TRAFFIC IMPACT STUDY

For

Plainsboro Fusion
Township of Plainsboro
Middlesex County, New Jersey

Prepared For:

IWRV Scudders Road, LLC
100 Passaic Avenue, Suite 240
Fairfield, NJ 07704

Plainsboro Housing LP
6 Forest Avenue, Suite 220
Paramus, NJ 07652

Prepared By:

Langan Engineering & Environmental Services, LLC
1 University Square Drive, Suite 110
Princeton, NJ 08540
NJ Certificate of Authorization No: 24GA27996400

Karl A. Pehnke, P.E.
P.E. License No. 36434

Jon E. Gaskill, P.E.
P.E. License No. 59539

LANGAN

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Table of Contents

EXECUTIVE SUMMARY **1**
INTRODUCTION **1**
Project Description 1
Study Area 1
Scope of Study 2
DESCRIPTION OF EXISTING CONDITIONS **3**
Roads 3
Scudders Mill Road (County Route 614) 3
Campus Road 3
College Road East 3
Plainsboro Road 3
Walker Gordon Drive 3
Pasture Lane 3
Maple Avenue 4
Prospect Avenue 4
Innovation Way 4
Novo Nordisk Way 4
Intersections 4
Scudders Mill Road (CR 614) and Campus Road 4
Scudders Mill Road (CR 614) and Novo Nordisk Way East / Innovation Way East 4
Scudders Mill Road (CR 614) and College Road East 5
Plainsboro Road and Campus Road / Site Driveway 5
Plainsboro Road and Walker Gordon Drive / Pasture Lane 5
Scudders Mill Road (CR 614) and Innovation Way West 5
Scudders Mill Road (CR 614) and Novo Nordisk Way West 6
Plainsboro Road and Maple Avenue 6
Plainsboro Road and Prospect Avenue / Plainsboro Fire Company Driveway 6
Traffic Volumes 6
ESTIMATE OF FUTURE CONDITIONS **8**
Background Traffic Growth 8
No-Build Condition 8
Trip Distribution 9
No-Build Condition With Approved GDP Traffic Volumes 10
Build Traffic Volumes 10
ANALYSIS OF TRAFFIC OPERATIONS **13**
Level of Service Criteria 13
Capacity Analysis 14
Scudders Mill Road (CR 614) and Campus Road 15
Scudders Mill Road (CR 614) and Novo Nordisk Way East / Innovation Way East 16
Scudders Mill Road (CR 614) and College Road East 16
Plainsboro Road and Campus Road / Site Driveway 16
Plainsboro Road and Walker Gordon Drive / Pasture Lane 16
Scudders Mill Road (CR 614) and Innovation Way West / Site Driveway 16
Scudders Mill Road (CR 614) and Novo Nordisk Way West 18
Plainsboro Road and Maple Avenue 18
Plainsboro Road and Prospect Avenue / Plainsboro Fire Company Driveway 18
Plainsboro Road and Site Driveway 19
CONCLUSIONS **20**

List of Figures

Figure 1 - Site Location Map
Figure 2 - 2025 Existing Traffic Volumes
Figure 3 - 2028 Base Traffic Volumes
Figure 4 - Adjacent Development Traffic Volumes
Figure 5 - 2028 No-Build Traffic Volumes
Figure 6 - Arrival & Departure Distributions - Approved Office
Figure 7 - Total Site-Generated Trips - Approved GDP
Figure 8 - No-Build Traffic Volumes - Approved GDP
Figure 9 - Arrival & Departure Distributions - Residential
Figure 10 - Arrival & Departure Distributions - Retail / Experiential Food & Beverage
Figure 11 - Arrival & Departure Distributions - Proposed Office
Figure 12 - Arrival & Departure Distributions - Hotel
Figure 13 - Arrival & Departure Distributions - Athletic Fields
Figure 14 - Arrival & Departure Distributions - Pass-By
Figure 15 - Total Site-Generated Trips - Proposed Development Program
Figure 16 - Build Traffic Volumes - Proposed Development Program
Figure E1 - 2025 Existing Traffic Volumes (Pre-Covid)
Figure E2 - 2028 Base Traffic Volumes (Pre-Covid)
Figure E3 - 2028 No-Build Traffic Volumes (Pre-Covid)
Figure E4 - No-Build Traffic Volumes - Approved GDP (Pre-Covid)
Figure E5 - Build Traffic Volumes - Proposed Development Program (Pre-Covid)

List of Tables

Table 1 – Trip Generation Estimates – Adjacent Developments
Table 2 – Arrival & Departure Trip Distributions
Table 3 – Trip Generation Estimates – Approved GDP
Table 4 – Trip Generation Estimates – Proposed Development Program
Table 5 – Intersection Capacity Analysis Summary
Table E1 – Traffic Volume Comparison
Table E2 – Intersection Capacity Analysis Summary (Pre-COVID Conditions)

Appendices

Appendix A - Figures
Appendix B - Traffic Counts
Appendix C - Capacity Analyses
Appendix D - Signal Warrant Reports
Appendix E - Supplemental Analysis - Pre-COVID Conditions

EXECUTIVE SUMMARY

Langan Engineering and Environmental Services has been retained to prepare a traffic impact study for a proposed mixed-used development located in Plainsboro Township, Middlesex County, New Jersey. The site is designated as Block 1601, Lot 50 according to the Plainsboro Township tax map.

The site is located along eastbound Scudders Mill Road and westbound Plainsboro Road. The site is bordered by medical land uses to the east, commercial land uses to the west and north, and industrial and residential land uses to the south.

Existing access to the site is via one signalized access driveway at the intersection of Plainsboro Road and Campus Road. Two additional access driveways are proposed. One full-movement access driveway is proposed to intersect Scudders Mill Road at a signalized four-leg intersection with Innovation Way. One full-movement access driveway is proposed along Plainsboro Road at a stop-controlled T-shaped intersection.

The proposed development includes a mix of uses, including 565 attached multi-family and townhome residential units, 51,210 square feet (sf) of retail space, 40,000 sf of office space, a 100-room hotel, 19,870 sf of experiential food and beverage space, and athletic fields. Under the prior General Development Plan (GDP), the site is approved for up to 723,879 sf of office space.

We prepared trip generation estimates for the prior approved office development (Approved GDP) and proposed mixed-used development (Proposed Development Program) using data compiled for Land Use Code 220 (Multifamily Housing (Low-Rise)), Land Use Code 821 (Shopping Plaza (40-150k), Land Use Code 710 (General Office Building), Land Use Code 310 (Hotel), Land Use Code 971 (Brewery Tap Room), and Land Use Code 411 (Public Park) by the Institute of Transportation Engineers (ITE) as contained in the publication Trip Generation, 11th edition. Langan estimates that the proposed development will generate approximately 415 new trips (196 enter, 219 exit) during the weekday morning peak hour and 665 new trips (361 enter, 304 exit) during the weekday evening peak hour.

The proposed mixed-use development will generate 504 less weekday morning peak hour trips and 194 less weekday evening peak hour trips than the prior approved office development.

We determined the directional distribution of the site-generated trips based on an examination of census data, demographic data, a journey-to-work model, a gravity model, and existing travel patterns in the study area. We conducted capacity analyses at the following intersections:

- Scudders Mill Road (CR 614) and Campus Road
- Scudders Mill Road (CR 614) and Novo Nordisk Way East / Innovation Way East
- Scudders Mill Road (CR 614) and College Road East
- Plainsboro Road and Campus Road / Site Driveway
- Plainsboro Road and Walker Gordon Drive / Pasture Lane
- Scudders Mill Road (CR 614) and Innovation Way West
- Scudders Mill Road (CR 614) and Novo Nordisk Way West
- Plainsboro Road and Maple Avenue
- Plainsboro Road and Prospect Avenue / Plainsboro Fire Company Driveway
- Plainsboro Road and Site Driveway

We conclude that the proposed mixed-use development will not significantly alter area traffic operations during peak hours. The proposed development program will generally have less of an impact on the adjacent roadway network compared to the prior approved GDP. Based on our analyses, we determined that the adjacent roadway network has sufficient capacity to accommodate the site-generated trips.

Langan has also prepared supplemental analyses for planning consideration assuming Pre-Covid traffic volume data as the existing condition (2025 from TIS). We derived the Pre-Covid traffic volumes from the Princeton Forrestal Campus GDP Traffic Impact Study, dated April 19, 2019, which uses 2018 traffic count data, and 2019 traffic count data from the New Jersey Department of Transportation along Plainsboro Road and Maple Road. We have prepared summary tables of the capacity analysis results. Additionally, we have prepared a table of the traffic counts comparing the pre-covid data and the current 2023/2024/2025 traffic counts used in this traffic impact study. A level of service (LOS) Summary Table and the capacity analyses worksheets is also included in the Appendix E.

As can be expected, there is a variation in traffic patterns with Scudders Mill Road 2025 volumes being similar to Pre-Covid conditions and traffic entering the area along College Road, Campus Road, and Plainsboro Road experiencing a reduction in peak hour traffic flow that is likely related to a combination of factors associated with changed office space demand and workplace policies that have changed days and times employees travel to work. It is noted that the available data suggest that the 2025 traffic volumes are higher than the Pre-Covid traffic volumes at some intersections throughout the study area.

INTRODUCTION

Langan Engineering and Environmental Services has been retained to prepare a traffic impact study for a proposed mixed-used development located in Plainsboro Township, Middlesex County, New Jersey. The site is designated as Block 1601, Lot 50 according to the Plainsboro Township tax map. Figure 1 in Appendix A shows the site location.

The site is located along eastbound Scudders Mill Road and westbound Plainsboro Road. The site is bordered by medical land uses to the east, commercial land uses to the west and north, and industrial and residential land uses to the south.

Project Description

The proposed development includes a mix of uses, including 565 attached multi-family and townhome residential units, 51,210 square feet (sf) of retail space, 40,000 sf of office space, a 100-room hotel, 19,870 sf of experiential food and beverage space, and athletic fields. Under the prior General Development Plan (GDP), the site is approved for up to 723,879 sf of office space.

Existing access to the site is via one signalized access driveway at the intersection of Plainsboro Road and Campus Road. Two additional access driveways are proposed. One full-movement access driveway is proposed to intersect Scudders Mill Road at a signalized four-leg intersection with Innovation Way. One full-movement access driveway is proposed along Plainsboro Road at a stop-controlled T-shaped intersection.

Study Area

We conducted capacity analyses at the following intersections:

- Scudders Mill Road (CR 614) and Campus Road
- Scudders Mill Road (CR 614) and Novo Nordisk Way East / Innovation Way East
- Scudders Mill Road (CR 614) and College Road East
- Plainsboro Road and Campus Road / Site Driveway
- Plainsboro Road and Walker Gordon Drive / Pasture Lane
- Scudders Mill Road (CR 614) and Innovation Way West
- Scudders Mill Road (CR 614) and Novo Nordisk Way West
- Plainsboro Road and Maple Avenue
- Plainsboro Road and Prospect Avenue / Plainsboro Fire Company Driveway
- Plainsboro Road and Site Driveway

An inventory of the physical road conditions is presented in the section "Description of Existing Conditions."

Scope of Study

Langan undertook the following steps to prepare this study in accordance with standard traffic engineering methodologies:

1. Conducted a field examination of the development property and surrounding road network to inventory physical and regulatory conditions including the number of lanes, lane assignments, channelization, traffic-control devices, lateral clearances, and other factors that limit traffic capacity.
2. Arranged for a series of manual turning movement traffic counts at the intersections identified in the previous section. We conducted counts on typical weekdays and then identified the existing weekday morning and evening peak hour traffic volumes based on the manual traffic count data.
3. Established Existing traffic volumes using the obtained turning movement counts.
4. Established Base traffic volumes by applying the applicable New Jersey Department of Transportation (NJDOT) Middlesex County annual growth factor of 2.75 percent to the existing traffic volumes.
5. Identified other developments and vacancies in the study area and established No-Build traffic volumes.
6. Established No-Build with Approved GDP traffic volumes by adding the Plainsboro entitled GDP traffic to the No-Build traffic volumes.
7. Prepared trip generation estimates for the proposed mixed-use development based on data documented by the Institute of Transportation Engineers (ITE).
8. Evaluated the mix of uses for internal interaction and pass-by traffic capture opportunities from existing traffic on the adjacent roadways utilizing data documented by the ITE.
9. Developed trip distribution for the development based on existing and expected travel patterns, demographic journey-to-work data, and census gravity model data.
10. Assigned site-generated trips to the development's access streets and the surrounding road network based on the likely travel routes motorists will use to travel to and from the development.
11. Established future Build traffic volumes by adding site-generated trips to the No-Build traffic volumes.
12. Performed intersection capacity analyses for the weekday morning and evening peak hours using Synchro Software.
13. Performed supplemental analyses using Pre-Covid traffic data.

DESCRIPTION OF EXISTING CONDITIONS

This section describes the roads, intersections, and traffic volumes in the area of the site located in Plainsboro Township, Middlesex County, New Jersey.

Roads

Scudders Mill Road (County Route 614)

Scudders Mill Road is classified as an urban minor arterial and is under Middlesex County jurisdiction. The roadway has a general east-west orientation and provides two travel lanes in each direction. The eastbound and westbound lanes are separated by a grass median. The posted speed limit is 40 mph west of Campus Road and 50 mph east of Campus Road.

Campus Road

Campus Road is a local road under Plainsboro Township jurisdiction. The roadway has a general north-south orientation and provides one travel lane in each direction. The posted speed limit is 35 mph.

College Road East

College Road East is classified as an urban major collector and is under Plainsboro Township jurisdiction. College Road East has a general north-south orientation and generally provides two travel lanes in each direction. The posted speed limit is 40 mph.

Plainsboro Road

Plainsboro Road is classified as an urban major collector and is under Plainsboro Township jurisdiction. The roadway has a general east-west orientation and provides one travel lane in each direction. The posted speed limit varies between 25 and 45 mph.

Walker Gordon Drive

Walker Gordon Drive is classified as a local road and is under Plainsboro Township jurisdiction. The roadway has a general north-south orientation and provides one travel lane in each direction. The posted speed limit is 25 mph.

Pasture Lane

Pasture Lane is classified as a local road and is under Plainsboro Township jurisdiction. The roadway has a general north-south orientation and provides one travel lane in each direction. The posted speed limit is 25 mph.

Maple Avenue

Maple Avenue is classified as an urban major collector and is under Plainsboro Township jurisdiction. The roadway has a general north-south orientation and provides one travel lane in each direction. The posted speed limit is 25 mph.

Prospect Avenue

Prospect Avenue is classified as an urban major collector and is under Plainsboro Township jurisdiction. The roadway has a general north-south orientation and provides one travel lane in each direction. The posted speed limit is 25 mph.

Innovation Way

Innovation Way is a private road. The roadway is a loop road serving the Princeton Forrestal Innovation Park and provides two travel lanes in each direction. The speed limit is not posted.

Novo Nordisk Way

Novo Nordisk Way is a private road. The roadway is a loop road serving the Novo Nordisk campus and provides one travel lane in each direction. The posted speed limit is 20 mph.

Intersections

Scudders Mill Road (CR 614) and Campus Road

Campus Road intersects Scudders Mill Road to form a four-leg intersection under signal control. The eastbound Scudders Mill Road approach provides one left-turn lane, three thru lanes, and one right-turn lane. The westbound Scudders Mill Road approach provides two left-turn lanes, three thru lanes, and one right-turn lane. The northbound Campus Road approach provides one left-turn lane, one shared left-turn/thru lane, and one right-turn lane. The southbound Campus Road approach provides one left-turn lane, one thru lane, and one right-turn lane. The signal operates under four phases with a variable cycle length.

Scudders Mill Road (CR 614) and Novo Nordisk Way East / Innovation Way East

Innovation Way and Novo Nordisk Way intersect Scudders Mill Road to form a four-leg intersection under signal control. The eastbound and westbound Scudders Mill Road approaches each provide one left-turn lane, two thru lanes, and one right-turn lane. The northbound Novo Nordisk Way approach provides one shared left-turn/thru lane and one right-turn lane. The southbound Innovation Way approach provides one shared left-turn/thru lane and one right-turn lane. The signal operates under three phases with cycle lengths that vary based on time of day.

Scudders Mill Road (CR 614) and College Road East

College Road East intersects Scudders Mill Road to form a four-leg intersection under signal control. The eastbound Scudders Mill Road approach provides one left-turn lane, two thru lanes, and one channelized right-turn lane under yield-control. The westbound Scudders Mill Road approach provides one left-turn lane, two thru lanes, and one right-turn lane. The northbound College Road East approach provides one shared left-turn/thru lane and one shared thru/right-turn lane. The southbound College Road East approach provides one left-turn lane, one shared left-turn/thru lane and one right-turn lane. The signal operates under four phases with a variable cycle length.

Plainsboro Road and Campus Road / Site Driveway

Campus Road and the site driveway intersect Plainsboro Road to form a four-leg intersection under signal control. The eastbound Plainsboro Road approach provides one shared left-turn/thru lane and one right-turn lane. The westbound site driveway approach provides one shared left-turn/thru lane and one channelized right-turn lane under yield-control. The northbound Plainsboro Road approach provides one left-turn lane and one shared thru/right-turn lane. The southbound Campus Road approach provides one shared left-turn/thru lane and one right-turn lane. The signal operates under four phases with a variable cycle length.

Plainsboro Road and Walker Gordon Drive / Pasture Lane

Walker Gordon Drive and Pasture Lane intersect Plainsboro Road to form a four-leg intersection under signal control. The eastbound and westbound Plainsboro Road approaches each provide one shared left-turn/thru/right-turn lane. The northbound Walker Gordon Drive approach provides one shared left-turn/thru lane and one right-turn lane. The southbound Pasture Lane approach provides one shared left-turn/thru/right-turn lane. The signal operates under four phases with a variable cycle length.

Scudders Mill Road (CR 614) and Innovation Way West

Innovation Way intersects Scudders Mill Road to form a T-shaped intersection under stop-control. The eastbound Scudders Mill Road approach provides one left-turn lane and two thru lanes. The westbound Scudders Mill Road approach provides two thru lanes and one channelized right-turn lane. The southbound Innovation Way approach provides one left-turn lane and one right-turn lane and is stop-controlled.

Scudders Mill Road (CR 614) and Novo Nordisk Way West

Novo Nordisk Way intersects Scudders Mill Road to form a T-shaped intersection under stop-control. The eastbound Scudders Mill Road approach provides one U-turn lane, two thru lanes, and one channelized right-turn lane. The westbound Scudders Mill Road approach provides one left-turn lane and two thru lanes. The northbound Novo Nordisk Way approach provides one left-turn lane and one right-turn lane and is stop-controlled.

Plainsboro Road and Maple Avenue

Maple Avenue intersects Plainsboro Road to form a T-shaped intersection under stop-control. The eastbound Maple Avenue approach provides one shared thru/right-turn lane. The westbound Maple Avenue approach provides one shared left-turn/thru lane. The northbound Maple Avenue approach provides one shared left-turn/right-turn lane and is stop-controlled. Westbound and northbound left-turns are prohibited on weekdays from 7:00 AM to 9:00 AM and from 4:30 PM to 6:00 PM.

Plainsboro Road and Prospect Avenue / Plainsboro Fire Company Driveway

Prospect Avenue and the Plainsboro Fire Company driveway intersect Plainsboro Road to form a four-leg intersection under stop-control. The eastbound and westbound Plainsboro Road approaches each provide one shared left-turn/thru/right-turn lane. The northbound Prospect Avenue approach provides one shared left-turn/thru/right-turn lane and is stop-controlled. The southbound Plainsboro Fire Company driveway provides one shared left-turn/thru/right-turn lane and is stop-controlled.

Traffic Volumes

We arranged for traffic counts to be conducted during the morning and evening peak hours on a typical weekday at the study intersections to examine traffic conditions near the development. Specifically, turning movement counts were conducted on Thursday, June 8, 2023, from 6:00 AM to 10:00 AM and from 2:00 PM to 7:00 PM at the following intersections:

- Scudders Mill Road (CR 614) and Campus Road
- Plainsboro Road and Campus Road
- Plainsboro Road and Walker Gordon Drive / Pasture Lane
- Plainsboro Road and Walker Gordon Drive West
- Plainsboro Road and Maple Avenue
- Plainsboro Road and Prospect Avenue / Plainsboro Fire Company Driveway

Additional turning movement counts were conducted on Thursday, February 29, 2024, from 7:00 AM to 9:30 AM and from 4:00 PM to 6:00 PM at the following intersections:

- Scudders Mill Road (CR 614) and Novo Nordisk Way / Innovation Way
- Scudders Mill Road (CR 614) and College Road East
- Scudders Mill Road (CR 614) and Innovation Way West
- Scudders Mill Road (CR 614) and Novo Nordisk Way West

Supplemental turning movement counts were conducted on Wednesday, May 21, 2025, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM at the following intersections:

- Scudders Mill Road (CR 614) and Campus Road
- Plainsboro Road and Campus Road
- Plainsboro Road and Maple Avenue

The traffic counts identify distinct times during the weekday morning and evening periods when traffic experienced its highest levels. The weekday morning peak hour generally occurs between 7:00 AM and 9:00 AM and the weekday evening peak hour generally occurs between 4:00 PM and 6:00 PM. Note that the counted traffic volumes were reviewed and adjusted to balance traffic flow between intersections to create a representative base flow condition.

Figure 2 illustrates the existing weekday morning and evening peak hour traffic volumes. Summaries of the traffic counts are contained in Appendix B.

ESTIMATE OF FUTURE CONDITIONS

This section of the report covers background traffic growth, site-generated trips, trip distribution, and future traffic volumes. We anticipate the mixed-use development will be completed and occupied in 2028. Accordingly, we projected traffic volumes to include existing traffic and new traffic created by background growth to derive the 2028 Base traffic volumes. We accounted for adjacent developments and added the traffic to the 2028 Base traffic volumes to establish the 2028 No-Build traffic volumes.

We added site-generated trips based on the prior GDP for the development to derive the No-Build with Approved GDP traffic volumes. To derive the Build traffic volumes, we added the proposed development program site-generated trips to the No-Build traffic volumes.

Background Traffic Growth

We increased the existing peak hour traffic volumes by a compounded annual growth rate of 2.75 percent, established by NJDOT for Middlesex County for short term growth projections, to derive the base traffic volumes.

Figure 3 illustrates the 2028 Base traffic volumes.

No-Build Condition

In addition to general background growth, there are planned developments within the immediate study area that will influence traffic on the surrounding roadway network. In preparing the future traffic projections, we have included the traffic associated with the proposed developments on the study intersections. The following are the developments considered in the 2028 No-Build traffic volumes:

- Princeton Nurseries Mixed-Use Redevelopment
- Cancer Center at Penn Medicine Princeton Medical Center (151,555 sf)
- Reoccupied Vacant Office Space at Princeton Forrestal Innovation Park (433,000 sf)

We estimated traffic volumes associated with the Princeton Nurseries redevelopment from a review of its traffic study. There is no corresponding land use code for a cancer center, which generates lower peak hour volumes than a typical hospital or medical office building. Accordingly, we estimated traffic volumes for the cancer center using trip-generation data based on existing traffic counts from an existing cancer center. We estimated the traffic generation of the reoccupied vacant office space of the Princeton Forrestal Innovation Park Using data compiled for Land Use Code 760 (Research and Development Center) contained in the Institute to

Transportation Engineers (ITE) publication Trip Generation, 11th edition. The occupied 242,000 sf office space in the Innovation Park generates considerably less trips than ITE estimates for an office or research and development land use. Therefore, we used Land Use Code 760 as a more intensive trip generation than the existing trip generation.

The trip generation estimates for the cancer center and reoccupied office space are summarized in Table 1.

Table 1 – Trip Generation Estimates – Adjacent Developments

Adjacent Development	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
Cancer Center at Penn Medicine Princeton Medical Center (151,555 sf)	185	18	203	242	134	158
Vacant Office Space (433,000 sf) Princeton Forrestal Innovation Park	366	80	446	68	356	424

The collective traffic volumes from these developments are shown on Figure 4. We assigned the trips for the cancer center and Innovation Park office space to the study area intersections using the office arrival and departure distributions described in the Trip Distribution section. We added the adjacent development traffic volumes, Figure 4, to the 2028 Base traffic volumes to develop the 2028 No-Build traffic volumes, shown on Figure 5.

Trip Distribution

We determined the directional distributions of the approved and proposed site-generated trips based on demographic journey-to-work data, census gravity model data, existing and expected travel patterns in the study area, and surrounding population locations. The office, hotel, and residential distributions were determined by using journey-to-work data and the retail, experiential food & beverage, and athletic field distributions were based on a 5-mile gravity model. Table 2 summarizes the arrival and departure distributions.

Table 2 – Arrival & Departure Trip Distributions

Route (To/From)	Residential	Retail	Office	Hotel	Park
U.S. Route 1 (North)	30%	10%	25%	30%	10%
U.S. Route 1 (South)	30%	35%	40%	30%	35%
Scudders Mill Road (CR 614) (East)	25%	25%	20%	20%	10%
Plainsboro Road (East)	5%	10%	5%	5%	25%
Prospect Ave / Maple Ave (South)	5%	10%	5%	5%	10%
Walker Gordon Drive (South)	-	10%	-	-	10%
College Road East (North)	3%	-	5%	5%	-
Campus Raod (North)	2%	-	-	-	-
Total	**100%**	**100%**	**100%**	**100%**	**100%**

Figures 9 to 14 show the arrival and departure distributions associated with the development. We applied the new site-generated trips to the adjacent roadway system as per the above distributions.

No-Build Condition With Approved GDP Traffic Volumes

We reviewed the approved GDP (General Development Plan) for the site and based on the approved development program have prepared trip generation estimates using data compiled for Land Use Code 710 (General Office Building) by the ITE as contained in the publication Trip Generation, 11th edition.

The trip generation estimates for the approved GDP is summarized in Table 3.

Table 3 – Trip Generation Estimates – Approved GDP

Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
General Office Building (LUC 710) (723,879 sf)	808	111	919	146	713	859

We assigned the trip generation estimates for the prior approved GDP shown in Table 3 to the adjacent roadway network using the office trip distributions shown in Table 2. Figure 6 shows the arrival and departure distributions for the approved GDP. The site-generated trips for the approved GDP are shown on Figure 7. We then added those assigned trips to the No-Build traffic volumes, Figure 5, to derive the No-Build with Approved GDP traffic volumes. Figure 8 illustrates the No-Build with Approved GDP traffic volumes.

Build Traffic Volumes

We have prepared an estimate of site-generated trips for the proposed new development program. The estimates were prepared using data compiled for Land Use Code 220 (Multifamily Housing (Low-Rise)), Land Use Code 821 (Shopping Plaza (40-150k)), Land Use Code 710 (General Office Building), Land Use Code 311 (All-Suites Hotel), Land Use Code 971 (Brewery Tap Room), and Land Use Code 411 (Public Park) by the Institute of Transportation Engineers (ITE) as contained in the publication Trip Generation, 11th edition.

The development of a site with a mix of uses will result in an interaction of traffic between the different uses. ITE has established a methodology for calculating the internal capture between various uses. Using this methodology as documented in the ITE's Trip Generation Handbook estimates of the internal capture adjustments were determined.

Additionally, a certain percentage of traffic attracted to retail land uses generally relates to the volume of traffic passing by a site. These trips are diverted into a site from the adjacent passing travel stream and continue along their original trip path when exiting a site. These specified trips are known as "pass-by" trips and are not new to an area or the immediate adjacent roadway system. We used the pass-by percentages in accordance with data contained in the ITE's Trip Generation Handbook, 3rd edition. Pass-by credits were applied to the external site-generated trips to determine the new trips the development would have generated. We used the pass-by percentages of 0% for the weekday morning peak hour and 40% for the weekday evening peak hour for the retail use.

Table 4 summarizes the trip generation estimates for the proposed development program for the weekday morning and evening peak hours.

Table 4 – Trip Generation Estimates – Proposed Development Program

Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Multifamily Housing (LUC 220) (565 units)	54	172	226	182	106	288
Retail (LUC 821) (51,210 sf)	50	31	81	119	124	243
Office (LUC 710) (40,000 sf)	71	10	81	14	68	82
Hotel (LUC 310) (100 rooms)	24	19	43	24	22	46
Brewery Tap Room (LUC 971) (19,870 sf)	12	2	14	115	80	195
Public Park (LUC 411) (3.6 acres)	0	0	0	13	10	23
Total	**211**	**234**	**445**	**467**	**410**	**877**
Internal Capture Reduction						
Multifamily Housing (LUC 220) (565 units)	1	4	5	33	19	52
Retail (LUC 821) (51,210 sf)	7	4	11	24	38	62
Office (LUC 710) (40,000 sf)	7	3	10	6	11	17
Hotel (LUC 310) (100 rooms)	0	4	4	7	2	9
Total	**- 15**	**- 15**	**- 30**	**- 70**	**- 70**	**- 140**
Pass-By Trips						
Retail (LUC 821) (51,210 sf) (40% PM)	0	0	0	- 36	- 36	- 72
Total	**0**	**0**	**0**	**- 36**	**- 36**	**- 72**
Total New Trips						
Multifamily Housing (LUC 220) (565 units)	53	168	221	149	87	236
Retail (LUC 821) (51,210 sf)	43	27	70	59	50	109
Office (LUC 710) (40,000 sf)	64	7	71	8	57	65
Hotel (LUC 310) (100 rooms)	24	15	39	17	20	37
Brewery Tap Room (LUC 971) (19,870 sf)	12	2	14	115	80	195
Public Park (LUC 411) (3.6 acres)	0	0	0	13	10	23
Total	**196**	**219**	**415**	**361**	**304**	**665**
Comparison to Prior GDP Approval New Trips						
Prior GDP Trips	808	111	919	146	713	859
Difference	**- 612**	**108**	**- 504**	**215**	**- 409**	**- 194**

We assigned the trip generation estimates shown in Table 4 for the proposed new development program to the adjacent roadway network using the trip distributions shown in Table 2. The arrival and departure distributions for the proposed development are shown in Figures 9 to 13.

The total site-generated trips (pass-by and new trips) for the proposed development are shown on Figure 14. The Build traffic volumes were derived by adding the total site-generated trips to the No-Build traffic volumes, Figure 5. Figure 15 illustrates the Build weekday morning and evening peak hour traffic volumes for the proposed development.

ANALYSIS OF TRAFFIC OPERATIONS

This section describes the capacity analysis we conducted to assess traffic operations for the No-Build and Build conditions. Capacity analysis provides an indication of the adequacy of road facilities to serve traffic demand.

Level of Service Criteria

Level of Service (LOS) is the term used to denote different operating conditions that occur on a given road segment under various traffic volume demands. LOS is a qualitative measure that considers a number of factors including road geometry, speed, travel delay and freedom to maneuver. LOS designations range from A to F and provide an index of operational qualities of a road segment or an intersection. LOS A represents the best operating conditions; LOS F represents the worst.

LOS designations are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection. For unsignalized intersections, the analysis considers the operation of all movements that conflict with other movements, such as main-line left turns and traffic exiting a side street. The evaluation criteria used to analyze the study area intersections are based on the Highway Capacity Manual, 7th edition, (HCM), published by the Transportation Research Board and the Synchro Software.

The HCM defines LOS for signalized intersections as follows:

LOS	Control Delay per Vehicle
A	≤10 sec
B	>10 and ≤20 sec
C	>20 and ≤35 sec
D	>35 and ≤55 sec
E	>55 and ≤80 sec
F	>80 sec

The HCM defines LOS for unsignalized intersections as follows:

LOS	Delay Range (sec/veh)
A	≤10 sec
B	>10 and ≤15 sec
C	>15 and ≤25 sec
D	>25 and ≤35 sec
E	>35 and ≤50 sec
F	>50 sec

Capacity Analysis

We conducted capacity analyses for the intersections in the study area and found that the proposed new development will generally have less of an impact on the study area during peak hours than the prior GDP. Table 5 summarizes the No-Build, No-Build with Approved GDP, and Build with Proposed Development Program levels of service (LOS) at each study intersection during the weekday morning and evening peak hours. Following are discussions pertaining to each of the intersections analyzed. All capacity analysis printouts are contained in Appendix C.

Table 5 – Intersection Capacity Analysis Summary

Intersection	Movement		2028 No-Build Condition		2028 No-Build With Prior GDP		2028 Build Proposed Development Program	
			AM	PM	AM	PM	AM	PM
Signalized Intersections								
Scudders Mill Road (CR 614) and Campus Road	EB	L	E (58.2)	E (58.9)	E (64.0)	E (66.5)	E (60.0)	E (62.0)
		T	C (29.8)	C (29.7)	C (31.7)	C (28.7)	C (29.9)	C (30.0)
		R	A (7.9)	A (5.0)	B (11.8)	A (5.4)	A (8.7)	A (5.5)
	WB	L	D (48.2)	D (45.5)	D (52.9)	D (50.9)	D (49.7)	D (47.9)
		T	C (27.5)	C (32.1)	C (26.2)	C (34.5)	C (27.8)	C (32.6)
		R	A (4.5)	A (4.3)	A (4.1)	A (3.9)	A (4.4)	A (4.3)
	NB	L	D (45.0)	D (54.6)	D (51.1)	E (72.2)	D (47.4)	E (62.5)
		T	D (45.0)	D (54.2)	D (51.3)	E (71.6)	D (47.4)	E (62.6)
		R	A (3.7)	A (9.2)	A (3.8)	A (9.7)	A (3.9)	A (9.4)
	SB	L	E (62.8)	E (74.6)	E (70.3)	F (93.5)	E (65.7)	F (84.2)
		T	D (52.2)	E (56.6)	E (57.0)	E (65.1)	D (54.0)	E (60.2)
		R	A (7.1)	B (14.8)	A (7.4)	B (16.1)	A (7.2)	B (15.4)
	Overall		**C (29.0)**	**C (34.4)**	**C (31.0)**	**D (38.7)**	**C (29.7)**	**D (36.6)**
Scudders Mill Road (CR 614) and Novo Nordisk Way / Innovation Way	EB	L	D (50.2)	D (35.5)	D (50.2)	D (35.5)	D (50.2)	D (35.5)
		T	A (9.9)	B (12.5)	B (10.1)	B (13.8)	B (10.2)	B (13.0)
		R	A (0.8)	A (0.0)	A (0.8)	A (0.0)	A (0.8)	A (0.0)
	WB	L	D (49.4)	C (34.5)	D (49.4)	C (34.5)	D (49.4)	C (34.5)
		T	B (12.9)	B (10.8)	B (14.8)	B (10.9)	B (13.3)	B (11.2)
		R	A (2.1)	A (0.1)	A (2.5)	A (0.1)	A (2.1)	A (0.1)
	NB	L,T	D (44.3)	C (28.7)	D (44.3)	C (28.7)	D (44.3)	C (28.7)
		R	A (0.8)	A (8.9)	A (0.8)	A (8.9)	A (0.8)	A (8.9)
	SB	L,T	D (45.6)	D (38.9)	D (45.6)	D (38.9)	D (45.6)	D (38.9)
		R	A (2.1)	A (8.7)	A (2.1)	A (8.7)	A (2.1)	A (8.7)
	Overall		**B (16.1)**	**B (13.3)**	**B (16.9)**	**B (13.9)**	**B (16.2)**	**B (13.6)**
Scudders Mill Road (CR 614) and College Road East	EB	L	C (32.1)	D (35.8)	C (32.5)	D (37.7)	C (32.4)	D (36.1)
		T	A (8.2)	B (11.6)	A (8.2)	B (12.5)	A (8.3)	B (12.2)
		R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	WB	L	C (30.5)	C (32.9)	C (31.0)	C (34.0)	C (31.0)	C (33.1)
		T	C (22.9)	B (15.9)	C (31.8)	B (17.1)	C (24.7)	B (16.8)
		R	A (5.1)	A (3.6)	A (6.2)	A (3.7)	A (5.4)	A (3.6)
	NB	L,T,R	C (28.4)	C (24.3)	C (28.5)	C (25.1)	C (28.5)	C (24.4)
	SB	L	C (34.8)	D (40.9)	C (34.9)	D (42.6)	C (34.8)	D (41.2)
		L,T	C (34.8)	D (41.5)	C (34.9)	D (43.3)	C (34.8)	D (41.8)
		R	A (8.6)	A (0.9)	B (10.2)	A (1.1)	A (9.2)	A (1.0)
	Overall		**B (17.2)**	**B (17.2)**	**C (22.0)**	**B (18.1)**	**B (18.1)**	**B (17.6)**

(Continued on Next Page)

Table 5 (Continued)– Intersection Capacity Analysis Summary

Intersection	Movement		2028 No-Build Condition		2028 No-Build With Prior GDP		2028 Build Condition With Proposed Development Program	
			AM	PM	AM	PM	AM	PM
Signalized Intersections								
Plainsboro Road and Campus Road / Site Driveway	EB	L,T	C (21.2)	C (20.9)	C (22.4)	B (17.2)	B (19.3)	B (19.4)
		R	A (6.3)	A (6.2)	A (4.7)	A (3.7)	A (4.6)	A (4.1)
	WB	L,T	-	-	D (35.9)	D (50.2)	D (38.3)	D (43.0)
		R	-	-	A (0.3)	A (1.3)	A (0.6)	A (1.3)
	NB	L	A (6.4)	A (6.4)	B (10.1)	B (14.0)	B (10.8)	B (12.7)
		T,R	A (7.5)	A (8.0)	B (11.1)	B (16.1)	B (11.9)	B (14.5)
	SB	L,T	B (15.3)	B (16.1)	C (20.2)	C (29.5)	C (21.6)	C (29.1)
		R	A (0.1)	A (0.1)	A (0.1)	A (0.2)	A (0.1)	A (0.1)
	Overall		**A (9.1)**	**B (10.3)**	**B (13.5)**	**B (17.9)**	**B (13.0)**	**B (16.4)**
Plainsboro Road and Walker Gordon Drive / Pasture Lane	EB	L,T,R	A (3.7)	A (5.9)	A (3.7)	A (6.6)	A (3.8)	A (6.5)
	WB	L,T,R	A (9.9)	A (9.3)	B (10.9)	A (9.5)	B (10.3)	A (9.9)
	NB	L,T	C (31.0)	C (31.4)	C (31.0)	C (31.4)	C (31.3)	C (32.6)
		R	A (2.8)	A (1.8)	A (2.8)	A (1.8)	A (2.7)	A (1.7)
	SB	L,T,R	A (0.1)	A (0.2)	A (0.1)	A (0.2)	A (0.1)	A (0.2)
	Overall		**A (7.9)**	**A (7.0)**	**A (8.6)**	**A (7.5)**	**A (8.2)**	**A (8.1)**
Scudders Mill Road (CR 614) and Innovation Way / Site Driveway	EB	L	-	-	D (35.6)	D (41.4)	D (38.1)	C (34.1)
		T	-	-	C (20.6)	C (26.6)	B (11.4)	B (19.3)
		R	-	-	B (10.6)	A (1.3)	A (0.3)	A (1.8)
	WB	L	-	-	C (34.7)	D (42.9)	D (37.7)	C (34.5)
		T	-	-	C (21.6)	C (23.3)	C (22.3)	B (12.1)
		R	-	-	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	NB	L	-	-	D (40.9)	D (48.6)	D (52.4)	D (38.5)
		T,R	-	-	A (0.1)	A (5.9)	A (0.4)	A (0.8)
	SB	L,T	-	-	D (35.5)	C (24.9)	D (35.3)	C (33.8)
		R	-	-	A (0.9)	A (5.9)	A (1.1)	A (9.9)
	Overall		**-**	**-**	**B (21.2)**	**C (25.5)**	**B (18.8)**	**B (16.5)**
Unsignalized Intersections								
Scudders Mill Road (CR 614) and Innovation Way	EB	L	B (14.6)	B (10.9)	-	-	-	-
	SB	L	F (227.0)	F (156.6)	-	-	-	-
		R	B (14.1)	C (16.2)	-	-	-	-
Scudders Mill Road (CR 614) and Novo Nordisk Way	WB	L	A (10.0)	B (11.0)	B (10.1)	B (12.1)	B (10.3)	B (11.4)
	NB	L	F (58.0)	F (234.9)	F (73.2)	F (447.9)	F (67.5)	F (354.7)
		R	C (15.4)	B (13.9)	C (15.7)	C (15.4)	B (16.1)	B (14.5)
Plainsboro Road and Maple Avenue	WB	L	A (7.9)	A (9.6)	A (8.0)	A (10.0)	A (8.0)	A (9.9)
	NB	L,R	B (11.8)	B (16.4)	B (12.4)	C (17.9)	B (12.2)	C (17.9)
Plainsboro Road and Prospect Avenue / PFD Driveway	EB	L	A (7.5)	A (7.5)	A (7.6)	A (7.5)	A (7.5)	A (7.6)
	WB	L	A (8.1)	A (8.6)	A (8.1)	A (8.7)	A (8.1)	A (8.7)
	NB	L,T,R	D (28.5)	D (28.5)	E (47.0)	D (33.4)	D (33.8)	E (41.1)
	SB	L,T,R	C (15.4)	C (21.5)	C (16.3)	C (22.8)	C (15.9)	C (23.1)
Plainsboro Road and Site Driveway	EB	L	-	-	-	-	A (8.1)	A (7.7)
	SB	L,R	-	-	-	-	B (13.1)	C (19.3)

*Based on Synchro Software [Level of Service (Average vehicle delay [seconds per vehicle])]

Scudders Mill Road (CR 614) and Campus Road

The signalized intersection is expected to operate at an overall LOS C during both the weekday morning and evening peak hours under the No-Build condition. Under the No-Build with Prior

GDP and Build with Proposed Development Program conditions, the intersection is expected to operate at an overall LOS C during the weekday morning peak hour and an overall LOS D during the weekday evening peak hour.

Scudders Mill Road (CR 614) and Novo Nordisk Way East / Innovation Way East

The signalized intersection is expected to operate at an overall LOS B during both the weekday morning and evening peak hours under the No-Build condition. Under the No-Build with Prior GDP and Build with Proposed Development Program conditions, the intersection is expected to continue to operate at an overall LOS B during both the weekday morning and evening peak hours.

Scudders Mill Road (CR 614) and College Road East

The signalized intersection is expected to operate at an overall LOS B during both the weekday morning and evening peak hours under the No-Build condition. Under the No-Build with Prior GDP condition, the intersection is expected to operate at an overall LOS C during the weekday morning peak hour and an overall LOS B during the weekday evening peak hour. Under the Build with Proposed Development Program conditions, the intersection is expected to operate at an overall LOS B during both the weekday morning and evening peak hours.

Plainsboro Road and Campus Road / Site Driveway

The signalized intersection is expected to operate at an overall LOS A during the weekday morning peak hour and at an overall LOS B during the weekday evening peak hour under the No-Build condition. Under the No-Build with Prior GDP and Build with Proposed Development Program conditions, the intersection is expected to operate at an overall LOS B during both the weekday morning and evening peak hours.

Plainsboro Road and Walker Gordon Drive / Pasture Lane

The signalized intersection is expected to operate at an overall LOS A during both the weekday morning and evening peak hours under the No-Build condition. Under the No-Build with Prior GDP and Build with Proposed Development Program conditions, the intersection is expected to continue to operate at an overall LOS A during both the weekday morning and evening peak hours.

Scudders Mill Road (CR 614) and Innovation Way West / Site Driveway

Geometry

The site driveway is proposed to intersect existing T-shaped intersection of Scudders Mill Road and Innovation Way to form the south leg of a four-leg intersection. The eastbound Scudders

Mill Road approach will provide one left-turn lane, two thru lanes, and one right-turn lane. The westbound Scudders Mill Road approach will provide one left-turn lane, two thru lanes, and one channelized right-turn lane. The northbound site driveway approach will provide one left-turn lane and one shared thru/right-turn lane. The southbound Innovation Way approach will provide one shared left-turn/thru lane and one right-turn lane.

Analysis

Under the No-Build condition, all turning movements at the stop-controlled, T-shaped intersection are expected to operate at LOS C or better during both the weekday morning and evening peak hours, except for the southbound left-turn movement, which is expected to operate at LOS F during the weekday morning and evening peak hours.

With signalization, under the No-Build with Prior GDP condition, the intersection is expected to operate at an overall LOS B during the weekday morning peak hour and at an overall LOS C during the weekday evening peak hour. Under the Build with Proposed Development Plan condition, the intersection is expected to operate at an overall LOS B during both the weekday morning and evening peak hours.

Signal Warrant Analysis

We performed a traffic signal warrant analysis for the intersection using the Manual on Uniform Traffic Control Devices (MUTCD) standards. There are nine warrants described in the MUTCD. We only evaluated the Warrant 2 (Four-Hour Vehicular Volume) and Warrant 3 (Peak-Hour) traffic volume-based warrants. We evaluated the 2029 Build with Proposed Development Plan traffic volumes to determine if they meet any of the traffic volume-based warrants. We used the four hours of data collected in the February 2024 turning movement traffic count for the intersection to conduct the warrant analyses. We used the same methodology described previously in the Estimate of Future Conditions section to derive the weekday hourly 2029 Projected and Build traffic volumes. Appendix E contains the warrant summary reports. The traffic volume-based warrant analysis results are as follows:

- Warrant 1 (Eight-Hour Vehicular Volume)
    - Not Met: 3 hours met (8 required)
- Warrant 2 (Four-Hour Vehicular Volume)
    - Build – Met: 4 hours met (4 required)
- Warrant 3 (Peak Hour)
    - Build – Met: 4 hours met (1 required)

- Warrant 4 (Pedestrian Volume)
    - Not Applicable
- Warrant 5 (School Crossing)
    - Not Applicable
- Warrant 6 (coordinated Signal System)
    - Not Applicable
- Warrant 7 (Crash Experience)
    - Not Applicable
- Warrant 8 (Roadway Network)
    - Not Applicable
- Warrant 9 (Intersection near a Grade Crossing)
    - Not Applicable

Based on the results of the warrant analysis, it is recommended the intersection be signalized with the proposed development program.

Scudders Mill Road (CR 614) and Novo Nordisk Way West

All turning movements at the unsignalized intersection are expected to operate at LOS C or better during both the weekday morning and evening peak hours under the No-Build condition, except for the northbound left-turn movement, which will operate at LOS F during both the weekday morning and evening peak hours.

Under the No-Build with Prior GDP and Build with Proposed Development Program conditions, all turning movements are expected to operate at LOS C or better during both the weekday morning and evening peak hours, except for the northbound left-turn movement, which will operate at LOS F during both the weekday morning and evening peak hours.

Plainsboro Road and Maple Avenue

All turning movements at the unsignalized intersection are expected to operate at LOS B or better during both the weekday morning and evening peak hours under the No-Build condition. Under the No-Build with Prior GDP and Build with Proposed Development Program conditions, all turning movements are expected to operate at LOS B or better during the weekday morning peak hour and at LOS C or better during the weekday evening peak hour.

Plainsboro Road and Prospect Avenue / Plainsboro Fire Company Driveway

All turning movements at the unsignalized intersection are expected to operate at LOS D or better during both the weekday morning and evening peak hours under the No-Build condition and Build with Proposed Development Program conditions. Under the No-Build with Prior GDP condition,

all turning movements are expected to operate at LOS E or better during both the weekday morning and evening peak hours.

Plainsboro Road and Site Driveway

Geometry

The site driveway is proposed to intersect Plainsboro Road to form a T-shaped intersection under stop-control. The eastbound Plainsboro Road approach will provide one shared left-turn/thru lane. The westbound Plainsboro Road approach will provide one shared thru/right-turn lane. The southbound site driveway approach will provide one shared left-turn/right-turn lane and will be stop-controlled.

Analysis

Under the Build condition, all turning movements at the unsignalized intersection are expected to operate at LOS B or better during the weekday morning peak hour and at LOS C or better during both the weekday evening peak hour.

CONCLUSIONS

Langan concludes that the proposed mixed-use development will not significantly impact area traffic operations during peak hours. Based on our analyses, we determined that the adjacent roadway network has sufficient capacity to accommodate the site-generated trips.

The proposed mixed-use GDP is anticipated to generate less peak hour trips than the prior approved GDP, and will generally have less of an impact on area operations.

The proposed site driveways are expected to operate acceptably during peak traffic hours.

\\langan.com\data\PRI\Data1\130156101\Project Data_Discipline\Traffic\Reports\2025-07 TIS\2025-07 TIS Fusion Plainsboro.docx

APPENDIX A
FIGURES

	LANGAN Langan Engineering and Environmental Services, LLC 1 University Square Drive, Suite 110 Princeton, NJ 08540 T: 609.282.8000 F: 609.282.8001 www.langan.com NJ Certificate of Authorization No.24GA27996400	Project **PLAINSBORO FUSION** PLAINSBORO TOWNSHIP MIDDLESEX COUNTY NEW JERSEY	Drawing Title **SITE LOCATION MAP**	Project No. 130156102 Date 07/23/2025 Drawn By JEG Checked By KAP **FIGURE 1** Sheet 1 of 16

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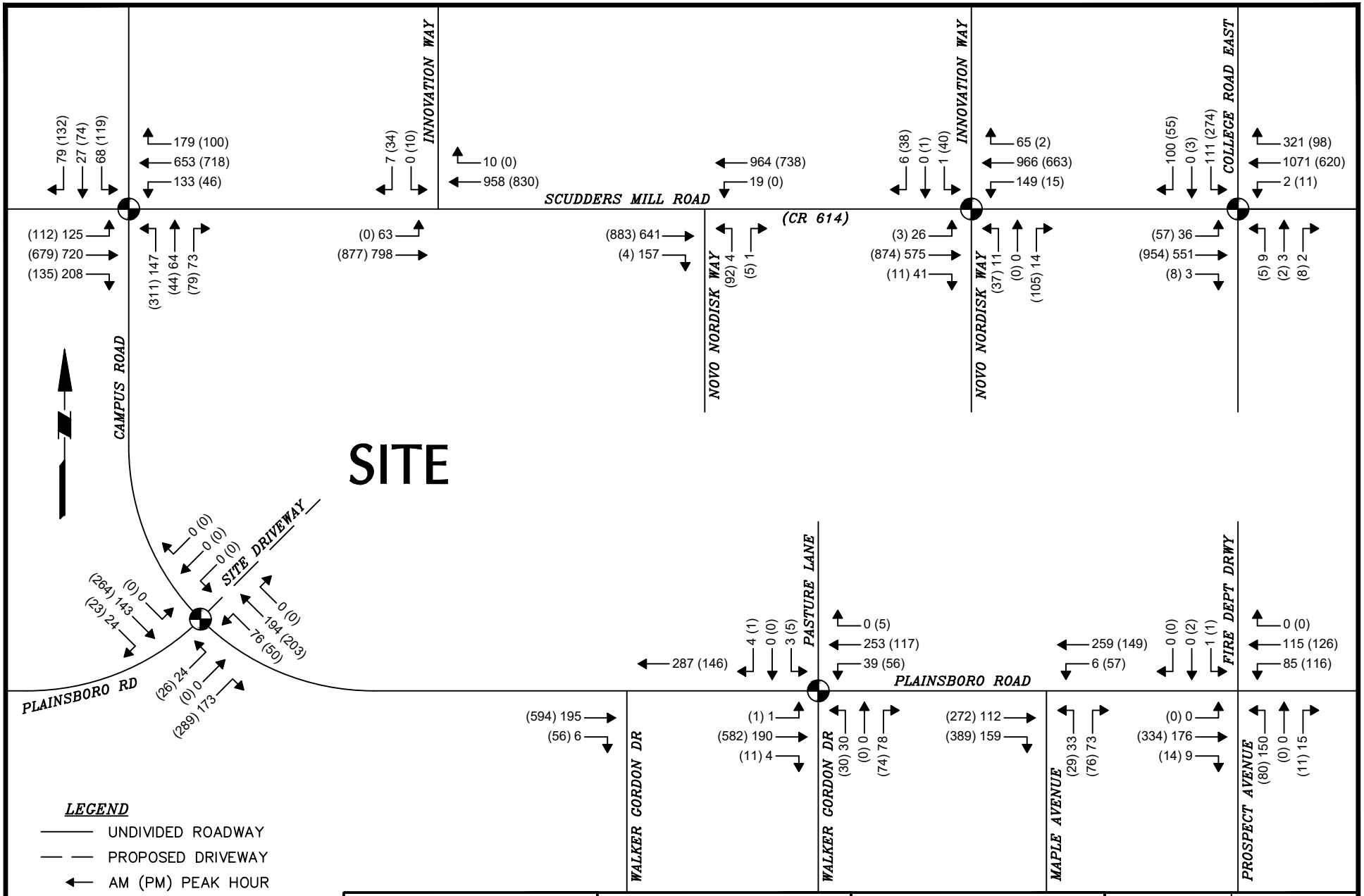

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1 University Square Drive, Suite 110
Princeton, NJ 08540
T: 609.282.8000 F: 609.282.8001 www.langan.com
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Project
PLAINSBORO FUSION
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
2025 EXISTING TRAFFIC VOLUMES

Project No. 130156102
Date 07/23/2025
Drawn By JEG
Checked By KAP

FIGURE 2

Sheet 2 of 16

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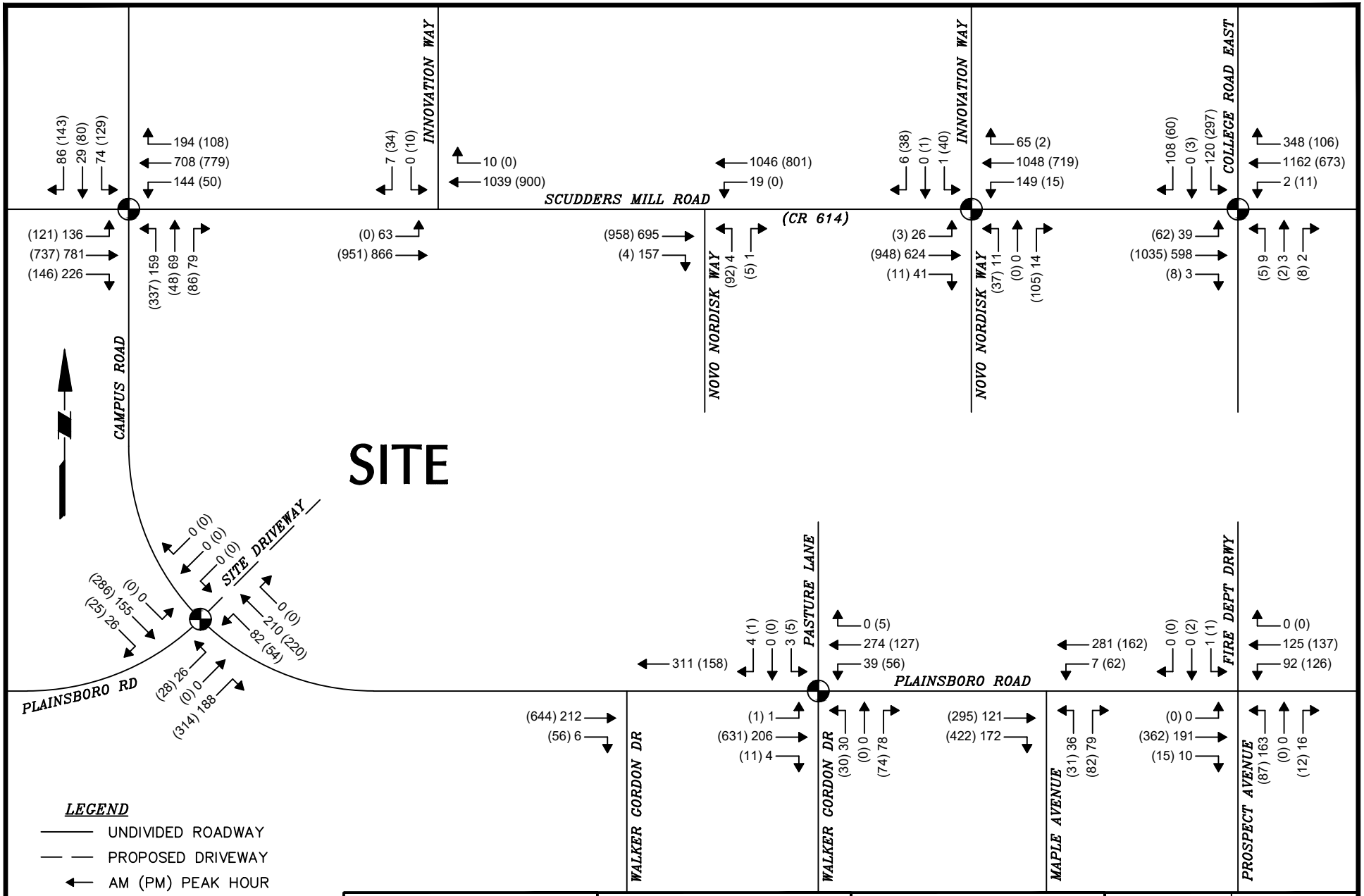

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Project
PLAINSBORO FUSION
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
2028 BASE TRAFFIC VOLUMES

Project No. 130156102
Date 07/23/2025
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FIGURE 3

Sheet 3 of 16

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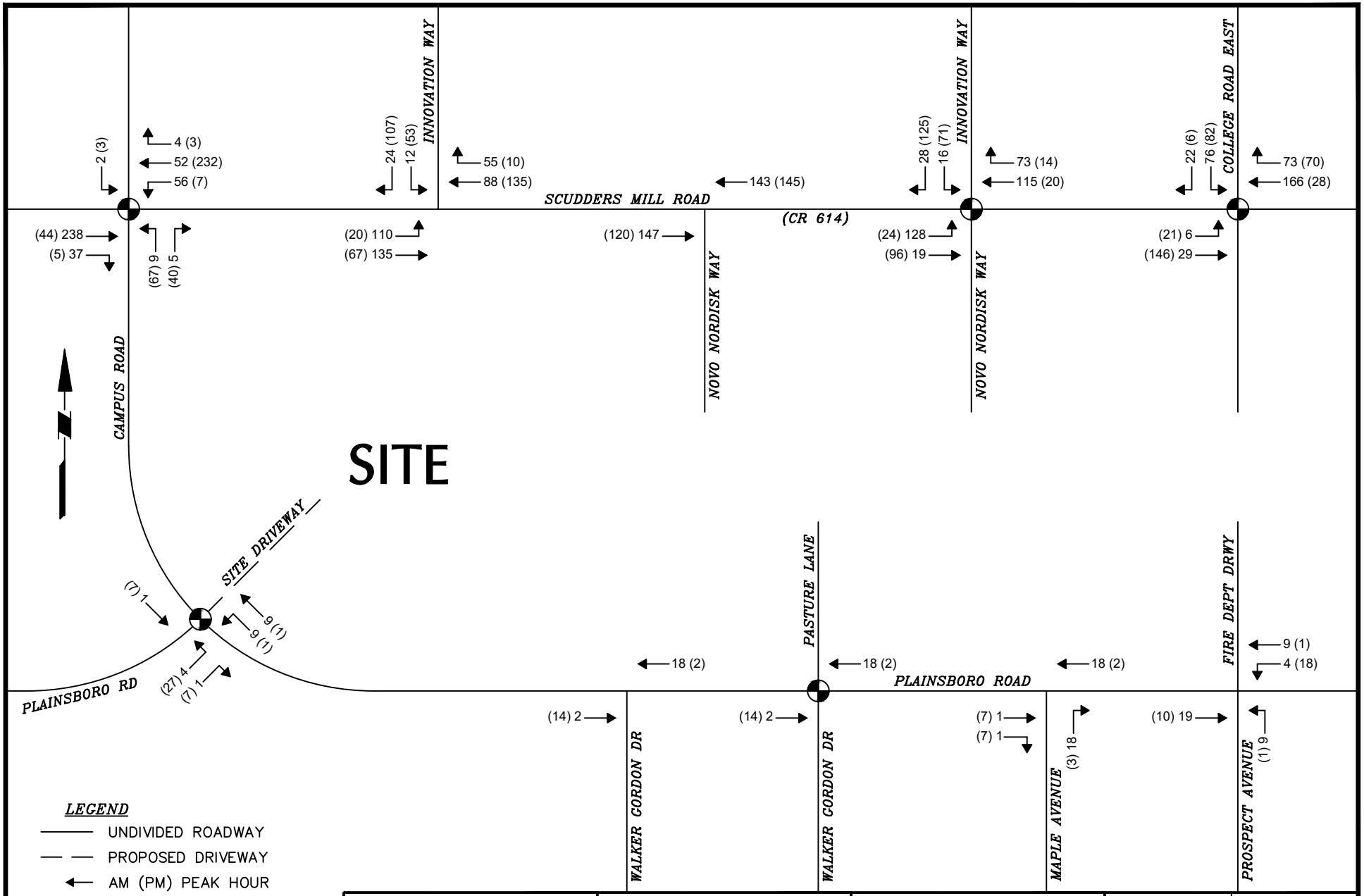

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1 University Square Drive, Suite 110
Princeton, NJ 08540
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Project
PLAINSBORO FUSION
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
ADJACENT DEVELOPMENT TRAFFIC VOLUMES

Project No. 130156102
Date 07/23/2025
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FIGURE 4
Sheet 4 of 16

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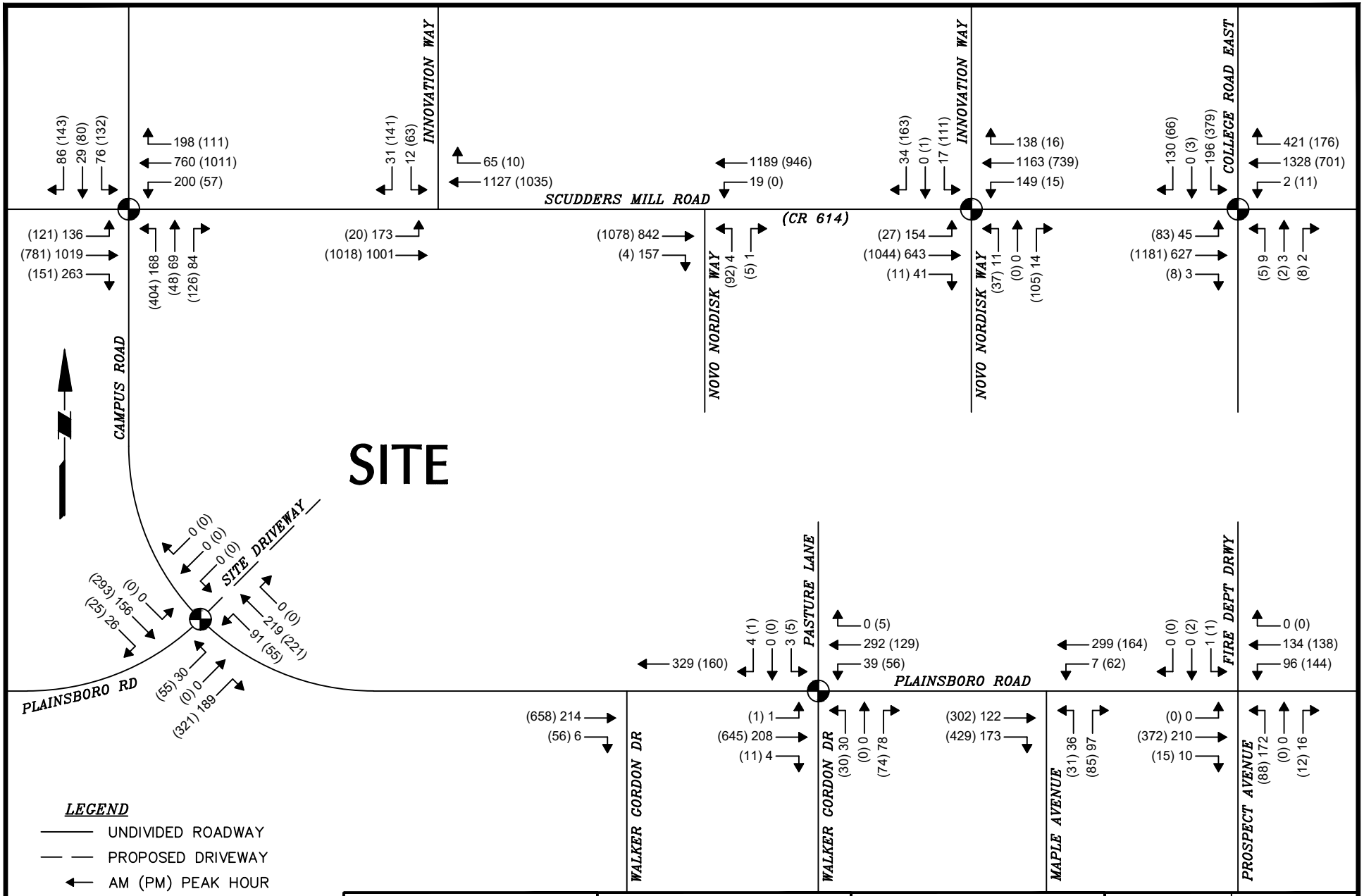

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Princeton, NJ 08540
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Project
PLAINSBORO FUSION
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
2028 NO-BUILD TRAFFIC VOLUMES

Project No. 130156102
Date 07/23/2025
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FIGURE 5

Sheet 5 of 16

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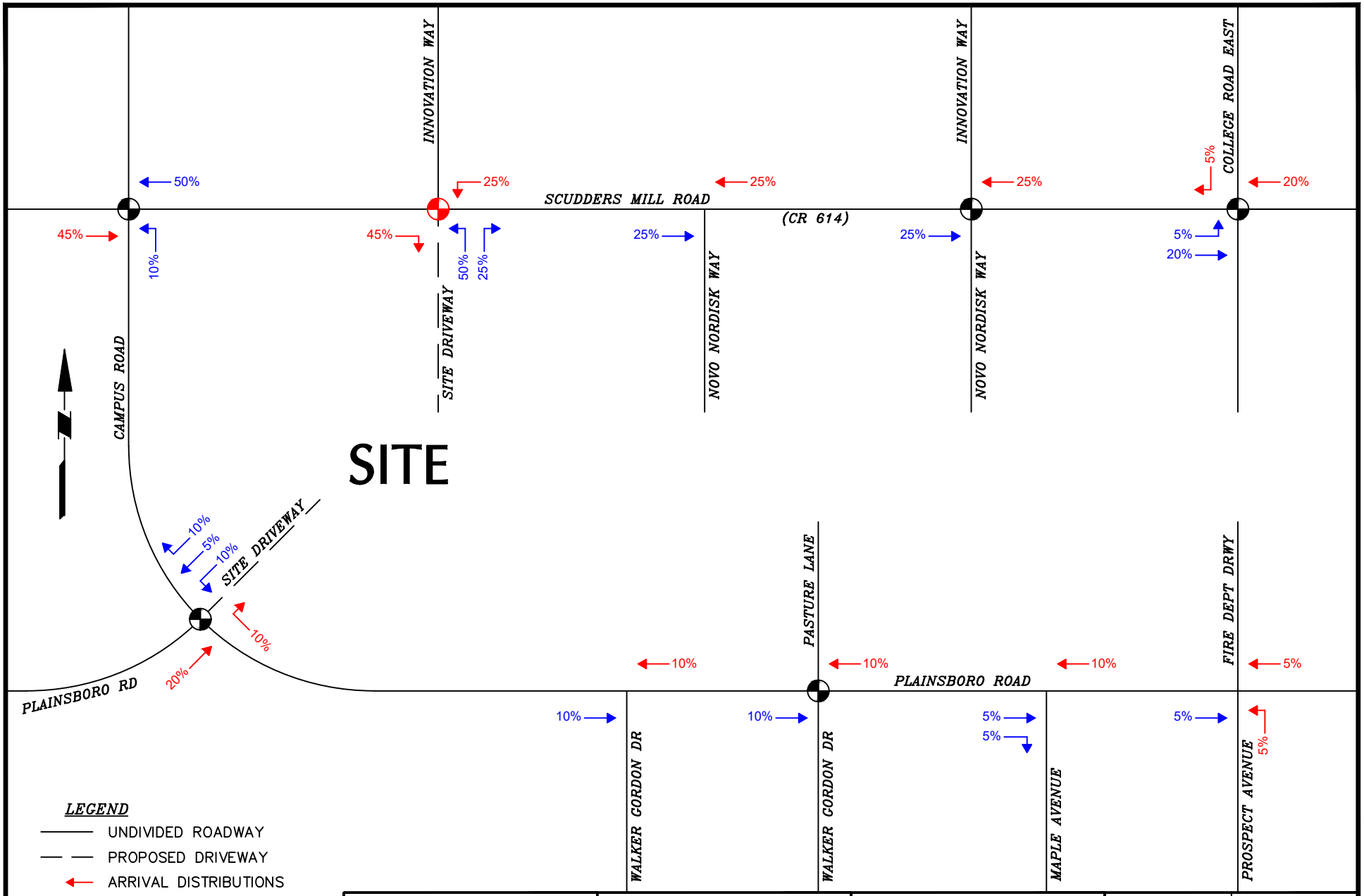

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Langan Engineering and Environmental Services, LLC
1 University Square Drive, Suite 110
Princeton, NJ 08540
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Project
PLAINSBORO FUSION
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
ARRIVAL & DEPARTURE DISTRIBUTIONS APPROVED GDP

Project No. 130156102
Date 07/23/2025
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FIGURE 6

Sheet 6 of 16

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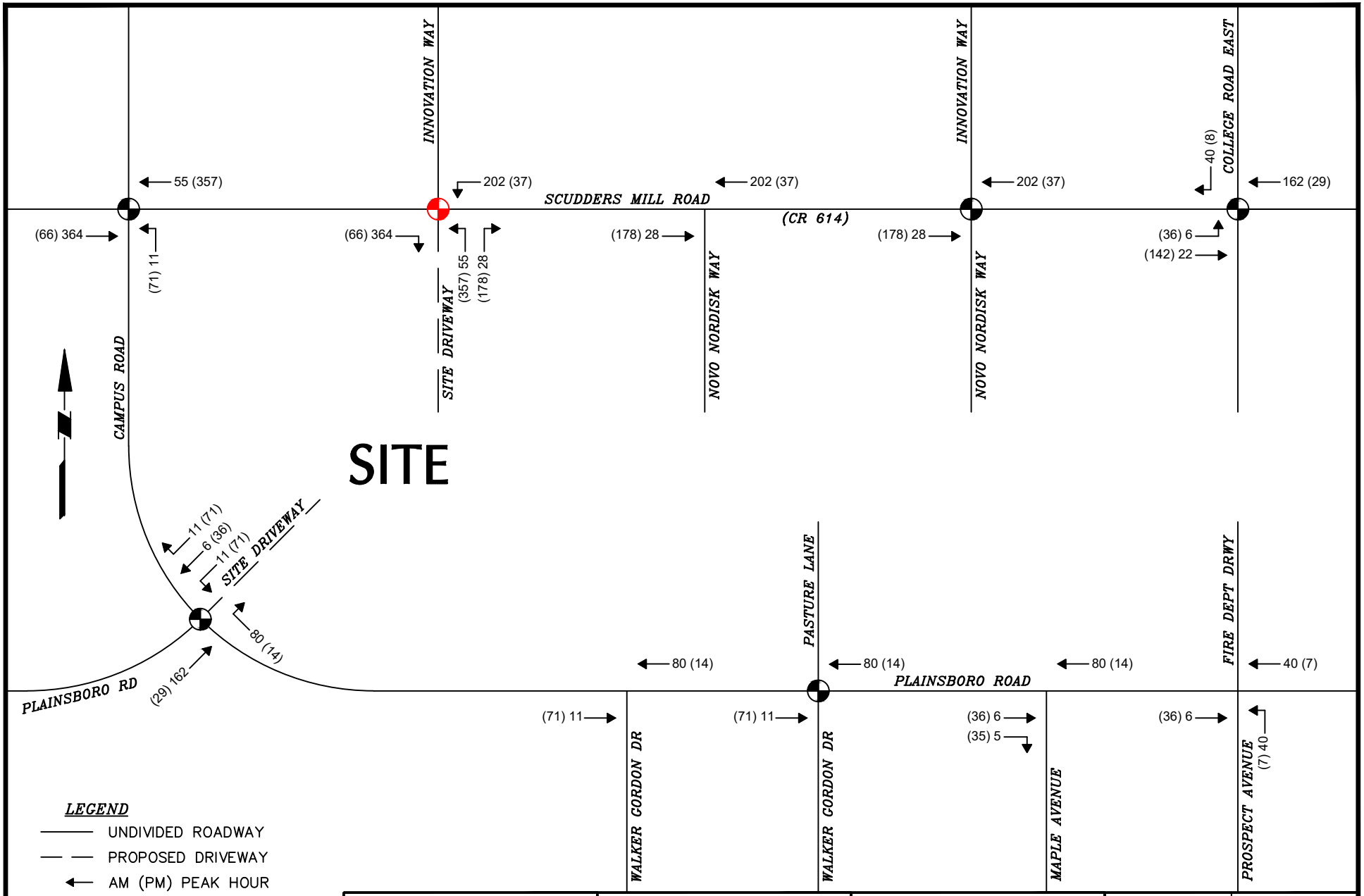

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Project
PLAINSBORO FUSION
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
TOTAL SITE-GENERATED TRIPS APPROVED GDP

Project No. 130156102
Date 07/23/2025
Drawn By JEG
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FIGURE 7
Sheet 7 of 16

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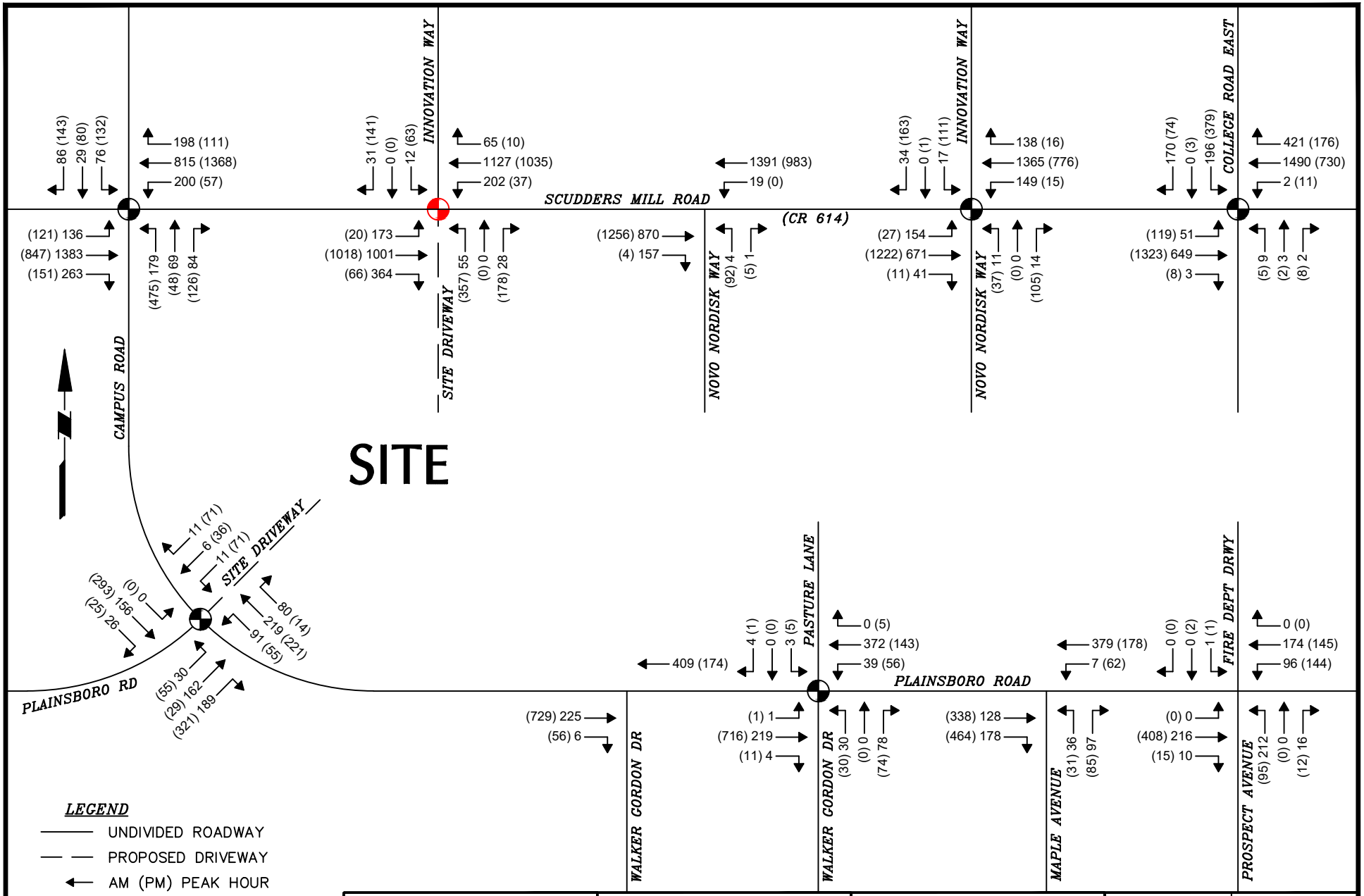

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NJ Certificate of Authorization No.24GA27996400

Project
PLAINSBORO FUSION
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
2027 NO-BUILD TRAFFIC VOLUMES APPROVED GDP

Project No. 130156102
Date 07/23/2025
Drawn By JEG
Checked By KAP

FIGURE 8

Sheet 8 of 16

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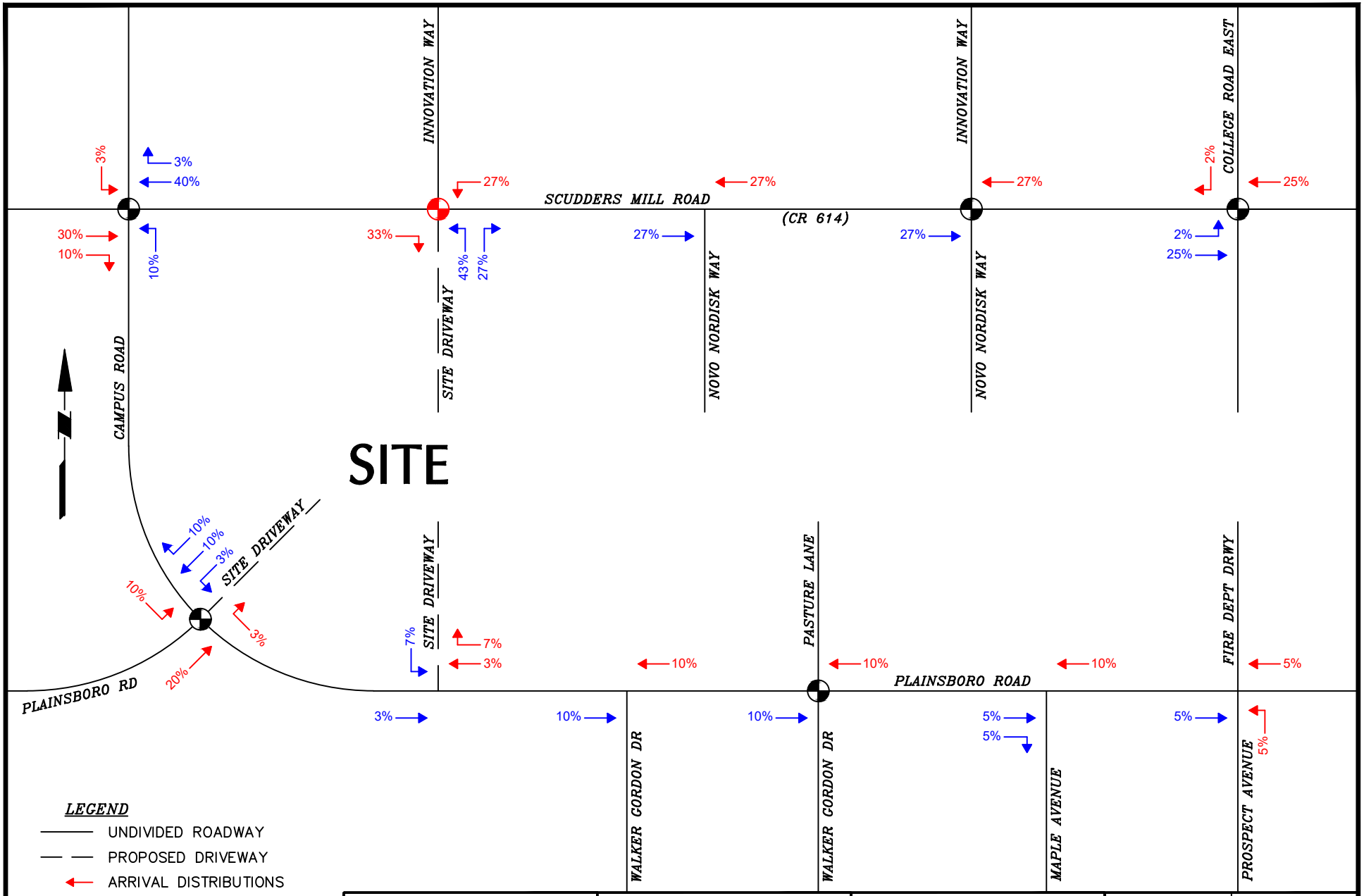

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PLAINSBORO FUSION
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
ARRIVAL & DEPARTURE DISTRIBUTIONS RESIDENTIAL

Project No. 130156102
Date 07/23/2025
Drawn By JEG
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FIGURE 9

Sheet 9 of 16

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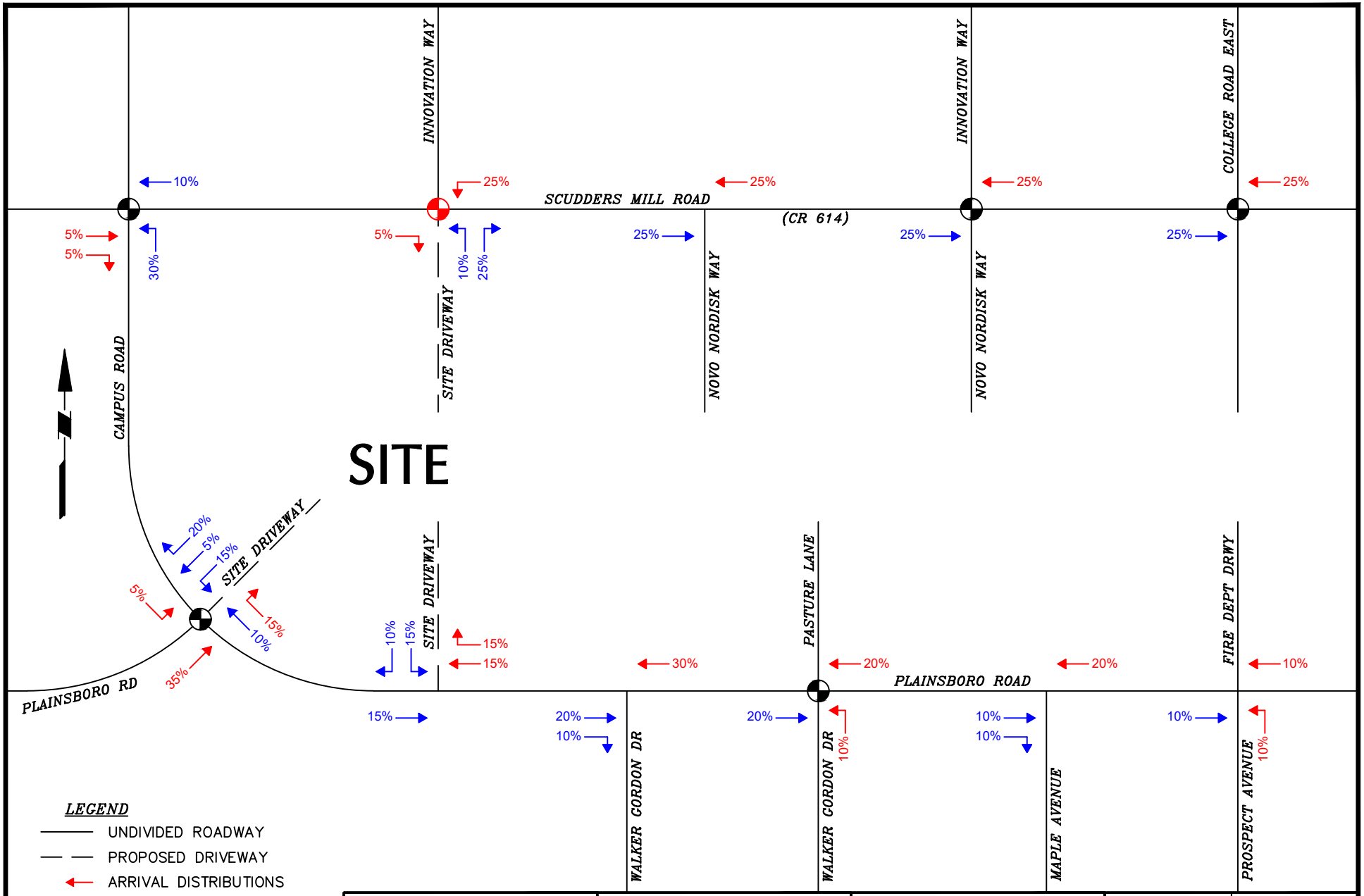

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Project
PLAINSBORO FUSION
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
ARRIVAL & DEPARTURE DISTRIBUTIONS RETAIL & EXPERIENTIAL FOOD & BEVERAGE

Project No. 130156102
Date 07/23/2025
Drawn By JEG
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FIGURE 10

Sheet 10 of 16

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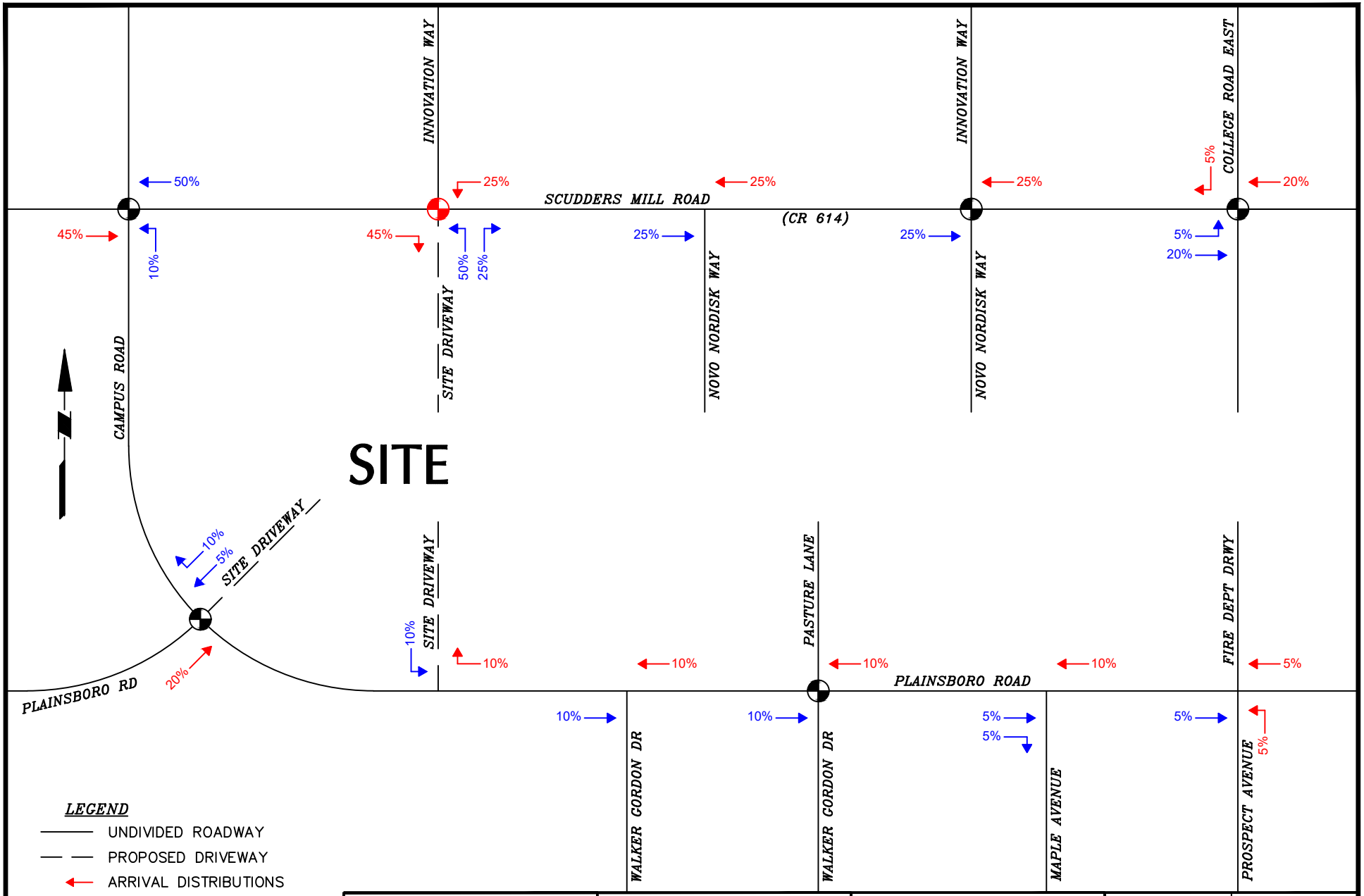

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Project
PLAINSBORO FUSION
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
ARRIVAL & DEPARTURE DISTRIBUTIONS OFFICE

Project No. 130156102
Date 07/23/2025
Drawn By JEG
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FIGURE 11

Sheet 11 of 16

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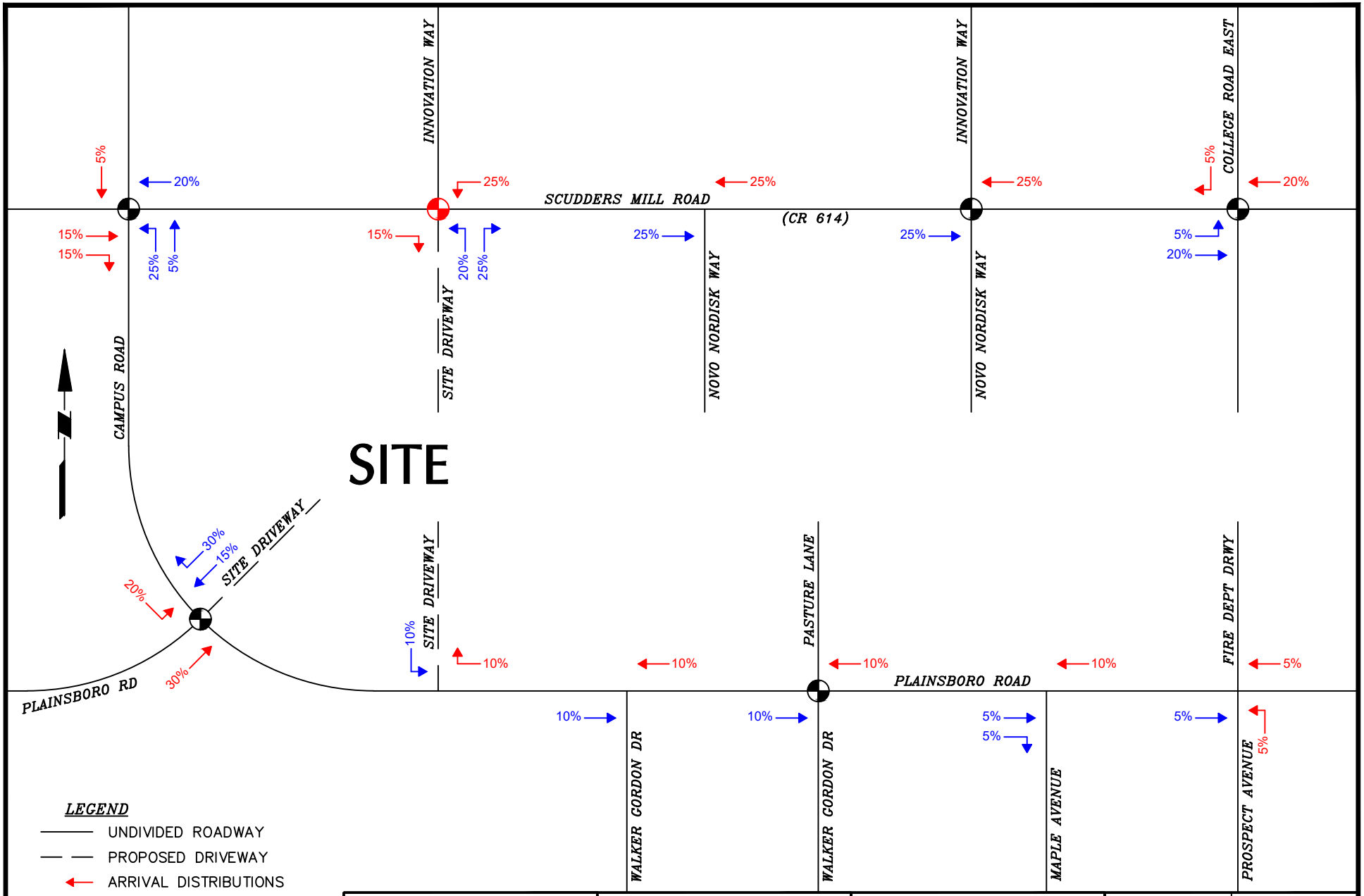

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Project
PLAINSBORO FUSION
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
ARRIVAL & DEPARTURE DISTRIBUTIONS HOTEL

Project No. 130156102
Date 07/23/2025
Drawn By JEG
Checked By KAP

FIGURE 12
Sheet 12 of 16

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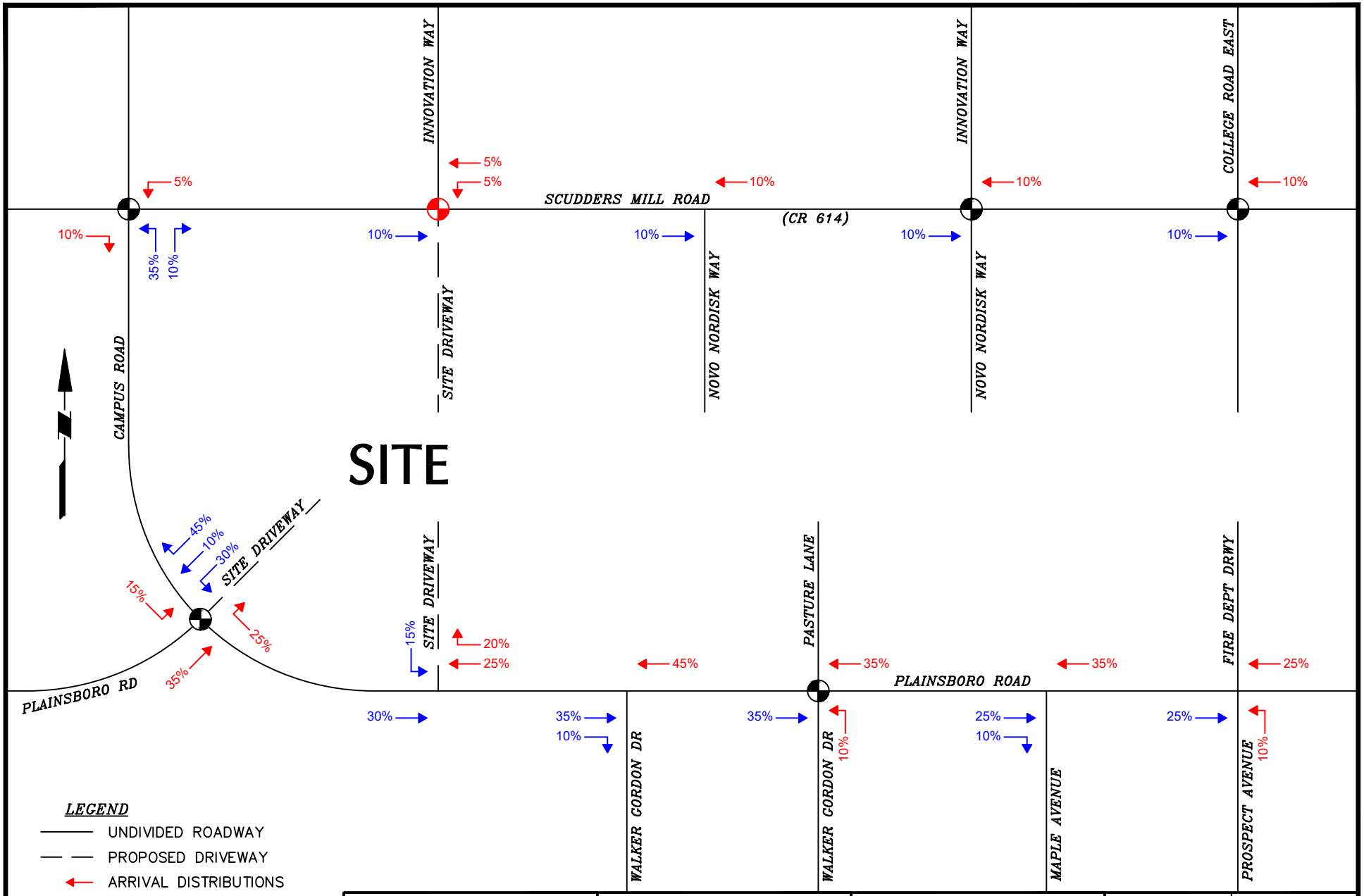

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Project
PLAINSBORO FUSION
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
ARRIVAL & DEPARTURE DISTRIBUTIONS ATHLETIC FIELDS

Project No. 130156102
Date 07/23/2025
Drawn By JEG
Checked By KAP

FIGURE 13

Sheet 13 of 16

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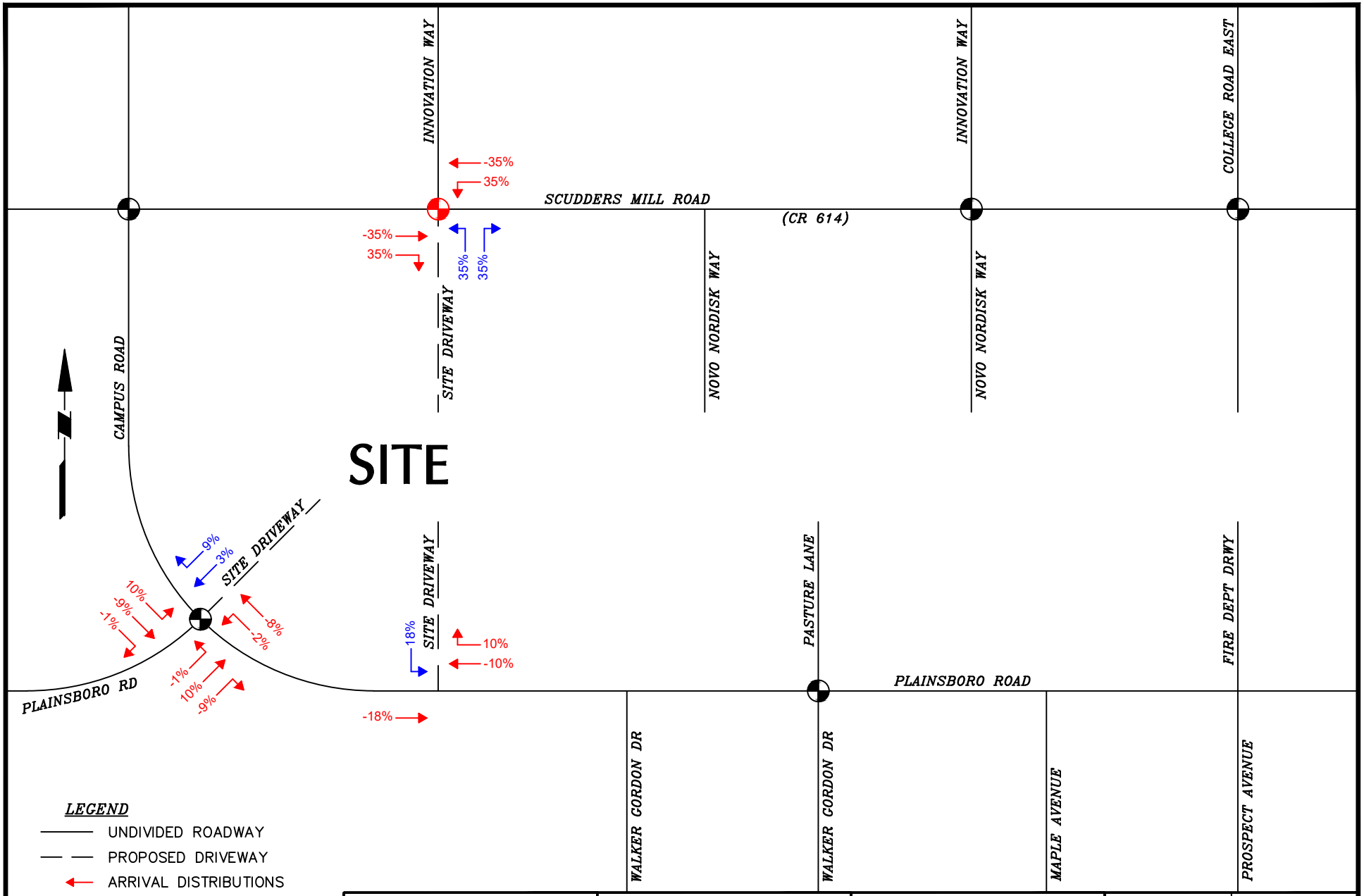

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NJ Certificate of Authorization No.24GA27996400

Project
PLAINSBORO FUSION
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
ARRIVAL & DEPARTURE DISTRIBUTIONS PASS-BY

Project No. 130156102
Date 07/23/2025
Drawn By JEG
Checked By KAP

FIGURE 14
Sheet 14 of 16

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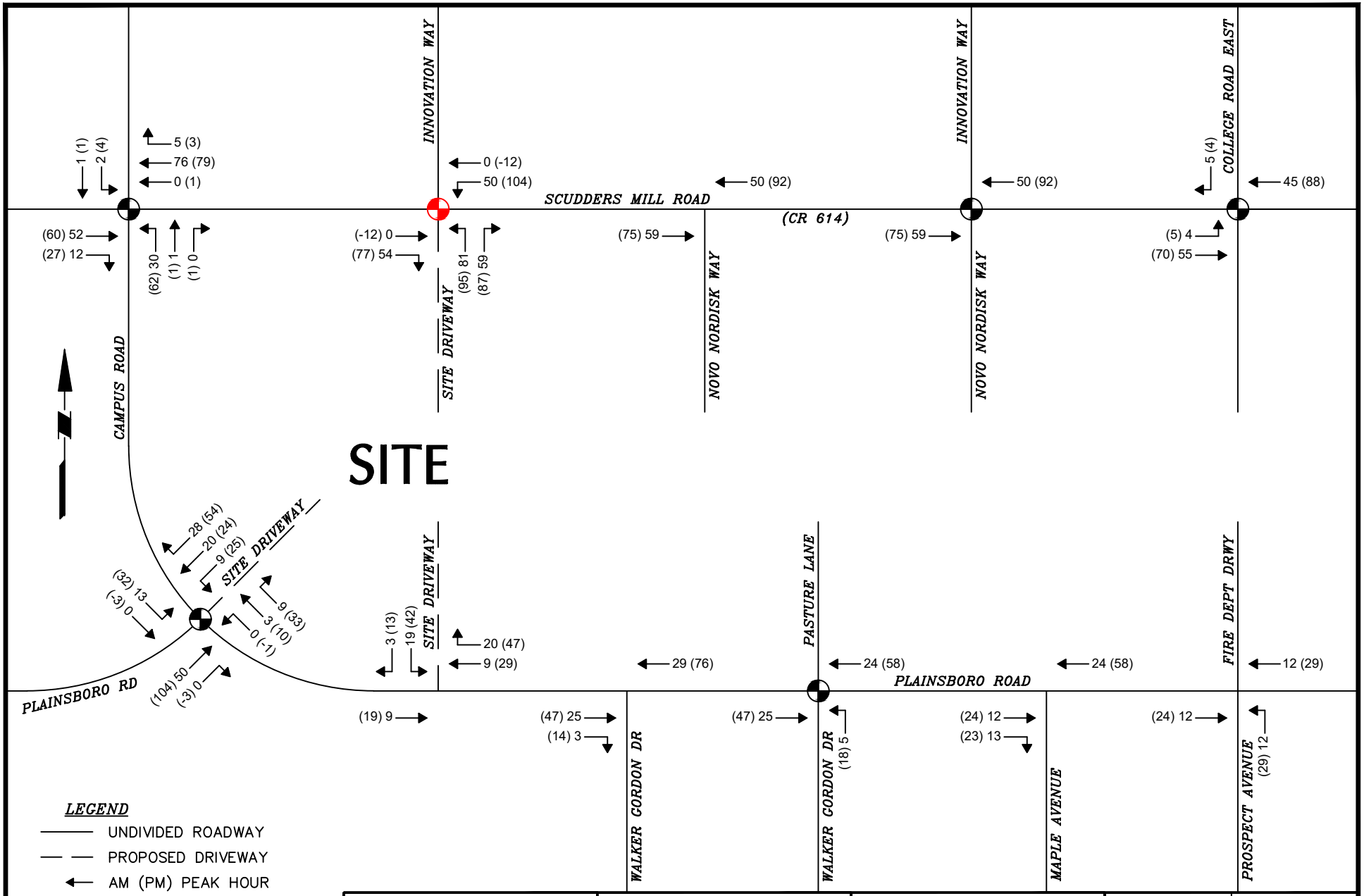

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Project
PLAINSBORO FUSION
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
TOTAL SITE-GENERATED TRIPS PROPOSED DEVELOPMENT PROGRAM

Project No. 130156102
Date 07/23/2025
Drawn By JEG
Checked By KAP

FIGURE 15

Sheet 15 of 16

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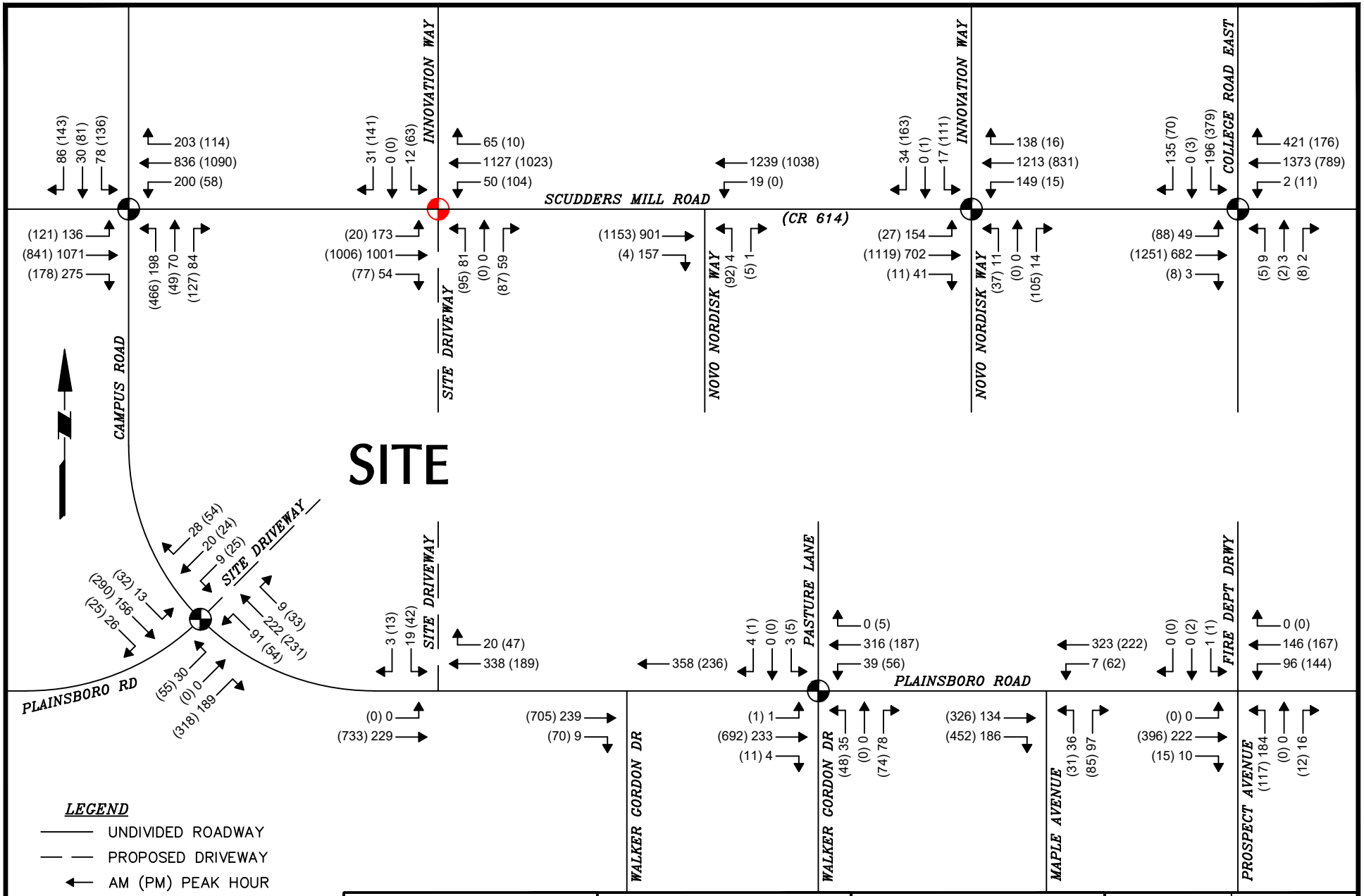

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Project
PLAINSBORO FUSION
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
2028 BUILD TRAFFIC VOLUMES PROPOSED DEVELOPMENT PROGRAM

Project No. 130156102
Date 07/23/2025
Drawn By JEG
Checked By KAP

FIGURE 16

Sheet 16 of 16

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APPENDIX B
TRAFFIC COUNTS

TRI-STATE TRAFFIC DATA

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610-466-1469
Serving Transportation Professionals Since 1995

Plainsboro, NJ
Campus Rd & Scudders Mill Rd
Thursday, June 8, 2023
Location: 40.340359, -74.615854

Count Name: Campus Rd & Scudders Mill Rd
Site Code:
Start Date: 06/08/2023

Turning Movement Data

Start Time	Scudders Mill Rd Eastbound							Scudders Mill Rd Westbound							Campus Rd Northbound							Campus Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
6:00 AM	12	34	6	5	0	0	57	2	34	5	4	0	0	45	10	0	0	1	0	0	11	1	0	2	4	0	0	7	120
6:15 AM	13	51	23	5	0	0	92	10	56	11	1	0	0	78	14	2	2	1	0	0	19	0	2	1	4	0	0	7	196
6:30 AM	16	85	41	7	0	0	149	20	68	12	1	0	0	101	18	3	2	1	0	0	24	2	0	3	3	0	0	8	282
6:45 AM	23	79	62	15	0	0	179	21	84	20	4	0	0	129	19	8	2	6	0	0	35	7	2	7	12	0	0	28	371
Hourly Total	64	249	132	32	0	0	477	53	242	48	10	0	0	353	61	13	6	9	0	0	89	10	4	13	23	0	0	50	969
7:00 AM	14	127	24	10	0	0	175	12	95	11	2	0	0	120	36	4	3	6	0	0	49	11	2	5	6	0	0	24	368
7:15 AM	17	118	30	9	0	0	174	19	107	14	4	0	0	144	34	7	3	5	0	0	49	7	3	13	5	0	0	28	395
7:30 AM	17	147	40	11	0	0	215	26	172	9	7	0	0	214	66	6	8	1	0	0	81	5	10	9	3	0	0	27	537
7:45 AM	24	149	50	16	0	0	239	30	152	17	15	0	0	214	33	9	3	6	0	0	51	7	6	14	4	0	0	31	535
Hourly Total	72	541	144	46	0	0	803	87	526	51	28	0	0	692	169	26	17	18	0	0	230	30	21	41	18	0	0	110	1835
8:00 AM	21	124	44	8	0	0	197	26	134	19	7	0	0	186	52	8	4	4	0	0	68	8	4	11	5	0	0	28	479
8:15 AM	25	133	35	14	0	0	207	36	132	15	11	0	0	194	37	13	4	6	0	0	60	17	3	10	8	0	0	38	499
8:30 AM	21	195	51	6	0	0	273	22	172	14	11	0	0	219	35	13	8	10	0	0	66	13	3	7	13	0	0	36	594
8:45 AM	32	165	48	12	0	0	257	30	140	28	9	0	0	207	39	12	6	9	0	0	66	9	2	1	12	0	0	24	554
Hourly Total	99	617	178	40	0	0	934	114	578	76	38	0	0	806	163	46	22	29	0	0	260	47	12	29	38	0	0	126	2126
9:00 AM	23	96	25	14	0	1	158	29	103	36	5	0	0	173	40	10	9	6	0	0	65	19	3	20	5	0	0	47	443
9:15 AM	42	119	31	9	0	0	201	22	147	37	9	0	0	215	41	29	11	6	0	0	87	19	11	14	7	0	1	51	554
9:30 AM	21	105	20	2	0	0	148	20	136	15	2	0	0	173	43	6	9	8	0	0	66	11	3	26	2	0	0	42	429
9:45 AM	27	89	18	12	0	1	146	20	127	15	5	0	0	167	39	8	5	10	0	0	62	6	5	10	14	0	1	35	410
Hourly Total	113	409	94	37	0	2	653	91	513	103	21	0	0	728	163	53	34	30	0	0	280	55	22	70	28	0	2	175	1836
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	17	112	11	5	0	0	145	13	105	4	7	0	0	129	68	1	8	6	0	0	83	6	8	5	29	0	0	48	405
2:15 PM	12	91	16	4	0	0	123	10	92	1	6	0	0	109	50	6	12	11	0	0	79	13	5	19	12	0	0	49	360
2:30 PM	13	112	19	5	0	0	149	14	98	9	4	0	0	125	81	4	16	8	0	0	109	8	7	23	16	0	0	54	437
2:45 PM	17	136	23	3	0	0	179	22	121	3	6	0	0	152	80	7	12	8	0	0	107	11	3	17	4	0	0	35	473
Hourly Total	59	451	69	17	0	0	596	59	416	17	23	0	0	515	279	18	48	33	0	0	378	38	23	64	61	0	0	186	1675
3:00 PM	15	127	26	11	0	0	179	13	125	7	2	0	0	147	90	4	14	7	0	0	115	13	7	16	17	0	0	53	494
3:15 PM	25	130	11	8	0	0	174	13	136	7	4	0	0	160	70	5	14	5	0	0	94	14	6	17	14	0	1	51	479
3:30 PM	23	109	12	8	1	0	153	11	150	14	7	0	0	182	94	5	7	15	0	0	121	17	5	9	26	0	0	57	513
3:45 PM	14	134	20	3	0	0	171	14	146	4	2	0	0	166	76	9	8	13	0	0	106	8	8	19	14	0	0	49	492
Hourly Total	77	500	69	30	1	0	677	51	557	32	15	0	0	655	330	23	43	40	0	0	436	52	26	61	71	0	1	210	1978
4:00 PM	15	133	13	4	0	0	165	8	159	12	5	0	0	184	83	6	17	8	0	0	114	13	8	17	19	0	0	57	520
4:15 PM	27	136	23	1	0	0	187	14	132	7	9	0	0	162	73	5	12	16	0	0	106	13	13	22	15	0	0	63	518
4:30 PM	26	140	17	2	0	1	185	9	170	8	9	0	0	196	84	6	10	14	0	0	114	11	7	18	8	0	1	44	539
4:45 PM	26	144	18	10	0	0	198	8	140	16	7	0	0	171	80	11	11	7	0	0	109	16	7	16	11	0	0	50	528
Hourly Total	94	553	71	17	0	1	735	39	601	43	30	0	0	713	320	28	50	45	0	0	443	53	35	73	53	0	1	214	2105
5:00 PM	34	125	30	3	0	2	192	8	175	11	5	0	0	199	96	7	11	13	0	0	127	21	8	22	10	0	0	61	579
5:15 PM	22	196	17	4	0	0	239	11	198	19	11	0	0	239	79	17	11	5	0	0	112	27	9	24	9	0	0	69	659
5:30 PM	30	177	17	2	0	0	226	13	182	19	6	0	0	220	56	6	10	5	0	0	77	9	12	9	17	0	0	47	570
5:45 PM	37	149	12	5	0	0	203	5	144	12	4	0	0	165	62	11	5	3	0	0	81	23	15	21	12	0	0	71	520
Hourly Total	123	647	76	14	0	2	860	37	699	61	26	0	0	823	293	41	37	26	0	0	397	80	44	76	48	0	0	248	2328
6:00 PM	28	130	24	3	1	0	186	8	155	17	15	0	0	195	51	8	4	5	0	0	68	20	9	18	18	0	1	65	514
6:15 PM	32	139	11	2	0	1	184	4	155	18	13	0	0	190	46	16	5	4	0	0	71	23	14	29	13	0	0	79	524
6:30 PM	22	114	12	6	0	1	154	10	141	11	4	0	0	166	35	6	5	1	0	0	47	17	11	20	15	0	1	63	430
6:45 PM	22	110	21	7	0	0	160	10	110	9	6	0	0	135	24	8	3	7	0	0	42	26	18	25	10	0	0	79	416
Hourly Total	104	493	68	18	1	2	684	32	561	55	38	0	0	686	156	38	17	17	0	0	228	86	52	92	56	0	2	286	1884
Grand Total	805	4460	901	251	2	7	6419	563	4693	486	229	0	0	5971	1934	286	274	247	0	0	2741	451	239	519	396	0	6	1605	16736
Approach %	12.5	69.5	14.0	3.9	0.0	-	-	9.4	78.6	8.1	3.8	0.0	-	-	70.6	10.4	10.0	9.0	0.0	-	-	28.1	14.9	32.3	24.7	0.0	-	-	-
Total %	4.8	26.6	5.4	1.5	0.0	-	38.4	3.4	28.0	2.9	1.4	0.0	-	35.7	11.6	1.7	1.6	1.5	0.0	-	16.4	2.7	1.4	3.1	2.4	0.0	-	9.6	-
Lights	799	4290	860	237	2	-	6188	532	4538	486	228	0	-	5784	1867	277	261	231	0	-	2636	450	237	511	394	0	-	1592	16200
% Lights	99.3	96.2	95.4	94.4	100.0	-	96.4	94.5	96.7	100.0	99.6	-	-	96.9	96.5	96.9	95.3	93.5	-	-	96.2	99.8	99.2	98.5	99.5	-	-	99.2	96.8
Buses	0	52	21	8	0	-	81	15	43	0	0	0	-	58	27	9	6	11	0	-	53	0	1	7	1	0	-	9	201
% Buses	0.0	1.2	2.3	3.2	0.0	-	1.3	2.7	0.9	0.0	0.0	-	-	1.0	1.4	3.1	2.2	4.5	-	-	1.9	0.0	0.4	1.3	0.3	-	-	0.6	1.2
Trucks	6	118	20	6	0	-	150	16	112	0	1	0	-	129	40	0	7	5	0	-	52	1	1	1	1	0	-	4	335
% Trucks	0.7	2.6	2.2	2.4	0.0	-	2.3	2.8	2.4	0.0	0.4	-	-	2.2	2.1	0.0	2.6	2.0	-	-	1.9	0.2	0.4	0.2	0.3	-	-	0.2	2.0

| | | |

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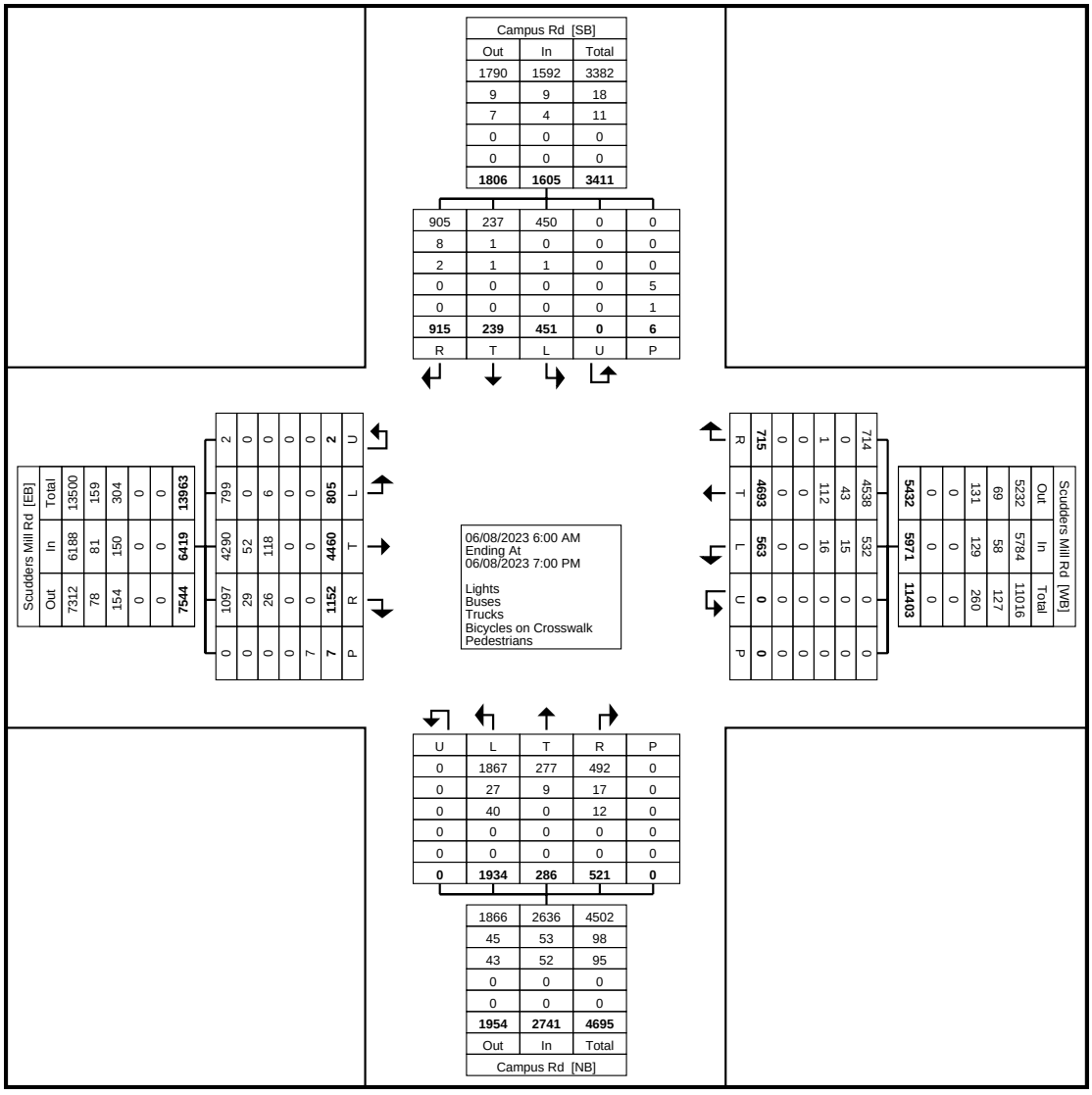
Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Plainsboro, NJ
Campus Rd & Scudders Mill Rd
Thursday, June 8, 2023
Location: 40.340359, -74.615854

Count Name: Campus Rd & Scudders Mill Rd
Site Code:
Start Date: 06/08/2023



Turning Movement Data Plot

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610-466-1469
Serving Transportation Professionals Since 1995

Plainsboro, NJ
Campus Rd & Scudders Mill Rd
Thursday, June 8, 2023
Location: 40.340359, -74.615854

Count Name: Campus Rd & Scudders Mill Rd
Site Code:
Start Date: 06/08/2023

Turning Movement Peak Hour Data (8:30 AM)

Start Time	Scudders Mill Rd Eastbound							Scudders Mill Rd Westbound							Campus Rd Northbound							Campus Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
8:30 AM	21	195	51	6	0	0	273	22	172	14	11	0	0	219	35	13	8	10	0	0	66	13	3	7	13	0	0	36	594
8:45 AM	32	165	48	12	0	0	257	30	140	28	9	0	0	207	39	12	6	9	0	0	66	9	2	1	12	0	0	24	554
9:00 AM	23	96	25	14	0	1	158	29	103	36	5	0	0	173	40	10	9	6	0	0	65	19	3	20	5	0	0	47	443
9:15 AM	42	119	31	9	0	0	201	22	147	37	9	0	0	215	41	29	11	6	0	0	87	19	11	14	7	0	1	51	554
Total	118	575	155	41	0	1	889	103	562	115	34	0	0	814	155	64	34	31	0	0	284	60	19	42	37	0	1	158	2145
Approach %	13.3	64.7	17.4	4.6	0.0	-	-	12.7	69.0	14.1	4.2	0.0	-	-	54.6	22.5	12.0	10.9	0.0	-	-	38.0	12.0	26.6	23.4	0.0	-	-	-
Total %	5.5	26.8	7.2	1.9	0.0	-	41.4	4.8	26.2	5.4	1.6	0.0	-	37.9	7.2	3.0	1.6	1.4	0.0	-	13.2	2.8	0.9	2.0	1.7	0.0	-	7.4	-
PHF	0.702	0.737	0.760	0.732	0.000	-	0.814	0.858	0.817	0.777	0.773	0.000	-	0.929	0.945	0.552	0.773	0.775	0.000	-	0.816	0.789	0.432	0.525	0.712	0.000	-	0.775	0.903
Lights	117	548	146	39	0	-	850	97	531	115	34	0	-	777	149	62	31	28	0	-	270	60	19	42	36	0	-	157	2054
% Lights	99.2	95.3	94.2	95.1	-	-	95.6	94.2	94.5	100.0	100.0	-	-	95.5	96.1	96.9	91.2	90.3	-	-	95.1	100.0	100.0	100.0	97.3	-	-	99.4	95.8
Buses	0	3	4	1	0	-	8	1	11	0	0	0	-	12	2	2	0	2	0	-	6	0	0	0	1	0	-	1	27
% Buses	0.0	0.5	2.6	2.4	-	-	0.9	1.0	2.0	0.0	0.0	-	-	1.5	1.3	3.1	0.0	6.5	-	-	2.1	0.0	0.0	0.0	2.7	-	-	0.6	1.3
Trucks	1	24	5	1	0	-	31	5	20	0	0	0	-	25	4	0	3	1	0	-	8	0	0	0	0	0	-	0	64
% Trucks	0.8	4.2	3.2	2.4	-	-	3.5	4.9	3.6	0.0	0.0	-	-	3.1	2.6	0.0	8.8	3.2	-	-	2.8	0.0	0.0	0.0	0.0	-	-	0.0	3.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-

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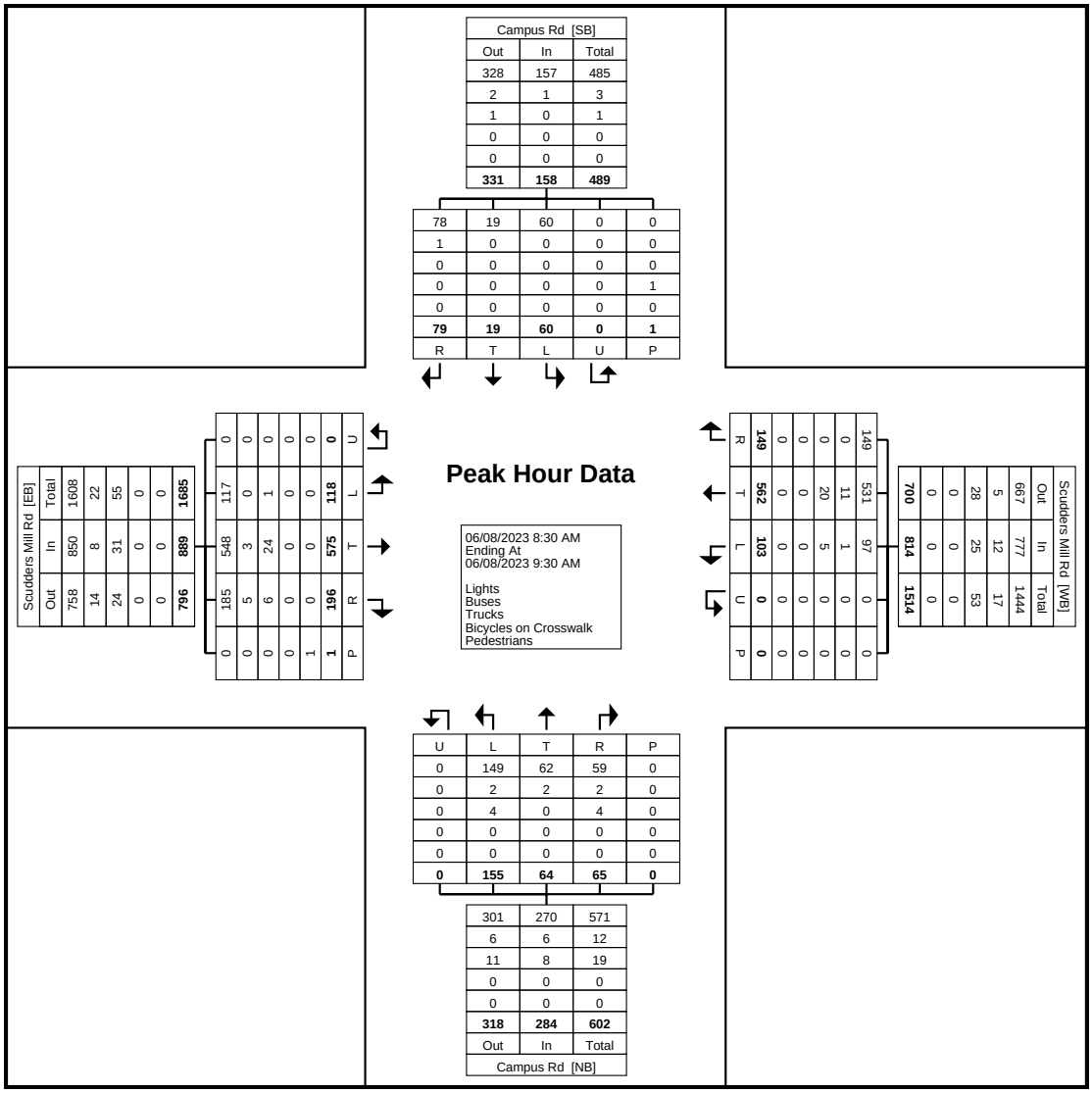
Plainsboro, NJ
Campus Rd & Scudders Mill Rd
Thursday, June 8, 2023
Location: 40.340359, -74.615854

Count Name: Campus Rd & Scudders Mill Rd
Site Code:
Start Date: 06/08/2023



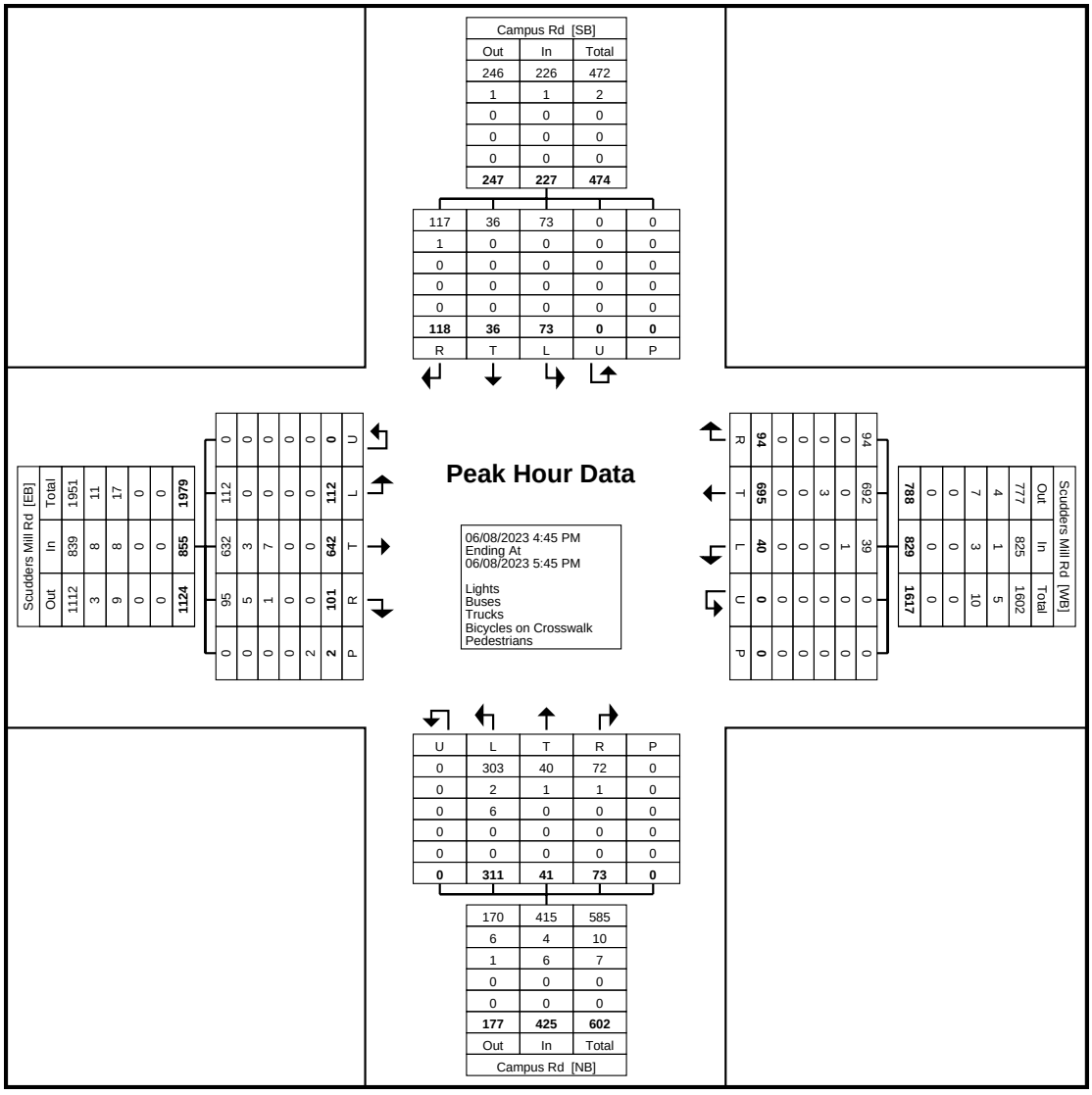
Turning Movement Peak Hour Data Plot (8:30 AM)

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Scudders Mill Rd Eastbound							Scudders Mill Rd Westbound							Campus Rd Northbound							Campus Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:45 PM	26	144	18	10	0	0	198	8	140	16	7	0	0	171	80	11	11	7	0	0	109	16	7	16	11	0	0	50	528
5:00 PM	34	125	30	3	0	2	192	8	175	11	5	0	0	199	96	7	11	13	0	0	127	21	8	22	10	0	0	61	579
5:15 PM	22	196	17	4	0	0	239	11	198	19	11	0	0	239	79	17	11	5	0	0	112	27	9	24	9	0	0	69	659
5:30 PM	30	177	17	2	0	0	226	13	182	19	6	0	0	220	56	6	10	5	0	0	77	9	12	9	17	0	0	47	570
Total	112	642	82	19	0	2	855	40	695	65	29	0	0	829	311	41	43	30	0	0	425	73	36	71	47	0	0	227	2336
Approach %	13.1	75.1	9.6	2.2	0.0	-	-	4.8	83.8	7.8	3.5	0.0	-	-	73.2	9.6	10.1	7.1	0.0	-	-	32.2	15.9	31.3	20.7	0.0	-	-	-
Total %	4.8	27.5	3.5	0.8	0.0	-	36.6	1.7	29.8	2.8	1.2	0.0	-	35.5	13.3	1.8	1.8	1.3	0.0	-	18.2	3.1	1.5	3.0	2.0	0.0	-	9.7	-
PHF	0.824	0.819	0.683	0.475	0.000	-	0.894	0.769	0.878	0.855	0.659	0.000	-	0.867	0.810	0.603	0.977	0.577	0.000	-	0.837	0.676	0.750	0.740	0.691	0.000	-	0.822	0.886
Lights	112	632	77	18	0	-	839	39	692	65	29	0	-	825	303	40	42	30	0	-	415	73	36	70	47	0	-	226	2305
% Lights	100.0	98.4	93.9	94.7	-	-	98.1	97.5	99.6	100.0	100.0	-	-	99.5	97.4	97.6	97.7	100.0	-	-	97.6	100.0	100.0	98.6	100.0	-	-	99.6	98.7
Buses	0	3	4	1	0	-	8	1	0	0	0	0	-	1	2	1	1	0	0	-	4	0	0	1	0	0	-	1	14
% Buses	0.0	0.5	4.9	5.3	-	-	0.9	2.5	0.0	0.0	0.0	-	-	0.1	0.6	2.4	2.3	0.0	-	-	0.9	0.0	0.0	1.4	0.0	-	-	0.4	0.6
Trucks	0	7	1	0	0	-	8	0	3	0	0	0	-	3	6	0	0	0	0	-	6	0	0	0	0	0	-	0	17
% Trucks	0.0	1.1	1.2	0.0	-	-	0.9	0.0	0.4	0.0	0.0	-	-	0.4	1.9	0.0	0.0	0.0	-	-	1.4	0.0	0.0	0.0	0.0	-	-	0.0	0.7
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Plainsboro, NJ
Campus Rd & Scudders Mill Rd
Thursday, June 8, 2023
Location: 40.340359, -74.615854

Count Name: Campus Rd & Scudders Mill Rd
Site Code:
Start Date: 06/08/2023



Turning Movement Peak Hour Data Plot (4:45 PM)

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Plainsboro, NJ
Campus Rd & Plainsboro Rd
Thursday, June 8, 2023
Location: 40.33617, -74.617556

Count Name: Campus Rd & Plainsboro Rd
Site Code:
Start Date: 06/08/2023

Turning Movement Data

Start Time	Plainsboro Rd Eastbound							Driveway Westbound							Plainsboro Rd Northbound							Campus Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
6:00 AM	1	0	0	10	0	0	11	0	0	0	0	0	0	0	3	6	0	0	0	0	9	0	5	0	2	0	0	7	27
6:15 AM	2	0	19	11	0	0	32	0	0	0	0	0	0	0	1	14	0	0	0	0	15	0	11	1	2	0	0	14	61
6:30 AM	1	0	19	19	0	0	39	0	0	0	0	0	0	0	7	16	0	0	0	0	23	0	13	1	1	0	0	15	77
6:45 AM	3	0	9	37	0	0	49	0	0	0	0	0	0	0	20	29	0	0	0	0	49	0	19	2	4	0	0	25	123
Hourly Total	7	0	47	77	0	0	131	0	0	0	0	0	0	0	31	65	0	0	0	0	96	0	48	4	9	0	0	61	288
7:00 AM	2	0	7	29	0	0	38	0	0	0	0	0	0	0	5	32	0	0	0	0	37	0	13	2	0	0	0	15	90
7:15 AM	4	0	25	18	0	0	47	0	0	0	0	0	0	0	5	19	0	0	0	0	24	0	23	1	3	0	0	27	98
7:30 AM	6	0	31	19	0	1	56	0	0	0	0	0	0	0	14	40	0	0	0	0	54	0	30	2	2	0	0	34	144
7:45 AM	6	0	11	25	0	0	42	0	0	0	0	0	0	0	13	45	0	0	0	0	58	0	29	4	1	0	0	34	134
Hourly Total	18	0	74	91	0	1	183	0	0	0	0	0	0	0	37	136	0	0	0	0	173	0	95	9	6	0	0	110	466
8:00 AM	6	0	16	17	0	0	39	0	0	0	0	0	0	0	10	51	0	0	0	0	61	0	21	3	6	0	0	30	130
8:15 AM	6	0	18	25	0	0	49	0	0	0	0	0	0	0	9	39	0	0	0	0	48	0	22	2	4	0	0	28	125
8:30 AM	3	0	16	17	0	0	36	0	0	0	0	0	0	0	12	45	0	0	0	0	57	0	25	1	3	0	0	29	122
8:45 AM	11	0	27	19	0	0	57	0	0	0	0	0	0	0	11	38	0	0	0	0	49	0	28	1	4	0	0	33	139
Hourly Total	26	0	77	78	0	0	181	0	0	0	0	0	0	0	42	173	0	0	0	0	215	0	96	7	17	0	0	120	516
9:00 AM	3	0	25	14	0	0	42	0	0	0	0	0	0	0	11	42	0	0	0	0	53	0	24	2	6	0	0	32	127
9:15 AM	7	0	9	18	0	0	34	0	0	0	0	0	0	0	5	57	0	0	0	0	62	0	22	3	3	0	0	28	124
9:30 AM	6	1	10	14	0	0	31	0	0	0	0	0	0	0	7	39	0	0	0	0	46	0	14	4	0	0	0	18	95
9:45 AM	2	0	21	10	0	0	33	0	0	0	0	0	0	0	6	31	0	0	1	0	38	0	15	3	7	0	0	25	96
Hourly Total	18	1	65	56	0	0	140	0	0	0	0	0	0	0	29	169	0	0	1	0	199	0	75	12	16	0	0	103	442
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	4	0	26	20	0	0	50	0	0	0	1	0	0	1	9	27	0	0	0	0	36	0	18	3	1	0	0	22	109
2:15 PM	4	0	24	20	0	0	48	0	0	0	0	0	0	0	8	19	0	0	0	0	27	0	19	1	0	0	0	20	95
2:30 PM	5	0	23	19	0	0	47	0	0	0	0	0	0	0	11	40	0	0	0	0	51	0	28	3	2	0	0	33	131
2:45 PM	2	0	18	25	0	0	45	0	0	0	0	0	0	0	8	43	0	0	0	0	51	0	25	5	0	0	0	30	126
Hourly Total	15	0	91	84	0	0	190	0	0	0	1	0	0	1	36	129	0	0	0	0	165	0	90	12	3	0	0	105	461
3:00 PM	5	0	21	22	0	0	48	0	0	0	0	0	0	0	5	38	0	0	0	0	43	0	25	4	7	0	0	36	127
3:15 PM	7	0	14	23	0	0	44	0	0	0	0	0	0	0	1	36	0	0	0	0	37	0	27	7	0	0	0	34	115
3:30 PM	8	0	33	15	0	0	56	0	0	0	0	0	0	0	13	54	0	0	0	0	67	0	22	2	2	0	0	26	149
3:45 PM	5	0	35	15	0	0	55	0	0	0	0	0	0	0	8	46	0	0	0	0	54	0	20	3	2	0	0	25	134
Hourly Total	25	0	103	75	0	0	203	0	0	0	0	0	0	0	27	174	0	0	0	0	201	0	94	16	11	0	0	121	525
4:00 PM	4	0	34	15	0	0	53	0	0	0	0	0	0	0	5	37	0	0	0	0	42	0	31	4	2	0	0	37	132
4:15 PM	4	0	31	21	0	0	56	0	0	0	0	0	0	0	8	38	0	0	0	0	46	0	34	3	4	0	0	41	143
4:30 PM	5	0	23	32	0	0	60	0	0	0	0	0	1	0	12	51	0	0	0	0	63	0	38	1	1	0	0	40	163
4:45 PM	2	0	38	23	0	0	63	0	0	0	0	0	0	0	11	38	0	0	0	1	49	0	36	1	1	0	0	38	150
Hourly Total	15	0	126	91	0	0	232	0	0	0	0	0	1	0	36	164	0	0	0	1	200	0	139	9	8	0	0	156	588
5:00 PM	3	0	22	40	1	0	66	0	0	0	0	0	0	0	9	65	0	0	0	0	74	0	54	5	0	0	0	59	199
5:15 PM	0	0	33	25	0	0	58	0	0	0	0	0	0	0	9	49	0	0	0	0	58	0	40	2	0	0	0	42	158
5:30 PM	6	0	32	25	0	0	63	0	0	0	0	0	0	0	10	36	0	0	0	0	46	0	32	5	4	0	0	41	150
5:45 PM	5	0	25	36	0	0	66	0	0	0	0	0	0	0	8	34	0	0	0	0	42	0	38	0	0	0	0	38	146
Hourly Total	14	0	112	126	1	0	253	0	0	0	0	0	0	0	36	184	0	0	0	0	220	0	164	12	4	0	0	180	653
6:00 PM	2	0	17	33	0	0	52	0	0	0	0	0	0	0	2	33	0	0	0	0	35	0	31	0	0	0	0	31	118
6:15 PM	3	0	14	28	0	0	45	0	0	0	0	0	1	0	11	42	0	1	0	0	54	0	25	0	0	0	0	25	124
6:30 PM	5	0	23	24	0	0	52	0	0	0	0	0	0	0	14	31	0	0	0	0	45	0	18	0	0	0	0	18	115
6:45 PM	2	0	8	27	0	0	37	0	0	0	0	0	0	0	6	27	0	0	0	0	33	0	23	0	0	0	0	23	93
Hourly Total	12	0	62	112	0	0	186	0	0	0	0	0	1	0	33	133	0	1	0	0	167	0	97	0	0	0	0	97	450
Grand Total	150	1	757	790	1	1	1699	0	0	0	1	0	2	1	307	1327	0	1	1	1	1636	0	898	81	74	0	0	1053	4389
Approach %	8.8	0.1	44.6	46.5	0.1	-	-	0.0	0.0	0.0	100.0	0.0	-	-	18.8	81.1	0.0	0.1	0.1	-	-	0.0	85.3	7.7	7.0	0.0	-	-	-
Total %	3.4	0.0	17.2	18.0	0.0	-	38.7	0.0	0.0	0.0	0.0	0.0	-	0.0	7.0	30.2	0.0	0.0	0.0	-	37.3	0.0	20.5	1.8	1.7	0.0	-	24.0	-
Lights	137	1	733	774	1	-	1646	0	0	0	1	0	-	1	297	1289	0	1	1	-	1588	0	856	71	68	0	-	995	4230
% Lights	91.3	100.0	96.8	98.0	100.0	-	96.9	-	-	-	100.0	-	-	100.0	96.7	97.1	-	100.0	100.0	-	97.1	-	95.3	87.7	91.9	-	-	94.5	96.4
Buses	8	0	10	8	0	-	26	0	0	0	0	0	-	0	4	14	0	0	0	-	18	0	20	3	5	0	-	28	72
% Buses	5.3	0.0	1.3	1.0	0.0	-	1.5	-	-	-	0.0	-	-	0.0	1.3	1.1	-	0.0	0.0	-	1.1	-	2.2	3.7	6.8	-	-	2.7	1.6
Trucks	5	0	14	8	0	-	27	0	0	0	0	0	-	0	6	24	0	0	0	-	30	0	22	7	1	0	-	30	87
% Trucks	3.3	0.0	1.8	1.0	0.0	-	1.6	-	-	-	0.0	-	-	0.0	2.0	1.8	-	0.0	0.0	-	1.8	-	2.4	8.6	1.4	-	-	2.8	2.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-

% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	50.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	50.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-

Plainsboro, NJ
Campus Rd & Plainsboro Rd
Thursday, June 8, 2023
Location: 40.33617, -74.617556

Count Name: Campus Rd & Plainsboro Rd
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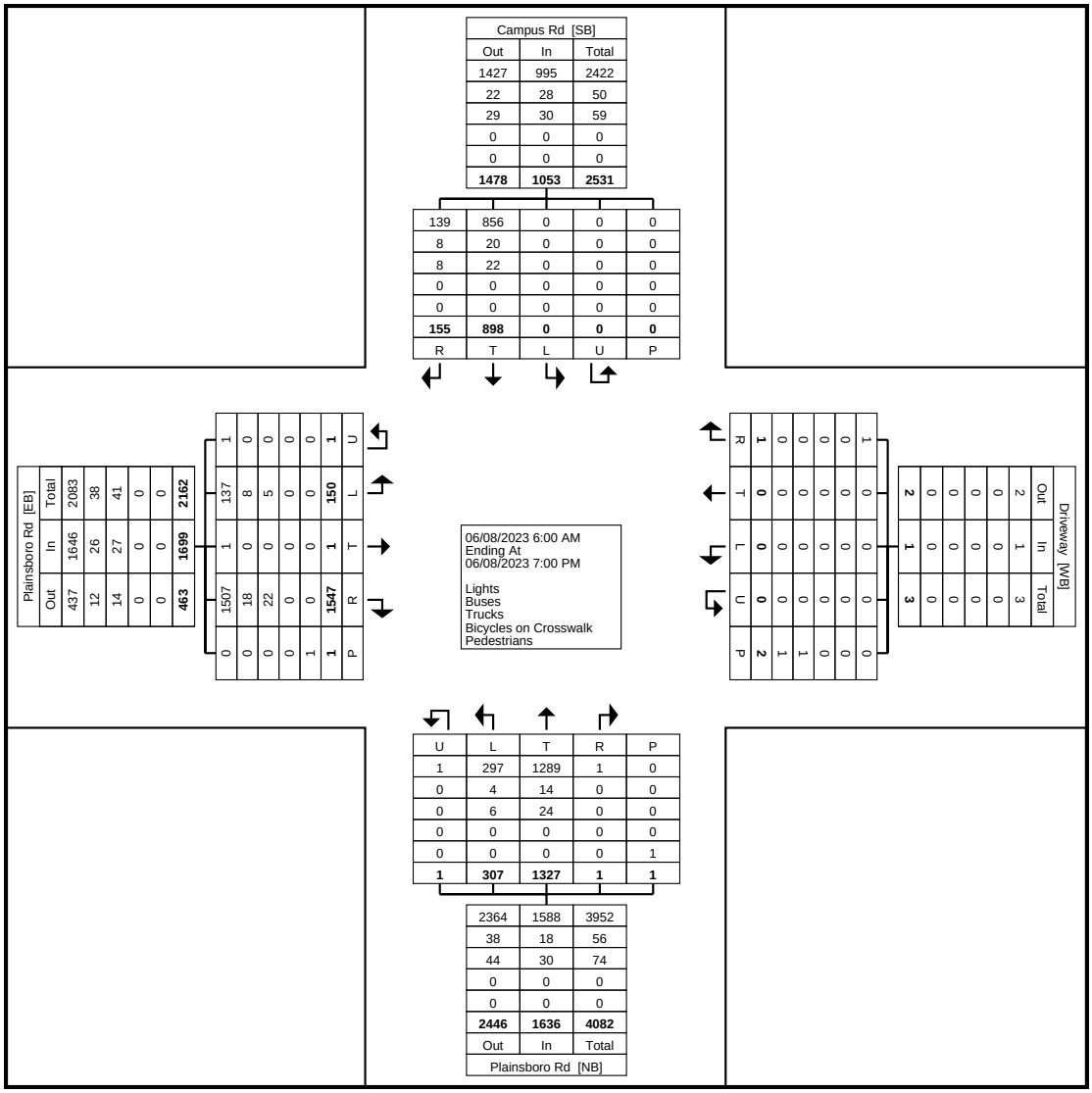

Turning Movement Data Plot

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Plainsboro, NJ
Campus Rd & Plainsboro Rd
Thursday, June 8, 2023
Location: 40.33617, -74.617556

Count Name: Campus Rd & Plainsboro Rd
Site Code:
Start Date: 06/08/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Plainsboro Rd Eastbound							Driveway Westbound							Plainsboro Rd Northbound							Campus Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:30 AM	6	0	31	19	0	1	56	0	0	0	0	0	0	0	14	40	0	0	0	0	54	0	30	2	2	0	0	34	144
7:45 AM	6	0	11	25	0	0	42	0	0	0	0	0	0	0	13	45	0	0	0	0	58	0	29	4	1	0	0	34	134
8:00 AM	6	0	16	17	0	0	39	0	0	0	0	0	0	0	10	51	0	0	0	0	61	0	21	3	6	0	0	30	130
8:15 AM	6	0	18	25	0	0	49	0	0	0	0	0	0	0	9	39	0	0	0	0	48	0	22	2	4	0	0	28	125
Total	24	0	76	86	0	1	186	0	0	0	0	0	0	0	46	175	0	0	0	0	221	0	102	11	13	0	0	126	533
Approach %	12.9	0.0	40.9	46.2	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	20.8	79.2	0.0	0.0	0.0	-	-	0.0	81.0	8.7	10.3	0.0	-	-	-
Total %	4.5	0.0	14.3	16.1	0.0	-	34.9	0.0	0.0	0.0	0.0	0.0	-	0.0	8.6	32.8	0.0	0.0	0.0	-	41.5	0.0	19.1	2.1	2.4	0.0	-	23.6	-
PHF	1.000	0.000	0.613	0.860	0.000	-	0.830	0.000	0.000	0.000	0.000	0.000	-	0.000	0.821	0.858	0.000	0.000	0.000	-	0.906	0.000	0.850	0.688	0.542	0.000	-	0.926	0.925
Lights	23	0	73	83	0	-	179	0	0	0	0	0	-	0	42	169	0	0	0	-	211	0	99	10	12	0	-	121	511
% Lights	95.8	-	96.1	96.5	-	-	96.2	-	-	-	-	-	-	-	91.3	96.6	-	-	-	-	95.5	-	97.1	90.9	92.3	-	-	96.0	95.9
Buses	1	0	2	1	0	-	4	0	0	0	0	0	-	0	1	3	0	0	0	-	4	0	1	0	1	0	-	2	10
% Buses	4.2	-	2.6	1.2	-	-	2.2	-	-	-	-	-	-	-	2.2	1.7	-	-	-	-	1.8	-	1.0	0.0	7.7	-	-	1.6	1.9
Trucks	0	0	1	2	0	-	3	0	0	0	0	0	-	0	3	3	0	0	0	-	6	0	2	1	0	0	-	3	12
% Trucks	0.0	-	1.3	2.3	-	-	1.6	-	-	-	-	-	-	-	6.5	1.7	-	-	-	-	2.7	-	2.0	9.1	0.0	-	-	2.4	2.3
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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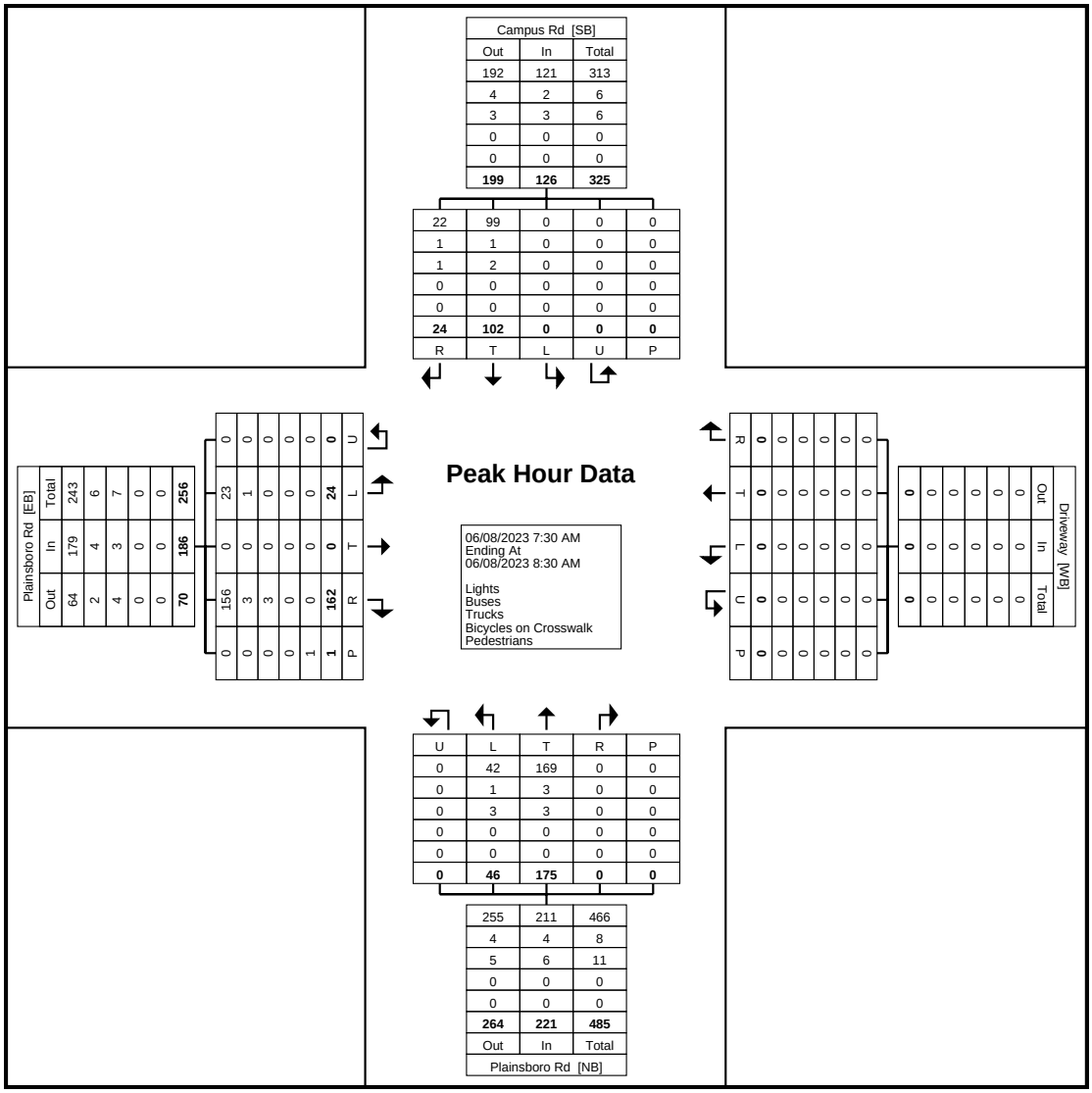
Plainsboro, NJ
Campus Rd & Plainsboro Rd
Thursday, June 8, 2023
Location: 40.33617, -74.617556

Count Name: Campus Rd & Plainsboro Rd
Site Code:
Start Date: 06/08/2023
Page No: 5



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

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Plainsboro, NJ
Campus Rd & Plainsboro Rd
Thursday, June 8, 2023
Location: 40.33617, -74.617556

Count Name: Campus Rd & Plainsboro Rd
Site Code:
Start Date: 06/08/2023

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Plainsboro Rd Eastbound							Driveway Westbound							Plainsboro Rd Northbound							Campus Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:30 PM	5	0	23	32	0	0	60	0	0	0	0	0	1	0	12	51	0	0	0	0	63	0	38	1	1	0	0	40	163
4:45 PM	2	0	38	23	0	0	63	0	0	0	0	0	0	0	11	38	0	0	0	1	49	0	36	1	1	0	0	38	150
5:00 PM	3	0	22	40	1	0	66	0	0	0	0	0	0	0	9	65	0	0	0	0	74	0	54	5	0	0	0	59	199
5:15 PM	0	0	33	25	0	0	58	0	0	0	0	0	0	0	9	49	0	0	0	0	58	0	40	2	0	0	0	42	158
Total	10	0	116	120	1	0	247	0	0	0	0	0	1	0	41	203	0	0	0	1	244	0	168	9	2	0	0	179	670
Approach %	4.0	0.0	47.0	48.6	0.4	-	-	0.0	0.0	0.0	0.0	0.0	-	-	16.8	83.2	0.0	0.0	0.0	-	-	0.0	93.9	5.0	1.1	0.0	-	-	-
Total %	1.5	0.0	17.3	17.9	0.1	-	36.9	0.0	0.0	0.0	0.0	0.0	-	0.0	6.1	30.3	0.0	0.0	0.0	-	36.4	0.0	25.1	1.3	0.3	0.0	-	26.7	-
PHF	0.500	0.000	0.763	0.750	0.250	-	0.936	0.000	0.000	0.000	0.000	0.000	-	0.000	0.854	0.781	0.000	0.000	0.000	-	0.824	0.000	0.778	0.450	0.500	0.000	-	0.758	0.842
Lights	10	0	116	119	1	-	246	0	0	0	0	0	-	0	40	198	0	0	0	-	238	0	162	7	2	0	-	171	655
% Lights	100.0	-	100.0	99.2	100.0	-	99.6	-	-	-	-	-	-	-	97.6	97.5	-	-	-	-	97.5	-	96.4	77.8	100.0	-	-	95.5	97.8
Buses	0	0	0	1	0	-	1	0	0	0	0	0	-	0	1	1	0	0	0	-	2	0	1	1	0	0	-	2	5
% Buses	0.0	-	0.0	0.8	0.0	-	0.4	-	-	-	-	-	-	-	2.4	0.5	-	-	-	-	0.8	-	0.6	11.1	0.0	-	-	1.1	0.7
Trucks	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	4	0	0	0	-	4	0	5	1	0	0	-	6	10
% Trucks	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	2.0	-	-	-	-	1.6	-	3.0	11.1	0.0	-	-	3.4	1.5
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-

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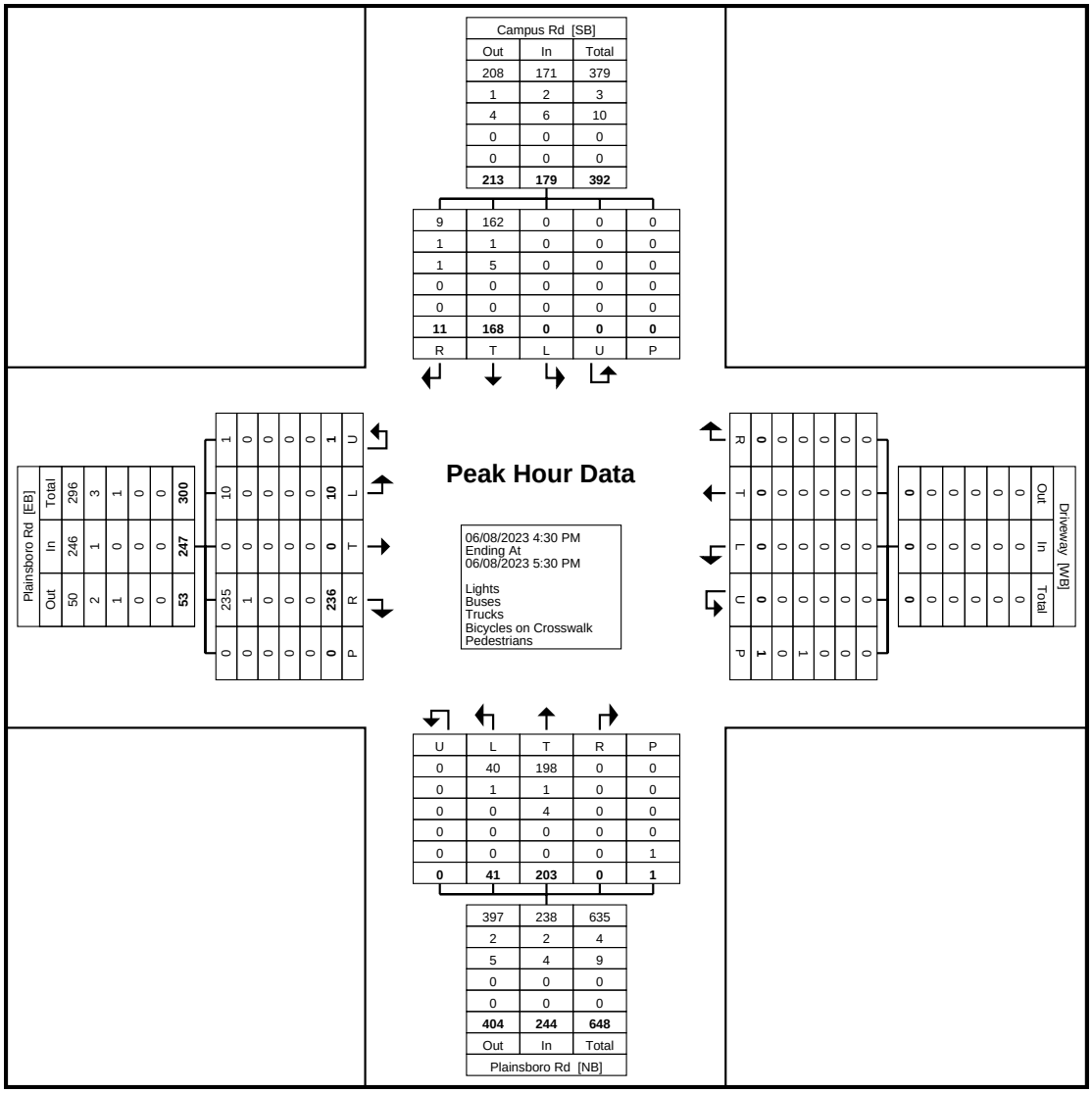
Plainsboro, NJ
Campus Rd & Plainsboro Rd
Thursday, June 8, 2023
Location: 40.33617, -74.617556

Count Name: Campus Rd & Plainsboro Rd
Site Code:
Start Date: 06/08/2023



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

TRI-STATE TRAFFIC DATA

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Plainsboro, NJ
Plainsboro Rd & Walker Gordon Dr East
Thursday, June 8, 2023
Location: 40.332962, -74.607397

Count Name: Plainsboro Rd & Walker Gordon Dr East
Site Code:
Start Date: 06/08/2023
Page No: 1

Turning Movement Data

Start Time	Plainsboro Rd Eastbound							Plainsboro Rd Westbound							Walker Gordon Dr East Northbound							Pasture Ln Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
6:00 AM	0	4	0	0	0	0	4	0	8	0	0	0	0	8	1	0	2	4	0	0	7	0	0	0	0	0	0	0	19
6:15 AM	0	17	0	0	0	0	17	1	15	0	0	0	0	16	2	0	4	0	0	0	6	0	0	0	0	0	0	0	39
6:30 AM	0	26	0	0	0	0	26	4	28	0	0	0	0	32	5	0	4	3	0	2	12	0	0	0	0	0	0	0	70
6:45 AM	0	32	0	0	0	0	32	3	53	0	0	0	0	56	8	0	4	3	0	1	15	0	0	0	0	0	0	0	103
Hourly Total	0	79	0	0	0	0	79	8	104	0	0	0	0	112	16	0	14	10	0	3	40	0	0	0	0	0	0	0	231
7:00 AM	0	32	2	0	0	0	34	3	25	0	0	0	1	28	8	0	11	3	0	0	22	0	0	1	0	0	0	1	85
7:15 AM	1	51	1	0	0	0	53	5	23	0	0	0	1	28	2	0	19	15	0	0	36	1	0	0	0	0	0	1	118
7:30 AM	0	54	1	0	0	0	55	13	44	0	0	0	0	57	9	0	9	5	0	0	23	0	0	0	0	0	0	0	135
7:45 AM	0	46	1	0	0	0	47	13	62	0	0	0	0	75	7	0	10	8	0	1	25	0	0	0	2	0	0	2	149
Hourly Total	1	183	5	0	0	0	189	34	154	0	0	0	2	188	26	0	49	31	0	1	106	1	0	1	2	0	0	4	487
8:00 AM	0	32	1	0	0	0	33	8	59	0	0	0	0	67	12	0	5	4	0	0	21	2	0	1	1	0	0	4	125
8:15 AM	0	28	0	0	0	0	28	6	52	1	0	0	0	59	15	0	6	9	0	1	30	1	0	0	0	0	0	1	118
8:30 AM	0	36	1	0	0	0	37	7	52	0	0	0	0	59	13	0	4	8	0	1	25	1	1	0	1	0	0	3	124
8:45 AM	0	34	0	0	0	0	34	14	58	0	0	0	0	72	8	0	7	11	0	1	26	2	0	0	0	0	0	2	134
Hourly Total	0	130	2	0	0	0	132	35	221	1	0	0	0	257	48	0	22	32	0	3	102	6	1	1	2	0	0	10	501
9:00 AM	0	35	0	0	0	0	35	10	57	0	1	0	0	68	10	0	4	0	0	0	14	0	0	0	1	0	0	1	118
9:15 AM	0	39	0	0	0	0	39	7	52	2	0	0	0	61	8	0	4	12	0	1	24	2	1	0	0	1	0	4	128
9:30 AM	0	30	1	0	0	0	31	4	37	0	0	0	0	41	12	0	1	4	0	1	17	0	0	0	0	0	0	0	89
9:45 AM	0	35	0	0	0	0	35	4	23	2	0	0	0	29	7	0	3	3	0	0	13	1	0	2	0	0	0	3	80
Hourly Total	0	139	1	0	0	0	140	25	169	4	1	0	0	199	37	0	12	19	0	2	68	3	1	2	1	1	0	8	415
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	49	0	0	0	0	49	1	25	2	0	0	0	28	6	0	5	6	0	0	17	1	0	0	0	0	0	1	95
2:15 PM	0	44	1	0	0	0	45	5	24	1	0	0	0	30	1	0	7	2	0	0	10	1	0	0	0	0	0	1	86
2:30 PM	0	51	0	1	0	0	52	7	26	1	0	0	0	34	11	0	6	10	0	0	27	0	0	1	1	0	0	2	115
2:45 PM	0	65	1	1	0	0	67	9	35	0	1	0	0	45	3	0	8	3	0	0	14	1	1	0	0	0	0	2	128
Hourly Total	0	209	2	2	0	0	213	22	110	4	1	0	0	137	21	0	26	21	0	0	68	3	1	1	1	0	0	6	424
3:00 PM	0	68	1	0	0	0	69	14	23	1	0	0	0	38	7	0	5	1	0	0	13	0	1	0	0	0	1	1	121
3:15 PM	0	62	2	0	0	0	64	12	18	1	0	0	0	31	5	0	4	6	0	0	15	0	0	0	0	0	0	0	110
3:30 PM	0	78	1	0	0	1	79	16	20	1	0	0	0	37	15	0	4	5	0	0	24	0	0	0	0	0	0	0	140
3:45 PM	0	70	1	0	0	0	71	9	22	0	0	0	0	31	3	0	13	2	0	0	18	0	1	1	0	0	0	2	122
Hourly Total	0	278	5	0	0	1	283	51	83	3	0	0	0	137	30	0	26	14	0	0	70	0	2	1	0	0	1	3	493
4:00 PM	0	89	2	0	0	0	91	7	15	0	0	0	0	22	7	0	4	4	0	0	15	1	0	0	0	0	0	1	129
4:15 PM	1	94	0	0	0	0	95	11	18	0	0	0	1	29	5	0	6	5	0	0	16	0	0	0	0	0	1	0	140
4:30 PM	0	103	1	0	0	0	104	9	29	3	0	0	0	41	13	0	3	4	0	0	20	0	0	0	0	0	0	0	165
4:45 PM	0	84	4	1	0	0	89	16	32	0	0	0	0	48	4	0	11	6	0	0	21	0	0	0	0	0	0	0	158
Hourly Total	1	370	7	1	0	0	379	43	94	3	0	0	1	140	29	0	24	19	0	0	72	1	0	0	0	0	1	1	592
5:00 PM	1	112	1	1	0	0	115	10	24	2	0	0	0	36	5	0	12	11	0	1	28	3	0	1	0	0	0	4	183
5:15 PM	0	91	3	0	0	0	94	20	27	0	0	0	0	47	8	0	8	9	0	2	25	2	0	0	0	0	0	2	168
5:30 PM	2	88	1	1	0	0	92	15	22	3	0	0	0	40	11	0	7	8	0	2	26	1	0	0	0	0	0	1	159
5:45 PM	0	85	1	0	0	0	86	17	25	1	0	0	1	43	7	0	10	13	0	4	30	0	0	0	1	0	0	1	160
Hourly Total	3	376	6	2	0	0	387	62	98	6	0	0	1	166	31	0	37	41	0	9	109	6	0	1	1	0	0	8	670
6:00 PM	0	68	1	0	0	0	69	31	25	0	0	0	0	56	6	1	12	18	0	6	37	1	0	0	0	0	0	1	163
6:15 PM	1	62	2	0	0	0	65	11	36	0	0	0	1	47	15	0	9	12	0	5	36	1	0	0	0	0	0	1	149
6:30 PM	0	65	0	0	0	1	65	18	29	1	0	0	0	48	11	0	11	8	0	7	30	0	0	1	1	0	0	2	145
6:45 PM	0	46	2	0	0	0	48	23	28	0	0	0	0	51	8	0	7	10	0	9	25	1	0	0	0	0	0	1	125
Hourly Total	1	241	5	0	0	1	247	83	118	1	0	0	1	202	40	1	39	48	0	27	128	3	0	1	1	0	0	5	582
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	6	2005	33	5	0	2	2049	363	1151	22	2	0	5	1538	278	1	249	235	0	45	763	23	5	8	8	1	2	45	4395
Approach %	0.3	97.9	1.6	0.2	0.0	-	-	23.6	74.8	1.4	0.1	0.0	-	-	36.4	0.1	32.6	30.8	0.0	-	-	51.1	11.1	17.8	17.8	2.2	-	-	-
Total %	0.1	45.6	0.8	0.1	0.0	-	46.6	8.3	26.2	0.5	0.0	0.0	-	35.0	6.3	0.0	5.7	5.3	0.0	-	17.4	0.5	0.1	0.2	0.2	0.0	-	1.0	-
Lights	5	1964	26	5	0	-	2000	341	1126	17	2	0	-	1486	267	1	232	226	0	-	726	20	3	8	8	0	-	39	4251
% Lights	83.3	98.0	78.8	100.0	-	-	97.6	93.9	97.8	77.3	100.0	-	-	96.6	96.0	100.0	93.2	96.2	-	-	95.2	87.0	60.0	100.0	100.0	0.0	-	86.7	96.7
Buses	0	27	4	0	0	-	31	16	9	2	0	0	-	27	5	0	12	7	0	-	24	1	0	0	0	1	-	2	84
% Buses	0.0	1.3	12.1	0.0	-	-	1.5	4.4	0.8	9.1	0.0	-	-	1.8	1.8	0.0	4.8	3.0	-	-	3.1	4.3	0.0	0.0	0.0	100.0	-	4.4	1.9
Trucks	1	14	3	0	0	-	18	6	16	3	0	0	-	25	6	0	5	2	0	-	13	2	2	0	0	0	-	4	60

% Trucks	16.7	0.7	9.1	0.0	-	-	0.9	1.7	1.4	13.6	0.0	-	-	1.6	2.2	0.0	2.0	0.9	-	-	1.7	8.7	40.0	0.0	0.0	0.0	-	8.9	1.4
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	1	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	6.7	-	-	-	-	-	-	50.0	-	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	5	-	-	-	-	-	-	42	-	-	-	-	-	-	1	-	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	93.3	-	-	-	-	-	-	50.0	-	-	-

Plainsboro, NJ
Plainsboro Rd & Walker Gordon Dr East
Thursday, June 8, 2023
Location: 40.332962, -74.607397

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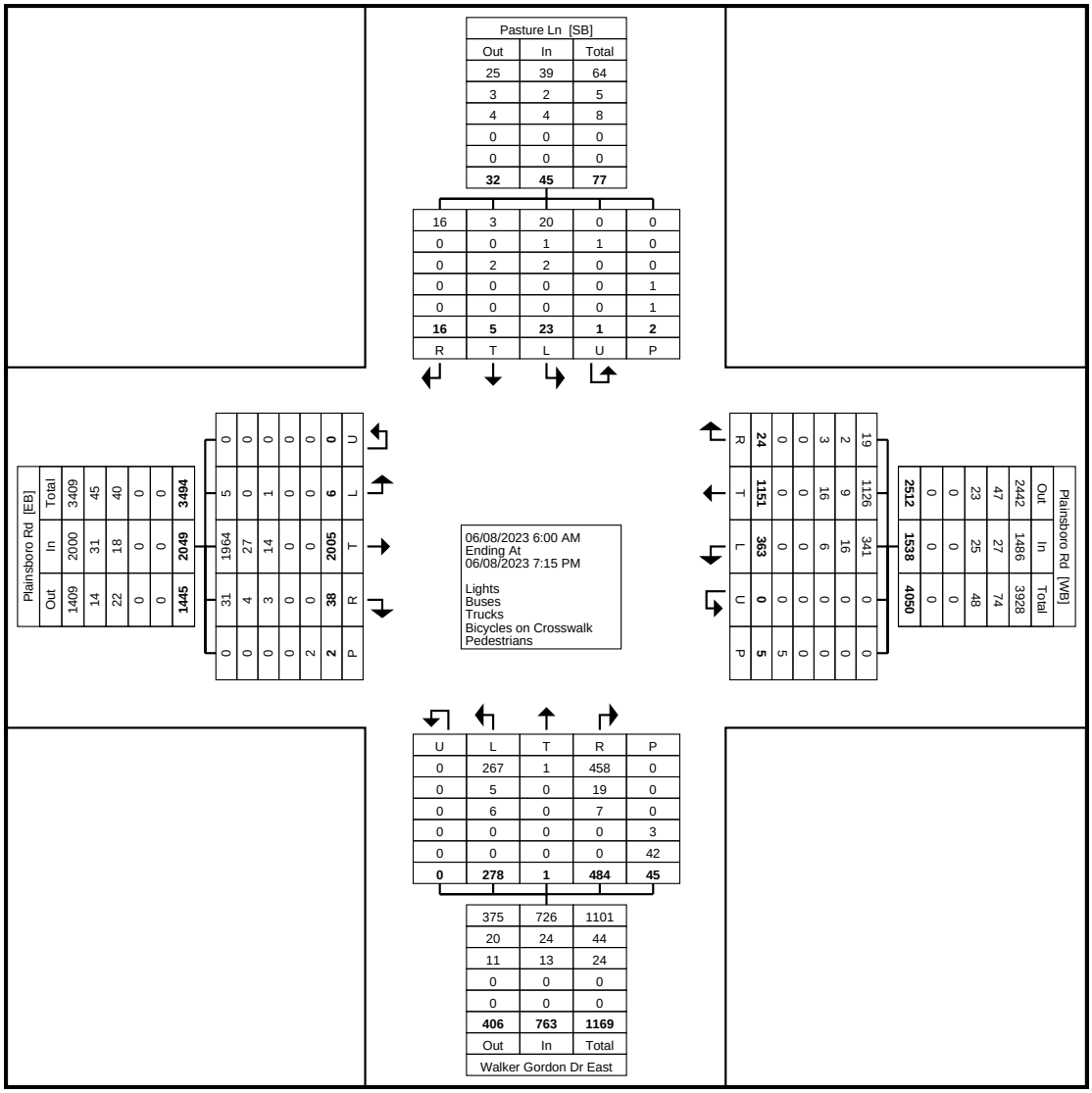

Turning Movement Data Plot

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Plainsboro Rd Eastbound							Plainsboro Rd Westbound							Walker Gordon Dr East Northbound							Pasture Ln Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:15 AM	1	51	1	0	0	0	53	5	23	0	0	0	1	28	2	0	19	15	0	0	36	1	0	0	0	0	0	1	118
7:30 AM	0	54	1	0	0	0	55	13	44	0	0	0	0	57	9	0	9	5	0	0	23	0	0	0	0	0	0	0	135
7:45 AM	0	46	1	0	0	0	47	13	62	0	0	0	0	75	7	0	10	8	0	1	25	0	0	0	2	0	0	2	149
8:00 AM	0	32	1	0	0	0	33	8	59	0	0	0	0	67	12	0	5	4	0	0	21	2	0	1	1	0	0	4	125
Total	1	183	4	0	0	0	188	39	188	0	0	0	1	227	30	0	43	32	0	1	105	3	0	1	3	0	0	7	527
Approach %	0.5	97.3	2.1	0.0	0.0	-	-	17.2	82.8	0.0	0.0	0.0	-	-	28.6	0.0	41.0	30.5	0.0	-	-	42.9	0.0	14.3	42.9	0.0	-	-	-
Total %	0.2	34.7	0.8	0.0	0.0	-	35.7	7.4	35.7	0.0	0.0	0.0	-	43.1	5.7	0.0	8.2	6.1	0.0	-	19.9	0.6	0.0	0.2	0.6	0.0	-	1.3	-
PHF	0.250	0.847	1.000	0.000	0.000	-	0.855	0.750	0.758	0.000	0.000	0.000	-	0.757	0.625	0.000	0.566	0.533	0.000	-	0.729	0.375	0.000	0.250	0.375	0.000	-	0.438	0.884
Lights	0	181	2	0	0	-	183	36	181	0	0	0	-	217	30	0	40	31	0	-	101	2	0	1	3	0	-	6	507
% Lights	0.0	98.9	50.0	-	-	-	97.3	92.3	96.3	-	-	-	-	95.6	100.0	-	93.0	96.9	-	-	96.2	66.7	-	100.0	100.0	-	-	85.7	96.2
Buses	0	1	1	0	0	-	2	2	2	0	0	0	-	4	0	0	3	1	0	-	4	0	0	0	0	0	-	0	10
% Buses	0.0	0.5	25.0	-	-	-	1.1	5.1	1.1	-	-	-	-	1.8	0.0	-	7.0	3.1	-	-	3.8	0.0	-	0.0	0.0	-	-	0.0	1.9
Trucks	1	1	1	0	0	-	3	1	5	0	0	0	-	6	0	0	0	0	0	-	0	1	0	0	0	0	-	1	10
% Trucks	100.0	0.5	25.0	-	-	-	1.6	2.6	2.7	-	-	-	-	2.6	0.0	-	0.0	0.0	-	-	0.0	33.3	-	0.0	0.0	-	-	14.3	1.9
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-

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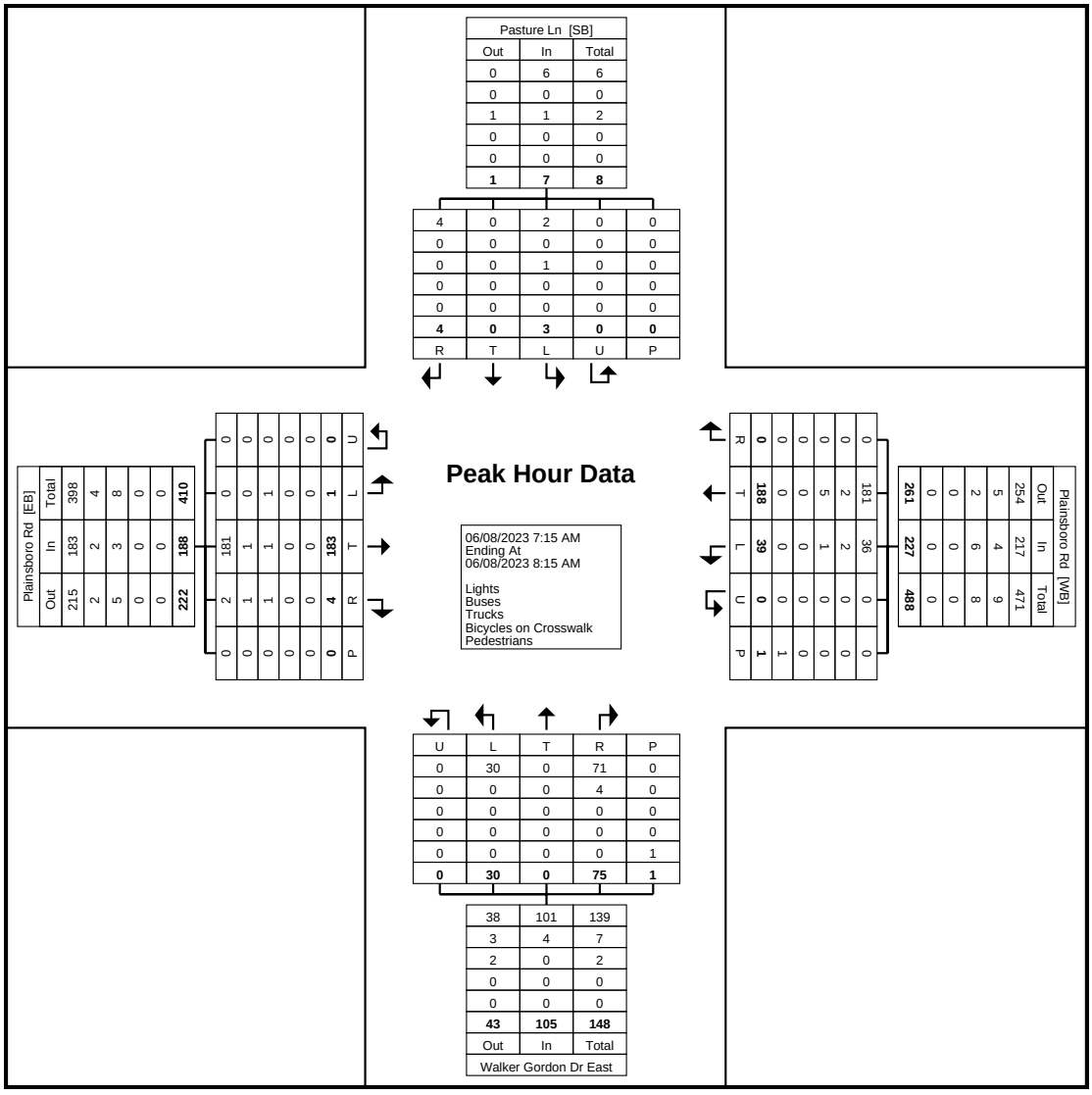

Turning Movement Peak Hour Data Plot (7:15 AM)

Plainsboro, NJ
Plainsboro Rd & Walker Gordon Dr East
Thursday, June 8, 2023
Location: 40.332962, -74.607397

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Turning Movement Peak Hour Data (4:30 PM)

Start Time	Plainsboro Rd Eastbound							Plainsboro Rd Westbound							Walker Gordon Dr East Northbound							Pasture Ln Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:30 PM	0	103	1	0	0	0	104	9	29	3	0	0	0	41	13	0	3	4	0	0	20	0	0	0	0	0	0	0	165
4:45 PM	0	84	4	1	0	0	89	16	32	0	0	0	0	48	4	0	11	6	0	0	21	0	0	0	0	0	0	0	158
5:00 PM	1	112	1	1	0	0	115	10	24	2	0	0	0	36	5	0	12	11	0	1	28	3	0	1	0	0	0	4	183
5:15 PM	0	91	3	0	0	0	94	20	27	0	0	0	0	47	8	0	8	9	0	2	25	2	0	0	0	0	0	2	168
Total	1	390	9	2	0	0	402	55	112	5	0	0	0	172	30	0	34	30	0	3	94	5	0	1	0	0	0	6	674
Approach %	0.2	97.0	2.2	0.5	0.0	-	-	32.0	65.1	2.9	0.0	0.0	-	-	31.9	0.0	36.2	31.9	0.0	-	-	83.3	0.0	16.7	0.0	0.0	-	-	-
Total %	0.1	57.9	1.3	0.3	0.0	-	59.6	8.2	16.6	0.7	0.0	0.0	-	25.5	4.5	0.0	5.0	4.5	0.0	-	13.9	0.7	0.0	0.1	0.0	0.0	-	0.9	-
PHF	0.250	0.871	0.563	0.500	0.000	-	0.874	0.688	0.875	0.417	0.000	0.000	-	0.896	0.577	0.000	0.708	0.682	0.000	-	0.839	0.417	0.000	0.250	0.000	0.000	-	0.375	0.921
Lights	1	386	8	2	0	-	397	54	111	4	0	0	-	169	27	0	34	30	0	-	91	4	0	1	0	0	-	5	662
% Lights	100.0	99.0	88.9	100.0	-	-	98.8	98.2	99.1	80.0	-	-	-	98.3	90.0	-	100.0	100.0	-	-	96.8	80.0	-	100.0	-	-	-	83.3	98.2
Buses	0	4	0	0	0	-	4	1	0	0	0	0	-	1	1	0	0	0	0	-	1	0	0	0	0	0	-	0	6
% Buses	0.0	1.0	0.0	0.0	-	-	1.0	1.8	0.0	0.0	-	-	-	0.6	3.3	-	0.0	0.0	-	-	1.1	0.0	-	0.0	-	-	-	0.0	0.9
Trucks	0	0	1	0	0	-	1	0	1	1	0	0	-	2	2	0	0	0	0	-	2	1	0	0	0	0	-	1	6
% Trucks	0.0	0.0	11.1	0.0	-	-	0.2	0.0	0.9	20.0	-	-	-	1.2	6.7	-	0.0	0.0	-	-	2.1	20.0	-	0.0	-	-	-	16.7	0.9
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7	-	-	-	-	-	-	-	-	-

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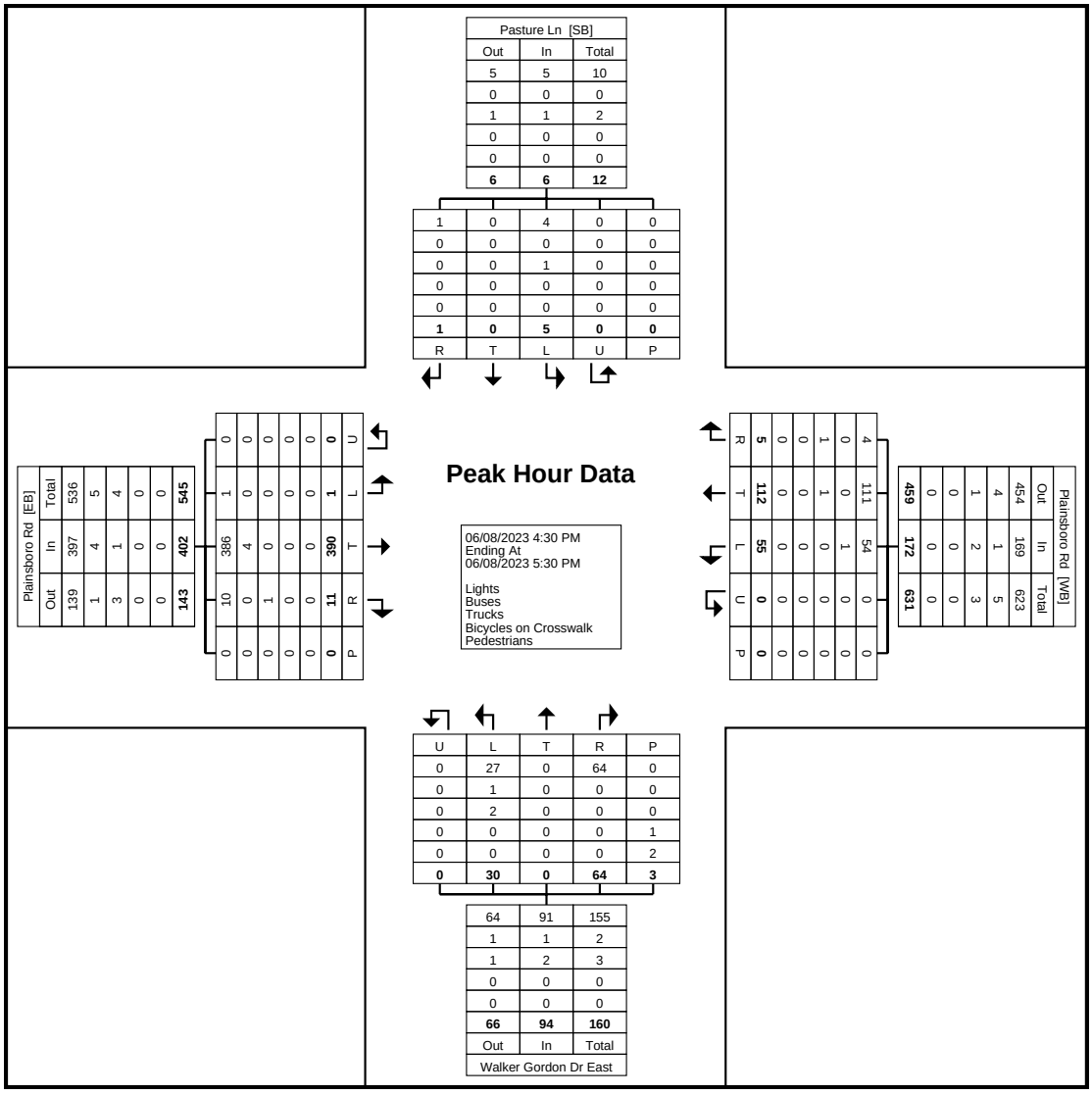

Turning Movement Peak Hour Data Plot (4:30 PM)

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Plainsboro, NJ
Plainsboro Rd & Maple Ave
Thursday, June 8, 2023
Location: 40.333401, -74.601653

Count Name: Plainsboro Rd & Maple Ave
Site Code:
Start Date: 06/08/2023

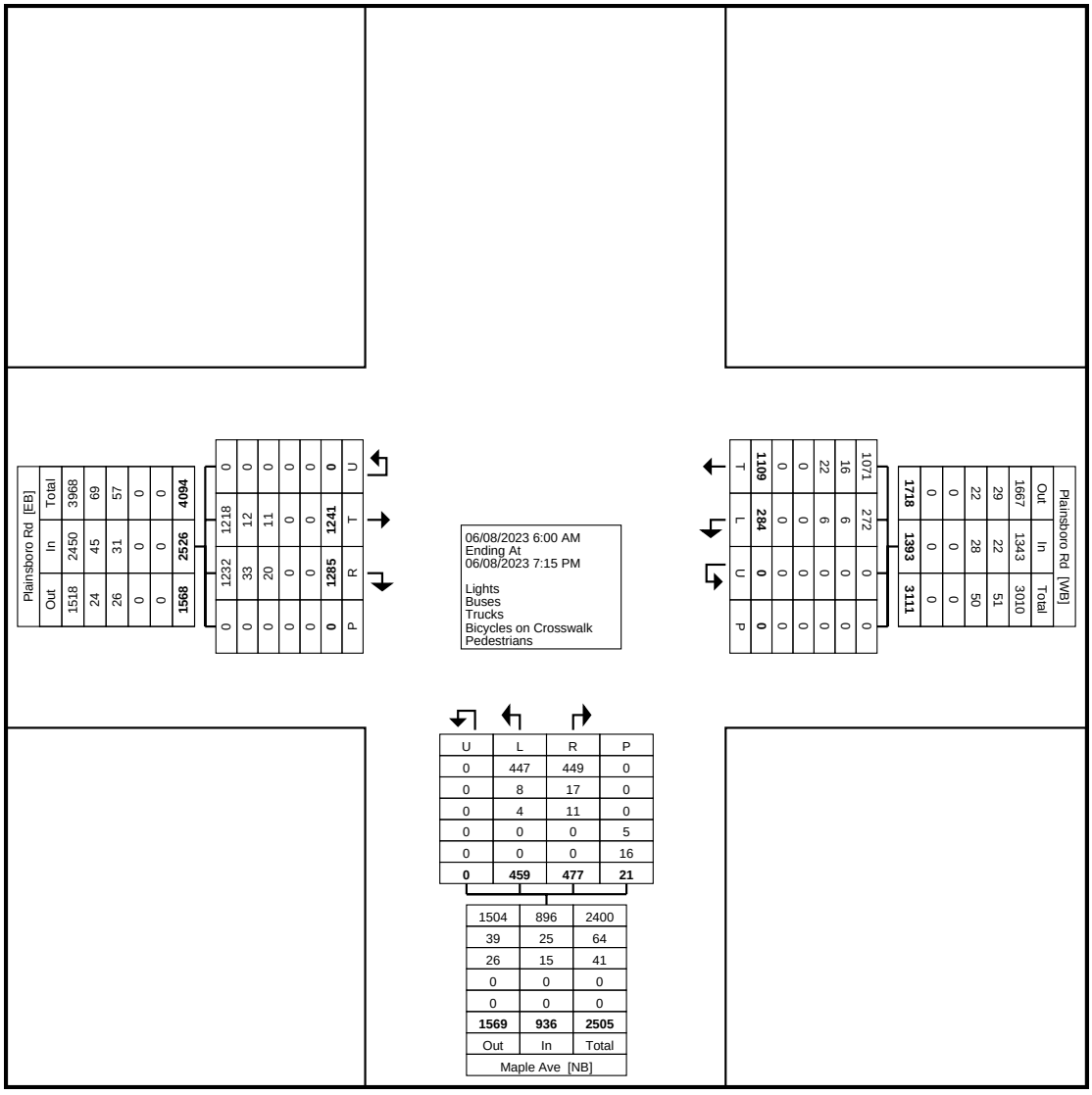
Turning Movement Data

Start Time	Plainsboro Rd Eastbound					Plainsboro Rd Westbound					Maple Ave 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	1	9	0	0	10	5	5	0	0	10	4	4	0	0	8	28
6:15 AM	5	14	0	0	19	2	7	0	0	9	8	2	0	0	10	38
6:30 AM	17	19	0	0	36	1	17	0	0	18	15	5	0	1	20	74
6:45 AM	19	18	0	0	37	5	20	0	0	25	33	5	0	1	38	100
Hourly Total	42	60	0	0	102	13	49	0	0	62	60	16	0	2	76	240
7:00 AM	19	20	0	0	39	0	19	0	0	19	8	5	0	1	13	71
7:15 AM	20	70	0	0	90	5	29	0	0	34	0	13	0	0	13	137
7:30 AM	30	40	0	0	70	1	54	0	0	55	3	27	0	0	30	155
7:45 AM	29	33	0	0	62	0	76	0	0	76	3	14	0	0	17	155
Hourly Total	98	163	0	0	261	6	178	0	0	184	14	59	0	1	73	518
8:00 AM	28	16	0	0	44	0	58	0	0	58	4	12	0	0	16	118
8:15 AM	22	21	0	0	43	2	61	0	0	63	3	14	0	0	17	123
8:30 AM	16	32	0	0	48	1	60	0	0	61	3	21	0	2	24	133
8:45 AM	31	24	0	0	55	4	55	0	0	59	13	17	0	1	30	144
Hourly Total	97	93	0	0	190	7	234	0	0	241	23	64	0	3	87	518
9:00 AM	21	20	0	0	41	10	27	0	0	37	45	13	0	0	58	136
9:15 AM	29	30	0	0	59	8	31	0	0	39	27	10	0	0	37	135
9:30 AM	23	11	0	0	34	8	23	0	0	31	19	8	0	0	27	92
9:45 AM	22	22	0	0	44	10	16	0	0	26	13	17	0	1	30	100
Hourly Total	95	83	0	0	178	36	97	0	0	133	104	48	0	1	152	463
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:00 PM	35	21	0	0	56	13	18	0	0	31	10	9	0	0	19	106
2:15 PM	33	26	0	0	59	9	11	0	0	20	22	9	0	0	31	110
2:30 PM	32	33	0	0	65	12	19	0	0	31	14	4	0	0	18	114
2:45 PM	35	39	0	0	74	17	15	0	0	32	30	10	0	0	40	146
Hourly Total	135	119	0	0	254	51	63	0	0	114	76	32	0	0	108	476
3:00 PM	27	45	0	0	72	15	16	0	0	31	24	28	0	0	52	155
3:15 PM	38	41	0	0	79	10	15	0	0	25	16	11	0	0	27	131
3:30 PM	40	46	0	0	86	13	24	0	0	37	16	13	0	0	29	152
3:45 PM	48	39	0	0	87	22	20	0	0	42	13	12	0	0	25	154
Hourly Total	153	171	0	0	324	60	75	0	0	135	69	64	0	0	133	592
4:00 PM	44	51	0	0	95	16	10	0	0	26	14	19	0	1	33	154
4:15 PM	45	51	0	0	96	26	20	0	0	46	9	12	0	0	21	163
4:30 PM	49	65	0	0	114	4	36	0	0	40	8	24	0	0	32	186
4:45 PM	56	49	0	0	105	5	41	0	0	46	6	15	0	0	21	172
Hourly Total	194	216	0	0	410	51	107	0	0	158	37	70	0	1	107	675
5:00 PM	58	83	0	0	141	6	31	0	0	37	6	16	0	1	22	200
5:15 PM	58	49	0	0	107	1	38	0	0	39	7	17	0	1	24	170
5:30 PM	53	46	0	0	99	4	37	0	0	41	7	19	0	3	26	166
5:45 PM	55	59	0	0	114	3	38	0	0	41	4	12	0	0	16	171
Hourly Total	224	237	0	0	461	14	144	0	0	158	24	64	0	5	88	707
6:00 PM	56	47	0	0	103	5	57	0	0	62	4	18	0	1	22	187
6:15 PM	48	37	0	0	85	5	39	0	0	44	9	15	0	2	24	153
6:30 PM	56	37	0	0	93	18	35	0	0	53	18	15	0	4	33	179
6:45 PM	43	22	0	0	65	18	31	0	0	49	21	12	0	0	33	147
Hourly Total	203	143	0	0	346	46	162	0	0	208	52	60	0	7	112	666
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1241	1285	0	0	2526	284	1109	0	0	1393	459	477	0	21	936	4855
Approach %	49.1	50.9	0.0	-	-	20.4	79.6	0.0	-	-	49.0	51.0	0.0	-	-	-
Total %	25.6	26.5	0.0	-	52.0	5.8	22.8	0.0	-	28.7	9.5	9.8	0.0	-	19.3	-
Lights	1218	1232	0	-	2450	272	1071	0	-	1343	447	449	0	-	896	4689
% Lights	98.1	95.9	-	-	97.0	95.8	96.6	-	-	96.4	97.4	94.1	-	-	95.7	96.6
Buses	12	33	0	-	45	6	16	0	-	22	8	17	0	-	25	92
% Buses	1.0	2.6	-	-	1.8	2.1	1.4	-	-	1.6	1.7	3.6	-	-	2.7	1.9
Trucks	11	20	0	-	31	6	22	0	-	28	4	11	0	-	15	74
% Trucks	0.9	1.6	-	-	1.2	2.1	2.0	-	-	2.0	0.9	2.3	-	-	1.6	1.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	5	-	-

% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	23.8	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	16	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	76.2	-	-

Plainsboro, NJ
Plainsboro Rd & Maple Ave
Thursday, June 8, 2023
Location: 40.333401, -74.601653

Count Name: Plainsboro Rd & Maple Ave
Site Code:
Start Date: 06/08/2023



Turning Movement Data Plot

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Plainsboro, NJ
Plainsboro Rd & Maple Ave
Thursday, June 8, 2023
Location: 40.333401, -74.601653

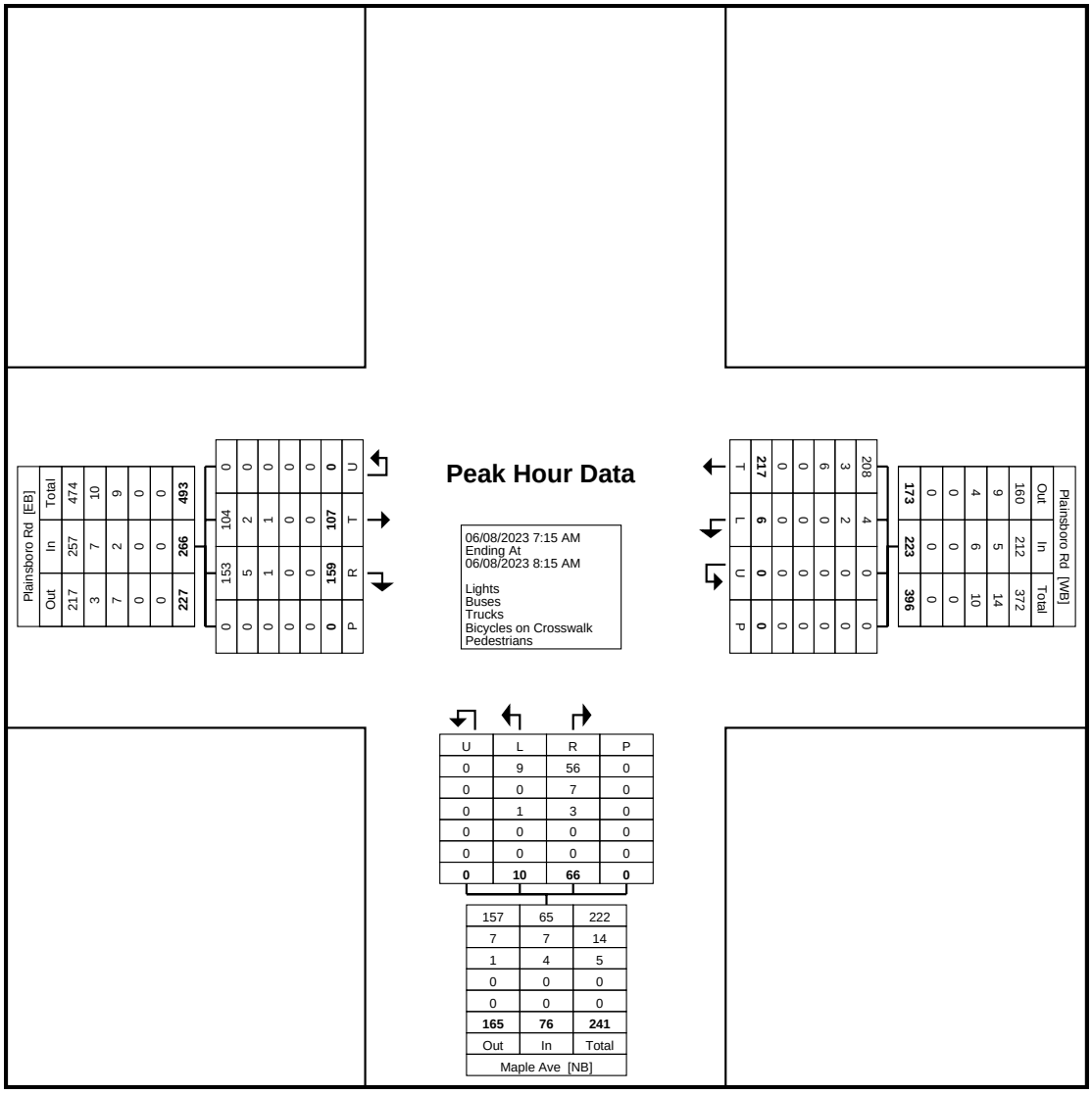
Count Name: Plainsboro Rd & Maple Ave
Site Code:
Start Date: 06/08/2023

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Plainsboro Rd Eastbound					Plainsboro Rd Westbound					Maple Ave Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
7:15 AM	20	70	0	0	90	5	29	0	0	34	0	13	0	0	13	137
7:30 AM	30	40	0	0	70	1	54	0	0	55	3	27	0	0	30	155
7:45 AM	29	33	0	0	62	0	76	0	0	76	3	14	0	0	17	155
8:00 AM	28	16	0	0	44	0	58	0	0	58	4	12	0	0	16	118
Total	107	159	0	0	266	6	217	0	0	223	10	66	0	0	76	565
Approach %	40.2	59.8	0.0	-	-	2.7	97.3	0.0	-	-	13.2	86.8	0.0	-	-	-
Total %	18.9	28.1	0.0	-	47.1	1.1	38.4	0.0	-	39.5	1.8	11.7	0.0	-	13.5	-
PHF	0.892	0.568	0.000	-	0.739	0.300	0.714	0.000	-	0.734	0.625	0.611	0.000	-	0.633	0.911
Lights	104	153	0	-	257	4	208	0	-	212	9	56	0	-	65	534
% Lights	97.2	96.2	-	-	96.6	66.7	95.9	-	-	95.1	90.0	84.8	-	-	85.5	94.5
Buses	2	5	0	-	7	2	3	0	-	5	0	7	0	-	7	19
% Buses	1.9	3.1	-	-	2.6	33.3	1.4	-	-	2.2	0.0	10.6	-	-	9.2	3.4
Trucks	1	1	0	-	2	0	6	0	-	6	1	3	0	-	4	12
% Trucks	0.9	0.6	-	-	0.8	0.0	2.8	-	-	2.7	10.0	4.5	-	-	5.3	2.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Plainsboro, NJ
Plainsboro Rd & Maple Ave
Thursday, June 8, 2023
Location: 40.333401, -74.601653

Count Name: Plainsboro Rd & Maple Ave
Site Code:
Start Date: 06/08/2023



Turning Movement Peak Hour Data Plot (7:15 AM)

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Plainsboro, NJ
Plainsboro Rd & Maple Ave
Thursday, June 8, 2023
Location: 40.333401, -74.601653

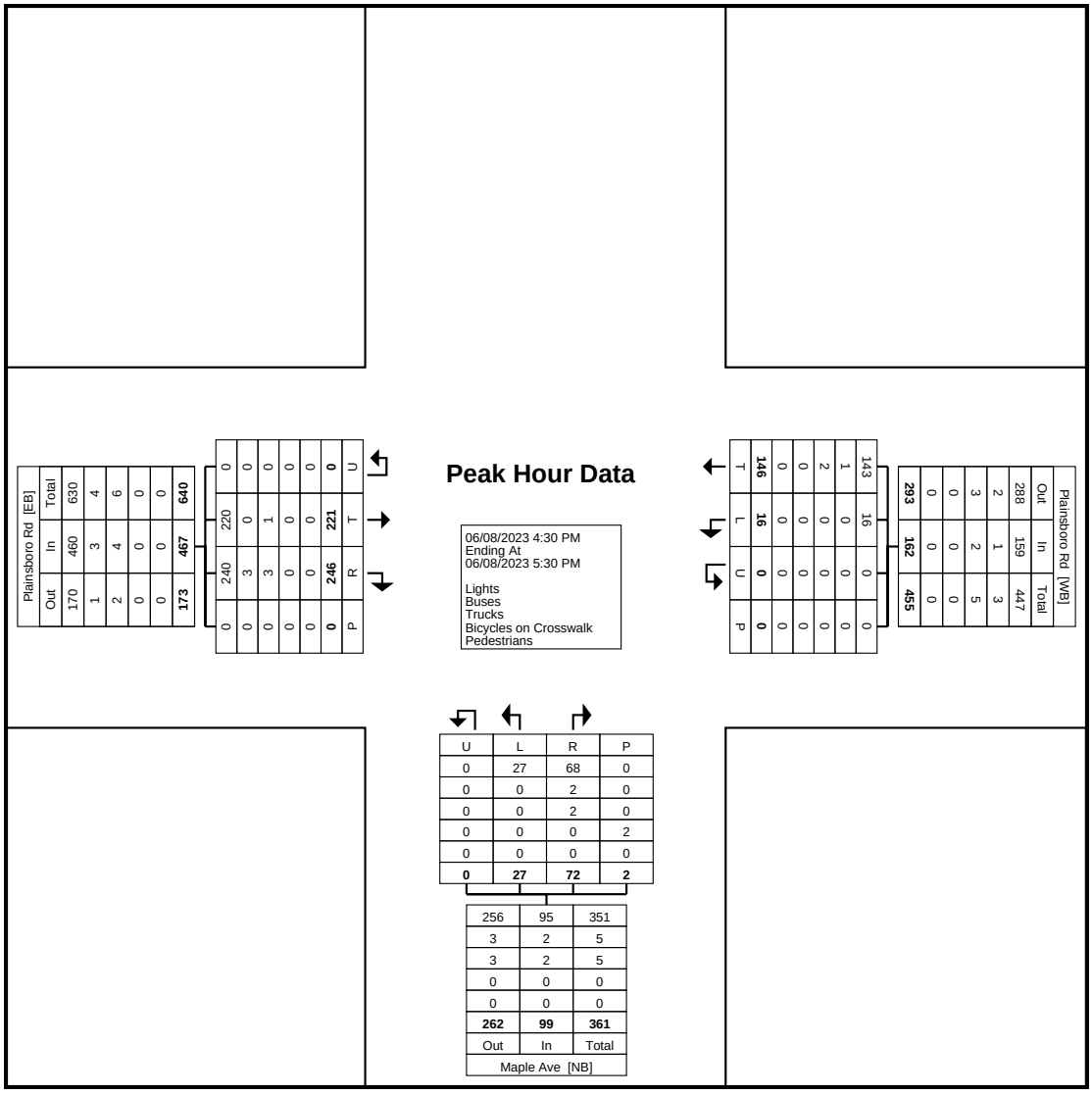
Count Name: Plainsboro Rd & Maple Ave
Site Code:
Start Date: 06/08/2023

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Plainsboro Rd Eastbound					Plainsboro Rd Westbound					Maple Ave 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	49	65	0	0	114	4	36	0	0	40	8	24	0	0	32	186
4:45 PM	56	49	0	0	105	5	41	0	0	46	6	15	0	0	21	172
5:00 PM	58	83	0	0	141	6	31	0	0	37	6	16	0	1	22	200
5:15 PM	58	49	0	0	107	1	38	0	0	39	7	17	0	1	24	170
Total	221	246	0	0	467	16	146	0	0	162	27	72	0	2	99	728
Approach %	47.3	52.7	0.0	-	-	9.9	90.1	0.0	-	-	27.3	72.7	0.0	-	-	-
Total %	30.4	33.8	0.0	-	64.1	2.2	20.1	0.0	-	22.3	3.7	9.9	0.0	-	13.6	-
PHF	0.953	0.741	0.000	-	0.828	0.667	0.890	0.000	-	0.880	0.844	0.750	0.000	-	0.773	0.910
Lights	220	240	0	-	460	16	143	0	-	159	27	68	0	-	95	714
% Lights	99.5	97.6	-	-	98.5	100.0	97.9	-	-	98.1	100.0	94.4	-	-	96.0	98.1
Buses	0	3	0	-	3	0	1	0	-	1	0	2	0	-	2	6
% Buses	0.0	1.2	-	-	0.6	0.0	0.7	-	-	0.6	0.0	2.8	-	-	2.0	0.8
Trucks	1	3	0	-	4	0	2	0	-	2	0	2	0	-	2	8
% Trucks	0.5	1.2	-	-	0.9	0.0	1.4	-	-	1.2	0.0	2.8	-	-	2.0	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-

Plainsboro, NJ
Plainsboro Rd & Maple Ave
Thursday, June 8, 2023
Location: 40.333401, -74.601653

Count Name: Plainsboro Rd & Maple Ave
Site Code:
Start Date: 06/08/2023



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

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Plainsboro, NJ
Plainsboro Rd & Prospect Ave
Thursday, June 8, 2023
Location: 40.33352, -74.600524

Count Name: Plainsboro Rd & Prospect Ave
Site Code:
Start Date: 06/08/2023

Turning Movement Data

Start Time	Plainsboro Rd Eastbound						Plainsboro Rd Westbound						Prospect Ave Northbound						Fire House Driveway Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	0	5	0	0	0	5	0	9	0	0	0	9	0	0	0	0	0	0	1	0	0	0	0	1	15
6:15 AM	0	6	1	0	0	7	0	6	0	0	0	6	0	0	1	0	0	1	0	0	2	0	0	2	16
6:30 AM	0	19	2	0	0	21	0	14	0	0	0	14	2	0	3	0	1	5	0	0	0	0	0	0	40
6:45 AM	0	25	0	0	0	25	4	23	0	0	0	27	3	0	2	0	0	5	0	0	0	0	0	0	57
Hourly Total	0	55	3	0	0	58	4	52	0	0	0	56	5	0	6	0	1	11	1	0	2	0	0	3	128
7:00 AM	0	24	1	0	0	25	14	11	0	0	0	25	9	0	4	0	0	13	0	0	0	0	0	0	63
7:15 AM	0	32	0	0	1	32	38	17	0	0	0	55	16	0	1	0	0	17	0	0	0	0	1	0	104
7:30 AM	0	51	5	0	0	56	41	29	0	0	0	70	28	0	3	0	0	31	0	0	0	0	0	0	157
7:45 AM	0	44	3	0	0	47	10	31	0	0	0	41	45	0	6	0	0	51	1	0	0	0	0	1	140
Hourly Total	0	151	9	0	1	160	103	88	0	0	0	191	98	0	14	0	0	112	1	0	0	0	1	1	464
8:00 AM	0	39	0	0	0	39	14	23	0	0	1	37	35	0	5	0	0	40	0	0	0	0	0	0	116
8:15 AM	0	34	1	0	0	35	20	27	0	0	0	47	36	0	1	0	0	37	0	0	0	0	0	0	119
8:30 AM	0	39	0	0	1	39	12	23	0	0	0	35	37	0	2	0	0	39	1	0	0	0	1	1	114
8:45 AM	0	44	3	0	1	47	8	29	0	0	0	37	30	0	8	0	0	38	0	0	0	0	1	0	122
Hourly Total	0	156	4	0	2	160	54	102	0	0	1	156	138	0	16	0	0	154	1	0	0	0	2	1	471
9:00 AM	0	33	2	0	0	35	4	24	0	0	0	28	13	0	1	0	0	14	0	0	0	0	0	0	77
9:15 AM	0	34	2	0	0	36	7	29	0	0	0	36	10	0	5	0	0	15	0	0	0	0	0	0	87
9:30 AM	0	32	1	0	0	33	4	26	0	0	0	30	5	0	3	0	0	8	0	0	0	0	0	0	71
9:45 AM	0	39	1	0	0	40	0	23	0	0	0	23	3	0	1	0	0	4	0	0	0	0	0	0	67
Hourly Total	0	138	6	0	0	144	15	102	0	0	0	117	31	0	10	0	0	41	0	0	0	0	0	0	302
10:00 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
2:00 PM	0	43	0	0	0	43	6	30	0	0	0	36	1	0	3	0	0	4	0	0	0	0	0	0	83
2:15 PM	0	43	2	0	0	45	6	22	0	0	0	28	1	0	0	0	0	1	0	1	0	0	0	1	75
2:30 PM	0	40	1	0	0	41	4	28	1	0	0	33	3	0	3	0	0	6	1	0	0	0	0	1	81
2:45 PM	0	41	2	0	0	43	1	33	0	0	0	34	1	0	3	0	0	4	1	0	0	0	0	1	82
Hourly Total	0	167	5	0	0	172	17	113	1	0	0	131	6	0	9	0	0	15	2	1	0	0	0	3	321
3:00 PM	0	54	2	0	0	56	5	24	0	0	0	29	7	0	6	0	0	13	0	0	0	0	0	0	98
3:15 PM	0	50	3	0	0	53	5	23	0	0	0	28	3	0	6	0	0	9	0	0	0	0	0	0	90
3:30 PM	0	46	3	0	0	49	9	35	0	0	0	44	2	0	6	0	0	8	0	0	0	0	0	0	101
3:45 PM	0	61	4	0	0	65	6	37	0	0	0	43	5	0	5	0	0	10	1	0	0	0	0	1	119
Hourly Total	0	211	12	0	0	223	25	119	0	0	0	144	17	0	23	0	0	40	1	0	0	0	0	1	408
4:00 PM	0	62	0	0	0	62	13	26	0	0	0	39	0	0	6	0	0	6	0	0	0	0	0	0	107
4:15 PM	0	56	1	0	0	57	19	42	0	0	0	61	4	0	3	0	0	7	0	0	1	0	0	1	126
4:30 PM	0	71	3	0	0	74	26	27	0	0	0	53	14	0	4	0	0	18	0	0	0	0	0	0	145
4:45 PM	0	58	6	0	0	64	28	26	0	0	0	54	22	0	3	0	0	25	0	0	0	0	0	0	143
Hourly Total	0	247	10	0	0	257	86	121	0	0	0	207	40	0	16	0	0	56	0	0	1	0	0	1	521
5:00 PM	0	76	3	0	0	79	28	26	0	0	0	54	10	0	1	0	0	11	0	0	0	0	0	0	144
5:15 PM	0	73	2	0	0	75	34	22	0	0	0	56	18	0	3	0	0	21	1	2	0	0	0	3	155
5:30 PM	0	71	2	0	2	73	20	31	0	0	0	51	10	0	5	0	0	15	0	0	0	0	2	0	139
5:45 PM	0	65	3	0	1	68	24	22	0	0	0	46	18	0	2	0	0	20	1	0	0	0	1	1	135
Hourly Total	0	285	10	0	3	295	106	101	0	0	0	207	56	0	11	0	0	67	2	2	0	0	3	4	573
6:00 PM	0	70	2	0	0	72	17	34	0	0	0	51	29	0	4	0	0	33	0	1	0	0	0	1	157
6:15 PM	0	62	2	0	0	64	14	28	1	0	0	43	16	0	5	0	0	21	0	1	0	0	0	1	129
6:30 PM	0	66	4	0	0	70	8	44	0	0	0	52	8	0	2	0	0	10	0	0	0	0	0	0	132
6:45 PM	0	55	3	0	0	58	2	45	0	0	0	47	5	0	3	0	0	8	1	0	0	0	0	1	114
Hourly Total	0	253	11	0	0	264	41	151	1	0	0	193	58	0	14	0	0	72	1	2	0	0	0	3	532
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1663	70	0	6	1733	451	949	2	0	1	1402	449	0	119	0	1	568	9	5	3	0	6	17	3720
Approach %	0.0	96.0	4.0	0.0	-	-	32.2	67.7	0.1	0.0	-	-	79.0	0.0	21.0	0.0	-	-	52.9	29.4	17.6	0.0	-	-	-
Total %	0.0	44.7	1.9	0.0	-	46.6	12.1	25.5	0.1	0.0	-	37.7	12.1	0.0	3.2	0.0	-	15.3	0.2	0.1	0.1	0.0	-	0.5	-
Lights	0	1618	68	0	-	1686	436	914	1	0	-	1351	439	0	113	0	-	552	8	3	3	0	-	14	3603
% Lights	-	97.3	97.1	-	-	97.3	96.7	96.3	50.0	-	-	96.4	97.8	-	95.0	-	-	97.2	88.9	60.0	100.0	-	-	82.4	96.9
Buses	0	29	2	0	-	31	11	16	0	0	-	27	7	0	6	0	-	13	0	0	0	0	-	0	71
% Buses	-	1.7	2.9	-	-	1.8	2.4	1.7	0.0	-	-	1.9	1.6	-	5.0	-	-	2.3	0.0	0.0	0.0	-	-	0.0	1.9
Trucks	0	16	0	0	-	16	4	19	1	0	-	24	3	0	0	0	-	3	1	2	0	0	-	3	46
% Trucks	-	1.0	0.0	-	-	0.9	0.9	2.0	50.0	-	-	1.7	0.7	-	0.0	-	-	0.5	11.1	40.0	0.0	-	-	17.6	1.2
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-

% Bicycles on Crosswalk	-	-	-	-	50.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	50.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-

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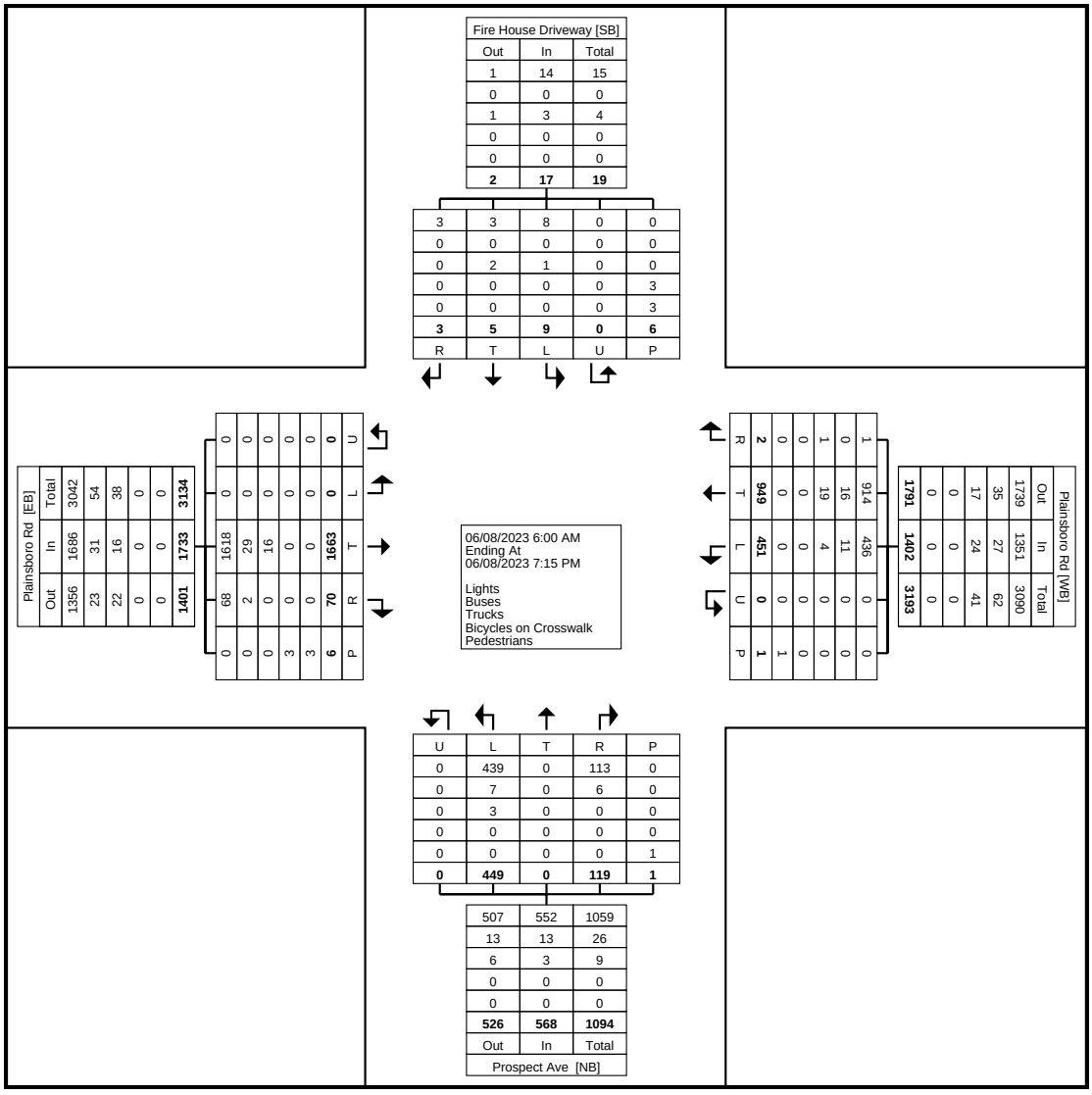
Plainsboro, NJ
Plainsboro Rd & Prospect Ave
Thursday, June 8, 2023
Location: 40.33352, -74.600524

Count Name: Plainsboro Rd & Prospect Ave
Site Code:
Start Date: 06/08/2023
Page No: 3



Turning Movement Data Plot

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Plainsboro, NJ
Plainsboro Rd & Prospect Ave
Thursday, June 8, 2023
Location: 40.33352, -74.600524

Count Name: Plainsboro Rd & Prospect Ave
Site Code:
Start Date: 06/08/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Plainsboro Rd Eastbound						Plainsboro Rd Westbound						Prospect Ave Northbound						Fire House Driveway Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	0	51	5	0	0	56	41	29	0	0	0	70	28	0	3	0	0	31	0	0	0	0	0	0	157
7:45 AM	0	44	3	0	0	47	10	31	0	0	0	41	45	0	6	0	0	51	1	0	0	0	0	1	140
8:00 AM	0	39	0	0	0	39	14	23	0	0	1	37	35	0	5	0	0	40	0	0	0	0	0	0	116
8:15 AM	0	34	1	0	0	35	20	27	0	0	0	47	36	0	1	0	0	37	0	0	0	0	0	0	119
Total	0	168	9	0	0	177	85	110	0	0	1	195	144	0	15	0	0	159	1	0	0	0	0	1	532
Approach %	0.0	94.9	5.1	0.0	-	-	43.6	56.4	0.0	0.0	-	-	90.6	0.0	9.4	0.0	-	-	100.0	0.0	0.0	0.0	-	-	-
Total %	0.0	31.6	1.7	0.0	-	33.3	16.0	20.7	0.0	0.0	-	36.7	27.1	0.0	2.8	0.0	-	29.9	0.2	0.0	0.0	0.0	-	0.2	-
PHF	0.000	0.824	0.450	0.000	-	0.790	0.518	0.887	0.000	0.000	-	0.696	0.800	0.000	0.625	0.000	-	0.779	0.250	0.000	0.000	0.000	-	0.250	0.847
Lights	0	162	7	0	-	169	80	103	0	0	-	183	141	0	13	0	-	154	1	0	0	0	-	1	507
% Lights	-	96.4	77.8	-	-	95.5	94.1	93.6	-	-	-	93.8	97.9	-	86.7	-	-	96.9	100.0	-	-	-	-	100.0	95.3
Buses	0	2	2	0	-	4	4	3	0	0	-	7	3	0	2	0	-	5	0	0	0	0	-	0	16
% Buses	-	1.2	22.2	-	-	2.3	4.7	2.7	-	-	-	3.6	2.1	-	13.3	-	-	3.1	0.0	-	-	-	-	0.0	3.0
Trucks	0	4	0	0	-	4	1	4	0	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	9
% Trucks	-	2.4	0.0	-	-	2.3	1.2	3.6	-	-	-	2.6	0.0	-	0.0	-	-	0.0	0.0	-	-	-	-	0.0	1.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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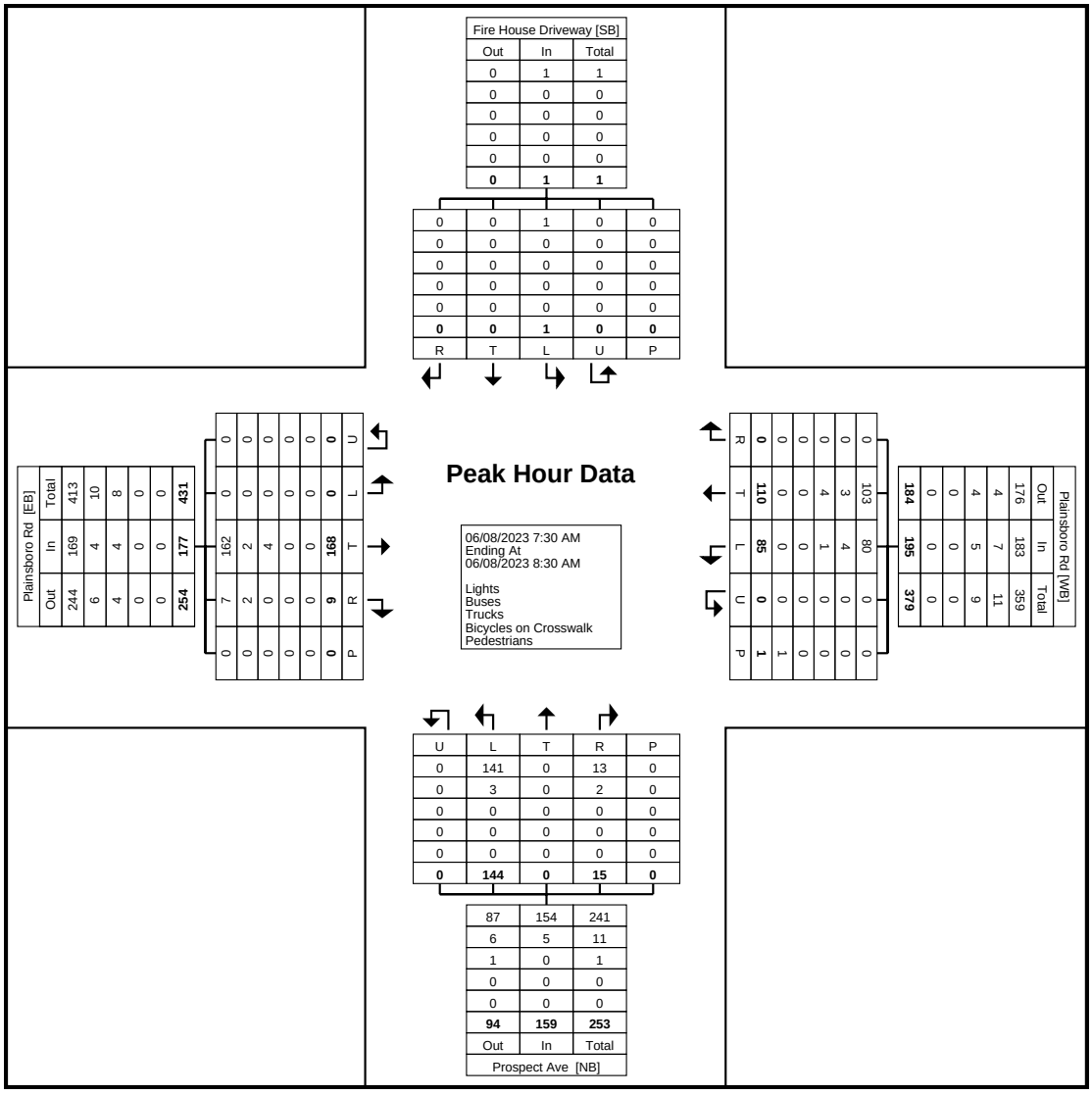
Plainsboro, NJ
Plainsboro Rd & Prospect Ave
Thursday, June 8, 2023
Location: 40.33352, -74.600524

Count Name: Plainsboro Rd & Prospect Ave
Site Code:
Start Date: 06/08/2023
Page No: 5



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

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Plainsboro, NJ
Plainsboro Rd & Prospect Ave
Thursday, June 8, 2023
Location: 40.33352, -74.600524

Count Name: Plainsboro Rd & Prospect Ave
Site Code:
Start Date: 06/08/2023

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Plainsboro Rd Eastbound						Plainsboro Rd Westbound						Prospect Ave Northbound						Fire House Driveway Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:30 PM	0	71	3	0	0	74	26	27	0	0	0	53	14	0	4	0	0	18	0	0	0	0	0	0	145
4:45 PM	0	58	6	0	0	64	28	26	0	0	0	54	22	0	3	0	0	25	0	0	0	0	0	0	143
5:00 PM	0	76	3	0	0	79	28	26	0	0	0	54	10	0	1	0	0	11	0	0	0	0	0	0	144
5:15 PM	0	73	2	0	0	75	34	22	0	0	0	56	18	0	3	0	0	21	1	2	0	0	0	3	155
Total	0	278	14	0	0	292	116	101	0	0	0	217	64	0	11	0	0	75	1	2	0	0	0	3	587
Approach %	0.0	95.2	4.8	0.0	-	-	53.5	46.5	0.0	0.0	-	-	85.3	0.0	14.7	0.0	-	-	33.3	66.7	0.0	0.0	-	-	-
Total %	0.0	47.4	2.4	0.0	-	49.7	19.8	17.2	0.0	0.0	-	37.0	10.9	0.0	1.9	0.0	-	12.8	0.2	0.3	0.0	0.0	-	0.5	-
PHF	0.000	0.914	0.583	0.000	-	0.924	0.853	0.935	0.000	0.000	-	0.969	0.727	0.000	0.688	0.000	-	0.750	0.250	0.250	0.000	0.000	-	0.250	0.947
Lights	0	275	14	0	-	289	115	100	0	0	-	215	62	0	11	0	-	73	1	1	0	0	-	2	579
% Lights	-	98.9	100.0	-	-	99.0	99.1	99.0	-	-	-	99.1	96.9	-	100.0	-	-	97.3	100.0	50.0	-	-	-	66.7	98.6
Buses	0	2	0	0	-	2	1	0	0	0	-	1	1	0	0	0	-	1	0	0	0	0	-	0	4
% Buses	-	0.7	0.0	-	-	0.7	0.9	0.0	-	-	-	0.5	1.6	-	0.0	-	-	1.3	0.0	0.0	-	-	-	0.0	0.7
Trucks	0	1	0	0	-	1	0	1	0	0	-	1	1	0	0	0	-	1	0	1	0	0	-	1	4
% Trucks	-	0.4	0.0	-	-	0.3	0.0	1.0	-	-	-	0.5	1.6	-	0.0	-	-	1.3	0.0	50.0	-	-	-	33.3	0.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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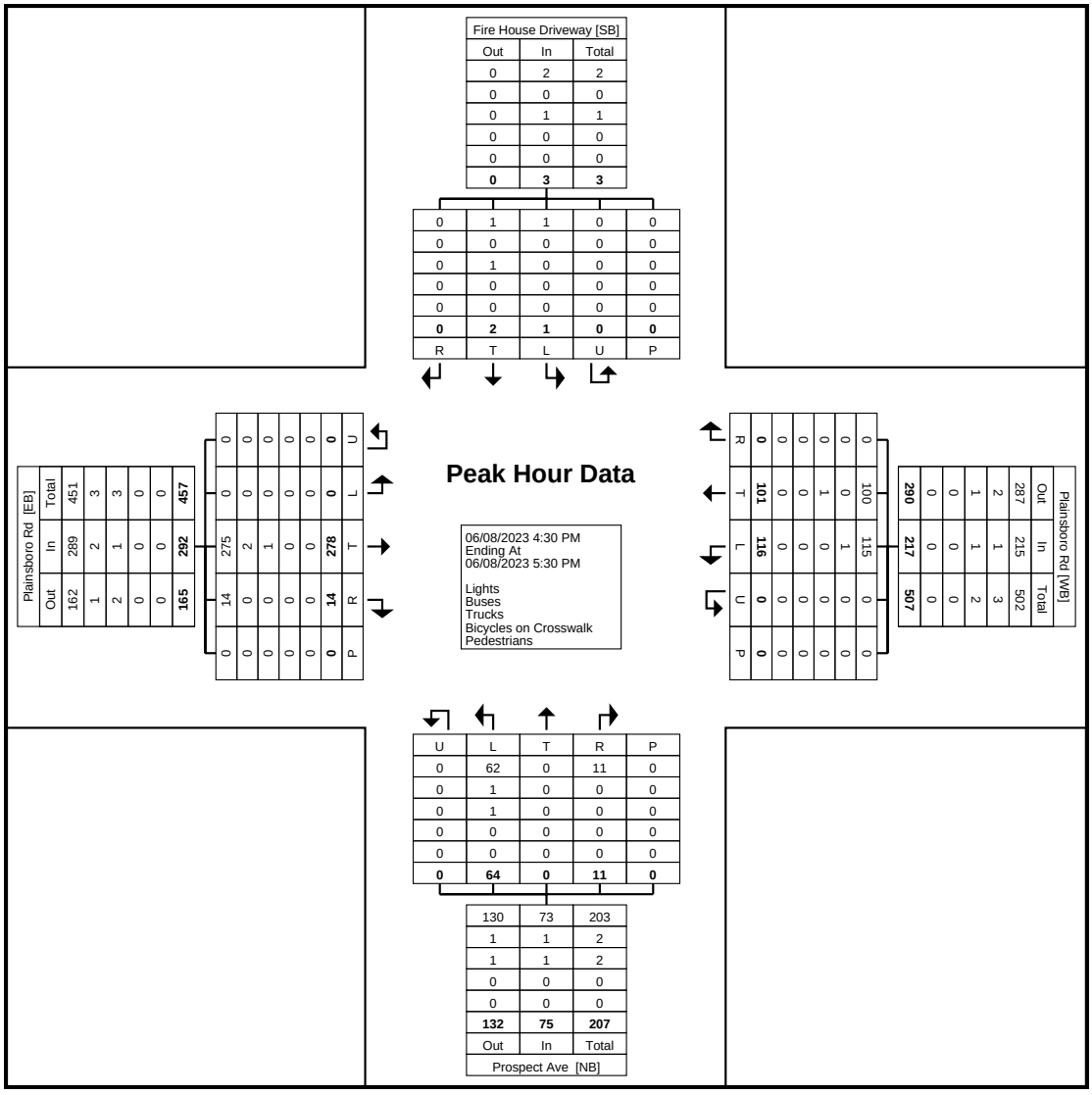
Plainsboro, NJ
Plainsboro Rd & Prospect Ave
Thursday, June 8, 2023
Location: 40.33352, -74.600524

Count Name: Plainsboro Rd & Prospect Ave
Site Code:
Start Date: 06/08/2023
Page No: 7



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

TRI-STATE TRAFFIC DATA

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Plainsboro, NJ
Plainsboro Rd & Walker Gordon Dr West
Thursday, June 8, 2023
Location: 40.333253, -74.611205

Count Name: Plainsboro Rd & Walker Gordon Dr West
Site Code:
Start Date: 06/08/2023

Turning Movement Data

Start Time	Plainsboro Rd Eastbound					Plainsboro Rd Westbound					Walker Gordon Dr West Northbound		
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Peds	App. Total	Int. Total
6:00 AM	5	1	0	0	6	0	11	0	0	11	0	0	17
6:15 AM	17	2	0	0	19	0	17	0	0	17	0	0	36
6:30 AM	25	2	0	0	27	0	35	0	0	35	0	0	62
6:45 AM	33	4	0	0	37	0	61	0	0	61	0	0	98
Hourly Total	80	9	0	0	89	0	124	0	0	124	0	0	213
7:00 AM	38	4	0	0	42	0	34	0	0	34	0	0	76
7:15 AM	52	1	0	0	53	0	27	0	0	27	0	0	80
7:30 AM	59	0	0	0	59	0	53	0	0	53	0	0	112
7:45 AM	42	0	0	0	42	0	75	0	0	75	0	0	117
Hourly Total	191	5	0	0	196	0	189	0	0	189	0	0	385
8:00 AM	32	4	0	0	36	0	70	0	0	70	0	0	106
8:15 AM	26	2	0	0	28	1	66	0	0	67	0	0	95
8:30 AM	33	2	0	0	35	0	66	0	0	66	0	0	101
8:45 AM	39	6	0	0	45	0	63	0	0	63	0	0	108
Hourly Total	130	14	0	0	144	1	265	0	0	266	0	0	410
9:00 AM	35	6	0	0	41	0	69	0	0	69	0	0	110
9:15 AM	40	5	0	0	45	0	59	0	0	59	0	0	104
9:30 AM	26	3	0	0	29	0	49	0	0	49	0	0	78
9:45 AM	38	4	0	0	42	0	31	0	0	31	0	0	73
Hourly Total	139	18	0	0	157	0	208	0	0	208	0	0	365
10:00 AM	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
2:00 PM	47	15	0	0	62	0	31	0	0	31	0	0	93
2:15 PM	48	9	0	0	57	0	27	0	0	27	0	0	84
2:30 PM	56	5	0	0	61	0	39	0	0	39	0	0	100
2:45 PM	63	5	0	0	68	0	36	0	0	36	0	0	104
Hourly Total	214	34	0	0	248	0	133	0	0	133	0	0	381
3:00 PM	76	8	0	0	84	0	31	0	0	31	0	0	115
3:15 PM	62	4	0	0	66	0	23	0	0	23	0	0	89
3:30 PM	74	6	0	0	80	0	35	0	0	35	0	0	115
3:45 PM	77	5	0	0	82	0	29	0	0	29	0	0	111
Hourly Total	289	23	0	0	312	0	118	0	0	118	0	0	430
4:00 PM	87	9	0	0	96	0	22	0	0	22	0	0	118
4:15 PM	102	9	0	0	111	0	23	0	0	23	0	0	134
4:30 PM	100	13	0	0	113	0	42	0	0	42	0	0	155
4:45 PM	90	18	0	0	108	0	33	0	0	33	0	0	141
Hourly Total	379	49	0	0	428	0	120	0	0	120	0	0	548
5:00 PM	118	16	0	0	134	0	32	0	0	32	0	0	166
5:15 PM	89	13	0	0	102	0	32	0	0	32	0	0	134
5:30 PM	93	14	0	0	107	0	36	0	0	36	0	0	143
5:45 PM	87	13	0	0	100	0	30	0	0	30	0	0	130
Hourly Total	387	56	0	0	443	0	130	0	0	130	0	0	573
6:00 PM	66	18	0	0	84	0	35	0	0	35	0	0	119
6:15 PM	65	7	0	1	72	0	47	0	0	47	0	0	119
6:30 PM	62	8	0	0	70	0	42	0	0	42	0	0	112
6:45 PM	54	7	0	0	61	0	35	0	0	35	0	0	96
Hourly Total	247	40	0	1	287	0	159	0	0	159	0	0	446
Grand Total	2056	248	0	1	2304	1	1446	0	0	1447	0	0	3751
Approach %	89.2	10.8	0.0	-	-	0.1	99.9	0.0	-	-	-	-	-
Total %	54.8	6.6	0.0	-	61.4	0.0	38.5	0.0	-	38.6	-	0.0	-
Lights	2007	243	0	-	2250	1	1410	0	-	1411	-	0	3661
% Lights	97.6	98.0	-	-	97.7	100.0	97.5	-	-	97.5	-	-	97.6
Buses	28	3	0	-	31	0	13	0	-	13	-	0	44
% Buses	1.4	1.2	-	-	1.3	0.0	0.9	-	-	0.9	-	-	1.2
Trucks	21	2	0	-	23	0	23	0	-	23	-	0	46
% Trucks	1.0	0.8	-	-	1.0	0.0	1.6	-	-	1.6	-	-	1.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-

Pedestrians	-	-	-	1	-	-	-	-	0	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-

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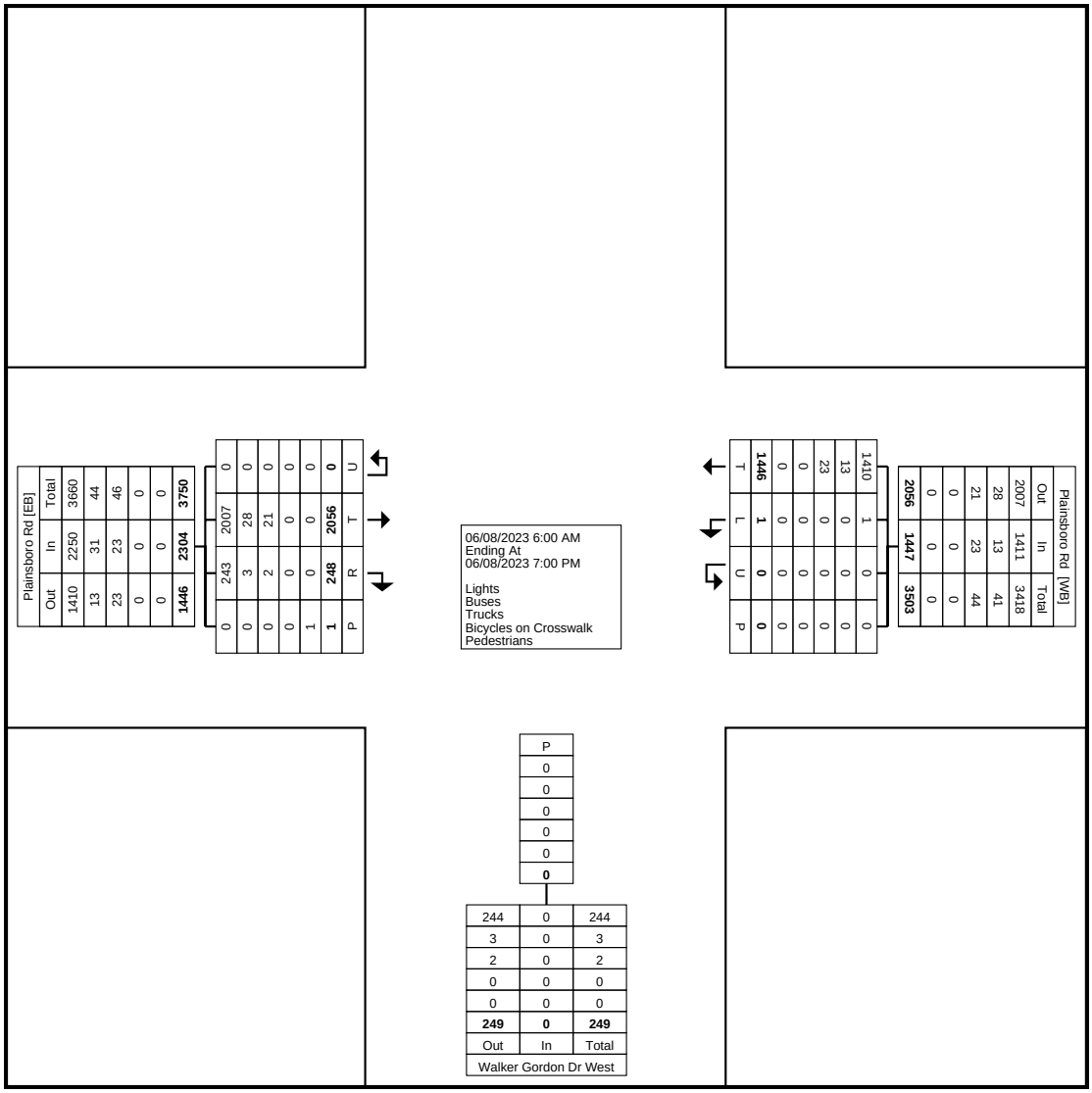

Turning Movement Data Plot

Plainsboro, NJ
Plainsboro Rd & Walker Gordon Dr West
Thursday, June 8, 2023
Location: 40.333253, -74.611205

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Turning Movement Peak Hour Data (7:30 AM)

Start Time	Plainsboro Rd Eastbound					Plainsboro Rd Westbound					Walker Gordon Dr West Northbound		
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Peds	App. Total	Int. Total
7:30 AM	59	0	0	0	59	0	53	0	0	53	0	0	112
7:45 AM	42	0	0	0	42	0	75	0	0	75	0	0	117
8:00 AM	32	4	0	0	36	0	70	0	0	70	0	0	106
8:15 AM	26	2	0	0	28	1	66	0	0	67	0	0	95
Total	159	6	0	0	165	1	264	0	0	265	0	0	430
Approach %	96.4	3.6	0.0	-	-	0.4	99.6	0.0	-	-	-	-	-
Total %	37.0	1.4	0.0	-	38.4	0.2	61.4	0.0	-	61.6	-	0.0	-
PHF	0.674	0.375	0.000	-	0.699	0.250	0.880	0.000	-	0.883	-	0.000	0.919
Lights	152	6	0	-	158	1	256	0	-	257	-	0	415
% Lights	95.6	100.0	-	-	95.8	100.0	97.0	-	-	97.0	-	-	96.5
Buses	4	0	0	-	4	0	3	0	-	3	-	0	7
% Buses	2.5	0.0	-	-	2.4	0.0	1.1	-	-	1.1	-	-	1.6
Trucks	3	0	0	-	3	0	5	0	-	5	-	0	8
% Trucks	1.9	0.0	-	-	1.8	0.0	1.9	-	-	1.9	-	-	1.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

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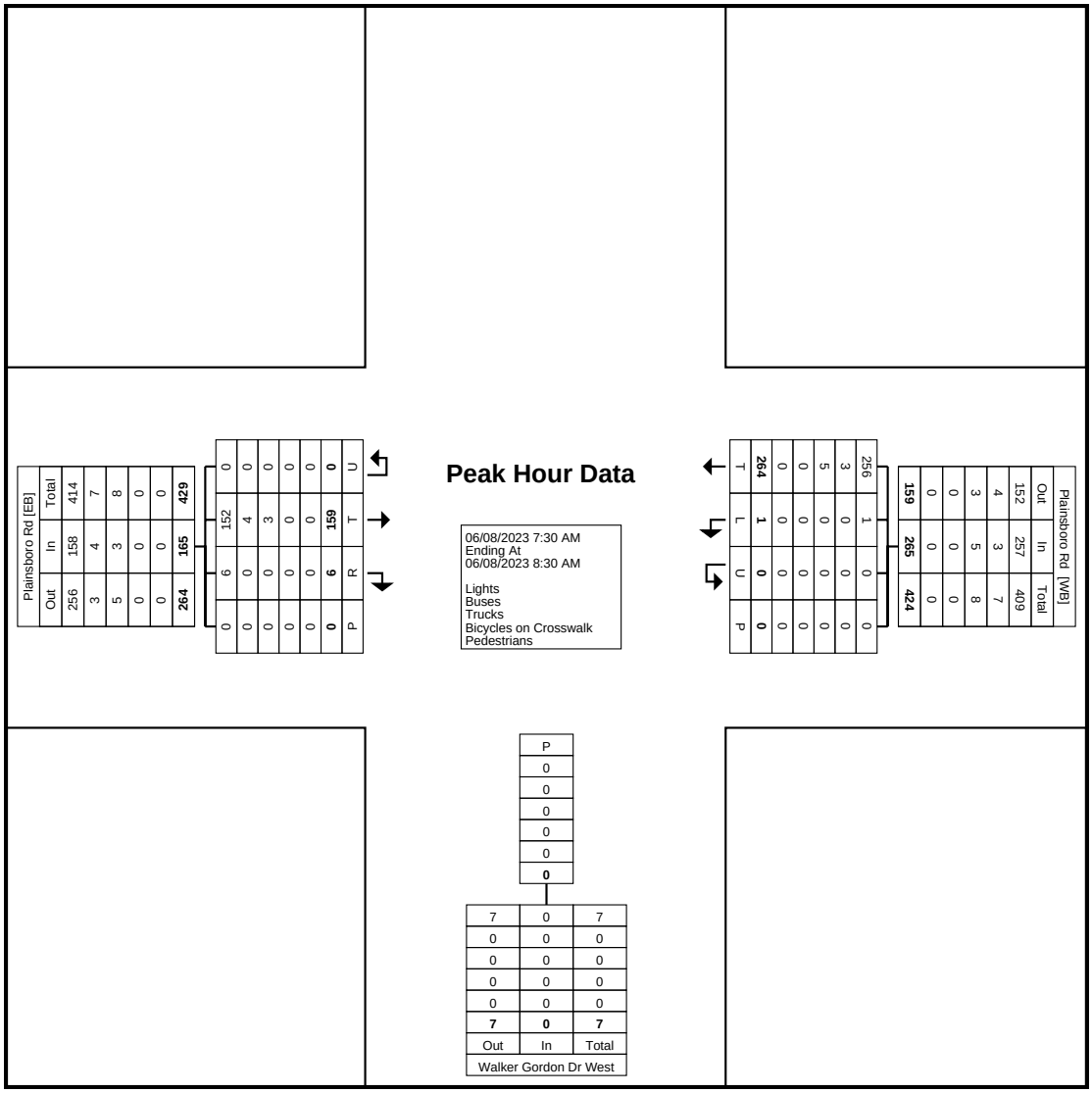

Turning Movement Peak Hour Data Plot (7:30 AM)

Plainsboro, NJ
Plainsboro Rd & Walker Gordon Dr West
Thursday, June 8, 2023
Location: 40.333253, -74.611205

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Turning Movement Peak Hour Data (4:15 PM)

Start Time	Plainsboro Rd Eastbound					Plainsboro Rd Westbound					Walker Gordon Dr West Northbound		
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Peds	App. Total	Int. Total
4:15 PM	102	9	0	0	111	0	23	0	0	23	0	0	134
4:30 PM	100	13	0	0	113	0	42	0	0	42	0	0	155
4:45 PM	90	18	0	0	108	0	33	0	0	33	0	0	141
5:00 PM	118	16	0	0	134	0	32	0	0	32	0	0	166
Total	410	56	0	0	466	0	130	0	0	130	0	0	596
Approach %	88.0	12.0	0.0	-	-	0.0	100.0	0.0	-	-	-	-	-
Total %	68.8	9.4	0.0	-	78.2	0.0	21.8	0.0	-	21.8	-	0.0	-
PHF	0.869	0.778	0.000	-	0.869	0.000	0.774	0.000	-	0.774	-	0.000	0.898
Lights	405	56	0	-	461	0	126	0	-	126	-	0	587
% Lights	98.8	100.0	-	-	98.9	-	96.9	-	-	96.9	-	-	98.5
Buses	3	0	0	-	3	0	1	0	-	1	-	0	4
% Buses	0.7	0.0	-	-	0.6	-	0.8	-	-	0.8	-	-	0.7
Trucks	2	0	0	-	2	0	3	0	-	3	-	0	5
% Trucks	0.5	0.0	-	-	0.4	-	2.3	-	-	2.3	-	-	0.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

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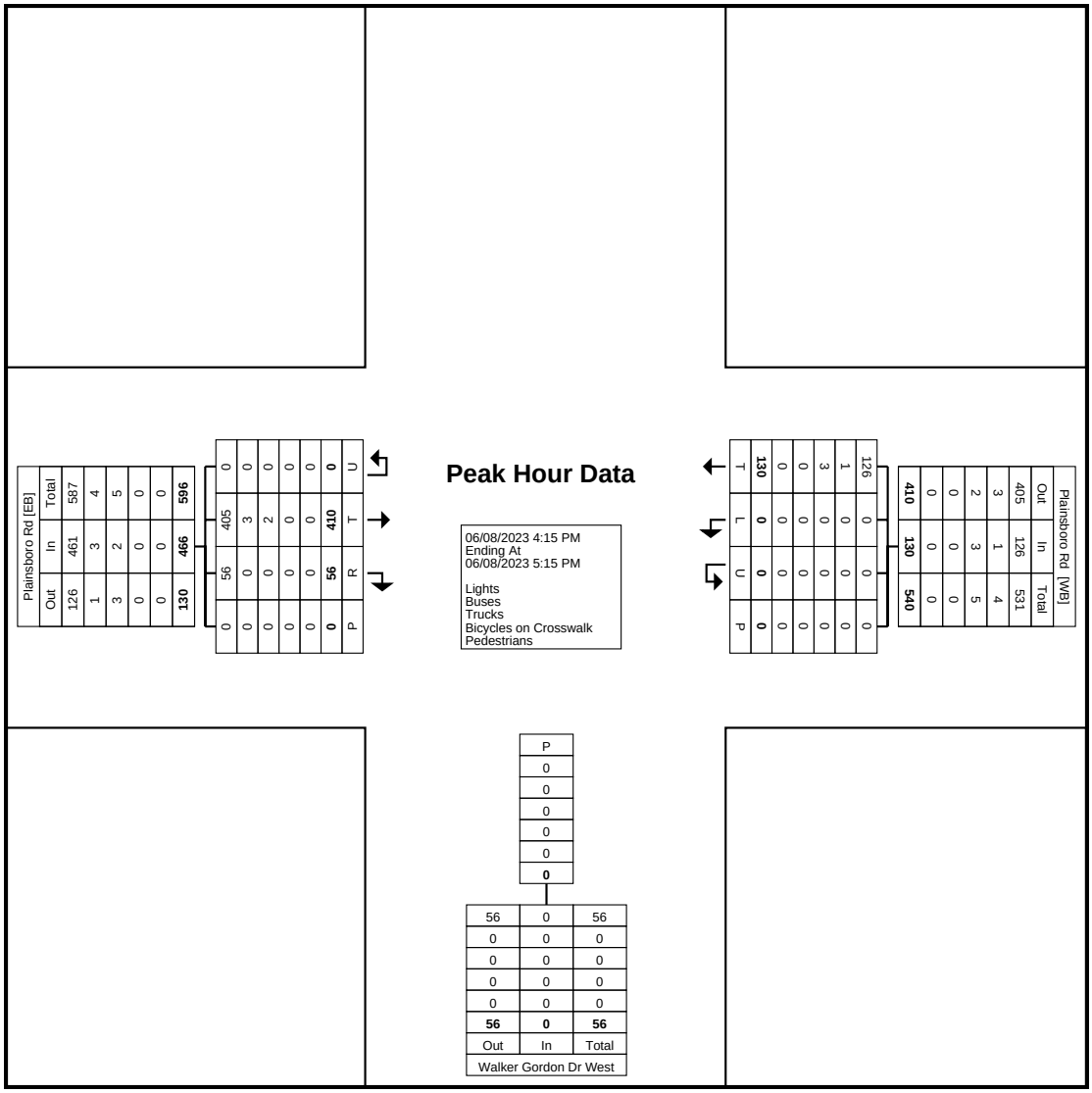

Turning Movement Peak Hour Data Plot (4:15 PM)

Plainsboro, NJ
Sucudders Mill Rd & Innovation Park East
Thursday, February 29, 2024
Location: 40.340933, -74.604257

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Count Name: Scudders Mill Rd & Innovation Park East
Site Code:
Start Date: 02/29/2024

Turning Movement Data

Start Time	Scudders Mill Rd Eastbound							Scudders Mill Rd Westbound							Novo Nordisk Dr East Northbound							Innovation Park East Southbound							
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
7:00 AM	2	82	7	0	0	0	91	7	126	6	0	1	0	140	2	0	0	2	0	0	4	0	0	0	0	0	0	0	235
7:15 AM	7	113	9	1	0	0	130	10	181	8	0	0	0	199	4	0	0	0	0	0	4	0	0	0	0	0	0	0	333
7:30 AM	5	128	11	0	0	0	144	17	219	11	1	0	0	248	3	0	0	2	0	0	5	3	0	0	0	0	0	3	400
7:45 AM	5	108	4	0	0	0	117	17	227	24	0	0	0	268	0	0	0	0	0	0	0	0	1	0	0	0	0	1	386
Hourly Total	19	431	31	1	0	0	482	51	753	49	1	1	0	855	9	0	0	4	0	0	13	3	1	0	0	0	0	4	1354
8:00 AM	9	122	6	3	0	0	140	27	220	9	4	0	0	260	0	0	2	1	0	0	3	0	0	1	0	0	0	1	404
8:15 AM	4	116	6	2	0	0	128	31	239	13	4	0	0	287	4	0	2	1	0	0	7	0	0	2	1	0	1	3	425
8:30 AM	9	116	11	2	0	0	138	49	254	14	1	0	0	318	3	0	1	4	1	0	9	1	0	0	1	0	0	2	467
8:45 AM	4	126	8	3	0	0	141	42	228	17	3	0	1	290	4	0	0	3	0	0	7	0	0	0	1	0	0	1	439
Hourly Total	26	480	31	10	0	0	547	149	941	53	12	0	1	1155	11	0	5	9	1	0	26	1	0	3	3	0	1	7	1735
9:00 AM	10	101	6	4	0	1	121	26	191	17	2	0	0	236	2	0	1	0	0	1	3	2	0	1	0	0	0	3	363
9:15 AM	4	119	7	4	0	0	134	19	205	7	4	0	0	235	1	0	0	3	0	0	4	0	0	0	0	0	0	0	373
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	14	220	13	8	0	1	255	45	396	24	6	0	0	471	3	0	1	3	0	1	7	2	0	1	0	0	0	3	736
4:00 PM	0	192	1	1	0	0	194	3	130	1	0	0	0	134	18	0	15	17	0	0	50	12	0	2	5	0	0	19	397
4:15 PM	0	230	3	0	0	0	233	2	137	1	0	0	0	140	16	0	19	13	0	0	48	9	0	2	6	0	0	17	438
4:30 PM	0	213	2	0	0	0	215	3	136	0	0	0	2	139	22	0	19	13	0	0	54	10	0	3	4	0	1	17	425
4:45 PM	1	187	1	0	0	0	189	3	142	0	0	0	0	145	12	0	9	16	0	0	37	7	0	3	14	0	0	24	395
Hourly Total	1	822	7	1	0	0	831	11	545	2	0	0	2	558	68	0	62	59	0	0	189	38	0	10	29	0	1	77	1655
5:00 PM	0	220	0	0	0	0	220	2	135	0	0	0	0	137	13	0	18	18	0	0	49	13	0	5	6	0	0	24	430
5:15 PM	0	199	4	1	0	0	204	1	176	2	0	0	0	179	14	0	14	13	0	0	41	5	0	10	4	0	0	19	443
5:30 PM	0	200	2	1	0	0	203	5	168	0	0	1	0	174	6	0	9	14	0	0	29	12	0	3	5	0	0	20	426
5:45 PM	3	200	3	0	0	0	206	7	181	0	0	0	0	188	4	0	10	9	0	0	23	10	1	2	3	0	0	16	433
Hourly Total	3	819	9	2	0	0	833	15	660	2	0	1	0	678	37	0	51	54	0	0	142	40	1	20	18	0	0	79	1732
Grand Total	63	2772	91	22	0	1	2948	271	3295	130	19	2	3	3717	128	0	119	129	1	1	377	84	2	34	50	0	2	170	7212
Approach %	2.1	94.0	3.1	0.7	0.0	-	-	7.3	88.6	3.5	0.5	0.1	-	-	34.0	0.0	31.6	34.2	0.3	-	-	49.4	1.2	20.0	29.4	0.0	-	-	-
Total %	0.9	38.4	1.3	0.3	0.0	-	40.9	3.8	45.7	1.8	0.3	0.0	-	51.5	1.8	0.0	1.7	1.8	0.0	-	5.2	1.2	0.0	0.5	0.7	0.0	-	2.4	-
Lights	62	2692	87	21	0	-	2862	268	3217	129	19	2	-	3635	128	0	118	129	1	-	376	84	1	33	49	0	-	167	7040
% Lights	98.4	97.1	95.6	95.5	-	-	97.1	98.9	97.6	99.2	100.0	100.0	-	97.8	100.0	-	99.2	100.0	100.0	-	99.7	100.0	50.0	97.1	98.0	-	-	98.2	97.6
Buses	0	25	0	0	0	-	25	0	25	0	0	0	-	25	0	0	0	0	0	-	0	0	0	0	0	0	-	0	50
% Buses	0.0	0.9	0.0	0.0	-	-	0.8	0.0	0.8	0.0	0.0	0.0	-	0.7	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.7
Trucks	1	55	4	1	0	-	61	3	53	1	0	0	-	57	0	0	1	0	0	-	1	0	1	1	1	0	-	3	122
% Trucks	1.6	2.0	4.4	4.5	-	-	2.1	1.1	1.6	0.8	0.0	0.0	-	1.5	0.0	-	0.8	0.0	0.0	-	0.3	0.0	50.0	2.9	2.0	-	-	1.8	1.7
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	33.3	-	-	-	-	-	-	0.0	-	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	66.7	-	-	-	-	-	-	100.0	-	-	-	-	-	-	50.0	-	-

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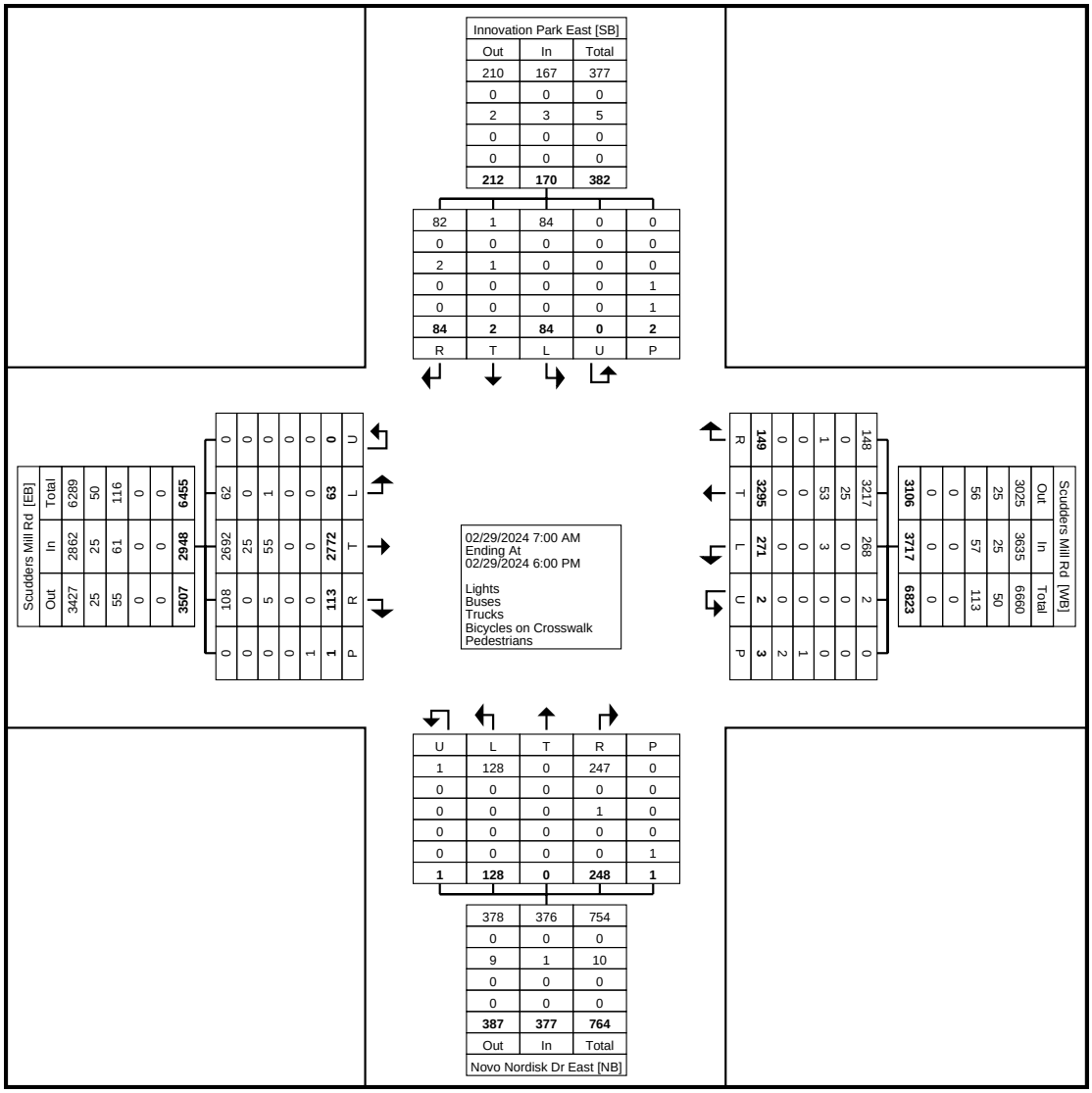


Turning Movement Data Plot

Plainsboro, NJ
Sucudders Mill Rd & Innovation Park East
Thursday, February 29, 2024
Location: 40.340933, -74.604257

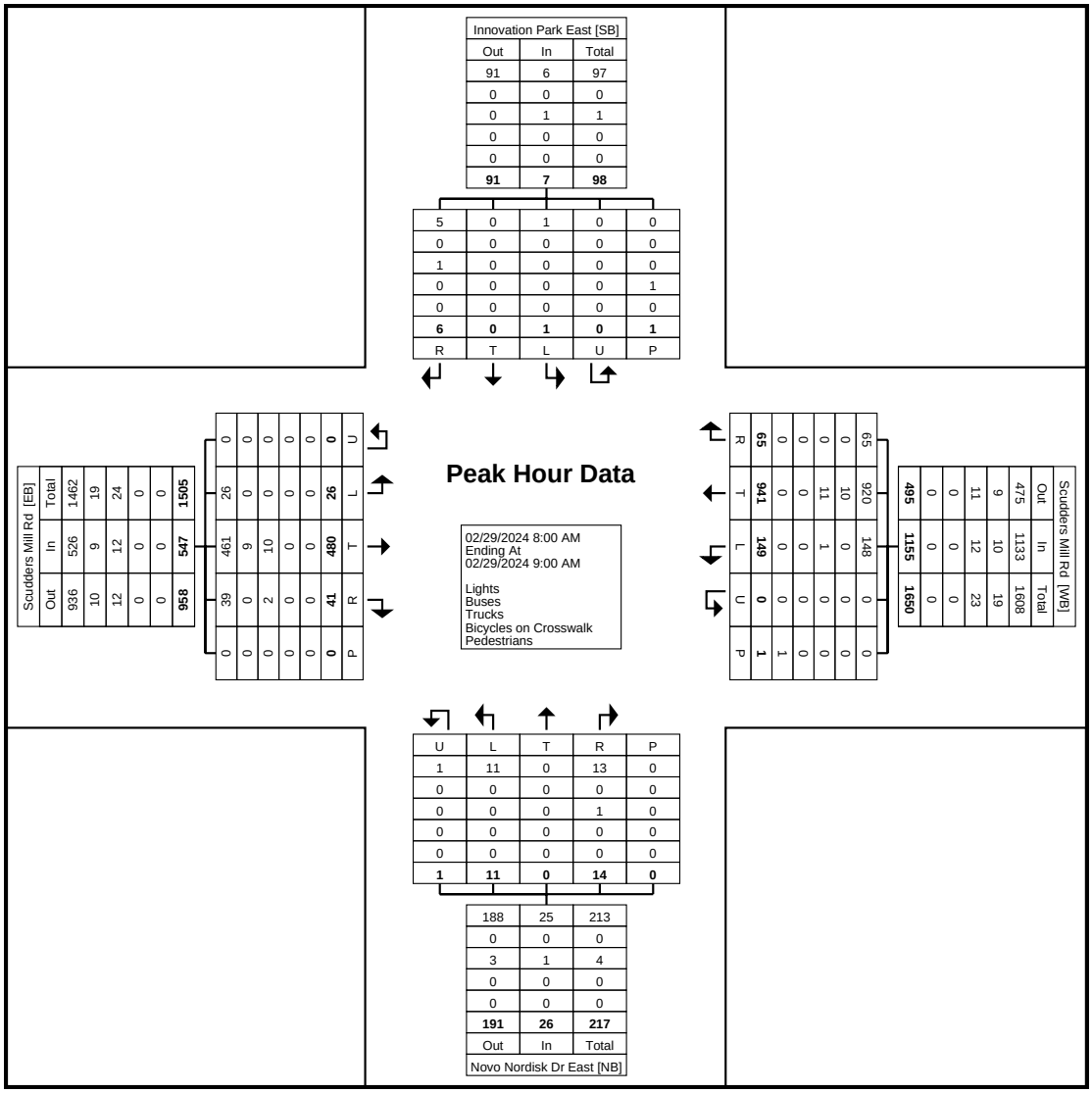
www.TSTData.com
Tri-State Traffic Data, Inc

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

Count Name: Scudders Mill Rd & Innovation Park East
Site Code:
Start Date: 02/29/2024

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Scudders Mill Rd Eastbound							Scudders Mill Rd Westbound							Novo Nordisk Dr East Northbound							Innovation Park East Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
8:00 AM	9	122	6	3	0	0	140	27	220	9	4	0	0	260	0	0	2	1	0	0	3	0	0	1	0	0	0	1	404
8:15 AM	4	116	6	2	0	0	128	31	239	13	4	0	0	287	4	0	2	1	0	0	7	0	0	2	1	0	1	3	425
8:30 AM	9	116	11	2	0	0	138	49	254	14	1	0	0	318	3	0	1	4	1	0	9	1	0	0	1	0	0	2	467
8:45 AM	4	126	8	3	0	0	141	42	228	17	3	0	1	290	4	0	0	3	0	0	7	0	0	0	1	0	0	1	439
Total	26	480	31	10	0	0	547	149	941	53	12	0	1	1155	11	0	5	9	1	0	26	1	0	3	3	0	1	7	1735
Approach %	4.8	87.8	5.7	1.8	0.0	-	-	12.9	81.5	4.6	1.0	0.0	-	-	42.3	0.0	19.2	34.6	3.8	-	-	14.3	0.0	42.9	42.9	0.0	-	-	-
Total %	1.5	27.7	1.8	0.6	0.0	-	31.5	8.6	54.2	3.1	0.7	0.0	-	66.6	0.6	0.0	0.3	0.5	0.1	-	1.5	0.1	0.0	0.2	0.2	0.0	-	0.4	-
PHF	0.722	0.952	0.705	0.833	0.000	-	0.970	0.760	0.926	0.779	0.750	0.000	-	0.908	0.688	0.000	0.625	0.563	0.250	-	0.722	0.250	0.000	0.375	0.750	0.000	-	0.583	0.929
Lights	26	461	30	9	0	-	526	148	920	53	12	0	-	1133	11	0	4	9	1	-	25	1	0	2	3	0	-	6	1690
% Lights	100.0	96.0	96.8	90.0	-	-	96.2	99.3	97.8	100.0	100.0	-	-	98.1	100.0	-	80.0	100.0	100.0	-	96.2	100.0	-	66.7	100.0	-	-	85.7	97.4
Buses	0	9	0	0	0	-	9	0	10	0	0	0	-	10	0	0	0	0	0	-	0	0	0	0	0	0	-	0	19
% Buses	0.0	1.9	0.0	0.0	-	-	1.6	0.0	1.1	0.0	0.0	-	-	0.9	0.0	-	0.0	0.0	0.0	-	0.0	0.0	-	0.0	0.0	-	-	0.0	1.1
Trucks	0	10	1	1	0	-	12	1	11	0	0	0	-	12	0	0	1	0	0	-	1	0	0	1	0	0	-	1	26
% Trucks	0.0	2.1	3.2	10.0	-	-	2.2	0.7	1.2	0.0	0.0	-	-	1.0	0.0	-	20.0	0.0	0.0	-	3.8	0.0	-	33.3	0.0	-	-	14.3	1.5
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (8:00 AM)

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Coatesville, PA, Pennsylvania, United States 19320
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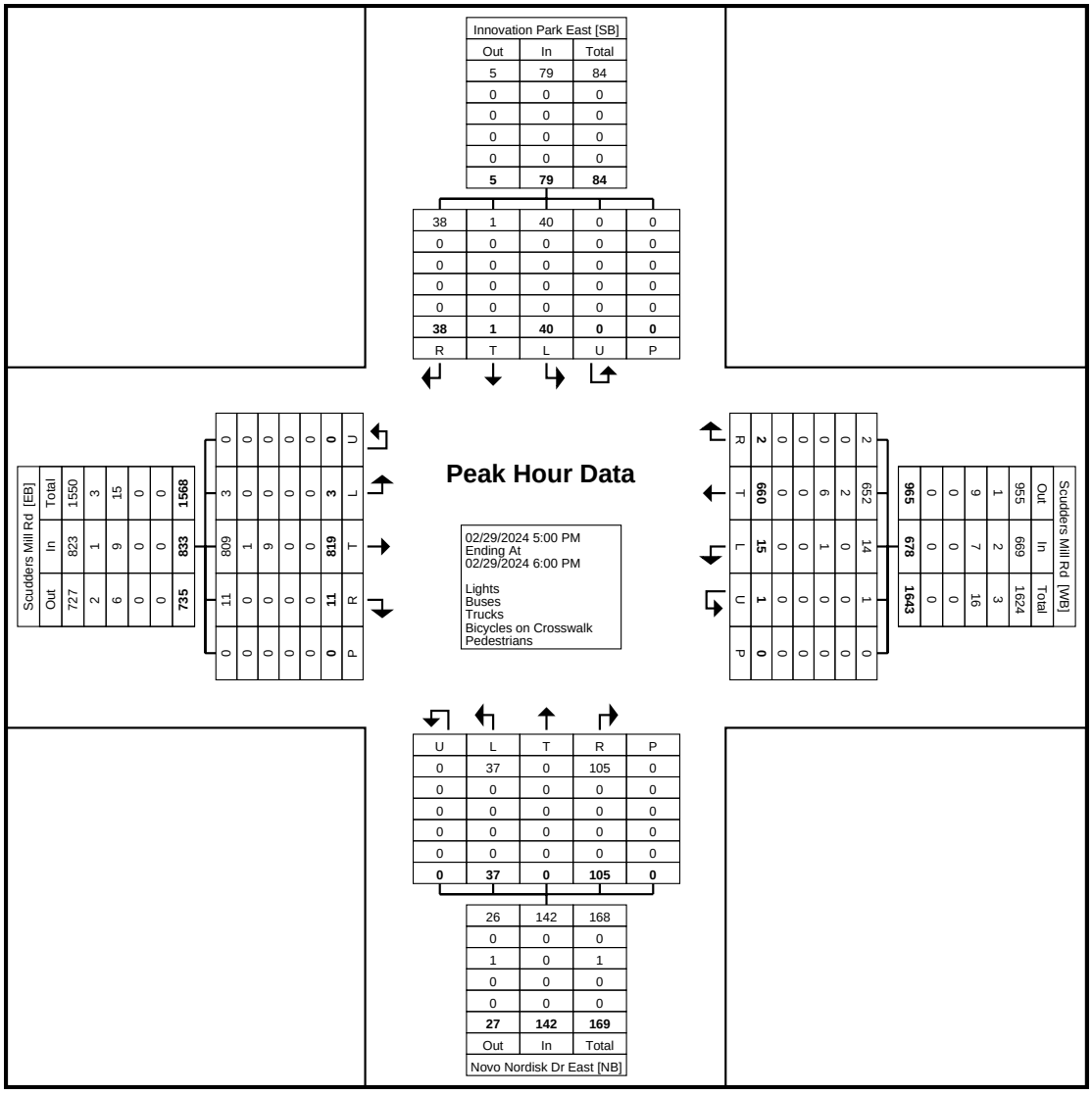
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Scudders Mill Rd Eastbound							Scudders Mill Rd Westbound							Novo Nordisk Dr East Northbound							Innovation Park East Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
5:00 PM	0	220	0	0	0	0	220	2	135	0	0	0	0	137	13	0	18	18	0	0	49	13	0	5	6	0	0	24	430
5:15 PM	0	199	4	1	0	0	204	1	176	2	0	0	0	179	14	0	14	13	0	0	41	5	0	10	4	0	0	19	443
5:30 PM	0	200	2	1	0	0	203	5	168	0	0	1	0	174	6	0	9	14	0	0	29	12	0	3	5	0	0	20	426
5:45 PM	3	200	3	0	0	0	206	7	181	0	0	0	0	188	4	0	10	9	0	0	23	10	1	2	3	0	0	16	433
Total	3	819	9	2	0	0	833	15	660	2	0	1	0	678	37	0	51	54	0	0	142	40	1	20	18	0	0	79	1732
Approach %	0.4	98.3	1.1	0.2	0.0	-	-	2.2	97.3	0.3	0.0	0.1	-	-	26.1	0.0	35.9	38.0	0.0	-	-	50.6	1.3	25.3	22.8	0.0	-	-	-
Total %	0.2	47.3	0.5	0.1	0.0	-	48.1	0.9	38.1	0.1	0.0	0.1	-	39.1	2.1	0.0	2.9	3.1	0.0	-	8.2	2.3	0.1	1.2	1.0	0.0	-	4.6	-
PHF	0.250	0.931	0.563	0.500	0.000	-	0.947	0.536	0.912	0.250	0.000	0.250	-	0.902	0.661	0.000	0.708	0.750	0.000	-	0.724	0.769	0.250	0.500	0.750	0.000	-	0.823	0.977
Lights	3	809	9	2	0	-	823	14	652	2	0	1	-	669	37	0	51	54	0	-	142	40	1	20	18	0	-	79	1713
% Lights	100.0	98.8	100.0	100.0	-	-	98.8	93.3	98.8	100.0	-	100.0	-	98.7	100.0	-	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	-	100.0	98.9
Buses	0	1	0	0	0	-	1	0	2	0	0	0	-	2	0	0	0	0	0	-	0	0	0	0	0	0	-	0	3
% Buses	0.0	0.1	0.0	0.0	-	-	0.1	0.0	0.3	0.0	-	0.0	-	0.3	0.0	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Trucks	0	9	0	0	0	-	9	1	6	0	0	0	-	7	0	0	0	0	0	-	0	0	0	0	0	0	-	0	16
% Trucks	0.0	1.1	0.0	0.0	-	-	1.1	6.7	0.9	0.0	-	0.0	-	1.0	0.0	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.9
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (5:00 PM)

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Coatesville, PA, Pennsylvania, United States 19320
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Plainsboro, NJ
College Rd & Scudder Mill Rd
Thursday, February 29, 2024
Location: 40.33993, -74.598207

Count Name: College Rd & Scudders Mill Rd (2/29)
Site Code:
Start Date: 02/29/2024

Turning Movement Data

Start Time	Scudders Mill Rd Eastbound							Scudders Mill Rd Westbound							Driveway Northbound							College Rd Southbound							
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
7:00 AM	3	76	1	0	0	0	80	0	139	19	3	0	0	161	0	1	1	0	0	1	2	14	2	6	4	0	0	26	269
7:15 AM	4	96	3	1	0	0	104	1	184	29	13	0	0	227	5	1	0	0	0	0	6	11	0	6	2	0	0	19	356
7:30 AM	9	115	2	0	0	0	126	0	235	25	15	0	0	275	2	0	0	2	0	0	4	19	0	5	7	0	0	31	436
7:45 AM	5	98	1	0	0	0	104	1	248	77	24	0	0	350	0	1	0	1	0	0	2	21	0	12	16	0	0	49	505
Hourly Total	21	385	7	1	0	0	414	2	806	150	55	0	0	1013	7	3	1	3	0	1	14	65	2	29	29	0	0	125	1566
8:00 AM	6	111	3	0	0	0	120	0	241	53	20	0	0	314	5	0	0	0	0	0	5	35	0	8	14	0	0	57	496
8:15 AM	11	113	0	0	0	0	124	0	270	37	28	0	0	335	2	1	0	0	0	1	3	26	0	8	14	0	1	48	510
8:30 AM	10	114	0	0	0	0	124	1	295	47	25	0	0	368	0	0	0	0	0	0	0	33	0	11	14	0	0	58	550
8:45 AM	9	117	0	0	0	0	126	1	265	70	41	0	0	377	2	2	2	0	0	0	6	17	0	7	24	0	0	48	557
Hourly Total	36	455	3	0	0	0	494	2	1071	207	114	0	0	1394	9	3	2	0	0	1	14	111	0	34	66	0	1	211	2113
9:00 AM	12	89	0	0	0	0	101	2	219	66	11	0	0	298	0	0	0	2	0	0	2	24	0	10	11	0	0	45	446
9:15 AM	8	114	0	0	0	0	122	1	215	60	2	0	0	278	0	0	0	0	0	0	0	12	0	4	6	0	1	22	422
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	20	203	0	0	0	0	223	3	434	126	13	0	0	576	0	0	0	2	0	0	2	36	0	14	17	0	1	67	868
4:00 PM	18	219	2	0	0	0	239	2	128	15	8	1	0	154	2	1	4	1	0	0	8	45	0	6	1	0	0	52	453
4:15 PM	17	248	0	0	0	0	265	2	118	19	2	0	0	141	3	0	4	1	0	0	8	52	0	1	6	0	0	59	473
4:30 PM	17	208	3	0	0	1	228	2	134	17	3	0	0	156	1	0	3	1	0	1	5	70	3	5	4	0	0	82	471
4:45 PM	13	229	0	0	0	0	242	4	136	19	10	0	0	169	2	1	2	1	0	0	6	73	0	2	6	0	0	81	498
Hourly Total	65	904	5	0	0	1	974	10	516	70	23	1	0	620	8	2	13	4	0	1	27	240	3	14	17	0	0	274	1895
5:00 PM	19	248	1	0	0	0	268	4	138	20	5	0	0	167	0	0	1	1	0	0	2	78	0	2	8	0	0	88	525
5:15 PM	16	214	1	0	0	0	231	1	150	18	3	0	0	172	1	1	0	0	0	0	2	85	1	10	9	0	0	105	510
5:30 PM	14	222	2	1	0	1	239	4	156	15	7	0	0	182	2	0	2	2	0	1	6	52	2	7	7	0	0	68	495
5:45 PM	8	218	1	2	0	0	229	2	162	25	5	0	0	194	2	1	0	2	0	0	5	59	0	2	10	0	0	71	499
Hourly Total	57	902	5	3	0	1	967	11	606	78	20	0	0	715	5	2	3	5	0	1	15	274	3	21	34	0	0	332	2029
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	199	2849	20	4	0	2	3072	28	3433	631	225	1	0	4318	29	10	19	14	0	4	72	726	8	112	163	0	2	1009	8471
Approach %	6.5	92.7	0.7	0.1	0.0	-	-	0.6	79.5	14.6	5.2	0.0	-	-	40.3	13.9	26.4	19.4	0.0	-	-	72.0	0.8	11.1	16.2	0.0	-	-	-
Total %	2.3	33.6	0.2	0.0	0.0	-	36.3	0.3	40.5	7.4	2.7	0.0	-	51.0	0.3	0.1	0.2	0.2	0.0	-	0.8	8.6	0.1	1.3	1.9	0.0	-	11.9	-
Lights	198	2765	20	4	0	-	2987	27	3350	621	223	1	-	4222	28	10	19	14	0	-	71	709	8	109	163	0	-	989	8269
% Lights	99.5	97.1	100.0	100.0	-	-	97.2	96.4	97.6	98.4	99.1	100.0	-	97.8	96.6	100.0	100.0	100.0	-	-	98.6	97.7	100.0	97.3	100.0	-	-	98.0	97.6
Buses	1	29	0	0	0	-	30	0	26	9	1	0	-	36	0	0	0	0	0	-	0	11	0	1	0	0	-	12	78
% Buses	0.5	1.0	0.0	0.0	-	-	1.0	0.0	0.8	1.4	0.4	0.0	-	0.8	0.0	0.0	0.0	0.0	-	-	0.0	1.5	0.0	0.9	0.0	-	-	1.2	0.9
Trucks	0	55	0	0	0	-	55	1	57	1	1	0	-	60	1	0	0	0	0	-	1	6	0	2	0	0	-	8	124
% Trucks	0.0	1.9	0.0	0.0	-	-	1.8	3.6	1.7	0.2	0.4	0.0	-	1.4	3.4	0.0	0.0	0.0	-	-	1.4	0.8	0.0	1.8	0.0	-	-	0.8	1.5
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	-	100.0	-	-	-
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-
% Pedestrians	-	-	-	-	-	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	-	0.0	-	-	-

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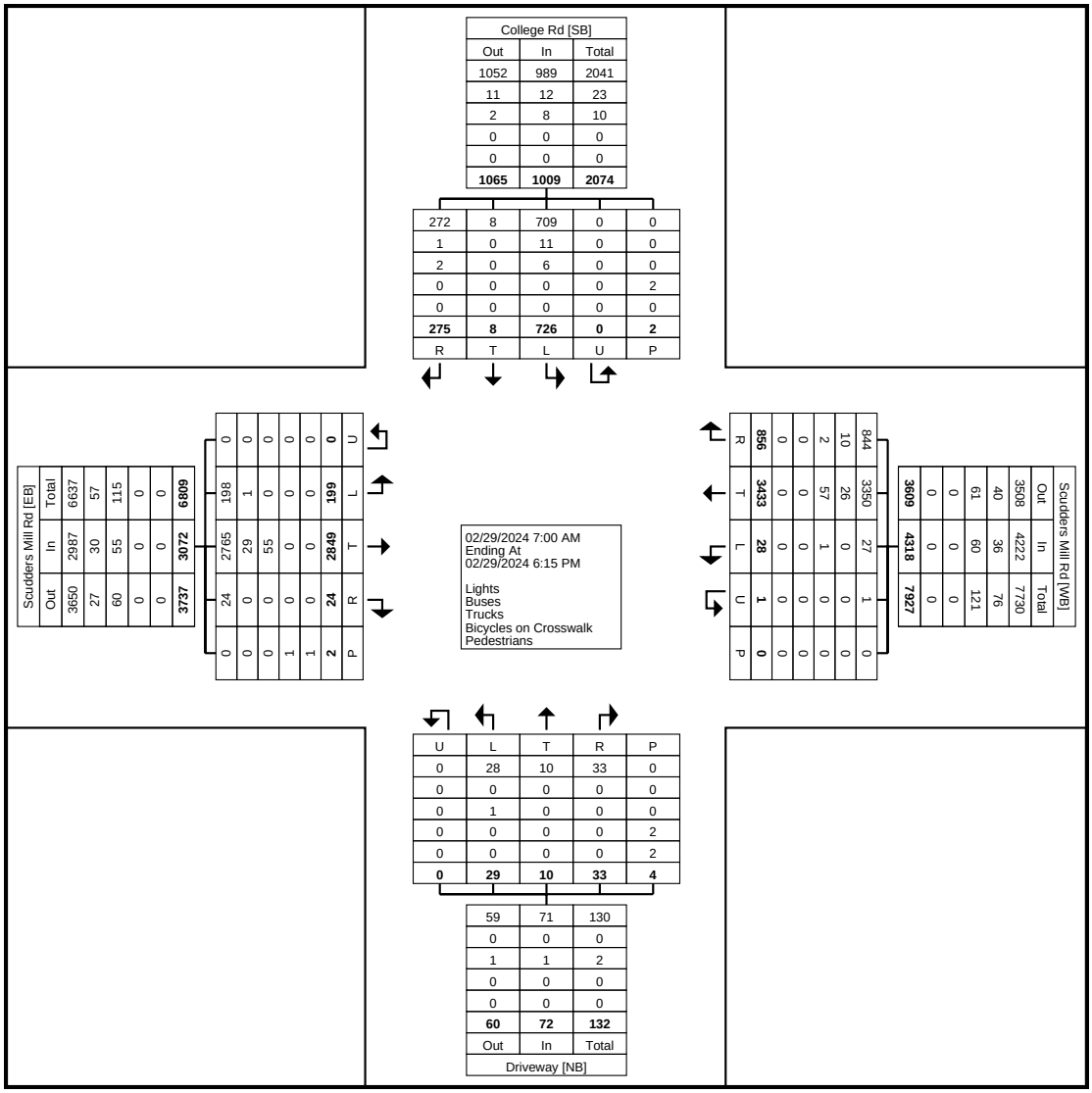

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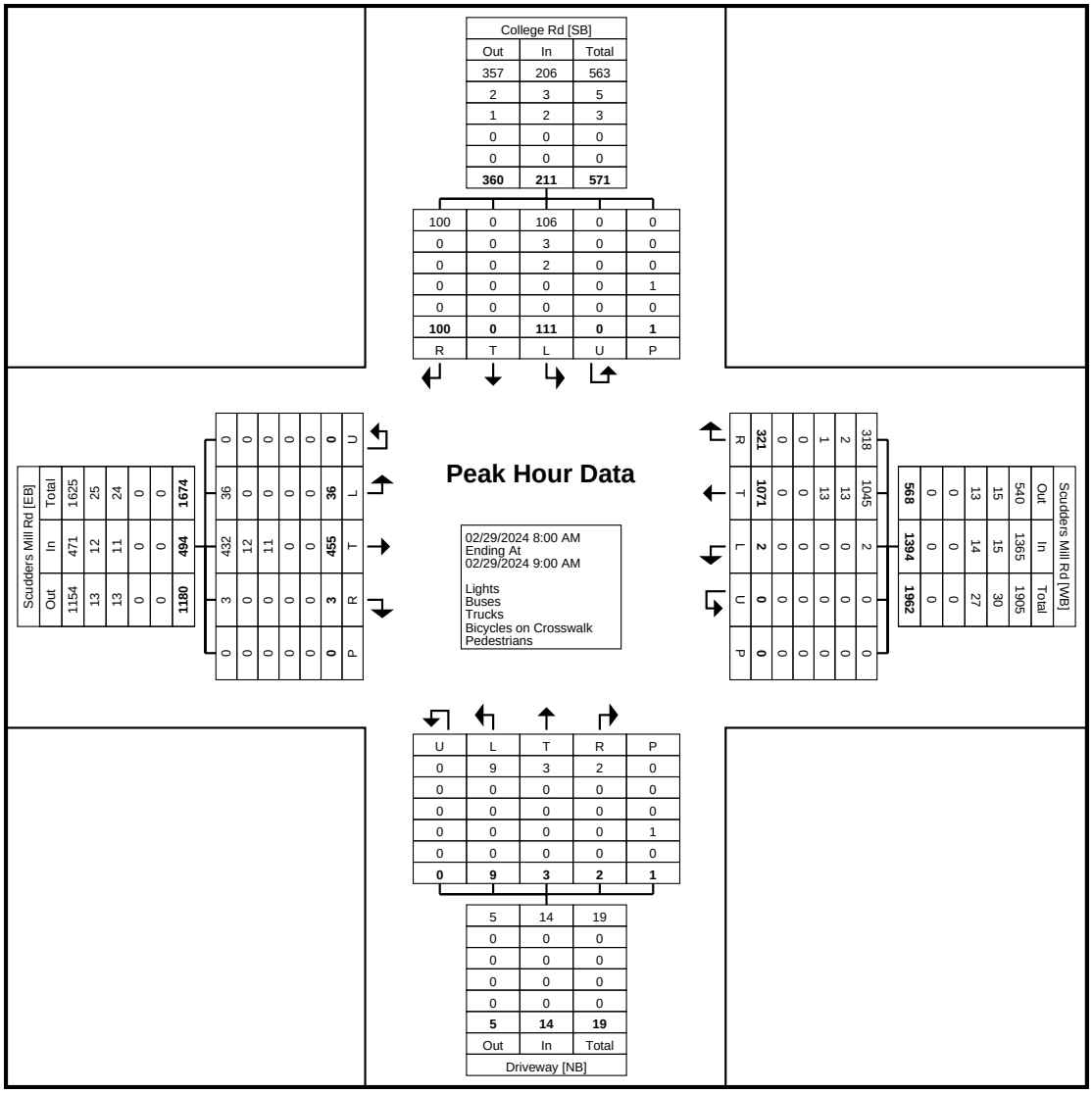
Location: 40.33993, -74.598207

Count Name: College Rd & Scudders Mill Rd (2/29)
Site Code:
Start Date: 02/29/2024

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Scudders Mill Rd Eastbound							Scudders Mill Rd Westbound							Driveway Northbound							College Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
8:00 AM	6	111	3	0	0	0	120	0	241	53	20	0	0	314	5	0	0	0	0	0	5	35	0	8	14	0	0	57	496
8:15 AM	11	113	0	0	0	0	124	0	270	37	28	0	0	335	2	1	0	0	0	1	3	26	0	8	14	0	1	48	510
8:30 AM	10	114	0	0	0	0	124	1	295	47	25	0	0	368	0	0	0	0	0	0	0	33	0	11	14	0	0	58	550
8:45 AM	9	117	0	0	0	0	126	1	265	70	41	0	0	377	2	2	2	0	0	0	6	17	0	7	24	0	0	48	557
Total	36	455	3	0	0	0	494	2	1071	207	114	0	0	1394	9	3	2	0	0	1	14	111	0	34	66	0	1	211	2113
Approach %	7.3	92.1	0.6	0.0	0.0	-	-	0.1	76.8	14.8	8.2	0.0	-	-	64.3	21.4	14.3	0.0	0.0	-	-	52.6	0.0	16.1	31.3	0.0	-	-	-
Total %	1.7	21.5	0.1	0.0	0.0	-	23.4	0.1	50.7	9.8	5.4	0.0	-	66.0	0.4	0.1	0.1	0.0	0.0	-	0.7	5.3	0.0	1.6	3.1	0.0	-	10.0	-
PHF	0.818	0.972	0.250	0.000	0.000	-	0.980	0.500	0.908	0.739	0.695	0.000	-	0.924	0.450	0.375	0.250	0.000	0.000	-	0.583	0.793	0.000	0.773	0.688	0.000	-	0.909	0.948
Lights	36	432	3	0	0	-	471	2	1045	205	113	0	-	1365	9	3	2	0	0	-	14	106	0	34	66	0	-	206	2056
% Lights	100.0	94.9	100.0	-	-	-	95.3	100.0	97.6	99.0	99.1	-	-	97.9	100.0	100.0	100.0	-	-	-	100.0	95.5	-	100.0	100.0	-	-	97.6	97.3
Buses	0	12	0	0	0	-	12	0	13	2	0	0	-	15	0	0	0	0	0	-	0	3	0	0	0	0	-	3	30
% Buses	0.0	2.6	0.0	-	-	-	2.4	0.0	1.2	1.0	0.0	-	-	1.1	0.0	0.0	0.0	-	-	-	0.0	2.7	-	0.0	0.0	-	-	1.4	1.4
Trucks	0	11	0	0	0	-	11	0	13	0	1	0	-	14	0	0	0	0	0	-	0	2	0	0	0	0	-	2	27
% Trucks	0.0	2.4	0.0	-	-	-	2.2	0.0	1.2	0.0	0.9	-	-	1.0	0.0	0.0	0.0	-	-	-	0.0	1.8	-	0.0	0.0	-	-	0.9	1.3
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (8:00 AM)

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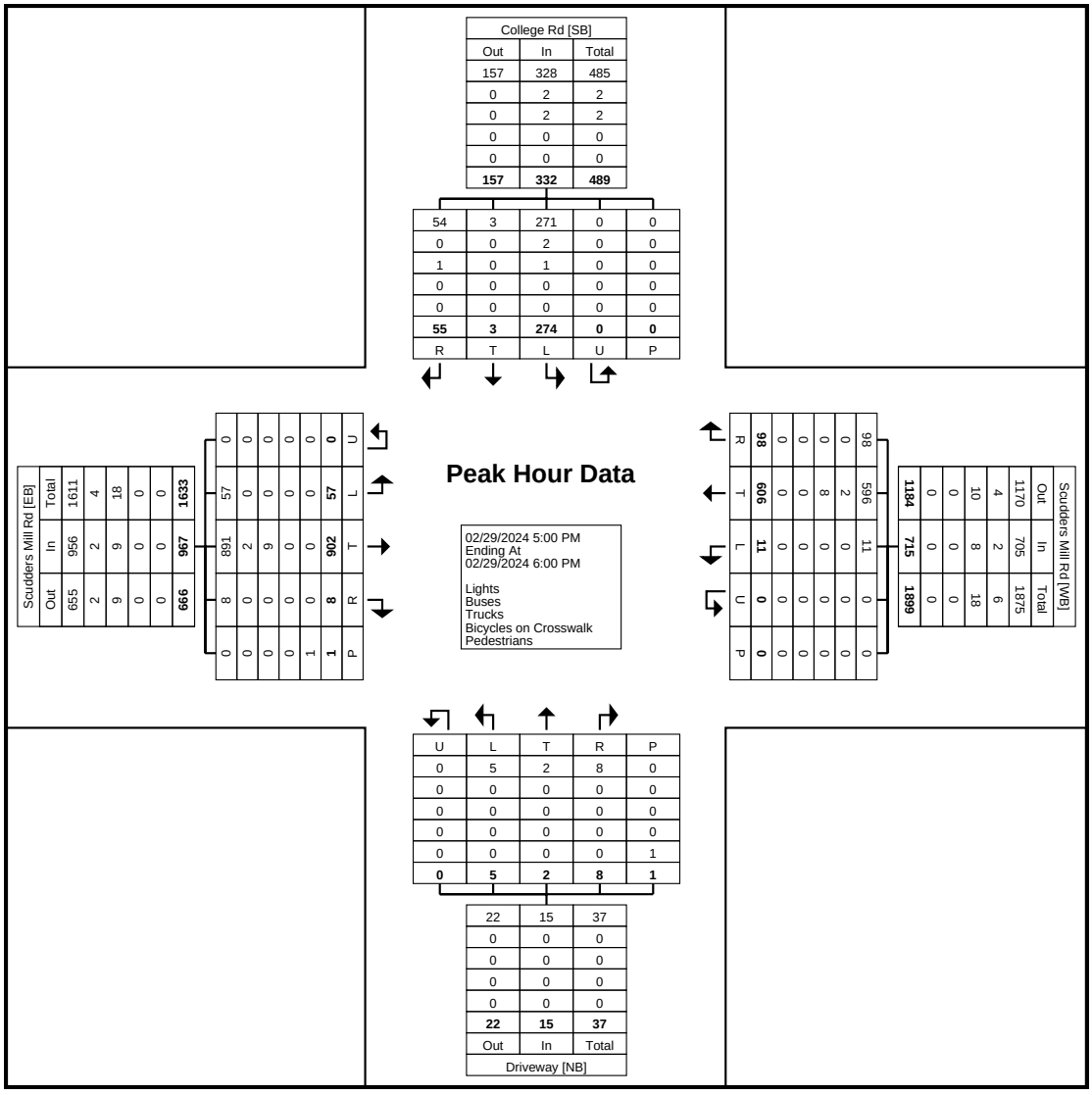
Plainsboro, NJ
College Rd & Scudder Mill Rd
Thursday, February 29, 2024
Location: 40.33993, -74.598207

Count Name: College Rd & Scudders Mill Rd (2/29)
Site Code:
Start Date: 02/29/2024

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Scudders Mill Rd Eastbound							Scudders Mill Rd Westbound							Driveway Northbound							College Rd Southbound							
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
5:00 PM	19	248	1	0	0	0	268	4	138	20	5	0	0	167	0	0	1	1	0	0	2	78	0	2	8	0	0	88	525
5:15 PM	16	214	1	0	0	0	231	1	150	18	3	0	0	172	1	1	0	0	0	0	2	85	1	10	9	0	0	105	510
5:30 PM	14	222	2	1	0	1	239	4	156	15	7	0	0	182	2	0	2	2	0	1	6	52	2	7	7	0	0	68	495
5:45 PM	8	218	1	2	0	0	229	2	162	25	5	0	0	194	2	1	0	2	0	0	5	59	0	2	10	0	0	71	499
Total	57	902	5	3	0	1	967	11	606	78	20	0	0	715	5	2	3	5	0	1	15	274	3	21	34	0	0	332	2029
Approach %	5.9	93.3	0.5	0.3	0.0	-	-	1.5	84.8	10.9	2.8	0.0	-	-	33.3	13.3	20.0	33.3	0.0	-	-	82.5	0.9	6.3	10.2	0.0	-	-	-
Total %	2.8	44.5	0.2	0.1	0.0	-	47.7	0.5	29.9	3.8	1.0	0.0	-	35.2	0.2	0.1	0.1	0.2	0.0	-	0.7	13.5	0.1	1.0	1.7	0.0	-	16.4	-
PHF	0.750	0.909	0.625	0.375	0.000	-	0.902	0.688	0.935	0.780	0.714	0.000	-	0.921	0.625	0.500	0.375	0.625	0.000	-	0.625	0.806	0.375	0.525	0.850	0.000	-	0.790	0.966
Lights	57	891	5	3	0	-	956	11	596	78	20	0	-	705	5	2	3	5	0	-	15	271	3	20	34	0	-	328	2004
% Lights	100.0	98.8	100.0	100.0	-	-	98.9	100.0	98.3	100.0	100.0	-	-	98.6	100.0	100.0	100.0	100.0	-	-	100.0	98.9	100.0	95.2	100.0	-	-	98.8	98.8
Buses	0	2	0	0	0	-	2	0	2	0	0	0	-	2	0	0	0	0	0	-	0	2	0	0	0	0	-	2	6
% Buses	0.0	0.2	0.0	0.0	-	-	0.2	0.0	0.3	0.0	0.0	-	-	0.3	0.0	0.0	0.0	0.0	-	-	0.0	0.7	0.0	0.0	0.0	-	-	0.6	0.3
Trucks	0	9	0	0	0	-	9	0	8	0	0	0	-	8	0	0	0	0	0	-	0	1	0	1	0	0	-	2	19
% Trucks	0.0	1.0	0.0	0.0	-	-	0.9	0.0	1.3	0.0	0.0	-	-	1.1	0.0	0.0	0.0	0.0	-	-	0.0	0.4	0.0	4.8	0.0	-	-	0.6	0.9
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (5:00 PM)

Plainsboro, NJ
Scudders Mill Rd & Innovation Park West
Thursday, February 29, 2024
Location: 40.339639, -74.611934

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Count Name: Scudders Mill Rd & Innovation Park West
Site Code:
Start Date: 02/29/2024
Page No: 1

Turning Movement Data

Start Time	Scudders Mill Rd Eastbound					Scudders Mill Rd Westbound					Innovation Park West Southbound					
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	16	92	1	0	109	136	0	0	0	136	1	1	0	0	2	247
7:15 AM	11	123	0	0	134	191	1	0	0	192	0	0	0	0	0	326
7:30 AM	9	145	0	0	154	235	1	0	0	236	0	0	0	0	0	390
7:45 AM	21	118	0	0	139	230	3	0	0	233	0	0	0	0	0	372
Hourly Total	57	478	1	0	536	792	5	0	0	797	1	1	0	0	2	1335
8:00 AM	14	164	0	0	178	202	2	0	0	204	0	0	0	0	0	382
8:15 AM	18	170	1	0	189	250	1	0	0	251	0	3	0	0	3	443
8:30 AM	15	193	0	0	208	259	6	0	0	265	0	1	0	0	1	474
8:45 AM	11	179	3	0	193	213	0	0	0	213	0	0	0	0	0	406
Hourly Total	58	706	4	0	768	924	9	0	0	933	0	4	0	0	4	1705
9:00 AM	19	171	0	0	190	201	3	0	0	204	0	3	0	0	3	397
9:15 AM	14	160	1	0	175	203	2	0	0	205	0	0	0	0	0	380
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	33	331	1	0	365	404	5	0	0	409	0	3	0	0	3	777
4:00 PM	1	197	0	0	198	175	0	0	0	175	0	14	0	0	14	387
4:15 PM	1	217	0	0	218	161	0	0	0	161	0	10	0	0	10	389
4:30 PM	0	201	0	0	201	200	0	1	0	201	0	13	0	0	13	415
4:45 PM	0	191	2	0	193	197	0	0	0	197	5	9	0	0	14	404
Hourly Total	2	806	2	0	810	733	0	1	0	734	5	46	0	0	51	1595
5:00 PM	0	201	0	0	201	181	0	0	0	181	1	8	0	0	9	391
5:15 PM	0	216	1	0	217	232	0	0	0	232	2	7	0	0	9	458
5:30 PM	0	215	0	0	215	198	0	0	0	198	2	10	0	0	12	425
5:45 PM	1	192	1	0	194	181	0	0	0	181	0	5	0	0	5	380
Hourly Total	1	824	2	0	827	792	0	0	0	792	5	30	0	0	35	1654
Grand Total	151	3145	10	0	3306	3645	19	1	0	3665	11	84	0	0	95	7066
Approach %	4.6	95.1	0.3	-	-	99.5	0.5	0.0	-	-	11.6	88.4	0.0	-	-	-
Total %	2.1	44.5	0.1	-	46.8	51.6	0.3	0.0	-	51.9	0.2	1.2	0.0	-	1.3	-
Lights	150	3063	10	-	3223	3562	19	1	-	3582	11	82	0	-	93	6898
% Lights	99.3	97.4	100.0	-	97.5	97.7	100.0	100.0	-	97.7	100.0	97.6	-	-	97.9	97.6
Buses	0	29	0	-	29	27	0	0	-	27	0	0	0	-	0	56
% Buses	0.0	0.9	0.0	-	0.9	0.7	0.0	0.0	-	0.7	0.0	0.0	-	-	0.0	0.8
Trucks	1	53	0	-	54	56	0	0	-	56	0	2	0	-	2	112
% Trucks	0.7	1.7	0.0	-	1.6	1.5	0.0	0.0	-	1.5	0.0	2.4	-	-	2.1	1.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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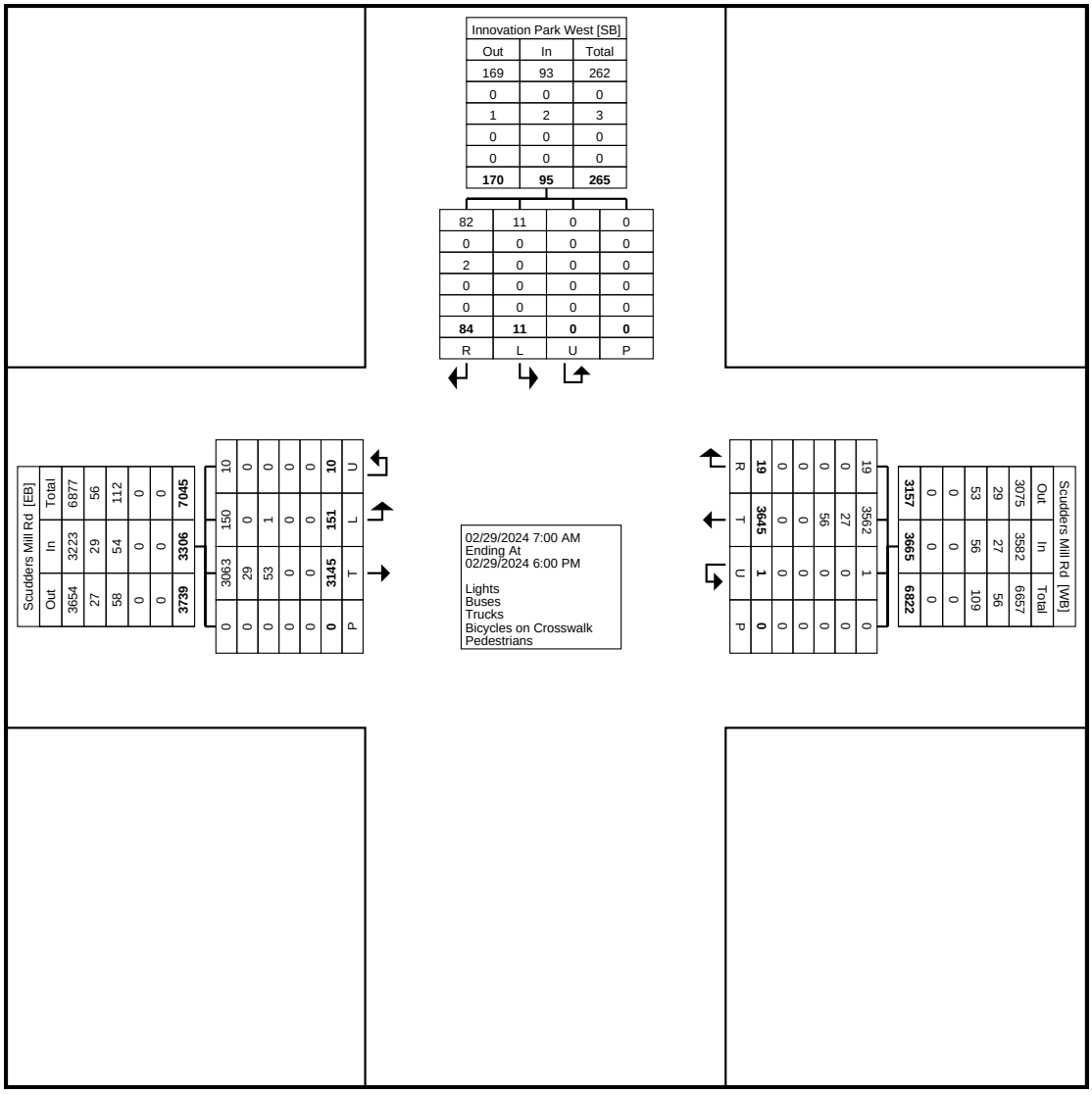

Turning Movement Data Plot

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Turning Movement Peak Hour Data (8:15 AM)

Start Time	Scudders Mill Rd Eastbound					Scudders Mill Rd Westbound					Innovation Park West Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:15 AM	18	170	1	0	189	250	1	0	0	251	0	3	0	0	3	443
8:30 AM	15	193	0	0	208	259	6	0	0	265	0	1	0	0	1	474
8:45 AM	11	179	3	0	193	213	0	0	0	213	0	0	0	0	0	406
9:00 AM	19	171	0	0	190	201	3	0	0	204	0	3	0	0	3	397
Total	63	713	4	0	780	923	10	0	0	933	0	7	0	0	7	1720
Approach %	8.1	91.4	0.5	-	-	98.9	1.1	0.0	-	-	0.0	100.0	0.0	-	-	-
Total %	3.7	41.5	0.2	-	45.3	53.7	0.6	0.0	-	54.2	0.0	0.4	0.0	-	0.4	-
PHF	0.829	0.924	0.333	-	0.938	0.891	0.417	0.000	-	0.880	0.000	0.583	0.000	-	0.583	0.907
Lights	62	690	4	-	756	895	10	0	-	905	0	6	0	-	6	1667
% Lights	98.4	96.8	100.0	-	96.9	97.0	100.0	-	-	97.0	-	85.7	-	-	85.7	96.9
Buses	0	10	0	-	10	11	0	0	-	11	0	0	0	-	0	21
% Buses	0.0	1.4	0.0	-	1.3	1.2	0.0	-	-	1.2	-	0.0	-	-	0.0	1.2
Trucks	1	13	0	-	14	17	0	0	-	17	0	1	0	-	1	32
% Trucks	1.6	1.8	0.0	-	1.8	1.8	0.0	-	-	1.8	-	14.3	-	-	14.3	1.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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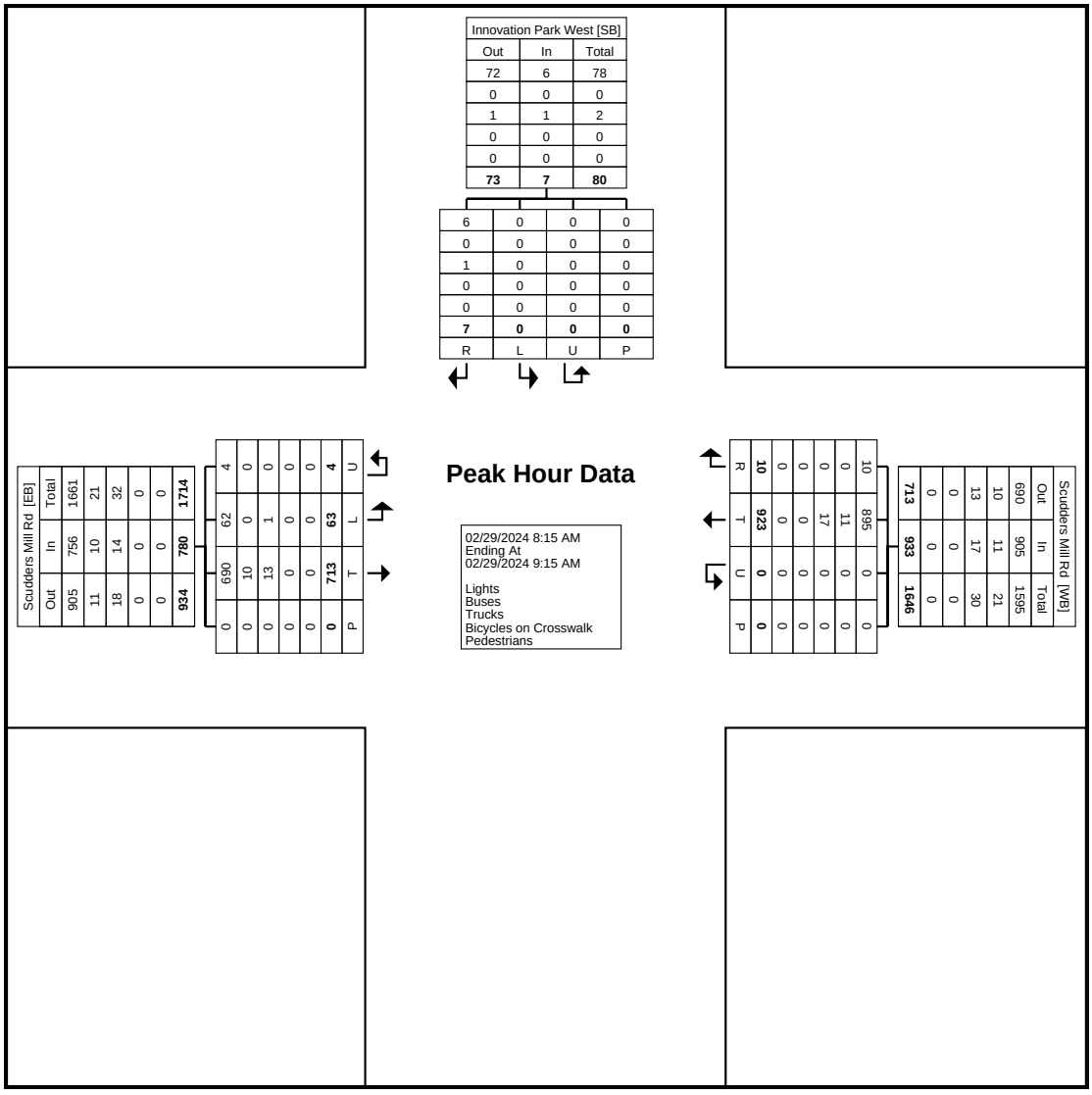

Turning Movement Peak Hour Data Plot (8:15 AM)

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Turning Movement Peak Hour Data (4:45 PM)

Start Time	Scudders Mill Rd Eastbound					Scudders Mill Rd Westbound					Innovation Park West Southbound					
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
4:45 PM	0	191	2	0	193	197	0	0	0	197	5	9	0	0	14	404
5:00 PM	0	201	0	0	201	181	0	0	0	181	1	8	0	0	9	391
5:15 PM	0	216	1	0	217	232	0	0	0	232	2	7	0	0	9	458
5:30 PM	0	215	0	0	215	198	0	0	0	198	2	10	0	0	12	425
Total	0	823	3	0	826	808	0	0	0	808	10	34	0	0	44	1678
Approach %	0.0	99.6	0.4	-	-	100.0	0.0	0.0	-	-	22.7	77.3	0.0	-	-	-
Total %	0.0	49.0	0.2	-	49.2	48.2	0.0	0.0	-	48.2	0.6	2.0	0.0	-	2.6	-
PHF	0.000	0.953	0.375	-	0.952	0.871	0.000	0.000	-	0.871	0.500	0.850	0.000	-	0.786	0.916
Lights	0	817	3	-	820	800	0	0	-	800	10	33	0	-	43	1663
% Lights	-	99.3	100.0	-	99.3	99.0	-	-	-	99.0	100.0	97.1	-	-	97.7	99.1
Buses	0	1	0	-	1	1	0	0	-	1	0	0	0	-	0	2
% Buses	-	0.1	0.0	-	0.1	0.1	-	-	-	0.1	0.0	0.0	-	-	0.0	0.1
Trucks	0	5	0	-	5	7	0	0	-	7	0	1	0	-	1	13
% Trucks	-	0.6	0.0	-	0.6	0.9	-	-	-	0.9	0.0	2.9	-	-	2.3	0.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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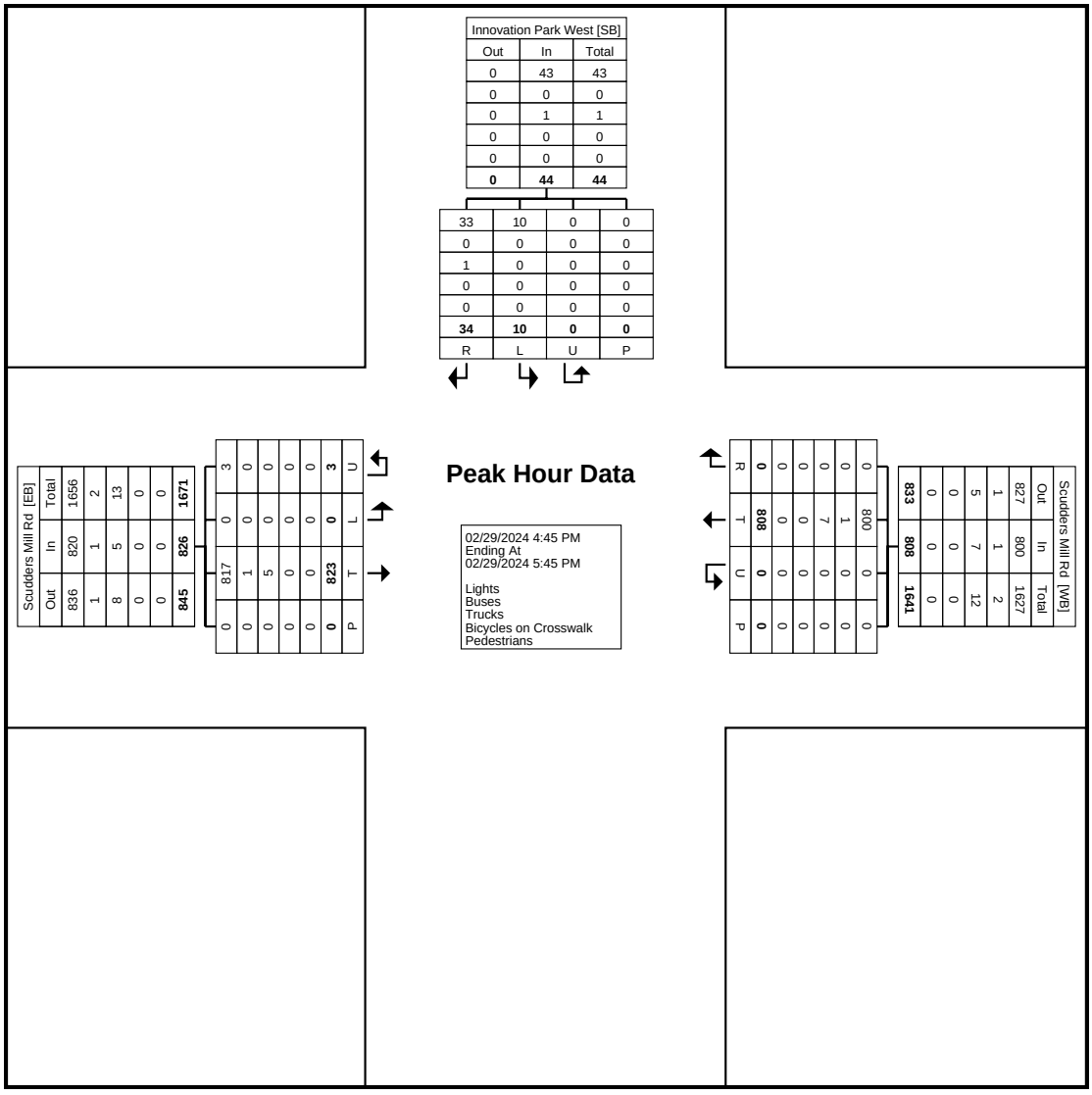

Turning Movement Peak Hour Data Plot (4:45 PM)

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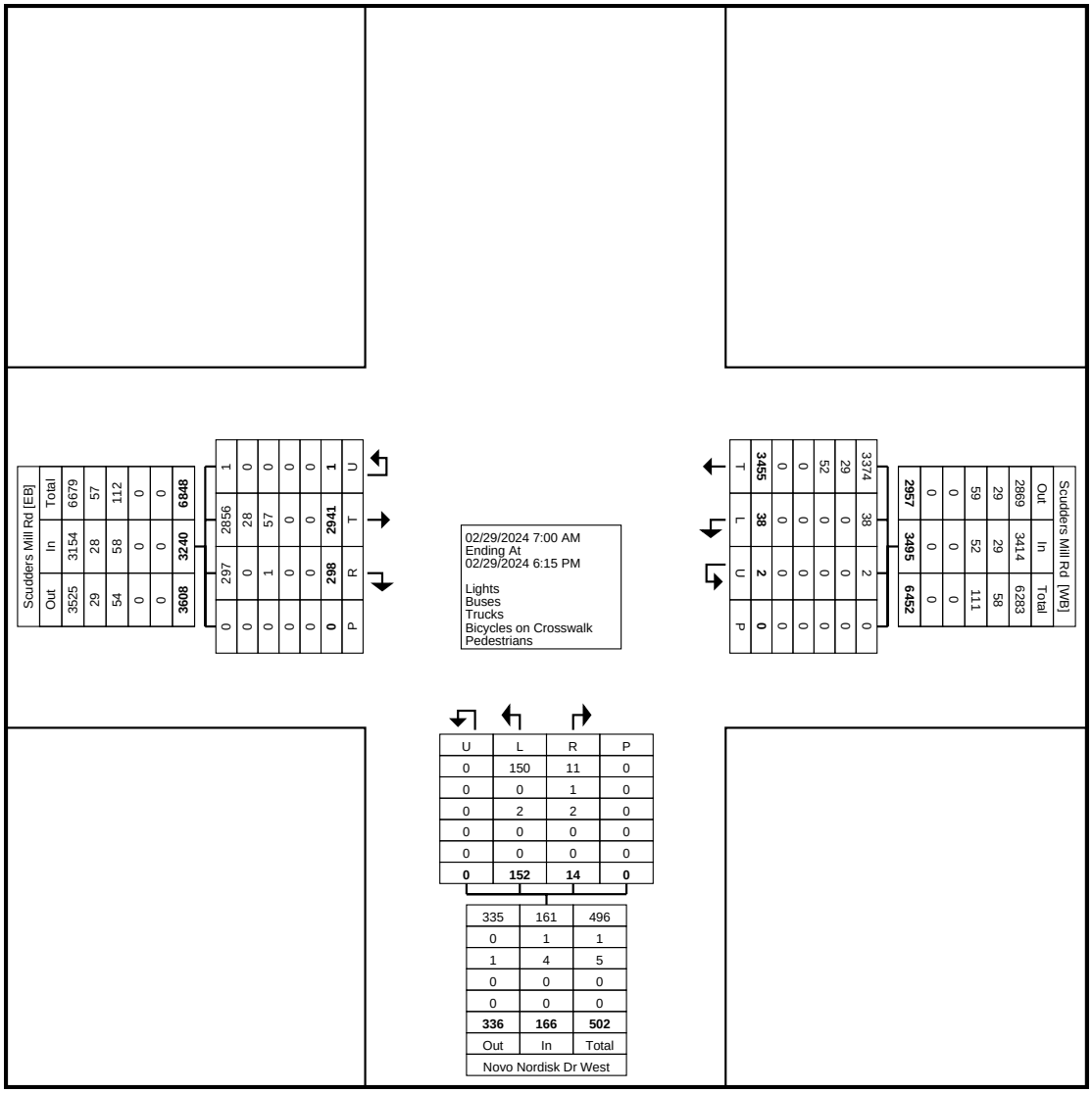
Plainsboro, NJ
Scudders Mill Rd & Novo Nordisk Dr West
Thursday, February 29, 2024
Location: 40.339753, -74.608586

Count Name: Scudders Mill Rd & Novo Nordisk Dr West
Site Code:
Start Date: 02/29/2024

Turning Movement Data

Start Time	Scudders Mill Rd Eastbound					Scudders Mill Rd Westbound					Novo Nordisk Dr West Northbound					
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	92	14	0	0	106	2	131	0	0	133	1	0	0	0	1	240
7:15 AM	127	7	0	0	134	0	182	1	0	183	1	0	0	0	1	318
7:30 AM	136	22	0	0	158	4	230	1	0	235	2	1	0	0	3	396
7:45 AM	117	15	0	0	132	3	230	0	0	233	1	0	0	0	1	366
Hourly Total	472	58	0	0	530	9	773	2	0	784	5	1	0	0	6	1320
8:00 AM	142	22	0	0	164	5	207	0	0	212	0	0	0	0	0	376
8:15 AM	131	39	0	0	170	5	245	0	0	250	2	1	0	0	3	423
8:30 AM	143	49	0	0	192	3	264	0	0	267	2	0	0	0	2	461
8:45 AM	139	47	0	0	186	6	221	0	0	227	0	0	0	0	0	413
Hourly Total	555	157	0	0	712	19	937	0	0	956	4	1	0	0	5	1673
9:00 AM	126	42	1	0	169	3	204	0	0	207	0	0	0	0	0	376
9:15 AM	133	30	0	0	163	5	201	0	0	206	0	1	0	0	1	370
9:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	259	72	1	0	332	8	406	0	0	414	0	1	0	0	1	747
4:00 PM	197	0	0	0	197	0	152	0	0	152	15	2	0	0	17	366
4:15 PM	237	0	0	0	237	0	139	0	0	139	18	1	0	0	19	395
4:30 PM	216	2	0	0	218	0	167	0	0	167	30	1	0	0	31	416
4:45 PM	196	1	0	0	197	0	165	0	0	165	19	1	0	0	20	382
Hourly Total	846	3	0	0	849	0	623	0	0	623	82	5	0	0	87	1559
5:00 PM	206	1	0	0	207	0	151	0	0	151	24	1	0	0	25	383
5:15 PM	209	0	0	0	209	0	214	0	0	214	19	2	0	0	21	444
5:30 PM	200	3	0	0	203	0	182	0	0	182	12	1	0	0	13	398
5:45 PM	194	4	0	0	198	2	169	0	0	171	6	2	0	0	8	377
Hourly Total	809	8	0	0	817	2	716	0	0	718	61	6	0	0	67	1602
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2941	298	1	0	3240	38	3455	2	0	3495	152	14	0	0	166	6901
Approach %	90.8	9.2	0.0	-	-	1.1	98.9	0.1	-	-	91.6	8.4	0.0	-	-	-
Total %	42.6	4.3	0.0	-	46.9	0.6	50.1	0.0	-	50.6	2.2	0.2	0.0	-	2.4	-
Lights	2856	297	1	-	3154	38	3374	2	-	3414	150	11	0	-	161	6729
% Lights	97.1	99.7	100.0	-	97.3	100.0	97.7	100.0	-	97.7	98.7	78.6	-	-	97.0	97.5
Buses	28	0	0	-	28	0	29	0	-	29	0	1	0	-	1	58
% Buses	1.0	0.0	0.0	-	0.9	0.0	0.8	0.0	-	0.8	0.0	7.1	-	-	0.6	0.8
Trucks	57	1	0	-	58	0	52	0	-	52	2	2	0	-	4	114
% Trucks	1.9	0.3	0.0	-	1.8	0.0	1.5	0.0	-	1.5	1.3	14.3	-	-	2.4	1.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Data Plot

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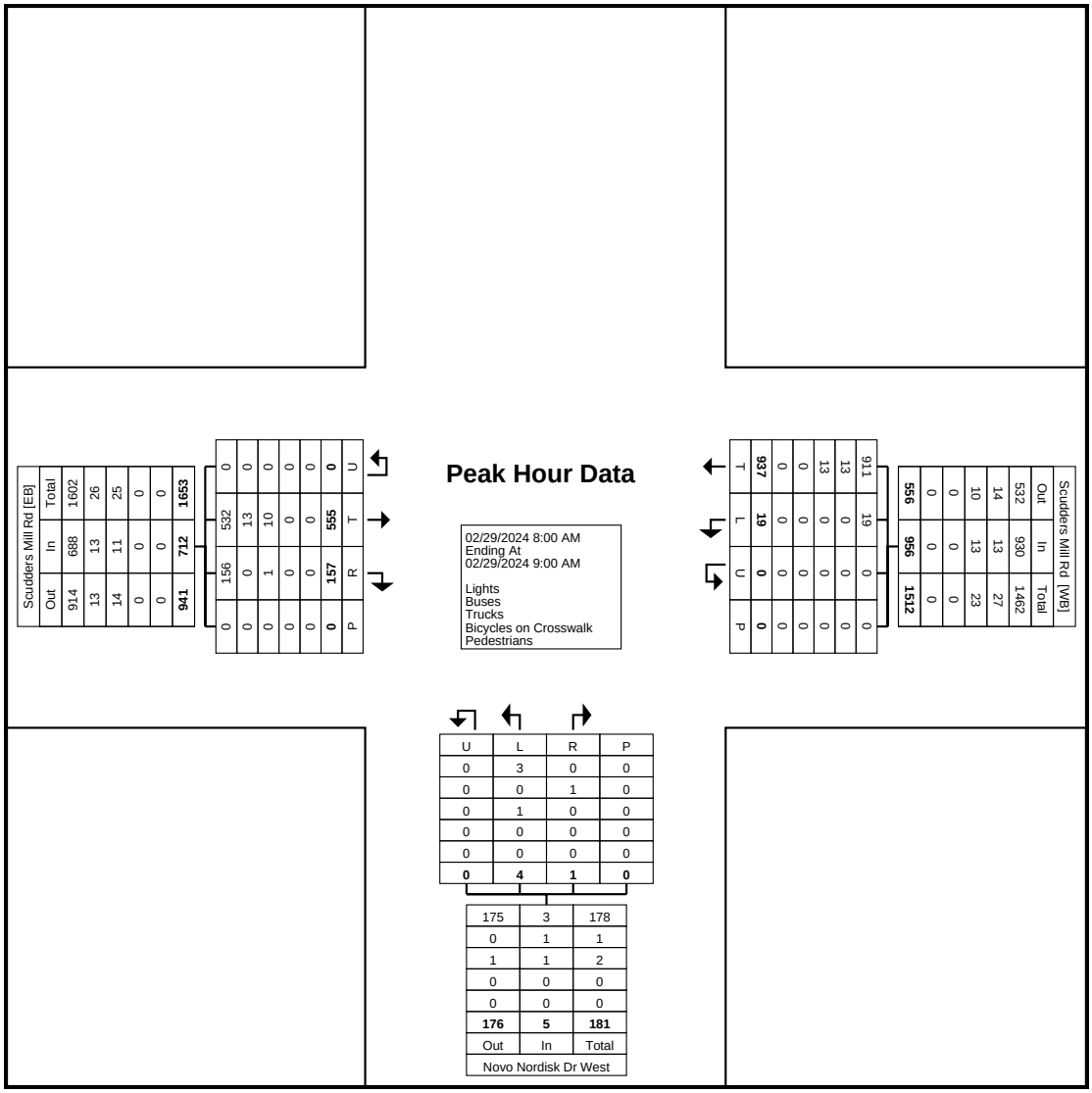
Turning Movement Peak Hour Data (8:00 AM)

Start Time	Scudders Mill Rd Eastbound					Scudders Mill Rd Westbound					Novo Nordisk Dr West Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	142	22	0	0	164	5	207	0	0	212	0	0	0	0	0	376
8:15 AM	131	39	0	0	170	5	245	0	0	250	2	1	0	0	3	423
8:30 AM	143	49	0	0	192	3	264	0	0	267	2	0	0	0	2	461
8:45 AM	139	47	0	0	186	6	221	0	0	227	0	0	0	0	0	413
Total	555	157	0	0	712	19	937	0	0	956	4	1	0	0	5	1673
Approach %	77.9	22.1	0.0	-	-	2.0	98.0	0.0	-	-	80.0	20.0	0.0	-	-	-
Total %	33.2	9.4	0.0	-	42.6	1.1	56.0	0.0	-	57.1	0.2	0.1	0.0	-	0.3	-
PHF	0.970	0.801	0.000	-	0.927	0.792	0.887	0.000	-	0.895	0.500	0.250	0.000	-	0.417	0.907
Lights	532	156	0	-	688	19	911	0	-	930	3	0	0	-	3	1621
% Lights	95.9	99.4	-	-	96.6	100.0	97.2	-	-	97.3	75.0	0.0	-	-	60.0	96.9
Buses	13	0	0	-	13	0	13	0	-	13	0	1	0	-	1	27
% Buses	2.3	0.0	-	-	1.8	0.0	1.4	-	-	1.4	0.0	100.0	-	-	20.0	1.6
Trucks	10	1	0	-	11	0	13	0	-	13	1	0	0	-	1	25
% Trucks	1.8	0.6	-	-	1.5	0.0	1.4	-	-	1.4	25.0	0.0	-	-	20.0	1.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Scudders Mill Rd [EB]								
Out	914	13	14	0	0	0	**941**	
In	688	13	11	0	0	0	**712**	
Total	1602	26	25	0	0	0	**1653**	

0	0	0	0	0	0	**0**	U	
532	13	10	0	0	**555**	T		
156	0	1	0	0	**157**	R		
0	0	0	0	0	**0**	P		

T	**937**	0	0	13	0	911		
L	**19**	0	0	0	0	19		
U	**0**	0	0	0	0	0		
P	**0**	0	0	0	0	0		

556	0	10	14	532	Out	Scudders Mill Rd [WB]		
966	0	13	13	930	In			
1512	0	23	27	1462	Total			

U	L	R	P
0	3	0	0
0	0	1	0
0	1	0	0
0	0	0	0
0	0	0	0
0	**4**	**1**	**0**

175	3	178
0	1	1
1	1	2
0	0	0
0	0	0
176	**5**	**181**
Out	In	Total
Novo Nordisk Dr West		

Turning Movement Peak Hour Data Plot (8:00 AM)

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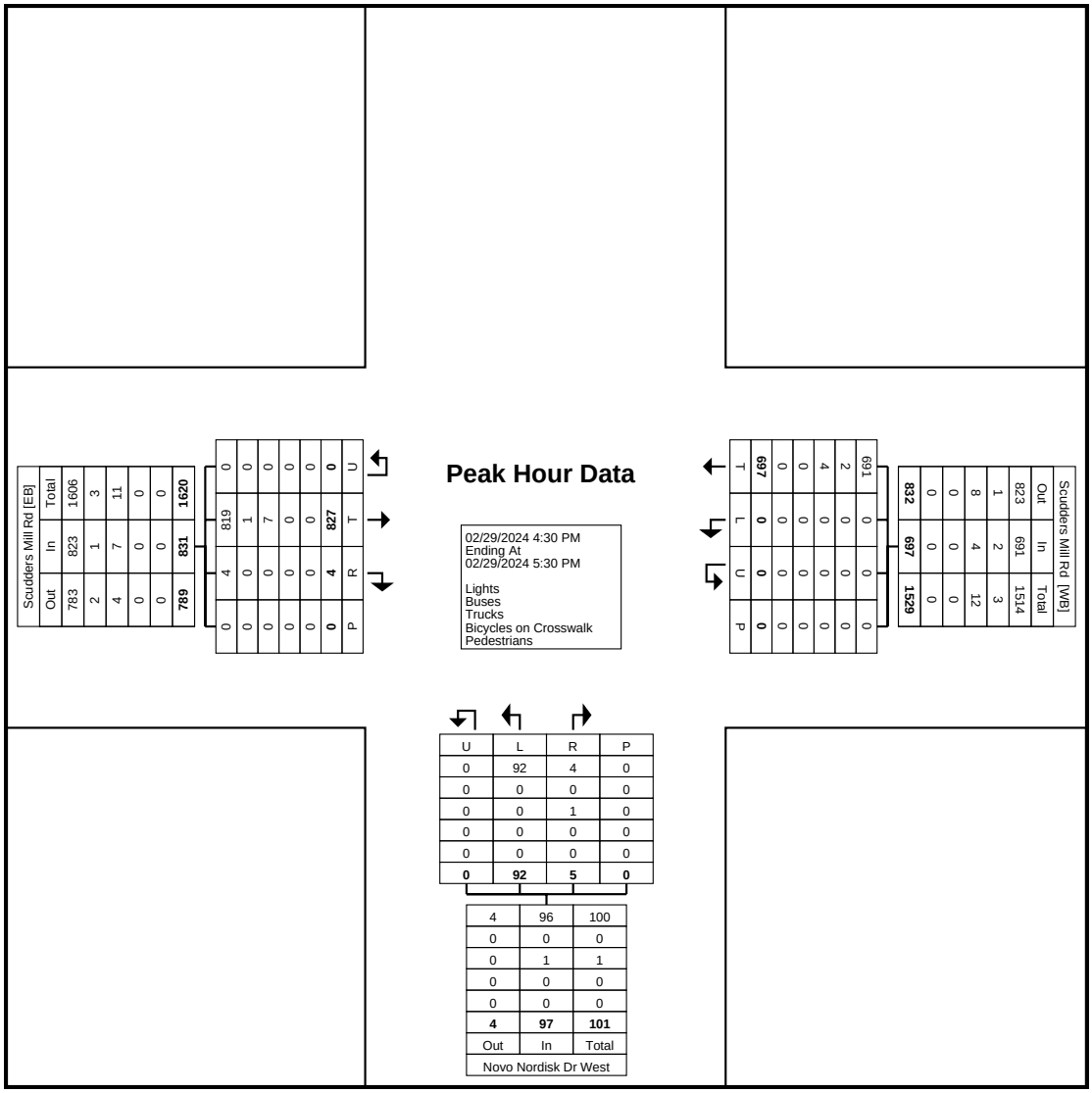
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Scudders Mill Rd Eastbound					Scudders Mill Rd Westbound					Novo Nordisk Dr West 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	216	2	0	0	218	0	167	0	0	167	30	1	0	0	31	416
4:45 PM	196	1	0	0	197	0	165	0	0	165	19	1	0	0	20	382
5:00 PM	206	1	0	0	207	0	151	0	0	151	24	1	0	0	25	383
5:15 PM	209	0	0	0	209	0	214	0	0	214	19	2	0	0	21	444
Total	827	4	0	0	831	0	697	0	0	697	92	5	0	0	97	1625
Approach %	99.5	0.5	0.0	-	-	0.0	100.0	0.0	-	-	94.8	5.2	0.0	-	-	-
Total %	50.9	0.2	0.0	-	51.1	0.0	42.9	0.0	-	42.9	5.7	0.3	0.0	-	6.0	-
PHF	0.957	0.500	0.000	-	0.953	0.000	0.814	0.000	-	0.814	0.767	0.625	0.000	-	0.782	0.915
Lights	819	4	0	-	823	0	691	0	-	691	92	4	0	-	96	1610
% Lights	99.0	100.0	-	-	99.0	-	99.1	-	-	99.1	100.0	80.0	-	-	99.0	99.1
Buses	1	0	0	-	1	0	2	0	-	2	0	0	0	-	0	3
% Buses	0.1	0.0	-	-	0.1	-	0.3	-	-	0.3	0.0	0.0	-	-	0.0	0.2
Trucks	7	0	0	-	7	0	4	0	-	4	0	1	0	-	1	12
% Trucks	0.8	0.0	-	-	0.8	-	0.6	-	-	0.6	0.0	20.0	-	-	1.0	0.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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Plainsboro, NJ
Campus Rd & Scudders Mill Rd
Wednesday, May 21, 2025
Location: 40.340409, -74.615873

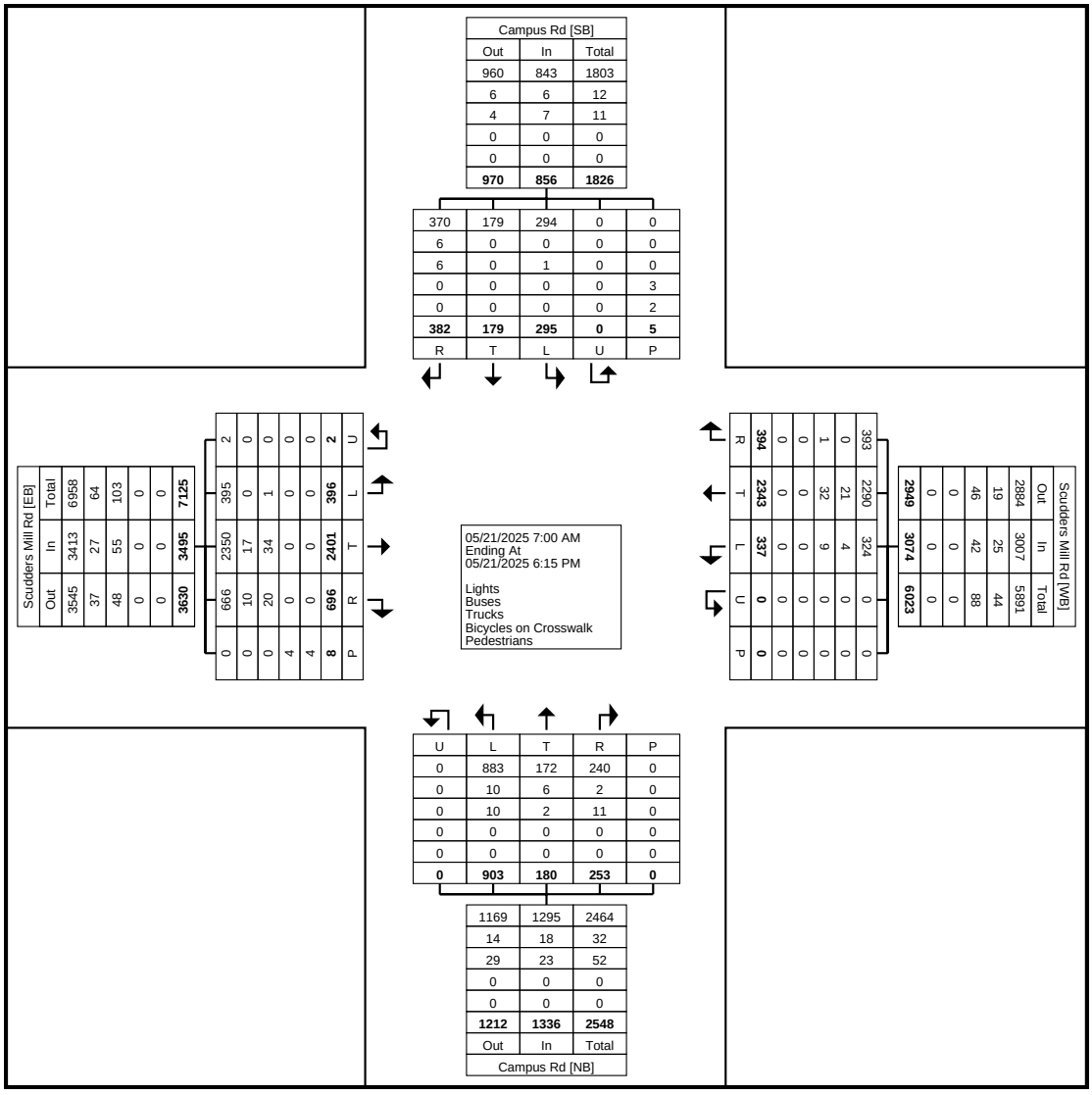
Count Name: Campus Rd & Scudders Mill Rd
Site Code:
Start Date: 05/21/2025

Turning Movement Data

Start Time	Scudders Mill Rd Eastbound							Scudders Mill Rd Westbound							Campus Rd Northbound							Campus Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:00 AM	18	83	42	10	0	0	153	20	123	12	8	0	0	163	29	9	5	4	0	0	47	10	2	17	5	0	0	34	397
7:15 AM	17	105	33	10	0	0	165	25	138	16	4	0	0	183	35	8	4	2	0	0	49	5	5	13	2	0	1	25	422
7:30 AM	24	149	67	13	0	0	253	24	161	19	9	0	0	213	56	13	3	5	0	0	77	9	8	15	4	0	0	36	579
7:45 AM	24	140	43	15	0	0	222	38	159	19	21	0	0	237	40	11	4	10	0	0	65	9	3	10	2	0	2	24	548
Hourly Total	83	477	185	48	0	0	793	107	581	66	42	0	0	796	160	41	16	21	0	0	238	33	18	55	13	0	3	119	1946
8:00 AM	28	156	34	22	0	0	240	27	154	10	12	0	0	203	40	13	8	3	0	0	64	13	3	11	1	0	0	28	535
8:15 AM	34	178	44	15	1	0	272	26	158	15	19	0	0	218	39	10	2	4	0	0	55	13	13	21	1	0	0	48	593
8:30 AM	28	191	35	9	0	1	263	34	160	13	17	0	0	224	33	18	9	1	0	0	61	11	7	14	2	0	0	34	582
8:45 AM	35	195	41	8	0	2	279	43	123	38	15	0	0	219	35	21	9	9	0	0	74	13	4	15	1	0	0	33	605
Hourly Total	125	720	154	54	1	3	1054	130	595	76	63	0	0	864	147	62	28	17	0	0	254	50	27	61	5	0	0	143	2315
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	26	159	15	8	0	0	208	17	171	7	2	0	0	197	87	5	20	15	0	0	127	24	15	20	5	0	1	64	596
4:15 PM	30	138	25	10	0	0	203	15	151	7	13	0	0	186	76	7	14	9	0	0	106	24	10	15	12	0	0	61	556
4:30 PM	23	144	32	8	1	0	208	13	116	7	9	0	0	145	93	12	17	7	0	0	129	28	23	31	9	0	0	91	573
4:45 PM	27	134	25	6	0	1	192	12	138	17	4	0	0	171	72	10	14	9	0	0	105	29	7	23	9	0	0	68	536
Hourly Total	106	575	97	32	1	1	811	57	576	38	28	0	0	699	328	34	65	40	0	0	467	105	55	89	35	0	1	284	2261
5:00 PM	21	156	22	5	0	0	204	12	163	10	5	0	0	190	76	12	13	11	0	0	112	41	23	37	0	0	0	101	607
5:15 PM	23	142	34	9	0	2	208	13	153	16	6	0	0	188	63	9	12	4	0	0	88	22	23	32	1	0	1	78	562
5:30 PM	21	173	25	9	0	2	228	9	132	13	7	0	0	161	79	13	11	5	0	0	108	27	21	23	7	0	0	78	575
5:45 PM	17	158	15	7	0	0	197	9	143	16	8	0	0	176	50	9	9	1	0	0	69	17	12	16	8	0	0	53	495
Hourly Total	82	629	96	30	0	4	837	43	591	55	26	0	0	715	268	43	45	21	0	0	377	107	79	108	16	0	1	310	2239
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	396	2401	532	164	2	8	3495	337	2343	235	159	0	0	3074	903	180	154	99	0	0	1336	295	179	313	69	0	5	856	8761
Approach %	11.3	68.7	15.2	4.7	0.1	-	-	11.0	76.2	7.6	5.2	0.0	-	-	67.6	13.5	11.5	7.4	0.0	-	-	34.5	20.9	36.6	8.1	0.0	-	-	-
Total %	4.5	27.4	6.1	1.9	0.0	-	39.9	3.8	26.7	2.7	1.8	0.0	-	35.1	10.3	2.1	1.8	1.1	0.0	-	15.2	3.4	2.0	3.6	0.8	0.0	-	9.8	-
Lights	395	2350	506	160	2	-	3413	324	2290	234	159	0	-	3007	883	172	147	93	0	-	1295	294	179	302	68	0	-	843	8558
% Lights	99.7	97.9	95.1	97.6	100.0	-	97.7	96.1	97.7	99.6	100.0	-	-	97.8	97.8	95.6	95.5	93.9	-	-	96.9	99.7	100.0	96.5	98.6	-	-	98.5	97.7
Buses	0	17	10	0	0	-	27	4	21	0	0	0	-	25	10	6	0	2	0	-	18	0	0	6	0	0	-	6	76
% Buses	0.0	0.7	1.9	0.0	0.0	-	0.8	1.2	0.9	0.0	0.0	-	-	0.8	1.1	3.3	0.0	2.0	-	-	1.3	0.0	0.0	1.9	0.0	-	-	0.7	0.9
Trucks	1	34	16	4	0	-	55	9	32	1	0	0	-	42	10	2	7	4	0	-	23	1	0	5	1	0	-	7	127
% Trucks	0.3	1.4	3.0	2.4	0.0	-	1.6	2.7	1.4	0.4	0.0	-	-	1.4	1.1	1.1	4.5	4.0	-	-	1.7	0.3	0.0	1.6	1.4	-	-	0.8	1.4
Bicycles on Crosswalk	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60.0	-	-
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40.0	-	-

Plainsboro, NJ
Campus Rd & Scudders Mill Rd
Wednesday, May 21, 2025
Location: 40.340409, -74.615873

Count Name: Campus Rd & Scudders Mill Rd
Site Code:
Start Date: 05/21/2025



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Turning Movement Peak Hour Data (8:00 AM)

Start Time	Scudders Mill Rd Eastbound							Scudders Mill Rd Westbound							Campus Rd Northbound							Campus Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
8:00 AM	28	156	34	22	0	0	240	27	154	10	12	0	0	203	40	13	8	3	0	0	64	13	3	11	1	0	0	28	535
8:15 AM	34	178	44	15	1	0	272	26	158	15	19	0	0	218	39	10	2	4	0	0	55	13	13	21	1	0	0	48	593
8:30 AM	28	191	35	9	0	1	263	34	160	13	17	0	0	224	33	18	9	1	0	0	61	11	7	14	2	0	0	34	582
8:45 AM	35	195	41	8	0	2	279	43	123	38	15	0	0	219	35	21	9	9	0	0	74	13	4	15	1	0	0	33	605
Total	125	720	154	54	1	3	1054	130	595	76	63	0	0	864	147	62	28	17	0	0	254	50	27	61	5	0	0	143	2315
Approach %	11.9	68.3	14.6	5.1	0.1	-	-	15.0	68.9	8.8	7.3	0.0	-	-	57.9	24.4	11.0	6.7	0.0	-	-	35.0	18.9	42.7	3.5	0.0	-	-	-
Total %	5.4	31.1	6.7	2.3	0.0	-	45.5	5.6	25.7	3.3	2.7	0.0	-	37.3	6.3	2.7	1.2	0.7	0.0	-	11.0	2.2	1.2	2.6	0.2	0.0	-	6.2	-
PHF	0.893	0.923	0.875	0.614	0.250	-	0.944	0.756	0.930	0.500	0.829	0.000	-	0.964	0.919	0.738	0.778	0.472	0.000	-	0.858	0.962	0.519	0.726	0.625	0.000	-	0.745	0.957
Lights	125	709	145	53	1	-	1033	126	573	76	63	0	-	838	144	59	26	16	0	-	245	50	27	59	5	0	-	141	2257
% Lights	100.0	98.5	94.2	98.1	100.0	-	98.0	96.9	96.3	100.0	100.0	-	-	97.0	98.0	95.2	92.9	94.1	-	-	96.5	100.0	100.0	96.7	100.0	-	-	98.6	97.5
Buses	0	7	1	0	0	-	8	1	13	0	0	0	-	14	1	2	0	1	0	-	4	0	0	1	0	0	-	1	27
% Buses	0.0	1.0	0.6	0.0	0.0	-	0.8	0.8	2.2	0.0	0.0	-	-	1.6	0.7	3.2	0.0	5.9	-	-	1.6	0.0	0.0	1.6	0.0	-	-	0.7	1.2
Trucks	0	4	8	1	0	-	13	3	9	0	0	0	-	12	2	1	2	0	0	-	5	0	0	1	0	0	-	1	31
% Trucks	0.0	0.6	5.2	1.9	0.0	-	1.2	2.3	1.5	0.0	0.0	-	-	1.4	1.4	1.6	7.1	0.0	-	-	2.0	0.0	0.0	1.6	0.0	-	-	0.7	1.3
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	33.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	66.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Campus Rd & Scudders Mill Rd
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Count Name: Campus Rd & Scudders Mill Rd
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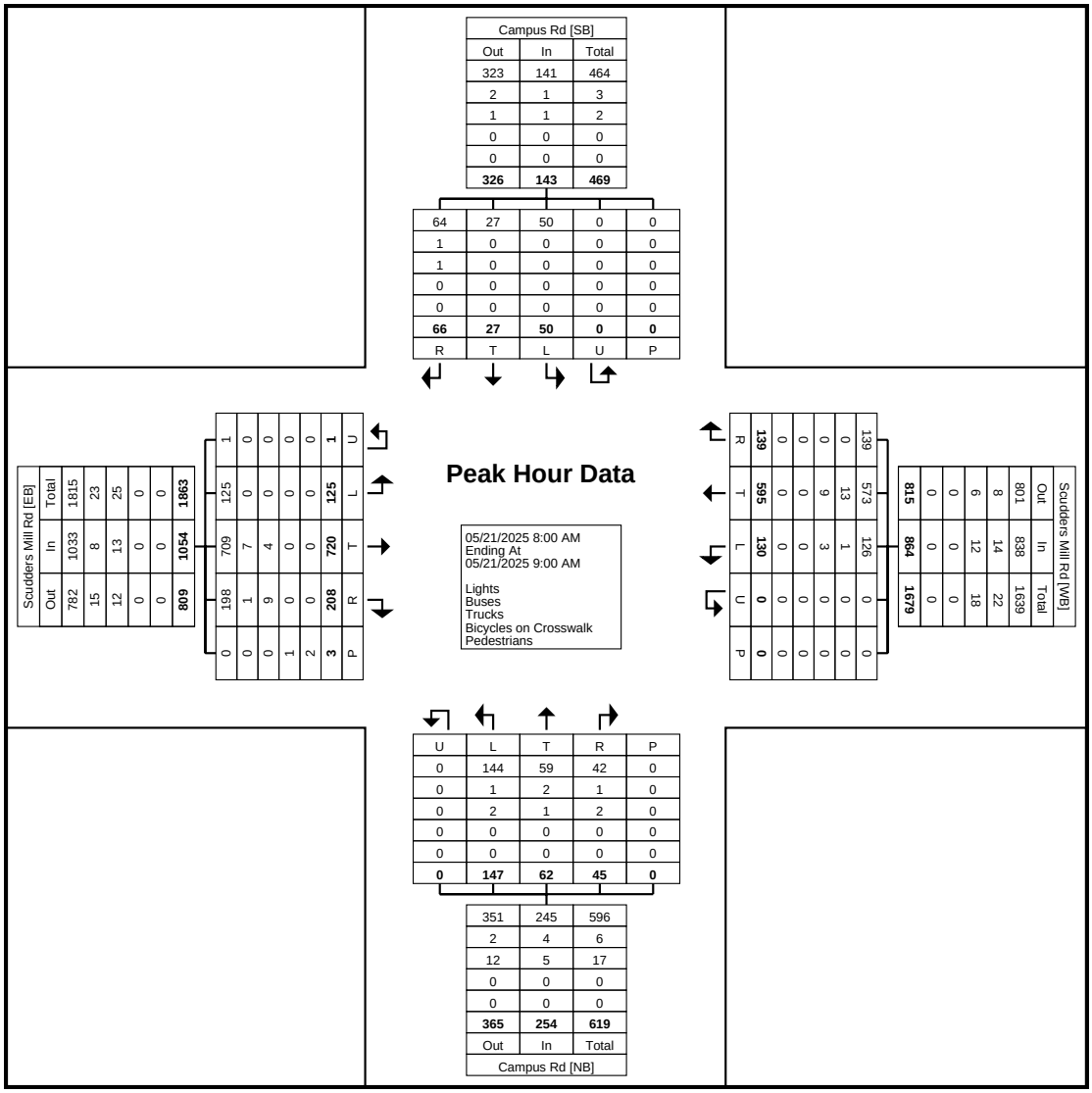

Campus Rd [SB]		
Out	In	Total
323	141	464
2	1	3
1	1	2
0	0	0
0	0	0
326	**143**	**469**

64	27	50	0	0
1	0	0	0	0
1	0	0	0	0
0	0	0	0	0
0	0	0	0	0
66	**27**	**50**	**0**	**0**
R	T	L	U	P

Scudders Mill Rd [EB]							
Out	In	Total					
782	1033	1815	23	25	0	0	**1863**
15	8	23					
12	13	25					
0	0	0					
0	0	0					
809	**1054**	**1863**					

198	709	125	1	0	0	0	**1**
1	7	0	0	0	0	0	**125**
9	4	0	0	0	0	0	**720**
0	0	0	0	0	0	0	**208**
0	0	1	2	**3**			
R	T	L	U	P			

139	0	0	0	0	0	139	
595	0	0	0	9	13	573	
130	0	0	0	3	1	126	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
R	T	L	U	P			

Scudders Mill Rd [WB]							
Out	In	Total					
801	838	1639	8	14	12	6	0
0	0	0					
0	0	0					
815	**864**	**1679**					

U	L	T	R	P
0	144	59	42	0
0	1	2	1	0
0	2	1	2	0
0	0	0	0	0
0	0	0	0	0
0	**147**	**62**	**45**	**0**

351	245	596
2	4	6
12	5	17
0	0	0
0	0	0
365	**254**	**619**
Out	In	Total
Campus Rd [NB]		

Turning Movement Peak Hour Data Plot (8:00 AM)

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Plainsboro, NJ
Campus Rd & Scudders Mill Rd
Wednesday, May 21, 2025
Location: 40.340409, -74.615873

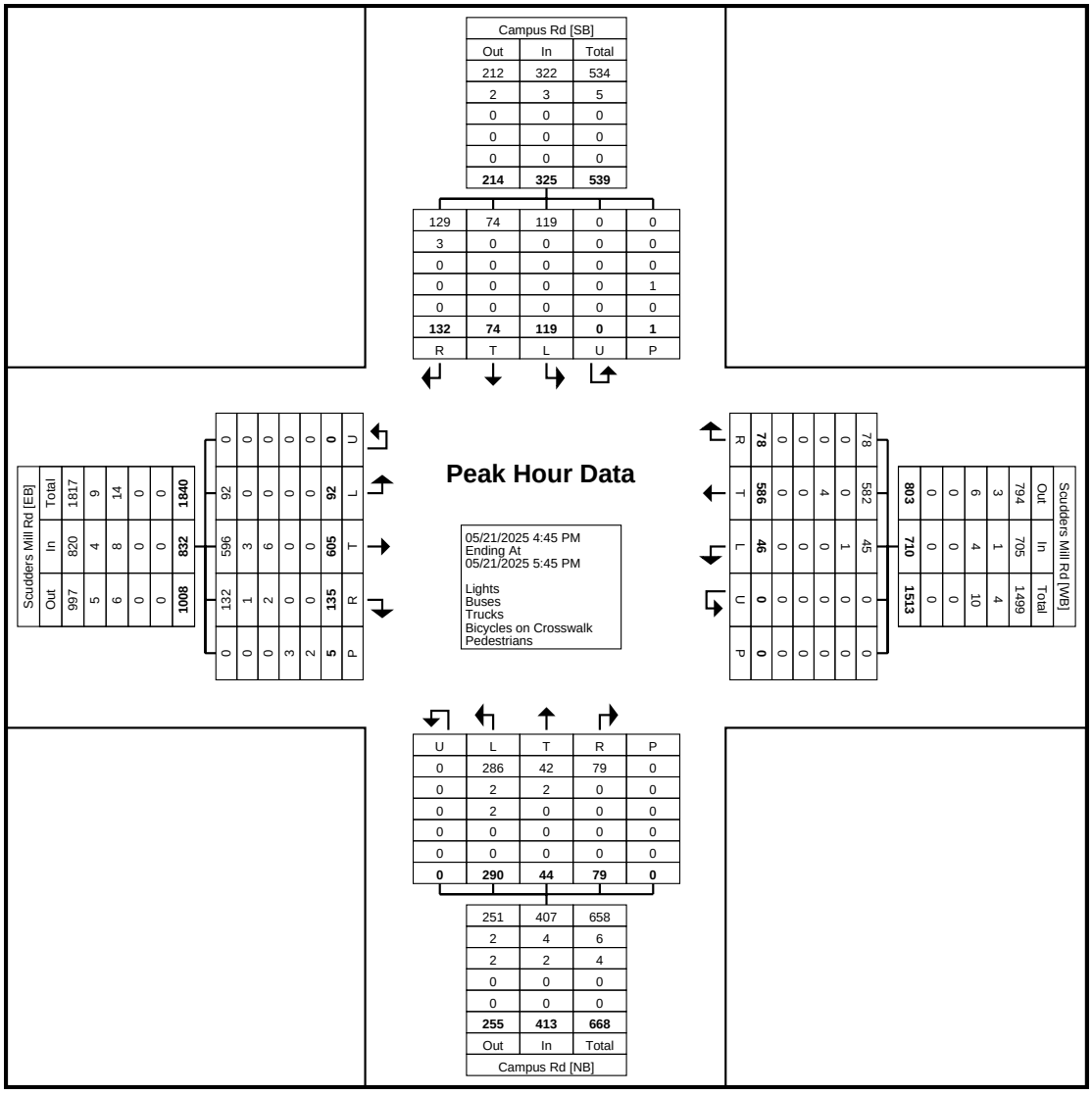
Count Name: Campus Rd & Scudders Mill Rd
Site Code:
Start Date: 05/21/2025

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Scudders Mill Rd Eastbound							Scudders Mill Rd Westbound							Campus Rd Northbound							Campus Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:45 PM	27	134	25	6	0	1	192	12	138	17	4	0	0	171	72	10	14	9	0	0	105	29	7	23	9	0	0	68	536
5:00 PM	21	156	22	5	0	0	204	12	163	10	5	0	0	190	76	12	13	11	0	0	112	41	23	37	0	0	0	101	607
5:15 PM	23	142	34	9	0	2	208	13	153	16	6	0	0	188	63	9	12	4	0	0	88	22	23	32	1	0	1	78	562
5:30 PM	21	173	25	9	0	2	228	9	132	13	7	0	0	161	79	13	11	5	0	0	108	27	21	23	7	0	0	78	575
Total	92	605	106	29	0	5	832	46	586	56	22	0	0	710	290	44	50	29	0	0	413	119	74	115	17	0	1	325	2280
Approach %	11.1	72.7	12.7	3.5	0.0	-	-	6.5	82.5	7.9	3.1	0.0	-	-	70.2	10.7	12.1	7.0	0.0	-	-	36.6	22.8	35.4	5.2	0.0	-	-	-
Total %	4.0	26.5	4.6	1.3	0.0	-	36.5	2.0	25.7	2.5	1.0	0.0	-	31.1	12.7	1.9	2.2	1.3	0.0	-	18.1	5.2	3.2	5.0	0.7	0.0	-	14.3	-
PHF	0.852	0.874	0.779	0.806	0.000	-	0.912	0.885	0.899	0.824	0.786	0.000	-	0.934	0.918	0.846	0.893	0.659	0.000	-	0.922	0.726	0.804	0.777	0.472	0.000	-	0.804	0.939
Lights	92	596	104	28	0	-	820	45	582	56	22	0	-	705	286	42	50	29	0	-	407	119	74	112	17	0	-	322	2254
% Lights	100.0	98.5	98.1	96.6	-	-	98.6	97.8	99.3	100.0	100.0	-	-	99.3	98.6	95.5	100.0	100.0	-	-	98.5	100.0	100.0	97.4	100.0	-	-	99.1	98.9
Buses	0	3	1	0	0	-	4	1	0	0	0	0	-	1	2	2	0	0	0	-	4	0	0	3	0	0	-	3	12
% Buses	0.0	0.5	0.9	0.0	-	-	0.5	2.2	0.0	0.0	0.0	-	-	0.1	0.7	4.5	0.0	0.0	-	-	1.0	0.0	0.0	2.6	0.0	-	-	0.9	0.5
Trucks	0	6	1	1	0	-	8	0	4	0	0	0	-	4	2	0	0	0	0	-	2	0	0	0	0	0	-	0	14
% Trucks	0.0	1.0	0.9	3.4	-	-	1.0	0.0	0.7	0.0	0.0	-	-	0.6	0.7	0.0	0.0	0.0	-	-	0.5	0.0	0.0	0.0	0.0	-	-	0.0	0.6
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	60.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	40.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-

Plainsboro, NJ
Campus Rd & Scudders Mill Rd
Wednesday, May 21, 2025
Location: 40.340409, -74.615873

Count Name: Campus Rd & Scudders Mill Rd
Site Code:
Start Date: 05/21/2025



Turning Movement Peak Hour Data Plot (4:45 PM)

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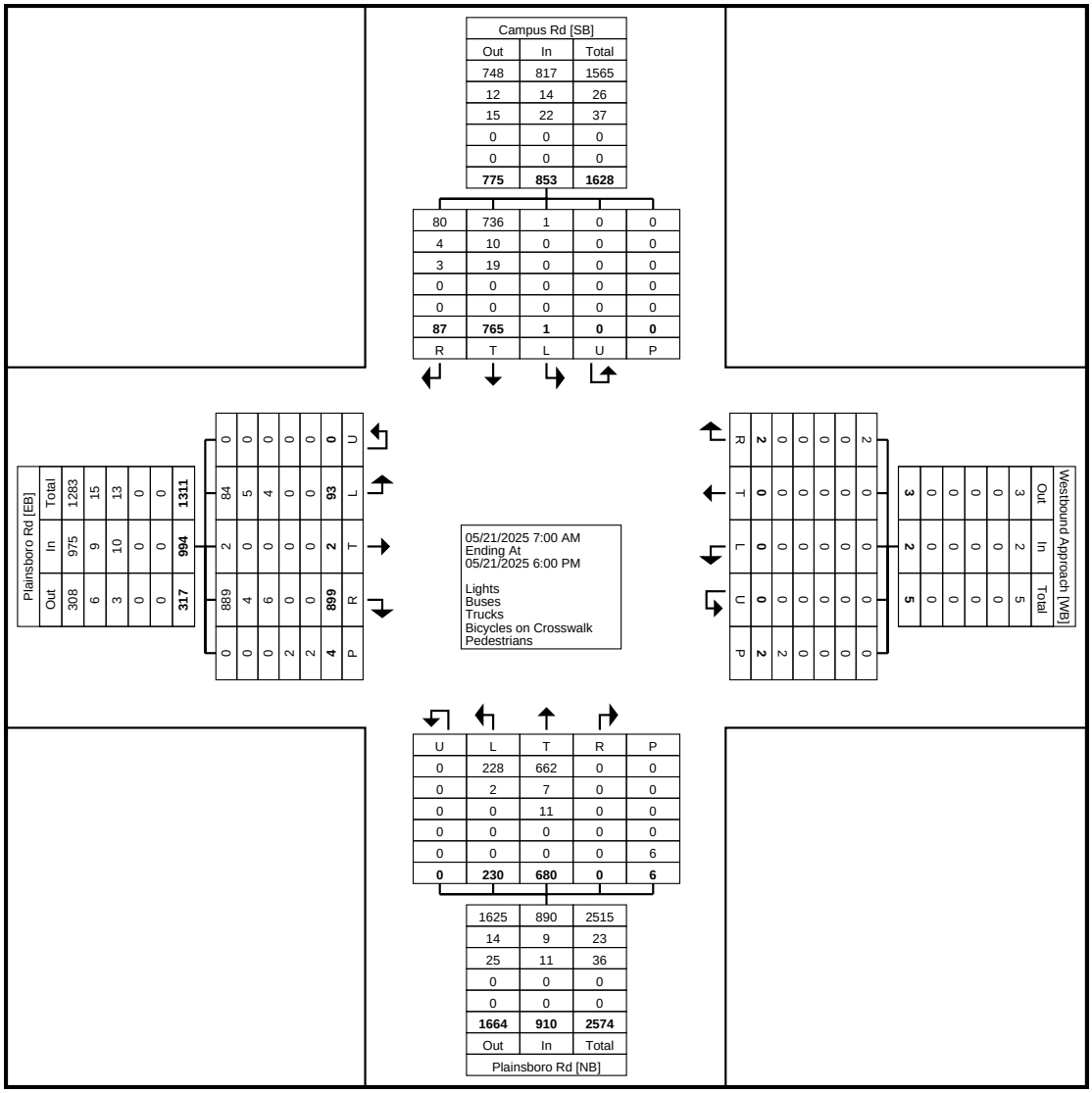
Plainsboro, NJ
Plainsboro Rd & Campus Rd
Wednesday, May 21, 2025
Location: 40.33617, -74.617556

Count Name: Plainsboro Rd & Campus Rd
Site Code:
Start Date: 05/21/2025

Turning Movement Data

Start Time	Plainsboro Rd Eastbound							Westbound Approach Westbound							Plainsboro Rd Northbound							Campus Rd Southbound							
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
7:00 AM	5	0	24	8	0	0	37	0	0	0	0	0	0	0	12	36	0	0	0	2	48	0	24	5	0	0	0	29	114
7:15 AM	6	1	33	21	0	1	61	0	0	0	0	0	0	0	7	34	0	0	0	0	41	0	25	3	0	0	0	28	130
7:30 AM	4	0	16	36	0	0	56	0	0	0	0	0	2	0	17	48	0	0	0	2	65	0	31	6	1	0	0	38	159
7:45 AM	5	0	6	33	0	0	44	0	0	0	0	0	0	0	30	57	0	0	0	2	87	0	29	4	0	0	0	33	164
Hourly Total	20	1	79	98	0	1	198	0	0	0	0	0	2	0	66	175	0	0	0	6	241	0	109	18	1	0	0	128	567
8:00 AM	5	0	34	4	0	0	43	0	0	0	0	0	0	0	12	48	0	0	0	0	60	0	27	4	0	0	0	31	134
8:15 AM	5	0	33	11	0	0	49	0	0	0	0	0	0	0	17	41	0	0	0	0	58	0	56	3	0	0	0	59	166
8:30 AM	12	0	35	3	0	1	50	0	0	0	0	0	0	0	19	38	0	0	0	0	57	0	30	9	0	0	0	39	146
8:45 AM	5	0	36	1	0	0	42	0	0	0	0	0	0	0	13	63	0	0	0	0	76	0	29	5	1	0	0	35	153
Hourly Total	27	0	138	19	0	1	184	0	0	0	0	0	0	0	61	190	0	0	0	0	251	0	142	21	1	0	0	164	599
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	9	0	23	33	0	0	65	0	0	0	0	0	0	0	17	41	0	0	0	0	58	0	60	5	1	0	0	66	189
4:15 PM	2	0	42	33	0	0	77	0	0	0	0	0	0	0	10	30	0	0	0	0	40	0	68	2	0	0	0	70	187
4:30 PM	4	0	32	36	0	0	72	0	0	0	0	0	0	0	13	38	0	0	0	0	51	0	80	6	2	0	0	88	211
4:45 PM	6	0	27	28	0	0	61	0	0	0	0	0	0	0	12	47	0	0	0	0	59	0	48	5	2	0	0	55	175
Hourly Total	21	0	124	130	0	0	275	0	0	0	0	0	0	0	52	156	0	0	0	0	208	0	256	18	5	0	0	279	762
5:00 PM	8	0	25	43	0	0	76	0	0	0	0	0	0	0	9	46	0	0	0	0	55	0	64	6	3	0	0	73	204
5:15 PM	9	1	38	55	0	1	103	0	0	0	1	0	0	1	17	40	0	0	0	0	57	0	75	0	0	0	0	75	236
5:30 PM	3	0	38	35	0	1	76	0	0	0	1	0	0	1	12	42	0	0	0	0	54	1	77	4	3	0	0	85	216
5:45 PM	5	0	44	33	0	0	82	0	0	0	0	0	0	0	13	31	0	0	0	0	44	0	42	7	0	0	0	49	175
Hourly Total	25	1	145	166	0	2	337	0	0	0	2	0	0	2	51	159	0	0	0	0	210	1	258	17	6	0	0	282	831
Grand Total	93	2	486	413	0	4	994	0	0	0	2	0	2	2	230	680	0	0	0	6	910	1	765	74	13	0	0	853	2759
Approach %	9.4	0.2	48.9	41.5	0.0	-	-	0.0	0.0	0.0	100.0	0.0	-	-	25.3	74.7	0.0	0.0	0.0	-	-	0.1	89.7	8.7	1.5	0.0	-	-	-
Total %	3.4	0.1	17.6	15.0	0.0	-	36.0	0.0	0.0	0.0	0.1	0.0	-	0.1	8.3	24.6	0.0	0.0	0.0	-	33.0	0.0	27.7	2.7	0.5	0.0	-	30.9	-
Lights	84	2	477	412	0	-	975	0	0	0	2	0	-	2	228	662	0	0	0	-	890	1	736	68	12	0	-	817	2684
% Lights	90.3	100.0	98.1	99.8	-	-	98.1	-	-	-	100.0	-	-	100.0	99.1	97.4	-	-	-	-	97.8	100.0	96.2	91.9	92.3	-	-	95.8	97.3
Buses	5	0	3	1	0	-	9	0	0	0	0	0	-	0	2	7	0	0	0	-	9	0	10	3	1	0	-	14	32
% Buses	5.4	0.0	0.6	0.2	-	-	0.9	-	-	-	0.0	-	-	0.0	0.9	1.0	-	-	-	-	1.0	0.0	1.3	4.1	7.7	-	-	1.6	1.2
Trucks	4	0	6	0	0	-	10	0	0	0	0	0	-	0	0	11	0	0	0	-	11	0	19	3	0	0	-	22	43
% Trucks	4.3	0.0	1.2	0.0	-	-	1.0	-	-	-	0.0	-	-	0.0	0.0	1.6	-	-	-	-	1.2	0.0	2.5	4.1	0.0	-	-	2.6	1.6
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	50.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-	-	-	-	-	6	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	50.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-



Turning Movement Data Plot

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Plainsboro, NJ
Plainsboro Rd & Campus Rd
Wednesday, May 21, 2025
Location: 40.33617, -74.617556

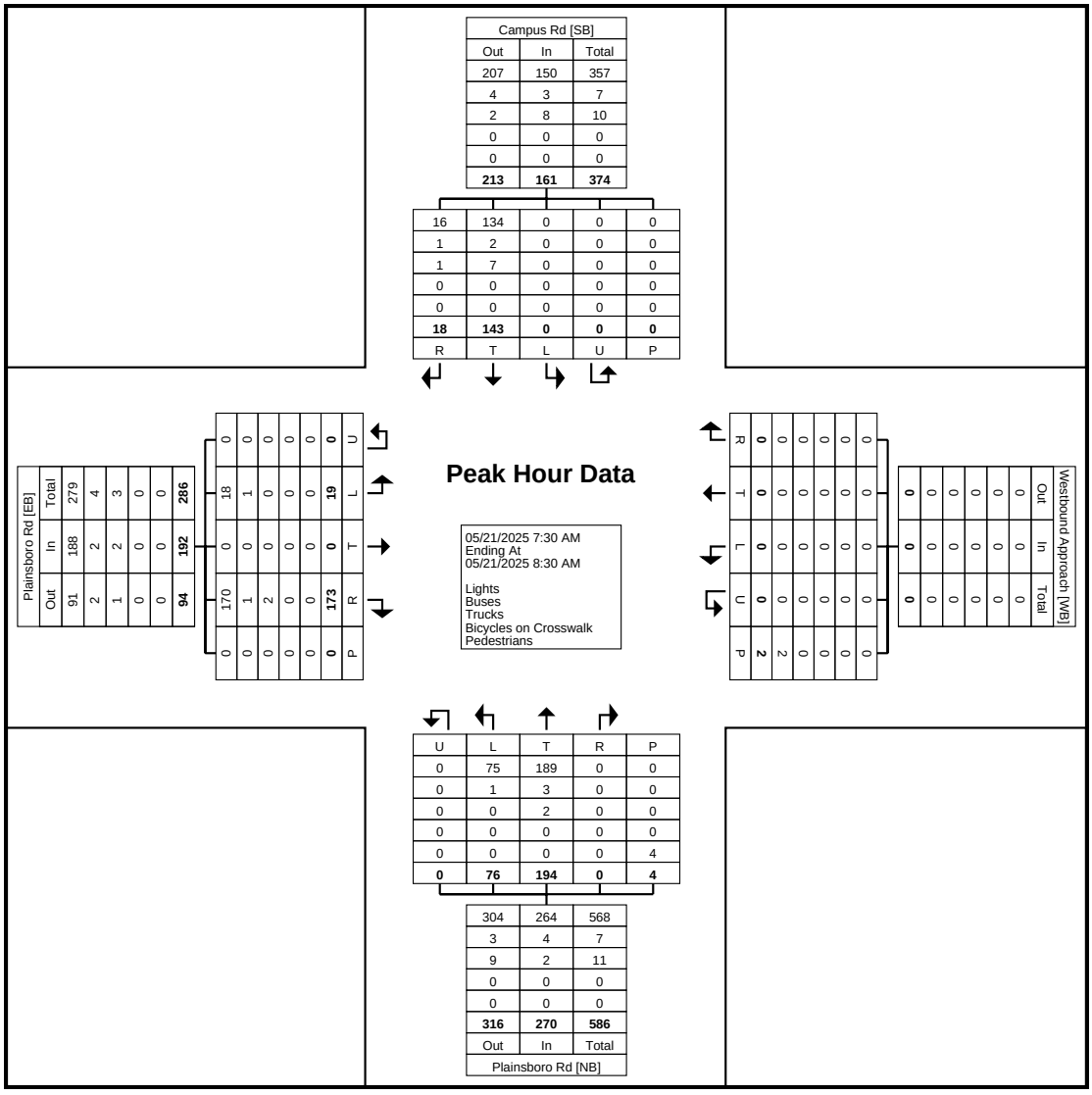
Count Name: Plainsboro Rd & Campus Rd
Site Code:
Start Date: 05/21/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Plainsboro Rd Eastbound							Westbound Approach Westbound							Plainsboro Rd Northbound							Campus Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:30 AM	4	0	16	36	0	0	56	0	0	0	0	0	2	0	17	48	0	0	0	2	65	0	31	6	1	0	0	38	159
7:45 AM	5	0	6	33	0	0	44	0	0	0	0	0	0	0	30	57	0	0	0	2	87	0	29	4	0	0	0	33	164
8:00 AM	5	0	34	4	0	0	43	0	0	0	0	0	0	0	12	48	0	0	0	0	60	0	27	4	0	0	0	31	134
8:15 AM	5	0	33	11	0	0	49	0	0	0	0	0	0	0	17	41	0	0	0	0	58	0	56	3	0	0	0	59	166
Total	19	0	89	84	0	0	192	0	0	0	0	0	2	0	76	194	0	0	0	4	270	0	143	17	1	0	0	161	623
Approach %	9.9	0.0	46.4	43.8	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	28.1	71.9	0.0	0.0	0.0	-	-	0.0	88.8	10.6	0.6	0.0	-	-	-
Total %	3.0	0.0	14.3	13.5	0.0	-	30.8	0.0	0.0	0.0	0.0	0.0	-	0.0	12.2	31.1	0.0	0.0	0.0	-	43.3	0.0	23.0	2.7	0.2	0.0	-	25.8	-
PHF	0.950	0.000	0.654	0.583	0.000	-	0.857	0.000	0.000	0.000	0.000	0.000	-	0.000	0.633	0.851	0.000	0.000	0.000	-	0.776	0.000	0.638	0.708	0.250	0.000	-	0.682	0.938
Lights	18	0	86	84	0	-	188	0	0	0	0	0	-	0	75	189	0	0	0	-	264	0	134	15	1	0	-	150	602
% Lights	94.7	-	96.6	100.0	-	-	97.9	-	-	-	-	-	-	-	98.7	97.4	-	-	-	-	97.8	-	93.7	88.2	100.0	-	-	93.2	96.6
Buses	1	0	1	0	0	-	2	0	0	0	0	0	-	0	1	3	0	0	0	-	4	0	2	1	0	0	-	3	9
% Buses	5.3	-	1.1	0.0	-	-	1.0	-	-	-	-	-	-	-	1.3	1.5	-	-	-	-	1.5	-	1.4	5.9	0.0	-	-	1.9	1.4
Trucks	0	0	2	0	0	-	2	0	0	0	0	0	-	0	0	2	0	0	0	-	2	0	7	1	0	0	-	8	12
% Trucks	0.0	-	2.2	0.0	-	-	1.0	-	-	-	-	-	-	-	0.0	1.0	-	-	-	-	0.7	-	4.9	5.9	0.0	-	-	5.0	1.9
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-

Plainsboro, NJ
Plainsboro Rd & Campus Rd
Wednesday, May 21, 2025
Location: 40.33617, -74.617556

Count Name: Plainsboro Rd & Campus Rd
Site Code:
Start Date: 05/21/2025



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

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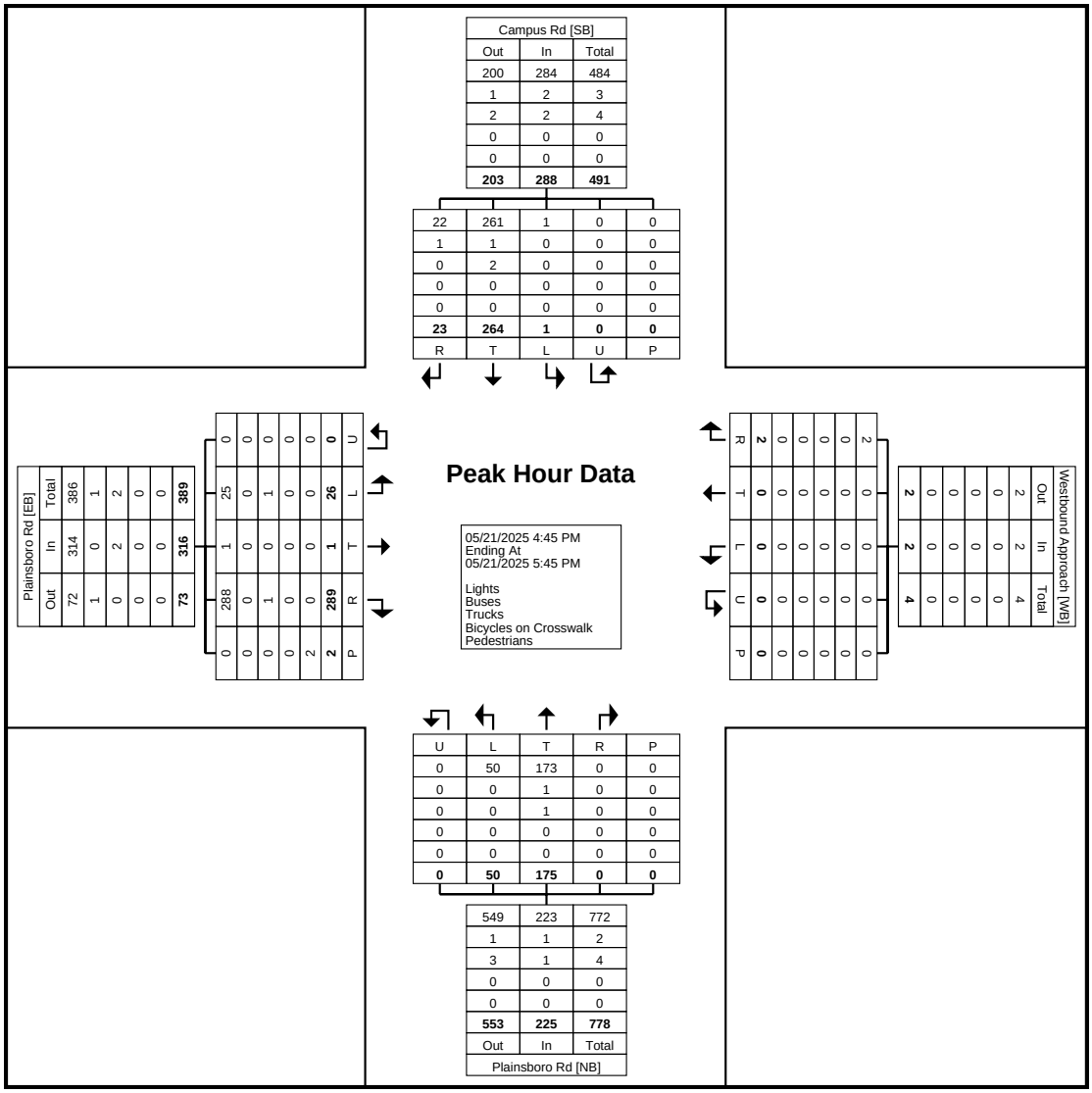
Plainsboro, NJ
Plainsboro Rd & Campus Rd
Wednesday, May 21, 2025
Location: 40.33617, -74.617556

Count Name: Plainsboro Rd & Campus Rd
Site Code:
Start Date: 05/21/2025

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Plainsboro Rd Eastbound							Westbound Approach Westbound							Plainsboro Rd Northbound							Campus Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:45 PM	6	0	27	28	0	0	61	0	0	0	0	0	0	0	12	47	0	0	0	0	59	0	48	5	2	0	0	55	175
5:00 PM	8	0	25	43	0	0	76	0	0	0	0	0	0	0	9	46	0	0	0	0	55	0	64	6	3	0	0	73	204
5:15 PM	9	1	38	55	0	1	103	0	0	0	1	0	0	1	17	40	0	0	0	0	57	0	75	0	0	0	0	75	236
5:30 PM	3	0	38	35	0	1	76	0	0	0	1	0	0	1	12	42	0	0	0	0	54	1	77	4	3	0	0	85	216
Total	26	1	128	161	0	2	316	0	0	0	2	0	0	2	50	175	0	0	0	0	225	1	264	15	8	0	0	288	831
Approach %	8.2	0.3	40.5	50.9	0.0	-	-	0.0	0.0	0.0	100.0	0.0	-	-	22.2	77.8	0.0	0.0	0.0	-	-	0.3	91.7	5.2	2.8	0.0	-	-	-
Total %	3.1	0.1	15.4	19.4	0.0	-	38.0	0.0	0.0	0.0	0.2	0.0	-	0.2	6.0	21.1	0.0	0.0	0.0	-	27.1	0.1	31.8	1.8	1.0	0.0	-	34.7	-
PHF	0.722	0.250	0.842	0.732	0.000	-	0.767	0.000	0.000	0.000	0.500	0.000	-	0.500	0.735	0.931	0.000	0.000	0.000	-	0.953	0.250	0.857	0.625	0.667	0.000	-	0.847	0.880
Lights	25	1	127	161	0	-	314	0	0	0	2	0	-	2	50	173	0	0	0	-	223	1	261	15	7	0	-	284	823
% Lights	96.2	100.0	99.2	100.0	-	-	99.4	-	-	-	100.0	-	-	100.0	100.0	98.9	-	-	-	-	99.1	100.0	98.9	100.0	87.5	-	-	98.6	99.0
Buses	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1	0	0	0	-	1	0	1	0	1	0	-	2	3
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	-	-	-	0.0	-	-	0.0	0.0	0.6	-	-	-	-	0.4	0.0	0.4	0.0	12.5	-	-	0.7	0.4
Trucks	1	0	1	0	0	-	2	0	0	0	0	0	-	0	0	1	0	0	0	-	1	0	2	0	0	0	-	2	5
% Trucks	3.8	0.0	0.8	0.0	-	-	0.6	-	-	-	0.0	-	-	0.0	0.0	0.6	-	-	-	-	0.4	0.0	0.8	0.0	0.0	-	-	0.7	0.6
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Plainsboro, NJ
Plainsboro Rd & Maple Ave
Wednesday, May 21, 2025
Location: 40.33341, -74.601593

Count Name: Plainsboro Rd & Maple Ave
Site Code:
Start Date: 05/21/2025

Turning Movement Data

Start Time	Plainsboro Rd Eastbound					Plainsboro Rd Westbound					Maple Ave Northbound					
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	13	35	0	0	48	2	28	0	0	30	9	5	0	0	14	92
7:15 AM	19	54	0	0	73	1	39	0	0	40	2	11	0	0	13	126
7:30 AM	23	34	0	0	57	0	63	0	0	63	5	11	0	1	16	136
7:45 AM	31	27	0	0	58	0	67	0	0	67	9	4	0	0	13	138
Hourly Total	86	150	0	0	236	3	197	0	0	200	25	31	0	1	56	492
8:00 AM	18	34	0	0	52	1	56	0	0	57	3	12	0	0	15	124
8:15 AM	34	60	0	0	94	0	52	0	0	52	3	13	0	0	16	162
8:30 AM	31	36	0	0	67	1	71	0	0	72	9	21	0	2	30	169
8:45 AM	29	27	0	0	56	1	75	0	0	76	18	27	0	1	45	177
Hourly Total	112	157	0	0	269	3	254	0	0	257	33	73	0	3	106	632
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
4:00 PM	58	74	0	0	132	35	18	0	0	53	14	20	0	0	34	219
4:15 PM	72	109	0	0	181	28	25	0	0	53	11	14	0	0	25	259
4:30 PM	68	106	0	0	174	9	43	0	0	52	8	14	0	0	22	248
4:45 PM	59	86	0	0	145	12	39	0	0	51	4	24	0	0	28	224
Hourly Total	257	375	0	0	632	84	125	0	0	209	37	72	0	0	109	950
5:00 PM	73	88	0	0	161	8	32	0	0	40	6	24	0	0	30	231
5:15 PM	75	97	0	0	172	7	42	0	0	49	4	22	0	0	26	247
5:30 PM	73	95	0	0	168	10	42	0	0	52	7	28	0	1	35	255
5:45 PM	73	63	0	0	136	8	42	0	0	50	5	24	0	1	29	215
Hourly Total	294	343	0	0	637	33	158	0	0	191	22	98	0	2	120	948
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	749	1025	0	0	1774	123	734	0	0	857	117	274	0	6	391	3022
Approach %	42.2	57.8	0.0	-	-	14.4	85.6	0.0	-	-	29.9	70.1	0.0	-	-	-
Total %	24.8	33.9	0.0	-	58.7	4.1	24.3	0.0	-	28.4	3.9	9.1	0.0	-	12.9	-
Lights	735	1006	0	-	1741	121	718	0	-	839	116	268	0	-	384	2964
% Lights	98.1	98.1	-	-	98.1	98.4	97.8	-	-	97.9	99.1	97.8	-	-	98.2	98.1
Buses	6	16	0	-	22	2	13	0	-	15	1	6	0	-	7	44
% Buses	0.8	1.6	-	-	1.2	1.6	1.8	-	-	1.8	0.9	2.2	-	-	1.8	1.5
Trucks	8	3	0	-	11	0	3	0	-	3	0	0	0	-	0	14
% Trucks	1.1	0.3	-	-	0.6	0.0	0.4	-	-	0.4	0.0	0.0	-	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	16.7	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	83.3	-	-

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Count Name: Plainsboro Rd & Maple Ave
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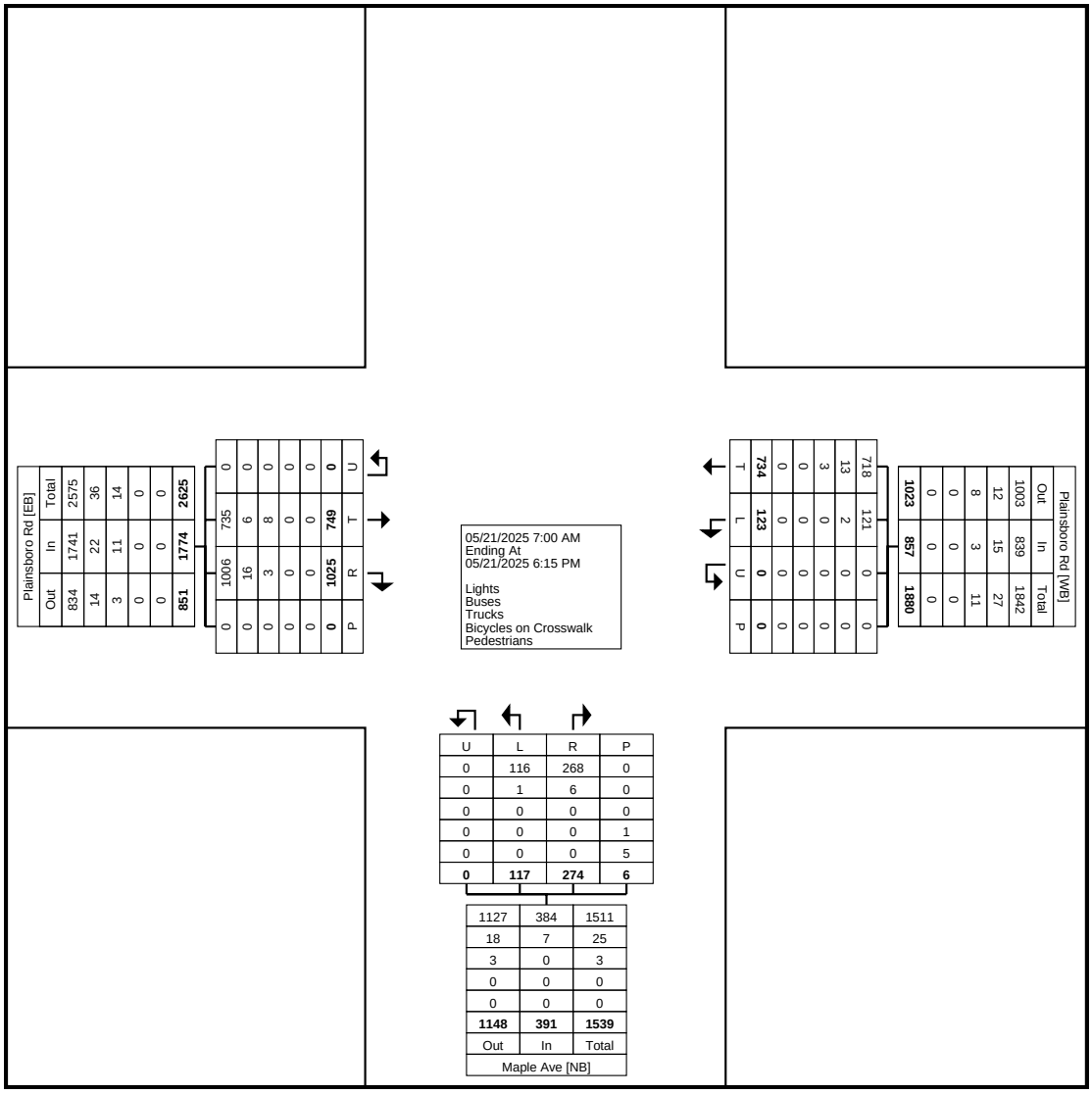

Turning Movement Data Plot

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Wednesday, May 21, 2025
Location: 40.33341, -74.601593

Count Name: Plainsboro Rd & Maple Ave
Site Code:
Start Date: 05/21/2025

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Plainsboro Rd Eastbound					Plainsboro Rd Westbound					Maple Ave Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
8:00 AM	18	34	0	0	52	1	56	0	0	57	3	12	0	0	15	124
8:15 AM	34	60	0	0	94	0	52	0	0	52	3	13	0	0	16	162
8:30 AM	31	36	0	0	67	1	71	0	0	72	9	21	0	2	30	169
8:45 AM	29	27	0	0	56	1	75	0	0	76	18	27	0	1	45	177
Total	112	157	0	0	269	3	254	0	0	257	33	73	0	3	106	632
Approach %	41.6	58.4	0.0	-	-	1.2	98.8	0.0	-	-	31.1	68.9	0.0	-	-	-
Total %	17.7	24.8	0.0	-	42.6	0.5	40.2	0.0	-	40.7	5.2	11.6	0.0	-	16.8	-
PHF	0.824	0.654	0.000	-	0.715	0.750	0.847	0.000	-	0.845	0.458	0.676	0.000	-	0.589	0.893
Lights	106	152	0	-	258	3	250	0	-	253	33	71	0	-	104	615
% Lights	94.6	96.8	-	-	95.9	100.0	98.4	-	-	98.4	100.0	97.3	-	-	98.1	97.3
Buses	3	4	0	-	7	0	4	0	-	4	0	2	0	-	2	13
% Buses	2.7	2.5	-	-	2.6	0.0	1.6	-	-	1.6	0.0	2.7	-	-	1.9	2.1
Trucks	3	1	0	-	4	0	0	0	-	0	0	0	0	-	0	4
% Trucks	2.7	0.6	-	-	1.5	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Plainsboro, NJ
Plainsboro Rd & Maple Ave
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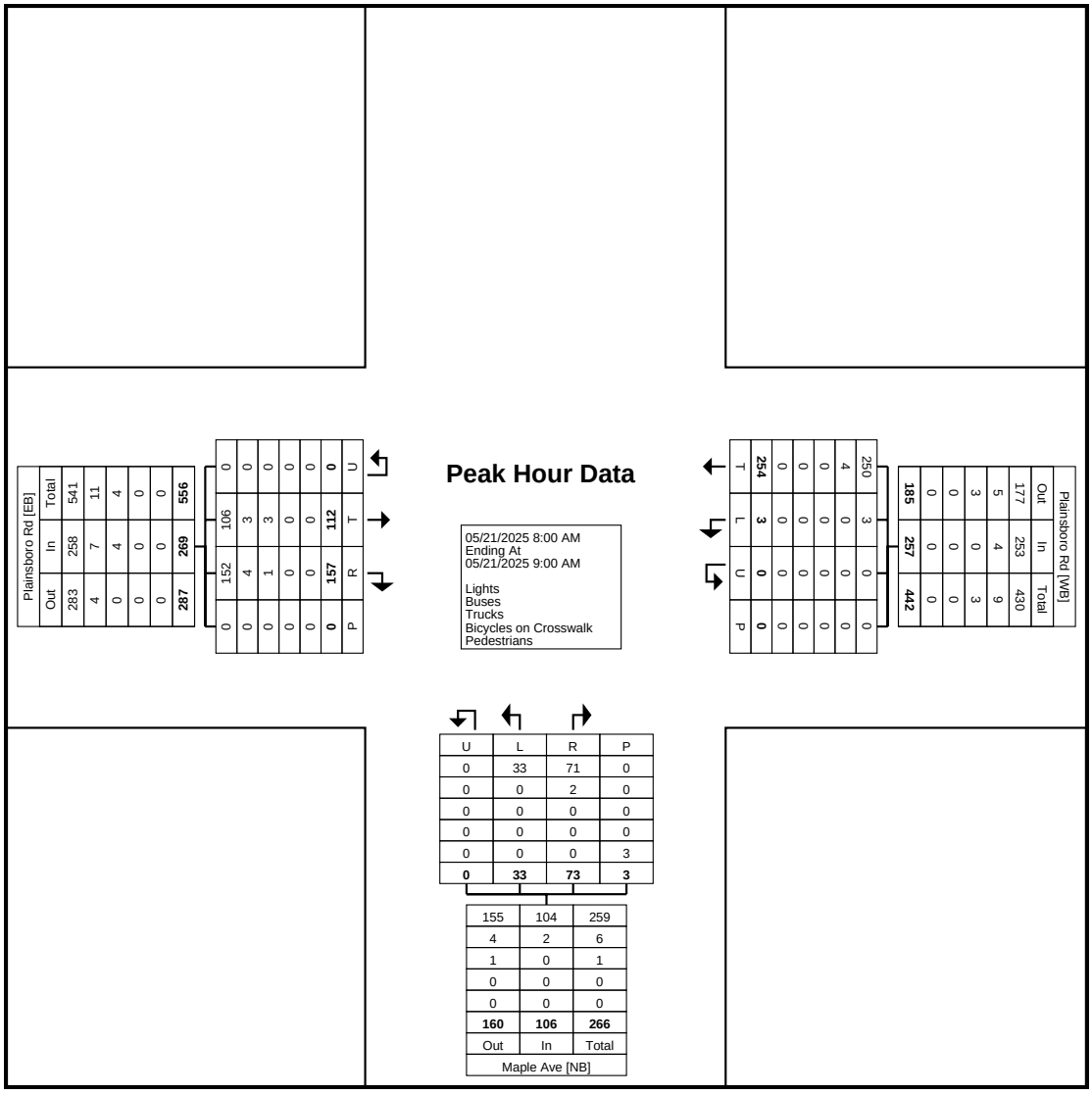

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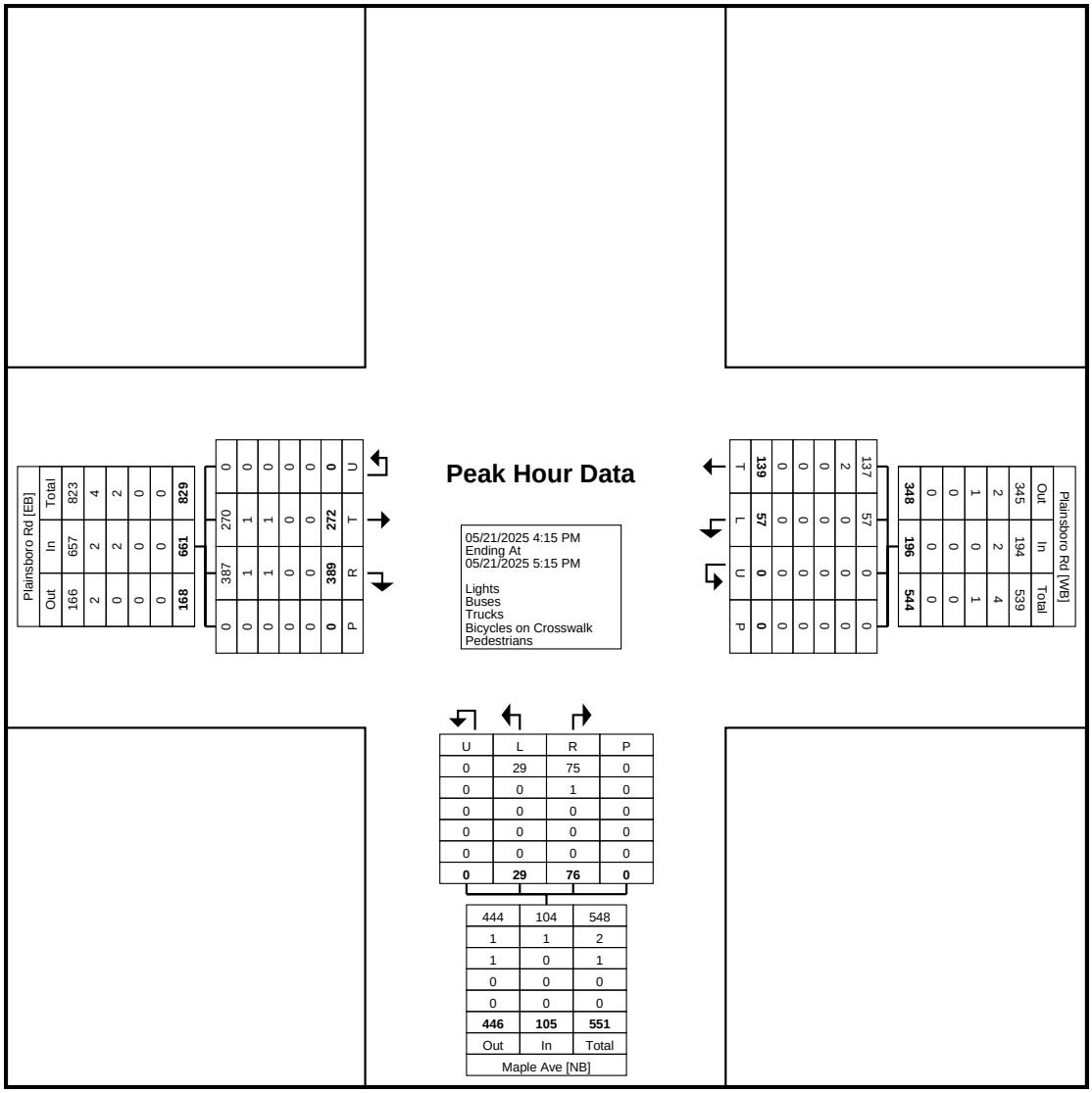
Plainsboro, NJ
Plainsboro Rd & Maple Ave
Wednesday, May 21, 2025
Location: 40.33341, -74.601593

Count Name: Plainsboro Rd & Maple Ave
Site Code:
Start Date: 05/21/2025

Turning Movement Peak Hour Data (4:15 PM)

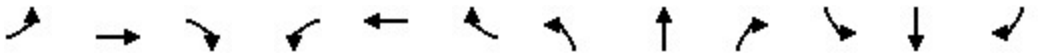
Start Time	Plainsboro Rd Eastbound					Plainsboro Rd Westbound					Maple Ave Northbound					
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
4:15 PM	72	109	0	0	181	28	25	0	0	53	11	14	0	0	25	259
4:30 PM	68	106	0	0	174	9	43	0	0	52	8	14	0	0	22	248
4:45 PM	59	86	0	0	145	12	39	0	0	51	4	24	0	0	28	224
5:00 PM	73	88	0	0	161	8	32	0	0	40	6	24	0	0	30	231
Total	272	389	0	0	661	57	139	0	0	196	29	76	0	0	105	962
Approach %	41.1	58.9	0.0	-	-	29.1	70.9	0.0	-	-	27.6	72.4	0.0	-	-	-
Total %	28.3	40.4	0.0	-	68.7	5.9	14.4	0.0	-	20.4	3.0	7.9	0.0	-	10.9	-
PHF	0.932	0.892	0.000	-	0.913	0.509	0.808	0.000	-	0.925	0.659	0.792	0.000	-	0.875	0.929
Lights	270	387	0	-	657	57	137	0	-	194	29	75	0	-	104	955
% Lights	99.3	99.5	-	-	99.4	100.0	98.6	-	-	99.0	100.0	98.7	-	-	99.0	99.3
Buses	1	1	0	-	2	0	2	0	-	2	0	1	0	-	1	5
% Buses	0.4	0.3	-	-	0.3	0.0	1.4	-	-	1.0	0.0	1.3	-	-	1.0	0.5
Trucks	1	1	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Trucks	0.4	0.3	-	-	0.3	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



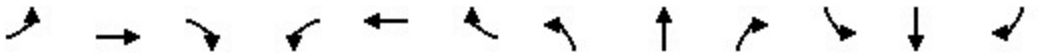
Turning Movement Peak Hour Data Plot (4:15 PM)

APPENDIX C
CAPACITY ANALYSES

2028 NO-BUILD CONDITION



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1019	263	200	760	198	168	69	84	76	29	86
Future Volume (vph)	136	1019	263	200	760	198	168	69	84	76	29	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		150	175		0	0		0	0		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	80			50			25			25		
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	0.979		0.950		
Satd. Flow (prot)	1805	5136	1553	3433	5036	1615	1681	1704	1553	1805	1900	1568
Flt Permitted	0.950			0.950			0.950	0.979		0.950		
Satd. Flow (perm)	1805	5136	1553	3433	5036	1615	1681	1704	1553	1805	1900	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			219			206			130			130
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		592			333			381			630	
Travel Time (s)		8.1			4.5			7.4			12.3	
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 (%)	0%	1%	4%	2%	3%	0%	2%	5%	4%	0%	0%	3%
Adj. Flow (vph)	142	1061	274	208	792	206	175	72	88	79	30	90
Shared Lane Traffic (%)							30%					
Lane Group Flow (vph)	142	1061	274	208	792	206	122	125	88	79	30	90
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			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		40			45			30			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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	5.0	0.0	0.0	5.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	2		1	2		3	3		4	4	

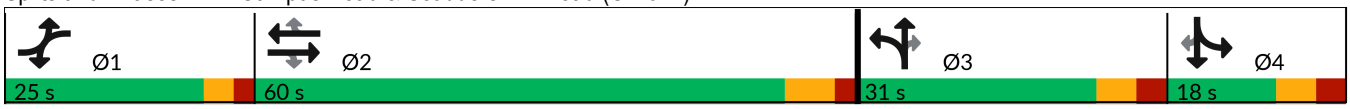


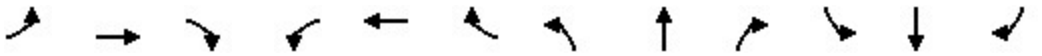
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2			3			4
Detector Phase	1	2	2	1	2	2	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
Minimum Split (s)	15.0	37.0	37.0	15.0	37.0	37.0	27.0	27.0	27.0	13.0	13.0	13.0
Total Split (s)	25.0	60.0	60.0	25.0	60.0	60.0	31.0	31.0	31.0	18.0	18.0	18.0
Total Split (%)	18.7%	44.8%	44.8%	18.7%	44.8%	44.8%	23.1%	23.1%	23.1%	13.4%	13.4%	13.4%
Maximum Green (s)	20.0	53.0	53.0	20.0	53.0	53.0	24.0	24.0	24.0	11.0	11.0	11.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
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
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	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	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	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	13.4	37.0	37.0	13.4	37.0	37.0	20.3	20.3	20.3	8.8	8.8	8.8
Actuated g/C Ratio	0.13	0.35	0.35	0.13	0.35	0.35	0.19	0.19	0.19	0.08	0.08	0.08
v/c Ratio	0.62	0.59	0.40	0.48	0.45	0.30	0.38	0.38	0.22	0.53	0.19	0.36
Control Delay (s/veh)	58.2	29.8	7.9	48.2	27.5	4.5	45.0	45.0	3.7	62.8	52.2	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)	58.2	29.8	7.9	48.2	27.5	4.5	45.0	45.0	3.7	62.8	52.2	7.1
LOS	E	C	A	D	C	A	D	D	A	E	D	A
Approach Delay (s/veh)		28.5			27.2			34.1			36.0	
Approach LOS		C			C			C			D	
90th %ile Green (s)	20.0	51.8	51.8	20.0	51.8	51.8	20.0	20.0	20.0	11.0	11.0	11.0
90th %ile Term Code	Max	Gap	Gap	Max	Gap	Gap	Min	Min	Min	Max	Max	Max
70th %ile Green (s)	15.3	40.5	40.5	15.3	40.5	40.5	20.0	20.0	20.0	11.0	11.0	11.0
70th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Min	Min	Min	Max	Max	Max
50th %ile Green (s)	12.6	34.5	34.5	12.6	34.5	34.5	20.0	20.0	20.0	9.0	9.0	9.0
50th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Min	Min	Min	Gap	Gap	Gap
30th %ile Green (s)	10.2	30.0	30.0	10.2	30.0	30.0	20.0	20.0	20.0	7.4	7.4	7.4
30th %ile Term Code	Gap	Min	Min	Gap	Min	Min	Min	Min	Min	Gap	Gap	Gap
10th %ile Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
10th %ile Term Code	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Stops (vph)	124	793	45	176	553	18	99	101	4	69	26	4
Fuel Used(gal)	4	22	2	6	18	2	3	3	1	2	1	1
CO Emissions (g/hr)	281	1550	147	426	1272	131	226	231	78	128	44	38
NOx Emissions (g/hr)	55	302	29	83	247	25	44	45	15	25	9	7
VOC Emissions (g/hr)	65	359	34	99	295	30	52	54	18	30	10	9
Dilemma Vehicles (#)	0	40	0	0	29	0	0	4	0	0	1	0
Queue Length 50th (ft)	89	209	24	65	147	0	73	74	0	50	18	0
Queue Length 95th (ft)	180	286	90	121	206	48	166	170	17	118	56	21
Internal Link Dist (ft)		512			253			301			550	
Turn Bay Length (ft)	415		150	175								
Base Capacity (vph)	346	2612	897	658	2561	922	387	392	457	190	200	281
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.41	0.41	0.31	0.32	0.31	0.22	0.32	0.32	0.19	0.42	0.15	0.32

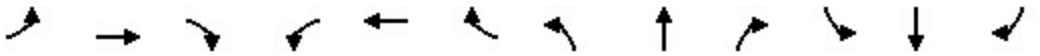
Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 105.9			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 29.0		Intersection LOS: C	
Intersection Capacity Utilization 65.8%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 128.8			
70th %ile Actuated Cycle: 112.8			
50th %ile Actuated Cycle: 102.1			
30th %ile Actuated Cycle: 93.6			
10th %ile Actuated Cycle: 92			

Splits and Phases: 1: Campus Road & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	781	151	57	1011	111	404	48	126	132	80	143
Future Volume (vph)	121	781	151	57	1011	111	404	48	126	132	80	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		150	175		0	0		0	0		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	80			50			25			25		
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	5136	1583	3433	5187	1615	1698	1705	1615	1805	1900	1583
Flt Permitted	0.950			0.950			0.950	0.962		0.950		
Satd. Flow (perm)	1805	5136	1583	3433	5187	1615	1698	1705	1615	1805	1900	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161			130			134			152
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		592			333			381			630	
Travel Time (s)		8.1			4.5			7.4			12.3	
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 (%)	0%	1%	2%	2%	0%	0%	1%	5%	0%	0%	0%	2%
Adj. Flow (vph)	129	831	161	61	1076	118	430	51	134	140	85	152
Shared Lane Traffic (%)							44%					
Lane Group Flow (vph)	129	831	161	61	1076	118	241	240	134	140	85	152
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			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		40			45			30			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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	5.0	0.0	0.0	5.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	2		1	2		3	3		4	4	

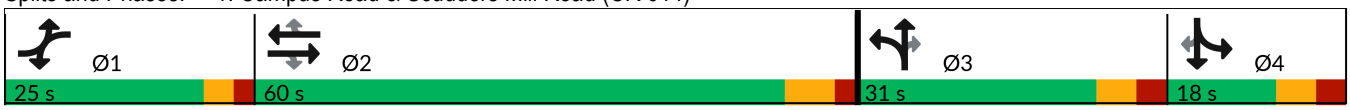


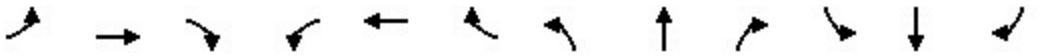
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2			3			4
Detector Phase	1	2	2	1	2	2	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
Minimum Split (s)	15.0	37.0	37.0	15.0	37.0	37.0	27.0	27.0	27.0	13.0	13.0	13.0
Total Split (s)	25.0	60.0	60.0	25.0	60.0	60.0	31.0	31.0	31.0	18.0	18.0	18.0
Total Split (%)	18.7%	44.8%	44.8%	18.7%	44.8%	44.8%	23.1%	23.1%	23.1%	13.4%	13.4%	13.4%
Maximum Green (s)	20.0	53.0	53.0	20.0	53.0	53.0	24.0	24.0	24.0	11.0	11.0	11.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
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
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	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	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	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	12.9	36.1	36.1	12.9	36.1	36.1	21.7	21.7	21.7	11.1	11.1	11.1
Actuated g/C Ratio	0.12	0.33	0.33	0.12	0.33	0.33	0.20	0.20	0.20	0.10	0.10	0.10
v/c Ratio	0.60	0.48	0.25	0.15	0.62	0.19	0.71	0.70	0.31	0.76	0.44	0.51
Control Delay (s/veh)	58.9	29.7	5.0	45.5	32.1	4.3	54.6	54.2	9.2	74.6	56.6	14.8
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)	58.9	29.7	5.0	45.5	32.1	4.3	54.6	54.2	9.2	74.6	56.6	14.8
LOS	E	C	A	D	C	A	D	D	A	E	E	B
Approach Delay (s/veh)		29.5			30.1			44.5			46.5	
Approach LOS		C			C			D			D	
90th %ile Green (s)	18.8	49.0	49.0	18.8	49.0	49.0	24.0	24.0	24.0	11.0	11.0	11.0
90th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	14.6	39.4	39.4	14.6	39.4	39.4	24.0	24.0	24.0	11.0	11.0	11.0
70th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Max	Max	Max	Max	Max	Max
50th %ile Green (s)	12.1	33.6	33.6	12.1	33.6	33.6	20.0	20.0	20.0	11.0	11.0	11.0
50th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Min	Min	Min	Max	Max	Max
30th %ile Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	11.0	11.0	11.0
30th %ile Term Code	Min	Min	Min	Min	Min	Min	Min	Min	Min	Max	Max	Max
10th %ile Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	11.0	11.0	11.0
10th %ile Term Code	Min	Min	Min	Min	Min	Min	Min	Min	Min	Max	Max	Max
Stops (vph)	111	589	15	49	809	10	200	200	18	110	72	23
Fuel Used(gal)	4	17	1	2	26	1	7	7	2	3	2	1
CO Emissions (g/hr)	252	1167	67	118	1835	73	473	471	132	240	128	88
NOx Emissions (g/hr)	49	227	13	23	357	14	92	92	26	47	25	17
VOC Emissions (g/hr)	58	271	15	27	425	17	110	109	31	56	30	20
Dilemma Vehicles (#)	0	30	0	0	38	0	0	8	0	0	4	0
Queue Length 50th (ft)	82	159	0	19	217	0	157	156	0	90	53	0
Queue Length 95th (ft)	167	225	45	44	301	33	#328	#327	56	#246	126	66
Internal Link Dist (ft)		512			253			301			550	
Turn Bay Length (ft)	415		150	175								
Base Capacity (vph)	338	2548	866	642	2574	867	381	382	466	185	195	299
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.38	0.33	0.19	0.10	0.42	0.14	0.63	0.63	0.29	0.76	0.44	0.51

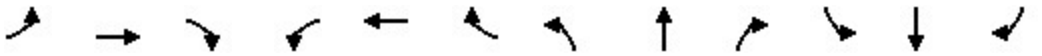
Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 108.1			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 34.4		Intersection LOS: C	
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 128.8			
70th %ile Actuated Cycle: 115			
50th %ile Actuated Cycle: 102.7			
30th %ile Actuated Cycle: 97			
10th %ile Actuated Cycle: 97			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Campus Road & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	643	41	149	1163	138	11	0	14	17	0	34
Future Volume (vph)	154	643	41	149	1163	138	11	0	14	17	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		275	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1805	3471	1538	1787	3539	1615	0	1805	1509	0	1805	1568
Flt Permitted	0.950			0.950				0.800			0.800	
Satd. Flow (perm)	1805	3471	1538	1787	3539	1615	0	1520	1509	0	1520	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			148			89			89
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1286			1017			363			380	
Travel Time (s)		17.5			13.9			9.9			10.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	4%	5%	1%	2%	0%	0%	0%	7%	0%	0%	3%
Adj. Flow (vph)	166	691	44	160	1251	148	12	0	15	18	0	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	691	44	160	1251	148	0	12	15	0	18	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)		24			24			24			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			50			50			40	
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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		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	2		1	2			3			3	

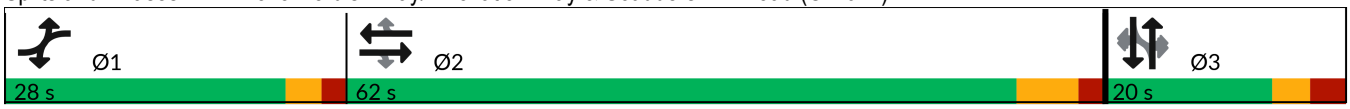


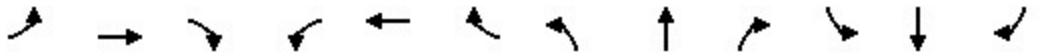
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2	3		3	3		3
Detector Phase	1	2	2	1	2	2	3	3	3	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	55.0	55.0	5.0	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	62.0	62.0	10.0	62.0	62.0	12.0	12.0	12.0	12.0	12.0	12.0
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
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
Act Effct Green (s)	12.6	55.6	55.6	12.6	55.6	55.6		6.5	6.5		6.5	6.5
Actuated g/C Ratio	0.14	0.62	0.62	0.14	0.62	0.62		0.07	0.07		0.07	0.07
v/c Ratio	0.66	0.32	0.04	0.64	0.57	0.14		0.11	0.08		0.17	0.19
Control Delay (s/veh)	50.2	9.9	0.8	49.4	12.9	2.1		44.3	0.8		45.6	2.1
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)	50.2	9.9	0.8	49.4	12.9	2.1		44.3	0.8		45.6	2.1
LOS	D	A	A	D	B	A		D	A		D	A
Approach Delay (s/veh)		16.9			15.6			20.1			16.4	
Approach LOS		B			B			C			B	
90th %ile Green (s)	18.5	55.0	55.0	18.5	55.0	55.0	7.8	7.8	7.8	7.8	7.8	7.8
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	15.0	55.0	55.0	15.0	55.0	55.0	6.5	6.5	6.5	6.5	6.5	6.5
70th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	12.7	55.0	55.0	12.7	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
50th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Min	Min	Min	Min	Min	Min
30th %ile Green (s)	10.6	55.0	55.0	10.6	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
30th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Min	Min	Min	Min	Min	Min
10th %ile Green (s)	7.3	55.0	55.0	7.3	55.0	55.0	0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Skip	Skip	Skip	Skip	Skip	Skip
Stops (vph)	138	294	1	133	663	11		12	0		18	0
Fuel Used(gal)	5	11	0	5	26	2		0	0		0	0
CO Emissions (g/hr)	346	773	25	363	1831	123		13	3		20	9
NOx Emissions (g/hr)	67	150	5	71	356	24		2	1		4	2
VOC Emissions (g/hr)	80	179	6	84	424	29		3	1		5	2
Dilemma Vehicles (#)	0	36	0	0	64	0		0	0		0	0
Queue Length 50th (ft)	93	96	0	89	217	0		7	0		10	0
Queue Length 95th (ft)	161	158	5	156	340	26		25	0		33	0
Internal Link Dist (ft)		1206			937			283			300	
Turn Bay Length (ft)	275		275	350		250						
Base Capacity (vph)	466	2144	980	461	2186	1054		239	312		239	321
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.36	0.32	0.04	0.35	0.57	0.14		0.05	0.05		0.08	0.12

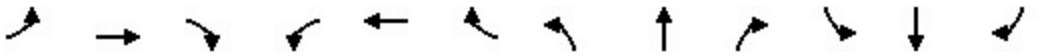
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 89.9			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 16.1		Intersection LOS: B	
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 99.3			
70th %ile Actuated Cycle: 94.5			
50th %ile Actuated Cycle: 91.7			
30th %ile Actuated Cycle: 89.6			
10th %ile Actuated Cycle: 74.3			

Splits and Phases: 2: Novo Nordisk Way/Innovation Way & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1044	11	15	739	16	37	0	105	111	1	163
Future Volume (vph)	27	1044	11	15	739	16	37	0	105	111	1	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		275	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.953	
Satd. Flow (prot)	1805	3574	1615	1687	3574	1615	0	1805	1615	0	1811	1615
Flt Permitted	0.950			0.950				0.684			0.700	
Satd. Flow (perm)	1805	3574	1615	1687	3574	1615	0	1300	1615	0	1330	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			79			107			166
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1286			1017			363			380	
Travel Time (s)		17.5			13.9			9.9			10.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	7%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	28	1065	11	15	754	16	38	0	107	113	1	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	1065	11	15	754	16	0	38	107	0	114	166
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			24			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			50			50			40	
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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		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	2		1	2			3			3	

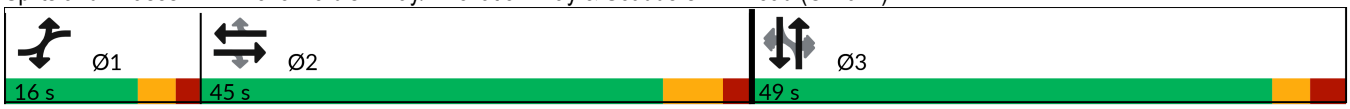


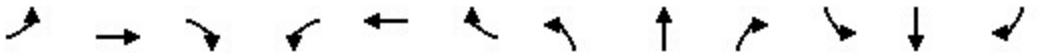
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2	3		3	3		3
Detector Phase	1	2	2	1	2	2	3	3	3	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	38.0	38.0	5.0	38.0	38.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	45.0	45.0	10.0	45.0	45.0	12.0	12.0	12.0	12.0	12.0	12.0
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
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
Act Effct Green (s)	5.8	38.7	38.7	5.8	38.7	38.7		10.6	10.6		10.6	10.6
Actuated g/C Ratio	0.08	0.56	0.56	0.08	0.56	0.56		0.15	0.15		0.15	0.15
v/c Ratio	0.18	0.53	0.01	0.10	0.37	0.02		0.19	0.32		0.56	0.43
Control Delay (s/veh)	35.5	12.5	0.0	34.5	10.8	0.1		28.7	8.9		38.9	8.7
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)	35.5	12.5	0.0	34.5	10.8	0.1		28.7	8.9		38.9	8.7
LOS	D	B	A	C	B	A		C	A		D	A
Approach Delay (s/veh)		12.9			11.0			14.1			21.0	
Approach LOS		B			B			B			C	
90th %ile Green (s)	7.4	38.0	38.0	7.4	38.0	38.0	16.7	16.7	16.7	16.7	16.7	16.7
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	6.3	38.0	38.0	6.3	38.0	38.0	13.5	13.5	13.5	13.5	13.5	13.5
70th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	5.5	38.0	38.0	5.5	38.0	38.0	10.5	10.5	10.5	10.5	10.5	10.5
50th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	0.0	38.0	38.0	0.0	38.0	38.0	7.9	7.9	7.9	7.9	7.9	7.9
30th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	0.0	38.0	38.0	0.0	38.0	38.0	6.0	6.0	6.0	6.0	6.0	6.0
10th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Min	Min	Min	Min	Min	Min
Stops (vph)	26	622	0	17	390	0		32	21		96	27
Fuel Used(gal)	1	21	0	1	16	0		0	1		2	1
CO Emissions (g/hr)	57	1448	6	37	1107	12		32	42		113	64
NOx Emissions (g/hr)	11	282	1	7	215	2		6	8		22	13
VOC Emissions (g/hr)	13	336	1	9	257	3		7	10		26	15
Dilemma Vehicles (#)	0	75	0	0	53	0		0	0		0	0
Queue Length 50th (ft)	12	155	0	6	97	0		15	0		48	0
Queue Length 95th (ft)	37	264	0	25	171	0		41	39		99	48
Internal Link Dist (ft)		1206			937			283			300	
Turn Bay Length (ft)	275		275	350		250						
Base Capacity (vph)	294	2012	943	274	2012	943		828	1067		847	1089
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.10	0.53	0.01	0.05	0.37	0.02		0.05	0.10		0.13	0.15

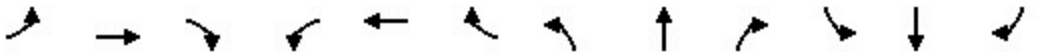
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 68.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 13.3		Intersection LOS: B	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 80.1			
70th %ile Actuated Cycle: 75.8			
50th %ile Actuated Cycle: 72			
30th %ile Actuated Cycle: 58.9			
10th %ile Actuated Cycle: 57			

Splits and Phases: 2: Novo Nordisk Way/Innovation Way & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	627	3	2	1328	421	9	3	2	196	0	130
Future Volume (vph)	45	627	3	2	1328	421	9	3	2	196	0	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	75		275	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			25			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.979				0.850
Flt Protected	0.950			0.950				0.969		0.950	0.950	
Satd. Flow (prot)	1805	3438	1615	1805	3539	1599	0	3425	0	1665	1665	1615
Flt Permitted	0.950			0.950				0.969		0.950	0.950	
Satd. Flow (perm)	1805	3438	1615	1805	3539	1599	0	3425	0	1665	1665	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			361		2				150
Link Speed (mph)		50			50			40			40	
Link Distance (ft)		740			926			518			529	
Travel Time (s)		10.1			12.6			8.8			9.0	
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%	5%	0%	0%	2%	1%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	47	660	3	2	1398	443	9	3	2	206	0	137
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	47	660	3	2	1398	443	0	14	0	103	103	137
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			18			12			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		45			45			16			35	
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	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

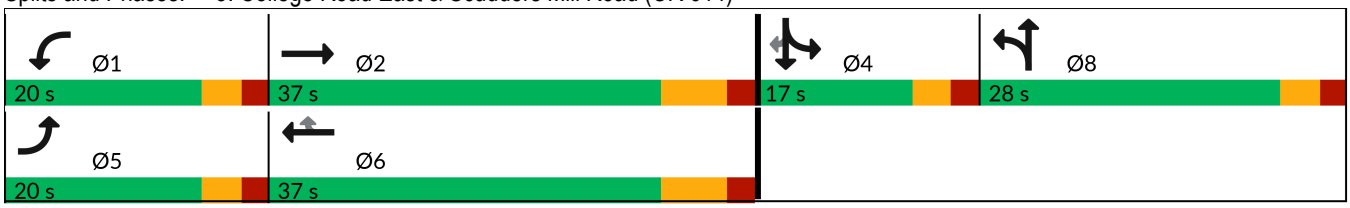


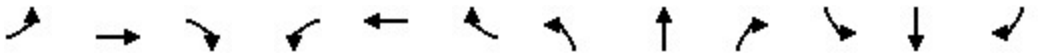
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	28.0	28.0		17.0	17.0	17.0
Total Split (%)	19.6%	36.3%		19.6%	36.3%	36.3%	27.5%	27.5%		16.7%	16.7%	16.7%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	23.0	23.0		12.0	12.0	12.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	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	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	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
Recall Mode	Min	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	6.7	40.3	64.5	6.1	30.4	30.4		6.1		8.4	8.4	8.4
Actuated g/C Ratio	0.10	0.62	1.00	0.09	0.47	0.47		0.09		0.13	0.13	0.13
v/c Ratio	0.25	0.31	0.00	0.01	0.84	0.47		0.04		0.47	0.47	0.40
Control Delay (s/veh)	32.1	8.2	0.0	30.5	22.9	5.1		28.4		34.8	34.8	8.6
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)	32.1	8.2	0.0	30.5	22.9	5.1		28.4		34.8	34.8	8.6
LOS	C	A	A	C	C	A		C		C	C	A
Approach Delay (s/veh)		9.7			18.6			28.4			24.3	
Approach LOS		A			B			C			C	
90th %ile Green (s)	8.7	32.7		6.0	30.0	30.0	6.0	6.0		12.0	12.0	12.0
90th %ile Term Code	Gap	Hold		Min	Max	Max	Min	Min		Max	Max	Max
70th %ile Green (s)	6.9	41.9		0.0	30.0	30.0	0.0	0.0		9.5	9.5	9.5
70th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
50th %ile Green (s)	6.1	41.1		0.0	30.0	30.0	0.0	0.0		8.2	8.2	8.2
50th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	6.0	41.0		0.0	30.0	30.0	0.0	0.0		6.9	6.9	6.9
30th %ile Term Code	Min	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	6.0	41.0		0.0	30.0	30.0	0.0	0.0		6.0	6.0	6.0
10th %ile Term Code	Min	Hold		Skip	Max	Max	Skip	Skip		Min	Min	Min
Stops (vph)	41	276	0	3	986	71		14		86	86	20
Fuel Used(gal)	1	12	0	0	29	4		0		2	2	1
CO Emissions (g/hr)	100	857	2	5	2036	279		18		132	132	62
NOx Emissions (g/hr)	19	167	0	1	396	54		4		26	26	12
VOC Emissions (g/hr)	23	199	1	1	472	65		4		31	31	14
Dilemma Vehicles (#)	0	39	0	0	98	0		1		0	6	0
Queue Length 50th (ft)	17	42	0	1	213	15		2		37	37	0
Queue Length 95th (ft)	53	165	0	8	#523	95		12		97	97	40
Internal Link Dist (ft)		660			846			438			449	
Turn Bay Length (ft)	200		200	75		275				100		
Base Capacity (vph)	424	2149	1615	424	1665	943		1237		313	313	425
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.11	0.31	0.00	0.00	0.84	0.47		0.01		0.33	0.33	0.32

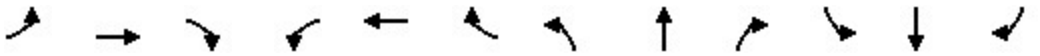
Intersection Summary			
Area Type:	Other		
Cycle Length: 102			
Actuated Cycle Length: 64.5			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 17.2		Intersection LOS: B	
Intersection Capacity Utilization 63.9%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 78.7			
70th %ile Actuated Cycle: 63.4			
50th %ile Actuated Cycle: 61.3			
30th %ile Actuated Cycle: 59.9			
10th %ile Actuated Cycle: 59			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: College Road East & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	1181	8	11	701	176	5	2	8	379	3	66
Future Volume (vph)	83	1181	8	11	701	176	5	2	8	379	3	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	75		275	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			25			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.920				0.850
Flt Protected	0.950			0.950				0.984		0.950	0.953	
Satd. Flow (prot)	1805	3574	1615	1805	3610	1583	0	3268	0	1698	1703	1583
Flt Permitted	0.950			0.950				0.984		0.950	0.953	
Satd. Flow (perm)	1805	3574	1615	1805	3610	1583	0	3268	0	1698	1703	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			181		8				150
Link Speed (mph)		50			50			40			40	
Link Distance (ft)		740			926			518			529	
Travel Time (s)		10.1			12.6			8.8			9.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	0%	2%	0%	0%	0%	1%	0%	2%
Adj. Flow (vph)	86	1218	8	11	723	181	5	2	8	391	3	68
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	86	1218	8	11	723	181	0	15	0	195	199	68
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			18			12			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		45			45			16			35	
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	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

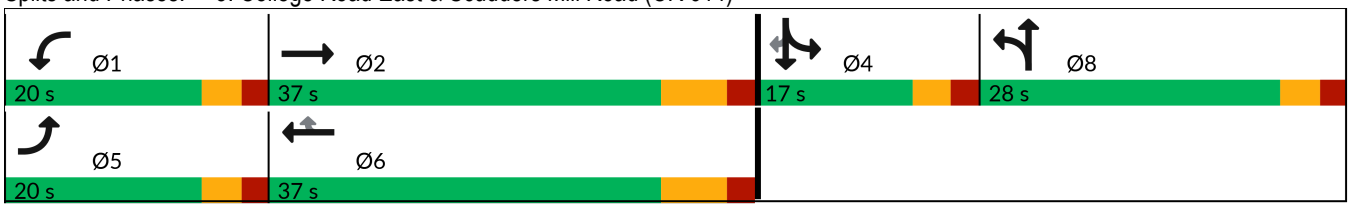


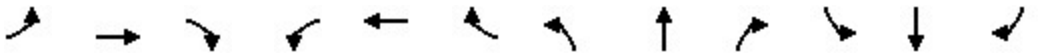
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	28.0	28.0		17.0	17.0	17.0
Total Split (%)	19.6%	36.3%		19.6%	36.3%	36.3%	27.5%	27.5%		16.7%	16.7%	16.7%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	23.0	23.0		12.0	12.0	12.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	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	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	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
Recall Mode	Min	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	7.9	41.3	69.2	6.1	30.2	30.2		6.0		12.1	12.1	12.1
Actuated g/C Ratio	0.11	0.60	1.00	0.09	0.44	0.44		0.09		0.17	0.17	0.17
v/c Ratio	0.42	0.57	0.00	0.07	0.46	0.23		0.05		0.66	0.67	0.17
Control Delay (s/veh)	35.8	11.6	0.0	32.9	15.9	3.6		24.3		40.9	41.5	0.9
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)	35.8	11.6	0.0	32.9	15.9	3.6		24.3		40.9	41.5	0.9
LOS	D	B	A	C	B	A		C		D	D	A
Approach Delay (s/veh)		13.1			13.6			24.3			35.3	
Approach LOS		B			B			C			D	
90th %ile Green (s)	11.4	35.3		6.1	30.0	30.0	6.0	6.0		12.0	12.0	12.0
90th %ile Term Code	Gap	Hold		Gap	Max	Max	Min	Min		Max	Max	Max
70th %ile Green (s)	8.6	43.6		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
70th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
50th %ile Green (s)	7.5	42.5		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
50th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
30th %ile Green (s)	6.5	41.5		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
30th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
10th %ile Green (s)	6.0	41.0		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
10th %ile Term Code	Min	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
Stops (vph)	73	687	0	13	467	21		12		157	159	0
Fuel Used(gal)	3	27	0	0	14	1		0		4	4	0
CO Emissions (g/hr)	185	1853	6	24	947	104		17		265	272	17
NOx Emissions (g/hr)	36	360	1	5	184	20		3		52	53	3
VOC Emissions (g/hr)	43	429	1	5	220	24		4		61	63	4
Dilemma Vehicles (#)	0	70	0	0	50	0		1		0	13	0
Queue Length 50th (ft)	33	121	0	4	101	0		1		77	80	0
Queue Length 95th (ft)	82	354	0	21	203	39		11		#212	#217	0
Internal Link Dist (ft)		660			846			438			449	
Turn Bay Length (ft)	200		200	75		275				100		
Base Capacity (vph)	394	2131	1615	394	1576	793		1099		296	297	400
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.22	0.57	0.00	0.03	0.46	0.23		0.01		0.66	0.67	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 102			
Actuated Cycle Length: 69.2			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 17.2		Intersection LOS: B	
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 81.4			
70th %ile Actuated Cycle: 67.6			
50th %ile Actuated Cycle: 66.5			
30th %ile Actuated Cycle: 65.5			
10th %ile Actuated Cycle: 65			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

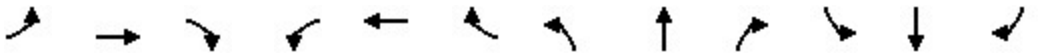
Splits and Phases: 3: College Road East & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	0	189	0	0	0	91	219	0	0	156	26
Future Volume (vph)	30	0	189	0	0	0	91	219	0	0	156	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1752	1583	0	1900	1900	1787	1863	0	0	1792	1495
Flt Permitted		0.950					0.527					
Satd. Flow (perm)	0	1752	1583	0	1900	1900	991	1863	0	0	1792	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201									172
Link Speed (mph)		45			25			35			35	
Link Distance (ft)		481			370			413			250	
Travel Time (s)		7.3			10.1			8.0			4.9	
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 (%)	3%	0%	2%	0%	0%	0%	1%	2%	0%	0%	6%	8%
Adj. Flow (vph)	32	0	201	0	0	0	97	233	0	0	166	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	201	0	0	0	97	233	0	0	166	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	R NA	Right	Left	Left	Right
Median Width(ft)		0			3			12			0	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm			Perm	pm+pt	NA			NA	Perm
Protected Phases	7	4 7			8		5	2			6	

Lane Group	Ø4
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)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4



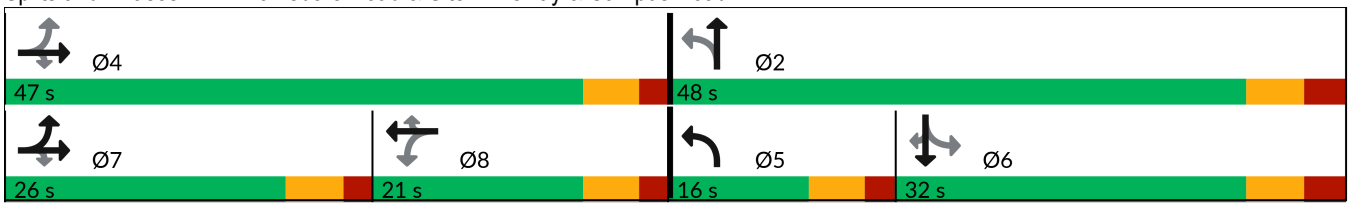
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4 7		4 7	8		8	2			6		6
Detector Phase	7	4 7	4 7	8	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0			5.0	5.0	5.0	5.0	25.0		25.0	25.0	25.0
Minimum Split (s)	21.0			11.0	11.0	11.0	11.0	32.0		32.0	32.0	32.0
Total Split (s)	26.0			21.0	21.0	21.0	16.0	48.0		32.0	32.0	32.0
Total Split (%)	27.4%			22.1%	22.1%	22.1%	16.8%	50.5%		33.7%	33.7%	33.7%
Maximum Green (s)	20.0			15.0	15.0	15.0	10.0	41.0		25.0	25.0	25.0
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0	6.0	6.0	7.0			7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None			None	None	None	None	Min		Min	Min	Min
Act Effct Green (s)		15.1	15.1				36.4	35.4			25.2	25.2
Actuated g/C Ratio		0.24	0.24				0.57	0.56			0.40	0.40
v/c Ratio		0.08	0.38				0.15	0.23			0.23	0.04
Control Delay (s/veh)		21.2	6.3				6.4	7.5			15.3	0.1
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0
Total Delay (s/veh)		21.2	6.3				6.4	7.5			15.3	0.1
LOS		C	A				A	A			B	A
Approach Delay (s/veh)		8.3						7.2			13.1	
Approach LOS		A						A			B	
90th %ile Green (s)	15.0			0.0	0.0	0.0	8.8	39.8		25.0	25.0	25.0
90th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
70th %ile Green (s)	15.0			0.0	0.0	0.0	7.5	38.5		25.0	25.0	25.0
70th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
50th %ile Green (s)	15.0			0.0	0.0	0.0	6.7	37.7		25.0	25.0	25.0
50th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
30th %ile Green (s)	15.0			0.0	0.0	0.0	5.9	36.9		25.0	25.0	25.0
30th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
10th %ile Green (s)	15.0			0.0	0.0	0.0	0.0	25.0		25.0	25.0	25.0
10th %ile Term Code	Min			Skip	Skip	Skip	Skip	Min		Max	Max	Max
Stops (vph)		25	30				36	97			100	0
Fuel Used(gal)		1	1				2	4			3	0
CO Emissions (g/hr)		37	84				124	307			218	22
NOx Emissions (g/hr)		7	16				24	60			43	4
VOC Emissions (g/hr)		9	20				29	71			51	5
Dilemma Vehicles (#)		2	0				0	12			12	0
Queue Length 50th (ft)		10	0				15	41			44	0
Queue Length 95th (ft)		31	47				32	72			88	0
Internal Link Dist (ft)		401			290			333			170	
Turn Bay Length (ft)							200					
Base Capacity (vph)		1139	1099				692	1211			710	696
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

Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	47.0
Total Split (%)	49%
Maximum Green (s)	41.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Act Effct 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	
90th %ile Green (s)	15.0
90th %ile Term Code	Hold
70th %ile Green (s)	15.0
70th %ile Term Code	Hold
50th %ile Green (s)	15.0
50th %ile Term Code	Hold
30th %ile Green (s)	15.0
30th %ile Term Code	Hold
10th %ile Green (s)	15.0
10th %ile Term Code	Hold
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.03	0.18				0.14	0.19			0.23	0.04

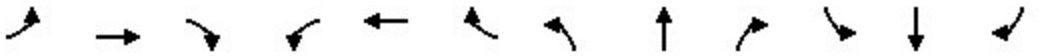
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 63.6			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 9.1		Intersection LOS: A	
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 67.8			
70th %ile Actuated Cycle: 66.5			
50th %ile Actuated Cycle: 65.7			
30th %ile Actuated Cycle: 64.9			
10th %ile Actuated Cycle: 53			

Splits and Phases: 4: Plainsboro Road & Site Driveway & Campus Road



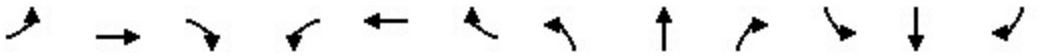
Lane Group	Ø4
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	0	321	0	0	0	55	221	0	0	293	25
Future Volume (vph)	55	0	321	0	0	0	55	221	0	0	293	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1770	1615	0	1900	1900	1805	1881	0	0	1881	1553
Flt Permitted		0.950					0.424					
Satd. Flow (perm)	0	1770	1615	0	1900	1900	806	1881	0	0	1881	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			365									172
Link Speed (mph)		45			25			35			35	
Link Distance (ft)		481			370			413			250	
Travel Time (s)		7.3			10.1			8.0			4.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	4%
Adj. Flow (vph)	63	0	365	0	0	0	63	251	0	0	333	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	365	0	0	0	63	251	0	0	333	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	R NA	Right	Left	Left	Right
Median Width(ft)		0			3			12			0	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm			Perm	pm+pt	NA			NA	Perm
Protected Phases	7	4 7			8		5	2			6	

Lane Group	Ø4
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)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4



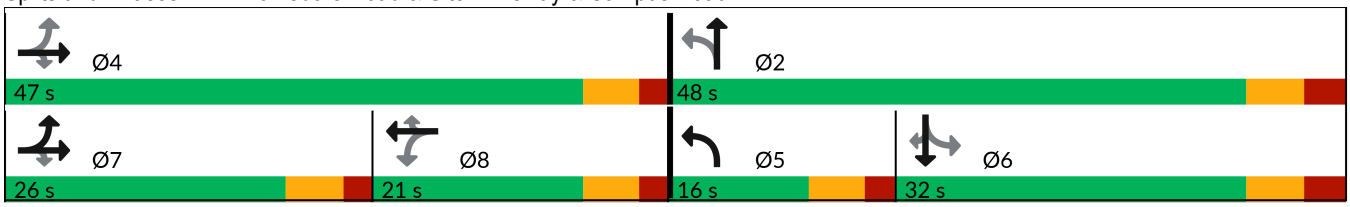
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4 7		4 7	8		8	2			6		6
Detector Phase	7	4 7	4 7	8	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0			5.0	5.0	5.0	5.0	25.0		25.0	25.0	25.0
Minimum Split (s)	21.0			11.0	11.0	11.0	11.0	32.0		32.0	32.0	32.0
Total Split (s)	26.0			21.0	21.0	21.0	16.0	48.0		32.0	32.0	32.0
Total Split (%)	27.4%			22.1%	22.1%	22.1%	16.8%	50.5%		33.7%	33.7%	33.7%
Maximum Green (s)	20.0			15.0	15.0	15.0	10.0	41.0		25.0	25.0	25.0
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0	6.0	6.0	7.0			7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None			None	None	None	None	Min		Min	Min	Min
Act Effct Green (s)		15.2	15.2				33.2	32.2			25.3	25.3
Actuated g/C Ratio		0.25	0.25				0.55	0.53			0.42	0.42
v/c Ratio		0.14	0.54				0.12	0.25			0.42	0.04
Control Delay (s/veh)		20.9	6.2				6.4	8.0			16.1	0.1
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0
Total Delay (s/veh)		20.9	6.2				6.4	8.0			16.1	0.1
LOS		C	A				A	A			B	A
Approach Delay (s/veh)		8.4						7.7			14.8	
Approach LOS		A						A			B	
90th %ile Green (s)	15.0			0.0	0.0	0.0	7.4	38.4		25.0	25.0	25.0
90th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
70th %ile Green (s)	15.0			0.0	0.0	0.0	6.5	37.5		25.0	25.0	25.0
70th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
50th %ile Green (s)	15.0			0.0	0.0	0.0	5.8	36.8		25.0	25.0	25.0
50th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
30th %ile Green (s)	15.0			0.0	0.0	0.0	0.0	25.0		25.0	25.0	25.0
30th %ile Term Code	Min			Skip	Skip	Skip	Skip	Min		Max	Max	Max
10th %ile Green (s)	15.0			0.0	0.0	0.0	0.0	25.0		25.0	25.0	25.0
10th %ile Term Code	Min			Skip	Skip	Skip	Skip	Min		Max	Max	Max
Stops (vph)		43	42				23	102			200	0
Fuel Used(gal)		1	2				1	4			6	0
CO Emissions (g/hr)		66	135				75	313			420	21
NOx Emissions (g/hr)		13	26				15	61			82	4
VOC Emissions (g/hr)		15	31				17	73			97	5
Dilemma Vehicles (#)		3	0				0	13			24	0
Queue Length 50th (ft)		20	0				10	44			95	0
Queue Length 95th (ft)		48	56				22	75			162	0
Internal Link Dist (ft)		401			290			333			170	
Turn Bay Length (ft)							200					
Base Capacity (vph)		1211	1220				609	1288			785	748
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

Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	47.0
Total Split (%)	49%
Maximum Green (s)	41.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Act Effct 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	
90th %ile Green (s)	15.0
90th %ile Term Code	Hold
70th %ile Green (s)	15.0
70th %ile Term Code	Hold
50th %ile Green (s)	15.0
50th %ile Term Code	Hold
30th %ile Green (s)	15.0
30th %ile Term Code	Hold
10th %ile Green (s)	15.0
10th %ile Term Code	Hold
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.05	0.30				0.10	0.19			0.42	0.04

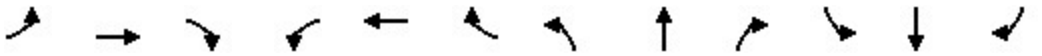
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 60.5			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 10.3		Intersection LOS: B	
Intersection Capacity Utilization 60.7%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 66.4			
70th %ile Actuated Cycle: 65.5			
50th %ile Actuated Cycle: 64.8			
30th %ile Actuated Cycle: 53			
10th %ile Actuated Cycle: 53			

Splits and Phases: 4: Plainsboro Road & Site Driveway & Campus Road

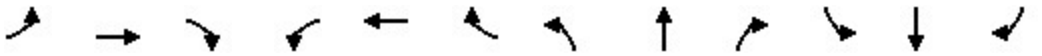


Lane Group	Ø4
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	208	4	39	292	0	30	0	78	3	0	4
Future Volume (vph)	1	208	4	39	292	0	30	0	78	3	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997							0.850		0.916	
Flt Protected					0.994			0.950			0.982	
Satd. Flow (prot)	0	1850	0	0	1823	0	0	1805	1538	0	1521	0
Flt Permitted					0.942			0.950			0.982	
Satd. Flow (perm)	0	1850	0	0	1728	0	0	1805	1538	0	1521	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2							164		164	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		573			1323			259			404	
Travel Time (s)		15.6			36.1			7.1			11.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	100%	1%	50%	8%	3%	0%	0%	0%	5%	33%	0%	0%
Adj. Flow (vph)	1	236	5	44	332	0	34	0	89	3	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	242	0	0	376	0	0	34	89	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			0	
Link Offset(ft)		0			0			0			0	
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	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	1 2			2		3	3		4	4	
Permitted Phases	1 2			2					3			
Detector Phase	1	1 2		2	2		3	3	3	4	4	
Switch Phase												

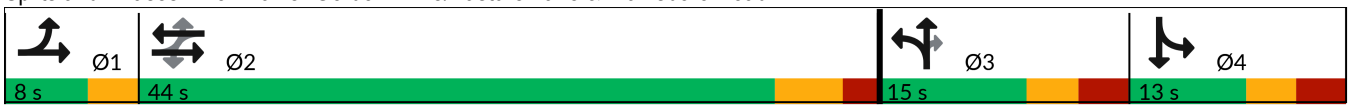


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0			38.0	38.0		7.0	7.0	7.0	5.0	5.0	
Minimum Split (s)	8.0			44.0	44.0		13.0	13.0	13.0	11.0	11.0	
Total Split (s)	8.0			44.0	44.0		15.0	15.0	15.0	13.0	13.0	
Total Split (%)	10.0%			55.0%	55.0%		18.8%	18.8%	18.8%	16.3%	16.3%	
Maximum Green (s)	5.0			38.0	38.0		9.0	9.0	9.0	7.0	7.0	
Yellow Time (s)	3.0			4.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.0			2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)					0.0			0.0	0.0		0.0	
Total Lost Time (s)					6.0			6.0	6.0		6.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None			Min	Min		None	None	None	None	None	
Act Effct Green (s)		50.5			38.6			7.3	7.3		5.1	
Actuated g/C Ratio		0.78			0.60			0.11	0.11		0.08	
v/c Ratio		0.17			0.37			0.17	0.28		0.03	
Control Delay (s/veh)		3.7			9.9			31.0	2.8		0.1	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)		3.7			9.9			31.0	2.8		0.1	
LOS		A			A			C	A		A	
Approach Delay (s/veh)		3.7			9.9			10.6			0.1	
Approach LOS		A			A			B			A	
90th %ile Green (s)	5.0			38.0	38.0		7.9	7.9	7.9	5.0	5.0	
90th %ile Term Code	Max			Max	Max		Gap	Gap	Gap	Min	Min	
70th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
70th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
50th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
50th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
30th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
30th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
10th %ile Green (s)	5.0			38.0	38.0		0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Max			Max	Max		Skip	Skip	Skip	Skip	Skip	
Stops (vph)		56			168			29	1		0	
Fuel Used(gal)		2			6			0	0		0	
CO Emissions (g/hr)		167			411			26	15		2	
NOx Emissions (g/hr)		33			80			5	3		0	
VOC Emissions (g/hr)		39			95			6	4		0	
Dilemma Vehicles (#)		0			0			0	0		0	
Queue Length 50th (ft)		19			70			13	0		0	
Queue Length 95th (ft)		69			171			40	4		0	
Internal Link Dist (ft)		493			1243			179			324	
Turn Bay Length (ft)												
Base Capacity (vph)		1443			1029			254	357		313	
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		0.17			0.37			0.13	0.25		0.03	

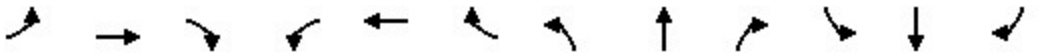
Intersection Summary

Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 64.8			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay (s/veh): 7.9		Intersection LOS: A	
Intersection Capacity Utilization 60.3%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 76.9			
70th %ile Actuated Cycle: 65			
50th %ile Actuated Cycle: 65			
30th %ile Actuated Cycle: 65			
10th %ile Actuated Cycle: 52			

Splits and Phases: 5: Walker Gordon Drive/Pasture Lane & Plainsboro Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	645	11	56	129	5	30	0	74	5	0	1
Future Volume (vph)	1	645	11	56	129	5	30	0	74	5	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.997				0.850		0.977	
Flt Protected					0.985			0.950			0.960	
Satd. Flow (prot)	0	1875	0	0	1834	0	0	1641	1615	0	1527	0
Flt Permitted					0.727			0.950			0.960	
Satd. Flow (perm)	0	1875	0	0	1353	0	0	1641	1615	0	1527	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2				164		164	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		573			1323			259			404	
Travel Time (s)		15.6			36.1			7.1			11.0	
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%	1%	9%	2%	1%	20%	10%	0%	0%	20%	0%	0%
Adj. Flow (vph)	1	701	12	61	140	5	33	0	80	5	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	714	0	0	206	0	0	33	80	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			0	
Link Offset(ft)		0			0			0			0	
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	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	1 2			2		3	3		4	4	
Permitted Phases	1 2			2					3			
Detector Phase	1	1 2		2	2		3	3	3	4	4	
Switch Phase												

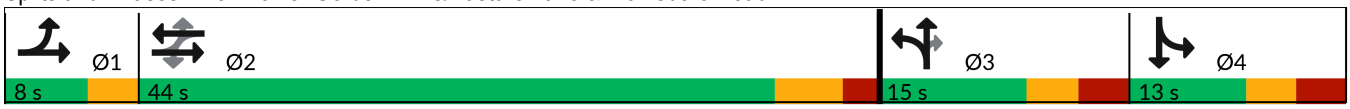


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0			38.0	38.0		7.0	7.0	7.0	5.0	5.0	
Minimum Split (s)	8.0			44.0	44.0		13.0	13.0	13.0	11.0	11.0	
Total Split (s)	8.0			44.0	44.0		15.0	15.0	15.0	13.0	13.0	
Total Split (%)	10.0%			55.0%	55.0%		18.8%	18.8%	18.8%	16.3%	16.3%	
Maximum Green (s)	5.0			38.0	38.0		9.0	9.0	9.0	7.0	7.0	
Yellow Time (s)	3.0			4.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.0			2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)					0.0			0.0	0.0		0.0	
Total Lost Time (s)					6.0			6.0	6.0		6.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None			Min	Min		None	None	None	None	None	
Act Effct Green (s)		50.5			38.6			7.3	7.3		5.1	
Actuated g/C Ratio		0.78			0.60			0.11	0.11		0.08	
v/c Ratio		0.49			0.26			0.18	0.24		0.02	
Control Delay (s/veh)		5.9			9.3			31.4	1.8		0.2	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)		5.9			9.3			31.4	1.8		0.2	
LOS		A			A			C	A		A	
Approach Delay (s/veh)		5.9			9.3			10.4			0.2	
Approach LOS		A			A			B			A	
90th %ile Green (s)	5.0			38.0	38.0		8.2	8.2	8.2	5.0	5.0	
90th %ile Term Code	Max			Max	Max		Gap	Gap	Gap	Min	Min	
70th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
70th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
50th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
50th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
30th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
30th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
10th %ile Green (s)	5.0			38.0	38.0		0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Max			Max	Max		Skip	Skip	Skip	Skip	Skip	
Stops (vph)		245			89			30	0		0	
Fuel Used(gal)		8			3			0	0		0	
CO Emissions (g/hr)		556			232			26	13		1	
NOx Emissions (g/hr)		108			45			5	3		0	
VOC Emissions (g/hr)		129			54			6	3		0	
Dilemma Vehicles (#)		0			0			0	0		0	
Queue Length 50th (ft)		80			35			12	0		0	
Queue Length 95th (ft)		274			100			41	0		0	
Internal Link Dist (ft)		493			1243			179			324	
Turn Bay Length (ft)												
Base Capacity (vph)		1461			806			231	368		313	
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		0.49			0.26			0.14	0.22		0.02	

Intersection Summary

Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 64.8			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay (s/veh): 7.0		Intersection LOS: A	
Intersection Capacity Utilization 70.7%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 77.2			
70th %ile Actuated Cycle: 65			
50th %ile Actuated Cycle: 65			
30th %ile Actuated Cycle: 65			
10th %ile Actuated Cycle: 52			

Splits and Phases: 5: Walker Gordon Drive/Pasture Lane & Plainsboro Road



Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	173	1001	1127	65	12	31
Future Vol, veh/h	173	1001	1127	65	12	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	None
Storage Length	200	-	-	275	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	3	3	0	0	3
Mvmt Flow	190	1100	1238	71	13	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1238	0	-	0	2169	619
Stage 1	-	-	-	-	1238	-
Stage 2	-	-	-	-	930	-
Critical Hdwy	4.12	-	-	-	6.8	6.96
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.21	-	-	-	3.5	3.33
Pot Cap-1 Maneuver	564	-	-	0	41	429
Stage 1	-	-	-	0	241	-
Stage 2	-	-	-	0	349	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	564	-	-	-	27	429
Mov Cap-2 Maneuver	-	-	-	-	27	-
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	349	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.15	0	73.53
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	564	-	-	27	429
HCM Lane V/C Ratio	0.337	-	-	0.485	0.079
HCM Ctrl Dly (s/v)	14.6	-	-	227	14.1
HCM Lane LOS	B	-	-	F	B
HCM 95th %tile Q(veh)	1.5	-	-	1.5	0.3

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	1018	1035	10	63	141
Future Vol, veh/h	20	1018	1035	10	63	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	None
Storage Length	200	-	-	275	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	0	1
Mvmt Flow	22	1107	1125	11	68	153

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1125	0	-	0	1722	563
Stage 1	-	-	-	-	1125	-
Stage 2	-	-	-	-	597	-
Critical Hdwy	4.1	-	-	-	6.8	6.92
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.31
Pot Cap-1 Maneuver	628	-	-	0	82	472
Stage 1	-	-	-	0	276	-
Stage 2	-	-	-	0	518	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	628	-	-	-	79	472
Mov Cap-2 Maneuver	-	-	-	-	79	-
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	518	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.21	0	59.59
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	628	-	-	79	472
HCM Lane V/C Ratio	0.035	-	-	0.865	0.324
HCM Ctrl Dly (s/v)	10.9	-	-	156.6	16.2
HCM Lane LOS	B	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	4.4	1.4

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	842	157	19	1189	4	1
Future Vol, veh/h	842	157	19	1189	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	150	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	1	0	2	25	100
Mvmt Flow	925	173	21	1307	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	925	0	1620	463
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	695	-
Critical Hdwy	-	-	4.1	-	7.3	8.9
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.3	-
Follow-up Hdwy	-	-	2.2	-	3.75	4.3
Pot Cap-1 Maneuver	-	0	747	-	74	347
Stage 1	-	0	-	-	296	-
Stage 2	-	0	-	-	400	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	747	-	72	347
Mov Cap-2 Maneuver	-	-	-	-	72	-
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	389	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.16	49.47
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	72	347	-	747	-
HCM Lane V/C Ratio	0.061	0.003	-	0.028	-
HCM Ctrl Dly (s/v)	58	15.4	-	10	-
HCM Lane LOS	F	C	-	A	-
HCM 95th %tile Q(veh)	0.2	0	-	0.1	-

Intersection	
Int Delay, s/veh	10.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1078	4	1	946	92	5
Future Vol, veh/h	1078	4	1	946	92	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	150	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	20
Mvmt Flow	1172	4	1	1028	100	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1172	0	1688	586
Stage 1	-	-	-	-	1172	-
Stage 2	-	-	-	-	516	-
Critical Hdwy	-	-	4.1	-	6.8	7.3
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.5
Pot Cap-1 Maneuver	-	0	603	-	~ 86	411
Stage 1	-	0	-	-	261	-
Stage 2	-	0	-	-	569	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	603	-	~ 86	411
Mov Cap-2 Maneuver	-	-	-	-	~ 86	-
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	223.53
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	86	411	-	603	-
HCM Lane V/C Ratio	1.16	0.013	-	0.002	-
HCM Ctrl Dly (s/v)	234.9	13.9	-	11	-
HCM Lane LOS	F	B	-	B	-
HCM 95th %tile Q(veh)	7	0	-	0	-

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

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	122	173	7	299	36	97
Future Vol, veh/h	122	173	7	299	36	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	6	2	0	1	0	2
Mvmt Flow	137	194	8	336	40	109

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	331	0	586	234
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	352	-
Critical Hdwy	-	-	4.1	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1239	-	476	805
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	717	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1239	-	472	805
Mov Cap-2 Maneuver	-	-	-	-	472	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	711	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.18	11.83
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	676	-	-	41	-
HCM Lane V/C Ratio	0.221	-	-	0.006	-
HCM Ctrl Dly (s/v)	11.8	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	302	429	62	164	31	85
Future Vol, veh/h	302	429	62	164	31	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	0	1	0	1
Mvmt Flow	325	461	67	176	33	91

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	786	0	865	555
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	310	-
Critical Hdwy	-	-	4.1	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	842	-	327	533
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	749	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	842	-	298	533
Mov Cap-2 Maneuver	-	-	-	-	298	-
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	683	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.65	16.38
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	440	-	-	494	-
HCM Lane V/C Ratio	0.283	-	-	0.079	-
HCM Ctrl Dly (s/v)	16.4	-	-	9.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.3	-

Intersection	
Int Delay, s/veh	9.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	210	10	96	134	0	172	0	16	1	0	0
Future Vol, veh/h	1	210	10	96	134	0	172	0	16	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	3	22	5	6	0	2	0	13	0	0	0
Mvmt Flow	1	247	12	113	158	0	202	0	19	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	0	259	0	0	639	639	253	633	645	158
Stage 1	-	-	-	-	-	-	255	255	-	384	384	-
Stage 2	-	-	-	-	-	-	384	384	-	249	261	-
Critical Hdwy	4.1	-	-	4.15	-	-	7.12	6.5	6.33	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.245	-	-	3.518	4	3.417	3.5	4	3.3
Pot Cap-1 Maneuver	1434	-	-	1289	-	-	389	397	760	395	394	893
Stage 1	-	-	-	-	-	-	749	700	-	643	615	-
Stage 2	-	-	-	-	-	-	639	615	-	759	696	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1434	-	-	1289	-	-	351	358	760	348	355	893
Mov Cap-2 Maneuver	-	-	-	-	-	-	351	358	-	348	355	-
Stage 1	-	-	-	-	-	-	748	699	-	582	556	-
Stage 2	-	-	-	-	-	-	578	556	-	740	695	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	3.37	28.47	15.38
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	368	8	-	-	751	-	-	348
HCM Lane V/C Ratio	0.601	0.001	-	-	0.088	-	-	0.003
HCM Ctrl Dly (s/v)	28.5	7.5	0	-	8.1	0	-	15.4
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	3.8	0	-	-	0.3	-	-	0

Intersection	
Int Delay, s/veh	5.4

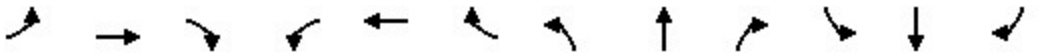
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	372	15	144	138	0	88	0	12	1	2	0
Future Vol, veh/h	1	372	15	144	138	0	88	0	12	1	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	1	1	0	3	0	0	0	50	0
Mvmt Flow	1	392	16	152	145	0	93	0	13	1	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	145	0	0	407	0	0	851	850	399	842	858	145
Stage 1	-	-	-	-	-	-	402	402	-	448	448	-
Stage 2	-	-	-	-	-	-	449	448	-	394	409	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.13	6.5	6.2	7.1	7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.527	4	3.3	3.5	4.45	3.3
Pot Cap-1 Maneuver	1449	-	-	1157	-	-	279	300	655	286	248	907
Stage 1	-	-	-	-	-	-	623	604	-	594	499	-
Stage 2	-	-	-	-	-	-	587	576	-	635	521	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1449	-	-	1157	-	-	237	257	655	240	212	907
Mov Cap-2 Maneuver	-	-	-	-	-	-	237	257	-	240	212	-
Stage 1	-	-	-	-	-	-	623	604	-	509	428	-
Stage 2	-	-	-	-	-	-	501	494	-	622	521	-

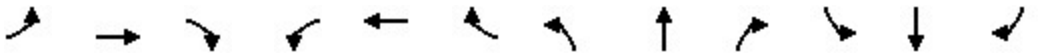
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.02	4.38	28.47	21.55
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	257	5	-	-	919	-	-	221
HCM Lane V/C Ratio	0.41	0.001	-	-	0.131	-	-	0.014
HCM Ctrl Dly (s/v)	28.5	7.5	0	-	8.6	0	-	21.5
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.9	0	-	-	0.5	-	-	0

2028 NO-BUILD CONDITION
WITH APPROVED GDP



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1383	263	200	815	198	179	69	84	76	29	86
Future Volume (vph)	136	1383	263	200	815	198	179	69	84	76	29	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		150	175		0	0		0	0		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	80			50			25			25		
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	0.978		0.950		
Satd. Flow (prot)	1805	5136	1553	3433	5036	1615	1681	1703	1553	1805	1900	1568
Flt Permitted	0.950			0.950			0.950	0.978		0.950		
Satd. Flow (perm)	1805	5136	1553	3433	5036	1615	1681	1703	1553	1805	1900	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161			206			130			130
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		592			333			381			630	
Travel Time (s)		8.1			4.5			7.4			12.3	
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 (%)	0%	1%	4%	2%	3%	0%	2%	5%	4%	0%	0%	3%
Adj. Flow (vph)	142	1441	274	208	849	206	186	72	88	79	30	90
Shared Lane Traffic (%)							32%					
Lane Group Flow (vph)	142	1441	274	208	849	206	126	132	88	79	30	90
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			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		40			45			30			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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	5.0	0.0	0.0	5.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	2		1	2		3	3		4	4	

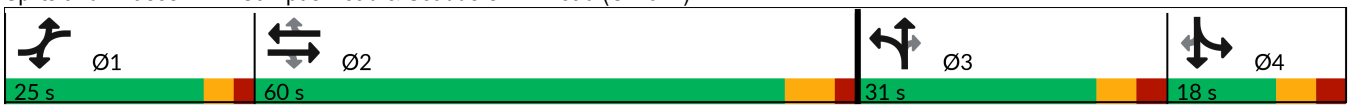


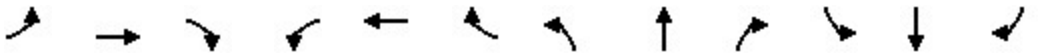
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2			3			4
Detector Phase	1	2	2	1	2	2	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
Minimum Split (s)	15.0	37.0	37.0	15.0	37.0	37.0	27.0	27.0	27.0	13.0	13.0	13.0
Total Split (s)	25.0	60.0	60.0	25.0	60.0	60.0	31.0	31.0	31.0	18.0	18.0	18.0
Total Split (%)	18.7%	44.8%	44.8%	18.7%	44.8%	44.8%	23.1%	23.1%	23.1%	13.4%	13.4%	13.4%
Maximum Green (s)	20.0	53.0	53.0	20.0	53.0	53.0	24.0	24.0	24.0	11.0	11.0	11.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
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
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	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	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	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	14.1	45.6	45.6	14.1	45.6	45.6	20.3	20.3	20.3	9.0	9.0	9.0
Actuated g/C Ratio	0.12	0.40	0.40	0.12	0.40	0.40	0.18	0.18	0.18	0.08	0.08	0.08
v/c Ratio	0.64	0.71	0.39	0.50	0.43	0.27	0.43	0.44	0.23	0.56	0.20	0.37
Control Delay (s/veh)	64.0	31.7	11.8	52.9	26.2	4.1	51.1	51.3	3.8	70.3	57.0	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.0	31.7	11.8	52.9	26.2	4.1	51.1	51.3	3.8	70.3	57.0	7.4
LOS	E	C	B	D	C	A	D	D	A	E	E	A
Approach Delay (s/veh)		31.2			27.0			39.1			39.8	
Approach LOS		C			C			D			D	
90th %ile Green (s)	20.0	53.0	53.0	20.0	53.0	53.0	20.1	20.1	20.1	11.0	11.0	11.0
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Gap	Gap	Gap	Max	Max	Max
70th %ile Green (s)	16.5	53.0	53.0	16.5	53.0	53.0	20.0	20.0	20.0	11.0	11.0	11.0
70th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Min	Min	Min	Max	Max	Max
50th %ile Green (s)	14.0	50.0	50.0	14.0	50.0	50.0	20.0	20.0	20.0	9.8	9.8	9.8
50th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Min	Min	Min	Gap	Gap	Gap
30th %ile Green (s)	11.2	41.7	41.7	11.2	41.7	41.7	20.0	20.0	20.0	7.8	7.8	7.8
30th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Min	Min	Min	Gap	Gap	Gap
10th %ile Green (s)	10.0	31.9	31.9	10.0	31.9	31.9	20.0	20.0	20.0	6.0	6.0	6.0
10th %ile Term Code	Min	Gap	Gap	Min	Gap	Gap	Min	Min	Min	Min	Min	Min
Stops (vph)	125	1107	73	178	561	17	105	110	4	70	26	4
Fuel Used(gal)	4	31	3	6	19	2	4	4	1	2	1	1
CO Emissions (g/hr)	294	2174	192	442	1314	129	245	258	78	137	46	38
NOx Emissions (g/hr)	57	423	37	86	256	25	48	50	15	27	9	7
VOC Emissions (g/hr)	68	504	44	102	305	30	57	60	18	32	11	9
Dilemma Vehicles (#)	0	53	0	0	31	0	0	4	0	0	1	0
Queue Length 50th (ft)	107	325	54	78	165	0	93	97	0	60	22	0
Queue Length 95th (ft)	182	417	131	122	223	48	173	180	16	119	56	20
Internal Link Dist (ft)		512			253			301			550	
Turn Bay Length (ft)	415		150	175								
Base Capacity (vph)	317	2393	809	603	2346	862	354	359	430	174	183	269
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.45	0.60	0.34	0.34	0.36	0.24	0.36	0.37	0.20	0.45	0.16	0.33

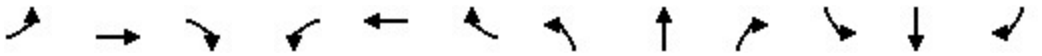
Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 115.4			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 31.0		Intersection LOS: C	
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 130.1			
70th %ile Actuated Cycle: 126.5			
50th %ile Actuated Cycle: 119.8			
30th %ile Actuated Cycle: 106.7			
10th %ile Actuated Cycle: 93.9			

Splits and Phases: 1: Campus Road & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	847	151	57	1368	111	475	48	126	132	80	143
Future Volume (vph)	121	847	151	57	1368	111	475	48	126	132	80	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		150	175		0	0		0	0		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	80			50			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.961		0.950		
Satd. Flow (prot)	1805	5136	1583	3433	5187	1615	1698	1705	1615	1805	1900	1583
Flt Permitted	0.950			0.950			0.950	0.961		0.950		
Satd. Flow (perm)	1805	5136	1583	3433	5187	1615	1698	1705	1615	1805	1900	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			152			130			134			152
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		592			333			381			630	
Travel Time (s)		8.1			4.5			7.4			12.3	
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 (%)	0%	1%	2%	2%	0%	0%	1%	5%	0%	0%	0%	2%
Adj. Flow (vph)	129	901	161	61	1455	118	505	51	134	140	85	152
Shared Lane Traffic (%)							45%					
Lane Group Flow (vph)	129	901	161	61	1455	118	278	278	134	140	85	152
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			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		40			45			30			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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	5.0	0.0	0.0	5.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	2		1	2		3	3		4	4	

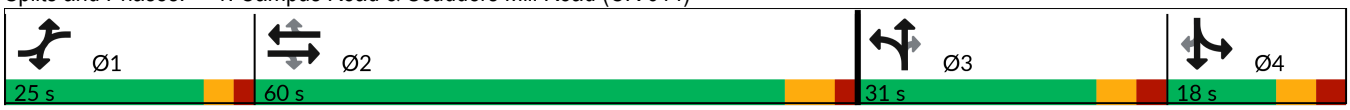


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2			3			4
Detector Phase	1	2	2	1	2	2	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
Minimum Split (s)	15.0	37.0	37.0	15.0	37.0	37.0	27.0	27.0	27.0	13.0	13.0	13.0
Total Split (s)	25.0	60.0	60.0	25.0	60.0	60.0	31.0	31.0	31.0	18.0	18.0	18.0
Total Split (%)	18.7%	44.8%	44.8%	18.7%	44.8%	44.8%	23.1%	23.1%	23.1%	13.4%	13.4%	13.4%
Maximum Green (s)	20.0	53.0	53.0	20.0	53.0	53.0	24.0	24.0	24.0	11.0	11.0	11.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
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
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	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	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	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	13.6	45.8	45.8	13.6	45.8	45.8	23.1	23.1	23.1	11.1	11.1	11.1
Actuated g/C Ratio	0.11	0.38	0.38	0.11	0.38	0.38	0.19	0.19	0.19	0.09	0.09	0.09
v/c Ratio	0.63	0.46	0.23	0.16	0.74	0.17	0.85	0.85	0.32	0.84	0.48	0.54
Control Delay (s/veh)	66.5	28.7	5.4	50.9	34.5	3.9	72.2	71.6	9.7	93.5	65.1	16.1
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)	66.5	28.7	5.4	50.9	34.5	3.9	72.2	71.6	9.7	93.5	65.1	16.1
LOS	E	C	A	D	C	A	E	E	A	F	E	B
Approach Delay (s/veh)		29.6			32.9			59.8			55.9	
Approach LOS		C			C			E			E	
90th %ile Green (s)	19.3	53.0	53.0	19.3	53.0	53.0	24.0	24.0	24.0	11.0	11.0	11.0
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	15.8	53.0	53.0	15.8	53.0	53.0	24.0	24.0	24.0	11.0	11.0	11.0
70th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Max	Max	Max	Max	Max	Max
50th %ile Green (s)	13.3	49.4	49.4	13.3	49.4	49.4	24.0	24.0	24.0	11.0	11.0	11.0
50th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Max	Max	Max	Max	Max	Max
30th %ile Green (s)	10.7	41.7	41.7	10.7	41.7	41.7	23.2	23.2	23.2	11.0	11.0	11.0
30th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Gap	Gap	Gap	Max	Max	Max
10th %ile Green (s)	10.0	33.4	33.4	10.0	33.4	33.4	20.0	20.0	20.0	11.0	11.0	11.0
10th %ile Term Code	Min	Gap	Gap	Min	Gap	Gap	Min	Min	Min	Max	Max	Max
Stops (vph)	112	604	17	49	1123	8	225	226	18	110	72	21
Fuel Used(gal)	4	17	1	2	37	1	9	9	2	4	2	1
CO Emissions (g/hr)	267	1216	70	122	2561	70	607	606	133	275	137	89
NOx Emissions (g/hr)	52	237	14	24	498	14	118	118	26	54	27	17
VOC Emissions (g/hr)	62	282	16	28	593	16	141	140	31	64	32	21
Dilemma Vehicles (#)	0	31	0	0	51	0	0	9	0	0	3	0
Queue Length 50th (ft)	101	189	4	23	351	0	227	227	0	112	66	0
Queue Length 95th (ft)	172	247	49	45	438	32	#427	#426	57	#256	130	67
Internal Link Dist (ft)		512			253			301			550	
Turn Bay Length (ft)	415		150	175								
Base Capacity (vph)	304	2293	791	578	2316	793	343	344	433	167	176	284
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

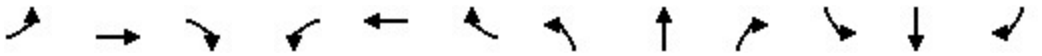
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.42	0.39	0.20	0.11	0.63	0.15	0.81	0.81	0.31	0.84	0.48	0.54

Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 120			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 38.9		Intersection LOS: D	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 133.3			
70th %ile Actuated Cycle: 129.8			
50th %ile Actuated Cycle: 123.7			
30th %ile Actuated Cycle: 112.6			
10th %ile Actuated Cycle: 100.4			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Campus Road & Scudders Mill Road (CR 614)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	671	41	149	1365	138	11	0	14	17	0	34
Future Volume (vph)	154	671	41	149	1365	138	11	0	14	17	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		275	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1805	3471	1538	1787	3539	1615	0	1805	1509	0	1805	1568
Flt Permitted	0.950			0.950				0.800			0.800	
Satd. Flow (perm)	1805	3471	1538	1787	3539	1615	0	1520	1509	0	1520	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			138			89			89
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1286			1017			363			380	
Travel Time (s)		17.5			13.9			9.9			10.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	4%	5%	1%	2%	0%	0%	0%	7%	0%	0%	3%
Adj. Flow (vph)	166	722	44	160	1468	148	12	0	15	18	0	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	722	44	160	1468	148	0	12	15	0	18	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)		24			24			24			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			50			50			40	
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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		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	2		1	2			3			3	

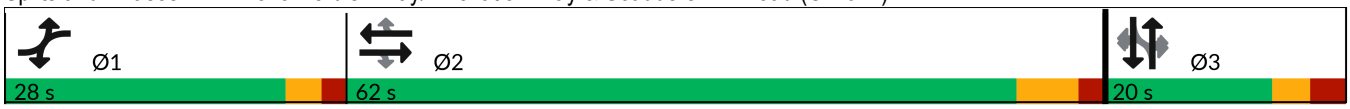


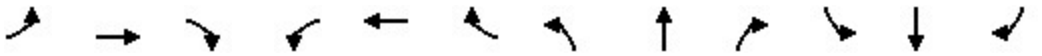
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2	3		3	3		3
Detector Phase	1	2	2	1	2	2	3	3	3	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	55.0	55.0	5.0	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	62.0	62.0	10.0	62.0	62.0	12.0	12.0	12.0	12.0	12.0	12.0
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
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
Act Effct Green (s)	12.6	55.6	55.6	12.6	55.6	55.6		6.5	6.5		6.5	6.5
Actuated g/C Ratio	0.14	0.62	0.62	0.14	0.62	0.62		0.07	0.07		0.07	0.07
v/c Ratio	0.66	0.34	0.04	0.64	0.67	0.14		0.11	0.08		0.17	0.19
Control Delay (s/veh)	50.2	10.1	0.8	49.4	14.8	2.5		44.3	0.8		45.6	2.1
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)	50.2	10.1	0.8	49.4	14.8	2.5		44.3	0.8		45.6	2.1
LOS	D	B	A	D	B	A		D	A		D	A
Approach Delay (s/veh)		16.8			16.9			20.1			16.4	
Approach LOS		B			B			C			B	
90th %ile Green (s)	18.5	55.0	55.0	18.5	55.0	55.0	7.8	7.8	7.8	7.8	7.8	7.8
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	15.0	55.0	55.0	15.0	55.0	55.0	6.5	6.5	6.5	6.5	6.5	6.5
70th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	12.7	55.0	55.0	12.7	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
50th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Min	Min	Min	Min	Min	Min
30th %ile Green (s)	10.6	55.0	55.0	10.6	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
30th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Min	Min	Min	Min	Min	Min
10th %ile Green (s)	7.3	55.0	55.0	7.3	55.0	55.0	0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Skip	Skip	Skip	Skip	Skip	Skip
Stops (vph)	138	311	1	133	863	14		12	0		18	0
Fuel Used(gal)	5	12	0	5	33	2		0	0		0	0
CO Emissions (g/hr)	346	812	25	363	2276	127		13	3		20	9
NOx Emissions (g/hr)	67	158	5	71	443	25		2	1		4	2
VOC Emissions (g/hr)	80	188	6	84	528	30		3	1		5	2
Dilemma Vehicles (#)	0	37	0	0	76	0		0	0		0	0
Queue Length 50th (ft)	93	102	0	89	282	2		7	0		10	0
Queue Length 95th (ft)	161	167	5	156	438	29		25	0		33	0
Internal Link Dist (ft)		1206			937			283			300	
Turn Bay Length (ft)	275		275	350		250						
Base Capacity (vph)	466	2144	980	461	2186	1050		239	312		239	321
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.36	0.34	0.04	0.35	0.67	0.14		0.05	0.05		0.08	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 89.9			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 16.9		Intersection LOS: B	
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 99.3			
70th %ile Actuated Cycle: 94.5			
50th %ile Actuated Cycle: 91.7			
30th %ile Actuated Cycle: 89.6			
10th %ile Actuated Cycle: 74.3			

Splits and Phases: 2: Novo Nordisk Way/Innovation Way & Scudders Mill Road (CR 614)





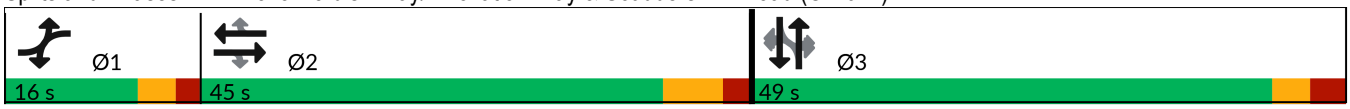
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1222	11	15	776	16	37	0	105	111	1	163
Future Volume (vph)	27	1222	11	15	776	16	37	0	105	111	1	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		275	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.953	
Satd. Flow (prot)	1805	3574	1615	1687	3574	1615	0	1805	1615	0	1811	1615
Flt Permitted	0.950			0.950				0.684			0.700	
Satd. Flow (perm)	1805	3574	1615	1687	3574	1615	0	1300	1615	0	1330	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			79			107			166
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1286			1017			363			380	
Travel Time (s)		17.5			13.9			9.9			10.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	7%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	28	1247	11	15	792	16	38	0	107	113	1	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	1247	11	15	792	16	0	38	107	0	114	166
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			24			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			50			50			40	
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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		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	2		1	2			3			3	

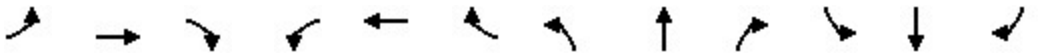
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2	3		3	3		3
Detector Phase	1	2	2	1	2	2	3	3	3	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	38.0	38.0	5.0	38.0	38.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	45.0	45.0	10.0	45.0	45.0	12.0	12.0	12.0	12.0	12.0	12.0
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
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
Act Effct Green (s)	5.8	38.7	38.7	5.8	38.7	38.7		10.6	10.6		10.6	10.6
Actuated g/C Ratio	0.08	0.56	0.56	0.08	0.56	0.56		0.15	0.15		0.15	0.15
v/c Ratio	0.18	0.62	0.01	0.10	0.39	0.02		0.19	0.32		0.56	0.43
Control Delay (s/veh)	35.5	13.8	0.0	34.5	10.9	0.1		28.7	8.9		38.9	8.7
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)	35.5	13.8	0.0	34.5	10.9	0.1		28.7	8.9		38.9	8.7
LOS	D	B	A	C	B	A		C	A		D	A
Approach Delay (s/veh)		14.2			11.2			14.1			21.0	
Approach LOS		B			B			B			C	
90th %ile Green (s)	7.4	38.0	38.0	7.4	38.0	38.0	16.7	16.7	16.7	16.7	16.7	16.7
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	6.3	38.0	38.0	6.3	38.0	38.0	13.5	13.5	13.5	13.5	13.5	13.5
70th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	5.5	38.0	38.0	5.5	38.0	38.0	10.5	10.5	10.5	10.5	10.5	10.5
50th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	0.0	38.0	38.0	0.0	38.0	38.0	7.9	7.9	7.9	7.9	7.9	7.9
30th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	0.0	38.0	38.0	0.0	38.0	38.0	6.0	6.0	6.0	6.0	6.0	6.0
10th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Min	Min	Min	Min	Min	Min
Stops (vph)	26	787	0	17	415	0		32	21		96	27
Fuel Used(gal)	1	25	0	1	17	0		0	1		2	1
CO Emissions (g/hr)	57	1782	6	37	1171	12		32	42		113	64
NOx Emissions (g/hr)	11	347	1	7	228	2		6	8		22	13
VOC Emissions (g/hr)	13	413	1	9	271	3		7	10		26	15
Dilemma Vehicles (#)	0	89	0	0	56	0		0	0		0	0
Queue Length 50th (ft)	12	196	0	6	104	0		15	0		48	0
Queue Length 95th (ft)	37	330	0	25	181	0		41	39		99	48
Internal Link Dist (ft)		1206			937			283			300	
Turn Bay Length (ft)	275		275	350		250						
Base Capacity (vph)	294	2012	943	274	2012	943		828	1067		847	1089
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.10	0.62	0.01	0.05	0.39	0.02		0.05	0.10		0.13	0.15

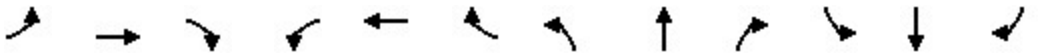
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 68.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 13.9		Intersection LOS: B	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 80.1			
70th %ile Actuated Cycle: 75.8			
50th %ile Actuated Cycle: 72			
30th %ile Actuated Cycle: 58.9			
10th %ile Actuated Cycle: 57			

Splits and Phases: 2: Novo Nordisk Way/Innovation Way & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	649	3	2	1490	421	9	3	2	196	0	170
Future Volume (vph)	51	649	3	2	1490	421	9	3	2	196	0	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	75		275	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			25			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.979				0.850
Flt Protected	0.950			0.950				0.969		0.950	0.950	
Satd. Flow (prot)	1805	3438	1615	1805	3539	1599	0	3425	0	1665	1665	1615
Flt Permitted	0.950			0.950				0.969		0.950	0.950	
Satd. Flow (perm)	1805	3438	1615	1805	3539	1599	0	3425	0	1665	1665	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			322		2				179
Link Speed (mph)		50			50			40			40	
Link Distance (ft)		740			926			518			529	
Travel Time (s)		10.1			12.6			8.8			9.0	
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%	5%	0%	0%	2%	1%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	54	683	3	2	1568	443	9	3	2	206	0	179
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	54	683	3	2	1568	443	0	14	0	103	103	179
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			18			12			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		45			45			16			35	
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	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

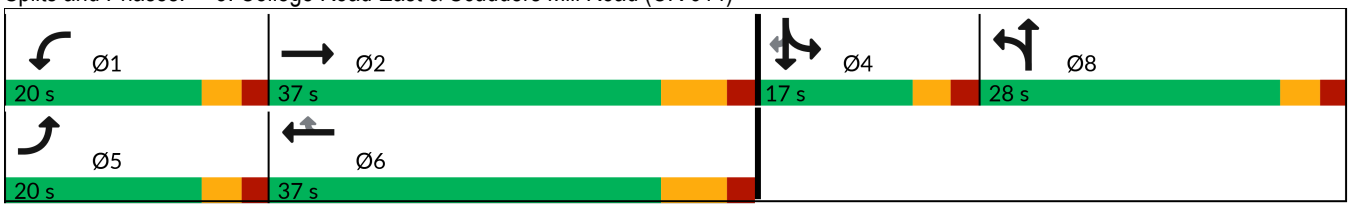


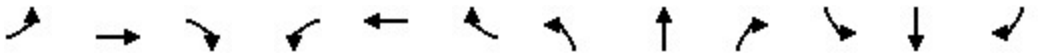
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	28.0	28.0		17.0	17.0	17.0
Total Split (%)	19.6%	36.3%		19.6%	36.3%	36.3%	27.5%	27.5%		16.7%	16.7%	16.7%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	23.0	23.0		12.0	12.0	12.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	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	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	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
Recall Mode	Min	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	6.9	40.5	64.7	6.1	30.4	30.4		6.1		8.4	8.4	8.4
Actuated g/C Ratio	0.11	0.63	1.00	0.09	0.47	0.47		0.09		0.13	0.13	0.13
v/c Ratio	0.28	0.32	0.00	0.01	0.94	0.48		0.04		0.47	0.47	0.49
Control Delay (s/veh)	32.5	8.2	0.0	31.0	31.8	6.2		28.5		34.9	34.9	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	32.5	8.2	0.0	31.0	31.8	6.2		28.5		34.9	34.9	10.2
LOS	C	A	A	C	C	A		C		C	C	B
Approach Delay (s/veh)		10.0			26.2			28.5			23.4	
Approach LOS		A			C			C			C	
90th %ile Green (s)	9.2	33.2		6.0	30.0	30.0	6.0	6.0		12.0	12.0	12.0
90th %ile Term Code	Gap	Hold		Min	Max	Max	Min	Min		Max	Max	Max
70th %ile Green (s)	7.2	42.2		0.0	30.0	30.0	0.0	0.0		9.6	9.6	9.6
70th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
50th %ile Green (s)	6.3	41.3		0.0	30.0	30.0	0.0	0.0		8.2	8.2	8.2
50th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	6.0	41.0		0.0	30.0	30.0	0.0	0.0		6.9	6.9	6.9
30th %ile Term Code	Min	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	6.0	41.0		0.0	30.0	30.0	0.0	0.0		6.0	6.0	6.0
10th %ile Term Code	Min	Hold		Skip	Max	Max	Skip	Skip		Min	Min	Min
Stops (vph)	46	289	0	4	1137	92		14		86	86	30
Fuel Used(gal)	2	13	0	0	36	4		0		2	2	1
CO Emissions (g/hr)	113	892	2	6	2506	309		18		132	132	88
NOx Emissions (g/hr)	22	173	0	1	488	60		4		26	26	17
VOC Emissions (g/hr)	26	207	1	1	581	72		4		31	31	20
Dilemma Vehicles (#)	0	41	0	0	107	0		1		0	6	0
Queue Length 50th (ft)	19	44	0	1	262	23		2		37	37	0
Queue Length 95th (ft)	58	172	0	8	#624	117		12		97	97	53
Internal Link Dist (ft)		660			846			438			449	
Turn Bay Length (ft)	200		200	75		275				100		
Base Capacity (vph)	423	2153	1615	423	1660	921		1233		312	312	448
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.13	0.32	0.00	0.00	0.94	0.48		0.01		0.33	0.33	0.40

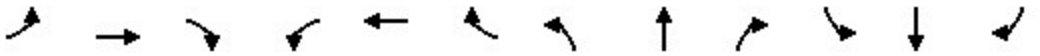
Intersection Summary			
Area Type:	Other		
Cycle Length: 102			
Actuated Cycle Length: 64.7			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 22.0		Intersection LOS: C	
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 79.2			
70th %ile Actuated Cycle: 63.8			
50th %ile Actuated Cycle: 61.5			
30th %ile Actuated Cycle: 59.9			
10th %ile Actuated Cycle: 59			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: College Road East & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	1323	8	11	730	176	5	2	8	379	3	74
Future Volume (vph)	119	1323	8	11	730	176	5	2	8	379	3	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	75		275	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			25			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.920				0.850
Flt Protected	0.950			0.950				0.984		0.950	0.953	
Satd. Flow (prot)	1805	3574	1615	1805	3539	1615	0	3268	0	1698	1703	1599
Flt Permitted	0.950			0.950				0.984		0.950	0.953	
Satd. Flow (perm)	1805	3574	1615	1805	3539	1615	0	3268	0	1698	1703	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			181		8				150
Link Speed (mph)		50			50			40			40	
Link Distance (ft)		740			926			518			529	
Travel Time (s)		10.1			12.6			8.8			9.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	123	1364	8	11	753	181	5	2	8	391	3	76
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	123	1364	8	11	753	181	0	15	0	195	199	76
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			18			12			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		45			45			16			35	
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	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

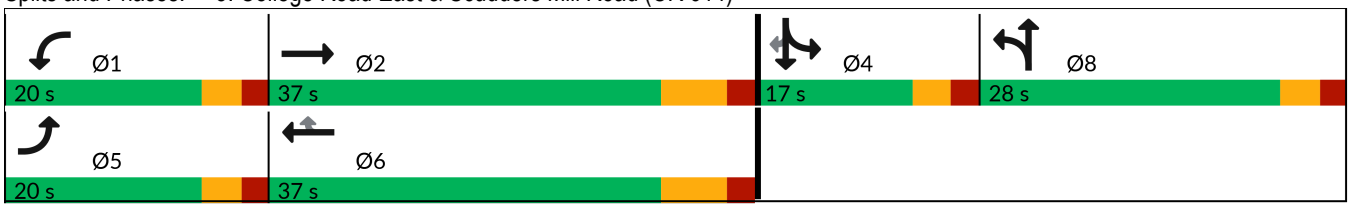


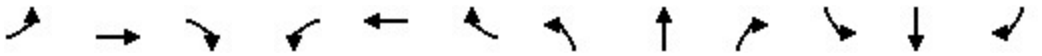
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	28.0	28.0		17.0	17.0	17.0
Total Split (%)	19.6%	36.3%		19.6%	36.3%	36.3%	27.5%	27.5%		16.7%	16.7%	16.7%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	23.0	23.0		12.0	12.0	12.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	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	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	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
Recall Mode	Min	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	9.2	42.6	70.5	6.1	30.2	30.2		6.0		12.1	12.1	12.1
Actuated g/C Ratio	0.13	0.60	1.00	0.09	0.43	0.43		0.09		0.17	0.17	0.17
v/c Ratio	0.53	0.63	0.00	0.07	0.50	0.23		0.05		0.67	0.68	0.19
Control Delay (s/veh)	37.7	12.5	0.0	34.0	17.1	3.7		25.1		42.6	43.3	1.1
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)	37.7	12.5	0.0	34.0	17.1	3.7		25.1		42.6	43.3	1.1
LOS	D	B	A	C	B	A		C		D	D	A
Approach Delay (s/veh)		14.6			14.7			25.1			36.2	
Approach LOS		B			B			C			D	
90th %ile Green (s)	13.8	37.7		6.1	30.0	30.0	6.0	6.0		12.0	12.0	12.0
90th %ile Term Code	Gap	Hold		Gap	Max	Max	Min	Min		Max	Max	Max
70th %ile Green (s)	10.3	45.3		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
70th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
50th %ile Green (s)	8.9	43.9		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
50th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
30th %ile Green (s)	7.6	42.6		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
30th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
10th %ile Green (s)	6.0	41.0		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
10th %ile Term Code	Min	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
Stops (vph)	104	781	0	13	505	21		12		157	160	0
Fuel Used(gal)	4	30	0	0	15	1		0		4	4	0
CO Emissions (g/hr)	268	2105	6	24	1019	104		17		270	277	20
NOx Emissions (g/hr)	52	410	1	5	198	20		3		52	54	4
VOC Emissions (g/hr)	62	488	1	6	236	24		4		63	64	5
Dilemma Vehicles (#)	0	76	0	0	51	0		1		0	12	0
Queue Length 50th (ft)	49	145	0	4	111	0		1		80	82	0
Queue Length 95th (ft)	111	417	0	21	225	40		11		#221	#226	1
Internal Link Dist (ft)		660			846			438			449	
Turn Bay Length (ft)	200		200	75		275				100		
Base Capacity (vph)	387	2159	1615	387	1518	795		1079		291	291	398
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.32	0.63	0.00	0.03	0.50	0.23		0.01		0.67	0.68	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 102			
Actuated Cycle Length: 70.5			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 18.1		Intersection LOS: B	
Intersection Capacity Utilization 73.0%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 83.8			
70th %ile Actuated Cycle: 69.3			
50th %ile Actuated Cycle: 67.9			
30th %ile Actuated Cycle: 66.6			
10th %ile Actuated Cycle: 65			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: College Road East & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	162	189	11	6	11	91	219	80	0	156	26
Future Volume (vph)	30	162	189	11	6	11	91	219	80	0	156	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.960				0.850
Flt Protected		0.992			0.968		0.950					
Satd. Flow (prot)	0	1876	1583	0	1839	1615	1787	1798	0	0	1792	1495
Flt Permitted		0.987					0.529					
Satd. Flow (perm)	0	1867	1583	0	1900	1615	995	1798	0	0	1792	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201			184		24				172
Link Speed (mph)		45			25			35			35	
Link Distance (ft)		481			370			413			250	
Travel Time (s)		7.3			10.1			8.0			4.9	
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 (%)	3%	0%	2%	0%	0%	0%	1%	2%	0%	0%	6%	8%
Adj. Flow (vph)	32	172	201	12	6	12	97	233	85	0	166	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	204	201	0	18	12	97	318	0	0	166	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	R NA	Right	Left	Left	Right
Median Width(ft)		0			3			12			0	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases	7	4 7			8		5	2			6	

Lane Group	Ø4
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)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4

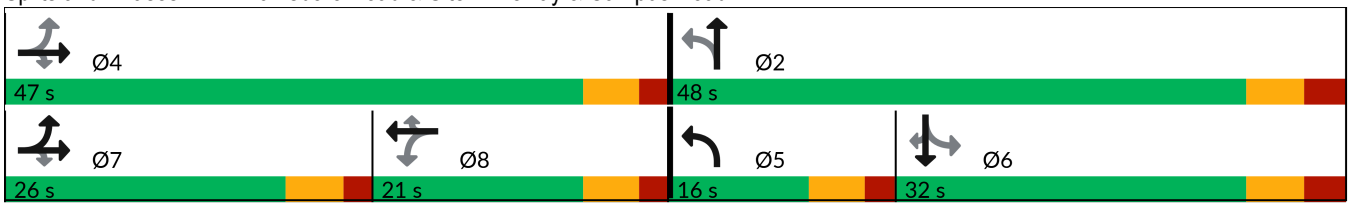
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4 7		4 7	8		8	2			6		6
Detector Phase	7	4 7	4 7	8	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0			5.0	5.0	5.0	5.0	25.0		25.0	25.0	25.0
Minimum Split (s)	21.0			11.0	11.0	11.0	11.0	32.0		32.0	32.0	32.0
Total Split (s)	26.0			21.0	21.0	21.0	16.0	48.0		32.0	32.0	32.0
Total Split (%)	27.4%			22.1%	22.1%	22.1%	16.8%	50.5%		33.7%	33.7%	33.7%
Maximum Green (s)	20.0			15.0	15.0	15.0	10.0	41.0		25.0	25.0	25.0
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0	6.0	6.0	7.0			7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None			None	None	None	None	Min		Min	Min	Min
Act Effct Green (s)		20.2	20.2		5.7	5.7	37.2	36.2			25.7	25.7
Actuated g/C Ratio		0.29	0.29		0.08	0.08	0.53	0.52			0.37	0.37
v/c Ratio		0.38	0.33		0.12	0.04	0.16	0.34			0.25	0.04
Control Delay (s/veh)		22.4	4.7		35.9	0.3	10.1	11.1			20.2	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)		22.4	4.7		35.9	0.3	10.1	11.1			20.2	0.1
LOS		C	A		D	A	B	B			C	A
Approach Delay (s/veh)		13.6			21.7			10.9			17.3	
Approach LOS		B			C			B			B	
90th %ile Green (s)	17.8			7.2	7.2	7.2	10.0	41.0		25.0	25.0	25.0
90th %ile Term Code	Gap			Gap	Gap	Gap	Max	Hold		Max	Max	Max
70th %ile Green (s)	15.0			6.1	6.1	6.1	8.6	39.6		25.0	25.0	25.0
70th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
50th %ile Green (s)	15.0			0.0	0.0	0.0	6.7	37.7		25.0	25.0	25.0
50th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
30th %ile Green (s)	15.0			0.0	0.0	0.0	5.9	36.9		25.0	25.0	25.0
30th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
10th %ile Green (s)	15.0			0.0	0.0	0.0	0.0	25.0		25.0	25.0	25.0
10th %ile Term Code	Min			Skip	Skip	Skip	Skip	Min		Max	Max	Max
Stops (vph)		138	22		18	0	41	149			105	0
Fuel Used(gal)		3	1		0	0	2	6			3	0
CO Emissions (g/hr)		223	73		17	2	131	443			232	22
NOx Emissions (g/hr)		43	14		3	0	26	86			45	4
VOC Emissions (g/hr)		52	17		4	1	30	103			54	5
Dilemma Vehicles (#)		10	0		0	0	0	15			11	0
Queue Length 50th (ft)		71	0		7	0	15	54			44	0
Queue Length 95th (ft)		129	42		29	0	52	152			121	0
Internal Link Dist (ft)		401			290			333			170	
Turn Bay Length (ft)							200					
Base Capacity (vph)		1132	1037		420	500	647	1097			661	660
Starvation Cap Reductn		0	0		0	0	0	0			0	0
Spillback Cap Reductn		0	0		0	0	0	0			0	0
Storage Cap Reductn		0	0		0	0	0	0			0	0

Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	47.0
Total Split (%)	49%
Maximum Green (s)	41.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Act Effct 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	
90th %ile Green (s)	31.0
90th %ile Term Code	Hold
70th %ile Green (s)	27.1
70th %ile Term Code	Hold
50th %ile Green (s)	15.0
50th %ile Term Code	Hold
30th %ile Green (s)	15.0
30th %ile Term Code	Hold
10th %ile Green (s)	15.0
10th %ile Term Code	Hold
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.18	0.19		0.04	0.02	0.15	0.29			0.25	0.04

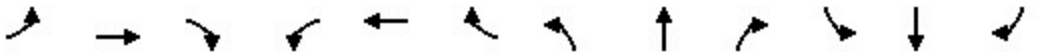
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 69.7			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 13.5		Intersection LOS: B	
Intersection Capacity Utilization 75.2%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 85			
70th %ile Actuated Cycle: 79.7			
50th %ile Actuated Cycle: 65.7			
30th %ile Actuated Cycle: 64.9			
10th %ile Actuated Cycle: 53			

Splits and Phases: 4: Plainsboro Road & Site Driveway & Campus Road



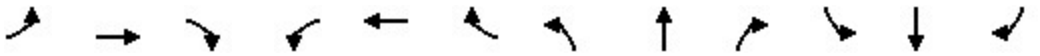
Lane Group	Ø4
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	29	321	71	36	71	55	221	14	0	293	25
Future Volume (vph)	55	29	321	71	36	71	55	221	14	0	293	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.991				0.850
Flt Protected		0.968			0.968		0.950					
Satd. Flow (prot)	0	1815	1615	0	1839	1615	1805	1865	0	0	1881	1553
Flt Permitted		0.761			0.742		0.348					
Satd. Flow (perm)	0	1427	1615	0	1410	1615	661	1865	0	0	1881	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			365			184		4				172
Link Speed (mph)		45			25			35			35	
Link Distance (ft)		481			370			413			250	
Travel Time (s)		7.3			10.1			8.0			4.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	4%
Adj. Flow (vph)	63	33	365	81	41	81	63	251	16	0	333	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	96	365	0	122	81	63	267	0	0	333	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	R NA	Right	Left	Left	Right
Median Width(ft)		0			3			12			0	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases	7	4 7			8		5	2			6	

Lane Group	Ø4
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)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4



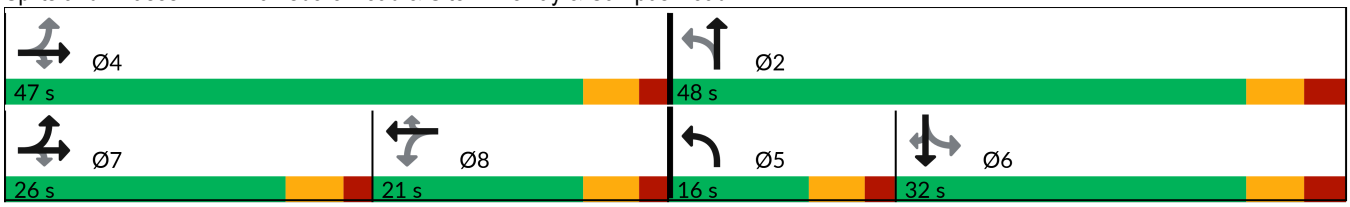
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4 7		4 7	8		8	2			6		6
Detector Phase	7	4 7	4 7	8	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0			5.0	5.0	5.0	5.0	25.0		25.0	25.0	25.0
Minimum Split (s)	21.0			11.0	11.0	11.0	11.0	32.0		32.0	32.0	32.0
Total Split (s)	26.0			21.0	21.0	21.0	16.0	48.0		32.0	32.0	32.0
Total Split (%)	27.4%			22.1%	22.1%	22.1%	16.8%	50.5%		33.7%	33.7%	33.7%
Maximum Green (s)	20.0			15.0	15.0	15.0	10.0	41.0		25.0	25.0	25.0
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0	6.0	6.0	7.0			7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None			None	None	None	None	Min		Min	Min	Min
Act Effct Green (s)		32.1	32.1		10.9	10.9	36.4	35.3			25.3	25.3
Actuated g/C Ratio		0.40	0.40		0.14	0.14	0.45	0.44			0.31	0.31
v/c Ratio		0.15	0.42		0.65	0.22	0.16	0.33			0.56	0.05
Control Delay (s/veh)		17.2	3.7		50.2	1.3	14.0	16.1			29.5	0.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)		17.2	3.7		50.2	1.3	14.0	16.1			29.5	0.2
LOS		B	A		D	A	B	B			C	A
Approach Delay (s/veh)		6.5			30.7			15.7			27.3	
Approach LOS		A			C			B			C	
90th %ile Green (s)	15.0			15.0	15.0	15.0	9.1	40.1		25.0	25.0	25.0
90th %ile Term Code	Min			Max	Max	Max	Gap	Hold		Max	Max	Max
70th %ile Green (s)	15.0			13.8	13.8	13.8	7.6	38.6		25.0	25.0	25.0
70th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
50th %ile Green (s)	15.0			11.4	11.4	11.4	6.5	37.5		25.0	25.0	25.0
50th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
30th %ile Green (s)	15.0			9.2	9.2	9.2	5.6	36.6		25.0	25.0	25.0
30th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
10th %ile Green (s)	15.0			6.0	6.0	6.0	0.0	25.0		25.0	25.0	25.0
10th %ile Term Code	Min			Gap	Gap	Gap	Skip	Min		Max	Max	Max
Stops (vph)		50	27		96	0	31	140			240	0
Fuel Used(gal)		1	2		2	0	1	5			7	0
CO Emissions (g/hr)		82	110		126	17	86	377			497	21
NOx Emissions (g/hr)		16	21		24	3	17	73			97	4
VOC Emissions (g/hr)		19	26		29	4	20	87			115	5
Dilemma Vehicles (#)		4	0		0	0	0	10			18	0
Queue Length 50th (ft)		31	0		61	0	17	84			146	0
Queue Length 95th (ft)		63	47		116	0	40	143			247	0
Internal Link Dist (ft)		401			290			333			170	
Turn Bay Length (ft)							200					
Base Capacity (vph)		831	1008		265	453	441	962			590	605
Starvation Cap Reductn		0	0		0	0	0	0			0	0
Spillback Cap Reductn		0	0		0	0	0	0			0	0
Storage Cap Reductn		0	0		0	0	0	0			0	0

Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	47.0
Total Split (%)	49%
Maximum Green (s)	41.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Act Effct 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	
90th %ile Green (s)	36.0
90th %ile Term Code	Hold
70th %ile Green (s)	34.8
70th %ile Term Code	Hold
50th %ile Green (s)	32.4
50th %ile Term Code	Hold
30th %ile Green (s)	30.2
30th %ile Term Code	Hold
10th %ile Green (s)	27.0
10th %ile Term Code	Hold
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.12	0.36		0.46	0.18	0.14	0.28			0.56	0.05

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 80.6			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 17.9		Intersection LOS: B	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 89.1			
70th %ile Actuated Cycle: 86.4			
50th %ile Actuated Cycle: 82.9			
30th %ile Actuated Cycle: 79.8			
10th %ile Actuated Cycle: 65			

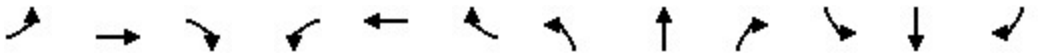
Splits and Phases: 4: Plainsboro Road & Site Driveway & Campus Road



Lane Group	Ø4
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)	1	219	4	39	372	0	30	0	78	3	0	4
Future Volume (vph)	1	219	4	39	372	0	30	0	78	3	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997							0.850		0.916	
Flt Protected					0.995			0.950			0.982	
Satd. Flow (prot)	0	1851	0	0	1827	0	0	1805	1538	0	1521	0
Flt Permitted					0.951			0.950			0.982	
Satd. Flow (perm)	0	1851	0	0	1746	0	0	1805	1538	0	1521	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2							164		164	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		573			1323			259			404	
Travel Time (s)		15.6			36.1			7.1			11.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	100%	1%	50%	8%	3%	0%	0%	0%	5%	33%	0%	0%
Adj. Flow (vph)	1	249	5	44	423	0	34	0	89	3	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	255	0	0	467	0	0	34	89	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			0	
Link Offset(ft)		0			0			0			0	
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	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	1 2			2		3	3		4	4	
Permitted Phases	1 2			2					3			
Detector Phase	1	1 2		2	2		3	3	3	4	4	
Switch Phase												

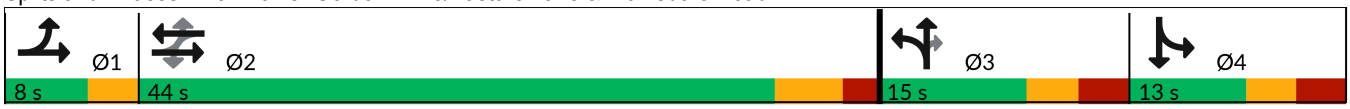


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0			38.0	38.0		7.0	7.0	7.0	5.0	5.0	
Minimum Split (s)	8.0			44.0	44.0		13.0	13.0	13.0	11.0	11.0	
Total Split (s)	8.0			44.0	44.0		15.0	15.0	15.0	13.0	13.0	
Total Split (%)	10.0%			55.0%	55.0%		18.8%	18.8%	18.8%	16.3%	16.3%	
Maximum Green (s)	5.0			38.0	38.0		9.0	9.0	9.0	7.0	7.0	
Yellow Time (s)	3.0			4.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.0			2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)					0.0			0.0	0.0		0.0	
Total Lost Time (s)					6.0			6.0	6.0		6.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None			Min	Min		None	None	None	None	None	
Act Effct Green (s)		50.5			38.6			7.3	7.3		5.1	
Actuated g/C Ratio		0.78			0.60			0.11	0.11		0.08	
v/c Ratio		0.18			0.45			0.17	0.28		0.03	
Control Delay (s/veh)		3.7			10.9			31.0	2.8		0.1	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)		3.7			10.9			31.0	2.8		0.1	
LOS		A			B			C	A		A	
Approach Delay (s/veh)		3.7			10.9			10.6			0.1	
Approach LOS		A			B			B			A	
90th %ile Green (s)	5.0			38.0	38.0		7.9	7.9	7.9	5.0	5.0	
90th %ile Term Code	Max			Max	Max		Gap	Gap	Gap	Min	Min	
70th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
70th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
50th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
50th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
30th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
30th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
10th %ile Green (s)	5.0			38.0	38.0		0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Max			Max	Max		Skip	Skip	Skip	Skip	Skip	
Stops (vph)		60			224			29	1		0	
Fuel Used(gal)		3			7			0	0		0	
CO Emissions (g/hr)		176			520			26	15		2	
NOx Emissions (g/hr)		34			101			5	3		0	
VOC Emissions (g/hr)		41			121			6	4		0	
Dilemma Vehicles (#)		0			0			0	0		0	
Queue Length 50th (ft)		21			93			13	0		0	
Queue Length 95th (ft)		73			222			40	4		0	
Internal Link Dist (ft)		493			1243			179			324	
Turn Bay Length (ft)												
Base Capacity (vph)		1443			1039			254	357		313	
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		0.18			0.45			0.13	0.25		0.03	

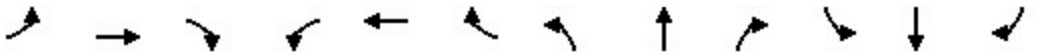
Intersection Summary

Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 64.8			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay (s/veh): 8.6		Intersection LOS: A	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 76.9			
70th %ile Actuated Cycle: 65			
50th %ile Actuated Cycle: 65			
30th %ile Actuated Cycle: 65			
10th %ile Actuated Cycle: 52			

Splits and Phases: 5: Walker Gordon Drive/Pasture Lane & Plainsboro Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	716	11	56	143	5	30	0	74	5	0	1
Future Volume (vph)	1	716	11	56	143	5	30	0	74	5	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.997				0.850		0.977	
Flt Protected					0.986			0.950			0.960	
Satd. Flow (prot)	0	1875	0	0	1836	0	0	1641	1615	0	1527	0
Flt Permitted					0.720			0.950			0.960	
Satd. Flow (perm)	0	1875	0	0	1341	0	0	1641	1615	0	1527	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2				164		164	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		573			1323			259			404	
Travel Time (s)		15.6			36.1			7.1			11.0	
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%	1%	9%	2%	1%	20%	10%	0%	0%	20%	0%	0%
Adj. Flow (vph)	1	778	12	61	155	5	33	0	80	5	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	791	0	0	221	0	0	33	80	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			0	
Link Offset(ft)		0			0			0			0	
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	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	1 2			2		3	3		4	4	
Permitted Phases	1 2			2					3			
Detector Phase	1	1 2		2	2		3	3	3	4	4	
Switch Phase												

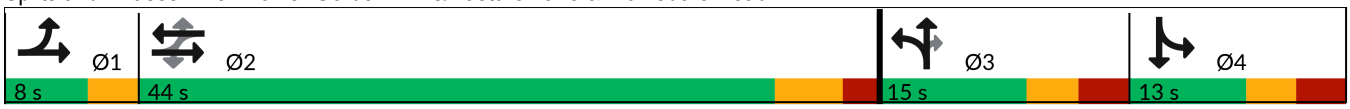


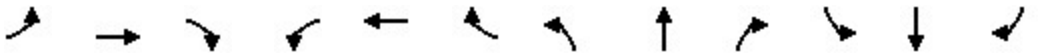
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0			38.0	38.0		7.0	7.0	7.0	5.0	5.0	
Minimum Split (s)	8.0			44.0	44.0		13.0	13.0	13.0	11.0	11.0	
Total Split (s)	8.0			44.0	44.0		15.0	15.0	15.0	13.0	13.0	
Total Split (%)	10.0%			55.0%	55.0%		18.8%	18.8%	18.8%	16.3%	16.3%	
Maximum Green (s)	5.0			38.0	38.0		9.0	9.0	9.0	7.0	7.0	
Yellow Time (s)	3.0			4.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.0			2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)					0.0			0.0	0.0		0.0	
Total Lost Time (s)					6.0			6.0	6.0		6.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None			Min	Min		None	None	None	None	None	
Act Effct Green (s)		50.5			38.6			7.3	7.3		5.1	
Actuated g/C Ratio		0.78			0.60			0.11	0.11		0.08	
v/c Ratio		0.54			0.28			0.18	0.24		0.02	
Control Delay (s/veh)		6.6			9.5			31.4	1.8		0.2	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)		6.6			9.5			31.4	1.8		0.2	
LOS		A			A			C	A		A	
Approach Delay (s/veh)		6.6			9.5			10.4			0.2	
Approach LOS		A			A			B			A	
90th %ile Green (s)	5.0			38.0	38.0		8.2	8.2	8.2	5.0	5.0	
90th %ile Term Code	Max			Max	Max		Gap	Gap	Gap	Min	Min	
70th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
70th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
50th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
50th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
30th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
30th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
10th %ile Green (s)	5.0			38.0	38.0		0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Max			Max	Max		Skip	Skip	Skip	Skip	Skip	
Stops (vph)		295			97			30	0		0	
Fuel Used(gal)		9			4			0	0		0	
CO Emissions (g/hr)		629			249			26	13		1	
NOx Emissions (g/hr)		122			48			5	3		0	
VOC Emissions (g/hr)		146			58			6	3		0	
Dilemma Vehicles (#)		0			0			0	0		0	
Queue Length 50th (ft)		95			38			12	0		0	
Queue Length 95th (ft)		327			108			41	0		0	
Internal Link Dist (ft)		493			1243			179			324	
Turn Bay Length (ft)												
Base Capacity (vph)		1461			799			231	368		313	
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		0.54			0.28			0.14	0.22		0.02	

Intersection Summary

Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 64.8			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 7.5		Intersection LOS: A	
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 77.2			
70th %ile Actuated Cycle: 65			
50th %ile Actuated Cycle: 65			
30th %ile Actuated Cycle: 65			
10th %ile Actuated Cycle: 52			

Splits and Phases: 5: Walker Gordon Drive/Pasture Lane & Plainsboro Road





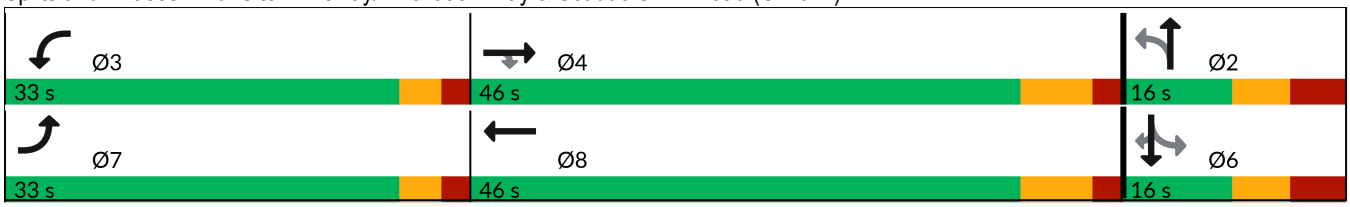
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	1001	364	202	1127	65	55	0	28	12	0	31
Future Volume (vph)	173	1001	364	202	1127	65	55	0	28	12	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		80	150		275	0		0	0		0
Storage Lanes	1		1	1		1	1		0	0		1
Taper Length (ft)	100			50			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
Frt			0.850			0.850		0.850				0.850
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1787	3505	1615	1805	3505	1615	1805	1615	0	0	1805	1568
Flt Permitted	0.950			0.950			0.749				0.741	
Satd. Flow (perm)	1787	3505	1615	1805	3505	1615	1423	1615	0	0	1408	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187			195		473				103
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		440			939			661			578	
Travel Time (s)		6.0			12.8			18.0			15.8	
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 (%)	1%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	3%
Adj. Flow (vph)	190	1100	400	222	1238	71	60	0	31	13	0	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	1100	400	222	1238	71	60	31	0	0	13	34
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)		21			24			20			12	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	

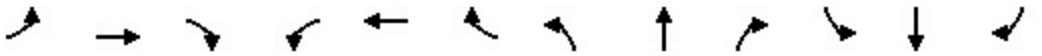
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			Free	2			6		6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	15.0	15.0	11.0	15.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	33.0	46.0	46.0	33.0	46.0		16.0	16.0		16.0	16.0	16.0
Total Split (%)	34.7%	48.4%	48.4%	34.7%	48.4%		16.8%	16.8%		16.8%	16.8%	16.8%
Maximum Green (s)	28.0	39.0	39.0	28.0	39.0		8.0	8.0		8.0	8.0	8.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		4.0	4.0		4.0	4.0	4.0
Lost Time Adjust (s)	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		8.0	8.0			8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	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
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None
Act Effct Green (s)	12.6	28.5	28.5	13.8	29.7	66.9	7.8	7.8			7.8	7.8
Actuated g/C Ratio	0.19	0.43	0.43	0.21	0.44	1.00	0.12	0.12			0.12	0.12
v/c Ratio	0.57	0.74	0.50	0.60	0.80	0.04	0.36	0.05			0.08	0.12
Control Delay (s/veh)	35.6	20.6	10.6	34.7	21.6	0.0	40.9	0.1			35.5	0.9
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)	35.6	20.6	10.6	34.7	21.6	0.0	40.9	0.1			35.5	0.9
LOS	D	C	B	C	C	A	D	A			D	A
Approach Delay (s/veh)		20.0			22.5			27.0			10.5	
Approach LOS		B			C			C			B	
90th %ile Green (s)	18.9	39.0	39.0	20.6	40.7		8.0	8.0		8.0	8.0	8.0
90th %ile Term Code	Gap	Max	Max	Gap	Hold		Max	Max		Hold	Hold	Hold
70th %ile Green (s)	15.2	35.4	35.4	16.7	36.9		8.0	8.0		8.0	8.0	8.0
70th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Max	Max		Hold	Hold	Hold
50th %ile Green (s)	12.7	29.6	29.6	14.0	30.9		7.8	7.8		7.8	7.8	7.8
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Gap	Gap		Hold	Hold	Hold
30th %ile Green (s)	10.1	25.0	25.0	11.1	26.0		6.2	6.2		6.2	6.2	6.2
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Gap	Gap		Hold	Hold	Hold
10th %ile Green (s)	6.5	14.1	14.1	7.0	14.6		0.0	0.0		0.0	0.0	0.0
10th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Skip	Skip		Skip	Skip	Skip
Stops (vph)	144	763	133	168	885	0	51	0			14	0
Fuel Used(gal)	5	23	5	5	25	0	1	0			0	0
CO Emissions (g/hr)	329	1614	380	364	1766	27	67	11			14	11
NOx Emissions (g/hr)	64	314	74	71	344	5	13	2			3	2
VOC Emissions (g/hr)	76	374	88	84	409	6	16	3			3	3
Dilemma Vehicles (#)	0	66	0	0	72	0	0	0			0	0
Queue Length 50th (ft)	78	210	61	90	241	0	25	0			5	0
Queue Length 95th (ft)	158	324	151	178	368	0	72	0			24	0
Internal Link Dist (ft)		360			859			581			498	
Turn Bay Length (ft)	250		80	150		275						
Base Capacity (vph)	842	2176	1073	850	2189	1615	191	626			189	300
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.23	0.51	0.37	0.26	0.57	0.04	0.31	0.05			0.07	0.11

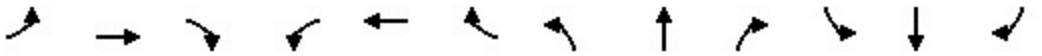
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 66.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 21.2		Intersection LOS: C	
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 87.6			
70th %ile Actuated Cycle: 80.1			
50th %ile Actuated Cycle: 71.4			
30th %ile Actuated Cycle: 62.3			
10th %ile Actuated Cycle: 33.1			

Splits and Phases: 6: Site Driveway/Innovation Way & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	1018	66	37	1035	10	357	0	178	63	0	141
Future Volume (vph)	20	1018	66	37	1035	10	357	0	178	63	0	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		80	150		275	0		0	0		0
Storage Lanes	1		1	1		1	1		0	0		1
Taper Length (ft)	100			50			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
Frt			0.850			0.850		0.850				0.850
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1805	3574	1615	1805	3574	1615	1805	1615	0	0	1805	1599
Flt Permitted	0.950			0.950			0.713				0.636	
Satd. Flow (perm)	1805	3574	1615	1805	3574	1615	1355	1615	0	0	1208	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			195		188				153
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		440			939			661			578	
Travel Time (s)		6.0			12.8			18.0			15.8	
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%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	22	1107	72	40	1125	11	388	0	193	68	0	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	1107	72	40	1125	11	388	193	0	0	68	153
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)		21			24			20			12	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	

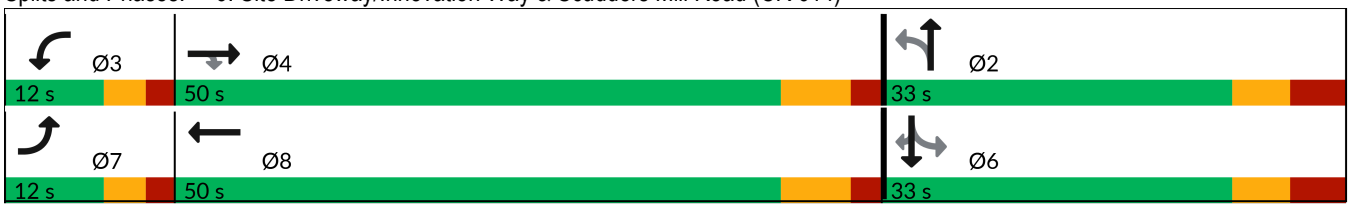


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			Free	2			6		6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	15.0	15.0	11.0	15.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	12.0	50.0	50.0	12.0	50.0		33.0	33.0		33.0	33.0	33.0
Total Split (%)	12.6%	52.6%	52.6%	12.6%	52.6%		34.7%	34.7%		34.7%	34.7%	34.7%
Maximum Green (s)	7.0	43.0	43.0	7.0	43.0		25.0	25.0		25.0	25.0	25.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		4.0	4.0		4.0	4.0	4.0
Lost Time Adjust (s)	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		8.0	8.0			8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	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
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None
Act Effct Green (s)	6.4	29.6	29.6	6.6	31.9	77.2	25.9	25.9			25.9	25.9
Actuated g/C Ratio	0.08	0.38	0.38	0.09	0.41	1.00	0.34	0.34			0.34	0.34
v/c Ratio	0.15	0.81	0.10	0.26	0.76	0.01	0.85	0.29			0.17	0.24
Control Delay (s/veh)	41.4	26.6	1.3	42.9	23.3	0.0	48.6	5.9			24.9	5.9
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)	41.4	26.6	1.3	42.9	23.3	0.0	48.6	5.9			24.9	5.9
LOS	D	C	A	D	C	A	D	A			C	A
Approach Delay (s/veh)		25.3			23.8			34.4			11.7	
Approach LOS		C			C			C			B	
90th %ile Green (s)	7.0	42.3	42.3	7.0	42.3		25.0	25.0		25.0	25.0	25.0
90th %ile Term Code	Max	Gap	Gap	Max	Hold		Max	Max		Hold	Hold	Hold
70th %ile Green (s)	6.2	35.5	35.5	7.0	36.3		25.0	25.0		25.0	25.0	25.0
70th %ile Term Code	Gap	Gap	Gap	Max	Hold		Max	Max		Hold	Hold	Hold
50th %ile Green (s)	0.0	30.7	30.7	6.2	41.9		25.0	25.0		25.0	25.0	25.0
50th %ile Term Code	Skip	Gap	Gap	Gap	Hold		Max	Max		Hold	Hold	Hold
30th %ile Green (s)	0.0	23.4	23.4	0.0	23.4		25.0	25.0		25.0	25.0	25.0
30th %ile Term Code	Skip	Hold	Hold	Skip	Gap		Max	Max		Hold	Hold	Hold
10th %ile Green (s)	0.0	18.9	18.9	0.0	18.9		25.0	25.0		25.0	25.0	25.0
10th %ile Term Code	Skip	Hold	Hold	Skip	Gap		Max	Max		Hold	Hold	Hold
Stops (vph)	21	839	3	35	815	0	264	25			44	19
Fuel Used(gal)	1	26	1	1	24	0	7	1			1	1
CO Emissions (g/hr)	44	1795	37	76	1649	4	458	92			56	65
NOx Emissions (g/hr)	9	349	7	15	321	1	89	18			11	13
VOC Emissions (g/hr)	10	416	9	18	382	1	106	21			13	15
Dilemma Vehicles (#)	0	54	0	0	55	0	0	0			0	0
Queue Length 50th (ft)	11	264	0	20	204	0	192	2			26	0
Queue Length 95th (ft)	37	344	9	56	351	0	#438	53			68	46
Internal Link Dist (ft)		360			859			581			498	
Turn Bay Length (ft)	250		80	150		275						
Base Capacity (vph)	169	2059	979	169	2059	1615	454	665			404	637
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.13	0.54	0.07	0.24	0.55	0.01	0.85	0.29			0.17	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 77.2			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 25.5		Intersection LOS: C	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 94.3			
70th %ile Actuated Cycle: 87.5			
50th %ile Actuated Cycle: 81.9			
30th %ile Actuated Cycle: 63.4			
10th %ile Actuated Cycle: 58.9			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Site Driveway/Innovation Way & Scudders Mill Road (CR 614)



Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	870	157	19	1391	4	1
Future Vol, veh/h	870	157	19	1391	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	150	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	1	0	2	25	100
Mvmt Flow	956	173	21	1529	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	956	0	1762	478
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	806	-
Critical Hdwy	-	-	4.1	-	7.3	8.9
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.3	-
Follow-up Hdwy	-	-	2.2	-	3.75	4.3
Pot Cap-1 Maneuver	-	0	727	-	59	337
Stage 1	-	0	-	-	285	-
Stage 2	-	0	-	-	346	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	727	-	57	337
Mov Cap-2 Maneuver	-	-	-	-	57	-
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	336	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.14	61.68
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	57	337	-	727	-
HCM Lane V/C Ratio	0.077	0.003	-	0.029	-
HCM Ctrl Dly (s/v)	73.2	15.7	-	10.1	-
HCM Lane LOS	F	C	-	B	-
HCM 95th %tile Q(veh)	0.2	0	-	0.1	-

Intersection	
Int Delay, s/veh	17.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1256	4	1	983	92	5
Future Vol, veh/h	1256	4	1	983	92	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	150	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	20
Mvmt Flow	1365	4	1	1068	100	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1365	0	1902	683
Stage 1	-	-	-	-	1365	-
Stage 2	-	-	-	-	536	-
Critical Hdwy	-	-	4.1	-	6.8	7.3
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.5
Pot Cap-1 Maneuver	-	0	510	-	~ 62	353
Stage 1	-	0	-	-	206	-
Stage 2	-	0	-	-	556	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	510	-	~ 62	353
Mov Cap-2 Maneuver	-	-	-	-	~ 62	-
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	$ 425.57
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	62	353	-	510	-
HCM Lane V/C Ratio	1.612	0.015	-	0.002	-
HCM Ctrl Dly (s/v)	$ 447.9	15.4	-	12.1	-
HCM Lane LOS	F	C	-	B	-
HCM 95th %tile Q(veh)	8.9	0	-	0	-

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

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	128	178	7	379	36	97
Future Vol, veh/h	128	178	7	379	36	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	3	0	1	0	2
Mvmt Flow	144	200	8	426	40	109

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	344	0	685	244
Stage 1	-	-	-	-	244	-
Stage 2	-	-	-	-	442	-
Critical Hdwy	-	-	4.1	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1226	-	417	795
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	652	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1226	-	413	795
Mov Cap-2 Maneuver	-	-	-	-	413	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	647	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.14	12.39
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	636	-	-	33	-
HCM Lane V/C Ratio	0.235	-	-	0.006	-
HCM Ctrl Dly (s/v)	12.4	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	338	464	62	178	31	85
Future Vol, veh/h	338	464	62	178	31	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	0	1	0	1
Mvmt Flow	363	499	67	191	33	91

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	862	0	938	613
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	325	-
Critical Hdwy	-	-	4.1	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	788	-	296	494
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	737	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	788	-	268	494
Mov Cap-2 Maneuver	-	-	-	-	268	-
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	667	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.58	17.87
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	403	-	-	465	-
HCM Lane V/C Ratio	0.309	-	-	0.085	-
HCM Ctrl Dly (s/v)	17.9	-	-	10	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.3	-

Intersection	
Int Delay, s/veh	15.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	216	10	96	174	0	212	0	16	1	0	0
Future Vol, veh/h	1	216	10	96	174	0	212	0	16	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	3	22	5	5	0	1	0	13	0	0	0
Mvmt Flow	1	254	12	113	205	0	249	0	19	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	0	266	0	0	693	693	260	687	699	205
Stage 1	-	-	-	-	-	-	262	262	-	431	431	-
Stage 2	-	-	-	-	-	-	431	431	-	256	268	-
Critical Hdwy	4.1	-	-	4.15	-	-	7.11	6.5	6.33	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.245	-	-	3.509	4	3.417	3.5	4	3.3
Pot Cap-1 Maneuver	1379	-	-	1281	-	-	359	369	753	364	366	841
Stage 1	-	-	-	-	-	-	745	695	-	607	587	-
Stage 2	-	-	-	-	-	-	605	587	-	753	691	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1379	-	-	1281	-	-	323	332	753	319	330	841
Mov Cap-2 Maneuver	-	-	-	-	-	-	323	332	-	319	330	-
Stage 1	-	-	-	-	-	-	744	694	-	547	528	-
Stage 2	-	-	-	-	-	-	545	528	-	733	690	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	2.87	46.99	16.33
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	337	8	-	-	640	-	-	319
HCM Lane V/C Ratio	0.797	0.001	-	-	0.088	-	-	0.004
HCM Ctrl Dly (s/v)	47	7.6	0	-	8.1	0	-	16.3
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	6.6	0	-	-	0.3	-	-	0

Intersection	
Int Delay, s/veh	6

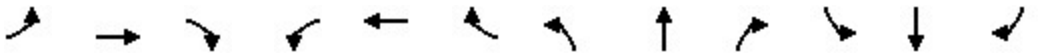
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	408	15	144	145	0	95	0	12	1	2	0
Future Vol, veh/h	1	408	15	144	145	0	95	0	12	1	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	1	1	0	3	0	0	0	50	0
Mvmt Flow	1	429	16	152	153	0	100	0	13	1	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	153	0	0	445	0	0	896	895	437	887	903	153
Stage 1	-	-	-	-	-	-	439	439	-	456	456	-
Stage 2	-	-	-	-	-	-	457	456	-	432	447	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.13	6.5	6.2	7.1	7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.527	4	3.3	3.5	4.45	3.3
Pot Cap-1 Maneuver	1440	-	-	1120	-	-	260	282	623	267	232	899
Stage 1	-	-	-	-	-	-	594	581	-	588	495	-
Stage 2	-	-	-	-	-	-	582	572	-	606	500	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1440	-	-	1120	-	-	219	240	623	223	197	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	219	240	-	223	197	-
Stage 1	-	-	-	-	-	-	594	581	-	501	422	-
Stage 2	-	-	-	-	-	-	493	487	-	593	499	-

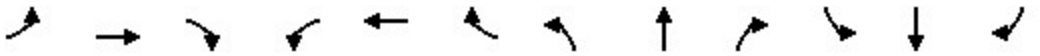
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.02	4.34	33.35	22.82
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	236	4	-	-	897	-	-	205
HCM Lane V/C Ratio	0.476	0.001	-	-	0.135	-	-	0.015
HCM Ctrl Dly (s/v)	33.4	7.5	0	-	8.7	0	-	22.8
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.4	0	-	-	0.5	-	-	0

2028 BUILD CONDITION
WITH PROPOSED DEVELOPMENT PROGRAM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1071	275	200	836	203	198	70	84	78	30	86
Future Volume (vph)	136	1071	275	200	836	203	198	70	84	78	30	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		150	175		0	0		0	0		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	80			50			25			25		
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	0.976		0.950		
Satd. Flow (prot)	1805	5136	1553	3433	5036	1615	1681	1710	1553	1805	1900	1568
Flt Permitted	0.950			0.950			0.950	0.976		0.950		
Satd. Flow (perm)	1805	5136	1553	3433	5036	1615	1681	1710	1553	1805	1900	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			218			211			130			130
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		592			333			381			630	
Travel Time (s)		8.1			4.5			7.4			12.3	
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 (%)	0%	1%	4%	2%	3%	0%	2%	4%	4%	0%	0%	3%
Adj. Flow (vph)	142	1116	286	208	871	211	206	73	88	81	31	90
Shared Lane Traffic (%)							33%					
Lane Group Flow (vph)	142	1116	286	208	871	211	138	141	88	81	31	90
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			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		40			45			30			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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	5.0	0.0	0.0	5.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	2		1	2		3	3		4	4	

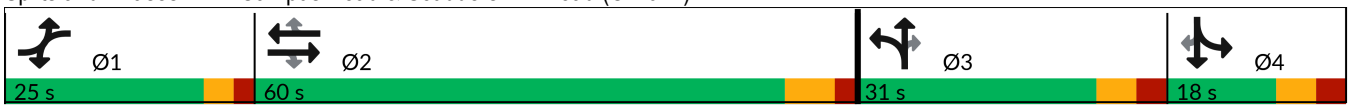


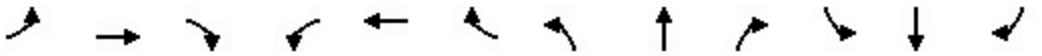
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2			3			4
Detector Phase	1	2	2	1	2	2	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
Minimum Split (s)	15.0	37.0	37.0	15.0	37.0	37.0	27.0	27.0	27.0	13.0	13.0	13.0
Total Split (s)	25.0	60.0	60.0	25.0	60.0	60.0	31.0	31.0	31.0	18.0	18.0	18.0
Total Split (%)	18.7%	44.8%	44.8%	18.7%	44.8%	44.8%	23.1%	23.1%	23.1%	13.4%	13.4%	13.4%
Maximum Green (s)	20.0	53.0	53.0	20.0	53.0	53.0	24.0	24.0	24.0	11.0	11.0	11.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
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
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	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	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	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	13.6	39.1	39.1	13.6	39.1	39.1	20.5	20.5	20.5	8.9	8.9	8.9
Actuated g/C Ratio	0.13	0.36	0.36	0.13	0.36	0.36	0.19	0.19	0.19	0.08	0.08	0.08
v/c Ratio	0.63	0.60	0.41	0.48	0.48	0.29	0.43	0.44	0.22	0.55	0.20	0.36
Control Delay (s/veh)	60.0	29.9	8.7	49.7	27.8	4.4	47.4	47.4	3.6	65.7	54.0	7.2
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)	60.0	29.9	8.7	49.7	27.8	4.4	47.4	47.4	3.6	65.7	54.0	7.2
LOS	E	C	A	D	C	A	D	D	A	E	D	A
Approach Delay (s/veh)		28.8			27.5			36.9			37.8	
Approach LOS		C			C			D			D	
90th %ile Green (s)	20.0	53.0	53.0	20.0	53.0	53.0	21.1	21.1	21.1	11.0	11.0	11.0
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Gap	Gap	Gap	Max	Max	Max
70th %ile Green (s)	15.8	44.9	44.9	15.8	44.9	44.9	20.0	20.0	20.0	11.0	11.0	11.0
70th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Min	Min	Min	Max	Max	Max
50th %ile Green (s)	12.9	37.8	37.8	12.9	37.8	37.8	20.0	20.0	20.0	9.3	9.3	9.3
50th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Min	Min	Min	Gap	Gap	Gap
30th %ile Green (s)	10.4	31.7	31.7	10.4	31.7	31.7	20.0	20.0	20.0	7.6	7.6	7.6
30th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Min	Min	Min	Gap	Gap	Gap
10th %ile Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
10th %ile Term Code	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Stops (vph)	124	829	52	176	610	17	114	115	4	71	28	4
Fuel Used(gal)	4	23	2	6	20	2	4	4	1	2	1	1
CO Emissions (g/hr)	285	1627	162	430	1404	132	261	266	77	135	47	38
NOx Emissions (g/hr)	55	317	31	84	273	26	51	52	15	26	9	7
VOC Emissions (g/hr)	66	377	38	100	325	31	60	62	18	31	11	9
Dilemma Vehicles (#)	0	42	0	0	33	0	0	4	0	0	1	0
Queue Length 50th (ft)	93	226	31	69	166	0	88	89	0	53	20	0
Queue Length 95th (ft)	184	307	102	123	232	48	187	190	16	123	58	20
Internal Link Dist (ft)		512			253			301			550	
Turn Bay Length (ft)	415		150	175								
Base Capacity (vph)	338	2552	881	643	2502	908	378	384	450	186	196	278
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.42	0.44	0.32	0.32	0.35	0.23	0.37	0.37	0.20	0.44	0.16	0.32

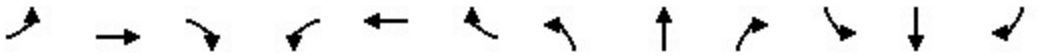
Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 108.5			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 29.7		Intersection LOS: C	
Intersection Capacity Utilization 65.8%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 131.1			
70th %ile Actuated Cycle: 117.7			
50th %ile Actuated Cycle: 106			
30th %ile Actuated Cycle: 95.7			
10th %ile Actuated Cycle: 92			

Splits and Phases: 1: Campus Road & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	841	178	58	1090	114	466	49	127	136	81	143
Future Volume (vph)	121	841	178	58	1090	114	466	49	127	136	81	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		150	175		0	0		0	0		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	80			50			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.961		0.950		
Satd. Flow (prot)	1805	5136	1583	3433	5187	1615	1698	1708	1615	1805	1900	1583
Flt Permitted	0.950			0.950			0.950	0.961		0.950		
Satd. Flow (perm)	1805	5136	1583	3433	5187	1615	1698	1708	1615	1805	1900	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			130			135			152
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		592			333			381			630	
Travel Time (s)		8.1			4.5			7.4			12.3	
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 (%)	0%	1%	2%	2%	0%	0%	1%	4%	0%	0%	0%	2%
Adj. Flow (vph)	129	895	189	62	1160	121	496	52	135	145	86	152
Shared Lane Traffic (%)							45%					
Lane Group Flow (vph)	129	895	189	62	1160	121	273	275	135	145	86	152
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			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		40			45			30			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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	5.0	0.0	0.0	5.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	2		1	2		3	3		4	4	

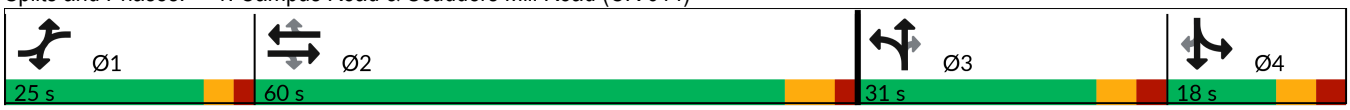


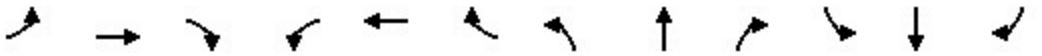
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2			3			4
Detector Phase	1	2	2	1	2	2	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
Minimum Split (s)	15.0	37.0	37.0	15.0	37.0	37.0	27.0	27.0	27.0	13.0	13.0	13.0
Total Split (s)	25.0	60.0	60.0	25.0	60.0	60.0	31.0	31.0	31.0	18.0	18.0	18.0
Total Split (%)	18.7%	44.8%	44.8%	18.7%	44.8%	44.8%	23.1%	23.1%	23.1%	13.4%	13.4%	13.4%
Maximum Green (s)	20.0	53.0	53.0	20.0	53.0	53.0	24.0	24.0	24.0	11.0	11.0	11.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
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
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	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	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	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	13.2	39.0	39.0	13.2	39.0	39.0	22.6	22.6	22.6	11.2	11.2	11.2
Actuated g/C Ratio	0.12	0.35	0.35	0.12	0.35	0.35	0.20	0.20	0.20	0.10	0.10	0.10
v/c Ratio	0.61	0.50	0.28	0.15	0.64	0.19	0.80	0.80	0.31	0.81	0.46	0.52
Control Delay (s/veh)	62.0	30.0	5.5	47.9	32.6	4.3	62.5	62.6	9.4	84.2	60.2	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.0	30.0	5.5	47.9	32.6	4.3	62.5	62.6	9.4	84.2	60.2	15.4
LOS	E	C	A	D	C	A	E	E	A	F	E	B
Approach Delay (s/veh)		29.6			30.8			52.0			51.5	
Approach LOS		C			C			D			D	
90th %ile Green (s)	19.3	53.0	53.0	19.3	53.0	53.0	24.0	24.0	24.0	11.0	11.0	11.0
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	15.1	44.7	44.7	15.1	44.7	44.7	24.0	24.0	24.0	11.0	11.0	11.0
70th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Max	Max	Max	Max	Max	Max
50th %ile Green (s)	12.4	37.6	37.6	12.4	37.6	37.6	24.0	24.0	24.0	11.0	11.0	11.0
50th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Max	Max	Max	Max	Max	Max
30th %ile Green (s)	10.1	31.8	31.8	10.1	31.8	31.8	20.6	20.6	20.6	11.0	11.0	11.0
30th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Gap	Gap	Gap	Max	Max	Max
10th %ile Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	11.0	11.0	11.0
10th %ile Term Code	Min	Min	Min	Min	Min	Min	Min	Min	Min	Max	Max	Max
Stops (vph)	111	630	20	49	871	10	220	222	18	113	73	21
Fuel Used(gal)	4	18	1	2	28	1	8	8	2	4	2	1
CO Emissions (g/hr)	258	1255	82	121	1986	75	562	565	134	266	133	88
NOx Emissions (g/hr)	50	244	16	24	386	15	109	110	26	52	26	17
VOC Emissions (g/hr)	60	291	19	28	460	17	130	131	31	62	31	20
Dilemma Vehicles (#)	0	32	0	0	42	0	0	10	0	0	4	0
Queue Length 50th (ft)	89	186	5	21	256	0	192	193	0	103	59	0
Queue Length 95th (ft)	172	245	53	46	330	34	#416	#418	57	#267	131	67
Internal Link Dist (ft)		512			253			301			550	
Turn Bay Length (ft)	415		150	175								
Base Capacity (vph)	325	2458	850	620	2482	840	368	370	455	179	188	294
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.40	0.36	0.22	0.10	0.47	0.14	0.74	0.74	0.30	0.81	0.46	0.52

Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 112.3			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 36.6		Intersection LOS: D	
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 133.3			
70th %ile Actuated Cycle: 120.8			
50th %ile Actuated Cycle: 111			
30th %ile Actuated Cycle: 99.5			
10th %ile Actuated Cycle: 97			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Campus Road & Scudders Mill Road (CR 614)





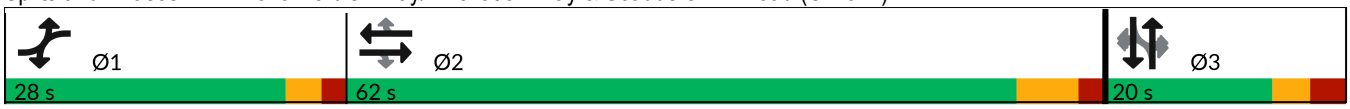
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	702	41	149	1213	138	11	0	14	17	0	34
Future Volume (vph)	154	702	41	149	1213	138	11	0	14	17	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		275	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1805	3471	1538	1787	3539	1615	0	1805	1509	0	1805	1568
Flt Permitted	0.950			0.950				0.800			0.800	
Satd. Flow (perm)	1805	3471	1538	1787	3539	1615	0	1520	1509	0	1520	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			148			89			89
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1286			1017			363			380	
Travel Time (s)		17.5			13.9			9.9			10.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	4%	5%	1%	2%	0%	0%	0%	7%	0%	0%	3%
Adj. Flow (vph)	166	755	44	160	1304	148	12	0	15	18	0	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	755	44	160	1304	148	0	12	15	0	18	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)		24			24			24			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			50			50			40	
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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		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	2		1	2			3			3	

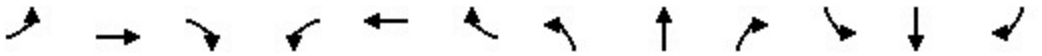
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2	3		3	3		3
Detector Phase	1	2	2	1	2	2	3	3	3	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	55.0	55.0	5.0	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	62.0	62.0	10.0	62.0	62.0	12.0	12.0	12.0	12.0	12.0	12.0
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
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
Act Effct Green (s)	12.6	55.6	55.6	12.6	55.6	55.6		6.5	6.5		6.5	6.5
Actuated g/C Ratio	0.14	0.62	0.62	0.14	0.62	0.62		0.07	0.07		0.07	0.07
v/c Ratio	0.66	0.35	0.04	0.64	0.60	0.14		0.11	0.08		0.17	0.19
Control Delay (s/veh)	50.2	10.2	0.8	49.4	13.3	2.1		44.3	0.8		45.6	2.1
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)	50.2	10.2	0.8	49.4	13.3	2.1		44.3	0.8		45.6	2.1
LOS	D	B	A	D	B	A		D	A		D	A
Approach Delay (s/veh)		16.7			15.9			20.1			16.4	
Approach LOS		B			B			C			B	
90th %ile Green (s)	18.5	55.0	55.0	18.5	55.0	55.0	7.8	7.8	7.8	7.8	7.8	7.8
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	15.0	55.0	55.0	15.0	55.0	55.0	6.5	6.5	6.5	6.5	6.5	6.5
70th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	12.7	55.0	55.0	12.7	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
50th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Min	Min	Min	Min	Min	Min
30th %ile Green (s)	10.6	55.0	55.0	10.6	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
30th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Min	Min	Min	Min	Min	Min
10th %ile Green (s)	7.3	55.0	55.0	7.3	55.0	55.0	0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Skip	Skip	Skip	Skip	Skip	Skip
Stops (vph)	138	328	1	133	709	11		12	0		18	0
Fuel Used(gal)	5	12	0	5	28	2		0	0		0	0
CO Emissions (g/hr)	346	854	25	363	1935	123		13	3		20	9
NOx Emissions (g/hr)	67	166	5	71	377	24		2	1		4	2
VOC Emissions (g/hr)	80	198	6	84	449	29		3	1		5	2
Dilemma Vehicles (#)	0	39	0	0	67	0		0	0		0	0
Queue Length 50th (ft)	93	108	0	89	232	0		7	0		10	0
Queue Length 95th (ft)	161	176	5	156	363	26		25	0		33	0
Internal Link Dist (ft)		1206			937			283			300	
Turn Bay Length (ft)	275		275	350		250						
Base Capacity (vph)	466	2144	980	461	2186	1054		239	312		239	321
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.36	0.35	0.04	0.35	0.60	0.14		0.05	0.05		0.08	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 89.9			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 16.2		Intersection LOS: B	
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 99.3			
70th %ile Actuated Cycle: 94.5			
50th %ile Actuated Cycle: 91.7			
30th %ile Actuated Cycle: 89.6			
10th %ile Actuated Cycle: 74.3			

Splits and Phases: 2: Novo Nordisk Way/Innovation Way & Scudders Mill Road (CR 614)





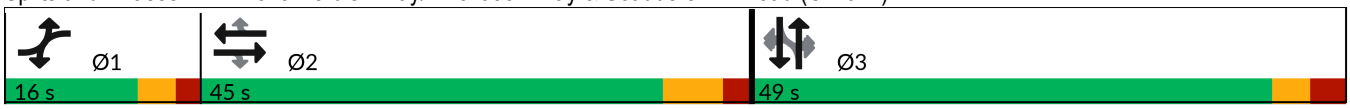
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1119	11	15	831	16	37	0	105	111	1	163
Future Volume (vph)	27	1119	11	15	831	16	37	0	105	111	1	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		275	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.953	
Satd. Flow (prot)	1805	3574	1615	1687	3574	1615	0	1805	1615	0	1811	1615
Flt Permitted	0.950			0.950				0.684			0.700	
Satd. Flow (perm)	1805	3574	1615	1687	3574	1615	0	1300	1615	0	1330	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			79			107			166
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1286			1017			363			380	
Travel Time (s)		17.5			13.9			9.9			10.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	7%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	28	1142	11	15	848	16	38	0	107	113	1	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	1142	11	15	848	16	0	38	107	0	114	166
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			24			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			50			50			40	
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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		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	2		1	2			3			3	

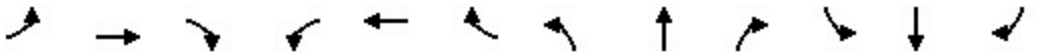
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2	3		3	3		3
Detector Phase	1	2	2	1	2	2	3	3	3	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	38.0	38.0	5.0	38.0	38.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	45.0	45.0	10.0	45.0	45.0	12.0	12.0	12.0	12.0	12.0	12.0
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
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
Act Effct Green (s)	5.8	38.7	38.7	5.8	38.7	38.7		10.6	10.6		10.6	10.6
Actuated g/C Ratio	0.08	0.56	0.56	0.08	0.56	0.56		0.15	0.15		0.15	0.15
v/c Ratio	0.18	0.57	0.01	0.10	0.42	0.02		0.19	0.32		0.56	0.43
Control Delay (s/veh)	35.5	13.0	0.0	34.5	11.2	0.1		28.7	8.9		38.9	8.7
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)	35.5	13.0	0.0	34.5	11.2	0.1		28.7	8.9		38.9	8.7
LOS	D	B	A	C	B	A		C	A		D	A
Approach Delay (s/veh)		13.4			11.4			14.1			21.0	
Approach LOS		B			B			B			C	
90th %ile Green (s)	7.4	38.0	38.0	7.4	38.0	38.0	16.7	16.7	16.7	16.7	16.7	16.7
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	6.3	38.0	38.0	6.3	38.0	38.0	13.5	13.5	13.5	13.5	13.5	13.5
70th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	5.5	38.0	38.0	5.5	38.0	38.0	10.5	10.5	10.5	10.5	10.5	10.5
50th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	0.0	38.0	38.0	0.0	38.0	38.0	7.9	7.9	7.9	7.9	7.9	7.9
30th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	0.0	38.0	38.0	0.0	38.0	38.0	6.0	6.0	6.0	6.0	6.0	6.0
10th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Min	Min	Min	Min	Min	Min
Stops (vph)	26	689	0	17	455	0		32	21		96	27
Fuel Used(gal)	1	23	0	1	18	0		0	1		2	1
CO Emissions (g/hr)	57	1584	6	37	1268	12		32	42		113	64
NOx Emissions (g/hr)	11	308	1	7	247	2		6	8		22	13
VOC Emissions (g/hr)	13	367	1	9	294	3		7	10		26	15
Dilemma Vehicles (#)	0	81	0	0	60	0		0	0		0	0
Queue Length 50th (ft)	12	171	0	6	113	0		15	0		48	0
Queue Length 95th (ft)	37	291	0	25	196	0		41	39		99	48
Internal Link Dist (ft)		1206			937			283			300	
Turn Bay Length (ft)	275		275	350		250						
Base Capacity (vph)	294	2012	943	274	2012	943		828	1067		847	1089
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.10	0.57	0.01	0.05	0.42	0.02		0.05	0.10		0.13	0.15

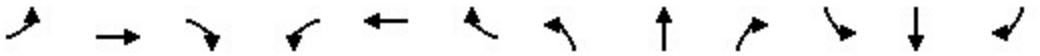
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 68.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 13.6		Intersection LOS: B	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 80.1			
70th %ile Actuated Cycle: 75.8			
50th %ile Actuated Cycle: 72			
30th %ile Actuated Cycle: 58.9			
10th %ile Actuated Cycle: 57			

Splits and Phases: 2: Novo Nordisk Way/Innovation Way & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	682	3	2	1373	421	9	3	2	196	0	135
Future Volume (vph)	49	682	3	2	1373	421	9	3	2	196	0	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	75		275	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			25			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.979				0.850
Flt Protected	0.950			0.950				0.969		0.950	0.950	
Satd. Flow (prot)	1805	3471	1615	1805	3539	1599	0	3425	0	1665	1665	1615
Flt Permitted	0.950			0.950				0.969		0.950	0.950	
Satd. Flow (perm)	1805	3471	1615	1805	3539	1599	0	3425	0	1665	1665	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			349		2				150
Link Speed (mph)		50			50			40			40	
Link Distance (ft)		740			926			518			529	
Travel Time (s)		10.1			12.6			8.8			9.0	
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%	4%	0%	0%	2%	1%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	52	718	3	2	1445	443	9	3	2	206	0	142
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	52	718	3	2	1445	443	0	14	0	103	103	142
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			18			12			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		45			45			16			35	
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	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

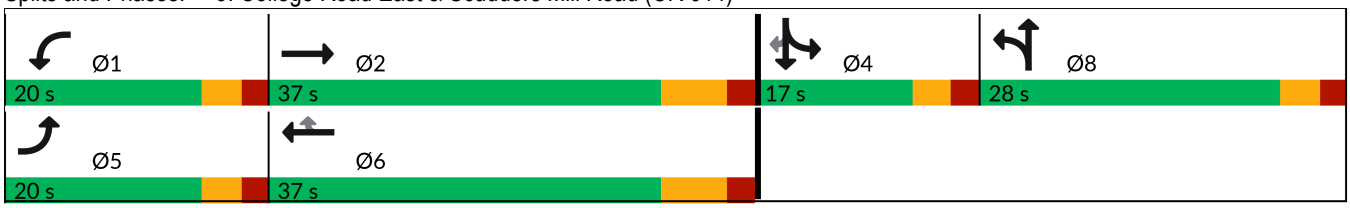


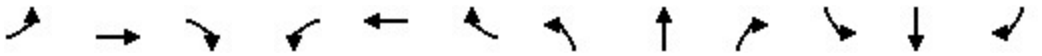
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	28.0	28.0		17.0	17.0	17.0
Total Split (%)	19.6%	36.3%		19.6%	36.3%	36.3%	27.5%	27.5%		16.7%	16.7%	16.7%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	23.0	23.0		12.0	12.0	12.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	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	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	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
Recall Mode	Min	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	6.8	40.4	64.6	6.1	30.3	30.3		6.1		8.4	8.4	8.4
Actuated g/C Ratio	0.11	0.63	1.00	0.09	0.47	0.47		0.09		0.13	0.13	0.13
v/c Ratio	0.27	0.33	0.00	0.01	0.87	0.47		0.04		0.47	0.47	0.42
Control Delay (s/veh)	32.4	8.3	0.0	31.0	24.7	5.4		28.5		34.8	34.8	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	32.4	8.3	0.0	31.0	24.7	5.4		28.5		34.8	34.8	9.2
LOS	C	A	A	C	C	A		C		C	C	A
Approach Delay (s/veh)		9.9			20.2			28.5			24.4	
Approach LOS		A			C			C			C	
90th %ile Green (s)	9.0	33.0		6.0	30.0	30.0	6.0	6.0		12.0	12.0	12.0
90th %ile Term Code	Gap	Hold		Min	Max	Max	Min	Min		Max	Max	Max
70th %ile Green (s)	7.1	42.1		0.0	30.0	30.0	0.0	0.0		9.6	9.6	9.6
70th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
50th %ile Green (s)	6.2	41.2		0.0	30.0	30.0	0.0	0.0		8.2	8.2	8.2
50th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	6.0	41.0		0.0	30.0	30.0	0.0	0.0		6.9	6.9	6.9
30th %ile Term Code	Min	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	6.0	41.0		0.0	30.0	30.0	0.0	0.0		6.0	6.0	6.0
10th %ile Term Code	Min	Hold		Skip	Max	Max	Skip	Skip		Min	Min	Min
Stops (vph)	45	306	0	4	1032	79		14		86	86	22
Fuel Used(gal)	2	13	0	0	31	4		0		2	2	1
CO Emissions (g/hr)	109	940	2	6	2153	290		18		132	132	67
NOx Emissions (g/hr)	21	183	0	1	419	56		4		26	26	13
VOC Emissions (g/hr)	25	218	1	1	499	67		4		31	31	15
Dilemma Vehicles (#)	0	43	0	0	101	0		1		0	6	0
Queue Length 50th (ft)	18	47	0	1	226	18		2		37	37	0
Queue Length 95th (ft)	57	181	0	8	#553	102		12		97	97	44
Internal Link Dist (ft)		660			846			438			449	
Turn Bay Length (ft)	200		200	75		275				100		
Base Capacity (vph)	423	2172	1615	423	1662	936		1234		312	312	425
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.12	0.33	0.00	0.00	0.87	0.47		0.01		0.33	0.33	0.33

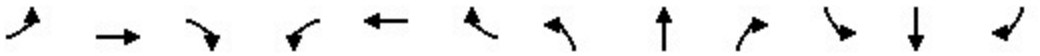
Intersection Summary			
Area Type:	Other		
Cycle Length: 102			
Actuated Cycle Length: 64.6			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 18.1		Intersection LOS: B	
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 79			
70th %ile Actuated Cycle: 63.7			
50th %ile Actuated Cycle: 61.4			
30th %ile Actuated Cycle: 59.9			
10th %ile Actuated Cycle: 59			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: College Road East & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	1251	8	11	789	176	5	2	8	379	3	70
Future Volume (vph)	88	1251	8	11	789	176	5	2	8	379	3	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	75		275	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			25			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.920				0.850
Flt Protected	0.950			0.950				0.984		0.950	0.953	
Satd. Flow (prot)	1805	3574	1615	1805	3574	1615	0	3268	0	1698	1703	1599
Flt Permitted	0.950			0.950				0.984		0.950	0.953	
Satd. Flow (perm)	1805	3574	1615	1805	3574	1615	0	3268	0	1698	1703	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			181		8				150
Link Speed (mph)		50			50			40			40	
Link Distance (ft)		740			926			518			529	
Travel Time (s)		10.1			12.6			8.8			9.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	91	1290	8	11	813	181	5	2	8	391	3	72
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	91	1290	8	11	813	181	0	15	0	195	199	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			18			12			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		45			45			16			35	
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	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

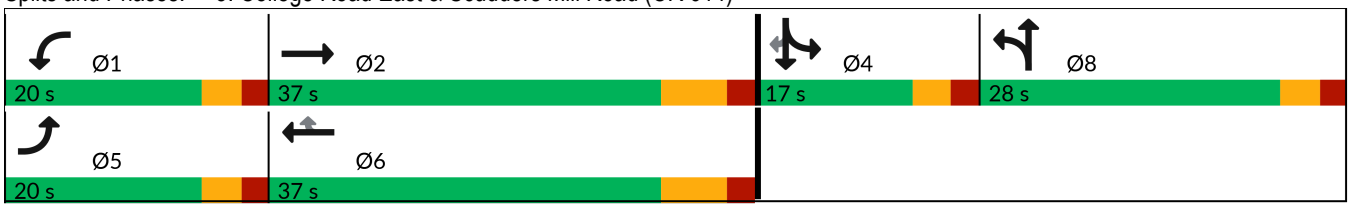


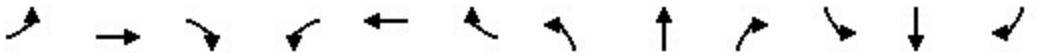
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	28.0	28.0		17.0	17.0	17.0
Total Split (%)	19.6%	36.3%		19.6%	36.3%	36.3%	27.5%	27.5%		16.7%	16.7%	16.7%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	23.0	23.0		12.0	12.0	12.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	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	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	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
Recall Mode	Min	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	8.1	41.5	69.4	6.1	30.2	30.2		6.0		12.1	12.1	12.1
Actuated g/C Ratio	0.12	0.60	1.00	0.09	0.44	0.44		0.09		0.17	0.17	0.17
v/c Ratio	0.43	0.60	0.00	0.07	0.52	0.22		0.05		0.66	0.67	0.18
Control Delay (s/veh)	36.1	12.2	0.0	33.1	16.8	3.6		24.4		41.2	41.8	1.0
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)	36.1	12.2	0.0	33.1	16.8	3.6		24.4		41.2	41.8	1.0
LOS	D	B	A	C	B	A		C		D	D	A
Approach Delay (s/veh)		13.7			14.6			24.4			35.2	
Approach LOS		B			B			C			D	
90th %ile Green (s)	11.7	35.6		6.1	30.0	30.0	6.0	6.0		12.0	12.0	12.0
90th %ile Term Code	Gap	Hold		Gap	Max	Max	Min	Min		Max	Max	Max
70th %ile Green (s)	8.9	43.9		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
70th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
50th %ile Green (s)	7.7	42.7		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
50th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
30th %ile Green (s)	6.6	41.6		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
30th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
10th %ile Green (s)	6.0	41.0		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
10th %ile Term Code	Min	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
Stops (vph)	77	739	0	13	548	19		12		157	159	0
Fuel Used(gal)	3	28	0	0	16	1		0		4	4	0
CO Emissions (g/hr)	196	1985	6	24	1101	102		17		266	272	19
NOx Emissions (g/hr)	38	386	1	5	214	20		3		52	53	4
VOC Emissions (g/hr)	46	460	1	5	255	24		4		62	63	4
Dilemma Vehicles (#)	0	73	0	0	57	0		1		0	13	0
Queue Length 50th (ft)	35	133	0	4	118	0		1		77	80	0
Queue Length 95th (ft)	87	384	0	21	236	39		11		#212	#218	0
Internal Link Dist (ft)		660			846			438			449	
Turn Bay Length (ft)	200		200	75		275				100		
Base Capacity (vph)	392	2135	1615	392	1556	805		1096		295	296	402
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.23	0.60	0.00	0.03	0.52	0.22		0.01		0.66	0.67	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 102			
Actuated Cycle Length: 69.4			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 17.6		Intersection LOS: B	
Intersection Capacity Utilization 71.0%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 81.7			
70th %ile Actuated Cycle: 67.9			
50th %ile Actuated Cycle: 66.7			
30th %ile Actuated Cycle: 65.6			
10th %ile Actuated Cycle: 65			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

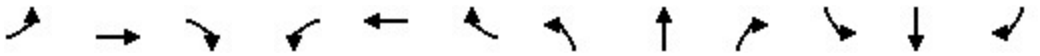
Splits and Phases: 3: College Road East & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	50	189	9	20	28	91	222	9	13	156	26
Future Volume (vph)	30	50	189	9	20	28	91	222	9	13	156	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.994				0.850
Flt Protected		0.982			0.984		0.950				0.996	
Satd. Flow (prot)	0	1845	1583	0	1870	1615	1787	1853	0	0	1793	1495
Flt Permitted		0.960			0.860		0.522				0.966	
Satd. Flow (perm)	0	1804	1583	0	1634	1615	982	1853	0	0	1739	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201			184		3				172
Link Speed (mph)		45			25			35			35	
Link Distance (ft)		481			370			413			250	
Travel Time (s)		7.3			10.1			8.0			4.9	
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 (%)	3%	0%	2%	0%	0%	0%	1%	2%	0%	0%	6%	8%
Adj. Flow (vph)	32	53	201	10	21	30	97	236	10	14	166	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	201	0	31	30	97	246	0	0	180	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	R NA	Right	Left	Left	Right
Median Width(ft)		0			3			12			0	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4 7			8		5	2			6	

Lane Group	Ø4
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)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4



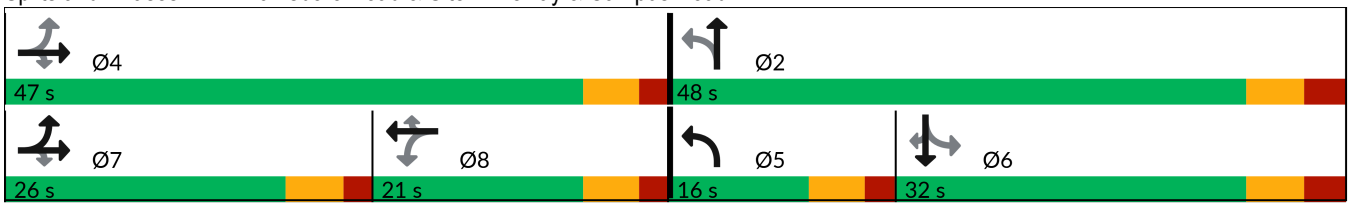
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4 7		4 7	8		8	2			6		6
Detector Phase	7	4 7	4 7	8	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0			5.0	5.0	5.0	5.0	25.0		25.0	25.0	25.0
Minimum Split (s)	21.0			11.0	11.0	11.0	11.0	32.0		32.0	32.0	32.0
Total Split (s)	26.0			21.0	21.0	21.0	16.0	48.0		32.0	32.0	32.0
Total Split (%)	27.4%			22.1%	22.1%	22.1%	16.8%	50.5%		33.7%	33.7%	33.7%
Maximum Green (s)	20.0			15.0	15.0	15.0	10.0	41.0		25.0	25.0	25.0
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0	6.0	6.0	7.0			7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None			None	None	None	None	Min		Min	Min	Min
Act Effct Green (s)		22.3	22.3		6.1	6.1	37.2	36.2			25.7	25.7
Actuated g/C Ratio		0.31	0.31		0.08	0.08	0.52	0.50			0.36	0.36
v/c Ratio		0.15	0.32		0.22	0.10	0.16	0.26			0.29	0.04
Control Delay (s/veh)		19.3	4.6		38.3	0.6	10.8	11.9			21.6	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)		19.3	4.6		38.3	0.6	10.8	11.9			21.6	0.1
LOS		B	A		D	A	B	B			C	A
Approach Delay (s/veh)		9.0			19.8			11.5			18.7	
Approach LOS		A			B			B			B	
90th %ile Green (s)	15.0			8.0	8.0	8.0	10.0	41.0		25.0	25.0	25.0
90th %ile Term Code	Min			Gap	Gap	Gap	Max	Hold		Max	Max	Max
70th %ile Green (s)	15.0			6.7	6.7	6.7	8.6	39.6		25.0	25.0	25.0
70th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
50th %ile Green (s)	15.0			5.8	5.8	5.8	7.4	38.4		25.0	25.0	25.0
50th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
30th %ile Green (s)	15.0			0.0	0.0	0.0	5.9	36.9		25.0	25.0	25.0
30th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
10th %ile Green (s)	15.0			0.0	0.0	0.0	0.0	25.0		25.0	25.0	25.0
10th %ile Term Code	Min			Skip	Skip	Skip	Skip	Min		Max	Max	Max
Stops (vph)		52	23		29	0	41	119			119	0
Fuel Used(gal)		1	1		0	0	1	4			4	0
CO Emissions (g/hr)		85	74		30	6	102	270			258	22
NOx Emissions (g/hr)		16	14		6	1	20	53			50	4
VOC Emissions (g/hr)		20	17		7	1	24	63			60	5
Dilemma Vehicles (#)		4	0		0	0	0	11			11	0
Queue Length 50th (ft)		28	0		15	0	23	66			66	0
Queue Length 95th (ft)		61	43		41	0	50	116			127	0
Internal Link Dist (ft)		401			290			333			170	
Turn Bay Length (ft)							200					
Base Capacity (vph)		1070	1012		350	491	623	1088			622	645
Starvation Cap Reductn		0	0		0	0	0	0			0	0
Spillback Cap Reductn		0	0		0	0	0	0			0	0
Storage Cap Reductn		0	0		0	0	0	0			0	0

Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	47.0
Total Split (%)	49%
Maximum Green (s)	41.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Act Effct 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	
90th %ile Green (s)	29.0
90th %ile Term Code	Hold
70th %ile Green (s)	27.7
70th %ile Term Code	Hold
50th %ile Green (s)	26.8
50th %ile Term Code	Hold
30th %ile Green (s)	15.0
30th %ile Term Code	Hold
10th %ile Green (s)	15.0
10th %ile Term Code	Hold
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.08	0.20		0.09	0.06	0.16	0.23			0.29	0.04

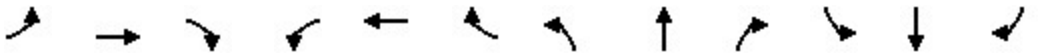
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 71.9			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay (s/veh): 13.0		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 83			
70th %ile Actuated Cycle: 80.3			
50th %ile Actuated Cycle: 78.2			
30th %ile Actuated Cycle: 64.9			
10th %ile Actuated Cycle: 53			

Splits and Phases: 4: Plainsboro Road & Site Driveway & Campus Road



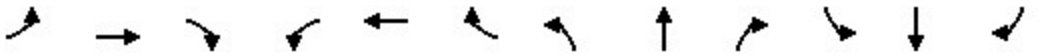
Lane Group	Ø4
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	104	318	25	24	54	54	231	33	32	290	25
Future Volume (vph)	55	104	318	25	24	54	54	231	33	32	290	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.981				0.850
Flt Protected		0.983			0.975		0.950				0.995	
Satd. Flow (prot)	0	1855	1615	0	1852	1615	1805	1848	0	0	1874	1553
Flt Permitted		0.755			0.747		0.333				0.937	
Satd. Flow (perm)	0	1425	1615	0	1419	1615	633	1848	0	0	1764	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			361			184		10				172
Link Speed (mph)		45			25			35			35	
Link Distance (ft)		481			370			413			250	
Travel Time (s)		7.3			10.1			8.0			4.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	4%
Adj. Flow (vph)	63	118	361	28	27	61	61	263	38	36	330	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	181	361	0	55	61	61	301	0	0	366	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	R NA	Right	Left	Left	Right
Median Width(ft)		0			3			12			0	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4 7			8		5	2			6	

Lane Group	Ø4
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)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4



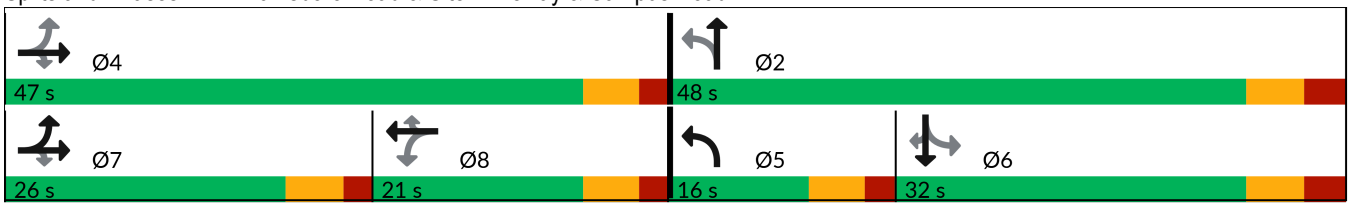
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4 7		4 7	8		8	2			6		6
Detector Phase	7	4 7	4 7	8	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0			5.0	5.0	5.0	5.0	25.0		25.0	25.0	25.0
Minimum Split (s)	21.0			11.0	11.0	11.0	11.0	32.0		32.0	32.0	32.0
Total Split (s)	26.0			21.0	21.0	21.0	16.0	48.0		32.0	32.0	32.0
Total Split (%)	27.4%			22.1%	22.1%	22.1%	16.8%	50.5%		33.7%	33.7%	33.7%
Maximum Green (s)	20.0			15.0	15.0	15.0	10.0	41.0		25.0	25.0	25.0
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0	6.0	6.0	7.0			7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None			None	None	None	None	Min		Min	Min	Min
Act Effct Green (s)		26.5	26.5		7.5	7.5	36.4	35.4			25.8	25.8
Actuated g/C Ratio		0.35	0.35		0.10	0.10	0.48	0.47			0.34	0.34
v/c Ratio		0.31	0.45		0.39	0.19	0.15	0.34			0.61	0.04
Control Delay (s/veh)		19.4	4.1		43.0	1.3	12.7	14.5			29.1	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)		19.4	4.1		43.0	1.3	12.7	14.5			29.1	0.1
LOS		B	A		D	A	B	B			C	A
Approach Delay (s/veh)		9.2			21.0			14.2			27.0	
Approach LOS		A			C			B			C	
90th %ile Green (s)	17.9			10.8	10.8	10.8	8.7	39.7		25.0	25.0	25.0
90th %ile Term Code	Gap			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
70th %ile Green (s)	15.0			8.7	8.7	8.7	7.2	38.2		25.0	25.0	25.0
70th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
50th %ile Green (s)	15.0			7.3	7.3	7.3	6.3	37.3		25.0	25.0	25.0
50th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
30th %ile Green (s)	15.0			6.0	6.0	6.0	5.5	36.5		25.0	25.0	25.0
30th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
10th %ile Green (s)	15.0			0.0	0.0	0.0	0.0	25.0		25.0	25.0	25.0
10th %ile Term Code	Min			Skip	Skip	Skip	Skip	Min		Max	Max	Max
Stops (vph)		102	28		45	0	27	151			259	0
Fuel Used(gal)		2	2		1	0	1	5			8	0
CO Emissions (g/hr)		167	112		52	13	63	327			542	21
NOx Emissions (g/hr)		33	22		10	3	12	64			105	4
VOC Emissions (g/hr)		39	26		12	3	15	76			126	5
Dilemma Vehicles (#)		8	0		0	0	0	12			20	0
Queue Length 50th (ft)		62	0		26	0	15	85			153	0
Queue Length 95th (ft)		109	47		63	0	38	156			273	0
Internal Link Dist (ft)		401			290			333			170	
Turn Bay Length (ft)							200					
Base Capacity (vph)		917	1065		291	478	466	1041			604	644
Starvation Cap Reductn		0	0		0	0	0	0			0	0
Spillback Cap Reductn		0	0		0	0	0	0			0	0
Storage Cap Reductn		0	0		0	0	0	0			0	0

Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	47.0
Total Split (%)	49%
Maximum Green (s)	41.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Act Effct 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	
90th %ile Green (s)	34.7
90th %ile Term Code	Hold
70th %ile Green (s)	29.7
70th %ile Term Code	Hold
50th %ile Green (s)	28.3
50th %ile Term Code	Hold
30th %ile Green (s)	27.0
30th %ile Term Code	Hold
10th %ile Green (s)	15.0
10th %ile Term Code	Hold
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.20	0.34		0.19	0.13	0.13	0.29			0.61	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 75.3			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 16.4		Intersection LOS: B	
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 87.4			
70th %ile Actuated Cycle: 80.9			
50th %ile Actuated Cycle: 78.6			
30th %ile Actuated Cycle: 76.5			
10th %ile Actuated Cycle: 53			

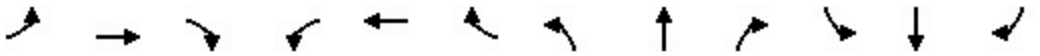
Splits and Phases: 4: Plainsboro Road & Site Driveway & Campus Road



Lane Group	Ø4
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)	1	233	4	39	316	0	35	0	78	3	0	4
Future Volume (vph)	1	233	4	39	316	0	35	0	78	3	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998							0.850		0.916	
Flt Protected					0.995			0.950			0.982	
Satd. Flow (prot)	0	1854	0	0	1826	0	0	1805	1538	0	1521	0
Flt Permitted					0.942			0.950			0.982	
Satd. Flow (perm)	0	1854	0	0	1729	0	0	1805	1538	0	1521	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2							164		164	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		573			1323			259			404	
Travel Time (s)		15.6			36.1			7.1			11.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	100%	1%	50%	8%	3%	0%	0%	0%	5%	33%	0%	0%
Adj. Flow (vph)	1	265	5	44	359	0	40	0	89	3	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	271	0	0	403	0	0	40	89	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			0	
Link Offset(ft)		0			0			0			0	
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	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	1 2			2		3	3		4	4	
Permitted Phases	1 2			2					3			
Detector Phase	1	1 2		2	2		3	3	3	4	4	
Switch Phase												

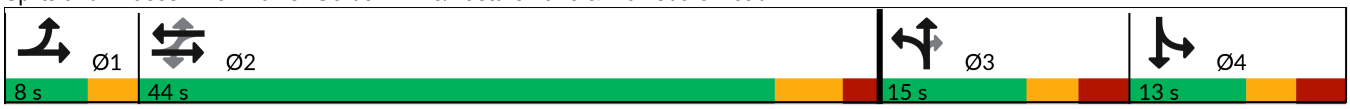


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0			38.0	38.0		7.0	7.0	7.0	5.0	5.0	
Minimum Split (s)	8.0			44.0	44.0		13.0	13.0	13.0	11.0	11.0	
Total Split (s)	8.0			44.0	44.0		15.0	15.0	15.0	13.0	13.0	
Total Split (%)	10.0%			55.0%	55.0%		18.8%	18.8%	18.8%	16.3%	16.3%	
Maximum Green (s)	5.0			38.0	38.0		9.0	9.0	9.0	7.0	7.0	
Yellow Time (s)	3.0			4.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.0			2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)					0.0			0.0	0.0		0.0	
Total Lost Time (s)					6.0			6.0	6.0		6.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None			Min	Min		None	None	None	None	None	
Act Effct Green (s)		50.6			38.6			7.3	7.3		5.1	
Actuated g/C Ratio		0.78			0.59			0.11	0.11		0.08	
v/c Ratio		0.19			0.39			0.20	0.28		0.03	
Control Delay (s/veh)		3.8			10.3			31.3	2.7		0.1	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)		3.8			10.3			31.3	2.7		0.1	
LOS		A			B			C	A		A	
Approach Delay (s/veh)		3.8			10.3			11.6			0.1	
Approach LOS		A			B			B			A	
90th %ile Green (s)	5.0			38.0	38.0		8.4	8.4	8.4	5.0	5.0	
90th %ile Term Code	Max			Max	Max		Gap	Gap	Gap	Min	Min	
70th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
70th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
50th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
50th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
30th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
30th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
10th %ile Green (s)	5.0			38.0	38.0		0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Max			Max	Max		Skip	Skip	Skip	Skip	Skip	
Stops (vph)		64			184			33	1		0	
Fuel Used(gal)		3			6			0	0		0	
CO Emissions (g/hr)		188			444			30	15		2	
NOx Emissions (g/hr)		36			86			6	3		0	
VOC Emissions (g/hr)		43			103			7	4		0	
Dilemma Vehicles (#)		0			0			0	0		0	
Queue Length 50th (ft)		22			77			15	0		0	
Queue Length 95th (ft)		79			189			45	4		0	
Internal Link Dist (ft)		493			1243			179			324	
Turn Bay Length (ft)												
Base Capacity (vph)		1444			1028			254	357		312	
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		0.19			0.39			0.16	0.25		0.03	

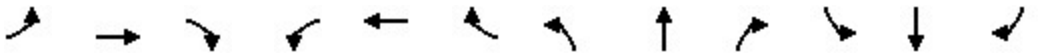
Intersection Summary

Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 64.9			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay (s/veh): 8.2		Intersection LOS: A	
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 77.4			
70th %ile Actuated Cycle: 65			
50th %ile Actuated Cycle: 65			
30th %ile Actuated Cycle: 65			
10th %ile Actuated Cycle: 52			

Splits and Phases: 5: Walker Gordon Drive/Pasture Lane & Plainsboro Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	692	11	56	187	5	48	0	74	5	0	1
Future Volume (vph)	1	692	11	56	187	5	48	0	74	5	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.997				0.850		0.977	
Flt Protected					0.989			0.950			0.960	
Satd. Flow (prot)	0	1875	0	0	1844	0	0	1703	1615	0	1527	0
Flt Permitted					0.760			0.950			0.960	
Satd. Flow (perm)	0	1875	0	0	1417	0	0	1703	1615	0	1527	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2				164		164	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		573			1323			259			404	
Travel Time (s)		15.6			36.1			7.1			11.0	
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%	1%	9%	2%	1%	20%	6%	0%	0%	20%	0%	0%
Adj. Flow (vph)	1	752	12	61	203	5	52	0	80	5	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	765	0	0	269	0	0	52	80	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			0	
Link Offset(ft)		0			0			0			0	
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	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	1 2			2		3	3		4	4	
Permitted Phases	1 2			2					3			
Detector Phase	1	1 2		2	2		3	3	3	4	4	
Switch Phase												

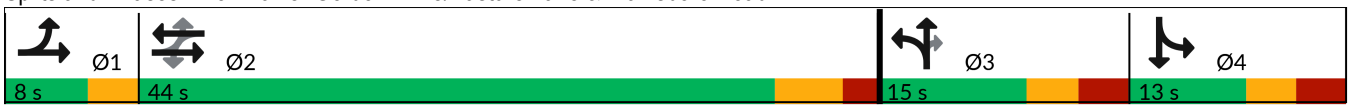


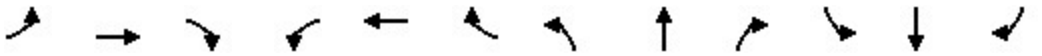
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0			38.0	38.0		7.0	7.0	7.0	5.0	5.0	
Minimum Split (s)	8.0			44.0	44.0		13.0	13.0	13.0	11.0	11.0	
Total Split (s)	8.0			44.0	44.0		15.0	15.0	15.0	13.0	13.0	
Total Split (%)	10.0%			55.0%	55.0%		18.8%	18.8%	18.8%	16.3%	16.3%	
Maximum Green (s)	5.0			38.0	38.0		9.0	9.0	9.0	7.0	7.0	
Yellow Time (s)	3.0			4.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.0			2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)					0.0			0.0	0.0		0.0	
Total Lost Time (s)					6.0			6.0	6.0		6.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None			Min	Min		None	None	None	None	None	
Act Effct Green (s)		50.6			38.7			7.5	7.5		5.1	
Actuated g/C Ratio		0.78			0.59			0.12	0.12		0.08	
v/c Ratio		0.53			0.32			0.27	0.24		0.02	
Control Delay (s/veh)		6.5			9.9			32.6	1.7		0.2	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)		6.5			9.9			32.6	1.7		0.2	
LOS		A			A			C	A		A	
Approach Delay (s/veh)		6.5			9.9			13.9			0.2	
Approach LOS		A			A			B			A	
90th %ile Green (s)	5.0			38.0	38.0		9.0	9.0	9.0	5.0	5.0	
90th %ile Term Code	Max			Max	Max		Max	Max	Max	Min	Min	
70th %ile Green (s)	5.0			38.0	38.0		7.3	7.3	7.3	0.0	0.0	
70th %ile Term Code	Max			Max	Max		Gap	Gap	Gap	Skip	Skip	
50th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
50th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
30th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
30th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
10th %ile Green (s)	5.0			38.0	38.0		0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Max			Max	Max		Skip	Skip	Skip	Skip	Skip	
Stops (vph)		282			122			44	0		0	
Fuel Used(gal)		9			4			1	0		0	
CO Emissions (g/hr)		607			306			41	13		1	
NOx Emissions (g/hr)		118			60			8	3		0	
VOC Emissions (g/hr)		141			71			10	3		0	
Dilemma Vehicles (#)		0			0			0	0		0	
Queue Length 50th (ft)		89			48			19	0		0	
Queue Length 95th (ft)		319			134			57	0		0	
Internal Link Dist (ft)		493			1243			179			324	
Turn Bay Length (ft)												
Base Capacity (vph)		1457			842			239	367		313	
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		0.53			0.32			0.22	0.22		0.02	

Intersection Summary

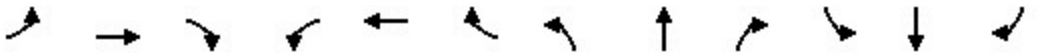
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 65.1			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay (s/veh): 8.1		Intersection LOS: A	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 78			
70th %ile Actuated Cycle: 65.3			
50th %ile Actuated Cycle: 65			
30th %ile Actuated Cycle: 65			
10th %ile Actuated Cycle: 52			

Splits and Phases: 5: Walker Gordon Drive/Pasture Lane & Plainsboro Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	1001	54	50	1127	65	81	0	59	12	0	31
Future Volume (vph)	173	1001	54	50	1127	65	81	0	59	12	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		80	150		275	0		0	0		0
Storage Lanes	1		1	1		1	1		0	0		1
Taper Length (ft)	100			50			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
Frt			0.850			0.850		0.850				0.850
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1787	3505	1615	1805	3505	1615	1805	1615	0	0	1805	1568
Flt Permitted	0.950			0.950			0.749				0.715	
Satd. Flow (perm)	1787	3505	1615	1805	3505	1615	1423	1615	0	0	1358	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			195		473				103
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		440			939			661			578	
Travel Time (s)		6.0			12.8			18.0			15.8	
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 (%)	1%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	3%
Adj. Flow (vph)	190	1100	59	55	1238	71	89	0	65	13	0	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	1100	59	55	1238	71	89	65	0	0	13	34
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)		21			24			20			12	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	

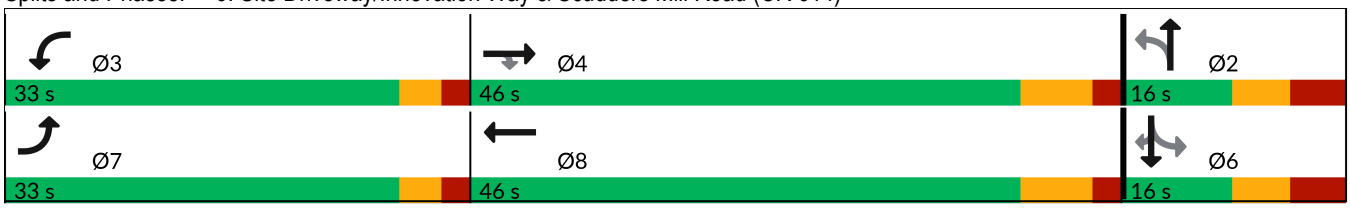


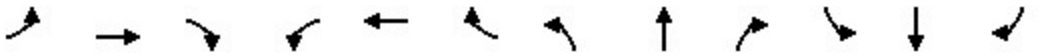
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			Free	2			6		6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	15.0	15.0	11.0	15.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	33.0	46.0	46.0	33.0	46.0		16.0	16.0		16.0	16.0	16.0
Total Split (%)	34.7%	48.4%	48.4%	34.7%	48.4%		16.8%	16.8%		16.8%	16.8%	16.8%
Maximum Green (s)	28.0	39.0	39.0	28.0	39.0		8.0	8.0		8.0	8.0	8.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		4.0	4.0		4.0	4.0	4.0
Lost Time Adjust (s)	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		8.0	8.0			8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	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
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None
Act Effct Green (s)	12.5	42.8	42.8	7.3	32.5	73.0	7.7	7.7			7.7	7.7
Actuated g/C Ratio	0.17	0.59	0.59	0.10	0.45	1.00	0.11	0.11			0.11	0.11
v/c Ratio	0.62	0.54	0.06	0.31	0.79	0.04	0.60	0.11			0.09	0.13
Control Delay (s/veh)	38.1	11.4	0.3	37.7	22.3	0.0	52.4	0.4			35.3	1.1
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)	38.1	11.4	0.3	37.7	22.3	0.0	52.4	0.4			35.3	1.1
LOS	D	B	A	D	C	A	D	A			D	A
Approach Delay (s/veh)		14.7			21.8			30.5			10.5	
Approach LOS		B			C			C			B	
90th %ile Green (s)	18.4	47.6	47.6	9.8	39.0		8.0	8.0		8.0	8.0	8.0
90th %ile Term Code	Gap	Hold	Hold	Gap	Max		Max	Max		Hold	Hold	Hold
70th %ile Green (s)	15.0	43.9	43.9	8.0	36.9		8.0	8.0		8.0	8.0	8.0
70th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Max	Max		Hold	Hold	Hold
50th %ile Green (s)	12.7	36.8	36.8	6.8	30.9		8.0	8.0		8.0	8.0	8.0
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Max	Max		Hold	Hold	Hold
30th %ile Green (s)	10.2	41.8	41.8	0.0	26.6		8.0	8.0		8.0	8.0	8.0
30th %ile Term Code	Gap	Hold	Hold	Skip	Gap		Max	Max		Hold	Hold	Hold
10th %ile Green (s)	7.6	42.2	42.2	0.0	29.6		6.2	6.2		6.2	6.2	6.2
10th %ile Term Code	Gap	Dwell	Dwell	Skip	Dwell		Gap	Gap		Hold	Hold	Hold
Stops (vph)	150	568	1	46	909	0	68	0			14	0
Fuel Used(gal)	5	18	0	1	26	0	2	0			0	0
CO Emissions (g/hr)	341	1273	28	97	1803	27	111	24			14	11
NOx Emissions (g/hr)	66	248	6	19	351	5	22	5			3	2
VOC Emissions (g/hr)	79	295	7	22	418	6	26	5			3	3
Dilemma Vehicles (#)	0	58	0	0	68	0	0	0			0	0
Queue Length 50th (ft)	78	168	0	23	242	0	38	0			5	0
Queue Length 95th (ft)	155	243	3	63	366	0	#118	0			24	0
Internal Link Dist (ft)		360			859			581			498	
Turn Bay Length (ft)	250		80	150		275						
Base Capacity (vph)	694	2076	1003	701	1897	1615	157	599			150	265
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.27	0.53	0.06	0.08	0.65	0.04	0.57	0.11			0.09	0.13

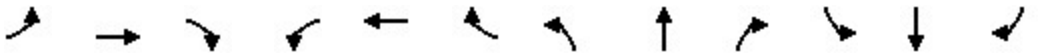
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 73			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 18.8		Intersection LOS: B	
Intersection Capacity Utilization 68.6%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 85.4			
70th %ile Actuated Cycle: 79.9			
50th %ile Actuated Cycle: 71.6			
30th %ile Actuated Cycle: 64.8			
10th %ile Actuated Cycle: 63.4			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Site Driveway/Innovation Way & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	1006	77	104	1023	10	95	0	87	63	0	141
Future Volume (vph)	20	1006	77	104	1023	10	95	0	87	63	0	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		80	150		275	0		0	0		0
Storage Lanes	1		1	1		1	1		0	0		1
Taper Length (ft)	100			50			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
Frt			0.850			0.850		0.850				0.850
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1805	3574	1615	1805	3574	1615	1805	1615	0	0	1805	1599
Flt Permitted	0.950			0.950			0.713				0.695	
Satd. Flow (perm)	1805	3574	1615	1805	3574	1615	1355	1615	0	0	1320	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			195		306				153
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		440			939			661			578	
Travel Time (s)		6.0			12.8			18.0			15.8	
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%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	22	1093	84	113	1112	11	103	0	95	68	0	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	1093	84	113	1112	11	103	95	0	0	68	153
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)		21			24			20			12	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	

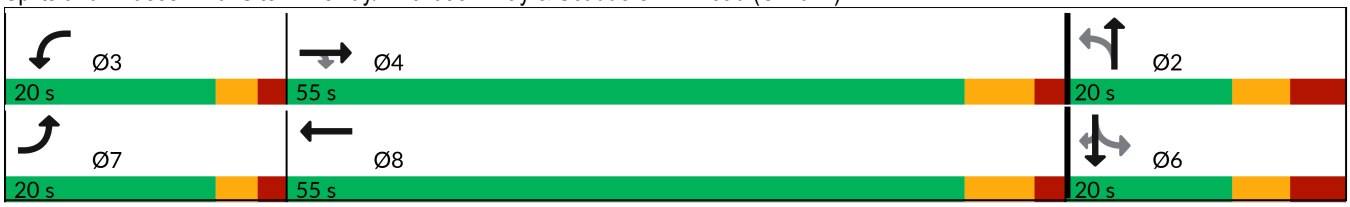


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			Free	2			6		6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	15.0	15.0	11.0	15.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	20.0	55.0	55.0	20.0	55.0		20.0	20.0		20.0	20.0	20.0
Total Split (%)	21.1%	57.9%	57.9%	21.1%	57.9%		21.1%	21.1%		21.1%	21.1%	21.1%
Maximum Green (s)	15.0	48.0	48.0	15.0	48.0		12.0	12.0		12.0	12.0	12.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		4.0	4.0		4.0	4.0	4.0
Lost Time Adjust (s)	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		8.0	8.0			8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	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
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None
Act Effct Green (s)	6.6	26.8	26.8	9.1	33.8	63.2	9.5	9.5			9.5	9.5
Actuated g/C Ratio	0.10	0.42	0.42	0.14	0.53	1.00	0.15	0.15			0.15	0.15
v/c Ratio	0.12	0.72	0.11	0.44	0.58	0.01	0.51	0.19			0.34	0.41
Control Delay (s/veh)	34.1	19.3	1.8	34.5	12.1	0.0	38.5	0.8			33.8	9.9
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)	34.1	19.3	1.8	34.5	12.1	0.0	38.5	0.8			33.8	9.9
LOS	C	B	A	C	B	A	D	A			C	A
Approach Delay (s/veh)		18.4			14.0			20.4			17.3	
Approach LOS		B			B			C			B	
90th %ile Green (s)	7.2	38.4	38.4	13.4	44.6		12.0	12.0		12.0	12.0	12.0
90th %ile Term Code	Gap	Gap	Gap	Gap	Hold		Max	Max		Max	Max	Max
70th %ile Green (s)	6.0	30.9	30.9	10.4	35.3		12.0	12.0		12.0	12.0	12.0
70th %ile Term Code	Min	Gap	Gap	Gap	Hold		Max	Max		Hold	Hold	Hold
50th %ile Green (s)	0.0	25.9	25.9	8.6	39.5		9.7	9.7		9.7	9.7	9.7
50th %ile Term Code	Skip	Gap	Gap	Gap	Hold		Gap	Gap		Hold	Hold	Hold
30th %ile Green (s)	0.0	21.7	21.7	7.1	33.8		7.7	7.7		7.7	7.7	7.7
30th %ile Term Code	Skip	Gap	Gap	Gap	Hold		Gap	Gap		Hold	Hold	Hold
10th %ile Green (s)	0.0	17.2	17.2	0.0	17.2		6.0	6.0		6.0	6.0	6.0
10th %ile Term Code	Skip	Dwell	Dwell	Skip	Dwell		Hold	Hold		Min	Min	Min
Stops (vph)	20	760	5	88	612	0	83	0			55	25
Fuel Used(gal)	1	23	1	3	18	0	2	1			1	1
CO Emissions (g/hr)	41	1596	46	189	1258	4	112	35			67	75
NOx Emissions (g/hr)	8	310	9	37	245	1	22	7			13	15
VOC Emissions (g/hr)	10	370	11	44	292	1	26	8			15	17
Dilemma Vehicles (#)	0	69	0	0	70	0	0	0			0	0
Queue Length 50th (ft)	8	185	0	42	110	0	38	0			24	0
Queue Length 95th (ft)	34	295	14	103	255	0	102	0			72	51
Internal Link Dist (ft)		360			859			581			498	
Turn Bay Length (ft)	250		80	150		275						
Base Capacity (vph)	460	2734	1262	460	2734	1615	276	573			269	448
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.05	0.40	0.07	0.25	0.41	0.01	0.37	0.17			0.25	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 63.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 16.5		Intersection LOS: B	
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 83.8			
70th %ile Actuated Cycle: 73.3			
50th %ile Actuated Cycle: 64.2			
30th %ile Actuated Cycle: 56.5			
10th %ile Actuated Cycle: 38.2			

Splits and Phases: 6: Site Driveway/Innovation Way & Scudders Mill Road (CR 614)



Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	901	157	19	1239	4	1
Future Vol, veh/h	901	157	19	1239	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	150	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	1	0	2	25	100
Mvmt Flow	990	173	21	1362	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	990	0	1713	495
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	723	-
Critical Hdwy	-	-	4.1	-	7.3	8.9
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.3	-
Follow-up Hdwy	-	-	2.2	-	3.75	4.3
Pot Cap-1 Maneuver	-	0	706	-	64	326
Stage 1	-	0	-	-	272	-
Stage 2	-	0	-	-	386	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	706	-	62	326
Mov Cap-2 Maneuver	-	-	-	-	62	-
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	374	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.15	57.19
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	62	326	-	706	-
HCM Lane V/C Ratio	0.071	0.003	-	0.03	-
HCM Ctrl Dly (s/v)	67.5	16.1	-	10.3	-
HCM Lane LOS	F	C	-	B	-
HCM 95th %tile Q(veh)	0.2	0	-	0.1	-

Intersection	
Int Delay, s/veh	14.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1153	4	1	1038	92	5
Future Vol, veh/h	1153	4	1	1038	92	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	150	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	20
Mvmt Flow	1253	4	1	1128	100	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1253	0	1820	627
Stage 1	-	-	-	-	1253	-
Stage 2	-	-	-	-	566	-
Critical Hdwy	-	-	4.1	-	6.8	7.3
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.5
Pot Cap-1 Maneuver	-	0	562	-	~ 71	385
Stage 1	-	0	-	-	236	-
Stage 2	-	0	-	-	537	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	562	-	~ 70	385
Mov Cap-2 Maneuver	-	-	-	-	~ 70	-
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	536	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	$ 337.12
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	70	385	-	562	-
HCM Lane V/C Ratio	1.42	0.014	-	0.002	-
HCM Ctrl Dly (s/v)	$ 354.7	14.5	-	11.4	-
HCM Lane LOS	F	B	-	B	-
HCM 95th %tile Q(veh)	8.2	0	-	0	-

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

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	186	7	323	36	97
Future Vol, veh/h	134	186	7	323	36	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	2	0	1	0	2
Mvmt Flow	151	209	8	363	40	109

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	360	0	634	255
Stage 1	-	-	-	-	255	-
Stage 2	-	-	-	-	379	-
Critical Hdwy	-	-	4.1	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1210	-	447	784
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	697	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1210	-	443	784
Mov Cap-2 Maneuver	-	-	-	-	443	-
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.17	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	649	-	-	38	-
HCM Lane V/C Ratio	0.23	-	-	0.006	-
HCM Ctrl Dly (s/v)	12.2	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	326	452	62	222	31	85
Future Vol, veh/h	326	452	62	222	31	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	0	1	0	1
Mvmt Flow	351	486	67	239	33	91

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	837	0	966	594
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	-	-	4.1	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	806	-	285	507
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	806	-	258	507
Mov Cap-2 Maneuver	-	-	-	-	258	-
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	635	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.15	17.89
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	403	-	-	393	-
HCM Lane V/C Ratio	0.31	-	-	0.083	-
HCM Ctrl Dly (s/v)	17.9	-	-	9.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.3	-

Intersection	
Int Delay, s/veh	11.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	222	10	96	146	0	184	0	16	1	0	0
Future Vol, veh/h	1	222	10	96	146	0	184	0	16	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	3	22	5	5	0	2	0	13	0	0	0
Mvmt Flow	1	261	12	113	172	0	216	0	19	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	172	0	0	273	0	0	667	667	267	661	673	172
Stage 1	-	-	-	-	-	-	269	269	-	398	398	-
Stage 2	-	-	-	-	-	-	398	398	-	264	275	-
Critical Hdwy	4.1	-	-	4.15	-	-	7.12	6.5	6.33	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.245	-	-	3.518	4	3.417	3.5	4	3.3
Pot Cap-1 Maneuver	1417	-	-	1273	-	-	372	382	746	378	379	877
Stage 1	-	-	-	-	-	-	736	690	-	632	606	-
Stage 2	-	-	-	-	-	-	628	606	-	746	686	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1417	-	-	1273	-	-	335	344	746	332	342	877
Mov Cap-2 Maneuver	-	-	-	-	-	-	335	344	-	332	342	-
Stage 1	-	-	-	-	-	-	736	689	-	570	547	-
Stage 2	-	-	-	-	-	-	567	547	-	726	685	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	3.21	33.81	15.87
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	351	8	-	-	714	-	-	332
HCM Lane V/C Ratio	0.67	0.001	-	-	0.089	-	-	0.004
HCM Ctrl Dly (s/v)	33.8	7.5	0	-	8.1	0	-	15.9
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	4.6	0	-	-	0.3	-	-	0

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	396	15	144	167	0	117	0	12	1	2	0
Future Vol, veh/h	1	396	15	144	167	0	117	0	12	1	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	1	1	0	3	0	0	0	50	0
Mvmt Flow	1	417	16	152	176	0	123	0	13	1	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	176	0	0	433	0	0	907	906	425	898	914	176
Stage 1	-	-	-	-	-	-	427	427	-	479	479	-
Stage 2	-	-	-	-	-	-	480	479	-	419	435	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.13	6.5	6.2	7.1	7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.527	4	3.3	3.5	4.45	3.3
Pot Cap-1 Maneuver	1413	-	-	1132	-	-	256	278	634	262	228	873
Stage 1	-	-	-	-	-	-	604	589	-	571	483	-
Stage 2	-	-	-	-	-	-	565	558	-	616	507	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1413	-	-	1132	-	-	215	237	634	219	194	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	215	237	-	219	194	-
Stage 1	-	-	-	-	-	-	603	588	-	487	411	-
Stage 2	-	-	-	-	-	-	479	476	-	603	506	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.02	4.01	41.11	23.11
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	230	4	-	-	833	-	-	202
HCM Lane V/C Ratio	0.591	0.001	-	-	0.134	-	-	0.016
HCM Ctrl Dly (s/v)	41.1	7.6	0	-	8.7	0	-	23.1
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	3.4	0	-	-	0.5	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	229	338	20	19	3
Future Vol, veh/h	1	229	338	20	19	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	3	0	0	0
Mvmt Flow	1	249	367	22	21	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	389	0	-	0	629	378
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	251	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1180	-	-	-	449	673
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1180	-	-	-	449	673
Mov Cap-2 Maneuver	-	-	-	-	449	-
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	795	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.04	0	13.07
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	8	-	-	-	470
HCM Lane V/C Ratio	0.001	-	-	-	0.051
HCM Ctrl Dly (s/v)	8.1	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	733	189	47	42	13
Future Vol, veh/h	1	733	189	47	42	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	1	797	205	51	46	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	257	0	-	0	1030	231
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	799	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1320	-	-	-	261	813
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	446	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1320	-	-	-	261	813
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	446	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.01	0	19.34
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	2	-	-	-	310
HCM Lane V/C Ratio	0.001	-	-	-	0.193
HCM Ctrl Dly (s/v)	7.7	0	-	-	19.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.7

APPENDIX D
SIGNAL WARRANT REPORTS

Warrant 2: Four-hour Vehicular Volume

1: Scudders Mill Road & Site Driveway

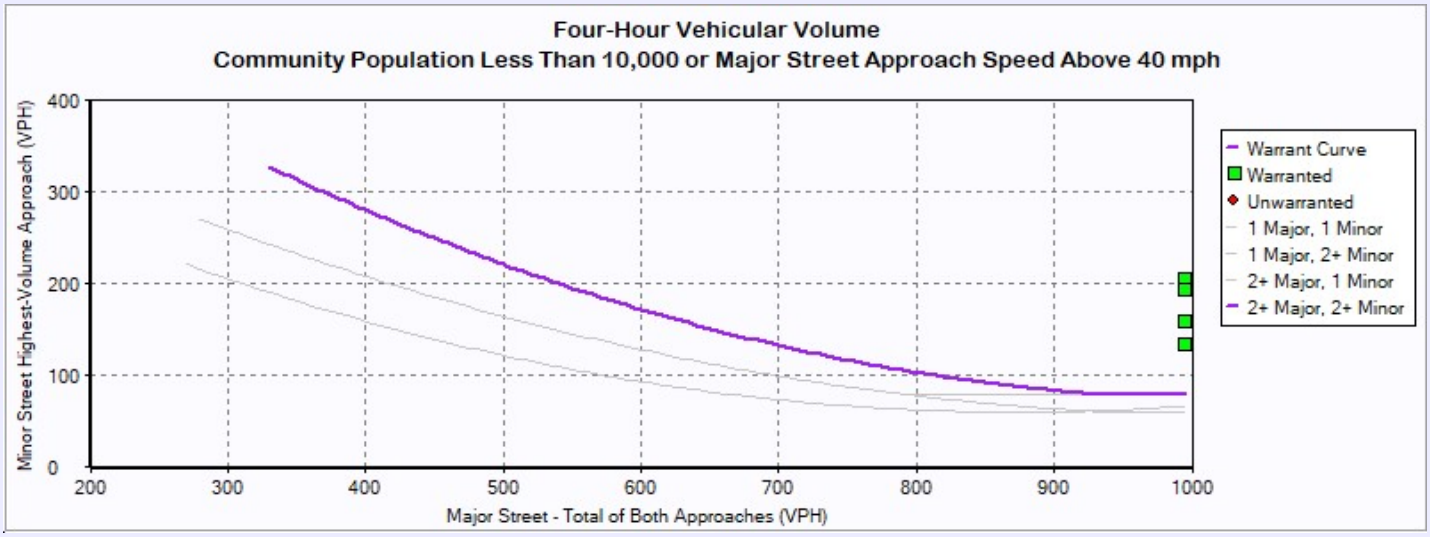
Intersection Information

	Major Street	Minor Street
Street Name	Scudders Mill Road	Innovation Way
Direction	EB/WB	NB/SB
Number of Lanes	2	2
Approch Speed	50	30

Warrant 2 Met? **Yes**

Details:

Notes	4 Hours met (4 required)
Low population	No



Warrant 2: Four-hour Vehicular Volume

1: Scudders Mill Road & Site Driveway

Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0	0
01:00:00 - 02:00:00	0	0
02:00:00 - 03:00:00	0	0
03:00:00 - 04:00:00	0	0
04:00:00 - 05:00:00	0	0
05:00:00 - 06:00:00	0	0
06:00:00 - 07:00:00	0	0
07:00:00 - 08:00:00	1,757	158
08:00:00 - 09:00:00	2,210	134
09:00:00 - 10:00:00	0	0
10:00:00 - 11:00:00	0	0
11:00:00 - 12:00:00	0	0
12:00:00 - 13:00:00	0	0
13:00:00 - 14:00:00	0	0
14:00:00 - 15:00:00	0	0
15:00:00 - 16:00:00	0	0
16:00:00 - 17:00:00	2,079	204
17:00:00 - 18:00:00	2,149	194
18:00:00 - 19:00:00	0	0
19:00:00 - 20:00:00	0	0
20:00:00 - 21:00:00	0	0
21:00:00 - 22:00:00	0	0
22:00:00 - 23:00:00	0	0

23:00:00 - 00:00:00	0	0

Warranted Hours

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
07:00:00 - 08:00:00	1,757.00	158.00
08:00:00 - 09:00:00	2,210.00	134.00
16:00:00 - 17:00:00	2,079.00	204.00
17:00:00 - 18:00:00	2,149.00	194.00

Note: Only data of hours warranted is represented in the above table.

Warrant 3: Peak Hour

1: Scudders Mill Road & Site Driveway

Intersection Information

	Major Street	Minor Street
Street Name	Scudders Mill Road	Innovation Way
Direction	EB/WB	NB/SB
Number of Lanes	2	2
Approch Speed	50	30

Warrant 3 Met? Yes

Details

Low Population? No

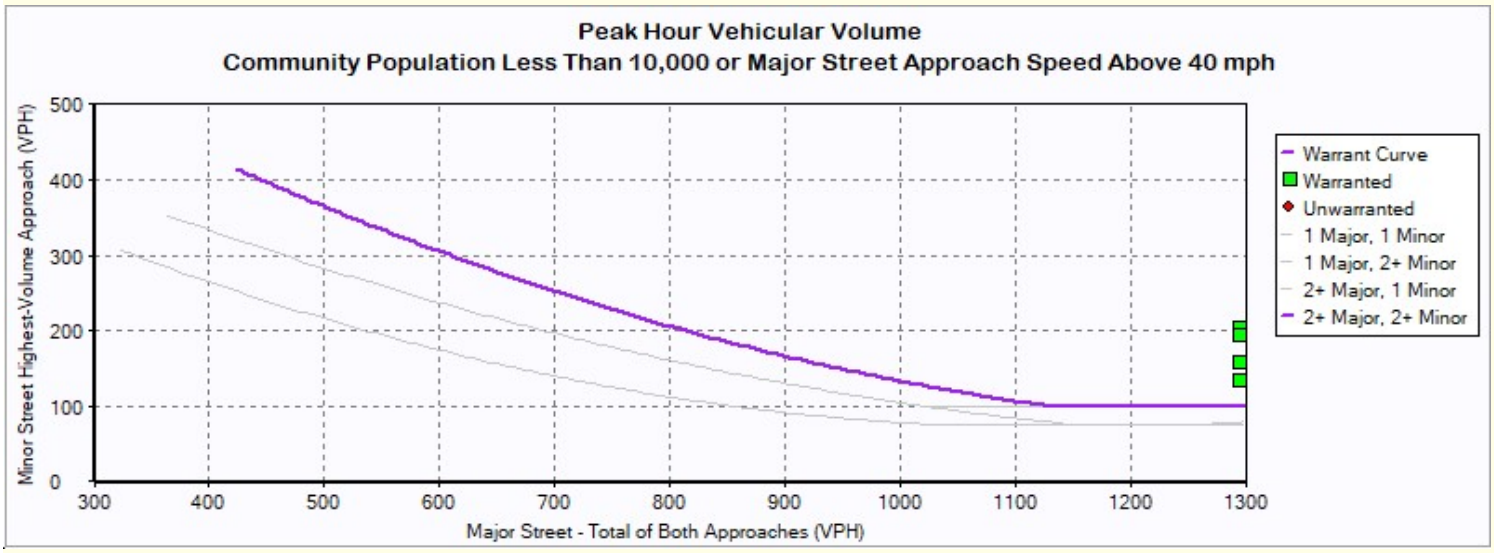
Condition A Met? No

Notes 0 Hours met (1 required)

Condition B Met? Yes

Notes 4 Hours met (1 required)

Minor Approach Time Delay Condition Met?	Not Met
Minor Approach Volume Condition Met?	Met
Total Entering Intersection Volume Condition Met?	Not Met

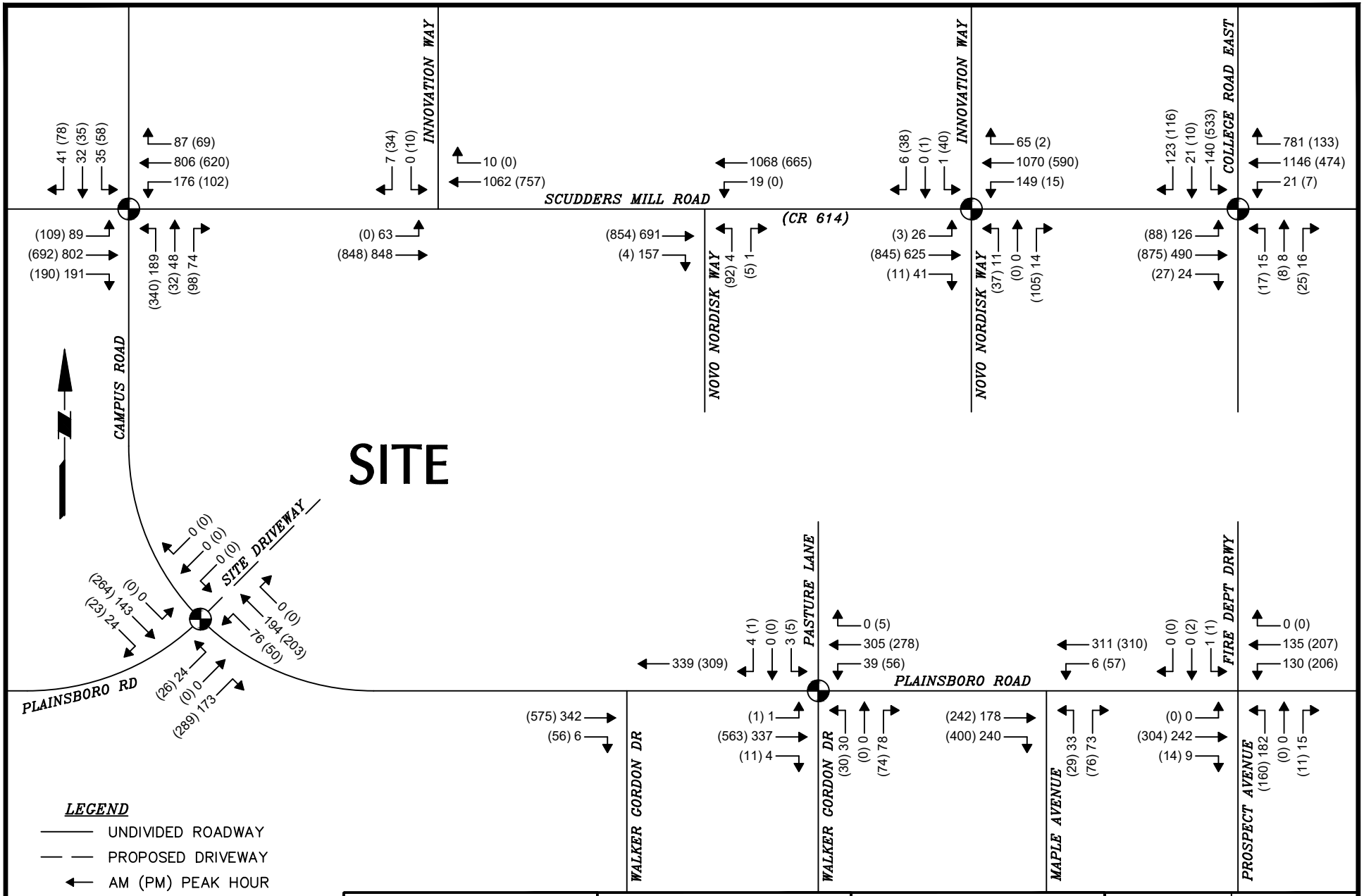


Warrant 3: Peak Hour

1: Scudders Mill Road & Site Driveway

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:00	1,757	158
8:00	2,210	134
16:00	2,079	204
17:00	2,149	194

APPENDIX E
SUPPLEMENTAL ANALYSIS
PRE-COVID CONDITIONS



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1 University Square Drive, Suite 110
Princeton, NJ 08540
T: 609.282.8000 F: 609.282.8001 www.langan.com
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PLAINSBORO FUSION
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
2025 EXISTING TRAFFIC VOLUMES PRE-COVID CONDITION

Project No. 130156102
Date 07/23/2025
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Checked By KAP

FIGURE E1
Sheet 1 of 5

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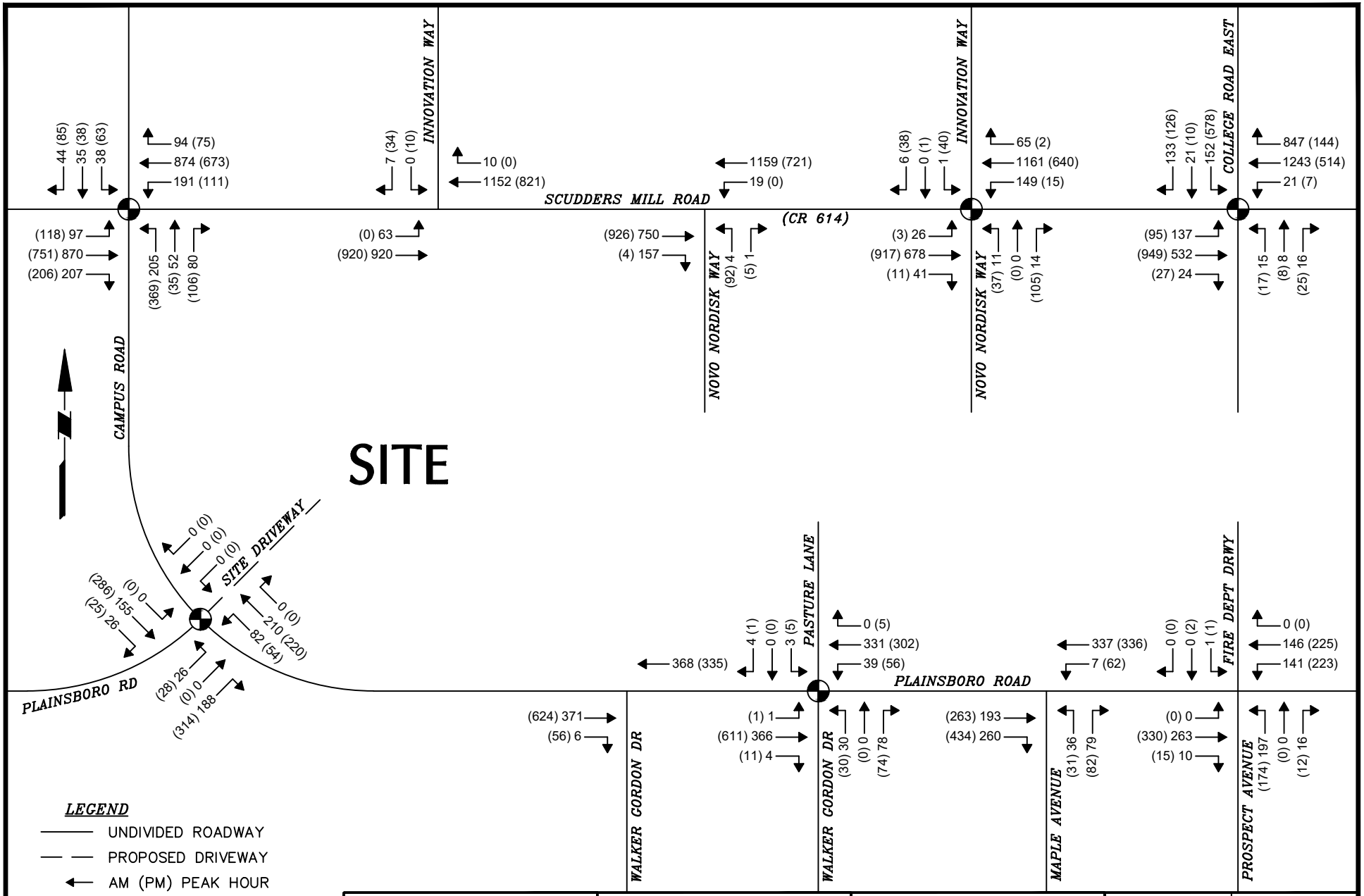

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1 University Square Drive, Suite 110
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Drawing Title
2028 BASE TRAFFIC VOLUMES PRE-COVID CONDITION

Project No. 130156102
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FIGURE E2
Sheet 2 of 5

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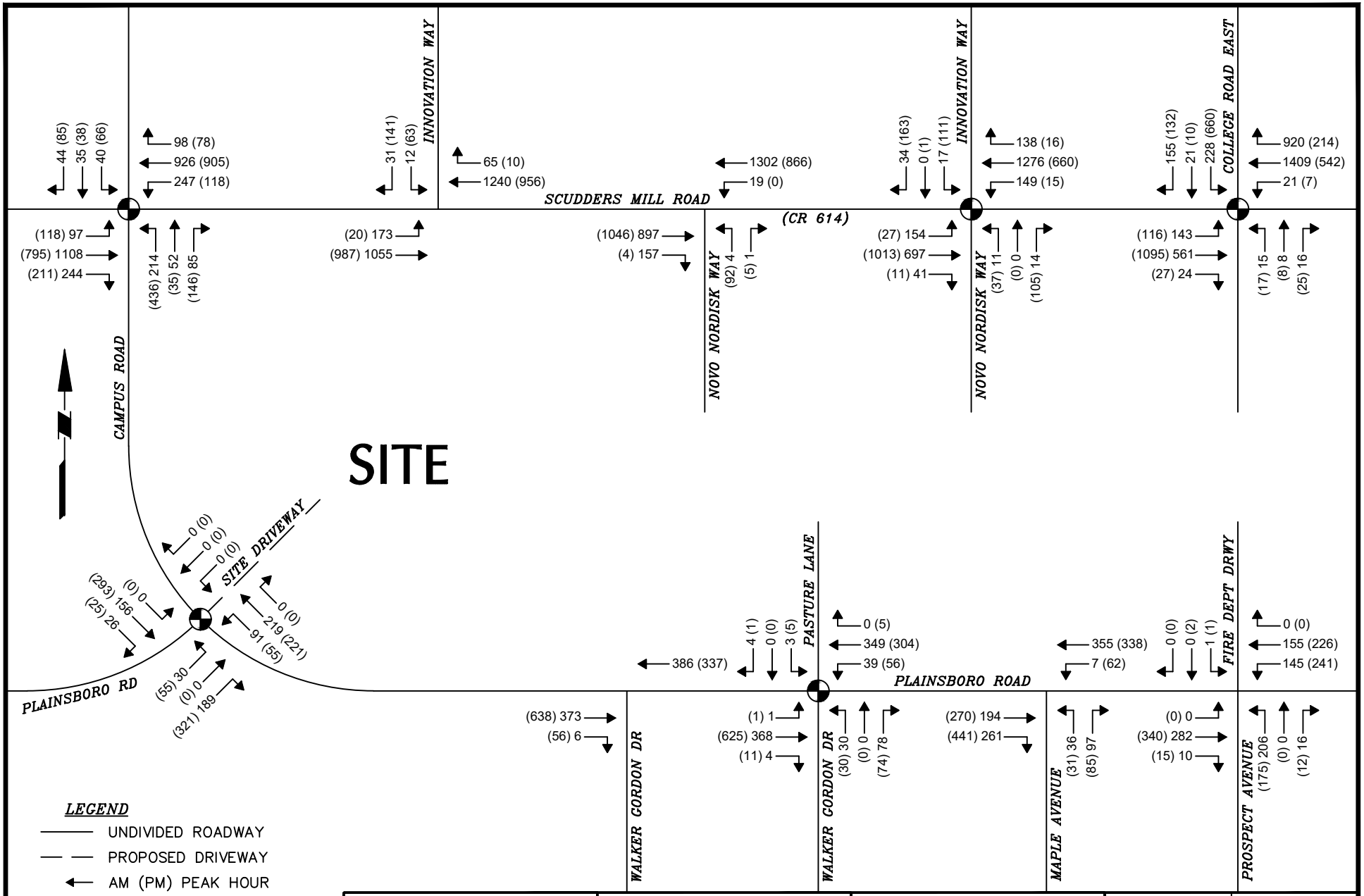

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1 University Square Drive, Suite 110
Princeton, NJ 08540
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Drawing Title
2028 NO-BUILD TRAFFIC VOLUMES PRE-COVID CONDITION

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FIGURE E3
Sheet 3 of 5

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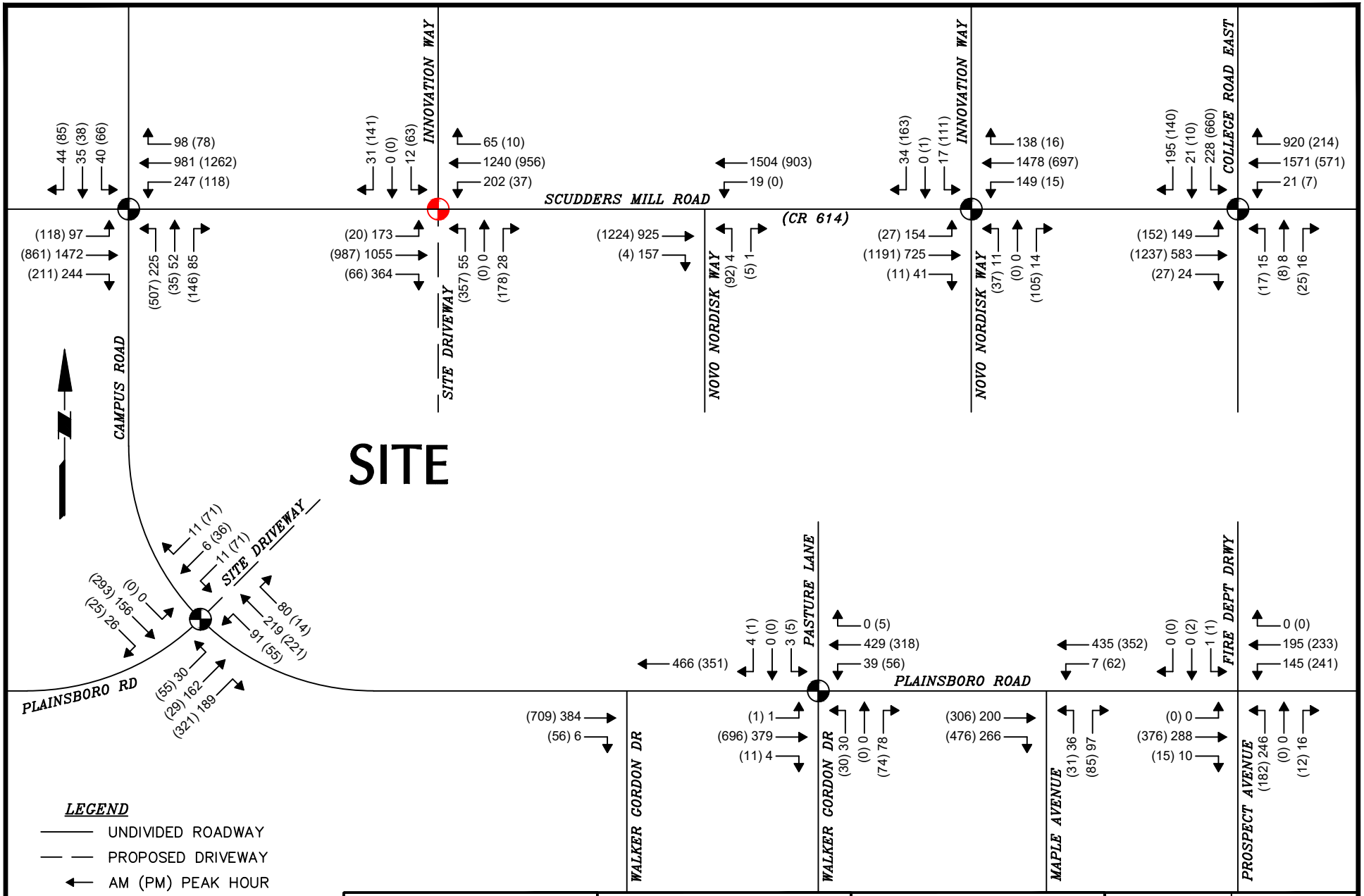

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Langan Engineering and Environmental Services, LLC
1 University Square Drive, Suite 110
Princeton, NJ 08540
T: 609.282.8000 F: 609.282.8001 www.langan.com
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Drawing Title
2027 NO-BUILD TRAFFIC VOLUMES APPROVED GDP PRE-COVID CONDITION

Project No. 130156102
Date 07/23/2025
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FIGURE E4
Sheet 4 of 5

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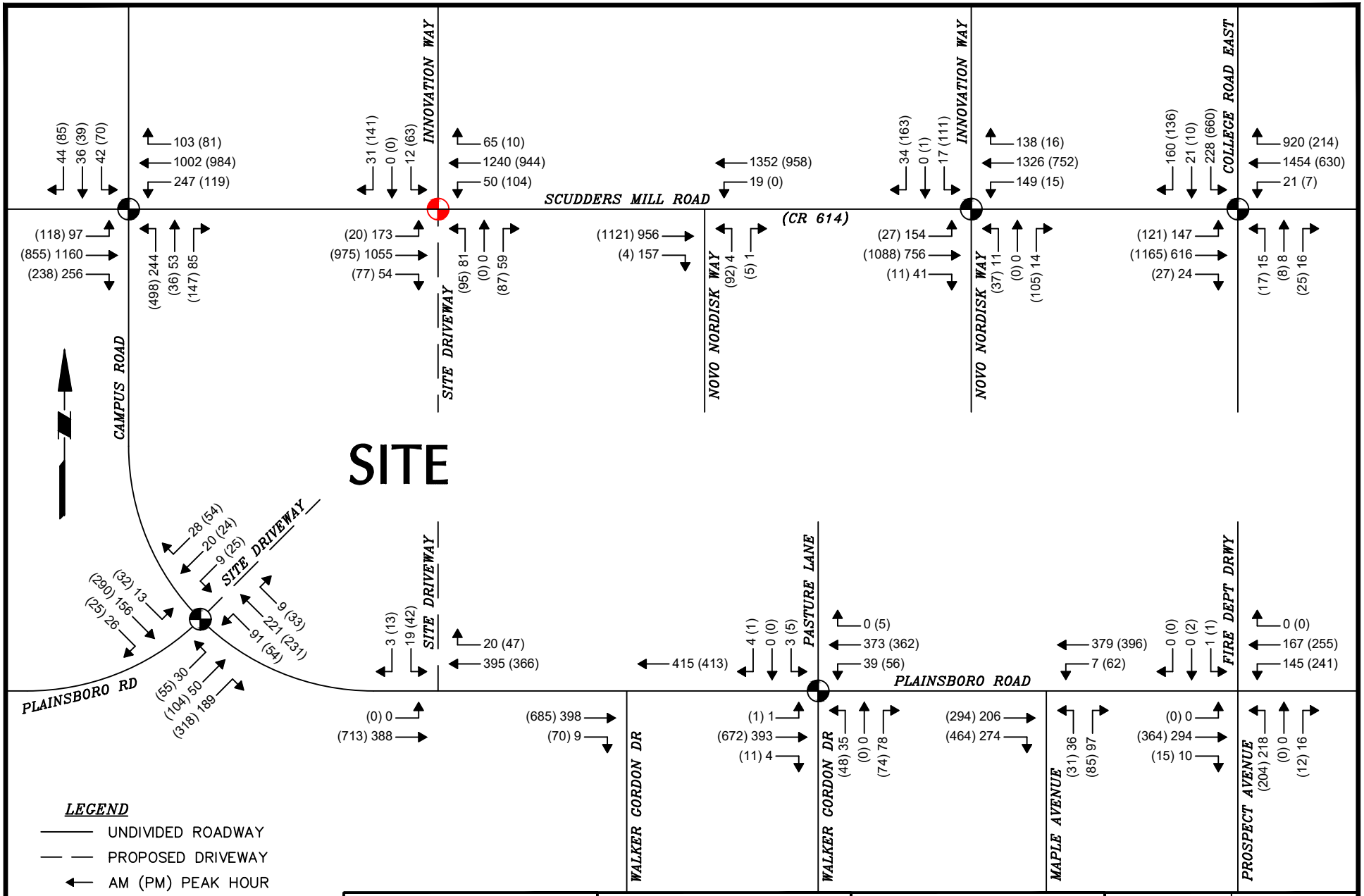

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Langan Engineering and Environmental Services, LLC
1 University Square Drive, Suite 110
Princeton, NJ 08540
T: 609.282.8000 F: 609.282.8001 www.langan.com
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PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
2028 BUILD TRAFFIC VOLUMES PROPOSED DEVELOPMENT PROGRAM PRE-COVID CONDITION

Project No. 130156102
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FIGURE E5
Sheet 5 of 5

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Table E1 – Traffic Volume Comparison

Intersection	Movement		2025 Existing Traffic Volumes		Pre-Covid Traffic Volumes	
			AM	PM	AM	PM
Scudders Mill Road (CR 614) and Campus Road	Eastbound	Left	125	112	89	109
		Thru	720	679	802	692
		Right	208	135	191	190
	Westbound	Left	133	46	176	102
		Thru	653	718	806	620
		Right	179	100	87	69
	Northbound	Left	147	311	189	340
		Thru	64	44	48	32
		Right	73	79	74	98
	Southbound	Left	68	119	35	58
		Thru	27	74	32	35
		Right	79	132	41	78
Scudders Mill Road (CR 614) and Novo Nordisk Way / Innovation Way	Eastbound	Left	26	3	26	3
		Thru	575	874	625	845
		Right	41	11	41	11
	Westbound	Left	149	15	149	15
		Thru	966	663	1070	590
		Right	65	2	65	2
	Northbound	Left	11	37	11	37
		Thru	0	0	0	0
		Right	14	105	14	105
	Southbound	Left	1	40	1	40
		Thru	0	1	0	1
		Right	6	38	6	38
Scudders Mill Road (CR 614) and College Road East	Eastbound	Left	36	57	126	88
		Thru	551	954	490	875
		Right	3	8	24	27
	Westbound	Left	2	11	21	7
		Thru	1071	620	1146	474
		Right	321	98	781	133
	Northbound	Left	9	5	15	17
		Thru	3	2	8	8
		Right	2	8	16	25
	Southbound	Left	111	274	140	533
		Thru	0	3	21	10
		Right	100	55	123	116
Plainsboro Road and Campus Road / Site Driveway	Eastbound	Left	24	26	63	0
		Thru	0	0	848	848
		Right	173	289	0	0
	Westbound	Left	0	0	0	0
		Thru	0	0	1062	757
		Right	0	0	10	0
	Northbound	Left	76	50	0	0
		Thru	194	203	0	0
		Right	0	0	0	0
	Southbound	Left	0	0	0	10
		Thru	143	264	0	0
		Right	24	23	7	34

(Continued on Next Page)

Table E1 (Continued)– Traffic Volume Comparison

Intersection	Movement		2025 Existing Traffic Volumes		Pre-Covid Traffic Volumes	
			AM	PM	AM	PM
Plainsboro Road and Walker Gordon Drive / Pasture Lane	Eastbound	Left	1	1	1	1
		Thru	190	582	337	563
		Right	4	11	4	11
	Westbound	Left	39	56	39	56
		Thru	253	117	305	278
		Right	0	5	0	5
	Northbound	Left	30	30	30	30
		Thru	0	0	0	0
		Right	78	74	78	74
	Southbound	Left	3	5	3	5
		Thru	0	0	0	0
		Right	4	1	4	1
Scudders Mill Road (CR 614) and Innovation Way	Eastbound	Left	63	0	63	0
		Thru	798	877	848	848
	Westbound	Thru	958	830	1062	757
		Right	10	0	10	0
	Southbound	Left	0	10	0	10
		Right	7	34	7	34
Scudders Mill Road (CR 614) and Novo Nordisk Way	Eastbound	Thru	641	883	691	854
		Right	157	4	157	4
	Westbound	Left	19	0	19	0
		Thru	964	738	1068	665
	Northbound	Left	4	92	4	92
		Right	1	5	1	5
Plainsboro Road and Maple Avenue	Eastbound	Thru	112	272	178	242
		Right	159	389	240	400
	Westbound	Left	6	57	6	57
		Thru	259	149	311	310
	Northbound	Left	33	29	33	29
		Right	73	76	73	76
Plainsboro Road and Prospect Avenue / Plainsboro FD Driveway	Eastbound	Left	0	0	0	0
		Thru	176	334	242	304
		Right	9	14	9	14
	Westbound	Left	85	116	130	206
		Thru	115	126	135	207
		Right	0	0	0	0
	Northbound	Left	150	80	182	160
		Thru	0	0	0	0
		Right	15	11	15	11
	Southbound	Left	1	1	1	1
		Thru	0	2	0	2
		Right	0	0	0	0

*Based on Synchro Software [Level of Service (Average vehicle delay [seconds per vehicle])]

Table E2 – Intersection Capacity Analysis Summary (Pre-Covid Conditions)

Intersection	Movement		2028 No-Build Condition		2028 No-Build With Prior GDP		2028 Build Proposed Development Program	
			AM	PM	AM	PM	AM	PM
Signalized Intersections								
Scudders Mill Road (CR 614) and Campus Road	EB	L	D (52.2)	E (55.3)	E (56.8)	E (63.8)	D (53.9)	E (58.4)
		T	C (27.7)	C (29.3)	C (29.6)	C (28.3)	C (28.1)	C (29.9)
		R	A (8.6)	A (5.0)	B (11.7)	A (5.5)	A (9.3)	A (5.8)
	WB	L	D (51.3)	D (44.8)	E (56.1)	D (51.3)	D (52.9)	D (47.1)
		T	C (26.2)	C (30.4)	C (25.1)	C (32.5)	C (26.8)	C (31.1)
		R	A (2.4)	A (1.5)	A (2.3)	A (1.2)	A (2.9)	A (1.6)
	NB	L	D (45.1)	D (50.6)	D (50.5)	E (66.8)	D (47.2)	E (56.8)
		T	D (45.0)	D (50.3)	D (50.4)	E (67.8)	D (47.3)	E (57.8)
		R	A (3.7)	A (8.4)	A (3.8)	A (9.3)	A (3.7)	A (8.7)
	SB	L	E (57.5)	E (59.1)	E (62.5)	E (68.6)	E (59.6)	E (63.3)
		T	E (55.5)	D (51.9)	E (60.1)	E (59.6)	E (57.5)	D (54.7)
		R	A (1.9)	A (7.2)	A (2.0)	A (7.4)	A (1.9)	A (7.2)
	Overall		**C (28.7)**	**C (31.4)**	**C (30.3)**	**D (35.6)**	**C (29.5)**	**C (33.4)**
Scudders Mill Road (CR 614) and Novo Nordisk Way / Innovation Way	EB	L	D (50.2)	D (35.5)	D (50.2)	D (35.5)	D (50.2)	D (35.5)
		T	B (10.2)	B (12.3)	B (10.3)	B (13.6)	B (10.5)	B (12.8)
		R	A (0.8)	A (0.0)	A (0.8)	A (0.0)	A (0.8)	A (0.0)
	WB	L	D (49.4)	C (34.5)	D (49.4)	C (34.5)	D (49.4)	C (34.5)
		T	B (13.9)	B (10.4)	B (16.1)	B (10.6)	B (14.4)	B (10.8)
		R	A (2.1)	A (0.1)	A (2.9)	A (0.1)	A (2.3)	A (0.1)
	NB	L,T	D (44.3)	C (28.7)	D (44.3)	C (28.7)	D (44.3)	C (28.7)
		R	A (0.8)	A (8.9)	A (0.8)	A (8.9)	A (0.8)	A (8.9)
	SB	L,T	D (45.6)	D (38.9)	D (45.6)	D (38.9)	D (45.6)	D (38.9)
		R	A (2.1)	A (8.7)	A (2.1)	A (8.7)	A (2.1)	A (8.7)
	Overall		**B (16.4)**	**B (13.2)**	**B (17.5)**	**B (13.8)**	**B (16.6)**	**B (13.4)**
Scudders Mill Road (CR 614) and College Road East	EB	L	D (41.4)	D (41.0)	D (41.8)	D (43.0)	D (41.6)	D (41.1)
		T	B (11.6)	B (13.2)	B (11.6)	B (14.0)	B (11.8)	B (13.7)
		R	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	WB	L	D (38.0)	C (36.6)	D (38.1)	D (37.4)	D (38.1)	D (36.7)
		T	D (54.1)	B (18.3)	F (96.1)	B (19.5)	E (64.5)	B (19.2)
		R	B (17.6)	A (4.0)	C (23.9)	A (4.0)	B (19.3)	A (3.9)
	NB	L,T,R	C (26.1)	C (23.4)	C (26.2)	C (24.0)	C (26.2)	C (23.6)
	SB	L	D (44.3)	F (179.0)	D (44.5)	F (188.2)	D (44.4)	F (179.8)
		L,T	D (44.1)	F (171.3)	D (44.3)	F (180.5)	D (44.3)	F (172.4)
		R	B (10.6)	A (8.0)	B (10.7)	A (9.0)	B (10.6)	A (8.4)
	Overall		**C (33.9)**	**D (52.5)**	**D (53.6)**	**D (52.8)**	**D (38.4)**	**D (51.1)**
Plainsboro Road and Campus Road / Site Driveway	EB	L,T	C (21.2)	C (20.9)	C (22.4)	B (17.2)	B (19.3)	B (19.4)
		R	A (6.3)	A (6.2)	A (4.7)	A (3.7)	A (4.6)	A (4.1)
	WB	L,T	-	-	D (35.9)	D (50.2)	D (38.3)	D (43.0)
		R	-	-	A (0.3)	A (1.3)	A (0.6)	A (1.3)
	NB	L	A (6.4)	A (6.4)	B (10.1)	B (14.0)	B (10.8)	B (12.7)
		T,R	A (7.5)	A (8.0)	B (11.1)	B (16.1)	B (11.9)	B (14.5)
	SB	L,T	B (15.3)	B (16.1)	C (20.2)	C (29.5)	C (21.6)	C (29.1)
		R	A (0.1)	A (0.1)	A (0.1)	A (0.2)	A (0.1)	A (0.1)
	Overall		**A (9.1)**	**B (10.3)**	**B (13.5)**	**B (17.9)**	**B (13.0)**	**B (16.4)**

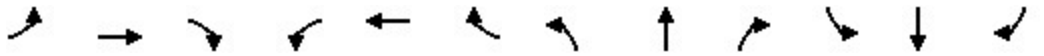
(Continued on Next Page)

Table E2 (Continued)– Intersection Capacity Analysis Summary (Pre-Covid Conditions)

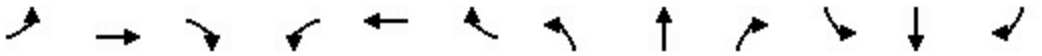
Intersection	Movement		2028 No-Build Condition		2028 No-Build With Prior GDP		2028 Build Condition With Proposed Development Program	
			AM	PM	AM	PM	AM	PM
Signalized Intersections								
Plainsboro Road and Walker Gordon Drive / Pasture Lane	EB	L,T,R	A (4.3)	A (5.8)	A (4.3)	A (6.4)	A (4.4)	A (6.3)
	WB	L,T,R	B (10.7)	B (10.9)	B (11.9)	B (11.2)	B (11.2)	B (11.9)
	NB	L,T	C (31.0)	C (31.4)	C (31.0)	C (31.4)	C (31.3)	C (32.6)
		R	A (2.8)	A (1.8)	A (2.8)	A (1.8)	A (2.7)	A (1.7)
	SB	L,T,R	A (0.1)	A (0.2)	A (0.1)	A (0.2)	A (0.1)	A (0.2)
	Overall		**A (7.9)**	**A (7.8)**	**A (8.7)**	**A (8.2)**	**A (8.2)**	**A (9.0)**
Scudders Mill Road (CR 614) and Innovation Way / Site Driveway	EB	L	-	-	D (38.7)	D (40.6)	D (40.4)	C (33.3)
		T	-	-	B (19.7)	C (26.8)	B (10.8)	B (16.6)
		R	-	-	B (10.4)	A (1.4)	A (0.3)	A (1.8)
	WB	L	-	-	D (37.9)	D (42.0)	D (39.3)	C (33.0)
		T	-	-	C (21.8)	C (22.4)	C (21.7)	B (10.3)
		R	-	-	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	NB	L	-	-	D (43.8)	D (46.0)	E (50.7)	D (36.3)
		T,R	-	-	A (0.2)	A (5.6)	A (0.4)	A (0.8)
	SB	L,T	-	-	D (36.7)	C (24.2)	D (35.2)	C (32.4)
		R	-	-	A (1.1)	A (5.7)	A (1.0)	A (9.5)
	Overall		**-**	**-**	**C (21.4)**	**C (24.9)**	**B (18.4)**	**B (14.7)**
Unsignalized Intersections								
Scudders Mill Road (CR 614) and Innovation Way	EB	L	C (16.4)	B (10.5)	-	-	-	-
	SB	L	F (348.7)	F (112.6)	-	-	-	-
		R	C (15.1)	C (15.2)	-	-	-	-
Scudders Mill Road (CR 614) and Novo Nordisk Way	WB	L	B (10.2)	B (10.8)	B (10.4)	B (11.9)	B (10.5)	B (11.2)
	NB	L	F (70.9)	F (180.0)	F (90.3)	F (358.7)	F (83.0)	F (279.2)
		R	C (16.0)	B (13.6)	C (16.4)	C (15.1)	B (16.7)	B (14.2)
Plainsboro Road and Maple Avenue	WB	L	A (8.4)	A (9.6)	A (8.4)	A (9.9)	A (8.5)	A (9.8)
	NB	L,R	B (14.0)	C (17.7)	B (14.8)	C (19.4)	B (14.5)	C (19.6)
Plainsboro Road and Prospect Avenue / PFD Driveway	EB	L	A (7.6)	A (7.7)	A (7.7)	A (7.7)	A (8.6)	A (7.8)
	WB	L	A (8.5)	A (8.8)	A (8.5)	A (9.0)	A (8.5)	A (8.9)
	NB	L,T,R	F (123.9)	F (258.2)	F (245.0)	F (335.6)	C (21.6)	F (426.6)
	SB	L,T,R	C (20.8)	D (33.1)	C (22.4)	E (33.5)	F (165.5)	E (36.0)
Plainsboro Road and Site Driveway	EB	L	-	-	-	-	A (8.2)	A (8.2)
	SB	L,R	-	-	-	-	C (16.1)	C (24.4)

*Based on Synchro Software [Level of Service (Average vehicle delay [seconds per vehicle])]

2028 NO-BUILD CONDITION (PRE-COVID)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	1108	244	247	926	98	214	52	85	40	35	44
Future Volume (vph)	97	1108	244	247	926	98	214	52	85	40	35	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		150	175		0	0		0	0		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	80			50			25			25		
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	0.970		0.950		
Satd. Flow (prot)	1805	5136	1553	3433	5036	1615	1681	1697	1553	1805	1900	1568
Flt Permitted	0.950			0.950			0.950	0.970		0.950		
Satd. Flow (perm)	1805	5136	1553	3433	5036	1615	1681	1697	1553	1805	1900	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187			130			130			130
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		592			333			381			630	
Travel Time (s)		8.1			4.5			7.4			12.3	
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 (%)	0%	1%	4%	2%	3%	0%	2%	5%	4%	0%	0%	3%
Adj. Flow (vph)	101	1154	254	257	965	102	223	54	89	42	36	46
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	101	1154	254	257	965	102	138	139	89	42	36	46
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			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		40			45			30			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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	5.0	0.0	0.0	5.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	2		1	2		3	3		4	4	

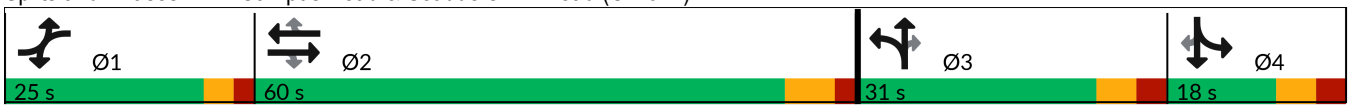


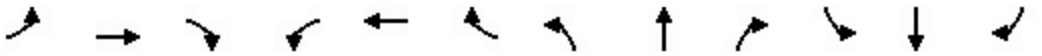
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2			3			4
Detector Phase	1	2	2	1	2	2	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
Minimum Split (s)	15.0	37.0	37.0	15.0	37.0	37.0	27.0	27.0	27.0	13.0	13.0	13.0
Total Split (s)	25.0	60.0	60.0	25.0	60.0	60.0	31.0	31.0	31.0	18.0	18.0	18.0
Total Split (%)	18.7%	44.8%	44.8%	18.7%	44.8%	44.8%	23.1%	23.1%	23.1%	13.4%	13.4%	13.4%
Maximum Green (s)	20.0	53.0	53.0	20.0	53.0	53.0	24.0	24.0	24.0	11.0	11.0	11.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
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
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	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	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	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	12.9	39.0	39.0	12.9	39.0	39.0	20.7	20.7	20.7	7.5	7.5	7.5
Actuated g/C Ratio	0.12	0.38	0.38	0.12	0.38	0.38	0.20	0.20	0.20	0.07	0.07	0.07
v/c Ratio	0.45	0.60	0.36	0.60	0.51	0.15	0.41	0.41	0.21	0.32	0.26	0.20
Control Delay (s/veh)	52.2	27.7	8.6	51.3	26.2	2.4	45.1	45.0	3.7	57.5	55.5	1.9
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)	52.2	27.7	8.6	51.3	26.2	2.4	45.1	45.0	3.7	57.5	55.5	1.9
LOS	D	C	A	D	C	A	D	D	A	E	E	A
Approach Delay (s/veh)		26.1			29.3			35.0			36.3	
Approach LOS		C			C			D			D	
90th %ile Green (s)	17.9	53.0	53.0	17.9	53.0	53.0	20.7	20.7	20.7	10.4	10.4	10.4
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	14.5	43.8	43.8	14.5	43.8	43.8	20.0	20.0	20.0	8.3	8.3	8.3
70th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Min	Min	Min	Gap	Gap	Gap
50th %ile Green (s)	12.3	37.7	37.7	12.3	37.7	37.7	20.0	20.0	20.0	6.9	6.9	6.9
50th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Min	Min	Min	Gap	Gap	Gap
30th %ile Green (s)	10.5	31.9	31.9	10.5	31.9	31.9	20.0	20.0	20.0	6.0	6.0	6.0
30th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Min	Min	Min	Min	Min	Min
10th %ile Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	0.0	0.0	0.0
10th %ile Term Code	Min	Min	Min	Min	Min	Min	Min	Min	Min	Skip	Skip	Skip
Stops (vph)	84	838	49	222	671	5	111	112	4	37	33	0
Fuel Used(gal)	3	23	2	8	22	1	4	4	1	1	1	0
CO Emissions (g/hr)	188	1627	146	542	1529	58	255	257	78	65	56	15
NOx Emissions (g/hr)	37	316	28	105	298	11	50	50	15	13	11	3
VOC Emissions (g/hr)	44	377	34	126	354	13	59	59	18	15	13	4
Dilemma Vehicles (#)	0	46	0	0	38	0	0	5	0	0	1	0
Queue Length 50th (ft)	63	224	29	84	179	0	84	85	0	27	23	0
Queue Length 95th (ft)	136	307	94	148	250	20	183	185	17	73	64	0
Internal Link Dist (ft)		512			253			301			550	
Turn Bay Length (ft)	415		150	175								
Base Capacity (vph)	358	2703	905	682	2651	911	400	404	469	197	207	287
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.28	0.43	0.28	0.38	0.36	0.11	0.35	0.34	0.19	0.21	0.17	0.16

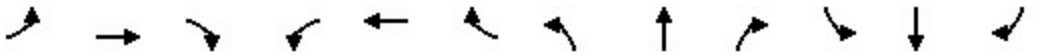
Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 103.4			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 28.7		Intersection LOS: C	
Intersection Capacity Utilization 65.8%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 128			
70th %ile Actuated Cycle: 112.6			
50th %ile Actuated Cycle: 102.9			
30th %ile Actuated Cycle: 94.4			
10th %ile Actuated Cycle: 79			

Splits and Phases: 1: Campus Road & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	795	211	118	905	78	436	35	146	66	38	85
Future Volume (vph)	118	795	211	118	905	78	436	35	146	66	38	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		150	175		0	0		0	0		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	80			50			25			25		
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	0.959		0.950		
Satd. Flow (prot)	1805	5136	1583	3433	5187	1615	1698	1704	1615	1805	1900	1583
Flt Permitted	0.950			0.950			0.950	0.959		0.950		
Satd. Flow (perm)	1805	5136	1583	3433	5187	1615	1698	1704	1615	1805	1900	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			224			130			155			130
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		592			333			381			630	
Travel Time (s)		8.1			4.5			7.4			12.3	
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 (%)	0%	1%	2%	2%	0%	0%	1%	5%	0%	0%	0%	2%
Adj. Flow (vph)	126	846	224	126	963	83	464	37	155	70	40	90
Shared Lane Traffic (%)							46%					
Lane Group Flow (vph)	126	846	224	126	963	83	251	250	155	70	40	90
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			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		40			45			30			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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	5.0	0.0	0.0	5.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	2		1	2		3	3		4	4	

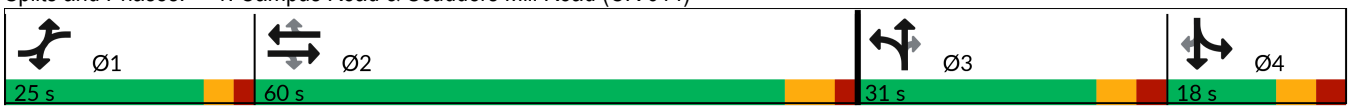


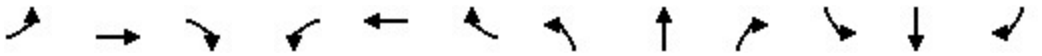
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2			3			4
Detector Phase	1	2	2	1	2	2	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
Minimum Split (s)	15.0	37.0	37.0	15.0	37.0	37.0	27.0	27.0	27.0	13.0	13.0	13.0
Total Split (s)	25.0	60.0	60.0	25.0	60.0	60.0	31.0	31.0	31.0	18.0	18.0	18.0
Total Split (%)	18.7%	44.8%	44.8%	18.7%	44.8%	44.8%	23.1%	23.1%	23.1%	13.4%	13.4%	13.4%
Maximum Green (s)	20.0	53.0	53.0	20.0	53.0	53.0	24.0	24.0	24.0	11.0	11.0	11.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
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
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	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	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	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	12.5	33.8	33.8	12.5	33.8	33.8	21.9	21.9	21.9	8.4	8.4	8.4
Actuated g/C Ratio	0.12	0.33	0.33	0.12	0.33	0.33	0.21	0.21	0.21	0.08	0.08	0.08
v/c Ratio	0.58	0.50	0.33	0.30	0.57	0.13	0.70	0.69	0.33	0.48	0.26	0.36
Control Delay (s/veh)	55.3	29.3	5.0	44.8	30.4	1.5	50.6	50.3	8.4	59.1	51.9	7.2
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)	55.3	29.3	5.0	44.8	30.4	1.5	50.6	50.3	8.4	59.1	51.9	7.2
LOS	E	C	A	D	C	A	D	D	A	E	D	A
Approach Delay (s/veh)		27.5			29.9			40.5			34.3	
Approach LOS		C			C			D			C	
90th %ile Green (s)	18.0	44.5	44.5	18.0	44.5	44.5	24.0	24.0	24.0	11.0	11.0	11.0
90th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	14.0	35.4	35.4	14.0	35.4	35.4	24.0	24.0	24.0	10.1	10.1	10.1
70th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Max	Max	Max	Gap	Gap	Gap
50th %ile Green (s)	11.5	30.0	30.0	11.5	30.0	30.0	21.1	21.1	21.1	8.4	8.4	8.4
50th %ile Term Code	Gap	Min	Min	Gap	Min	Min	Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.9	6.9	6.9
30th %ile Term Code	Min	Min	Min	Min	Min	Min	Min	Min	Min	Gap	Gap	Gap
10th %ile Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
10th %ile Term Code	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Stops (vph)	107	608	20	101	710	2	205	204	20	60	35	5
Fuel Used(gal)	3	17	1	3	23	1	7	7	2	2	1	1
CO Emissions (g/hr)	239	1193	92	243	1606	43	477	474	152	108	59	38
NOx Emissions (g/hr)	46	232	18	47	312	8	93	92	29	21	11	7
VOC Emissions (g/hr)	55	277	21	56	372	10	111	110	35	25	14	9
Dilemma Vehicles (#)	0	31	0	0	36	0	0	9	0	0	1	0
Queue Length 50th (ft)	75	157	0	37	183	0	150	149	0	42	23	0
Queue Length 95th (ft)	158	228	52	76	264	9	#328	#324	58	104	67	20
Internal Link Dist (ft)		512			253			301			550	
Turn Bay Length (ft)	415		150	175								
Base Capacity (vph)	355	2677	932	675	2703	904	400	402	499	195	205	287
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.35	0.32	0.24	0.19	0.36	0.09	0.63	0.62	0.31	0.36	0.20	0.31

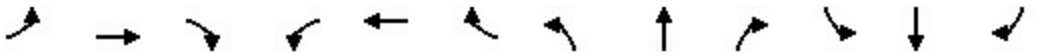
Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 103			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 31.4		Intersection LOS: C	
Intersection Capacity Utilization 68.8%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 123.5			
70th %ile Actuated Cycle: 109.5			
50th %ile Actuated Cycle: 97			
30th %ile Actuated Cycle: 92.9			
10th %ile Actuated Cycle: 92			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Campus Road & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	697	41	149	1276	138	11	0	14	17	0	34
Future Volume (vph)	154	697	41	149	1276	138	11	0	14	17	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		275	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1805	3471	1538	1787	3539	1615	0	1805	1509	0	1805	1568
Flt Permitted	0.950			0.950				0.800			0.800	
Satd. Flow (perm)	1805	3471	1538	1787	3539	1615	0	1520	1509	0	1520	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			148			89			89
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1286			1017			363			380	
Travel Time (s)		17.5			13.9			9.9			10.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	4%	5%	1%	2%	0%	0%	0%	7%	0%	0%	3%
Adj. Flow (vph)	166	749	44	160	1372	148	12	0	15	18	0	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	749	44	160	1372	148	0	12	15	0	18	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)		24			24			24			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			50			50			40	
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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		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	2		1	2			3			3	

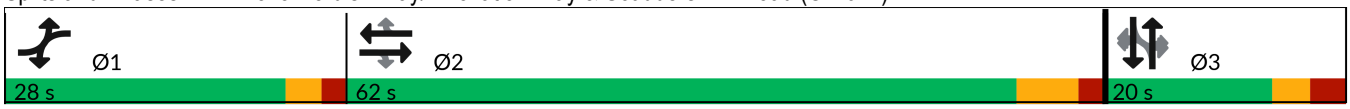


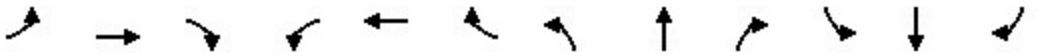
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2	3		3	3		3
Detector Phase	1	2	2	1	2	2	3	3	3	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	55.0	55.0	5.0	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	62.0	62.0	10.0	62.0	62.0	12.0	12.0	12.0	12.0	12.0	12.0
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
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
Act Effct Green (s)	12.6	55.6	55.6	12.6	55.6	55.6		6.5	6.5		6.5	6.5
Actuated g/C Ratio	0.14	0.62	0.62	0.14	0.62	0.62		0.07	0.07		0.07	0.07
v/c Ratio	0.66	0.35	0.04	0.64	0.63	0.14		0.11	0.08		0.17	0.19
Control Delay (s/veh)	50.2	10.2	0.8	49.4	13.9	2.1		44.3	0.8		45.6	2.1
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)	50.2	10.2	0.8	49.4	13.9	2.1		44.3	0.8		45.6	2.1
LOS	D	B	A	D	B	A		D	A		D	A
Approach Delay (s/veh)		16.7			16.2			20.1			16.4	
Approach LOS		B			B			C			B	
90th %ile Green (s)	18.5	55.0	55.0	18.5	55.0	55.0	7.8	7.8	7.8	7.8	7.8	7.8
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	15.0	55.0	55.0	15.0	55.0	55.0	6.5	6.5	6.5	6.5	6.5	6.5
70th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	12.7	55.0	55.0	12.7	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
50th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Min	Min	Min	Min	Min	Min
30th %ile Green (s)	10.6	55.0	55.0	10.6	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
30th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Min	Min	Min	Min	Min	Min
10th %ile Green (s)	7.3	55.0	55.0	7.3	55.0	55.0	0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Skip	Skip	Skip	Skip	Skip	Skip
Stops (vph)	138	325	1	133	769	11		12	0		18	0
Fuel Used(gal)	5	12	0	5	30	2		0	0		0	0
CO Emissions (g/hr)	346	847	25	363	2071	123		13	3		20	9
NOx Emissions (g/hr)	67	165	5	71	403	24		2	1		4	2
VOC Emissions (g/hr)	80	196	6	84	480	29		3	1		5	2
Dilemma Vehicles (#)	0	38	0	0	71	0		0	0		0	0
Queue Length 50th (ft)	93	107	0	89	252	0		7	0		10	0
Queue Length 95th (ft)	161	175	5	156	393	26		25	0		33	0
Internal Link Dist (ft)		1206			937			283			300	
Turn Bay Length (ft)	275		275	350		250						
Base Capacity (vph)	466	2144	980	461	2186	1054		239	312		239	321
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.36	0.35	0.04	0.35	0.63	0.14		0.05	0.05		0.08	0.12

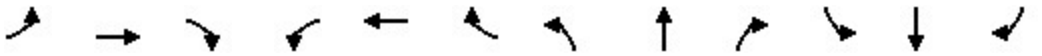
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 89.9			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 16.4		Intersection LOS: B	
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 99.3			
70th %ile Actuated Cycle: 94.5			
50th %ile Actuated Cycle: 91.7			
30th %ile Actuated Cycle: 89.6			
10th %ile Actuated Cycle: 74.3			

Splits and Phases: 2: Novo Nordisk Way/Innovation Way & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1013	11	15	660	16	37	0	105	111	1	163
Future Volume (vph)	27	1013	11	15	660	16	37	0	105	111	1	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		275	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.953	
Satd. Flow (prot)	1805	3574	1615	1687	3574	1615	0	1805	1615	0	1811	1615
Flt Permitted	0.950			0.950				0.684			0.700	
Satd. Flow (perm)	1805	3574	1615	1687	3574	1615	0	1300	1615	0	1330	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			79			107			166
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1286			1017			363			380	
Travel Time (s)		17.5			13.9			9.9			10.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	7%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	28	1034	11	15	673	16	38	0	107	113	1	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	1034	11	15	673	16	0	38	107	0	114	166
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			24			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			50			50			40	
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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		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	2		1	2			3			3	

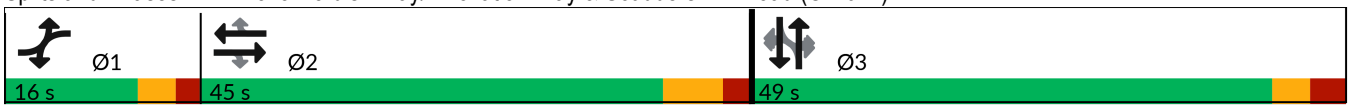


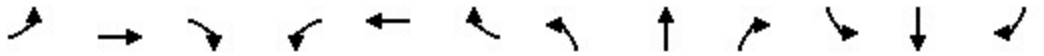
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2	3		3	3		3
Detector Phase	1	2	2	1	2	2	3	3	3	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	38.0	38.0	5.0	38.0	38.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	45.0	45.0	10.0	45.0	45.0	12.0	12.0	12.0	12.0	12.0	12.0
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
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
Act Effct Green (s)	5.8	38.7	38.7	5.8	38.7	38.7		10.6	10.6		10.6	10.6
Actuated g/C Ratio	0.08	0.56	0.56	0.08	0.56	0.56		0.15	0.15		0.15	0.15
v/c Ratio	0.18	0.51	0.01	0.10	0.33	0.02		0.19	0.32		0.56	0.43
Control Delay (s/veh)	35.5	12.3	0.0	34.5	10.4	0.1		28.7	8.9		38.9	8.7
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)	35.5	12.3	0.0	34.5	10.4	0.1		28.7	8.9		38.9	8.7
LOS	D	B	A	C	B	A		C	A		D	A
Approach Delay (s/veh)		12.7			10.7			14.1			21.0	
Approach LOS		B			B			B			C	
90th %ile Green (s)	7.4	38.0	38.0	7.4	38.0	38.0	16.7	16.7	16.7	16.7	16.7	16.7
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	6.3	38.0	38.0	6.3	38.0	38.0	13.5	13.5	13.5	13.5	13.5	13.5
70th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	5.5	38.0	38.0	5.5	38.0	38.0	10.5	10.5	10.5	10.5	10.5	10.5
50th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	0.0	38.0	38.0	0.0	38.0	38.0	7.9	7.9	7.9	7.9	7.9	7.9
30th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	0.0	38.0	38.0	0.0	38.0	38.0	6.0	6.0	6.0	6.0	6.0	6.0
10th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Min	Min	Min	Min	Min	Min
Stops (vph)	26	597	0	17	339	0		32	21		96	27
Fuel Used(gal)	1	20	0	1	14	0		0	1		2	1
CO Emissions (g/hr)	57	1395	6	37	976	12		32	42		113	64
NOx Emissions (g/hr)	11	271	1	7	190	2		6	8		22	13
VOC Emissions (g/hr)	13	323	1	9	226	3		7	10		26	15
Dilemma Vehicles (#)	0	73	0	0	47	0		0	0		0	0
Queue Length 50th (ft)	12	148	0	6	84	0		15	0		48	0
Queue Length 95th (ft)	37	253	0	25	150	0		41	39		99	48
Internal Link Dist (ft)		1206			937			283			300	
Turn Bay Length (ft)	275		275	350		250						
Base Capacity (vph)	294	2012	943	274	2012	943		828	1067		847	1089
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.10	0.51	0.01	0.05	0.33	0.02		0.05	0.10		0.13	0.15

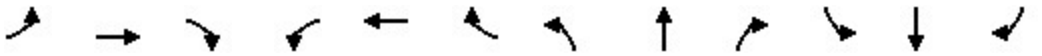
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 68.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 13.2		Intersection LOS: B	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 80.1			
70th %ile Actuated Cycle: 75.8			
50th %ile Actuated Cycle: 72			
30th %ile Actuated Cycle: 58.9			
10th %ile Actuated Cycle: 57			

Splits and Phases: 2: Novo Nordisk Way/Innovation Way & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	561	24	21	1409	920	15	8	16	228	21	155
Future Volume (vph)	143	561	24	21	1409	920	15	8	16	228	21	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	75		275	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			25			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.938				0.850
Flt Protected	0.950			0.950				0.981		0.950	0.960	
Satd. Flow (prot)	1805	3438	1615	1805	3539	1599	0	3322	0	1665	1691	1615
Flt Permitted	0.950			0.950				0.981		0.950	0.960	
Satd. Flow (perm)	1805	3438	1615	1805	3539	1599	0	3322	0	1665	1691	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			744		17				163
Link Speed (mph)		50			50			40			40	
Link Distance (ft)		740			926			518			529	
Travel Time (s)		10.1			12.6			8.8			9.0	
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%	5%	0%	0%	2%	1%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	151	591	25	22	1483	968	16	8	17	240	22	163
Shared Lane Traffic (%)										46%		
Lane Group Flow (vph)	151	591	25	22	1483	968	0	41	0	130	132	163
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			18			12			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		45			45			16			35	
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	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

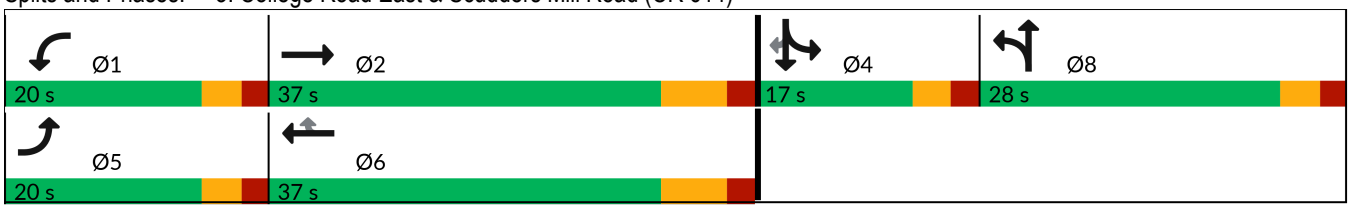


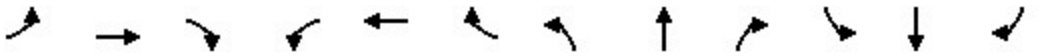
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	28.0	28.0		17.0	17.0	17.0
Total Split (%)	19.6%	36.3%		19.6%	36.3%	36.3%	27.5%	27.5%		16.7%	16.7%	16.7%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	23.0	23.0		12.0	12.0	12.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	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	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	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
Recall Mode	Min	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	10.5	42.2	74.4	6.3	30.7	30.7		6.2		9.8	9.8	9.8
Actuated g/C Ratio	0.14	0.57	1.00	0.08	0.41	0.41		0.08		0.13	0.13	0.13
v/c Ratio	0.59	0.30	0.02	0.14	1.02	0.88		0.14		0.59	0.59	0.46
Control Delay (s/veh)	41.4	11.6	0.0	38.0	54.1	17.6		26.1		44.3	44.1	10.6
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)	41.4	11.6	0.0	38.0	54.1	17.6		26.1		44.3	44.1	10.6
LOS	D	B	A	D	D	B		C		D	D	B
Approach Delay (s/veh)		17.1			39.7			26.1			31.3	
Approach LOS		B			D			C			C	
90th %ile Green (s)	15.0	37.9		7.1	30.0	30.0	6.3	6.3		12.0	12.0	12.0
90th %ile Term Code	Max	Hold		Gap	Max	Max	Gap	Gap		Max	Max	Max
70th %ile Green (s)	12.9	36.8		6.1	30.0	30.0	6.0	6.0		12.0	12.0	12.0
70th %ile Term Code	Gap	Hold		Gap	Max	Max	Min	Min		Max	Max	Max
50th %ile Green (s)	11.1	46.1		0.0	30.0	30.0	6.0	6.0		11.0	11.0	11.0
50th %ile Term Code	Gap	Hold		Skip	Max	Max	Min	Min		Gap	Gap	Gap
30th %ile Green (s)	8.5	43.5		0.0	30.0	30.0	0.0	0.0		8.4	8.4	8.4
30th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	6.3	41.3		0.0	30.0	30.0	0.0	0.0		6.3	6.3	6.3
10th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
Stops (vph)	125	287	0	22	1050	246		25		111	111	27
Fuel Used(gal)	5	12	0	1	40	12		1		3	3	1
CO Emissions (g/hr)	330	837	19	44	2790	872		41		185	186	81
NOx Emissions (g/hr)	64	163	4	8	543	170		8		36	36	16
VOC Emissions (g/hr)	76	194	4	10	647	202		10		43	43	19
Dilemma Vehicles (#)	0	30	0	0	82	0		2		0	7	0
Queue Length 50th (ft)	72	73	0	11	~456	96		5		65	66	0
Queue Length 95th (ft)	132	148	0	34	#644	#449		22		129	131	53
Internal Link Dist (ft)		660			846			438			449	
Turn Bay Length (ft)	200		200	75		275				100		
Base Capacity (vph)	372	1951	1615	372	1458	1096		1061		274	278	402
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.41	0.30	0.02	0.06	1.02	0.88		0.04		0.47	0.47	0.41

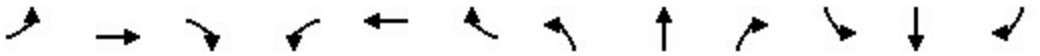
Intersection Summary			
Area Type:	Other		
Cycle Length: 102			
Actuated Cycle Length: 74.4			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay (s/veh): 33.9		Intersection LOS: C	
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 85.3			
70th %ile Actuated Cycle: 82.9			
50th %ile Actuated Cycle: 80.1			
30th %ile Actuated Cycle: 63.9			
10th %ile Actuated Cycle: 59.6			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: College Road East & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	1095	27	7	542	214	17	8	25	660	10	132
Future Volume (vph)	116	1095	27	7	542	214	17	8	25	660	10	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	75		275	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			25			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.925				0.850
Flt Protected	0.950			0.950				0.983		0.950	0.954	
Satd. Flow (prot)	1805	3574	1615	1805	3610	1583	0	3282	0	1698	1705	1583
Flt Permitted	0.950			0.950				0.983		0.950	0.954	
Satd. Flow (perm)	1805	3574	1615	1805	3610	1583	0	3282	0	1698	1705	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			221		26				150
Link Speed (mph)		50			50			40			40	
Link Distance (ft)		740			926			518			529	
Travel Time (s)		10.1			12.6			8.8			9.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	0%	2%	0%	0%	0%	1%	0%	2%
Adj. Flow (vph)	120	1129	28	7	559	221	18	8	26	680	10	136
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	120	1129	28	7	559	221	0	52	0	347	343	136
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			18			12			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		45			45			16			35	
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	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

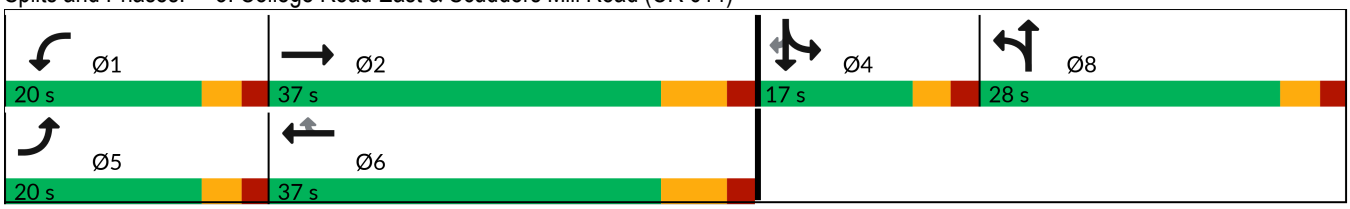


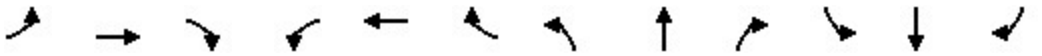
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	28.0	28.0		17.0	17.0	17.0
Total Split (%)	19.6%	36.3%		19.6%	36.3%	36.3%	27.5%	27.5%		16.7%	16.7%	16.7%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	23.0	23.0		12.0	12.0	12.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	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	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	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
Recall Mode	Min	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	9.4	42.9	75.3	6.1	30.4	30.4		6.2		12.1	12.1	12.1
Actuated g/C Ratio	0.12	0.57	1.00	0.08	0.40	0.40		0.08		0.16	0.16	0.16
v/c Ratio	0.53	0.55	0.02	0.05	0.38	0.29		0.18		1.27	1.25	0.36
Control Delay (s/veh)	41.0	13.2	0.0	36.6	18.3	4.0		23.4		179.0	171.3	8.0
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)	41.0	13.2	0.0	36.6	18.3	4.0		23.4		179.0	171.3	8.0
LOS	D	B	A	D	B	A		C		F	F	A
Approach Delay (s/veh)		15.5			14.4			23.4			147.6	
Approach LOS		B			B			C			F	
90th %ile Green (s)	13.7	37.7		6.0	30.0	30.0	6.5	6.5		12.0	12.0	12.0
90th %ile Term Code	Gap	Hold		Min	Max	Max	Gap	Gap		Max	Max	Max
70th %ile Green (s)	11.2	46.2		0.0	30.0	30.0	6.0	6.0		12.0	12.0	12.0
70th %ile Term Code	Gap	Hold		Skip	Max	Max	Min	Min		Max	Max	Max
50th %ile Green (s)	9.6	44.6		0.0	30.0	30.0	6.0	6.0		12.0	12.0	12.0
50th %ile Term Code	Gap	Hold		Skip	Max	Max	Min	Min		Max	Max	Max
30th %ile Green (s)	7.5	42.5		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
30th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
10th %ile Green (s)	6.0	41.0		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
10th %ile Term Code	Min	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
Stops (vph)	104	661	0	9	367	24		29		248	244	19
Fuel Used(gal)	4	25	0	0	11	2		1		16	15	1
CO Emissions (g/hr)	270	1768	21	16	757	126		49		1113	1063	61
NOx Emissions (g/hr)	52	344	4	3	147	24		10		217	207	12
VOC Emissions (g/hr)	62	410	5	4	176	29		11		258	246	14
Dilemma Vehicles (#)	0	59	0	0	36	0		2		0	15	0
Queue Length 50th (ft)	57	175	0	3	105	0		6		~242	~236	0
Queue Length 95th (ft)	109	317	0	16	161	44		24		#435	#430	41
Internal Link Dist (ft)		660			846			438			449	
Turn Bay Length (ft)	200		200	75		275				100		
Base Capacity (vph)	363	2035	1615	363	1455	770		1032		273	274	381
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.33	0.55	0.02	0.02	0.38	0.29		0.05		1.27	1.25	0.36

Intersection Summary			
Area Type:	Other		
Cycle Length: 102			
Actuated Cycle Length: 75.3			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay (s/veh): 52.5		Intersection LOS: D	
Intersection Capacity Utilization 74.6%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 84.2			
70th %ile Actuated Cycle: 81.2			
50th %ile Actuated Cycle: 79.6			
30th %ile Actuated Cycle: 66.5			
10th %ile Actuated Cycle: 65			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

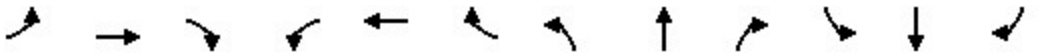
Splits and Phases: 3: College Road East & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	0	189	0	0	0	91	219	0	0	156	26
Future Volume (vph)	30	0	189	0	0	0	91	219	0	0	156	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1752	1583	0	1900	1900	1787	1863	0	0	1792	1495
Flt Permitted		0.950					0.527					
Satd. Flow (perm)	0	1752	1583	0	1900	1900	991	1863	0	0	1792	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201									172
Link Speed (mph)		45			25			35			35	
Link Distance (ft)		481			370			413			250	
Travel Time (s)		7.3			10.1			8.0			4.9	
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 (%)	3%	0%	2%	0%	0%	0%	1%	2%	0%	0%	6%	8%
Adj. Flow (vph)	32	0	201	0	0	0	97	233	0	0	166	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	201	0	0	0	97	233	0	0	166	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	R NA	Right	Left	Left	Right
Median Width(ft)		0			3			12			0	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm			Perm	pm+pt	NA			NA	Perm
Protected Phases	7	4 7			8		5	2			6	

Lane Group	Ø4
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)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4



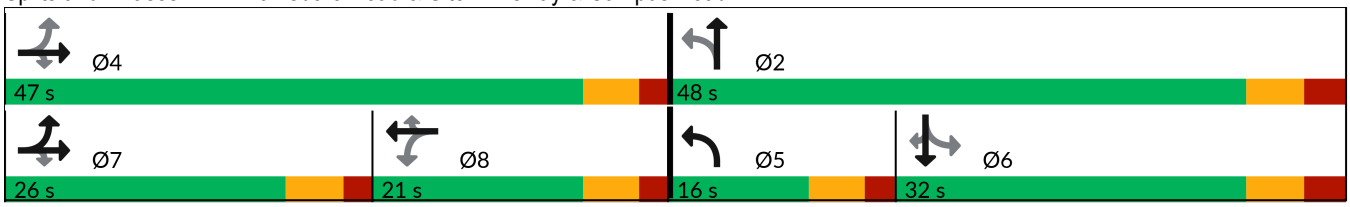
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4 7		4 7	8		8	2			6		6
Detector Phase	7	4 7	4 7	8	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0			5.0	5.0	5.0	5.0	25.0		25.0	25.0	25.0
Minimum Split (s)	21.0			11.0	11.0	11.0	11.0	32.0		32.0	32.0	32.0
Total Split (s)	26.0			21.0	21.0	21.0	16.0	48.0		32.0	32.0	32.0
Total Split (%)	27.4%			22.1%	22.1%	22.1%	16.8%	50.5%		33.7%	33.7%	33.7%
Maximum Green (s)	20.0			15.0	15.0	15.0	10.0	41.0		25.0	25.0	25.0
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0	6.0	6.0	7.0			7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None			None	None	None	None	Min		Min	Min	Min
Act Effct Green (s)		15.1	15.1				36.4	35.4			25.2	25.2
Actuated g/C Ratio		0.24	0.24				0.57	0.56			0.40	0.40
v/c Ratio		0.08	0.38				0.15	0.23			0.23	0.04
Control Delay (s/veh)		21.2	6.3				6.4	7.5			15.3	0.1
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0
Total Delay (s/veh)		21.2	6.3				6.4	7.5			15.3	0.1
LOS		C	A				A	A			B	A
Approach Delay (s/veh)		8.3						7.2			13.1	
Approach LOS		A						A			B	
90th %ile Green (s)	15.0			0.0	0.0	0.0	8.8	39.8		25.0	25.0	25.0
90th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
70th %ile Green (s)	15.0			0.0	0.0	0.0	7.5	38.5		25.0	25.0	25.0
70th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
50th %ile Green (s)	15.0			0.0	0.0	0.0	6.7	37.7		25.0	25.0	25.0
50th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
30th %ile Green (s)	15.0			0.0	0.0	0.0	5.9	36.9		25.0	25.0	25.0
30th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
10th %ile Green (s)	15.0			0.0	0.0	0.0	0.0	25.0		25.0	25.0	25.0
10th %ile Term Code	Min			Skip	Skip	Skip	Skip	Min		Max	Max	Max
Stops (vph)		25	30				36	97			100	0
Fuel Used(gal)		1	1				2	4			3	0
CO Emissions (g/hr)		37	84				124	307			218	22
NOx Emissions (g/hr)		7	16				24	60			43	4
VOC Emissions (g/hr)		9	20				29	71			51	5
Dilemma Vehicles (#)		2	0				0	12			12	0
Queue Length 50th (ft)		10	0				15	41			44	0
Queue Length 95th (ft)		31	47				32	72			88	0
Internal Link Dist (ft)		401			290			333			170	
Turn Bay Length (ft)							200					
Base Capacity (vph)		1139	1099				692	1211			710	696
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

Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	47.0
Total Split (%)	49%
Maximum Green (s)	41.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Act Effct 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	
90th %ile Green (s)	15.0
90th %ile Term Code	Hold
70th %ile Green (s)	15.0
70th %ile Term Code	Hold
50th %ile Green (s)	15.0
50th %ile Term Code	Hold
30th %ile Green (s)	15.0
30th %ile Term Code	Hold
10th %ile Green (s)	15.0
10th %ile Term Code	Hold
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.03	0.18				0.14	0.19			0.23	0.04

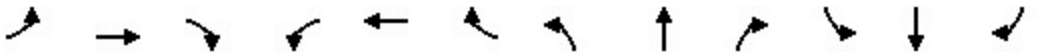
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 63.6			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 9.1		Intersection LOS: A	
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 67.8			
70th %ile Actuated Cycle: 66.5			
50th %ile Actuated Cycle: 65.7			
30th %ile Actuated Cycle: 64.9			
10th %ile Actuated Cycle: 53			

Splits and Phases: 4: Plainsboro Road & Site Driveway & Campus Road



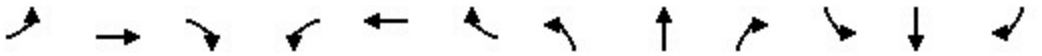
Lane Group	Ø4
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	0	321	0	0	0	55	221	0	0	293	25
Future Volume (vph)	55	0	321	0	0	0	55	221	0	0	293	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1770	1615	0	1900	1900	1805	1881	0	0	1881	1553
Flt Permitted		0.950					0.424					
Satd. Flow (perm)	0	1770	1615	0	1900	1900	806	1881	0	0	1881	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			365									172
Link Speed (mph)		45			25			35			35	
Link Distance (ft)		481			370			413			250	
Travel Time (s)		7.3			10.1			8.0			4.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	4%
Adj. Flow (vph)	63	0	365	0	0	0	63	251	0	0	333	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	365	0	0	0	63	251	0	0	333	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	R NA	Right	Left	Left	Right
Median Width(ft)		0			3			12			0	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm			Perm	pm+pt	NA			NA	Perm
Protected Phases	7	4 7			8		5	2			6	

Lane Group	Ø4
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)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4



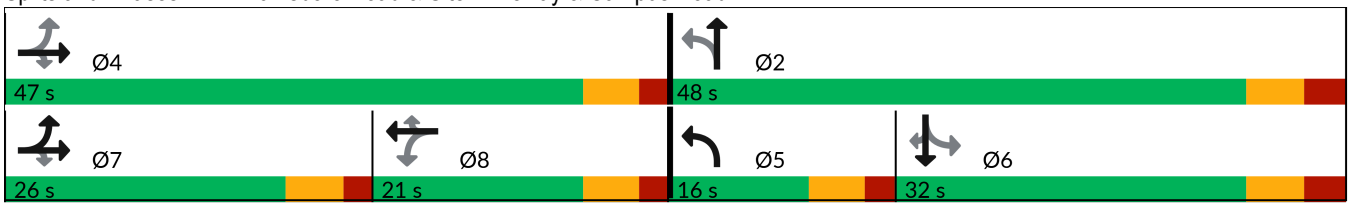
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4 7		4 7	8		8	2			6		6
Detector Phase	7	4 7	4 7	8	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0			5.0	5.0	5.0	5.0	25.0		25.0	25.0	25.0
Minimum Split (s)	21.0			11.0	11.0	11.0	11.0	32.0		32.0	32.0	32.0
Total Split (s)	26.0			21.0	21.0	21.0	16.0	48.0		32.0	32.0	32.0
Total Split (%)	27.4%			22.1%	22.1%	22.1%	16.8%	50.5%		33.7%	33.7%	33.7%
Maximum Green (s)	20.0			15.0	15.0	15.0	10.0	41.0		25.0	25.0	25.0
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0	6.0	6.0	7.0			7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None			None	None	None	None	Min		Min	Min	Min
Act Effct Green (s)		15.2	15.2				33.2	32.2			25.3	25.3
Actuated g/C Ratio		0.25	0.25				0.55	0.53			0.42	0.42
v/c Ratio		0.14	0.54				0.12	0.25			0.42	0.04
Control Delay (s/veh)		20.9	6.2				6.4	8.0			16.1	0.1
Queue Delay		0.0	0.0				0.0	0.0			0.0	0.0
Total Delay (s/veh)		20.9	6.2				6.4	8.0			16.1	0.1
LOS		C	A				A	A			B	A
Approach Delay (s/veh)		8.4						7.7			14.8	
Approach LOS		A						A			B	
90th %ile Green (s)	15.0			0.0	0.0	0.0	7.4	38.4		25.0	25.0	25.0
90th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
70th %ile Green (s)	15.0			0.0	0.0	0.0	6.5	37.5		25.0	25.0	25.0
70th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
50th %ile Green (s)	15.0			0.0	0.0	0.0	5.8	36.8		25.0	25.0	25.0
50th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
30th %ile Green (s)	15.0			0.0	0.0	0.0	0.0	25.0		25.0	25.0	25.0
30th %ile Term Code	Min			Skip	Skip	Skip	Skip	Min		Max	Max	Max
10th %ile Green (s)	15.0			0.0	0.0	0.0	0.0	25.0		25.0	25.0	25.0
10th %ile Term Code	Min			Skip	Skip	Skip	Skip	Min		Max	Max	Max
Stops (vph)		43	42				23	102			200	0
Fuel Used(gal)		1	2				1	4			6	0
CO Emissions (g/hr)		66	135				75	313			420	21
NOx Emissions (g/hr)		13	26				15	61			82	4
VOC Emissions (g/hr)		15	31				17	73			97	5
Dilemma Vehicles (#)		3	0				0	13			24	0
Queue Length 50th (ft)		20	0				10	44			95	0
Queue Length 95th (ft)		48	56				22	75			162	0
Internal Link Dist (ft)		401			290			333			170	
Turn Bay Length (ft)							200					
Base Capacity (vph)		1211	1220				609	1288			785	748
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

Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	47.0
Total Split (%)	49%
Maximum Green (s)	41.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Act Effct 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	
90th %ile Green (s)	15.0
90th %ile Term Code	Hold
70th %ile Green (s)	15.0
70th %ile Term Code	Hold
50th %ile Green (s)	15.0
50th %ile Term Code	Hold
30th %ile Green (s)	15.0
30th %ile Term Code	Hold
10th %ile Green (s)	15.0
10th %ile Term Code	Hold
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.05	0.30				0.10	0.19			0.42	0.04

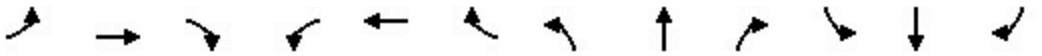
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 60.5			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 10.3		Intersection LOS: B	
Intersection Capacity Utilization 60.7%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 66.4			
70th %ile Actuated Cycle: 65.5			
50th %ile Actuated Cycle: 64.8			
30th %ile Actuated Cycle: 53			
10th %ile Actuated Cycle: 53			

Splits and Phases: 4: Plainsboro Road & Site Driveway & Campus Road

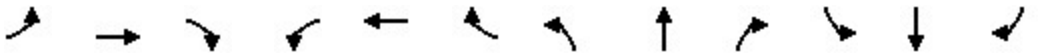


Lane Group	Ø4
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	368	4	39	349	0	30	0	78	3	0	4
Future Volume (vph)	1	368	4	39	349	0	30	0	78	3	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998							0.850		0.916	
Flt Protected					0.995			0.950			0.982	
Satd. Flow (prot)	0	1862	0	0	1827	0	0	1805	1538	0	1521	0
Flt Permitted					0.929			0.950			0.982	
Satd. Flow (perm)	0	1862	0	0	1705	0	0	1805	1538	0	1521	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							164		164	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		573			1323			259			404	
Travel Time (s)		15.6			36.1			7.1			11.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	100%	1%	50%	8%	3%	0%	0%	0%	5%	33%	0%	0%
Adj. Flow (vph)	1	418	5	44	397	0	34	0	89	3	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	424	0	0	441	0	0	34	89	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			0	
Link Offset(ft)		0			0			0			0	
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	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	1 2			2		3	3		4	4	
Permitted Phases	1 2			2					3			
Detector Phase	1	1 2		2	2		3	3	3	4	4	
Switch Phase												

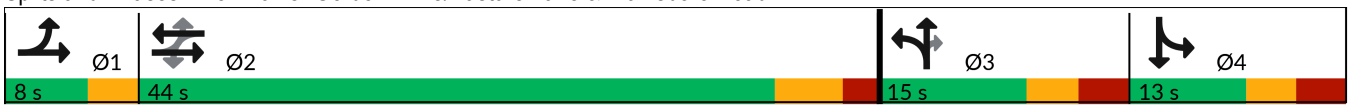


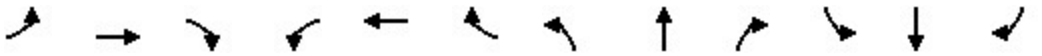
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0			38.0	38.0		7.0	7.0	7.0	5.0	5.0	
Minimum Split (s)	8.0			44.0	44.0		13.0	13.0	13.0	11.0	11.0	
Total Split (s)	8.0			44.0	44.0		15.0	15.0	15.0	13.0	13.0	
Total Split (%)	10.0%			55.0%	55.0%		18.8%	18.8%	18.8%	16.3%	16.3%	
Maximum Green (s)	5.0			38.0	38.0		9.0	9.0	9.0	7.0	7.0	
Yellow Time (s)	3.0			4.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.0			2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)					0.0			0.0	0.0		0.0	
Total Lost Time (s)					6.0			6.0	6.0		6.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None			Min	Min		None	None	None	None	None	
Act Effct Green (s)		50.5			38.6			7.3	7.3		5.1	
Actuated g/C Ratio		0.78			0.60			0.11	0.11		0.08	
v/c Ratio		0.29			0.43			0.17	0.28		0.03	
Control Delay (s/veh)		4.3			10.7			31.0	2.8		0.1	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)		4.3			10.7			31.0	2.8		0.1	
LOS		A			B			C	A		A	
Approach Delay (s/veh)		4.3			10.7			10.6			0.1	
Approach LOS		A			B			B			A	
90th %ile Green (s)	5.0			38.0	38.0		7.9	7.9	7.9	5.0	5.0	
90th %ile Term Code	Max			Max	Max		Gap	Gap	Gap	Min	Min	
70th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
70th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
50th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
50th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
30th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
30th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
10th %ile Green (s)	5.0			38.0	38.0		0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Max			Max	Max		Skip	Skip	Skip	Skip	Skip	
Stops (vph)		110			209			29	1		0	
Fuel Used(gal)		4			7			0	0		0	
CO Emissions (g/hr)		299			489			26	15		2	
NOx Emissions (g/hr)		58			95			5	3		0	
VOC Emissions (g/hr)		69			113			6	4		0	
Dilemma Vehicles (#)		0			0			0	0		0	
Queue Length 50th (ft)		38			87			13	0		0	
Queue Length 95th (ft)		127			210			40	4		0	
Internal Link Dist (ft)		493			1243			179			324	
Turn Bay Length (ft)												
Base Capacity (vph)		1451			1015			254	357		313	
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			0.43			0.13	0.25		0.03	

Intersection Summary

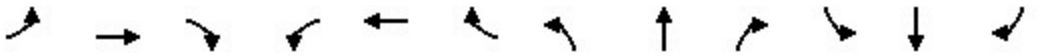
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 64.8			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 7.9		Intersection LOS: A	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 76.9			
70th %ile Actuated Cycle: 65			
50th %ile Actuated Cycle: 65			
30th %ile Actuated Cycle: 65			
10th %ile Actuated Cycle: 52			

Splits and Phases: 5: Walker Gordon Drive/Pasture Lane & Plainsboro Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	625	11	56	304	5	30	0	74	5	0	1
Future Volume (vph)	1	625	11	56	304	5	30	0	74	5	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.998				0.850		0.977	
Flt Protected					0.992			0.950			0.960	
Satd. Flow (prot)	0	1875	0	0	1855	0	0	1641	1615	0	1527	0
Flt Permitted					0.834			0.950			0.960	
Satd. Flow (perm)	0	1875	0	0	1560	0	0	1641	1615	0	1527	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			1				164		164	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		573			1323			259			404	
Travel Time (s)		15.6			36.1			7.1			11.0	
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%	1%	9%	2%	1%	20%	10%	0%	0%	20%	0%	0%
Adj. Flow (vph)	1	679	12	61	330	5	33	0	80	5	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	692	0	0	396	0	0	33	80	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			0	
Link Offset(ft)		0			0			0			0	
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	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	1 2			2		3	3		4	4	
Permitted Phases	1 2			2					3			
Detector Phase	1	1 2		2	2		3	3	3	4	4	
Switch Phase												

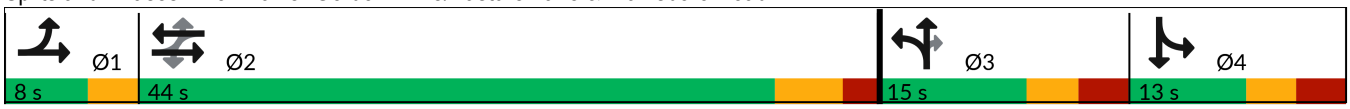


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0			38.0	38.0		7.0	7.0	7.0	5.0	5.0	
Minimum Split (s)	8.0			44.0	44.0		13.0	13.0	13.0	11.0	11.0	
Total Split (s)	8.0			44.0	44.0		15.0	15.0	15.0	13.0	13.0	
Total Split (%)	10.0%			55.0%	55.0%		18.8%	18.8%	18.8%	16.3%	16.3%	
Maximum Green (s)	5.0			38.0	38.0		9.0	9.0	9.0	7.0	7.0	
Yellow Time (s)	3.0			4.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.0			2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)					0.0			0.0	0.0		0.0	
Total Lost Time (s)					6.0			6.0	6.0		6.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None			Min	Min		None	None	None	None	None	
Act Effct Green (s)		50.5			38.6			7.3	7.3		5.1	
Actuated g/C Ratio		0.78			0.60			0.11	0.11		0.08	
v/c Ratio		0.47			0.43			0.18	0.24		0.02	
Control Delay (s/veh)		5.8			10.9			31.4	1.8		0.2	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)		5.8			10.9			31.4	1.8		0.2	
LOS		A			B			C	A		A	
Approach Delay (s/veh)		5.8			10.9			10.4			0.2	
Approach LOS		A			B			B			A	
90th %ile Green (s)	5.0			38.0	38.0		8.2	8.2	8.2	5.0	5.0	
90th %ile Term Code	Max			Max	Max		Gap	Gap	Gap	Min	Min	
70th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
70th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
50th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
50th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
30th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
30th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
10th %ile Green (s)	5.0			38.0	38.0		0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Max			Max	Max		Skip	Skip	Skip	Skip	Skip	
Stops (vph)		233			194			30	0		0	
Fuel Used(gal)		8			7			0	0		0	
CO Emissions (g/hr)		536			459			26	13		1	
NOx Emissions (g/hr)		104			89			5	3		0	
VOC Emissions (g/hr)		124			106			6	3		0	
Dilemma Vehicles (#)		0			0			0	0		0	
Queue Length 50th (ft)		76			77			12	0		0	
Queue Length 95th (ft)		260			200			41	0		0	
Internal Link Dist (ft)		493			1243			179			324	
Turn Bay Length (ft)												
Base Capacity (vph)		1461			929			231	368		313	
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		0.47			0.43			0.14	0.22		0.02	

Intersection Summary

Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 64.8			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay (s/veh): 7.8		Intersection LOS: A	
Intersection Capacity Utilization 78.0%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 77.2			
70th %ile Actuated Cycle: 65			
50th %ile Actuated Cycle: 65			
30th %ile Actuated Cycle: 65			
10th %ile Actuated Cycle: 52			

Splits and Phases: 5: Walker Gordon Drive/Pasture Lane & Plainsboro Road



Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	173	1055	1240	65	12	31
Future Vol, veh/h	173	1055	1240	65	12	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	None
Storage Length	200	-	-	275	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	3	3	0	0	3
Mvmt Flow	190	1159	1363	71	13	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1363	0	-	0	2323	681
Stage 1	-	-	-	-	1363	-
Stage 2	-	-	-	-	960	-
Critical Hdwy	4.12	-	-	-	6.8	6.96
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.21	-	-	-	3.5	3.33
Pot Cap-1 Maneuver	505	-	-	0	32	390
Stage 1	-	-	-	0	207	-
Stage 2	-	-	-	0	337	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	505	-	-	-	20	390
Mov Cap-2 Maneuver	-	-	-	-	20	-
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	337	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.3	0	108.19
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	505	-	-	20	390
HCM Lane V/C Ratio	0.376	-	-	0.655	0.087
HCM Ctrl Dly (s/v)	16.4	-	-	$ 348.7	15.1
HCM Lane LOS	C	-	-	F	C
HCM 95th %tile Q(veh)	1.7	-	-	1.8	0.3

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	987	956	10	63	141
Future Vol, veh/h	20	987	956	10	63	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	None
Storage Length	200	-	-	275	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	0	1
Mvmt Flow	22	1073	1039	11	68	153

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1039	0	-	0	1619	520
Stage 1	-	-	-	-	1039	-
Stage 2	-	-	-	-	580	-
Critical Hdwy	4.1	-	-	-	6.8	6.92
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.31
Pot Cap-1 Maneuver	677	-	-	0	96	504
Stage 1	-	-	-	0	306	-
Stage 2	-	-	-	0	529	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	677	-	-	-	93	504
Mov Cap-2 Maneuver	-	-	-	-	93	-
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	529	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.21	0	45.31
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	677	-	-	93	504
HCM Lane V/C Ratio	0.032	-	-	0.738	0.304
HCM Ctrl Dly (s/v)	10.5	-	-	112.6	15.2
HCM Lane LOS	B	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	3.8	1.3

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	897	157	19	1302	4	1
Future Vol, veh/h	897	157	19	1302	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	150	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	1	0	2	25	100
Mvmt Flow	986	173	21	1431	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	986	0	1743	493
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	757	-
Critical Hdwy	-	-	4.1	-	7.3	8.9
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.3	-
Follow-up Hdwy	-	-	2.2	-	3.75	4.3
Pot Cap-1 Maneuver	-	0	709	-	61	328
Stage 1	-	0	-	-	274	-
Stage 2	-	0	-	-	369	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	709	-	59	328
Mov Cap-2 Maneuver	-	-	-	-	59	-
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	358	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.15	59.94
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	59	328	-	709	-
HCM Lane V/C Ratio	0.075	0.003	-	0.029	-
HCM Ctrl Dly (s/v)	70.9	16	-	10.2	-
HCM Lane LOS	F	C	-	B	-
HCM 95th %tile Q(veh)	0.2	0	-	0.1	-

Intersection	
Int Delay, s/veh	8.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1046	4	1	866	92	5
Future Vol, veh/h	1046	4	1	866	92	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	150	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	20
Mvmt Flow	1137	4	1	941	100	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1137	0	1610	568
Stage 1	-	-	-	-	1137	-
Stage 2	-	-	-	-	473	-
Critical Hdwy	-	-	4.1	-	6.8	7.3
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.5
Pot Cap-1 Maneuver	-	0	622	-	~ 97	423
Stage 1	-	0	-	-	272	-
Stage 2	-	0	-	-	599	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	622	-	~ 97	423
Mov Cap-2 Maneuver	-	-	-	-	~ 97	-
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	598	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	171.39
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	97	423	-	622	-
HCM Lane V/C Ratio	1.03	0.013	-	0.002	-
HCM Ctrl Dly (s/v)	180	13.6	-	10.8	-
HCM Lane LOS	F	B	-	B	-
HCM 95th %tile Q(veh)	6.3	0	-	0	-

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

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	194	261	7	355	36	97
Future Vol, veh/h	194	261	7	355	36	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	6	2	0	1	0	2
Mvmt Flow	218	293	8	399	40	109

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	511	0	779	365
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	415	-
Critical Hdwy	-	-	4.1	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1064	-	367	680
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1064	-	364	680
Mov Cap-2 Maneuver	-	-	-	-	364	-
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.16	13.96
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	551	-	-	35	-
HCM Lane V/C Ratio	0.271	-	-	0.007	-
HCM Ctrl Dly (s/v)	14	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	441	62	338	31	85
Future Vol, veh/h	270	441	62	338	31	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	0	1	0	1
Mvmt Flow	290	474	67	363	33	91

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	765	0	1024	527
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	497	-
Critical Hdwy	-	-	4.1	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	858	-	263	553
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	858	-	237	553
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	556	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.48	17.67
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	408	-	-	279	-
HCM Lane V/C Ratio	0.306	-	-	0.078	-
HCM Ctrl Dly (s/v)	17.7	-	-	9.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.3	-

Intersection	
Int Delay, s/veh	35.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	282	10	145	155	0	206	0	16	1	0	0
Future Vol, veh/h	1	282	10	145	155	0	206	0	16	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	3	22	5	6	0	2	0	13	0	0	0
Mvmt Flow	1	332	12	171	182	0	242	0	19	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	182	0	0	344	0	0	864	864	338	858	869	182
Stage 1	-	-	-	-	-	-	340	340	-	524	524	-
Stage 2	-	-	-	-	-	-	524	524	-	334	346	-
Critical Hdwy	4.1	-	-	4.15	-	-	7.12	6.5	6.33	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.245	-	-	3.518	4	3.417	3.5	4	3.3
Pot Cap-1 Maneuver	1405	-	-	1199	-	-	275	294	680	279	292	865
Stage 1	-	-	-	-	-	-	675	643	-	541	533	-
Stage 2	-	-	-	-	-	-	537	533	-	684	639	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1405	-	-	1199	-	-	~ 231	248	680	228	246	865
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 231	248	-	228	246	-
Stage 1	-	-	-	-	-	-	674	642	-	455	449	-
Stage 2	-	-	-	-	-	-	452	449	-	664	638	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	4.11	123.85	20.84
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	242	6	-	-	870	-	-	228
HCM Lane V/C Ratio	1.077	0.001	-	-	0.142	-	-	0.005
HCM Ctrl Dly (s/v)	123.9	7.6	0	-	8.5	0	-	20.8
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	11.1	0	-	-	0.5	-	-	0

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

Intersection	
Int Delay, s/veh	49.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	340	15	241	226	0	175	0	12	1	2	0
Future Vol, veh/h	1	340	15	241	226	0	175	0	12	1	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	1	1	0	3	0	0	0	50	0
Mvmt Flow	1	358	16	254	238	0	184	0	13	1	2	0

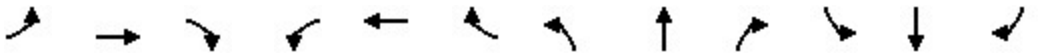
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	238	0	0	374	0	0	1114	1113	366	1105	1121	238
Stage 1	-	-	-	-	-	-	368	368	-	745	745	-
Stage 2	-	-	-	-	-	-	746	745	-	360	376	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.13	6.5	6.2	7.1	7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.527	4	3.3	3.5	4.45	3.3
Pot Cap-1 Maneuver	1341	-	-	1190	-	-	185	210	684	190	169	806
Stage 1	-	-	-	-	-	-	650	625	-	409	358	-
Stage 2	-	-	-	-	-	-	404	424	-	662	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1341	-	-	1190	-	-	~ 137	158	684	140	127	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 137	158	-	140	127	-
Stage 1	-	-	-	-	-	-	649	624	-	309	270	-
Stage 2	-	-	-	-	-	-	302	320	-	649	540	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.02	4.56	258.18	33.06
HCM LOS			F	D

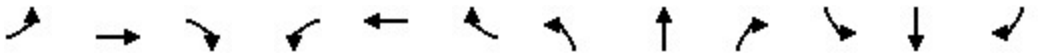
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	145	5	-	-	929	-	-	131
HCM Lane V/C Ratio	1.359	0.001	-	-	0.213	-	-	0.024
HCM Ctrl Dly (s/v)	258.2	7.7	0	-	8.8	0	-	33.1
HCM Lane LOS	F	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	12.4	0	-	-	0.8	-	-	0.1

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

2028 NO-BUILD CONDITION
WITH APPROVED GDP (PRE-COVID)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	1472	244	247	981	98	225	52	85	40	35	44
Future Volume (vph)	97	1472	244	247	981	98	225	52	85	40	35	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		150	175		0	0		0	0		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	80			50			25			25		
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	0.970		0.950		
Satd. Flow (prot)	1805	5136	1553	3433	5036	1615	1681	1698	1553	1805	1900	1568
Flt Permitted	0.950			0.950			0.950	0.970		0.950		
Satd. Flow (perm)	1805	5136	1553	3433	5036	1615	1681	1698	1553	1805	1900	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141			130			130			130
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		592			333			381			630	
Travel Time (s)		8.1			4.5			7.4			12.3	
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 (%)	0%	1%	4%	2%	3%	0%	2%	5%	4%	0%	0%	3%
Adj. Flow (vph)	101	1533	254	257	1022	102	234	54	89	42	36	46
Shared Lane Traffic (%)							39%					
Lane Group Flow (vph)	101	1533	254	257	1022	102	143	145	89	42	36	46
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			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		40			45			30			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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	5.0	0.0	0.0	5.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	2		1	2		3	3		4	4	

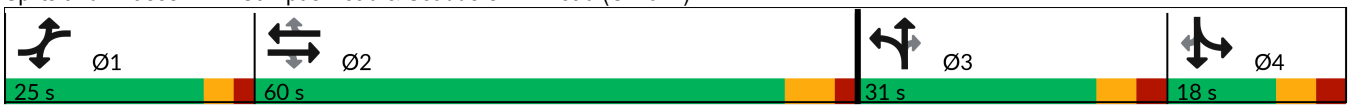


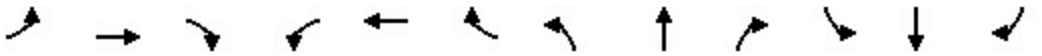
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2			3			4
Detector Phase	1	2	2	1	2	2	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
Minimum Split (s)	15.0	37.0	37.0	15.0	37.0	37.0	27.0	27.0	27.0	13.0	13.0	13.0
Total Split (s)	25.0	60.0	60.0	25.0	60.0	60.0	31.0	31.0	31.0	18.0	18.0	18.0
Total Split (%)	18.7%	44.8%	44.8%	18.7%	44.8%	44.8%	23.1%	23.1%	23.1%	13.4%	13.4%	13.4%
Maximum Green (s)	20.0	53.0	53.0	20.0	53.0	53.0	24.0	24.0	24.0	11.0	11.0	11.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
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
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	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	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	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	13.5	46.9	46.9	13.5	46.9	46.9	20.8	20.8	20.8	7.6	7.6	7.6
Actuated g/C Ratio	0.12	0.42	0.42	0.12	0.42	0.42	0.19	0.19	0.19	0.07	0.07	0.07
v/c Ratio	0.46	0.71	0.35	0.62	0.48	0.14	0.46	0.46	0.23	0.34	0.28	0.20
Control Delay (s/veh)	56.8	29.6	11.7	56.1	25.1	2.3	50.5	50.4	3.8	62.5	60.1	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.8	29.6	11.7	56.1	25.1	2.3	50.5	50.4	3.8	62.5	60.1	2.0
LOS	E	C	B	E	C	A	D	D	A	E	E	A
Approach Delay (s/veh)		28.7			29.2			39.4			39.3	
Approach LOS		C			C			D			D	
90th %ile Green (s)	17.9	53.0	53.0	17.9	53.0	53.0	21.3	21.3	21.3	10.4	10.4	10.4
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	15.1	53.0	53.0	15.1	53.0	53.0	20.0	20.0	20.0	8.5	8.5	8.5
70th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Min	Min	Min	Gap	Gap	Gap
50th %ile Green (s)	13.3	53.0	53.0	13.3	53.0	53.0	20.0	20.0	20.0	7.2	7.2	7.2
50th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Min	Min	Min	Gap	Gap	Gap
30th %ile Green (s)	11.5	45.1	45.1	11.5	45.1	45.1	20.0	20.0	20.0	6.0	6.0	6.0
30th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Min	Min	Min	Min	Min	Min
10th %ile Green (s)	10.0	31.4	31.4	10.0	31.4	31.4	20.0	20.0	20.0	0.0	0.0	0.0
10th %ile Term Code	Min	Gap	Gap	Min	Gap	Gap	Min	Min	Min	Skip	Skip	Skip
Stops (vph)	85	1158	71	226	676	5	118	121	4	37	33	0
Fuel Used(gal)	3	32	3	8	22	1	4	4	1	1	1	0
CO Emissions (g/hr)	195	2249	181	563	1567	58	276	281	79	68	58	15
NOx Emissions (g/hr)	38	438	35	110	305	11	54	55	15	13	11	3
VOC Emissions (g/hr)	45	521	42	131	363	13	64	65	18	16	14	4
Dilemma Vehicles (#)	0	61	0	0	41	0	0	4	0	0	1	0
Queue Length 50th (ft)	74	336	51	99	197	0	106	108	0	32	27	0
Queue Length 95th (ft)	136	444	126	149	269	20	189	191	17	72	64	0
Internal Link Dist (ft)		512			253			301			550	
Turn Bay Length (ft)	415		150	175								
Base Capacity (vph)	331	2501	828	630	2452	853	370	374	443	182	191	275
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.31	0.61	0.31	0.41	0.42	0.12	0.39	0.39	0.20	0.23	0.19	0.17

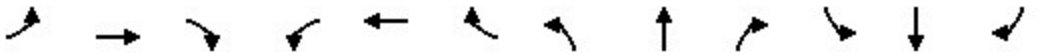
Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 111.9			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 30.3		Intersection LOS: C	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 128.6			
70th %ile Actuated Cycle: 122.6			
50th %ile Actuated Cycle: 119.5			
30th %ile Actuated Cycle: 108.6			
10th %ile Actuated Cycle: 80.4			

Splits and Phases: 1: Campus Road & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	861	211	118	1262	78	507	35	146	66	38	85
Future Volume (vph)	118	861	211	118	1262	78	507	35	146	66	38	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		150	175		0	0		0	0		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	80			50			25			25		
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	0.958		0.950		
Satd. Flow (prot)	1805	5136	1583	3433	5187	1615	1698	1703	1615	1805	1900	1583
Flt Permitted	0.950			0.950			0.950	0.958		0.950		
Satd. Flow (perm)	1805	5136	1583	3433	5187	1615	1698	1703	1615	1805	1900	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			207			130			155			130
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		592			333			381			630	
Travel Time (s)		8.1			4.5			7.4			12.3	
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 (%)	0%	1%	2%	2%	0%	0%	1%	5%	0%	0%	0%	2%
Adj. Flow (vph)	126	916	224	126	1343	83	539	37	155	70	40	90
Shared Lane Traffic (%)							47%					
Lane Group Flow (vph)	126	916	224	126	1343	83	286	290	155	70	40	90
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			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		40			45			30			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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	5.0	0.0	0.0	5.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	2		1	2		3	3		4	4	

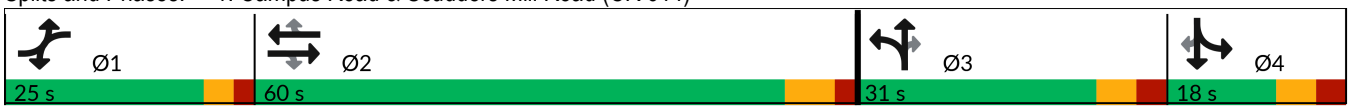


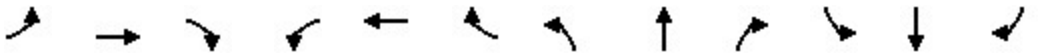
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2			3			4
Detector Phase	1	2	2	1	2	2	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
Minimum Split (s)	15.0	37.0	37.0	15.0	37.0	37.0	27.0	27.0	27.0	13.0	13.0	13.0
Total Split (s)	25.0	60.0	60.0	25.0	60.0	60.0	31.0	31.0	31.0	18.0	18.0	18.0
Total Split (%)	18.7%	44.8%	44.8%	18.7%	44.8%	44.8%	23.1%	23.1%	23.1%	13.4%	13.4%	13.4%
Maximum Green (s)	20.0	53.0	53.0	20.0	53.0	53.0	24.0	24.0	24.0	11.0	11.0	11.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
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
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	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	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	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	13.3	43.3	43.3	13.3	43.3	43.3	23.4	23.4	23.4	8.7	8.7	8.7
Actuated g/C Ratio	0.12	0.38	0.38	0.12	0.38	0.38	0.20	0.20	0.20	0.08	0.08	0.08
v/c Ratio	0.61	0.48	0.31	0.32	0.69	0.12	0.83	0.84	0.34	0.51	0.28	0.38
Control Delay (s/veh)	63.8	28.3	5.5	51.3	32.5	1.2	66.8	67.8	9.3	68.6	59.6	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.8	28.3	5.5	51.3	32.5	1.2	66.8	67.8	9.3	68.6	59.6	7.4
LOS	E	C	A	D	C	A	E	E	A	E	E	A
Approach Delay (s/veh)		27.8			32.3			55.0			39.3	
Approach LOS		C			C			D			D	
90th %ile Green (s)	19.0	53.0	53.0	19.0	53.0	53.0	24.0	24.0	24.0	11.0	11.0	11.0
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	15.5	52.9	52.9	15.5	52.9	52.9	24.0	24.0	24.0	11.0	11.0	11.0
70th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Max	Max	Max	Max	Max	Max
50th %ile Green (s)	12.7	44.7	44.7	12.7	44.7	44.7	24.0	24.0	24.0	9.0	9.0	9.0
50th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Max	Max	Max	Gap	Gap	Gap
30th %ile Green (s)	10.1	37.9	37.9	10.1	37.9	37.9	24.0	24.0	24.0	7.3	7.3	7.3
30th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Max	Max	Max	Gap	Gap	Gap
10th %ile Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
10th %ile Term Code	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Stops (vph)	107	618	24	103	1010	2	227	229	20	60	35	4
Fuel Used(gal)	4	18	1	4	33	1	9	9	2	2	1	1
CO Emissions (g/hr)	253	1236	98	256	2298	43	603	615	153	117	63	38
NOx Emissions (g/hr)	49	240	19	50	447	8	117	120	30	23	12	7
VOC Emissions (g/hr)	59	286	23	59	533	10	140	142	36	27	15	9
Dilemma Vehicles (#)	0	32	0	0	47	0	0	10	0	0	1	0
Queue Length 50th (ft)	92	186	8	45	302	0	216	221	0	51	29	0
Queue Length 95th (ft)	169	250	61	81	393	8	#443	#449	61	111	72	20
Internal Link Dist (ft)		512			253			301			550	
Turn Bay Length (ft)	415		150	175								
Base Capacity (vph)	319	2406	851	607	2430	825	360	361	464	175	184	271
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.39	0.38	0.26	0.21	0.55	0.10	0.79	0.80	0.33	0.40	0.22	0.33

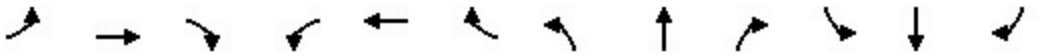
Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 115.2			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 35.6		Intersection LOS: D	
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 133			
70th %ile Actuated Cycle: 129.4			
50th %ile Actuated Cycle: 116.4			
30th %ile Actuated Cycle: 105.3			
10th %ile Actuated Cycle: 92			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Campus Road & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	725	41	149	1478	138	11	0	14	17	0	34
Future Volume (vph)	154	725	41	149	1478	138	11	0	14	17	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		275	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1805	3471	1538	1787	3539	1615	0	1805	1509	0	1805	1568
Flt Permitted	0.950			0.950				0.800			0.800	
Satd. Flow (perm)	1805	3471	1538	1787	3539	1615	0	1520	1509	0	1520	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			127			89			89
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1286			1017			363			380	
Travel Time (s)		17.5			13.9			9.9			10.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	4%	5%	1%	2%	0%	0%	0%	7%	0%	0%	3%
Adj. Flow (vph)	166	780	44	160	1589	148	12	0	15	18	0	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	780	44	160	1589	148	0	12	15	0	18	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)		24			24			24			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			50			50			40	
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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		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	2		1	2			3			3	

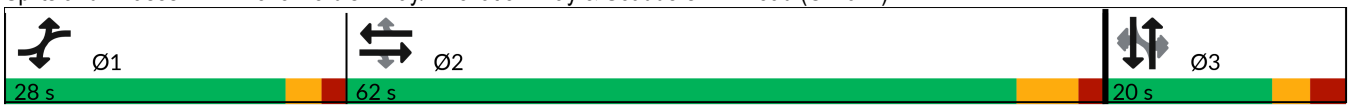


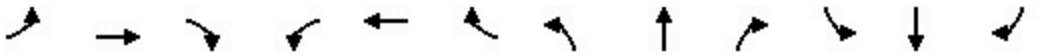
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2	3		3	3		3
Detector Phase	1	2	2	1	2	2	3	3	3	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	55.0	55.0	5.0	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	62.0	62.0	10.0	62.0	62.0	12.0	12.0	12.0	12.0	12.0	12.0
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
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
Act Effct Green (s)	12.6	55.6	55.6	12.6	55.6	55.6		6.5	6.5		6.5	6.5
Actuated g/C Ratio	0.14	0.62	0.62	0.14	0.62	0.62		0.07	0.07		0.07	0.07
v/c Ratio	0.66	0.36	0.04	0.64	0.73	0.14		0.11	0.08		0.17	0.19
Control Delay (s/veh)	50.2	10.3	0.8	49.4	16.1	2.9		44.3	0.8		45.6	2.1
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)	50.2	10.3	0.8	49.4	16.1	2.9		44.3	0.8		45.6	2.1
LOS	D	B	A	D	B	A		D	A		D	A
Approach Delay (s/veh)		16.6			17.9			20.1			16.4	
Approach LOS		B			B			C			B	
90th %ile Green (s)	18.5	55.0	55.0	18.5	55.0	55.0	7.8	7.8	7.8	7.8	7.8	7.8
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	15.0	55.0	55.0	15.0	55.0	55.0	6.5	6.5	6.5	6.5	6.5	6.5
70th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	12.7	55.0	55.0	12.7	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
50th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Min	Min	Min	Min	Min	Min
30th %ile Green (s)	10.6	55.0	55.0	10.6	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
30th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Min	Min	Min	Min	Min	Min
10th %ile Green (s)	7.3	55.0	55.0	7.3	55.0	55.0	0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Skip	Skip	Skip	Skip	Skip	Skip
Stops (vph)	138	343	1	133	998	17		12	0		18	0
Fuel Used(gal)	5	13	0	5	37	2		0	0		0	0
CO Emissions (g/hr)	346	888	25	363	2562	131		13	3		20	9
NOx Emissions (g/hr)	67	173	5	71	498	26		2	1		4	2
VOC Emissions (g/hr)	80	206	6	84	594	30		3	1		5	2
Dilemma Vehicles (#)	0	40	0	0	82	0		0	0		0	0
Queue Length 50th (ft)	93	113	0	89	323	5		7	0		10	0
Queue Length 95th (ft)	161	183	5	156	505	33		25	0		33	0
Internal Link Dist (ft)		1206			937			283			300	
Turn Bay Length (ft)	275		275	350		250						
Base Capacity (vph)	466	2144	980	461	2186	1046		239	312		239	321
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.36	0.36	0.04	0.35	0.73	0.14		0.05	0.05		0.08	0.12

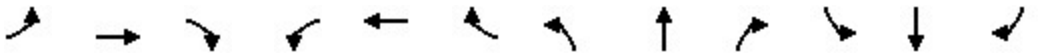
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 89.9			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 17.5		Intersection LOS: B	
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 99.3			
70th %ile Actuated Cycle: 94.5			
50th %ile Actuated Cycle: 91.7			
30th %ile Actuated Cycle: 89.6			
10th %ile Actuated Cycle: 74.3			

Splits and Phases: 2: Novo Nordisk Way/Innovation Way & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1191	11	15	697	16	37	0	105	111	1	163
Future Volume (vph)	27	1191	11	15	697	16	37	0	105	111	1	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		275	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.953	
Satd. Flow (prot)	1805	3574	1615	1687	3574	1615	0	1805	1615	0	1811	1615
Flt Permitted	0.950			0.950				0.684			0.700	
Satd. Flow (perm)	1805	3574	1615	1687	3574	1615	0	1300	1615	0	1330	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			79			107			166
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1286			1017			363			380	
Travel Time (s)		17.5			13.9			9.9			10.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	7%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	28	1215	11	15	711	16	38	0	107	113	1	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	1215	11	15	711	16	0	38	107	0	114	166
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			24			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			50			50			40	
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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		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	2		1	2			3			3	

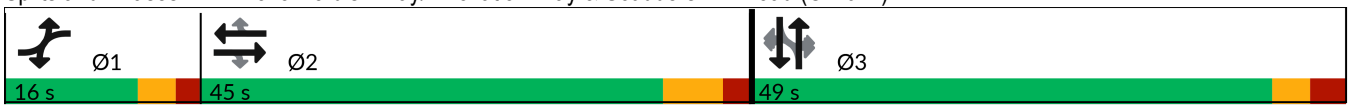


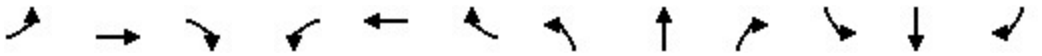
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2	3		3	3		3
Detector Phase	1	2	2	1	2	2	3	3	3	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	38.0	38.0	5.0	38.0	38.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	45.0	45.0	10.0	45.0	45.0	12.0	12.0	12.0	12.0	12.0	12.0
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
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
Act Effct Green (s)	5.8	38.7	38.7	5.8	38.7	38.7		10.6	10.6		10.6	10.6
Actuated g/C Ratio	0.08	0.56	0.56	0.08	0.56	0.56		0.15	0.15		0.15	0.15
v/c Ratio	0.18	0.60	0.01	0.10	0.35	0.02		0.19	0.32		0.56	0.43
Control Delay (s/veh)	35.5	13.6	0.0	34.5	10.6	0.1		28.7	8.9		38.9	8.7
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)	35.5	13.6	0.0	34.5	10.6	0.1		28.7	8.9		38.9	8.7
LOS	D	B	A	C	B	A		C	A		D	A
Approach Delay (s/veh)		13.9			10.8			14.1			21.0	
Approach LOS		B			B			B			C	
90th %ile Green (s)	7.4	38.0	38.0	7.4	38.0	38.0	16.7	16.7	16.7	16.7	16.7	16.7
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	6.3	38.0	38.0	6.3	38.0	38.0	13.5	13.5	13.5	13.5	13.5	13.5
70th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	5.5	38.0	38.0	5.5	38.0	38.0	10.5	10.5	10.5	10.5	10.5	10.5
50th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	0.0	38.0	38.0	0.0	38.0	38.0	7.9	7.9	7.9	7.9	7.9	7.9
30th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	0.0	38.0	38.0	0.0	38.0	38.0	6.0	6.0	6.0	6.0	6.0	6.0
10th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Min	Min	Min	Min	Min	Min
Stops (vph)	26	756	0	17	363	0		32	21		96	27
Fuel Used(gal)	1	25	0	1	15	0		0	1		2	1
CO Emissions (g/hr)	57	1720	6	37	1037	12		32	42		113	64
NOx Emissions (g/hr)	11	335	1	7	202	2		6	8		22	13
VOC Emissions (g/hr)	13	399	1	9	240	3		7	10		26	15
Dilemma Vehicles (#)	0	86	0	0	50	0		0	0		0	0
Queue Length 50th (ft)	12	188	0	6	91	0		15	0		48	0
Queue Length 95th (ft)	37	317	0	25	160	0		41	39		99	48
Internal Link Dist (ft)		1206			937			283			300	
Turn Bay Length (ft)	275		275	350		250						
Base Capacity (vph)	294	2012	943	274	2012	943		828	1067		847	1089
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.10	0.60	0.01	0.05	0.35	0.02		0.05	0.10		0.13	0.15

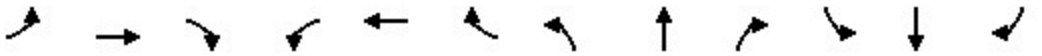
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 68.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 13.8		Intersection LOS: B	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 80.1			
70th %ile Actuated Cycle: 75.8			
50th %ile Actuated Cycle: 72			
30th %ile Actuated Cycle: 58.9			
10th %ile Actuated Cycle: 57			

Splits and Phases: 2: Novo Nordisk Way/Innovation Way & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	583	24	21	1571	920	15	8	16	228	21	195
Future Volume (vph)	149	583	24	21	1571	920	15	8	16	228	21	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	75		275	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			25			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.938				0.850
Flt Protected	0.950			0.950				0.981		0.950	0.960	
Satd. Flow (prot)	1805	3438	1615	1805	3539	1599	0	3322	0	1665	1691	1615
Flt Permitted	0.950			0.950				0.981		0.950	0.960	
Satd. Flow (perm)	1805	3438	1615	1805	3539	1599	0	3322	0	1665	1691	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			667		17				205
Link Speed (mph)		50			50			40			40	
Link Distance (ft)		740			926			518			529	
Travel Time (s)		10.1			12.6			8.8			9.0	
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%	5%	0%	0%	2%	1%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	157	614	25	22	1654	968	16	8	17	240	22	205
Shared Lane Traffic (%)										46%		
Lane Group Flow (vph)	157	614	25	22	1654	968	0	41	0	130	132	205
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			18			12			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		45			45			16			35	
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	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

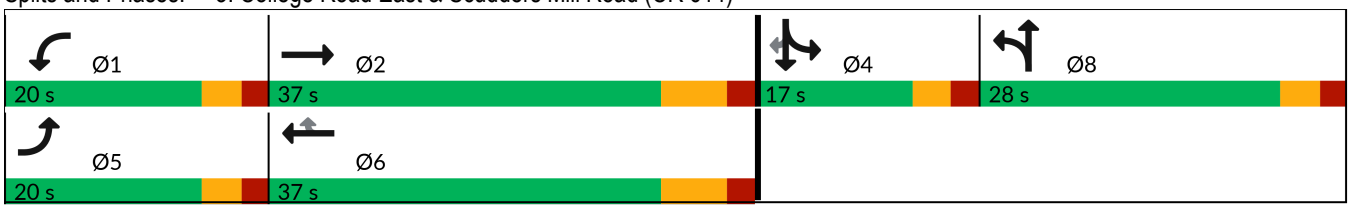


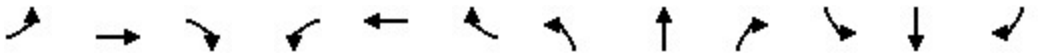
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	28.0	28.0		17.0	17.0	17.0
Total Split (%)	19.6%	36.3%		19.6%	36.3%	36.3%	27.5%	27.5%		16.7%	16.7%	16.7%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	23.0	23.0		12.0	12.0	12.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	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	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	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
Recall Mode	Min	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	10.7	42.4	74.6	6.3	30.7	30.7		6.2		9.8	9.8	9.8
Actuated g/C Ratio	0.14	0.57	1.00	0.08	0.41	0.41		0.08		0.13	0.13	0.13
v/c Ratio	0.60	0.31	0.02	0.14	1.14	0.92		0.14		0.59	0.59	0.53
Control Delay (s/veh)	41.8	11.6	0.0	38.1	96.1	23.9		26.2		44.5	44.3	10.7
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)	41.8	11.6	0.0	38.1	96.1	23.9		26.2		44.5	44.3	10.7
LOS	D	B	A	D	F	C		C		D	D	B
Approach Delay (s/veh)		17.2			69.2			26.2			29.6	
Approach LOS		B			E			C			C	
90th %ile Green (s)	15.0	37.9		7.1	30.0	30.0	6.3	6.3		12.0	12.0	12.0
90th %ile Term Code	Max	Hold		Gap	Max	Max	Gap	Gap		Max	Max	Max
70th %ile Green (s)	13.3	37.2		6.1	30.0	30.0	6.0	6.0		12.0	12.0	12.0
70th %ile Term Code	Gap	Hold		Gap	Max	Max	Min	Min		Max	Max	Max
50th %ile Green (s)	11.4	46.4		0.0	30.0	30.0	6.0	6.0		11.0	11.0	11.0
50th %ile Term Code	Gap	Hold		Skip	Max	Max	Min	Min		Gap	Gap	Gap
30th %ile Green (s)	8.6	43.6		0.0	30.0	30.0	0.0	0.0		8.4	8.4	8.4
30th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	6.5	41.5		0.0	30.0	30.0	0.0	0.0		6.3	6.3	6.3
10th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
Stops (vph)	130	299	0	22	1163	289		25		111	111	31
Fuel Used(gal)	5	12	0	1	58	14		1		3	3	1
CO Emissions (g/hr)	344	872	19	44	4041	1001		41		186	186	100
NOx Emissions (g/hr)	67	170	4	8	786	195		8		36	36	19
VOC Emissions (g/hr)	80	202	4	10	936	232		10		43	43	23
Dilemma Vehicles (#)	0	31	0	0	87	0		2		0	7	0
Queue Length 50th (ft)	75	76	0	11	~555	166		5		65	66	0
Queue Length 95th (ft)	137	155	0	34	#747	#509		22		129	131	59
Internal Link Dist (ft)		660			846			438			449	
Turn Bay Length (ft)	200		200	75		275				100		
Base Capacity (vph)	371	1955	1615	371	1454	1049		1058		273	278	436
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.42	0.31	0.02	0.06	1.14	0.92		0.04		0.48	0.47	0.47

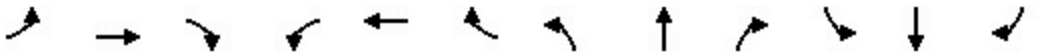
Intersection Summary			
Area Type:	Other		
Cycle Length: 102			
Actuated Cycle Length: 74.6			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay (s/veh): 53.6		Intersection LOS: D	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 85.3			
70th %ile Actuated Cycle: 83.3			
50th %ile Actuated Cycle: 80.4			
30th %ile Actuated Cycle: 64			
10th %ile Actuated Cycle: 59.8			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: College Road East & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	1237	27	7	571	214	17	8	25	660	10	140
Future Volume (vph)	152	1237	27	7	571	214	17	8	25	660	10	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	75		275	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			25			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.925				0.850
Flt Protected	0.950			0.950				0.983		0.950	0.954	
Satd. Flow (prot)	1805	3574	1615	1805	3539	1615	0	3282	0	1698	1705	1599
Flt Permitted	0.950			0.950				0.983		0.950	0.954	
Satd. Flow (perm)	1805	3574	1615	1805	3539	1615	0	3282	0	1698	1705	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			221		26				150
Link Speed (mph)		50			50			40			40	
Link Distance (ft)		740			926			518			529	
Travel Time (s)		10.1			12.6			8.8			9.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	157	1275	28	7	589	221	18	8	26	680	10	144
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	157	1275	28	7	589	221	0	52	0	347	343	144
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			18			12			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		45			45			16			35	
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	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

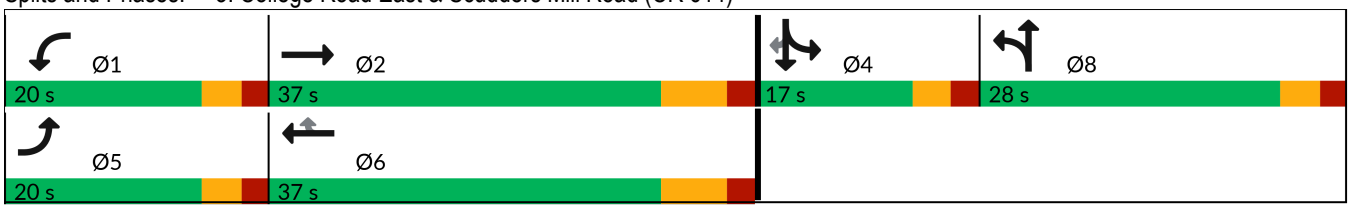


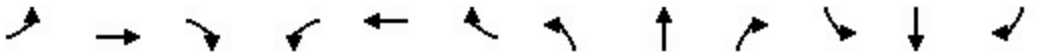
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	28.0	28.0		17.0	17.0	17.0
Total Split (%)	19.6%	36.3%		19.6%	36.3%	36.3%	27.5%	27.5%		16.7%	16.7%	16.7%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	23.0	23.0		12.0	12.0	12.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	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	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	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
Recall Mode	Min	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	10.8	44.3	76.7	6.1	30.4	30.4		6.2		12.1	12.1	12.1
Actuated g/C Ratio	0.14	0.58	1.00	0.08	0.40	0.40		0.08		0.16	0.16	0.16
v/c Ratio	0.62	0.62	0.02	0.05	0.42	0.29		0.18		1.29	1.28	0.38
Control Delay (s/veh)	43.0	14.0	0.0	37.4	19.5	4.0		24.0		188.2	180.5	9.0
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)	43.0	14.0	0.0	37.4	19.5	4.0		24.0		188.2	180.5	9.0
LOS	D	B	A	D	B	A		C		F	F	A
Approach Delay (s/veh)		16.9			15.4			24.0			154.1	
Approach LOS		B			B			C			F	
90th %ile Green (s)	15.0	39.0		6.0	30.0	30.0	6.5	6.5		12.0	12.0	12.0
90th %ile Term Code	Max	Hold		Min	Max	Max	Gap	Gap		Max	Max	Max
70th %ile Green (s)	13.3	48.3		0.0	30.0	30.0	6.0	6.0		12.0	12.0	12.0
70th %ile Term Code	Gap	Hold		Skip	Max	Max	Min	Min		Max	Max	Max
50th %ile Green (s)	11.4	46.4		0.0	30.0	30.0	6.0	6.0		12.0	12.0	12.0
50th %ile Term Code	Gap	Hold		Skip	Max	Max	Min	Min		Max	Max	Max
30th %ile Green (s)	8.8	43.8		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
30th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
10th %ile Green (s)	6.6	41.6		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
10th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
Stops (vph)	135	782	0	9	397	24		29		246	243	22
Fuel Used(gal)	5	29	0	0	12	2		1		17	16	1
CO Emissions (g/hr)	356	2050	21	16	819	126		49		1156	1106	68
NOx Emissions (g/hr)	69	399	4	3	159	24		10		225	215	13
VOC Emissions (g/hr)	83	475	5	4	190	29		11		268	256	16
Dilemma Vehicles (#)	0	66	0	0	37	0		2		0	15	0
Queue Length 50th (ft)	76	210	0	3	117	0		6		~251	~246	0
Queue Length 95th (ft)	137	378	0	17	176	45		24		#443	#437	47
Internal Link Dist (ft)		660			846			438			449	
Turn Bay Length (ft)	200		200	75		275				100		
Base Capacity (vph)	357	2063	1615	357	1400	772		1014		268	269	379
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.44	0.62	0.02	0.02	0.42	0.29		0.05		1.29	1.28	0.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 102			
Actuated Cycle Length: 76.7			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay (s/veh): 52.8		Intersection LOS: D	
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 85.5			
70th %ile Actuated Cycle: 83.3			
50th %ile Actuated Cycle: 81.4			
30th %ile Actuated Cycle: 67.8			
10th %ile Actuated Cycle: 65.6			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

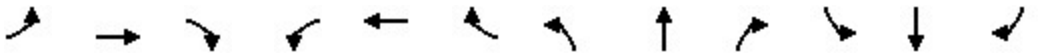
Splits and Phases: 3: College Road East & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	162	189	11	6	11	91	219	80	0	156	26
Future Volume (vph)	30	162	189	11	6	11	91	219	80	0	156	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.960				0.850
Flt Protected		0.992			0.968		0.950					
Satd. Flow (prot)	0	1876	1583	0	1839	1615	1787	1798	0	0	1792	1495
Flt Permitted		0.987					0.529					
Satd. Flow (perm)	0	1867	1583	0	1900	1615	995	1798	0	0	1792	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201			184		24				172
Link Speed (mph)		45			25			35			35	
Link Distance (ft)		481			370			413			250	
Travel Time (s)		7.3			10.1			8.0			4.9	
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 (%)	3%	0%	2%	0%	0%	0%	1%	2%	0%	0%	6%	8%
Adj. Flow (vph)	32	172	201	12	6	12	97	233	85	0	166	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	204	201	0	18	12	97	318	0	0	166	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	R NA	Right	Left	Left	Right
Median Width(ft)		0			3			12			0	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases	7	4 7			8		5	2			6	

Lane Group	Ø4
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)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4



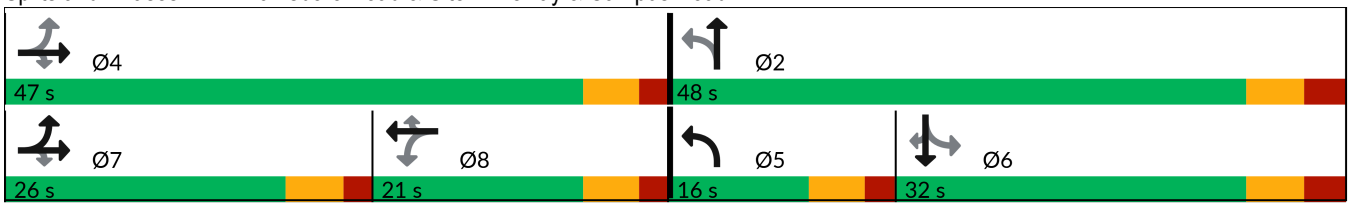
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4 7		4 7	8		8	2			6		6
Detector Phase	7	4 7	4 7	8	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0			5.0	5.0	5.0	5.0	25.0		25.0	25.0	25.0
Minimum Split (s)	21.0			11.0	11.0	11.0	11.0	32.0		32.0	32.0	32.0
Total Split (s)	26.0			21.0	21.0	21.0	16.0	48.0		32.0	32.0	32.0
Total Split (%)	27.4%			22.1%	22.1%	22.1%	16.8%	50.5%		33.7%	33.7%	33.7%
Maximum Green (s)	20.0			15.0	15.0	15.0	10.0	41.0		25.0	25.0	25.0
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0	6.0	6.0	7.0			7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None			None	None	None	None	Min		Min	Min	Min
Act Effct Green (s)		20.2	20.2		5.7	5.7	37.2	36.2			25.7	25.7
Actuated g/C Ratio		0.29	0.29		0.08	0.08	0.53	0.52			0.37	0.37
v/c Ratio		0.38	0.33		0.12	0.04	0.16	0.34			0.25	0.04
Control Delay (s/veh)		22.4	4.7		35.9	0.3	10.1	11.1			20.2	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)		22.4	4.7		35.9	0.3	10.1	11.1			20.2	0.1
LOS		C	A		D	A	B	B			C	A
Approach Delay (s/veh)		13.6			21.7			10.9			17.3	
Approach LOS		B			C			B			B	
90th %ile Green (s)	17.8			7.2	7.2	7.2	10.0	41.0		25.0	25.0	25.0
90th %ile Term Code	Gap			Gap	Gap	Gap	Max	Hold		Max	Max	Max
70th %ile Green (s)	15.0			6.1	6.1	6.1	8.6	39.6		25.0	25.0	25.0
70th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
50th %ile Green (s)	15.0			0.0	0.0	0.0	6.7	37.7		25.0	25.0	25.0
50th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
30th %ile Green (s)	15.0			0.0	0.0	0.0	5.9	36.9		25.0	25.0	25.0
30th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
10th %ile Green (s)	15.0			0.0	0.0	0.0	0.0	25.0		25.0	25.0	25.0
10th %ile Term Code	Min			Skip	Skip	Skip	Skip	Min		Max	Max	Max
Stops (vph)		138	22		18	0	41	149			105	0
Fuel Used(gal)		3	1		0	0	2	6			3	0
CO Emissions (g/hr)		223	73		17	2	131	443			232	22
NOx Emissions (g/hr)		43	14		3	0	26	86			45	4
VOC Emissions (g/hr)		52	17		4	1	30	103			54	5
Dilemma Vehicles (#)		10	0		0	0	0	15			11	0
Queue Length 50th (ft)		71	0		7	0	15	54			44	0
Queue Length 95th (ft)		129	42		29	0	52	152			121	0
Internal Link Dist (ft)		401			290			333			170	
Turn Bay Length (ft)							200					
Base Capacity (vph)		1132	1037		420	500	647	1097			661	660
Starvation Cap Reductn		0	0		0	0	0	0			0	0
Spillback Cap Reductn		0	0		0	0	0	0			0	0
Storage Cap Reductn		0	0		0	0	0	0			0	0

Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	47.0
Total Split (%)	49%
Maximum Green (s)	41.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Act Effct 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	
90th %ile Green (s)	31.0
90th %ile Term Code	Hold
70th %ile Green (s)	27.1
70th %ile Term Code	Hold
50th %ile Green (s)	15.0
50th %ile Term Code	Hold
30th %ile Green (s)	15.0
30th %ile Term Code	Hold
10th %ile Green (s)	15.0
10th %ile Term Code	Hold
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.18	0.19		0.04	0.02	0.15	0.29			0.25	0.04

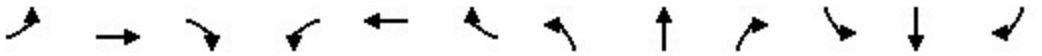
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 69.7			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 13.5		Intersection LOS: B	
Intersection Capacity Utilization 75.2%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 85			
70th %ile Actuated Cycle: 79.7			
50th %ile Actuated Cycle: 65.7			
30th %ile Actuated Cycle: 64.9			
10th %ile Actuated Cycle: 53			

Splits and Phases: 4: Plainsboro Road & Site Driveway & Campus Road



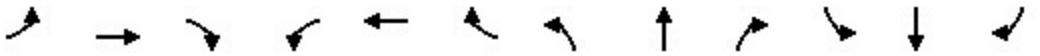
Lane Group	Ø4
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	29	321	71	36	71	55	221	14	0	293	25
Future Volume (vph)	55	29	321	71	36	71	55	221	14	0	293	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.991				0.850
Flt Protected		0.968			0.968		0.950					
Satd. Flow (prot)	0	1815	1615	0	1839	1615	1805	1865	0	0	1881	1553
Flt Permitted		0.761			0.742		0.348					
Satd. Flow (perm)	0	1427	1615	0	1410	1615	661	1865	0	0	1881	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			365			184		4				172
Link Speed (mph)		45			25			35			35	
Link Distance (ft)		481			370			413			250	
Travel Time (s)		7.3			10.1			8.0			4.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	4%
Adj. Flow (vph)	63	33	365	81	41	81	63	251	16	0	333	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	96	365	0	122	81	63	267	0	0	333	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	R NA	Right	Left	Left	Right
Median Width(ft)		0			3			12			0	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases	7	4 7			8		5	2			6	

Lane Group	Ø4
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)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4



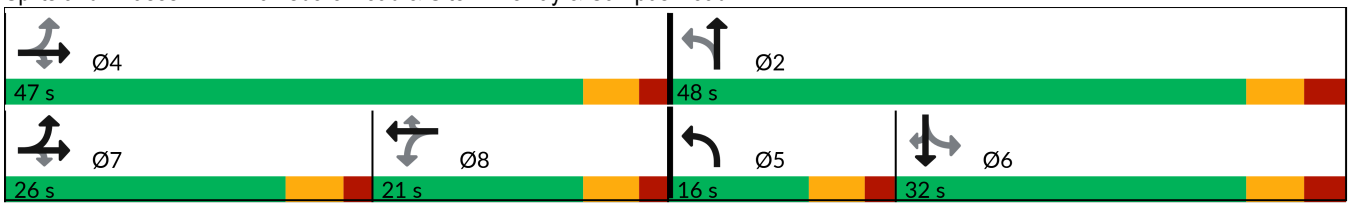
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4 7		4 7	8		8	2			6		6
Detector Phase	7	4 7	4 7	8	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0			5.0	5.0	5.0	5.0	25.0		25.0	25.0	25.0
Minimum Split (s)	21.0			11.0	11.0	11.0	11.0	32.0		32.0	32.0	32.0
Total Split (s)	26.0			21.0	21.0	21.0	16.0	48.0		32.0	32.0	32.0
Total Split (%)	27.4%			22.1%	22.1%	22.1%	16.8%	50.5%		33.7%	33.7%	33.7%
Maximum Green (s)	20.0			15.0	15.0	15.0	10.0	41.0		25.0	25.0	25.0
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0	6.0	6.0	7.0			7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None			None	None	None	None	Min		Min	Min	Min
Act Effct Green (s)		32.1	32.1		10.9	10.9	36.4	35.3			25.3	25.3
Actuated g/C Ratio		0.40	0.40		0.14	0.14	0.45	0.44			0.31	0.31
v/c Ratio		0.15	0.42		0.65	0.22	0.16	0.33			0.56	0.05
Control Delay (s/veh)		17.2	3.7		50.2	1.3	14.0	16.1			29.5	0.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)		17.2	3.7		50.2	1.3	14.0	16.1			29.5	0.2
LOS		B	A		D	A	B	B			C	A
Approach Delay (s/veh)		6.5			30.7			15.7			27.3	
Approach LOS		A			C			B			C	
90th %ile Green (s)	15.0			15.0	15.0	15.0	9.1	40.1		25.0	25.0	25.0
90th %ile Term Code	Min			Max	Max	Max	Gap	Hold		Max	Max	Max
70th %ile Green (s)	15.0			13.8	13.8	13.8	7.6	38.6		25.0	25.0	25.0
70th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
50th %ile Green (s)	15.0			11.4	11.4	11.4	6.5	37.5		25.0	25.0	25.0
50th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
30th %ile Green (s)	15.0			9.2	9.2	9.2	5.6	36.6		25.0	25.0	25.0
30th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
10th %ile Green (s)	15.0			6.0	6.0	6.0	0.0	25.0		25.0	25.0	25.0
10th %ile Term Code	Min			Gap	Gap	Gap	Skip	Min		Max	Max	Max
Stops (vph)		50	27		96	0	31	140			240	0
Fuel Used(gal)		1	2		2	0	1	5			7	0
CO Emissions (g/hr)		82	110		126	17	86	377			497	21
NOx Emissions (g/hr)		16	21		24	3	17	73			97	4
VOC Emissions (g/hr)		19	26		29	4	20	87			115	5
Dilemma Vehicles (#)		4	0		0	0	0	10			18	0
Queue Length 50th (ft)		31	0		61	0	17	84			146	0
Queue Length 95th (ft)		63	47		116	0	40	143			247	0
Internal Link Dist (ft)		401			290			333			170	
Turn Bay Length (ft)							200					
Base Capacity (vph)		831	1008		265	453	441	962			590	605
Starvation Cap Reductn		0	0		0	0	0	0			0	0
Spillback Cap Reductn		0	0		0	0	0	0			0	0
Storage Cap Reductn		0	0		0	0	0	0			0	0

Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	47.0
Total Split (%)	49%
Maximum Green (s)	41.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Act Effct 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	
90th %ile Green (s)	36.0
90th %ile Term Code	Hold
70th %ile Green (s)	34.8
70th %ile Term Code	Hold
50th %ile Green (s)	32.4
50th %ile Term Code	Hold
30th %ile Green (s)	30.2
30th %ile Term Code	Hold
10th %ile Green (s)	27.0
10th %ile Term Code	Hold
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.12	0.36		0.46	0.18	0.14	0.28			0.56	0.05

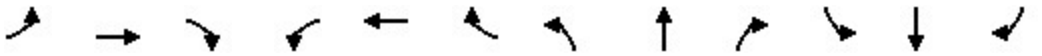
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 80.6			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 17.9		Intersection LOS: B	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 89.1			
70th %ile Actuated Cycle: 86.4			
50th %ile Actuated Cycle: 82.9			
30th %ile Actuated Cycle: 79.8			
10th %ile Actuated Cycle: 65			

Splits and Phases: 4: Plainsboro Road & Site Driveway & Campus Road

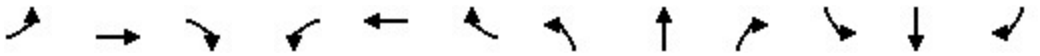


Lane Group	Ø4
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	379	4	39	429	0	30	0	78	3	0	4
Future Volume (vph)	1	379	4	39	429	0	30	0	78	3	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998							0.850		0.916	
Flt Protected					0.996			0.950			0.982	
Satd. Flow (prot)	0	1863	0	0	1830	0	0	1805	1538	0	1521	0
Flt Permitted					0.939			0.950			0.982	
Satd. Flow (perm)	0	1863	0	0	1725	0	0	1805	1538	0	1521	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							164		164	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		573			1323			259			404	
Travel Time (s)		15.6			36.1			7.1			11.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	100%	1%	50%	8%	3%	0%	0%	0%	5%	33%	0%	0%
Adj. Flow (vph)	1	431	5	44	488	0	34	0	89	3	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	437	0	0	532	0	0	34	89	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			0	
Link Offset(ft)		0			0			0			0	
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	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	1 2			2		3	3		4	4	
Permitted Phases	1 2			2					3			
Detector Phase	1	1 2		2	2		3	3	3	4	4	
Switch Phase												

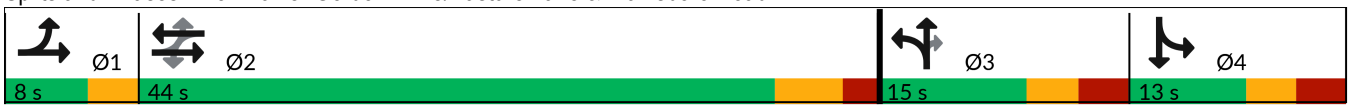


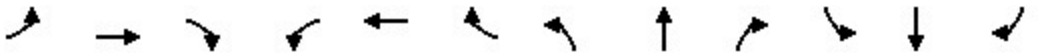
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0			38.0	38.0		7.0	7.0	7.0	5.0	5.0	
Minimum Split (s)	8.0			44.0	44.0		13.0	13.0	13.0	11.0	11.0	
Total Split (s)	8.0			44.0	44.0		15.0	15.0	15.0	13.0	13.0	
Total Split (%)	10.0%			55.0%	55.0%		18.8%	18.8%	18.8%	16.3%	16.3%	
Maximum Green (s)	5.0			38.0	38.0		9.0	9.0	9.0	7.0	7.0	
Yellow Time (s)	3.0			4.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.0			2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)					0.0			0.0	0.0		0.0	
Total Lost Time (s)					6.0			6.0	6.0		6.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None			Min	Min		None	None	None	None	None	
Act Effct Green (s)		50.5			38.6			7.3	7.3		5.1	
Actuated g/C Ratio		0.78			0.60			0.11	0.11		0.08	
v/c Ratio		0.30			0.52			0.17	0.28		0.03	
Control Delay (s/veh)		4.3			11.9			31.0	2.8		0.1	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)		4.3			11.9			31.0	2.8		0.1	
LOS		A			B			C	A		A	
Approach Delay (s/veh)		4.3			11.9			10.6			0.1	
Approach LOS		A			B			B			A	
90th %ile Green (s)	5.0			38.0	38.0		7.9	7.9	7.9	5.0	5.0	
90th %ile Term Code	Max			Max	Max		Gap	Gap	Gap	Min	Min	
70th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
70th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
50th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
50th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
30th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
30th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
10th %ile Green (s)	5.0			38.0	38.0		0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Max			Max	Max		Skip	Skip	Skip	Skip	Skip	
Stops (vph)		115			272			29	1		0	
Fuel Used(gal)		4			9			0	0		0	
CO Emissions (g/hr)		309			604			26	15		2	
NOx Emissions (g/hr)		60			117			5	3		0	
VOC Emissions (g/hr)		72			140			6	4		0	
Dilemma Vehicles (#)		0			0			0	0		0	
Queue Length 50th (ft)		40			112			13	0		0	
Queue Length 95th (ft)		131			267			40	4		0	
Internal Link Dist (ft)		493			1243			179			324	
Turn Bay Length (ft)												
Base Capacity (vph)		1452			1027			254	357		313	
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		0.30			0.52			0.13	0.25		0.03	

Intersection Summary

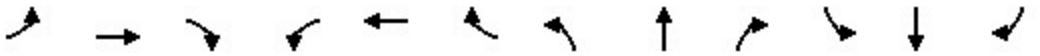
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 64.8			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay (s/veh): 8.7		Intersection LOS: A	
Intersection Capacity Utilization 68.6%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 76.9			
70th %ile Actuated Cycle: 65			
50th %ile Actuated Cycle: 65			
30th %ile Actuated Cycle: 65			
10th %ile Actuated Cycle: 52			

Splits and Phases: 5: Walker Gordon Drive/Pasture Lane & Plainsboro Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	696	11	56	318	5	30	0	74	5	0	1
Future Volume (vph)	1	696	11	56	318	5	30	0	74	5	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.998				0.850		0.977	
Flt Protected					0.993			0.950			0.960	
Satd. Flow (prot)	0	1875	0	0	1857	0	0	1641	1615	0	1527	0
Flt Permitted					0.823			0.950			0.960	
Satd. Flow (perm)	0	1875	0	0	1539	0	0	1641	1615	0	1527	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			1				164		164	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		573			1323			259			404	
Travel Time (s)		15.6			36.1			7.1			11.0	
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%	1%	9%	2%	1%	20%	10%	0%	0%	20%	0%	0%
Adj. Flow (vph)	1	757	12	61	346	5	33	0	80	5	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	770	0	0	412	0	0	33	80	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			0	
Link Offset(ft)		0			0			0			0	
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	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	1 2			2		3	3		4	4	
Permitted Phases	1 2			2					3			
Detector Phase	1	1 2		2	2		3	3	3	4	4	
Switch Phase												

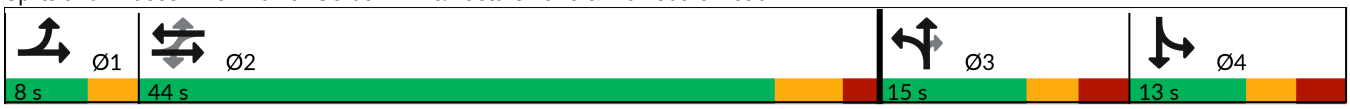


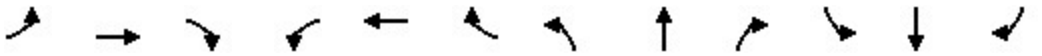
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0			38.0	38.0		7.0	7.0	7.0	5.0	5.0	
Minimum Split (s)	8.0			44.0	44.0		13.0	13.0	13.0	11.0	11.0	
Total Split (s)	8.0			44.0	44.0		15.0	15.0	15.0	13.0	13.0	
Total Split (%)	10.0%			55.0%	55.0%		18.8%	18.8%	18.8%	16.3%	16.3%	
Maximum Green (s)	5.0			38.0	38.0		9.0	9.0	9.0	7.0	7.0	
Yellow Time (s)	3.0			4.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.0			2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)					0.0			0.0	0.0		0.0	
Total Lost Time (s)					6.0			6.0	6.0		6.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None			Min	Min		None	None	None	None	None	
Act Effct Green (s)		50.5			38.6			7.3	7.3		5.1	
Actuated g/C Ratio		0.78			0.60			0.11	0.11		0.08	
v/c Ratio		0.53			0.45			0.18	0.24		0.02	
Control Delay (s/veh)		6.4			11.2			31.4	1.8		0.2	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)		6.4			11.2			31.4	1.8		0.2	
LOS		A			B			C	A		A	
Approach Delay (s/veh)		6.4			11.2			10.4			0.2	
Approach LOS		A			B			B			A	
90th %ile Green (s)	5.0			38.0	38.0		8.2	8.2	8.2	5.0	5.0	
90th %ile Term Code	Max			Max	Max		Gap	Gap	Gap	Min	Min	
70th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
70th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
50th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
50th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
30th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
30th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
10th %ile Green (s)	5.0			38.0	38.0		0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Max			Max	Max		Skip	Skip	Skip	Skip	Skip	
Stops (vph)		280			207			30	0		0	
Fuel Used(gal)		9			7			0	0		0	
CO Emissions (g/hr)		608			482			26	13		1	
NOx Emissions (g/hr)		118			94			5	3		0	
VOC Emissions (g/hr)		141			112			6	3		0	
Dilemma Vehicles (#)		0			0			0	0		0	
Queue Length 50th (ft)		90			82			12	0		0	
Queue Length 95th (ft)		312			212			41	0		0	
Internal Link Dist (ft)		493			1243			179			324	
Turn Bay Length (ft)												
Base Capacity (vph)		1461			916			231	368		313	
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		0.53			0.45			0.14	0.22		0.02	

Intersection Summary

Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 64.8			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay (s/veh): 8.2		Intersection LOS: A	
Intersection Capacity Utilization 78.9%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 77.2			
70th %ile Actuated Cycle: 65			
50th %ile Actuated Cycle: 65			
30th %ile Actuated Cycle: 65			
10th %ile Actuated Cycle: 52			

Splits and Phases: 5: Walker Gordon Drive/Pasture Lane & Plainsboro Road





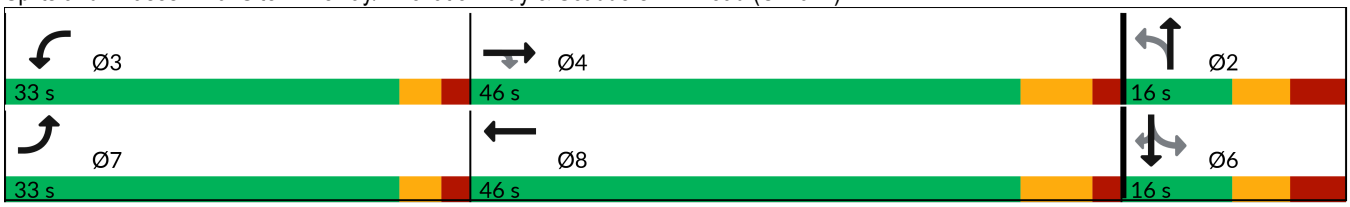
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	1055	364	202	1240	65	55	0	28	12	0	31
Future Volume (vph)	173	1055	364	202	1240	65	55	0	28	12	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		80	150		275	0		0	0		0
Storage Lanes	1		1	1		1	1		0	0		1
Taper Length (ft)	100			50			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
Frt			0.850			0.850		0.850				0.850
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1787	3505	1615	1805	3505	1615	1805	1615	0	0	1805	1568
Flt Permitted	0.950			0.950			0.749				0.741	
Satd. Flow (perm)	1787	3505	1615	1805	3505	1615	1423	1615	0	0	1408	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177			195		470				103
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		440			939			661			578	
Travel Time (s)		6.0			12.8			18.0			15.8	
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 (%)	1%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	3%
Adj. Flow (vph)	190	1159	400	222	1363	71	60	0	31	13	0	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	1159	400	222	1363	71	60	31	0	0	13	34
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)		21			24			20			12	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	

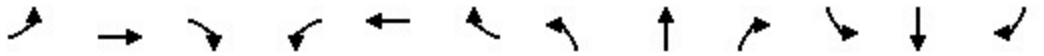
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			Free	2			6		6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	15.0	15.0	11.0	15.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	33.0	46.0	46.0	33.0	46.0		16.0	16.0		16.0	16.0	16.0
Total Split (%)	34.7%	48.4%	48.4%	34.7%	48.4%		16.8%	16.8%		16.8%	16.8%	16.8%
Maximum Green (s)	28.0	39.0	39.0	28.0	39.0		8.0	8.0		8.0	8.0	8.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		4.0	4.0		4.0	4.0	4.0
Lost Time Adjust (s)	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		8.0	8.0			8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	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
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None
Act Effct Green (s)	12.7	33.1	33.1	13.9	34.3	71.3	7.6	7.6			7.6	7.6
Actuated g/C Ratio	0.18	0.46	0.46	0.19	0.48	1.00	0.11	0.11			0.11	0.11
v/c Ratio	0.60	0.71	0.47	0.63	0.81	0.04	0.40	0.05			0.09	0.13
Control Delay (s/veh)	38.7	19.7	10.4	37.9	21.8	0.0	43.8	0.2			36.7	1.1
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)	38.7	19.7	10.4	37.9	21.8	0.0	43.8	0.2			36.7	1.1
LOS	D	B	B	D	C	A	D	A			D	A
Approach Delay (s/veh)		19.6			23.1			28.9			10.9	
Approach LOS		B			C			C			B	
90th %ile Green (s)	18.9	39.0	39.0	20.6	40.7		8.0	8.0		8.0	8.0	8.0
90th %ile Term Code	Gap	Max	Max	Gap	Hold		Max	Max		Hold	Hold	Hold
70th %ile Green (s)	15.2	37.5	37.5	16.7	39.0		8.0	8.0		8.0	8.0	8.0
70th %ile Term Code	Gap	Hold	Hold	Gap	Max		Max	Max		Hold	Hold	Hold
50th %ile Green (s)	12.7	37.5	37.5	14.0	38.8		7.8	7.8		7.8	7.8	7.8
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Gap	Gap		Hold	Hold	Hold
30th %ile Green (s)	10.5	31.1	31.1	11.6	32.2		6.3	6.3		6.3	6.3	6.3
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Gap	Gap		Hold	Hold	Hold
10th %ile Green (s)	6.8	19.1	19.1	7.5	19.8		0.0	0.0		0.0	0.0	0.0
10th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Skip	Skip		Skip	Skip	Skip
Stops (vph)	146	783	131	170	965	0	51	0			14	0
Fuel Used(gal)	5	24	5	5	28	0	1	0			0	0
CO Emissions (g/hr)	339	1664	376	375	1937	27	70	11			14	11
NOx Emissions (g/hr)	66	324	73	73	377	5	14	2			3	2
VOC Emissions (g/hr)	78	386	87	87	449	6	16	3			3	3
Dilemma Vehicles (#)	0	65	0	0	76	0	0	0			0	0
Queue Length 50th (ft)	90	226	64	104	281	0	29	0			6	0
Queue Length 95th (ft)	158	348	156	178	428	0	72	0			24	0
Internal Link Dist (ft)		360			859			581			498	
Turn Bay Length (ft)	250		80	150		275						
Base Capacity (vph)	766	2086	1033	774	2100	1615	174	610			172	282
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.25	0.56	0.39	0.29	0.65	0.04	0.34	0.05			0.08	0.12

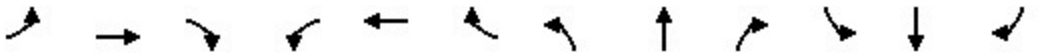
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 71.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 21.4		Intersection LOS: C	
Intersection Capacity Utilization 70.2%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 87.6			
70th %ile Actuated Cycle: 82.2			
50th %ile Actuated Cycle: 79.3			
30th %ile Actuated Cycle: 69			
10th %ile Actuated Cycle: 38.6			

Splits and Phases: 6: Site Driveway/Innovation Way & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	987	66	37	956	10	357	0	178	63	0	141
Future Volume (vph)	20	987	66	37	956	10	357	0	178	63	0	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		80	150		275	0		0	0		0
Storage Lanes	1		1	1		1	1		0	0		1
Taper Length (ft)	100			50			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
Frt			0.850			0.850		0.850				0.850
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1805	3574	1615	1805	3574	1615	1805	1615	0	0	1805	1599
Flt Permitted	0.950			0.950			0.713				0.636	
Satd. Flow (perm)	1805	3574	1615	1805	3574	1615	1355	1615	0	0	1208	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			195		191				153
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		440			939			661			578	
Travel Time (s)		6.0			12.8			18.0			15.8	
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%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	22	1073	72	40	1039	11	388	0	193	68	0	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	1073	72	40	1039	11	388	193	0	0	68	153
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)		21			24			20			12	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	

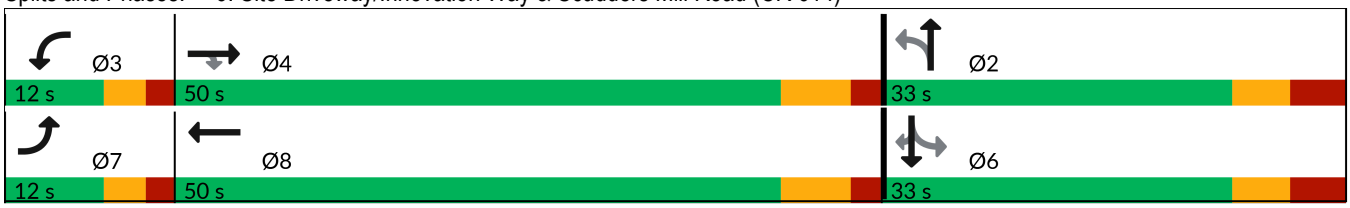


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			Free	2			6		6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	15.0	15.0	11.0	15.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	12.0	50.0	50.0	12.0	50.0		33.0	33.0		33.0	33.0	33.0
Total Split (%)	12.6%	52.6%	52.6%	12.6%	52.6%		34.7%	34.7%		34.7%	34.7%	34.7%
Maximum Green (s)	7.0	43.0	43.0	7.0	43.0		25.0	25.0		25.0	25.0	25.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		4.0	4.0		4.0	4.0	4.0
Lost Time Adjust (s)	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		8.0	8.0			8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	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
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None
Act Effct Green (s)	6.4	28.2	28.2	6.6	30.4	75.8	25.9	25.9			25.9	25.9
Actuated g/C Ratio	0.08	0.37	0.37	0.09	0.40	1.00	0.34	0.34			0.34	0.34
v/c Ratio	0.14	0.81	0.11	0.26	0.72	0.01	0.84	0.29			0.17	0.24
Control Delay (s/veh)	40.6	26.8	1.4	42.0	22.4	0.0	46.0	5.6			24.2	5.7
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)	40.6	26.8	1.4	42.0	22.4	0.0	46.0	5.6			24.2	5.7
LOS	D	C	A	D	C	A	D	A			C	A
Approach Delay (s/veh)		25.5			22.9			32.6			11.4	
Approach LOS		C			C			C			B	
90th %ile Green (s)	7.0	40.8	40.8	7.0	40.8		25.0	25.0		25.0	25.0	25.0
90th %ile Term Code	Max	Gap	Gap	Max	Hold		Max	Max		Hold	Hold	Hold
70th %ile Green (s)	6.2	34.3	34.3	7.0	35.1		25.0	25.0		25.0	25.0	25.0
70th %ile Term Code	Gap	Gap	Gap	Max	Hold		Max	Max		Hold	Hold	Hold
50th %ile Green (s)	0.0	29.6	29.6	6.2	40.8		25.0	25.0		25.0	25.0	25.0
50th %ile Term Code	Skip	Gap	Gap	Gap	Hold		Max	Max		Hold	Hold	Hold
30th %ile Green (s)	0.0	21.2	21.2	0.0	21.2		25.0	25.0		25.0	25.0	25.0
30th %ile Term Code	Skip	Gap	Gap	Skip	Hold		Max	Max		Hold	Hold	Hold
10th %ile Green (s)	0.0	18.0	18.0	0.0	18.0		25.0	25.0		25.0	25.0	25.0
10th %ile Term Code	Skip	Gap	Gap	Skip	Hold		Max	Max		Hold	Hold	Hold
Stops (vph)	21	817	3	35	738	0	263	23			44	19
Fuel Used(gal)	1	25	1	1	21	0	6	1			1	1
CO Emissions (g/hr)	44	1747	38	75	1495	4	445	90			55	65
NOx Emissions (g/hr)	9	340	7	15	291	1	87	18			11	13
VOC Emissions (g/hr)	10	405	9	17	346	1	103	21			13	15
Dilemma Vehicles (#)	0	53	0	0	52	0	0	0			0	0
Queue Length 50th (ft)	11	253	0	20	182	0	188	1			25	0
Queue Length 95th (ft)	36	330	9	56	316	0	#430	51			66	45
Internal Link Dist (ft)		360			859			581			498	
Turn Bay Length (ft)	250		80	150		275						
Base Capacity (vph)	172	2100	996	172	2100	1615	463	677			412	646
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.13	0.51	0.07	0.23	0.49	0.01	0.84	0.29			0.17	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 75.8			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 24.9		Intersection LOS: C	
Intersection Capacity Utilization 74.7%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 92.8			
70th %ile Actuated Cycle: 86.3			
50th %ile Actuated Cycle: 80.8			
30th %ile Actuated Cycle: 61.2			
10th %ile Actuated Cycle: 58			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Site Driveway/Innovation Way & Scudders Mill Road (CR 614)



Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	925	157	19	1504	4	1
Future Vol, veh/h	925	157	19	1504	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	150	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	1	0	2	25	100
Mvmt Flow	1016	173	21	1653	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1016	0	1885	508
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	868	-
Critical Hdwy	-	-	4.1	-	7.3	8.9
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.3	-
Follow-up Hdwy	-	-	2.2	-	3.75	4.3
Pot Cap-1 Maneuver	-	0	690	-	48	318
Stage 1	-	0	-	-	263	-
Stage 2	-	0	-	-	319	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	690	-	47	318
Mov Cap-2 Maneuver	-	-	-	-	47	-
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	310	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.13	75.47
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	47	318	-	690	-
HCM Lane V/C Ratio	0.094	0.003	-	0.03	-
HCM Ctrl Dly (s/v)	90.3	16.4	-	10.4	-
HCM Lane LOS	F	C	-	B	-
HCM 95th %tile Q(veh)	0.3	0	-	0.1	-

Intersection	
Int Delay, s/veh	14.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1224	4	1	903	92	5
Future Vol, veh/h	1224	4	1	903	92	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	150	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	20
Mvmt Flow	1330	4	1	982	100	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1330	0	1823	665
Stage 1	-	-	-	-	1330	-
Stage 2	-	-	-	-	493	-
Critical Hdwy	-	-	4.1	-	6.8	7.3
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.5
Pot Cap-1 Maneuver	-	0	525	-	~ 70	362
Stage 1	-	0	-	-	215	-
Stage 2	-	0	-	-	585	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	525	-	~ 70	362
Mov Cap-2 Maneuver	-	-	-	-	~ 70	-
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	584	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	$ 341.02
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	70	362	-	525	-
HCM Lane V/C Ratio	1.429	0.015	-	0.002	-
HCM Ctrl Dly (s/v)	$ 358.7	15.1	-	11.9	-
HCM Lane LOS	F	C	-	B	-
HCM 95th %tile Q(veh)	8.3	0	-	0	-

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	200	266	7	435	36	97
Future Vol, veh/h	200	266	7	435	36	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	3	0	1	0	2
Mvmt Flow	225	299	8	489	40	109

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	524	0	879	374
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	504	-
Critical Hdwy	-	-	4.1	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1053	-	321	672
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1053	-	317	672
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	604	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.13	14.79
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	516	-	-	29	-
HCM Lane V/C Ratio	0.29	-	-	0.007	-
HCM Ctrl Dly (s/v)	14.8	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	306	476	62	352	31	85
Future Vol, veh/h	306	476	62	352	31	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	0	1	0	1
Mvmt Flow	329	512	67	378	33	91

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	841	0	1097	585
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	512	-
Critical Hdwy	-	-	4.1	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	803	-	238	513
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	606	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	803	-	213	513
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	542	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.48	19.45
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	373	-	-	270	-
HCM Lane V/C Ratio	0.335	-	-	0.083	-
HCM Ctrl Dly (s/v)	19.4	-	-	9.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.4	-	-	0.3	-

Intersection	
Int Delay, s/veh	72.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	288	10	145	195	0	246	0	16	1	0	0
Future Vol, veh/h	1	288	10	145	195	0	246	0	16	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	3	22	5	5	0	1	0	13	0	0	0
Mvmt Flow	1	339	12	171	229	0	289	0	19	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	229	0	0	351	0	0	918	918	345	912	924	229
Stage 1	-	-	-	-	-	-	347	347	-	571	571	-
Stage 2	-	-	-	-	-	-	571	571	-	341	353	-
Critical Hdwy	4.1	-	-	4.15	-	-	7.11	6.5	6.33	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.245	-	-	3.509	4	3.417	3.5	4	3.3
Pot Cap-1 Maneuver	1351	-	-	1192	-	-	~ 253	274	674	257	272	815
Stage 1	-	-	-	-	-	-	671	638	-	510	508	-
Stage 2	-	-	-	-	-	-	508	508	-	678	635	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1351	-	-	1192	-	-	~ 212	229	674	208	227	815
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 212	229	-	208	227	-
Stage 1	-	-	-	-	-	-	670	638	-	426	425	-
Stage 2	-	-	-	-	-	-	425	425	-	658	634	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	3.64	245.01	22.37
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	221	6	-	-	768	-	-	208
HCM Lane V/C Ratio	1.395	0.001	-	-	0.143	-	-	0.006
HCM Ctrl Dly (s/v)	245	7.7	0	-	8.5	0	-	22.4
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	17.5	0	-	-	0.5	-	-	0

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

Intersection	
Int Delay, s/veh	63.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	376	15	241	233	0	182	0	12	1	2	0
Future Vol, veh/h	1	376	15	241	233	0	182	0	12	1	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	1	1	0	3	0	0	0	50	0
Mvmt Flow	1	396	16	254	245	0	192	0	13	1	2	0

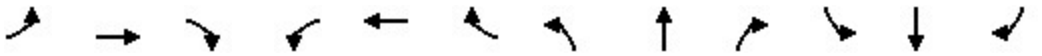
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	245	0	0	412	0	0	1159	1158	404	1151	1166	245
Stage 1	-	-	-	-	-	-	406	406	-	753	753	-
Stage 2	-	-	-	-	-	-	754	753	-	398	414	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.13	6.5	6.2	7.1	7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.527	4	3.3	3.5	4.45	3.3
Pot Cap-1 Maneuver	1333	-	-	1153	-	-	~ 172	198	651	177	158	798
Stage 1	-	-	-	-	-	-	620	601	-	405	355	-
Stage 2	-	-	-	-	-	-	400	421	-	632	519	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1333	-	-	1153	-	-	~ 126	147	651	129	118	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 126	147	-	129	118	-
Stage 1	-	-	-	-	-	-	619	601	-	302	264	-
Stage 2	-	-	-	-	-	-	296	313	-	619	518	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.02	4.58	$ 335.6	35.48
HCM LOS			F	E

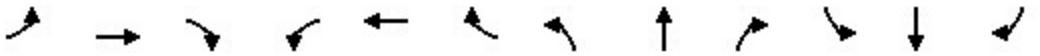
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	133	5	-	-	915	-	-	121
HCM Lane V/C Ratio	1.537	0.001	-	-	0.22	-	-	0.026
HCM Ctrl Dly (s/v)	$ 335.6	7.7	0	-	9	0	-	35.5
HCM Lane LOS	F	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	14.3	0	-	-	0.8	-	-	0.1

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

2028 BUILD CONDITION
WITH PROPOSED DEVELOPMENT PROGRAM (PRE-COVID)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	1160	256	247	1002	103	244	53	85	42	36	44
Future Volume (vph)	97	1160	256	247	1002	103	244	53	85	42	36	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		150	175		0	0		0	0		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	80			50			25			25		
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	0.969		0.950		
Satd. Flow (prot)	1805	5136	1553	3433	5036	1615	1681	1703	1553	1805	1900	1568
Flt Permitted	0.950			0.950			0.950	0.969		0.950		
Satd. Flow (perm)	1805	5136	1553	3433	5036	1615	1681	1703	1553	1805	1900	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			188			130			130			130
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		592			333			381			630	
Travel Time (s)		8.1			4.5			7.4			12.3	
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 (%)	0%	1%	4%	2%	3%	0%	2%	4%	4%	0%	0%	3%
Adj. Flow (vph)	101	1208	267	257	1044	107	254	55	89	44	38	46
Shared Lane Traffic (%)							40%					
Lane Group Flow (vph)	101	1208	267	257	1044	107	152	157	89	44	38	46
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			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		40			45			30			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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	5.0	0.0	0.0	5.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	2		1	2		3	3		4	4	

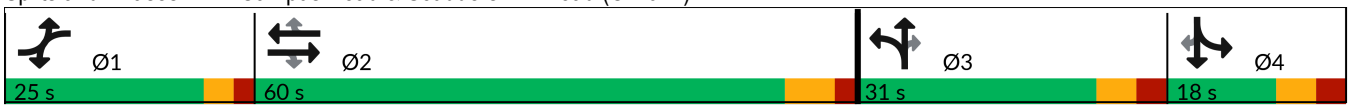


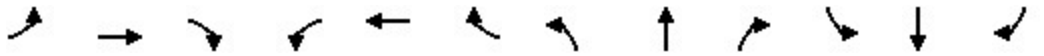
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2			3			4
Detector Phase	1	2	2	1	2	2	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
Minimum Split (s)	15.0	37.0	37.0	15.0	37.0	37.0	27.0	27.0	27.0	13.0	13.0	13.0
Total Split (s)	25.0	60.0	60.0	25.0	60.0	60.0	31.0	31.0	31.0	18.0	18.0	18.0
Total Split (%)	18.7%	44.8%	44.8%	18.7%	44.8%	44.8%	23.1%	23.1%	23.1%	13.4%	13.4%	13.4%
Maximum Green (s)	20.0	53.0	53.0	20.0	53.0	53.0	24.0	24.0	24.0	11.0	11.0	11.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
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
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	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	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	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	13.1	41.0	41.0	13.1	41.0	41.0	21.0	21.0	21.0	7.6	7.6	7.6
Actuated g/C Ratio	0.12	0.39	0.39	0.12	0.39	0.39	0.20	0.20	0.20	0.07	0.07	0.07
v/c Ratio	0.45	0.61	0.37	0.60	0.54	0.15	0.46	0.47	0.22	0.34	0.28	0.20
Control Delay (s/veh)	53.9	28.1	9.3	52.9	26.8	2.9	47.2	47.3	3.7	59.6	57.5	1.9
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)	53.9	28.1	9.3	52.9	26.8	2.9	47.2	47.3	3.7	59.6	57.5	1.9
LOS	D	C	A	D	C	A	D	D	A	E	E	A
Approach Delay (s/veh)		26.5			29.7			37.5			38.3	
Approach LOS		C			C			D			D	
90th %ile Green (s)	18.1	53.0	53.0	18.1	53.0	53.0	22.6	22.6	22.6	10.7	10.7	10.7
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	14.9	48.3	48.3	14.9	48.3	48.3	20.0	20.0	20.0	8.6	8.6	8.6
70th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Min	Min	Min	Gap	Gap	Gap
50th %ile Green (s)	12.6	41.0	41.0	12.6	41.0	41.0	20.0	20.0	20.0	7.1	7.1	7.1
50th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Min	Min	Min	Gap	Gap	Gap
30th %ile Green (s)	10.6	34.0	34.0	10.6	34.0	34.0	20.0	20.0	20.0	6.0	6.0	6.0
30th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Min	Min	Min	Min	Min	Min
10th %ile Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	0.0	0.0	0.0
10th %ile Term Code	Min	Min	Min	Min	Min	Min	Min	Min	Min	Skip	Skip	Skip
Stops (vph)	84	880	55	223	730	7	124	128	4	39	33	0
Fuel Used(gal)	3	24	2	8	24	1	4	4	1	1	1	0
CO Emissions (g/hr)	190	1712	160	549	1667	63	287	297	78	69	58	15
NOx Emissions (g/hr)	37	333	31	107	324	12	56	58	15	14	11	3
VOC Emissions (g/hr)	44	397	37	127	386	15	66	69	18	16	14	4
Dilemma Vehicles (#)	0	47	0	0	40	0	0	5	0	0	1	0
Queue Length 50th (ft)	65	240	35	87	200	0	98	102	0	29	25	0
Queue Length 95th (ft)	138	335	106	151	283	23	201	206	17	76	68	0
Internal Link Dist (ft)		512			253			301			550	
Turn Bay Length (ft)	415		150	175								
Base Capacity (vph)	350	2642	890	666	2591	894	391	396	461	192	202	283
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.29	0.46	0.30	0.39	0.40	0.12	0.39	0.40	0.19	0.23	0.19	0.16

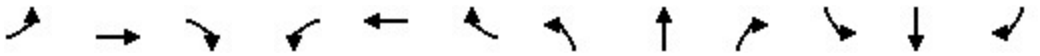
Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 106.1			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 29.5		Intersection LOS: C	
Intersection Capacity Utilization 65.8%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 130.4			
70th %ile Actuated Cycle: 117.8			
50th %ile Actuated Cycle: 106.7			
30th %ile Actuated Cycle: 96.6			
10th %ile Actuated Cycle: 79			

Splits and Phases: 1: Campus Road & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	855	238	119	984	81	498	36	147	70	39	85
Future Volume (vph)	118	855	238	119	984	81	498	36	147	70	39	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		150	175		0	0		0	0		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	80			50			25			25		
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	0.958		0.950		
Satd. Flow (prot)	1805	5136	1583	3433	5187	1615	1698	1705	1615	1805	1900	1583
Flt Permitted	0.950			0.950			0.950	0.958		0.950		
Satd. Flow (perm)	1805	5136	1583	3433	5187	1615	1698	1705	1615	1805	1900	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			236			130			156			130
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		592			333			381			630	
Travel Time (s)		8.1			4.5			7.4			12.3	
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 (%)	0%	1%	2%	2%	0%	0%	1%	4%	0%	0%	0%	2%
Adj. Flow (vph)	126	910	253	127	1047	86	530	38	156	74	41	90
Shared Lane Traffic (%)							47%					
Lane Group Flow (vph)	126	910	253	127	1047	86	281	287	156	74	41	90
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			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		40			45			30			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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	5.0	0.0	0.0	5.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	2		1	2		3	3		4	4	

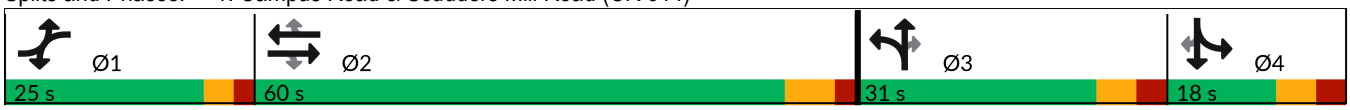


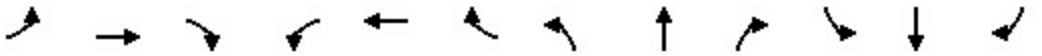
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2			3			4
Detector Phase	1	2	2	1	2	2	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
Minimum Split (s)	15.0	37.0	37.0	15.0	37.0	37.0	27.0	27.0	27.0	13.0	13.0	13.0
Total Split (s)	25.0	60.0	60.0	25.0	60.0	60.0	31.0	31.0	31.0	18.0	18.0	18.0
Total Split (%)	18.7%	44.8%	44.8%	18.7%	44.8%	44.8%	23.1%	23.1%	23.1%	13.4%	13.4%	13.4%
Maximum Green (s)	20.0	53.0	53.0	20.0	53.0	53.0	24.0	24.0	24.0	11.0	11.0	11.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
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
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	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	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	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	12.8	36.3	36.3	12.8	36.3	36.3	23.1	23.1	23.1	8.6	8.6	8.6
Actuated g/C Ratio	0.12	0.34	0.34	0.12	0.34	0.34	0.22	0.22	0.22	0.08	0.08	0.08
v/c Ratio	0.59	0.52	0.37	0.31	0.60	0.14	0.77	0.78	0.33	0.51	0.27	0.37
Control Delay (s/veh)	58.4	29.9	5.8	47.1	31.1	1.6	56.8	57.8	8.7	63.3	54.7	7.2
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)	58.4	29.9	5.8	47.1	31.1	1.6	56.8	57.8	8.7	63.3	54.7	7.2
LOS	E	C	A	D	C	A	E	E	A	E	D	A
Approach Delay (s/veh)		27.9			30.7			46.8			37.0	
Approach LOS		C			C			D			D	
90th %ile Green (s)	18.7	50.0	50.0	18.7	50.0	50.0	24.0	24.0	24.0	11.0	11.0	11.0
90th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	14.4	39.6	39.6	14.4	39.6	39.6	24.0	24.0	24.0	10.6	10.6	10.6
70th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Max	Max	Max	Gap	Gap	Gap
50th %ile Green (s)	11.8	33.5	33.5	11.8	33.5	33.5	24.0	24.0	24.0	8.8	8.8	8.8
50th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Max	Max	Max	Gap	Gap	Gap
30th %ile Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	22.2	22.2	22.2	7.2	7.2	7.2
30th %ile Term Code	Min	Min	Min	Min	Min	Min	Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	20.0	6.0	6.0	6.0
10th %ile Term Code	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Stops (vph)	107	651	27	102	774	2	225	229	20	62	36	4
Fuel Used(gal)	3	18	2	4	25	1	8	8	2	2	1	1
CO Emissions (g/hr)	244	1286	111	249	1759	45	555	571	153	118	62	38
NOx Emissions (g/hr)	47	250	22	48	342	9	108	111	30	23	12	7
VOC Emissions (g/hr)	57	298	26	58	408	10	129	132	35	27	14	9
Dilemma Vehicles (#)	0	33	0	0	38	0	0	11	0	0	1	0
Queue Length 50th (ft)	81	181	8	40	215	0	182	187	0	48	26	0
Queue Length 95th (ft)	165	248	64	80	290	10	#415	#428	60	113	71	20
Internal Link Dist (ft)		512			253			301			550	
Turn Bay Length (ft)	415		150	175								
Base Capacity (vph)	342	2580	912	650	2605	876	386	387	487	188	198	281
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.37	0.35	0.28	0.20	0.40	0.10	0.73	0.74	0.32	0.39	0.21	0.32

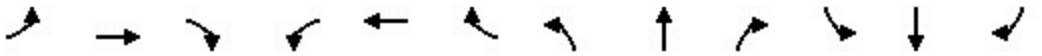
Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 107.2			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 33.4		Intersection LOS: C	
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 129.7			
70th %ile Actuated Cycle: 114.6			
50th %ile Actuated Cycle: 104.1			
30th %ile Actuated Cycle: 95.4			
10th %ile Actuated Cycle: 92			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Campus Road & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	756	41	149	1326	138	11	0	14	17	0	34
Future Volume (vph)	154	756	41	149	1326	138	11	0	14	17	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		275	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1805	3471	1538	1787	3539	1615	0	1805	1509	0	1805	1568
Flt Permitted	0.950			0.950				0.800			0.800	
Satd. Flow (perm)	1805	3471	1538	1787	3539	1615	0	1520	1509	0	1520	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			142			89			89
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1286			1017			363			380	
Travel Time (s)		17.5			13.9			9.9			10.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	4%	5%	1%	2%	0%	0%	0%	7%	0%	0%	3%
Adj. Flow (vph)	166	813	44	160	1426	148	12	0	15	18	0	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	813	44	160	1426	148	0	12	15	0	18	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)		24			24			24			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			50			50			40	
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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		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	2		1	2			3			3	

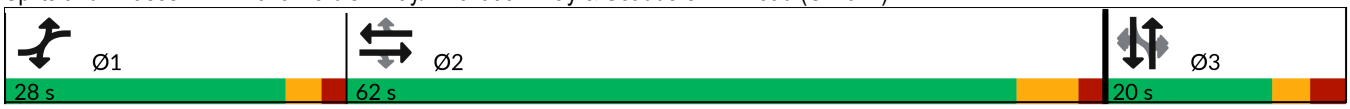


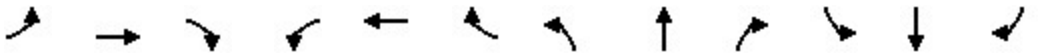
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2	3		3	3		3
Detector Phase	1	2	2	1	2	2	3	3	3	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	55.0	55.0	5.0	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	62.0	62.0	10.0	62.0	62.0	12.0	12.0	12.0	12.0	12.0	12.0
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
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
Act Effct Green (s)	12.6	55.6	55.6	12.6	55.6	55.6		6.5	6.5		6.5	6.5
Actuated g/C Ratio	0.14	0.62	0.62	0.14	0.62	0.62		0.07	0.07		0.07	0.07
v/c Ratio	0.66	0.38	0.04	0.64	0.65	0.14		0.11	0.08		0.17	0.19
Control Delay (s/veh)	50.2	10.5	0.8	49.4	14.4	2.3		44.3	0.8		45.6	2.1
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)	50.2	10.5	0.8	49.4	14.4	2.3		44.3	0.8		45.6	2.1
LOS	D	B	A	D	B	A		D	A		D	A
Approach Delay (s/veh)		16.5			16.6			20.1			16.4	
Approach LOS		B			B			C			B	
90th %ile Green (s)	18.5	55.0	55.0	18.5	55.0	55.0	7.8	7.8	7.8	7.8	7.8	7.8
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	15.0	55.0	55.0	15.0	55.0	55.0	6.5	6.5	6.5	6.5	6.5	6.5
70th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	12.7	55.0	55.0	12.7	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
50th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Min	Min	Min	Min	Min	Min
30th %ile Green (s)	10.6	55.0	55.0	10.6	55.0	55.0	6.0	6.0	6.0	6.0	6.0	6.0
30th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Min	Min	Min	Min	Min	Min
10th %ile Green (s)	7.3	55.0	55.0	7.3	55.0	55.0	0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Skip	Skip	Skip	Skip	Skip	Skip
Stops (vph)	138	362	1	133	820	12		12	0		18	0
Fuel Used(gal)	5	13	0	5	31	2		0	0		0	0
CO Emissions (g/hr)	346	932	25	363	2184	125		13	3		20	9
NOx Emissions (g/hr)	67	181	5	71	425	24		2	1		4	2
VOC Emissions (g/hr)	80	216	6	84	506	29		3	1		5	2
Dilemma Vehicles (#)	0	42	0	0	73	0		0	0		0	0
Queue Length 50th (ft)	93	119	0	89	268	1		7	0		10	0
Queue Length 95th (ft)	161	192	5	156	418	28		25	0		33	0
Internal Link Dist (ft)		1206			937			283			300	
Turn Bay Length (ft)	275		275	350		250						
Base Capacity (vph)	466	2144	980	461	2186	1052		239	312		239	321
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.36	0.38	0.04	0.35	0.65	0.14		0.05	0.05		0.08	0.12

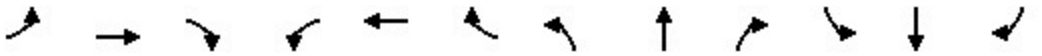
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 89.9			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 16.6		Intersection LOS: B	
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 99.3			
70th %ile Actuated Cycle: 94.5			
50th %ile Actuated Cycle: 91.7			
30th %ile Actuated Cycle: 89.6			
10th %ile Actuated Cycle: 74.3			

Splits and Phases: 2: Novo Nordisk Way/Innovation Way & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1088	11	15	752	16	37	0	105	111	1	163
Future Volume (vph)	27	1088	11	15	752	16	37	0	105	111	1	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		275	350		250	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.953	
Satd. Flow (prot)	1805	3574	1615	1687	3574	1615	0	1805	1615	0	1811	1615
Flt Permitted	0.950			0.950				0.684			0.700	
Satd. Flow (perm)	1805	3574	1615	1687	3574	1615	0	1300	1615	0	1330	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			79			107			166
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1286			1017			363			380	
Travel Time (s)		17.5			13.9			9.9			10.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	7%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	28	1110	11	15	767	16	38	0	107	113	1	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	1110	11	15	767	16	0	38	107	0	114	166
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			24			18	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			50			50			40	
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	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		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	2		1	2			3			3	

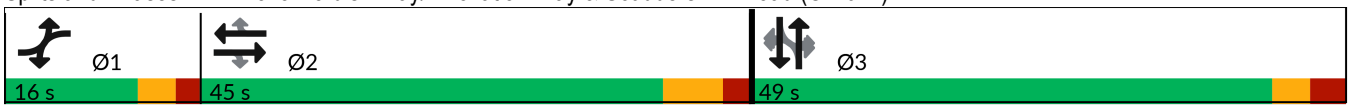


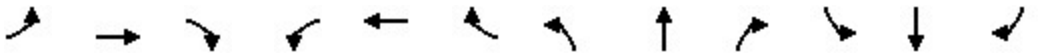
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			2	3		3	3		3
Detector Phase	1	2	2	1	2	2	3	3	3	3	3	3
Switch Phase												
Minimum Initial (s)	5.0	38.0	38.0	5.0	38.0	38.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	45.0	45.0	10.0	45.0	45.0	12.0	12.0	12.0	12.0	12.0	12.0
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
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
Act Effct Green (s)	5.8	38.7	38.7	5.8	38.7	38.7		10.6	10.6		10.6	10.6
Actuated g/C Ratio	0.08	0.56	0.56	0.08	0.56	0.56		0.15	0.15		0.15	0.15
v/c Ratio	0.18	0.55	0.01	0.10	0.38	0.02		0.19	0.32		0.56	0.43
Control Delay (s/veh)	35.5	12.8	0.0	34.5	10.8	0.1		28.7	8.9		38.9	8.7
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)	35.5	12.8	0.0	34.5	10.8	0.1		28.7	8.9		38.9	8.7
LOS	D	B	A	C	B	A		C	A		D	A
Approach Delay (s/veh)		13.2			11.0			14.1			21.0	
Approach LOS		B			B			B			C	
90th %ile Green (s)	7.4	38.0	38.0	7.4	38.0	38.0	16.7	16.7	16.7	16.7	16.7	16.7
90th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	6.3	38.0	38.0	6.3	38.0	38.0	13.5	13.5	13.5	13.5	13.5	13.5
70th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	5.5	38.0	38.0	5.5	38.0	38.0	10.5	10.5	10.5	10.5	10.5	10.5
50th %ile Term Code	Gap	Max	Max	Gap	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	0.0	38.0	38.0	0.0	38.0	38.0	7.9	7.9	7.9	7.9	7.9	7.9
30th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	0.0	38.0	38.0	0.0	38.0	38.0	6.0	6.0	6.0	6.0	6.0	6.0
10th %ile Term Code	Skip	Max	Max	Skip	Max	Max	Min	Min	Min	Min	Min	Min
Stops (vph)	26	662	0	17	399	0		32	21		96	27
Fuel Used(gal)	1	22	0	1	16	0		0	1		2	1
CO Emissions (g/hr)	57	1528	6	37	1130	12		32	42		113	64
NOx Emissions (g/hr)	11	297	1	7	220	2		6	8		22	13
VOC Emissions (g/hr)	13	354	1	9	262	3		7	10		26	15
Dilemma Vehicles (#)	0	79	0	0	54	0		0	0		0	0
Queue Length 50th (ft)	12	164	0	6	100	0		15	0		48	0
Queue Length 95th (ft)	37	279	0	25	174	0		41	39		99	48
Internal Link Dist (ft)		1206			937			283			300	
Turn Bay Length (ft)	275		275	350		250						
Base Capacity (vph)	294	2012	943	274	2012	943		828	1067		847	1089
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.10	0.55	0.01	0.05	0.38	0.02		0.05	0.10		0.13	0.15

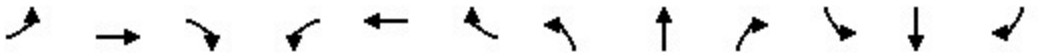
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 68.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 13.4		Intersection LOS: B	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 80.1			
70th %ile Actuated Cycle: 75.8			
50th %ile Actuated Cycle: 72			
30th %ile Actuated Cycle: 58.9			
10th %ile Actuated Cycle: 57			

Splits and Phases: 2: Novo Nordisk Way/Innovation Way & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	616	24	21	1454	920	15	8	16	228	21	160
Future Volume (vph)	147	616	24	21	1454	920	15	8	16	228	21	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	75		275	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			25			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.938				0.850
Flt Protected	0.950			0.950				0.981		0.950	0.960	
Satd. Flow (prot)	1805	3471	1615	1805	3539	1599	0	3322	0	1665	1691	1615
Flt Permitted	0.950			0.950				0.981		0.950	0.960	
Satd. Flow (perm)	1805	3471	1615	1805	3539	1599	0	3322	0	1665	1691	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			721		17				168
Link Speed (mph)		50			50			40			40	
Link Distance (ft)		740			926			518			529	
Travel Time (s)		10.1			12.6			8.8			9.0	
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%	4%	0%	0%	2%	1%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	155	648	25	22	1531	968	16	8	17	240	22	168
Shared Lane Traffic (%)										46%		
Lane Group Flow (vph)	155	648	25	22	1531	968	0	41	0	130	132	168
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			18			12			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		45			45			16			35	
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	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

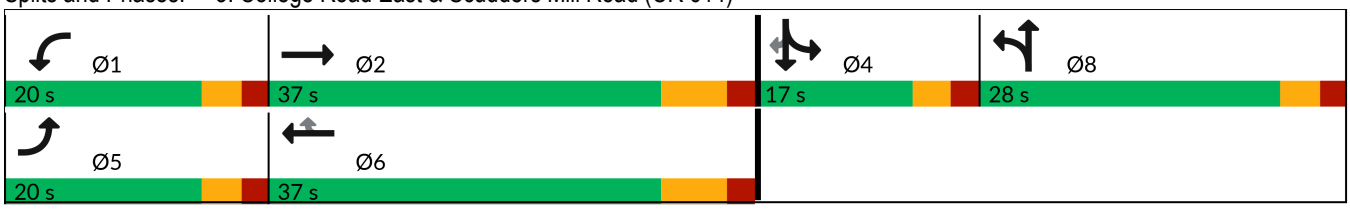


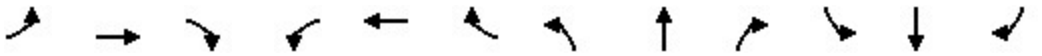
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	28.0	28.0		17.0	17.0	17.0
Total Split (%)	19.6%	36.3%		19.6%	36.3%	36.3%	27.5%	27.5%		16.7%	16.7%	16.7%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	23.0	23.0		12.0	12.0	12.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	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	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	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
Recall Mode	Min	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	10.7	42.3	74.5	6.3	30.7	30.7		6.2		9.8	9.8	9.8
Actuated g/C Ratio	0.14	0.57	1.00	0.08	0.41	0.41		0.08		0.13	0.13	0.13
v/c Ratio	0.60	0.33	0.02	0.14	1.05	0.89		0.14		0.59	0.59	0.47
Control Delay (s/veh)	41.6	11.8	0.0	38.1	64.5	19.3		26.2		44.4	44.3	10.6
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)	41.6	11.8	0.0	38.1	64.5	19.3		26.2		44.4	44.3	10.6
LOS	D	B	A	D	E	B		C		D	D	B
Approach Delay (s/veh)		17.0			46.9			26.2			31.2	
Approach LOS		B			D			C			C	
90th %ile Green (s)	15.0	37.9		7.1	30.0	30.0	6.3	6.3		12.0	12.0	12.0
90th %ile Term Code	Max	Hold		Gap	Max	Max	Gap	Gap		Max	Max	Max
70th %ile Green (s)	13.2	37.1		6.1	30.0	30.0	6.0	6.0		12.0	12.0	12.0
70th %ile Term Code	Gap	Hold		Gap	Max	Max	Min	Min		Max	Max	Max
50th %ile Green (s)	11.3	46.3		0.0	30.0	30.0	6.0	6.0		11.0	11.0	11.0
50th %ile Term Code	Gap	Hold		Skip	Max	Max	Min	Min		Gap	Gap	Gap
30th %ile Green (s)	8.6	43.6		0.0	30.0	30.0	0.0	0.0		8.4	8.4	8.4
30th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	6.4	41.4		0.0	30.0	30.0	0.0	0.0		6.3	6.3	6.3
10th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
Stops (vph)	129	320	0	22	1077	259		25		111	111	27
Fuel Used(gal)	5	13	0	1	44	13		1		3	3	1
CO Emissions (g/hr)	340	926	19	44	3087	909		41		186	186	83
NOx Emissions (g/hr)	66	180	4	8	601	177		8		36	36	16
VOC Emissions (g/hr)	79	215	4	10	715	211		10		43	43	19
Dilemma Vehicles (#)	0	33	0	0	84	0		2		0	7	0
Queue Length 50th (ft)	74	81	0	11	~485	117		5		65	66	0
Queue Length 95th (ft)	135	164	0	34	#673	#467		22		129	131	54
Internal Link Dist (ft)		660			846			438			449	
Turn Bay Length (ft)	200		200	75		275				100		
Base Capacity (vph)	371	1972	1615	371	1456	1082		1059		274	278	406
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.42	0.33	0.02	0.06	1.05	0.89		0.04		0.47	0.47	0.41

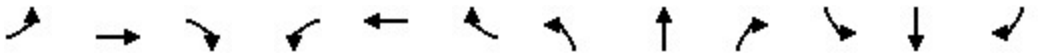
Intersection Summary			
Area Type:	Other		
Cycle Length: 102			
Actuated Cycle Length: 74.5			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay (s/veh): 38.4		Intersection LOS: D	
Intersection Capacity Utilization 84.3%		ICU Level of Service E	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 85.3			
70th %ile Actuated Cycle: 83.2			
50th %ile Actuated Cycle: 80.3			
30th %ile Actuated Cycle: 64			
10th %ile Actuated Cycle: 59.7			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: College Road East & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	1165	27	7	630	214	17	8	25	660	10	136
Future Volume (vph)	121	1165	27	7	630	214	17	8	25	660	10	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	75		275	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			25			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.925				0.850
Flt Protected	0.950			0.950				0.983		0.950	0.954	
Satd. Flow (prot)	1805	3574	1615	1805	3574	1615	0	3282	0	1698	1705	1599
Flt Permitted	0.950			0.950				0.983		0.950	0.954	
Satd. Flow (perm)	1805	3574	1615	1805	3574	1615	0	3282	0	1698	1705	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			221		26				150
Link Speed (mph)		50			50			40			40	
Link Distance (ft)		740			926			518			529	
Travel Time (s)		10.1			12.6			8.8			9.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	125	1201	28	7	649	221	18	8	26	680	10	140
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	125	1201	28	7	649	221	0	52	0	347	343	140
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			18			12			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		45			45			16			35	
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	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

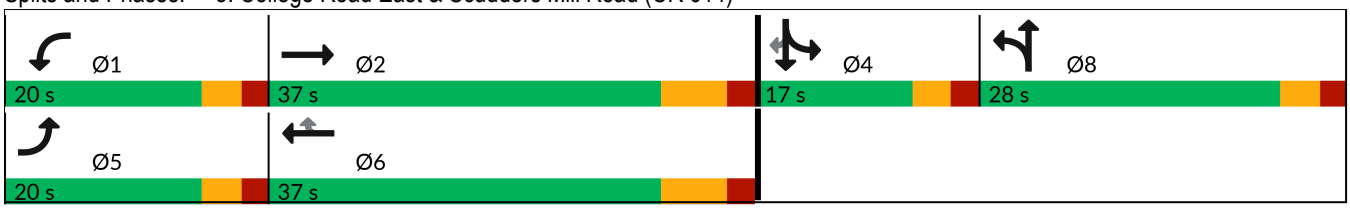


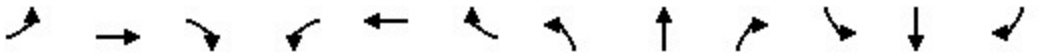
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	28.0	28.0		17.0	17.0	17.0
Total Split (%)	19.6%	36.3%		19.6%	36.3%	36.3%	27.5%	27.5%		16.7%	16.7%	16.7%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	23.0	23.0		12.0	12.0	12.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	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	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	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
Recall Mode	Min	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	9.6	43.1	75.5	6.1	30.4	30.4		6.2		12.1	12.1	12.1
Actuated g/C Ratio	0.13	0.57	1.00	0.08	0.40	0.40		0.08		0.16	0.16	0.16
v/c Ratio	0.54	0.59	0.02	0.05	0.45	0.28		0.18		1.27	1.25	0.37
Control Delay (s/veh)	41.1	13.7	0.0	36.7	19.2	3.9		23.6		179.8	172.4	8.4
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)	41.1	13.7	0.0	36.7	19.2	3.9		23.6		179.8	172.4	8.4
LOS	D	B	A	D	B	A		C		F	F	A
Approach Delay (s/veh)		15.9			15.5			23.6			147.9	
Approach LOS		B			B			C			F	
90th %ile Green (s)	14.1	38.1		6.0	30.0	30.0	6.5	6.5		12.0	12.0	12.0
90th %ile Term Code	Gap	Hold		Min	Max	Max	Gap	Gap		Max	Max	Max
70th %ile Green (s)	11.5	46.5		0.0	30.0	30.0	6.0	6.0		12.0	12.0	12.0
70th %ile Term Code	Gap	Hold		Skip	Max	Max	Min	Min		Max	Max	Max
50th %ile Green (s)	9.8	44.8		0.0	30.0	30.0	6.0	6.0		12.0	12.0	12.0
50th %ile Term Code	Gap	Hold		Skip	Max	Max	Min	Min		Max	Max	Max
30th %ile Green (s)	7.7	42.7		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
30th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
10th %ile Green (s)	6.0	41.0		0.0	30.0	30.0	0.0	0.0		12.0	12.0	12.0
10th %ile Term Code	Min	Hold		Skip	Max	Max	Skip	Skip		Max	Max	Max
Stops (vph)	107	724	0	9	441	24		29		248	244	20
Fuel Used(gal)	4	27	0	0	13	2		1		16	15	1
CO Emissions (g/hr)	280	1911	21	16	904	126		49		1117	1068	64
NOx Emissions (g/hr)	54	372	4	3	176	24		10		217	208	12
VOC Emissions (g/hr)	65	443	5	4	210	29		11		259	248	15
Dilemma Vehicles (#)	0	63	0	0	41	0		2		0	15	0
Queue Length 50th (ft)	60	192	0	3	126	0		6		~243	~237	0
Queue Length 95th (ft)	113	347	0	16	192	45		24		#437	#432	44
Internal Link Dist (ft)		660			846			438			449	
Turn Bay Length (ft)	200		200	75		275				100		
Base Capacity (vph)	362	2039	1615	362	1436	781		1029		273	274	382
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.35	0.59	0.02	0.02	0.45	0.28		0.05		1.27	1.25	0.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 102			
Actuated Cycle Length: 75.5			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay (s/veh): 51.1		Intersection LOS: D	
Intersection Capacity Utilization 76.6%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 84.6			
70th %ile Actuated Cycle: 81.5			
50th %ile Actuated Cycle: 79.8			
30th %ile Actuated Cycle: 66.7			
10th %ile Actuated Cycle: 65			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

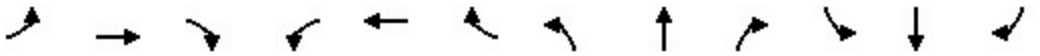
Splits and Phases: 3: College Road East & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	50	189	9	20	28	91	222	9	13	156	26
Future Volume (vph)	30	50	189	9	20	28	91	222	9	13	156	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.994				0.850
Flt Protected		0.982			0.984		0.950				0.996	
Satd. Flow (prot)	0	1845	1583	0	1870	1615	1787	1853	0	0	1793	1495
Flt Permitted		0.960			0.860		0.522				0.966	
Satd. Flow (perm)	0	1804	1583	0	1634	1615	982	1853	0	0	1739	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201			184		3				172
Link Speed (mph)		45			25			35			35	
Link Distance (ft)		481			370			413			250	
Travel Time (s)		7.3			10.1			8.0			4.9	
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 (%)	3%	0%	2%	0%	0%	0%	1%	2%	0%	0%	6%	8%
Adj. Flow (vph)	32	53	201	10	21	30	97	236	10	14	166	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	201	0	31	30	97	246	0	0	180	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	R NA	Right	Left	Left	Right
Median Width(ft)		0			3			12			0	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4 7			8		5	2			6	

Lane Group	Ø4
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)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4



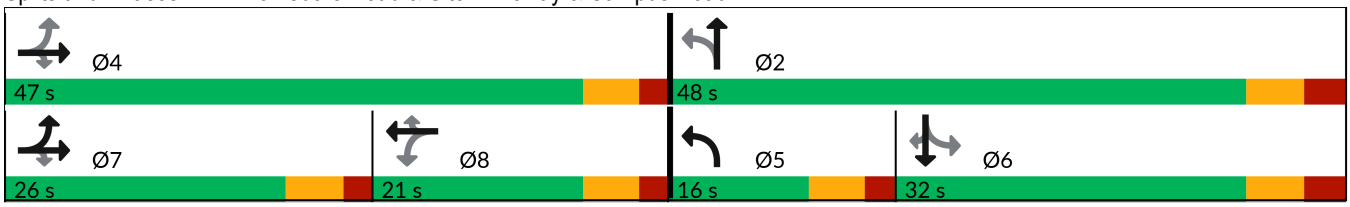
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4 7		4 7	8		8	2			6		6
Detector Phase	7	4 7	4 7	8	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0			5.0	5.0	5.0	5.0	25.0		25.0	25.0	25.0
Minimum Split (s)	21.0			11.0	11.0	11.0	11.0	32.0		32.0	32.0	32.0
Total Split (s)	26.0			21.0	21.0	21.0	16.0	48.0		32.0	32.0	32.0
Total Split (%)	27.4%			22.1%	22.1%	22.1%	16.8%	50.5%		33.7%	33.7%	33.7%
Maximum Green (s)	20.0			15.0	15.0	15.0	10.0	41.0		25.0	25.0	25.0
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0	6.0	6.0	7.0			7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None			None	None	None	None	Min		Min	Min	Min
Act Effct Green (s)		22.3	22.3		6.1	6.1	37.2	36.2			25.7	25.7
Actuated g/C Ratio		0.31	0.31		0.08	0.08	0.52	0.50			0.36	0.36
v/c Ratio		0.15	0.32		0.22	0.10	0.16	0.26			0.29	0.04
Control Delay (s/veh)		19.3	4.6		38.3	0.6	10.8	11.9			21.6	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)		19.3	4.6		38.3	0.6	10.8	11.9			21.6	0.1
LOS		B	A		D	A	B	B			C	A
Approach Delay (s/veh)		9.0			19.8			11.5			18.7	
Approach LOS		A			B			B			B	
90th %ile Green (s)	15.0			8.0	8.0	8.0	10.0	41.0		25.0	25.0	25.0
90th %ile Term Code	Min			Gap	Gap	Gap	Max	Hold		Max	Max	Max
70th %ile Green (s)	15.0			6.7	6.7	6.7	8.6	39.6		25.0	25.0	25.0
70th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
50th %ile Green (s)	15.0			5.8	5.8	5.8	7.4	38.4		25.0	25.0	25.0
50th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
30th %ile Green (s)	15.0			0.0	0.0	0.0	5.9	36.9		25.0	25.0	25.0
30th %ile Term Code	Min			Skip	Skip	Skip	Gap	Hold		Max	Max	Max
10th %ile Green (s)	15.0			0.0	0.0	0.0	0.0	25.0		25.0	25.0	25.0
10th %ile Term Code	Min			Skip	Skip	Skip	Skip	Min		Max	Max	Max
Stops (vph)		52	23		29	0	41	119			119	0
Fuel Used(gal)		1	1		0	0	1	4			4	0
CO Emissions (g/hr)		85	74		30	6	102	270			258	22
NOx Emissions (g/hr)		16	14		6	1	20	53			50	4
VOC Emissions (g/hr)		20	17		7	1	24	63			60	5
Dilemma Vehicles (#)		4	0		0	0	0	11			11	0
Queue Length 50th (ft)		28	0		15	0	23	66			66	0
Queue Length 95th (ft)		61	43		41	0	50	116			127	0
Internal Link Dist (ft)		401			290			333			170	
Turn Bay Length (ft)							200					
Base Capacity (vph)		1070	1012		350	491	623	1088			622	645
Starvation Cap Reductn		0	0		0	0	0	0			0	0
Spillback Cap Reductn		0	0		0	0	0	0			0	0
Storage Cap Reductn		0	0		0	0	0	0			0	0

Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	47.0
Total Split (%)	49%
Maximum Green (s)	41.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Act Effct 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	
90th %ile Green (s)	29.0
90th %ile Term Code	Hold
70th %ile Green (s)	27.7
70th %ile Term Code	Hold
50th %ile Green (s)	26.8
50th %ile Term Code	Hold
30th %ile Green (s)	15.0
30th %ile Term Code	Hold
10th %ile Green (s)	15.0
10th %ile Term Code	Hold
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.08	0.20		0.09	0.06	0.16	0.23			0.29	0.04

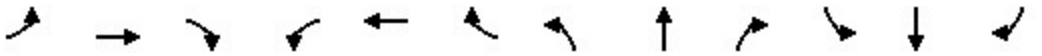
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 71.9			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay (s/veh): 13.0		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 83			
70th %ile Actuated Cycle: 80.3			
50th %ile Actuated Cycle: 78.2			
30th %ile Actuated Cycle: 64.9			
10th %ile Actuated Cycle: 53			

Splits and Phases: 4: Plainsboro Road & Site Driveway & Campus Road



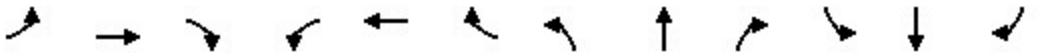
Lane Group	Ø4
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	104	318	25	24	54	54	231	33	32	290	25
Future Volume (vph)	55	104	318	25	24	54	54	231	33	32	290	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.981				0.850
Flt Protected		0.983			0.975		0.950				0.995	
Satd. Flow (prot)	0	1855	1615	0	1852	1615	1805	1848	0	0	1874	1553
Flt Permitted		0.755			0.747		0.333				0.937	
Satd. Flow (perm)	0	1425	1615	0	1419	1615	633	1848	0	0	1764	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			361			184		10				172
Link Speed (mph)		45			25			35			35	
Link Distance (ft)		481			370			413			250	
Travel Time (s)		7.3			10.1			8.0			4.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	4%
Adj. Flow (vph)	63	118	361	28	27	61	61	263	38	36	330	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	181	361	0	55	61	61	301	0	0	366	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	R NA	Right	Left	Left	Right
Median Width(ft)		0			3			12			0	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4 7			8		5	2			6	

Lane Group	Ø4
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)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4



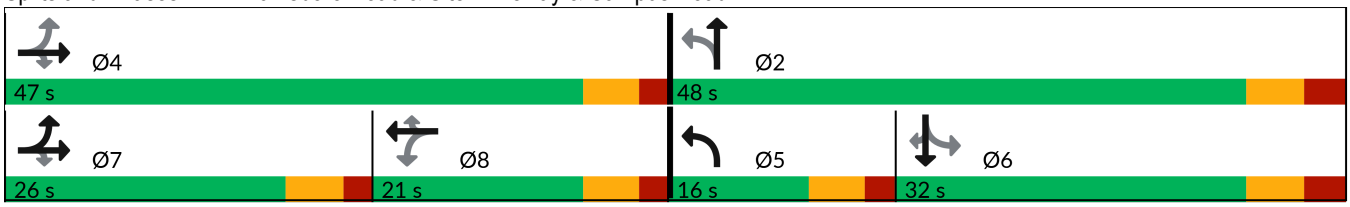
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4 7		4 7	8		8	2			6		6
Detector Phase	7	4 7	4 7	8	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0			5.0	5.0	5.0	5.0	25.0		25.0	25.0	25.0
Minimum Split (s)	21.0			11.0	11.0	11.0	11.0	32.0		32.0	32.0	32.0
Total Split (s)	26.0			21.0	21.0	21.0	16.0	48.0		32.0	32.0	32.0
Total Split (%)	27.4%			22.1%	22.1%	22.1%	16.8%	50.5%		33.7%	33.7%	33.7%
Maximum Green (s)	20.0			15.0	15.0	15.0	10.0	41.0		25.0	25.0	25.0
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0	6.0	6.0	7.0			7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None			None	None	None	None	Min		Min	Min	Min
Act Effct Green (s)		26.5	26.5		7.5	7.5	36.4	35.4			25.8	25.8
Actuated g/C Ratio		0.35	0.35		0.10	0.10	0.48	0.47			0.34	0.34
v/c Ratio		0.31	0.45		0.39	0.19	0.15	0.34			0.61	0.04
Control Delay (s/veh)		19.4	4.1		43.0	1.3	12.7	14.5			29.1	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)		19.4	4.1		43.0	1.3	12.7	14.5			29.1	0.1
LOS		B	A		D	A	B	B			C	A
Approach Delay (s/veh)		9.2			21.0			14.2			27.0	
Approach LOS		A			C			B			C	
90th %ile Green (s)	17.9			10.8	10.8	10.8	8.7	39.7		25.0	25.0	25.0
90th %ile Term Code	Gap			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
70th %ile Green (s)	15.0			8.7	8.7	8.7	7.2	38.2		25.0	25.0	25.0
70th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
50th %ile Green (s)	15.0			7.3	7.3	7.3	6.3	37.3		25.0	25.0	25.0
50th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
30th %ile Green (s)	15.0			6.0	6.0	6.0	5.5	36.5		25.0	25.0	25.0
30th %ile Term Code	Min			Gap	Gap	Gap	Gap	Hold		Max	Max	Max
10th %ile Green (s)	15.0			0.0	0.0	0.0	0.0	25.0		25.0	25.0	25.0
10th %ile Term Code	Min			Skip	Skip	Skip	Skip	Min		Max	Max	Max
Stops (vph)		102	28		45	0	27	151			259	0
Fuel Used(gal)		2	2		1	0	1	5			8	0
CO Emissions (g/hr)		167	112		52	13	63	327			542	21
NOx Emissions (g/hr)		33	22		10	3	12	64			105	4
VOC Emissions (g/hr)		39	26		12	3	15	76			126	5
Dilemma Vehicles (#)		8	0		0	0	0	12			20	0
Queue Length 50th (ft)		62	0		26	0	15	85			153	0
Queue Length 95th (ft)		109	47		63	0	38	156			273	0
Internal Link Dist (ft)		401			290			333			170	
Turn Bay Length (ft)							200					
Base Capacity (vph)		917	1065		291	478	466	1041			604	644
Starvation Cap Reductn		0	0		0	0	0	0			0	0
Spillback Cap Reductn		0	0		0	0	0	0			0	0
Storage Cap Reductn		0	0		0	0	0	0			0	0

Lane Group	Ø4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	47.0
Total Split (%)	49%
Maximum Green (s)	41.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Act Effct 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	
90th %ile Green (s)	34.7
90th %ile Term Code	Hold
70th %ile Green (s)	29.7
70th %ile Term Code	Hold
50th %ile Green (s)	28.3
50th %ile Term Code	Hold
30th %ile Green (s)	27.0
30th %ile Term Code	Hold
10th %ile Green (s)	15.0
10th %ile Term Code	Hold
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.20	0.34		0.19	0.13	0.13	0.29			0.61	0.04

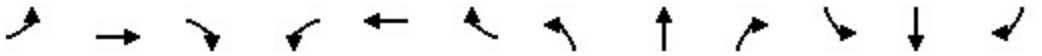
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 75.3			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 16.4		Intersection LOS: B	
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 87.4			
70th %ile Actuated Cycle: 80.9			
50th %ile Actuated Cycle: 78.6			
30th %ile Actuated Cycle: 76.5			
10th %ile Actuated Cycle: 53			

Splits and Phases: 4: Plainsboro Road & Site Driveway & Campus Road

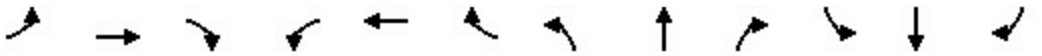


Lane Group	Ø4
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	393	4	39	373	0	35	0	78	3	0	4
Future Volume (vph)	1	393	4	39	373	0	35	0	78	3	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999							0.850		0.916	
Flt Protected					0.995			0.950			0.982	
Satd. Flow (prot)	0	1865	0	0	1827	0	0	1805	1538	0	1521	0
Flt Permitted					0.929			0.950			0.982	
Satd. Flow (perm)	0	1865	0	0	1706	0	0	1805	1538	0	1521	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							164		164	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		573			1323			259			404	
Travel Time (s)		15.6			36.1			7.1			11.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	100%	1%	50%	8%	3%	0%	0%	0%	5%	33%	0%	0%
Adj. Flow (vph)	1	447	5	44	424	0	40	0	89	3	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	453	0	0	468	0	0	40	89	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			0	
Link Offset(ft)		0			0			0			0	
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	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	1 2			2		3	3		4	4	
Permitted Phases	1 2			2					3			
Detector Phase	1	1 2		2	2		3	3	3	4	4	
Switch Phase												

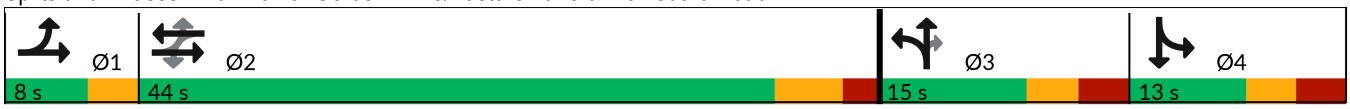


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0			38.0	38.0		7.0	7.0	7.0	5.0	5.0	
Minimum Split (s)	8.0			44.0	44.0		13.0	13.0	13.0	11.0	11.0	
Total Split (s)	8.0			44.0	44.0		15.0	15.0	15.0	13.0	13.0	
Total Split (%)	10.0%			55.0%	55.0%		18.8%	18.8%	18.8%	16.3%	16.3%	
Maximum Green (s)	5.0			38.0	38.0		9.0	9.0	9.0	7.0	7.0	
Yellow Time (s)	3.0			4.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.0			2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)					0.0			0.0	0.0		0.0	
Total Lost Time (s)					6.0			6.0	6.0		6.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None			Min	Min		None	None	None	None	None	
Act Effct Green (s)		50.6			38.6			7.3	7.3		5.1	
Actuated g/C Ratio		0.78			0.59			0.11	0.11		0.08	
v/c Ratio		0.31			0.46			0.20	0.28		0.03	
Control Delay (s/veh)		4.4			11.2			31.3	2.7		0.1	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)		4.4			11.2			31.3	2.7		0.1	
LOS		A			B			C	A		A	
Approach Delay (s/veh)		4.4			11.2			11.6			0.1	
Approach LOS		A			B			B			A	
90th %ile Green (s)	5.0			38.0	38.0		8.4	8.4	8.4	5.0	5.0	
90th %ile Term Code	Max			Max	Max		Gap	Gap	Gap	Min	Min	
70th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
70th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
50th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
50th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
30th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
30th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
10th %ile Green (s)	5.0			38.0	38.0		0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Max			Max	Max		Skip	Skip	Skip	Skip	Skip	
Stops (vph)		120			228			33	1		0	
Fuel Used(gal)		5			7			0	0		0	
CO Emissions (g/hr)		321			524			30	15		2	
NOx Emissions (g/hr)		63			102			6	3		0	
VOC Emissions (g/hr)		75			121			7	4		0	
Dilemma Vehicles (#)		0			0			0	0		0	
Queue Length 50th (ft)		42			94			15	0		0	
Queue Length 95th (ft)		140			229			45	4		0	
Internal Link Dist (ft)		493			1243			179			324	
Turn Bay Length (ft)												
Base Capacity (vph)		1453			1015			254	357		312	
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		0.31			0.46			0.16	0.25		0.03	

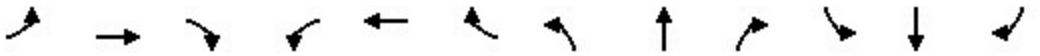
Intersection Summary

Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 64.9			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay (s/veh): 8.2		Intersection LOS: A	
Intersection Capacity Utilization 65.9%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 77.4			
70th %ile Actuated Cycle: 65			
50th %ile Actuated Cycle: 65			
30th %ile Actuated Cycle: 65			
10th %ile Actuated Cycle: 52			

Splits and Phases: 5: Walker Gordon Drive/Pasture Lane & Plainsboro Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	672	11	56	362	5	48	0	74	5	0	1
Future Volume (vph)	1	672	11	56	362	5	48	0	74	5	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.999				0.850		0.977	
Flt Protected					0.993			0.950			0.960	
Satd. Flow (prot)	0	1875	0	0	1860	0	0	1703	1615	0	1527	0
Flt Permitted					0.843			0.950			0.960	
Satd. Flow (perm)	0	1875	0	0	1579	0	0	1703	1615	0	1527	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			1				164		164	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		573			1323			259			404	
Travel Time (s)		15.6			36.1			7.1			11.0	
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%	1%	9%	2%	1%	20%	6%	0%	0%	20%	0%	0%
Adj. Flow (vph)	1	730	12	61	393	5	52	0	80	5	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	743	0	0	459	0	0	52	80	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			0	
Link Offset(ft)		0			0			0			0	
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	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	1 2			2		3	3		4	4	
Permitted Phases	1 2			2					3			
Detector Phase	1	1 2		2	2		3	3	3	4	4	
Switch Phase												

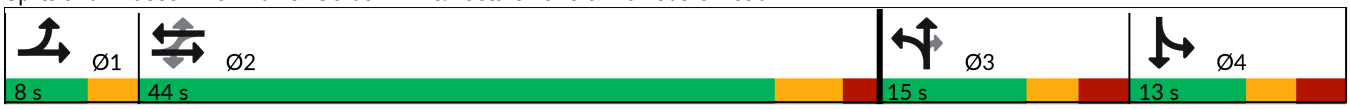


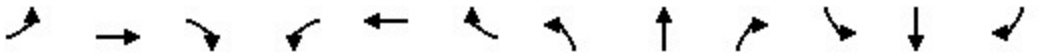
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0			38.0	38.0		7.0	7.0	7.0	5.0	5.0	
Minimum Split (s)	8.0			44.0	44.0		13.0	13.0	13.0	11.0	11.0	
Total Split (s)	8.0			44.0	44.0		15.0	15.0	15.0	13.0	13.0	
Total Split (%)	10.0%			55.0%	55.0%		18.8%	18.8%	18.8%	16.3%	16.3%	
Maximum Green (s)	5.0			38.0	38.0		9.0	9.0	9.0	7.0	7.0	
Yellow Time (s)	3.0			4.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.0			2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)					0.0			0.0	0.0		0.0	
Total Lost Time (s)					6.0			6.0	6.0		6.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None			Min	Min		None	None	None	None	None	
Act Effct Green (s)		50.6			38.7			7.5	7.5		5.1	
Actuated g/C Ratio		0.78			0.59			0.12	0.12		0.08	
v/c Ratio		0.51			0.49			0.27	0.24		0.02	
Control Delay (s/veh)		6.3			11.9			32.6	1.7		0.2	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)		6.3			11.9			32.6	1.7		0.2	
LOS		A			B			C	A		A	
Approach Delay (s/veh)		6.3			11.9			13.9			0.2	
Approach LOS		A			B			B			A	
90th %ile Green (s)	5.0			38.0	38.0		9.0	9.0	9.0	5.0	5.0	
90th %ile Term Code	Max			Max	Max		Max	Max	Max	Min	Min	
70th %ile Green (s)	5.0			38.0	38.0		7.3	7.3	7.3	0.0	0.0	
70th %ile Term Code	Max			Max	Max		Gap	Gap	Gap	Skip	Skip	
50th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
50th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
30th %ile Green (s)	5.0			38.0	38.0		7.0	7.0	7.0	0.0	0.0	
30th %ile Term Code	Max			Max	Max		Min	Min	Min	Skip	Skip	
10th %ile Green (s)	5.0			38.0	38.0		0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Max			Max	Max		Skip	Skip	Skip	Skip	Skip	
Stops (vph)		266			241			44	0		0	
Fuel Used(gal)		8			8			1	0		0	
CO Emissions (g/hr)		586			543			41	13		1	
NOx Emissions (g/hr)		114			106			8	3		0	
VOC Emissions (g/hr)		136			126			10	3		0	
Dilemma Vehicles (#)		0			0			0	0		0	
Queue Length 50th (ft)		85			94			19	0		0	
Queue Length 95th (ft)		303			246			57	0		0	
Internal Link Dist (ft)		493			1243			179			324	
Turn Bay Length (ft)												
Base Capacity (vph)		1457			938			239	367		313	
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		0.51			0.49			0.22	0.22		0.02	

Intersection Summary

Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 65.1			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 9.0		Intersection LOS: A	
Intersection Capacity Utilization 80.8%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 78			
70th %ile Actuated Cycle: 65.3			
50th %ile Actuated Cycle: 65			
30th %ile Actuated Cycle: 65			
10th %ile Actuated Cycle: 52			

Splits and Phases: 5: Walker Gordon Drive/Pasture Lane & Plainsboro Road





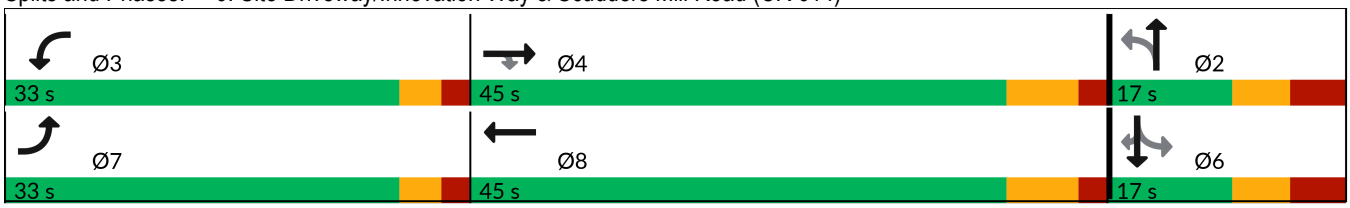
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	1055	54	50	1240	65	81	0	59	12	0	31
Future Volume (vph)	173	1055	54	50	1240	65	81	0	59	12	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		80	150		275	0		0	0		0
Storage Lanes	1		1	1		1	1		0	0		1
Taper Length (ft)	100			50			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
Frt			0.850			0.850		0.850				0.850
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1787	3505	1615	1805	3505	1615	1805	1615	0	0	1805	1568
Flt Permitted	0.950			0.950			0.749				0.715	
Satd. Flow (perm)	1787	3505	1615	1805	3505	1615	1423	1615	0	0	1358	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			195		475				103
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		440			939			661			578	
Travel Time (s)		6.0			12.8			18.0			15.8	
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 (%)	1%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	3%
Adj. Flow (vph)	190	1159	59	55	1363	71	89	0	65	13	0	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	1159	59	55	1363	71	89	65	0	0	13	34
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)		21			24			20			12	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	

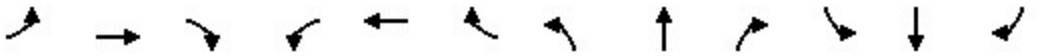
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			Free	2			6		6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	15.0	15.0	11.0	15.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	33.0	45.0	45.0	33.0	45.0		17.0	17.0		17.0	17.0	17.0
Total Split (%)	34.7%	47.4%	47.4%	34.7%	47.4%		17.9%	17.9%		17.9%	17.9%	17.9%
Maximum Green (s)	28.0	38.0	38.0	28.0	38.0		9.0	9.0		9.0	9.0	9.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		4.0	4.0		4.0	4.0	4.0
Lost Time Adjust (s)	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		8.0	8.0			8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	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
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None
Act Effct Green (s)	12.6	49.9	49.9	7.4	37.3	74.8	8.2	8.2			8.2	8.2
Actuated g/C Ratio	0.17	0.67	0.67	0.10	0.50	1.00	0.11	0.11			0.11	0.11
v/c Ratio	0.63	0.50	0.05	0.31	0.78	0.04	0.57	0.11			0.09	0.13
Control Delay (s/veh)	40.4	10.8	0.3	39.3	21.7	0.0	50.7	0.4			35.2	1.0
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)	40.4	10.8	0.3	39.3	21.7	0.0	50.7	0.4			35.2	1.0
LOS	D	B	A	D	C	A	D	A			D	A
Approach Delay (s/veh)		14.4			21.3			29.5			10.5	
Approach LOS		B			C			C			B	
90th %ile Green (s)	18.4	46.6	46.6	9.8	38.0		9.0	9.0		9.0	9.0	9.0
90th %ile Term Code	Gap	Hold	Hold	Gap	Max		Max	Max		Hold	Hold	Hold
70th %ile Green (s)	15.0	45.0	45.0	8.0	38.0		9.0	9.0		9.0	9.0	9.0
70th %ile Term Code	Gap	Hold	Hold	Gap	Max		Max	Max		Hold	Hold	Hold
50th %ile Green (s)	12.7	43.9	43.9	6.8	38.0		9.0	9.0		9.0	9.0	9.0
50th %ile Term Code	Gap	Hold	Hold	Gap	Max		Max	Max		Hold	Hold	Hold
30th %ile Green (s)	10.6	51.3	51.3	0.0	35.7		8.0	8.0		8.0	8.0	8.0
30th %ile Term Code	Gap	Hold	Hold	Skip	Gap		Gap	Gap		Hold	Hold	Hold
10th %ile Green (s)	7.5	45.5	45.5	0.0	33.0		0.0	0.0		0.0	0.0	0.0
10th %ile Term Code	Gap	Dwell	Dwell	Skip	Dwell		Skip	Skip		Skip	Skip	Skip
Stops (vph)	150	543	1	46	946	0	72	0			14	0
Fuel Used(gal)	5	18	0	1	27	0	2	0			0	0
CO Emissions (g/hr)	347	1273	28	98	1914	27	110	24			14	11
NOx Emissions (g/hr)	68	248	6	19	372	5	21	5			3	2
VOC Emissions (g/hr)	80	295	7	23	444	6	25	5			3	3
Dilemma Vehicles (#)	0	46	0	0	79	0	0	0			0	0
Queue Length 50th (ft)	90	188	0	26	291	0	43	0			6	0
Queue Length 95th (ft)	155	270	3	63	#447	0	#109	0			24	0
Internal Link Dist (ft)		360			859			581			498	
Turn Bay Length (ft)	250		80	150		275						
Base Capacity (vph)	690	2338	1115	697	1836	1615	176	616			168	284
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.28	0.50	0.05	0.08	0.74	0.04	0.51	0.11			0.08	0.12

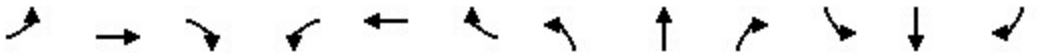
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 74.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 18.4		Intersection LOS: B	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 85.4			
70th %ile Actuated Cycle: 82			
50th %ile Actuated Cycle: 79.7			
30th %ile Actuated Cycle: 74.3			
10th %ile Actuated Cycle: 52.5			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Site Driveway/Innovation Way & Scudders Mill Road (CR 614)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	975	77	104	944	10	95	0	87	63	0	141
Future Volume (vph)	20	975	77	104	944	10	95	0	87	63	0	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		80	150		275	0		0	0		0
Storage Lanes	1		1	1		1	1		0	0		1
Taper Length (ft)	100			50			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
Frt			0.850			0.850		0.850				0.850
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1805	3574	1615	1805	3574	1615	1805	1615	0	0	1805	1599
Flt Permitted	0.950			0.950			0.713				0.695	
Satd. Flow (perm)	1805	3574	1615	1805	3574	1615	1355	1615	0	0	1320	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			195		310				153
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		440			939			661			578	
Travel Time (s)		6.0			12.8			18.0			15.8	
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%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	22	1060	84	113	1026	11	103	0	95	68	0	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	1060	84	113	1026	11	103	95	0	0	68	153
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)		21			24			20			12	
Link Offset(ft)		0			0			0			0	
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	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Perm	NA		Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	

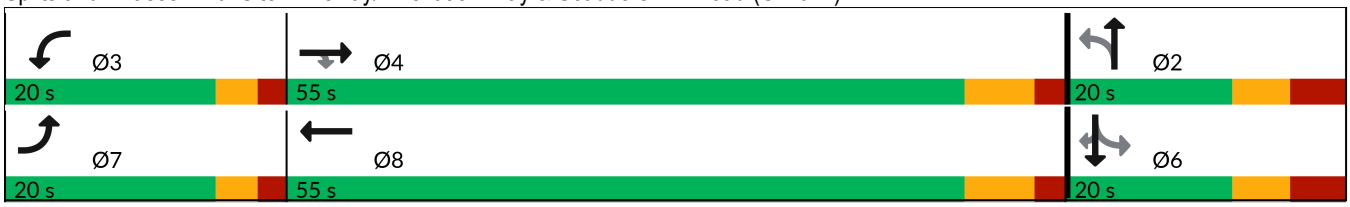


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			Free	2			6		6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	15.0	15.0	11.0	15.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	20.0	55.0	55.0	20.0	55.0		20.0	20.0		20.0	20.0	20.0
Total Split (%)	21.1%	57.9%	57.9%	21.1%	57.9%		21.1%	21.1%		21.1%	21.1%	21.1%
Maximum Green (s)	15.0	48.0	48.0	15.0	48.0		12.0	12.0		12.0	12.0	12.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		4.0	4.0		4.0	4.0	4.0
Lost Time Adjust (s)	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		8.0	8.0			8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	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
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None
Act Effct Green (s)	7.0	31.7	31.7	9.3	38.6	60.4	9.7	9.7			9.7	9.7
Actuated g/C Ratio	0.12	0.52	0.52	0.15	0.64	1.00	0.16	0.16			0.16	0.16
v/c Ratio	0.11	0.56	0.09	0.41	0.45	0.01	0.47	0.18			0.32	0.40
Control Delay (s/veh)	33.3	16.6	1.8	33.0	10.3	0.0	36.3	0.8			32.4	9.5
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)	33.3	16.6	1.8	33.0	10.3	0.0	36.3	0.8			32.4	9.5
LOS	C	B	A	C	B	A	D	A			C	A
Approach Delay (s/veh)		15.8			12.4			19.3			16.5	
Approach LOS		B			B			B			B	
90th %ile Green (s)	7.1	37.1	37.1	13.2	43.2		12.0	12.0		12.0	12.0	12.0
90th %ile Term Code	Gap	Gap	Gap	Gap	Hold		Max	Max		Max	Max	Max
70th %ile Green (s)	6.0	29.8	29.8	10.3	34.1		12.0	12.0		12.0	12.0	12.0
70th %ile Term Code	Min	Gap	Gap	Gap	Hold		Max	Max		Hold	Hold	Hold
50th %ile Green (s)	0.0	25.1	25.1	8.6	38.7		9.6	9.6		9.6	9.6	9.6
50th %ile Term Code	Skip	Gap	Gap	Gap	Hold		Gap	Gap		Hold	Hold	Hold
30th %ile Green (s)	0.0	20.0	20.0	7.0	32.0		7.6	7.6		7.6	7.6	7.6
30th %ile Term Code	Skip	Gap	Gap	Gap	Hold		Gap	Gap		Hold	Hold	Hold
10th %ile Green (s)	0.0	22.8	22.8	0.0	22.8		0.0	0.0		0.0	0.0	0.0
10th %ile Term Code	Skip	Dwell	Dwell	Skip	Dwell		Skip	Skip		Skip	Skip	Skip
Stops (vph)	20	667	5	88	485	0	83	0			55	25
Fuel Used(gal)	1	21	1	3	15	0	2	1			1	1
CO Emissions (g/hr)	41	1434	46	187	1052	4	109	35			66	74
NOx Emissions (g/hr)	8	279	9	36	205	1	21	7			13	14
VOC Emissions (g/hr)	9	332	11	43	244	1	25	8			15	17
Dilemma Vehicles (#)	0	51	0	0	50	0	0	0			0	0
Queue Length 50th (ft)	8	177	0	41	97	0	37	0			24	0
Queue Length 95th (ft)	33	283	14	102	228	0	100	0			71	51
Internal Link Dist (ft)		360			859			581			498	
Turn Bay Length (ft)	250		80	150		275						
Base Capacity (vph)	507	2778	1280	507	2778	1615	304	603			296	478
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.04	0.38	0.07	0.22	0.37	0.01	0.34	0.16			0.23	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 60.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 14.7		Intersection LOS: B	
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 82.3			
70th %ile Actuated Cycle: 72.1			
50th %ile Actuated Cycle: 63.3			
30th %ile Actuated Cycle: 54.6			
10th %ile Actuated Cycle: 29.8			

Splits and Phases: 6: Site Driveway/Innovation Way & Scudders Mill Road (CR 614)



Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	956	157	19	1352	4	1
Future Vol, veh/h	956	157	19	1352	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	150	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	1	0	2	25	100
Mvmt Flow	1051	173	21	1486	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1051	0	1835	525
Stage 1	-	-	-	-	1051	-
Stage 2	-	-	-	-	785	-
Critical Hdwy	-	-	4.1	-	7.3	8.9
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.3	-
Follow-up Hdwy	-	-	2.2	-	3.75	4.3
Pot Cap-1 Maneuver	-	0	670	-	52	308
Stage 1	-	0	-	-	251	-
Stage 2	-	0	-	-	356	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	670	-	50	308
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	345	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.15	69.73
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	50	308	-	670	-
HCM Lane V/C Ratio	0.087	0.004	-	0.031	-
HCM Ctrl Dly (s/v)	83	16.7	-	10.5	-
HCM Lane LOS	F	C	-	B	-
HCM 95th %tile Q(veh)	0.3	0	-	0.1	-

Intersection	
Int Delay, s/veh	11.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1121	4	1	958	92	5
Future Vol, veh/h	1121	4	1	958	92	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	150	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	20
Mvmt Flow	1218	4	1	1041	100	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1218	0	1741	609
Stage 1	-	-	-	-	1218	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	-	-	4.1	-	6.8	7.3
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.5
Pot Cap-1 Maneuver	-	0	579	-	~ 80	396
Stage 1	-	0	-	-	246	-
Stage 2	-	0	-	-	565	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	579	-	~ 79	396
Mov Cap-2 Maneuver	-	-	-	-	~ 79	-
Stage 1	-	-	-	-	246	-
Stage 2	-	-	-	-	564	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	265.54
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	79	396	-	579	-
HCM Lane V/C Ratio	1.259	0.014	-	0.002	-
HCM Ctrl Dly (s/v)	279.2	14.2	-	11.2	-
HCM Lane LOS	F	B	-	B	-
HCM 95th %tile Q(veh)	7.5	0	-	0	-

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

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	206	274	7	379	36	97
Future Vol, veh/h	206	274	7	379	36	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	2	0	1	0	2
Mvmt Flow	231	308	8	426	40	109

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	539	0	827	385
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	442	-
Critical Hdwy	-	-	4.1	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1039	-	344	662
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	652	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1039	-	341	662
Mov Cap-2 Maneuver	-	-	-	-	341	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	646	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.15	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	528	-	-	33	-
HCM Lane V/C Ratio	0.283	-	-	0.008	-
HCM Ctrl Dly (s/v)	14.5	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	294	464	62	396	31	85
Future Vol, veh/h	294	464	62	396	31	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	0	1	0	1
Mvmt Flow	316	499	67	426	33	91

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	815	0	1125	566
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	559	-
Critical Hdwy	-	-	4.1	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	821	-	229	526
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	576	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	821	-	205	526
Mov Cap-2 Maneuver	-	-	-	-	205	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	515	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.32	19.57
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	370	-	-	244	-
HCM Lane V/C Ratio	0.337	-	-	0.081	-
HCM Ctrl Dly (s/v)	19.6	-	-	9.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.5	-	-	0.3	-

Intersection	
Int Delay, s/veh	47

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	294	10	145	167	0	218	0	16	1	0	0
Future Vol, veh/h	1	294	10	145	167	0	218	0	16	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	3	22	5	5	0	2	0	13	0	0	0
Mvmt Flow	1	346	12	171	196	0	256	0	19	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	358	0	0	892	892	352	886	898	196
Stage 1	-	-	-	-	-	-	354	354	-	538	538	-
Stage 2	-	-	-	-	-	-	538	538	-	348	360	-
Critical Hdwy	4.1	-	-	4.15	-	-	7.12	6.5	6.33	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.245	-	-	3.518	4	3.417	3.5	4	3.3
Pot Cap-1 Maneuver	1388	-	-	1185	-	-	263	283	668	267	281	850
Stage 1	-	-	-	-	-	-	663	634	-	531	526	-
Stage 2	-	-	-	-	-	-	527	526	-	672	630	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1388	-	-	1185	-	-	~ 220	237	668	218	236	850
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 220	237	-	218	236	-
Stage 1	-	-	-	-	-	-	662	633	-	445	441	-
Stage 2	-	-	-	-	-	-	442	441	-	652	629	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.02	3.97	165.55	21.63
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	231	6	-	-	837	-	-	218
HCM Lane V/C Ratio	1.194	0.001	-	-	0.144	-	-	0.005
HCM Ctrl Dly (s/v)	165.5	7.6	0	-	8.5	0	-	21.6
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	13.3	0	-	-	0.5	-	-	0

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

Intersection	
Int Delay, s/veh	86.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	364	15	241	255	0	204	0	12	1	2	0
Future Vol, veh/h	1	364	15	241	255	0	204	0	12	1	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	1	1	0	3	0	0	0	50	0
Mvmt Flow	1	383	16	254	268	0	215	0	13	1	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	268	0	0	399	0	0	1170	1169	391	1161	1177	268
Stage 1	-	-	-	-	-	-	393	393	-	776	776	-
Stage 2	-	-	-	-	-	-	777	776	-	385	401	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.13	6.5	6.2	7.1	7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.527	4	3.3	3.5	4.45	3.3
Pot Cap-1 Maneuver	1307	-	-	1165	-	-	~ 169	195	662	174	156	775
Stage 1	-	-	-	-	-	-	630	609	-	393	345	-
Stage 2	-	-	-	-	-	-	388	411	-	642	526	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1307	-	-	1165	-	-	~ 124	145	662	127	116	775
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 124	145	-	127	116	-
Stage 1	-	-	-	-	-	-	629	609	-	293	257	-
Stage 2	-	-	-	-	-	-	287	305	-	629	525	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.02	4.35	$ 426.59	36.02
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	130	5	-	-	875	-	-	119
HCM Lane V/C Ratio	1.752	0.001	-	-	0.218	-	-	0.026
HCM Ctrl Dly (s/v)	$ 426.6	7.8	0	-	8.9	0	-	36
HCM Lane LOS	F	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	17.2	0	-	-	0.8	-	-	0.1

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	388	395	20	19	3
Future Vol, veh/h	1	388	395	20	19	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	3	0	0	0
Mvmt Flow	1	422	429	22	21	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	451	0	-	0	864	440
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	424	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1120	-	-	-	327	621
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1120	-	-	-	327	621
Mov Cap-2 Maneuver	-	-	-	-	327	-
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	16.06
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	5	-	-	-	349
HCM Lane V/C Ratio	0.001	-	-	-	0.068
HCM Ctrl Dly (s/v)	8.2	0	-	-	16.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	713	366	47	42	13
Future Vol, veh/h	1	713	366	47	42	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	1	775	398	51	46	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	449	0	-	0	1201	423
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	777	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1122	-	-	-	206	635
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1122	-	-	-	206	635
Mov Cap-2 Maneuver	-	-	-	-	206	-
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.01	0	24.37
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	3	-	-	-	245
HCM Lane V/C Ratio	0.001	-	-	-	0.244
HCM Ctrl Dly (s/v)	8.2	0	-	-	24.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.9