



# Movement Summary

## 7

### AM Peak - 2030 Build Vol with High Toll

Roundabout

#### Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
<b>NJ - 29 NB</b>										
2	T	263	1.9	0.328	1.3	LOS A	25	0.60	0.33	19.7
3	R	200	2.0	0.327	1.3	LOS A	25	0.60	0.33	19.7
<b>Approach</b>		<b>463</b>	<b>1.9</b>	<b>0.328</b>	<b>1.3</b>	<b>LOS A</b>	<b>25</b>	<b>0.60</b>	<b>0.33</b>	<b>19.7</b>
<b>I-95 NB Off-Ramp</b>										
4	L	716	2.0	0.661	2.1	LOS A	64	0.76	0.51	19.7
6	R	242	2.1	0.661	2.1	LOS A	64	0.76	0.51	19.7
<b>Approach</b>		<b>957</b>	<b>2.0</b>	<b>0.661</b>	<b>2.1</b>	<b>LOS A</b>	<b>64</b>	<b>0.76</b>	<b>0.51</b>	<b>19.7</b>
<b>NJ - 29 SB</b>										
7	L	263	1.9	0.287	4.0	LOS A	23	0.90	0.73	19.6
8	T	1	50.0	0.286	4.0	LOS A	23	0.90	0.83	19.6
<b>Approach</b>		<b>265</b>	<b>2.3</b>	<b>0.287</b>	<b>4.0</b>	<b>LOS A</b>	<b>23</b>	<b>0.90</b>	<b>0.73</b>	<b>19.6</b>
<b>All Vehicles</b>		<b>1685</b>	<b>2.0</b>	<b>0.661</b>	<b>2.2</b>	<b>LOS A</b>	<b>64</b>	<b>0.74</b>	<b>0.49</b>	<b>19.7</b>

Symbols which may appear in this table:

Following Degree of Saturation

# x = 1.00 for Short Lane with resulting Excess Flow

\* x = 1.00 due to minimum capacity

Following LOS

# - Based on density for continuous movements

Following Queue

# - Density for continuous movement



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### AM Peak - 2030 Build Vol with High Toll

Roundabout

#### Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
<b>NJ - 29 NB</b>										
2	T	242	2.1	0.309	0.6	LOS A	22	0.39	0.15	19.8
3	R	263	1.9	0.309	0.6	LOS A	22	0.39	0.15	19.8
<b>Approach</b>		<b>505</b>	<b>2.0</b>	<b>0.309</b>	<b>0.6</b>	<b>LOS A</b>	<b>22</b>	<b>0.39</b>	<b>0.15</b>	<b>19.8</b>
<b>I-95 SB Off-Ramp</b>										
4	L	295	2.0	0.410	1.4	LOS A	31	0.56	0.33	19.8
6	R	316	1.9	0.410	1.4	LOS A	31	0.56	0.33	19.8
<b>Approach</b>		<b>610</b>	<b>2.0</b>	<b>0.410</b>	<b>1.4</b>	<b>LOS A</b>	<b>31</b>	<b>0.56</b>	<b>0.33</b>	<b>19.8</b>
<b>NJ - 29 SB</b>										
7	L	126	2.4	0.092	1.2	LOS A	6	0.50	0.29	19.8
8	T	1	50.0	0.091	1.2	LOS A	6	0.50	0.29	19.8
<b>Approach</b>		<b>129</b>	<b>3.1</b>	<b>0.092</b>	<b>1.2</b>	<b>LOS A</b>	<b>6</b>	<b>0.50</b>	<b>0.29</b>	<b>19.8</b>
<b>All Vehicles</b>		<b>1244</b>	<b>2.1</b>	<b>0.410</b>	<b>1.0</b>	<b>LOS A</b>	<b>31</b>	<b>0.48</b>	<b>0.26</b>	<b>19.8</b>

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Roundabout

#### Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
<b>NJ - 29 NB</b>										
2	T	411	2.0	0.341	0.8	LOS A	25	0.43	0.19	19.8
3	R	137	2.2	0.341	0.8	LOS A	25	0.43	0.19	19.8
<b>Approach</b>		<b>547</b>	<b>2.0</b>	<b>0.341</b>	<b>0.8</b>	<b>LOS A</b>	<b>25</b>	<b>0.43</b>	<b>0.19</b>	<b>19.8</b>
<b>I-95 NB Off-Ramp</b>										
4	L	284	2.1	0.356	2.2	LOS A	26	0.68	0.50	19.7
6	R	179	2.2	0.356	2.2	LOS A	26	0.68	0.50	19.7
<b>Approach</b>		<b>464</b>	<b>2.2</b>	<b>0.356</b>	<b>2.2</b>	<b>LOS A</b>	<b>26</b>	<b>0.68</b>	<b>0.50</b>	<b>19.7</b>
<b>NJ - 29 SB</b>										
7	L	147	2.0	0.107	1.2	LOS A	7	0.51	0.28	19.8
8	T	1	50.0	0.105	1.2	LOS A	7	0.51	0.28	19.8
<b>Approach</b>		<b>149</b>	<b>2.7</b>	<b>0.107</b>	<b>1.2</b>	<b>LOS A</b>	<b>7</b>	<b>0.51</b>	<b>0.28</b>	<b>19.8</b>
<b>All Vehicles</b>		<b>1160</b>	<b>2.2</b>	<b>0.356</b>	<b>1.4</b>	<b>LOS A</b>	<b>26</b>	<b>0.54</b>	<b>0.32</b>	<b>19.8</b>

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Roundabout

#### Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
<b>NJ - 29 NB</b>										
2	T	179	2.2	0.373	0.9	LOS A	28	0.46	0.22	19.8
3	R	411	2.0	0.373	0.9	LOS A	28	0.46	0.22	19.8
<b>Approach</b>		<b>589</b>	<b>2.0</b>	<b>0.373</b>	<b>0.9</b>	<b>LOS A</b>	<b>28</b>	<b>0.46</b>	<b>0.22</b>	<b>19.8</b>
<b>I-95 SB Off-Ramp</b>										
4	L	221	1.8	0.330	0.9	LOS A	24	0.46	0.22	19.8
6	R	295	2.0	0.331	0.9	LOS A	24	0.46	0.22	19.8
<b>Approach</b>		<b>516</b>	<b>1.9</b>	<b>0.331</b>	<b>0.9</b>	<b>LOS A</b>	<b>24</b>	<b>0.46</b>	<b>0.22</b>	<b>19.8</b>
<b>NJ - 29 SB</b>										
7	L	168	1.8	0.114	0.9	LOS A	7	0.43	0.22	19.8
8	T	1	50.0	0.111	0.9	LOS A	7	0.43	0.22	19.8
<b>Approach</b>		<b>170</b>	<b>2.4</b>	<b>0.114</b>	<b>0.9</b>	<b>LOS A</b>	<b>7</b>	<b>0.43</b>	<b>0.22</b>	<b>19.8</b>
<b>All Vehicles</b>		<b>1275</b>	<b>2.0</b>	<b>0.373</b>	<b>0.9</b>	<b>LOS A</b>	<b>28</b>	<b>0.46</b>	<b>0.22</b>	<b>19.8</b>

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Roundabout

#### Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
<b>NJ - 29 NB</b>										
2	T	279	2.2	0.339	1.3	LOS A	26	0.60	0.33	19.7
3	R	200	2.0	0.339	1.3	LOS A	26	0.60	0.33	19.7
<b>Approach</b>		<b>479</b>	<b>2.1</b>	<b>0.339</b>	<b>1.3</b>	<b>LOS A</b>	<b>26</b>	<b>0.60</b>	<b>0.33</b>	<b>19.7</b>
<b>I-95 NB Off-Ramp</b>										
4	L	716	2.0	0.670	2.3	LOS A	66	0.79	0.56	19.7
6	R	242	2.1	0.670	2.3	LOS A	66	0.79	0.56	19.7
<b>Approach</b>		<b>957</b>	<b>2.0</b>	<b>0.670</b>	<b>2.3</b>	<b>LOS A</b>	<b>66</b>	<b>0.79</b>	<b>0.56</b>	<b>19.7</b>
<b>NJ - 29 SB</b>										
7	L	263	1.9	0.289	4.0	LOS A	23	0.90	0.73	19.6
8	T	1	50.0	0.286	4.0	LOS A	23	0.90	0.84	19.6
<b>Approach</b>		<b>265</b>	<b>2.3</b>	<b>0.289</b>	<b>4.0</b>	<b>LOS A</b>	<b>23</b>	<b>0.90</b>	<b>0.73</b>	<b>19.6</b>
<b>All Vehicles</b>		<b>1701</b>	<b>2.1</b>	<b>0.670</b>	<b>2.3</b>	<b>LOS A</b>	<b>66</b>	<b>0.75</b>	<b>0.52</b>	<b>19.7</b>

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Roundabout

#### Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
<b>NJ - 29 NB</b>										
2	T	242	2.1	0.318	0.6	LOS A	23	0.39	0.15	19.8
3	R	279	2.2	0.318	0.6	LOS A	23	0.39	0.15	19.8
<b>Approach</b>		<b>521</b>	<b>2.1</b>	<b>0.319</b>	<b>0.6</b>	<b>LOS A</b>	<b>23</b>	<b>0.39</b>	<b>0.15</b>	<b>19.8</b>
<b>I-95 SB Off-Ramp</b>										
4	L	295	2.0	0.400	1.3	LOS A	30	0.55	0.33	19.8
6	R	300	2.0	0.400	1.3	LOS A	30	0.55	0.33	19.8
<b>Approach</b>		<b>595</b>	<b>2.0</b>	<b>0.400</b>	<b>1.3</b>	<b>LOS A</b>	<b>30</b>	<b>0.55</b>	<b>0.33</b>	<b>19.8</b>
<b>NJ - 29 SB</b>										
7	L	126	2.4	0.092	1.2	LOS A	6	0.50	0.29	19.8
8	T	1	50.0	0.091	1.2	LOS A	6	0.50	0.29	19.8
<b>Approach</b>		<b>129</b>	<b>3.1</b>	<b>0.092</b>	<b>1.2</b>	<b>LOS A</b>	<b>6</b>	<b>0.50</b>	<b>0.29</b>	<b>19.8</b>
<b>All Vehicles</b>		<b>1245</b>	<b>2.2</b>	<b>0.400</b>	<b>1.0</b>	<b>LOS A</b>	<b>30</b>	<b>0.48</b>	<b>0.25</b>	<b>19.8</b>

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# - Based on density for continuous movements

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<b>NJ - 29 NB</b>										
2	T	426	2.1	0.351	0.8	LOS A	26	0.43	0.19	19.8
3	R	137	2.2	0.351	0.8	LOS A	26	0.43	0.19	19.8
<b>Approach</b>		<b>564</b>	<b>2.1</b>	<b>0.352</b>	<b>0.8</b>	<b>LOS A</b>	<b>26</b>	<b>0.43</b>	<b>0.19</b>	<b>19.8</b>
<b>I-95 NB Off-Ramp</b>										
4	L	284	2.1	0.360	2.3	LOS A	26	0.69	0.51	19.7
6	R	179	2.2	0.360	2.3	LOS A	26	0.69	0.51	19.7
<b>Approach</b>		<b>464</b>	<b>2.2</b>	<b>0.360</b>	<b>2.3</b>	<b>LOS A</b>	<b>26</b>	<b>0.69</b>	<b>0.51</b>	<b>19.7</b>
<b>NJ - 29 SB</b>										
7	L	147	2.0	0.107	1.2	LOS A	7	0.51	0.28	19.8
8	T	1	50.0	0.105	1.2	LOS A	7	0.51	0.28	19.8
<b>Approach</b>		<b>149</b>	<b>2.7</b>	<b>0.107</b>	<b>1.2</b>	<b>LOS A</b>	<b>7</b>	<b>0.51</b>	<b>0.28</b>	<b>19.8</b>
<b>All Vehicles</b>		<b>1177</b>	<b>2.2</b>	<b>0.360</b>	<b>1.4</b>	<b>LOS A</b>	<b>26</b>	<b>0.54</b>	<b>0.33</b>	<b>19.8</b>

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3	R	426	2.1	0.384	0.9	LOS A	29	0.47	0.22	19.8
<b>Approach</b>		<b>606</b>	<b>2.1</b>	<b>0.384</b>	<b>0.9</b>	<b>LOS A</b>	<b>29</b>	<b>0.47</b>	<b>0.22</b>	<b>19.8</b>
<b>I-95 SB Off-Ramp</b>										
4	L	221	1.8	0.317	0.9	LOS A	22	0.46	0.22	19.8
6	R	274	1.8	0.317	0.9	LOS A	22	0.46	0.22	19.8
<b>Approach</b>		<b>494</b>	<b>1.8</b>	<b>0.317</b>	<b>0.9</b>	<b>LOS A</b>	<b>22</b>	<b>0.46</b>	<b>0.22</b>	<b>19.8</b>
<b>NJ - 29 SB</b>										
7	L	168	1.8	0.114	0.9	LOS A	7	0.43	0.22	19.8
8	T	1	50.0	0.111	0.9	LOS A	7	0.43	0.22	19.8
<b>Approach</b>		<b>170</b>	<b>2.4</b>	<b>0.114</b>	<b>0.9</b>	<b>LOS A</b>	<b>7</b>	<b>0.43</b>	<b>0.22</b>	<b>19.8</b>
<b>All Vehicles</b>		<b>1270</b>	<b>2.0</b>	<b>0.384</b>	<b>0.9</b>	<b>LOS A</b>	<b>29</b>	<b>0.46</b>	<b>0.22</b>	<b>19.8</b>

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