

# Technical Memorandum No. 28 – Point of Access Study



Contract C-393A, Capital Project No. CP0301A  
I-95/Scudder Falls Bridge Improvement Project



## Estimated Volume to Capacity Ratios on Area Roadways From Jacobs April 28, 2011 Traffic Diversion Study

Location	2015 Peak Hour Volume-to-Capacity* Ratios				2030 Peak Hour Volume-to-Capacity* Ratios			
	No Build/No Toll	Build/No Toll	Build/Low Toll	Build/High Toll	No Build/No Toll	Build/No Toll	Build/Low Toll	Build/High Toll
<b>CROSSINGS</b>								
Scudder Falls Bridge (Westbound)	0.95	0.61	0.55	0.51	1.02	0.65	0.61	0.59
Washington Crossing (Westbound)	0.95	0.83	0.84	1.01	1.02	0.90	0.96	1.00
Calhoun St Br (Westbound)	0.87	0.82	0.87	0.90	0.93	0.88	0.91	0.93
Lower Trenton Br (Westbound)	0.88	0.88	0.88	0.89	0.95	0.94	0.94	0.94
Trenton Morrisville Br (Westbound)	0.84	0.76	0.83	0.87	0.90	0.82	0.88	0.89
<b>PA LOCATIONS</b>								
Washington Crossing Rd/Rt 532 (Westbound)								
s/o Wrightstown Rd	0.18	0.16	0.18	0.19	0.20	0.18	0.19	0.19
bet Dolingtown Rd & Lindenhurst Rd	0.45	0.43	0.45	0.46	0.48	0.46	0.47	0.48
w/o Lindenhurst	0.34	0.33	0.34	0.35	0.37	0.35	0.36	0.37
Taylorville Rd (southbound)								
s/o Rt 532	0.36	0.36	0.38	0.39	0.38	0.39	0.40	0.40
Wrightstown Rd (Westbound)								
w/o Rt 532	0.10	0.09	0.09	0.10	0.10	0.10	0.10	0.10
Lindenhurst Rd (Southbound)								
s/o Wash Xing Rd/532	0.12	0.12	0.12	0.13	0.13	0.13	0.13	0.13
River Rd / Rt 32 (Northbound)								
n/o Wash Xing	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
US 13/Main St (Northbound)								
n/o Edgewood Rd	0.30	0.31	0.34	0.36	0.32	0.33	0.35	0.36
s/o Edgewood Rd	0.21	0.22	0.26	0.29	0.23	0.23	0.26	0.28
n/o Big Oak	0.19	0.20	0.23	0.25	0.21	0.21	0.23	0.24
bet US 1 & Trenton Av	0.34	0.34	0.38	0.40	0.37	0.37	0.39	0.40
Edgewood Rd								
bet Makefield & Oxford Valley	0.21	0.21	0.22	0.22	0.23	0.23	0.23	0.23
Yardley Langhorne Pike (Westbound)								
e/o Edgewood Rd	0.10	0.10	0.11	0.11	0.11	0.11	0.11	0.11
e/o Main St	0.22	0.21	0.23	0.24	0.24	0.22	0.24	0.24
Yardley Morrisville Rd (Northbound)								
n/o Calhoun St	0.11	0.09	0.11	0.12	0.12	0.10	0.11	0.12
Trenton Ave (Westbound)								
w/o Yardley Morrisville	0.23	0.23	0.23	0.23	0.25	0.24	0.25	0.25
Big Oak Rd (Westbound)								
w/o US 13	0.18	0.18	0.18	0.19	0.20	0.19	0.19	0.20
Stony Hill Rd (Westbound)								
bet US 1 & Big Oak	0.24	0.23	0.24	0.24	0.25	0.24	0.25	0.25
US 1 (West/Southbound)								
bet US 13 & W Bridge St	0.41	0.38	0.41	0.43	0.44	0.41	0.43	0.44
bet US 13 & Trenton Av	0.56	0.52	0.56	0.59	0.60	0.55	0.58	0.60
w/o Stony Hill Rd	0.56	0.52	0.56	0.59	0.60	0.56	0.59	0.60
e/o I-95	0.73	0.70	0.73	0.74	0.78	0.75	0.77	0.78
Rt 332 (Westbound)								
bet Creamery Rd & W Afton Ave	0.17	0.18	0.18	0.19	0.18	0.19	0.19	0.20
Oxford Valley Rd (Northbound)								
n/o US 1	0.34	0.33	0.34	0.35	0.36	0.36	0.36	0.37
n/o Big Oak	0.24	0.23	0.25	0.26	0.26	0.25	0.26	0.26
Bristol Oxford Valley Rd (Southbound)								
bet US 1 and Lincoln Hwy	0.23	0.23	0.24	0.24	0.25	0.25	0.25	0.25
bet Lincoln Hwy & Trenton Rd	0.14	0.14	0.15	0.16	0.15	0.15	0.16	0.16
s/o Woodbourne Rd	0.17	0.17	0.18	0.18	0.19	0.19	0.19	0.19
Trenton Rd (Westbound)								
w/o Woodbourne Rd	0.32	0.32	0.32	0.33	0.34	0.34	0.34	0.35
I-95 (Northbound)								
n/o US 1	0.59	0.64	0.65	0.65	0.64	0.69	0.69	0.69

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<b>NJ LOCATIONS</b>								
Rt 29 (Northbound)								
s/o CR 546	0.39	0.39	0.42	0.43	0.42	0.42	0.43	0.44
n/o I-95	0.46	0.47	0.49	0.50	0.49	0.50	0.51	0.52
CR 546/Washington Crossing Rd (Westbound)								
bet Rt 29 & Bear Tavern Rd	0.46	0.43	0.45	0.47	0.49	0.46	0.48	0.48
w/o Bear Tavern Rd	0.53	0.51	0.53	0.54	0.57	0.55	0.56	0.56
e/o Scotch Rd	0.46	0.45	0.45	0.46	0.49	0.48	0.48	0.49
Scotch Rd (Northbound)								
n/o I-95	0.28	0.29	0.30	0.30	0.30	0.31	0.31	0.32
Bear Tavern Rd (Northbound)								
s/o CR 546	0.23	0.24	0.25	0.25	0.25	0.26	0.26	0.26
at Jacobs Creek Rd	0.25	0.26	0.27	0.27	0.27	0.28	0.28	0.28
Bear Tavern Rd / Grand Ave (Southbound)								
s/o W Upper Ferry Rd	0.17	0.18	0.18	0.18	0.18	0.19	0.19	0.19
Rt 29 (Southbound)								
s/o Lower Ferry Rd	0.20	0.20	0.20	0.21	0.21	0.21	0.22	0.22
s/of Sullivan Way	0.35	0.35	0.36	0.36	0.37	0.38	0.38	0.38
bet. Parkside Ave & Calhoun St	0.53	0.53	0.54	0.54	0.57	0.57	0.57	0.57
Sullivan Way (Southbound)								
s/o Lower Ferry Rd	0.13	0.14	0.14	0.14	0.14	0.15	0.15	0.15
Parkway Ave/Rt 634 Southbound)								
bet Scotch Rd & Olden Av	0.21	0.21	0.22	0.22	0.22	0.23	0.23	0.23
Pennington Rd (Northbound)								
n/o I-95	0.35	0.36	0.36	0.36	0.37	0.38	0.38	0.39
Pennington Rd / Rt 31 (southbound)								
s/o I-95	0.20	0.20	0.21	0.21	0.22	0.22	0.22	0.22
bet. Carlton Ave & Theresa St	0.15	0.15	0.16	0.16	0.16	0.16	0.16	0.17
n/o N Olden Ave / 622	0.13	0.13	0.14	0.14	0.14	0.14	0.14	0.15
n/o Calhoun St	0.20	0.20	0.23	0.24	0.21	0.21	0.23	0.24
US 206 / Lawrenceville Rd (Southbound)								
s/o I-95	0.43	0.42	0.43	0.43	0.46	0.45	0.45	0.46
s/o Eggert Crossing Rd	0.34	0.33	0.33	0.34	0.36	0.35	0.35	0.36
s/o Princeton Pike	0.21	0.20	0.21	0.22	0.23	0.21	0.22	0.23
Princeton Pike (Southbound)								
s/of Franklin Corner Rd	0.46	0.46	0.46	0.46	0.50	0.49	0.49	0.49
bet Darrah Ln & Gainsboro Rd	0.18	0.17	0.18	0.18	0.19	0.19	0.19	0.19
Princeton Ave (Southbound)								
s/o Rt 622	0.15	0.15	0.15	0.15	0.16	0.16	0.16	0.16
Brunswick Pike / US 1 (Southbound)								
s/o I-95	0.38	0.34	0.38	0.40	0.41	0.37	0.39	0.40
Trenton Fwy / US 1 (Southbound)								
bet Brunswick Pike & Whitehead Rd	0.43	0.38	0.43	0.46	0.46	0.41	0.44	0.46
bet Whitehead Rd & Strawberry St	0.52	0.45	0.51	0.55	0.55	0.48	0.52	0.54
s/o US Strawberry St	0.45	0.39	0.45	0.49	0.49	0.42	0.46	0.48

**Legend**

below 0.50  
0.50 to 0.74  
0.75 to 0.89  
0.90 or higher

\* Jacobs estimated BRIDGE capacities based on current peak volume and congestion levels. The other roadway segment hourly capacities come directly from the NJRTM-E models, and are based on facility type, area type (e.g., urban or rural), and the number of lanes. Any constraints to the non-bridge roadway capacities such as traffic controls, weaving movements, and roadway width are not considered in the models.