: Campus Rd & Hospital Dr
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-003
Date: 11/2/2022

Data - Total

NS/EW Streets:	Campus Rd				Campus Rd				Hospital Dr				Hospital Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
6:30 AM	4	8	0	0	0	8	49	0	15	0	3	0	0	0	0	0	87
6:45 AM	3	17	0	0	0	23	82	0	15	0	1	0	0	0	0	0	141
7:00 AM	8	17	0	0	0	23	40	0	21	0	1	0	0	0	0	0	110
7:15 AM	8	30	0	0	0	19	55	0	27	0	4	0	0	0	0	0	143
7:30 AM	10	43	0	0	0	15	57	0	51	0	2	0	0	0	0	0	178
7:45 AM	19	42	0	0	0	20	85	0	19	0	0	0	0	0	0	0	185
8:00 AM	16	24	0	0	0	20	64	0	28	0	4	0	0	0	0	0	156
8:15 AM	14	36	0	0	0	40	70	0	42	0	4	0	0	0	0	0	206
8:30 AM	8	39	0	0	0	27	68	0	22	0	13	0	0	0	0	0	177
8:45 AM	15	43	0	0	0	28	62	0	39	0	7	0	0	0	0	0	194
9:00 AM	10	40	0	0	0	21	50	0	36	0	10	0	0	0	0	0	167
9:15 AM	13	32	0	0	0	28	71	0	41	0	5	0	0	0	0	0	190
TOTAL VOLUMES :	NL 128	NT 371	NR 0	NU 0	SL 0	ST 272	SR 753	SU 0	EL 356	ET 0	ER 54	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1934
APPROACH %'s :	25.65%	74.35%	0.00%	0.00%	0.00%	26.54%	73.46%	0.00%	86.83%	0.00%	13.17%	0.00%	0	0	0	0	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	47	158	0	0	0	116	250	0	139	0	34	0	0	0	0	0	744
PEAK HR FACTOR :	0.783	0.919	0.000	0.000	0.000	0.725	0.893	0.000	0.827	0.000	0.654	0.000	0.000	0.000	0.000	0.000	0.903
	0.884				0.832				0.940								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
3:30 PM	7	63	0	0	0	15	23	0	98	0	15	0	0	0	0	0	221
3:45 PM	3	37	0	0	0	16	21	0	62	0	9	0	0	0	0	0	148
4:00 PM	6	44	0	0	0	29	22	0	85	0	11	0	0	0	0	0	197
4:15 PM	5	39	0	0	0	26	26	0	83	0	21	0	0	0	0	0	200
4:30 PM	3	39	0	0	0	24	38	0	84	0	26	0	0	0	0	0	214
4:45 PM	10	41	0	0	0	25	38	0	65	0	18	0	0	0	0	0	197
5:00 PM	5	37	0	0	0	39	24	0	92	0	17	0	0	0	0	0	214
5:15 PM	4	24	0	0	0	38	36	0	61	0	16	0	0	0	0	0	179
5:30 PM	7	36	0	0	0	30	35	0	66	0	17	0	0	0	0	0	191
5:45 PM	12	31	0	0	0	34	37	0	56	0	16	0	0	0	0	0	186
6:00 PM	4	41	0	0	0	19	16	0	57	0	13	0	0	0	0	0	150
6:15 PM	5	31	0	0	0	20	18	0	40	0	11	0	0	0	0	0	125
TOTAL VOLUMES :	NL 71	NT 463	NR 0	NU 0	SL 0	ST 315	SR 334	SU 0	EL 849	ET 0	ER 190	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 2222
APPROACH %'s :	13.30%	86.70%	0.00%	0.00%	0.00%	48.54%	51.46%	0.00%	81.71%	0.00%	18.29%	0.00%	0	0	0	0	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	23	156	0	0	0	114	126	0	324	0	82	0	0	0	0	0	825
PEAK HR FACTOR :	0.575	0.951	0.000	0.000	0.000	0.731	0.829	0.000	0.880	0.000	0.788	0.000	0.000	0.000	0.000	0.000	0.964
	0.877				0.952				0.923								

National Data & Surveying Services Intersection Turning Movement Count

Location: Campus Rd & Hospital Dr
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-003
Date: 11/2/2022

Data - Cars

NS/EW Streets:	Campus Rd				Campus Rd				Hospital Dr				Hospital Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
6:30 AM	4	7	0	0	0	8	49	0	15	0	3	0	0	0	0	0	86
6:45 AM	3	16	0	0	0	22	81	0	13	0	1	0	0	0	0	0	136
7:00 AM	8	16	0	0	0	19	38	0	19	0	1	0	0	0	0	0	101
7:15 AM	8	30	0	0	0	18	54	0	25	0	4	0	0	0	0	0	139
7:30 AM	10	43	0	0	0	15	55	0	49	0	2	0	0	0	0	0	174
7:45 AM	19	38	0	0	0	20	84	0	18	0	0	0	0	0	0	0	179
8:00 AM	16	23	0	0	0	19	64	0	27	0	4	0	0	0	0	0	153
8:15 AM	14	33	0	0	0	38	69	0	41	0	4	0	0	0	0	0	199
8:30 AM	8	37	0	0	0	26	67	0	21	0	13	0	0	0	0	0	172
8:45 AM	15	38	0	0	0	23	60	0	39	0	7	0	0	0	0	0	182
9:00 AM	10	40	0	0	0	20	50	0	35	0	10	0	0	0	0	0	165
9:15 AM	13	31	0	0	0	25	70	0	40	0	5	0	0	0	0	0	184
TOTAL VOLUMES:	NL 128	NT 352	NR 0	NU 0	SL 0	ST 253	SR 741	SU 0	EL 342	ET 0	ER 54	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1870
APPROACH %'s:	26.67%	73.33%	0.00%	0.00%	0.00%	25.45%	74.55%	0.00%	86.36%	0.00%	13.64%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR:	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL:	47	148	0	0	0	107	246	0	136	0	34	0	0	0	0	0	718
PEAK HR FACTOR:	0.783	0.925	0.000	0.000	0.000	0.704	0.891	0.000	0.829	0.000	0.654	0.000	0.000	0.000	0.000	0.000	0.902
	0.920				0.825				0.924								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
3:30 PM	7	59	0	0	0	15	22	0	98	0	15	0	0	0	0	0	216
3:45 PM	3	35	0	0	0	15	20	0	61	0	9	0	0	0	0	0	143
4:00 PM	6	44	0	0	0	27	21	0	83	0	11	0	0	0	0	0	192
4:15 PM	5	36	0	0	0	25	26	0	79	0	20	0	0	0	0	0	191
4:30 PM	3	36	0	0	0	23	36	0	84	0	26	0	0	0	0	0	208
4:45 PM	10	38	0	0	0	21	38	0	65	0	18	0	0	0	0	0	190
5:00 PM	5	34	0	0	0	38	24	0	91	0	17	0	0	0	0	0	209
5:15 PM	4	23	0	0	0	37	36	0	60	0	16	0	0	0	0	0	176
5:30 PM	7	32	0	0	0	30	32	0	66	0	17	0	0	0	0	0	184
5:45 PM	12	27	0	0	0	34	37	0	55	0	15	0	0	0	0	0	180
6:00 PM	4	40	0	0	0	18	16	0	56	0	12	0	0	0	0	0	146
6:15 PM	5	31	0	0	0	19	18	0	39	0	11	0	0	0	0	0	123
TOTAL VOLUMES:	NL 71	NT 435	NR 0	NU 0	SL 0	ST 302	SR 326	SU 0	EL 837	ET 0	ER 187	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 2158
APPROACH %'s:	14.03%	85.97%	0.00%	0.00%	0.00%	48.09%	51.91%	0.00%	81.74%	0.00%	18.26%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR:	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL:	23	144	0	0	0	107	124	0	319	0	81	0	0	0	0	0	798
PEAK HR FACTOR:	0.575	0.947	0.000	0.000	0.000	0.704	0.816	0.000	0.876	0.000	0.779	0.000	0.000	0.000	0.000	0.000	0.955
	0.870				0.931				0.909								

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Campus Rd & Hospital Dr
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-003
Date: 11/2/2022

Data - Buses

[illegible][illegible]

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Campus Rd & Hospital Dr
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-003
Date: 11/2/2022

Data - Bikes

NS/EW Streets:		Campus Rd				Campus Rd				Hospital Dr				Hospital Dr				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	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	
	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	0	0	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	
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
TOTAL VOLUMES :		NL 0	NT 1	NR 0	NU 0	SL 0	ST 1	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 2
APPROACH %'s :		0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :		08:15 AM - 09:15 AM																TOTAL 1
PEAK HR VOL :		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :		0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
		0.250																
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	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	
	4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
	4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	5:15 PM	0	1	0	0	0	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	0	0	0	
	5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	
	6:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :		NL 0	NT 4	NR 0	NU 0	SL 0	ST 5	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 	

Movement Count

Project ID: 22-340100-003
Date: 11/2/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Campus Rd		Campus Rd		Hospital Dr		Hospital Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	1	1
PEAK HR :	08:15 AM - 09:15 AM						0.00%	100.00%	TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

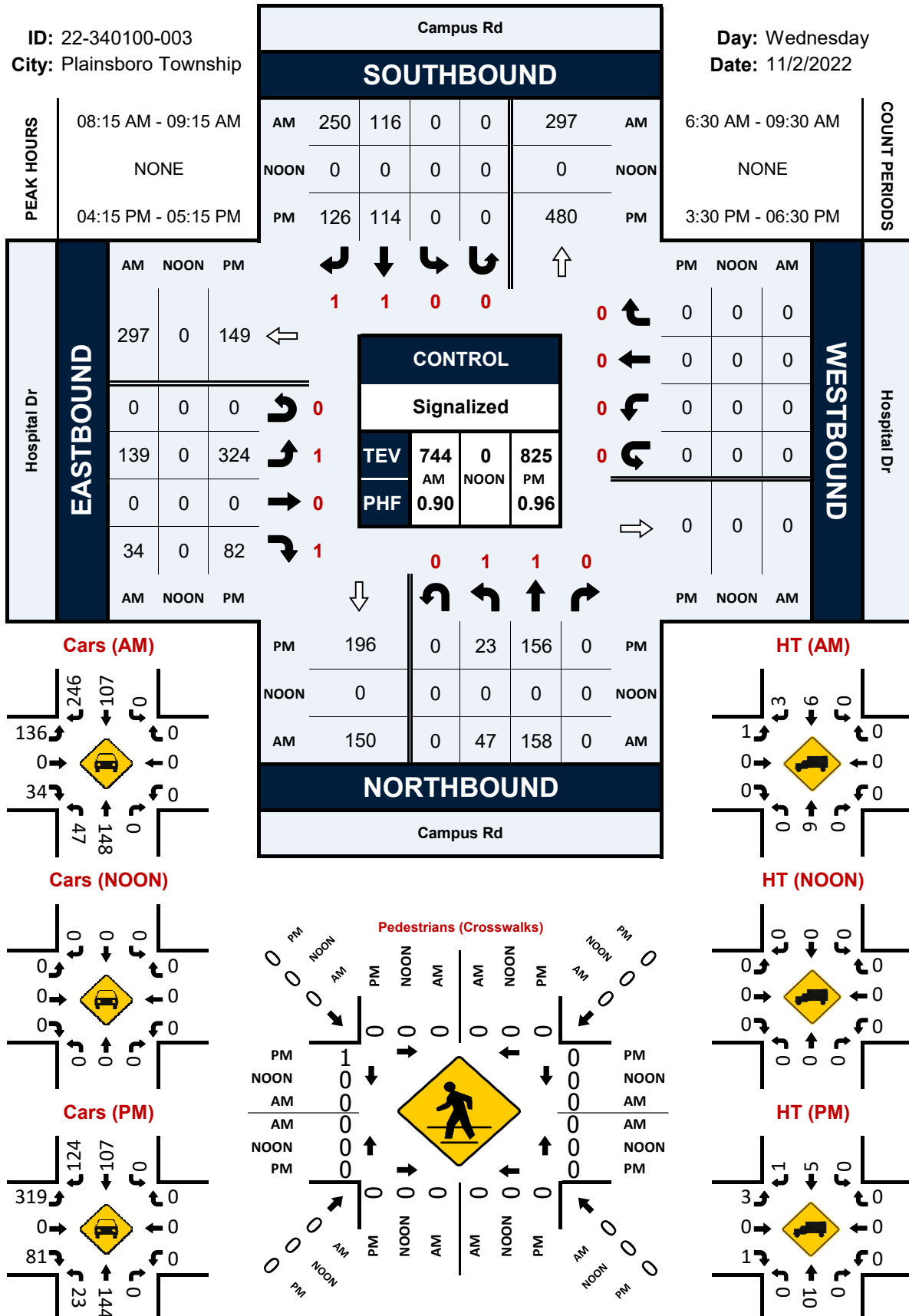
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	1	1
6:00 PM	0	0	0	0	0	0	0	1	1
6:15 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 1 25.00%	SB 3 75.00%	TOTAL 4
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	1	1
PEAK HR FACTOR :							0.250 0.250		0.250

Campus Rd & Hospital Dr

Peak Hour Turning Movement Count

ID: 22-340100-003
City: Plainsboro Township

Day: Wednesday
Date: 11/2/2022



National Data & Surveying ServicesIntersection Turning Movement Count

Location: Campus Rd & Scudders Mill Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-004
Date: 11/2/2022

Data - Total

NS/EW Streets:	Campus Rd				Campus Rd				Scudders Mill Rd				Scudders Mill Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	0.5 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	3 ET	1 ER	0 EU	2 WL	3 WT	1 WR	0 WU	
6:30 AM	22	3	2	0	2	1	6	0	14	93	42	0	15	58	12	0	270
6:45 AM	21	3	3	0	9	3	16	1	13	111	78	0	24	73	11	0	366
7:00 AM	32	1	10	0	5	3	15	0	12	114	44	0	16	98	9	0	359
7:15 AM	42	7	8	0	5	5	19	0	14	129	40	0	27	140	12	0	448
7:30 AM	64	11	18	0	5	0	6	0	13	137	41	0	31	172	21	0	519
7:45 AM	46	8	8	0	8	2	11	0	25	138	50	0	54	203	28	0	581
8:00 AM	34	7	9	0	5	14	12	0	22	151	41	0	28	174	22	0	519
8:15 AM	52	10	18	0	5	18	20	0	24	143	51	0	41	160	25	0	567
8:30 AM	41	4	16	0	8	5	18	0	20	178	52	0	38	187	25	0	592
8:45 AM	39	10	23	0	10	6	11	0	22	160	51	0	38	165	29	0	564
9:00 AM	43	25	18	0	10	6	19	0	27	121	41	0	21	160	35	0	526
9:15 AM	38	15	16	0	7	10	20	0	49	138	48	0	39	138	31	0	549
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	65.20%	14.31%	20.50%	0.00%	24.23%	22.39%	53.07%	0.31%	10.42%	65.92%	23.66%	0.00%	15.76%	73.22%	11.02%	0.00%	5860
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	173	29	51	0	26	39	61	0	91	610	194	0	161	724	100	0	2259
PEAK HR FACTOR :	0.832	0.725	0.708	0.000	0.813	0.542	0.763	0.000	0.910	0.857	0.933	0.000	0.745	0.892	0.893	0.000	0.954
	0.791				0.733				0.895				0.864				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	0.5 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	3 ET	1 ER	0 EU	2 WL	3 WT	1 WR	0 WU	
3:30 PM	130	1	30	0	12	5	39	0	16	116	18	0	14	127	10	0	518
3:45 PM	81	1	15	0	14	4	15	0	16	117	19	0	14	148	7	0	451
4:00 PM	89	8	34	0	11	18	29	0	16	149	17	0	17	170	8	0	566
4:15 PM	87	7	28	0	13	13	31	0	14	156	19	0	19	153	5	0	545
4:30 PM	77	5	31	0	15	9	38	0	19	138	29	0	24	127	19	0	531
4:45 PM	78	3	26	0	11	12	27	0	23	176	26	0	25	178	16	0	601
5:00 PM	93	9	36	0	31	11	29	0	23	137	33	0	19	179	18	0	618
5:15 PM	49	8	28	0	15	7	30	0	25	191	41	0	26	160	22	0	602
5:30 PM	72	7	20	0	20	10	27	0	19	158	40	0	17	111	27	0	528
5:45 PM	66	4	20	0	20	9	21	0	34	190	39	0	21	163	33	0	620
6:00 PM	64	11	19	0	23	9	31	0	20	131	16	0	10	127	20	0	481
6:15 PM	53	7	14	0	28	5	46	0	27	136	21	0	12	144	19	0	512
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	939	71	301	0	213	112	363	0	252	1795	318	0	218	1787	204	0	6573
	71.62%	5.42%	22.96%	0.00%	30.96%	16.28%	52.76%	0.00%	10.66%	75.90%	13.45%	0.00%	9.87%	80.90%	9.23%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	280	28	104	0	86	37	107	0	101	676	153	0	83	613	100	0	2368
PEAK HR FACTOR :	0.753	0.778	0.722	0.000	0.694	0.841	0.892	0.000	0.743	0.885	0.933	0.000	0.798	0.856	0.758	0.000	0.955
	0.746				0.810				0.884				0.917				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Campus Rd & Scudders Mill Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-004
Date: 11/2/2022

Data - Cars

NS/EW Streets:	Campus Rd				Campus Rd				Scudders Mill Rd				Scudders Mill Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	0.5 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	3 ET	1 ER	0 EU	2 WL	3 WT	1 WR	0 WU	
6:30 AM	21	3	2	0	2	1	6	0	14	86	42	0	15	55	12	0	259
6:45 AM	19	3	2	0	8	3	16	1	13	99	75	0	24	70	11	0	344
7:00 AM	30	1	9	0	5	3	15	0	12	104	41	0	14	95	9	0	338
7:15 AM	41	6	8	0	5	5	19	0	14	128	38	0	27	132	12	0	435
7:30 AM	64	10	17	0	4	0	5	0	13	132	40	0	30	161	21	0	497
7:45 AM	43	8	6	0	8	2	10	0	25	135	49	0	54	198	28	0	566
8:00 AM	32	7	9	0	5	14	12	0	22	145	41	0	27	164	22	0	500
8:15 AM	49	9	18	0	5	17	20	0	24	137	50	0	40	154	25	0	548
8:30 AM	41	4	13	0	8	5	17	0	19	171	50	0	38	181	24	0	571
8:45 AM	37	10	21	0	10	6	10	0	22	153	46	0	36	150	29	0	530
9:00 AM	41	25	18	0	10	6	19	0	27	120	39	0	21	153	35	0	514
9:15 AM	38	14	16	0	6	10	20	0	49	133	46	0	38	129	31	0	530
TOTAL VOLUMES :	NL 456	NT 100	NR 139	NU 0	SL 76	ST 72	SR 169	SU 1	EL 254	ET 1543	ER 557	EU 0	WL 364	WT 1642	WR 259	WU 0	TOTAL 5632
APPROACH %'s :	65.61%	14.39%	20.00%	0.00%	23.90%	22.64%	53.14%	0.31%	10.79%	65.55%	23.66%	0.00%	16.07%	72.49%	11.43%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	165	28	46	0	26	38	59	0	90	588	190	0	159	697	99	0	2185
PEAK HR FACTOR :	0.842	0.778	0.639	0.000	0.813	0.559	0.738	0.000	0.900	0.860	0.950	0.000	0.736	0.880	0.884	0.000	0.957
	0.786				0.732				0.904				0.853				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	0.5 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	3 ET	1 ER	0 EU	2 WL	3 WT	1 WR	0 WU	
3:30 PM	128	1	28	0	11	5	36	0	16	109	17	0	14	124	10	0	499
3:45 PM	79	1	15	0	14	3	15	0	16	113	19	0	13	137	7	0	432
4:00 PM	88	7	33	0	11	18	29	0	16	145	17	0	14	161	8	0	547
4:15 PM	82	6	27	0	13	13	31	0	14	153	18	0	19	153	5	0	534
4:30 PM	76	5	30	0	15	9	37	0	19	134	28	0	22	125	19	0	519
4:45 PM	75	3	25	0	11	11	27	0	23	175	24	0	24	176	16	0	590
5:00 PM	89	9	36	0	31	11	29	0	23	132	32	0	19	177	18	0	606
5:15 PM	49	7	27	0	15	7	30	0	25	188	40	0	26	159	22	0	595
5:30 PM	69	7	19	0	20	10	26	0	19	154	37	0	17	110	27	0	515
5:45 PM	62	4	19	0	20	9	21	0	34	184	39	0	21	160	33	0	606
6:00 PM	62	11	19	0	23	9	31	0	20	130	16	0	9	122	20	0	472
6:15 PM	53	7	14	0	28	5	46	0	27	136	21	0	11	143	19	0	510
TOTAL VOLUMES :	NL 912	NT 68	NR 292	NU 0	SL 212	ST 110	SR 358	SU 0	EL 252	ET 1753	ER 308	EU 0	WL 209	WT 1747	WR 204	WU 0	TOTAL 6425
APPROACH %'s :	71.70%	5.35%	22.96%	0.00%	31.18%	16.18%	52.65%	0.00%	10.89%	75.79%	13.32%	0.00%	9.68%	80.88%	9.44%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	269	27	101	0	86	37	106	0	101	658	148	0	83	606	100	0	2322
PEAK HR FACTOR :	0.756	0.750	0.701	0.000	0.694	0.841	0.883	0.000	0.743	0.875	0.925	0.000	0.798	0.856	0.758	0.000	0.958
	0.741				0.806				0.882				0.922				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Campus Rd & Scudders Mill Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-004
Date: 11/2/2022

Data - HT

NS/EW Streets:	Campus Rd				Campus Rd				Scudders Mill Rd				Scudders Mill Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	0.5 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	3 ET	1 ER	0 EU	2 WL	3 WT	1 WR	0 WU	
6:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
6:45 AM	1	0	1	0	1	0	0	0	0	1	2	0	0	1	0	0	7
7:00 AM	1	0	0	0	0	0	0	0	0	4	0	0	1	3	0	0	9
7:15 AM	1	0	0	0	0	0	0	0	0	1	2	0	0	6	0	0	10
7:30 AM	0	1	1	0	1	0	0	0	0	5	1	0	1	7	0	0	17
7:45 AM	2	0	1	0	0	0	1	0	0	3	0	0	0	3	0	0	10
8:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	9	0	0	11
8:15 AM	1	0	0	0	0	0	0	0	0	3	1	0	1	5	0	0	11
8:30 AM	0	0	2	0	0	0	0	0	1	4	1	0	0	6	1	0	15
8:45 AM	1	0	2	0	0	0	1	0	0	7	4	0	1	7	0	0	23
9:00 AM	1	0	0	0	1	0	0	0	0	1	2	0	0	7	0	0	11
9:15 AM	0	0	0	0	1	0	0	0	0	5	1	0	1	9	0	0	17
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	52.94%	5.88%	41.18%	0.00%	60.00%	0.00%	40.00%	0.00%	1.96%	70.59%	27.45%	0.00%	7.04%	91.55%	1.41%	0.00%	144
PEAK HR :	07:45 AM - 08:45 AM				0	0	1	0	1	11	2	0	1	23	1	0	47
PEAK HR VOL :	4	0	3	0	0	0	1	0	1	11	2	0	1	23	1	0	47
PEAK HR FACTOR :	0.500	0.000	0.375	0.000	0.000	0.000	0.250	0.000	0.250	0.688	0.500	0.000	0.250	0.639	0.250	0.000	0.783
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	0.5 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	3 ET	1 ER	0 EU	2 WL	3 WT	1 WR	0 WU	
3:30 PM	1	0	1	0	1	0	1	0	0	5	0	0	0	0	0	0	9
3:45 PM	1	0	0	0	0	1	0	0	0	1	0	0	1	7	0	0	11
4:00 PM	0	1	1	0	0	0	0	0	0	1	0	0	2	5	0	0	10
4:15 PM	5	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	9
4:30 PM	1	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	7
4:45 PM	2	0	0	0	0	1	0	0	0	1	2	0	0	2	0	0	8
5:00 PM	3	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	7
5:15 PM	0	0	1	0	0	0	0	0	0	3	1	0	0	0	0	0	5
5:30 PM	3	0	1	0	0	0	0	0	0	4	2	0	0	1	0	0	11
5:45 PM	3	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	8
6:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	4
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	74.07%	3.70%	22.22%	0.00%	25.00%	50.00%	25.00%	0.00%	0.00%	82.35%	17.65%	0.00%	24.00%	76.00%	0.00%	0.00%	90
PEAK HR :	05:00 PM - 06:00 PM				0	0	0	0	0	15	3	0	0	2	0	0	31
PEAK HR VOL :	9	0	2	0	0	0	0	0	0	15	3	0	0	2	0	0	31
PEAK HR FACTOR :	0.750	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.375	0.000	0.000	0.500	0.000	0.000	0.705

National Data & Surveying Services Intersection Turning Movement Count

Location: Campus Rd & Scudders Mill Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-004
Date: 11/2/2022

Data - Buses

NS/EW Streets:	Campus Rd				Campus Rd				Scudders Mill Rd				Scudders Mill Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	0.5 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	3 ET	1 ER	0 EU	2 WL	3 WT	1 WR	0 WU	
6:30 AM	1	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	8
6:45 AM	1	0	0	0	0	0	0	0	0	11	1	0	0	2	0	0	15
7:00 AM	1	0	1	0	0	0	0	0	0	6	3	0	1	0	0	0	12
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0	5
7:45 AM	1	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	5
8:00 AM	1	0	0	0	0	0	0	0	0	5	0	0	1	1	0	0	8
8:15 AM	2	1	0	0	0	1	0	0	0	3	0	0	0	1	0	0	8
8:30 AM	0	0	1	0	0	0	1	0	0	3	1	0	0	0	0	0	6
8:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	1	8	0	0	11
9:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
TOTAL VOLUMES :	NL 9	NT 3	NR 3	NU 0	SL 0	ST 1	SR 2	SU 0	EL 0	ET 34	ER 8	EU 0	WL 3	WT 21	WR 0	WU 0	TOTAL 84
APPROACH %'s :	60.00%	20.00%	20.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	80.95%	19.05%	0.00%	12.50%	87.50%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL 27
PEAK HR VOL :	4	1	2	0	0	1	1	0	0	11	2	0	1	4	0	0	
PEAK HR FACTOR :	0.500	0.250	0.500	0.000	0.000	0.250	0.250	0.000	0.000	0.550	0.500	0.000	0.250	0.500	0.000	0.000	0.844
	0.583				0.500				0.650				0.625				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	0.5 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	3 ET	1 ER	0 EU	2 WL	3 WT	1 WR	0 WU	
3:30 PM	1	0	1	0	0	0	2	0	0	2	1	0	0	3	0	0	10
3:45 PM	1	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	8
4:00 PM	1	0	0	0	0	0	0	0	0	3	0	0	1	4	0	0	9
4:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	1	0	0	2	1	0	0	1	0	0	5
4:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3
5:00 PM	1	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	5
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
5:45 PM	1	0	1	0	0	0	0	0	0	1	0	0	0	3	0	0	6
6:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	5
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	NL 7	NT 2	NR 3	NU 0	SL 0	ST 0	SR 4	SU 0	EL 0	ET 14	ER 4	EU 0	WL 3	WT 21	WR 0	WU 0	TOTAL 58
APPROACH %'s :	58.33%	16.67%	25.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	77.78%	22.22%	0.00%	12.50%	87.50%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL 15
PEAK HR VOL :	2	1	1	0	0	0	1	0	0	3	2	0	0	5	0	0	
PEAK HR FACTOR :	0.500	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.375	0.500	0.000	0.000	0.417	0.000	0.000	0.625
	0.500				0.250				0.417				0.417				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Campus Rd & Scudders Mill Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-004
Date: 11/2/2022

Data - Bikes

NS/EW Streets:	Campus Rd				Campus Rd				Scudders Mill Rd				Scudders Mill Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	0.5 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	3 ET	1 ER	0 EU	2 WL	3 WT	1 WR	0 WU	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	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
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	3
9:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	0	0	1	0	0	0	5	0	1	0	0	5	0	0	13
	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	83.33%	0.00%	16.67%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM				0	0	0	0	0	0	0	0	0	3	0	0	4
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	0	0	0	0	0.375	0.000	0.000	0.500
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.500
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	0.5 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	3 ET	1 ER	0 EU	2 WL	3 WT	1 WR	0 WU	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1	0	0	0	0	0	0	0	0	0	2
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
4:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:15 PM	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	2	0	0	1	1	0	0	0	0	0	5
6:00 PM	0	1	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	0	0	0	0	0	2	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	2	0	0	2	3	6	0	0	3	1	0	1	0	2	0	22
	50.00%	50.00%	0.00%	0.00%	18.18%	27.27%	54.55%	0.00%	0.00%	75.00%	25.00%	0.00%	33.33%	0.00%	66.67%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM				0	1	5	0	0	2	1	0	0	0	0	0	11
PEAK HR VOL :	1	1	0	0	0	0.250	0.625	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.550
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.000	0.250	0.625	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.550

National Data & Surveying Services

Intersection Turning Movement Count

Location: Campus Rd & Scudders Mill Rd
City: Plainsboro Township

Project ID: 22-340100-004
Date: 11/2/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Campus Rd		Campus Rd		Scudders Mill Rd		Scudders Mill Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	1	1
PEAK HR :	07:45 AM - 08:45 AM						0.00%	100.00%	
PEAK HR VOL :	0	0	0	0	0	0	0	0	TOTAL
PEAK HR FACTOR :									0

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	1	2
5:45 PM	1	0	0	0	0	0	0	0	1
6:00 PM	1	0	0	0	0	0	0	1	2
6:15 PM	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	3	0	0	0	0	0	1	2	6
PEAK HR :	05:00 PM - 06:00 PM						33.33%	66.67%	
PEAK HR VOL :	1	0	0	0	0	0	1	1	TOTAL
PEAK HR FACTOR :	0.250	0.250					0.250	0.250	0.375

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy & Scudders Mill Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-005
Date: 11/2/2022

Data - Total

NS/EW Streets:	Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy				Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy				Scudders Mill Rd				Scudders Mill Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	1	0	0	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:30 AM	2	0	2	0	0	0	0	0	3	84	5	0	1	94	6	0	197
6:45 AM	0	0	0	0	0	0	0	0	3	98	1	0	6	116	3	0	227
7:00 AM	1	0	2	0	0	0	1	0	4	121	2	0	2	122	1	0	256
7:15 AM	0	0	3	0	0	0	0	0	0	93	0	0	3	184	2	0	285
7:30 AM	0	0	3	0	0	0	1	0	2	149	3	0	9	266	6	0	439
7:45 AM	3	0	1	0	1	0	0	0	3	119	4	0	4	273	16	0	424
8:00 AM	1	0	4	0	0	0	0	0	3	113	3	1	9	218	11	0	363
8:15 AM	2	0	3	0	1	0	1	0	1	118	6	1	18	230	11	1	393
8:30 AM	2	0	1	0	0	0	2	0	2	144	5	0	21	240	13	0	430
8:45 AM	1	0	0	0	1	1	0	0	4	157	1	1	29	252	16	0	463
9:00 AM	3	0	2	0	2	0	1	0	3	122	2	0	21	231	13	0	400
9:15 AM	1	0	1	0	1	0	0	0	3	102	5	0	16	194	8	0	331
TOTAL VOLUMES:	16	0	22	0	6	1	6	0	31	1420	37	3	139	2420	106	1	4208
APPROACH %'s:	42.11%	0.00%	57.89%	0.00%	46.15%	7.69%	46.15%	0.00%	2.08%	95.24%	2.48%	0.20%	5.21%	90.77%	3.98%	0.04%	
PEAK HR:	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL:	8	0	6	0	4	1	4	0	10	541	14	2	89	953	53	1	1686
PEAK HR FACTOR:	0.667	0.000	0.500	0.000	0.500	0.250	0.500	0.000	0.625	0.861	0.583	0.500	0.767	0.945	0.828	0.250	0.910
	0.700				0.750				0.870				0.923				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	1	0	0	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:30 PM	2	0	12	0	4	0	10	0	1	155	2	0	3	127	0	0	316
3:45 PM	1	0	7	0	9	0	4	0	1	151	1	0	1	137	1	0	313
4:00 PM	12	0	15	0	4	0	10	0	0	191	4	0	1	156	1	0	394
4:15 PM	9	0	21	0	9	0	8	0	0	196	3	0	1	136	0	0	383
4:30 PM	12	0	31	0	4	1	7	0	1	184	2	0	3	131	1	0	377
4:45 PM	12	0	19	0	12	0	8	0	0	211	1	0	1	196	0	0	460
5:00 PM	17	0	30	0	13	0	8	0	0	214	2	0	2	170	0	0	456
5:15 PM	10	0	20	0	14	0	4	0	0	233	1	0	1	144	0	0	427
5:30 PM	9	0	14	0	4	0	4	0	1	198	5	0	7	154	0	0	396
5:45 PM	10	0	7	0	4	0	3	0	1	208	6	0	5	160	1	0	405
6:00 PM	3	0	11	0	6	0	3	0	0	195	1	0	2	160	3	0	384
6:15 PM	3	0	5	0	0	0	0	0	0	180	2	0	4	169	0	1	364
TOTAL VOLUMES:	100	0	192	0	83	1	69	0	5	2316	30	0	31	1840	7	1	4675
APPROACH %'s:	34.25%	0.00%	65.75%	0.00%	54.25%	0.65%	45.10%	0.00%	0.21%	98.51%	1.28%	0.00%	1.65%	97.92%	0.37%	0.05%	
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	48	0	83	0	43	0	24	0	1	856	9	0	11	664	0	0	1739
PEAK HR FACTOR:	0.706	0.000	0.692	0.000	0.768	0.000	0.750	0.000	0.250	0.918	0.450	0.000	0.393	0.847	0.000	0.000	0.945
	0.697				0.798				0.925				0.857				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy & Scudders Mill Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-005
Date: 11/2/2022

Data - Cars

NS/EW Streets:	Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy				Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy				Scudders Mill Rd				Scudders Mill Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	1 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
6:30 AM	2	0	2	0	0	0	0	0	3	76	5	0	1	90	6	0	185
6:45 AM	0	0	0	0	0	0	0	0	3	87	1	0	6	113	3	0	213
7:00 AM	1	0	2	0	0	0	1	0	4	107	2	0	2	117	1	0	237
7:15 AM	0	0	3	0	0	0	0	0	0	92	0	0	3	176	2	0	276
7:30 AM	0	0	3	0	0	0	1	0	2	144	3	0	9	253	6	0	421
7:45 AM	3	0	1	0	1	0	0	0	3	113	4	0	4	269	16	0	414
8:00 AM	1	0	4	0	0	0	0	0	3	106	3	1	9	206	11	0	344
8:15 AM	2	0	3	0	1	0	1	0	1	113	6	1	18	225	11	1	383
8:30 AM	2	0	1	0	0	0	2	0	2	134	5	0	20	232	13	0	411
8:45 AM	1	0	0	0	1	1	0	0	4	148	1	1	28	237	16	0	438
9:00 AM	3	0	2	0	0	0	1	0	3	120	2	0	21	222	13	0	387
9:15 AM	1	0	1	0	1	0	0	0	3	99	5	0	16	186	8	0	320
TOTAL VOLUMES:	NL 16	NT 0	NR 22	NU 0	SL 4	ST 1	SR 6	SU 0	EL 31	ET 1339	ER 37	EU 3	WL 137	WT 2326	WR 106	WU 1	TOTAL 4029
APPROACH %'s:	42.11%	0.00%	57.89%	0.00%	36.36%	9.09%	54.55%	0.00%	2.20%	94.96%	2.62%	0.21%	5.33%	90.51%	4.12%	0.04%	
PEAK HR:	08:15 AM - 09:15 AM																TOTAL 1619 0.924
PEAK HR VOL:	8	0	6	0	2	1	4	0	10	515	14	2	87	916	53	1	
PEAK HR FACTOR:	0.667	0.000	0.500	0.000	0.500	0.250	0.500	0.000	0.625	0.870	0.583	0.500	0.777	0.966	0.828	0.250	
	0.700				0.875				0.878				0.940				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0 NL	1 NT	1 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU		
3:30 PM	2	0	12	0	4	0	10	0	1	147	2	0	3	123	0	0	304	
3:45 PM	1	0	7	0	8	0	4	0	1	146	1	0	3	125	1	0	295	
4:00 PM	12	0	15	0	4	0	10	0	0	186	4	0	1	144	1	0	377	
4:15 PM	9	0	21	0	9	0	8	0	0	193	2	0	1	136	0	0	379	
4:30 PM	12	0	31	0	4	1	7	0	1	179	2	0	3	128	1	0	369	
4:45 PM	12	0	19	0	12	0	8	0	0	210	1	0	1	193	0	0	456	
5:00 PM	16	0	30	0	13	0	8	0	0	208	2	0	2	169	0	0	448	
5:15 PM	10	0	20	0	14	0	4	0	0	230	1	0	1	143	0	0	423	
5:30 PM	9	0	14	0	4	0	4	0	1	193	5	0	7	153	0	0	390	
5:45 PM	10	0	7	0	4	0	3	0	1	200	6	0	5	157	1	0	394	
6:00 PM	3	0	11	0	6	0	3	0	0	194	1	0	2	154	3	0	377	
6:15 PM	3	0	5	0	0	0	0	0	0	180	2	0	4	164	0	1	359	
TOTAL VOLUMES: APPROACH %'s:	NL 99	NT 0	NR 192	NU 0	SL 82	ST 1	SR 69	SU 0	EL 5	ET 2266	ER 29	EU 0	WL 31	WT 1789	WR 7	WU 1	TOTAL 4571	
	34.02%	0.00%	65.98%	0.00%	53.95%	0.66%	45.39%	0.00%	0.22%	98.52%	1.26%	0.00%	1.70%	97.87%	0.38%	0.05%		
PEAK HR:	04:45 PM - 05:45 PM																	TOTAL 1717 0.941
PEAK HR VOL:	47	0	83	0	43	0	24	0	1	841	9	0	11	658	0	0		
PEAK HR FACTOR:	0.734	0.000	0.692	0.000	0.768	0.000	0.750	0.000	0.250	0.914	0.450	0.000	0.393	0.852	0.000	0.000		
	0.707 0.798 0.921 0.862																	

National Data & Surveying Services Intersection Turning Movement Count

Location: Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy & Scudders Mill Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-005
Date: 11/2/2022

Data - HT

NS/EW Streets:	Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy				Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy				Scudders Mill Rd				Scudders Mill Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	1	0	0	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
6:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
7:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	7
7:30 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	0	12
7:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	10	0	0	12
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
8:30 AM	0	0	0	0	0	0	0	0	0	7	0	0	1	8	0	0	16
8:45 AM	0	0	0	0	0	0	0	0	0	8	0	0	1	6	0	0	15
9:00 AM	0	0	0	0	2	0	0	0	0	2	0	0	0	9	0	0	13
9:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	8	0	0	11
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	0	0	0	43	0	0	2	70	0	0	117
					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	2.78%	97.22%	0.00%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM				2	0	0	0	0	19	0	0	2	27	0	0	TOTAL
PEAK HR VOL :	0	0	0	0	0.250	0.000	0.000	0.000	0.000	0.594	0.000	0.000	0.500	0.750	0.000	0.000	50
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.594	0.000	0.000	0.500	0.750	0.000	0.000	0.781

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	1	0	0	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
3:45 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	7	0	0	10
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	8	0	0	10
4:15 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
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	1	0	0	0	0	33	1	0	0	28	0	0	63
					100.00%	0.00%	0.00%	0.00%	0.00%	97.06%	2.94%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM				0	0	0	0	0	12	0	0	0	4	0	0	TOTAL
PEAK HR VOL :	0	0	0	0	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.000	0.000	0.500	0.000	0.000	16
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.000	0.000	0.500	0.000	0.000	0.667

National Data & Surveying Services Intersection Turning Movement Count

Location: Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy & Scudders Mill Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-005
Date: 11/2/2022

Data - Buses

NS/EW Streets:	Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy				Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy				Scudders Mill Rd				Scudders Mill Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	1	0	0	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:30 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	0	9
6:45 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	1	0	0	9
7:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	1	0	0	11
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	9	0	0	10
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 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	0	0	0	0	0	0	0	0	38	0	0	0	24	0	0	62
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM				0	0	0	0	0	7	0	0	0	10	0	0	17
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0.583	0.000	0.000	0	0.278	0.000	0.000	0.425
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.278	0.000	0.000	0.425

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	1	0	0	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
3:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	8
4:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:00 PM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	0	0	0	0	0	0	0	17	0	0	0	23	0	0	41
	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM				0	0	0	0	0	3	0	0	0	2	0	0	6
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	0.375	0.000	0.000	0	0.500	0.000	0.000	0.500
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.500

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy & Scudders Mill Rd
City: Plainsboro Township
Control: Signalized

Project ID: 22-340100-005
Date: 11/2/2022

Data - Bikes

NS/EW Streets:	Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy				Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy				Scudders Mill Rd				Scudders Mill Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	1 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	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
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	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
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
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
TOTAL VOLUMES: APPROACH %'s:	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 1 50.00%	WT 0 0.00%	WR 1 50.00%	WU 0 0.00%	TOTAL 2
PEAK HR:	08:15 AM - 09:15 AM																TOTAL 1
PEAK HR VOL: PEAK HR FACTOR:	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	1 0.250	0 0.000	0 0.000	0 0.000	0.250

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	1 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	1
4:45 PM	0	0	0	0	1	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	1	0	0	0	0	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	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES: APPROACH %'s:	NL 0	NT 1 100.00%	NR 0 0.00%	NU 0 0.00%	SL 2 100.00%	ST 0 0.00%	SR 0 0.00%	SU 0 0.00%	EL 0	ET 0	ER 0	EU 0	WL 0 0.00%	WT 1 100.00%	WR 0 0.00%	WU 0 0.00%	TOTAL 4
PEAK HR:	04:45 PM - 05:45 PM																TOTAL 2
PEAK HR VOL: PEAK HR FACTOR:	0 0.000	1 0.250	0 0.000	0 0.000	1 0.250	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0.500

Location: Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy & Scudders Mi **Project ID:** 22-340100-005
City: Plainsboro Township **Date:** 11/2/2022

NS/EW Streets:

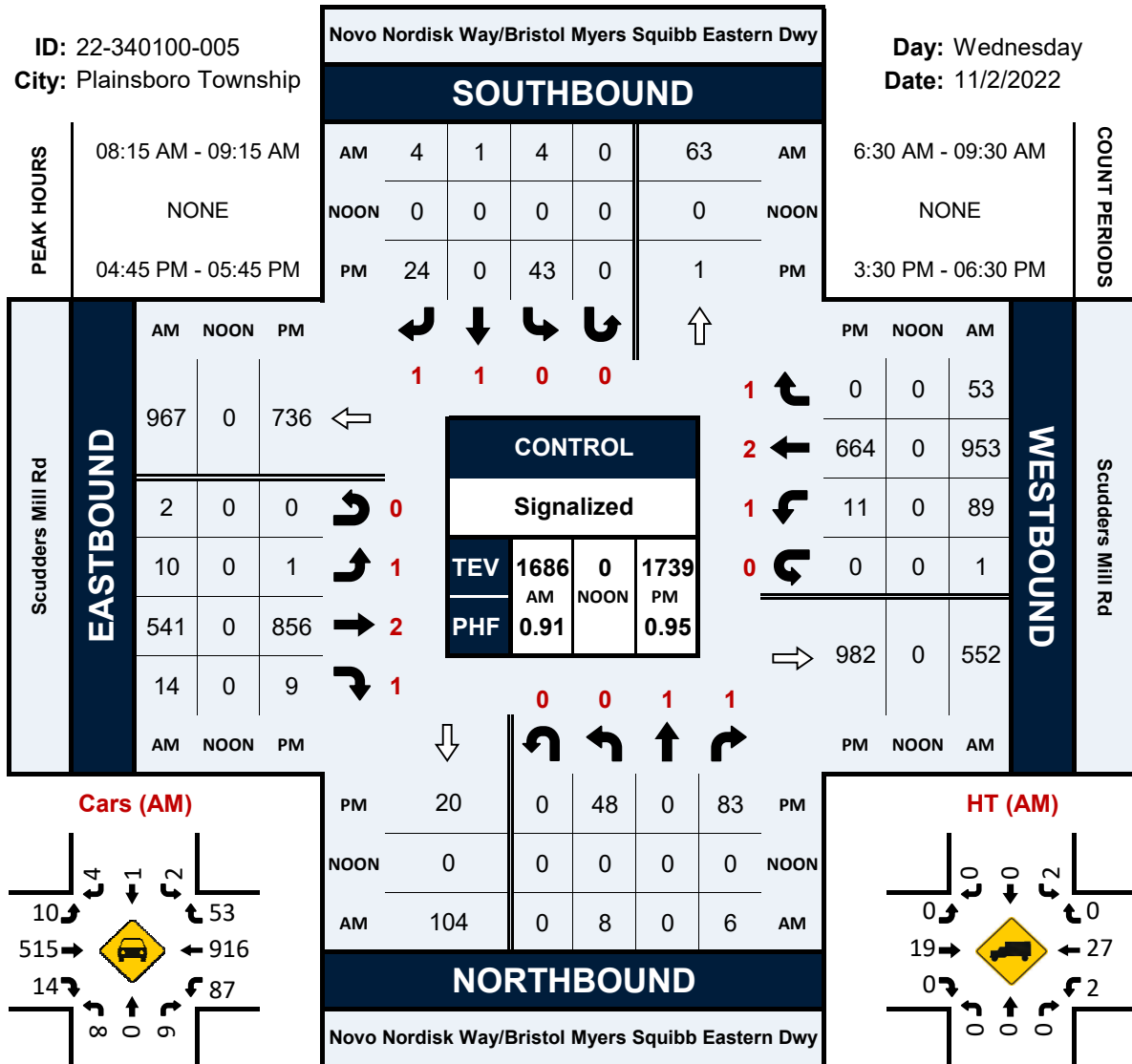
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:30 PM	0	0	0	0	1	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	1	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	1	0	2
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	1	0	1
6:15 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	1	0	1	2	0	2	0	6
	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	1	0	0	1	0	2
PEAK HR FACTOR :				0.250			0.250		0.250
				0.250				0.250	

Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy & Scudders Mill Rd

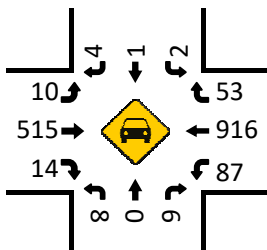
Peak Hour Turning Movement Count

ID: 22-340100-005
City: Plainsboro Township

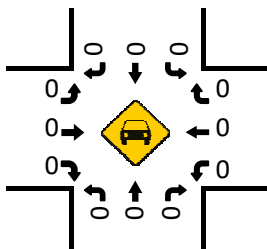
Day: Wednesday
Date: 11/2/2022



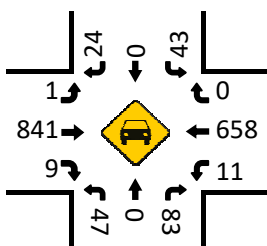
Cars (AM)



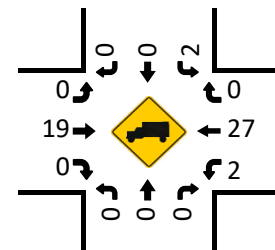
Cars (NOON)



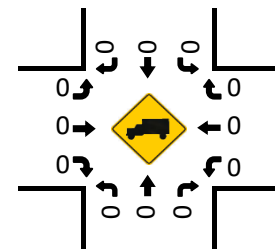
Cars (PM)



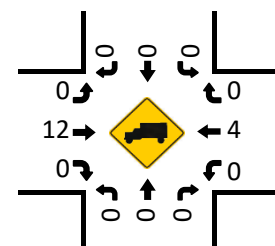
HT (AM)



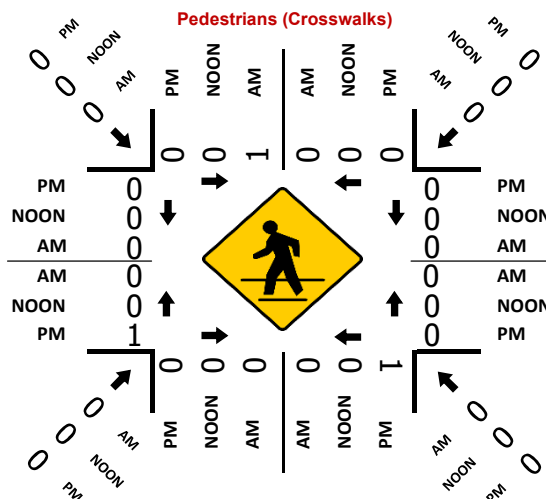
HT (NOON)



HT (PM)



Pedestrians (Crosswalks)



VOLUME

Campus Rd Bet Plainsboro Rd & Hospital Dr

Day: Monday
Date: 10/31/2022

City: Plainsboro Township
Project #: NJ22_340101_006

DAILY TOTALS					NB	SB						EB	WB	Total	
					2,146	1,602						0	0	3,748	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	4	1	0	0	5		12:00	34	23	0	0	57			
0:15	1	2	0	0	3		12:15	32	15	0	0	47			
0:30	0	0	0	0			12:30	35	22	0	0	57			
0:45	1	6	1	4	2	10	12:45	30	131	40	100	70	231		
1:00	0	2	0	0	2		13:00	28	32	0	0	60			
1:15	2	1	0	0	3		13:15	40	24	0	0	64			
1:30	0	2	0	0	2		13:30	38	24	0	0	62			
1:45	0	2	0	5	7		13:45	38	144	31	111	69	255		
2:00	0	2	0	0	2		14:00	45	19	0	0	64			
2:15	0	0	0	0			14:15	41	24	0	0	65			
2:30	0	1	0	0	1		14:30	37	26	0	0	63			
2:45	0	0	3	0	3		14:45	39	162	34	103	73	265		
3:00	3	0	0	0	3		15:00	43	26	0	0	69			
3:15	1	0	0	0	1		15:15	53	27	0	0	80			
3:30	3	1	0	0	4		15:30	76	30	0	0	106			
3:45	0	7	2	3	2	10	15:45	41	213	35	118	76	331		
4:00	0	0	0	0			16:00	38	52	0	0	90			
4:15	0	0	0	0			16:15	38	39	0	0	77			
4:30	1	1	0	0	2		16:30	40	43	0	0	83			
4:45	2	3	2	3	4	6	16:45	46	162	29	163	75	325		
5:00	4	1	0	0	5		17:00	38	44	0	0	82			
5:15	3	4	0	0	7		17:15	41	35	0	0	76			
5:30	3	5	0	0	8		17:30	29	31	0	0	60			
5:45	12	22	6	16	18	38	17:45	32	140	42	152	74	292		
6:00	9	8	0	0	17		18:00	28	17	0	0	45			
6:15	9	8	0	0	17		18:15	35	24	0	0	59			
6:30	14	10	0	0	24		18:30	28	20	0	0	48			
6:45	26	58	24	50	50	108	18:45	19	110	23	84	42	194		
7:00	17	17	0	0	34		19:00	20	19	0	0	39			
7:15	35	22	0	0	57		19:15	21	15	0	0	36			
7:30	43	20	0	0	63		19:30	25	17	0	0	42			
7:45	61	156	26	85	87	241	19:45	21	87	13	64	34	151		
8:00	52	22	0	0	74		20:00	11	15	0	0	26			
8:15	41	32	0	0	73		20:15	17	14	0	0	31			
8:30	47	36	0	0	83		20:30	10	8	0	0	18			
8:45	48	188	24	114	72	302	20:45	10	48	13	50	23	98		
9:00	43	18	0	0	61		21:00	9	10	0	0	19			
9:15	50	34	0	0	84		21:15	14	7	0	0	21			
9:30	32	21	0	0	53		21:30	7	8	0	0	15			
9:45	36	161	26	99	62	260	21:45	6	36	9	34	15	70		
10:00	31	22	0	0	53		22:00	17	5	0	0	22			
10:15	34	28	0	0	62		22:15	4	5	0	0	9			
10:30	33	30	0	0	63		22:30	6	11	0	0	17			
10:45	25	123	19	99	44	222	22:45	7	34	6	27	13	61		
11:00	23	18	0	0	41		23:00	4	3	0	0	7			
11:15	24	31	0	0	55		23:15	16	4	0	0	20			
11:30	32	29	0	0	61		23:30	8	4	0	0	12			
11:45	43	122	21	99	64	221	23:45	3	31	5	16	8	47		
TOTALS	848	580			1428		TOTALS	1298	1022			2320			
SPLIT %	59.4%	40.6%			38.1%		SPLIT %	55.9%	44.1%			61.9%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					2,146	1,602						0	0	3,748	
AM Peak Hour	7:45	7:45			7:45		PM Peak Hour	15:00	15:45			15:15			
AM Pk Volume	201	116			317		PM Pk Volume	213	169			352			
Pk Hr Factor	0.824	0.806			0.911		Pk Hr Factor	0.701	0.813			0.830			
7 - 9 Volume	344	199	0	0	543		4 - 6 Volume	302	315	0	0	617			
7 - 9 Peak Hour	7:45	7:45			7:45		4 - 6 Peak Hour	16:30	16:00			16:00			
7 - 9 Pk Volume	201	116	0	0	317		4 - 6 Pk Volume	165	163	0	0	325			
Pk Hr Factor	0.824	0.806	0.000	0.000	0.911		Pk Hr Factor	0.897	0.784	0.000	0.000	0.903			

VOLUME

Campus Rd Bet Plainsboro Rd & Hospital Dr

Day: Tuesday
Date: 11/1/2022

City: Plainsboro Township
Project #: NJ22_340101_006

DAILY TOTALS					NB	SB						EB	WB	Total	
					2,306	1,993						0	0	4,299	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	2	1	0	0	3		12:00	41	20	0	0	61			
0:15	0	1	0	0	1		12:15	40	22	0	0	62			
0:30	1	0	0	0	1		12:30	42	24	0	0	66			
0:45	1	4	0	2	1	6	12:45	37	160	21	87	58	247		
1:00	1	2	0	0	3		13:00	26	21	0	0	47			
1:15	1	1	0	0	2		13:15	36	22	0	0	58			
1:30	0	0	0	0			13:30	41	25	0	0	66			
1:45	1	3	1	4	2	7	13:45	30	133	23	91	53	224		
2:00	2	1	0	0	3		14:00	42	26	0	0	68			
2:15	1	0	0	0	1		14:15	29	22	0	0	51			
2:30	1	0	0	0	1		14:30	39	30	0	0	69			
2:45	2	6	1	2	3	8	14:45	37	147	32	110	69	257		
3:00	3	2	0	0	5		15:00	42	21	0	0	63			
3:15	0	1	0	0	1		15:15	56	35	0	0	91			
3:30	3	0	0	0	3		15:30	58	42	0	0	100			
3:45	2	8	1	4	3	12	15:45	39	195	43	141	82	336		
4:00	1	1	0	0	2		16:00	39	37	0	0	76			
4:15	2	1	0	0	3		16:15	41	40	0	0	81			
4:30	2	3	0	0	5		16:30	43	46	0	0	89			
4:45	2	7	2	7	4	14	16:45	52	175	57	180	109	355		
5:00	2	4	0	0	6		17:00	41	49	0	0	90			
5:15	5	3	0	0	8		17:15	40	49	0	0	89			
5:30	6	4	0	0	10		17:30	44	50	0	0	94			
5:45	9	22	12	23	21	45	17:45	52	177	39	187	91	364		
6:00	11	6	0	0	17		18:00	40	34	0	0	74			
6:15	12	10	0	0	22		18:15	43	30	0	0	73			
6:30	21	11	0	0	32		18:30	33	23	0	0	56			
6:45	22	66	31	58	53	124	18:45	25	141	40	127	65	268		
7:00	28	25	0	0	53		19:00	29	23	0	0	52			
7:15	25	23	0	0	48		19:15	27	28	0	0	55			
7:30	56	35	0	0	91		19:30	22	33	0	0	55			
7:45	52	161	41	124	93	285	19:45	18	96	15	99	33	195		
8:00	54	60	0	0	114		20:00	22	13	0	0	35			
8:15	44	66	0	0	110		20:15	11	25	0	0	36			
8:30	45	67	0	0	112		20:30	14	13	0	0	27			
8:45	47	190	40	233	87	423	20:45	9	56	14	65	23	121		
9:00	54	40	0	0	94		21:00	14	13	0	0	27			
9:15	58	50	0	0	108		21:15	10	11	0	0	21			
9:30	34	44	0	0	78		21:30	9	7	0	0	16			
9:45	36	182	27	161	63	343	21:45	10	43	6	37	16	80		
10:00	38	19	0	0	57		22:00	10	11	0	0	21			
10:15	43	26	0	0	69		22:15	6	8	0	0	14			
10:30	37	31	0	0	68		22:30	3	4	0	0	7			
10:45	30	148	27	103	57	251	22:45	12	31	11	34	23	65		
11:00	25	23	0	0	48		23:00	4	6	0	0	10			
11:15	25	20	0	0	45		23:15	13	2	0	0	15			
11:30	37	29	0	0	66		23:30	11	4	0	0	15			
11:45	34	121	27	99	61	220	23:45	6	34	3	15	9	49		
TOTALS	918	820			1738		TOTALS	1388	1173			2561			
SPLIT %	52.8%	47.2%			40.4%		SPLIT %	54.2%	45.8%			59.6%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					2,306	1,993						0	0	4,299	
AM Peak Hour	7:30	7:45		7:45			PM Peak Hour	15:00	16:45		16:45				
AM Pk Volume	206	234		429			PM Pk Volume	195	205		382				
Pk Hr Factor	0.920	0.873		0.941			Pk Hr Factor	0.841	0.899		0.876				
7 - 9 Volume	351	357	0	0	708		4 - 6 Volume	352	367	0	0	719			
7 - 9 Peak Hour	7:30	7:45		7:45			4 - 6 Peak Hour	16:15	16:45		16:45				
7 - 9 Pk Volume	206	234	0	0	429		4 - 6 Pk Volume	177	205	0	0	382			
Pk Hr Factor	0.920	0.873	0.000	0.000	0.941		Pk Hr Factor	0.851	0.899	0.000	0.000	0.876			

VOLUME

CHOP Western Dwy S/O Punia Blvd

Day: Wednesday

Date: 11/2/2022

City: Plainsboro Township

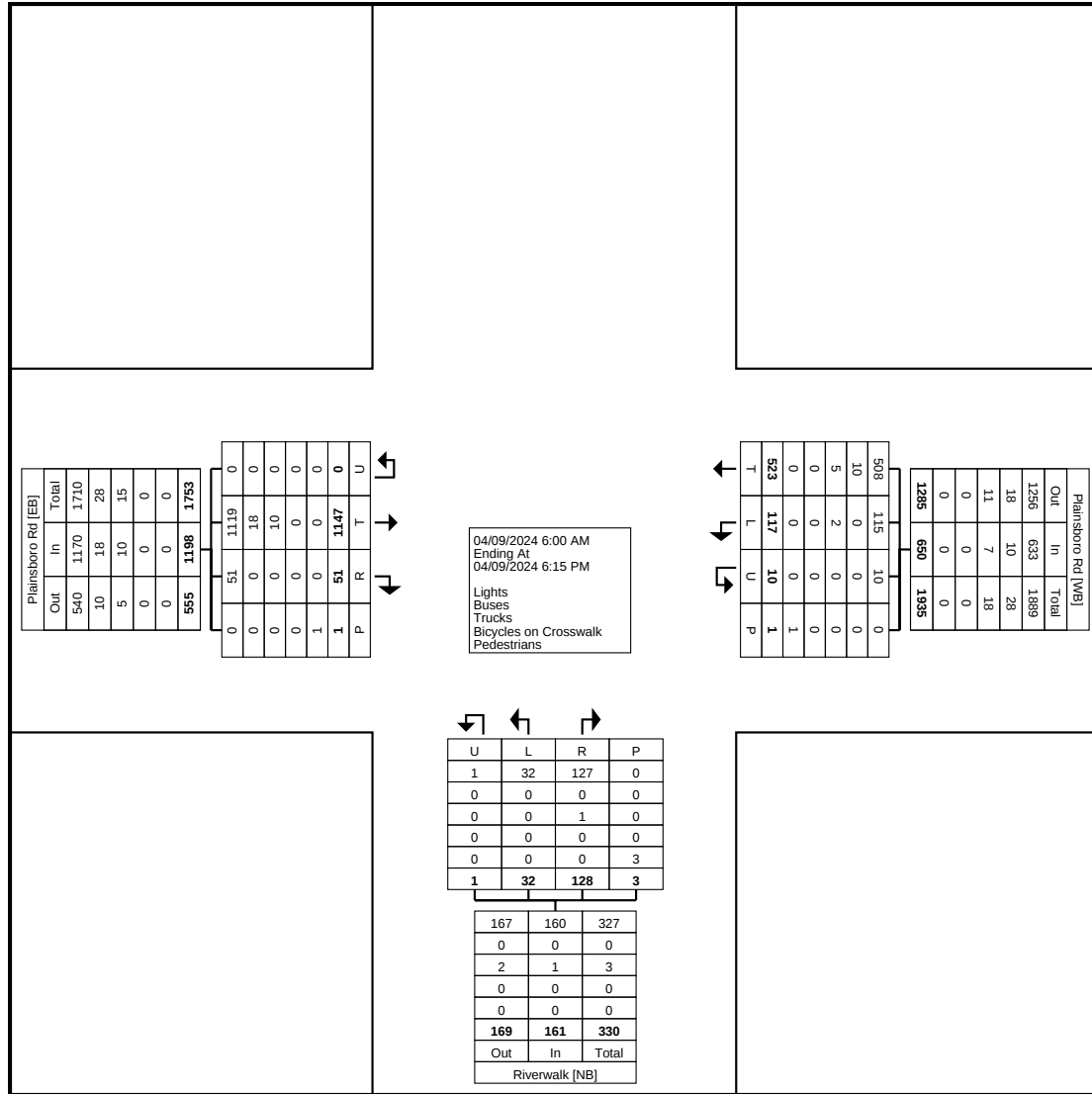
Project #: NJ22_340101_004

DAILY TOTALS					NB	SB					Total
					50	98					148
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	1	0			1
0:15	0	0			0	12:15	1	1			2
0:30	0	0			0	12:30	1	2			3
0:45	0	0			0	12:45	2	5	7	10	9
1:00	0	0			0	13:00	1	4			5
1:15	0	0			0	13:15	1	1			2
1:30	0	0			0	13:30	2	3			5
1:45	0	0			0	13:45	4	8	5	13	9
2:00	0	0			0	14:00	1	5			6
2:15	0	0			0	14:15	1	3			4
2:30	0	0			0	14:30	1	2			3
2:45	0	0			0	14:45	1	4	3	13	4
3:00	0	0			0	15:00	1	6			7
3:15	0	0			0	15:15	2	0			2
3:30	0	0			0	15:30	0	1			1
3:45	0	0			0	15:45	0	3	1	8	1
4:00	0	0			0	16:00	1	1			2
4:15	0	0			0	16:15	2	0			2
4:30	0	0			0	16:30	0	0			0
4:45	0	0			0	16:45	0	3	0	1	0
5:00	0	0			0	17:00	0	0			0
5:15	0	0			0	17:15	0	0			0
5:30	0	0			0	17:30	0	0			0
5:45	0	0			0	17:45	0	0			0
6:00	0	0			0	18:00	0	0			0
6:15	0	0			0	18:15	1	0			1
6:30	0	0			0	18:30	0	0			0
6:45	0	0			0	18:45	0	1	0		0
7:00	0	0			0	19:00	0	0			0
7:15	0	2			2	19:15	0	0			0
7:30	0	1			1	19:30	0	0			0
7:45	0	1	4		1	19:45	1	1	0		1
8:00	0	4			4	20:00	0	0			0
8:15	0	2			2	20:15	0	0			0
8:30	0	7			7	20:30	1	1			2
8:45	2	2	4	17	6	20:45	0	1	0	1	0
9:00	1	5			6	21:00	0	0			0
9:15	2	4			6	21:15	0	1			1
9:30	0	2			2	21:30	0	0			0
9:45	3	6	2	13	5	21:45	0	0	1		0
10:00	1	7			8	22:00	0	0			0
10:15	2	1			3	22:15	0	0			0
10:30	3	3			6	22:30	0	0			0
10:45	3	9	2	13	5	22:45	0	0			0
11:00	1	2			3	23:00	0	0			0
11:15	1	1			2	23:15	0	0			0
11:30	3	0			3	23:30	0	0			0
11:45	2	7	1	4	3	23:45	0	0			0
TOTALS	24	51			75	TOTALS	26	47			73
SPLIT %	32.0%	68.0%			50.7%	SPLIT %	35.6%	64.4%			49.3%

DAILY TOTALS					NB	SB					Total
					50	98					148
AM Peak Hour	9:45	8:30			8:30	PM Peak Hour	13:00	13:30			13:30
AM Pk Volume	9	20			25	PM Pk Volume	8	16			24
Pk Hr Factor	0.750	0.714			0.893	Pk Hr Factor	0.500	0.800			0.667
7 - 9 Volume	2	21	0	0	23	4 - 6 Volume	3	1	0	0	4
7 - 9 Peak Hour	8:00	8:00			8:00	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	2	17	0	0	19	4 - 6 Pk Volume	3	1	0	0	4
Pk Hr Factor	0.250	0.607	0.000	0.000	0.679	Pk Hr Factor	0.375	0.250	0.000	0.000	0.500

Plainsboro, NJ

Tuesday, April 9, 2024
Location: 40.336, -74.619213



Turning Movement Data Plot

Plainsboro, NJ

Tuesday, April 9, 2024
Location: 40.336, -74.619213

Coatesville, PA, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

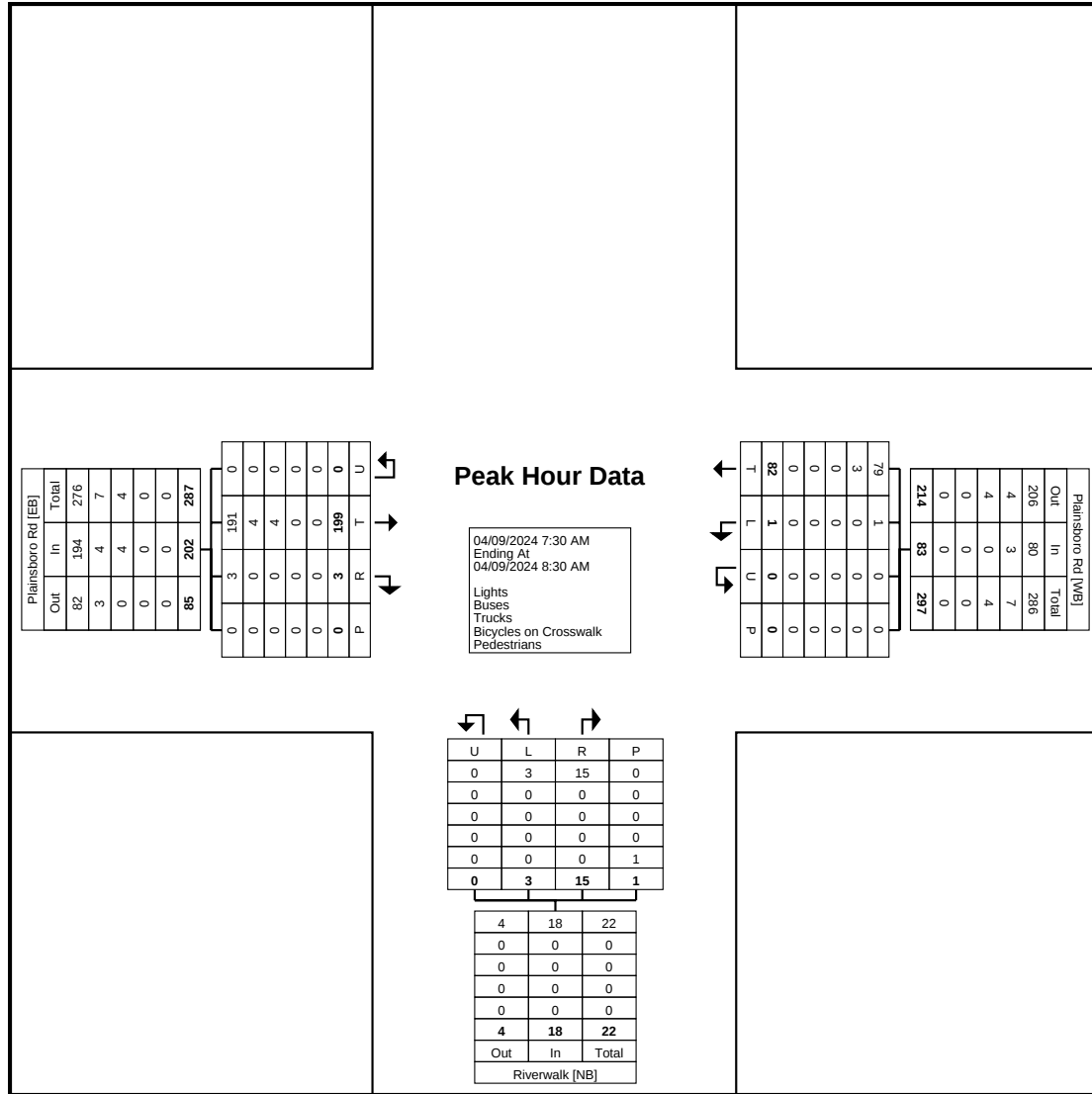
Count Name: Plainsboro Rd &
Riverwalk
Site Code:
Start Date: 04/09/2024
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

[illegible]

Plainsboro, NJ

Tuesday, April 9, 2024
Location: 40.336, -74.619213



Turning Movement Peak Hour Data Plot (7:30 AM)

Plainsboro, NJ

Tuesday, April 9, 2024
Location: 40.336, -74.619213

Coatesville, PA, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

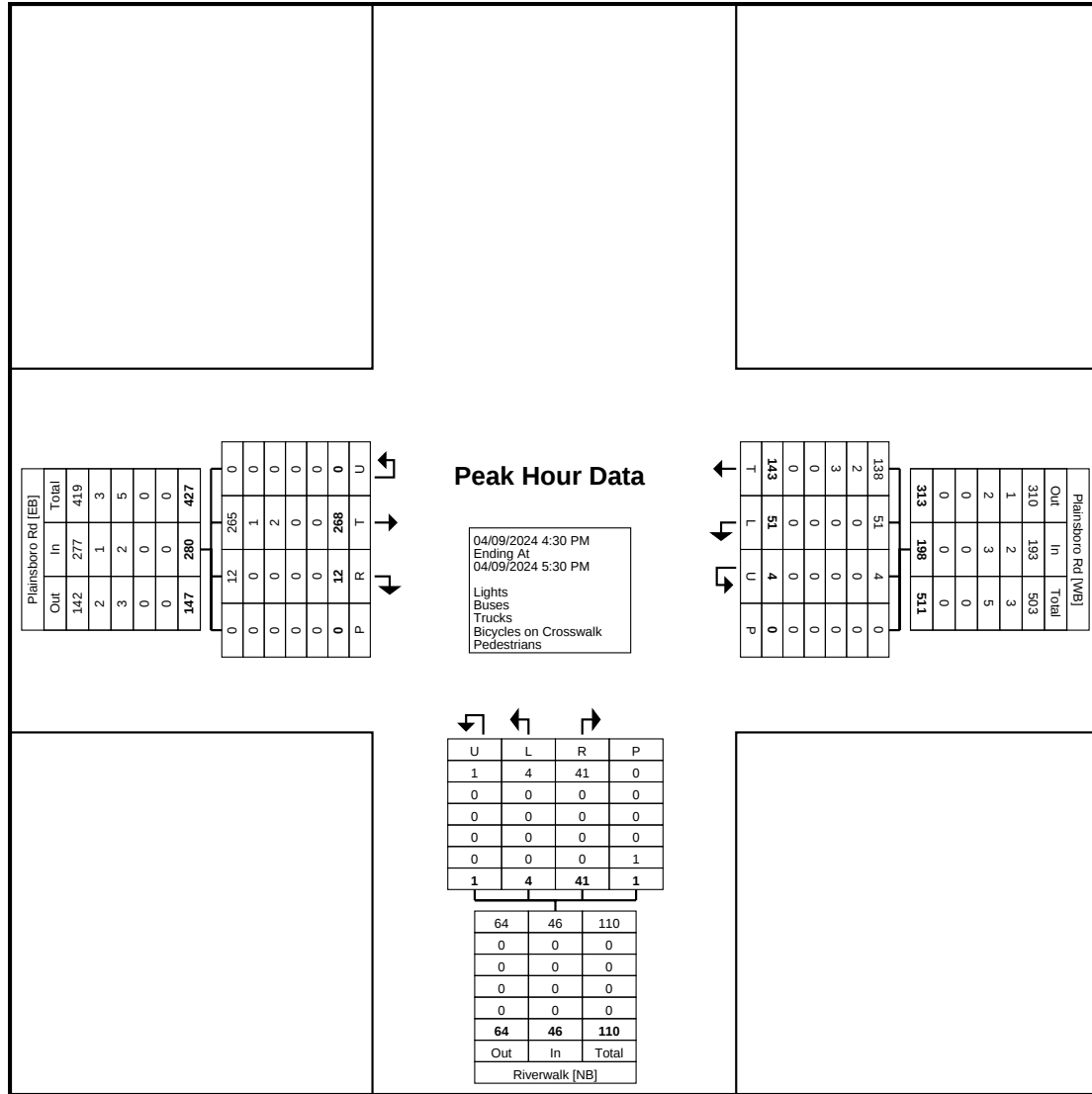
Count Name: Plainsboro Rd &
Riverwalk
Site Code:
Start Date: 04/09/2024
Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

[illegible]

Plainsboro, NJ

Tuesday, April 9, 2024
Location: 40.336, -74.619213



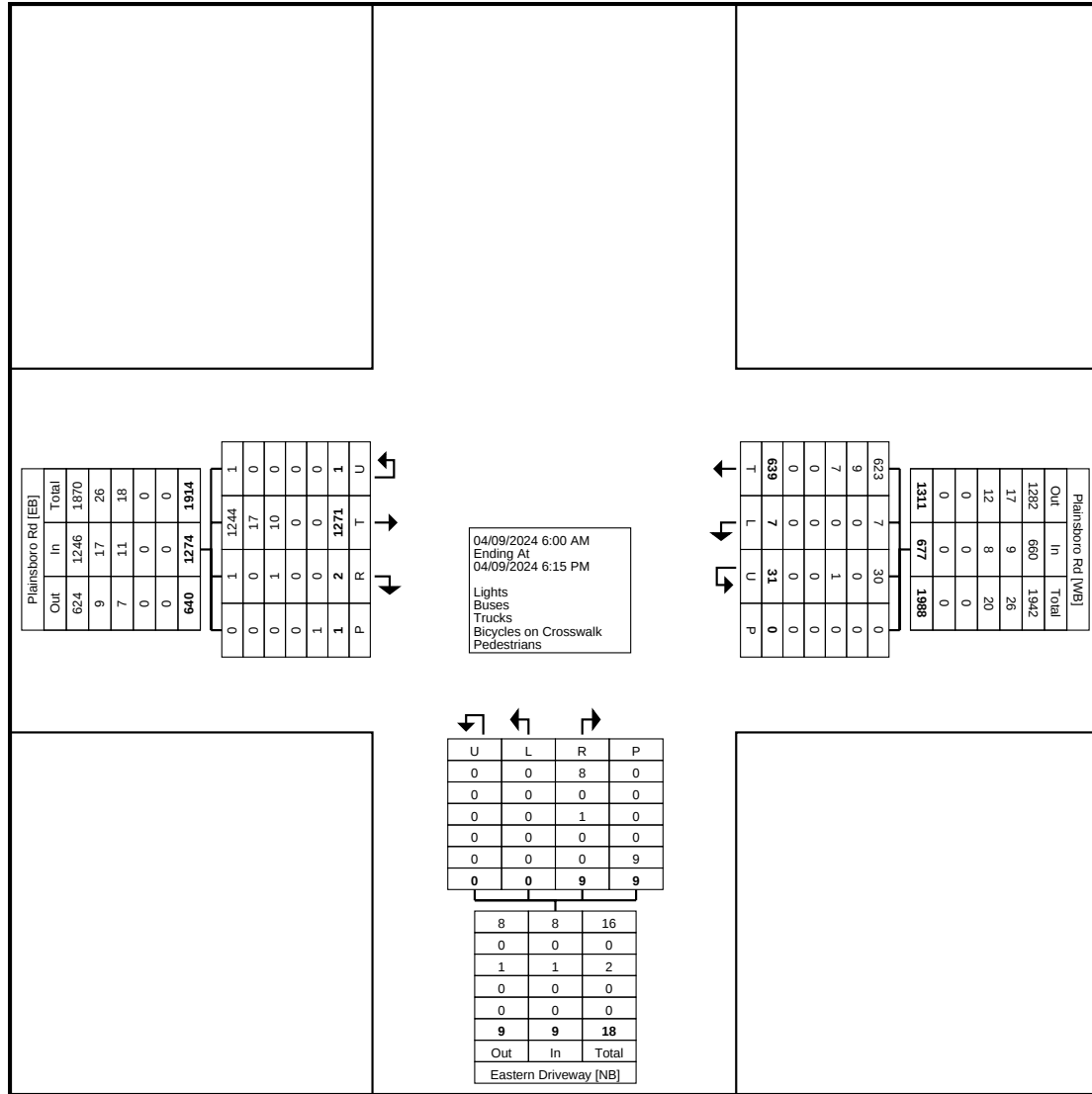
Turning Movement Peak Hour Data Plot (4:30 PM)

Plainsboro, NJ

Tuesday, April 9, 2024
Location: 40.335936, -
74.618696

Coatesville, PA, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Count Name: Plainsboro Rd &
Eastern Driveway
Site Code:
Start Date: 04/09/2024
Page No: 2



Turning Movement Data Plot

Plainsboro, NJ

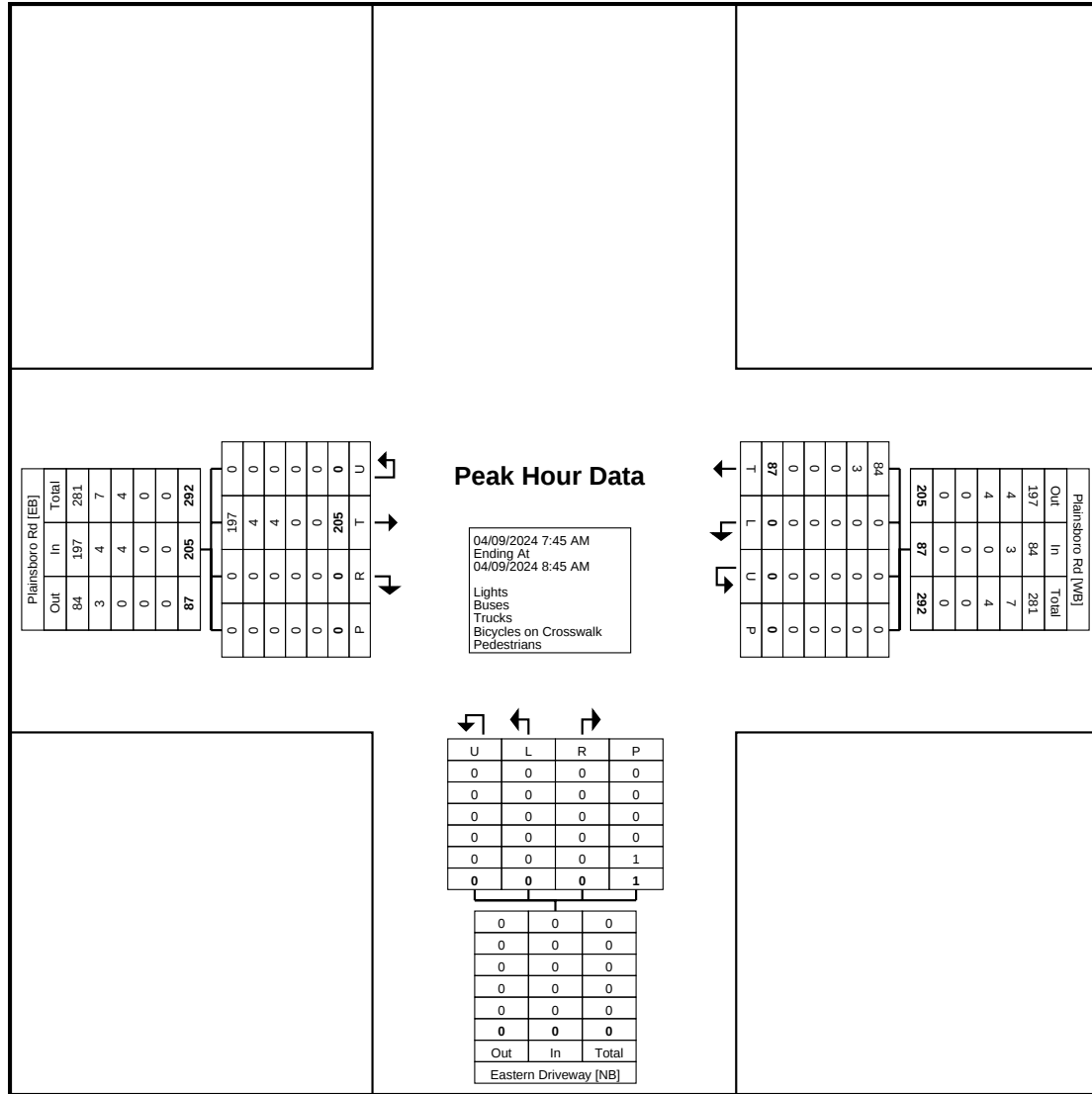
Tuesday, April 9, 2024
Location: 40.335936, -
74.618696

Coatesville, PA, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Count Name: Plainsboro Rd &
Eastern Driveway
Site Code:
Start Date: 04/09/2024
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Plainsboro Rd Eastbound					Plainsboro Rd Westbound					Eastern Driveway Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
7:45 AM	58	0	0	0	58	0	21	0	0	21	0	0	0	0	0	79
8:00 AM	50	0	0	0	50	0	27	0	0	27	0	0	0	1	0	77
8:15 AM	50	0	0	0	50	0	19	0	0	19	0	0	0	0	0	69
8:30 AM	47	0	0	0	47	0	20	0	0	20	0	0	0	0	0	67
Total	205	0	0	0	205	0	87	0	0	87	0	0	0	1	0	292
Approach %	100.0	0.0	0.0	-	-	0.0	100.0	0.0	-	-	0.0	0.0	0.0	-	-	-
Total %	70.2	0.0	0.0	-	70.2	0.0	29.8	0.0	-	29.8	0.0	0.0	0.0	-	0.0	-
PHF	0.884	0.000	0.000	-	0.884	0.000	0.806	0.000	-	0.806	0.000	0.000	0.000	-	0.000	0.924
Lights	197	0	0	-	197	0	84	0	-	84	0	0	0	-	0	281
% Lights	96.1	-	-	-	96.1	-	96.6	-	-	96.6	-	-	-	-	-	96.2
Buses	4	0	0	-	4	0	3	0	-	3	0	0	0	-	0	7
% Buses	2.0	-	-	-	2.0	-	3.4	-	-	3.4	-	-	-	-	-	2.4
Trucks	4	0	0	-	4	0	0	0	-	0	0	0	0	-	0	4
% Trucks	2.0	-	-	-	2.0	-	0.0	-	-	0.0	-	-	-	-	-	1.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (7:45 AM)

Plainsboro, NJ

Tuesday, April 9, 2024
Location: 40.335936, -
74.618696

Coatesville, PA, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Count Name: Plainsboro Rd &
Eastern Driveway
Site Code:
Start Date: 04/09/2024
Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

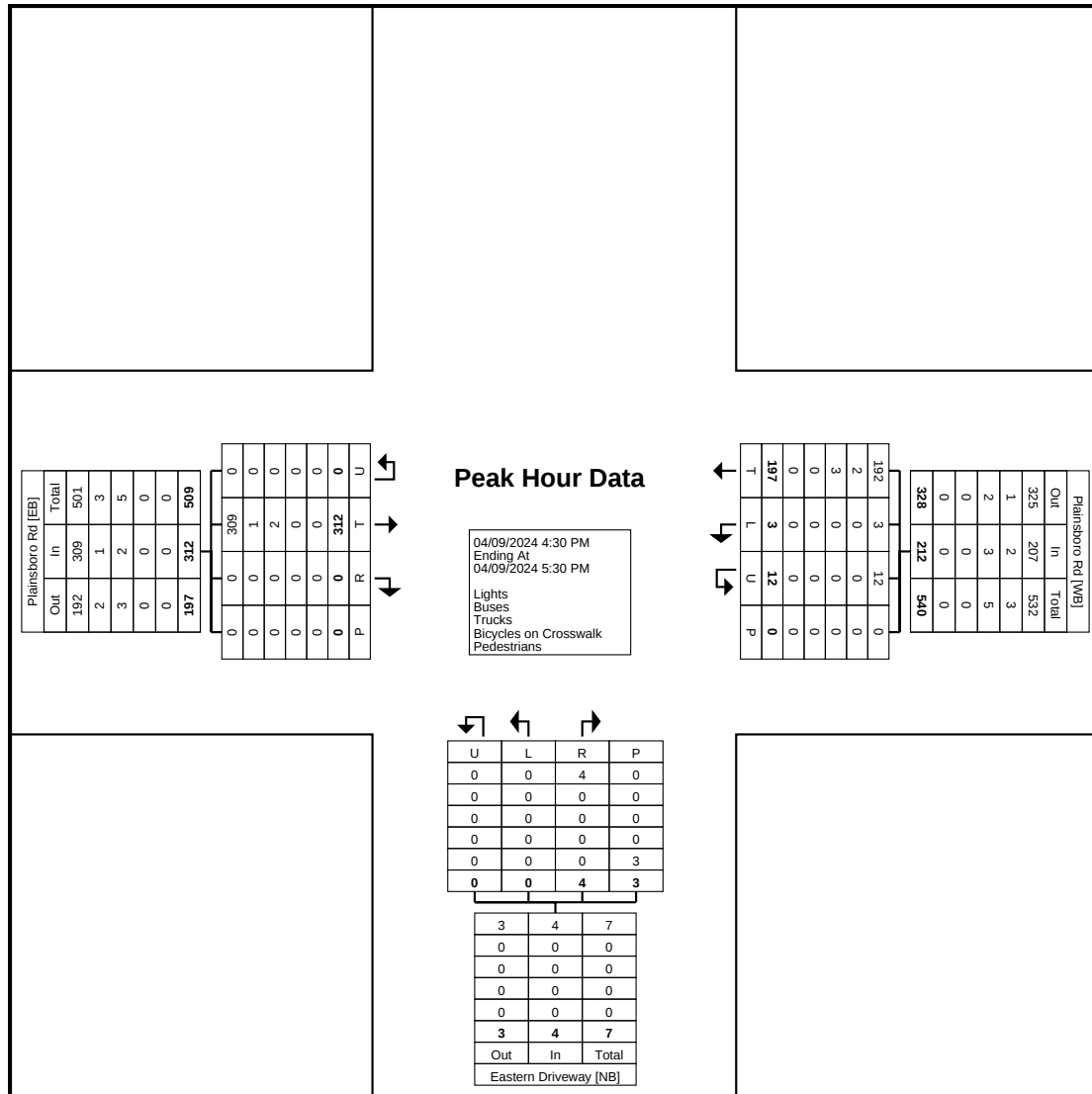
Start Time	Plainsboro Rd Eastbound					Plainsboro Rd Westbound					Eastern Driveway Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
4:30 PM	68	0	0	0	68	0	42	0	0	42	0	1	0	0	1	111
4:45 PM	89	0	0	0	89	1	57	4	0	62	0	1	0	0	1	152
5:00 PM	80	0	0	0	80	0	51	7	0	58	0	0	0	1	0	138
5:15 PM	75	0	0	0	75	2	47	1	0	50	0	2	0	2	2	127
Total	312	0	0	0	312	3	197	12	0	212	0	4	0	3	4	528
Approach %	100.0	0.0	0.0	-	-	1.4	92.9	5.7	-	-	0.0	100.0	0.0	-	-	-
Total %	59.1	0.0	0.0	-	59.1	0.6	37.3	2.3	-	40.2	0.0	0.8	0.0	-	0.8	-
PHF	0.876	0.000	0.000	-	0.876	0.375	0.864	0.429	-	0.855	0.000	0.500	0.000	-	0.500	0.868
Lights	309	0	0	-	309	3	192	12	-	207	0	4	0	-	4	520
% Lights	99.0	-	-	-	99.0	100.0	97.5	100.0	-	97.6	-	100.0	-	-	100.0	98.5
Buses	1	0	0	-	1	0	2	0	-	2	0	0	0	-	0	3
% Buses	0.3	-	-	-	0.3	0.0	1.0	0.0	-	0.9	-	0.0	-	-	0.0	0.6
Trucks	2	0	0	-	2	0	3	0	-	3	0	0	0	-	0	5
% Trucks	0.6	-	-	-	0.6	0.0	1.5	0.0	-	1.4	-	0.0	-	-	0.0	0.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Plainsboro, NJ

Tuesday, April 9, 2024
Location: 40.335936, -
74.618696

Coatesville, PA, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Count Name: Plainsboro Rd &
Eastern Driveway
Site Code:
Start Date: 04/09/2024
Page No: 6



Turning Movement Peak Hour Data Plot (4:30 PM)

APPENDIX C

LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE DEFINITIONS

CONCEPT

The Highway Capacity Manual, published by the Transportation Research Board of the U.S. Government, established a system by which highway facilities are examined for their adequacy to handle traffic volumes. The terminology "Level of Service" is used to provide a "qualitative" evaluation based on certain "quantitative" calculations which are related to empirical values.

Intersection Capacity, Delay and resultant Levels of Service are dependent upon a number of factors, including the following:

- Area Type
- Intersection geometrics
- Traffic volumes
- Parking conditions
- Pedestrian activity
- Vehicle Mix
- Bus Stop location and activity
- Peak Hour Factor
- Traffic Signal operation, if applicable

Ramp and weaving area Densities and resultant Levels of Service are dependent upon a number of factors, including the following:

- Number of lanes
- Configuration of weaving area
- Length of acceleration/deceleration lanes
- Vehicle speeds
- Traffic volumes
- Vehicle Mix
- Peak Hour Factor

FACTORS

SIGNALIZED INTERSECTIONS

Level of Service for Signalized Intersections is defined in terms of Delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, Level of Service criteria are stated in terms of the Average Control Delay per vehicle for the peak 15-minute period within the hour analyzed.

Delay is a complex measure and is dependent upon a number of variables, including:

- Cycle length
- Ratio of Green time to Cycle length (G/C)

- Ratio of Volume to Capacity (V/C) for lane group or approach
- Traffic signal progression

UNSIGNALIZED INTERSECTIONS

Level of Service for Unsignalized Intersections is also defined in terms of Delay. The amount of Delay is based upon the availability of "gaps" in the mainline traffic stream and the acceptance of these gaps by motorists waiting on the side street to enter the main street traffic flow.

ROUNDBABOUTS

Level of Service for Roundabout Intersections is also defined in terms of Delay. The amount of Delay is based upon the availability of "gaps" in the roundabout traffic stream and the acceptance of these gaps by motorists waiting on the roundabout approach legs to enter the roundabout traffic flow.

RAMP AND RAMP JUNCTIONS

Level of Service for ramp freeway junctions and the ramp proper are defined in terms of Density (passenger cars per mile per lane). Density is related to the traffic flow in the area of influence.

WEAVING AREAS

Level of Service for weaving areas is defined in terms of Density (passenger cars per mile per lane). Density is based on the ratio of weaving vehicles to non-weaving vehicles and on vehicle speeds in the weaving area of influence

CRITERIA

The criteria for the various Level of Service designations are as follows:

	SIGNALIZED	UNSIGNALIZED/ROUNDBABOUT
LEVEL OF SERVICE	Average Control Delay per Vehicle (Seconds)	Average Control Delay per Vehicle (Seconds)
A	10.0 or less	10.0 or less
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	80.1 or greater	50.1 or greater

	RAMP-FREEWAY JUNCTION	RAMP PROPER	WEAVING AREAS	
LEVEL OF SERVICE	Maximum Density (pc/mi/ln)	Density Range (pc/mi/ln)	Maximum Density (pc/mi/ln)	
			Freeway Weaving Area	Multi-lane + C-D Weaving Area
A	<10	≤11	≤10	≤12
B	>10 - 20	>11 – 18	>10 - 20	>12 - 24
C	>20 - 28	>18 – 26	> 20 - 28	>24 - 32
D	>28 - 35	>26 – 35	>28 - 35	>32 - 36
E	>35	>35 – 45	>35 - 43	>36 - 40
F	Demand exceeds capacity	>45	>43	>40

DESCRIPTION

The following is a brief description of each of the six Level of Service designations as defined by the Highway Capacity Manual:

SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE A

Average Control Delay - 10.0 secs. or less

Describes operations with very low delay. Occurs when progression is extremely favorable and most vehicles arrive during the Green Phase and do not stop at all. Short cycle lengths may also contribute to low delay.

LEVEL OF SERVICE B

Average Control Delay - 10.1 to 20.0 secs.

Generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average delay.

LEVEL OF SERVICE C

Average Control Delay - 20.1 to 35.0 secs.

Higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this Level of Service. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.

LEVEL OF SERVICE D

Average Control Delay - 35.1 to 55.0 secs.

The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high Volume/Capacity (V/C) Ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LEVEL OF SERVICE E

Average Control Delay - 55.1 to 80.0 secs.

The limit of acceptable delay.

Higher delay values generally indicate poor progression, long cycle lengths, and high V/C Ratios. Individual cycle failures are frequent occurrences.

LEVEL OF SERVICE F

Average Control Delay - in excess of 80.0 secs.

Unacceptable to most drivers.

Occurs with oversaturation, i.e., arrival flow rates exceed the capacity of the intersection. May also occur at high V/C Ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.

UNSIGNALIZED/ROUNDBOUT INTERSECTIONS

LEVEL OF SERVICE A

Average Control Delay - 10.0 secs. or less

Operations with little or no delay to minor turning movements.

LEVEL OF SERVICE B

Average Control Delay - 10.1 to 15.0 secs.

Operations with short delays on minor turning movements.

LEVEL OF SERVICE C

Average Control Delay - 15.1 to 25.0 secs.

Operations with average delays on minor turning movements.

LEVEL OF SERVICE D

Average Control Delay - 25.1 to 35.0 secs.

Operations with some delays on minor turning movements.

LEVEL OF SERVICE E

Average Control Delay - 35.1 to 50.0 secs.

Operations with long delays on minor turning movements.

LEVEL OF SERVICE F

Average Control Delay - In excess of 50.0 secs.

Operations where demand exceeds capacity. Very long delays with queuing may be experienced on the minor street approach.

RAMPS AND RAMP JUNCTIONS

LEVEL OF SERVICE A

Maximum Density - 10 pc/mi/ln

Unrestricted operations with no noticeable turbulence in the ramp influence area.

LEVEL OF SERVICE B

Maximum Density - 20 pc/mi/ln

Minimal levels of turbulence exist and speeds of vehicles in the influence area begin to decline.

LEVEL OF SERVICE C

Maximum Density - 28 pc/mi/ln

Level of turbulence becomes noticeable as average speed within the influence area declines. Driving conditions are still relatively comfortable at this level.

LEVEL OF SERVICE D

Maximum Density - 35 pc/mi/ln

Turbulence levels become intrusive. Queues may form on some high volume on-ramps but freeway operation remains stable.

LEVEL OF SERVICE E

Maximum Density - >35 pc/mi/ln

Conditions approaching and reaching capacity. Speeds are reduced and turbulence of merging/diverging vehicles becomes intrusive to all vehicles in the influence area. Flow levels approach capacity limits and minor changes in demand can cause ramp and freeway queues to occur.

LEVEL OF SERVICE F

Maximum Density – Demand flow exceeds limits

Unstable, or breakdown, operation. Approaching demand flows exceed the discharge capacity of the downstream freeway or ramp. Queues are visibly formed on the freeway and on-ramps and will continue to grow as long as the approaching demand exceeds the discharge capacity.

APPENDIX D

LEVEL OF SERVICE TABLES

TABLE NO. D-1 INTERSECTION CAPACITY ANALYSIS RESULTS SUMMARY TABLE PLAINSBORO ROAD AND PUNIA BOULEVARD/JUGHANDLE																		
	2022 EXISTING						2027 NO BUILD						2027 BUILD					
	V/C	Delay (sec/veh)	LOS	Queues			V/C	Delay (sec/veh)	LOS	Queues			V/C	Delay (sec/veh)	LOS	Queues		
				50th (feet)	/	95th (feet)				50th (feet)	/	95th (feet)				50th (feet)	/	95th (feet)
Peak AM Hour (8:15 AM - 9:15 AM)																		
Plainsboro Road EB Left/Thru	0.27	11.5	B	15	/	78	0.32	11.8	B	18	/	88	0.38	13.1	B	19	/	88
Plainsboro Road WB Thru/Right	0.12	6.4	A	2	/	27	0.16	6.5	A	3	/	35	0.41	5.7	A	4	/	51
Jughandle NB Left/Thru/Right	0.21	7.8	A	11	/	28	0.23	8.0	A	12	/	33	0.31	8.1	A	20	/	47
Punia Boulevard SB Left	0.06	7.0	A	2	/	10	0.11	7.8	A	3	/	16	0.25	9.5	A	8	/	31
Punia Boulevard SB Right	0.04	1.1	A	0	/	4	0.07	2.3	A	0	/	8	0.12	2.8	A	0	/	14
Punia Boulevard SB Approach	-	3.9	A	-	/	-	-	5.0	A	-	/	-	-	6.3	A	-	/	-
OVERALL	-	8.5	A	-			-	8.6	A	-			-	8.2	A	-		
Peak PM Hour (5:00 PM - 6:00 PM)																		
Plainsboro Road EB Left/Thru	0.21	7.4	A	0	/	130	0.29	8.7	A	34	/	154	0.53	14.8	B	52	/	154
Plainsboro Road WB Thru/Right	0.04	6.1	A	0	/	27	0.08	6.5	A	6	/	40	0.23	6.6	A	8	/	47
Jughandle NB Left/Thru/Right	0.06	8.5	A	3	/	12	0.07	9.5	A	5	/	15	0.09	8.6	A	6	/	22
Punia Boulevard SB Left	0.08	8.7	A	4	/	17	0.11	10.1	B	5	/	20	0.56	15.6	B	36	/	106
Punia Boulevard SB Right	0.08	3.0	A	0	/	10	0.10	3.7	A	0	/	13	0.30	3.1	A	0	/	29
Punia Boulevard SB Approach	-	5.7	A	-	/	-	-	6.6	A	-	/	-	-	9.8	A	-	/	-
OVERALL	-	7.1	A	-			-	8.2	A	-			-	10.9	B	-		

TABLE NO. D-2
INTERSECTION CAPACITY ANALYSIS RESULTS SUMMARY TABLE
PLAINSBORO ROAD/NOVO NORDISK SECONDARY ACCESS AND CAMPUS ROAD

	2022 EXISTING						2027 NO BUILD						2027 BUILD														
	V/C	Delay (sec/veh)	LOS	Queues			V/C	Delay (sec/veh)	LOS	Queues			V/C	Delay (sec/veh)	LOS	Queues											
				50th (feet)	/	95th (feet)				50th (feet)	/	95th (feet)				50th (feet)	/	95th (feet)									
Peak AM Hour (8:15 AM - 9:15 AM)																											
Plainsboro Road EB Left/Thru	0.07	14.9	B	2	/	24	0.11	14.5	B	3	/	35	0.23	18.3	B	13	/	56									
Plainsboro Road EB Right	0.31	4.7	A	0	/	30	0.35	4.7	A	0	/	31	0.24	3.0	A	0	/	31									
Plainsboro Road EB Approach	-	6.1	A	-	/	-	-	6.5	A	-	/	-	-	7.6	A	-	/	-									
Novo Nordisk Secondary Access WB Left/Thru	0.00	0.0	-	0	/	0	0.00	0.0	-	0	/	0	0.00	0.0	-	0	/	0									
Novo Nordisk Secondary Access WB Right	0.00	0.0	-	0	/	0	0.00	0.0	-	0	/	0	0.00	0.0	-	0	/	0									
Nova Nordisk Secondary Access WB Approach	-	0.0	-	-	/	-	-	0.0	-	-	/	-	-	0.0	-	-	/	-									
Plainsboro Road NB Left	0.60	1.6	A	0	/	12	0.07	1.8	A	0	/	15	0.15	4.7	A	8	/	26									
Plainsboro Road NB Thru/Right	0.12	1.8	A	0	/	41	0.13	1.9	A	0	/	49	0.24	6.6	A	29	/	69									
Plainsboro Road NB Approach	-	6.1	A	-	/	-	-	1.9	A	-	/	-	-	6.1	A	-	/	-									
Campus Road SB Left/Thru	0.15	7.7	A	10	/	49	0.20	8.3	A	11	/	56	0.31	14.3	B	27	/	67									
Campus Road SB Right	0.03	0.2	A	0	/	1	0.04	0.4	A	0	/	2	0.18	1.0	A	0	/	9									
Campus Road SB Approach	-	6.3	A	-	/	-	-	6.6	A	-	/	-	-	7.6	A	-	/	-									
OVERALL	-	4.3	A	-			-	4.6	A	-			-	7.0	A	-											
Peak PM Hour (5:00 PM - 6:00 PM)																											
Plainsboro Road EB Left/Thru	0.04	15.4	B	1	/	17	0.08	15.5	B	2	/	25	0.49	21.0	C	38	/	110									
Plainsboro Road EB Right	0.49	5.0	A	0	/	43	0.54	5.6	A	2	/	49	0.41	4.5	A	15	/	78									
Plainsboro Road EB Approach	-	5.5	A	-	/	-	-	6.3	A	-	/	-	-	9.8	A	-	/	-									
Novo Nordisk Secondary Access WB Left/Thru	0.00	0.0	-	0	/	0	0.00	0.0	-	0	/	0	0.00	0.0	-	0	/	0									
Novo Nordisk Secondary Access WB Right	0.00	0.0	-	0	/	0	0.00	0.0	-	0	/	0	0.00	0.0	-	0	/	0									
Nova Nordisk Secondary Access WB Approach	-	0.0	-	-	/	-	-	0.0	-	-	/	-	-	0.0	-	-	/	-									
Plainsboro Road NB Left	0.04	1.5	A	1	/	8	0.06	1.6	A	0	/	11	0.12	7.0	A	8	/	27									
Plainsboro Road NB Thru/Right	0.09	1.7	A	0	/	31	0.10	1.8	A	0	/	36	0.22	9.4	A	27	/	71									
Plainsboro Road NB Approach	-	1.7	A	-	/	-	-	1.8	A	-	/	-	-	8.8	A	-	/	-									
Campus Road SB Left/Thru	0.30	8.6	A	16	/	67	0.33	9.0	A	18	/	78	0.55	20.8	C	60	/	138									
Campus Road SB Right	0.02	0.0	-	0	/	0	0.04	0.4	A	0	/	2	0.09	0.8	A	0	/	6									
Campus Road SB Approach	-	7.9	A	-	/	-	-	7.6	A	-	/	-	-	16.1	B	-	/	-									
OVERALL	-	5.2	A	-			-	5.6	A	-			-	11.4	B	-											

TABLE NO. D-3 INTERSECTION CAPACITY ANALYSIS RESULTS SUMMARY TABLE HOSPITAL DRIVE AND CAMPUS ROAD																		
	2022 EXISTING						2027 NO BUILD						2027 BUILD					
	V/C	Delay (sec/veh)	LOS	Queues			V/C	Delay (sec/veh)	LOS	Queues			V/C	Delay (sec/veh)	LOS	Queues		
				50th (feet)	/	95th (feet)				50th (feet)	/	95th (feet)				50th (feet)	/	95th (feet)
Peak AM Hour (8:15 AM - 9:15 AM)																		
Hospital Drive EB Left/Right	0.42	11.3	B	19	/	55	0.47	12.6	B	23	/	75	0.64	22.1	C	59	/	115
Campus Road NB Left	0.10	7.5	A	2	/	19	0.12	8.0	A	6	/	24	0.53	24.3	C	16	/	89
Campus Road NB Thru	0.20	7.7	A	16	/	48	0.23	8.1	A	21	/	62	0.26	7.7	A	31	/	81
Campus Road NB Approach	-	7.6	A	-	/	-	-	8.1	A	-	/	-	-	12.6	B	-	/	-
Campus Road SB Thru/Right	0.43	4.9	A	15	/	59	0.48	6.1	A	23	/	87	0.82	16.9	B	108	/	388
OVERALL	-	7.1	A	-			-	8.2	A	-			-	16.9	B	-		
Peak PM Hour (5:00 PM - 6:00 PM)																		
Hospital Drive EB Left/Right	0.62	13.3	B	41	/	119	0.67	15.2	B	54	/	151	0.81	24.5	C	125	/	383
Campus Road NB Left	0.09	9.9	A	3	/	18	0.10	10.4	B	4	/	20	0.27	14.8	B	10	/	29
Campus Road NB Thru	0.27	10.9	B	16	/	54	0.30	11.5	B	22	/	67	0.59	17.3	B	71	/	128
Campus Road NB Approach	-	10.7	B	-	/	-	-	11.3	B	-	/	-	-	16.9	B	-	/	-
Campus Road SB Thru/Right	0.51	9.9	A	23	/	83	0.60	12.4	B	37	/	117	0.77	19.0	B	83	/	164
OVERALL	-	11.6	B	-			-	13.4	B	-			-	20.8	C	-		

TABLE NO. D-4 INTERSECTION CAPACITY ANALYSIS RESULTS SUMMARY TABLE SCUDDERS MILL ROAD & CAMPUS ROAD																		
	2022 EXISTING						2027 NO BUILD						2027 BUILD					
	V/C	Delay (sec/veh)	LOS	Queues			V/C	Delay (sec/veh)	LOS	Queues			V/C	Delay (sec/veh)	LOS	Queues		
				50th (feet)	/	95th (feet)				50th (feet)	/	95th (feet)				50th (feet)	/	95th (feet)
Peak AM Hour (8:15 AM - 9:15 AM)																		
Scudders Mill Road EB Left	0.47	46.8	D	55	/	107	0.50	47.4	D	61	/	117	0.54	53.4	D	69	/	123
Scudders Mill Road EB Thru	0.38	25.2	C	104	/	144	0.43	26.1	C	117	/	163	0.48	31.6	C	138	/	184
Scudders Mill Road EB Right	0.20	2.3	A	5	/	33	0.23	2.8	A	10	/	43	0.39	4.2	A	24	/	76
Scudders Mill Road EB Approach	-	22.5	C	-	/	-	-	23.1	C	-	/	-	-	24.7	C	-	/	-
Scudders Mill Road WB Left	0.39	42.7	D	41	/	74	0.43	43.6	D	48	/	84	0.55	43.3	D	100	/	146
Scudders Mill Road WB Thru	0.45	26.8	C	118	/	169	0.50	28.0	C	135	/	193	0.45	27.5	C	143	/	196
Scudders Mill Road WB Right	0.17	2.5	A	0	/	18	0.19	3.0	A	3	/	21	0.17	2.7	A	3	/	21
Scudders Mill Road WB Approach	-	26.1	C	-	/	-	-	27.3	C	-	/	-	-	28.9	C	-	/	-
Campus Road NB Left	0.33	35.0	C	61	/	122	0.38	36.6	D	70	/	138	0.47	42.8	D	92	/	163
Campus Road NB Left/Thru	0.33	34.9	C	63	/	124	0.38	36.5	D	72	/	142	0.47	42.7	D	95	/	168
Campus Road NB Right	0.14	3.7	A	0	/	20	0.17	3.4	A	0	/	22	0.21	3.0	A	1	/	24
Campus Road NB Approach	-	27.1	C	-	/	-	-	27.5	C	-	/	-	-	30.4	C	-	/	-
Campus Road SB Left	0.27	46.7	D	20	/	52	0.28	47.2	D	22	/	55	0.23	46.9	D	24	/	56
Campus Road SB Thru	0.27	46.9	D	21	/	53	0.30	47.8	D	24	/	59	0.44	52.9	D	47	/	95
Campus Road SB Right	0.15	7.3	A		/	31	0.16	6.9	A	0	/	33	0.16	7.0	A	0	/	33
Campus Road SB Approach	-	27.0	C	-	/	-	-	27.3	C	-	/	-	-	32.8	C	-	/	-
OVERALL	-	24.9	C	-			-	25.7	C	-			-	27.7	C	-		
Peak PM Hour (5:00 PM - 6:00 PM)																		
Scudders Mill Road EB Left	0.52	50.4	D	63	/	117	0.55	51.3	D	71	/	130	0.56	53.7	D	75	/	133
Scudders Mill Road EB Thru	0.45	27.6	C	128	/	164	0.49	28.3	C	144	/	186	0.51	30.7	C	153	/	198
Scudders Mill Road EB Right	0.16	3.0	A	9	/	34	0.19	3.4	A	14	/	41	0.24	3.5	A	18	/	51
Scudders Mill Road EB Approach	-	26.0	C	-	/	-	-	26.4	C	-	/	-	-	27.2	C	-	/	-
Scudders Mill Road WB Left	0.24	42.9	D	25	/	51	0.31	44.7	D	33	/	63	0.46	48.5	D	52	/	88
Scudders Mill Road WB Thru	0.41	28.2	C	115	/	157	0.46	29.5	C	131	/	182	0.48	31.6	C	139	/	189
Scudders Mill Road WB Right	0.14	2.4	A	0	/	16	0.60	2.5	A	0	/	18	0.16	2.7	A	1	/	19
Scudders Mill Road WB Approach	-	26.5	C	-	/	-	-	28.0	C	-	/	-	-	31.0	C	-	/	-
Campus Road NB Left	0.48	40.4	D	93	/	167	0.53	42.1	D	106	/	186	0.66	45.9	D	160	/	265
Campus Road NB Left/Thru	0.48	40.2	D	93	/	167	0.53	41.9	D	106	/	187	0.67	45.8	D	162	/	268
Campus Road NB Right	0.19	4.2	A	2	/	27	0.23	4.9	A	6	/	34	0.43	8.1	A	34	/	80
Campus Road NB Approach	-	31.2	C	-	/	-	-	32.0	C	-	/	-	-	32.3	C	-	/	-
Campus Road SB Left	0.45	48.9	D	53	/	107	0.50	51.6	D	60	/	119	0.52	54.5	D	63	/	122
Campus Road SB Thru	0.18	42.5	D	22	/	55	0.21	43.9	D	25	/	62	0.28	47.1	D	34	/	76
Campus Road SB Right	0.20	5.9	A	0	/	38	0.22	5.7	A	0	/	40	0.22	5.9	A	0	/	41
Campus Road SB Approach	-	27.9	C	-	/	-	-	29.1	C	-	/	-	-	31.5	C	-	/	-
OVERALL	-	27.3	C	-			-	28.2	C	-			-	30.0	C	-		

TABLE NO. D-5																		
INTERSECTION CAPACITY ANALYSIS RESULTS SUMMARY TABLE																		
SCUDDERS MILL ROAD & BRISTOL MYERS SQUIBB EAST ACCESS/NOVO NORDISK PRIMARY ACCESS																		
	2022 EXISTING						2027 NO BUILD						2027 BUILD					
	V/C	Delay (sec/veh)	LOS	Queues			V/C	Delay (sec/veh)	LOS	Queues			V/C	Delay (sec/veh)	LOS	Queues		
				50th (feet)	/	95th (feet)				50th (feet)	/	95th (feet)				50th (feet)	/	95th (feet)
Peak AM Hour (8:15 AM - 9:15 AM)																		
Scudders Mill Road EB Left	0.00	39.4	D	5	/	23	0.10	39.9	D	5	/	24	0.10	39.9	D	5	/	24
Scudders Mill Road EB Thru	0.00	6.1	A	37	/	112	0.29	6.8	A	45	/	132	0.30	6.9	A	48	/	140
Scudders Mill Road EB Right	0.00	0.0	-	0	/	0	0.01	0.0	-	0	/	0	0.01	0.0	-	0	/	0
Scudders Mill Road EB Approach	-	6.6	A	-	/	-	-	7.2	A	-	/	-	-	7.3	A	-	/	-
Scudders Mill Road WB Left	0.00	42.8	D	42	/	99	0.53	43.8	D	46	/	107	0.53	43.8	D	46	/	107
Scudders Mill Road WB Thru	0.00	3.1	A	0	/	175	0.38	3.3	A	0	/	204	0.43	3.6	A	0	/	247
Scudders Mill Road WB Right	0.00	0.8	A	0	/	8	0.05	1.0	A	0	/	10	0.05	1.0	A	0	/	10
Scudders Mill Road WB Approach	0.00	6.2	A	-	/	-	-	6.5	A	-	/	-	-	6.4	A	-	/	-
Novo Nordisk Primary Access NB Left/Thru	0.00	38.2	D	4	/	20	0.07	38.8	D	4	/	22	0.07	38.8	D	4	/	22
Novo Nordisk Primary Access NB Right	0.00	0.3	A	0	/	0	0.04	0.4	A	0	/	0	0.04	0.4	A	0	/	0
Novo Nordisk Primary Access NB Approach	-	21.7	C	-	/	-	-	21.7	C	-	/	-	-	21.7	C	-	/	-
Bristol Myers Squibb East Access SB Left/Thru	0.00	38.6	D	2	/	14	0.05	38.8	D	2	/	14	0.05	38.8	D	2	/	14
Bristol Myers Squibb East Access SB Right	0.00	0.2	A	0	/	0	0.02	0.2	A	0	/	0	0.02	0.2	A	0	/	0
Bristol Myers Squibb East Access SB Approach	-	21.6	C	-	/	-	-	21.7	C	-	/	-	-	21.7	C	-	/	-
OVERALL	-	6.6	A	-			-	6.9	A	-			-	6.9	A	-		
Peak PM Hour (5:00 PM - 6:00 PM)																		
Scudders Mill Road EB Left	0.01	33.5	C	1	/	8	0.01	34.0	C	1	/	8	0.01	34.0	C	1	/	8
Scudders Mill Road EB Thru	0.36	5.8	A	62	/	178	0.40	6.2	A	73	/	210	0.47	6.8	A	91	/	258
Scudders Mill Road EB Right	0.01	0.0	-	0	/	0	0.01	0.0	-	0	/	0	0.01	0.0	-	0	/	0
Scudders Mill Road EB Approach	-	5.7	A	-	/	-	-	6.2	A	-	/	-	-	6.8	A	-	/	-
Scudders Mill Road WB Left	0.11	33.7	C	6	/	28	0.12	33.9	C	7	/	31	0.12	33.9	C	7	/	31
Scudders Mill Road WB Thru	0.26	4.9	A	42	/	115	0.29	5.2	A	48	/	134	0.31	5.3	A	53	/	146
Scudders Mill Road WB Right	0.00	0.0	-	0	/	0	0.00	0.0	-	0	/	0	0.00	0.0	-	0	/	0
Scudders Mill Road WB Approach	-	5.6	A	-	/	-	-	5.9	A	-	/	-	-	5.9	A	-	/	-
Novo Nordisk Primary Access NB Left/Thru	0.34	36.3	D	19	/	61	0.36	36.7	D	20	/	65	0.36	36.7	D	20	/	65
Novo Nordisk Primary Access NB Right	0.30	9.9	A	0	/	33	0.33	11.2	B	0	/	39	0.33	11.2	B	0	/	39
Novo Nordisk Primary Access NB Approach	-	20.3	C	-	/	-	-	21.2	C	-	/	-	-	21.2	C	-	/	0
Bristol Myers Squibb East Access SB Left/Thru	0.26	33.9	C	14	/	49	0.27	34.1	C	15	/	52	0.27	34.1	C	15	/	52
Bristol Myers Squibb East Access SB Right	0.08	0.6	A	0	/	0	0.09	0.7	A	0	/	0	0.09	0.7	A	0	/	0
Bristol Myers Squibb East Access SB Approach	-	22.1	C	-	/	-	-	22.3	C	-	/	-	-	22.3	C	-	/	-
OVERALL	-	7.2	A	-			-	7.6	A	-			-	7.8	A	-		

APPENDIX E

CAPACITY ANALYSIS SHEETS

Lanes, Volumes, Timings
3: Jughandle/Punia Boulevard & Plainsboro Road

2022 Existing
Weekday Peak AM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	138	0	0	22	45	1	212	2	18	0	21
Future Volume (vph)	17	138	0	0	22	45	1	212	2	18	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	130		0
Storage Lanes	0		0	0		0	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	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor								1.00		1.00		
Frt					0.909			0.999				0.850
Flt Protected		0.995								0.950		
Satd. Flow (prot)	0	1795	0	0	1604	0	0	3570	0	1703	0	1615
Flt Permitted		0.961								0.611		
Satd. Flow (perm)	0	1733	0	0	1604	0	0	3570	0	1094	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					47			1				45
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		353			1133			334			273	
Travel Time (s)		6.0			19.3			9.1			6.2	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	0%	0%	5%	9%	0%	1%	0%	6%	0%	0%
Adj. Flow (vph)	18	145	0	0	23	47	1	223	2	19	0	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	0	0	70	0	0	226	0	19	0	22
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			12			24	
Link Offset(ft)		0			0			-20			25	
Crosswalk Width(ft)		45			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1		1
Detector Template	Left	Thru			Thru		Left	Thru		Left		Right
Leading Detector (ft)	20	100			100		20	100		20		20
Trailing Detector (ft)	0	0			0		0	0		0		0
Detector 1 Position(ft)	0	0			0		0	0		0		0
Detector 1 Size(ft)	20	6			6		20	6		20		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				

Lanes, Volumes, Timings

3: Jughandle/Punia Boulevard & Plainsboro Road

2022 Existing
Weekday Peak AM Hour

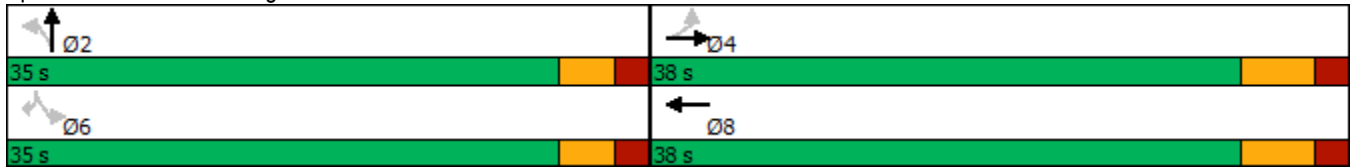
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA			NA		Perm	NA		Perm		Perm
Protected Phases		4			8			2		6		6
Permitted Phases	4						2			6		6
Detector Phase	4	4			8		2	2		6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	11.0			11.0		23.0	23.0		10.0		10.0
Total Split (s)	38.0	38.0			38.0		35.0	35.0		35.0		35.0
Total Split (%)	52.1%	52.1%			52.1%		47.9%	47.9%		47.9%		47.9%
Maximum Green (s)	32.0	32.0			32.0		30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0			4.0		3.0	3.0		3.0		3.0
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		0.0
Total Lost Time (s)		6.0			6.0			5.0		5.0		5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0		3.0
Recall Mode	Min	Min			Min		None	None		None		None
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							11.0	11.0				
Pedestrian Calls (#/hr)							1	1				
Act Effect Green (s)		11.0			11.0			8.9		8.9		8.9
Actuated g/C Ratio		0.35			0.35			0.28		0.28		0.28
v/c Ratio		0.27			0.12			0.22		0.06		0.04
Control Delay		10.3			5.6			8.0		7.3		1.7
Queue Delay		0.0			0.0			0.0		0.0		0.0
Total Delay		10.3			5.6			8.0		7.3		1.7
LOS		B			A			A		A		A
Approach Delay		10.3			5.6			8.0			4.3	
Approach LOS		B			A			A			A	
Queue Length 50th (ft)		15			2			11		2		0
Queue Length 95th (ft)		64			23			27		10		5
Internal Link Dist (ft)		273			1053			254			193	
Turn Bay Length (ft)										130		
Base Capacity (vph)		1608			1491			3239		992		1469
Starvation Cap Reductn		0			0			0		0		0
Spillback Cap Reductn		0			0			0		0		0
Storage Cap Reductn		0			0			0		0		0
Reduced v/c Ratio		0.10			0.05			0.07		0.02		0.01
Intersection Summary												
Area Type:	Other											
Cycle Length: 73												
Actuated Cycle Length: 31.4												
Natural Cycle: 40												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.27												
Intersection Signal Delay: 8.1							Intersection LOS: A					
Intersection Capacity Utilization 37.0%							ICU Level of Service A					

Lanes, Volumes, Timings
3: Jughandle/Punia Boulevard & Plainsboro Road

2022 Existing
Weekday Peak AM Hour

Analysis Period (min) 15

Splits and Phases: 3: Jughandle/Punia Boulevard & Plainsboro Road



Lanes, Volumes, Timings

6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road

2022 Existing

Weekday Peak AM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	0	136	0	0	0	52	182	0	0	123	27
Future Volume (vph)	23	0	136	0	0	0	52	182	0	0	123	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	0		50	225		0	0		70
Storage Lanes	1		1	0		1	1		0	0		1
Taper Length (ft)	40			25			300			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
Ped Bike Factor							1.00					0.98
Frt			0.850									0.850
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1736	1524	0	1900	1900	1770	1810	0	0	1827	1404
Flt Permitted		0.950					0.523					
Satd. Flow (perm)	0	1736	1524	0	1900	1900	973	1810	0	0	1827	1373
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145									105
Link Speed (mph)		40			25			40			35	
Link Distance (ft)		553			505			829			1056	
Travel Time (s)		9.4			13.8			14.1			20.6	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	0%	6%	0%	0%	0%	2%	5%	0%	0%	4%	15%
Adj. Flow (vph)	24	0	145	0	0	0	55	194	0	0	131	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	145	0	0	0	55	194	0	0	131	29
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			12			12	
Link Offset(ft)		-5			0			5			-20	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0		0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru		Thru	Thru	Thru
Leading Detector (ft)	50	0	0	50	0	0	0	0		50	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	pm+pt	NA	pm+ov			Perm	pm+pt	NA			NA	pm+ov
Protected Phases	1	6	3		2		3	8			4	1
Permitted Phases	6		6	2		2	8			4		4
Detector Phase	1	6	3	2	2	2	3	8		4	4	1
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	5.0
Minimum Split (s)	9.0	24.0	9.0	11.0	11.0	11.0	9.0	25.0		25.0	25.0	9.0
Total Split (s)	24.0	36.0	10.0	12.0	12.0	12.0	10.0	37.0		27.0	27.0	24.0
Total Split (%)	32.9%	49.3%	13.7%	16.4%	16.4%	16.4%	13.7%	50.7%		37.0%	37.0%	32.9%
Maximum Green (s)	20.0	30.0	6.0	6.0	6.0	6.0	6.0	30.0		20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	2.0	0.0	2.0	2.0	2.0	0.0	3.0		3.0	3.0	0.0

Lanes, Volumes, Timings

6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road

2022 Existing

Weekday Peak AM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjst (s)		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	4.0		6.0	6.0	4.0	7.0			7.0	4.0
Lead/Lag	Lead		Lead	Lag	Lag	Lag	Lead			Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min		Min	Min	None
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						1		1	1	
Act Effect Green (s)		7.0	8.0				25.4	28.8			15.5	22.5
Actuated g/C Ratio		0.22	0.25				0.80	0.91			0.49	0.71
v/c Ratio		0.06	0.29				0.06	0.12			0.15	0.03
Control Delay		12.6	3.9				2.1	2.4			8.7	0.0
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0
Total Delay		12.6	3.9				2.1	2.4			8.7	0.0
LOS		B	A				A	A			A	A
Approach Delay		5.1						2.3			7.1	
Approach LOS		A						A			A	
Queue Length 50th (ft)		2	0				0	0			10	0
Queue Length 95th (ft)		21	24				14	49			56	0
Internal Link Dist (ft)		473			425			749			976	
Turn Bay Length (ft)							225					70
Base Capacity (vph)		1590	509				944	1658			1344	1201
Starvation Cap Reductn		0	0				0	0			0	0
Spillback Cap Reductn		0	0				0	0			0	0
Storage Cap Reductn		0	0				0	0			0	0
Reduced v/c Ratio		0.02	0.28				0.06	0.12			0.10	0.02

Intersection Summary

Area Type: Other

Cycle Length: 73

Actuated Cycle Length: 31.6

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.29

Intersection Signal Delay: 4.5

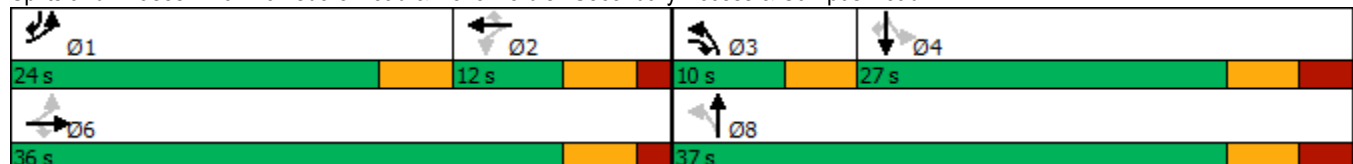
Intersection LOS: A

Intersection Capacity Utilization 37.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road



Lanes, Volumes, Timings
9: Campus Road & Hospital Drive

2022 Existing
Weekday Peak AM Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	139	34	47	158	116	250
Future Volume (vph)	139	34	47	158	116	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.908	
Flt Protected	0.961		0.950			
Satd. Flow (prot)	1762	0	1805	1759	1650	0
Flt Permitted	0.961		0.523			
Satd. Flow (perm)	1762	0	994	1759	1650	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	17				278	
Link Speed (mph)	25			35	35	
Link Distance (ft)	611			1056	318	
Travel Time (s)	16.7			20.6	6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	0%	8%	10%	2%
Adj. Flow (vph)	154	38	52	176	129	278
Shared Lane Traffic (%)						
Lane Group Flow (vph)	192	0	52	176	407	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	0		0	0	0	
Detector Template	Thru		Thru	Thru	Thru	
Leading Detector (ft)	0		0	0	0	
Trailing Detector (ft)	0		0	0	0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	10.0		24.0	24.0	24.0	
Total Split (s)	19.0		46.0	46.0	46.0	
Total Split (%)	29.2%		70.8%	70.8%	70.8%	
Maximum Green (s)	14.0		40.0	40.0	40.0	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.0		6.0	6.0	6.0	

Lanes, Volumes, Timings
9: Campus Road & Hospital Drive

2022 Existing
Weekday Peak AM Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	None	None	
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)	8.5		9.2	9.2	9.2	
Actuated g/C Ratio	0.32		0.34	0.34	0.34	
v/c Ratio	0.34		0.15	0.29	0.54	
Control Delay	9.8		8.5	9.0	6.0	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	9.8		8.5	9.0	6.0	
LOS	A		A	A	A	
Approach Delay	9.8			8.8	6.0	
Approach LOS	A			A	A	
Queue Length 50th (ft)	18		5	18	13	
Queue Length 95th (ft)	57		20	49	54	
Internal Link Dist (ft)	531			976	238	
Turn Bay Length (ft)			100			
Base Capacity (vph)	1019		994	1759	1650	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.19		0.05	0.10	0.25	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 26.7
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 7.7
Intersection Capacity Utilization 49.6%
Analysis Period (min) 15

Intersection LOS: A
ICU Level of Service A

Splits and Phases: 9: Campus Road & Hospital Drive



Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2022 Existing
Weekday Peak AM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  							
Traffic Volume (vph)	93	602	195	138	672	114	175	49	75	33	35	68
Future Volume (vph)	93	602	195	138	672	114	175	49	75	33	35	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		160	125		245	140		150	150		150
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	125			250			50			150		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.972		0.950		
Satd. Flow (prot)	1787	5036	1538	3433	4940	1599	1649	1701	1509	1805	1845	1568
Flt Permitted	0.950			0.950			0.950	0.972		0.950		
Satd. Flow (perm)	1787	5036	1538	3433	4940	1599	1649	1701	1509	1805	1845	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			180			119			79			72
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		597			637			307			743	
Travel Time (s)		10.2			10.9			6.0			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	3%	5%	2%	5%	1%	4%	2%	7%	0%	3%	3%
Adj. Flow (vph)	98	634	205	145	707	120	184	52	79	35	37	72
Shared Lane Traffic (%)							37%					
Lane Group Flow (vph)	98	634	205	145	707	120	116	120	79	35	37	72
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)		24			24			12			30	
Link Offset(ft)		0			0			10			0	
Crosswalk Width(ft)		50			50			16			50	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	4	5	2	8	4	4	5	8	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	4	5	2	8	4	4	5	8	8	1
Switch Phase												
Minimum Initial (s)	10.0	30.0	20.0	10.0	30.0	6.0	20.0	20.0	10.0	6.0	6.0	10.0
Minimum Split (s)	15.0	37.0	27.0	15.0	37.0	13.0	27.0	27.0	15.0	13.0	13.0	15.0
Total Split (s)	25.0	60.0	31.0	25.0	60.0	18.0	31.0	31.0	25.0	18.0	18.0	25.0
Total Split (%)	11.6%	27.9%	14.4%	11.6%	27.9%	8.4%	14.4%	14.4%	11.6%	8.4%	8.4%	11.6%
Maximum Green (s)	20.0	53.0	24.0	20.0	53.0	11.0	24.0	24.0	20.0	11.0	11.0	20.0
Yellow Time (s)	3.0	5.0	4.0	3.0	5.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0

Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2022 Existing
Weekday Peak AM Hour

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	81.0
Total Split (s)	81.0
Total Split (%)	38%
Maximum Green (s)	78.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2022 Existing
Weekday Peak AM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	11.0	30.8	57.8	10.2	30.0	36.9	20.0	20.0	32.2	6.9	6.9	24.9
Actuated g/C Ratio	0.12	0.33	0.62	0.11	0.32	0.39	0.21	0.21	0.34	0.07	0.07	0.27
v/c Ratio	0.47	0.38	0.20	0.39	0.45	0.17	0.33	0.33	0.14	0.27	0.27	0.15
Control Delay	46.8	25.2	2.3	42.7	26.8	2.5	35.0	34.9	3.7	46.7	46.9	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	25.2	2.3	42.7	26.8	2.5	35.0	34.9	3.7	46.7	46.9	7.3
LOS	D	C	A	D	C	A	D	C	A	D	D	A
Approach Delay		22.5			26.1			27.1			27.0	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	55	104	5	41	118	0	61	63	0	20	21	0
Queue Length 95th (ft)	107	144	33	74	169	18	122	124	20	52	53	31
Internal Link Dist (ft)		517			557			227			663	
Turn Bay Length (ft)	400		160	125		245	140		150	150		150
Base Capacity (vph)	380	2843	1073	731	2789	765	421	434	718	211	216	611
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.22	0.19	0.20	0.25	0.16	0.28	0.28	0.11	0.17	0.17	0.12

Intersection Summary

Area Type: Other

Cycle Length: 215

Actuated Cycle Length: 93.9

Natural Cycle: 175

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 24.9

Intersection LOS: C

Intersection Capacity Utilization 65.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: Campus Road & Scudders Mill Road

 Ø1	 Ø2	 Ø4	 Ø8	 Ø10
25 s	60 s	31 s	18 s	81 s
 Ø5	 Ø6			
25 s	60 s			

Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

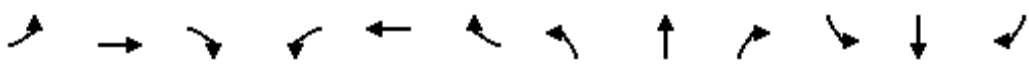
2022 Existing
Weekday Peak AM Hour

Lane Group	Ø10
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	39.0
Flash Dont Walk (s)	39.0
Pedestrian Calls (#/hr)	0
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings

2022 Existing

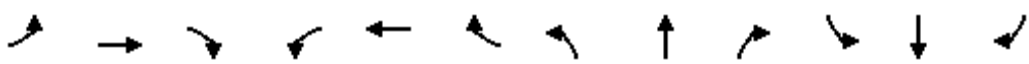
18: Novo Nordisk Primary Access/Bristol Myers Squibb East Access & Scudders Mill Road

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	541	14	89	953	53	8	0	6	4	1	4
Future Volume (vph)	10	541	14	89	953	53	8	0	6	4	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		160	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	140			130			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.99						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.962	
Satd. Flow (prot)	1805	3438	1615	1770	3471	1615	0	1805	1615	0	1306	1615
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1805	3438	1615	1770	3471	1595	0	1900	1615	0	1357	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			79			89			89
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1242			1684			350			565	
Travel Time (s)		16.9			23.0			9.5			15.4	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	5%	0%	2%	4%	0%	0%	0%	0%	50%	0%	0%
Adj. Flow (vph)	11	595	15	98	1047	58	9	0	7	4	1	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	595	15	98	1047	58	0	9	7	0	5	4
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)		22			22			15			15	
Link Offset(ft)		0			0			0			-5	
Crosswalk Width(ft)		50			50			40			50	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru
Leading Detector (ft)	0	0	0	0	0	0	50	0	0	50	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	55.0	55.0	5.0	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	62.0	62.0	10.0	62.0	62.0	72.0	72.0	72.0	72.0	72.0	72.0
Total Split (s)	28.0	62.0	62.0	28.0	62.0	62.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	25.5%	56.4%	56.4%	25.5%	56.4%	56.4%	18.2%	18.2%	18.2%	18.2%	18.2%	18.2%
Maximum Green (s)	23.0	55.0	55.0	23.0	55.0	55.0	14.0	14.0	14.0	14.0	14.0	14.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0

Lanes, Volumes, Timings

2022 Existing

18: Novo Nordisk Primary Access/Bristol Myers Squibb East Access & Scudders Mill Road

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		26.0	26.0		26.0	26.0	33.0	33.0	33.0	33.0	33.0	33.0
Flash Dont Walk (s)		26.0	26.0		26.0	26.0	33.0	33.0	33.0	33.0	33.0	33.0
Pedestrian Calls (#/hr)		1	1		1	1	0	0	0	0	0	0
Act Effect Green (s)	5.3	60.1	60.1	8.9	72.9	72.9		6.1	6.1		6.1	6.1
Actuated g/C Ratio	0.06	0.73	0.73	0.11	0.89	0.89		0.07	0.07		0.07	0.07
v/c Ratio	0.09	0.24	0.01	0.51	0.34	0.04		0.06	0.03		0.05	0.02
Control Delay	41.1	6.0	0.0	44.9	3.0	0.8		40.0	0.3		40.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	41.1	6.0	0.0	44.9	3.0	0.8		40.0	0.3		40.2	0.2
LOS	D	A	A	D	A	A		D	A		D	A
Approach Delay		6.5			6.3			22.6			22.4	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	5	38	0	44	0	0		4	0		2	0
Queue Length 95th (ft)	24	112	0	102	174	8		20	0		14	0
Internal Link Dist (ft)		1162			1604			270			485	
Turn Bay Length (ft)	230		160	350		250						
Base Capacity (vph)	511	2527	1208	501	3094	1431		328	352		234	352
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.02	0.24	0.01	0.20	0.34	0.04		0.03	0.02		0.02	0.01

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 81.8

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 6.6

Intersection LOS: A

Intersection Capacity Utilization 72.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 18: Novo Nordisk Primary Access/Bristol Myers Squibb East Access & Scudders Mill Road

		
Ø1	Ø2	Ø4
28 s	62 s	20 s
		
Ø5	Ø6	Ø8
28 s	62 s	20 s

Lanes, Volumes, Timings

3: Jughandle/Punia Boulevard & Plainsboro Road

2027 No Build
Peak AM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	157	0	0	37	55	1	237	2	33	0	33
Future Volume (vph)	19	157	0	0	37	55	1	237	2	33	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	130		0
Storage Lanes	0		0	0		0	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	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor								1.00		1.00		
Frt					0.919			0.999				0.850
Flt Protected		0.995								0.950		
Satd. Flow (prot)	0	1794	0	0	1626	0	0	3571	0	1703	0	1615
Flt Permitted		0.958								0.596		
Satd. Flow (perm)	0	1728	0	0	1626	0	0	3571	0	1067	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					58			2				50
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		353			1133			334			273	
Travel Time (s)		6.0			19.3			9.1			6.2	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	0%	0%	5%	9%	0%	1%	0%	6%	0%	0%
Adj. Flow (vph)	20	165	0	0	39	58	1	249	2	35	0	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	185	0	0	97	0	0	252	0	35	0	35
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			12			24	
Link Offset(ft)		0			0			-20			25	
Crosswalk Width(ft)		45			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1		1
Detector Template	Left	Thru			Thru		Left	Thru		Left		Right
Leading Detector (ft)	20	100			100		20	100		20		20
Trailing Detector (ft)	0	0			0		0	0		0		0
Detector 1 Position(ft)	0	0			0		0	0		0		0
Detector 1 Size(ft)	20	6			6		20	6		20		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				

Lanes, Volumes, Timings
3: Jughandle/Punia Boulevard & Plainsboro Road

2027 No Build
Peak AM Hour

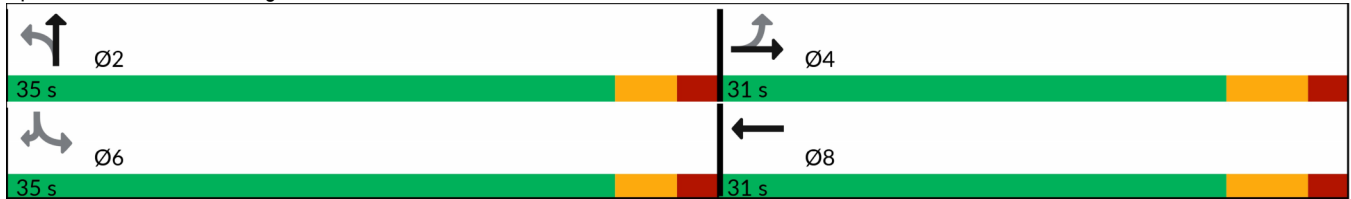
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA			NA		Perm	NA		Perm		Perm
Protected Phases		4			8			2		6		6
Permitted Phases	4						2			6		6
Detector Phase	4	4			8		2	2		6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	11.0			11.0		30.0	30.0		10.0		10.0
Total Split (s)	31.0	31.0			31.0		35.0	35.0		35.0		35.0
Total Split (%)	47.0%	47.0%			47.0%		53.0%	53.0%		53.0%		53.0%
Maximum Green (s)	25.0	25.0			25.0		30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0			4.0		3.0	3.0		3.0		3.0
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		0.0
Total Lost Time (s)		6.0			6.0			5.0		5.0		5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0		3.0
Recall Mode	Min	Min			Min		None	None		None		None
Walk Time (s)							9.0	9.0				
Flash Don't Walk (s)							16.0	16.0				
Pedestrian Calls (#/hr)							1	1				
Act Effect Green (s)		11.1			11.1			9.9		9.9		9.9
Actuated g/C Ratio		0.34			0.34			0.30		0.30		0.30
v/c Ratio		0.32			0.16			0.23		0.11		0.07
Control Delay (s/veh)		11.8			6.5			8.0		7.8		2.3
Queue Delay		0.0			0.0			0.0		0.0		0.0
Total Delay (s/veh)		11.8			6.5			8.0		7.8		2.3
LOS		B			A			A		A		A
Approach Delay (s/veh)		11.8			6.5			8.0			5.0	
Approach LOS		B			A			A			A	
Queue Length 50th (ft)		18			3			12		3		0
Queue Length 95th (ft)		88			35			33		16		8
Internal Link Dist (ft)		273			1053			254			193	
Turn Bay Length (ft)										130		
Base Capacity (vph)		1403			1331			3182		951		1444
Starvation Cap Reductn		0			0			0		0		0
Spillback Cap Reductn		0			0			0		0		0
Storage Cap Reductn		0			0			0		0		0
Reduced v/c Ratio		0.13			0.07			0.08		0.04		0.02
Intersection Summary												
Area Type:	Other											
Cycle Length: 66												
Actuated Cycle Length: 32.8												
Natural Cycle: 45												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.32												
Intersection Signal Delay (s/veh): 8.6							Intersection LOS: A					
Intersection Capacity Utilization 38.9%							ICU Level of Service A					

Lanes, Volumes, Timings
3: Jughandle/Punia Boulevard & Plainsboro Road

2027 No Build
Peak AM Hour

Analysis Period (min) 15

Splits and Phases: 3: Jughandle/Punia Boulevard & Plainsboro Road



6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road

Peak AM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	0	159	0	0	0	62	201	0	0	136	38
Future Volume (vph)	38	0	159	0	0	0	62	201	0	0	136	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	0		50	225		0	0		70
Storage Lanes	1		1	0		1	1		0	0		1
Taper Length (ft)	40			25			300			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
Ped Bike Factor							1.00					0.98
Frt			0.850									0.850
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1736	1524	0	1900	1900	1770	1810	0	0	1827	1404
Flt Permitted		0.950					0.510					
Satd. Flow (perm)	0	1736	1524	0	1900	1900	948	1810	0	0	1827	1373
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			169									72
Link Speed (mph)		40			25			40			35	
Link Distance (ft)		553			505			829			1056	
Travel Time (s)		9.4			13.8			14.1			20.6	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	0%	6%	0%	0%	0%	2%	5%	0%	0%	4%	15%
Adj. Flow (vph)	40	0	169	0	0	0	66	214	0	0	145	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	169	0	0	0	66	214	0	0	145	40
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			12			12	
Link Offset(ft)		-5			0			5			-20	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0		0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru		Thru	Thru	Thru
Leading Detector (ft)	50	0	0	50	0	0	0	0		50	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	pm+pt	NA	pm+ov			Perm	pm+pt	NA			NA	pm+ov
Protected Phases	1	6	3		2		3	8			4	1
Permitted Phases	6		6	2		2	8			4		4
Detector Phase	1	6	3	2	2	2	3	8		4	4	1
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	5.0
Minimum Split (s)	9.0	32.0	9.0	11.0	11.0	11.0	9.0	32.0		32.0	32.0	9.0
Total Split (s)	26.0	58.0	16.0	32.0	32.0	32.0	16.0	48.0		32.0	32.0	26.0
Total Split (%)	24.5%	54.7%	15.1%	30.2%	30.2%	30.2%	15.1%	45.3%		30.2%	30.2%	24.5%
Maximum Green (s)	22.0	52.0	12.0	26.0	26.0	26.0	12.0	41.0		25.0	25.0	22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	2.0	0.0	2.0	2.0	2.0	0.0	3.0		3.0	3.0	0.0

6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road

Peak AM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	4.0		6.0	6.0	4.0	7.0			7.0	4.0
Lead/Lag	Lead		Lead	Lag	Lag	Lag	Lead			Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	Min		Min	Min	None
Walk Time (s)		7.0						7.0		7.0	7.0	
Flash Don't Walk (s)		19.0						18.0		18.0	18.0	
Pedestrian Calls (#/hr)		0						1		1	1	
Act Effect Green (s)		6.6	7.6				26.5	30.2			12.7	22.4
Actuated g/C Ratio		0.20	0.23				0.81	0.92			0.39	0.69
v/c Ratio		0.11	0.35				0.07	0.13			0.20	0.04
Control Delay (s/veh)		14.5	4.7				1.8	1.9			8.3	0.4
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0
Total Delay (s/veh)		14.5	4.7				1.8	1.9			8.3	0.4
LOS		B	A				A	A			A	A
Approach Delay (s/veh)		6.5						1.9			6.6	
Approach LOS		A						A			A	
Queue Length 50th (ft)		3	0				0	0			11	0
Queue Length 95th (ft)		35	31				15	49			56	2
Internal Link Dist (ft)		473			425			749			976	
Turn Bay Length (ft)							225					70
Base Capacity (vph)		1709	798				1108	1712			1512	1283
Starvation Cap Reductn		0	0				0	0			0	0
Spillback Cap Reductn		0	0				0	0			0	0
Storage Cap Reductn		0	0				0	0			0	0
Reduced v/c Ratio		0.02	0.21				0.06	0.13			0.10	0.03

Intersection Summary

Area Type: Other

Cycle Length: 106

Actuated Cycle Length: 32.7

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.35

Intersection Signal Delay (s/veh): 4.6

Intersection LOS: A

Intersection Capacity Utilization 39.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road

	Ø1		Ø2		Ø3		Ø4
26 s		32 s		16 s		32 s	
	Ø6				Ø8		
58 s				48 s			

Lanes, Volumes, Timings
9: Campus Road & Hospital Drive

2027 No Build
Peak AM Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	161	38	52	187	136	281
Future Volume (vph)	161	38	52	187	136	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974				0.909	
Flt Protected	0.961		0.950			
Satd. Flow (prot)	1764	0	1805	1759	1651	0
Flt Permitted	0.961		0.490			
Satd. Flow (perm)	1764	0	931	1759	1651	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	23				240	
Link Speed (mph)	25			35	35	
Link Distance (ft)	611			1056	318	
Travel Time (s)	16.7			20.6	6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	0%	8%	10%	2%
Adj. Flow (vph)	179	42	58	208	151	312
Shared Lane Traffic (%)						
Lane Group Flow (vph)	221	0	58	208	463	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	0		0	0	0	
Detector Template	Thru		Thru	Thru	Thru	
Leading Detector (ft)	0		0	0	0	
Trailing Detector (ft)	0		0	0	0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	10.0		31.0	31.0	31.0	
Total Split (s)	25.0		31.0	31.0	31.0	
Total Split (%)	44.6%		55.4%	55.4%	55.4%	
Maximum Green (s)	20.0		25.0	25.0	25.0	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.0		6.0	6.0	6.0	

Lanes, Volumes, Timings

9: Campus Road & Hospital Drive

2027 No Build
Peak AM Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	None		Min	Min	Min	
Walk Time (s)			14.0	14.0	14.0	
Flash Don't Walk (s)			11.0	11.0	11.0	
Pedestrian Calls (#/hr)			0	0	0	
Act Effect Green (s)	8.2		16.0	16.0	16.0	
Actuated g/C Ratio	0.26		0.51	0.51	0.51	
v/c Ratio	0.47		0.12	0.23	0.48	
Control Delay (s/veh)	12.6		8.0	8.1	6.1	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	12.6		8.0	8.1	6.1	
LOS	B		A	A	A	
Approach Delay (s/veh)	12.6			8.1	6.1	
Approach LOS	B			A	A	
Queue Length 50th (ft)	23		6	21	23	
Queue Length 95th (ft)	75		24	62	87	
Internal Link Dist (ft)	531			976	238	
Turn Bay Length (ft)			100			
Base Capacity (vph)	1154		756	1429	1386	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.19		0.08	0.15	0.33	

Intersection Summary

Area Type: Other
 Cycle Length: 56
 Actuated Cycle Length: 31.5
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay (s/veh): 8.2
 Intersection LOS: A
 Intersection Capacity Utilization 54.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 9: Campus Road & Hospital Drive



Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2027 No Build
Peak AM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  							
Traffic Volume (vph)	103	665	222	159	742	126	199	56	96	36	40	75
Future Volume (vph)	103	665	222	159	742	126	199	56	96	36	40	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		160	125		245	140		150	150		150
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	125			250			50			150		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.972		0.950		
Satd. Flow (prot)	1787	5036	1538	3433	4940	1599	1649	1701	1509	1805	1845	1568
Flt Permitted	0.950			0.950			0.950	0.972		0.950		
Satd. Flow (perm)	1787	5036	1538	3433	4940	1599	1649	1701	1509	1805	1845	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			186			120			101			79
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		597			637			307			743	
Travel Time (s)		10.2			10.9			6.0			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	3%	5%	2%	5%	1%	4%	2%	7%	0%	3%	3%
Adj. Flow (vph)	108	700	234	167	781	133	209	59	101	38	42	79
Shared Lane Traffic (%)							37%					
Lane Group Flow (vph)	108	700	234	167	781	133	132	136	101	38	42	79
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)		24			24			12			30	
Link Offset(ft)		0			0			10			0	
Crosswalk Width(ft)		50			50			16			50	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	4	5	2	8	4	4	5	8	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	4	5	2	8	4	4	5	8	8	1
Switch Phase												
Minimum Initial (s)	10.0	30.0	20.0	10.0	30.0	6.0	20.0	20.0	10.0	6.0	6.0	10.0
Minimum Split (s)	15.0	37.0	27.0	15.0	37.0	13.0	27.0	27.0	15.0	13.0	13.0	15.0
Total Split (s)	25.0	60.0	31.0	25.0	60.0	18.0	31.0	31.0	25.0	18.0	18.0	25.0
Total Split (%)	11.6%	27.9%	14.4%	11.6%	27.9%	8.4%	14.4%	14.4%	11.6%	8.4%	8.4%	11.6%
Maximum Green (s)	20.0	53.0	24.0	20.0	53.0	11.0	24.0	24.0	20.0	11.0	11.0	20.0
Yellow Time (s)	3.0	5.0	4.0	3.0	5.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0

Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2027 No Build
Peak AM Hour

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	81.0
Total Split (s)	81.0
Total Split (%)	38%
Maximum Green (s)	78.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2027 No Build
Peak AM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effect Green (s)	11.5	31.0	58.0	10.6	30.0	37.2	20.0	20.0	32.6	7.2	7.2	25.7
Actuated g/C Ratio	0.12	0.33	0.61	0.11	0.32	0.39	0.21	0.21	0.34	0.08	0.08	0.27
v/c Ratio	0.50	0.43	0.23	0.43	0.50	0.19	0.38	0.38	0.17	0.28	0.30	0.16
Control Delay (s/veh)	47.4	26.1	2.8	43.6	28.0	3.0	36.6	36.5	3.4	47.3	47.8	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.4	26.1	2.8	43.6	28.0	3.0	36.6	36.5	3.4	47.3	47.8	6.9
LOS	D	C	A	D	C	A	D	D	A	D	D	A
Approach Delay (s/veh)		23.1			27.3			27.5			27.3	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	61	117	10	48	135	3	70	72	0	22	24	0
Queue Length 95th (ft)	117	163	43	84	193	21	138	142	22	55	59	33
Internal Link Dist (ft)		517			557			227			663	
Turn Bay Length (ft)	400		160	125		245	140		150	150		150
Base Capacity (vph)	377	2818	1070	724	2764	760	417	430	725	209	214	616
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.25	0.22	0.23	0.28	0.18	0.32	0.32	0.14	0.18	0.20	0.13

Intersection Summary

Area Type: Other

Cycle Length: 215

Actuated Cycle Length: 94.8

Natural Cycle: 175

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay (s/veh): 25.7

Intersection LOS: C

Intersection Capacity Utilization 65.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: Campus Road & Scudders Mill Road

				
Ø1	Ø2	Ø4	Ø8	Ø10
25 s	60 s	31 s	18 s	81 s
				
Ø5	Ø6			
25 s	60 s			

Lane Group	Ø10
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	39.0
Flash Don't Walk (s)	39.0
Pedestrian Calls (#/hr)	0
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	610	15	98	1059	59	9	0	7	4	1	4
Future Volume (vph)	11	610	15	98	1059	59	9	0	7	4	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		160	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	140			130			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.99						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.962	
Satd. Flow (prot)	1805	3438	1615	1770	3471	1615	0	1805	1615	0	1306	1615
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1805	3438	1615	1770	3471	1595	0	1900	1615	0	1357	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			79			89			89
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1242			1684			350			565	
Travel Time (s)		16.9			23.0			9.5			15.4	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	5%	0%	2%	4%	0%	0%	0%	0%	50%	0%	0%
Adj. Flow (vph)	12	670	16	108	1164	65	10	0	8	4	1	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	670	16	108	1164	65	0	10	8	0	5	4
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)		22			22			15			15	
Link Offset(ft)		0			0			0			-5	
Crosswalk Width(ft)		50			50			40			50	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru
Leading Detector (ft)	0	0	0	0	0	0	50	0	0	50	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	52.0	52.0	5.0	52.0	52.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	59.0	59.0	10.0	59.0	59.0	72.0	72.0	72.0	72.0	72.0	72.0
Total Split (s)	28.0	62.0	62.0	28.0	62.0	62.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	25.5%	56.4%	56.4%	25.5%	56.4%	56.4%	18.2%	18.2%	18.2%	18.2%	18.2%	18.2%
Maximum Green (s)	23.0	55.0	55.0	23.0	55.0	55.0	14.0	14.0	14.0	14.0	14.0	14.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		26.0	26.0		26.0	26.0	33.0	33.0	33.0	33.0	33.0	33.0
Flash Don't Walk (s)		26.0	26.0		26.0	26.0	33.0	33.0	33.0	33.0	33.0	33.0
Pedestrian Calls (#/hr)		1	1		1	1	0	0	0	0	0	0
Act Effect Green (s)	5.4	55.3	55.3	9.4	72.2	72.2		6.1	6.1		6.1	6.1
Actuated g/C Ratio	0.07	0.68	0.68	0.12	0.89	0.89		0.08	0.08		0.08	0.08
v/c Ratio	0.10	0.29	0.01	0.53	0.38	0.05		0.07	0.04		0.05	0.02
Control Delay (s/veh)	39.9	6.8	0.0	43.8	3.3	1.0		38.8	0.4		38.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	39.9	6.8	0.0	43.8	3.3	1.0		38.8	0.4		38.8	0.3
LOS	D	A	A	D	A	A		D	A		D	A
Approach Delay (s/veh)		7.2			6.5			21.7			21.7	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	5	45	0	46	0	0		4	0		2	0
Queue Length 95th (ft)	24	132	0	107	204	10		22	0		14	0
Internal Link Dist (ft)		1162			1604			270			485	
Turn Bay Length (ft)	230		160	350		250						
Base Capacity (vph)	515	2443	1170	505	3082	1425		330	354		235	354
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.02	0.27	0.01	0.21	0.38	0.05		0.03	0.02		0.02	0.01

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 81.3

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay (s/veh): 6.9

Intersection LOS: A

Intersection Capacity Utilization 70.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 18: Novo Nordisk Primary Access/Bristol Myers Squibb East Access & Scudders Mill Road

 Ø1	 Ø2	 Ø4
28 s	62 s	20 s
 Ø5	 Ø6	 Ø8
28 s	62 s	20 s

Lanes, Volumes, Timings

3: Jughandle/Punia Boulevard & Plainsboro Road

2027 Build
Peak AM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	157	0	0	37	198	1	350	2	76	0	68
Future Volume (vph)	19	157	0	0	37	198	1	350	2	76	0	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	130		0
Storage Lanes	0		0	0		0	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	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor								1.00		1.00		
Frt					0.886			0.999				0.850
Flt Protected		0.995								0.950		
Satd. Flow (prot)	0	1794	0	0	1553	0	0	3571	0	1703	0	1615
Flt Permitted		0.930								0.531		
Satd. Flow (perm)	0	1677	0	0	1553	0	0	3571	0	951	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					208			1				72
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		353			1133			334			273	
Travel Time (s)		6.0			19.3			9.1			6.2	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	0%	0%	5%	9%	0%	1%	0%	6%	0%	0%
Adj. Flow (vph)	20	165	0	0	39	208	1	368	2	80	0	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	185	0	0	247	0	0	371	0	80	0	72
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			12			24	
Link Offset(ft)		0			0			-20			25	
Crosswalk Width(ft)		45			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1		1
Detector Template	Left	Thru			Thru		Left	Thru		Left		Right
Leading Detector (ft)	20	100			100		20	100		20		20
Trailing Detector (ft)	0	0			0		0	0		0		0
Detector 1 Position(ft)	0	0			0		0	0		0		0
Detector 1 Size(ft)	20	6			6		20	6		20		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				

Lanes, Volumes, Timings

3: Jughandle/Punia Boulevard & Plainsboro Road

2027 Build
Peak AM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA			NA		Perm	NA		Perm		Perm
Protected Phases		4			8			2		6		6
Permitted Phases	4						2			6		6
Detector Phase	4	4			8		2	2		6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	11.0			11.0		30.0	30.0		10.0		10.0
Total Split (s)	31.0	31.0			31.0		35.0	35.0		35.0		35.0
Total Split (%)	47.0%	47.0%			47.0%		53.0%	53.0%		53.0%		53.0%
Maximum Green (s)	25.0	25.0			25.0		30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0			4.0		3.0	3.0		3.0		3.0
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		0.0
Total Lost Time (s)		6.0			6.0			5.0		5.0		5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0		3.0
Recall Mode	Min	Min			Min		None	None		None		None
Walk Time (s)							9.0	9.0				
Flash Don't Walk (s)							16.0	16.0				
Pedestrian Calls (#/hr)							1	1				
Act Effct Green (s)		9.2			9.2			10.7		10.7		10.7
Actuated g/C Ratio		0.29			0.29			0.34		0.34		0.34
v/c Ratio		0.38			0.41			0.31		0.25		0.12
Control Delay (s/veh)		13.1			5.7			8.1		9.5		2.8
Queue Delay		0.0			0.0			0.0		0.0		0.0
Total Delay (s/veh)		13.1			5.7			8.1		9.5		2.8
LOS		B			A			A		A		A
Approach Delay (s/veh)		13.1			5.7			8.1			6.3	
Approach LOS		B			A			A			A	
Queue Length 50th (ft)		19			4			20		8		0
Queue Length 95th (ft)		88			51			47		31		14
Internal Link Dist (ft)		273			1053			254			193	
Turn Bay Length (ft)										130		
Base Capacity (vph)		1406			1336			3270		871		1485
Starvation Cap Reductn		0			0			0		0		0
Spillback Cap Reductn		0			0			0		0		0
Storage Cap Reductn		0			0			0		0		0
Reduced v/c Ratio		0.13			0.18			0.11		0.09		0.05

Intersection Summary

Area Type: Other

Cycle Length: 66

Actuated Cycle Length: 31.6

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay (s/veh): 8.2

Intersection LOS: A

Intersection Capacity Utilization 51.0%

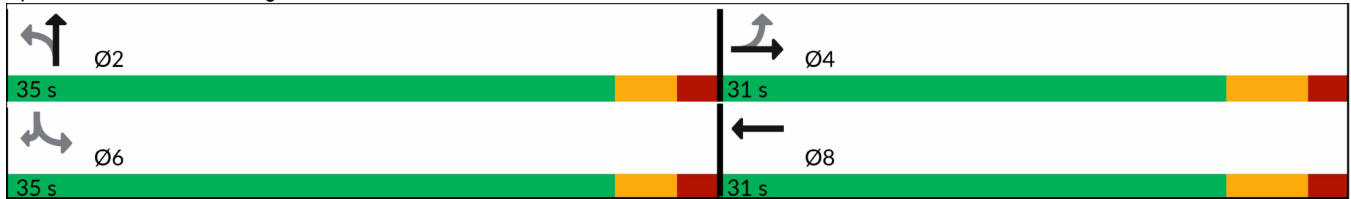
ICU Level of Service A

Lanes, Volumes, Timings
3: Jughandle/Punia Boulevard & Plainsboro Road

2027 Build
Peak AM Hour

Analysis Period (min) 15

Splits and Phases: 3: Jughandle/Punia Boulevard & Plainsboro Road



6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road

Peak AM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	0	169	0	0	0	98	242	0	0	144	146
Future Volume (vph)	72	0	169	0	0	0	98	242	0	0	144	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	0		50	225		0	0		70
Storage Lanes	1		1	0		1	1		0	0		1
Taper Length (ft)	40			25			300			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
Ped Bike Factor							1.00					0.98
Frt			0.850									0.850
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1736	1524	0	1900	1900	1770	1810	0	0	1827	1404
Flt Permitted		0.950					0.485					
Satd. Flow (perm)	0	1736	1524	0	1900	1900	902	1810	0	0	1827	1373
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			180									155
Link Speed (mph)		40			25			40			35	
Link Distance (ft)		553			505			829			1056	
Travel Time (s)		9.4			13.8			14.1			20.6	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	0%	6%	0%	0%	0%	2%	5%	0%	0%	4%	15%
Adj. Flow (vph)	77	0	180	0	0	0	104	257	0	0	153	155
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	77	180	0	0	0	104	257	0	0	153	155
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			12			12	
Link Offset(ft)		-5			0			5			-20	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0		0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru		Thru	Thru	Thru
Leading Detector (ft)	50	0	0	50	0	0	0	0		50	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	pm+pt	NA	pm+ov			Perm	pm+pt	NA			NA	pm+ov
Protected Phases	1	6	3		2		3	8			4	1
Permitted Phases	6		6	2		2	8			4		4
Detector Phase	1	6	3	2	2	2	3	8		4	4	1
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	5.0
Minimum Split (s)	9.0	32.0	9.0	11.0	11.0	11.0	9.0	32.0		32.0	32.0	9.0
Total Split (s)	26.0	58.0	16.0	32.0	32.0	32.0	16.0	48.0		32.0	32.0	26.0
Total Split (%)	24.5%	54.7%	15.1%	30.2%	30.2%	30.2%	15.1%	45.3%		30.2%	30.2%	24.5%
Maximum Green (s)	22.0	52.0	12.0	26.0	26.0	26.0	12.0	41.0		25.0	25.0	22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	2.0	0.0	2.0	2.0	2.0	0.0	3.0		3.0	3.0	0.0

6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road

Peak AM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	4.0		6.0	6.0	4.0	7.0			7.0	4.0
Lead/Lag	Lead		Lead	Lag	Lag	Lag	Lead			Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	Min		Min	Min	None
Walk Time (s)		7.0						7.0		7.0	7.0	
Flash Don't Walk (s)		19.0						18.0		18.0	18.0	
Pedestrian Calls (#/hr)		0						1		1	1	
Act Effect Green (s)		7.6	16.5				24.3	23.3			10.7	23.0
Actuated g/C Ratio		0.19	0.42				0.62	0.59			0.27	0.59
v/c Ratio		0.23	0.24				0.15	0.24			0.31	0.18
Control Delay (s/veh)		18.3	3.0				4.7	6.6			14.3	1.0
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0
Total Delay (s/veh)		18.3	3.0				4.7	6.6			14.3	1.0
LOS		B	A				A	A			B	A
Approach Delay (s/veh)		7.6						6.1			7.6	
Approach LOS		A						A			A	
Queue Length 50th (ft)		13	0				8	29			27	0
Queue Length 95th (ft)		56	31				26	69			67	9
Internal Link Dist (ft)		473			425			749			976	
Turn Bay Length (ft)							225					70
Base Capacity (vph)		1688	988				849	1694			1256	1232
Starvation Cap Reductn		0	0				0	0			0	0
Spillback Cap Reductn		0	0				0	0			0	0
Storage Cap Reductn		0	0				0	0			0	0
Reduced v/c Ratio		0.05	0.18				0.12	0.15			0.12	0.13

Intersection Summary

Area Type: Other

Cycle Length: 106

Actuated Cycle Length: 39.2

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.31

Intersection Signal Delay (s/veh): 7.0

Intersection LOS: A

Intersection Capacity Utilization 41.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road

 Ø1	 Ø2	 Ø3	 Ø4
26 s	32 s	16 s	32 s
 Ø6		 Ø8	
58 s		48 s	

Lanes, Volumes, Timings
9: Campus Road & Hospital Drive

2027 Build
Peak AM Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	195	46	93	221	244	496
Future Volume (vph)	195	46	93	221	244	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974				0.910	
Flt Protected	0.961		0.950			
Satd. Flow (prot)	1764	0	1805	1759	1652	0
Flt Permitted	0.961		0.187			
Satd. Flow (perm)	1764	0	355	1759	1652	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24				236	
Link Speed (mph)	25			35	35	
Link Distance (ft)	611			1056	318	
Travel Time (s)	16.7			20.6	6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	0%	8%	10%	2%
Adj. Flow (vph)	217	51	103	246	271	551
Shared Lane Traffic (%)						
Lane Group Flow (vph)	268	0	103	246	822	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	0		0	0	0	
Detector Template	Thru		Thru	Thru	Thru	
Leading Detector (ft)	0		0	0	0	
Trailing Detector (ft)	0		0	0	0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	10.0		31.0	31.0	31.0	
Total Split (s)	25.0		31.0	31.0	31.0	
Total Split (%)	44.6%		55.4%	55.4%	55.4%	
Maximum Green (s)	20.0		25.0	25.0	25.0	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.0		6.0	6.0	6.0	

Lanes, Volumes, Timings

9: Campus Road & Hospital Drive

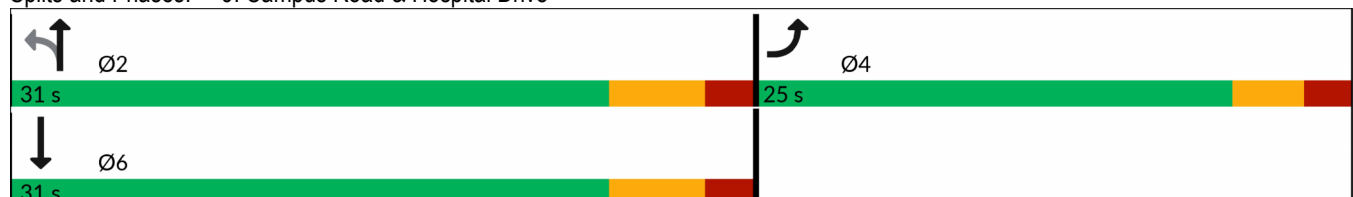
2027 Build
Peak AM Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	None		Min	Min	Min	
Walk Time (s)			14.0	14.0	14.0	
Flash Don't Walk (s)			11.0	11.0	11.0	
Pedestrian Calls (#/hr)			0	0	0	
Act Effect Green (s)	11.1		26.5	26.5	26.5	
Actuated g/C Ratio	0.23		0.55	0.55	0.55	
v/c Ratio	0.64		0.53	0.26	0.82	
Control Delay (s/veh)	22.1		24.3	7.7	16.9	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	22.1		24.3	7.7	16.9	
LOS	C		C	A	B	
Approach Delay (s/veh)	22.1			12.6	16.9	
Approach LOS	C			B	B	
Queue Length 50th (ft)	59		16	31	108	
Queue Length 95th (ft)	115		#89	81	#388	
Internal Link Dist (ft)	531			976	238	
Turn Bay Length (ft)			100			
Base Capacity (vph)	742		193	959	1008	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.36		0.53	0.26	0.82	

Intersection Summary

Area Type: Other
Cycle Length: 56
Actuated Cycle Length: 48.6
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay (s/veh): 16.9 Intersection LOS: B
Intersection Capacity Utilization 76.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Campus Road & Hospital Drive



Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2027 Build
Peak AM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  							
Traffic Volume (vph)	103	665	370	302	742	126	225	63	130	36	71	75
Future Volume (vph)	103	665	370	302	742	126	225	63	130	36	71	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		160	125		245	140		150	150		150
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	125			250			50			150		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.972		0.950		
Satd. Flow (prot)	1787	5036	1538	3433	4940	1599	1649	1701	1509	1805	1845	1568
Flt Permitted	0.950			0.950			0.950	0.972		0.950		
Satd. Flow (perm)	1787	5036	1538	3433	4940	1599	1649	1701	1509	1805	1845	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			309			120			133			79
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		597			637			307			743	
Travel Time (s)		10.2			10.9			6.0			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	3%	5%	2%	5%	1%	4%	2%	7%	0%	3%	3%
Adj. Flow (vph)	108	700	389	318	781	133	237	66	137	38	75	79
Shared Lane Traffic (%)							37%					
Lane Group Flow (vph)	108	700	389	318	781	133	149	154	137	38	75	79
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)		24			24			12			30	
Link Offset(ft)		0			0			10			0	
Crosswalk Width(ft)		50			50			16			50	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	4	5	2	8	4	4	5	8	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	4	5	2	8	4	4	5	8	8	1
Switch Phase												
Minimum Initial (s)	10.0	30.0	20.0	10.0	30.0	6.0	20.0	20.0	10.0	6.0	6.0	10.0
Minimum Split (s)	15.0	37.0	27.0	15.0	37.0	13.0	27.0	27.0	15.0	13.0	13.0	15.0
Total Split (s)	25.0	60.0	31.0	25.0	60.0	18.0	31.0	31.0	25.0	18.0	18.0	25.0
Total Split (%)	11.6%	27.9%	14.4%	11.6%	27.9%	8.4%	14.4%	14.4%	11.6%	8.4%	8.4%	11.6%
Maximum Green (s)	20.0	53.0	24.0	20.0	53.0	11.0	24.0	24.0	20.0	11.0	11.0	20.0
Yellow Time (s)	3.0	5.0	4.0	3.0	5.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0

Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2027 Build
Peak AM Hour

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	81.0
Total Split (s)	81.0
Total Split (%)	38%
Maximum Green (s)	78.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2027 Build
Peak AM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effect Green (s)	11.6	30.0	57.0	17.5	35.9	45.4	20.0	20.0	39.5	9.5	9.5	28.1
Actuated g/C Ratio	0.11	0.29	0.55	0.17	0.35	0.44	0.19	0.19	0.38	0.09	0.09	0.27
v/c Ratio	0.54	0.48	0.39	0.55	0.45	0.17	0.47	0.47	0.21	0.23	0.44	0.16
Control Delay (s/veh)	53.4	31.6	4.2	43.3	27.5	2.7	42.8	42.7	3.0	46.9	52.9	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.4	31.6	4.2	43.3	27.5	2.7	42.8	42.7	3.0	46.9	52.9	7.0
LOS	D	C	A	D	C	A	D	D	A	D	D	A
Approach Delay (s/veh)		24.7			28.9			30.4			32.8	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	69	138	24	100	143	3	92	95	1	24	47	0
Queue Length 95th (ft)	123	184	76	146	196	21	163	168	24	56	95	33
Internal Link Dist (ft)		517			557			227			663	
Turn Bay Length (ft)	400		160	125		245	140		150	150		150
Base Capacity (vph)	347	2592	1036	666	2542	792	384	396	694	192	196	606
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.27	0.38	0.48	0.31	0.17	0.39	0.39	0.20	0.20	0.38	0.13

Intersection Summary

Area Type: Other

Cycle Length: 215

Actuated Cycle Length: 103

Natural Cycle: 175

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 27.7

Intersection LOS: C

Intersection Capacity Utilization 66.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: Campus Road & Scudders Mill Road

				
Ø1	Ø2	Ø4	Ø8	Ø10
25 s	60 s	31 s	18 s	81 s
				
Ø5	Ø6			
25 s	60 s			

Lane Group	Ø10
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	39.0
Flash Don't Walk (s)	39.0
Pedestrian Calls (#/hr)	0
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings

2027 Build

18: Novo Nordisk Primary Access/Bristol Myers Squibb East Access & Scudders Mill Road

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	644	15	98	1202	59	9	0	7	4	1	4
Future Volume (vph)	11	644	15	98	1202	59	9	0	7	4	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		160	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	140			130			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.99						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.962	
Satd. Flow (prot)	1805	3438	1615	1770	3471	1615	0	1805	1615	0	1306	1615
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1805	3438	1615	1770	3471	1595	0	1900	1615	0	1357	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			79			89			89
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1242			1684			350			565	
Travel Time (s)		16.9			23.0			9.5			15.4	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	5%	0%	2%	4%	0%	0%	0%	0%	50%	0%	0%
Adj. Flow (vph)	12	708	16	108	1321	65	10	0	8	4	1	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	708	16	108	1321	65	0	10	8	0	5	4
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)		22			22			15			15	
Link Offset(ft)		0			0			0			-5	
Crosswalk Width(ft)		50			50			40			50	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru
Leading Detector (ft)	0	0	0	0	0	0	50	0	0	50	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	52.0	52.0	5.0	52.0	52.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	59.0	59.0	10.0	59.0	59.0	72.0	72.0	72.0	72.0	72.0	72.0
Total Split (s)	28.0	62.0	62.0	28.0	62.0	62.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	25.5%	56.4%	56.4%	25.5%	56.4%	56.4%	18.2%	18.2%	18.2%	18.2%	18.2%	18.2%
Maximum Green (s)	23.0	55.0	55.0	23.0	55.0	55.0	14.0	14.0	14.0	14.0	14.0	14.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		26.0	26.0		26.0	26.0	33.0	33.0	33.0	33.0	33.0	33.0
Flash Don't Walk (s)		26.0	26.0		26.0	26.0	33.0	33.0	33.0	33.0	33.0	33.0
Pedestrian Calls (#/hr)		1	1		1	1	0	0	0	0	0	0
Act Effect Green (s)	5.4	55.3	55.3	9.4	72.2	72.2		6.1	6.1		6.1	6.1
Actuated g/C Ratio	0.07	0.68	0.68	0.12	0.89	0.89		0.08	0.08		0.08	0.08
v/c Ratio	0.10	0.30	0.01	0.53	0.43	0.05		0.07	0.04		0.05	0.02
Control Delay (s/veh)	39.9	6.9	0.0	43.8	3.6	1.0		38.8	0.4		38.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	39.9	6.9	0.0	43.8	3.6	1.0		38.8	0.4		38.8	0.3
LOS	D	A	A	D	A	A		D	A		D	A
Approach Delay (s/veh)		7.3			6.4			21.7			21.7	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	5	48	0	46	0	0		4	0		2	0
Queue Length 95th (ft)	24	140	0	107	247	10		22	0		14	0
Internal Link Dist (ft)		1162			1604			270			485	
Turn Bay Length (ft)	230		160	350		250						
Base Capacity (vph)	515	2443	1170	505	3082	1425		330	354		235	354
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.02	0.29	0.01	0.21	0.43	0.05		0.03	0.02		0.02	0.01

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 81.3

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay (s/veh): 6.9

Intersection LOS: A

Intersection Capacity Utilization 70.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 18: Novo Nordisk Primary Access/Bristol Myers Squibb East Access & Scudders Mill Road

 Ø1	 Ø2	 Ø4
28 s	62 s	20 s
 Ø5	 Ø6	 Ø8
28 s	62 s	20 s

Lanes, Volumes, Timings

3: Jughandle/Punia Boulevard & Plainsboro Road

2022 Existing
Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	255	0	0	32	22	0	53	0	30	0	35
Future Volume (vph)	10	255	0	0	32	22	0	53	0	30	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	130		0
Storage Lanes	0		0	0		0	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	0.95	0.95	0.95	1.00	1.00	1.00
Frt					0.945							0.850
Flt Protected		0.998								0.950		
Satd. Flow (prot)	0	1878	0	0	1796	0	0	3539	0	1752	0	1615
Flt Permitted		0.991								0.950		
Satd. Flow (perm)	0	1865	0	0	1796	0	0	3539	0	1752	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					24							55
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		353			1133			334			273	
Travel Time (s)		6.0			19.3			9.1			6.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%
Adj. Flow (vph)	11	280	0	0	35	24	0	58	0	33	0	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	291	0	0	59	0	0	58	0	33	0	38
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			12			24	
Link Offset(ft)		0			0			-20			25	
Crosswalk Width(ft)		45			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1		1
Detector Template	Left	Thru			Thru		Left	Thru		Left		Right
Leading Detector (ft)	20	100			100		20	100		20		20
Trailing Detector (ft)	0	0			0		0	0		0		0
Detector 1 Position(ft)	0	0			0		0	0		0		0
Detector 1 Size(ft)	20	6			6		20	6		20		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA			NA		Prot		Perm
Protected Phases		4			8			2		1		

Lanes, Volumes, Timings
3: Jughandle/Punia Boulevard & Plainsboro Road

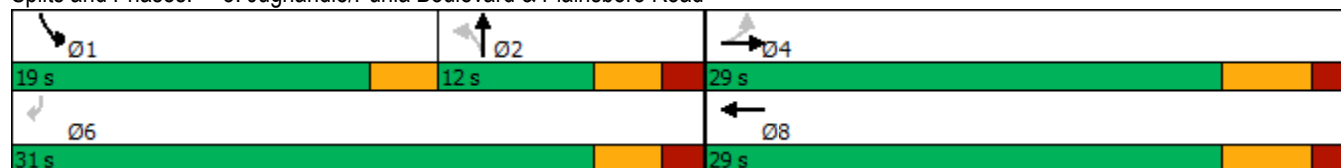
2022 Existing
Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4						2					6
Detector Phase	4	4			8		2	2		1		6
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	11.0			11.0		23.0	23.0		8.0		10.0
Total Split (s)	29.0	29.0			29.0		12.0	12.0		19.0		31.0
Total Split (%)	48.3%	48.3%			48.3%		20.0%	20.0%		31.7%		51.7%
Maximum Green (s)	23.0	23.0			23.0		7.0	7.0		16.0		26.0
Yellow Time (s)	4.0	4.0			4.0		3.0	3.0		3.0		3.0
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0		0.0		2.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		0.0
Total Lost Time (s)		6.0			6.0			5.0		3.0		5.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0		3.0
Recall Mode	Min	Min			Min		None	None		None		None
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							11.0	11.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)		23.7			23.7			6.2		6.4		7.6
Actuated g/C Ratio		0.75			0.75			0.20		0.20		0.24
v/c Ratio		0.21			0.04			0.08		0.09		0.09
Control Delay		6.2			5.0			12.7		13.1		3.0
Queue Delay		0.0			0.0			0.0		0.0		0.0
Total Delay		6.2			5.0			12.7		13.1		3.0
LOS		A			A			B		B		A
Approach Delay		6.2			5.0			12.7			7.7	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)		0			0			3		4		0
Queue Length 95th (ft)		104			23			18		24		9
Internal Link Dist (ft)		273			1053			254			193	
Turn Bay Length (ft)										130		
Base Capacity (vph)		1412			1366			816		923		1390
Starvation Cap Reductn		0			0			0		0		0
Spillback Cap Reductn		0			0			0		0		0
Storage Cap Reductn		0			0			0		0		0
Reduced v/c Ratio		0.21			0.04			0.07		0.04		0.03
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 31.4												
Natural Cycle: 50												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.21												
Intersection Signal Delay: 7.1					Intersection LOS: A							
Intersection Capacity Utilization 37.3%					ICU Level of Service A							
Analysis Period (min) 15												

Lanes, Volumes, Timings 3: Jughandle/Punia Boulevard & Plainsboro Road

2022 Existing
Peak PM Hour

Splits and Phases: 3: Jughandle/Punia Boulevard & Plainsboro Road



Lanes, Volumes, Timings

6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road

2022 Existing

Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	0	288	0	0	0	34	143	0	0	191	16
Future Volume (vph)	13	0	288	0	0	0	34	143	0	0	191	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	0		50	225		0	0		70
Storage Lanes	1		1	0		1	1		0	0		1
Taper Length (ft)	40			25			300			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
Ped Bike Factor							1.00					0.98
Frt			0.850									0.850
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1671	1599	0	1900	1900	1805	1759	0	0	1863	1615
Flt Permitted		0.950					0.465					
Satd. Flow (perm)	0	1671	1599	0	1900	1900	882	1759	0	0	1863	1579
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			300									95
Link Speed (mph)		40			25			40				35
Link Distance (ft)		553			505			829				1056
Travel Time (s)		9.4			13.8			14.1				20.6
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	0%	1%	0%	0%	0%	0%	8%	0%	0%	2%	0%
Adj. Flow (vph)	14	0	300	0	0	0	35	149	0	0	199	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	300	0	0	0	35	149	0	0	199	17
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			12			12	
Link Offset(ft)		-5			0			5			-20	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0		0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru		Thru	Thru	Thru
Leading Detector (ft)	50	0	0	50	0	0	0	0		50	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	pm+pt	NA	pm+ov			Perm	pm+pt	NA			NA	pm+ov
Protected Phases	1	6	3		2		3	8			4	1
Permitted Phases	6		6	2		2	8			4		4
Detector Phase	1	6	3	2	2	2	3	8		4	4	1
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	5.0
Minimum Split (s)	9.0	24.0	9.0	11.0	11.0	11.0	9.0	25.0		25.0	25.0	9.0
Total Split (s)	19.0	40.0	8.0	21.0	21.0	21.0	8.0	40.0		32.0	32.0	19.0
Total Split (%)	23.8%	50.0%	10.0%	26.3%	26.3%	26.3%	10.0%	50.0%		40.0%	40.0%	23.8%
Maximum Green (s)	15.0	34.0	4.0	15.0	15.0	15.0	4.0	33.0		25.0	25.0	15.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	2.0	0.0	2.0	2.0	2.0	0.0	3.0		3.0	3.0	0.0

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	4.0		6.0	6.0	4.0	7.0			7.0	4.0
Lead/Lag	Lead		Lead	Lag	Lag	Lag	Lead			Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min		Min	Min	None
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						1		1	1	
Act Effect Green (s)		6.4	6.0				22.6	26.1			10.8	20.4
Actuated g/C Ratio		0.22	0.21				0.79	0.91			0.38	0.71
v/c Ratio		0.04	0.53				0.04	0.09			0.28	0.01
Control Delay		12.3	5.4				2.0	2.2			8.4	0.0
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0
Total Delay		12.3	5.4				2.0	2.2			8.4	0.0
LOS		B	A				A	A			A	A
Approach Delay		5.7						2.1			7.7	
Approach LOS		A						A			A	
Queue Length 50th (ft)		1	0				1	0			14	0
Queue Length 95th (ft)		15	36				9	35			70	0
Internal Link Dist (ft)		473			425			749			976	
Turn Bay Length (ft)							225					70
Base Capacity (vph)		1582	570				837	1658			1644	1335
Starvation Cap Reductn		0	0				0	0			0	0
Spillback Cap Reductn		0	0				0	0			0	0
Storage Cap Reductn		0	0				0	0			0	0
Reduced v/c Ratio		0.01	0.53				0.04	0.09			0.12	0.01

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 28.6

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 5.4

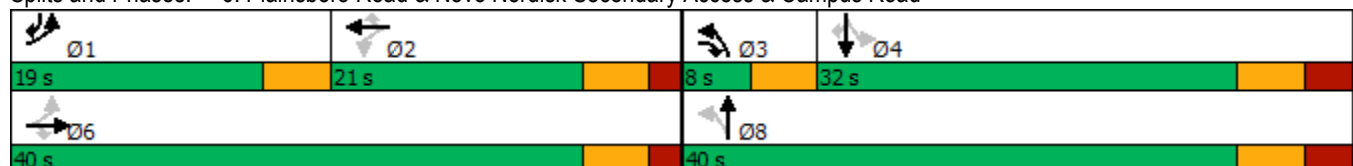
Intersection LOS: A

Intersection Capacity Utilization 38.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road



Lanes, Volumes, Timings
9: Campus Road & Hospital Drive

2022 Existing
Peak PM Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	275	66	28	128	141	132
Future Volume (vph)	275	66	28	128	141	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			1.00		0.99	
Frt	0.974				0.935	
Flt Protected	0.961		0.950			
Satd. Flow (prot)	1757	0	1805	1743	1729	0
Flt Permitted	0.961		0.575			
Satd. Flow (perm)	1757	0	1089	1743	1729	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	21				94	
Link Speed (mph)	25			35	35	
Link Distance (ft)	611			1056	318	
Travel Time (s)	16.7			20.6	6.2	
Confl. Peds. (#/hr)			3			3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	2%	0%	9%	1%	2%
Adj. Flow (vph)	306	73	31	142	157	147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	379	0	31	142	304	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	0		0	0	0	
Detector Template	Thru		Thru	Thru	Thru	
Leading Detector (ft)	0		0	0	0	
Trailing Detector (ft)	0		0	0	0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	10.0		24.0	24.0	24.0	
Total Split (s)	30.0		35.0	35.0	35.0	
Total Split (%)	46.2%		53.8%	53.8%	53.8%	
Maximum Green (s)	25.0		29.0	29.0	29.0	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	

Lanes, Volumes, Timings

9: Campus Road & Hospital Drive

2022 Existing
Peak PM Hour



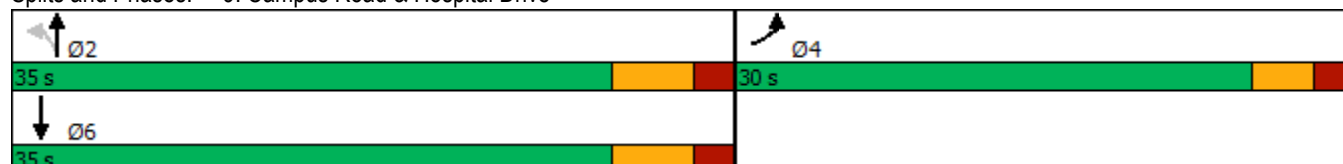
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.0		6.0	6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	None	None	
Walk Time (s)			7.0	7.0	7.0	
Flash Dont Walk (s)			11.0	11.0	11.0	
Pedestrian Calls (#/hr)			3	3	3	
Act Effect Green (s)	12.4		10.5	10.5	10.5	
Actuated g/C Ratio	0.36		0.30	0.30	0.30	
v/c Ratio	0.59		0.09	0.27	0.51	
Control Delay	13.2		10.2	11.2	10.6	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	13.2		10.2	11.2	10.6	
LOS	B		B	B	B	
Approach Delay	13.2			11.0	10.6	
Approach LOS	B			B	B	
Queue Length 50th (ft)	47		4	18	28	
Queue Length 95th (ft)	135		19	57	91	
Internal Link Dist (ft)	531			976	238	
Turn Bay Length (ft)			100			
Base Capacity (vph)	1343		926	1482	1484	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.28		0.03	0.10	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 34.5
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 11.9
Intersection Capacity Utilization 51.7%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service A

Splits and Phases: 9: Campus Road & Hospital Drive



Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2022 Existing
Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  			 				
Traffic Volume (vph)	101	676	153	83	613	100	280	28	104	86	37	107
Future Volume (vph)	101	676	153	83	613	100	280	28	104	86	37	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		160	125		245	140		150	150		150
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	125			250			50			150		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.961		0.950		
Satd. Flow (prot)	1805	5036	1568	3502	5136	1615	1649	1668	1568	1805	1900	1599
Flt Permitted	0.950			0.950			0.950	0.961		0.950		
Satd. Flow (perm)	1805	5036	1568	3502	5136	1615	1649	1668	1568	1805	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			105			100			113
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		597			637			307			743	
Travel Time (s)		10.2			10.9			6.0			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	3%	3%	0%	1%	0%	4%	4%	3%	0%	0%	1%
Adj. Flow (vph)	106	712	161	87	645	105	295	29	109	91	39	113
Shared Lane Traffic (%)							45%					
Lane Group Flow (vph)	106	712	161	87	645	105	162	162	109	91	39	113
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)		24			24			12			30	
Link Offset(ft)		0			0			10			0	
Crosswalk Width(ft)		50			50			16			50	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	4	5	2	8	4	4	5	8	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	4	5	2	8	4	4	5	8	8	1
Switch Phase												
Minimum Initial (s)	10.0	30.0	20.0	10.0	30.0	6.0	20.0	20.0	10.0	6.0	6.0	10.0
Minimum Split (s)	15.0	37.0	27.0	15.0	37.0	13.0	27.0	27.0	15.0	13.0	13.0	15.0
Total Split (s)	25.0	60.0	31.0	25.0	60.0	18.0	31.0	31.0	25.0	18.0	18.0	25.0
Total Split (%)	11.6%	27.9%	14.4%	11.6%	27.9%	8.4%	14.4%	14.4%	11.6%	8.4%	8.4%	11.6%
Maximum Green (s)	20.0	53.0	24.0	20.0	53.0	11.0	24.0	24.0	20.0	11.0	11.0	20.0
Yellow Time (s)	3.0	5.0	4.0	3.0	5.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0

Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2022 Existing
Peak PM Hour

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	81.0
Total Split (s)	81.0
Total Split (%)	38%
Maximum Green (s)	78.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2022 Existing
Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	12.5	34.3	63.9	11.0	32.9	44.8	22.1	22.1	35.3	11.9	11.9	31.3
Actuated g/C Ratio	0.11	0.29	0.55	0.09	0.28	0.38	0.19	0.19	0.30	0.10	0.10	0.27
v/c Ratio	0.55	0.48	0.18	0.26	0.45	0.15	0.52	0.52	0.20	0.50	0.20	0.22
Control Delay	66.8	39.1	7.4	58.9	40.6	5.3	54.7	54.5	6.7	64.0	61.5	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.8	39.1	7.4	58.9	40.6	5.3	54.7	54.5	6.7	64.0	61.5	6.4
LOS	E	D	A	E	D	A	D	D	A	E	E	A
Approach Delay		36.9			38.1			42.5			36.8	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	63	128	9	25	115	0	93	93	2	53	22	0
Queue Length 95th (ft)	208	363	90	91	344	42	#353	#350	46	#243	97	32
Internal Link Dist (ft)		517			557			227			663	
Turn Bay Length (ft)	400		160	125		245	140		150	150		150
Base Capacity (vph)	333	2463	960	646	2512	682	365	369	674	183	192	626
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.29	0.17	0.13	0.26	0.15	0.44	0.44	0.16	0.50	0.20	0.18

Intersection Summary

Area Type: Other

Cycle Length: 215

Actuated Cycle Length: 117.1

Natural Cycle: 175

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 38.3

Intersection LOS: D

Intersection Capacity Utilization 65.8%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Campus Road & Scudders Mill Road

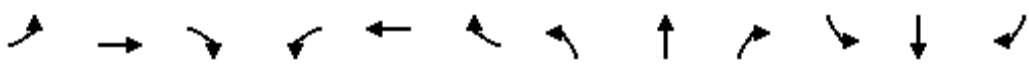
 Ø1	 Ø2	 Ø4	 Ø8	 Ø10
25 s	60 s	31 s	18 s	81 s
 Ø5	 Ø6			
25 s	60 s			

Lane Group	Ø10
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	39.0
Flash Dont Walk (s)	39.0
Pedestrian Calls (#/hr)	5
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings

2022 Existing

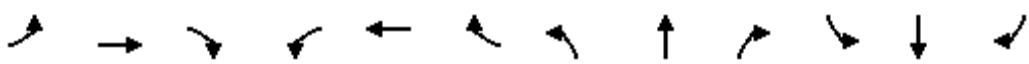
18: Novo Nordisk Primary Access/Bristol Myers Squibb East Access & Scudders Mill Road

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	853	14	15	628	1	46	0	71	35	0	19
Future Volume (vph)	2	853	14	15	628	1	46	0	71	35	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		160	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	140			130			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1805	3505	1615	1805	3574	1615	0	1770	1615	0	1805	1615
Flt Permitted	0.950			0.950				0.732			0.724	
Satd. Flow (perm)	1805	3505	1615	1805	3574	1615	0	1363	1615	0	1376	1595
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			79			89			89
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1242			1684			350			565	
Travel Time (s)		16.9			23.0			9.5			15.4	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	927	15	16	683	1	50	0	77	38	0	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	927	15	16	683	1	0	50	77	0	38	21
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)		22			22			15			15	
Link Offset(ft)		0			0			0			-5	
Crosswalk Width(ft)		50			50			40			50	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru
Leading Detector (ft)	0	0	0	0	0	0	50	0	0	50	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	38.0	38.0	5.0	38.0	38.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	59.0	59.0	10.0	59.0	59.0	72.0	72.0	72.0	72.0	72.0	72.0
Total Split (s)	16.0	45.0	45.0	16.0	45.0	45.0	49.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	14.5%	40.9%	40.9%	14.5%	40.9%	40.9%	44.5%	44.5%	44.5%	44.5%	44.5%	44.5%
Maximum Green (s)	11.0	38.0	38.0	11.0	38.0	38.0	43.0	43.0	43.0	43.0	43.0	43.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0

Lanes, Volumes, Timings

2022 Existing

18: Novo Nordisk Primary Access/Bristol Myers Squibb East Access & Scudders Mill Road

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjst (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		26.0	26.0		26.0	26.0	33.0	33.0	33.0	33.0	33.0	33.0
Flash Dont Walk (s)		26.0	26.0		26.0	26.0	33.0	33.0	33.0	33.0	33.0	33.0
Pedestrian Calls (#/hr)		0	0		0	0	1	1	1	1	1	1
Act Effect Green (s)	5.6	47.4	47.4	6.0	47.7	47.7		14.0	14.0		14.0	14.0
Actuated g/C Ratio	0.08	0.65	0.65	0.08	0.66	0.66		0.19	0.19		0.19	0.19
v/c Ratio	0.01	0.41	0.01	0.11	0.29	0.00		0.19	0.20		0.14	0.06
Control Delay	44.0	15.2	0.0	42.2	13.4	0.0		22.4	4.7		21.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	44.0	15.2	0.0	42.2	13.4	0.0		22.4	4.7		21.5	0.3
LOS	D	B	A	D	B	A		C	A		C	A
Approach Delay		15.0			14.0			11.7			14.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	1	62	0	5	42	0		16	0		12	0
Queue Length 95th (ft)	11	#512	0	38	323	0		43	20		35	0
Internal Link Dist (ft)		1162			1604			270			485	
Turn Bay Length (ft)	230		160	350		250						
Base Capacity (vph)	302	2288	1082	302	2346	1087		942	1144		951	1130
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.01	0.41	0.01	0.05	0.29	0.00		0.05	0.07		0.04	0.02

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 72.6

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 14.4

Intersection LOS: B

Intersection Capacity Utilization 59.1%

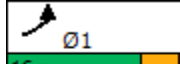
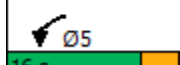
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 18: Novo Nordisk Primary Access/Bristol Myers Squibb East Access & Scudders Mill Road

		
16 s	45 s	49 s
		
16 s	45 s	49 s

Lanes, Volumes, Timings

3: Jughandle/Punia Boulevard & Plainsboro Road

2027 No Build
Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	302	0	0	61	28	0	62	0	34	0	40
Future Volume (vph)	11	302	0	0	61	28	0	62	0	34	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	130		0
Storage Lanes	0		0	0		0	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	0.95	0.95	0.95	1.00	1.00	1.00
Frt					0.957							0.850
Flt Protected		0.998								0.950		
Satd. Flow (prot)	0	1878	0	0	1818	0	0	3539	0	1752	0	1615
Flt Permitted		0.991								0.710		
Satd. Flow (perm)	0	1865	0	0	1818	0	0	3539	0	1310	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					31							50
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		353			1133			334			273	
Travel Time (s)		6.0			19.3			9.1			6.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%
Adj. Flow (vph)	12	332	0	0	67	31	0	68	0	37	0	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	344	0	0	98	0	0	68	0	37	0	44
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			12			24	
Link Offset(ft)		0			0			-20			25	
Crosswalk Width(ft)		45			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1		1
Detector Template	Left	Thru			Thru		Left	Thru		Left		Right
Leading Detector (ft)	20	100			100		20	100		20		20
Trailing Detector (ft)	0	0			0		0	0		0		0
Detector 1 Position(ft)	0	0			0		0	0		0		0
Detector 1 Size(ft)	20	6			6		20	6		20		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA			NA		Perm		Perm
Protected Phases		4			8			2				

Lanes, Volumes, Timings
3: Jughandle/Punia Boulevard & Plainsboro Road

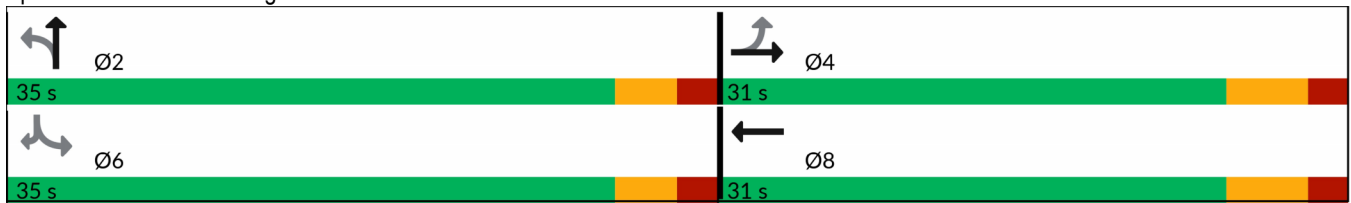
2027 No Build
Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4						2			6		6
Detector Phase	4	4			8		2	2		6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	11.0			11.0		30.0	30.0		10.0		10.0
Total Split (s)	31.0	31.0			31.0		35.0	35.0		35.0		35.0
Total Split (%)	47.0%	47.0%			47.0%		53.0%	53.0%		53.0%		53.0%
Maximum Green (s)	25.0	25.0			25.0		30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0			4.0		3.0	3.0		3.0		3.0
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		0.0
Total Lost Time (s)		6.0			6.0			5.0		5.0		5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0		3.0
Recall Mode	Min	Min			Min		None	None		None		None
Walk Time (s)							9.0	9.0				
Flash Don't Walk (s)							16.0	16.0				
Pedestrian Calls (#/hr)							1	1				
Act Effct Green (s)		22.3			22.3			8.9		8.9		8.9
Actuated g/C Ratio		0.64			0.64			0.26		0.26		0.26
v/c Ratio		0.29			0.08			0.07		0.11		0.10
Control Delay (s/veh)		8.7			6.5			9.5		10.1		3.7
Queue Delay		0.0			0.0			0.0		0.0		0.0
Total Delay (s/veh)		8.7			6.5			9.5		10.1		3.7
LOS		A			A			A		B		A
Approach Delay (s/veh)		8.7			6.5			9.5			6.6	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		34			6			5		5		0
Queue Length 95th (ft)		154			40			15		20		13
Internal Link Dist (ft)		273			1053			254			193	
Turn Bay Length (ft)										130		
Base Capacity (vph)		1441			1412			3154		1167		1444
Starvation Cap Reductn		0			0			0		0		0
Spillback Cap Reductn		0			0			0		0		0
Storage Cap Reductn		0			0			0		0		0
Reduced v/c Ratio		0.24			0.07			0.02		0.03		0.03
Intersection Summary												
Area Type:	Other											
Cycle Length: 66												
Actuated Cycle Length: 34.7												
Natural Cycle: 50												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.29												
Intersection Signal Delay (s/veh): 8.2					Intersection LOS: A							
Intersection Capacity Utilization 40.1%					ICU Level of Service A							
Analysis Period (min) 15												

Lanes, Volumes, Timings
3: Jughandle/Punia Boulevard & Plainsboro Road

2027 No Build
Peak PM Hour

Splits and Phases: 3: Jughandle/Punia Boulevard & Plainsboro Road



6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road

Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	0	327	0	0	0	50	158	0	0	211	41
Future Volume (vph)	24	0	327	0	0	0	50	158	0	0	211	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	0		50	225		0	0		70
Storage Lanes	1		1	0		1	1		0	0		1
Taper Length (ft)	40			25			300			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
Ped Bike Factor							1.00					0.98
Frt			0.850									0.850
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1671	1599	0	1900	1900	1805	1759	0	0	1863	1615
Flt Permitted		0.950					0.461					
Satd. Flow (perm)	0	1671	1599	0	1900	1900	875	1759	0	0	1863	1579
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			322									72
Link Speed (mph)		40			25			40			35	
Link Distance (ft)		553			505			829			1056	
Travel Time (s)		9.4			13.8			14.1			20.6	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	0%	1%	0%	0%	0%	0%	8%	0%	0%	2%	0%
Adj. Flow (vph)	25	0	341	0	0	0	52	165	0	0	220	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	341	0	0	0	52	165	0	0	220	43
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			12			12	
Link Offset(ft)		-5			0			5			-20	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0		0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru		Thru	Thru	Thru
Leading Detector (ft)	50	0	0	50	0	0	0	0		50	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	pm+pt	NA	pm+ov			Perm	pm+pt	NA			NA	pm+ov
Protected Phases	1	6	3		2		3	8			4	1
Permitted Phases	6		6	2		2	8			4		4
Detector Phase	1	6	3	2	2	2	3	8		4	4	1
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	5.0
Minimum Split (s)	9.0	32.0	9.0	11.0	11.0	11.0	9.0	32.0		32.0	32.0	9.0
Total Split (s)	26.0	58.0	16.0	32.0	32.0	32.0	16.0	48.0		32.0	32.0	26.0
Total Split (%)	24.5%	54.7%	15.1%	30.2%	30.2%	30.2%	15.1%	45.3%		30.2%	30.2%	24.5%
Maximum Green (s)	22.0	52.0	12.0	26.0	26.0	26.0	12.0	41.0		25.0	25.0	22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	2.0	0.0	2.0	2.0	2.0	0.0	3.0		3.0	3.0	0.0

6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road

Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	4.0		6.0	6.0	4.0	7.0			7.0	4.0
Lead/Lag	Lead		Lead	Lag	Lag	Lag	Lead			Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	Min		Min	Min	None
Walk Time (s)		7.0						7.0		7.0	7.0	
Flash Don't Walk (s)		19.0						18.0		18.0	18.0	
Pedestrian Calls (#/hr)		0						1		1	1	
Act Effect Green (s)		6.1	7.6				25.0	28.6			11.0	20.4
Actuated g/C Ratio		0.20	0.25				0.81	0.93			0.36	0.66
v/c Ratio		0.08	0.54				0.06	0.10			0.33	0.04
Control Delay (s/veh)		15.5	5.6				1.6	1.8			9.0	0.4
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0
Total Delay (s/veh)		15.5	5.6				1.6	1.8			9.0	0.4
LOS		B	A				A	A			A	A
Approach Delay (s/veh)		6.3						1.8			7.6	
Approach LOS		A						A			A	
Queue Length 50th (ft)		2	2				0	0			18	0
Queue Length 95th (ft)		25	49				11	36			78	2
Internal Link Dist (ft)		473			425			749			976	
Turn Bay Length (ft)							225					70
Base Capacity (vph)		1654	935				1107	1670			1623	1466
Starvation Cap Reductn		0	0				0	0			0	0
Spillback Cap Reductn		0	0				0	0			0	0
Storage Cap Reductn		0	0				0	0			0	0
Reduced v/c Ratio		0.02	0.36				0.05	0.10			0.14	0.03

Intersection Summary

Area Type: Other

Cycle Length: 106

Actuated Cycle Length: 30.9

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay (s/veh): 5.6

Intersection LOS: A

Intersection Capacity Utilization 40.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road

	Ø1		Ø2		Ø3		Ø4
26 s		32 s		16 s		32 s	
	Ø6				Ø8		
58 s				48 s			

Lanes, Volumes, Timings
9: Campus Road & Hospital Drive

2027 No Build
Peak PM Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	305	73	31	151	179	151
Future Volume (vph)	305	73	31	151	179	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			1.00		0.99	
Frt	0.974				0.938	
Flt Protected	0.961		0.950			
Satd. Flow (prot)	1757	0	1805	1743	1738	0
Flt Permitted	0.961		0.543			
Satd. Flow (perm)	1757	0	1030	1743	1738	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24				98	
Link Speed (mph)	25			35	35	
Link Distance (ft)	611			1056	318	
Travel Time (s)	16.7			20.6	6.2	
Confl. Peds. (#/hr)			3			3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	2%	0%	9%	1%	2%
Adj. Flow (vph)	339	81	34	168	199	168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	420	0	34	168	367	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	0		0	0	0	
Detector Template	Thru		Thru	Thru	Thru	
Leading Detector (ft)	0		0	0	0	
Trailing Detector (ft)	0		0	0	0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	10.0		31.0	31.0	31.0	
Total Split (s)	25.0		31.0	31.0	31.0	
Total Split (%)	44.6%		55.4%	55.4%	55.4%	
Maximum Green (s)	20.0		25.0	25.0	25.0	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	

Lanes, Volumes, Timings
9: Campus Road & Hospital Drive

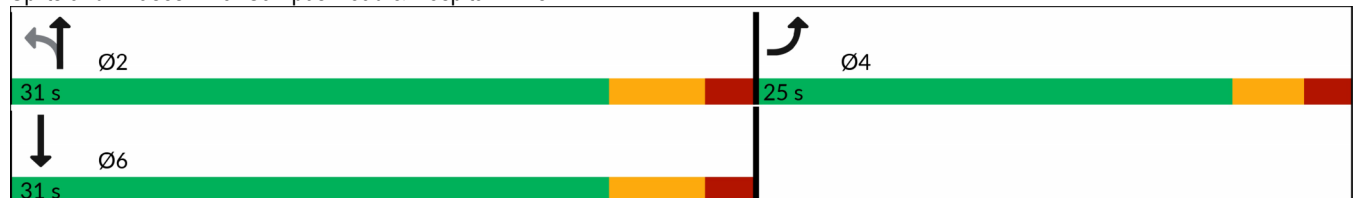
2027 No Build
Peak PM Hour

												
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR						
Lost Time Adjust (s)	0.0		0.0	0.0	0.0							
Total Lost Time (s)	5.0		6.0	6.0	6.0							
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0		2.0	2.0	2.0							
Recall Mode	None		Min	Min	Min							
Walk Time (s)			14.0	14.0	14.0							
Flash Don't Walk (s)			11.0	11.0	11.0							
Pedestrian Calls (#/hr)			0	0	0							
Act Effect Green (s)	12.2		11.0	11.0	11.0							
Actuated g/C Ratio	0.35		0.32	0.32	0.32							
v/c Ratio	0.67		0.10	0.30	0.60							
Control Delay (s/veh)	15.2		10.4	11.5	12.4							
Queue Delay	0.0		0.0	0.0	0.0							
Total Delay (s/veh)	15.2		10.4	11.5	12.4							
LOS	B		B	B	B							
Approach Delay (s/veh)	15.2			11.3	12.4							
Approach LOS	B			B	B							
Queue Length 50th (ft)	54		4	22	37							
Queue Length 95th (ft)	151		20	67	117							
Internal Link Dist (ft)	531			976	238							
Turn Bay Length (ft)			100									
Base Capacity (vph)	1073		779	1319	1339							
Starvation Cap Reductn	0		0	0	0							
Spillback Cap Reductn	0		0	0	0							
Storage Cap Reductn	0		0	0	0							
Reduced v/c Ratio	0.39		0.04	0.13	0.27							

Intersection Summary

Area Type: Other
Cycle Length: 56
Actuated Cycle Length: 34.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay (s/veh): 13.4 Intersection LOS: B
Intersection Capacity Utilization 56.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 9: Campus Road & Hospital Drive



Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2027 No Build
Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  			 			 	
Traffic Volume (vph)	112	746	182	105	677	110	310	31	125	95	42	118
Future Volume (vph)	112	746	182	105	677	110	310	31	125	95	42	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		160	125		245	140		150	150		150
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	125			250			50			150		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.961		0.950		
Satd. Flow (prot)	1805	5036	1568	3502	5136	1615	1649	1668	1568	1805	1900	1599
Flt Permitted	0.950			0.950			0.950	0.961		0.950		
Satd. Flow (perm)	1805	5036	1568	3502	5136	1615	1649	1668	1568	1805	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			114			109			124
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		597			637			307			743	
Travel Time (s)		10.2			10.9			6.0			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	3%	3%	0%	1%	0%	4%	4%	3%	0%	0%	1%
Adj. Flow (vph)	118	785	192	111	713	116	326	33	132	100	44	124
Shared Lane Traffic (%)							45%					
Lane Group Flow (vph)	118	785	192	111	713	116	179	180	132	100	44	124
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)		24			24			12			30	
Link Offset(ft)		0			0			10			0	
Crosswalk Width(ft)		50			50			16			50	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	4	5	2	8	4	4	5	8	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	4	5	2	8	4	4	5	8	8	1
Switch Phase												
Minimum Initial (s)	10.0	30.0	20.0	10.0	30.0	6.0	20.0	20.0	10.0	6.0	6.0	10.0
Minimum Split (s)	15.0	37.0	27.0	15.0	37.0	13.0	27.0	27.0	15.0	13.0	13.0	15.0
Total Split (s)	25.0	60.0	31.0	25.0	60.0	18.0	31.0	31.0	25.0	18.0	18.0	25.0
Total Split (%)	11.6%	27.9%	14.4%	11.6%	27.9%	8.4%	14.4%	14.4%	11.6%	8.4%	8.4%	11.6%
Maximum Green (s)	20.0	53.0	24.0	20.0	53.0	11.0	24.0	24.0	20.0	11.0	11.0	20.0
Yellow Time (s)	3.0	5.0	4.0	3.0	5.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0

Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2027 No Build
Peak PM Hour

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	81.0
Total Split (s)	81.0
Total Split (%)	38%
Maximum Green (s)	78.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2027 No Build
Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	11.9	31.9	59.3	10.0	30.0	41.0	20.4	20.4	32.4	11.0	11.0	29.9
Actuated g/C Ratio	0.12	0.32	0.60	0.10	0.30	0.41	0.21	0.21	0.33	0.11	0.11	0.30
v/c Ratio	0.55	0.49	0.19	0.31	0.46	0.16	0.53	0.53	0.23	0.50	0.21	0.22
Control Delay (s/veh)	51.3	28.3	3.4	44.7	29.5	2.5	42.1	41.9	4.9	51.6	43.9	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.3	28.3	3.4	44.7	29.5	2.5	42.1	41.9	4.9	51.6	43.9	5.7
LOS	D	C	A	D	C	A	D	D	A	D	D	A
Approach Delay (s/veh)		26.4			28.0			32.0			29.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	71	144	14	33	131	0	106	106	6	60	25	0
Queue Length 95th (ft)	130	186	41	63	182	18	186	187	34	119	62	40
Internal Link Dist (ft)		517			557			227			663	
Turn Bay Length (ft)	400		160	125		245	140		150	150		150
Base Capacity (vph)	364	2690	1043	706	2743	734	398	403	731	200	210	688
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.29	0.18	0.16	0.26	0.16	0.45	0.45	0.18	0.50	0.21	0.18

Intersection Summary

Area Type: Other

Cycle Length: 215

Actuated Cycle Length: 99.3

Natural Cycle: 175

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 28.2

Intersection LOS: C

Intersection Capacity Utilization 65.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: Campus Road & Scudders Mill Road

				
Ø1	Ø2	Ø4	Ø8	Ø10
25 s	60 s	31 s	18 s	81 s
				
Ø5	Ø6			
25 s	60 s			

Lane Group	Ø10
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	39.0
Flash Don't Walk (s)	39.0
Pedestrian Calls (#/hr)	0
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	952	15	17	706	1	51	0	78	39	0	21
Future Volume (vph)	2	952	15	17	706	1	51	0	78	39	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		160	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	140			130			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1805	3505	1615	1805	3574	1615	0	1770	1615	0	1805	1615
Flt Permitted	0.950			0.950				0.730			0.721	
Satd. Flow (perm)	1805	3505	1615	1805	3574	1615	0	1359	1615	0	1370	1595
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			79			89			89
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1242			1684			350			565	
Travel Time (s)		16.9			23.0			9.5			15.4	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	1035	16	18	767	1	55	0	85	42	0	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	1035	16	18	767	1	0	55	85	0	42	23
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)		22			22			15			15	
Link Offset(ft)		0			0			0			-5	
Crosswalk Width(ft)		50			50			40			50	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru
Leading Detector (ft)	0	0	0	0	0	0	50	0	0	50	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	52.0	52.0	5.0	52.0	52.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	59.0	59.0	10.0	59.0	59.0	72.0	72.0	72.0	72.0	72.0	72.0
Total Split (s)	16.0	45.0	45.0	16.0	45.0	45.0	49.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	14.5%	40.9%	40.9%	14.5%	40.9%	40.9%	44.5%	44.5%	44.5%	44.5%	44.5%	44.5%
Maximum Green (s)	11.0	38.0	38.0	11.0	38.0	38.0	43.0	43.0	43.0	43.0	43.0	43.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		26.0	26.0		26.0	26.0	33.0	33.0	33.0	33.0	33.0	33.0
Flash Don't Walk (s)		26.0	26.0		26.0	26.0	33.0	33.0	33.0	33.0	33.0	33.0
Pedestrian Calls (#/hr)		1	1		1	1	0	0	0	0	0	0
Act Effect Green (s)	5.1	50.2	50.2	5.5	50.5	50.5		7.7	7.7		7.7	7.7
Actuated g/C Ratio	0.07	0.73	0.73	0.08	0.74	0.74		0.11	0.11		0.11	0.11
v/c Ratio	0.01	0.40	0.01	0.12	0.29	0.00		0.36	0.33		0.27	0.09
Control Delay (s/veh)	34.0	6.2	0.0	33.9	5.2	0.0		36.7	11.2		34.1	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	34.0	6.2	0.0	33.9	5.2	0.0		36.7	11.2		34.1	0.7
LOS	C	A	A	C	A	A		D	B		C	A
Approach Delay (s/veh)		6.2			5.9			21.2			22.3	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	1	73	0	7	48	0		20	0		15	0
Queue Length 95th (ft)	8	210	0	31	134	0		65	39		52	0
Internal Link Dist (ft)		1162			1604			270			485	
Turn Bay Length (ft)	230		160	350		250						
Base Capacity (vph)	295	2562	1202	295	2627	1208		869	1065		876	1052
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.01	0.40	0.01	0.06	0.29	0.00		0.06	0.08		0.05	0.02

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 68.7

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay (s/veh): 7.6

Intersection LOS: A

Intersection Capacity Utilization 70.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 18: Novo Nordisk Primary Access/Bristol Myers Squibb East Access & Scudders Mill Road

 Ø1	 Ø2	 Ø4
16 s	45 s	49 s
 Ø5	 Ø6	 Ø8
16 s	45 s	49 s

Lanes, Volumes, Timings

3: Jughandle/Punia Boulevard & Plainsboro Road

2027 Build
Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	302	0	0	61	77	0	101	0	224	0	193
Future Volume (vph)	11	302	0	0	61	77	0	101	0	224	0	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	130		0
Storage Lanes	0		0	0		0	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	0.95	0.95	0.95	1.00	1.00	1.00
Frt					0.925							0.850
Flt Protected		0.998								0.950		
Satd. Flow (prot)	0	1878	0	0	1758	0	0	3539	0	1752	0	1615
Flt Permitted		0.986								0.682		
Satd. Flow (perm)	0	1855	0	0	1758	0	0	3539	0	1258	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					85							212
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		353			1133			334			273	
Travel Time (s)		6.0			19.3			9.1			6.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%
Adj. Flow (vph)	12	332	0	0	67	85	0	111	0	246	0	212
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	344	0	0	152	0	0	111	0	246	0	212
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			12			24	
Link Offset(ft)		0			0			-20			25	
Crosswalk Width(ft)		45			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1		1
Detector Template	Left	Thru			Thru		Left	Thru		Left		Right
Leading Detector (ft)	20	100			100		20	100		20		20
Trailing Detector (ft)	0	0			0		0	0		0		0
Detector 1 Position(ft)	0	0			0		0	0		0		0
Detector 1 Size(ft)	20	6			6		20	6		20		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA			NA		Perm		Perm
Protected Phases		4			8			2				

Lanes, Volumes, Timings

3: Jughandle/Punia Boulevard & Plainsboro Road

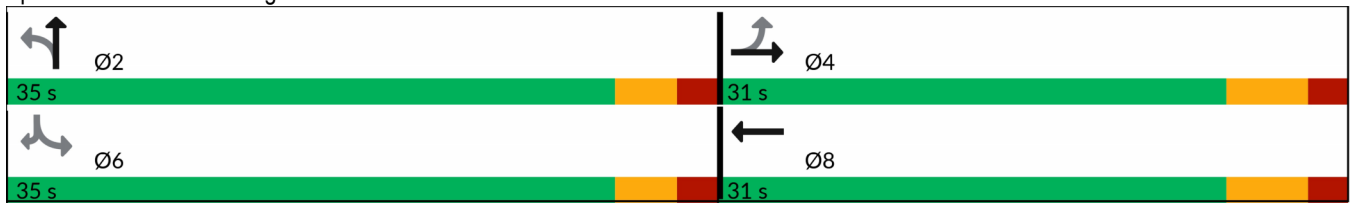
2027 Build
Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4						2			6		6
Detector Phase	4	4			8		2	2		6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	11.0			11.0		30.0	30.0		10.0		10.0
Total Split (s)	31.0	31.0			31.0		35.0	35.0		35.0		35.0
Total Split (%)	47.0%	47.0%			47.0%		53.0%	53.0%		53.0%		53.0%
Maximum Green (s)	25.0	25.0			25.0		30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0			4.0		3.0	3.0		3.0		3.0
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		0.0
Total Lost Time (s)		6.0			6.0			5.0		5.0		5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0		3.0
Recall Mode	Min	Min			Min		None	None		None		None
Walk Time (s)							9.0	9.0				
Flash Don't Walk (s)							16.0	16.0				
Pedestrian Calls (#/hr)							1	1				
Act Effct Green (s)		13.4			13.4			13.6		13.6		13.6
Actuated g/C Ratio		0.35			0.35			0.35		0.35		0.35
v/c Ratio		0.53			0.23			0.09		0.56		0.30
Control Delay (s/veh)		14.8			6.6			8.6		15.6		3.1
Queue Delay		0.0			0.0			0.0		0.0		0.0
Total Delay (s/veh)		14.8			6.6			8.6		15.6		3.1
LOS		B			A			A		B		A
Approach Delay (s/veh)		14.8			6.6			8.6			9.8	
Approach LOS		B			A			A			A	
Queue Length 50th (ft)		52			8			6		36		0
Queue Length 95th (ft)		154			47			22		106		29
Internal Link Dist (ft)		273			1053			254			193	
Turn Bay Length (ft)										130		
Base Capacity (vph)		1269			1230			2890		1027		1357
Starvation Cap Reductn		0			0			0		0		0
Spillback Cap Reductn		0			0			0		0		0
Storage Cap Reductn		0			0			0		0		0
Reduced v/c Ratio		0.27			0.12			0.04		0.24		0.16
Intersection Summary												
Area Type:	Other											
Cycle Length: 66												
Actuated Cycle Length: 38.6												
Natural Cycle: 50												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.56												
Intersection Signal Delay (s/veh): 10.9						Intersection LOS: B						
Intersection Capacity Utilization 52.2%						ICU Level of Service A						
Analysis Period (min) 15												

Lanes, Volumes, Timings
3: Jughandle/Punia Boulevard & Plainsboro Road

2027 Build
Peak PM Hour

Splits and Phases: 3: Jughandle/Punia Boulevard & Plainsboro Road



6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road

Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	0	369	0	0	0	62	172	0	0	248	78
Future Volume (vph)	172	0	369	0	0	0	62	172	0	0	248	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	0		50	225		0	0		70
Storage Lanes	1		1	0		1	1		0	0		1
Taper Length (ft)	40			25			300			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
Ped Bike Factor							1.00					0.98
Frt			0.850									0.850
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1671	1599	0	1900	1900	1805	1759	0	0	1863	1615
Flt Permitted		0.488					0.455					
Satd. Flow (perm)	0	859	1599	0	1900	1900	863	1759	0	0	1863	1579
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			259									77
Link Speed (mph)		40			25			40			35	
Link Distance (ft)		553			505			829			1056	
Travel Time (s)		9.4			13.8			14.1			20.6	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	0%	1%	0%	0%	0%	0%	8%	0%	0%	2%	0%
Adj. Flow (vph)	179	0	384	0	0	0	65	179	0	0	258	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	384	0	0	0	65	179	0	0	258	81
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			12			12	
Link Offset(ft)		-5			0			5			-20	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0		0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru		Thru	Thru	Thru
Leading Detector (ft)	50	0	0	50	0	0	0	0		50	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	pm+pt	NA	pm+ov			Perm	pm+pt	NA			NA	pm+ov
Protected Phases	1	6	3		2		3	8			4	1
Permitted Phases	6		6	2		2	8			4		4
Detector Phase	1	6	3	2	2	2	3	8		4	4	1
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	5.0
Minimum Split (s)	9.0	32.0	9.0	11.0	11.0	11.0	9.0	32.0		32.0	32.0	9.0
Total Split (s)	26.0	58.0	16.0	32.0	32.0	32.0	16.0	48.0		32.0	32.0	26.0
Total Split (%)	24.5%	54.7%	15.1%	30.2%	30.2%	30.2%	15.1%	45.3%		30.2%	30.2%	24.5%
Maximum Green (s)	22.0	52.0	12.0	26.0	26.0	26.0	12.0	41.0		25.0	25.0	22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	2.0	0.0	2.0	2.0	2.0	0.0	3.0		3.0	3.0	0.0

6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road

Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	4.0		6.0	6.0	4.0	7.0			7.0	4.0
Lead/Lag	Lead		Lead	Lag	Lag	Lag	Lead			Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	Min		Min	Min	None
Walk Time (s)		7.0						7.0		7.0	7.0	
Flash Don't Walk (s)		19.0						18.0		18.0	18.0	
Pedestrian Calls (#/hr)		0						1		1	1	
Act Effect Green (s)		12.7	24.7				25.4	22.2			12.3	27.6
Actuated g/C Ratio		0.26	0.51				0.52	0.46			0.25	0.57
v/c Ratio		0.49	0.41				0.12	0.22			0.55	0.09
Control Delay (s/veh)		21.0	4.5				7.0	9.4			20.8	0.8
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0
Total Delay (s/veh)		21.0	4.5				7.0	9.4			20.8	0.8
LOS		C	A				A	A			C	A
Approach Delay (s/veh)		9.8						8.8			16.1	
Approach LOS		A						A			B	
Queue Length 50th (ft)		38	15				8	27			60	0
Queue Length 95th (ft)		110	78				27	71			138	6
Internal Link Dist (ft)		473			425			749			976	
Turn Bay Length (ft)							225					70
Base Capacity (vph)		957	1130				695	1510			1006	1290
Starvation Cap Reductn		0	0				0	0			0	0
Spillback Cap Reductn		0	0				0	0			0	0
Storage Cap Reductn		0	0				0	0			0	0
Reduced v/c Ratio		0.19	0.34				0.09	0.12			0.26	0.06

Intersection Summary

Area Type: Other

Cycle Length: 106

Actuated Cycle Length: 48.6

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 11.4

Intersection LOS: B

Intersection Capacity Utilization 48.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Plainsboro Road & Novo Nordisk Secondary Access & Campus Road

	Ø1		Ø2		Ø3		Ø4
26 s		32 s		16 s		32 s	
	Ø6				Ø8		
58 s				48 s			

Lanes, Volumes, Timings
9: Campus Road & Hospital Drive

2027 Build
Peak PM Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	453	110	45	299	216	225
Future Volume (vph)	453	110	45	299	216	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			1.00		0.99	
Frt	0.974				0.931	
Flt Protected	0.961		0.950			
Satd. Flow (prot)	1757	0	1805	1743	1722	0
Flt Permitted	0.961		0.304			
Satd. Flow (perm)	1757	0	577	1743	1722	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24				121	
Link Speed (mph)	25			35	35	
Link Distance (ft)	611			1056	318	
Travel Time (s)	16.7			20.6	6.2	
Confl. Peds. (#/hr)			3			3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	2%	0%	9%	1%	2%
Adj. Flow (vph)	503	122	50	332	240	250
Shared Lane Traffic (%)						
Lane Group Flow (vph)	625	0	50	332	490	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	0		0	0	0	
Detector Template	Thru		Thru	Thru	Thru	
Leading Detector (ft)	0		0	0	0	
Trailing Detector (ft)	0		0	0	0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	10.0		31.0	31.0	31.0	
Total Split (s)	25.0		31.0	31.0	31.0	
Total Split (%)	44.6%		55.4%	55.4%	55.4%	
Maximum Green (s)	20.0		25.0	25.0	25.0	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	

Lanes, Volumes, Timings

9: Campus Road & Hospital Drive

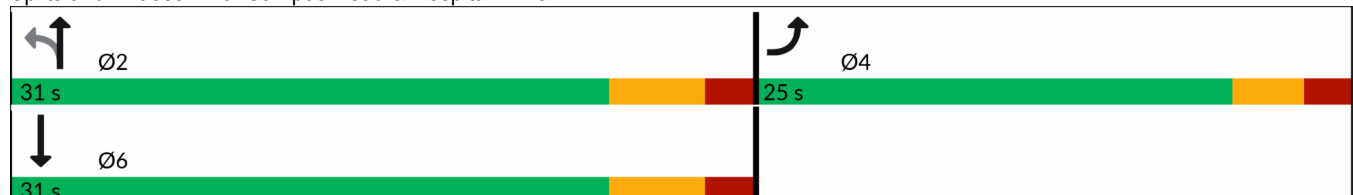
2027 Build
Peak PM Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.0		6.0	6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	None		Min	Min	Min	
Walk Time (s)			14.0	14.0	14.0	
Flash Don't Walk (s)			11.0	11.0	11.0	
Pedestrian Calls (#/hr)			0	0	0	
Act Effect Green (s)	19.8		14.7	14.7	14.7	
Actuated g/C Ratio	0.43		0.32	0.32	0.32	
v/c Ratio	0.81		0.27	0.59	0.77	
Control Delay (s/veh)	24.5		14.8	17.3	19.0	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	24.5		14.8	17.3	19.0	
LOS	C		B	B	B	
Approach Delay (s/veh)	24.5			16.9	19.0	
Approach LOS	C			B	B	
Queue Length 50th (ft)	125		10	71	83	
Queue Length 95th (ft)	#383		29	128	164	
Internal Link Dist (ft)	531			976	238	
Turn Bay Length (ft)			100			
Base Capacity (vph)	798		322	974	1015	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.78		0.16	0.34	0.48	

Intersection Summary

Area Type: Other
Cycle Length: 56
Actuated Cycle Length: 45.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay (s/veh): 20.8 Intersection LOS: C
Intersection Capacity Utilization 75.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Campus Road & Hospital Drive



Lanes, Volumes, Timings

10: Campus Road & Scudders Mill Road

2027 Build
Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  			 			 	
Traffic Volume (vph)	112	746	233	154	677	110	426	63	273	95	53	118
Future Volume (vph)	112	746	233	154	677	110	426	63	273	95	53	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		160	125		245	140		150	150		150
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	125			250			50			150		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.964		0.950		
Satd. Flow (prot)	1805	5036	1568	3502	5136	1615	1649	1673	1568	1805	1900	1599
Flt Permitted	0.950			0.950			0.950	0.964		0.950		
Satd. Flow (perm)	1805	5036	1568	3502	5136	1615	1649	1673	1568	1805	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			173			114			165			124
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		597			637			307			743	
Travel Time (s)		10.2			10.9			6.0			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	3%	3%	0%	1%	0%	4%	4%	3%	0%	0%	1%
Adj. Flow (vph)	118	785	245	162	713	116	448	66	287	100	56	124
Shared Lane Traffic (%)							43%					
Lane Group Flow (vph)	118	785	245	162	713	116	255	259	287	100	56	124
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)		24			24			12			30	
Link Offset(ft)		0			0			10			0	
Crosswalk Width(ft)		50			50			16			50	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	4	5	2	8	4	4	5	8	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	4	5	2	8	4	4	5	8	8	1
Switch Phase												
Minimum Initial (s)	10.0	30.0	20.0	10.0	30.0	6.0	20.0	20.0	10.0	6.0	6.0	10.0
Minimum Split (s)	15.0	37.0	27.0	15.0	37.0	13.0	27.0	27.0	15.0	13.0	13.0	15.0
Total Split (s)	25.0	60.0	31.0	25.0	60.0	18.0	31.0	31.0	25.0	18.0	18.0	25.0
Total Split (%)	11.6%	27.9%	14.4%	11.6%	27.9%	8.4%	14.4%	14.4%	11.6%	8.4%	8.4%	11.6%
Maximum Green (s)	20.0	53.0	24.0	20.0	53.0	11.0	24.0	24.0	20.0	11.0	11.0	20.0
Yellow Time (s)	3.0	5.0	4.0	3.0	5.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0

Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2027 Build
Peak PM Hour

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	81.0
Total Split (s)	81.0
Total Split (%)	38%
Maximum Green (s)	78.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lanes, Volumes, Timings
10: Campus Road & Scudders Mill Road

2027 Build
Peak PM Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effect Green (s)	12.0	31.6	62.6	10.4	30.0	41.0	24.0	24.0	36.4	11.0	11.0	30.0
Actuated g/C Ratio	0.12	0.31	0.61	0.10	0.29	0.40	0.23	0.23	0.35	0.11	0.11	0.29
v/c Ratio	0.56	0.51	0.24	0.46	0.48	0.16	0.66	0.67	0.43	0.52	0.28	0.22
Control Delay (s/veh)	53.7	30.7	3.5	48.5	31.6	2.7	45.9	45.8	8.1	54.5	47.1	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.7	30.7	3.5	48.5	31.6	2.7	45.9	45.8	8.1	54.5	47.1	5.9
LOS	D	C	A	D	C	A	D	D	A	D	D	A
Approach Delay (s/veh)		27.2			31.0			32.3			31.5	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	75	153	18	52	139	1	160	162	34	63	34	0
Queue Length 95th (ft)	133	198	51	88	189	19	265	268	80	122	76	41
Internal Link Dist (ft)		517			557			227			663	
Turn Bay Length (ft)	400		160	125		245	140		150	150		150
Base Capacity (vph)	350	2591	1021	679	2642	711	384	389	791	192	202	667
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.30	0.24	0.24	0.27	0.16	0.66	0.67	0.36	0.52	0.28	0.19

Intersection Summary

Area Type: Other

Cycle Length: 215

Actuated Cycle Length: 103

Natural Cycle: 175

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 30.0

Intersection LOS: C

Intersection Capacity Utilization 69.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: Campus Road & Scudders Mill Road

				
Ø1	Ø2	Ø4	Ø8	Ø10
25 s	60 s	31 s	18 s	81 s
				
Ø5	Ø6			
25 s	60 s			

Lane Group	Ø10
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	39.0
Flash Don't Walk (s)	39.0
Pedestrian Calls (#/hr)	0
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1100	15	17	755	1	51	0	78	39	0	21
Future Volume (vph)	2	1100	15	17	755	1	51	0	78	39	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		160	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	140			130			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1805	3505	1615	1805	3574	1615	0	1770	1615	0	1805	1615
Flt Permitted	0.950			0.950				0.730			0.721	
Satd. Flow (perm)	1805	3505	1615	1805	3574	1615	0	1359	1615	0	1370	1595
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			79			89			89
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1242			1684			350			565	
Travel Time (s)		16.9			23.0			9.5			15.4	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	1196	16	18	821	1	55	0	85	42	0	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	1196	16	18	821	1	0	55	85	0	42	23
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)		22			22			15			15	
Link Offset(ft)		0			0			0			-5	
Crosswalk Width(ft)		50			50			40			50	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru
Leading Detector (ft)	0	0	0	0	0	0	50	0	0	50	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	52.0	52.0	5.0	52.0	52.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	59.0	59.0	10.0	59.0	59.0	72.0	72.0	72.0	72.0	72.0	72.0
Total Split (s)	16.0	45.0	45.0	16.0	45.0	45.0	49.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	14.5%	40.9%	40.9%	14.5%	40.9%	40.9%	44.5%	44.5%	44.5%	44.5%	44.5%	44.5%
Maximum Green (s)	11.0	38.0	38.0	11.0	38.0	38.0	43.0	43.0	43.0	43.0	43.0	43.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		26.0	26.0		26.0	26.0	33.0	33.0	33.0	33.0	33.0	33.0
Flash Don't Walk (s)		26.0	26.0		26.0	26.0	33.0	33.0	33.0	33.0	33.0	33.0
Pedestrian Calls (#/hr)		1	1		1	1	0	0	0	0	0	0
Act Effect Green (s)	5.1	50.2	50.2	5.5	50.5	50.5		7.7	7.7		7.7	7.7
Actuated g/C Ratio	0.07	0.73	0.73	0.08	0.74	0.74		0.11	0.11		0.11	0.11
v/c Ratio	0.01	0.47	0.01	0.12	0.31	0.00		0.36	0.33		0.27	0.09
Control Delay (s/veh)	34.0	6.8	0.0	33.9	5.3	0.0		36.7	11.2		34.1	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	34.0	6.8	0.0	33.9	5.3	0.0		36.7	11.2		34.1	0.7
LOS	C	A	A	C	A	A		D	B		C	A
Approach Delay (s/veh)		6.8			5.9			21.2			22.3	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	1	91	0	7	53	0		20	0		15	0
Queue Length 95th (ft)	8	258	0	31	146	0		65	39		52	0
Internal Link Dist (ft)		1162			1604			270			485	
Turn Bay Length (ft)	230		160	350		250						
Base Capacity (vph)	295	2562	1202	295	2627	1208		869	1065		876	1052
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.01	0.47	0.01	0.06	0.31	0.00		0.06	0.08		0.05	0.02

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 68.7

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay (s/veh): 7.8

Intersection LOS: A

Intersection Capacity Utilization 70.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 18: Novo Nordisk Primary Access/Bristol Myers Squibb East Access & Scudders Mill Road

 Ø1	 Ø2	 Ø4
16 s	45 s	49 s
 Ø5	 Ø6	 Ø8
16 s	45 s	49 s

