



## **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  
One North Broadway  
White Plains, New York**

**July 31, 2024**

**Revised: October 18, 2024**

**DTSP Project No. 0905**

*Carlito Holt*

---

**Charles (Carlito) S. Holt, P.E.  
New Jersey P.E. #24GE04890500  
Partner**

## **TABLE OF CONTENTS**

| <b><u>SECTION</u></b>                                       | <b><u>DESCRIPTION</u></b>                                                                            | <b><u>PAGE</u></b> |
|-------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------|
| <b>SECTION 1 – EXECUTIVE SUMMARY .....</b>                  |                                                                                                      | <b>1</b>           |
| 1.0                                                         | PROJECT DESCRIPTION.....                                                                             | 1                  |
| 1.1                                                         | STUDY METHODOLOGY .....                                                                              | 3                  |
| 1.2                                                         | ADJACENT DEVELOPMENTS .....                                                                          | 4                  |
| 1.3                                                         | FINDINGS.....                                                                                        | 5                  |
| 1.4                                                         | CONCLUSIONS .....                                                                                    | 8                  |
| <b>SECTION 2 – TRAFFIC CONDITIONS AND PROJECTIONS .....</b> |                                                                                                      | <b>9</b>           |
| 2.0                                                         | DESCRIPTION OF EXISTING ROADWAY NETWORK .....                                                        | 9                  |
| 2.1                                                         | EXISTING TRAFFIC VOLUMES/STUDY LOCATIONS .....                                                       | 10                 |
| 2.2                                                         | NO-BUILD TRAFFIC VOLUMES .....                                                                       | 12                 |
| 2.3                                                         | SITE-GENERATED TRAFFIC VOLUMES.....                                                                  | 16                 |
| 2.4                                                         | BUILD TRAFFIC VOLUMES .....                                                                          | 18                 |
| <b>SECTION 3 – TRAFFIC ANALYSIS .....</b>                   |                                                                                                      | <b>19</b>          |
| 3.0                                                         | DESCRIPTION OF ANALYSIS .....                                                                        | 19                 |
| 3.1                                                         | LOCATION NO. 1 – PLAINSBORO ROAD AND PUNIA BOULEVARD/JUGHANDLE .....                                 | 21                 |
| 3.2                                                         | LOCATION NO. 2 – PLAINSBORO ROAD/NOVO NORDISK DRIVEWAY AND CAMPUS ROAD .....                         | 23                 |
| 3.3                                                         | LOCATION NO. 3 – CAMPUS ROAD AND HOSPITAL DRIVE .....                                                | 25                 |
| 3.4                                                         | LOCATION NO. 4 – SCUDDERS MILL ROAD AND CAMPUS ROAD .....                                            | 26                 |
| 3.5                                                         | LOCATION NO. 5 – SCUDDERS MILL ROAD AND NOVO NORDISK DRIVEWAY/BRISTOL<br>MYERS SQUIBB DRIVEWAY ..... | 27                 |
| <b>SECTION 4 – CONCLUSIONS .....</b>                        |                                                                                                      | <b>28</b>          |
| 4.0                                                         | CONCLUSIONS .....                                                                                    | 28                 |
| <b>APPENDICES .....</b>                                     |                                                                                                      | <b>29</b>          |

## **LIST OF APPENDICES**

|                   |                              |
|-------------------|------------------------------|
| <b>Appendix A</b> | Figures                      |
| <b>Appendix B</b> | Traffic Count Data           |
| <b>Appendix C</b> | Level of Service Definitions |
| <b>Appendix D</b> | Level of Service Tables      |
| <b>Appendix E</b> | Capacity Analysis Sheets     |

## **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' (ITE) "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, the CHOP facility is approximately 25% of the size of the development that was previously approved for the PMO District while the Riverwalk facility is approximately 50% of the size of the development that was previously approved for the ARC District. 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 determine an existing trip generation rate, using the current sizes, for these facilities and compared them to the trip rates contained in ITE's "Trip Generation Manual" for their respective land uses. The higher of the existing counted trip rate versus ITE 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 164 entering trips and 38 exiting trips during the Peak Weekday AM

Hour, and approximately 55 entering trips and 166 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.

| <b>TABLE NO. 1.3.1</b>                        |                                         |                                |                                |                                         |                                |                                |
|-----------------------------------------------|-----------------------------------------|--------------------------------|--------------------------------|-----------------------------------------|--------------------------------|--------------------------------|
| <b>LEVEL OF SERVICE SUMMARY TABLE</b>         |                                         |                                |                                |                                         |                                |                                |
| <b>INTERSECTION</b>                           | <b>PEAK AM HOUR (8:15 AM - 9:15 AM)</b> |                                |                                | <b>PEAK PM HOUR (5:00 PM - 6:00 PM)</b> |                                |                                |
|                                               | <b>2022<br/>EXISTING</b>                | <b>2027<br/>NO BUILD</b>       | <b>2027<br/>BUILD</b>          | <b>2022<br/>EXISTING</b>                | <b>2027<br/>NO BUILD</b>       | <b>2027<br/>BUILD</b>          |
|                                               | <b>LOS<br/>DELAY<br/>(sec)</b>          | <b>LOS<br/>DELAY<br/>(sec)</b> | <b>LOS<br/>DELAY<br/>(sec)</b> | <b>LOS<br/>DELAY<br/>(sec)</b>          | <b>LOS<br/>DELAY<br/>(sec)</b> | <b>LOS<br/>DELAY<br/>(sec)</b> |
| Plainsboro Rd & Punia Blvd/Jughandle          | A<br>8.5                                | A<br>8.3                       | A<br>8.2                       | A<br>7.1                                | A<br>9.2                       | B<br>12.1                      |
| Plainsboro Rd/Novo Nordisk Drwy & Campus Road | A<br>4.3                                | A<br>6.1                       | A<br>6.9                       | A<br>5.2                                | A<br>7.6                       | B<br>12.5                      |
| Campus Rd & Hospital Dr                       | A<br>7.1                                | A<br>9.1                       | C<br>23.4                      | B<br>11.6                               | B<br>14.8                      | C<br>24.1                      |
| Campus Rd & Scudders Mill Rd                  | C<br>24.9                               | C<br>26.2                      | C<br>28.3                      | C<br>27.3                               | C<br>29.1                      | C<br>30.6                      |
| Scudders Mill Rd & Novo Nordisk Drwy/BMS Drwy | A<br>6.6                                | A<br>6.9                       | A<br>6.9                       | A<br>7.2                                | A<br>7.7                       | A<br>7.9                       |

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) – 25,000 square feet of medical office space completed and occupied; 75,000 square feet of medical office space approved but not yet constructed/occupied
2. Riverwalk – 158 dwelling units completed and occupied; 158 dwelling units approved but not yet constructed/occupied

To determine the number of additional trips to be generated by the undeveloped but approved portions of the adjacent developments, DTS Provident conducted traffic counts along the access driveways to both the CHOP and Riverwalk facilities to determine an existing trip generation rate, using the current sizes, for these facilities and compared them to the trip rates contained in ITE's "Trip Generation Manual" for their respective land uses. 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, an existing trip generation rate for these facilities was calculated.

DTS Provident also estimated Site-generated traffic volumes attributable to the undeveloped but approved portions of the adjacent developments utilizing the trip generation rates and procedures contained in the ITE Trip Generation Manual, 11<sup>th</sup> Edition. The trips associated with the CHOP facility were estimated based on trip generation rates for Land Use Code 720 – Medical-Dental Office Building (Within/Near Hospital Campus) and the trips associated with the Riverwalk facility were estimated based on trip generation rates for Land Use Code 252 – Senior Adult Housing (Multifamily).

The trip generation rates based on the existing traffic counts were then compared to the trip generation rates estimated using ITE’s “Trip Generation Manual”, and the higher of the two rates were used to generate trips for the undeveloped but approved portions of the adjacent developments.

The higher trip rates were then applied to the unbuilt/unoccupied 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:

| <b>TABLE NO. 2.2.1</b>                     |                                 |             |              |                                 |             |              |
|--------------------------------------------|---------------------------------|-------------|--------------|---------------------------------|-------------|--------------|
| <b>TRIP GENERATION SUMMARY TABLE</b>       |                                 |             |              |                                 |             |              |
| <b>ADJACENT DEVELOPMENTS</b>               |                                 |             |              |                                 |             |              |
| <b>LAND USE</b>                            | <b>PEAK WEEKDAY<br/>AM HOUR</b> |             |              | <b>PEAK WEEKDAY<br/>PM HOUR</b> |             |              |
|                                            | <b>ENTER</b>                    | <b>EXIT</b> | <b>TOTAL</b> | <b>ENTER</b>                    | <b>EXIT</b> | <b>TOTAL</b> |
| PMO District<br>(CHOP) <sup>(1)</sup>      | 164                             | 38          | 202          | 55                              | 166         | 221          |
| ARC District<br>(Riverwalk) <sup>(2)</sup> | 13                              | 21          | 34           | 51                              | 43          | 94           |
| <b>TOTAL</b>                               | <b>27</b>                       | <b>52</b>   | <b>79</b>    | <b>63</b>                       | <b>46</b>   | <b>109</b>   |

NOTES

(1) Represents the unbuilt portion of the PMO District. Trip generation rates are based upon information contained in the Institute of Transportation Engineers' (ITE) publication entitled "Trip Generation", 11th Edition..

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

It should be noted that the vehicular trips generated by the completed and occupied portions of the CHOP and Riverwalk facilities were captured in the existing traffic volumes counts described in Section 2.1. In addition, these trips were not discounted from the Background Traffic Growth calculations as noted above, and thus were also grown by 10.4%. Therefore, the Adjacent Development Traffic Volumes are likely overestimated and highly conservative.

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 driveways 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, 11<sup>th</sup> 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:

| <b>TABLE NO. 2.2.2</b><br><b>TRIP GENERATION SUMMARY TABLE</b><br><b>CCIC &amp; RE-PURPOSED FITNESS CENTER SPACE</b> |                         |      |       |                         |      |       |
|----------------------------------------------------------------------------------------------------------------------|-------------------------|------|-------|-------------------------|------|-------|
| LAND USE                                                                                                             | PEAK WEEKDAY<br>AM HOUR |      |       | PEAK WEEKDAY<br>PM HOUR |      |       |
|                                                                                                                      | ENTER                   | EXIT | TOTAL | ENTER                   | EXIT | TOTAL |
| Medical-Dental Office Building (CCIC/Fitness Center Space) <sup>(1)(2)</sup>                                         | 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.

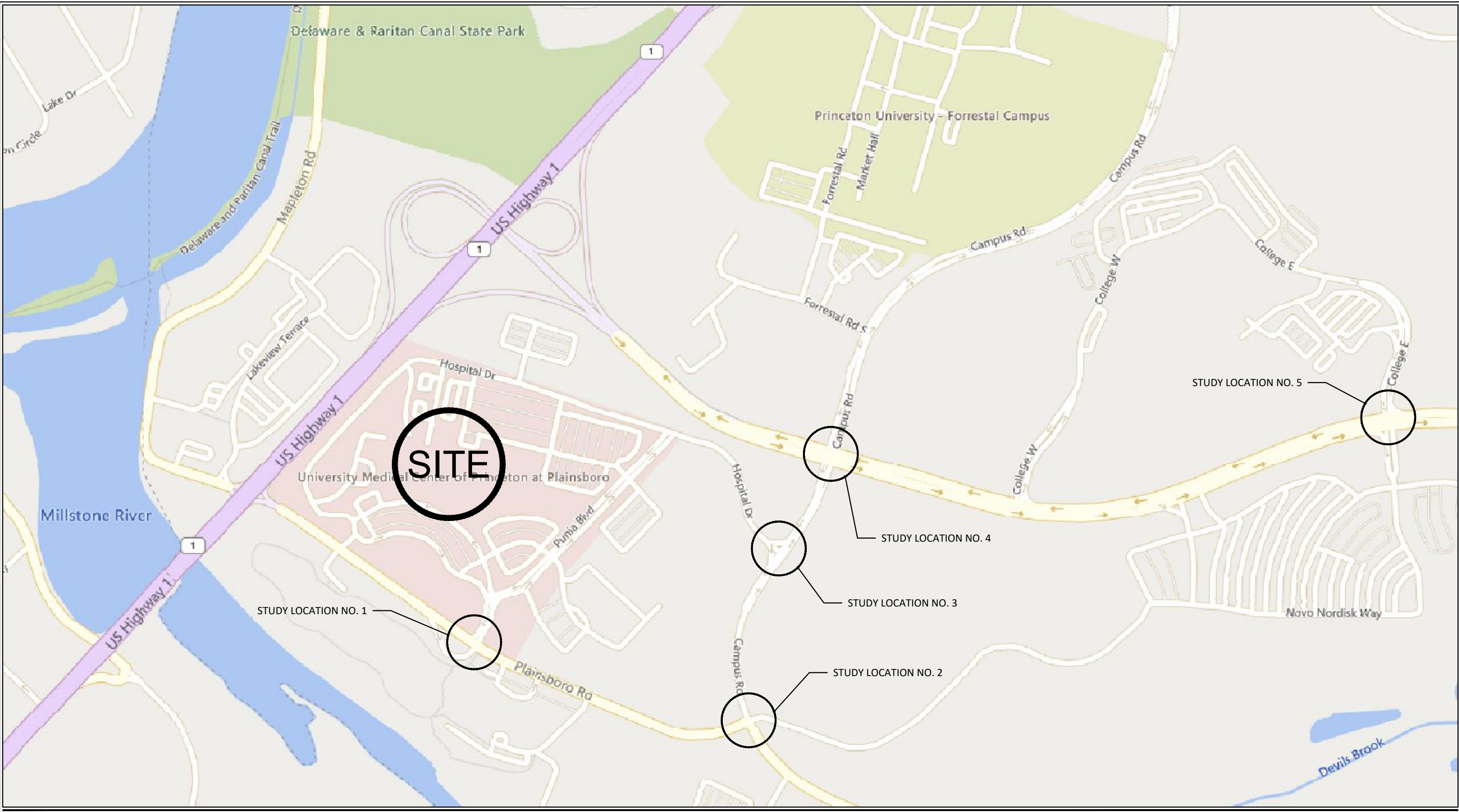
[https://divneytungschwalbe.sharepoint.com/sites/DTSP/Shared Documents/General/PDE Q/PROJECTS-DTSP/0905 - Penn Medicine Cancer Center Traffic and Parking Study/Reports/Traffic Impact Study/A-5\\_Traffic Impact Study\\_2024-10-18\\_REV1.docx](https://divneytungschwalbe.sharepoint.com/sites/DTSP/Shared Documents/General/PDE Q/PROJECTS-DTSP/0905 - Penn Medicine Cancer Center Traffic and Parking Study/Reports/Traffic Impact Study/A-5_Traffic Impact Study_2024-10-18_REV1.docx)

## **APPENDICES**

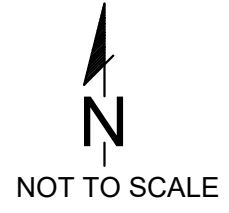
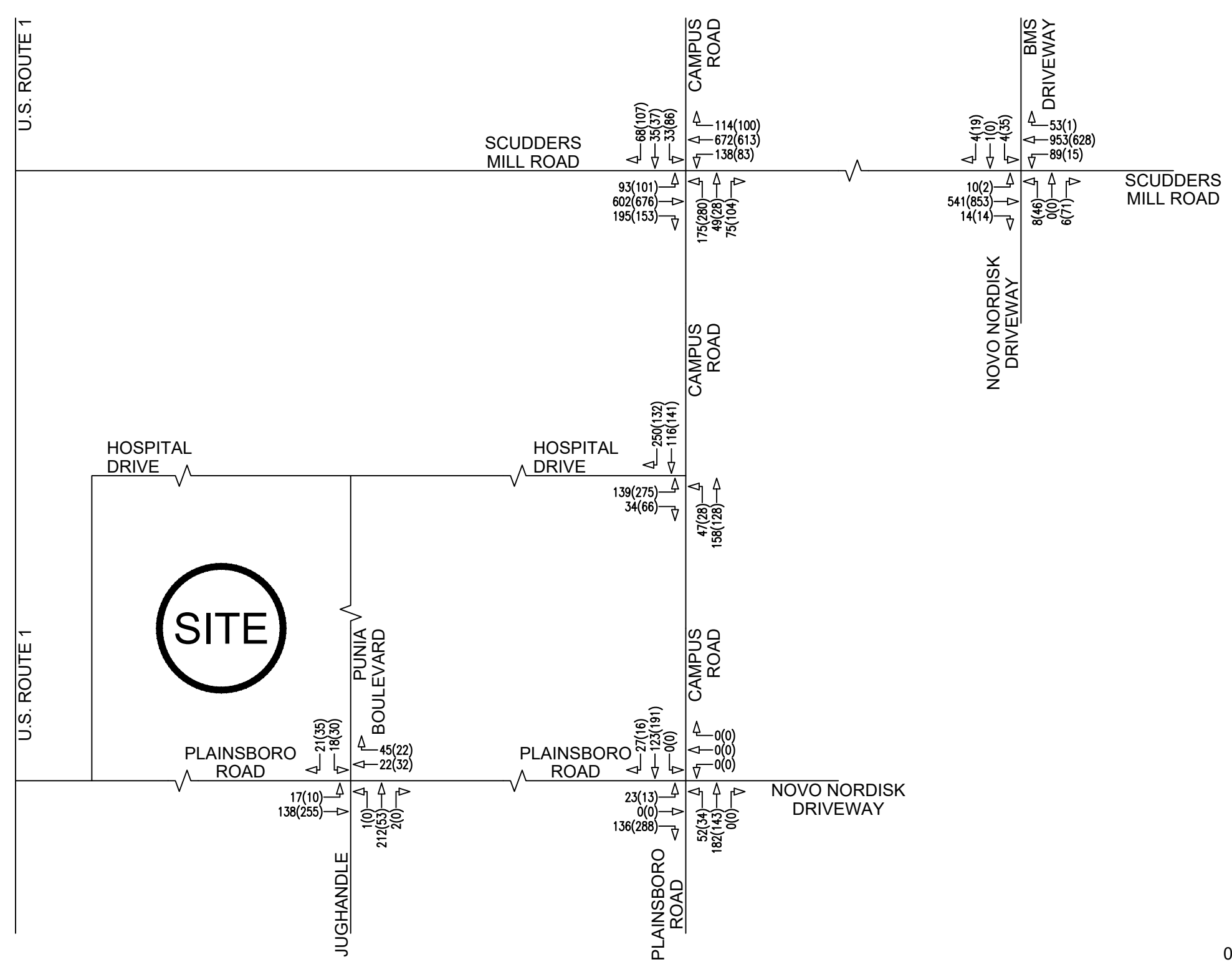
## **APPENDIX A**

### FIGURES

C:\Users\lmonroy\DC\ACCDocs\DTSP\0905\_Penn Medicine Cancer Center Traffic and Parking Study\Project Files\Traffic\TrafficFigures 11x17 Landscape - REV 1.dwg



C:\Users\Dmonroy\DC\ACCDocs\DTSP\0905\_Penn Medicine Cancer Center Traffic and Parking Study\Project Files\Traffic\TrafficFigures 11x17 Landscape - REV 1.dwg



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

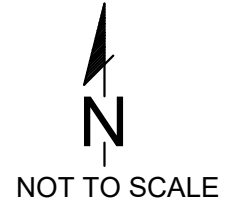
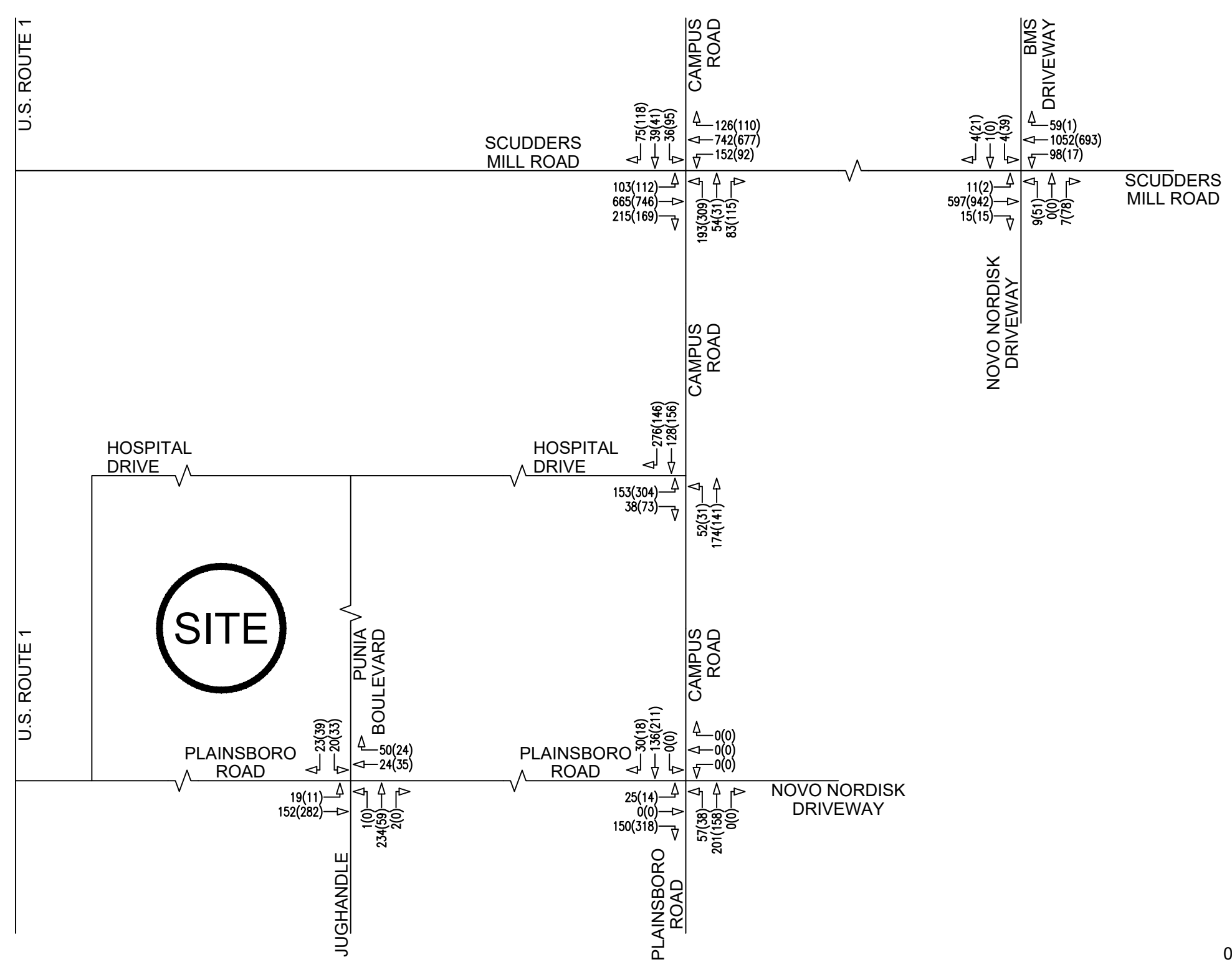
**DTS • PROVIDENT**  
Intelligent Land Use  
DTS Provident Design Engineering, LLP  
One North Broadway  
White Plains, NY 10601  
P: 914.428.0010  
F: 914.428.0017

**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

C:\Users\Dmonroy\DC\ACCDocs\DTSP\0905\_Penn Medicine Cancer Center Traffic and Parking Study\Project Files\Traffic\TrafficFigures\_11x17 Landscape - REV 1.dwg



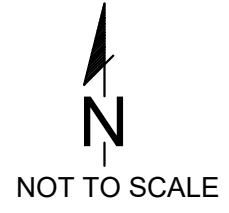
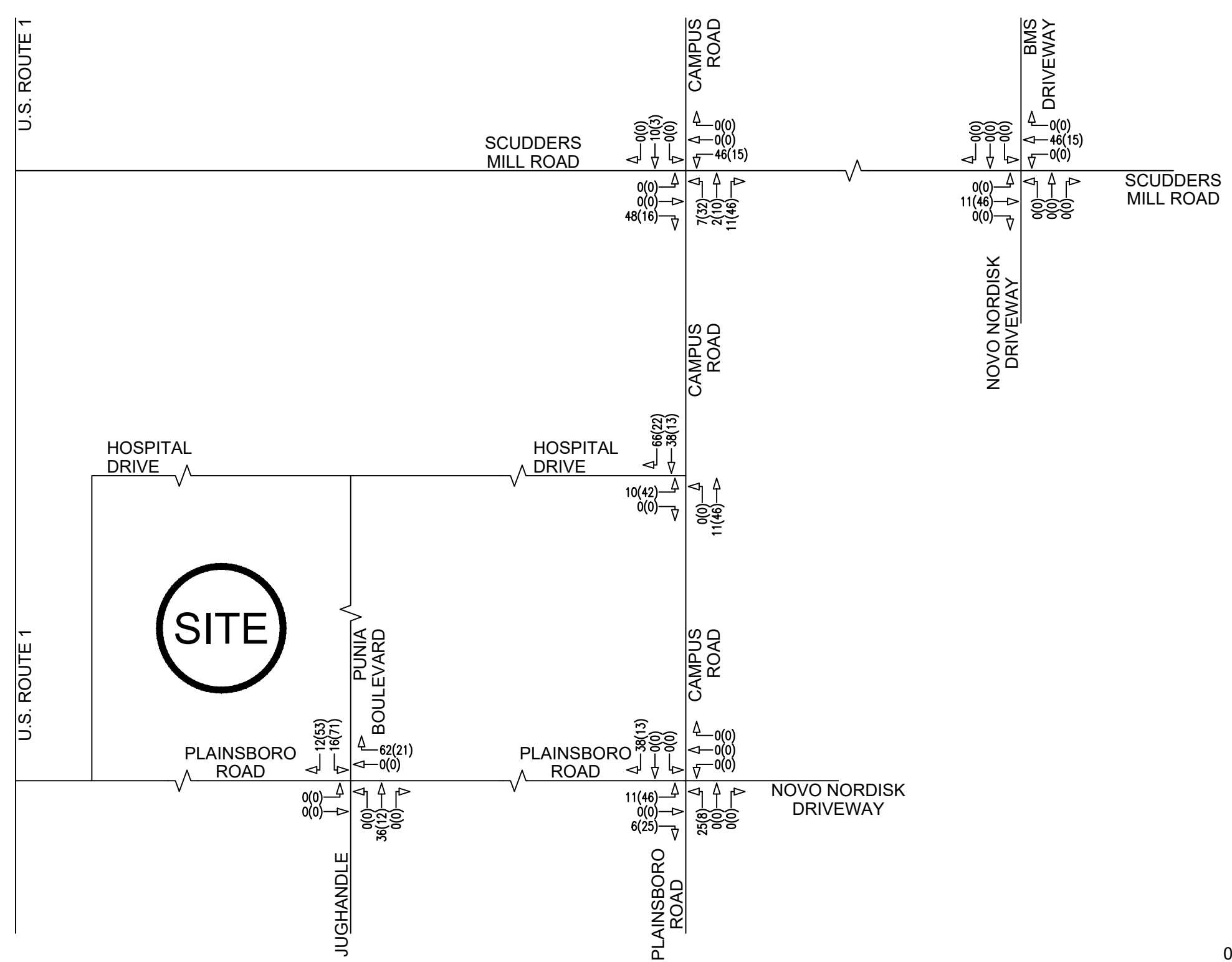
**LEGEND**  
00 - VPH-PEAK AM HOUR (8:15-9:15)  
(00) - VPH-PEAK PM HOUR (5:00-6:00)

**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 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 - REV 1.dwg



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

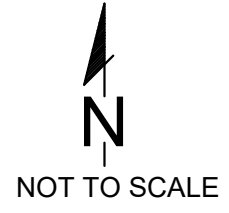
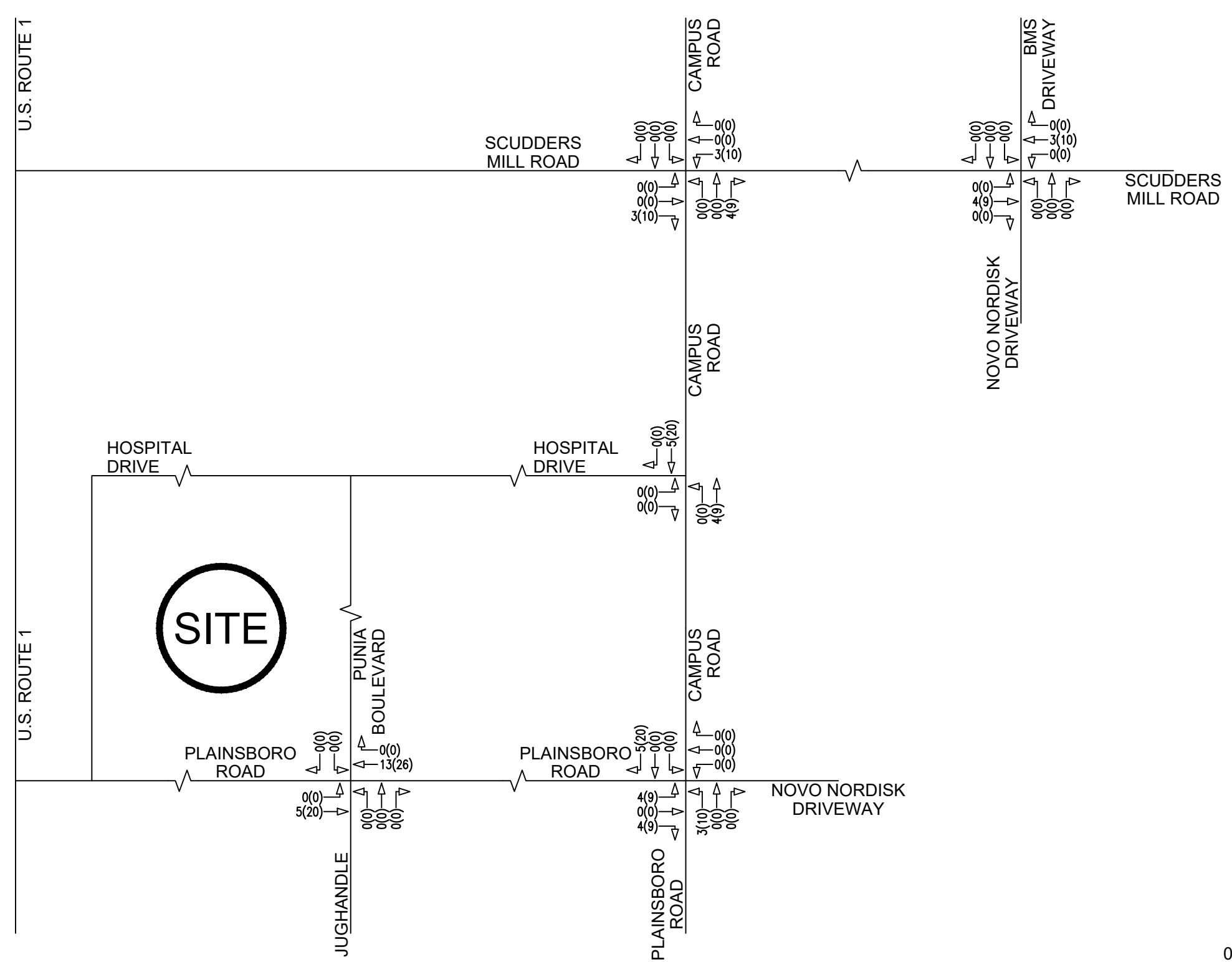
**DTS • PROVIDENT**  
Intelligent Land Use  
DTS Provident Design Engineering, LLP  
One North Broadway  
White Plains, NY 10601  
P: 914.428.0010  
F: 914.428.0017

**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 - REV 1.dwg



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

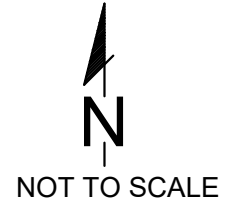
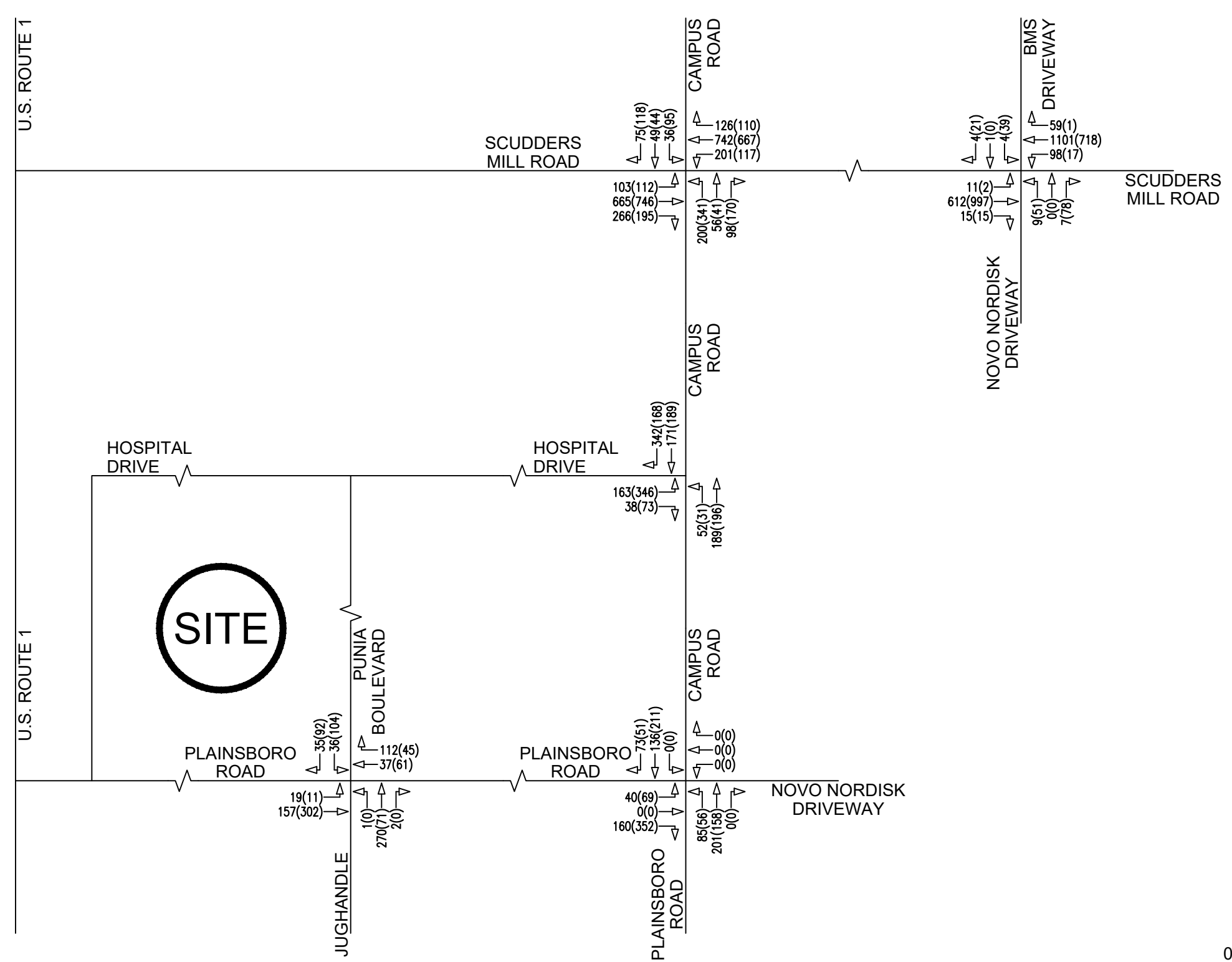
**DTS • PROVIDENT**  
Intelligent Land Use  
DTS Provident Design Engineering, LLP  
One North Broadway  
White Plains, NY 10601  
P: 914.428.0010  
F: 914.428.0017

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 - REV 1.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

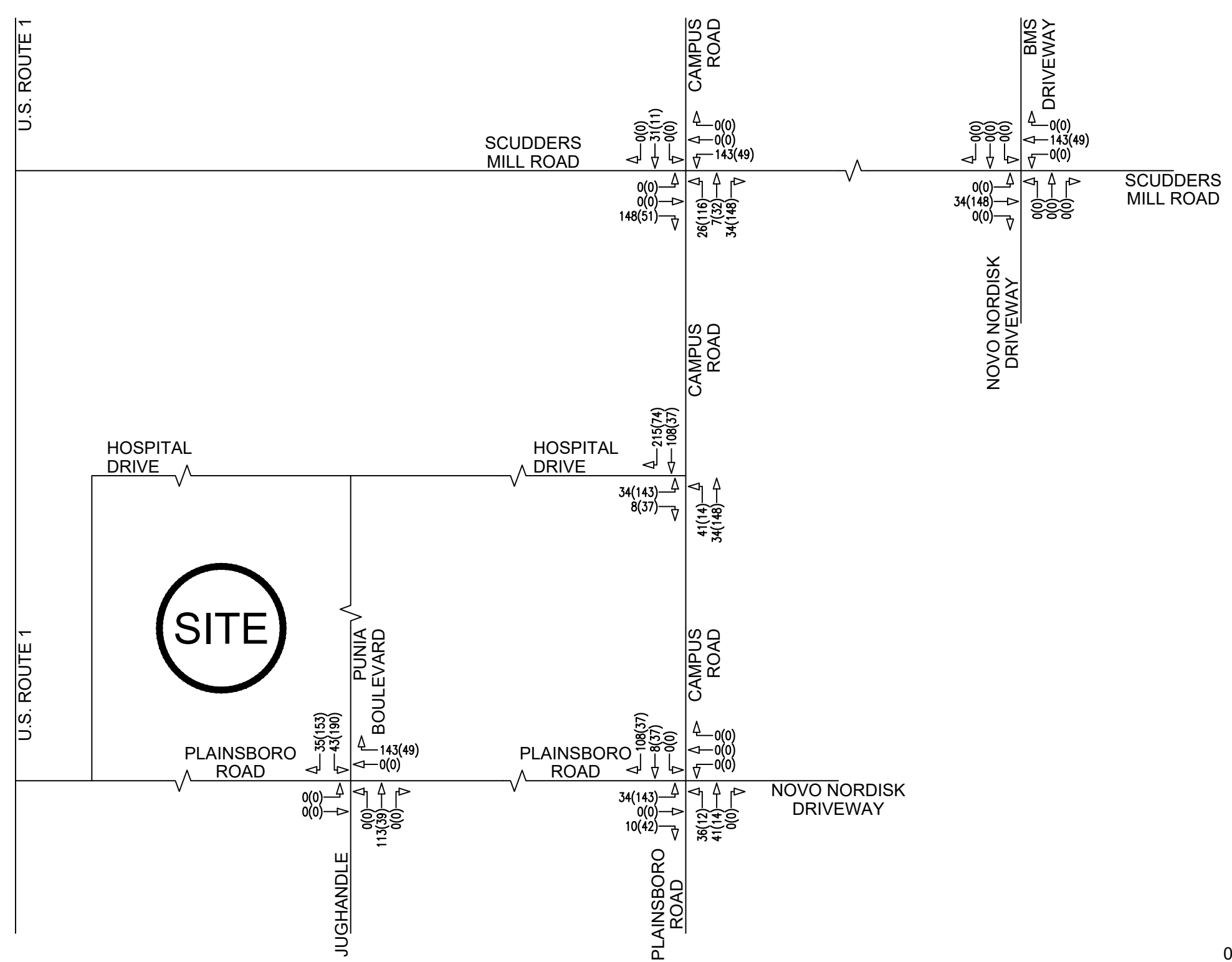
DTS Provident Design Engineering, LLP  
One North Broadway  
White Plains, NY 10601  
P: 914.428.0010  
F: 914.428.0017

2027 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 - REV 1.dwg



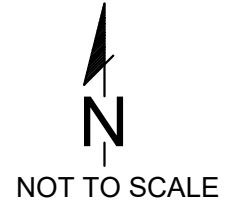
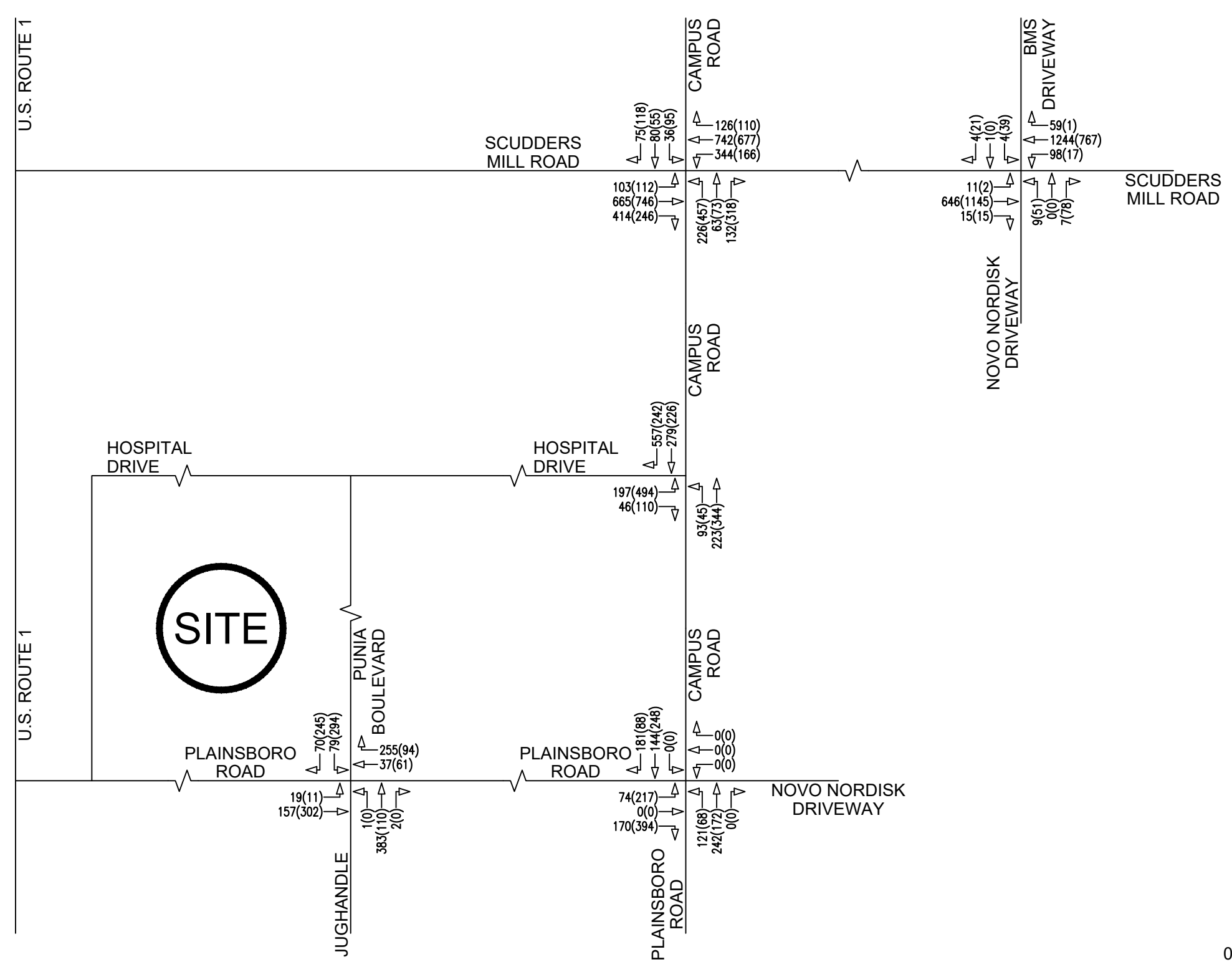
**LEGEND**  
00 - VPH-PEAK AM HOUR (8:15-9:15)  
(00) - VPH-PEAK PM HOUR (5:00-6:00)

**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

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 - REV 1.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 ServicesIntersection 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<br>NL           | 1.5<br>NT | 0<br>NR | 0<br>NU | 1<br>SL    | 0<br>ST | 1<br>SR | 0<br>SU | 0<br>EL       | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL       | 1<br>WT | 0<br>WR | 0<br>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           |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT        | NR      | NU      | SL         | ST      | SR      | SU      | EL            | ET      | ER      | EU      | WL            | WT      | WR      | WU      | <b>TOTAL</b> |
| <b>APPROACH %'s :</b>   | 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%   |              |
| <b>PEAK HR :</b>        | 06:45 AM - 07:45 AM |           |         |         | 13         | 0       | 27      | 0       | 15            | 175     | 0       | 0       | 0             | 18      | 35      | 0       | <b>TOTAL</b> |
| <b>PEAK HR VOL :</b>    | 0                   | 233       | 0       | 0       | 13         | 0       | 27      | 0       | 15            | 175     | 0       | 0       | 0             | 18      | 35      | 0       | 516          |
| <b>PEAK HR FACTOR :</b> | 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        |
|                         |                     |           |         |         |            |         | 0.500   |         |               | 0.864   |         |         |               |         | 0.779   |         |              |

| PM                      | NORTHBOUND          |           |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL        |
|-------------------------|---------------------|-----------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|--------------|
|                         | 0.5<br>NL           | 1.5<br>NT | 0<br>NR | 0<br>NU | 1<br>SL    | 0<br>ST | 1<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT | 0<br>WR | 0<br>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          |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT        | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | <b>TOTAL</b> |
| <b>APPROACH %'s :</b>   | 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%   |              |
| <b>PEAK HR :</b>        | 04:00 PM - 05:00 PM |           |         |         | 44         | 0       | 58      | 1       | 8         | 196     | 0       | 0       | 0         | 48      | 23      | 0       | <b>TOTAL</b> |
| <b>PEAK HR VOL :</b>    | 0                   | 65        | 0       | 0       | 44         | 0       | 58      | 1       | 8         | 196     | 0       | 0       | 0         | 48      | 23      | 0       | 443          |
| <b>PEAK HR FACTOR :</b> | 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        |
|                         |                     |           |         |         |            |         | 0.858   |         |           | 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<br>NL           | 1.5<br>NT | 0<br>NR | 0<br>NU | 1<br>SL    | 0<br>ST | 1<br>SR | 0<br>SU | 0<br>EL       | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL       | 1<br>WT | 0<br>WR | 0<br>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           |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT        | NR      | NU      | SL         | ST      | SR      | SU      | EL            | ET      | ER      | EU      | WL            | WT      | WR      | WU      | <b>TOTAL</b> |
| <b>APPROACH %'s :</b>   | 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%   |              |
| <b>PEAK HR :</b>        | 06:45 AM - 07:45 AM |           |         |         | 12         | 0       | 27      | 0       | 15            | 173     | 0       | 0       | 0             | 18      | 33      | 0       | <b>TOTAL</b> |
| <b>PEAK HR VOL :</b>    | 0                   | 232       | 0       | 0       | 12         | 0       | 27      | 0       | 15            | 173     | 0       | 0       | 0             | 18      | 33      | 0       | 510          |
| <b>PEAK HR FACTOR :</b> | 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<br>NL           | 1.5<br>NT | 0<br>NR | 0<br>NU | 1<br>SL    | 0<br>ST | 1<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT | 0<br>WR | 0<br>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           |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT        | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | <b>TOTAL</b> |
| <b>APPROACH %'s :</b>   | 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%   |              |
| <b>PEAK HR :</b>        | 04:00 PM - 05:00 PM |           |         |         | 43         | 0       | 58      | 1       | 8         | 194     | 0       | 0       | 0         | 47      | 21      | 0       | <b>TOTAL</b> |
| <b>PEAK HR VOL :</b>    | 0                   | 64        | 0       | 0       | 43         | 0       | 58      | 1       | 8         | 194     | 0       | 0       | 0         | 47      | 21      | 0       | 436          |
| <b>PEAK HR FACTOR :</b> | 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 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 - HT

| NS/EW Streets:          | Punia Blvd          |           |         |         | Punia Blvd |         |         |         | Plainsboro Rd |         |         |         | Plainsboro Rd |         |         |         |       |
|-------------------------|---------------------|-----------|---------|---------|------------|---------|---------|---------|---------------|---------|---------|---------|---------------|---------|---------|---------|-------|
| AM                      | NORTHBOUND          |           |         |         | SOUTHBOUND |         |         |         | EASTBOUND     |         |         |         | WESTBOUND     |         |         |         | TOTAL |
|                         | 0.5<br>NL           | 1.5<br>NT | 0<br>NR | 0<br>NU | 1<br>SL    | 0<br>ST | 1<br>SR | 0<br>SU | 0<br>EL       | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL       | 1<br>WT | 0<br>WR | 0<br>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     |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT        | NR      | NU      | SL         | ST      | SR      | SU      | EL            | ET      | ER      | EU      | WL            | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 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%   |       |
| <b>PEAK HR :</b>        | 06:45 AM - 07:45 AM |           |         |         | 0          | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0             | 0       | 1       | 0       | 1     |
| <b>PEAK HR VOL :</b>    | 0                   | 0         | 0       | 0       | 0          | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0             | 0       | 0.250   | 0.000   | 0.250 |
| <b>PEAK HR FACTOR :</b> | 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<br>NL           | 1.5<br>NT | 0<br>NR | 0<br>NU | 1<br>SL    | 0<br>ST | 1<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT | 0<br>WR | 0<br>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     |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT        | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 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%   |       |
| <b>PEAK HR :</b>        | 04:00 PM - 05:00 PM |           |         |         | 0          | 0       | 0       | 0       | 0         | 2       | 0       | 0       | 0         | 1       | 0       | 0       | 3     |
| <b>PEAK HR VOL :</b>    | 0                   | 0         | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0.500   | 0.000   | 0.000   | 0.000     | 0.250   | 0.000   | 0.000   | 0.375 |
| <b>PEAK HR FACTOR :</b> | 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<br>NL           | 1.5<br>NT | 0<br>NR | 0<br>NU | 1<br>SL    | 0<br>ST | 1<br>SR | 0<br>SU | 0<br>EL       | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL       | 1<br>WT | 0<br>WR | 0<br>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     |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT        | NR      | NU      | SL         | ST      | SR      | SU      | EL            | ET      | ER      | EU      | WL            | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 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%   |       |
| <b>PEAK HR :</b>        | 06:45 AM - 07:45 AM |           |         |         | 1          | 0       | 0       | 0       | 0             | 2       | 0       | 0       | 0             | 0       | 1       | 0       | 5     |
| <b>PEAK HR VOL :</b>    | 0                   | 1         | 0       | 0       | 1          | 0       | 0       | 0       | 0             | 2       | 0       | 0       | 0             | 0       | 1       | 0       |       |
| <b>PEAK HR FACTOR :</b> | 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<br>NL           | 1.5<br>NT | 0<br>NR | 0<br>NU | 1<br>SL    | 0<br>ST | 1<br>SR | 0<br>SU | 0<br>EL       | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL       | 1<br>WT | 0<br>WR | 0<br>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     |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT        | NR      | NU      | SL         | ST      | SR      | SU      | EL            | ET      | ER      | EU      | WL            | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 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%   |       |
| <b>PEAK HR :</b>        | 04:00 PM - 05:00 PM |           |         |         | 1          | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0             | 0       | 2       | 0       | 4     |
| <b>PEAK HR VOL :</b>    | 0                   | 1         | 0       | 0       | 1          | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0             | 0       | 2       | 0       |       |
| <b>PEAK HR FACTOR :</b> | 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)

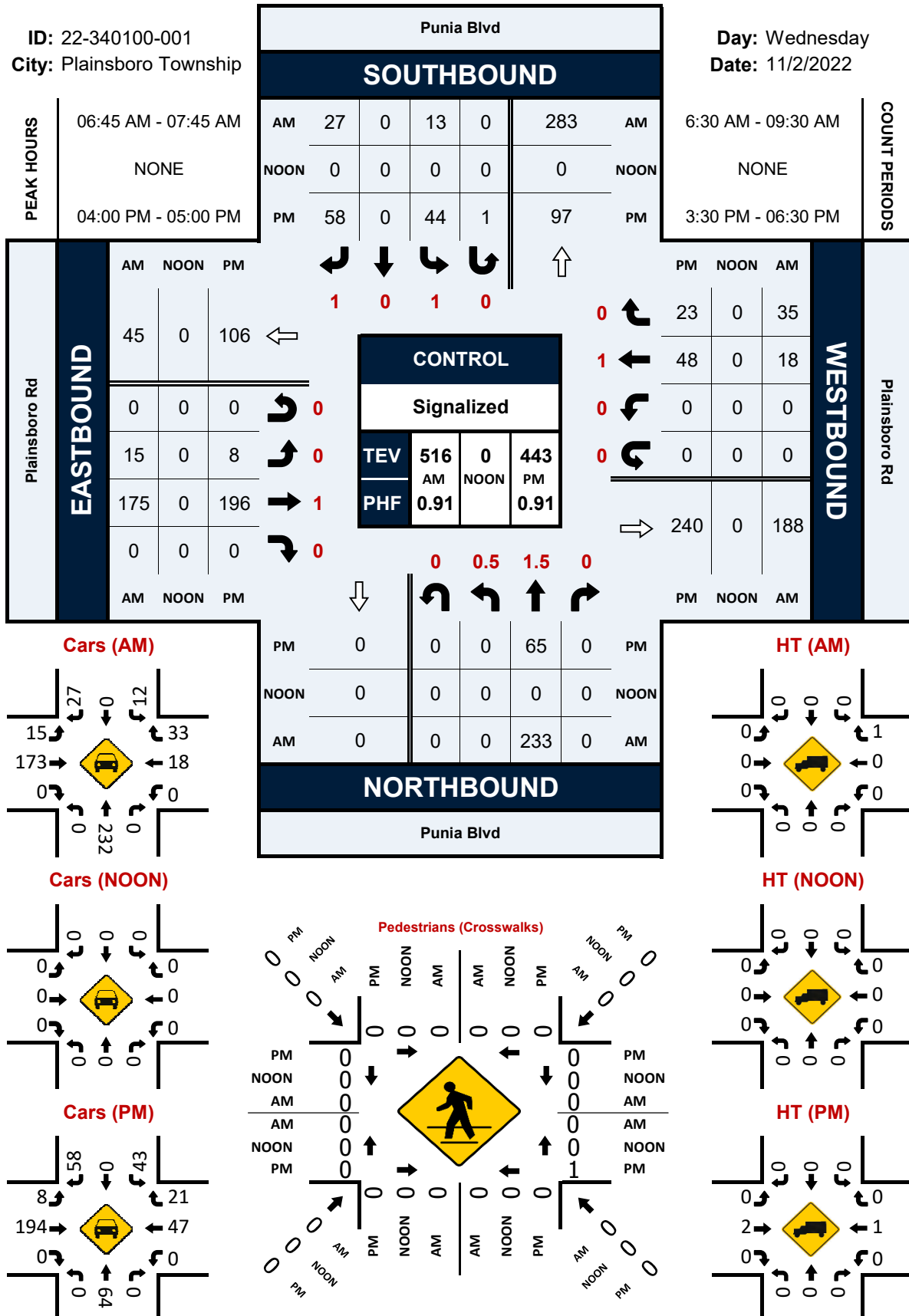
| NS/EW Streets:   | Punia Blvd          |    | Punia Blvd |    | Plainsboro Rd |         | Plainsboro Rd |    |       |
|------------------|---------------------|----|------------|----|---------------|---------|---------------|----|-------|
| AM               | NORTH LEG           |    | SOUTH LEG  |    | 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     |
| PEAK HR :        | 06:45 AM - 07:45 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     | 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     |
| PEAK HR :        | 04:00 PM - 05:00 PM |    | 100.00%   | 0.00% | 100.00%  | 0.00% |          |    |       |
| PEAK HR VOL :    | 0                   | 0  | 0         | 0     | 1        | 0     | 0        | 0  | TOTAL |
| PEAK HR FACTOR : |                     |    |           |       | 0.250    | 0     |          |    | 1     |
|                  |                     |    |           |       | 0.250    |       |          |    | 0.250 |

**Punia Blvd & Plainsboro Rd****Peak Hour Turning Movement Count**

ID: 22-340100-001  
City: Plainsboro Township

Day: Wednesday  
Date: 11/2/2022



# 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<br>NL                 | 0.5<br>NT | 0.5<br>NR | 0<br>NU | 0.5<br>SL               | 0.5<br>ST | 1<br>SR  | 0<br>SU | 0.5<br>EL     | 0.5<br>ET | 1<br>ER   | 0<br>EU | 0<br>WL       | 1<br>WT | 1<br>WR | 0<br>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                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>139               | NT<br>442 | NR<br>0   | NU<br>0 | SL<br>0                 | ST<br>272 | SR<br>53 | SU<br>0 | EL<br>59      | ET<br>0   | ER<br>420 | EU<br>0 | WL<br>0       | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>1385 |
| <b>APPROACH %'s :</b>   | 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       |                      |
| <b>PEAK HR :</b>        | 08:15 AM - 09:15 AM     |           |           |         | 0                       | 123       | 27       | 0       | 23            | 0         | 136       | 0       | 0             | 0       | 0       | 0       | <b>TOTAL</b><br>543  |
| <b>PEAK HR VOL :</b>    | 52                      | 182       | 0         | 0       | 0                       | 0.932     | 0.675    | 0.000   | 0.719         | 0.000     | 0.895     | 0.000   | 0.000         | 0.000   | 0.000   | 0.000   |                      |
| <b>PEAK HR FACTOR :</b> | 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<br>NL             | 0.5<br>NT | 0.5<br>NR | 0<br>NU | 0.5<br>SL  | 0.5<br>ST | 1<br>SR  | 0<br>SU | 0.5<br>EL | 0.5<br>ET | 1<br>ER   | 0<br>EU | 0<br>WL   | 1<br>WT | 1<br>WR | 0<br>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                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>110           | NT<br>469 | NR<br>0   | NU<br>0 | SL<br>0    | ST<br>460 | SR<br>47 | SU<br>0 | EL<br>65  | ET<br>0   | ER<br>723 | EU<br>0 | WL<br>0   | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>1874 |
| <b>APPROACH %'s :</b>   | 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       |                      |
| <b>PEAK HR :</b>        | 05:00 PM - 06:00 PM |           |           |         | 0          | 191       | 16       | 0       | 13        | 0         | 288       | 0       | 0         | 0       | 0       | 0       | <b>TOTAL</b><br>685  |
| <b>PEAK HR VOL :</b>    | 34                  | 143       | 0         | 0       | 0          | 0.884     | 0.667    | 0.000   | 0.813     | 0.000     | 0.923     | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   |                      |
| <b>PEAK HR FACTOR :</b> | 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<br>NL                 | 0.5<br>NT | 0.5<br>NR | 0<br>NU | 0.5<br>SL               | 0.5<br>ST | 1<br>SR  | 0<br>SU | 0.5<br>EL     | 0.5<br>ET | 1<br>ER   | 0<br>EU | 0<br>WL       | 1<br>WT | 1<br>WR | 0<br>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                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>136               | NT<br>428 | NR<br>0   | NU<br>0 | SL<br>0                 | ST<br>259 | SR<br>47 | SU<br>0 | EL<br>54      | ET<br>0   | ER<br>404 | EU<br>0 | WL<br>0       | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>1328 |
| <b>APPROACH %'s :</b>   | 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       |                      |
| <b>PEAK HR :</b>        | 08:15 AM - 09:15 AM     |           |           |         |                         |           |          |         |               |           |           |         |               |         |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 51                      | 173       | 0         | 0       | 0                       | 118       | 23       | 0       | 22            | 0         | 128       | 0       | 0             | 0       | 0       | 0       | 515                  |
| <b>PEAK HR FACTOR :</b> | 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<br>NL             | 0.5<br>NT | 0.5<br>NR | 0<br>NU | 0.5<br>SL  | 0.5<br>ST | 1<br>SR  | 0<br>SU | 0.5<br>EL | 0.5<br>ET | 1<br>ER   | 0<br>EU | 0<br>WL   | 1<br>WT | 1<br>WR | 0<br>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                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>109           | NT<br>446 | NR<br>0   | NU<br>0 | SL<br>0    | ST<br>448 | SR<br>43 | SU<br>0 | EL<br>60  | ET<br>0   | ER<br>712 | EU<br>0 | WL<br>0   | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>1818 |
| <b>APPROACH %'s :</b>   | 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       |                      |
| <b>PEAK HR :</b>        | 05:00 PM - 06:00 PM |           |           |         |            |           |          |         |           |           |           |         |           |         |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 34                  | 132       | 0         | 0       | 0          | 188       | 16       | 0       | 12        | 0         | 285       | 0       | 0         | 0       | 0       | 0       | 667                  |
| <b>PEAK HR FACTOR :</b> | 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<br>NL                 | 0.5<br>NT | 0.5<br>NR | 0<br>NU | 0.5<br>SL               | 0.5<br>ST | 1<br>SR | 0<br>SU | 0.5<br>EL     | 0.5<br>ET | 1<br>ER  | 0<br>EU | 0<br>WL       | 1<br>WT | 1<br>WR | 0<br>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                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>3                 | NT<br>8   | NR<br>0   | NU<br>0 | SL<br>0                 | ST<br>8   | SR<br>3 | SU<br>0 | EL<br>2       | ET<br>0   | ER<br>10 | EU<br>0 | WL<br>0       | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>34 |
| <b>APPROACH %'s :</b>   | 27.27%                  | 72.73%    | 0.00%     | 0.00%   | 0.00%                   | 72.73%    | 27.27%  | 0.00%   | 16.67%        | 0.00%     | 83.33%   | 0.00%   | 0.00%         | 0.00%   | 0.00%   | 0.00%   |                    |
| <b>PEAK HR :</b>        | 08:15 AM - 09:15 AM     |           |           |         |                         |           |         |         |               |           |          |         |               |         |         |         | <b>TOTAL</b><br>19 |
| <b>PEAK HR VOL :</b>    | 1                       | 6         | 0         | 0       | 0                       | 3         | 3       | 0       | 0             | 0         | 6        | 0       | 0             | 0       | 0       | 0       |                    |
| <b>PEAK HR FACTOR :</b> | 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              |
|                         |                         |           |           |         |                         |           |         |         |               |           |          |         |               |         |         |         |                    |
| PM                      | NORTHBOUND              |           |           |         | SOUTHBOUND              |           |         |         | EASTBOUND     |           |          |         | WESTBOUND     |         |         |         | TOTAL              |
|                         | 1<br>NL                 | 0.5<br>NT | 0.5<br>NR | 0<br>NU | 0.5<br>SL               | 0.5<br>ST | 1<br>SR | 0<br>SU | 0.5<br>EL     | 0.5<br>ET | 1<br>ER  | 0<br>EU | 0<br>WL       | 1<br>WT | 1<br>WR | 0<br>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                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>1                 | NT<br>20  | NR<br>0   | NU<br>0 | SL<br>0                 | ST<br>11  | SR<br>1 | SU<br>0 | EL<br>2       | ET<br>0   | ER<br>5  | EU<br>0 | WL<br>0       | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>40 |
| <b>APPROACH %'s :</b>   | 4.76%                   | 95.24%    | 0.00%     | 0.00%   | 0.00%                   | 91.67%    | 8.33%   | 0.00%   | 28.57%        | 0.00%     | 71.43%   | 0.00%   | 0.00%         | 0.00%   | 0.00%   | 0.00%   |                    |
| <b>PEAK HR :</b>        | 05:00 PM - 06:00 PM     |           |           |         |                         |           |         |         |               |           |          |         |               |         |         |         | <b>TOTAL</b><br>14 |
| <b>PEAK HR VOL :</b>    | 0                       | 10        | 0         | 0       | 0                       | 2         | 0       | 0       | 0             | 0         | 2        | 0       | 0             | 0       | 0       | 0       |                    |
| <b>PEAK HR FACTOR :</b> | 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              |

## 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 - Buses

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

# 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            |
| <b>TOTAL VOLUMES :</b>  | EB                      | WB | EB                      | WB | NB            | SB | NB            | SB     | <b>TOTAL</b> |
| <b>APPROACH %'s :</b>   | 0                       | 0  | 0                       | 0  | 0             | 0  | 2             | 1      | 3            |
| <b>PEAK HR :</b>        | 08:15 AM - 09:15 AM     |    |                         |    |               |    | 66.67%        | 33.33% |              |
| <b>PEAK HR VOL :</b>    | 0                       | 0  | 0                       | 0  | 0             | 0  | 1             | 0      | 1            |
| <b>PEAK HR FACTOR :</b> |                         |    |                         |    |               |    | 0.250         | 0.250  | 0.250        |

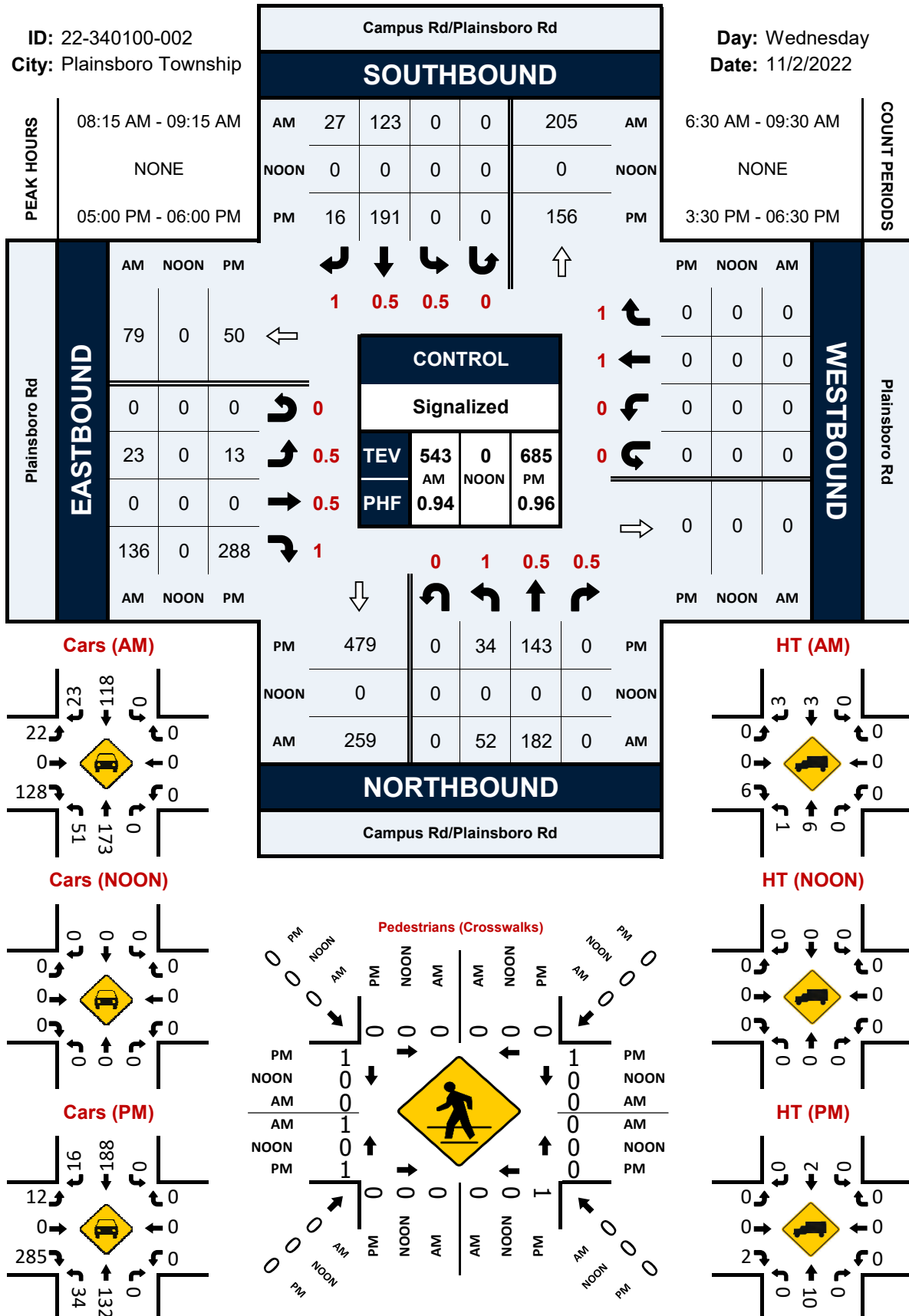
| PM                      | NORTH LEG           |    | SOUTH LEG |       | EAST LEG |       | WEST LEG |        | TOTAL        |
|-------------------------|---------------------|----|-----------|-------|----------|-------|----------|--------|--------------|
|                         | EB                  | 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            |
| <b>TOTAL VOLUMES :</b>  | EB                  | WB | EB        | WB    | NB       | SB    | NB       | SB     | <b>TOTAL</b> |
| <b>APPROACH %'s :</b>   | 0                   | 0  | 1         | 1     | 0        | 1     | 3        | 6      | 12           |
| <b>PEAK HR :</b>        | 05:00 PM - 06:00 PM |    |           |       |          |       | 33.33%   | 66.67% |              |
| <b>PEAK HR VOL :</b>    | 0                   | 0  | 0         | 1     | 0        | 1     | 1        | 1      | 4            |
| <b>PEAK HR FACTOR :</b> |                     |    |           | 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<br>NL             | 1<br>NT   | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST   | 1<br>SR   | 0<br>SU | 1<br>EL     | 0<br>ET | 1<br>ER  | 0<br>EU | 0<br>WL     | 0<br>WT | 0<br>WR | 0<br>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                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>128           | NT<br>371 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>272 | SR<br>753 | SU<br>0 | EL<br>356   | ET<br>0 | ER<br>54 | EU<br>0 | WL<br>0     | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>1934 |
| <b>APPROACH %'s :</b>   | 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       |                      |
| <b>PEAK HR :</b>        | 08:15 AM - 09:15 AM |           |         |         |            |           |           |         |             |         |          |         |             |         |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 47                  | 158       | 0       | 0       | 0          | 116       | 250       | 0       | 139         | 0       | 34       | 0       | 0           | 0       | 0       | 0       | 744                  |
| <b>PEAK HR FACTOR :</b> | 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<br>NL             | 1<br>NT   | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST   | 1<br>SR   | 0<br>SU | 1<br>EL   | 0<br>ET | 1<br>ER   | 0<br>EU | 0<br>WL   | 0<br>WT | 0<br>WR | 0<br>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                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>71            | NT<br>463 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>315 | SR<br>334 | SU<br>0 | EL<br>849 | ET<br>0 | ER<br>190 | EU<br>0 | WL<br>0   | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>2222 |
| <b>APPROACH %'s :</b>   | 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       |                      |
| <b>PEAK HR :</b>        | 04:15 PM - 05:15 PM |           |         |         |            |           |           |         |           |         |           |         |           |         |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 23                  | 156       | 0       | 0       | 0          | 114       | 126       | 0       | 324       | 0       | 82        | 0       | 0         | 0       | 0       | 0       | 825                  |
| <b>PEAK HR FACTOR :</b> | 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<br>NL             | 1<br>NT   | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST   | 1<br>SR   | 0<br>SU | 1<br>EL     | 0<br>ET | 1<br>ER  | 0<br>EU | 0<br>WL     | 0<br>WT | 0<br>WR | 0<br>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                  |
| <b>TOTAL VOLUMES:</b>  | NL<br>128           | NT<br>352 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>253 | SR<br>741 | SU<br>0 | EL<br>342   | ET<br>0 | ER<br>54 | EU<br>0 | WL<br>0     | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>1870 |
| <b>APPROACH %'s:</b>   | 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%   |                      |
| <b>PEAK HR:</b>        | 08:15 AM - 09:15 AM |           |         |         | 0          | 107       | 246       | 0       | 136         | 0       | 34       | 0       | 0           | 0       | 0       | 0       | <b>TOTAL</b><br>718  |
| <b>PEAK HR VOL:</b>    | 47                  | 148       | 0       | 0       | 0          | 0.704     | 0.891     | 0.000   | 0.829       | 0.000   | 0.654    | 0.000   | 0.000       | 0.000   | 0.000   | 0.000   |                      |
| <b>PEAK HR FACTOR:</b> | 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<br>NL             | 1<br>NT   | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST   | 1<br>SR   | 0<br>SU | 1<br>EL   | 0<br>ET | 1<br>ER   | 0<br>EU | 0<br>WL   | 0<br>WT | 0<br>WR | 0<br>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                  |
| <b>TOTAL VOLUMES:</b>  | NL<br>71            | NT<br>435 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>302 | SR<br>326 | SU<br>0 | EL<br>837 | ET<br>0 | ER<br>187 | EU<br>0 | WL<br>0   | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>2158 |
| <b>APPROACH %'s:</b>   | 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%   |                      |
| <b>PEAK HR:</b>        | 04:15 PM - 05:15 PM |           |         |         | 0          | 107       | 124       | 0       | 319       | 0       | 81        | 0       | 0         | 0       | 0       | 0       | <b>TOTAL</b><br>798  |
| <b>PEAK HR VOL:</b>    | 23                  | 144       | 0       | 0       | 0          | 0.704     | 0.816     | 0.000   | 0.876     | 0.000   | 0.779     | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   |                      |
| <b>PEAK HR FACTOR:</b> | 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 - HT

| NS/EW Streets:                   | Campus Rd                                     |          |         |         | Campus Rd  |          |         |         | Hospital Dr |         |         |         | Hospital Dr |         |         |         |             |
|----------------------------------|-----------------------------------------------|----------|---------|---------|------------|----------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------------|
| AM                               | NORTHBOUND                                    |          |         |         | SOUTHBOUND |          |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         |             |
|                                  | 1<br>NL                                       | 1<br>NT  | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST  | 1<br>SR | 0<br>SU | 1<br>EL     | 0<br>ET | 1<br>ER | 0<br>EU | 0<br>WL     | 0<br>WT | 0<br>WR | 0<br>WU | TOTAL       |
|                                  | 6:30 AM                                       | 0        | 0       | 0       | 0          | 0        | 1       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           |
|                                  | 6:45 AM                                       | 0        | 0       | 0       | 0          | 0        | 1       | 1       | 0           | 2       | 0       | 0       | 0           | 0       | 0       | 0       | 4           |
|                                  | 7:00 AM                                       | 0        | 0       | 0       | 0          | 0        | 0       | 1       | 0           | 1       | 0       | 0       | 0           | 0       | 0       | 0       | 2           |
|                                  | 7:15 AM                                       | 0        | 0       | 0       | 0          | 0        | 1       | 1       | 0           | 1       | 0       | 0       | 0           | 0       | 0       | 0       | 3           |
|                                  | 7:30 AM                                       | 0        | 0       | 0       | 0          | 0        | 0       | 2       | 0           | 2       | 0       | 0       | 0           | 0       | 0       | 0       | 4           |
|                                  | 7:45 AM                                       | 0        | 2       | 0       | 0          | 0        | 0       | 0       | 0           | 1       | 0       | 0       | 0           | 0       | 0       | 0       | 3           |
|                                  | 8:00 AM                                       | 0        | 1       | 0       | 0          | 0        | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 1           |
| 8:15 AM                          | 0                                             | 1        | 0       | 0       | 0          | 1        | 1       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 3       |             |
| 8:30 AM                          | 0                                             | 1        | 0       | 0       | 0          | 1        | 0       | 0       | 1           | 0       | 0       | 0       | 0           | 0       | 0       | 3       |             |
| 8:45 AM                          | 0                                             | 4        | 0       | 0       | 0          | 3        | 2       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 9       |             |
| 9:00 AM                          | 0                                             | 0        | 0       | 0       | 0          | 1        | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 1       |             |
| 9:15 AM                          | 0                                             | 1        | 0       | 0       | 0          | 3        | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 4       |             |
| TOTAL VOLUMES:<br>APPROACH %'s : | NL<br>0                                       | NT<br>10 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>11 | SR<br>8 | SU<br>0 | EL<br>8     | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>0     | WT<br>0 | WR<br>0 | WU<br>0 | TOTAL<br>37 |
|                                  | 0.00%                                         | 100.00%  | 0.00%   | 0.00%   | 0.00%      | 57.89%   | 42.11%  | 0.00%   | 100.00%     | 0.00%   | 0.00%   | 0.00%   |             |         |         |         |             |
|                                  | PEAK HR :<br>0.000    0.375    0.000    0.000 |          |         |         |            |          |         |         |             |         |         |         |             |         |         |         | TOTAL<br>16 |
| PEAK HR VOL :                    | 0.375                                         |          |         |         | 0.450      |          |         |         | 0.250       |         |         |         | 0.250       |         |         |         | 0.444       |
| PEAK HR FACTOR :                 | 0.000                                         | 0.375    | 0.000   | 0.000   | 0.000      | 0.500    | 0.375   | 0.000   | 0.250       | 0.000   | 0.000   | 0.000   | 0.000       | 0.000   | 0.000   | 0.000   |             |

| PM                              | NORTHBOUND          |          |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL       |
|---------------------------------|---------------------|----------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------------|
|                                 | 1<br>NL             | 0<br>NT  | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 1<br>SR | 0<br>SU | 1<br>EL   | 0<br>ET | 1<br>ER | 0<br>EU | 0<br>WL   | 0<br>WT | 0<br>WR | 0<br>WU |             |
| 3:30 PM                         | 0                   | 2        | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 2           |
| 3:45 PM                         | 0                   | 2        | 0       | 0       | 0          | 1       | 1       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 4           |
| 4:00 PM                         | 0                   | 0        | 0       | 0       | 0          | 1       | 1       | 0       | 1         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 3           |
| 4:15 PM                         | 0                   | 3        | 0       | 0       | 0          | 1       | 0       | 0       | 3         | 0       | 1       | 0       | 0         | 0       | 0       | 0       | 8           |
| 4:30 PM                         | 0                   | 2        | 0       | 0       | 0          | 1       | 1       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 4           |
| 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       | 0       | 0       | 0         | 0       | 0       | 0       | 2           |
| 5:30 PM                         | 0                   | 4        | 0       | 0       | 0          | 0       | 2       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 6           |
| 5:45 PM                         | 0                   | 2        | 0       | 0       | 0          | 0       | 0       | 0       | 1         | 0       | 1       | 0       | 0         | 0       | 0       | 0       | 4           |
| 6:00 PM                         | 0                   | 1        | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 1       | 0       | 0         | 0       | 0       | 0       | 2           |
| 6:15 PM                         | 0                   | 0        | 0       | 0       | 0          | 1       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 1           |
| TOTAL VOLUMES:<br>APPROACH %'s: | NL<br>0             | NT<br>22 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>9 | SR<br>5 | SU<br>0 | EL<br>5   | ET<br>0 | ER<br>3 | EU<br>0 | WL<br>0   | WT<br>0 | WR<br>0 | WU<br>0 | TOTAL<br>44 |
| 0.00%                           | 100.00%             | 0.00%    | 0.00%   | 0.00%   | 0.00%      | 64.29%  | 35.71%  | 0.00%   | 62.50%    | 0.00%   | 37.50%  | 0.00%   |           |         |         |         |             |
| PEAK HR:                        | 04:15 PM - 05:15 PM |          |         |         |            |         |         |         |           |         |         |         |           |         |         |         |             |
| PEAK HR VOL:                    | 0                   | 10       | 0       | 0       | 0          | 5       | 1       | 0       | 3         | 0       | 1       | 0       | 0         | 0       | 0       | 0       | TOTAL<br>20 |
| PEAK HR FACTOR:                 | 0.000               | 0.833    | 0.000   | 0.000   | 0.000      | 0.417   | 0.250   | 0.000   | 0.250     | 0.000   | 0.250   | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.625       |



## 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<br>NL | 1<br>NT             | 0<br>NR            | 0<br>NU          | 0<br>SL          | 1<br>ST          | 1<br>SR            | 0<br>SU          | 1<br>EL          | 0<br>ET          | 1<br>ER          | 0<br>EU          | 0<br>WL          | 0<br>WT          | 0<br>WR          | 0<br>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 :<br>APPROACH %'s :              |         | NL<br>0<br>0.00%    | NT<br>1<br>100.00% | NR<br>0<br>0.00% | NU<br>0<br>0.00% | SL<br>0<br>0.00% | ST<br>1<br>100.00% | SR<br>0<br>0.00% | SU<br>0<br>0.00% | EL<br>0<br>0.00% | ET<br>0<br>0.00% | ER<br>0<br>0.00% | EU<br>0<br>0.00% | WL<br>0<br>0.00% | WT<br>0<br>0.00% | WR<br>0<br>0.00% | WU<br>0<br>0.00% | TOTAL<br>2          |
| PEAK HR :<br>PEAK HR VOL :<br>PEAK HR FACTOR : |         | 08:15 AM - 09:15 AM |                    |                  |                  | 0<br>0.000       | 0<br>0.000         | 0<br>0.000       | 0<br>0.000       | 0<br>0.000       | 0<br>0.000       | 0<br>0.000       | 0<br>0.000       | 0<br>0.000       | 0<br>0.000       | 0<br>0.000       | 0<br>0.000       | TOTAL<br>1<br>0.250 |

| PM                                             |         | NORTHBOUND          |                    |                  |                  | SOUTHBOUND       |                    |                  |                  | EASTBOUND        |                  |                  |                  | WESTBOUND        |                  |                  |                  |                     |
|------------------------------------------------|---------|---------------------|--------------------|------------------|------------------|------------------|--------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|---------------------|
|                                                | 1<br>NL | 1<br>NT             | 0<br>NR            | 0<br>NU          | 0<br>SL          | 1<br>ST          | 1<br>SR            | 0<br>SU          | 1<br>EL          | 0<br>ET          | 1<br>ER          | 0<br>EU          | 0<br>WL          | 0<br>WT          | 0<br>WR          | 0<br>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 :<br>APPROACH %'s :              |         | NL<br>0<br>0.00%    | NT<br>4<br>100.00% | NR<br>0<br>0.00% | NU<br>0<br>0.00% | SL<br>0<br>0.00% | ST<br>5<br>100.00% | SR<br>0<br>0.00% | SU<br>0<br>0.00% | EL<br>0<br>0.00% | ET<br>0<br>0.00% | ER<br>0<br>0.00% | EU<br>0<br>0.00% | WL<br>0<br>0.00% | WT<br>0<br>0.00% | WR<br>0<br>0.00% | WU<br>0<br>0.00% | TOTAL<br>9          |
| PEAK HR :<br>PEAK HR VOL :<br>PEAK HR FACTOR : |         | 04:15 PM - 05:15 PM |                    |                  |                  | 0<br>0.000       | 2<br>0.500         | 0<br>0.000       | 0<br>0.000       | 0<br>0.000       | 0<br>0.000       | 0<br>0.000       | 0<br>0.000       | 0<br>0.000       | 0<br>0.000       | 0<br>0.000       | 0<br>0.000       | TOTAL<br>4<br>0.500 |

## 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% |       |
| PEAK HR VOL :    | 0                   | 0  | 0         | 0  | 0           | 0  | 0           | 0       | 0     |
| PEAK HR FACTOR : |                     |    |           |    |             |    |             |         |       |

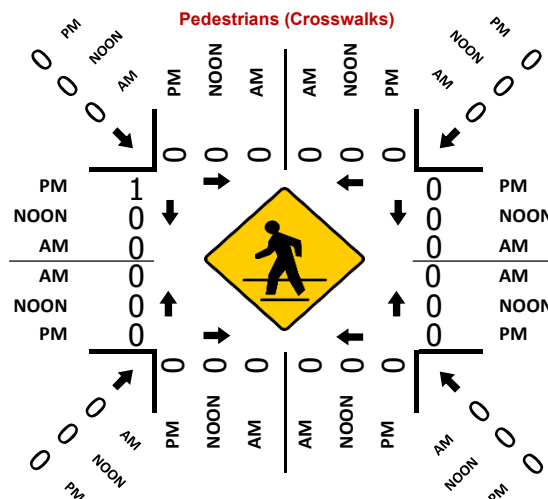
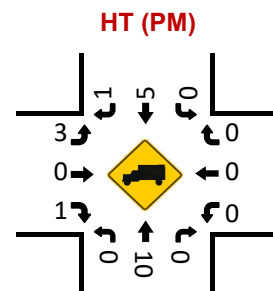
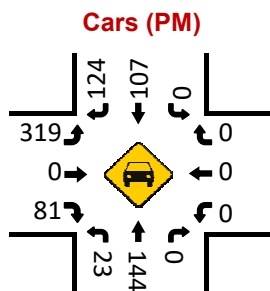
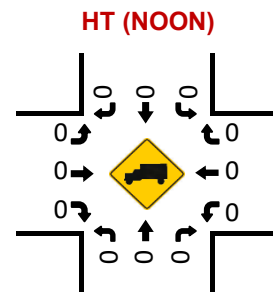
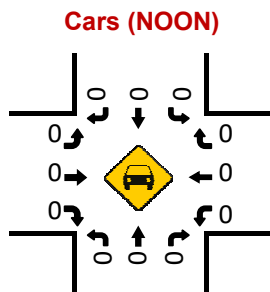
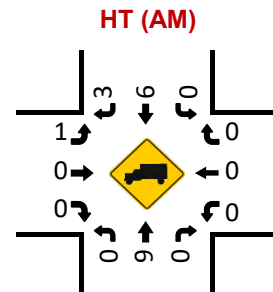
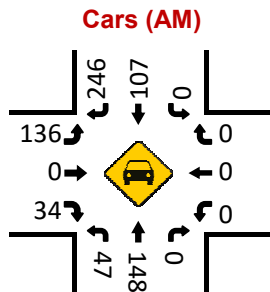
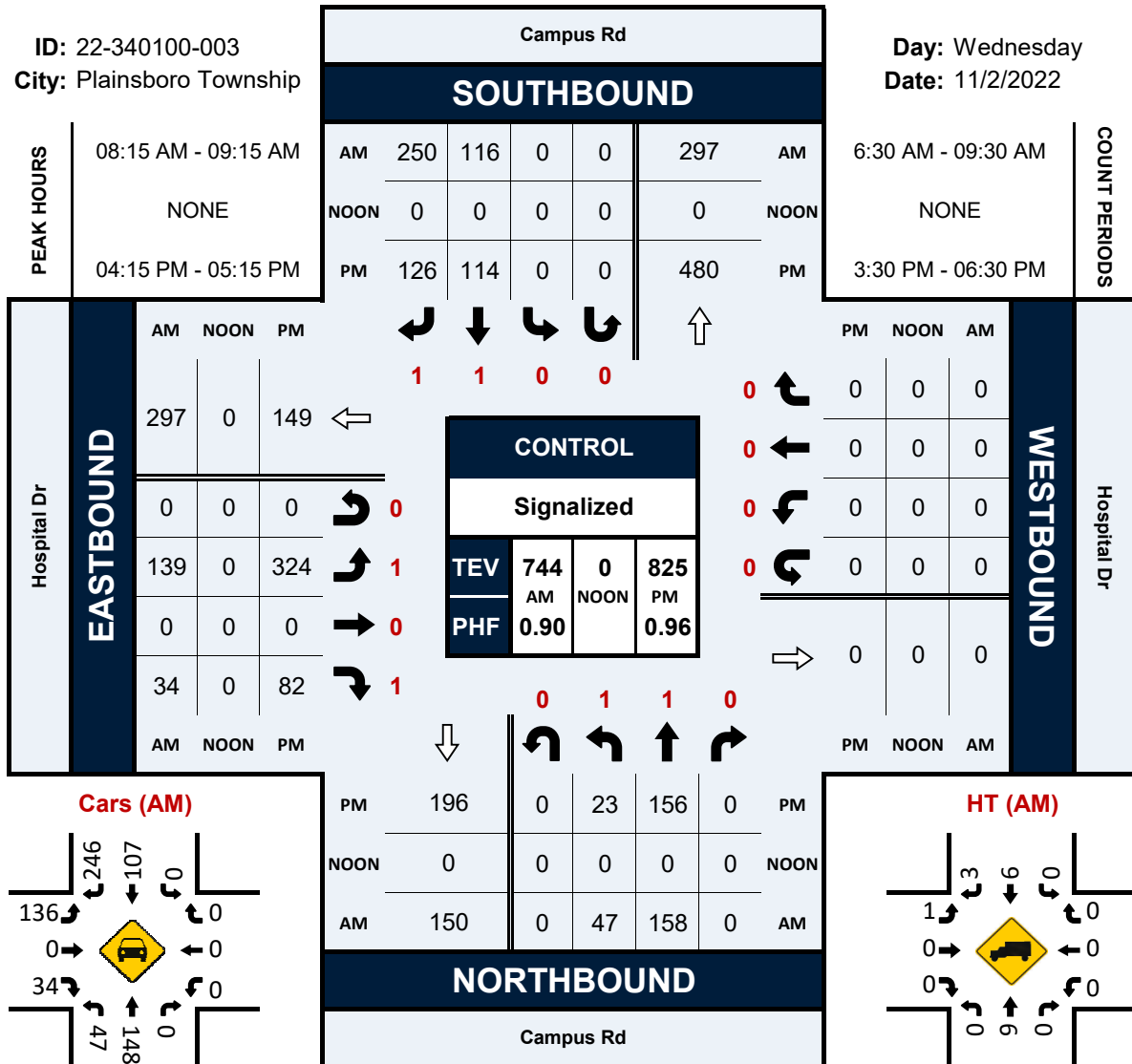
| PM                                | NORTH LEG           |         | SOUTH LEG |         | EAST LEG |         | WEST LEG          |                   | TOTAL      |
|-----------------------------------|---------------------|---------|-----------|---------|----------|---------|-------------------|-------------------|------------|
|                                   | 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 :<br>APPROACH %'s : | EB<br>0             | WB<br>0 | EB<br>0   | WB<br>0 | NB<br>0  | SB<br>0 | NB<br>1<br>25.00% | SB<br>3<br>75.00% | TOTAL<br>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<br>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<br>NL           | 0.5<br>NT | 1<br>NR   | 0<br>NU | 1<br>SL    | 1<br>ST  | 1<br>SR   | 0<br>SU | 1<br>EL          | 3<br>ET    | 1<br>ER   | 0<br>EU | 2<br>WL          | 3<br>WT    | 1<br>WR   | 0<br>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                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>474           | NT<br>104 | NR<br>149 | NU<br>0 | SL<br>79   | ST<br>73 | SR<br>173 | SU<br>1 | EL<br>255        | ET<br>1613 | ER<br>579 | EU<br>0 | WL<br>372        | WT<br>1728 | WR<br>260 | WU<br>0 | <b>TOTAL</b><br>5860 |
| <b>APPROACH %'s :</b>   | 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%   |                      |
| <b>PEAK HR :</b>        | 07:45 AM - 08:45 AM |           |           |         |            |          |           |         |                  |            |           |         |                  |            |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 173                 | 29        | 51        | 0       | 26         | 39       | 61        | 0       | 91               | 610        | 194       | 0       | 161              | 724        | 100       | 0       | 2259                 |
| <b>PEAK HR FACTOR :</b> | 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<br>NL           | 0.5<br>NT | 1<br>NR   | 0<br>NU | 1<br>SL    | 1<br>ST   | 1<br>SR   | 0<br>SU | 1<br>EL   | 3<br>ET    | 1<br>ER   | 0<br>EU | 2<br>WL   | 3<br>WT    | 1<br>WR   | 0<br>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                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>939           | NT<br>71  | NR<br>301 | NU<br>0 | SL<br>213  | ST<br>112 | SR<br>363 | SU<br>0 | EL<br>252 | ET<br>1795 | ER<br>318 | EU<br>0 | WL<br>218 | WT<br>1787 | WR<br>204 | WU<br>0 | <b>TOTAL</b><br>6573 |
| <b>APPROACH %'s :</b>   | 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%   |                      |
| <b>PEAK HR :</b>        | 05:00 PM - 06:00 PM |           |           |         |            |           |           |         |           |            |           |         |           |            |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 280                 | 28        | 104       | 0       | 86         | 37        | 107       | 0       | 101       | 676        | 153       | 0       | 83        | 613        | 100       | 0       | 2368                 |
| <b>PEAK HR FACTOR :</b> | 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<br>NL           | 0.5<br>NT | 1<br>NR   | 0<br>NU | 1<br>SL    | 1<br>ST  | 1<br>SR   | 0<br>SU | 1<br>EL          | 3<br>ET    | 1<br>ER   | 0<br>EU | 2<br>WL          | 3<br>WT    | 1<br>WR   | 0<br>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                  |
| <b>TOTAL VOLUMES:</b>  | NL<br>456           | NT<br>100 | NR<br>139 | NU<br>0 | SL<br>76   | ST<br>72 | SR<br>169 | SU<br>1 | EL<br>254        | ET<br>1543 | ER<br>557 | EU<br>0 | WL<br>364        | WT<br>1642 | WR<br>259 | WU<br>0 | <b>TOTAL</b><br>5632 |
| <b>APPROACH %'s:</b>   | 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%   |                      |
| <b>PEAK HR:</b>        | 07:45 AM - 08:45 AM |           |           |         |            |          |           |         |                  |            |           |         |                  |            |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL:</b>    | 165                 | 28        | 46        | 0       | 26         | 38       | 59        | 0       | 90               | 588        | 190       | 0       | 159              | 697        | 99        | 0       | 2185                 |
| <b>PEAK HR FACTOR:</b> | 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<br>NL           | 0.5<br>NT | 1<br>NR   | 0<br>NU | 1<br>SL    | 1<br>ST   | 1<br>SR   | 0<br>SU | 1<br>EL   | 3<br>ET    | 1<br>ER   | 0<br>EU | 2<br>WL   | 3<br>WT    | 1<br>WR   | 0<br>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                  |
| <b>TOTAL VOLUMES:</b>  | NL<br>912           | NT<br>68  | NR<br>292 | NU<br>0 | SL<br>212  | ST<br>110 | SR<br>358 | SU<br>0 | EL<br>252 | ET<br>1753 | ER<br>308 | EU<br>0 | WL<br>209 | WT<br>1747 | WR<br>204 | WU<br>0 | <b>TOTAL</b><br>6425 |
| <b>APPROACH %'s:</b>   | 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%   |                      |
| <b>PEAK HR:</b>        | 05:00 PM - 06:00 PM |           |           |         |            |           |           |         |           |            |           |         |           |            |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL:</b>    | 269                 | 27        | 101       | 0       | 86         | 37        | 106       | 0       | 101       | 658        | 148       | 0       | 83        | 606        | 100       | 0       | 2322                 |
| <b>PEAK HR FACTOR:</b> | 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<br>NL           | 0.5<br>NT | 1<br>NR | 0<br>NU | 1<br>SL    | 1<br>ST | 1<br>SR | 0<br>SU | 1<br>EL          | 3<br>ET | 1<br>ER | 0<br>EU | 2<br>WL          | 3<br>WT | 1<br>WR | 0<br>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           |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT        | NR      | NU      | SL         | ST      | SR      | SU      | EL               | ET      | ER      | EU      | WL               | WT      | WR      | WU      | <b>TOTAL</b> |
| <b>APPROACH %'s :</b>   | 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          |
| <b>PEAK HR :</b>        | 07:45 AM - 08:45 AM |           |         |         | 0          | 0       | 1       | 0       | 1                | 11      | 2       | 0       | 1                | 23      | 1       | 0       | <b>TOTAL</b> |
| <b>PEAK HR VOL :</b>    | 4                   | 0         | 3       | 0       | 0          | 0       | 1       | 0       | 1                | 11      | 2       | 0       | 1                | 23      | 1       | 0       | 47           |
| <b>PEAK HR FACTOR :</b> | 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<br>NL           | 0.5<br>NT | 1<br>NR | 0<br>NU | 1<br>SL    | 1<br>ST | 1<br>SR | 0<br>SU | 1<br>EL          | 3<br>ET | 1<br>ER | 0<br>EU | 2<br>WL          | 3<br>WT | 1<br>WR | 0<br>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            |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT        | NR      | NU      | SL         | ST      | SR      | SU      | EL               | ET      | ER      | EU      | WL               | WT      | WR      | WU      | <b>TOTAL</b> |
| <b>APPROACH %'s :</b>   | 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           |
| <b>PEAK HR :</b>        | 05:00 PM - 06:00 PM |           |         |         | 0          | 0       | 0       | 0       | 0                | 15      | 3       | 0       | 0                | 2       | 0       | 0       | <b>TOTAL</b> |
| <b>PEAK HR VOL :</b>    | 9                   | 0         | 2       | 0       | 0          | 0       | 0       | 0       | 0                | 15      | 3       | 0       | 0                | 2       | 0       | 0       | 31           |
| <b>PEAK HR FACTOR :</b> | 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<br>NL           | 0.5<br>NT | 1<br>NR | 0<br>NU | 1<br>SL    | 1<br>ST | 1<br>SR | 0<br>SU | 1<br>EL          | 3<br>ET | 1<br>ER | 0<br>EU | 2<br>WL          | 3<br>WT | 1<br>WR | 0<br>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     |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT        | NR      | NU      | SL         | ST      | SR      | SU      | EL               | ET      | ER      | EU      | WL               | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 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%   | 84    |
| <b>PEAK HR :</b>        | 07:45 AM - 08:45 AM |           |         |         |            |         |         |         |                  |         |         |         |                  |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 4                   | 1         | 2       | 0       | 0          | 1       | 1       | 0       | 0                | 11      | 2       | 0       | 1                | 4       | 0       | 0       | 27    |
| <b>PEAK HR FACTOR :</b> | 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<br>NL           | 0.5<br>NT | 1<br>NR | 0<br>NU | 1<br>SL    | 1<br>ST | 1<br>SR | 0<br>SU | 1<br>EL   | 3<br>ET | 1<br>ER | 0<br>EU | 2<br>WL   | 3<br>WT | 1<br>WR | 0<br>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     |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT        | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 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%   | 58    |
| <b>PEAK HR :</b>        | 05:00 PM - 06:00 PM |           |         |         |            |         |         |         |           |         |         |         |           |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 2                   | 1         | 1       | 0       | 0          | 0       | 1       | 0       | 0         | 3       | 2       | 0       | 0         | 5       | 0       | 0       | 15    |
| <b>PEAK HR FACTOR :</b> | 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<br>NL           | 0.5<br>NT | 1<br>NR | 0<br>NU | 1<br>SL    | 1<br>ST | 1<br>SR | 0<br>SU | 1<br>EL          | 3<br>ET | 1<br>ER | 0<br>EU | 2<br>WL          | 3<br>WT | 1<br>WR | 0<br>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     |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT        | NR      | NU      | SL         | ST      | SR      | SU      | EL               | ET      | ER      | EU      | WL               | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 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%   |       |
| <b>PEAK HR :</b>        | 07:45 AM - 08:45 AM |           |         |         | 0          | 0       | 0       | 0       | 0                | 0       | 0       | 0       | 0                | 3       | 0       | 0       | 4     |
| <b>PEAK HR VOL :</b>    | 1                   | 0         | 0       | 0       | 0          | 0       | 0       | 0       | 0                | 0       | 0       | 0       | 0                | 0.375   | 0.000   | 0.000   | 0.500 |
| <b>PEAK HR FACTOR :</b> | 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 |
|                         | 0.250               |           |         |         | 0.500      |         |         |         | 0.375            |         |         |         | 0.375            |         |         |         |       |
| PM                      | NORTHBOUND          |           |         |         | SOUTHBOUND |         |         |         | EASTBOUND        |         |         |         | WESTBOUND        |         |         |         | TOTAL |
|                         | 1.5<br>NL           | 0.5<br>NT | 1<br>NR | 0<br>NU | 1<br>SL    | 1<br>ST | 1<br>SR | 0<br>SU | 1<br>EL          | 3<br>ET | 1<br>ER | 0<br>EU | 2<br>WL          | 3<br>WT | 1<br>WR | 0<br>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     |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT        | NR      | NU      | SL         | ST      | SR      | SU      | EL               | ET      | ER      | EU      | WL               | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 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%   |       |
| <b>PEAK HR :</b>        | 05:00 PM - 06:00 PM |           |         |         | 0          | 1       | 5       | 0       | 0                | 2       | 1       | 0       | 0                | 0       | 0       | 0       | 11    |
| <b>PEAK HR VOL :</b>    | 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 |
| <b>PEAK HR FACTOR :</b> | 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 |
|                         | 0.500               |           |         |         | 0.500      |         |         |         | 0.375            |         |         |         | 0.375            |         |         |         |       |

# 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            |
| <b>TOTAL VOLUMES :</b>  | EB                  | WB | EB        | WB | NB               | SB | NB               | SB      | <b>TOTAL</b> |
| <b>APPROACH %'s :</b>   | 0                   | 0  | 0         | 0  | 0                | 0  | 0                | 1       | 1            |
| <b>PEAK HR :</b>        | 07:45 AM - 08:45 AM |    |           |    |                  |    | 0.00%            | 100.00% |              |
| <b>PEAK HR VOL :</b>    | 0                   | 0  | 0         | 0  | 0                | 0  | 0                | 0       | <b>TOTAL</b> |
| <b>PEAK HR FACTOR :</b> |                     |    |           |    |                  |    |                  |         | 0            |

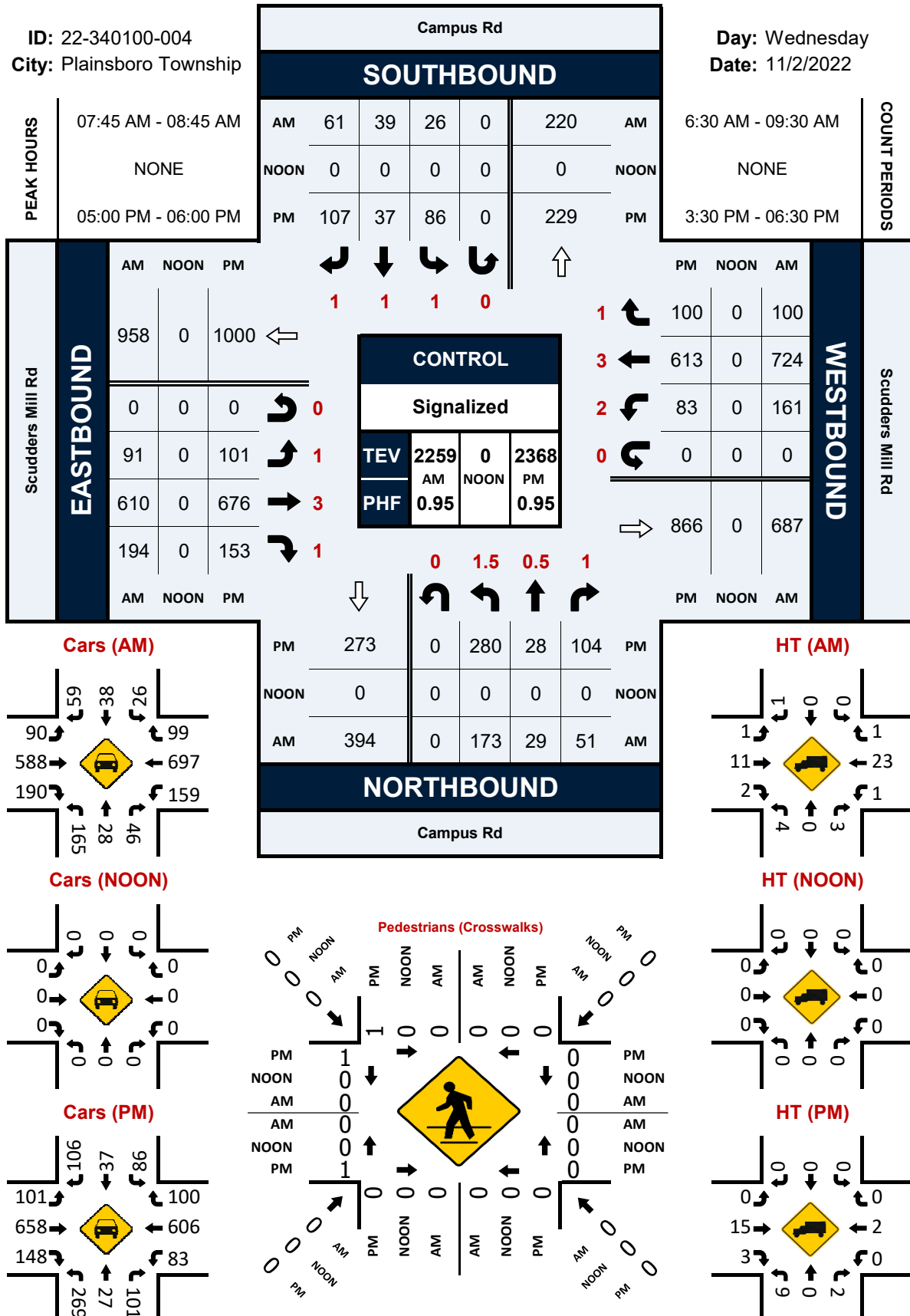
| PM                      | NORTH LEG           |       | SOUTH LEG |    | EAST LEG |    | WEST LEG |        | TOTAL        |
|-------------------------|---------------------|-------|-----------|----|----------|----|----------|--------|--------------|
|                         | EB                  | 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            |
| <b>TOTAL VOLUMES :</b>  | EB                  | WB    | EB        | WB | NB       | SB | NB       | SB     | <b>TOTAL</b> |
| <b>APPROACH %'s :</b>   | 3                   | 0     | 0         | 0  | 0        | 0  | 1        | 2      | 6            |
| <b>PEAK HR :</b>        | 05:00 PM - 06:00 PM |       |           |    |          |    | 33.33%   | 66.67% |              |
| <b>PEAK HR VOL :</b>    | 1                   | 0     | 0         | 0  | 0        | 0  | 1        | 1      | <b>TOTAL</b> |
| <b>PEAK HR FACTOR :</b> | 0.250               | 0.250 |           |    |          |    | 0.250    | 0.250  | 0.375        |

# Campus Rd & Scudders Mill Rd

## Peak Hour Turning Movement Count

ID: 22-340100-004  
City: Plainsboro Township

Day: Wednesday  
Date: 11/2/2022



# 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   |
| <b>TOTAL VOLUMES:</b>  | 16                                                | 0     | 22     | 0     | 6                                                 | 1     | 6      | 0     | 31               | 1420   | 37    | 3     | 139              | 2420   | 106   | 1     | 4208  |
| <b>APPROACH %'s:</b>   | 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% |       |
| <b>PEAK HR:</b>        | 08:15 AM - 09:15 AM                               |       |        |       |                                                   |       |        |       |                  |        |       |       |                  |        |       |       | TOTAL |
| <b>PEAK HR VOL:</b>    | 8                                                 | 0     | 6      | 0     | 4                                                 | 1     | 4      | 0     | 10               | 541    | 14    | 2     | 89               | 953    | 53    | 1     | 1686  |
| <b>PEAK HR FACTOR:</b> | 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   |
| <b>TOTAL VOLUMES:</b>  | 100                                               | 0     | 192    | 0     | 83                                                | 1     | 69     | 0     | 5                | 2316   | 30    | 0     | 31               | 1840   | 7     | 1     | 4675  |
| <b>APPROACH %'s:</b>   | 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% |       |
| <b>PEAK HR:</b>        | 04:45 PM - 05:45 PM                               |       |        |       |                                                   |       |        |       |                  |        |       |       |                  |        |       |       | TOTAL |
| <b>PEAK HR VOL:</b>    | 48                                                | 0     | 83     | 0     | 43                                                | 0     | 24     | 0     | 1                | 856    | 9     | 0     | 11               | 664    | 0     | 0     | 1739  |
| <b>PEAK HR FACTOR:</b> | 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<br>NL                                           | 1<br>NT | 1<br>NR | 0<br>NU | 0<br>SL                                           | 1<br>ST | 1<br>SR | 0<br>SU | 1<br>EL          | 2<br>ET | 1<br>ER | 0<br>EU | 1<br>WL          | 2<br>WT | 1<br>WR | 0<br>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                                                | NT      | NR      | NU      | SL                                                | ST      | SR      | SU      | EL               | ET      | ER      | EU      | WL               | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 16                                                | 0       | 22      | 0       | 4                                                 | 1       | 6       | 0       | 31               | 1339    | 37      | 3       | 137              | 2326    | 106     | 1       | 4029  |
|                  | 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                               |         |         |         | 2                                                 | 1       | 4       | 0       | 10               | 515     | 14      | 2       | 87               | 916     | 53      | 1       | TOTAL |
| PEAK HR VOL :    | 8                                                 | 0       | 6       | 0       | 2                                                 | 1       | 4       | 0       | 10               | 515     | 14      | 2       | 87               | 916     | 53      | 1       | 1619  |
| 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   | 0.924 |
|                  |                                                   |         | 0.700   |         |                                                   |         | 0.875   |         |                  |         | 0.878   |         |                  |         | 0.940   |         |       |

| PM               | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL |
|------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
|                  | 0<br>NL             | 1<br>NT | 1<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 1<br>SR | 0<br>SU | 1<br>EL   | 2<br>ET | 1<br>ER | 0<br>EU | 1<br>WL   | 2<br>WT | 1<br>WR | 0<br>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       | 1         | 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:   | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 99                  | 0       | 192     | 0       | 82         | 1       | 69      | 0       | 5         | 2266    | 29      | 0       | 31        | 1789    | 7       | 1       | 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 |         |         |         | 43         | 0       | 24      | 0       | 1         | 841     | 9       | 0       | 11        | 658     | 0       | 0       | TOTAL |
| PEAK HR VOL :    | 47                  | 0       | 83      | 0       | 43         | 0       | 24      | 0       | 1         | 841     | 9       | 0       | 11        | 658     | 0       | 0       | 1717  |
| 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   | 0.941 |
|                  |                     |         | 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           |
| <b>TOTAL VOLUMES :</b>  | NL                                                | NT    | NR    | NU    | SL                                                | ST    | SR    | SU    | EL               | ET      | ER    | EU    | WL               | WT     | WR    | WU    | <b>TOTAL</b> |
| <b>APPROACH %'s :</b>   | 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% |              |
| <b>PEAK HR :</b>        | 08:15 AM - 09:15 AM                               |       |       |       | 2                                                 | 0     | 0     | 0     | 0                | 19      | 0     | 0     | 2                | 27     | 0     | 0     | <b>TOTAL</b> |
| <b>PEAK HR VOL :</b>    | 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           |
| <b>PEAK HR FACTOR :</b> | 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            |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT    | NR    | NU    | SL         | ST    | SR    | SU    | EL        | ET     | ER    | EU    | WL        | WT      | WR    | WU    | <b>TOTAL</b> |
| <b>APPROACH %'s :</b>   | 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% |              |
| <b>PEAK HR :</b>        | 04:45 PM - 05:45 PM |       |       |       | 0          | 0     | 0     | 0     | 0         | 12     | 0     | 0     | 0         | 4       | 0     | 0     | <b>TOTAL</b> |
| <b>PEAK HR VOL :</b>    | 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           |
| <b>PEAK HR FACTOR :</b> | 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<br>NL                                           | 1<br>NT | 1<br>NR | 0<br>NU | 0<br>SL                                           | 1<br>ST | 1<br>SR | 0<br>SU | 1<br>EL          | 2<br>ET | 1<br>ER | 0<br>EU | 1<br>WL          | 2<br>WT | 1<br>WR | 0<br>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     |
| <b>TOTAL VOLUMES :</b>  | NL                                                | NT      | NR      | NU      | SL                                                | ST      | SR      | SU      | EL               | ET      | ER      | EU      | WL               | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 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%   |       |
| <b>PEAK HR :</b>        | 08:15 AM - 09:15 AM                               |         |         |         | 0                                                 | 0       | 0       | 0       | 0                | 7       | 0       | 0       | 0                | 10      | 0       | 0       | 17    |
| <b>PEAK HR VOL :</b>    | 0                                                 | 0       | 0       | 0       | 0                                                 | 0       | 0       | 0       | 0                | 0.583   | 0.000   | 0.000   | 0                | 0.278   | 0.000   | 0.000   | 0.425 |
| <b>PEAK HR FACTOR :</b> | 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<br>NL             | 1<br>NT | 1<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 1<br>SR | 0<br>SU | 1<br>EL   | 2<br>ET | 1<br>ER | 0<br>EU | 1<br>WL   | 2<br>WT | 1<br>WR | 0<br>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     |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 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%   |       |
| <b>PEAK HR :</b>        | 04:45 PM - 05:45 PM |         |         |         | 0          | 0       | 0       | 0       | 0         | 3       | 0       | 0       | 0         | 2       | 0       | 0       | 6     |
| <b>PEAK HR VOL :</b>    | 1                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0.375   | 0.000   | 0.000   | 0         | 0.500   | 0.000   | 0.000   | 0.500 |
| <b>PEAK HR FACTOR :</b> | 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<br>Eastern Dwy |         |         |         | Novo Nordisk Way/Bristol Myers Squibb<br>Eastern Dwy |         |         |         | Scudders Mill Rd |         |         |         | Scudders Mill Rd  |                  |                   |                  |            |
|-----------------------------------|------------------------------------------------------|---------|---------|---------|------------------------------------------------------|---------|---------|---------|------------------|---------|---------|---------|-------------------|------------------|-------------------|------------------|------------|
| AM                                | NORTHBOUND                                           |         |         |         | SOUTHBOUND                                           |         |         |         | EASTBOUND        |         |         |         | WESTBOUND         |                  |                   |                  | TOTAL      |
|                                   | 0<br>NL                                              | 1<br>NT | 1<br>NR | 0<br>NU | 0<br>SL                                              | 1<br>ST | 1<br>SR | 0<br>SU | 1<br>EL          | 2<br>ET | 1<br>ER | 0<br>EU | 1<br>WL           | 2<br>WT          | 1<br>WR           | 0<br>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       | 0                 | 0                | 0                 | 0                | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s : | NL<br>0                                              | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>0                                              | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>0          | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>1<br>50.00% | WT<br>0<br>0.00% | WR<br>1<br>50.00% | WU<br>0<br>0.00% | TOTAL<br>2 |
| PEAK HR :                         | 08:15 AM - 09:15 AM                                  |         |         |         |                                                      |         |         |         |                  |         |         |         |                   |                  |                   |                  | TOTAL      |
| PEAK HR VOL :                     | 0                                                    | 0       | 0       | 0       | 0                                                    | 0       | 0       | 0       | 0                | 0       | 0       | 0       | 1                 | 0                | 0                 | 0                | 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   | 0.250             | 0.000            | 0.000             | 0.000            | 0.250      |

[illegible]

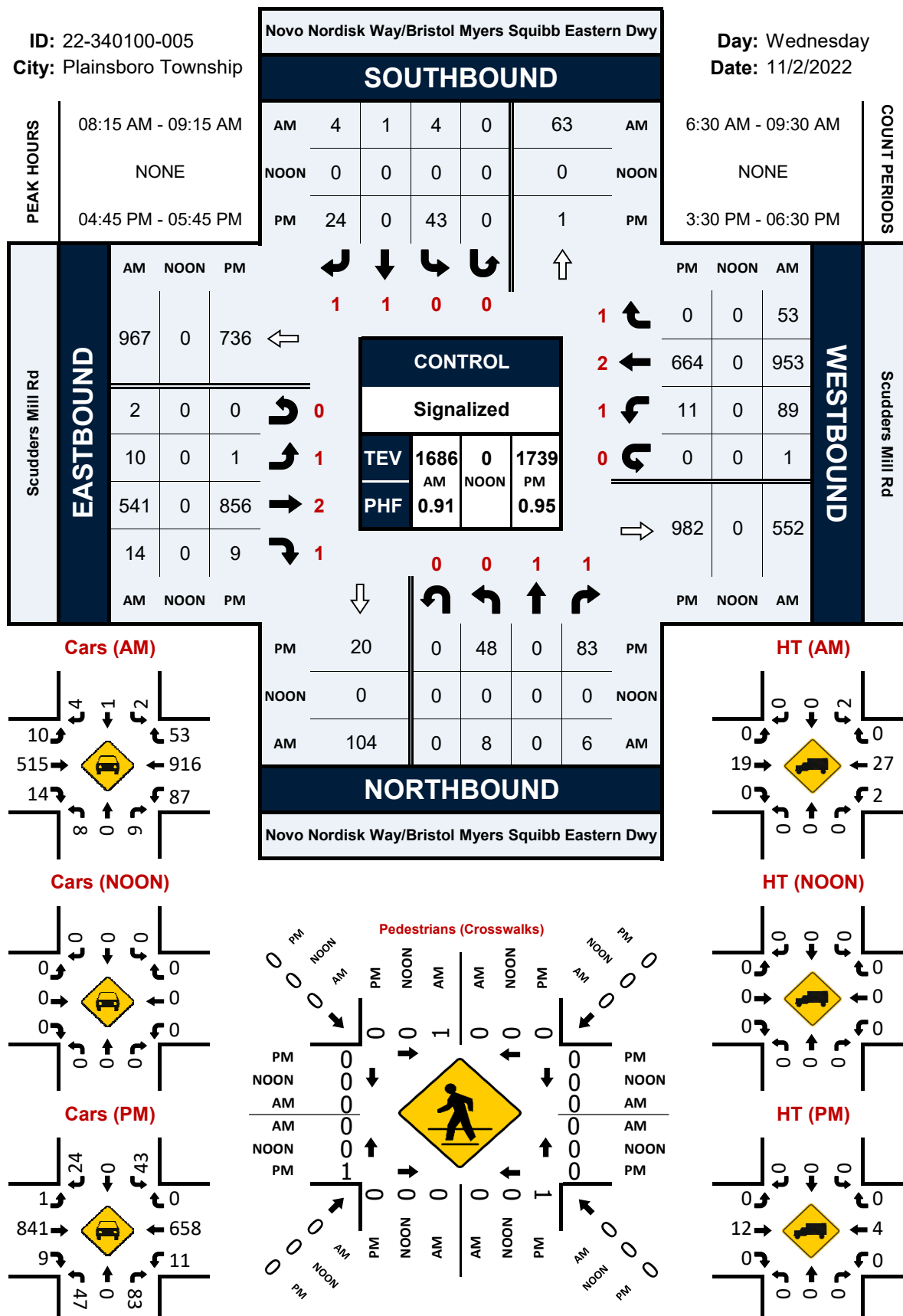
**Location:** Novo Nordisk Way/Bristol Myers Squibb Eastern Dwy & Scudders Mi **Project ID:** 22-340100-005  
**City:** Plainsboro Township **Date:** 11/2/2022

**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 :<br>APPROACH %'s : | EB<br>0<br>0.00%         | WB<br>1<br>100.00% | EB<br>0<br>0.00%                 | WB<br>1<br>100.00% | NB<br>2<br>100.00%       | SB<br>0<br>0.00% | NB<br>2<br>100.00%               | SB<br>0<br>0.00% | TOTAL<br>6 |
| 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      |

**ID:** 22-340100-005  
**City:** Plainsboro Township

**Day:** Wednesday  
**Date:** 11/2/2022



## 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

Campus Rd Bet Plainsboro Rd & Hospital Dr

Day: Wednesday  
Date: 11/2/2022

City: Plainsboro Township  
Project #: NJ22\_340101\_006

| DAILY TOTALS |       |       |    |    | NB    | SB    |           |       |       |    |     | EB    | WB | Total |  |
|--------------|-------|-------|----|----|-------|-------|-----------|-------|-------|----|-----|-------|----|-------|--|
|              |       |       |    |    | 2,320 | 1,778 |           |       |       |    |     | 0     | 0  | 4,098 |  |
| AM Period    | NB    | SB    | EB | WB | TOTAL |       | PM Period | NB    | SB    | EB | WB  | TOTAL |    |       |  |
| 0:00         | 0     | 1     | 0  | 0  | 1     |       | 12:00     | 48    | 20    | 0  | 0   | 68    |    |       |  |
| 0:15         | 2     | 3     | 0  | 0  | 5     |       | 12:15     | 22    | 16    | 0  | 0   | 38    |    |       |  |
| 0:30         | 3     | 2     | 0  | 0  | 5     |       | 12:30     | 41    | 34    | 0  | 0   | 75    |    |       |  |
| 0:45         | 1     | 6     | 0  | 0  | 7     |       | 12:45     | 43    | 154   | 27 | 97  | 261   |    |       |  |
| 1:00         | 4     | 0     | 0  | 0  | 4     |       | 13:00     | 42    | 23    | 0  | 0   | 65    |    |       |  |
| 1:15         | 0     | 1     | 0  | 0  | 1     |       | 13:15     | 29    | 19    | 0  | 0   | 48    |    |       |  |
| 1:30         | 1     | 1     | 0  | 0  | 2     |       | 13:30     | 45    | 24    | 0  | 0   | 69    |    |       |  |
| 1:45         | 0     | 5     | 0  | 0  | 5     |       | 13:45     | 27    | 143   | 23 | 89  | 202   |    |       |  |
| 2:00         | 1     | 1     | 0  | 0  | 2     |       | 14:00     | 29    | 29    | 0  | 0   | 58    |    |       |  |
| 2:15         | 1     | 0     | 0  | 0  | 1     |       | 14:15     | 36    | 26    | 0  | 0   | 62    |    |       |  |
| 2:30         | 2     | 2     | 0  | 0  | 4     |       | 14:30     | 39    | 31    | 0  | 0   | 70    |    |       |  |
| 2:45         | 2     | 6     | 0  | 0  | 8     |       | 14:45     | 42    | 146   | 31 | 117 | 236   |    |       |  |
| 3:00         | 2     | 3     | 0  | 0  | 5     |       | 15:00     | 43    | 30    | 0  | 0   | 73    |    |       |  |
| 3:15         | 2     | 0     | 0  | 0  | 2     |       | 15:15     | 46    | 32    | 0  | 0   | 78    |    |       |  |
| 3:30         | 1     | 1     | 0  | 0  | 2     |       | 15:30     | 69    | 29    | 0  | 0   | 98    |    |       |  |
| 3:45         | 1     | 6     | 0  | 0  | 7     |       | 15:45     | 40    | 198   | 27 | 118 | 313   |    |       |  |
| 4:00         | 0     | 0     | 0  | 0  | 0     |       | 16:00     | 50    | 37    | 0  | 0   | 87    |    |       |  |
| 4:15         | 2     | 1     | 0  | 0  | 3     |       | 16:15     | 43    | 50    | 0  | 0   | 93    |    |       |  |
| 4:30         | 1     | 1     | 0  | 0  | 2     |       | 16:30     | 42    | 48    | 0  | 0   | 90    |    |       |  |
| 4:45         | 1     | 4     | 2  | 0  | 7     |       | 16:45     | 52    | 187   | 44 | 179 | 363   |    |       |  |
| 5:00         | 5     | 2     | 0  | 0  | 7     |       | 17:00     | 43    | 54    | 0  | 0   | 97    |    |       |  |
| 5:15         | 5     | 6     | 0  | 0  | 11    |       | 17:15     | 28    | 58    | 0  | 0   | 86    |    |       |  |
| 5:30         | 4     | 6     | 0  | 0  | 10    |       | 17:30     | 44    | 47    | 0  | 0   | 91    |    |       |  |
| 5:45         | 15    | 29    | 8  | 0  | 52    |       | 17:45     | 43    | 158   | 52 | 211 | 364   |    |       |  |
| 6:00         | 16    | 8     | 0  | 0  | 24    |       | 18:00     | 43    | 32    | 0  | 0   | 75    |    |       |  |
| 6:15         | 16    | 9     | 0  | 0  | 25    |       | 18:15     | 37    | 31    | 0  | 0   | 68    |    |       |  |
| 6:30         | 12    | 11    | 0  | 0  | 23    |       | 18:30     | 30    | 34    | 0  | 0   | 64    |    |       |  |
| 6:45         | 19    | 63    | 24 | 0  | 106   |       | 18:45     | 27    | 137   | 17 | 114 | 295   |    |       |  |
| 7:00         | 25    | 24    | 0  | 0  | 49    |       | 19:00     | 20    | 23    | 0  | 0   | 43    |    |       |  |
| 7:15         | 37    | 23    | 0  | 0  | 60    |       | 19:15     | 26    | 29    | 0  | 0   | 55    |    |       |  |
| 7:30         | 52    | 18    | 0  | 0  | 70    |       | 19:30     | 28    | 19    | 0  | 0   | 47    |    |       |  |
| 7:45         | 62    | 176   | 19 | 0  | 257   |       | 19:45     | 17    | 91    | 15 | 86  | 203   |    |       |  |
| 8:00         | 40    | 24    | 0  | 0  | 64    |       | 20:00     | 23    | 14    | 0  | 0   | 37    |    |       |  |
| 8:15         | 51    | 43    | 0  | 0  | 94    |       | 20:15     | 20    | 14    | 0  | 0   | 34    |    |       |  |
| 8:30         | 47    | 42    | 0  | 0  | 89    |       | 20:30     | 12    | 21    | 0  | 0   | 33    |    |       |  |
| 8:45         | 58    | 196   | 34 | 0  | 288   |       | 20:45     | 9     | 64    | 13 | 62  | 148   |    |       |  |
| 9:00         | 50    | 32    | 0  | 0  | 82    |       | 21:00     | 11    | 7     | 0  | 0   | 18    |    |       |  |
| 9:15         | 43    | 31    | 0  | 0  | 74    |       | 21:15     | 10    | 8     | 0  | 0   | 18    |    |       |  |
| 9:30         | 45    | 25    | 0  | 0  | 70    |       | 21:30     | 6     | 6     | 0  | 0   | 12    |    |       |  |
| 9:45         | 40    | 178   | 19 | 0  | 237   |       | 21:45     | 14    | 41    | 11 | 32  | 98    |    |       |  |
| 10:00        | 36    | 24    | 0  | 0  | 60    |       | 22:00     | 11    | 10    | 0  | 0   | 21    |    |       |  |
| 10:15        | 29    | 31    | 0  | 0  | 60    |       | 22:15     | 6     | 6     | 0  | 0   | 12    |    |       |  |
| 10:30        | 44    | 32    | 0  | 0  | 76    |       | 22:30     | 0     | 7     | 0  | 0   | 7     |    |       |  |
| 10:45        | 27    | 136   | 31 | 0  | 194   |       | 22:45     | 6     | 23    | 8  | 31  | 68    |    |       |  |
| 11:00        | 33    | 21    | 0  | 0  | 54    |       | 23:00     | 9     | 13    | 0  | 0   | 22    |    |       |  |
| 11:15        | 27    | 23    | 0  | 0  | 50    |       | 23:15     | 13    | 2     | 0  | 0   | 15    |    |       |  |
| 11:30        | 43    | 19    | 0  | 0  | 62    |       | 23:30     | 15    | 3     | 0  | 0   | 18    |    |       |  |
| 11:45        | 29    | 132   | 14 | 0  | 175   |       | 23:45     | 4     | 41    | 2  | 20  | 67    |    |       |  |
| TOTALS       | 937   | 622   |    |    | 1559  |       | TOTALS    | 1383  | 1156  |    |     | 2539  |    |       |  |
| SPLIT %      | 60.1% | 39.9% |    |    | 38.0% |       | SPLIT %   | 54.5% | 45.5% |    |     | 62.0% |    |       |  |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |                 |       |       |       |       | EB    | WB | Total |  |
|-----------------|-------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|----|-------|--|
|                 |       |       |       |       | 2,320 | 1,778 |                 |       |       |       |       | 0     | 0  | 4,098 |  |
| AM Peak Hour    | 8:15  | 8:15  |       |       | 8:15  |       | PM Peak Hour    | 15:15 | 17:00 |       |       | 16:15 |    |       |  |
| AM Pk Volume    | 206   | 151   |       |       | 357   |       | PM Pk Volume    | 205   | 211   |       |       | 376   |    |       |  |
| Pk Hr Factor    | 0.888 | 0.878 |       |       | 0.949 |       | Pk Hr Factor    | 0.743 | 0.909 |       |       | 0.969 |    |       |  |
| 7 - 9 Volume    | 372   | 227   | 0     | 0     | 599   |       | 4 - 6 Volume    | 345   | 390   | 0     | 0     | 735   |    |       |  |
| 7 - 9 Peak Hour | 7:30  | 8:00  |       |       | 8:00  |       | 4 - 6 Peak Hour | 16:00 | 17:00 |       |       | 16:15 |    |       |  |
| 7 - 9 Pk Volume | 205   | 143   | 0     | 0     | 339   |       | 4 - 6 Pk Volume | 187   | 211   | 0     | 0     | 376   |    |       |  |
| Pk Hr Factor    | 0.827 | 0.831 | 0.000 | 0.000 | 0.902 |       | Pk Hr Factor    | 0.899 | 0.909 | 0.000 | 0.000 | 0.969 |    |       |  |

## VOLUME

Campus Rd Bet Plainsboro Rd & Hospital Dr

Day: Thursday  
Date: 11/3/2022

City: Plainsboro Township  
Project #: NJ22\_340101\_006

| DAILY TOTALS |       |       |    |     | NB    | SB    |           |       |       |    |     | EB    | WB | Total |     |
|--------------|-------|-------|----|-----|-------|-------|-----------|-------|-------|----|-----|-------|----|-------|-----|
|              |       |       |    |     | 2,399 | 1,732 |           |       |       |    |     | 0     | 0  | 4,131 |     |
| AM Period    | NB    | SB    | EB | WB  | TOTAL |       | PM Period | NB    | SB    | EB | WB  | TOTAL |    |       |     |
| 0:00         | 0     | 3     | 0  | 0   | 3     |       | 12:00     | 41    | 22    | 0  | 0   | 63    |    |       |     |
| 0:15         | 0     | 2     | 0  | 0   | 2     |       | 12:15     | 33    | 26    | 0  | 0   | 59    |    |       |     |
| 0:30         | 1     | 4     | 0  | 0   | 5     |       | 12:30     | 39    | 29    | 0  | 0   | 68    |    |       |     |
| 0:45         | 1     | 2     | 1  | 10  | 0     | 0     | 12:45     | 46    | 159   | 26 | 103 | 0     | 0  | 72    | 262 |
| 1:00         | 1     | 1     | 0  | 0   | 0     | 2     | 13:00     | 32    | 17    | 0  | 0   | 49    |    |       |     |
| 1:15         | 0     | 0     | 0  | 0   | 0     | 0     | 13:15     | 38    | 14    | 0  | 0   | 52    |    |       |     |
| 1:30         | 2     | 0     | 0  | 0   | 0     | 2     | 13:30     | 43    | 23    | 0  | 0   | 66    |    |       |     |
| 1:45         | 0     | 3     | 1  | 2   | 0     | 0     | 13:45     | 42    | 155   | 19 | 73  | 0     | 0  | 61    | 228 |
| 2:00         | 0     | 0     | 0  | 0   | 0     | 0     | 14:00     | 27    | 25    | 0  | 0   | 52    |    |       |     |
| 2:15         | 2     | 2     | 0  | 0   | 0     | 4     | 14:15     | 47    | 30    | 0  | 0   | 77    |    |       |     |
| 2:30         | 0     | 0     | 0  | 0   | 0     | 0     | 14:30     | 39    | 38    | 0  | 0   | 77    |    |       |     |
| 2:45         | 0     | 2     | 0  | 2   | 0     | 0     | 14:45     | 43    | 156   | 22 | 115 | 0     | 0  | 65    | 271 |
| 3:00         | 3     | 3     | 0  | 0   | 6     |       | 15:00     | 45    | 44    | 0  | 0   | 89    |    |       |     |
| 3:15         | 3     | 3     | 0  | 0   | 6     |       | 15:15     | 60    | 42    | 0  | 0   | 102   |    |       |     |
| 3:30         | 1     | 1     | 0  | 0   | 2     |       | 15:30     | 87    | 40    | 0  | 0   | 127   |    |       |     |
| 3:45         | 1     | 8     | 0  | 7   | 0     | 0     | 15:45     | 29    | 221   | 29 | 155 | 0     | 0  | 58    | 376 |
| 4:00         | 3     | 1     | 0  | 0   | 4     |       | 16:00     | 46    | 40    | 0  | 0   | 86    |    |       |     |
| 4:15         | 1     | 5     | 0  | 0   | 6     |       | 16:15     | 35    | 34    | 0  | 0   | 69    |    |       |     |
| 4:30         | 2     | 1     | 0  | 0   | 3     |       | 16:30     | 49    | 46    | 0  | 0   | 95    |    |       |     |
| 4:45         | 3     | 9     | 4  | 11  | 0     | 0     | 16:45     | 51    | 181   | 40 | 160 | 0     | 0  | 91    | 341 |
| 5:00         | 5     | 2     | 0  | 0   | 7     |       | 17:00     | 40    | 56    | 0  | 0   | 96    |    |       |     |
| 5:15         | 6     | 3     | 0  | 0   | 9     |       | 17:15     | 44    | 56    | 0  | 0   | 100   |    |       |     |
| 5:30         | 7     | 4     | 0  | 0   | 11    |       | 17:30     | 50    | 38    | 0  | 0   | 88    |    |       |     |
| 5:45         | 15    | 33    | 9  | 18  | 0     | 0     | 17:45     | 46    | 180   | 41 | 191 | 0     | 0  | 87    | 371 |
| 6:00         | 11    | 4     | 0  | 0   | 15    |       | 18:00     | 48    | 43    | 0  | 0   | 91    |    |       |     |
| 6:15         | 8     | 9     | 0  | 0   | 17    |       | 18:15     | 43    | 28    | 0  | 0   | 71    |    |       |     |
| 6:30         | 20    | 20    | 0  | 0   | 40    |       | 18:30     | 37    | 20    | 0  | 0   | 57    |    |       |     |
| 6:45         | 28    | 67    | 20 | 53  | 0     | 0     | 18:45     | 38    | 166   | 25 | 116 | 0     | 0  | 63    | 282 |
| 7:00         | 31    | 25    | 0  | 0   | 56    |       | 19:00     | 21    | 19    | 0  | 0   | 40    |    |       |     |
| 7:15         | 31    | 22    | 0  | 0   | 53    |       | 19:15     | 28    | 25    | 0  | 0   | 53    |    |       |     |
| 7:30         | 39    | 20    | 0  | 0   | 59    |       | 19:30     | 25    | 17    | 0  | 0   | 42    |    |       |     |
| 7:45         | 56    | 157   | 22 | 89  | 0     | 0     | 19:45     | 22    | 96    | 16 | 77  | 0     | 0  | 38    | 173 |
| 8:00         | 43    | 39    | 0  | 0   | 82    |       | 20:00     | 23    | 19    | 0  | 0   | 42    |    |       |     |
| 8:15         | 43    | 20    | 0  | 0   | 63    |       | 20:15     | 11    | 16    | 0  | 0   | 27    |    |       |     |
| 8:30         | 37    | 43    | 0  | 0   | 80    |       | 20:30     | 16    | 17    | 0  | 0   | 33    |    |       |     |
| 8:45         | 55    | 178   | 33 | 135 | 0     | 0     | 20:45     | 15    | 65    | 16 | 68  | 0     | 0  | 31    | 133 |
| 9:00         | 56    | 32    | 0  | 0   | 88    |       | 21:00     | 11    | 13    | 0  | 0   | 24    |    |       |     |
| 9:15         | 56    | 27    | 0  | 0   | 83    |       | 21:15     | 16    | 9     | 0  | 0   | 25    |    |       |     |
| 9:30         | 37    | 24    | 0  | 0   | 61    |       | 21:30     | 8     | 8     | 0  | 0   | 16    |    |       |     |
| 9:45         | 34    | 183   | 26 | 109 | 0     | 0     | 21:45     | 10    | 45    | 5  | 35  | 0     | 0  | 15    | 80  |
| 10:00        | 30    | 20    | 0  | 0   | 50    |       | 22:00     | 10    | 7     | 0  | 0   | 17    |    |       |     |
| 10:15        | 37    | 25    | 0  | 0   | 62    |       | 22:15     | 5     | 3     | 0  | 0   | 8     |    |       |     |
| 10:30        | 31    | 21    | 0  | 0   | 52    |       | 22:30     | 3     | 9     | 0  | 0   | 12    |    |       |     |
| 10:45        | 21    | 119   | 23 | 89  | 0     | 0     | 22:45     | 9     | 27    | 8  | 27  | 0     | 0  | 17    | 54  |
| 11:00        | 35    | 14    | 0  | 0   | 49    |       | 23:00     | 7     | 7     | 0  | 0   | 14    |    |       |     |
| 11:15        | 30    | 20    | 0  | 0   | 50    |       | 23:15     | 16    | 3     | 0  | 0   | 19    |    |       |     |
| 11:30        | 36    | 18    | 0  | 0   | 54    |       | 23:30     | 15    | 2     | 0  | 0   | 17    |    |       |     |
| 11:45        | 42    | 143   | 21 | 73  | 0     | 0     | 23:45     | 6     | 44    | 2  | 14  | 0     | 0  | 8     | 58  |
| TOTALS       | 904   | 598   |    |     | 1502  |       | TOTALS    | 1495  | 1134  |    |     | 2629  |    |       |     |
| SPLIT %      | 60.2% | 39.8% |    |     | 36.4% |       | SPLIT %   | 56.9% | 43.1% |    |     | 63.6% |    |       |     |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |                 |       |       |       |       | EB    | WB | Total |  |
|-----------------|-------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|----|-------|--|
|                 |       |       |       |       | 2,399 | 1,732 |                 |       |       |       |       | 0     | 0  | 4,131 |  |
| AM Peak Hour    | 8:30  | 8:00  |       |       | 8:30  |       | PM Peak Hour    | 14:45 | 16:30 |       |       | 14:45 |    |       |  |
| AM Pk Volume    | 204   | 135   |       |       | 339   |       | PM Pk Volume    | 235   | 198   |       |       | 383   |    |       |  |
| Pk Hr Factor    | 0.911 | 0.785 |       |       | 0.963 |       | Pk Hr Factor    | 0.675 | 0.884 |       |       | 0.754 |    |       |  |
| 7 - 9 Volume    | 335   | 224   | 0     | 0     | 559   |       | 4 - 6 Volume    | 361   | 351   | 0     | 0     | 712   |    |       |  |
| 7 - 9 Peak Hour | 7:30  | 8:00  |       |       | 8:00  |       | 4 - 6 Peak Hour | 16:45 | 16:30 |       |       | 16:30 |    |       |  |
| 7 - 9 Pk Volume | 181   | 135   | 0     | 0     | 313   |       | 4 - 6 Pk Volume | 185   | 198   | 0     | 0     | 382   |    |       |  |
| Pk Hr Factor    | 0.808 | 0.785 | 0.000 | 0.000 | 0.889 |       | Pk Hr Factor    | 0.907 | 0.884 | 0.000 | 0.000 | 0.955 |    |       |  |

## VOLUME

Campus Rd Bet Plainsboro Rd & Hospital Dr

Day: Friday  
Date: 11/4/2022

City: Plainsboro Township  
Project #: NJ22\_340101\_006

| DAILY TOTALS |       |       |    |     | NB    | SB    |           |       |       |    |     | EB    | WB  | Total |  |
|--------------|-------|-------|----|-----|-------|-------|-----------|-------|-------|----|-----|-------|-----|-------|--|
|              |       |       |    |     | 2,351 | 1,650 |           |       |       |    |     | 0     | 0   | 4,001 |  |
| AM Period    | NB    | SB    | EB | WB  | TOTAL |       | PM Period | NB    | SB    | EB | WB  | TOTAL |     |       |  |
| 0:00         | 3     | 5     | 0  | 0   | 8     |       | 12:00     | 43    | 21    | 0  | 0   | 64    |     |       |  |
| 0:15         | 1     | 1     | 0  | 0   | 2     |       | 12:15     | 37    | 24    | 0  | 0   | 61    |     |       |  |
| 0:30         | 0     | 2     | 0  | 0   | 2     |       | 12:30     | 31    | 35    | 0  | 0   | 66    |     |       |  |
| 0:45         | 0     | 4     | 1  | 9   | 0     | 1 13  | 12:45     | 39    | 150   | 24 | 104 | 63    | 254 |       |  |
| 1:00         | 2     | 0     | 0  | 0   | 2     |       | 13:00     | 45    | 24    | 0  | 0   | 69    |     |       |  |
| 1:15         | 0     | 3     | 0  | 0   | 3     |       | 13:15     | 38    | 15    | 0  | 0   | 53    |     |       |  |
| 1:30         | 3     | 0     | 0  | 0   | 3     |       | 13:30     | 34    | 23    | 0  | 0   | 57    |     |       |  |
| 1:45         | 1     | 6     | 2  | 5   | 0     | 3 11  | 13:45     | 31    | 148   | 29 | 91  | 60    | 239 |       |  |
| 2:00         | 0     | 2     | 0  | 0   | 2     |       | 14:00     | 33    | 27    | 0  | 0   | 60    |     |       |  |
| 2:15         | 1     | 0     | 0  | 0   | 1     |       | 14:15     | 39    | 29    | 0  | 0   | 68    |     |       |  |
| 2:30         | 0     | 1     | 0  | 0   | 1     |       | 14:30     | 47    | 25    | 0  | 0   | 72    |     |       |  |
| 2:45         | 0     | 1     | 0  | 3   | 0     | 4     | 14:45     | 50    | 169   | 33 | 114 | 83    | 283 |       |  |
| 3:00         | 3     | 0     | 0  | 0   | 3     |       | 15:00     | 40    | 36    | 0  | 0   | 76    |     |       |  |
| 3:15         | 2     | 1     | 0  | 0   | 3     |       | 15:15     | 63    | 36    | 0  | 0   | 99    |     |       |  |
| 3:30         | 4     | 2     | 0  | 0   | 6     |       | 15:30     | 77    | 31    | 0  | 0   | 108   |     |       |  |
| 3:45         | 0     | 9     | 0  | 3   | 0     | 12    | 15:45     | 28    | 208   | 25 | 128 | 53    | 336 |       |  |
| 4:00         | 0     | 2     | 0  | 0   | 2     |       | 16:00     | 48    | 41    | 0  | 0   | 89    |     |       |  |
| 4:15         | 0     | 0     | 0  | 0   |       |       | 16:15     | 36    | 31    | 0  | 0   | 67    |     |       |  |
| 4:30         | 0     | 1     | 0  | 0   | 1     |       | 16:30     | 51    | 34    | 0  | 0   | 85    |     |       |  |
| 4:45         | 5     | 5     | 3  | 6   | 0     | 8 11  | 16:45     | 55    | 190   | 40 | 146 | 95    | 336 |       |  |
| 5:00         | 6     | 2     | 0  | 0   | 8     |       | 17:00     | 46    | 51    | 0  | 0   | 97    |     |       |  |
| 5:15         | 3     | 6     | 0  | 0   | 9     |       | 17:15     | 36    | 50    | 0  | 0   | 86    |     |       |  |
| 5:30         | 4     | 4     | 0  | 0   | 8     |       | 17:30     | 50    | 26    | 0  | 0   | 76    |     |       |  |
| 5:45         | 9     | 22    | 7  | 19  | 0     | 41    | 17:45     | 42    | 174   | 45 | 172 | 87    | 346 |       |  |
| 6:00         | 6     | 6     | 0  | 0   | 12    |       | 18:00     | 38    | 35    | 0  | 0   | 73    |     |       |  |
| 6:15         | 14    | 10    | 0  | 0   | 24    |       | 18:15     | 48    | 28    | 0  | 0   | 76    |     |       |  |
| 6:30         | 10    | 21    | 0  | 0   | 31    |       | 18:30     | 43    | 17    | 0  | 0   | 60    |     |       |  |
| 6:45         | 31    | 61    | 25 | 62  | 0     | 123   | 18:45     | 48    | 177   | 32 | 112 | 80    | 289 |       |  |
| 7:00         | 28    | 20    | 0  | 0   | 48    |       | 19:00     | 20    | 19    | 0  | 0   | 39    |     |       |  |
| 7:15         | 23    | 28    | 0  | 0   | 51    |       | 19:15     | 25    | 16    | 0  | 0   | 41    |     |       |  |
| 7:30         | 44    | 25    | 0  | 0   | 69    |       | 19:30     | 33    | 18    | 0  | 0   | 51    |     |       |  |
| 7:45         | 53    | 148   | 22 | 95  | 0     | 243   | 19:45     | 20    | 98    | 16 | 69  | 36    | 167 |       |  |
| 8:00         | 27    | 25    | 0  | 0   | 52    |       | 20:00     | 27    | 14    | 0  | 0   | 41    |     |       |  |
| 8:15         | 42    | 18    | 0  | 0   | 60    |       | 20:15     | 11    | 14    | 0  | 0   | 25    |     |       |  |
| 8:30         | 39    | 35    | 0  | 0   | 74    |       | 20:30     | 15    | 11    | 0  | 0   | 26    |     |       |  |
| 8:45         | 34    | 142   | 24 | 102 | 0     | 244   | 20:45     | 21    | 74    | 11 | 50  | 32    | 124 |       |  |
| 9:00         | 41    | 22    | 0  | 0   | 63    |       | 21:00     | 12    | 15    | 0  | 0   | 27    |     |       |  |
| 9:15         | 52    | 23    | 0  | 0   | 75    |       | 21:15     | 17    | 8     | 0  | 0   | 25    |     |       |  |
| 9:30         | 44    | 24    | 0  | 0   | 68    |       | 21:30     | 9     | 11    | 0  | 0   | 20    |     |       |  |
| 9:45         | 38    | 175   | 20 | 89  | 0     | 264   | 21:45     | 14    | 52    | 6  | 40  | 20    | 92  |       |  |
| 10:00        | 32    | 26    | 0  | 0   | 58    |       | 22:00     | 11    | 5     | 0  | 0   | 16    |     |       |  |
| 10:15        | 39    | 28    | 0  | 0   | 67    |       | 22:15     | 8     | 3     | 0  | 0   | 11    |     |       |  |
| 10:30        | 51    | 18    | 0  | 0   | 69    |       | 22:30     | 8     | 7     | 0  | 0   | 15    |     |       |  |
| 10:45        | 29    | 151   | 24 | 96  | 0     | 247   | 22:45     | 6     | 33    | 7  | 22  | 13    | 55  |       |  |
| 11:00        | 24    | 14    | 0  | 0   | 38    |       | 23:00     | 11    | 5     | 0  | 0   | 16    |     |       |  |
| 11:15        | 27    | 25    | 0  | 0   | 52    |       | 23:15     | 16    | 3     | 0  | 0   | 19    |     |       |  |
| 11:30        | 28    | 29    | 0  | 0   | 57    |       | 23:30     | 10    | 5     | 0  | 0   | 15    |     |       |  |
| 11:45        | 31    | 110   | 26 | 94  | 0     | 204   | 23:45     | 7     | 44    | 6  | 19  | 13    | 63  |       |  |
| TOTALS       | 834   | 583   |    |     | 1417  |       | TOTALS    | 1517  | 1067  |    |     | 2584  |     |       |  |
| SPLIT %      | 58.9% | 41.1% |    |     | 35.4% |       | SPLIT %   | 58.7% | 41.3% |    |     | 64.6% |     |       |  |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |                 |       |       |       |       | EB | WB | Total |  |
|-----------------|-------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|----|----|-------|--|
|                 |       |       |       |       | 2,351 | 1,650 |                 |       |       |       |       | 0  | 0  | 4,001 |  |
| AM Peak Hour    | 9:00  | 11:45 |       |       | 8:30  |       | PM Peak Hour    | 14:45 | 16:30 |       |       |    |    | 14:45 |  |
| AM Pk Volume    | 175   | 106   |       |       | 270   |       | PM Pk Volume    | 230   | 175   |       |       |    |    | 366   |  |
| Pk Hr Factor    | 0.841 | 0.757 |       |       | 0.900 |       | Pk Hr Factor    | 0.747 | 0.858 |       |       |    |    | 0.847 |  |
| 7 - 9 Volume    | 290   | 197   | 0     | 0     | 487   |       | 4 - 6 Volume    | 364   | 318   | 0     | 0     |    |    | 682   |  |
| 7 - 9 Peak Hour | 7:30  | 8:00  |       |       | 7:45  |       | 4 - 6 Peak Hour | 16:00 | 16:30 |       |       |    |    | 16:30 |  |
| 7 - 9 Pk Volume | 166   | 102   | 0     | 0     | 261   |       | 4 - 6 Pk Volume | 190   | 175   | 0     | 0     |    |    | 363   |  |
| Pk Hr Factor    | 0.783 | 0.729 | 0.000 | 0.000 | 0.870 |       | Pk Hr Factor    | 0.864 | 0.858 | 0.000 | 0.000 |    |    | 0.936 |  |

## VOLUME

Plainsboro Rd Bet Riverwalk & Dialysis Drop-off Dwy

Day: Monday  
Date: 10/31/2022

City: Plainsboro Township  
Project #: NJ22\_340101\_003

| DAILY TOTALS |       |    |    |     | NB    | SB    |           |       |    |    |     | EB    | WB    | Total |
|--------------|-------|----|----|-----|-------|-------|-----------|-------|----|----|-----|-------|-------|-------|
|              |       |    |    |     | 0     | 0     |           |       |    |    |     | 2,690 | 771   | 3,461 |
| AM Period    | NB    | SB | EB | WB  | TOTAL |       | PM Period | NB    | SB | EB | WB  | TOTAL |       |       |
| 0:00         | 0     | 0  | 4  | 0   | 4     |       | 12:00     | 0     | 0  | 38 | 17  | 55    |       |       |
| 0:15         | 0     | 0  | 5  | 0   | 5     |       | 12:15     | 0     | 0  | 48 | 9   | 57    |       |       |
| 0:30         | 0     | 0  | 3  | 0   | 3     |       | 12:30     | 0     | 0  | 33 | 20  | 53    |       |       |
| 0:45         | 0     | 0  | 1  | 13  | 1     | 13    | 12:45     | 0     | 0  | 39 | 158 | 51    | 216   |       |
| 1:00         | 0     | 0  | 2  | 0   | 2     |       | 13:00     | 0     | 0  | 55 | 9   | 64    |       |       |
| 1:15         | 0     | 0  | 1  | 0   | 1     |       | 13:15     | 0     | 0  | 56 | 7   | 63    |       |       |
| 1:30         | 0     | 0  | 2  | 0   | 2     |       | 13:30     | 0     | 0  | 57 | 12  | 69    |       |       |
| 1:45         | 0     | 0  | 1  | 6   | 1     | 6     | 13:45     | 0     | 0  | 34 | 202 | 49    | 245   |       |
| 2:00         | 0     | 0  | 1  | 1   | 2     |       | 14:00     | 0     | 0  | 34 | 13  | 47    |       |       |
| 2:15         | 0     | 0  | 4  | 0   | 4     |       | 14:15     | 0     | 0  | 53 | 19  | 72    |       |       |
| 2:30         | 0     | 0  | 2  | 0   | 2     |       | 14:30     | 0     | 0  | 47 | 11  | 58    |       |       |
| 2:45         | 0     | 0  | 1  | 8   | 2     | 10    | 14:45     | 0     | 0  | 38 | 172 | 63    | 240   |       |
| 3:00         | 0     | 0  | 3  | 1   | 4     |       | 15:00     | 0     | 0  | 56 | 19  | 75    |       |       |
| 3:15         | 0     | 0  | 3  | 0   | 3     |       | 15:15     | 0     | 0  | 36 | 7   | 43    |       |       |
| 3:30         | 0     | 0  | 1  | 0   | 1     |       | 15:30     | 0     | 0  | 38 | 10  | 48    |       |       |
| 3:45         | 0     | 0  | 0  | 7   | 0     | 1     | 15:45     | 0     | 0  | 62 | 192 | 80    | 246   |       |
| 4:00         | 0     | 0  | 4  | 0   | 4     |       | 16:00     | 0     | 0  | 67 | 13  | 80    |       |       |
| 4:15         | 0     | 0  | 3  | 0   | 3     |       | 16:15     | 0     | 0  | 67 | 15  | 82    |       |       |
| 4:30         | 0     | 0  | 5  | 1   | 6     |       | 16:30     | 0     | 0  | 54 | 14  | 68    |       |       |
| 4:45         | 0     | 0  | 8  | 20  | 1     | 2     | 16:45     | 0     | 0  | 69 | 257 | 79    | 309   |       |
| 5:00         | 0     | 0  | 2  | 0   | 2     |       | 17:00     | 0     | 0  | 59 | 11  | 70    |       |       |
| 5:15         | 0     | 0  | 5  | 3   | 8     |       | 17:15     | 0     | 0  | 80 | 9   | 89    |       |       |
| 5:30         | 0     | 0  | 8  | 5   | 13    |       | 17:30     | 0     | 0  | 67 | 10  | 77    |       |       |
| 5:45         | 0     | 0  | 14 | 29  | 3     | 11    | 17:45     | 0     | 0  | 51 | 257 | 57    | 293   |       |
| 6:00         | 0     | 0  | 10 | 7   | 17    |       | 18:00     | 0     | 0  | 56 | 5   | 61    |       |       |
| 6:15         | 0     | 0  | 14 | 7   | 21    |       | 18:15     | 0     | 0  | 43 | 5   | 48    |       |       |
| 6:30         | 0     | 0  | 38 | 7   | 45    |       | 18:30     | 0     | 0  | 31 | 8   | 39    |       |       |
| 6:45         | 0     | 0  | 32 | 94  | 13    | 34    | 18:45     | 0     | 0  | 30 | 160 | 45    | 193   |       |
| 7:00         | 0     | 0  | 47 | 14  | 61    |       | 19:00     | 0     | 0  | 29 | 4   | 33    |       |       |
| 7:15         | 0     | 0  | 44 | 6   | 50    |       | 19:15     | 0     | 0  | 31 | 3   | 34    |       |       |
| 7:30         | 0     | 0  | 29 | 12  | 41    |       | 19:30     | 0     | 0  | 44 | 3   | 47    |       |       |
| 7:45         | 0     | 0  | 43 | 163 | 30    | 62    | 19:45     | 0     | 0  | 44 | 148 | 53    | 167   |       |
| 8:00         | 0     | 0  | 44 | 17  | 61    |       | 20:00     | 0     | 0  | 33 | 3   | 36    |       |       |
| 8:15         | 0     | 0  | 53 | 14  | 67    |       | 20:15     | 0     | 0  | 23 | 7   | 30    |       |       |
| 8:30         | 0     | 0  | 54 | 22  | 76    |       | 20:30     | 0     | 0  | 25 | 3   | 28    |       |       |
| 8:45         | 0     | 0  | 28 | 179 | 20    | 73    | 20:45     | 0     | 0  | 22 | 103 | 25    | 119   |       |
| 9:00         | 0     | 0  | 42 | 13  | 55    |       | 21:00     | 0     | 0  | 33 | 1   | 34    |       |       |
| 9:15         | 0     | 0  | 32 | 15  | 47    |       | 21:15     | 0     | 0  | 15 | 0   | 15    |       |       |
| 9:30         | 0     | 0  | 16 | 12  | 28    |       | 21:30     | 0     | 0  | 12 | 2   | 14    |       |       |
| 9:45         | 0     | 0  | 30 | 120 | 12    | 52    | 21:45     | 0     | 0  | 10 | 70  | 10    | 73    |       |
| 10:00        | 0     | 0  | 31 | 16  | 47    |       | 22:00     | 0     | 0  | 15 | 0   | 15    |       |       |
| 10:15        | 0     | 0  | 35 | 14  | 49    |       | 22:15     | 0     | 0  | 8  | 1   | 9     |       |       |
| 10:30        | 0     | 0  | 26 | 18  | 44    |       | 22:30     | 0     | 0  | 11 | 1   | 12    |       |       |
| 10:45        | 0     | 0  | 28 | 120 | 12    | 60    | 22:45     | 0     | 0  | 15 | 49  | 17    | 53    |       |
| 11:00        | 0     | 0  | 37 | 13  | 50    |       | 23:00     | 0     | 0  | 5  | 3   | 8     |       |       |
| 11:15        | 0     | 0  | 32 | 24  | 56    |       | 23:15     | 0     | 0  | 1  | 4   | 5     |       |       |
| 11:30        | 0     | 0  | 39 | 11  | 50    |       | 23:30     | 0     | 0  | 5  | 9   | 14    |       |       |
| 11:45        | 0     | 0  | 43 | 151 | 22    | 70    | 23:45     | 0     | 0  | 1  | 12  | 3     | 30    |       |
| TOTALS       | 910   |    |    |     | 367   | 1277  | TOTALS    | 1780  |    |    |     | 404   | 2184  |       |
| SPLIT %      | 71.3% |    |    |     | 28.7% | 36.9% | SPLIT %   | 81.5% |    |    |     | 18.5% | 63.1% |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB |                 |       |       |       |       | EB    | WB  | Total |
|-----------------|-------|-------|-------|-------|-------|----|-----------------|-------|-------|-------|-------|-------|-----|-------|
|                 |       |       |       |       | 0     | 0  |                 |       |       |       |       | 2,690 | 771 | 3,461 |
| AM Peak Hour    |       |       | 7:45  | 7:45  | 7:45  |    | PM Peak Hour    |       |       | 16:45 | 14:15 | 16:45 |     |       |
| AM Pk Volume    |       |       | 194   | 83    | 277   |    | PM Pk Volume    |       |       | 275   | 74    | 315   |     |       |
| Pk Hr Factor    |       |       | 0.898 | 0.692 | 0.911 |    | Pk Hr Factor    |       |       | 0.859 | 0.740 | 0.885 |     |       |
| 7 - 9 Volume    | 0     | 0     | 342   | 135   | 477   |    | 4 - 6 Volume    | 0     | 0     | 514   | 88    | 602   |     |       |
| 7 - 9 Peak Hour |       |       | 7:45  | 7:45  | 7:45  |    | 4 - 6 Peak Hour |       |       | 16:45 | 16:00 | 16:45 |     |       |
| 7 - 9 Pk Volume | 0     | 0     | 194   | 83    | 277   |    | 4 - 6 Pk Volume | 0     | 0     | 275   | 52    | 315   |     |       |
| Pk Hr Factor    | 0.000 | 0.000 | 0.898 | 0.692 | 0.911 |    | Pk Hr Factor    | 0.000 | 0.000 | 0.859 | 0.867 | 0.885 |     |       |

## VOLUME

Plainsboro Rd Bet Riverwalk & Dialysis Drop-off Dwy

Day: Tuesday  
Date: 11/1/2022

City: Plainsboro Township  
Project #: NJ22\_340101\_003

| DAILY TOTALS |    |    |       |       |       | NB        | SB |    |       |       |       |    |    | Total |
|--------------|----|----|-------|-------|-------|-----------|----|----|-------|-------|-------|----|----|-------|
|              |    |    |       |       |       | 0         | 0  |    |       |       |       |    |    | 3,656 |
| AM Period    | NB | SB | EB    | WB    | TOTAL | PM Period | NB | SB | EB    | WB    | TOTAL |    |    |       |
| 0:00         | 0  | 0  | 3     | 0     | 3     | 12:00     | 0  | 0  | 52    | 14    | 66    |    |    |       |
| 0:15         | 0  | 0  | 0     | 0     |       | 12:15     | 0  | 0  | 46    | 14    | 60    |    |    |       |
| 0:30         | 0  | 0  | 2     | 1     | 3     | 12:30     | 0  | 0  | 52    | 23    | 75    |    |    |       |
| 0:45         | 0  | 0  | 1     | 6     | 7     | 12:45     | 0  | 0  | 52    | 202   | 22    | 73 | 74 | 275   |
| 1:00         | 0  | 0  | 2     | 0     | 2     | 13:00     | 0  | 0  | 45    | 20    | 65    |    |    |       |
| 1:15         | 0  | 0  | 4     | 1     | 5     | 13:15     | 0  | 0  | 44    | 12    | 56    |    |    |       |
| 1:30         | 0  | 0  | 0     | 0     |       | 13:30     | 0  | 0  | 34    | 18    | 52    |    |    |       |
| 1:45         | 0  | 0  | 0     | 6     | 6     | 13:45     | 0  | 0  | 32    | 155   | 17    | 67 | 49 | 222   |
| 2:00         | 0  | 0  | 1     | 1     | 2     | 14:00     | 0  | 0  | 42    | 10    | 52    |    |    |       |
| 2:15         | 0  | 0  | 2     | 0     | 2     | 14:15     | 0  | 0  | 40    | 17    | 57    |    |    |       |
| 2:30         | 0  | 0  | 1     | 0     | 1     | 14:30     | 0  | 0  | 43    | 16    | 59    |    |    |       |
| 2:45         | 0  | 0  | 2     | 6     | 8     | 14:45     | 0  | 0  | 51    | 176   | 20    | 63 | 71 | 239   |
| 3:00         | 0  | 0  | 3     | 0     | 3     | 15:00     | 0  | 0  | 49    | 12    | 61    |    |    |       |
| 3:15         | 0  | 0  | 1     | 0     | 1     | 15:15     | 0  | 0  | 54    | 16    | 70    |    |    |       |
| 3:30         | 0  | 0  | 0     | 0     |       | 15:30     | 0  | 0  | 52    | 13    | 65    |    |    |       |
| 3:45         | 0  | 0  | 0     | 4     | 4     | 15:45     | 0  | 0  | 61    | 216   | 11    | 52 | 72 | 268   |
| 4:00         | 0  | 0  | 1     | 0     | 1     | 16:00     | 0  | 0  | 64    | 17    | 81    |    |    |       |
| 4:15         | 0  | 0  | 4     | 0     | 4     | 16:15     | 0  | 0  | 68    | 16    | 84    |    |    |       |
| 4:30         | 0  | 0  | 6     | 3     | 9     | 16:30     | 0  | 0  | 77    | 14    | 91    |    |    |       |
| 4:45         | 0  | 0  | 11    | 22    | 33    | 16:45     | 0  | 0  | 62    | 271   | 18    | 65 | 80 | 336   |
| 5:00         | 0  | 0  | 4     | 1     | 5     | 17:00     | 0  | 0  | 55    | 11    | 66    |    |    |       |
| 5:15         | 0  | 0  | 5     | 2     | 7     | 17:15     | 0  | 0  | 67    | 10    | 77    |    |    |       |
| 5:30         | 0  | 0  | 9     | 0     | 9     | 17:30     | 0  | 0  | 71    | 12    | 83    |    |    |       |
| 5:45         | 0  | 0  | 18    | 36    | 54    | 17:45     | 0  | 0  | 76    | 269   | 10    | 43 | 86 | 312   |
| 6:00         | 0  | 0  | 15    | 4     | 19    | 18:00     | 0  | 0  | 64    | 12    | 76    |    |    |       |
| 6:15         | 0  | 0  | 11    | 5     | 16    | 18:15     | 0  | 0  | 54    | 11    | 65    |    |    |       |
| 6:30         | 0  | 0  | 33    | 10    | 43    | 18:30     | 0  | 0  | 46    | 11    | 57    |    |    |       |
| 6:45         | 0  | 0  | 36    | 95    | 131   | 18:45     | 0  | 0  | 38    | 202   | 18    | 52 | 56 | 254   |
| 7:00         | 0  | 0  | 44    | 15    | 59    | 19:00     | 0  | 0  | 49    | 4     | 53    |    |    |       |
| 7:15         | 0  | 0  | 44    | 10    | 54    | 19:15     | 0  | 0  | 32    | 6     | 38    |    |    |       |
| 7:30         | 0  | 0  | 46    | 16    | 62    | 19:30     | 0  | 0  | 41    | 8     | 49    |    |    |       |
| 7:45         | 0  | 0  | 36    | 170   | 206   | 19:45     | 0  | 0  | 41    | 163   | 3     | 21 | 44 | 184   |
| 8:00         | 0  | 0  | 40    | 19    | 59    | 20:00     | 0  | 0  | 22    | 5     | 27    |    |    |       |
| 8:15         | 0  | 0  | 46    | 22    | 68    | 20:15     | 0  | 0  | 32    | 3     | 35    |    |    |       |
| 8:30         | 0  | 0  | 54    | 23    | 77    | 20:30     | 0  | 0  | 25    | 2     | 27    |    |    |       |
| 8:45         | 0  | 0  | 41    | 181   | 222   | 20:45     | 0  | 0  | 31    | 110   | 6     | 16 | 37 | 126   |
| 9:00         | 0  | 0  | 44    | 15    | 59    | 21:00     | 0  | 0  | 23    | 4     | 27    |    |    |       |
| 9:15         | 0  | 0  | 30    | 19    | 49    | 21:15     | 0  | 0  | 24    | 4     | 28    |    |    |       |
| 9:30         | 0  | 0  | 28    | 13    | 41    | 21:30     | 0  | 0  | 10    | 2     | 12    |    |    |       |
| 9:45         | 0  | 0  | 28    | 130   | 158   | 21:45     | 0  | 0  | 15    | 72    | 3     | 13 | 18 | 85    |
| 10:00        | 0  | 0  | 25    | 11    | 36    | 22:00     | 0  | 0  | 13    | 5     | 18    |    |    |       |
| 10:15        | 0  | 0  | 40    | 16    | 56    | 22:15     | 0  | 0  | 10    | 2     | 12    |    |    |       |
| 10:30        | 0  | 0  | 28    | 16    | 44    | 22:30     | 0  | 0  | 10    | 1     | 11    |    |    |       |
| 10:45        | 0  | 0  | 20    | 113   | 133   | 22:45     | 0  | 0  | 15    | 48    | 1     | 9  | 16 | 57    |
| 11:00        | 0  | 0  | 28    | 17    | 45    | 23:00     | 0  | 0  | 3     | 2     | 5     |    |    |       |
| 11:15        | 0  | 0  | 29    | 7     | 36    | 23:15     | 0  | 0  | 6     | 1     | 7     |    |    |       |
| 11:30        | 0  | 0  | 36    | 14    | 50    | 23:30     | 0  | 0  | 7     | 4     | 11    |    |    |       |
| 11:45        | 0  | 0  | 29    | 122   | 151   | 23:45     | 0  | 0  | 2     | 18    | 2     | 9  | 4  | 27    |
| TOTALS       |    |    | 891   | 380   | 1271  | TOTALS    |    |    | 1902  | 483   | 2385  |    |    |       |
| SPLIT %      |    |    | 70.1% | 29.9% | 34.8% | SPLIT %   |    |    | 79.7% | 20.3% | 65.2% |    |    |       |

| DAILY TOTALS    |       |       |       |       |       | NB              | SB    |       |       |       |       |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|--|--|-------|
|                 |       |       |       |       |       | 0               | 0     |       |       |       |       |  |  | 3,656 |
| AM Peak Hour    |       |       | 8:15  | 8:00  | 8:00  | PM Peak Hour    |       |       | 17:15 | 12:15 | 16:00 |  |  |       |
| AM Pk Volume    |       |       | 185   | 87    | 268   | PM Pk Volume    |       |       | 278   | 79    | 336   |  |  |       |
| Pk Hr Factor    |       |       | 0.856 | 0.946 | 0.870 | Pk Hr Factor    |       |       | 0.914 | 0.859 | 0.923 |  |  |       |
| 7 - 9 Volume    | 0     | 0     | 351   | 150   | 501   | 4 - 6 Volume    | 0     | 0     | 540   | 108   | 648   |  |  |       |
| 7 - 9 Peak Hour |       |       | 8:00  | 8:00  | 8:00  | 4 - 6 Peak Hour |       |       | 16:00 | 16:00 | 16:00 |  |  |       |
| 7 - 9 Pk Volume | 0     | 0     | 181   | 87    | 268   | 4 - 6 Pk Volume | 0     | 0     | 271   | 65    | 336   |  |  |       |
| Pk Hr Factor    | 0.000 | 0.000 | 0.838 | 0.946 | 0.870 | Pk Hr Factor    | 0.000 | 0.000 | 0.880 | 0.903 | 0.923 |  |  |       |

## VOLUME

Plainsboro Rd Bet Riverwalk & Dialysis Drop-off Dwy

Day: Wednesday  
Date: 11/2/2022

City: Plainsboro Township  
Project #: NJ22\_340101\_003

| DAILY TOTALS |    |    |    |     | NB    | SB    |           |    |    |    |     | EB    | WB    | Total |     |
|--------------|----|----|----|-----|-------|-------|-----------|----|----|----|-----|-------|-------|-------|-----|
|              |    |    |    |     | 0     | 0     |           |    |    |    |     | 2,909 | 821   | 3,730 |     |
| AM Period    | NB | SB | EB | WB  | TOTAL |       | PM Period | NB | SB | EB | WB  | TOTAL |       |       |     |
| 0:00         | 0  | 0  | 0  | 0   |       |       | 12:00     | 0  | 0  | 38 | 14  | 52    |       |       |     |
| 0:15         | 0  | 0  | 2  | 1   | 3     |       | 12:15     | 0  | 0  | 38 | 7   | 45    |       |       |     |
| 0:30         | 0  | 0  | 2  | 1   | 3     |       | 12:30     | 0  | 0  | 58 | 21  | 79    |       |       |     |
| 0:45         | 0  | 0  | 0  | 4   | 0     | 2     | 12:45     | 0  | 0  | 42 | 176 | 24    | 66    | 66    | 242 |
| 1:00         | 0  | 0  | 1  | 0   | 1     |       | 13:00     | 0  | 0  | 45 | 19  | 64    |       |       |     |
| 1:15         | 0  | 0  | 0  | 0   |       |       | 13:15     | 0  | 0  | 28 | 16  | 44    |       |       |     |
| 1:30         | 0  | 0  | 0  | 1   | 1     |       | 13:30     | 0  | 0  | 34 | 13  | 47    |       |       |     |
| 1:45         | 0  | 0  | 1  | 2   | 0     | 1     | 13:45     | 0  | 0  | 42 | 149 | 16    | 64    | 58    | 213 |
| 2:00         | 0  | 0  | 3  | 1   | 4     |       | 14:00     | 0  | 0  | 47 | 18  | 65    |       |       |     |
| 2:15         | 0  | 0  | 2  | 0   | 2     |       | 14:15     | 0  | 0  | 48 | 9   | 57    |       |       |     |
| 2:30         | 0  | 0  | 1  | 0   | 1     |       | 14:30     | 0  | 0  | 57 | 8   | 65    |       |       |     |
| 2:45         | 0  | 0  | 1  | 7   | 0     | 1     | 14:45     | 0  | 0  | 37 | 189 | 20    | 55    | 57    | 244 |
| 3:00         | 0  | 0  | 3  | 0   | 3     |       | 15:00     | 0  | 0  | 55 | 18  | 73    |       |       |     |
| 3:15         | 0  | 0  | 4  | 0   | 4     |       | 15:15     | 0  | 0  | 46 | 15  | 61    |       |       |     |
| 3:30         | 0  | 0  | 1  | 0   | 1     |       | 15:30     | 0  | 0  | 60 | 9   | 69    |       |       |     |
| 3:45         | 0  | 0  | 0  | 8   | 0     | 8     | 15:45     | 0  | 0  | 47 | 208 | 11    | 53    | 58    | 261 |
| 4:00         | 0  | 0  | 3  | 0   | 3     |       | 16:00     | 0  | 0  | 65 | 14  | 79    |       |       |     |
| 4:15         | 0  | 0  | 3  | 0   | 3     |       | 16:15     | 0  | 0  | 62 | 18  | 80    |       |       |     |
| 4:30         | 0  | 0  | 7  | 1   | 8     |       | 16:30     | 0  | 0  | 59 | 16  | 75    |       |       |     |
| 4:45         | 0  | 0  | 8  | 21  | 3     | 4     | 16:45     | 0  | 0  | 51 | 237 | 16    | 64    | 67    | 301 |
| 5:00         | 0  | 0  | 6  | 0   | 6     |       | 17:00     | 0  | 0  | 80 | 14  | 94    |       |       |     |
| 5:15         | 0  | 0  | 5  | 2   | 7     |       | 17:15     | 0  | 0  | 65 | 12  | 77    |       |       |     |
| 5:30         | 0  | 0  | 8  | 7   | 15    |       | 17:30     | 0  | 0  | 80 | 7   | 87    |       |       |     |
| 5:45         | 0  | 0  | 15 | 34  | 4     | 13    | 17:45     | 0  | 0  | 71 | 296 | 15    | 48    | 86    | 344 |
| 6:00         | 0  | 0  | 11 | 9   | 20    |       | 18:00     | 0  | 0  | 70 | 5   | 75    |       |       |     |
| 6:15         | 0  | 0  | 17 | 8   | 25    |       | 18:15     | 0  | 0  | 69 | 11  | 80    |       |       |     |
| 6:30         | 0  | 0  | 31 | 9   | 40    |       | 18:30     | 0  | 0  | 39 | 13  | 52    |       |       |     |
| 6:45         | 0  | 0  | 43 | 102 | 19    | 45    | 18:45     | 0  | 0  | 37 | 215 | 13    | 42    | 50    | 257 |
| 7:00         | 0  | 0  | 47 | 13  | 60    |       | 19:00     | 0  | 0  | 48 | 6   | 54    |       |       |     |
| 7:15         | 0  | 0  | 49 | 8   | 57    |       | 19:15     | 0  | 0  | 52 | 8   | 60    |       |       |     |
| 7:30         | 0  | 0  | 38 | 18  | 56    |       | 19:30     | 0  | 0  | 40 | 4   | 44    |       |       |     |
| 7:45         | 0  | 0  | 40 | 174 | 21    | 60    | 19:45     | 0  | 0  | 44 | 184 | 8     | 26    | 52    | 210 |
| 8:00         | 0  | 0  | 45 | 16  | 61    |       | 20:00     | 0  | 0  | 47 | 4   | 51    |       |       |     |
| 8:15         | 0  | 0  | 47 | 18  | 65    |       | 20:15     | 0  | 0  | 32 | 4   | 36    |       |       |     |
| 8:30         | 0  | 0  | 42 | 19  | 61    |       | 20:30     | 0  | 0  | 26 | 3   | 29    |       |       |     |
| 8:45         | 0  | 0  | 27 | 161 | 17    | 70    | 20:45     | 0  | 0  | 29 | 134 | 5     | 16    | 34    | 150 |
| 9:00         | 0  | 0  | 41 | 15  | 56    |       | 21:00     | 0  | 0  | 18 | 1   | 19    |       |       |     |
| 9:15         | 0  | 0  | 30 | 12  | 42    |       | 21:15     | 0  | 0  | 19 | 4   | 23    |       |       |     |
| 9:30         | 0  | 0  | 33 | 16  | 49    |       | 21:30     | 0  | 0  | 18 | 5   | 23    |       |       |     |
| 9:45         | 0  | 0  | 43 | 147 | 21    | 64    | 21:45     | 0  | 0  | 23 | 78  | 5     | 15    | 28    | 93  |
| 10:00        | 0  | 0  | 38 | 10  | 48    |       | 22:00     | 0  | 0  | 13 | 4   | 17    |       |       |     |
| 10:15        | 0  | 0  | 39 | 14  | 53    |       | 22:15     | 0  | 0  | 19 | 1   | 20    |       |       |     |
| 10:30        | 0  | 0  | 40 | 13  | 53    |       | 22:30     | 0  | 0  | 12 | 1   | 13    |       |       |     |
| 10:45        | 0  | 0  | 32 | 149 | 20    | 57    | 22:45     | 0  | 0  | 16 | 60  | 3     | 9     | 19    | 69  |
| 11:00        | 0  | 0  | 39 | 11  | 50    |       | 23:00     | 0  | 0  | 6  | 2   | 8     |       |       |     |
| 11:15        | 0  | 0  | 29 | 13  | 42    |       | 23:15     | 0  | 0  | 3  | 1   | 4     |       |       |     |
| 11:30        | 0  | 0  | 41 | 8   | 49    |       | 23:30     | 0  | 0  | 6  | 4   | 10    |       |       |     |
| 11:45        | 0  | 0  | 47 | 156 | 4     | 36    | 23:45     | 0  | 0  | 3  | 18  | 3     | 10    | 6     | 28  |
| TOTALS       |    |    |    |     | 965   | 353   | TOTALS    |    |    |    |     | 1944  | 468   | 2412  |     |
| SPLIT %      |    |    |    |     | 73.2% | 26.8% | SPLIT %   |    |    |    |     | 80.6% | 19.4% | 64.7% |     |

| DAILY TOTALS    |       |       |       |       | NB    | SB    |                 |                 |       |       |       | EB    | WB    | Total |       |
|-----------------|-------|-------|-------|-------|-------|-------|-----------------|-----------------|-------|-------|-------|-------|-------|-------|-------|
|                 |       |       |       |       | 0     | 0     |                 |                 |       |       |       | 2,909 | 821   | 3,730 |       |
| AM Peak Hour    |       |       |       |       | 11:45 | 7:45  | 7:45            | PM Peak Hour    |       |       |       |       | 17:00 | 12:30 | 17:00 |
| AM Pk Volume    |       |       |       |       | 181   | 74    | 248             | PM Pk Volume    |       |       |       |       | 296   | 80    | 344   |
| Pk Hr Factor    |       |       |       |       | 0.780 | 0.881 | 0.954           | Pk Hr Factor    |       |       |       |       | 0.925 | 0.833 | 0.915 |
| 7 - 9 Volume    | 0     | 0     | 335   | 130   | 465   |       | 4 - 6 Volume    | 0               | 0     | 533   | 112   | 645   |       |       |       |
| 7 - 9 Peak Hour |       |       |       |       | 7:00  | 7:45  | 7:45            | 4 - 6 Peak Hour |       |       |       |       | 17:00 | 16:00 | 17:00 |
| 7 - 9 Pk Volume | 0     | 0     | 174   | 74    | 248   |       | 4 - 6 Pk Volume | 0               | 0     | 296   | 64    | 344   |       |       |       |
| Pk Hr Factor    | 0.000 | 0.000 | 0.888 | 0.881 | 0.954 |       | Pk Hr Factor    | 0.000           | 0.000 | 0.925 | 0.889 | 0.915 |       |       |       |

| DAILY TOTALS    |  |  | NB    | SB    | EB    |              |       | WB              |       |       | Total |                 |       |       |       |  |  |       |  |  |       |  |  |
|-----------------|--|--|-------|-------|-------|--------------|-------|-----------------|-------|-------|-------|-----------------|-------|-------|-------|--|--|-------|--|--|-------|--|--|
|                 |  |  | 0     | 0     |       |              |       |                 |       |       | 2,789 | 750             | 3,539 |       |       |  |  |       |  |  |       |  |  |
|                 |  |  |       |       |       |              |       |                 |       |       |       |                 |       |       |       |  |  |       |  |  |       |  |  |
| AM Peak Hour    |  |  | 11:45 | 7:30  | 8:00  | PM Peak Hour |       |                 | 17:15 | 14:15 | 15:45 |                 |       |       |       |  |  |       |  |  |       |  |  |
| AM Pk Volume    |  |  | 171   | 69    | 227   | PM Pk Volume |       |                 | 261   | 80    | 310   |                 |       |       |       |  |  |       |  |  |       |  |  |
| Pk Hr Factor    |  |  | 0.872 | 0.863 | 0.811 | Pk Hr Factor |       |                 | 0.882 | 0.870 | 0.957 |                 |       |       |       |  |  |       |  |  |       |  |  |
| 7 - 9 Volume    |  |  | 0     | 0     | 320   | 125          | 445   | 4 - 6 Volume    |       |       | 0     | 0               | 509   | 94    | 603   |  |  |       |  |  |       |  |  |
| 7 - 9 Peak Hour |  |  | 8:00  |       |       | 7:30         |       |                 | 8:00  |       |       | 4 - 6 Peak Hour |       |       | 17:00 |  |  | 16:15 |  |  | 16:00 |  |  |
| 7 - 9 Pk Volume |  |  | 0     | 0     | 163   | 69           | 227   | 4 - 6 Pk Volume |       |       | 0     | 0               | 258   | 57    | 306   |  |  |       |  |  |       |  |  |
| Pk Hr Factor    |  |  | 0.000 | 0.000 | 0.769 | 0.863        | 0.811 | Pk Hr Factor    |       |       | 0.000 | 0.000           | 0.872 | 0.792 | 0.944 |  |  |       |  |  |       |  |  |

## VOLUME

Plainsboro Rd Bet Riverwalk & Dialysis Drop-off Dwy

Day: Friday  
Date: 11/4/2022

City: Plainsboro Township  
Project #: NJ22\_340101\_003

| DAILY TOTALS |    |    |       |       |       | NB        | SB |    |       |       |       |    |    | Total |
|--------------|----|----|-------|-------|-------|-----------|----|----|-------|-------|-------|----|----|-------|
|              |    |    |       |       |       | 0         | 0  |    |       |       |       |    |    | 3,620 |
| AM Period    | NB | SB | EB    | WB    | TOTAL | PM Period | NB | SB | EB    | WB    | TOTAL |    |    |       |
| 0:00         | 0  | 0  | 7     | 2     | 9     | 12:00     | 0  | 0  | 38    | 13    | 51    |    |    |       |
| 0:15         | 0  | 0  | 4     | 1     | 5     | 12:15     | 0  | 0  | 42    | 17    | 59    |    |    |       |
| 0:30         | 0  | 0  | 3     | 0     | 3     | 12:30     | 0  | 0  | 43    | 19    | 62    |    |    |       |
| 0:45         | 0  | 0  | 1     | 15    | 0     | 12:45     | 0  | 0  | 48    | 171   | 26    | 75 | 74 | 246   |
| 1:00         | 0  | 0  | 1     | 1     | 2     | 13:00     | 0  | 0  | 42    | 18    | 60    |    |    |       |
| 1:15         | 0  | 0  | 2     | 0     | 2     | 13:15     | 0  | 0  | 46    | 12    | 58    |    |    |       |
| 1:30         | 0  | 0  | 3     | 0     | 3     | 13:30     | 0  | 0  | 33    | 9     | 42    |    |    |       |
| 1:45         | 0  | 0  | 2     | 8     | 0     | 13:45     | 0  | 0  | 52    | 173   | 14    | 53 | 66 | 226   |
| 2:00         | 0  | 0  | 2     | 2     | 4     | 14:00     | 0  | 0  | 47    | 22    | 69    |    |    |       |
| 2:15         | 0  | 0  | 1     | 0     | 1     | 14:15     | 0  | 0  | 48    | 12    | 60    |    |    |       |
| 2:30         | 0  | 0  | 1     | 1     | 2     | 14:30     | 0  | 0  | 57    | 7     | 64    |    |    |       |
| 2:45         | 0  | 0  | 3     | 7     | 1     | 14:45     | 0  | 0  | 43    | 195   | 12    | 53 | 55 | 248   |
| 3:00         | 0  | 0  | 0     | 0     | 0     | 15:00     | 0  | 0  | 63    | 14    | 77    |    |    |       |
| 3:15         | 0  | 0  | 4     | 0     | 4     | 15:15     | 0  | 0  | 55    | 11    | 66    |    |    |       |
| 3:30         | 0  | 0  | 0     | 1     | 1     | 15:30     | 0  | 0  | 64    | 14    | 78    |    |    |       |
| 3:45         | 0  | 0  | 0     | 4     | 0     | 15:45     | 0  | 0  | 59    | 241   | 15    | 54 | 74 | 295   |
| 4:00         | 0  | 0  | 1     | 0     | 1     | 16:00     | 0  | 0  | 65    | 17    | 82    |    |    |       |
| 4:15         | 0  | 0  | 1     | 0     | 1     | 16:15     | 0  | 0  | 54    | 13    | 67    |    |    |       |
| 4:30         | 0  | 0  | 5     | 0     | 5     | 16:30     | 0  | 0  | 58    | 12    | 70    |    |    |       |
| 4:45         | 0  | 0  | 14    | 21    | 2     | 16:45     | 0  | 0  | 58    | 235   | 11    | 53 | 69 | 288   |
| 5:00         | 0  | 0  | 2     | 1     | 3     | 17:00     | 0  | 0  | 53    | 8     | 61    |    |    |       |
| 5:15         | 0  | 0  | 5     | 4     | 9     | 17:15     | 0  | 0  | 60    | 13    | 73    |    |    |       |
| 5:30         | 0  | 0  | 10    | 4     | 14    | 17:30     | 0  | 0  | 67    | 5     | 72    |    |    |       |
| 5:45         | 0  | 0  | 18    | 35    | 6     | 17:45     | 0  | 0  | 60    | 240   | 13    | 39 | 73 | 279   |
| 6:00         | 0  | 0  | 13    | 6     | 19    | 18:00     | 0  | 0  | 47    | 13    | 60    |    |    |       |
| 6:15         | 0  | 0  | 13    | 9     | 22    | 18:15     | 0  | 0  | 51    | 6     | 57    |    |    |       |
| 6:30         | 0  | 0  | 31    | 5     | 36    | 18:30     | 0  | 0  | 46    | 7     | 53    |    |    |       |
| 6:45         | 0  | 0  | 33    | 90    | 15    | 18:45     | 0  | 0  | 48    | 192   | 8     | 34 | 56 | 226   |
| 7:00         | 0  | 0  | 32    | 11    | 43    | 19:00     | 0  | 0  | 45    | 8     | 53    |    |    |       |
| 7:15         | 0  | 0  | 47    | 11    | 58    | 19:15     | 0  | 0  | 41    | 8     | 49    |    |    |       |
| 7:30         | 0  | 0  | 31    | 22    | 53    | 19:30     | 0  | 0  | 47    | 3     | 50    |    |    |       |
| 7:45         | 0  | 0  | 33    | 143   | 23    | 19:45     | 0  | 0  | 42    | 175   | 6     | 25 | 48 | 200   |
| 8:00         | 0  | 0  | 30    | 13    | 43    | 20:00     | 0  | 0  | 46    | 4     | 50    |    |    |       |
| 8:15         | 0  | 0  | 42    | 11    | 53    | 20:15     | 0  | 0  | 35    | 5     | 40    |    |    |       |
| 8:30         | 0  | 0  | 34    | 22    | 56    | 20:30     | 0  | 0  | 24    | 4     | 28    |    |    |       |
| 8:45         | 0  | 0  | 38    | 144   | 17    | 20:45     | 0  | 0  | 31    | 136   | 3     | 16 | 34 | 152   |
| 9:00         | 0  | 0  | 34    | 21    | 55    | 21:00     | 0  | 0  | 34    | 2     | 36    |    |    |       |
| 9:15         | 0  | 0  | 32    | 19    | 51    | 21:15     | 0  | 0  | 24    | 0     | 24    |    |    |       |
| 9:30         | 0  | 0  | 32    | 9     | 41    | 21:30     | 0  | 0  | 18    | 4     | 22    |    |    |       |
| 9:45         | 0  | 0  | 28    | 126   | 11    | 21:45     | 0  | 0  | 18    | 94    | 1     | 7  | 19 | 101   |
| 10:00        | 0  | 0  | 36    | 12    | 48    | 22:00     | 0  | 0  | 15    | 1     | 16    |    |    |       |
| 10:15        | 0  | 0  | 28    | 14    | 42    | 22:15     | 0  | 0  | 18    | 0     | 18    |    |    |       |
| 10:30        | 0  | 0  | 36    | 11    | 47    | 22:30     | 0  | 0  | 15    | 2     | 17    |    |    |       |
| 10:45        | 0  | 0  | 33    | 133   | 14    | 22:45     | 0  | 0  | 15    | 63    | 1     | 4  | 16 | 67    |
| 11:00        | 0  | 0  | 25    | 13    | 38    | 23:00     | 0  | 0  | 9     | 2     | 11    |    |    |       |
| 11:15        | 0  | 0  | 49    | 16    | 65    | 23:15     | 0  | 0  | 11    | 2     | 13    |    |    |       |
| 11:30        | 0  | 0  | 42    | 17    | 59    | 23:30     | 0  | 0  | 9     | 5     | 14    |    |    |       |
| 11:45        | 0  | 0  | 38    | 154   | 12    | 23:45     | 0  | 0  | 12    | 41    | 2     | 11 | 14 | 52    |
| TOTALS       |    |    | 880   | 360   | 1240  | TOTALS    |    |    | 1956  | 424   | 2380  |    |    |       |
| SPLIT %      |    |    | 71.0% | 29.0% | 34.3% | SPLIT %   |    |    | 82.2% | 17.8% | 65.7% |    |    |       |

| DAILY TOTALS    |       |       |       |       |       | NB              | SB    |       |       |       |       |  |  | Total |
|-----------------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|--|--|-------|
|                 |       |       |       |       |       | 0               | 0     |       |       |       |       |  |  | 3,620 |
| AM Peak Hour    |       |       | 11:15 | 8:30  | 11:15 | PM Peak Hour    |       |       | 15:15 | 12:15 | 15:30 |  |  |       |
| AM Pk Volume    |       |       | 167   | 79    | 225   | PM Pk Volume    |       |       | 243   | 80    | 301   |  |  |       |
| Pk Hr Factor    |       |       | 0.852 | 0.898 | 0.865 | Pk Hr Factor    |       |       | 0.935 | 0.769 | 0.918 |  |  |       |
| 7 - 9 Volume    | 0     | 0     | 287   | 130   | 417   | 4 - 6 Volume    | 0     | 0     | 475   | 92    | 567   |  |  |       |
| 7 - 9 Peak Hour |       |       | 8:00  | 7:15  | 7:00  | 4 - 6 Peak Hour |       |       | 17:00 | 16:00 | 16:00 |  |  |       |
| 7 - 9 Pk Volume | 0     | 0     | 144   | 69    | 210   | 4 - 6 Pk Volume | 0     | 0     | 240   | 53    | 288   |  |  |       |
| Pk Hr Factor    | 0.000 | 0.000 | 0.857 | 0.750 | 0.905 | Pk Hr Factor    | 0.000 | 0.000 | 0.896 | 0.779 | 0.878 |  |  |       |

**VOLUME**

CHOP Western Dwy S/O Punia Blvd

Day: Monday  
Date: 10/31/2022City: Plainsboro Township  
Project #: NJ22\_340101\_004

| DAILY TOTALS |       |       |    |    | NB    | SB        | EB    |       |    |    |       | WB | Total |
|--------------|-------|-------|----|----|-------|-----------|-------|-------|----|----|-------|----|-------|
|              |       |       |    |    | 26    | 80        | 0     |       |    |    |       | 0  | 106   |
| AM Period    | NB    | SB    | EB | WB | TOTAL | PM Period | NB    | SB    | EB | WB | TOTAL |    |       |
| 0:00         | 0     | 0     |    |    | 0     | 12:00     | 0     | 3     |    |    | 3     |    |       |
| 0:15         | 0     | 0     |    |    | 0     | 12:15     | 0     | 1     |    |    | 1     |    |       |
| 0:30         | 0     | 0     |    |    | 0     | 12:30     | 0     | 5     |    |    | 5     |    |       |
| 0:45         | 0     | 0     |    |    | 0     | 12:45     | 1     | 1     | 2  | 11 | 3 12  |    |       |
| 1:00         | 0     | 0     |    |    | 0     | 13:00     | 0     | 0     |    |    | 0     |    |       |
| 1:15         | 0     | 0     |    |    | 0     | 13:15     | 0     | 2     |    |    | 2     |    |       |
| 1:30         | 0     | 0     |    |    | 0     | 13:30     | 1     | 1     |    |    | 2     |    |       |
| 1:45         | 0     | 0     |    |    | 0     | 13:45     | 0     | 1     | 2  | 5  | 2 6   |    |       |
| 2:00         | 0     | 0     |    |    | 0     | 14:00     | 0     | 2     |    |    | 2     |    |       |
| 2:15         | 0     | 0     |    |    | 0     | 14:15     | 1     | 5     |    |    | 6     |    |       |
| 2:30         | 0     | 0     |    |    | 0     | 14:30     | 2     | 2     |    |    | 4     |    |       |
| 2:45         | 0     | 0     |    |    | 0     | 14:45     | 2     | 5     | 1  | 10 | 3 15  |    |       |
| 3:00         | 0     | 0     |    |    | 0     | 15:00     | 1     | 0     |    |    | 1     |    |       |
| 3:15         | 0     | 0     |    |    | 0     | 15:15     | 1     | 1     |    |    | 2     |    |       |
| 3:30         | 0     | 0     |    |    | 0     | 15:30     | 0     | 0     |    |    | 0     |    |       |
| 3:45         | 0     | 0     |    |    | 0     | 15:45     | 0     | 2     | 4  | 5  | 4 7   |    |       |
| 4:00         | 0     | 0     |    |    | 0     | 16:00     | 0     | 1     |    |    | 1     |    |       |
| 4:15         | 0     | 0     |    |    | 0     | 16:15     | 0     | 0     |    |    | 0     |    |       |
| 4:30         | 0     | 0     |    |    | 0     | 16:30     | 0     | 1     |    |    | 1     |    |       |
| 4:45         | 0     | 0     |    |    | 0     | 16:45     | 1     | 1     | 0  | 2  | 1 3   |    |       |
| 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     | 1     |    |    | 1     | 18:15     | 0     | 0     |    |    | 0     |    |       |
| 6:30         | 0     | 0     |    |    | 0     | 18:30     | 0     | 0     |    |    | 0     |    |       |
| 6:45         | 0     | 1     | 2  |    | 1 2   | 18:45     | 0     | 0     |    |    | 0     |    |       |
| 7:00         | 0     | 1     |    |    | 1     | 19:00     | 0     | 0     |    |    | 0     |    |       |
| 7:15         | 0     | 2     |    |    | 2     | 19:15     | 0     | 0     |    |    | 0     |    |       |
| 7:30         | 0     | 0     |    |    | 0     | 19:30     | 0     | 0     |    |    | 0     |    |       |
| 7:45         | 0     | 4     | 7  |    | 4 7   | 19:45     | 1     | 1     | 1  | 1  | 2 2   |    |       |
| 8:00         | 0     | 3     |    |    | 3     | 20:00     | 0     | 0     |    |    | 0     |    |       |
| 8:15         | 0     | 4     |    |    | 4     | 20:15     | 0     | 0     |    |    | 0     |    |       |
| 8:30         | 0     | 2     |    |    | 2     | 20:30     | 0     | 0     |    |    | 0     |    |       |
| 8:45         | 3     | 3     | 3  | 12 | 6 15  | 20:45     | 0     | 0     |    |    | 0     |    |       |
| 9:00         | 0     | 3     |    |    | 3     | 21:00     | 0     | 0     |    |    | 0     |    |       |
| 9:15         | 0     | 4     |    |    | 4     | 21:15     | 0     | 0     |    |    | 0     |    |       |
| 9:30         | 5     | 3     |    |    | 8     | 21:30     | 0     | 0     |    |    | 0     |    |       |
| 9:45         | 0     | 5     | 1  | 11 | 1 16  | 21:45     | 0     | 0     |    |    | 0     |    |       |
| 10:00        | 0     | 2     |    |    | 2     | 22:00     | 0     | 0     |    |    | 0     |    |       |
| 10:15        | 2     | 2     |    |    | 4     | 22:15     | 0     | 0     |    |    | 0     |    |       |
| 10:30        | 1     | 2     |    |    | 3     | 22:30     | 0     | 0     |    |    | 0     |    |       |
| 10:45        | 1     | 4     | 1  | 7  | 2 11  | 22:45     | 0     | 0     |    |    | 0     |    |       |
| 11:00        | 1     | 2     |    |    | 3     | 23:00     | 0     | 0     |    |    | 0     |    |       |
| 11:15        | 1     | 2     |    |    | 3     | 23:15     | 0     | 0     |    |    | 0     |    |       |
| 11:30        | 1     | 1     |    |    | 2     | 23:30     | 0     | 0     |    |    | 0     |    |       |
| 11:45        | 0     | 3     | 2  | 7  | 2 10  | 23:45     | 0     | 0     |    |    | 0     |    |       |
| TOTALS       | 15    | 46    |    |    | 61    | TOTALS    | 11    | 34    |    |    | 45    |    |       |
| SPLIT %      | 24.6% | 75.4% |    |    | 57.5% | SPLIT %   | 24.4% | 75.6% |    |    | 42.5% |    |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB              |                 |       |       |       |       | EB | WB    | Total |  |
|-----------------|-------|-------|-------|-------|-------|-----------------|-----------------|-------|-------|-------|-------|----|-------|-------|--|
|                 |       |       |       |       | 26    | 80              |                 |       |       |       |       | 0  | 0     | 106   |  |
| AM Peak Hour    | 8:45  | 7:45  |       |       |       | 8:45            | PM Peak Hour    | 14:15 | 12:00 |       |       |    | 14:00 |       |  |
| AM Pk Volume    | 8     | 13    |       |       |       | 21              | PM Pk Volume    | 6     | 11    |       |       |    | 15    |       |  |
| Pk Hr Factor    | 0.400 | 0.813 |       |       |       | 0.656           | Pk Hr Factor    | 0.750 | 0.550 |       |       |    | 0.625 |       |  |
| 7 - 9 Volume    | 3     | 19    | 0     | 0     | 22    | 4 - 6 Volume    | 1               | 2     | 0     | 0     | 3     |    |       |       |  |
| 7 - 9 Peak Hour | 8:00  | 7:45  |       |       |       | 8:00            | 4 - 6 Peak Hour | 16:00 | 16:00 |       |       |    | 16:00 |       |  |
| 7 - 9 Pk Volume | 3     | 13    | 0     | 0     | 15    | 4 - 6 Pk Volume | 1               | 2     | 0     | 0     | 3     |    |       |       |  |
| Pk Hr Factor    | 0.250 | 0.813 | 0.000 | 0.000 | 0.625 | Pk Hr Factor    | 0.250           | 0.500 | 0.000 | 0.000 | 0.750 |    |       |       |  |

**VOLUME**

CHOP Western Dwy S/O Punia Blvd

Day: Tuesday  
Date: 11/1/2022City: Plainsboro Township  
Project #: NJ22\_340101\_004

| DAILY TOTALS |       |       |    |    | NB    | SB        |       |       |    |    | Total |
|--------------|-------|-------|----|----|-------|-----------|-------|-------|----|----|-------|
|              |       |       |    |    | 65    | 140       |       |       |    |    | 205   |
| AM Period    | NB    | SB    | EB | WB | TOTAL | PM Period | NB    | SB    | EB | WB | TOTAL |
| 0:00         | 0     | 0     |    |    | 0     | 12:00     | 3     | 2     |    |    | 5     |
| 0:15         | 0     | 0     |    |    | 0     | 12:15     | 1     | 2     |    |    | 3     |
| 0:30         | 0     | 0     |    |    | 0     | 12:30     | 0     | 4     |    |    | 4     |
| 0:45         | 0     | 0     |    |    | 0     | 12:45     | 2     | 6     | 3  | 11 | 5     |
| 1:00         | 0     | 0     |    |    | 0     | 13:00     | 1     | 3     |    |    | 4     |
| 1:15         | 0     | 0     |    |    | 0     | 13:15     | 0     | 3     |    |    | 3     |
| 1:30         | 0     | 0     |    |    | 0     | 13:30     | 2     | 6     |    |    | 8     |
| 1:45         | 0     | 0     |    |    | 0     | 13:45     | 0     | 3     | 4  | 16 | 4     |
| 2:00         | 0     | 0     |    |    | 0     | 14:00     | 3     | 3     |    |    | 6     |
| 2:15         | 0     | 0     |    |    | 0     | 14:15     | 1     | 5     |    |    | 6     |
| 2:30         | 0     | 0     |    |    | 0     | 14:30     | 1     | 3     |    |    | 4     |
| 2:45         | 0     | 0     |    |    | 0     | 14:45     | 3     | 8     | 5  | 16 | 8     |
| 3:00         | 0     | 0     |    |    | 0     | 15:00     | 6     | 6     |    |    | 12    |
| 3:15         | 0     | 0     |    |    | 0     | 15:15     | 1     | 7     |    |    | 8     |
| 3:30         | 0     | 0     |    |    | 0     | 15:30     | 2     | 3     |    |    | 5     |
| 3:45         | 0     | 0     |    |    | 0     | 15:45     | 1     | 10    | 0  | 16 | 1     |
| 4:00         | 0     | 0     |    |    | 0     | 16:00     | 1     | 0     |    |    | 1     |
| 4:15         | 0     | 0     |    |    | 0     | 16:15     | 4     | 0     |    |    | 4     |
| 4:30         | 0     | 0     |    |    | 0     | 16:30     | 0     | 0     |    |    | 0     |
| 4:45         | 0     | 0     |    |    | 0     | 16:45     | 1     | 6     | 0  |    | 1     |
| 5:00         | 0     | 0     |    |    | 0     | 17:00     | 1     | 0     |    |    | 1     |
| 5:15         | 0     | 0     |    |    | 0     | 17:15     | 1     | 0     |    |    | 1     |
| 5:30         | 0     | 0     |    |    | 0     | 17:30     | 0     | 0     |    |    | 0     |
| 5:45         | 0     | 0     |    |    | 0     | 17:45     | 0     | 2     | 0  |    | 0     |
| 6:00         | 0     | 0     |    |    | 0     | 18:00     | 0     | 0     |    |    | 0     |
| 6:15         | 0     | 0     |    |    | 0     | 18:15     | 0     | 0     |    |    | 0     |
| 6:30         | 0     | 0     |    |    | 0     | 18:30     | 0     | 0     |    |    | 0     |
| 6:45         | 0     | 0     |    |    | 0     | 18:45     | 0     | 0     |    |    | 0     |
| 7:00         | 0     | 2     |    |    | 2     | 19:00     | 0     | 0     |    |    | 0     |
| 7:15         | 0     | 0     |    |    | 0     | 19:15     | 0     | 0     |    |    | 0     |
| 7:30         | 0     | 4     |    |    | 4     | 19:30     | 0     | 0     |    |    | 0     |
| 7:45         | 0     | 2     | 8  |    | 2     | 19:45     | 0     | 0     |    |    | 0     |
| 8:00         | 0     | 8     |    |    | 8     | 20:00     | 0     | 0     |    |    | 0     |
| 8:15         | 1     | 3     |    |    | 4     | 20:15     | 0     | 1     |    |    | 1     |
| 8:30         | 0     | 5     |    |    | 5     | 20:30     | 0     | 0     |    |    | 0     |
| 8:45         | 1     | 2     | 5  | 21 | 6     | 20:45     | 0     | 0     | 1  |    | 0     |
| 9:00         | 2     | 5     |    |    | 7     | 21:00     | 0     | 0     |    |    | 0     |
| 9:15         | 3     | 3     |    |    | 6     | 21:15     | 0     | 0     |    |    | 0     |
| 9:30         | 3     | 5     |    |    | 8     | 21:30     | 0     | 0     |    |    | 0     |
| 9:45         | 3     | 11    | 9  | 22 | 12    | 21:45     | 0     | 0     |    |    | 0     |
| 10:00        | 2     | 4     |    |    | 6     | 22:00     | 0     | 0     |    |    | 0     |
| 10:15        | 3     | 2     |    |    | 5     | 22:15     | 0     | 0     |    |    | 0     |
| 10:30        | 0     | 7     |    |    | 7     | 22:30     | 0     | 0     |    |    | 0     |
| 10:45        | 0     | 5     | 5  | 18 | 5     | 22:45     | 0     | 0     |    |    | 0     |
| 11:00        | 2     | 2     |    |    | 4     | 23:00     | 0     | 0     |    |    | 0     |
| 11:15        | 3     | 4     |    |    | 7     | 23:15     | 0     | 0     |    |    | 0     |
| 11:30        | 6     | 3     |    |    | 9     | 23:30     | 0     | 0     |    |    | 0     |
| 11:45        | 1     | 12    | 2  | 11 | 3     | 23:45     | 0     | 0     |    |    | 0     |
| TOTALS       | 30    | 80    |    |    | 110   | TOTALS    | 35    | 60    |    |    | 95    |
| SPLIT %      | 27.3% | 72.7% |    |    | 53.7% | SPLIT %   | 36.8% | 63.2% |    |    | 46.3% |

| DAILY TOTALS    |       |       |       |       | NB              | SB    |       |       |       |       | Total |
|-----------------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|-------|
|                 |       |       |       |       | 65              | 140   |       |       |       |       | 205   |
| AM Peak Hour    | 11:15 | 9:00  |       | 9:00  | PM Peak Hour    | 14:45 | 14:30 |       |       | 14:45 |       |
| AM Pk Volume    | 13    | 22    |       | 33    | PM Pk Volume    | 12    | 21    |       |       | 33    |       |
| Pk Hr Factor    | 0.542 | 0.611 |       | 0.688 | Pk Hr Factor    | 0.500 | 0.750 |       |       | 0.688 |       |
| 7 - 9 Volume    | 2     | 29    | 0     | 0     | 4 - 6 Volume    | 8     | 0     | 0     | 0     | 8     |       |
| 7 - 9 Peak Hour | 8:00  | 8:00  |       | 8:00  | 4 - 6 Peak Hour | 16:00 |       |       |       | 16:00 |       |
| 7 - 9 Pk Volume | 2     | 21    | 0     | 0     | 4 - 6 Pk Volume | 6     | 0     | 0     | 0     | 6     |       |
| Pk Hr Factor    | 0.500 | 0.656 | 0.000 | 0.000 | Pk Hr Factor    | 0.375 | 0.000 | 0.000 | 0.000 | 0.375 |       |

**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 |

**VOLUME**

CHOP Western Dwy S/O Punia Blvd

Day: Thursday

Date: 11/3/2022

City: Plainsboro Township

Project #: NJ22\_340101\_004

| DAILY TOTALS |       |       |    |    | NB    | SB        | EB    |       |    |    |       | WB | Total |
|--------------|-------|-------|----|----|-------|-----------|-------|-------|----|----|-------|----|-------|
|              |       |       |    |    | 36    | 83        | 0     |       |    |    |       | 0  | 119   |
| AM Period    | NB    | SB    | EB | WB | TOTAL | PM Period | NB    | SB    | EB | WB | TOTAL |    |       |
| 0:00         | 0     | 0     |    |    | 0     | 12:00     | 0     | 2     |    |    | 2     |    |       |
| 0:15         | 0     | 0     |    |    | 0     | 12:15     | 0     | 0     |    |    | 0     |    |       |
| 0:30         | 0     | 0     |    |    | 0     | 12:30     | 0     | 1     |    |    | 1     |    |       |
| 0:45         | 0     | 0     |    |    | 0     | 12:45     | 1     | 1     | 5  | 8  | 6 9   |    |       |
| 1:00         | 0     | 0     |    |    | 0     | 13:00     | 0     | 2     |    |    | 2     |    |       |
| 1:15         | 0     | 0     |    |    | 0     | 13:15     | 0     | 2     |    |    | 2     |    |       |
| 1:30         | 0     | 0     |    |    | 0     | 13:30     | 1     | 1     |    |    | 2     |    |       |
| 1:45         | 0     | 0     |    |    | 0     | 13:45     | 0     | 1     | 2  | 7  | 2 8   |    |       |
| 2:00         | 0     | 0     |    |    | 0     | 14:00     | 2     | 1     |    |    | 3     |    |       |
| 2:15         | 0     | 0     |    |    | 0     | 14:15     | 1     | 1     |    |    | 2     |    |       |
| 2:30         | 0     | 0     |    |    | 0     | 14:30     | 1     | 2     |    |    | 3     |    |       |
| 2:45         | 0     | 0     |    |    | 0     | 14:45     | 2     | 6     | 2  | 6  | 4 12  |    |       |
| 3:00         | 0     | 0     |    |    | 0     | 15:00     | 1     | 1     |    |    | 2     |    |       |
| 3:15         | 0     | 0     |    |    | 0     | 15:15     | 1     | 4     |    |    | 5     |    |       |
| 3:30         | 0     | 0     |    |    | 0     | 15:30     | 2     | 0     |    |    | 2     |    |       |
| 3:45         | 0     | 0     |    |    | 0     | 15:45     | 4     | 8     | 2  | 7  | 6 15  |    |       |
| 4:00         | 0     | 0     |    |    | 0     | 16:00     | 1     | 0     |    |    | 1     |    |       |
| 4:15         | 0     | 0     |    |    | 0     | 16:15     | 0     | 1     |    |    | 1     |    |       |
| 4:30         | 0     | 0     |    |    | 0     | 16:30     | 1     | 0     |    |    | 1     |    |       |
| 4:45         | 0     | 0     |    |    | 0     | 16:45     | 1     | 3     | 0  | 1  | 1 4   |    |       |
| 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     | 1     | 1     | 0  |    | 1 1   |    |       |
| 6:00         | 0     | 0     |    |    | 0     | 18:00     | 0     | 0     |    |    | 0     |    |       |
| 6:15         | 0     | 0     |    |    | 0     | 18:15     | 0     | 0     |    |    | 0     |    |       |
| 6:30         | 0     | 0     |    |    | 0     | 18:30     | 0     | 0     |    |    | 0     |    |       |
| 6:45         | 0     | 0     |    |    | 0     | 18:45     | 0     | 0     |    |    | 0     |    |       |
| 7:00         | 0     | 0     |    |    | 0     | 19:00     | 0     | 0     |    |    | 0     |    |       |
| 7:15         | 0     | 0     |    |    | 0     | 19:15     | 0     | 0     |    |    | 0     |    |       |
| 7:30         | 0     | 0     |    |    | 0     | 19:30     | 0     | 0     |    |    | 0     |    |       |
| 7:45         | 0     | 4     | 4  |    | 4 4   | 19:45     | 0     | 0     |    |    | 0     |    |       |
| 8:00         | 0     | 1     |    |    | 1     | 20:00     | 0     | 0     |    |    | 0     |    |       |
| 8:15         | 0     | 7     |    |    | 7     | 20:15     | 0     | 0     |    |    | 0     |    |       |
| 8:30         | 1     | 5     |    |    | 6     | 20:30     | 0     | 0     |    |    | 0     |    |       |
| 8:45         | 1     | 2     | 8  | 21 | 9 23  | 20:45     | 0     | 0     |    |    | 0     |    |       |
| 9:00         | 2     | 3     |    |    | 5     | 21:00     | 0     | 0     |    |    | 0     |    |       |
| 9:15         | 3     | 3     |    |    | 6     | 21:15     | 0     | 0     |    |    | 0     |    |       |
| 9:30         | 0     | 3     |    |    | 3     | 21:30     | 0     | 0     |    |    | 0     |    |       |
| 9:45         | 0     | 5     | 3  | 12 | 3 17  | 21:45     | 0     | 0     |    |    | 0     |    |       |
| 10:00        | 1     | 3     |    |    | 4     | 22:00     | 0     | 0     |    |    | 0     |    |       |
| 10:15        | 0     | 3     |    |    | 3     | 22:15     | 0     | 0     |    |    | 0     |    |       |
| 10:30        | 3     | 1     |    |    | 4     | 22:30     | 0     | 0     |    |    | 0     |    |       |
| 10:45        | 0     | 4     | 4  | 11 | 4 15  | 22:45     | 0     | 0     |    |    | 0     |    |       |
| 11:00        | 1     | 3     |    |    | 4     | 23:00     | 0     | 0     |    |    | 0     |    |       |
| 11:15        | 1     | 0     |    |    | 1     | 23:15     | 0     | 0     |    |    | 0     |    |       |
| 11:30        | 2     | 0     |    |    | 2     | 23:30     | 0     | 0     |    |    | 0     |    |       |
| 11:45        | 1     | 5     | 3  | 6  | 4 11  | 23:45     | 0     | 0     |    |    | 0     |    |       |
| TOTALS       | 16    | 54    |    |    | 70    | TOTALS    | 20    | 29    |    |    | 49    |    |       |
| SPLIT %      | 22.9% | 77.1% |    |    | 58.8% | SPLIT %   | 40.8% | 59.2% |    |    | 41.2% |    |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB              |       |       |       |       |       | EB | WB | Total |  |
|-----------------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|----|----|-------|--|
|                 |       |       |       |       | 36    | 83              |       |       |       |       |       | 0  | 0  | 119   |  |
| AM Peak Hour    | 8:30  | 8:15  |       |       | 8:15  | PM Peak Hour    | 15:00 | 12:30 |       |       | 15:00 |    |    |       |  |
| AM Pk Volume    | 7     | 23    |       |       | 27    | PM Pk Volume    | 8     | 10    |       |       | 15    |    |    |       |  |
| Pk Hr Factor    | 0.583 | 0.719 |       |       | 0.750 | Pk Hr Factor    | 0.500 | 0.500 |       |       | 0.625 |    |    |       |  |
| 7 - 9 Volume    | 2     | 25    | 0     | 0     | 27    | 4 - 6 Volume    | 4     | 1     | 0     | 0     | 5     |    |    |       |  |
| 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     | 21    | 0     | 0     | 23    | 4 - 6 Pk Volume | 3     | 1     | 0     | 0     | 4     |    |    |       |  |
| Pk Hr Factor    | 0.500 | 0.656 | 0.000 | 0.000 | 0.639 | Pk Hr Factor    | 0.750 | 0.250 | 0.000 | 0.000 | 1.000 |    |    |       |  |

**VOLUME**

CHOP Western Dwy S/O Punia Blvd

Day: Friday

Date: 11/4/2022

City: Plainsboro Township

Project #: NJ22\_340101\_004

| DAILY TOTALS |       |       |    |    | NB    | SB |           |       |       |    |    | EB    | WB | Total |   |
|--------------|-------|-------|----|----|-------|----|-----------|-------|-------|----|----|-------|----|-------|---|
|              |       |       |    |    | 14    | 41 |           |       |       |    |    | 0     | 0  | 55    |   |
| AM Period    | NB    | SB    | EB | WB | TOTAL |    | PM Period | NB    | SB    | EB | WB | TOTAL |    |       |   |
| 0:00         | 0     | 0     |    |    | 0     |    | 12:00     | 0     | 0     |    |    | 0     |    | 0     |   |
| 0:15         | 0     | 0     |    |    | 0     |    | 12:15     | 1     | 0     |    |    | 1     |    | 1     |   |
| 0:30         | 0     | 0     |    |    | 0     |    | 12:30     | 0     | 1     |    |    | 1     |    | 1     |   |
| 0:45         | 0     | 0     |    |    | 0     |    | 12:45     | 0     | 1     | 3  | 4  | 3     | 5  | 3     | 5 |
| 1:00         | 0     | 0     |    |    | 0     |    | 13:00     | 0     | 2     |    |    | 2     |    | 2     |   |
| 1:15         | 0     | 0     |    |    | 0     |    | 13:15     | 0     | 0     |    |    | 0     |    | 0     |   |
| 1:30         | 0     | 0     |    |    | 0     |    | 13:30     | 0     | 3     |    |    | 3     |    | 3     |   |
| 1:45         | 0     | 0     |    |    | 0     |    | 13:45     | 2     | 2     | 1  | 6  | 3     | 8  | 3     | 8 |
| 2:00         | 0     | 0     |    |    | 0     |    | 14:00     | 1     | 1     |    |    | 2     |    | 2     |   |
| 2:15         | 0     | 0     |    |    | 0     |    | 14:15     | 0     | 2     |    |    | 2     |    | 2     |   |
| 2:30         | 0     | 0     |    |    | 0     |    | 14:30     | 0     | 1     |    |    | 1     |    | 1     |   |
| 2:45         | 0     | 0     |    |    | 0     |    | 14:45     | 1     | 2     | 1  | 5  | 2     | 7  | 2     | 7 |
| 3:00         | 0     | 0     |    |    | 0     |    | 15:00     | 1     | 1     |    |    | 2     |    | 2     |   |
| 3:15         | 0     | 0     |    |    | 0     |    | 15:15     | 0     | 1     |    |    | 1     |    | 1     |   |
| 3:30         | 0     | 0     |    |    | 0     |    | 15:30     | 0     | 0     |    |    | 0     |    | 0     |   |
| 3:45         | 0     | 0     |    |    | 0     |    | 15:45     | 0     | 1     | 0  | 2  | 0     | 3  | 0     | 3 |
| 4:00         | 0     | 0     |    |    | 0     |    | 16:00     | 0     | 0     |    |    | 0     |    | 0     |   |
| 4:15         | 0     | 0     |    |    | 0     |    | 16:15     | 0     | 0     |    |    | 0     |    | 0     |   |
| 4:30         | 0     | 0     |    |    | 0     |    | 16:30     | 0     | 0     |    |    | 0     |    | 0     |   |
| 4:45         | 0     | 0     |    |    | 0     |    | 16:45     | 0     | 0     |    |    | 0     |    | 0     |   |
| 5:00         | 0     | 0     |    |    | 0     |    | 17:00     | 0     | 0     |    |    | 0     |    | 0     |   |
| 5:15         | 0     | 0     |    |    | 0     |    | 17:15     | 0     | 1     |    |    | 1     |    | 1     |   |
| 5:30         | 0     | 0     |    |    | 0     |    | 17:30     | 0     | 0     |    |    | 0     |    | 0     |   |
| 5:45         | 0     | 0     |    |    | 0     |    | 17:45     | 0     | 0     | 1  |    | 0     | 1  | 0     | 1 |
| 6:00         | 0     | 0     |    |    | 0     |    | 18:00     | 0     | 0     |    |    | 0     |    | 0     |   |
| 6:15         | 0     | 0     |    |    | 0     |    | 18:15     | 0     | 0     |    |    | 0     |    | 0     |   |
| 6:30         | 0     | 0     |    |    | 0     |    | 18:30     | 0     | 0     |    |    | 0     |    | 0     |   |
| 6:45         | 0     | 0     |    |    | 0     |    | 18:45     | 0     | 0     |    |    | 0     |    | 0     |   |
| 7:00         | 0     | 0     |    |    | 0     |    | 19:00     | 0     | 0     |    |    | 0     |    | 0     |   |
| 7:15         | 0     | 0     |    |    | 0     |    | 19:15     | 0     | 0     |    |    | 0     |    | 0     |   |
| 7:30         | 0     | 0     |    |    | 0     |    | 19:30     | 0     | 0     |    |    | 0     |    | 0     |   |
| 7:45         | 0     | 1     | 1  |    | 1     | 1  | 19:45     | 0     | 0     |    |    | 0     |    | 0     |   |
| 8:00         | 0     | 0     |    |    | 0     |    | 20:00     | 0     | 0     |    |    | 0     |    | 0     |   |
| 8:15         | 0     | 1     |    |    | 1     |    | 20:15     | 0     | 0     |    |    | 0     |    | 0     |   |
| 8:30         | 0     | 1     |    |    | 1     |    | 20:30     | 0     | 0     |    |    | 0     |    | 0     |   |
| 8:45         | 1     | 1     | 2  | 4  | 3     | 5  | 20:45     | 0     | 0     |    |    | 0     |    | 0     |   |
| 9:00         | 1     | 3     |    |    | 4     |    | 21:00     | 0     | 0     |    |    | 0     |    | 0     |   |
| 9:15         | 0     | 0     |    |    | 0     |    | 21:15     | 0     | 0     |    |    | 0     |    | 0     |   |
| 9:30         | 0     | 1     |    |    | 1     |    | 21:30     | 0     | 0     |    |    | 0     |    | 0     |   |
| 9:45         | 1     | 2     | 3  | 7  | 4     | 9  | 21:45     | 0     | 0     |    |    | 0     |    | 0     |   |
| 10:00        | 1     | 2     |    |    | 3     |    | 22:00     | 0     | 0     |    |    | 0     |    | 0     |   |
| 10:15        | 1     | 3     |    |    | 4     |    | 22:15     | 0     | 0     |    |    | 0     |    | 0     |   |
| 10:30        | 0     | 1     |    |    | 1     |    | 22:30     | 0     | 0     |    |    | 0     |    | 0     |   |
| 10:45        | 1     | 3     | 4  | 10 | 5     | 13 | 22:45     | 0     | 0     |    |    | 0     |    | 0     |   |
| 11:00        | 1     | 1     |    |    | 2     |    | 23:00     | 0     | 0     |    |    | 0     |    | 0     |   |
| 11:15        | 0     | 0     |    |    | 0     |    | 23:15     | 0     | 0     |    |    | 0     |    | 0     |   |
| 11:30        | 0     | 0     |    |    | 0     |    | 23:30     | 0     | 0     |    |    | 0     |    | 0     |   |
| 11:45        | 1     | 2     | 0  | 1  | 1     | 3  | 23:45     | 0     | 0     |    |    | 0     |    | 0     |   |
| TOTALS       | 8     | 23    |    |    | 31    |    | TOTALS    | 6     | 18    |    |    | 24    |    | 24    |   |
| SPLIT %      | 25.8% | 74.2% |    |    | 56.4% |    | SPLIT %   | 25.0% | 75.0% |    |    | 43.6% |    | 43.6% |   |

| DAILY TOTALS    |       |       |       |       | NB    | SB |                 |       |       |       |       | EB    | WB | Total |  |
|-----------------|-------|-------|-------|-------|-------|----|-----------------|-------|-------|-------|-------|-------|----|-------|--|
|                 |       |       |       |       | 14    | 41 |                 |       |       |       |       | 0     | 0  | 55    |  |
| AM Peak Hour    | 9:30  | 10:00 |       |       | 10:00 |    | PM Peak Hour    | 13:15 | 12:45 |       |       | 13:30 |    |       |  |
| AM Pk Volume    | 3     | 10    |       |       | 13    |    | PM Pk Volume    | 3     | 8     |       |       | 10    |    |       |  |
| Pk Hr Factor    | 0.750 | 0.625 |       |       | 0.650 |    | Pk Hr Factor    | 0.375 | 0.667 |       |       | 0.833 |    |       |  |
| 7 - 9 Volume    | 1     | 5     | 0     | 0     | 6     |    | 4 - 6 Volume    | 0     | 1     | 0     | 0     | 1     |    |       |  |
| 7 - 9 Peak Hour | 8:00  | 8:00  |       |       | 8:00  |    | 4 - 6 Peak Hour |       | 16:30 |       |       | 16:30 |    |       |  |
| 7 - 9 Pk Volume | 1     | 4     | 0     | 0     | 5     |    | 4 - 6 Pk Volume | 0     | 1     | 0     | 0     | 1     |    |       |  |
| Pk Hr Factor    | 0.250 | 0.500 | 0.000 | 0.000 | 0.417 |    | Pk Hr Factor    | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 |    |       |  |

**VOLUME**

CHOP Eastern Dwy S/O Punia Blvd

Day: Monday  
Date: 10/31/2022City: Plainsboro Township  
Project #: NJ22\_340101\_005

| DAILY TOTALS |       |       |    |    | NB    | SB        | EB    |       |    |    |       | WB | Total |
|--------------|-------|-------|----|----|-------|-----------|-------|-------|----|----|-------|----|-------|
|              |       |       |    |    | 127   | 73        | 0     |       |    |    |       | 0  | 200   |
| AM Period    | NB    | SB    | EB | WB | TOTAL | PM Period | NB    | SB    | EB | WB | TOTAL |    |       |
| 0:00         | 0     | 0     |    |    | 0     | 12:00     | 3     | 1     |    |    | 4     |    |       |
| 0:15         | 0     | 0     |    |    | 0     | 12:15     | 5     | 1     |    |    | 6     |    |       |
| 0:30         | 0     | 0     |    |    | 0     | 12:30     | 6     | 0     |    |    | 6     |    |       |
| 0:45         | 0     | 0     |    |    | 0     | 12:45     | 0     | 14    | 3  | 5  | 3 19  |    |       |
| 1:00         | 0     | 0     |    |    | 0     | 13:00     | 2     | 0     |    |    | 2     |    |       |
| 1:15         | 0     | 0     |    |    | 0     | 13:15     | 2     | 3     |    |    | 5     |    |       |
| 1:30         | 0     | 0     |    |    | 0     | 13:30     | 5     | 2     |    |    | 7     |    |       |
| 1:45         | 0     | 0     |    |    | 0     | 13:45     | 1     | 10    | 1  | 6  | 2 16  |    |       |
| 2:00         | 0     | 0     |    |    | 0     | 14:00     | 2     | 1     |    |    | 3     |    |       |
| 2:15         | 0     | 0     |    |    | 0     | 14:15     | 2     | 2     |    |    | 4     |    |       |
| 2:30         | 0     | 0     |    |    | 0     | 14:30     | 5     | 0     |    |    | 5     |    |       |
| 2:45         | 0     | 0     |    |    | 0     | 14:45     | 3     | 12    | 1  | 4  | 4 16  |    |       |
| 3:00         | 0     | 0     |    |    | 0     | 15:00     | 7     | 1     |    |    | 8     |    |       |
| 3:15         | 0     | 0     |    |    | 0     | 15:15     | 2     | 0     |    |    | 2     |    |       |
| 3:30         | 0     | 0     |    |    | 0     | 15:30     | 8     | 0     |    |    | 8     |    |       |
| 3:45         | 0     | 0     |    |    | 0     | 15:45     | 2     | 19    | 0  | 1  | 2 20  |    |       |
| 4:00         | 0     | 0     |    |    | 0     | 16:00     | 7     | 0     |    |    | 7     |    |       |
| 4:15         | 0     | 0     |    |    | 0     | 16:15     | 2     | 1     |    |    | 3     |    |       |
| 4:30         | 0     | 0     |    |    | 0     | 16:30     | 2     | 0     |    |    | 2     |    |       |
| 4:45         | 0     | 0     |    |    | 0     | 16:45     | 2     | 13    | 0  | 1  | 2 14  |    |       |
| 5:00         | 0     | 0     |    |    | 0     | 17:00     | 3     | 0     |    |    | 3     |    |       |
| 5:15         | 0     | 0     |    |    | 0     | 17:15     | 2     | 1     |    |    | 3     |    |       |
| 5:30         | 0     | 0     |    |    | 0     | 17:30     | 0     | 0     |    |    | 0     |    |       |
| 5:45         | 0     | 0     |    |    | 0     | 17:45     | 0     | 5     | 0  | 1  | 0 6   |    |       |
| 6:00         | 0     | 0     |    |    | 0     | 18:00     | 3     | 1     |    |    | 4     |    |       |
| 6:15         | 3     | 2     |    |    | 5     | 18:15     | 0     | 0     |    |    | 0     |    |       |
| 6:30         | 0     | 0     |    |    | 0     | 18:30     | 1     | 0     |    |    | 1     |    |       |
| 6:45         | 0     | 3     | 2  | 4  | 2 7   | 18:45     | 2     | 6     | 2  | 3  | 4 9   |    |       |
| 7:00         | 0     | 2     |    |    | 2     | 19:00     | 0     | 0     |    |    | 0     |    |       |
| 7:15         | 0     | 5     |    |    | 5     | 19:15     | 0     | 0     |    |    | 0     |    |       |
| 7:30         | 0     | 5     |    |    | 5     | 19:30     | 0     | 0     |    |    | 0     |    |       |
| 7:45         | 0     | 4     | 16 |    | 4 16  | 19:45     | 0     | 1     | 1  |    | 1 1   |    |       |
| 8:00         | 0     | 7     |    |    | 7     | 20:00     | 3     | 0     |    |    | 3     |    |       |
| 8:15         | 0     | 2     |    |    | 2     | 20:15     | 0     | 0     |    |    | 0     |    |       |
| 8:30         | 2     | 3     |    |    | 5     | 20:30     | 0     | 0     |    |    | 0     |    |       |
| 8:45         | 3     | 5     | 3  | 15 | 6 20  | 20:45     | 0     | 3     | 0  |    | 0 3   |    |       |
| 9:00         | 4     | 1     |    |    | 5     | 21:00     | 0     | 0     |    |    | 0     |    |       |
| 9:15         | 5     | 0     |    |    | 5     | 21:15     | 0     | 0     |    |    | 0     |    |       |
| 9:30         | 1     | 2     |    |    | 3     | 21:30     | 0     | 0     |    |    | 0     |    |       |
| 9:45         | 2     | 12    | 2  | 5  | 4 17  | 21:45     | 0     | 0     |    |    | 0     |    |       |
| 10:00        | 5     | 0     |    |    | 5     | 22:00     | 0     | 0     |    |    | 0     |    |       |
| 10:15        | 1     | 0     |    |    | 1     | 22:15     | 0     | 0     |    |    | 0     |    |       |
| 10:30        | 2     | 3     |    |    | 5     | 22:30     | 0     | 0     |    |    | 0     |    |       |
| 10:45        | 2     | 10    | 2  | 5  | 4 15  | 22:45     | 0     | 0     |    |    | 0     |    |       |
| 11:00        | 5     | 1     |    |    | 6     | 23:00     | 0     | 0     |    |    | 0     |    |       |
| 11:15        | 4     | 2     |    |    | 6     | 23:15     | 0     | 0     |    |    | 0     |    |       |
| 11:30        | 4     | 2     |    |    | 6     | 23:30     | 0     | 0     |    |    | 0     |    |       |
| 11:45        | 2     | 15    | 1  | 6  | 3 21  | 23:45     | 0     | 0     |    |    | 0     |    |       |
| TOTALS       | 45    | 51    |    |    | 96    | TOTALS    | 82    | 22    |    |    | 104   |    |       |
| SPLIT %      | 46.9% | 53.1% |    |    | 48.0% | SPLIT %   | 78.8% | 21.2% |    |    | 52.0% |    |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB              |                 |       |       |       |       | EB | WB    | Total |  |
|-----------------|-------|-------|-------|-------|-------|-----------------|-----------------|-------|-------|-------|-------|----|-------|-------|--|
|                 |       |       |       |       | 127   | 73              |                 |       |       |       |       | 0  | 0     | 200   |  |
| AM Peak Hour    | 11:45 | 7:15  |       |       |       | 10:45           | PM Peak Hour    | 14:45 | 12:45 |       |       |    | 14:45 |       |  |
| AM Pk Volume    | 16    | 21    |       |       |       | 22              | PM Pk Volume    | 20    | 8     |       |       |    | 22    |       |  |
| Pk Hr Factor    | 0.667 | 0.750 |       |       |       | 0.917           | Pk Hr Factor    | 0.625 | 0.667 |       |       |    | 0.688 |       |  |
| 7 - 9 Volume    | 5     | 31    | 0     | 0     | 36    | 4 - 6 Volume    | 18              | 2     | 0     | 0     | 20    |    |       |       |  |
| 7 - 9 Peak Hour | 8:00  | 7:15  |       |       |       | 7:15            | 4 - 6 Peak Hour | 16:00 | 16:00 |       |       |    | 16:00 |       |  |
| 7 - 9 Pk Volume | 5     | 21    | 0     | 0     | 21    | 4 - 6 Pk Volume | 13              | 1     | 0     | 0     | 14    |    |       |       |  |
| Pk Hr Factor    | 0.417 | 0.750 | 0.000 | 0.000 | 0.750 | Pk Hr Factor    | 0.464           | 0.250 | 0.000 | 0.000 | 0.500 |    |       |       |  |

**VOLUME**

CHOP Eastern Dwy S/O Punia Blvd

Day: Tuesday  
Date: 11/1/2022City: Plainsboro Township  
Project #: NJ22\_340101\_005

| DAILY TOTALS |       |       |    |    | NB    | SB  |           |       |       |    |    | EB    | WB | Total |  |
|--------------|-------|-------|----|----|-------|-----|-----------|-------|-------|----|----|-------|----|-------|--|
|              |       |       |    |    | 178   | 107 |           |       |       |    |    | 0     | 0  | 285   |  |
| AM Period    | NB    | SB    | EB | WB | TOTAL |     | PM Period | NB    | SB    | EB | WB | TOTAL |    |       |  |
| 0:00         | 0     | 0     |    |    | 0     |     | 12:00     | 2     | 3     |    |    | 5     |    |       |  |
| 0:15         | 0     | 0     |    |    | 0     |     | 12:15     | 3     | 1     |    |    | 4     |    |       |  |
| 0:30         | 0     | 0     |    |    | 0     |     | 12:30     | 3     | 2     |    |    | 5     |    |       |  |
| 0:45         | 0     | 0     |    |    | 0     |     | 12:45     | 5     | 13    | 5  | 11 | 10    | 24 |       |  |
| 1:00         | 0     | 0     |    |    | 0     |     | 13:00     | 4     | 3     |    |    | 7     |    |       |  |
| 1:15         | 0     | 0     |    |    | 0     |     | 13:15     | 4     | 3     |    |    | 7     |    |       |  |
| 1:30         | 0     | 0     |    |    | 0     |     | 13:30     | 5     | 0     |    |    | 5     |    |       |  |
| 1:45         | 0     | 0     |    |    | 0     |     | 13:45     | 3     | 16    | 3  | 9  | 6     | 25 |       |  |
| 2:00         | 0     | 0     |    |    | 0     |     | 14:00     | 2     | 3     |    |    | 5     |    |       |  |
| 2:15         | 0     | 0     |    |    | 0     |     | 14:15     | 1     | 1     |    |    | 2     |    |       |  |
| 2:30         | 0     | 0     |    |    | 0     |     | 14:30     | 3     | 3     |    |    | 6     |    |       |  |
| 2:45         | 0     | 0     |    |    | 0     |     | 14:45     | 4     | 10    | 3  | 10 | 7     | 20 |       |  |
| 3:00         | 0     | 0     |    |    | 0     |     | 15:00     | 2     | 2     |    |    | 4     |    |       |  |
| 3:15         | 0     | 0     |    |    | 0     |     | 15:15     | 8     | 1     |    |    | 9     |    |       |  |
| 3:30         | 0     | 0     |    |    | 0     |     | 15:30     | 5     | 1     |    |    | 6     |    |       |  |
| 3:45         | 0     | 0     |    |    | 0     |     | 15:45     | 6     | 21    | 0  | 4  | 6     | 25 |       |  |
| 4:00         | 0     | 0     |    |    | 0     |     | 16:00     | 17    | 1     |    |    | 18    |    |       |  |
| 4:15         | 0     | 0     |    |    | 0     |     | 16:15     | 9     | 0     |    |    | 9     |    |       |  |
| 4:30         | 0     | 0     |    |    | 0     |     | 16:30     | 4     | 0     |    |    | 4     |    |       |  |
| 4:45         | 0     | 0     |    |    | 0     |     | 16:45     | 3     | 33    | 0  | 1  | 3     | 34 |       |  |
| 5:00         | 0     | 0     |    |    | 0     |     | 17:00     | 8     | 0     |    |    | 8     |    |       |  |
| 5:15         | 0     | 0     |    |    | 0     |     | 17:15     | 5     | 0     |    |    | 5     |    |       |  |
| 5:30         | 0     | 0     |    |    | 0     |     | 17:30     | 1     | 0     |    |    | 1     |    |       |  |
| 5:45         | 0     | 0     |    |    | 0     |     | 17:45     | 1     | 15    | 1  | 1  | 2     | 16 |       |  |
| 6:00         | 0     | 0     |    |    | 0     |     | 18:00     | 1     | 1     |    |    | 2     |    |       |  |
| 6:15         | 0     | 0     |    |    | 0     |     | 18:15     | 0     | 0     |    |    | 0     |    |       |  |
| 6:30         | 0     | 0     |    |    | 0     |     | 18:30     | 0     | 0     |    |    | 0     |    |       |  |
| 6:45         | 0     | 5     | 5  |    | 5     | 5   | 18:45     | 3     | 4     | 0  | 1  | 3     | 5  |       |  |
| 7:00         | 0     | 0     |    |    | 0     |     | 19:00     | 0     | 0     |    |    | 0     |    |       |  |
| 7:15         | 0     | 7     |    |    | 7     |     | 19:15     | 0     | 0     |    |    | 0     |    |       |  |
| 7:30         | 1     | 5     |    |    | 6     |     | 19:30     | 0     | 0     |    |    | 0     |    |       |  |
| 7:45         | 0     | 1     | 8  | 20 | 8     | 21  | 19:45     | 0     | 0     |    |    | 0     |    |       |  |
| 8:00         | 0     | 9     |    |    | 9     |     | 20:00     | 0     | 0     |    |    | 0     |    |       |  |
| 8:15         | 2     | 8     |    |    | 10    |     | 20:15     | 1     | 0     |    |    | 1     |    |       |  |
| 8:30         | 5     | 4     |    |    | 9     |     | 20:30     | 2     | 0     |    |    | 2     |    |       |  |
| 8:45         | 6     | 13    | 5  | 26 | 11    | 39  | 20:45     | 0     | 3     | 0  |    | 0     | 3  |       |  |
| 9:00         | 3     | 1     |    |    | 4     |     | 21:00     | 0     | 0     |    |    | 0     |    |       |  |
| 9:15         | 1     | 0     |    |    | 1     |     | 21:15     | 0     | 0     |    |    | 0     |    |       |  |
| 9:30         | 3     | 1     |    |    | 4     |     | 21:30     | 0     | 0     |    |    | 0     |    |       |  |
| 9:45         | 3     | 10    | 3  | 5  | 6     | 15  | 21:45     | 0     | 0     |    |    | 0     |    |       |  |
| 10:00        | 4     | 1     |    |    | 5     |     | 22:00     | 0     | 0     |    |    | 0     |    |       |  |
| 10:15        | 5     | 1     |    |    | 6     |     | 22:15     | 0     | 0     |    |    | 0     |    |       |  |
| 10:30        | 7     | 4     |    |    | 11    |     | 22:30     | 0     | 0     |    |    | 0     |    |       |  |
| 10:45        | 6     | 22    | 2  | 8  | 8     | 30  | 22:45     | 0     | 0     |    |    | 0     |    |       |  |
| 11:00        | 4     | 2     |    |    | 6     |     | 23:00     | 0     | 0     |    |    | 0     |    |       |  |
| 11:15        | 4     | 0     |    |    | 4     |     | 23:15     | 0     | 0     |    |    | 0     |    |       |  |
| 11:30        | 3     | 3     |    |    | 6     |     | 23:30     | 0     | 0     |    |    | 0     |    |       |  |
| 11:45        | 6     | 17    | 1  | 6  | 7     | 23  | 23:45     | 0     | 0     |    |    | 0     |    |       |  |
| TOTALS       | 63    | 70    |    |    | 133   |     | TOTALS    | 115   | 37    |    |    | 152   |    |       |  |
| SPLIT %      | 47.4% | 52.6% |    |    | 46.7% |     | SPLIT %   | 75.7% | 24.3% |    |    | 53.3% |    |       |  |

| DAILY TOTALS    |       |       |       |       | NB    | SB  |                 |       |       |       |       | EB    | WB | Total |  |
|-----------------|-------|-------|-------|-------|-------|-----|-----------------|-------|-------|-------|-------|-------|----|-------|--|
|                 |       |       |       |       | 178   | 107 |                 |       |       |       |       | 0     | 0  | 285   |  |
| AM Peak Hour    | 10:00 | 7:30  |       |       | 8:00  |     | PM Peak Hour    | 15:30 | 12:30 |       |       | 15:15 |    |       |  |
| AM Pk Volume    | 22    | 30    |       |       | 39    |     | PM Pk Volume    | 37    | 13    |       |       | 39    |    |       |  |
| Pk Hr Factor    | 0.786 | 0.833 |       |       | 0.886 |     | Pk Hr Factor    | 0.544 | 0.650 |       |       | 0.542 |    |       |  |
| 7 - 9 Volume    | 14    | 46    | 0     | 0     | 60    |     | 4 - 6 Volume    | 48    | 2     | 0     | 0     | 50    |    |       |  |
| 7 - 9 Peak Hour | 8:00  | 7:30  |       |       | 8:00  |     | 4 - 6 Peak Hour | 16:00 | 16:00 |       |       | 16:00 |    |       |  |
| 7 - 9 Pk Volume | 13    | 30    | 0     | 0     | 39    |     | 4 - 6 Pk Volume | 33    | 1     | 0     | 0     | 34    |    |       |  |
| Pk Hr Factor    | 0.542 | 0.833 | 0.000 | 0.000 | 0.886 |     | Pk Hr Factor    | 0.485 | 0.250 | 0.000 | 0.000 | 0.472 |    |       |  |

**VOLUME**

CHOP Eastern Dwy S/O Punia Blvd

Day: Wednesday

Date: 11/2/2022

City: Plainsboro Township

Project #: NJ22\_340101\_005

| DAILY TOTALS |       |       |    |    | NB    | SB        | EB    |       |    |    |       | WB | Total |
|--------------|-------|-------|----|----|-------|-----------|-------|-------|----|----|-------|----|-------|
|              |       |       |    |    | 130   | 81        | 0     |       |    |    |       | 0  | 211   |
| AM Period    | NB    | SB    | EB | WB | TOTAL | PM Period | NB    | SB    | EB | WB | TOTAL |    |       |
| 0:00         | 0     | 0     |    |    | 0     | 12:00     | 5     | 2     |    |    | 7     |    |       |
| 0:15         | 0     | 0     |    |    | 0     | 12:15     | 4     | 0     |    |    | 4     |    |       |
| 0:30         | 0     | 0     |    |    | 0     | 12:30     | 5     | 1     |    |    | 6     |    |       |
| 0:45         | 0     | 0     |    |    | 0     | 12:45     | 2     | 16    | 4  | 7  | 6 23  |    |       |
| 1:00         | 0     | 0     |    |    | 0     | 13:00     | 2     | 3     |    |    | 5     |    |       |
| 1:15         | 0     | 0     |    |    | 0     | 13:15     | 4     | 1     |    |    | 5     |    |       |
| 1:30         | 0     | 0     |    |    | 0     | 13:30     | 3     | 1     |    |    | 4     |    |       |
| 1:45         | 0     | 0     |    |    | 0     | 13:45     | 2     | 11    | 2  | 7  | 4 18  |    |       |
| 2:00         | 0     | 0     |    |    | 0     | 14:00     | 1     | 0     |    |    | 1     |    |       |
| 2:15         | 0     | 0     |    |    | 0     | 14:15     | 1     | 0     |    |    | 1     |    |       |
| 2:30         | 0     | 0     |    |    | 0     | 14:30     | 5     | 1     |    |    | 6     |    |       |
| 2:45         | 0     | 0     |    |    | 0     | 14:45     | 2     | 9     | 0  | 1  | 2 10  |    |       |
| 3:00         | 0     | 0     |    |    | 0     | 15:00     | 4     | 0     |    |    | 4     |    |       |
| 3:15         | 0     | 0     |    |    | 0     | 15:15     | 2     | 1     |    |    | 3     |    |       |
| 3:30         | 0     | 0     |    |    | 0     | 15:30     | 7     | 1     |    |    | 8     |    |       |
| 3:45         | 0     | 0     |    |    | 0     | 15:45     | 5     | 18    | 1  | 3  | 6 21  |    |       |
| 4:00         | 0     | 0     |    |    | 0     | 16:00     | 11    | 1     |    |    | 12    |    |       |
| 4:15         | 0     | 0     |    |    | 0     | 16:15     | 5     | 0     |    |    | 5     |    |       |
| 4:30         | 0     | 0     |    |    | 0     | 16:30     | 3     | 0     |    |    | 3     |    |       |
| 4:45         | 0     | 0     |    |    | 0     | 16:45     | 4     | 23    | 0  | 1  | 4 24  |    |       |
| 5:00         | 0     | 0     |    |    | 0     | 17:00     | 4     | 1     |    |    | 5     |    |       |
| 5:15         | 0     | 0     |    |    | 0     | 17:15     | 0     | 0     |    |    | 0     |    |       |
| 5:30         | 0     | 0     |    |    | 0     | 17:30     | 1     | 0     |    |    | 1     |    |       |
| 5:45         | 0     | 0     |    |    | 0     | 17:45     | 1     | 6     | 1  | 2  | 2 8   |    |       |
| 6:00         | 0     | 1     |    |    | 1     | 18:00     | 1     | 0     |    |    | 1     |    |       |
| 6:15         | 2     | 0     |    |    | 2     | 18:15     | 0     | 1     |    |    | 1     |    |       |
| 6:30         | 0     | 1     |    |    | 1     | 18:30     | 2     | 0     |    |    | 2     |    |       |
| 6:45         | 0     | 2     | 3  | 5  | 3 7   | 18:45     | 0     | 3     | 0  | 1  | 0 4   |    |       |
| 7:00         | 0     | 2     |    |    | 2     | 19:00     | 0     | 0     |    |    | 0     |    |       |
| 7:15         | 1     | 6     |    |    | 7     | 19:15     | 1     | 0     |    |    | 1     |    |       |
| 7:30         | 1     | 8     |    |    | 9     | 19:30     | 1     | 0     |    |    | 1     |    |       |
| 7:45         | 0     | 2     | 7  | 23 | 7 25  | 19:45     | 1     | 3     | 0  |    | 1 3   |    |       |
| 8:00         | 0     | 7     |    |    | 7     | 20:00     | 0     | 0     |    |    | 0     |    |       |
| 8:15         | 4     | 0     |    |    | 4     | 20:15     | 0     | 0     |    |    | 0     |    |       |
| 8:30         | 2     | 3     |    |    | 5     | 20:30     | 1     | 1     |    |    | 2     |    |       |
| 8:45         | 0     | 6     | 2  | 12 | 2 18  | 20:45     | 0     | 1     | 0  | 1  | 0 2   |    |       |
| 9:00         | 3     | 3     |    |    | 6     | 21:00     | 0     | 0     |    |    | 0     |    |       |
| 9:15         | 5     | 0     |    |    | 5     | 21:15     | 1     | 0     |    |    | 1     |    |       |
| 9:30         | 1     | 1     |    |    | 2     | 21:30     | 0     | 0     |    |    | 0     |    |       |
| 9:45         | 1     | 10    | 1  | 5  | 2 15  | 21:45     | 0     | 1     | 0  |    | 0 1   |    |       |
| 10:00        | 1     | 2     |    |    | 3     | 22:00     | 0     | 0     |    |    | 0     |    |       |
| 10:15        | 3     | 1     |    |    | 4     | 22:15     | 0     | 0     |    |    | 0     |    |       |
| 10:30        | 2     | 1     |    |    | 3     | 22:30     | 0     | 0     |    |    | 0     |    |       |
| 10:45        | 7     | 13    | 5  | 9  | 12 22 | 22:45     | 0     | 0     |    |    | 0     |    |       |
| 11:00        | 2     | 2     |    |    | 4     | 23:00     | 0     | 0     |    |    | 0     |    |       |
| 11:15        | 3     | 0     |    |    | 3     | 23:15     | 0     | 0     |    |    | 0     |    |       |
| 11:30        | 1     | 1     |    |    | 2     | 23:30     | 0     | 0     |    |    | 0     |    |       |
| 11:45        | 0     | 6     | 1  | 4  | 1 10  | 23:45     | 0     | 0     |    |    | 0     |    |       |
| TOTALS       | 39    | 58    |    |    | 97    | TOTALS    | 91    | 23    |    |    | 114   |    |       |
| SPLIT %      | 40.2% | 59.8% |    |    | 46.0% | SPLIT %   | 79.8% | 20.2% |    |    | 54.0% |    |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB              |                 |       |       |       |       | EB | WB    | Total |  |
|-----------------|-------|-------|-------|-------|-------|-----------------|-----------------|-------|-------|-------|-------|----|-------|-------|--|
|                 |       |       |       |       | 130   | 81              |                 |       |       |       |       | 0  | 0     | 211   |  |
| AM Peak Hour    | 10:15 | 7:15  |       |       |       | 7:15            | PM Peak Hour    | 15:30 | 12:30 |       |       |    | 15:30 |       |  |
| AM Pk Volume    | 14    | 28    |       |       |       | 30              | PM Pk Volume    | 28    | 9     |       |       |    | 31    |       |  |
| Pk Hr Factor    | 0.500 | 0.875 |       |       |       | 0.833           | Pk Hr Factor    | 0.636 | 0.563 |       |       |    | 0.646 |       |  |
| 7 - 9 Volume    | 8     | 35    | 0     | 0     | 43    | 4 - 6 Volume    | 29              | 3     | 0     | 0     | 32    |    |       |       |  |
| 7 - 9 Peak Hour | 7:45  | 7:15  |       |       |       | 7:15            | 4 - 6 Peak Hour | 16:00 | 17:00 |       |       |    | 16:00 |       |  |
| 7 - 9 Pk Volume | 6     | 28    | 0     | 0     | 30    | 4 - 6 Pk Volume | 23              | 2     | 0     | 0     | 24    |    |       |       |  |
| Pk Hr Factor    | 0.375 | 0.875 | 0.000 | 0.000 | 0.833 | Pk Hr Factor    | 0.523           | 0.500 | 0.000 | 0.000 | 0.500 |    |       |       |  |

**VOLUME**

CHOP Eastern Dwy S/O Punia Blvd

Day: Thursday

Date: 11/3/2022

City: Plainsboro Township

Project #: NJ22\_340101\_005

| DAILY TOTALS |       |       |    |    | NB    | SB        | EBWB  |       |    |    |       | Total |
|--------------|-------|-------|----|----|-------|-----------|-------|-------|----|----|-------|-------|
|              |       |       |    |    | 138   | 85        |       |       |    |    |       | 0     |
| AM Period    | NB    | SB    | EB | WB | TOTAL | PM Period | NB    | SB    | EB | WB | TOTAL |       |
| 0:00         | 0     | 0     |    |    | 0     | 12:00     | 6     | 2     |    |    | 8     |       |
| 0:15         | 0     | 0     |    |    | 0     | 12:15     | 6     | 2     |    |    | 8     |       |
| 0:30         | 0     | 0     |    |    | 0     | 12:30     | 4     | 1     |    |    | 5     |       |
| 0:45         | 0     | 0     |    |    | 0     | 12:45     | 1     | 17    | 2  | 7  | 324   |       |
| 1:00         | 0     | 0     |    |    | 0     | 13:00     | 7     | 2     |    |    | 9     |       |
| 1:15         | 0     | 0     |    |    | 0     | 13:15     | 2     | 3     |    |    | 5     |       |
| 1:30         | 0     | 0     |    |    | 0     | 13:30     | 1     | 1     |    |    | 2     |       |
| 1:45         | 0     | 0     |    |    | 0     | 13:45     | 4     | 14    | 1  | 7  | 521   |       |
| 2:00         | 0     | 0     |    |    | 0     | 14:00     | 1     | 1     |    |    | 2     |       |
| 2:15         | 0     | 0     |    |    | 0     | 14:15     | 2     | 1     |    |    | 3     |       |
| 2:30         | 0     | 0     |    |    | 0     | 14:30     | 3     | 0     |    |    | 3     |       |
| 2:45         | 0     | 0     |    |    | 0     | 14:45     | 2     | 8     | 2  | 4  | 412   |       |
| 3:00         | 0     | 0     |    |    | 0     | 15:00     | 6     | 1     |    |    | 7     |       |
| 3:15         | 0     | 0     |    |    | 0     | 15:15     | 4     | 3     |    |    | 7     |       |
| 3:30         | 0     | 0     |    |    | 0     | 15:30     | 4     | 1     |    |    | 5     |       |
| 3:45         | 0     | 0     |    |    | 0     | 15:45     | 1     | 15    | 1  | 6  | 221   |       |
| 4:00         | 0     | 0     |    |    | 0     | 16:00     | 8     | 0     |    |    | 8     |       |
| 4:15         | 0     | 0     |    |    | 0     | 16:15     | 1     | 0     |    |    | 1     |       |
| 4:30         | 0     | 0     |    |    | 0     | 16:30     | 0     | 0     |    |    | 0     |       |
| 4:45         | 0     | 0     |    |    | 0     | 16:45     | 4     | 13    | 0  |    | 413   |       |
| 5:00         | 0     | 0     |    |    | 0     | 17:00     | 5     | 3     |    |    | 8     |       |
| 5:15         | 0     | 0     |    |    | 0     | 17:15     | 1     | 0     |    |    | 1     |       |
| 5:30         | 0     | 0     |    |    | 0     | 17:30     | 3     | 0     |    |    | 3     |       |
| 5:45         | 0     | 0     |    |    | 0     | 17:45     | 2     | 11    | 2  | 5  | 416   |       |
| 6:00         | 0     | 0     |    |    | 0     | 18:00     | 5     | 2     |    |    | 7     |       |
| 6:15         | 1     | 1     |    |    | 2     | 18:15     | 1     | 0     |    |    | 1     |       |
| 6:30         | 1     | 2     |    |    | 3     | 18:30     | 0     | 0     |    |    | 0     |       |
| 6:45         | 0     | 2     | 0  | 3  | 05    | 18:45     | 1     | 7     | 0  | 2  | 19    |       |
| 7:00         | 1     | 3     |    |    | 4     | 19:00     | 0     | 0     |    |    | 0     |       |
| 7:15         | 0     | 4     |    |    | 4     | 19:15     | 0     | 0     |    |    | 0     |       |
| 7:30         | 0     | 4     |    |    | 4     | 19:30     | 0     | 0     |    |    | 0     |       |
| 7:45         | 0     | 1     | 5  | 16 | 517   | 19:45     | 0     | 0     |    |    | 0     |       |
| 8:00         | 2     | 6     |    |    | 8     | 20:00     | 0     | 0     |    |    | 0     |       |
| 8:15         | 1     | 3     |    |    | 4     | 20:15     | 2     | 0     |    |    | 2     |       |
| 8:30         | 1     | 1     |    |    | 2     | 20:30     | 0     | 0     |    |    | 0     |       |
| 8:45         | 3     | 7     | 2  | 12 | 519   | 20:45     | 0     | 2     | 0  |    | 02    |       |
| 9:00         | 0     | 1     |    |    | 1     | 21:00     | 0     | 0     |    |    | 0     |       |
| 9:15         | 1     | 2     |    |    | 3     | 21:15     | 0     | 0     |    |    | 0     |       |
| 9:30         | 4     | 1     |    |    | 5     | 21:30     | 0     | 0     |    |    | 0     |       |
| 9:45         | 4     | 9     | 1  | 5  | 514   | 21:45     | 0     | 0     |    |    | 0     |       |
| 10:00        | 5     | 1     |    |    | 6     | 22:00     | 0     | 0     |    |    | 0     |       |
| 10:15        | 2     | 2     |    |    | 4     | 22:15     | 0     | 0     |    |    | 0     |       |
| 10:30        | 4     | 4     |    |    | 8     | 22:30     | 0     | 0     |    |    | 0     |       |
| 10:45        | 4     | 15    | 3  | 10 | 725   | 22:45     | 0     | 0     |    |    | 0     |       |
| 11:00        | 2     | 0     |    |    | 2     | 23:00     | 0     | 0     |    |    | 0     |       |
| 11:15        | 4     | 3     |    |    | 7     | 23:15     | 0     | 0     |    |    | 0     |       |
| 11:30        | 5     | 4     |    |    | 9     | 23:30     | 0     | 0     |    |    | 0     |       |
| 11:45        | 6     | 17    | 1  | 8  | 725   | 23:45     | 0     | 0     |    |    | 0     |       |
| TOTALS       | 51    | 54    |    |    | 105   | TOTALS    | 87    | 31    |    |    | 118   |       |
| SPLIT %      | 48.6% | 51.4% |    |    | 47.1% | SPLIT %   | 73.7% | 26.3% |    |    | 52.9% |       |

| DAILY TOTALS    |       |       |       |       | NB    | SB              |                 |       |       |       |       | EB | WB    | Total |  |
|-----------------|-------|-------|-------|-------|-------|-----------------|-----------------|-------|-------|-------|-------|----|-------|-------|--|
|                 |       |       |       |       | 138   | 85              |                 |       |       |       |       | 0  | 0     | 223   |  |
| AM Peak Hour    | 11:30 | 7:15  |       |       |       | 11:30           | PM Peak Hour    | 12:15 | 12:30 |       |       |    | 12:15 |       |  |
| AM Pk Volume    | 23    | 19    |       |       |       | 32              | PM Pk Volume    | 18    | 8     |       |       |    | 25    |       |  |
| Pk Hr Factor    | 0.958 | 0.792 |       |       |       | 0.889           | Pk Hr Factor    | 0.643 | 0.667 |       |       |    | 0.694 |       |  |
| 7 - 9 Volume    | 8     | 28    | 0     | 0     | 36    | 4 - 6 Volume    | 24              | 5     | 0     | 0     | 29    |    |       |       |  |
| 7 - 9 Peak Hour | 8:00  | 7:15  |       |       |       | 7:15            | 4 - 6 Peak Hour | 16:00 | 17:00 |       |       |    | 16:45 |       |  |
| 7 - 9 Pk Volume | 7     | 19    | 0     | 0     | 21    | 4 - 6 Pk Volume | 13              | 5     | 0     | 0     | 16    |    |       |       |  |
| Pk Hr Factor    | 0.583 | 0.792 | 0.000 | 0.000 | 0.656 | Pk Hr Factor    | 0.406           | 0.417 | 0.000 | 0.000 | 0.500 |    |       |       |  |

**VOLUME**

CHOP Eastern Dwy S/O Punia Blvd

Day: Friday

Date: 11/4/2022

City: Plainsboro Township

Project #: NJ22\_340101\_005

| DAILY TOTALS |       |       |    |    | NB    | SB |           |       |       |    |    | EB    | WB | Total |  |
|--------------|-------|-------|----|----|-------|----|-----------|-------|-------|----|----|-------|----|-------|--|
|              |       |       |    |    | 69    | 43 |           |       |       |    |    | 0     | 0  | 112   |  |
| AM Period    | NB    | SB    | EB | WB | TOTAL |    | PM Period | NB    | SB    | EB | WB | TOTAL |    |       |  |
| 0:00         | 0     | 0     |    |    | 0     |    | 12:00     | 2     | 0     |    |    | 2     |    |       |  |
| 0:15         | 0     | 0     |    |    | 0     |    | 12:15     | 3     | 1     |    |    | 4     |    |       |  |
| 0:30         | 0     | 0     |    |    | 0     |    | 12:30     | 0     | 1     |    |    | 1     |    |       |  |
| 0:45         | 0     | 0     |    |    | 0     |    | 12:45     | 1     | 6     | 0  | 2  | 1     | 8  |       |  |
| 1:00         | 0     | 0     |    |    | 0     |    | 13:00     | 1     | 2     |    |    | 3     |    |       |  |
| 1:15         | 0     | 0     |    |    | 0     |    | 13:15     | 0     | 0     |    |    | 0     |    |       |  |
| 1:30         | 0     | 0     |    |    | 0     |    | 13:30     | 3     | 0     |    |    | 3     |    |       |  |
| 1:45         | 0     | 0     |    |    | 0     |    | 13:45     | 1     | 5     | 0  | 2  | 1     | 7  |       |  |
| 2:00         | 0     | 0     |    |    | 0     |    | 14:00     | 3     | 1     |    |    | 4     |    |       |  |
| 2:15         | 0     | 0     |    |    | 0     |    | 14:15     | 2     | 0     |    |    | 2     |    |       |  |
| 2:30         | 0     | 0     |    |    | 0     |    | 14:30     | 2     | 1     |    |    | 3     |    |       |  |
| 2:45         | 0     | 0     |    |    | 0     |    | 14:45     | 1     | 8     | 1  | 3  | 2     | 11 |       |  |
| 3:00         | 0     | 0     |    |    | 0     |    | 15:00     | 5     | 1     |    |    | 6     |    |       |  |
| 3:15         | 0     | 0     |    |    | 0     |    | 15:15     | 2     | 0     |    |    | 2     |    |       |  |
| 3:30         | 0     | 0     |    |    | 0     |    | 15:30     | 6     | 1     |    |    | 7     |    |       |  |
| 3:45         | 0     | 0     |    |    | 0     |    | 15:45     | 4     | 17    | 0  | 2  | 4     | 19 |       |  |
| 4:00         | 0     | 0     |    |    | 0     |    | 16:00     | 2     | 0     |    |    | 2     |    |       |  |
| 4:15         | 0     | 0     |    |    | 0     |    | 16:15     | 3     | 0     |    |    | 3     |    |       |  |
| 4:30         | 0     | 0     |    |    | 0     |    | 16:30     | 1     | 1     |    |    | 2     |    |       |  |
| 4:45         | 0     | 0     |    |    | 0     |    | 16:45     | 0     | 6     | 0  | 1  | 0     | 7  |       |  |
| 5:00         | 0     | 0     |    |    | 0     |    | 17:00     | 0     | 1     |    |    | 1     |    |       |  |
| 5:15         | 0     | 0     |    |    | 0     |    | 17:15     | 1     | 0     |    |    | 1     |    |       |  |
| 5:30         | 0     | 0     |    |    | 0     |    | 17:30     | 0     | 0     |    |    | 0     |    |       |  |
| 5:45         | 0     | 0     |    |    | 0     |    | 17:45     | 0     | 1     | 0  | 1  | 0     | 2  |       |  |
| 6:00         | 0     | 0     |    |    | 0     |    | 18:00     | 0     | 0     |    |    | 0     |    |       |  |
| 6:15         | 1     | 1     |    |    | 2     |    | 18:15     | 0     | 0     |    |    | 0     |    |       |  |
| 6:30         | 0     | 1     |    |    | 1     |    | 18:30     | 1     | 1     |    |    | 2     |    |       |  |
| 6:45         | 0     | 1     | 2  | 4  | 2     | 5  | 18:45     | 0     | 1     | 0  | 1  | 0     | 2  |       |  |
| 7:00         | 0     | 1     |    |    | 1     |    | 19:00     | 2     | 0     |    |    | 2     |    |       |  |
| 7:15         | 0     | 5     |    |    | 5     |    | 19:15     | 0     | 0     |    |    | 0     |    |       |  |
| 7:30         | 0     | 2     |    |    | 2     |    | 19:30     | 0     | 0     |    |    | 0     |    |       |  |
| 7:45         | 1     | 1     | 2  | 10 | 3     | 11 | 19:45     | 0     | 2     | 0  |    | 0     | 2  |       |  |
| 8:00         | 0     | 1     |    |    | 1     |    | 20:00     | 0     | 1     |    |    | 1     |    |       |  |
| 8:15         | 0     | 3     |    |    | 3     |    | 20:15     | 0     | 0     |    |    | 0     |    |       |  |
| 8:30         | 0     | 1     |    |    | 1     |    | 20:30     | 0     | 0     |    |    | 0     |    |       |  |
| 8:45         | 2     | 2     | 0  | 5  | 2     | 7  | 20:45     | 0     | 0     | 1  |    | 0     | 1  |       |  |
| 9:00         | 1     | 2     |    |    | 3     |    | 21:00     | 0     | 0     |    |    | 0     |    |       |  |
| 9:15         | 2     | 1     |    |    | 3     |    | 21:15     | 0     | 0     |    |    | 0     |    |       |  |
| 9:30         | 2     | 3     |    |    | 5     |    | 21:30     | 0     | 0     |    |    | 0     |    |       |  |
| 9:45         | 0     | 5     | 0  | 6  | 0     | 11 | 21:45     | 0     | 0     |    |    | 0     |    |       |  |
| 10:00        | 2     | 2     |    |    | 4     |    | 22:00     | 0     | 0     |    |    | 0     |    |       |  |
| 10:15        | 3     | 1     |    |    | 4     |    | 22:15     | 0     | 0     |    |    | 0     |    |       |  |
| 10:30        | 2     | 0     |    |    | 2     |    | 22:30     | 1     | 0     |    |    | 1     |    |       |  |
| 10:45        | 0     | 7     | 0  | 3  | 0     | 10 | 22:45     | 0     | 1     | 0  |    | 0     | 1  |       |  |
| 11:00        | 2     | 0     |    |    | 2     |    | 23:00     | 0     | 0     |    |    | 0     |    |       |  |
| 11:15        | 2     | 2     |    |    | 4     |    | 23:15     | 0     | 0     |    |    | 0     |    |       |  |
| 11:30        | 1     | 0     |    |    | 1     |    | 23:30     | 0     | 0     |    |    | 0     |    |       |  |
| 11:45        | 1     | 6     | 0  | 2  | 1     | 8  | 23:45     | 0     | 0     |    |    | 0     |    |       |  |
| TOTALS       | 22    | 30    |    |    | 52    |    | TOTALS    | 47    | 13    |    |    | 60    |    |       |  |
| SPLIT %      | 42.3% | 57.7% |    |    | 46.4% |    | SPLIT %   | 78.3% | 21.7% |    |    | 53.6% |    |       |  |

| DAILY TOTALS    |       |       |       |       | NB    | SB |                 |       |       |       |       | EB    | WB | Total |  |
|-----------------|-------|-------|-------|-------|-------|----|-----------------|-------|-------|-------|-------|-------|----|-------|--|
|                 |       |       |       |       | 69    | 43 |                 |       |       |       |       | 0     | 0  | 112   |  |
| AM Peak Hour    | 8:45  | 6:45  |       |       | 8:45  |    | PM Peak Hour    | 15:00 | 12:15 |       |       | 15:00 |    |       |  |
| AM Pk Volume    | 7     | 10    |       |       | 13    |    | PM Pk Volume    | 17    | 4     |       |       | 19    |    |       |  |
| Pk Hr Factor    | 0.875 | 0.500 |       |       | 0.650 |    | Pk Hr Factor    | 0.708 | 0.500 |       |       | 0.679 |    |       |  |
| 7 - 9 Volume    | 3     | 15    | 0     | 0     | 18    |    | 4 - 6 Volume    | 7     | 2     | 0     | 0     | 9     |    |       |  |
| 7 - 9 Peak Hour | 8:00  | 7:00  |       |       | 7:00  |    | 4 - 6 Peak Hour | 16:00 | 16:15 |       |       | 16:00 |    |       |  |
| 7 - 9 Pk Volume | 2     | 10    | 0     | 0     | 11    |    | 4 - 6 Pk Volume | 6     | 2     | 0     | 0     | 7     |    |       |  |
| Pk Hr Factor    | 0.250 | 0.500 | 0.000 | 0.000 | 0.550 |    | Pk Hr Factor    | 0.500 | 0.500 | 0.000 | 0.000 | 0.583 |    |       |  |



www.TSTData.com  
Tri-State Traffic Data, Inc

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

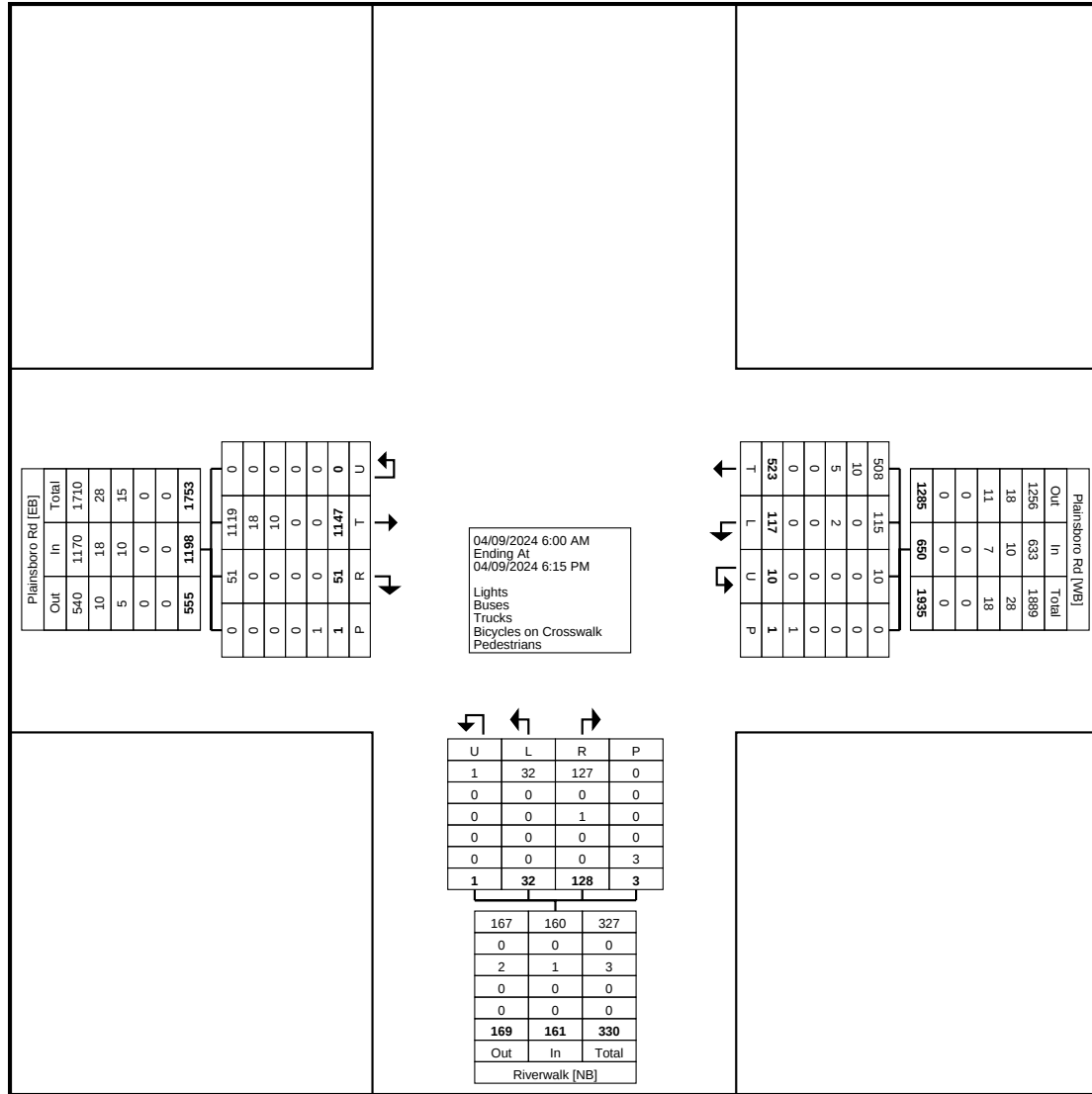
Count Name: Plainsboro Rd &  
Riverwalk  
Site Code:  
Start Date: 04/09/2024  
Page No: 1

### Turning Movement Data

| Start Time              | Plainsboro Rd<br>Eastbound |       |        |       |               | Plainsboro Rd<br>Westbound |      |        |       |               | Riverwalk<br>Northbound |       |        |       |               | Int. Total |
|-------------------------|----------------------------|-------|--------|-------|---------------|----------------------------|------|--------|-------|---------------|-------------------------|-------|--------|-------|---------------|------------|
|                         | Thru                       | Right | U-Turn | Peds  | App.<br>Total | Left                       | Thru | U-Turn | Peds  | App.<br>Total | Left                    | Right | U-Turn | Peds  | App.<br>Total |            |
| 6:00 AM                 | 14                         | 0     | 0      | 0     | 14            | 0                          | 4    | 0      | 0     | 4             | 1                       | 2     | 0      | 0     | 3             | 21         |
| 6:15 AM                 | 20                         | 0     | 0      | 0     | 20            | 1                          | 3    | 0      | 0     | 4             | 0                       | 2     | 0      | 0     | 2             | 26         |
| 6:30 AM                 | 32                         | 0     | 0      | 0     | 32            | 1                          | 10   | 0      | 0     | 11            | 1                       | 3     | 0      | 0     | 4             | 47         |
| 6:45 AM                 | 46                         | 2     | 0      | 0     | 48            | 0                          | 26   | 0      | 0     | 26            | 1                       | 1     | 0      | 0     | 2             | 76         |
| Hourly Total            | 112                        | 2     | 0      | 0     | 114           | 2                          | 43   | 0      | 0     | 45            | 3                       | 8     | 0      | 0     | 11            | 170        |
| 7:00 AM                 | 45                         | 0     | 0      | 0     | 45            | 0                          | 10   | 0      | 0     | 10            | 1                       | 0     | 0      | 0     | 1             | 56         |
| 7:15 AM                 | 48                         | 0     | 0      | 0     | 48            | 0                          | 15   | 0      | 0     | 15            | 0                       | 5     | 0      | 0     | 5             | 68         |
| 7:30 AM                 | 48                         | 1     | 0      | 0     | 49            | 0                          | 16   | 0      | 0     | 16            | 1                       | 3     | 0      | 0     | 4             | 69         |
| 7:45 AM                 | 57                         | 0     | 0      | 0     | 57            | 0                          | 20   | 0      | 0     | 20            | 1                       | 5     | 0      | 0     | 6             | 83         |
| Hourly Total            | 198                        | 1     | 0      | 0     | 199           | 0                          | 61   | 0      | 0     | 61            | 3                       | 13    | 0      | 0     | 16            | 276        |
| 8:00 AM                 | 44                         | 2     | 0      | 0     | 46            | 1                          | 28   | 0      | 0     | 29            | 1                       | 2     | 0      | 1     | 3             | 78         |
| 8:15 AM                 | 50                         | 0     | 0      | 0     | 50            | 0                          | 18   | 0      | 0     | 18            | 0                       | 5     | 0      | 0     | 5             | 73         |
| 8:30 AM                 | 43                         | 1     | 0      | 0     | 44            | 2                          | 17   | 0      | 0     | 19            | 2                       | 3     | 0      | 0     | 5             | 68         |
| 8:45 AM                 | 34                         | 3     | 0      | 0     | 37            | 3                          | 19   | 0      | 1     | 22            | 4                       | 3     | 0      | 0     | 7             | 66         |
| Hourly Total            | 171                        | 6     | 0      | 0     | 177           | 6                          | 82   | 0      | 1     | 88            | 7                       | 13    | 0      | 1     | 20            | 285        |
| 9:00 AM                 | 0                          | 0     | 0      | 0     | 0             | 0                          | 0    | 0      | 0     | 0             | 0                       | 0     | 0      | 0     | 0             | 0          |
| *** BREAK ***           | -                          | -     | -      | -     | -             | -                          | -    | -      | -     | -             | -                       | -     | -      | -     | -             | -          |
| Hourly Total            | 0                          | 0     | 0      | 0     | 0             | 0                          | 0    | 0      | 0     | 0             | 0                       | 0     | 0      | 0     | 0             | 0          |
| 3:00 PM                 | 39                         | 4     | 0      | 1     | 43            | 6                          | 20   | 0      | 0     | 26            | 2                       | 7     | 0      | 0     | 9             | 78         |
| 3:15 PM                 | 43                         | 2     | 0      | 0     | 45            | 8                          | 22   | 0      | 0     | 30            | 0                       | 5     | 0      | 0     | 5             | 80         |
| 3:30 PM                 | 43                         | 8     | 0      | 0     | 51            | 6                          | 31   | 0      | 0     | 37            | 1                       | 6     | 0      | 0     | 7             | 95         |
| 3:45 PM                 | 49                         | 3     | 0      | 0     | 52            | 5                          | 38   | 2      | 0     | 45            | 2                       | 6     | 0      | 1     | 8             | 105        |
| Hourly Total            | 174                        | 17    | 0      | 1     | 191           | 25                         | 111  | 2      | 0     | 138           | 5                       | 24    | 0      | 1     | 29            | 358        |
| 4:00 PM                 | 43                         | 6     | 0      | 0     | 49            | 11                         | 19   | 0      | 0     | 30            | 5                       | 9     | 0      | 0     | 14            | 93         |
| 4:15 PM                 | 59                         | 3     | 0      | 0     | 62            | 6                          | 21   | 1      | 0     | 28            | 0                       | 4     | 0      | 0     | 4             | 94         |
| 4:30 PM                 | 58                         | 2     | 0      | 0     | 60            | 13                         | 25   | 2      | 0     | 40            | 1                       | 9     | 1      | 0     | 11            | 111        |
| 4:45 PM                 | 75                         | 5     | 0      | 0     | 80            | 14                         | 44   | 0      | 0     | 58            | 0                       | 15    | 0      | 0     | 15            | 153        |
| Hourly Total            | 235                        | 16    | 0      | 0     | 251           | 44                         | 109  | 3      | 0     | 156           | 6                       | 37    | 1      | 0     | 44            | 451        |
| 5:00 PM                 | 59                         | 0     | 0      | 0     | 59            | 16                         | 32   | 0      | 0     | 48            | 1                       | 12    | 0      | 1     | 13            | 120        |
| 5:15 PM                 | 76                         | 5     | 0      | 0     | 81            | 8                          | 42   | 2      | 0     | 52            | 2                       | 5     | 0      | 0     | 7             | 140        |
| 5:30 PM                 | 58                         | 2     | 0      | 0     | 60            | 6                          | 19   | 1      | 0     | 26            | 2                       | 6     | 0      | 0     | 8             | 94         |
| 5:45 PM                 | 64                         | 2     | 0      | 0     | 66            | 10                         | 24   | 2      | 0     | 36            | 3                       | 10    | 0      | 0     | 13            | 115        |
| Hourly Total            | 257                        | 9     | 0      | 0     | 266           | 40                         | 117  | 5      | 0     | 162           | 8                       | 33    | 0      | 1     | 41            | 469        |
| 6:00 PM                 | 0                          | 0     | 0      | 0     | 0             | 0                          | 0    | 0      | 0     | 0             | 0                       | 0     | 0      | 0     | 0             | 0          |
| Grand Total             | 1147                       | 51    | 0      | 1     | 1198          | 117                        | 523  | 10     | 1     | 650           | 32                      | 128   | 1      | 3     | 161           | 2009       |
| Approach %              | 95.7                       | 4.3   | 0.0    | -     | -             | 18.0                       | 80.5 | 1.5    | -     | -             | 19.9                    | 79.5  | 0.6    | -     | -             | -          |
| Total %                 | 57.1                       | 2.5   | 0.0    | -     | 59.6          | 5.8                        | 26.0 | 0.5    | -     | 32.4          | 1.6                     | 6.4   | 0.0    | -     | 8.0           | -          |
| Lights                  | 1119                       | 51    | 0      | -     | 1170          | 115                        | 508  | 10     | -     | 633           | 32                      | 127   | 1      | -     | 160           | 1963       |
| % Lights                | 97.6                       | 100.0 | -      | -     | 97.7          | 98.3                       | 97.1 | 100.0  | -     | 97.4          | 100.0                   | 99.2  | 100.0  | -     | 99.4          | 97.7       |
| Buses                   | 18                         | 0     | 0      | -     | 18            | 0                          | 10   | 0      | -     | 10            | 0                       | 0     | 0      | -     | 0             | 28         |
| % Buses                 | 1.6                        | 0.0   | -      | -     | 1.5           | 0.0                        | 1.9  | 0.0    | -     | 1.5           | 0.0                     | 0.0   | 0.0    | -     | 0.0           | 1.4        |
| Trucks                  | 10                         | 0     | 0      | -     | 10            | 2                          | 5    | 0      | -     | 7             | 0                       | 1     | 0      | -     | 1             | 18         |
| % Trucks                | 0.9                        | 0.0   | -      | -     | 0.8           | 1.7                        | 1.0  | 0.0    | -     | 1.1           | 0.0                     | 0.8   | 0.0    | -     | 0.6           | 0.9        |
| Bicycles on Crosswalk   | -                          | -     | -      | 0     | -             | -                          | -    | -      | 0     | -             | -                       | -     | -      | 0     | -             | -          |
| % Bicycles on Crosswalk | -                          | -     | -      | 0.0   | -             | -                          | -    | -      | 0.0   | -             | -                       | -     | -      | 0.0   | -             | -          |
| Pedestrians             | -                          | -     | -      | 1     | -             | -                          | -    | -      | 1     | -             | -                       | -     | -      | 3     | -             | -          |
| % Pedestrians           | -                          | -     | -      | 100.0 | -             | -                          | -    | -      | 100.0 | -             | -                       | -     | -      | 100.0 | -             | -          |

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

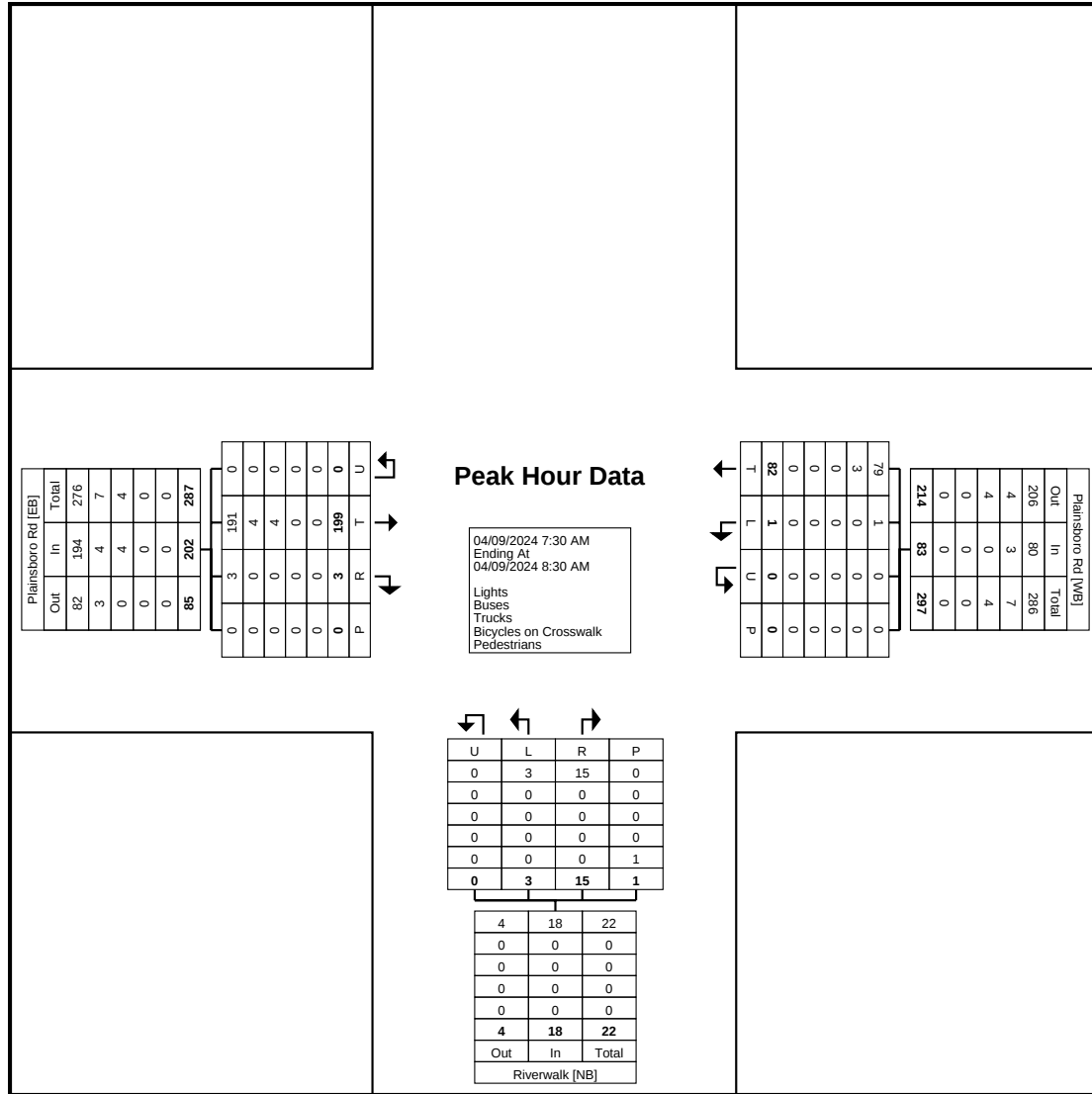
Count Name: Plainsboro Rd &  
Riverwalk  
Site Code:  
Start Date: 04/09/2024  
Page No: 3

### 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

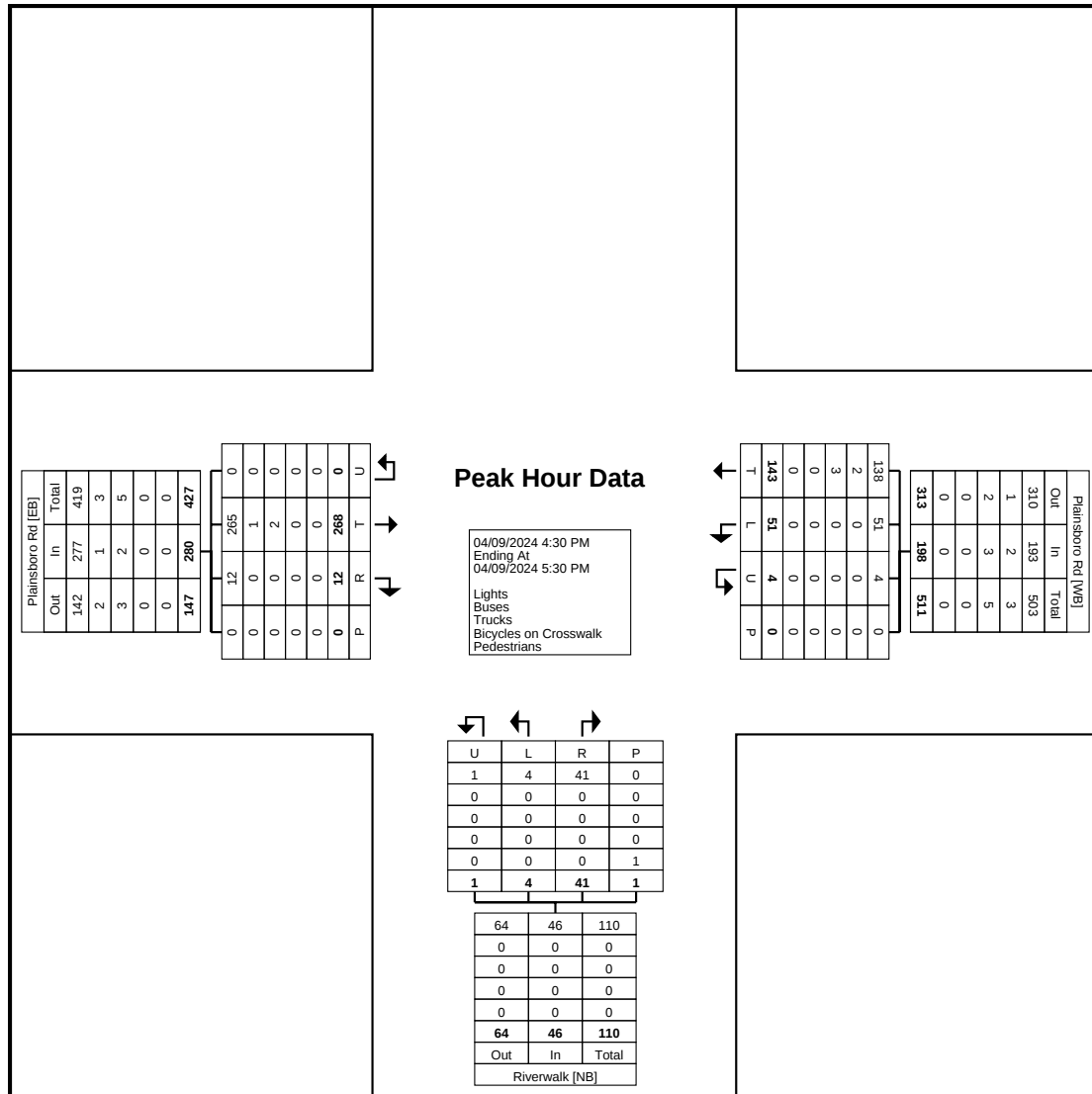
Count Name: Plainsboro Rd &  
Riverwalk  
Site Code:  
Start Date: 04/09/2024  
Page No: 5

### 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: 1

## Turning Movement Data

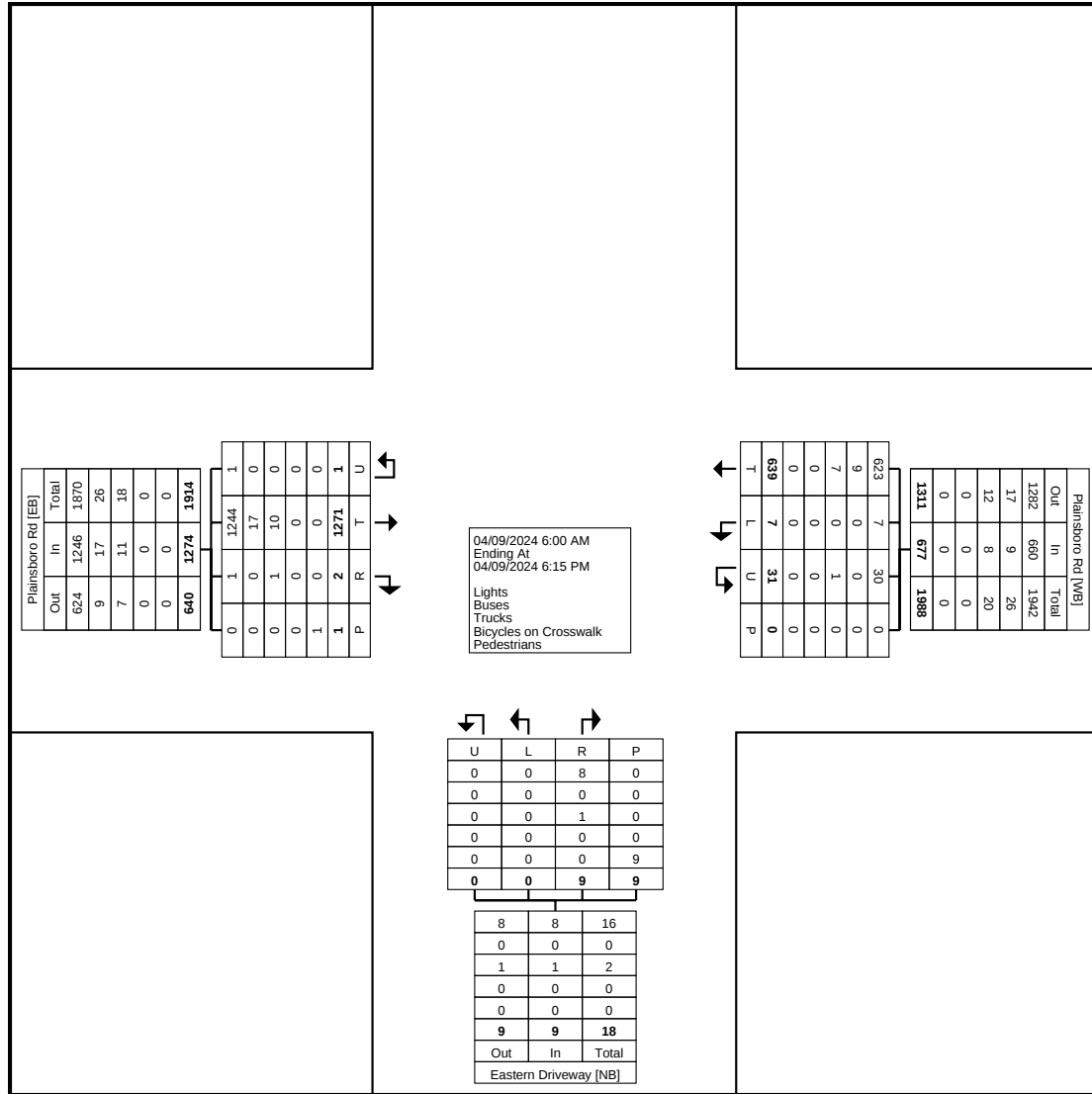
| Start Time              | Plainsboro Rd<br>Eastbound |       |        |       |            | Plainsboro Rd<br>Westbound |      |        |      |            | Eastern Driveway<br>Northbound |       |        |       |            | Int. Total |
|-------------------------|----------------------------|-------|--------|-------|------------|----------------------------|------|--------|------|------------|--------------------------------|-------|--------|-------|------------|------------|
|                         | Thru                       | Right | U-Turn | Peds  | App. Total | Left                       | Thru | U-Turn | Peds | App. Total | Left                           | Right | U-Turn | Peds  | App. Total |            |
| 6:00 AM                 | 15                         | 0     | 0      | 0     | 15         | 0                          | 5    | 0      | 0    | 5          | 0                              | 0     | 0      | 0     | 0          | 20         |
| 6:15 AM                 | 22                         | 1     | 0      | 0     | 23         | 0                          | 4    | 0      | 0    | 4          | 0                              | 0     | 0      | 0     | 0          | 27         |
| 6:30 AM                 | 33                         | 0     | 0      | 0     | 33         | 0                          | 11   | 0      | 0    | 11         | 0                              | 1     | 0      | 0     | 1          | 45         |
| 6:45 AM                 | 42                         | 0     | 0      | 0     | 42         | 0                          | 24   | 0      | 0    | 24         | 0                              | 0     | 0      | 0     | 0          | 66         |
| Hourly Total            | 112                        | 1     | 0      | 0     | 113        | 0                          | 44   | 0      | 0    | 44         | 0                              | 1     | 0      | 0     | 1          | 158        |
| 7:00 AM                 | 48                         | 0     | 0      | 0     | 48         | 0                          | 11   | 0      | 0    | 11         | 0                              | 0     | 0      | 0     | 0          | 59         |
| 7:15 AM                 | 53                         | 0     | 0      | 0     | 53         | 0                          | 13   | 0      | 0    | 13         | 0                              | 0     | 0      | 0     | 0          | 66         |
| 7:30 AM                 | 49                         | 0     | 1      | 0     | 50         | 0                          | 16   | 0      | 0    | 16         | 0                              | 0     | 0      | 0     | 0          | 66         |
| 7:45 AM                 | 58                         | 0     | 0      | 0     | 58         | 0                          | 21   | 0      | 0    | 21         | 0                              | 0     | 0      | 0     | 0          | 79         |
| Hourly Total            | 208                        | 0     | 1      | 0     | 209        | 0                          | 61   | 0      | 0    | 61         | 0                              | 0     | 0      | 0     | 0          | 270        |
| 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         |
| 8:45 AM                 | 42                         | 0     | 0      | 1     | 42         | 1                          | 16   | 0      | 0    | 17         | 0                              | 1     | 0      | 0     | 1          | 60         |
| Hourly Total            | 189                        | 0     | 0      | 1     | 189        | 1                          | 82   | 0      | 0    | 83         | 0                              | 1     | 0      | 1     | 1          | 273        |
| 9:00 AM                 | 0                          | 0     | 0      | 0     | 0          | 0                          | 0    | 0      | 0    | 0          | 0                              | 0     | 0      | 0     | 0          | 0          |
| *** BREAK ***           | -                          | -     | -      | -     | -          | -                          | -    | -      | -    | -          | -                              | -     | -      | -     | -          | -          |
| Hourly Total            | 0                          | 0     | 0      | 0     | 0          | 0                          | 0    | 0      | 0    | 0          | 0                              | 0     | 0      | 0     | 0          | 0          |
| 3:00 PM                 | 45                         | 0     | 0      | 0     | 45         | 1                          | 27   | 1      | 0    | 29         | 0                              | 1     | 0      | 0     | 1          | 75         |
| 3:15 PM                 | 49                         | 0     | 0      | 0     | 49         | 0                          | 26   | 3      | 0    | 29         | 0                              | 0     | 0      | 0     | 0          | 78         |
| 3:30 PM                 | 48                         | 0     | 0      | 0     | 48         | 0                          | 38   | 2      | 0    | 40         | 0                              | 0     | 0      | 0     | 0          | 88         |
| 3:45 PM                 | 59                         | 0     | 0      | 0     | 59         | 0                          | 42   | 0      | 0    | 42         | 0                              | 0     | 0      | 0     | 0          | 101        |
| Hourly Total            | 201                        | 0     | 0      | 0     | 201        | 1                          | 133  | 6      | 0    | 140        | 0                              | 1     | 0      | 0     | 1          | 342        |
| 4:00 PM                 | 50                         | 0     | 0      | 0     | 50         | 1                          | 32   | 3      | 0    | 36         | 0                              | 1     | 0      | 2     | 1          | 87         |
| 4:15 PM                 | 59                         | 1     | 0      | 0     | 60         | 1                          | 26   | 7      | 0    | 34         | 0                              | 1     | 0      | 1     | 1          | 95         |
| 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        |
| Hourly Total            | 266                        | 1     | 0      | 0     | 267        | 3                          | 157  | 14     | 0    | 174        | 0                              | 4     | 0      | 3     | 4          | 445        |
| 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        |
| 5:30 PM                 | 66                         | 0     | 0      | 0     | 66         | 0                          | 28   | 1      | 0    | 29         | 0                              | 0     | 0      | 0     | 0          | 95         |
| 5:45 PM                 | 74                         | 0     | 0      | 0     | 74         | 0                          | 36   | 2      | 0    | 38         | 0                              | 0     | 0      | 2     | 0          | 112        |
| Hourly Total            | 295                        | 0     | 0      | 0     | 295        | 2                          | 162  | 11     | 0    | 175        | 0                              | 2     | 0      | 5     | 2          | 472        |
| 6:00 PM                 | 0                          | 0     | 0      | 0     | 0          | 0                          | 0    | 0      | 0    | 0          | 0                              | 0     | 0      | 0     | 0          | 0          |
| Grand Total             | 1271                       | 2     | 1      | 1     | 1274       | 7                          | 639  | 31     | 0    | 677        | 0                              | 9     | 0      | 9     | 9          | 1960       |
| Approach %              | 99.8                       | 0.2   | 0.1    | -     | -          | 1.0                        | 94.4 | 4.6    | -    | -          | 0.0                            | 100.0 | 0.0    | -     | -          | -          |
| Total %                 | 64.8                       | 0.1   | 0.1    | -     | 65.0       | 0.4                        | 32.6 | 1.6    | -    | 34.5       | 0.0                            | 0.5   | 0.0    | -     | 0.5        | -          |
| Lights                  | 1244                       | 1     | 1      | -     | 1246       | 7                          | 623  | 30     | -    | 660        | 0                              | 8     | 0      | -     | 8          | 1914       |
| % Lights                | 97.9                       | 50.0  | 100.0  | -     | 97.8       | 100.0                      | 97.5 | 96.8   | -    | 97.5       | -                              | 88.9  | -      | -     | 88.9       | 97.7       |
| Buses                   | 17                         | 0     | 0      | -     | 17         | 0                          | 9    | 0      | -    | 9          | 0                              | 0     | 0      | -     | 0          | 26         |
| % Buses                 | 1.3                        | 0.0   | 0.0    | -     | 1.3        | 0.0                        | 1.4  | 0.0    | -    | 1.3        | -                              | 0.0   | -      | -     | 0.0        | 1.3        |
| Trucks                  | 10                         | 1     | 0      | -     | 11         | 0                          | 7    | 1      | -    | 8          | 0                              | 1     | 0      | -     | 1          | 20         |
| % Trucks                | 0.8                        | 50.0  | 0.0    | -     | 0.9        | 0.0                        | 1.1  | 3.2    | -    | 1.2        | -                              | 11.1  | -      | -     | 11.1       | 1.0        |
| Bicycles on Crosswalk   | -                          | -     | -      | 0     | -          | -                          | -    | -      | 0    | -          | -                              | -     | -      | 0     | -          | -          |
| % Bicycles on Crosswalk | -                          | -     | -      | 0.0   | -          | -                          | -    | -      | -    | -          | -                              | -     | -      | 0.0   | -          | -          |
| Pedestrians             | -                          | -     | -      | 1     | -          | -                          | -    | -      | 0    | -          | -                              | -     | -      | 9     | -          | -          |
| % Pedestrians           | -                          | -     | -      | 100.0 | -          | -                          | -    | -      | -    | -          | -                              | -     | -      | 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: 2



Turning Movement Data Plot

Plainsboro, NJ

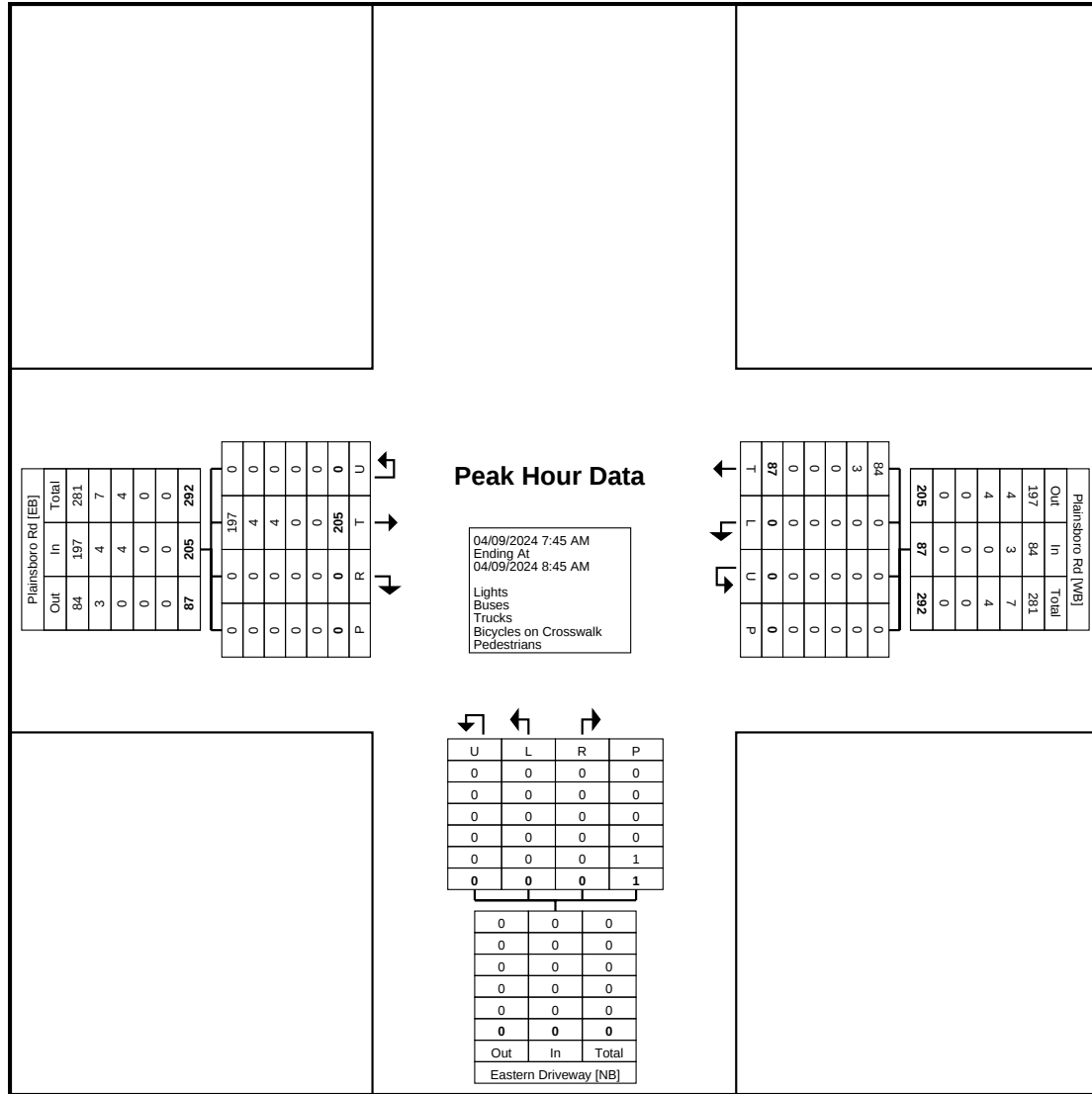
Tuesday, April 9, 2024  
Location: 40.335936, -  
74.618696

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)

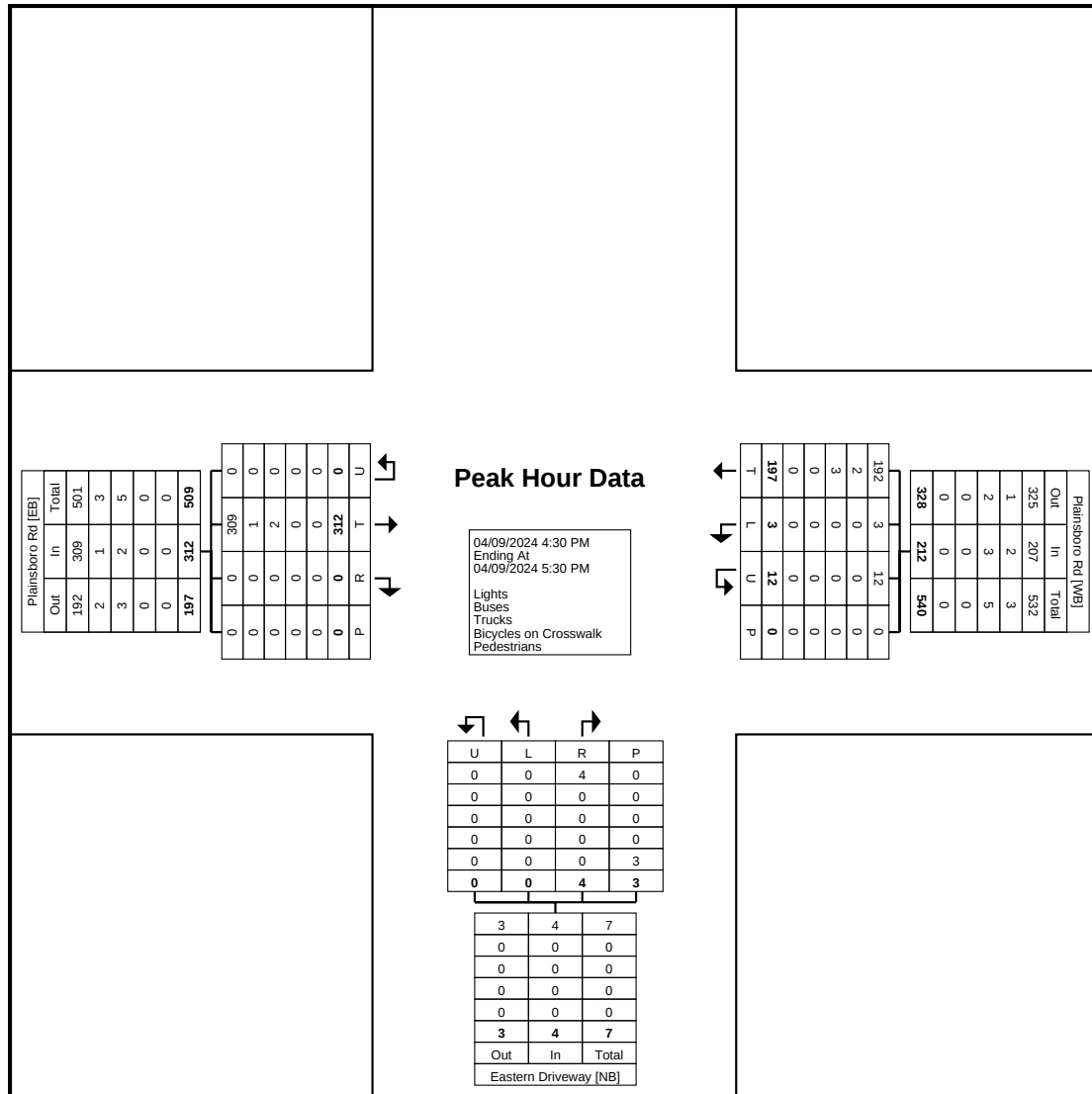
| Start Time              | Plainsboro Rd Eastbound |       |        |      |            | Plainsboro Rd Westbound |       |        |      |            | Eastern Driveway Northbound |       |        |       |            | Int. Total |
|-------------------------|-------------------------|-------|--------|------|------------|-------------------------|-------|--------|------|------------|-----------------------------|-------|--------|-------|------------|------------|
|                         | 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:

|                         | <b>SIGNALIZED</b>                                  | <b>UNSIGNALIZED/ROUNDBABOUT</b>                    |
|-------------------------|----------------------------------------------------|----------------------------------------------------|
| <b>LEVEL OF SERVICE</b> | <b>Average Control Delay per Vehicle (Seconds)</b> | <b>Average Control Delay per Vehicle (Seconds)</b> |
| 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                                    |

|                             | <b>RAMP-FREEWAY<br/>JUNCTION</b>      | <b>RAMP<br/>PROPER</b>              | <b>WEAVING AREAS</b>              |                                          |
|-----------------------------|---------------------------------------|-------------------------------------|-----------------------------------|------------------------------------------|
| <b>LEVEL OF<br/>SERVICE</b> | <b>Maximum Density<br/>(pc/mi/ln)</b> | <b>Density Range<br/>(pc/mi/ln)</b> | <b>Maximum Density (pc/mi/ln)</b> |                                          |
|                             |                                       |                                     | <b>Freeway<br/>Weaving Area</b>   | <b>Multi-lane + C-D<br/>Weaving Area</b> |
| 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<br>REVISED INTERSECTION CAPACITY ANALYSIS RESULTS SUMMARY TABLE<br>PLAINSBORO ROAD AND PUNIA BOULEVARD/JUGHANDLE |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
|--------------------------------------------------------------------------------------------------------------------------------|---------------|--------------------|-----|----------------|---|----------------|---------------|--------------------|-----|----------------|---|----------------|------------|--------------------|-----|----------------|---|----------------|
|                                                                                                                                | 2022 EXISTING |                    |     |                |   |                | 2027 NO BUILD |                    |     |                |   |                | 2027 BUILD |                    |     |                |   |                |
|                                                                                                                                | V/C           | Delay<br>(sec/veh) | LOS | Queues         |   |                | V/C           | Delay<br>(sec/veh) | LOS | Queues         |   |                | V/C        | Delay<br>(sec/veh) | LOS | Queues         |   |                |
|                                                                                                                                |               |                    |     | 50th<br>(feet) | / | 95th<br>(feet) |               |                    |     | 50th<br>(feet) | / | 95th<br>(feet) |            |                    |     | 50th<br>(feet) | / | 95th<br>(feet) |
| Peak AM Hour (8:15 AM - 9:15 AM)                                                                                               |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
| Plainsboro Road EB Left/Thru                                                                                                   | 0.27          | 11.5               | B   | 15             | / | 78             | 0.34          | 12.1               | B   | 18             | / | 88             | 0.39       | 13.4               | B   | 20             | / | 89             |
| Plainsboro Road WB Thru/Right                                                                                                  | 0.12          | 6.4                | A   | 2              | / | 27             | 0.27          | 5.7                | A   | 4              | / | 43             | 0.48       | 5.9                | A   | 4              | / | 56             |
| Jughandle NB Left/Thru/Right                                                                                                   | 0.21          | 7.8                | A   | 11             | / | 28             | 0.26          | 8.1                | A   | 14             | / | 37             | 0.33       | 8.2                | A   | 22             | / | 52             |
| Punia Boulevard SB Left                                                                                                        | 0.06          | 7.0                | A   | 2              | / | 10             | 0.12          | 7.9                | A   | 4              | / | 17             | 0.26       | 9.7                | A   | 9              | / | 32             |
| Punia Boulevard SB Right                                                                                                       | 0.04          | 1.1                | A   | 0              | / | 4              | 0.07          | 2.4                | A   | 0              | / | 8              | 0.12       | 2.8                | A   | 0              | / | 14             |
| Punia Boulevard SB Approach                                                                                                    | -             | 3.9                | A   | -              | / | -              | -             | 5.2                | A   | -              | / | -              | -          | 6.4                | A   | -              | / | -              |
| OVERALL                                                                                                                        | -             | 8.5                | A   | -              |   |                | -             | 8.3                | 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            | 0.37          | 10.9               | B   | 39             | / | 154            | 0.58       | 17.5               | B   | 60             | / | 174            |
| Plainsboro Road WB Thru/Right                                                                                                  | 0.04          | 6.1                | A   | 0              | / | 27             | 0.13          | 6.6                | A   | 6              | / | 43             | 0.27       | 7.2                | A   | 10             | / | 54             |
| Jughandle NB Left/Thru/Right                                                                                                   | 0.06          | 8.5                | A   | 3              | / | 12             | 0.08          | 8.9                | A   | 4              | / | 17             | 0.09       | 8.4                | A   | 8              | / | 24             |
| Punia Boulevard SB Left                                                                                                        | 0.08          | 8.7                | A   | 4              | / | 17             | 0.30          | 11.7               | B   | 14             | / | 49             | 0.66       | 18.0               | B   | 54             | / | 154            |
| Punia Boulevard SB Right                                                                                                       | 0.08          | 3.0                | A   | 0              | / | 10             | 0.19          | 3.5                | A   | 0              | / | 21             | 0.34       | 2.8                | A   | 0              | / | 33             |
| Punia Boulevard SB Approach                                                                                                    | -             | 5.7                | A   | -              | / | -              | -             | 7.9                | A   | -              | / | -              | -          | 11.1               | B   | -              | / | -              |
| OVERALL                                                                                                                        | -             | 7.1                | A   | -              |   |                | -             | 9.2                | A   | -              |   |                | -          | 12.1               | B   | -              |   |                |

**TABLE NO. D-2**  
**REVISED 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<br>(sec/veh) | LOS | Queues         |   |                | V/C           | Delay<br>(sec/veh) | LOS | Queues         |   |                | V/C        | Delay<br>(sec/veh) | LOS | Queues         |   |                |
|                                            |               |                    |     | 50th<br>(feet) | / | 95th<br>(feet) |               |                    |     | 50th<br>(feet) | / | 95th<br>(feet) |            |                    |     | 50th<br>(feet) | / | 95th<br>(feet) |
| Peak AM Hour (8:15 AM - 9:15 AM)           |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
| Plainsboro Road EB Left/Thru               | 0.07          | 14.9               | B   | 2              | / | 24             | 0.14          | 17.8               | B   | 7              | / | 37             | 0.23       | 18.4               | B   | 14             | / | 58             |
| Plainsboro Road EB Right                   | 0.31          | 4.7                | A   | 0              | / | 30             | 0.27          | 3.5                | A   | 0              | / | 31             | 0.24       | 2.9                | A   | 0              | / | 31             |
| Plainsboro Road EB Approach                | -             | 6.1                | A   | -              | / | -              | -             | 6.4                | 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             | 0.11          | 3.7                | A   | 6              | / | 19             | 0.19       | 5.0                | A   | 11             | / | 31             |
| Plainsboro Road NB Thru/Right              | 0.12          | 1.8                | A   | 0              | / | 41             | 0.17          | 4.9                | A   | 22             | / | 50             | 0.24       | 6.6                | A   | 29             | / | 69             |
| Plainsboro Road NB Approach                | -             | 6.1                | A   | -              | / | -              | -             | 4.6                | A   | -              | / | -              | -          | 6.1                | A   | -              | / | -              |
| Campus Road SB Left/Thru                   | 0.15          | 7.7                | A   | 10             | / | 49             | 0.24          | 11.9               | B   | 24             | / | 58             | 0.33       | 14.9               | B   | 28             | / | 68             |
| Campus Road SB Right                       | 0.03          | 0.2                | A   | 0              | / | 1              | 0.09          | 1.0                | A   | 0              | / | 6              | 0.22       | 1.1                | A   | 0              | / | 10             |
| Campus Road SB Approach                    | -             | 6.3                | A   | -              | / | -              | -             | 8.1                | A   | -              | / | -              | -          | 7.2                | A   | -              | / | -              |
| OVERALL                                    | -             | 4.3                | A   | -              |   |                | -             | 6.1                | A   | -              |   |                | -          | 6.9                | A   | -              |   |                |
|                                            |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
| Peak PM Hour (5:00 PM - 6:00 PM)           |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
| Plainsboro Road EB Left/Thru               | 0.04          | 15.4               | B   | 1              | / | 17             | 0.24          | 18.2               | B   | 13             | / | 53             | 0.56       | 21.7               | C   | 51             | / | 137            |
| Plainsboro Road EB Right                   | 0.49          | 5.0                | A   | 0              | / | 43             | 0.47          | 4.5                | A   | 4              | / | 56             | 0.42       | 4.6                | A   | 19             | / | 87             |
| Plainsboro Road EB Approach                | -             | 5.5                | A   | -              | / | -              | -             | 6.7                | A   | -              | / | -              | -          | 10.7               | B   | -              | / | -              |
| 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              | 0.08          | 4.1                | A   | 5              | / | 16             | 0.13       | 8.6                | A   | 10             | / | 34             |
| Plainsboro Road NB Thru/Right              | 0.09          | 1.7                | A   | 0              | / | 31             | 0.13          | 5.5                | A   | 18             | / | 45             | 0.23       | 11.0               | B   | 30             | / | 82             |
| Plainsboro Road NB Approach                | -             | 1.7                | A   | -              | / | -              | -             | 5.1                | A   | -              | / | -              | -          | 10.3               | B   | -              | / | -              |
| Campus Road SB Left/Thru                   | 0.30          | 8.6                | A   | 16             | / | 67             | 0.39          | 13.5               | B   | 40             | / | 90             | 0.57       | 23.3               | C   | 66             | / | 155            |
| Campus Road SB Right                       | 0.02          | 0.0                | -   | 0              | / | 0              | 0.05          | 0.6                | A   | 0              | / | 3              | 0.10       | 0.8                | A   | 0              | / | 7              |
| Campus Road SB Approach                    | -             | 7.9                | A   | -              | / | -              | -             | 11.0               | B   | -              | / | -              | -          | 17.4               | B   | -              | / | -              |
| OVERALL                                    | -             | 5.2                | A   | -              |   |                | -             | 7.6                | A   | -              |   |                | -          | 12.5               | B   | -              |   |                |

| TABLE NO. D-3                                                |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
|--------------------------------------------------------------|---------------|--------------------|-----|----------------|---|----------------|---------------|--------------------|-----|----------------|---|----------------|------------|--------------------|-----|----------------|---|----------------|
| REVISED INTERSECTION CAPACITY ANALYSIS RESULTS SUMMARY TABLE |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
| HOSPITAL DRIVE AND CAMPUS ROAD                               |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
|                                                              | 2022 EXISTING |                    |     |                |   |                | 2027 NO BUILD |                    |     |                |   |                | 2027 BUILD |                    |     |                |   |                |
|                                                              | V/C           | Delay<br>(sec/veh) | LOS | Queues         |   |                | V/C           | Delay<br>(sec/veh) | LOS | Queues         |   |                | V/C        | Delay<br>(sec/veh) | LOS | Queues         |   |                |
|                                                              |               |                    |     | 50th<br>(feet) | / | 95th<br>(feet) |               |                    |     | 50th<br>(feet) | / | 95th<br>(feet) |            |                    |     | 50th<br>(feet) | / | 95th<br>(feet) |
| Peak AM Hour (8:15 AM - 9:15 AM)                             |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
| Hospital Drive EB Left/Right                                 | 0.42          | 11.3               | B   | 19             | / | 55             | 0.49          | 14.8               | B   | 28             | / | 93             | 0.65       | 23.2               | C   | 60             | / | 117            |
| Campus Road NB Left                                          | 0.10          | 7.5                | A   | 2              | / | 19             | 0.14          | 8.0                | A   | 6              | / | 25             | 0.69       | 42.4               | D   | 18             | / | 103            |
| Campus Road NB Thru                                          | 0.20          | 7.7                | A   | 16             | / | 48             | 0.22          | 7.5                | A   | 22             | / | 64             | 0.25       | 7.6                | A   | 32             | / | 82             |
| Campus Road NB Approach                                      | -             | 7.6                | A   | -              | / | -              | -             | 7.6                | A   | -              | / | -              | -          | 17.8               | B   | -              | / | -              |
| Campus Road SB Thru/Right                                    | 0.43          | 4.9                | A   | 15             | / | 59             | 0.56          | 7.5                | A   | 39             | / | 135            | 0.91       | 25.6               | C   | 154            | / | 474            |
| OVERALL                                                      | -             | 7.1                | A   | -              |   |                | -             | 9.1                | A   | -              |   |                | -          | 23.4               | C   | -              |   |                |
|                                                              |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
| Peak PM Hour (5:00 PM - 6:00 PM)                             |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
| Hospital Drive EB Left/Right                                 | 0.62          | 13.3               | B   | 41             | / | 119            | 0.70          | 16.6               | B   | 68             | / | 183            | 0.87       | 30.5               | C   | 148            | / | 429            |
| Campus Road NB Left                                          | 0.09          | 9.9                | A   | 3              | / | 18             | 0.12          | 10.9               | B   | 5              | / | 20             | 0.30       | 15.8               | B   | 10             | / | 30             |
| Campus Road NB Thru                                          | 0.27          | 10.9               | B   | 16             | / | 54             | 0.40          | 12.9               | B   | 32             | / | 85             | 0.66       | 18.9               | B   | 85             | / | 150            |
| Campus Road NB Approach                                      | -             | 10.7               | B   | -              | / | -              | -             | 12.7               | B   | -              | / | -              | -          | 18.6               | B   | -              | / | -              |
| Campus Road SB Thru/Right                                    | 0.51          | 9.9                | A   | 23             | / | 83             | 0.65          | 14.0               | B   | 46             | / | 129            | 0.80       | 20.2               | C   | 91             | / | 179            |
| OVERALL                                                      | -             | 11.6               | B   | -              |   |                | -             | 14.8               | B   | -              |   |                | -          | 24.1               | C   | -              |   |                |

| TABLE NO. D-4                                                |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
|--------------------------------------------------------------|---------------|--------------------|-----|----------------|---|----------------|---------------|--------------------|-----|----------------|---|----------------|------------|--------------------|-----|----------------|---|----------------|
| REVISED INTERSECTION CAPACITY ANALYSIS RESULTS SUMMARY TABLE |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
| SCUDDERS MILL ROAD & CAMPUS ROAD                             |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
|                                                              | 2022 EXISTING |                    |     |                |   |                | 2027 NO BUILD |                    |     |                |   |                | 2027 BUILD |                    |     |                |   |                |
|                                                              | V/C           | Delay<br>(sec/veh) | LOS | Queues         |   |                | V/C           | Delay<br>(sec/veh) | LOS | Queues         |   |                | V/C        | Delay<br>(sec/veh) | LOS | Queues         |   |                |
|                                                              |               |                    |     | 50th<br>(feet) | / | 95th<br>(feet) |               |                    |     | 50th<br>(feet) | / | 95th<br>(feet) |            |                    |     | 50th<br>(feet) | / | 95th<br>(feet) |
| Peak AM Hour (8:15 AM - 9:15 AM)                             |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
| Scudders Mill Road EB Left                                   | 0.47          | 46.8               | D   | 55             | / | 107            | 0.50          | 47.9               | D   | 62             | / | 118            | 0.55       | 55.7               | E   | 72             | / | 124            |
| Scudders Mill Road EB Thru                                   | 0.38          | 25.2               | C   | 104            | / | 144            | 0.44          | 27.3               | C   | 120            | / | 171            | 0.49       | 33.4               | C   | 146            | / | 186            |
| Scudders Mill Road EB Right                                  | 0.20          | 2.3                | A   | 5              | / | 33             | 0.28          | 3.2                | A   | 13             | / | 53             | 0.44       | 4.7                | A   | 29             | / | 87             |
| Scudders Mill Road EB Approach                               | -             | 22.5               | C   | -              | / | -              | -             | 23.1               | C   | -              | / | -              | -          | 25.3               | C   | -              | / | -              |
| Scudders Mill Road WB Left                                   | 0.39          | 42.7               | D   | 41             | / | 74             | 0.52          | 44.5               | D   | 62             | / | 102            | 0.56       | 43.2               | D   | 117            | / | 165            |
| Scudders Mill Road WB Thru                                   | 0.45          | 26.8               | C   | 118            | / | 169            | 0.50          | 28.4               | C   | 136            | / | 195            | 0.44       | 27.2               | C   | 145            | / | 195            |
| Scudders Mill Road WB Right                                  | 0.17          | 2.5                | A   | 0              | / | 18             | 0.19          | 3.0                | A   | 3              | / | 21             | 0.17       | 2.6                | A   | 3              | / | 21             |
| Scudders Mill Road WB Approach                               | -             | 26.1               | C   | -              | / | -              | -             | 28.4               | C   | -              | / | -              | -          | 29.2               | C   | -              | / | -              |
| Campus Road NB Left                                          | 0.33          | 35.0               | C   | 61             | / | 122            | 0.38          | 37.1               | D   | 72             | / | 141            | 0.48       | 44.8               | D   | 97             | / | 166            |
| Campus Road NB Left/Thru                                     | 0.33          | 34.9               | C   | 63             | / | 124            | 0.38          | 37.0               | D   | 73             | / | 144            | 0.48       | 44.6               | D   | 100            | / | 169            |
| Campus Road NB Right                                         | 0.14          | 3.7                | A   | 0              | / | 20             | 0.17          | 3.2                | A   | 0              | / | 21             | 0.21       | 2.9                | A   | 1              | / | 24             |
| Campus Road NB Approach                                      | -             | 27.1               | C   | -              | / | -              | -             | 27.7               | C   | -              | / | -              | -          | 31.6               | C   | -              | / | -              |
| Campus Road SB Left                                          | 0.27          | 46.7               | D   | 20             | / | 52             | 0.26          | 46.3               | D   | 22             | / | 55             | 0.22       | 47.4               | D   | 24             | / | 57             |
| Campus Road SB Thru                                          | 0.27          | 46.9               | D   | 21             | / | 53             | 0.35          | 48.7               | D   | 30             | / | 70             | 0.47       | 54.4               | D   | 55             | / | 105            |
| Campus Road SB Right                                         | 0.15          | 7.3                | A   |                | / | 31             | 0.16          | 6.8                | A   | 0              | / | 32             | 0.16       | 7.1                | A   | 0              | / | 34             |
| Campus Road SB Approach                                      | -             | 27.0               | C   | -              | / | -              | -             | 28.5               | C   | -              | / | -              | -          | 34.5               | C   | -              | / | -              |
| OVERALL                                                      | -             | 24.9               | C   |                | - |                | -             | 26.2               | C   |                | - |                | -          | 28.3               | C   |                | - |                |
|                                                              |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
| Peak PM Hour (5:00 PM - 6:00 PM)                             |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
| Scudders Mill Road EB Left                                   | 0.52          | 50.4               | D   | 63             | / | 117            | 0.57          | 53.8               | D   | 73             | / | 131            | 0.56       | 53.5               | D   | 75             | / | 133            |
| Scudders Mill Road EB Thru                                   | 0.45          | 27.6               | C   | 128            | / | 164            | 0.50          | 30.1               | C   | 149            | / | 190            | 0.51       | 30.9               | C   | 153            | / | 199            |
| Scudders Mill Road EB Right                                  | 0.16          | 3.0                | A   | 9              | / | 34             | 0.20          | 3.3                | A   | 15             | / | 42             | 0.25       | 3.6                | A   | 19             | / | 54             |
| Scudders Mill Road EB Approach                               | -             | 26.0               | C   | -              | / | -              | -             | 27.7               | C   | -              | / | -              | -          | 27.1               | C   | -              | / | -              |
| Scudders Mill Road WB Left                                   | 0.24          | 42.9               | D   | 25             | / | 51             | 0.36          | 46.9               | D   | 37             | / | 67             | 0.49       | 48.8               | D   | 57             | / | 93             |
| Scudders Mill Road WB Thru                                   | 0.41          | 28.2               | C   | 115            | / | 157            | 0.47          | 31.3               | C   | 136            | / | 185            | 0.48       | 31.6               | C   | 140            | / | 189            |
| Scudders Mill Road WB Right                                  | 0.14          | 2.4                | A   | 0              | / | 16             | 0.16          | 2.7                | A   | 0              | / | 19             | 0.16       | 2.7                | A   | 1              | / | 19             |
| Scudders Mill Road WB Approach                               | -             | 26.5               | C   | -              | / | -              | -             | 29.8               | C   | -              | / | -              | -          | 31.3               | C   | -              | / | -              |
| Campus Road NB Left                                          | 0.48          | 40.4               | D   | 93             | / | 167            | 0.53          | 40.9               | D   | 113            | / | 197            | 0.73       | 49.4               | D   | 177            | / | 315            |
| Campus Road NB Left/Thru                                     | 0.48          | 40.2               | D   | 93             | / | 167            | 0.52          | 40.6               | D   | 117            | / | 202            | 0.72       | 48.5               | D   | 176            | / | 310            |
| Campus Road NB Right                                         | 0.19          | 4.2                | A   | 2              | / | 27             | 0.28          | 5.5                | A   | 10             | / | 42             | 0.50       | 9.2                | A   | 45             | / | 98             |
| Campus Road NB Approach                                      | -             | 31.2               | C   | -              | / | -              | -             | 29.9               | C   | -              | / | -              | -          | 34.0               | C   | -              | / | -              |
| Campus Road SB Left                                          | 0.45          | 48.9               | D   | 53             | / | 107            | 0.52          | 54.1               | D   | 62             | / | 120            | 0.52       | 54.6               | D   | 63             | / | 122            |
| Campus Road SB Thru                                          | 0.18          | 42.5               | D   | 22             | / | 55             | 0.23          | 45.7               | D   | 27             | / | 64             | 0.29       | 47.3               | D   | 36             | / | 79             |
| Campus Road SB Right                                         | 0.20          | 5.9                | A   | 0              | / | 38             | 0.22          | 5.9                | A   | 0              | / | 41             | 0.22       | 5.9                | A   | 0              | / | 41             |
| Campus Road SB Approach                                      | -             | 27.9               | C   | -              | / | -              | -             | 30.5               | C   | -              | / | -              | -          | 31.7               | C   | -              | / | -              |
| OVERALL                                                      | -             | 27.3               | C   |                | - |                | -             | 29.1               | C   |                | - |                | -          | 30.6               | C   |                | - |                |

| TABLE NO. D-5                                                                     |               |                    |     |                |   |                |               |                    |     |                |   |                |            |                    |     |                |   |                |
|-----------------------------------------------------------------------------------|---------------|--------------------|-----|----------------|---|----------------|---------------|--------------------|-----|----------------|---|----------------|------------|--------------------|-----|----------------|---|----------------|
| REVISED 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<br>(sec/veh) | LOS | Queues         |   |                | V/C           | Delay<br>(sec/veh) | LOS | Queues         |   |                | V/C        | Delay<br>(sec/veh) | LOS | Queues         |   |                |
|                                                                                   |               |                    |     | 50th<br>(feet) | / | 95th<br>(feet) |               |                    |     | 50th<br>(feet) | / | 95th<br>(feet) |            |                    |     | 50th<br>(feet) | / | 95th<br>(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             | / | 133            | 0.30       | 6.9                | A   | 48             | / | 141            |
| 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            | 0.39          | 3.4                | A   | 0              | / | 216            | 0.44       | 3.7                | A   | 0              | / | 261            |
| 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   | -              | / | -              | -             | 6.4                | 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          | 0.3                | A   | 0              | / | 0              | 0.02       | 0.3                | 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            | 0.42          | 6.4                | A   | 78             | / | 225            | 0.49       | 7.0                | A   | 97             | / | 274            |
| 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   | -              | / | -              | -             | 6.4                | A   | -              | / | -              | -          | 6.9                | 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            | 0.30          | 5.2                | A   | 50             | / | 137            | 0.32       | 5.4                | A   | 54             | / | 148            |
| 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   | -              | / | -              | -          | 6.0                | 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   | -              |   |                | -             | 7.7                | A   | -              |   |                | -          | 7.9                | A   | -              |   |                |

## **APPENDIX E**

### **CAPACITY ANALYSIS SHEETS**

# 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                                                                               | 1                                                                                 | 0                                                                                 | 37                                                                                | 112                                                                               | 1                                                                                  | 270                                                                                 | 2                                                                                   | 36                                                                                  | 0                                                                                   | 35                                                                                  |
| Future Volume (vph)        | 19                                                                                | 157                                                                               | 1                                                                                 | 0                                                                                 | 37                                                                                | 112                                                                               | 1                                                                                  | 270                                                                                 | 2                                                                                   | 36                                                                                  | 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                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 1.00                                                                                |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |
| Frt                        |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                   | 0.899                                                                             |                                                                                   |                                                                                    | 0.999                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              |                                                                                   | 0.995                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1793                                                                              | 0                                                                                 | 0                                                                                 | 1581                                                                              | 0                                                                                 | 0                                                                                  | 3571                                                                                | 0                                                                                   | 1703                                                                                | 0                                                                                   | 1615                                                                                |
| Flt Permitted              |                                                                                   | 0.948                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.576                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1708                                                                              | 0                                                                                 | 0                                                                                 | 1581                                                                              | 0                                                                                 | 0                                                                                  | 3571                                                                                | 0                                                                                   | 1032                                                                                | 0                                                                                   | 1615                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 118                                                                               |                                                                                   |                                                                                    | 1                                                                                   |                                                                                     |                                                                                     |                                                                                     | 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                                                                               | 1                                                                                 | 0                                                                                 | 39                                                                                | 118                                                                               | 1                                                                                  | 284                                                                                 | 2                                                                                   | 38                                                                                  | 0                                                                                   | 37                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 186                                                                               | 0                                                                                 | 0                                                                                 | 157                                                                               | 0                                                                                 | 0                                                                                  | 287                                                                                 | 0                                                                                   | 38                                                                                  | 0                                                                                   | 37                                                                                  |
| 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 Effct Green (s)     |                                                                                   | 10.4                                                                              |                                                                                   |                                                                                   | 10.4                                                                              |                                                                                   |                                                                                     | 10.0                                                                                |                                                                                     | 10.0                                                                                |                                                                                     | 10.0                                                                                |
| Actuated g/C Ratio      |                                                                                   | 0.32                                                                              |                                                                                   |                                                                                   | 0.32                                                                              |                                                                                   |                                                                                     | 0.31                                                                                |                                                                                     | 0.31                                                                                |                                                                                     | 0.31                                                                                |
| v/c Ratio               |                                                                                   | 0.34                                                                              |                                                                                   |                                                                                   | 0.27                                                                              |                                                                                   |                                                                                     | 0.26                                                                                |                                                                                     | 0.12                                                                                |                                                                                     | 0.07                                                                                |
| Control Delay (s/veh)   |                                                                                   | 12.1                                                                              |                                                                                   |                                                                                   | 5.7                                                                               |                                                                                   |                                                                                     | 8.1                                                                                 |                                                                                     | 7.9                                                                                 |                                                                                     | 2.4                                                                                 |
| Queue Delay             |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Delay (s/veh)     |                                                                                   | 12.1                                                                              |                                                                                   |                                                                                   | 5.7                                                                               |                                                                                   |                                                                                     | 8.1                                                                                 |                                                                                     | 7.9                                                                                 |                                                                                     | 2.4                                                                                 |
| LOS                     |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 12.1                                                                              |                                                                                   |                                                                                   | 5.7                                                                               |                                                                                   |                                                                                     | 8.1                                                                                 |                                                                                     |                                                                                     | 5.2                                                                                 |                                                                                     |
| Approach LOS            |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Queue Length 50th (ft)  |                                                                                   | 18                                                                                |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                     | 14                                                                                  |                                                                                     | 4                                                                                   |                                                                                     | 0                                                                                   |
| Queue Length 95th (ft)  |                                                                                   | 88                                                                                |                                                                                   |                                                                                   | 43                                                                                |                                                                                   |                                                                                     | 37                                                                                  |                                                                                     | 17                                                                                  |                                                                                     | 8                                                                                   |
| Internal Link Dist (ft) |                                                                                   | 273                                                                               |                                                                                   |                                                                                   | 1053                                                                              |                                                                                   |                                                                                     | 254                                                                                 |                                                                                     |                                                                                     | 193                                                                                 |                                                                                     |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 130                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)     |                                                                                   | 1412                                                                              |                                                                                   |                                                                                   | 1327                                                                              |                                                                                   |                                                                                     | 3278                                                                                |                                                                                     | 947                                                                                 |                                                                                     | 1487                                                                                |
| 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                                                                              |                                                                                   |                                                                                   | 0.12                                                                              |                                                                                   |                                                                                     | 0.09                                                                                |                                                                                     | 0.04                                                                                |                                                                                     | 0.02                                                                                |

Intersection Summary

Area Type: Other

Cycle Length: 66

Actuated Cycle Length: 32.1

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.34

Intersection Signal Delay (s/veh): 8.3

Intersection LOS: A

Intersection Capacity Utilization 47.0%

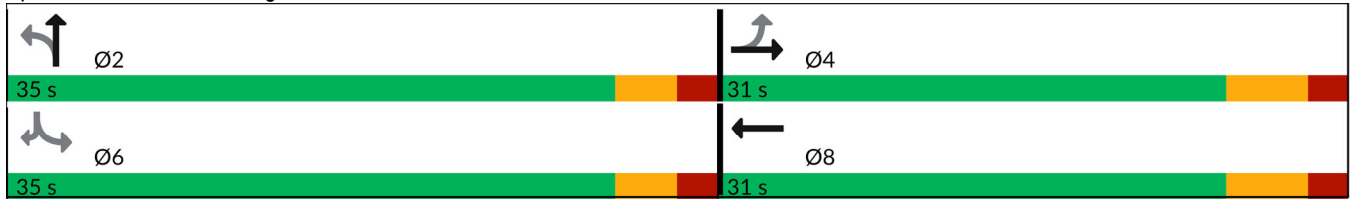
ICU Level of Service A

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 &amp; Novo Nordisk Secondary Access &amp; Campus Road

Peak AM Hour

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   |  |  |                                                                                   |  |  |  |  |                                                                                     |                                                                                     |  |  |
| Traffic Volume (vph)       | 40                                                                                | 0                                                                                 | 160                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 85                                                                                  | 201                                                                                 | 0                                                                                   | 0                                                                                   | 136                                                                                 | 73                                                                                  |
| Future Volume (vph)        | 40                                                                                | 0                                                                                 | 160                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 85                                                                                  | 201                                                                                 | 0                                                                                   | 0                                                                                   | 136                                                                                 | 73                                                                                  |
| 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                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.508                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1736                                                                              | 1524                                                                              | 0                                                                                 | 1900                                                                              | 1900                                                                              | 945                                                                                 | 1810                                                                                | 0                                                                                   | 0                                                                                   | 1827                                                                                | 1373                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 170                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 78                                                                                  |
| 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)            | 43                                                                                | 0                                                                                 | 170                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 90                                                                                  | 214                                                                                 | 0                                                                                   | 0                                                                                   | 145                                                                                 | 78                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 43                                                                                | 170                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 90                                                                                  | 214                                                                                 | 0                                                                                   | 0                                                                                   | 145                                                                                 | 78                                                                                  |
| 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 &amp; Novo Nordisk Secondary Access &amp; 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)    |                                                                                   | 6.5                                                                               | 12.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 26.1                                                                                | 26.6                                                                                |                                                                                     |                                                                                     | 12.6                                                                                | 23.4                                                                                |
| Actuated g/C Ratio      |                                                                                   | 0.17                                                                              | 0.34                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.70                                                                                | 0.71                                                                                |                                                                                     |                                                                                     | 0.34                                                                                | 0.63                                                                                |
| v/c Ratio               |                                                                                   | 0.14                                                                              | 0.27                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.11                                                                                | 0.17                                                                                |                                                                                     |                                                                                     | 0.24                                                                                | 0.09                                                                                |
| Control Delay (s/veh)   |                                                                                   | 17.8                                                                              | 3.5                                                                               |                                                                                   |                                                                                   |                                                                                   | 3.7                                                                                 | 4.9                                                                                 |                                                                                     |                                                                                     | 11.9                                                                                | 1.0                                                                                 |
| Queue Delay             |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     |                                                                                   | 17.8                                                                              | 3.5                                                                               |                                                                                   |                                                                                   |                                                                                   | 3.7                                                                                 | 4.9                                                                                 |                                                                                     |                                                                                     | 11.9                                                                                | 1.0                                                                                 |
| LOS                     |                                                                                   | B                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                   | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 6.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | 4.6                                                                                 |                                                                                     |                                                                                     | 8.1                                                                                 |                                                                                     |
| Approach LOS            |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Queue Length 50th (ft)  |                                                                                   | 7                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 6                                                                                   | 22                                                                                  |                                                                                     |                                                                                     | 24                                                                                  | 0                                                                                   |
| Queue Length 95th (ft)  |                                                                                   | 37                                                                                | 31                                                                                |                                                                                   |                                                                                   |                                                                                   | 19                                                                                  | 50                                                                                  |                                                                                     |                                                                                     | 58                                                                                  | 6                                                                                   |
| Internal Link Dist (ft) |                                                                                   | 473                                                                               |                                                                                   |                                                                                   | 425                                                                               |                                                                                   |                                                                                     | 749                                                                                 |                                                                                     |                                                                                     | 976                                                                                 |                                                                                     |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 225                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 70                                                                                  |
| Base Capacity (vph)     |                                                                                   | 1705                                                                              | 895                                                                               |                                                                                   |                                                                                   |                                                                                   | 947                                                                                 | 1708                                                                                |                                                                                     |                                                                                     | 1288                                                                                | 1269                                                                                |
| 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       |                                                                                   | 0.03                                                                              | 0.19                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.10                                                                                | 0.13                                                                                |                                                                                     |                                                                                     | 0.11                                                                                | 0.06                                                                                |

## Intersection Summary

Area Type: Other

Cycle Length: 106

Actuated Cycle Length: 37.4

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.27

Intersection Signal Delay (s/veh): 6.1

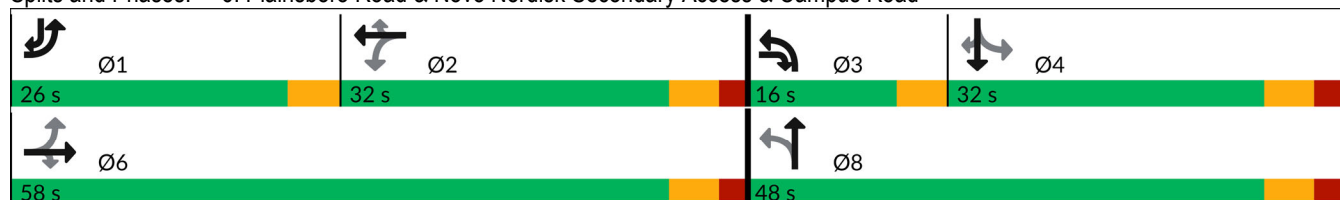
Intersection LOS: A

Intersection Capacity Utilization 39.0%

ICU Level of Service A

Analysis Period (min) 15

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



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)       | 163                                                                               | 38                                                                                | 52                                                                                | 189                                                                               | 171                                                                               | 342                                                                               |
| Future Volume (vph)        | 163                                                                               | 38                                                                                | 52                                                                                | 189                                                                               | 171                                                                               | 342                                                                               |
| 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                        | 0.975                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.910                                                                             |                                                                                   |
| Flt Protected              | 0.961                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (prot)          | 1766                                                                              | 0                                                                                 | 1805                                                                              | 1759                                                                              | 1652                                                                              | 0                                                                                 |
| Flt Permitted              | 0.961                                                                             |                                                                                   | 0.386                                                                             |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (perm)          | 1766                                                                              | 0                                                                                 | 733                                                                               | 1759                                                                              | 1652                                                                              | 0                                                                                 |
| Right Turn on Red          |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   | Yes                                                                               |
| Satd. Flow (RTOR)          | 23                                                                                |                                                                                   |                                                                                   |                                                                                   | 232                                                                               |                                                                                   |
| 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)            | 181                                                                               | 42                                                                                | 58                                                                                | 210                                                                               | 190                                                                               | 380                                                                               |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)      | 223                                                                               | 0                                                                                 | 58                                                                                | 210                                                                               | 570                                                                               | 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

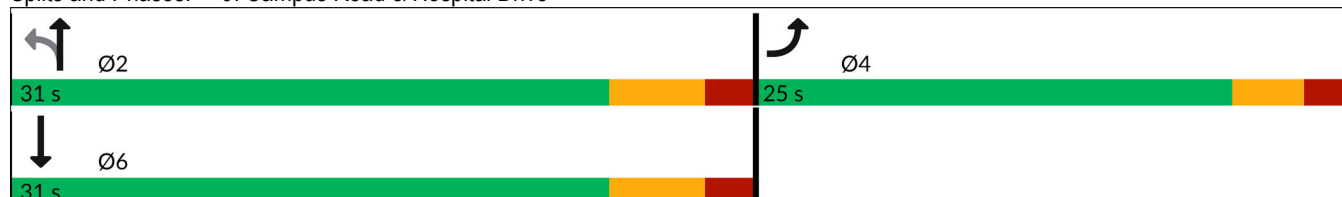
2027 No Build  
Peak AM Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| 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)    | 8.8                                                                               |                                                                                   | 19.4                                                                              | 19.4                                                                              | 19.4                                                                              |                                                                                   |
| Actuated g/C Ratio      | 0.25                                                                              |                                                                                   | 0.55                                                                              | 0.55                                                                              | 0.55                                                                              |                                                                                   |
| v/c Ratio               | 0.49                                                                              |                                                                                   | 0.14                                                                              | 0.22                                                                              | 0.56                                                                              |                                                                                   |
| Control Delay (s/veh)   | 14.8                                                                              |                                                                                   | 8.0                                                                               | 7.5                                                                               | 7.5                                                                               |                                                                                   |
| Queue Delay             | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   |
| Total Delay (s/veh)     | 14.8                                                                              |                                                                                   | 8.0                                                                               | 7.5                                                                               | 7.5                                                                               |                                                                                   |
| LOS                     | B                                                                                 |                                                                                   | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   |
| Approach Delay (s/veh)  | 14.8                                                                              |                                                                                   |                                                                                   | 7.6                                                                               | 7.5                                                                               |                                                                                   |
| Approach LOS            | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |
| Queue Length 50th (ft)  | 28                                                                                |                                                                                   | 6                                                                                 | 22                                                                                | 39                                                                                |                                                                                   |
| Queue Length 95th (ft)  | 93                                                                                |                                                                                   | 25                                                                                | 64                                                                                | 135                                                                               |                                                                                   |
| Internal Link Dist (ft) | 531                                                                               |                                                                                   |                                                                                   | 976                                                                               | 238                                                                               |                                                                                   |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Base Capacity (vph)     | 1049                                                                              |                                                                                   | 539                                                                               | 1294                                                                              | 1277                                                                              |                                                                                   |
| 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       | 0.21                                                                              |                                                                                   | 0.11                                                                              | 0.16                                                                              | 0.45                                                                              |                                                                                   |

### Intersection Summary

Area Type: Other  
 Cycle Length: 56  
 Actuated Cycle Length: 35.3  
 Natural Cycle: 45  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.56  
 Intersection Signal Delay (s/veh): 9.1  
 Intersection LOS: A  
 Intersection Capacity Utilization 59.7%  
 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 AM Hour

|                            |  |                                                                                                                                                                      |  |                                                                                    |                                                                                                                                                                      |   |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                                                                                                                                                                                                   | EBR                                                                               | WBL                                                                                                                                                                 | WBT                                                                                                                                                                                                                                                   | WBR                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |    |  |   |    |  |  |  |  |  |  |  |
| Traffic Volume (vph)       | 103                                                                               | 665                                                                                                                                                                                                                                                   | 266                                                                               | 201                                                                                                                                                                 | 742                                                                                                                                                                                                                                                   | 126                                                                                | 200                                                                                 | 56                                                                                  | 98                                                                                  | 36                                                                                  | 49                                                                                  | 75                                                                                  |
| Future Volume (vph)        | 103                                                                               | 665                                                                                                                                                                                                                                                   | 266                                                                               | 201                                                                                                                                                                 | 742                                                                                                                                                                                                                                                   | 126                                                                                | 200                                                                                 | 56                                                                                  | 98                                                                                  | 36                                                                                  | 49                                                                                  | 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)          |                                                                                   |                                                                                                                                                                                                                                                       | 222                                                                               |                                                                                                                                                                     |                                                                                                                                                                                                                                                       | 120                                                                                |                                                                                     |                                                                                     | 103                                                                                 |                                                                                     |                                                                                     | 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                                                                                                                                                                                                                                                   | 280                                                                               | 212                                                                                                                                                                 | 781                                                                                                                                                                                                                                                   | 133                                                                                | 211                                                                                 | 59                                                                                  | 103                                                                                 | 38                                                                                  | 52                                                                                  | 79                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                    | 37%                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 108                                                                               | 700                                                                                                                                                                                                                                                   | 280                                                                               | 212                                                                                                                                                                 | 781                                                                                                                                                                                                                                                   | 133                                                                                | 133                                                                                 | 137                                                                                 | 103                                                                                 | 38                                                                                  | 52                                                                                  | 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 Effct Green (s)     | 11.6                                                                              | 30.3                                                                              | 57.3                                                                              | 11.4                                                                              | 30.1                                                                              | 37.8                                                                              | 20.0                                                                                | 20.0                                                                                | 33.4                                                                                | 7.7                                                                                 | 7.7                                                                                 | 26.3                                                                                |
| Actuated g/C Ratio      | 0.12                                                                              | 0.32                                                                              | 0.60                                                                              | 0.12                                                                              | 0.32                                                                              | 0.40                                                                              | 0.21                                                                                | 0.21                                                                                | 0.35                                                                                | 0.08                                                                                | 0.08                                                                                | 0.28                                                                                |
| v/c Ratio               | 0.50                                                                              | 0.44                                                                              | 0.28                                                                              | 0.52                                                                              | 0.50                                                                              | 0.19                                                                              | 0.38                                                                                | 0.38                                                                                | 0.17                                                                                | 0.26                                                                                | 0.35                                                                                | 0.16                                                                                |
| Control Delay (s/veh)   | 47.9                                                                              | 27.3                                                                              | 3.2                                                                               | 44.5                                                                              | 28.4                                                                              | 3.0                                                                               | 37.1                                                                                | 37.0                                                                                | 3.2                                                                                 | 46.3                                                                                | 48.7                                                                                | 6.8                                                                                 |
| 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)     | 47.9                                                                              | 27.3                                                                              | 3.2                                                                               | 44.5                                                                              | 28.4                                                                              | 3.0                                                                               | 37.1                                                                                | 37.0                                                                                | 3.2                                                                                 | 46.3                                                                                | 48.7                                                                                | 6.8                                                                                 |
| LOS                     | D                                                                                 | C                                                                                 | A                                                                                 | D                                                                                 | C                                                                                 | A                                                                                 | D                                                                                   | D                                                                                   | A                                                                                   | D                                                                                   | D                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 23.1                                                                              |                                                                                   |                                                                                   | 28.4                                                                              |                                                                                   |                                                                                     | 27.7                                                                                |                                                                                     |                                                                                     | 28.5                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 62                                                                                | 120                                                                               | 13                                                                                | 62                                                                                | 136                                                                               | 3                                                                                 | 72                                                                                  | 73                                                                                  | 0                                                                                   | 22                                                                                  | 30                                                                                  | 0                                                                                   |
| Queue Length 95th (ft)  | 118                                                                               | 171                                                                               | 53                                                                                | 102                                                                               | 195                                                                               | 21                                                                                | 141                                                                                 | 144                                                                                 | 21                                                                                  | 55                                                                                  | 70                                                                                  | 32                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 517                                                                               |                                                                                   |                                                                                   | 557                                                                               |                                                                                   |                                                                                     | 227                                                                                 |                                                                                     |                                                                                     | 663                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 400                                                                               |                                                                                   | 160                                                                               | 125                                                                               |                                                                                   | 245                                                                               | 140                                                                                 |                                                                                     | 150                                                                                 | 150                                                                                 |                                                                                     | 150                                                                                 |
| Base Capacity (vph)     | 375                                                                               | 2802                                                                              | 1067                                                                              | 720                                                                               | 2748                                                                              | 757                                                                               | 415                                                                                 | 428                                                                                 | 722                                                                                 | 208                                                                                 | 213                                                                                 | 621                                                                                 |
| 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                                                                              | 0.26                                                                              | 0.29                                                                              | 0.28                                                                              | 0.18                                                                              | 0.32                                                                                | 0.32                                                                                | 0.14                                                                                | 0.18                                                                                | 0.24                                                                                | 0.13                                                                                |

Intersection Summary

Area Type: Other

Cycle Length: 215

Actuated Cycle Length: 95.4

Natural Cycle: 175

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay (s/veh): 26.2

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)       | 11                                                                                | 612                                                                               | 15                                                                                | 98                                                                                | 1101                                                                              | 59                                                                                | 9                                                                                   | 0                                                                                   | 7                                                                                   | 4                                                                                   | 1                                                                                   | 4                                                                                   |
| Future Volume (vph)        | 11                                                                                | 612                                                                               | 15                                                                                | 98                                                                                | 1101                                                                              | 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                                                                                | 673                                                                               | 16                                                                                | 108                                                                               | 1210                                                                              | 65                                                                                | 10                                                                                  | 0                                                                                   | 8                                                                                   | 4                                                                                   | 1                                                                                   | 4                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 12                                                                                | 673                                                                               | 16                                                                                | 108                                                                               | 1210                                                                              | 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                                                                                 |

## 18: Novo Nordisk Primary Access/Bristol Myers Squibb East Access &amp; 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 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                                                                              | 0.39                                                                              | 0.05                                                                              |                                                                                    | 0.07                                                                                | 0.04                                                                                |                                                                                     | 0.05                                                                                | 0.02                                                                                |
| Control Delay (s/veh)   | 39.9                                                                              | 6.8                                                                               | 0.0                                                                               | 43.8                                                                              | 3.4                                                                               | 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                                                                              | 3.4                                                                               | 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                                                                               |                                                                                   |                                                                                   | 6.4                                                                               |                                                                                   |                                                                                    | 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                                                                                | 133                                                                               | 0                                                                                 | 107                                                                               | 216                                                                               | 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                                                                              | 0.28                                                                              | 0.01                                                                              | 0.21                                                                              | 0.39                                                                              | 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 &amp; 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                                                                                | 255                                                                               | 1                                                                                  | 383                                                                                 | 2                                                                                   | 79                                                                                  | 0                                                                                   | 70                                                                                  |
| Future Volume (vph)        | 19                                                                                | 157                                                                               | 0                                                                                 | 0                                                                                 | 37                                                                                | 255                                                                               | 1                                                                                  | 383                                                                                 | 2                                                                                   | 79                                                                                  | 0                                                                                   | 70                                                                                  |
| 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                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.882                                                                             |                                                                                   |                                                                                    | 0.999                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              |                                                                                   | 0.995                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1794                                                                              | 0                                                                                 | 0                                                                                 | 1545                                                                              | 0                                                                                 | 0                                                                                  | 3571                                                                                | 0                                                                                   | 1703                                                                                | 0                                                                                   | 1615                                                                                |
| Flt Permitted              |                                                                                   | 0.920                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.513                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1659                                                                              | 0                                                                                 | 0                                                                                 | 1545                                                                              | 0                                                                                 | 0                                                                                  | 3571                                                                                | 0                                                                                   | 919                                                                                 | 0                                                                                   | 1615                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 268                                                                               |                                                                                   |                                                                                    | 1                                                                                   |                                                                                     |                                                                                     |                                                                                     | 74                                                                                  |
| 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                                                                                | 268                                                                               | 1                                                                                  | 403                                                                                 | 2                                                                                   | 83                                                                                  | 0                                                                                   | 74                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 185                                                                               | 0                                                                                 | 0                                                                                 | 307                                                                               | 0                                                                                 | 0                                                                                  | 406                                                                                 | 0                                                                                   | 83                                                                                  | 0                                                                                   | 74                                                                                  |
| 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                                                                               |                                                                                   |                                                                                     | 11.0                                                                                |                                                                                     | 11.0                                                                                |                                                                                     | 11.0                                                                                |
| Actuated g/C Ratio      |                                                                                   | 0.29                                                                              |                                                                                   |                                                                                   | 0.29                                                                              |                                                                                   |                                                                                     | 0.34                                                                                |                                                                                     | 0.34                                                                                |                                                                                     | 0.34                                                                                |
| v/c Ratio               |                                                                                   | 0.39                                                                              |                                                                                   |                                                                                   | 0.48                                                                              |                                                                                   |                                                                                     | 0.33                                                                                |                                                                                     | 0.26                                                                                |                                                                                     | 0.12                                                                                |
| Control Delay (s/veh)   |                                                                                   | 13.4                                                                              |                                                                                   |                                                                                   | 5.9                                                                               |                                                                                   |                                                                                     | 8.2                                                                                 |                                                                                     | 9.7                                                                                 |                                                                                     | 2.8                                                                                 |
| Queue Delay             |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Delay (s/veh)     |                                                                                   | 13.4                                                                              |                                                                                   |                                                                                   | 5.9                                                                               |                                                                                   |                                                                                     | 8.2                                                                                 |                                                                                     | 9.7                                                                                 |                                                                                     | 2.8                                                                                 |
| LOS                     |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 13.4                                                                              |                                                                                   |                                                                                   | 5.9                                                                               |                                                                                   |                                                                                     | 8.2                                                                                 |                                                                                     |                                                                                     | 6.4                                                                                 |                                                                                     |
| Approach LOS            |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Queue Length 50th (ft)  |                                                                                   | 20                                                                                |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                     | 22                                                                                  |                                                                                     | 9                                                                                   |                                                                                     | 0                                                                                   |
| Queue Length 95th (ft)  |                                                                                   | 89                                                                                |                                                                                   |                                                                                   | 56                                                                                |                                                                                   |                                                                                     | 52                                                                                  |                                                                                     | 32                                                                                  |                                                                                     | 14                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 273                                                                               |                                                                                   |                                                                                   | 1053                                                                              |                                                                                   |                                                                                     | 254                                                                                 |                                                                                     |                                                                                     | 193                                                                                 |                                                                                     |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 130                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)     |                                                                                   | 1378                                                                              |                                                                                   |                                                                                   | 1329                                                                              |                                                                                   |                                                                                     | 3257                                                                                |                                                                                     | 838                                                                                 |                                                                                     | 1479                                                                                |
| 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                                                                              |                                                                                   |                                                                                   | 0.23                                                                              |                                                                                   |                                                                                     | 0.12                                                                                |                                                                                     | 0.10                                                                                |                                                                                     | 0.05                                                                                |

### Intersection Summary

Area Type: Other

Cycle Length: 66

Actuated Cycle Length: 31.9

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 52.1%

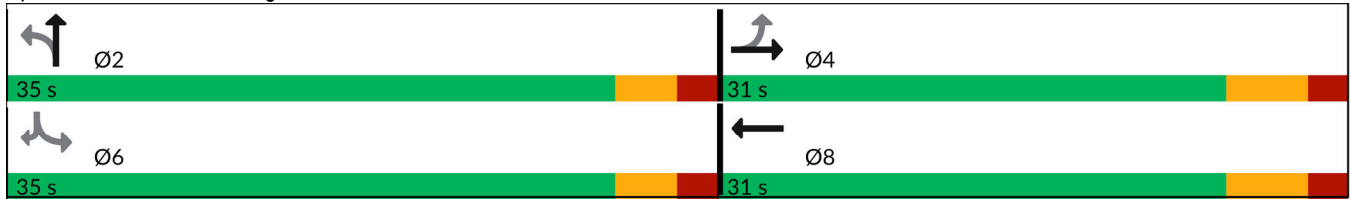
ICU Level of Service A

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 &amp; Novo Nordisk Secondary Access &amp; Campus Road

Peak AM Hour

|                            |  |  |  |  |  |  |   |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   |  |  |                                                                                   |  |  |  |  |                                                                                     |                                                                                     |  |  |
| Traffic Volume (vph)       | 74                                                                                | 0                                                                                 | 170                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 121                                                                                 | 242                                                                                 | 0                                                                                   | 0                                                                                   | 144                                                                                 | 181                                                                                 |
| Future Volume (vph)        | 74                                                                                | 0                                                                                 | 170                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 121                                                                                 | 242                                                                                 | 0                                                                                   | 0                                                                                   | 144                                                                                 | 181                                                                                 |
| 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                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.475                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1736                                                                              | 1524                                                                              | 0                                                                                 | 1900                                                                              | 1900                                                                              | 883                                                                                 | 1810                                                                                | 0                                                                                   | 0                                                                                   | 1827                                                                                | 1373                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 181                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 193                                                                                 |
| 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)            | 79                                                                                | 0                                                                                 | 181                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 129                                                                                 | 257                                                                                 | 0                                                                                   | 0                                                                                   | 153                                                                                 | 193                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 79                                                                                | 181                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 129                                                                                 | 257                                                                                 | 0                                                                                   | 0                                                                                   | 153                                                                                 | 193                                                                                 |
| 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 &amp; Novo Nordisk Secondary Access &amp; 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)    |                                                                                   | 7.7                                                                               | 16.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 24.1                                                                                | 23.3                                                                                |                                                                                     |                                                                                     | 9.9                                                                                 | 22.5                                                                                |
| Actuated g/C Ratio      |                                                                                   | 0.20                                                                              | 0.43                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.62                                                                                | 0.60                                                                                |                                                                                     |                                                                                     | 0.25                                                                                | 0.58                                                                                |
| v/c Ratio               |                                                                                   | 0.23                                                                              | 0.24                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.19                                                                                | 0.24                                                                                |                                                                                     |                                                                                     | 0.33                                                                                | 0.22                                                                                |
| Control Delay (s/veh)   |                                                                                   | 18.4                                                                              | 2.9                                                                               |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                                 | 6.6                                                                                 |                                                                                     |                                                                                     | 14.9                                                                                | 1.1                                                                                 |
| Queue Delay             |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     |                                                                                   | 18.4                                                                              | 2.9                                                                               |                                                                                   |                                                                                   |                                                                                   | 5.0                                                                                 | 6.6                                                                                 |                                                                                     |                                                                                     | 14.9                                                                                | 1.1                                                                                 |
| LOS                     |                                                                                   | B                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                   | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 7.6                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | 6.1                                                                                 |                                                                                     |                                                                                     | 7.2                                                                                 |                                                                                     |
| Approach LOS            |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Queue Length 50th (ft)  |                                                                                   | 14                                                                                | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 11                                                                                  | 29                                                                                  |                                                                                     |                                                                                     | 28                                                                                  | 0                                                                                   |
| Queue Length 95th (ft)  |                                                                                   | 58                                                                                | 31                                                                                |                                                                                   |                                                                                   |                                                                                   | 31                                                                                  | 69                                                                                  |                                                                                     |                                                                                     | 68                                                                                  | 10                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 473                                                                               |                                                                                   |                                                                                   | 425                                                                               |                                                                                   |                                                                                     | 749                                                                                 |                                                                                     |                                                                                     | 976                                                                                 |                                                                                     |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 225                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 70                                                                                  |
| Base Capacity (vph)     |                                                                                   | 1685                                                                              | 1002                                                                              |                                                                                   |                                                                                   |                                                                                   | 849                                                                                 | 1691                                                                                |                                                                                     |                                                                                     | 1247                                                                                | 1252                                                                                |
| 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                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.15                                                                                | 0.15                                                                                |                                                                                     |                                                                                     | 0.12                                                                                | 0.15                                                                                |

## Intersection Summary

Area Type: Other

Cycle Length: 106

Actuated Cycle Length: 39

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.33

Intersection Signal Delay (s/veh): 6.9

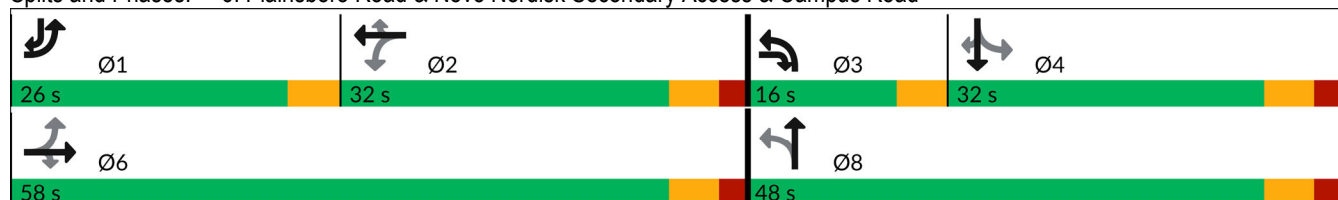
Intersection LOS: A

Intersection Capacity Utilization 41.6%

ICU Level of Service A

Analysis Period (min) 15

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



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)       | 197                                                                               | 46                                                                                | 93                                                                                | 223                                                                               | 279                                                                               | 557                                                                               |
| Future Volume (vph)        | 197                                                                               | 46                                                                                | 93                                                                                | 223                                                                               | 279                                                                               | 557                                                                               |
| 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                                                                             |                                                                                   | 0.142                                                                             |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (perm)          | 1764                                                                              | 0                                                                                 | 270                                                                               | 1759                                                                              | 1652                                                                              | 0                                                                                 |
| Right Turn on Red          |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   | Yes                                                                               |
| Satd. Flow (RTOR)          | 23                                                                                |                                                                                   |                                                                                   |                                                                                   | 232                                                                               |                                                                                   |
| 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)            | 219                                                                               | 51                                                                                | 103                                                                               | 248                                                                               | 310                                                                               | 619                                                                               |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)      | 270                                                                               | 0                                                                                 | 103                                                                               | 248                                                                               | 929                                                                               | 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)    | 11.4 |     | 28.2 | 28.2 | 28.2 |     |
| Actuated g/C Ratio      | 0.23 |     | 0.56 | 0.56 | 0.56 |     |
| v/c Ratio               | 0.65 |     | 0.69 | 0.25 | 0.91 |     |
| Control Delay (s/veh)   | 23.2 |     | 42.4 | 7.6  | 25.6 |     |
| Queue Delay             | 0.0  |     | 0.0  | 0.0  | 0.0  |     |
| Total Delay (s/veh)     | 23.2 |     | 42.4 | 7.6  | 25.6 |     |
| LOS                     | C    |     | D    | A    | C    |     |
| Approach Delay (s/veh)  | 23.2 |     |      | 17.8 | 25.6 |     |
| Approach LOS            | C    |     |      | B    | C    |     |
| Queue Length 50th (ft)  | 60   |     | 18   | 32   | 154  |     |
| Queue Length 95th (ft)  | 117  |     | #103 | 82   | #474 |     |
| Internal Link Dist (ft) | 531  |     |      | 976  | 238  |     |
| Turn Bay Length (ft)    |      |     | 100  |      |      |     |
| Base Capacity (vph)     | 714  |     | 150  | 979  | 1022 |     |
| 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       | 0.38 |     | 0.69 | 0.25 | 0.91 |     |

### Intersection Summary

Area Type: Other  
Cycle Length: 56  
Actuated Cycle Length: 50.6  
Natural Cycle: 60  
Control Type: Actuated-Uncoordinated  
Maximum v/c Ratio: 0.91  
Intersection Signal Delay (s/veh): 23.4 Intersection LOS: C  
Intersection Capacity Utilization 81.9% 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                                                                                                                                                                                                                                                   | 414                                                                               | 344                                                                                                                                                                 | 742                                                                                                                                                                                                                                                   | 126                                                                                | 226                                                                                 | 63                                                                                  | 132                                                                                 | 36                                                                                  | 80                                                                                  | 75                                                                                  |
| Future Volume (vph)        | 103                                                                               | 665                                                                                                                                                                                                                                                   | 414                                                                               | 344                                                                                                                                                                 | 742                                                                                                                                                                                                                                                   | 126                                                                                | 226                                                                                 | 63                                                                                  | 132                                                                                 | 36                                                                                  | 80                                                                                  | 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)          |                                                                                   |                                                                                                                                                                                                                                                       | 346                                                                               |                                                                                                                                                                     |                                                                                                                                                                                                                                                       | 120                                                                                |                                                                                     |                                                                                     | 135                                                                                 |                                                                                     |                                                                                     | 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                                                                                                                                                                                                                                                   | 436                                                                               | 362                                                                                                                                                                 | 781                                                                                                                                                                                                                                                   | 133                                                                                | 238                                                                                 | 66                                                                                  | 139                                                                                 | 38                                                                                  | 84                                                                                  | 79                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                    | 37%                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 108                                                                               | 700                                                                                                                                                                                                                                                   | 436                                                                               | 362                                                                                                                                                                 | 781                                                                                                                                                                                                                                                   | 133                                                                                | 150                                                                                 | 154                                                                                 | 139                                                                                 | 38                                                                                  | 84                                                                                  | 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 Effct Green (s)     | 11.7                                                                              | 30.0                                                                              | 57.0                                                                              | 20.0                                                                              | 38.4                                                                              | 48.7                                                                              | 20.0                                                                                | 20.0                                                                                | 42.0                                                                                | 10.4                                                                                | 10.4                                                                                | 29.0                                                                                |
| Actuated g/C Ratio      | 0.11                                                                              | 0.28                                                                              | 0.54                                                                              | 0.19                                                                              | 0.36                                                                              | 0.46                                                                              | 0.19                                                                                | 0.19                                                                                | 0.39                                                                                | 0.10                                                                                | 0.10                                                                                | 0.27                                                                                |
| v/c Ratio               | 0.55                                                                              | 0.49                                                                              | 0.44                                                                              | 0.56                                                                              | 0.44                                                                              | 0.17                                                                              | 0.48                                                                                | 0.48                                                                                | 0.21                                                                                | 0.22                                                                                | 0.47                                                                                | 0.16                                                                                |
| Control Delay (s/veh)   | 55.7                                                                              | 33.4                                                                              | 4.7                                                                               | 43.2                                                                              | 27.2                                                                              | 2.6                                                                               | 44.8                                                                                | 44.6                                                                                | 2.9                                                                                 | 47.4                                                                                | 54.4                                                                                | 7.1                                                                                 |
| 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)     | 55.7                                                                              | 33.4                                                                              | 4.7                                                                               | 43.2                                                                              | 27.2                                                                              | 2.6                                                                               | 44.8                                                                                | 44.6                                                                                | 2.9                                                                                 | 47.4                                                                                | 54.4                                                                                | 7.1                                                                                 |
| LOS                     | E                                                                                 | C                                                                                 | A                                                                                 | D                                                                                 | C                                                                                 | A                                                                                 | D                                                                                   | D                                                                                   | A                                                                                   | D                                                                                   | D                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 25.3                                                                              |                                                                                   |                                                                                   | 29.2                                                                              |                                                                                   |                                                                                     | 31.6                                                                                |                                                                                     |                                                                                     | 34.5                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 72                                                                                | 146                                                                               | 29                                                                                | 117                                                                               | 145                                                                               | 3                                                                                 | 97                                                                                  | 100                                                                                 | 1                                                                                   | 24                                                                                  | 55                                                                                  | 0                                                                                   |
| Queue Length 95th (ft)  | 124                                                                               | 186                                                                               | 87                                                                                | 165                                                                               | 195                                                                               | 21                                                                                | 166                                                                                 | 169                                                                                 | 24                                                                                  | 57                                                                                  | 105                                                                                 | 34                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 517                                                                               |                                                                                   |                                                                                   | 557                                                                               |                                                                                   |                                                                                     | 227                                                                                 |                                                                                     |                                                                                     | 663                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 400                                                                               |                                                                                   | 160                                                                               | 125                                                                               |                                                                                   | 245                                                                               | 140                                                                                 |                                                                                     | 150                                                                                 | 150                                                                                 |                                                                                     | 150                                                                                 |
| Base Capacity (vph)     | 336                                                                               | 2508                                                                              | 1029                                                                              | 645                                                                               | 2460                                                                              | 805                                                                               | 371                                                                                 | 383                                                                                 | 677                                                                                 | 186                                                                                 | 190                                                                                 | 602                                                                                 |
| 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                                                                              | 0.28                                                                              | 0.42                                                                              | 0.56                                                                              | 0.32                                                                              | 0.17                                                                              | 0.40                                                                                | 0.40                                                                                | 0.21                                                                                | 0.20                                                                                | 0.44                                                                                | 0.13                                                                                |

### Intersection Summary

Area Type: Other

Cycle Length: 215

Actuated Cycle Length: 106.4

Natural Cycle: 175

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay (s/veh): 28.3

Intersection LOS: C

Intersection Capacity Utilization 67.3%

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)       | 11                                                                                | 646                                                                               | 15                                                                                | 98                                                                                | 1244                                                                              | 59                                                                                | 9                                                                                   | 0                                                                                   | 7                                                                                   | 4                                                                                   | 1                                                                                   | 4                                                                                   |
| Future Volume (vph)        | 11                                                                                | 646                                                                               | 15                                                                                | 98                                                                                | 1244                                                                              | 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                                                                                | 710                                                                               | 16                                                                                | 108                                                                               | 1367                                                                              | 65                                                                                | 10                                                                                  | 0                                                                                   | 8                                                                                   | 4                                                                                   | 1                                                                                   | 4                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 12                                                                                | 710                                                                               | 16                                                                                | 108                                                                               | 1367                                                                              | 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                                                                              | 0.44                                                                              | 0.05                                                                              |                                                                                     | 0.07                                                                                | 0.04                                                                                |                                                                                     | 0.05                                                                                | 0.02                                                                                |
| Control Delay (s/veh)   | 39.9                                                                              | 6.9                                                                               | 0.0                                                                               | 43.8                                                                              | 3.7                                                                               | 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                                                                              | 3.7                                                                               | 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                                                                                | 141                                                                               | 0                                                                                 | 107                                                                               | 261                                                                               | 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                                                                              | 0.44                                                                              | 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 &amp; 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 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                                                                                | 45                                                                                | 0                                                                                  | 71                                                                                  | 0                                                                                   | 104                                                                                 | 0                                                                                   | 92                                                                                  |
| Future Volume (vph)        | 11                                                                                | 302                                                                               | 0                                                                                 | 0                                                                                 | 61                                                                                | 45                                                                                | 0                                                                                  | 71                                                                                  | 0                                                                                   | 104                                                                                 | 0                                                                                   | 92                                                                                  |
| 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                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.943                                                                             |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              |                                                                                   | 0.998                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1878                                                                              | 0                                                                                 | 0                                                                                 | 1792                                                                              | 0                                                                                 | 0                                                                                  | 3539                                                                                | 0                                                                                   | 1752                                                                                | 0                                                                                   | 1615                                                                                |
| Flt Permitted              |                                                                                   | 0.989                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.704                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1861                                                                              | 0                                                                                 | 0                                                                                 | 1792                                                                              | 0                                                                                 | 0                                                                                  | 3539                                                                                | 0                                                                                   | 1299                                                                                | 0                                                                                   | 1615                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 49                                                                                |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 101                                                                                 |
| 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                                                                                | 49                                                                                | 0                                                                                  | 78                                                                                  | 0                                                                                   | 114                                                                                 | 0                                                                                   | 101                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 344                                                                               | 0                                                                                 | 0                                                                                 | 116                                                                               | 0                                                                                 | 0                                                                                  | 78                                                                                  | 0                                                                                   | 114                                                                                 | 0                                                                                   | 101                                                                                 |
| 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

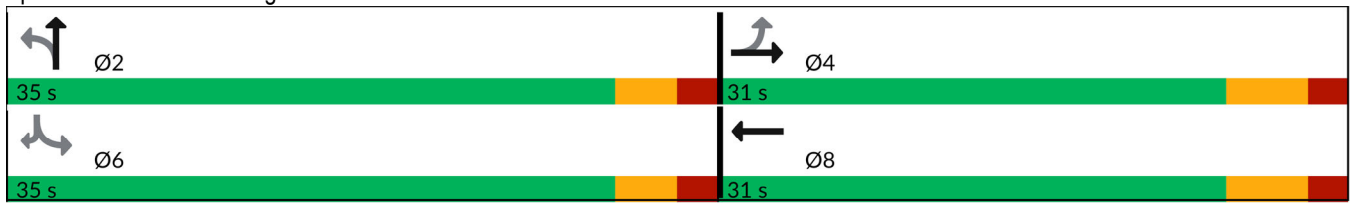
2027 No Build  
Peak PM Hour

|                                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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)                     |                                                                                   | 17.6                                                                              |                                                                                   |                                                                                   | 17.6                                                                              |                                                                                   |                                                                                    | 10.3                                                                                |                                                                                     | 10.3                                                                                |                                                                                     | 10.3                                                                                |
| Actuated g/C Ratio                      |                                                                                   | 0.50                                                                              |                                                                                   |                                                                                   | 0.50                                                                              |                                                                                   |                                                                                    | 0.29                                                                                |                                                                                     | 0.29                                                                                |                                                                                     | 0.29                                                                                |
| v/c Ratio                               |                                                                                   | 0.37                                                                              |                                                                                   |                                                                                   | 0.13                                                                              |                                                                                   |                                                                                    | 0.08                                                                                |                                                                                     | 0.30                                                                                |                                                                                     | 0.19                                                                                |
| Control Delay (s/veh)                   |                                                                                   | 10.9                                                                              |                                                                                   |                                                                                   | 6.6                                                                               |                                                                                   |                                                                                    | 8.9                                                                                 |                                                                                     | 11.7                                                                                |                                                                                     | 3.5                                                                                 |
| Queue Delay                             |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Delay (s/veh)                     |                                                                                   | 10.9                                                                              |                                                                                   |                                                                                   | 6.6                                                                               |                                                                                   |                                                                                    | 8.9                                                                                 |                                                                                     | 11.7                                                                                |                                                                                     | 3.5                                                                                 |
| LOS                                     |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     | B                                                                                   |                                                                                     | A                                                                                   |
| Approach Delay (s/veh)                  |                                                                                   | 10.9                                                                              |                                                                                   |                                                                                   | 6.6                                                                               |                                                                                   |                                                                                    | 8.9                                                                                 |                                                                                     |                                                                                     | 7.9                                                                                 |                                                                                     |
| Approach LOS                            |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Queue Length 50th (ft)                  |                                                                                   | 39                                                                                |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                    | 4                                                                                   |                                                                                     | 14                                                                                  |                                                                                     | 0                                                                                   |
| Queue Length 95th (ft)                  |                                                                                   | 154                                                                               |                                                                                   |                                                                                   | 43                                                                                |                                                                                   |                                                                                    | 17                                                                                  |                                                                                     | 49                                                                                  |                                                                                     | 21                                                                                  |
| Internal Link Dist (ft)                 |                                                                                   | 273                                                                               |                                                                                   |                                                                                   | 1053                                                                              |                                                                                   |                                                                                    | 254                                                                                 |                                                                                     |                                                                                     | 193                                                                                 |                                                                                     |
| Turn Bay Length (ft)                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 130                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)                     |                                                                                   | 1406                                                                              |                                                                                   |                                                                                   | 1366                                                                              |                                                                                   |                                                                                    | 3139                                                                                |                                                                                     | 1152                                                                                |                                                                                     | 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                                                                              |                                                                                   |                                                                                   | 0.08                                                                              |                                                                                   |                                                                                    | 0.02                                                                                |                                                                                     | 0.10                                                                                |                                                                                     | 0.07                                                                                |
| Intersection Summary                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 66                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 35.4             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 50                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Uncoordinated    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.37                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay (s/veh): 9.2  |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: A                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 43.9% |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 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



# Lanes, Volumes, Timings

## 6: Plainsboro Road & Novo Nordisk Secondary Access & Campus 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)       | 69                                                                                | 0                                                                                 | 352                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 56                                                                                  | 158                                                                                 | 0                                                                                   | 0                                                                                   | 211                                                                                 | 51                                                                                  |
| Future Volume (vph)        | 69                                                                                | 0                                                                                 | 352                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 56                                                                                  | 158                                                                                 | 0                                                                                   | 0                                                                                   | 211                                                                                 | 51                                                                                  |
| 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              |                                                                                   | 0.741                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.465                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1304                                                                              | 1599                                                                              | 0                                                                                 | 1900                                                                              | 1900                                                                              | 882                                                                                 | 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)            | 72                                                                                | 0                                                                                 | 367                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 58                                                                                  | 165                                                                                 | 0                                                                                   | 0                                                                                   | 220                                                                                 | 53                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 72                                                                                | 367                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 58                                                                                  | 165                                                                                 | 0                                                                                   | 0                                                                                   | 220                                                                                 | 53                                                                                  |
| 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 &amp; Novo Nordisk Secondary Access &amp; 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)    |                                                                                   | 7.8                                                                               | 13.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 25.1                                                                               | 26.1                                                                                |                                                                                     |                                                                                     | 11.3                                                                                | 22.4                                                                                |
| Actuated g/C Ratio      |                                                                                   | 0.21                                                                              | 0.36                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.68                                                                               | 0.71                                                                                |                                                                                     |                                                                                     | 0.31                                                                                | 0.61                                                                                |
| v/c Ratio               |                                                                                   | 0.24                                                                              | 0.47                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.08                                                                               | 0.13                                                                                |                                                                                     |                                                                                     | 0.39                                                                                | 0.05                                                                                |
| Control Delay (s/veh)   |                                                                                   | 18.2                                                                              | 4.5                                                                               |                                                                                   |                                                                                   |                                                                                   | 4.1                                                                                | 5.5                                                                                 |                                                                                     |                                                                                     | 13.5                                                                                | 0.6                                                                                 |
| Queue Delay             |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     |                                                                                   | 18.2                                                                              | 4.5                                                                               |                                                                                   |                                                                                   |                                                                                   | 4.1                                                                                | 5.5                                                                                 |                                                                                     |                                                                                     | 13.5                                                                                | 0.6                                                                                 |
| LOS                     |                                                                                   | B                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                  | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 6.7                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 5.1                                                                                 |                                                                                     |                                                                                     | 11.0                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Queue Length 50th (ft)  |                                                                                   | 13                                                                                | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   | 5                                                                                  | 18                                                                                  |                                                                                     |                                                                                     | 40                                                                                  | 0                                                                                   |
| Queue Length 95th (ft)  |                                                                                   | 53                                                                                | 56                                                                                |                                                                                   |                                                                                   |                                                                                   | 16                                                                                 | 45                                                                                  |                                                                                     |                                                                                     | 90                                                                                  | 3                                                                                   |
| Internal Link Dist (ft) |                                                                                   | 473                                                                               |                                                                                   |                                                                                   | 425                                                                               |                                                                                   |                                                                                    | 749                                                                                 |                                                                                     |                                                                                     | 976                                                                                 |                                                                                     |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 225                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 70                                                                                  |
| Base Capacity (vph)     |                                                                                   | 1302                                                                              | 1044                                                                              |                                                                                   |                                                                                   |                                                                                   | 939                                                                                | 1652                                                                                |                                                                                     |                                                                                     | 1376                                                                                | 1447                                                                                |
| 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       |                                                                                   | 0.06                                                                              | 0.35                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.06                                                                               | 0.10                                                                                |                                                                                     |                                                                                     | 0.16                                                                                | 0.04                                                                                |

## Intersection Summary

Area Type: Other

Cycle Length: 106

Actuated Cycle Length: 36.9

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay (s/veh): 7.6

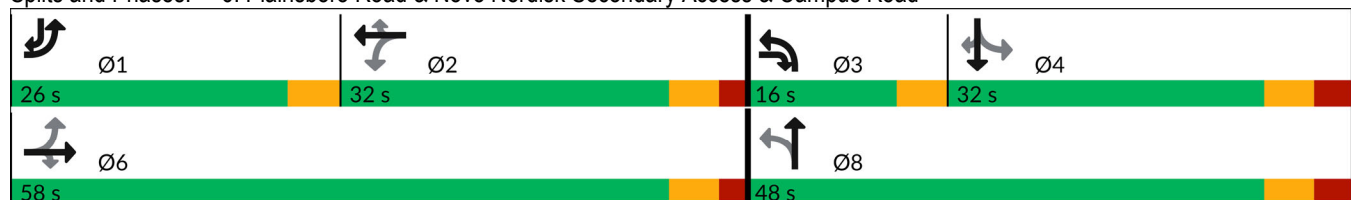
Intersection LOS: A

Intersection Capacity Utilization 42.4%

ICU Level of Service A

Analysis Period (min) 15

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



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)       | 346                                                                               | 73                                                                                | 31                                                                                | 196                                                                               | 189                                                                               | 168                                                                               |
| Future Volume (vph)        | 346                                                                               | 73                                                                                | 31                                                                                | 196                                                                               | 189                                                                               | 168                                                                               |
| 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                        | 0.976                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.936                                                                             |                                                                                   |
| Flt Protected              | 0.960                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (prot)          | 1760                                                                              | 0                                                                                 | 1805                                                                              | 1743                                                                              | 1733                                                                              | 0                                                                                 |
| Flt Permitted              | 0.960                                                                             |                                                                                   | 0.484                                                                             |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (perm)          | 1760                                                                              | 0                                                                                 | 918                                                                               | 1743                                                                              | 1733                                                                              | 0                                                                                 |
| Right Turn on Red          |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   | Yes                                                                               |
| Satd. Flow (RTOR)          | 21                                                                                |                                                                                   |                                                                                   |                                                                                   | 103                                                                               |                                                                                   |
| 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)            | 384                                                                               | 81                                                                                | 34                                                                                | 218                                                                               | 210                                                                               | 187                                                                               |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)      | 465                                                                               | 0                                                                                 | 34                                                                                | 218                                                                               | 397                                                                               | 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

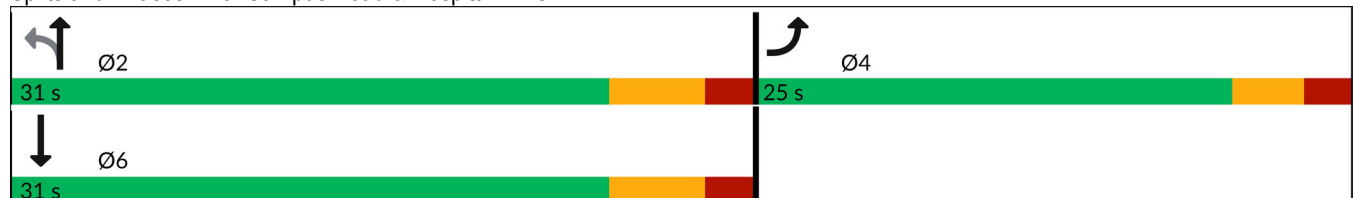
2027 No Build  
Peak PM Hour

|                         |  |     |  |      |  |     |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----|-----------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------|--|
| 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)    | 13.7                                                                              |     | 11.5                                                                              | 11.5 | 11.5                                                                              |     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Actuated g/C Ratio      | 0.37                                                                              |     | 0.31                                                                              | 0.31 | 0.31                                                                              |     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| v/c Ratio               | 0.70                                                                              |     | 0.12                                                                              | 0.40 | 0.65                                                                              |     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Control Delay (s/veh)   | 16.6                                                                              |     | 10.9                                                                              | 12.9 | 14.0                                                                              |     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Queue Delay             | 0.0                                                                               |     | 0.0                                                                               | 0.0  | 0.0                                                                               |     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Total Delay (s/veh)     | 16.6                                                                              |     | 10.9                                                                              | 12.9 | 14.0                                                                              |     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| LOS                     | B                                                                                 |     | B                                                                                 | B    | B                                                                                 |     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Approach Delay (s/veh)  | 16.6                                                                              |     |                                                                                   | 12.7 | 14.0                                                                              |     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Approach LOS            | B                                                                                 |     |                                                                                   | B    | B                                                                                 |     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Queue Length 50th (ft)  | 68                                                                                |     | 5                                                                                 | 32   | 46                                                                                |     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Queue Length 95th (ft)  | 183                                                                               |     | 20                                                                                | 85   | 129                                                                               |     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Internal Link Dist (ft) | 531                                                                               |     |                                                                                   | 976  | 238                                                                               |     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Turn Bay Length (ft)    |                                                                                   |     | 100                                                                               |      |                                                                                   |     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| Base Capacity (vph)     | 1024                                                                              |     | 660                                                                               | 1254 | 1275                                                                              |     |                                                                                   |  |                                                                                   |  |                                                                                   |  |
| 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       | 0.45                                                                              |     | 0.05                                                                              | 0.17 | 0.31                                                                              |     |                                                                                   |  |                                                                                   |  |                                                                                   |  |

Intersection Summary

Area Type: Other  
Cycle Length: 56  
Actuated Cycle Length: 36.9  
Natural Cycle: 55  
Control Type: Actuated-Uncoordinated  
Maximum v/c Ratio: 0.70  
Intersection Signal Delay (s/veh): 14.8 Intersection LOS: B  
Intersection Capacity Utilization 58.5% 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                                                                                                                                                                                                                                                   | 195                                                                               | 117                                                                                                                                                                 | 677                                                                                                                                                                                                                                                   | 110                                                                                | 341                                                                                 | 41                                                                                                                                                                      | 170                                                                                 | 95                                                                                  | 44                                                                                                                                                                      | 118                                                                                 |
| Future Volume (vph)        | 112                                                                               | 746                                                                                                                                                                                                                                                   | 195                                                                               | 117                                                                                                                                                                 | 677                                                                                                                                                                                                                                                   | 110                                                                                | 341                                                                                 | 41                                                                                                                                                                      | 170                                                                                 | 95                                                                                  | 44                                                                                                                                                                      | 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                                                                               | 0.962                                                                                                                                                                   |                                                                                     | 0.950                                                                               |                                                                                                                                                                         |                                                                                     |
| Satd. Flow (prot)          | 1805                                                                              | 5036                                                                                                                                                                                                                                                  | 1568                                                                              | 3502                                                                                                                                                                | 5136                                                                                                                                                                                                                                                  | 1615                                                                               | 1649                                                                                | 1670                                                                                                                                                                    | 1568                                                                                | 1805                                                                                | 1900                                                                                                                                                                    | 1599                                                                                |
| Flt Permitted              | 0.950                                                                             |                                                                                                                                                                                                                                                       |                                                                                   | 0.950                                                                                                                                                               |                                                                                                                                                                                                                                                       |                                                                                    | 0.950                                                                               | 0.962                                                                                                                                                                   |                                                                                     | 0.950                                                                               |                                                                                                                                                                         |                                                                                     |
| Satd. Flow (perm)          | 1805                                                                              | 5036                                                                                                                                                                                                                                                  | 1568                                                                              | 3502                                                                                                                                                                | 5136                                                                                                                                                                                                                                                  | 1615                                                                               | 1649                                                                                | 1670                                                                                                                                                                    | 1568                                                                                | 1805                                                                                | 1900                                                                                                                                                                    | 1599                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                                                                                                                                                                                       | Yes                                                                               |                                                                                                                                                                     |                                                                                                                                                                                                                                                       | Yes                                                                                |                                                                                     |                                                                                                                                                                         | Yes                                                                                 |                                                                                     |                                                                                                                                                                         | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                                                                                                                                                                                       | 145                                                                               |                                                                                                                                                                     |                                                                                                                                                                                                                                                       | 114                                                                                |                                                                                     |                                                                                                                                                                         | 133                                                                                 |                                                                                     |                                                                                                                                                                         | 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                                                                                                                                                                                                                                                   | 205                                                                               | 123                                                                                                                                                                 | 713                                                                                                                                                                                                                                                   | 116                                                                                | 359                                                                                 | 43                                                                                                                                                                      | 179                                                                                 | 100                                                                                 | 46                                                                                                                                                                      | 124                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                    | 44%                                                                                 |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                     |
| Lane Group Flow (vph)      | 118                                                                               | 785                                                                                                                                                                                                                                                   | 205                                                                               | 123                                                                                                                                                                 | 713                                                                                                                                                                                                                                                   | 116                                                                                | 201                                                                                 | 201                                                                                                                                                                     | 179                                                                                 | 100                                                                                 | 46                                                                                                                                                                      | 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                                                                              | 31.8                                                                              | 62.5                                                                              | 10.0                                                                              | 30.0                                                                              | 41.0                                                                              | 23.7                                                                                | 23.7                                                                                | 35.7                                                                                | 11.0                                                                                | 11.0                                                                                | 29.9                                                                                |
| 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               | 0.57                                                                              | 0.50                                                                              | 0.20                                                                              | 0.36                                                                              | 0.47                                                                              | 0.16                                                                              | 0.53                                                                                | 0.52                                                                                | 0.28                                                                                | 0.52                                                                                | 0.23                                                                                | 0.22                                                                                |
| Control Delay (s/veh)   | 53.8                                                                              | 30.1                                                                              | 3.3                                                                               | 46.9                                                                              | 31.3                                                                              | 2.7                                                                               | 40.9                                                                                | 40.6                                                                                | 5.5                                                                                 | 54.1                                                                                | 45.7                                                                                | 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)     | 53.8                                                                              | 30.1                                                                              | 3.3                                                                               | 46.9                                                                              | 31.3                                                                              | 2.7                                                                               | 40.9                                                                                | 40.6                                                                                | 5.5                                                                                 | 54.1                                                                                | 45.7                                                                                | 5.9                                                                                 |
| LOS                     | D                                                                                 | C                                                                                 | A                                                                                 | D                                                                                 | C                                                                                 | A                                                                                 | D                                                                                   | D                                                                                   | A                                                                                   | D                                                                                   | D                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 27.7                                                                              |                                                                                   |                                                                                   | 29.8                                                                              |                                                                                   |                                                                                     | 29.9                                                                                |                                                                                     |                                                                                     | 30.5                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 74                                                                                | 152                                                                               | 15                                                                                | 39                                                                                | 138                                                                               | 1                                                                                 | 121                                                                                 | 121                                                                                 | 12                                                                                  | 62                                                                                  | 28                                                                                  | 0                                                                                   |
| Queue Length 95th (ft)  | 133                                                                               | 193                                                                               | 43                                                                                | 70                                                                                | 187                                                                               | 19                                                                                | 207                                                                                 | 206                                                                                 | 45                                                                                  | 121                                                                                 | 65                                                                                  | 41                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 517                                                                               |                                                                                   |                                                                                   | 557                                                                               |                                                                                   |                                                                                     | 227                                                                                 |                                                                                     |                                                                                     | 663                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 400                                                                               |                                                                                   | 160                                                                               | 125                                                                               |                                                                                   | 245                                                                               | 140                                                                                 |                                                                                     | 150                                                                                 | 150                                                                                 |                                                                                     | 150                                                                                 |
| Base Capacity (vph)     | 352                                                                               | 2602                                                                              | 1016                                                                              | 683                                                                               | 2654                                                                              | 714                                                                               | 385                                                                                 | 390                                                                                 | 772                                                                                 | 193                                                                                 | 203                                                                                 | 670                                                                                 |
| 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                                                                              | 0.20                                                                              | 0.18                                                                              | 0.27                                                                              | 0.16                                                                              | 0.52                                                                                | 0.52                                                                                | 0.23                                                                                | 0.52                                                                                | 0.23                                                                                | 0.19                                                                                |

Intersection Summary

Area Type: Other

Cycle Length: 215

Actuated Cycle Length: 102.6

Natural Cycle: 175

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay (s/veh): 29.1

Intersection LOS: C

Intersection Capacity Utilization 66.4%

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                                                                                 | 997                                                                               | 15                                                                                | 17                                                                                | 718                                                                               | 1                                                                                 | 51                                                                                  | 0                                                                                   | 78                                                                                  | 39                                                                                  | 0                                                                                   | 21                                                                                  |
| Future Volume (vph)        | 2                                                                                 | 997                                                                               | 15                                                                                | 17                                                                                | 718                                                                               | 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                                                                                 | 1084                                                                              | 16                                                                                | 18                                                                                | 780                                                                               | 1                                                                                 | 55                                                                                  | 0                                                                                   | 85                                                                                  | 42                                                                                  | 0                                                                                   | 23                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 2                                                                                 | 1084                                                                              | 16                                                                                | 18                                                                                | 780                                                                               | 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 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 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                                                                              | 0.42                                                                              | 0.01                                                                              | 0.12                                                                              | 0.30                                                                              | 0.00                                                                              |                                                                                    | 0.36                                                                                | 0.33                                                                                |                                                                                     | 0.27                                                                                | 0.09                                                                                |
| Control Delay (s/veh)   | 34.0                                                                              | 6.4                                                                               | 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                                                                              | 6.4                                                                               | 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)  |                                                                                   | 6.4                                                                               |                                                                                   |                                                                                   | 5.9                                                                               |                                                                                   |                                                                                    | 21.2                                                                                |                                                                                     |                                                                                     | 22.3                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 1                                                                                 | 78                                                                                | 0                                                                                 | 7                                                                                 | 50                                                                                | 0                                                                                 |                                                                                    | 20                                                                                  | 0                                                                                   |                                                                                     | 15                                                                                  | 0                                                                                   |
| Queue Length 95th (ft)  | 8                                                                                 | 225                                                                               | 0                                                                                 | 31                                                                                | 137                                                                               | 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                                                                              | 0.42                                                                              | 0.01                                                                              | 0.06                                                                              | 0.30                                                                              | 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: 0.42

Intersection Signal Delay (s/veh): 7.7

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 &amp; 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                                                                                | 94                                                                                | 0                                                                                   | 110                                                                                 | 0                                                                                   | 294                                                                                 | 0                                                                                   | 245                                                                                 |
| Future Volume (vph)        | 11                                                                                | 302                                                                               | 0                                                                                 | 0                                                                                 | 61                                                                                | 94                                                                                | 0                                                                                   | 110                                                                                 | 0                                                                                   | 294                                                                                 | 0                                                                                   | 245                                                                                 |
| 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                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.918                                                                             |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              |                                                                                   | 0.998                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1878                                                                              | 0                                                                                 | 0                                                                                 | 1744                                                                              | 0                                                                                 | 0                                                                                   | 3539                                                                                | 0                                                                                   | 1752                                                                                | 0                                                                                   | 1615                                                                                |
| Flt Permitted              |                                                                                   | 0.986                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0.675                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1855                                                                              | 0                                                                                 | 0                                                                                 | 1744                                                                              | 0                                                                                 | 0                                                                                   | 3539                                                                                | 0                                                                                   | 1245                                                                                | 0                                                                                   | 1615                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 103                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 269                                                                                 |
| 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                                                                                | 103                                                                               | 0                                                                                   | 121                                                                                 | 0                                                                                   | 323                                                                                 | 0                                                                                   | 269                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 344                                                                               | 0                                                                                 | 0                                                                                 | 170                                                                               | 0                                                                                 | 0                                                                                   | 121                                                                                 | 0                                                                                   | 323                                                                                 | 0                                                                                   | 269                                                                                 |
| 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

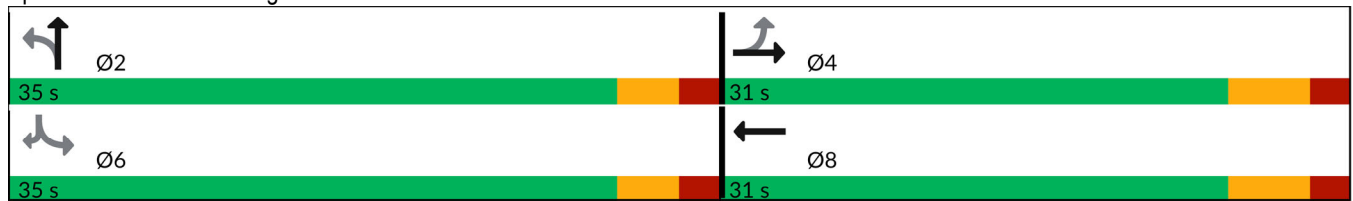
2027 Build  
Peak PM Hour

|                                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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)                     |                                                                                   | 13.7                                                                              |                                                                                   |                                                                                   | 13.7                                                                              |                                                                                   |                                                                                     | 16.8                                                                                |                                                                                     | 16.8                                                                                |                                                                                     | 16.8                                                                                |
| Actuated g/C Ratio                      |                                                                                   | 0.32                                                                              |                                                                                   |                                                                                   | 0.32                                                                              |                                                                                   |                                                                                     | 0.40                                                                                |                                                                                     | 0.40                                                                                |                                                                                     | 0.40                                                                                |
| v/c Ratio                               |                                                                                   | 0.58                                                                              |                                                                                   |                                                                                   | 0.27                                                                              |                                                                                   |                                                                                     | 0.09                                                                                |                                                                                     | 0.66                                                                                |                                                                                     | 0.34                                                                                |
| Control Delay (s/veh)                   |                                                                                   | 17.5                                                                              |                                                                                   |                                                                                   | 7.2                                                                               |                                                                                   |                                                                                     | 8.4                                                                                 |                                                                                     | 18.0                                                                                |                                                                                     | 2.8                                                                                 |
| Queue Delay                             |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Delay (s/veh)                     |                                                                                   | 17.5                                                                              |                                                                                   |                                                                                   | 7.2                                                                               |                                                                                   |                                                                                     | 8.4                                                                                 |                                                                                     | 18.0                                                                                |                                                                                     | 2.8                                                                                 |
| LOS                                     |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     | B                                                                                   |                                                                                     | A                                                                                   |
| Approach Delay (s/veh)                  |                                                                                   | 17.5                                                                              |                                                                                   |                                                                                   | 7.2                                                                               |                                                                                   |                                                                                     | 8.4                                                                                 |                                                                                     |                                                                                     | 11.1                                                                                |                                                                                     |
| Approach LOS                            |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Queue Length 50th (ft)                  |                                                                                   | 60                                                                                |                                                                                   |                                                                                   | 10                                                                                |                                                                                   |                                                                                     | 8                                                                                   |                                                                                     | 54                                                                                  |                                                                                     | 0                                                                                   |
| Queue Length 95th (ft)                  |                                                                                   | 174                                                                               |                                                                                   |                                                                                   | 54                                                                                |                                                                                   |                                                                                     | 24                                                                                  |                                                                                     | 154                                                                                 |                                                                                     | 33                                                                                  |
| Internal Link Dist (ft)                 |                                                                                   | 273                                                                               |                                                                                   |                                                                                   | 1053                                                                              |                                                                                   |                                                                                     | 254                                                                                 |                                                                                     |                                                                                     | 193                                                                                 |                                                                                     |
| Turn Bay Length (ft)                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 130                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)                     |                                                                                   | 1187                                                                              |                                                                                   |                                                                                   | 1152                                                                              |                                                                                   |                                                                                     | 2655                                                                                |                                                                                     | 934                                                                                 |                                                                                     | 1279                                                                                |
| 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                       |                                                                                   | 0.29                                                                              |                                                                                   |                                                                                   | 0.15                                                                              |                                                                                   |                                                                                     | 0.05                                                                                |                                                                                     | 0.35                                                                                |                                                                                     | 0.21                                                                                |
| Intersection Summary                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 66                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 42.4             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 50                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Uncoordinated    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.66                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay (s/veh): 12.1 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: B                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 56.1% |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service B                                                            |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| 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 &amp; Novo Nordisk Secondary Access &amp; Campus Road

Peak PM Hour

|                            |  |  |  |  |  |  |   |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   |  |  |                                                                                   |  |  |  |  |                                                                                     |                                                                                     |  |  |
| Traffic Volume (vph)       | 217                                                                               | 0                                                                                 | 394                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 68                                                                                  | 172                                                                                 | 0                                                                                   | 0                                                                                   | 248                                                                                 | 88                                                                                  |
| Future Volume (vph)        | 217                                                                               | 0                                                                                 | 394                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 68                                                                                  | 172                                                                                 | 0                                                                                   | 0                                                                                   | 248                                                                                 | 88                                                                                  |
| 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              |                                                                                   | 0.435                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.449                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 765                                                                               | 1599                                                                              | 0                                                                                 | 1900                                                                              | 1900                                                                              | 852                                                                                 | 1759                                                                                | 0                                                                                   | 0                                                                                   | 1863                                                                                | 1579                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 259                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 87                                                                                  |
| 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)            | 226                                                                               | 0                                                                                 | 410                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 71                                                                                  | 179                                                                                 | 0                                                                                   | 0                                                                                   | 258                                                                                 | 92                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 226                                                                               | 410                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 71                                                                                  | 179                                                                                 | 0                                                                                   | 0                                                                                   | 258                                                                                 | 92                                                                                  |
| 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                                                                                 |

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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)    |                                                                                   | 15.5                                                                              | 27.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 26.1                                                                                | 22.9                                                                                |                                                                                     |                                                                                     | 12.8                                                                                | 30.0                                                                                |
| Actuated g/C Ratio      |                                                                                   | 0.30                                                                              | 0.53                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.50                                                                                | 0.44                                                                                |                                                                                     |                                                                                     | 0.25                                                                                | 0.57                                                                                |
| v/c Ratio               |                                                                                   | 0.56                                                                              | 0.42                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.13                                                                                | 0.23                                                                                |                                                                                     |                                                                                     | 0.57                                                                                | 0.10                                                                                |
| Control Delay (s/veh)   |                                                                                   | 21.7                                                                              | 4.6                                                                               |                                                                                   |                                                                                   |                                                                                   | 8.6                                                                                 | 11.0                                                                                |                                                                                     |                                                                                     | 23.3                                                                                | 0.8                                                                                 |
| Queue Delay             |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     |                                                                                   | 21.7                                                                              | 4.6                                                                               |                                                                                   |                                                                                   |                                                                                   | 8.6                                                                                 | 11.0                                                                                |                                                                                     |                                                                                     | 23.3                                                                                | 0.8                                                                                 |
| LOS                     |                                                                                   | C                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                   | B                                                                                   |                                                                                     |                                                                                     | C                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 10.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | 10.3                                                                                |                                                                                     |                                                                                     | 17.4                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Queue Length 50th (ft)  |                                                                                   | 51                                                                                | 19                                                                                |                                                                                   |                                                                                   |                                                                                   | 10                                                                                  | 30                                                                                  |                                                                                     |                                                                                     | 66                                                                                  | 0                                                                                   |
| Queue Length 95th (ft)  |                                                                                   | 137                                                                               | 87                                                                                |                                                                                   |                                                                                   |                                                                                   | 34                                                                                  | 82                                                                                  |                                                                                     |                                                                                     | 155                                                                                 | 7                                                                                   |
| Internal Link Dist (ft) |                                                                                   | 473                                                                               |                                                                                   |                                                                                   | 425                                                                               |                                                                                   |                                                                                     | 749                                                                                 |                                                                                     |                                                                                     | 976                                                                                 |                                                                                     |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 225                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 70                                                                                  |
| Base Capacity (vph)     |                                                                                   | 886                                                                               | 1145                                                                              |                                                                                   |                                                                                   |                                                                                   | 658                                                                                 | 1430                                                                                |                                                                                     |                                                                                     | 944                                                                                 | 1249                                                                                |
| 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       |                                                                                   | 0.26                                                                              | 0.36                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.11                                                                                | 0.13                                                                                |                                                                                     |                                                                                     | 0.27                                                                                | 0.07                                                                                |

## Intersection Summary

Area Type: Other

Cycle Length: 106

Actuated Cycle Length: 52.2

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay (s/veh): 12.5

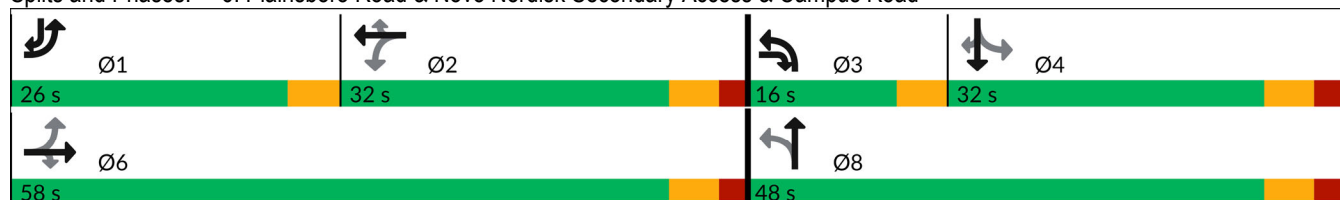
Intersection LOS: B

Intersection Capacity Utilization 51.0%

ICU Level of Service A

Analysis Period (min) 15

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



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)       | 494                                                                               | 110                                                                               | 45                                                                                | 344                                                                               | 226                                                                               | 242                                                                               |
| Future Volume (vph)        | 494                                                                               | 110                                                                               | 45                                                                                | 344                                                                               | 226                                                                               | 242                                                                               |
| 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                        | 0.975                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.930                                                                             |                                                                                   |
| Flt Protected              | 0.961                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (prot)          | 1759                                                                              | 0                                                                                 | 1805                                                                              | 1743                                                                              | 1720                                                                              | 0                                                                                 |
| Flt Permitted              | 0.961                                                                             |                                                                                   | 0.268                                                                             |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (perm)          | 1759                                                                              | 0                                                                                 | 508                                                                               | 1743                                                                              | 1720                                                                              | 0                                                                                 |
| Right Turn on Red          |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   | Yes                                                                               |
| Satd. Flow (RTOR)          | 22                                                                                |                                                                                   |                                                                                   |                                                                                   | 124                                                                               |                                                                                   |
| 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)            | 549                                                                               | 122                                                                               | 50                                                                                | 382                                                                               | 251                                                                               | 269                                                                               |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)      | 671                                                                               | 0                                                                                 | 50                                                                                | 382                                                                               | 520                                                                               | 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

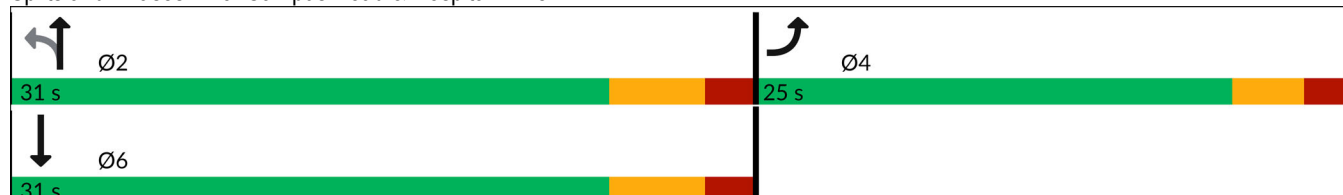
2027 Build  
Peak PM Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| 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)    | 20.3                                                                              |                                                                                   | 15.6                                                                              | 15.6                                                                              | 15.6                                                                              |                                                                                   |
| Actuated g/C Ratio      | 0.43                                                                              |                                                                                   | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              |                                                                                   |
| v/c Ratio               | 0.87                                                                              |                                                                                   | 0.30                                                                              | 0.66                                                                              | 0.80                                                                              |                                                                                   |
| Control Delay (s/veh)   | 30.5                                                                              |                                                                                   | 15.8                                                                              | 18.9                                                                              | 20.2                                                                              |                                                                                   |
| Queue Delay             | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   |
| Total Delay (s/veh)     | 30.5                                                                              |                                                                                   | 15.8                                                                              | 18.9                                                                              | 20.2                                                                              |                                                                                   |
| LOS                     | C                                                                                 |                                                                                   | B                                                                                 | B                                                                                 | C                                                                                 |                                                                                   |
| Approach Delay (s/veh)  | 30.5                                                                              |                                                                                   |                                                                                   | 18.6                                                                              | 20.2                                                                              |                                                                                   |
| Approach LOS            | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   |
| Queue Length 50th (ft)  | 148                                                                               |                                                                                   | 10                                                                                | 85                                                                                | 91                                                                                |                                                                                   |
| Queue Length 95th (ft)  | #429                                                                              |                                                                                   | 30                                                                                | 150                                                                               | 179                                                                               |                                                                                   |
| Internal Link Dist (ft) | 531                                                                               |                                                                                   |                                                                                   | 976                                                                               | 238                                                                               |                                                                                   |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Base Capacity (vph)     | 771                                                                               |                                                                                   | 273                                                                               | 939                                                                               | 984                                                                               |                                                                                   |
| 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       | 0.87                                                                              |                                                                                   | 0.18                                                                              | 0.41                                                                              | 0.53                                                                              |                                                                                   |

### Intersection Summary

Area Type: Other  
 Cycle Length: 56  
 Actuated Cycle Length: 47.1  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay (s/veh): 24.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 79.3%  
 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                                                                                                                                                                                                                                                   | 246                                                                               | 166                                                                                                                                                                 | 677                                                                                                                                                                                                                                                   | 110                                                                                | 457                                                                                 | 73                                                                                                                                                                      | 318                                                                                 | 95                                                                                  | 55                                                                                                                                                                      | 118                                                                                 |
| Future Volume (vph)        | 112                                                                               | 746                                                                                                                                                                                                                                                   | 246                                                                               | 166                                                                                                                                                                 | 677                                                                                                                                                                                                                                                   | 110                                                                                | 457                                                                                 | 73                                                                                                                                                                      | 318                                                                                 | 95                                                                                  | 55                                                                                                                                                                      | 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                                                                               | 0.965                                                                                                                                                                   |                                                                                     | 0.950                                                                               |                                                                                                                                                                         |                                                                                     |
| Satd. Flow (prot)          | 1805                                                                              | 5036                                                                                                                                                                                                                                                  | 1568                                                                              | 3502                                                                                                                                                                | 5136                                                                                                                                                                                                                                                  | 1615                                                                               | 1649                                                                                | 1675                                                                                                                                                                    | 1568                                                                                | 1805                                                                                | 1900                                                                                                                                                                    | 1599                                                                                |
| Flt Permitted              | 0.950                                                                             |                                                                                                                                                                                                                                                       |                                                                                   | 0.950                                                                                                                                                               |                                                                                                                                                                                                                                                       |                                                                                    | 0.950                                                                               | 0.965                                                                                                                                                                   |                                                                                     | 0.950                                                                               |                                                                                                                                                                         |                                                                                     |
| Satd. Flow (perm)          | 1805                                                                              | 5036                                                                                                                                                                                                                                                  | 1568                                                                              | 3502                                                                                                                                                                | 5136                                                                                                                                                                                                                                                  | 1615                                                                               | 1649                                                                                | 1675                                                                                                                                                                    | 1568                                                                                | 1805                                                                                | 1900                                                                                                                                                                    | 1599                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                                                                                                                                                                                       | Yes                                                                               |                                                                                                                                                                     |                                                                                                                                                                                                                                                       | Yes                                                                                |                                                                                     |                                                                                                                                                                         | Yes                                                                                 |                                                                                     |                                                                                                                                                                         | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                                                                                                                                                                                       | 183                                                                               |                                                                                                                                                                     |                                                                                                                                                                                                                                                       | 114                                                                                |                                                                                     |                                                                                                                                                                         | 179                                                                                 |                                                                                     |                                                                                                                                                                         | 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                                                                                                                                                                                                                                                   | 259                                                                               | 175                                                                                                                                                                 | 713                                                                                                                                                                                                                                                   | 116                                                                                | 481                                                                                 | 77                                                                                                                                                                      | 335                                                                                 | 100                                                                                 | 58                                                                                                                                                                      | 124                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                    | 42%                                                                                 |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                     |
| Lane Group Flow (vph)      | 118                                                                               | 785                                                                                                                                                                                                                                                   | 259                                                                               | 175                                                                                                                                                                 | 713                                                                                                                                                                                                                                                   | 116                                                                                | 279                                                                                 | 279                                                                                                                                                                     | 335                                                                                 | 100                                                                                 | 58                                                                                                                                                                      | 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 Effct Green (s)     | 12.1                                                                              | 31.5                                                                              | 62.5                                                                              | 10.6                                                                              | 30.0                                                                              | 41.0                                                                              | 24.0                                                                                | 24.0                                                                                | 36.6                                                                                | 11.0                                                                                | 11.0                                                                                | 30.1                                                                                |
| 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                                                                              | 0.25                                                                              | 0.49                                                                              | 0.48                                                                              | 0.16                                                                              | 0.73                                                                                | 0.72                                                                                | 0.50                                                                                | 0.52                                                                                | 0.29                                                                                | 0.22                                                                                |
| Control Delay (s/veh)   | 53.5                                                                              | 30.9                                                                              | 3.6                                                                               | 48.8                                                                              | 31.6                                                                              | 2.7                                                                               | 49.4                                                                                | 48.5                                                                                | 9.2                                                                                 | 54.6                                                                                | 47.3                                                                                | 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)     | 53.5                                                                              | 30.9                                                                              | 3.6                                                                               | 48.8                                                                              | 31.6                                                                              | 2.7                                                                               | 49.4                                                                                | 48.5                                                                                | 9.2                                                                                 | 54.6                                                                                | 47.3                                                                                | 5.9                                                                                 |
| LOS                     | D                                                                                 | C                                                                                 | A                                                                                 | D                                                                                 | C                                                                                 | A                                                                                 | D                                                                                   | D                                                                                   | A                                                                                   | D                                                                                   | D                                                                                   | A                                                                                   |
| Approach Delay (s/veh)  |                                                                                   | 27.1                                                                              |                                                                                   |                                                                                   | 31.3                                                                              |                                                                                   |                                                                                     | 34.0                                                                                |                                                                                     |                                                                                     | 31.7                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 75                                                                                | 153                                                                               | 19                                                                                | 57                                                                                | 140                                                                               | 1                                                                                 | 177                                                                                 | 176                                                                                 | 45                                                                                  | 63                                                                                  | 36                                                                                  | 0                                                                                   |
| Queue Length 95th (ft)  | 133                                                                               | 199                                                                               | 54                                                                                | 93                                                                                | 189                                                                               | 19                                                                                | #315                                                                                | #310                                                                                | 98                                                                                  | 122                                                                                 | 79                                                                                  | 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                                                                               | 2589                                                                              | 1022                                                                              | 679                                                                               | 2640                                                                              | 711                                                                               | 383                                                                                 | 390                                                                                 | 798                                                                                 | 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                                                                              | 0.25                                                                              | 0.26                                                                              | 0.27                                                                              | 0.16                                                                              | 0.73                                                                                | 0.72                                                                                | 0.42                                                                                | 0.52                                                                                | 0.29                                                                                | 0.19                                                                                |

### Intersection Summary

Area Type: Other

Cycle Length: 215

Actuated Cycle Length: 103.1

Natural Cycle: 175

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 30.6

Intersection LOS: C

Intersection Capacity Utilization 70.4%

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 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                                                                                 | 1145                                                                              | 15                                                                                | 17                                                                                | 767                                                                               | 1                                                                                 | 51                                                                                  | 0                                                                                   | 78                                                                                  | 39                                                                                  | 0                                                                                   | 21                                                                                  |
| Future Volume (vph)        | 2                                                                                 | 1145                                                                              | 15                                                                                | 17                                                                                | 767                                                                               | 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                                                                                 | 1245                                                                              | 16                                                                                | 18                                                                                | 834                                                                               | 1                                                                                 | 55                                                                                  | 0                                                                                   | 85                                                                                  | 42                                                                                  | 0                                                                                   | 23                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 2                                                                                 | 1245                                                                              | 16                                                                                | 18                                                                                | 834                                                                               | 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                                                                              | 0.49                                                                              | 0.01                                                                              | 0.12                                                                              | 0.32                                                                              | 0.00                                                                              |                                                                                     | 0.36                                                                                | 0.33                                                                                |                                                                                     | 0.27                                                                                | 0.09                                                                                |
| Control Delay (s/veh)   | 34.0                                                                              | 7.0                                                                               | 0.0                                                                               | 33.9                                                                              | 5.4                                                                               | 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                                                                              | 7.0                                                                               | 0.0                                                                               | 33.9                                                                              | 5.4                                                                               | 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)  |                                                                                   | 6.9                                                                               |                                                                                   |                                                                                   | 6.0                                                                               |                                                                                   |                                                                                     | 21.2                                                                                |                                                                                     |                                                                                     | 22.3                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 1                                                                                 | 97                                                                                | 0                                                                                 | 7                                                                                 | 54                                                                                | 0                                                                                 |                                                                                     | 20                                                                                  | 0                                                                                   |                                                                                     | 15                                                                                  | 0                                                                                   |
| Queue Length 95th (ft)  | 8                                                                                 | 274                                                                               | 0                                                                                 | 31                                                                                | 148                                                                               | 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                                                                              | 0.49                                                                              | 0.01                                                                              | 0.06                                                                              | 0.32                                                                              | 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: 0.49

Intersection Signal Delay (s/veh): 7.9

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 &amp; Scudders Mill Road

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

