

APPENDICES

C-663A Pre-Construction Traffic Study for the Scudder Falls Bridge Replacement Project

APPENDIX D

AUTOMATIC TRAFFIC RECORDER COUNT FIGURES

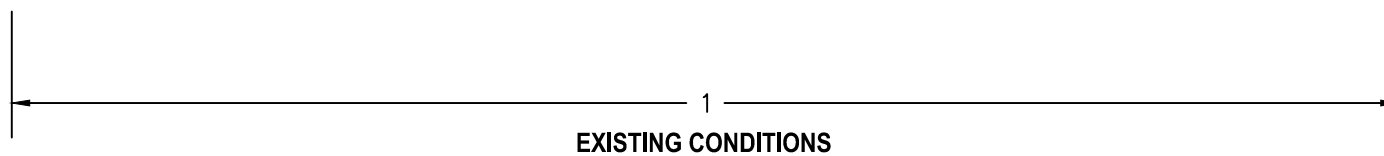
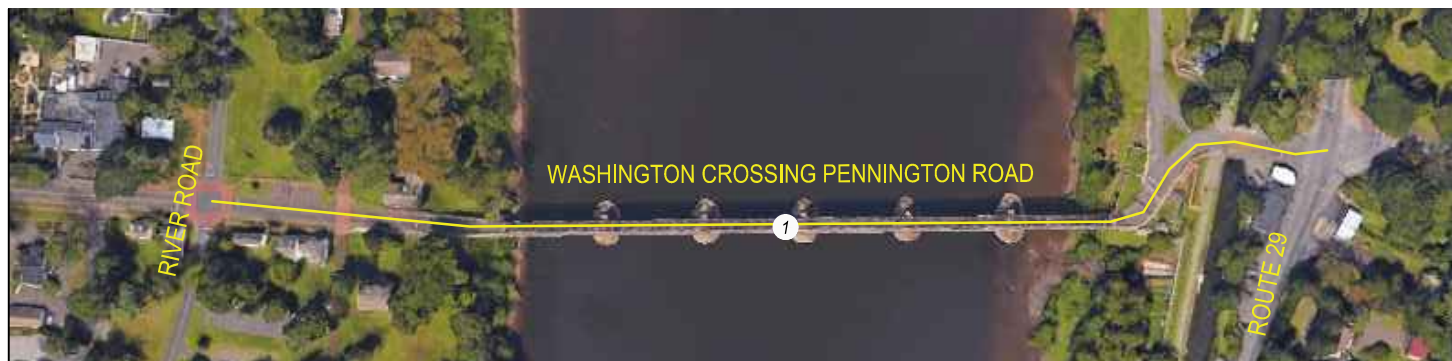


Bridges





N.T.S.



APPROX. LENGTH	1,700 FT
% NO PASSING	100 %
# LANES/WIDTH	2/10' FT
EFFECTIVE SHOULDER WIDTH	0 FT
SPEED LIMIT	15 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	562/219
PM PEAK VOLUME (EB/WB OR NB/SB)	268/590
TRUCK %	0.5 %
ADT/AADT 2015	5,855/7,262



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
WASHINGTON CROSSING BRIDGE
FROM PA ROUTE 32 TO NJ ROUTE 29

SHT.
1



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	3,168 FT
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	2 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	3,896/1,622
PM PEAK VOLUME (EB/WB OR NB/SB)	1,501/4,434
ADT/AADT 2015	52,837/59,164



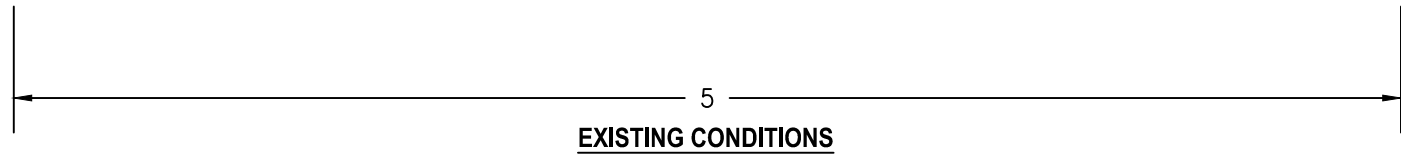
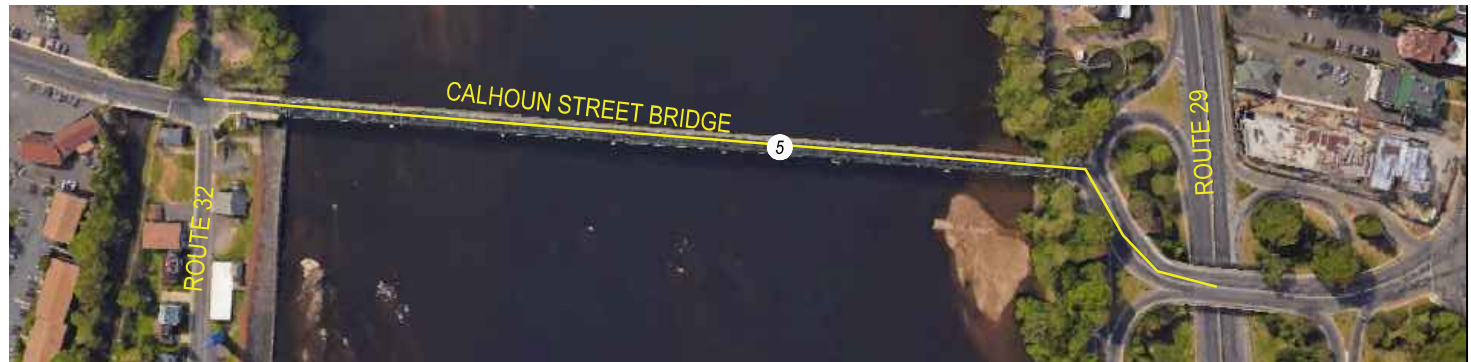
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
INTERSTATE 95
FROM TAYLORSVILLE ROAD TO NJ ROUTE 29

SHT.
2



N.T.S.



APPROX. LENGTH	2,100 FT
% NO PASSING	100 %
# LANES/WIDTH	2/10' FT
EFFECTIVE SHOULDER WIDTH	0 FT
SPEED LIMIT	15 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	2,309/606
PM PEAK VOLUME (EB/WB OR NB/SB)	1,106/733
TRUCK %	4.4 %
ADT/AADT 2015	20,217/17,640



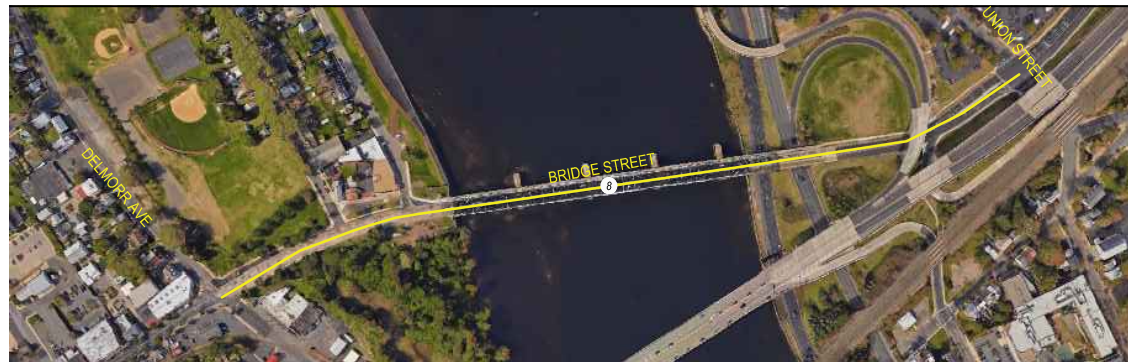
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
CALHOUN STREET BRIDGE
FROM PA ROUTE 32 TO NJ ROUTE 29

SHT.
3



N.T.S.



8

EXISTING CONDITIONS

APPROX. LENGTH	2,600 FT
% NO PASSING	100 %
# LANES/WIDTH	2/15' FT
EFFECTIVE SHOULDER WIDTH	5 FT
SPEED LIMIT	25 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	506/744
PM PEAK VOLUME (EB/WB OR NB/SB)	537/1159
TRUCK %	1.2 %
ADT/AADT 2015	15,836/16,008



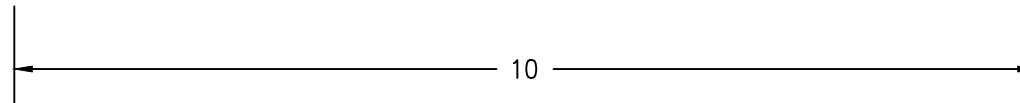
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
LOWER TRENTON BRIDGE
FROM DELMORR AVENUE TO BRIDGE STREET

SHT.
4



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	1,584 FT
# LANES/WIDTH	3/12 FT
EFFECTIVE SHOULDER WIDTH	2 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	4,335/1,520
PM PEAK VOLUME (EB/WB OR NB/SB)	2,539/3,711
ADT/AADT 2015	60,369/70,358



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

U.S. ROUTE 1

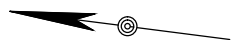
FROM DELMORR AVENUE TO NJ ROUTE 29

SHT.

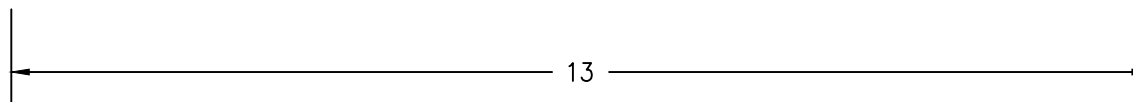
5

Freeway Segments





N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	15,312 FT
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	12 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	3,353/2,380
PM PEAK VOLUME (EB/WB OR NB/SB)	2,708/3,920
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/D
AM V/C RATIO (EB/WB OR NB/SB)	0.75/0.53
PM V/C RATIO (EB/WB OR NB/SB)	0.67/0.87
ADT/AADT 2015	64,163/59,800



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

INTERSTATE 95

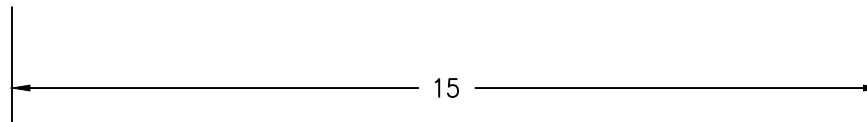
FROM ROUTE 1 TO YARDLEY NEWTOWN ROAD

SHT.

1



N.T.S.



EXISTING CONDITIONS

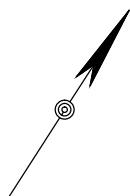
APPROX. LENGTH	12,144 FT
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	10 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	3,001/1,819
PM PEAK VOLUME (EB/WB OR NB/SB)	1,920/3,478
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/B
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/D
AM V/C RATIO (EB/WB OR NB/SB)	0.66/0.40
PM V/C RATIO (EB/WB OR NB/SB)	0.44/0.77
ADT/AADT 2015	53,096/59,468



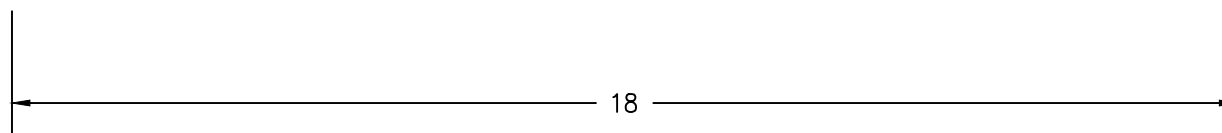
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
INTERSTATE 95
FROM YARDLEY NEWTOWN ROAD TO
TAYLORSVILLE ROAD

SHT.
2



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	7,920 FT
# LANES/WIDTH	3/12 FT
EFFECTIVE SHOULDER WIDTH	12 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	4,310/1,772
PM PEAK VOLUME (EB/WB OR NB/SB)	1,753/4,286
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/A
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	A/C
AM V/C RATIO (EB/WB OR NB/SB)	0.64/0.26
PM V/C RATIO (EB/WB OR NB/SB)	0.25/0.63
ADT/AADT 2015	56,419/63,189



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

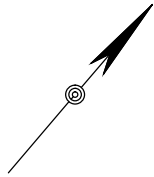
ROADWAY SEGMENT SUMMARY

INTERSTATE 95

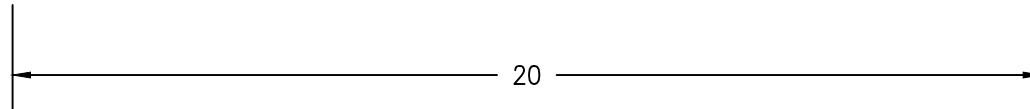
FROM NJ ROUTE 29 TO BEAR TAVERN ROAD

SHT.

3



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	6,864 FT
# LANES/WIDTH	3/12 FT
EFFECTIVE SHOULDER WIDTH	10 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	4,267/1,953
PM PEAK VOLUME (EB/WB OR NB/SB)	2,035/4,109
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/A
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	A/C
AM V/C RATIO (EB/WB OR NB/SB)	0.62/0.31
PM V/C RATIO (EB/WB OR NB/SB)	0.29/0.59
ADT/AADT 2015	56,846/56,732



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

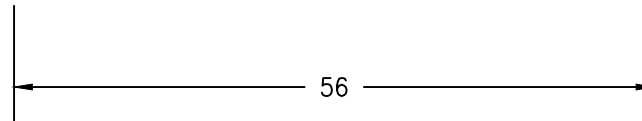
INTERSTATE 95

FROM BEAR TAVERN ROAD TO SCOTCH ROAD

SHT.
4



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	2,112 FT
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	5 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	4,493/1,458
PM PEAK VOLUME (EB/WB OR NB/SB)	2,776/2,629
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	E/A
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
AM V/C RATIO (EB/WB OR NB/SB)	0.97/0.32
PM V/C RATIO (EB/WB OR NB/SB)	0.65/0.59
ADT/AADT 2015	59,646/58,036



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

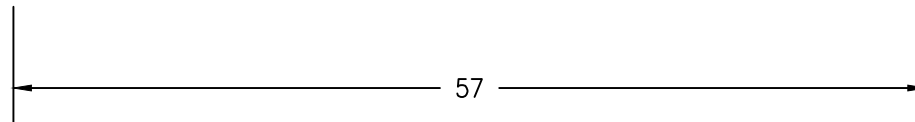
U.S. ROUTE 1

FROM PINE GROVE ROAD TO W BRIDGE STREET

SHT.
5



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	4,224 FT
# LANES/WIDTH	3/12 FT
EFFECTIVE SHOULDER WIDTH	11 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	3,476/1,628
PM PEAK VOLUME (EB/WB OR NB/SB)	2,438/2,916
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/B
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
AM V/C RATIO (EB/WB OR NB/SB)	0.77/0.37
PM V/C RATIO (EB/WB OR NB/SB)	0.57/0.65
ADT/AADT 2015	52,882/51,454



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

U.S. ROUTE 1

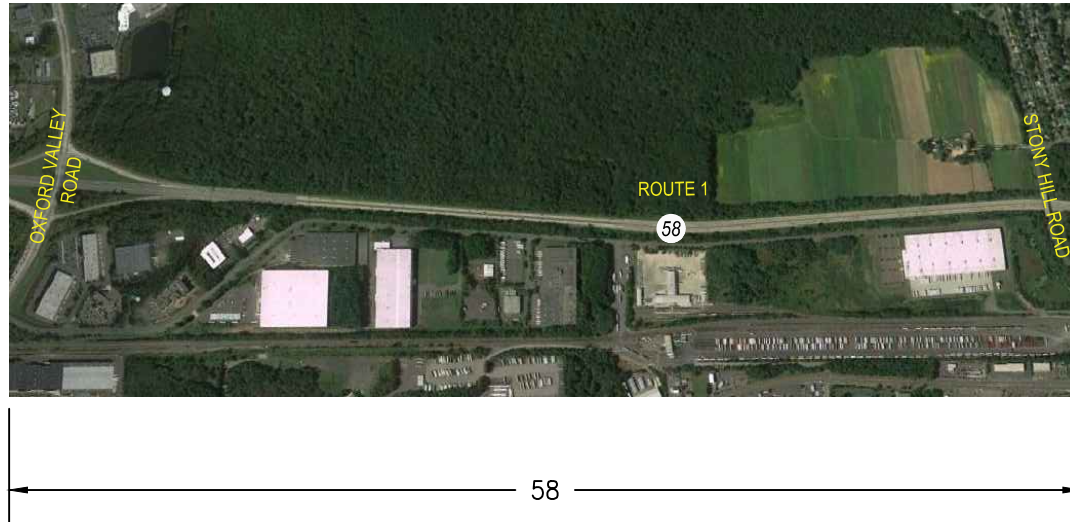
FROM W TRENTON AVENUE TO PINE GROVE ROAD

SHT.

6



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	9,504 FT
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	10 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	3,146/2,196
PM PEAK VOLUME (EB/WB OR NB/SB)	2,567/3,421
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/B
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/D
AM V/C RATIO (EB/WB OR NB/SB)	0.73/0.51
PM V/C RATIO (EB/WB OR NB/SB)	0.57/0.73
ADT/AADT 2015	63,003/61,302



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
U.S. ROUTE 1
FROM STONY HILL ROAD TO OXFORD VALLEY
ROAD

SHT.
7



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	4,224 FT
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	10 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	3,697/2,950
PM PEAK VOLUME (EB/WB OR NB/SB)	3,346/4,074
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/E
AM V/C RATIO (EB/WB OR NB/SB)	0.86/0.66
PM V/C RATIO (EB/WB OR NB/SB)	0.73/0.95
ADT/AADT 2015	76,019/73,966



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

U.S. ROUTE 1

FROM OXFORD VALLEY ROAD TO INTERSTATE 95

SHT.

8

Ramps



N.T.S.

EXISTING 2015
VOLUMES



RAMP

VOLUME

LEVEL OF SERVICE

7.1 RT. 29 NB OFF RAMP TO CALHOUN ST EB
7.2 RT. 29 NB ON RAMP FROM CALHOUN ST EB
7.3 RT. 29 NB OFF RAMP TO CALHOUN ST WB
7.4 RT. 29 NB ON RAMP FROM CALHOUN ST WB
7.5 RT. 29 SB OFF RAMP TO CALHOUN ST EB
7.6 RT. 29 SB ON RAMP FROM CALHOUN ST EB
7.7 RT. 29 SB OFF RAMP TO CALHOUN ST WB
7.8 RT. 29 ON RAMP FROM CALHOUN ST WB

595 (320)
297 (110)
74 (158)
86 (118)
173 (56)
543 (169)
110 (144)
228 (629)

D (B)
D (B)
D (B)
C (B)
C (C)
D (C)
C (C)
C (C)

AM = XX
PM = (XX)



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

INTERCHANGE

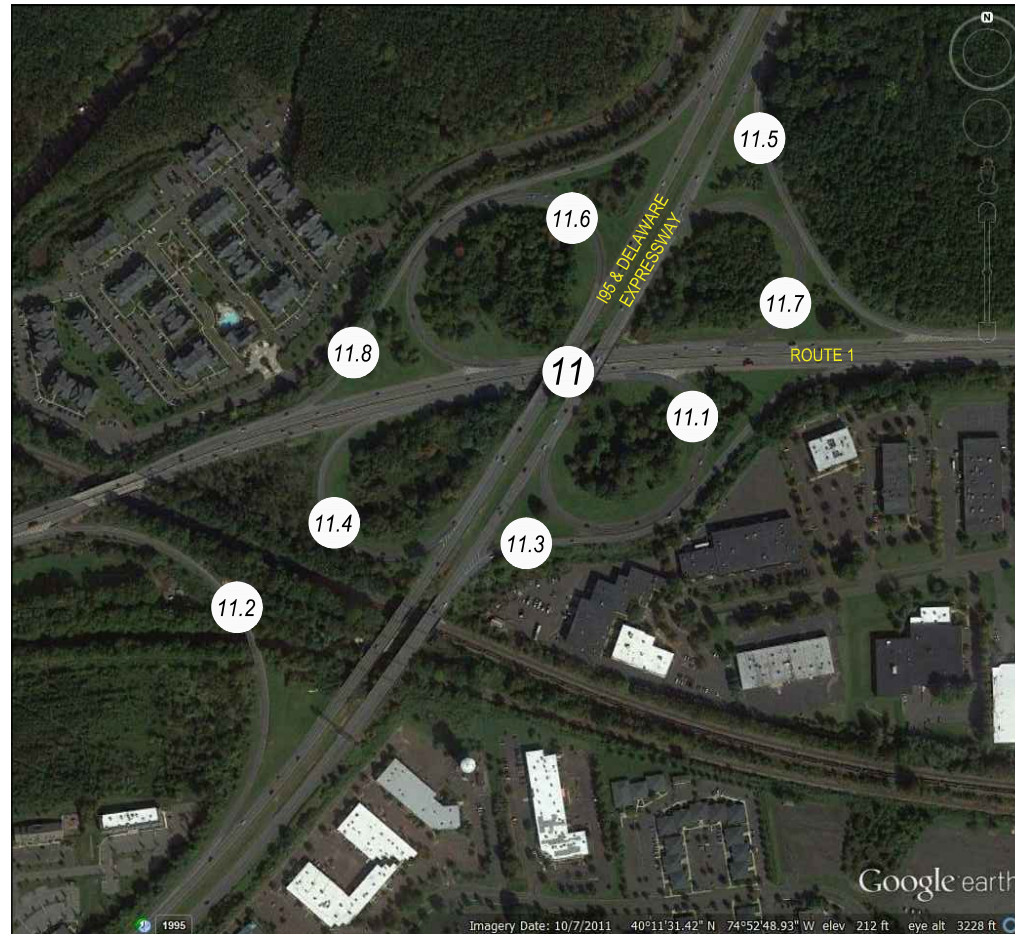
ROUTE 29 & CALHOUN STREET

SHT.
1



N.T.S.

EXISTING 2015
VOLUMES



AM = XX
PM = (XX)

<u>RAMP</u>	<u>VOLUME</u>	<u>LEVEL OF SERVICE</u>
11.1 I-95 NB OFF RAMP TO RT. 1 NB	1244 (934)	E (D)
11.2 I-95 NB OFF RAMP TO RT. 1 SB	50 (100)	D (E)
11.3 I-95 NB ON RAMP FROM RT. 1 NB	794 (581)	E (D)
11.4 I-95 NB ON RAMP FROM RT. 1 SB	552 (487)	D (D)
11.5 I-95 SB OFF RAMP TO RT. 1 NB	363 (582)	D (E)
11.6 I-95 SB OFF RAMP TO RT. 1 SB	576 (948)	C (D)
11.7 I-95 SB ON RAMP FROM RT. 1 NB	70 (92)	C (D)
11.8 I-95 SB ON RAMP FROM RT. 1 SB	786 (1234)	C (E)



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

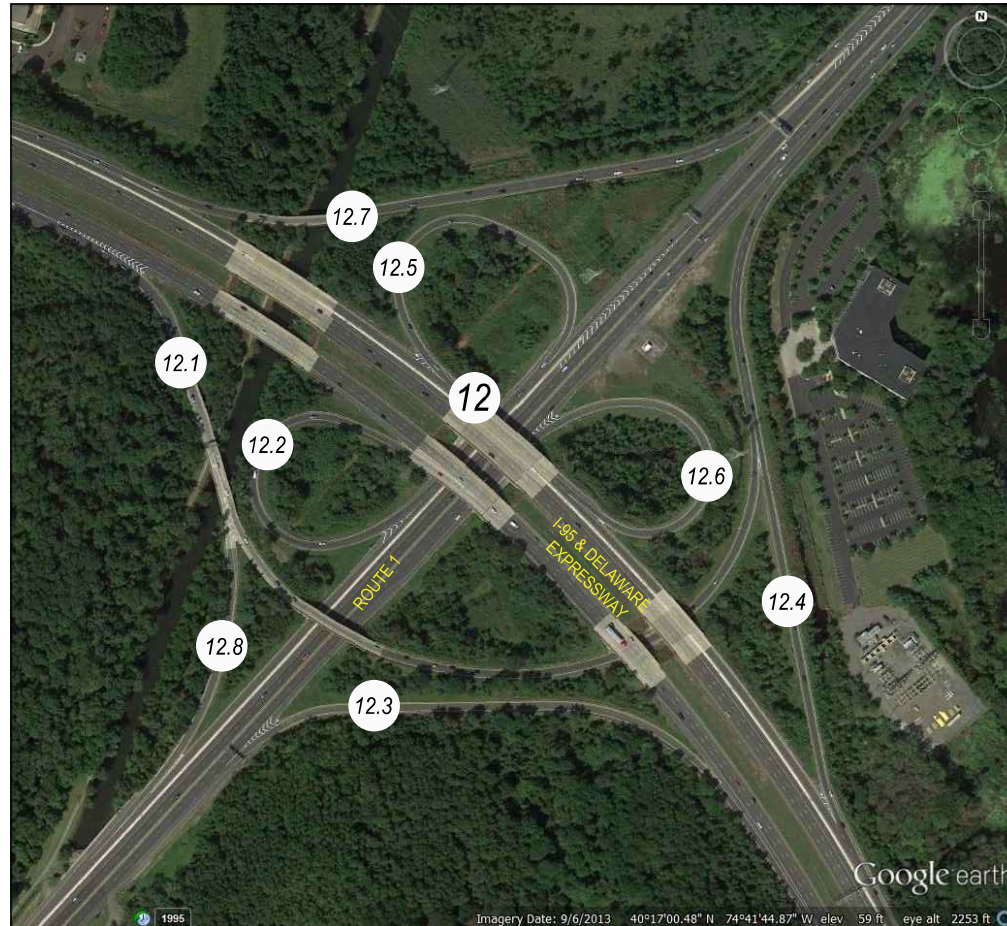
INTERCHANGE
US ROUTE 1 & INTERSTATE 95 (PA)

SHT.
2



N.T.S.

EXISTING 2015
VOLUMES



AM = XX
PM = (XX)

<u>RAMP</u>	<u>VOLUME</u>	<u>LEVEL OF SERVICE</u>
12.1 I-95 NB OFF RAMP TO RT. 1 NB/SB	410 (1454)	D (C)
12.2 I-95 NB ON RAMP TO RT. 1 SB	568 (1563)	D (D)
12.3 I-95 NB ON RAMP FROM RT. 1 NB	72 (147)	D (C)
12.4 I-95 SB OFF RAMP FROM RT. 1 NB	1903 (979)	F (A)
12.5 I-95 SB OFF RAMP TO RT. 1 SB	N/A	N/A
12.6 I-95 SB ON RAMP TO RT. 1 NB	163 (147)	C (C)
12.7 I-95 SB ON RAMP FROM RT. 1 SB	1914 (2022)	F (D)
12.8 RT. 1 SB ON RAMP FROM I-95 NB	214 (296)	B (C)



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

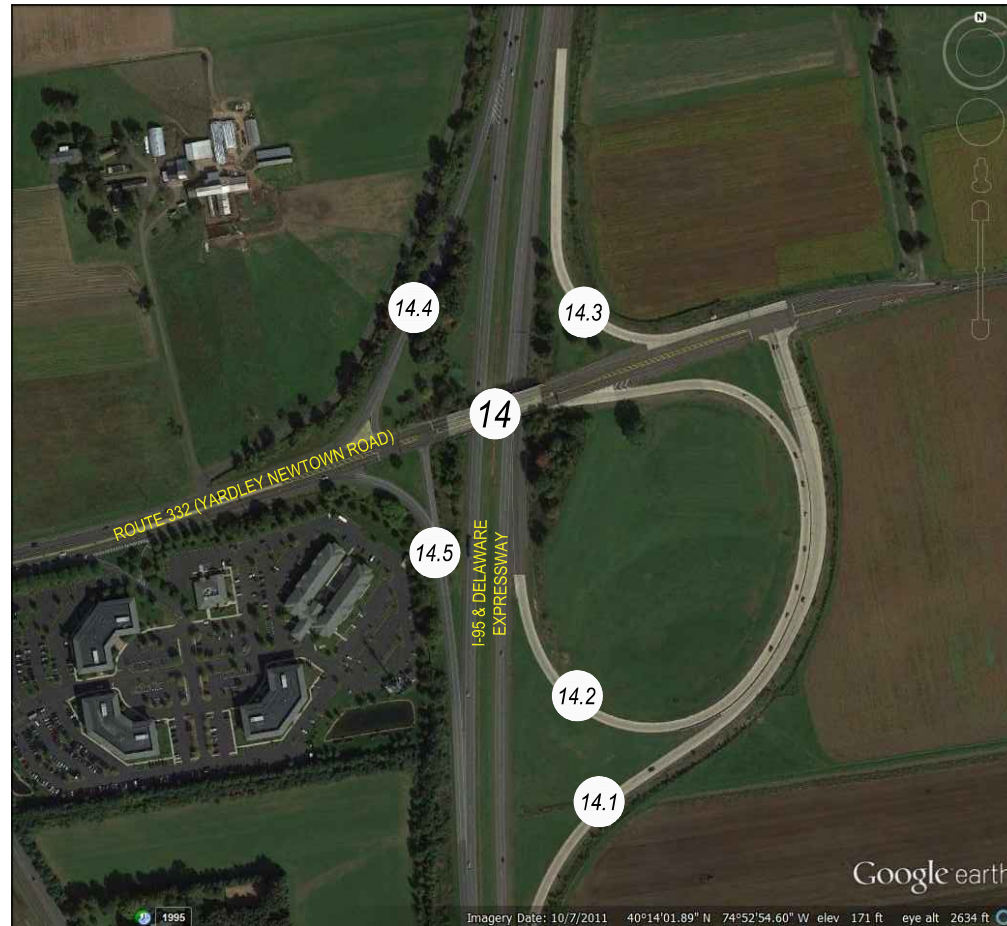
INTERCHANGE
US ROUTE 1 & INTERSTATE 95 (NJ)

SHT.
3



N.T.S.

EXISTING 2015
VOLUMES



RAMP

VOLUME

LEVEL OF SERVICE

14.1 I-95 NB OFF RAMP TO RT. 332
14.2 I-95 NB ON RAMP FROM RT. 332 EB
14.3 I-95 NB ON RAMP FROM RT. 332 WB
14.4 I-95 SB OFF RAMP TO RT. 332
14.5 I-95 SB ON RAMP FROM RT. 332

1296 (1448)
800 (553)
141 (50)
439 (918)
730 (1239)

C (B)
C (B)
C (B)
B (D)
B (D)

AM = XX
PM = (XX)



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

INTERCHANGE

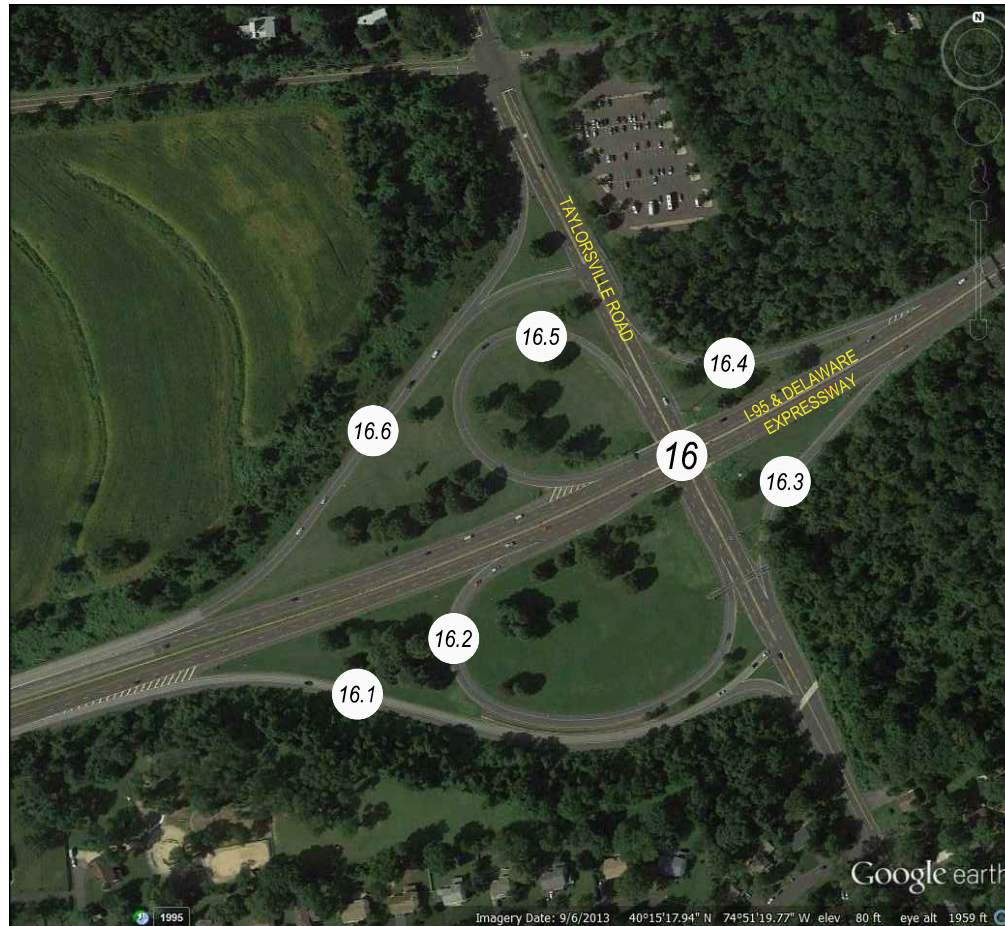
INTERSTATE 95 & YARDLEY NEWTOWN ROAD

SHT.
4



N.T.S.

EXISTING 2015
VOLUMES



RAMP

VOLUME

LEVEL OF SERVICE

16.1 I-95 NB OFF RAMP TO TAYLORSVILLE RD
16.2 I-95 NB ON RAMP FROM TAYLORSVILLE RD EB
16.3 I-95 NB ON RAMP FROM TAYLORSVILLE RD WB
16.4 I-95 SB OFF RAMP TO TAYLORSVILLE RD WB
16.5 I-95 SB OFF RAMP TO TAYLORSVILLE RD EB
16.6 I-95 SB ON RAMP FROM TAYLORSVILLE RD

159 (352)
834 (314)
612 (127)
243 (842)
104 (487)
306 (309)

C (B)
D (B)
E (C)
B (E)
B (D)
B (C)

AM = XX
PM = (XX)

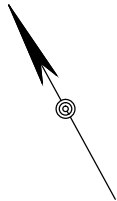


DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

INTERCHANGE

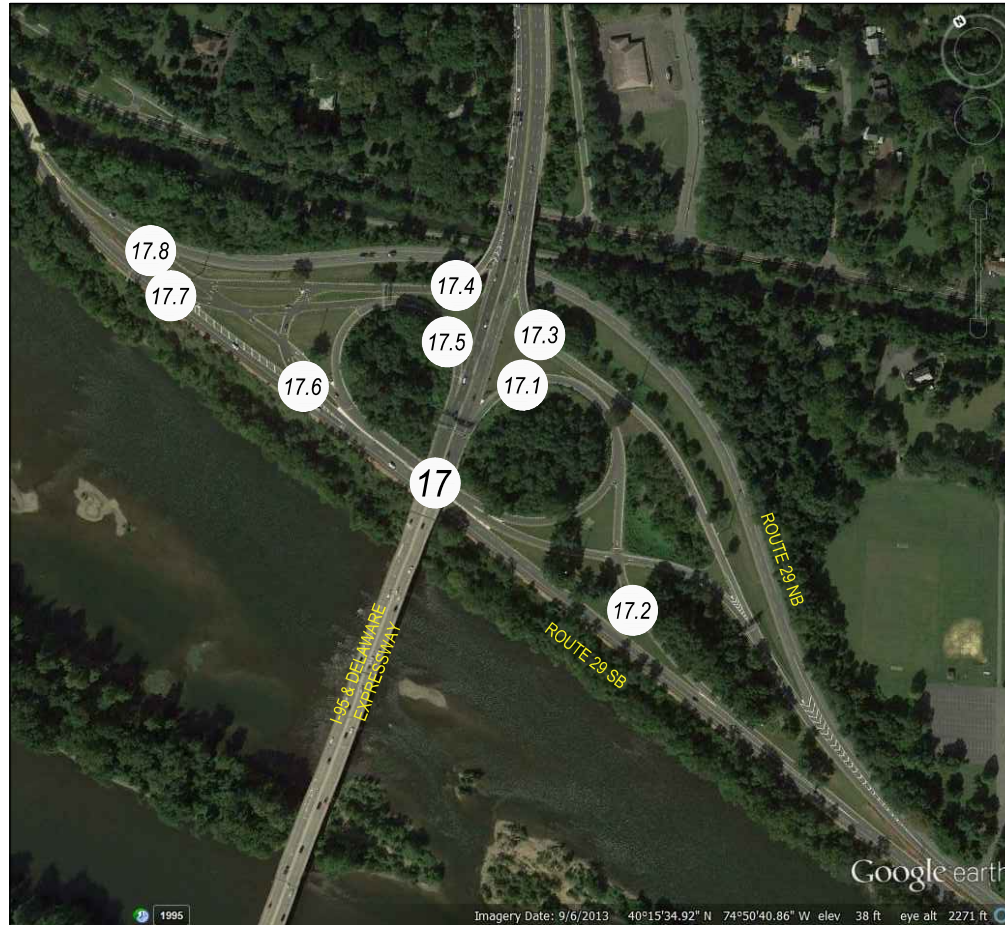
INTERSTATE 95 & TAYLORSVILLE ROAD

SHT.
5



N.T.S.

EXISTING 2015
VOLUMES



AM = XX
PM = (XX)

<u>RAMP</u>	<u>VOLUME</u>	<u>LEVEL OF SERVICE</u>
17.1 I-95 NB OFF RAMP TO RT. 29	N/A	N/A
17.2 RT. 29 SB ON RAMP FROM I-95 NB	113 (186)	B (B)
17.3 I-95 NB ON RAMP FROM RT. 29 NB	180 (271)	C (E)
17.4 I-95 SB OFF RAMP TO RT. 29	346 (353)	B (F)
17.5 I-95 SB ON RAMP FROM RT. 29	166 (110)	A (A)
17.6 RT. 29 SB ON RAMP FROM I-95 SB	N/A	N/A
17.7 RT. 29 SB OFF RAMP TO I-95 SB	617 (426)	C (A)
17.8 RT. 29 NB ON RAMP FROM I-95 NB	568 (226)	B (A)



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

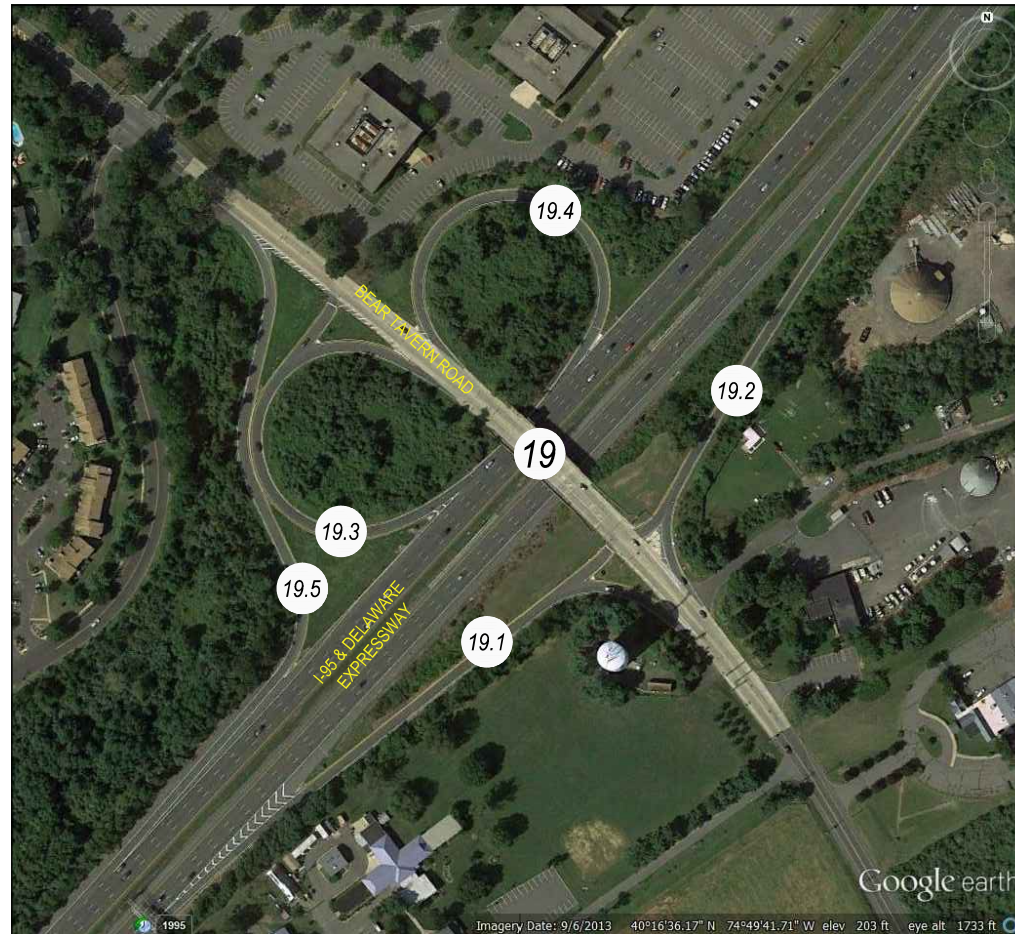
INTERCHANGE
INTERSTATE 95 & ROUTE 29

SHT.
6



N.T.S.

EXISTING 2015
VOLUMES



AM = XX
PM = (XX)

<u>RAMP</u>	<u>VOLUME</u>	<u>LEVEL OF SERVICE</u>
19.1 I-95 NB OFF RAMP TO BEAR TAVERN RD	479 (361)	C (A)
19.2 I-95 NB ON RAMP FROM BEAR TAVERN RD	500 (571)	C (B)
19.3 I-95 SB OFF RAMP TO BEAR TAVERN RD	513 (326)	C (E)
19.4 I-95 SB ON RAMP FROM BEAR TAVERN RD WB	405 (501)	C (E)
19.5 I-95 SB ON RAMP FROM BEAR TAVERN RD EB	206 (371)	B (C)



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

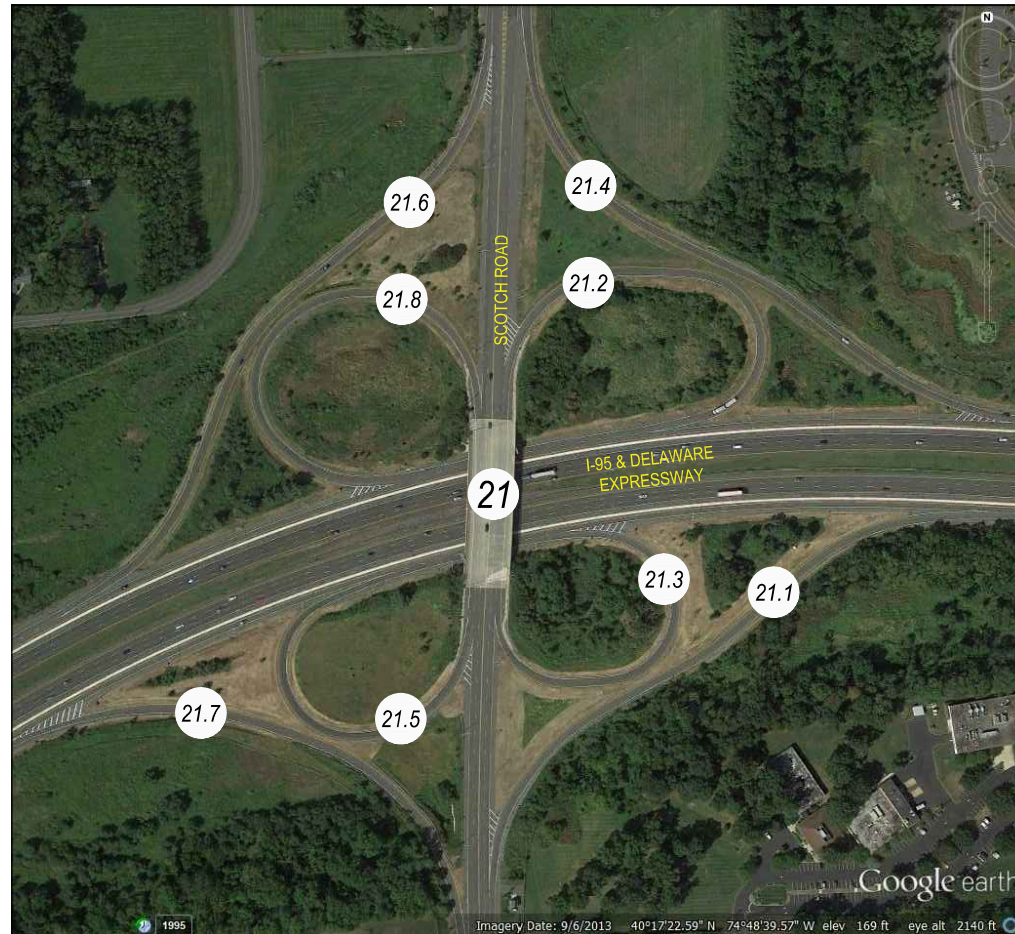
INTERCHANGE
INTERSTATE 95 & BEAR TAVERN ROAD

SHT.
7



N.T.S.

EXISTING 2015
VOLUMES



AM = XX
PM = (XX)

<u>RAMP</u>	<u>VOLUME</u>	<u>LEVEL OF SERVICE</u>
21.1 SCOTCH RD NB OFF RAMP TO I-95 NB	94 (386)	C (C)
21.2 SCOTCH RD NB OFF RAMP TO I-95 SB	38 (338)	B (C)
21.3 SCOTCH RD NB ON RAMP FROM I-95 NB	495 (96)	E (C)
21.4 SCOTCH RD NB ON RAMP FROM I-95 SB	680 (315)	B (C)
21.5 SCOTCH RD SB OFF RAMP TO I-95 NB	N/A	N/A
21.6 SCOTCH RD SB OFF RAMP TO I-95 SB	164 (314)	(B (C)
21.7 SCOTCH RD SB ON RAMP FROM I-95 NB	821 (239)	C (B)
21.8 SCOTCH RD SB ON RAMP FROM I-95 SB	N/A	N/A



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

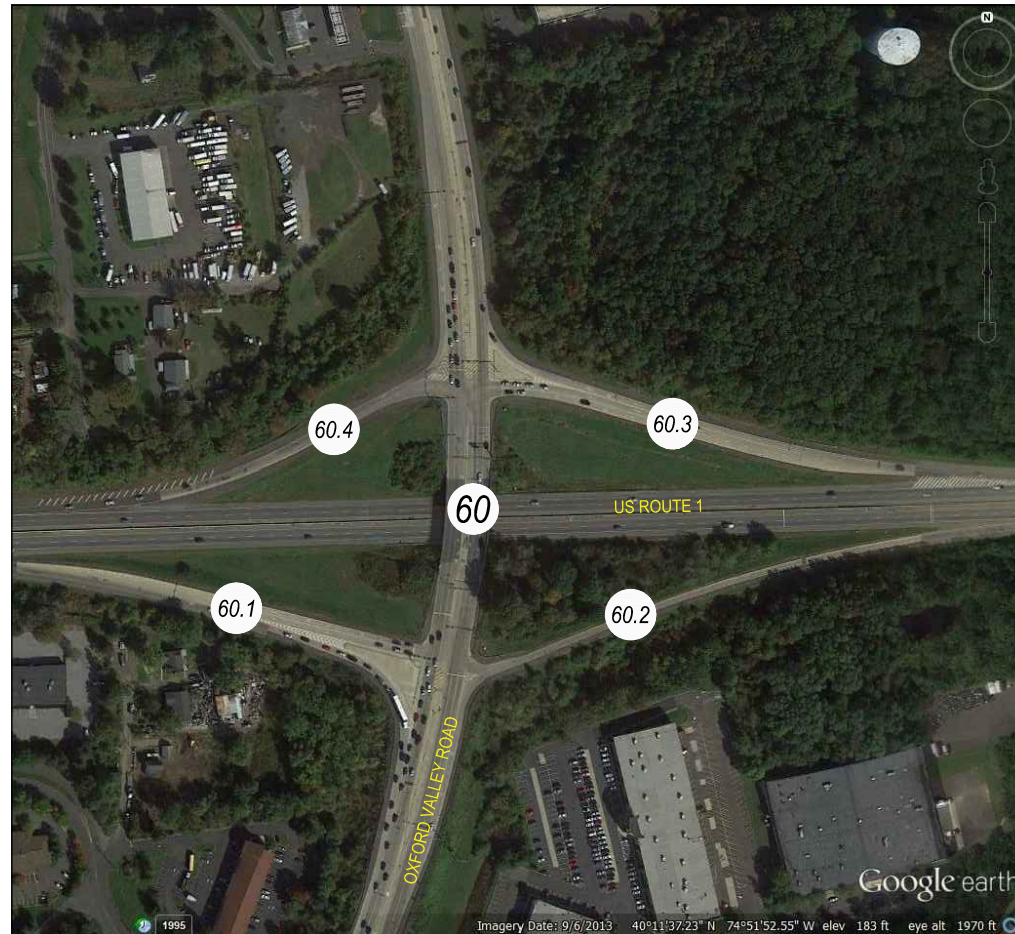
INTERCHANGE
INTERSTATE 95 & SCOTCH ROAD

SHT.
8



N.T.S.

EXISTING 2015
VOLUMES



RAMP

VOLUME

LEVEL OF SERVICE

60.1 RT. 1 NB OFF RAMP TO OXFORD VALLEY RD
60.2 RT. 1 NB ON RAMP FROM OXFORD VALLEY RD
60.3 RT. 1 SB OFF RAMP TO OXFORD VALLEY RD
60.4 RT. 1 SB ON RAMP FROM OXFORD VALLEY RD

964 (1282)
410 (860)
258 (695)
986 (1196)

E (D)
C (B)
C (D)
A (B)

AM = XX
PM = (XX)



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

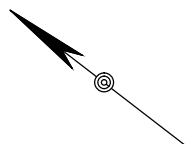
INTERCHANGE

US ROUTE 1 & OXFORD VALLEY ROAD

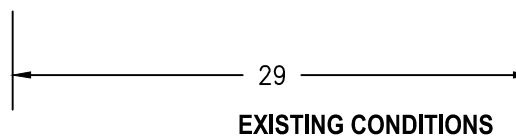
SHT.
9

Urban Streets





N.T.S.



APPROX. LENGTH	3,168 FT
% NO PASSING	100 %
# LANES/WIDTH	2/13 FT
EFFECTIVE SHOULDER WIDTH	0 FT
SPEED LIMIT	25 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	371/535
PM PEAK VOLUME (EB/WB OR NB/SB)	509/474
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/D
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/D
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.28/0.43
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.24/0.52
TRUCK %	5.5 %
ADT/AADT 2015	8,714/8,932



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

MAIN STREET

FROM AFTON AVENUE TO READING AVENUE

SHT.
1



N.T.S.



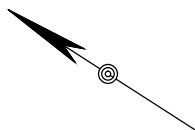
APPROX. LENGTH	2,900 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	6 FT
SPEED LIMIT	40 MPH
EXISTING 2015 VOLUME AM PEAK (NB/SB OR EB/WB)	331/311
EXISTING 2015 VOLUME PM PEAK (NB/SB OR EB/WB)	426/414
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.41/0.58
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.46/0.54
TRUCK%	3.8 %
ADT/AADT 2015	7,068/7,245



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
PINE GROVE ROAD
FROM YARDLEY MORRISVILLE RD TO
BIG OAK RD

SHT.
2



N.T.S.



33
EXISTING CONDITIONS

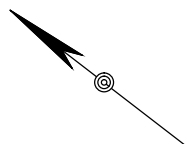
APPROX. LENGTH	1,140 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	8 FT
SPEED LIMIT	40 MPH
EXISTING 2015 VOLUME AM PEAK (NB/SB OR EB/WB)	333/380
EXISTING 2015 VOLUME PM PEAK (NB/SB OR EB/WB)	522/451
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	E/D
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	F/E
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.73/0.37
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.65/0.60
TRUCK%	4.0 %
ADT/AADT 2015	7,545/7,734



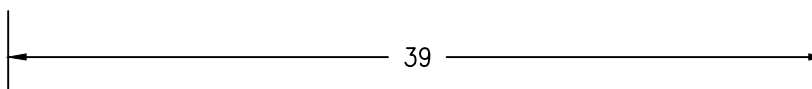
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
PINE GROVE RD
FROM BIG OAK RD TO TRENTON AVE

SHT.
3



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	4,752 FT
% NO PASSING	100 %
# LANES/WIDTH	2/10 FT
EFFECTIVE SHOULDER WIDTH	2 FT
SPEED LIMIT	25 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	374/529
PM PEAK VOLUME (EB/WB OR NB/SB)	495/453
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/D
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/D
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.28/0.43
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.24/0.52
TRUCK %	3.2 %
ADT/AADT 2015	9,228/9,459



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

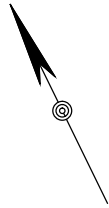
ROADWAY SEGMENT SUMMARY

MAIN STREET

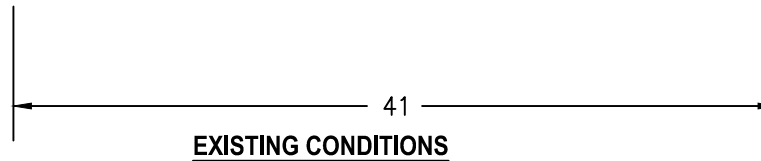
FROM READING AVENUE TO EDGEWOOD ROAD

SHT.

4



N.T.S.



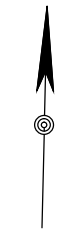
APPROX. LENGTH	4,224 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	3 FT
SPEED LIMIT	35 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	481/526
PM PEAK VOLUME (EB/WB OR NB/SB)	452/474
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.46/0.17
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.69/0.3
TRUCK %	4.8 %
ADT/AADT 2015	8,683/9,421



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
YARDLEY MORRISVILLE ROAD
FROM EDGEWOOD ROAD TO YARDLEY MORRISVILLE ROAD

SHT.
5



N.T.S.



42

EXISTING CONDITIONS

APPROX. LENGTH	4,900 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	10 FT
SPEED LIMIT	35 MPH
EXISTING 2015 VOLUME AM PEAK (NB/SB OR EB/WB)	260/324
EXISTING 2015 VOLUME PM PEAK (NB/SB OR EB/WB)	313/340
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/A
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	F/A
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.91/0.22
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	1.07/0.23
TRUCK%	3.0 %
ADT/AADT 2015	5,469/5,606



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
EDGEWOOD RD
FROM YARDLEY MORRISVILLE RD TO
OXFORD VALLEY RD

SHT.
6



N.T.S.



APPROX. LENGTH	6,500 FT
% NO PASSING	100 %
# LANES/WIDTH	2/11 FT
EFFECTIVE SHOULDER WIDTH	2 FT
SPEED LIMIT	35 MPH
EXISTING 2015 VOLUME AM PEAK (NB/SB OR EB/WB)	505/151
EXISTING 2015 VOLUME PM PEAK (NB/SB OR EB/WB)	164/275
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/A
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	A/B
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.61/0.40
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.13/0.61
TRUCK%	6.0 %
ADT/AADT 2015	3,986/4,208



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
YARDLEY MORRISVILLE RD
FROM YARDLEY MORRISVILLE RD TO
TRENTON AVE

SHT.
7



N.T.S.



47

EXISTING CONDITIONS

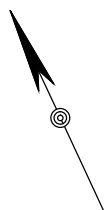
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% NO PASSING	100 %
# LANES/WIDTH	2/15 FT
EFFECTIVE SHOULDER WIDTH	0 FT
SPEED LIMIT	25 MPH
EXISTING 2015 VOLUME AM PEAK (NB/SB OR EB/WB)	327/446
EXISTING 2015 VOLUME PM PEAK (NB/SB OR EB/WB)	546/389
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/B
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/B
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.22/0.29
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.10/0.45
TRUCK%	2.6 %
ADT/AADT 2015	8,863/9,085



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
YARDLEY MORRISVILLE RD
FROM TRENTON AVE TO LINCOLN
HWY

SHT.
8



N.T.S.



49

EXISTING CONDITIONS

APPROX. LENGTH	4,600 FT
% NO PASSING	100 %
# LANES/WIDTH	2/20 FT
EFFECTIVE SHOULDER WIDTH	0 FT
SPEED LIMIT	25 MPH
EXISTING 2015 VOLUME AM PEAK (NB/SB OR EB/WB)	233/690
EXISTING 2015 VOLUME PM PEAK (NB/SB OR EB/WB)	508/543
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/B
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.04/0.46
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.04/0.59
TRUCK%	3.1 %
ADT/AADT 2015	11,150/10,849



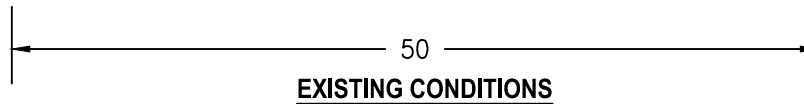
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
YARDLEY MORRISVILLE RD
FROM LINCOLN HWY TO U.S. ROUTE 1

SHT.
9



N.T.S.



APPROX. LENGTH	1,400 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	13 FT
SPEED LIMIT	35 MPH
EXISTING 2015 VOLUME AM PEAK (NB/SB OR EB/WB)	737/559
EXISTING 2015 VOLUME PM PEAK (NB/SB OR EB/WB)	473/754
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.90/0.25
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.48/0.75
TRUCK%	0.4 %
ADT/AADT 2015	14,561/14,925



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

TRENTON AVE

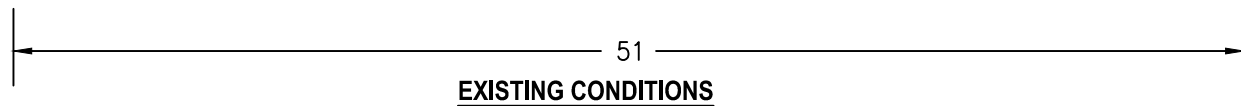
FROM LINCOLN HWY TO S.R. 2073

SHT.

10



N.T.S.



APPROX. LENGTH	4,800 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	3 FT
SPEED LIMIT	35 MPH
EXISTING 2015 VOLUME AM PEAK (NB/SB OR EB/WB)	716/803
EXISTING 2015 VOLUME PM PEAK (NB/SB OR EB/WB)	911/715
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	F/A
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	F/A
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	1.26/0.26
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	1.36/0.75
TRUCK%	0.9 %
ADT/AADT 2015	18,165/18,619



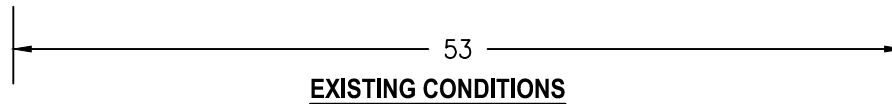
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
TRENTON AVE
FROM PENNSYLVANIA AVE TO BIG
OAK RD

SHT.
11



N.T.S.



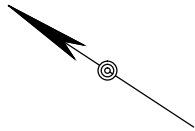
APPROX. LENGTH	1,450 FT
% NO PASSING	100 %
# LANES/WIDTH	2/16 FT
EFFECTIVE SHOULDER WIDTH	3 FT
SPEED LIMIT	40 MPH
EXISTING 2015 VOLUME AM PEAK (NB/SB OR EB/WB)	654/724
EXISTING 2015 VOLUME PM PEAK (NB/SB OR EB/WB)	741/844
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/D
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.57/0.23
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.61/0.74
TRUCK%	1.0%
ADT/AADT 2015	16,964/17,388



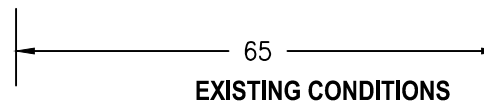
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
TRENTON AVE
FROM BIG OAK RD TO PINE GROVE
RD

SHT.
12



N.T.S.



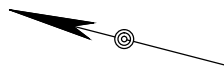
APPROX. LENGTH	1,870 FT
% NO PASSING	100 %
# LANES/WIDTH	4/12 FT
EFFECTIVE SHOULDER WIDTH	12 FT
SPEED LIMIT	40 MPH
EXISTING 2015 VOLUME AM PEAK (NB/SB OR EB/WB)	1,161/1,432
EXISTING 2015 VOLUME PM PEAK (NB/SB OR EB/WB)	1,928/1,439
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/E
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	E/F
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.53/0.32
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.72/0.88
TRUCK%	2.0 %
ADT/AADT 2015	31,715/32,508



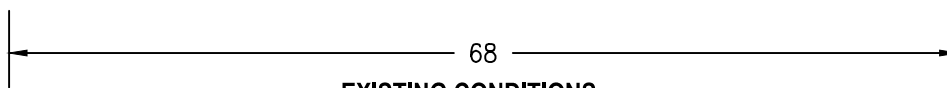
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
OXFORD VALLEY RD
FROM U.S. ROUTE 1 TO BIG OAK RD

SHT.
13



N.T.S.



APPROX. LENGTH	5,050 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	9 FT
SPEED LIMIT	40 MPH
EXISTING 2015 VOLUME AM PEAK (NB/SB OR EB/WB)	1,516/1,573
EXISTING 2015 VOLUME PM PEAK (NB/SB OR EB/WB)	2,052/2,189
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	E/E
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	E/F
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.63/0.55
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	1.29/0.67
TRUCK%	3 %
ADT/AADT 2015	39,033/40,009



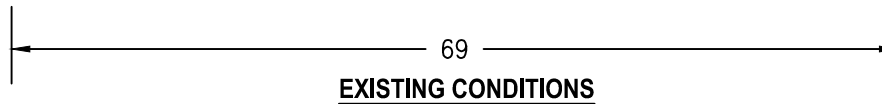
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
BRISTOL OXFORD VALLEY RD
FROM U.S. ROUTE 1 TO LINCOLN
HWY

SHT.
14



N.T.S.



APPROX. LENGTH	3,200 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	10 FT
SPEED LIMIT	40 MPH
EXISTING 2015 VOLUME AM PEAK (NB/SB OR EB/WB)	417/948
EXISTING 2015 VOLUME PM PEAK (NB/SB OR EB/WB)	360/1,033
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/B
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/B
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.26/0.09
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.19/0.25
TRUCK%	2.2 %
ADT/AADT 2015	16,683/11,826



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
BRISTOL OXFORD VALLEY RD
FROM LINCOLN HWY TO TRENTON
RD

SHT.
15



N.T.S.



72
EXISTING CONDITIONS

APPROX. LENGTH	3,700 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	8 FT
SPEED LIMIT	35 MPH
EXISTING 2015 VOLUME AM PEAK (NB/SB OR EB/WB)	295/506
EXISTING 2015 VOLUME PM PEAK (NB/SB OR EB/WB)	577/348
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/B
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.39/0.39
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.83/0.81
TRUCK%	3.8 %
ADT/AADT 2015	7,525/7,450



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

UPPER FERRY ROAD
FROM LOWER FERRY ROAD TO
PENNINGTON RD

SHT.
16



N.T.S.



74
EXISTING CONDITIONS

APPROX. LENGTH	3,130 FT
% NO PASSING	100 %
# LANES/WIDTH	2/20 FT
EFFECTIVE SHOULDER WIDTH	0 FT
SPEED LIMIT	25 MPH
EXISTING 2015 VOLUME AM PEAK (NB/SB OR EB/WB)	437/247
EXISTING 2015 VOLUME PM PEAK (NB/SB OR EB/WB)	394/293
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	E/E
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	E/D
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.47/0.57
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.32/0.41
TRUCK%	4.5 %
ADT/AADT 2015	6,079/5,319



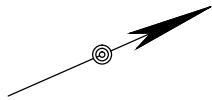
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
W STATE ST
FROM CALHOUN ST TO N WARREN
ST

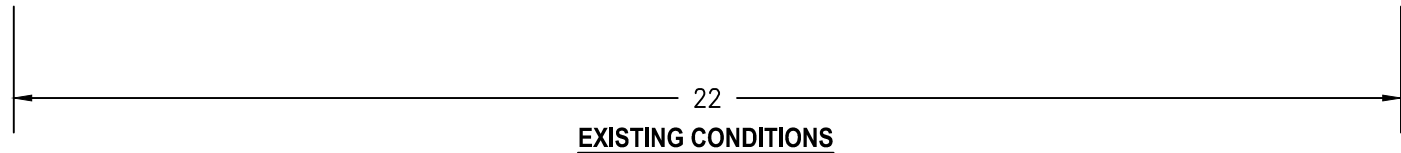
SHT.
17

Two-Lane Segments





N.T.S.



APPROX. LENGTH	9,504 FT
% NO PASSING	100 %
# LANES/WIDTH	2/10 FT
EFFECTIVE SHOULDER WIDTH	3 FT
SPEED LIMIT	35 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	193/271
PM PEAK VOLUME (EB/WB OR NB/SB)	318/235
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/B
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/B
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.13/0.17
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.23/0.16
TRUCK %	3.0 %
ADT/AADT 2015	4,493/4,738



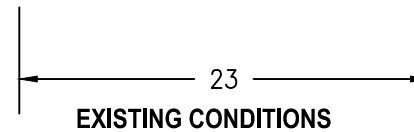
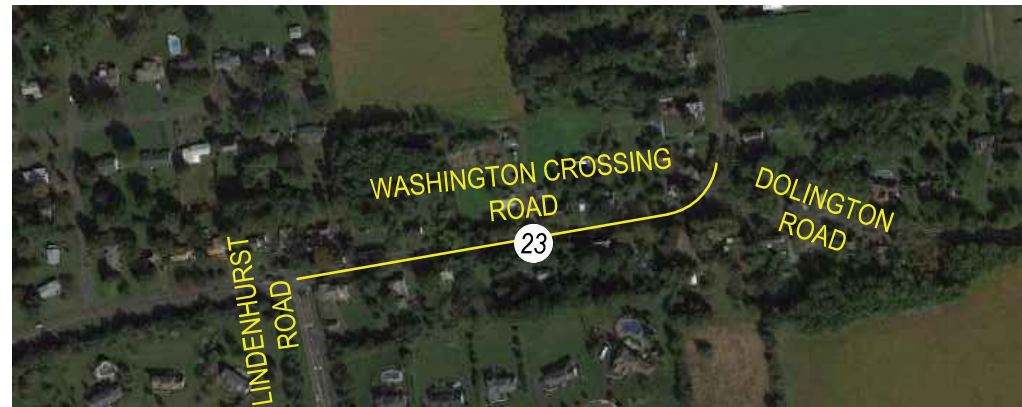
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
WASHINGTON CROSSING ROAD
FROM WRIGHTSTOWN ROAD TO DOLINGTON ROAD

SHT.
1



N.T.S.



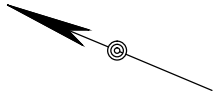
APPROX. LENGTH	1,056 FT
% NO PASSING	100 %
# LANES/WIDTH	2/10 FT
EFFECTIVE SHOULDER WIDTH	3 FT
SPEED LIMIT	35 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	395/784
PM PEAK VOLUME (EB/WB OR NB/SB)	746/462
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/E
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	E/E
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.28/0.5
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.46/0.32
TRUCK %	2.9 %
ADT/AADT 2015	10,822/11,794



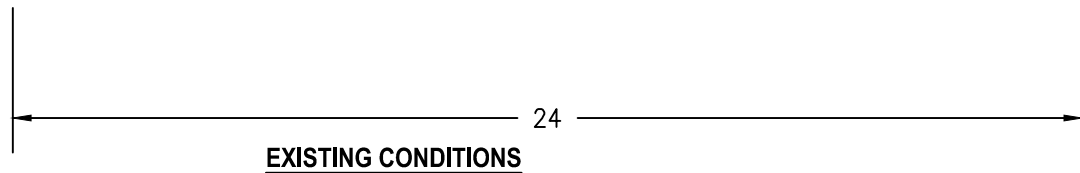
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
WASHINGTON CROSSING ROAD
FROM LINDENHURST ROAD TO DOLINGTON ROAD

SHT.
2



N.T.S.



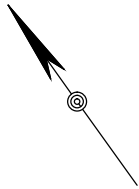
APPROX. LENGTH	14,784 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	2 FT
SPEED LIMIT	45 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	612/520
PM PEAK VOLUME (EB/WB OR NB/SB)	506/632
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.41/0.38
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.33/0.39
TRUCK %	4.1 %
ADT/AADT 2015	11,190/11,470



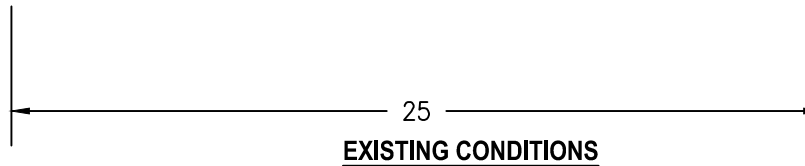
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
TAYLORSVILLE ROAD
FROM WASHINGTON CROSSING ROAD TO I-95

SHT.
3



N.T.S.



APPROX. LENGTH	2,112 FT
% NO PASSING	100 %
# LANES/WIDTH	2/11 FT
EFFECTIVE SHOULDER WIDTH	3 FT
SPEED LIMIT	35 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	320/1040
PM PEAK VOLUME (EB/WB OR NB/SB)	675/345
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/E
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.19/0.64
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.45/0.21
TRUCK %	2.9 %
ADT/AADT 2015	9,259/9,490



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

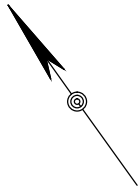
ROADWAY SEGMENT SUMMARY

TAYLORSVILLE ROAD

FROM I-95 TO DOLINGTON ROAD

SHT.

4



N.T.S.



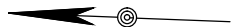
APPROX. LENGTH	3,168 FT
% NO PASSING	100 %
# LANES/WIDTH	2/11 FT
EFFECTIVE SHOULDER WIDTH	2 FT
SPEED LIMIT	25 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	395/712
PM PEAK VOLUME (EB/WB OR NB/SB)	394/621
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/D
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/D
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.25/0.49
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.41/0.27
TRUCK %	3.4 %
ADT/AADT 2015	9,559/9,798



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
MAIN STREET
FROM DOLINGTON ROAD TO AFTON AVENUE

SHT.
5



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	4,224 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	6 FT
SPEED LIMIT	40 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	532/533
PM PEAK VOLUME (EB/WB OR NB/SB)	721/600
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.37/0.36
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.51/0.37
TRUCK %	3.5 %
ADT/AADT 2015	11,823/12,119



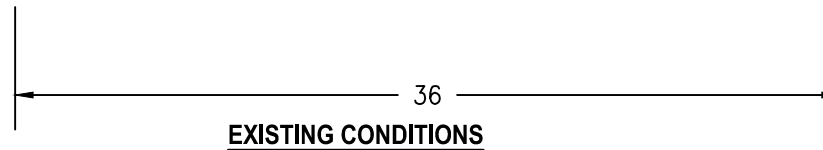
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
PINE GROVE ROAD
FROM TRENTON AVENUE TO ROUTE 1

SHT.
6



N.T.S.



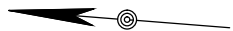
APPROX. LENGTH	11,616 FT
% NO PASSING	91 %
# LANES/WIDTH	2/10 FT
EFFECTIVE SHOULDER WIDTH	1 FT
SPEED LIMIT	45 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	286/428
PM PEAK VOLUME (EB/WB OR NB/SB)	374/440
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.30/0.21
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.30/0.25
TRUCK %	5.0 %
ADT/AADT 2015	6,749/6,918



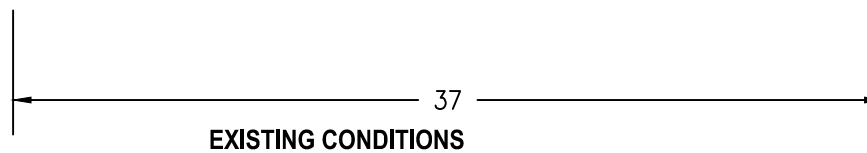
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
TAYLORSVILLE ROAD
FROM PA ROUTE 32 TO PA ROUTE 532

SHT.
7



N.T.S.



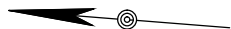
APPROX. LENGTH	12,144 FT
% NO PASSING	100 %
# LANES/WIDTH	2/11 FT
EFFECTIVE SHOULDER WIDTH	4 FT
SPEED LIMIT	40 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	370/534
PM PEAK VOLUME (EB/WB OR NB/SB)	467/400
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.34/0.39
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.32/0.31
TRUCK %	6.1 %
ADT/AADT 2015	8,376/8,585



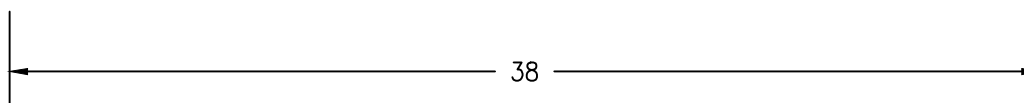
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
LINDENHURST ROAD
FROM PA ROUTE 532 TO PA ROUTE 332

SHT.
8



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	38,544 FT
% NO PASSING	100 %
# LANES/WIDTH	2/10 FT
EFFECTIVE SHOULDER WIDTH	2 FT
SPEED LIMIT	35 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	437/349
PM PEAK VOLUME (EB/WB OR NB/SB)	463/500
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/D
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.29/0.24
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.29/0.35
TRUCK %	3.7 %
ADT/AADT 2015	7,932/8,130



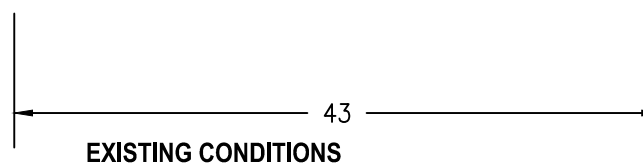
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
RIVER ROAD
FROM PA ROUTE 532 TO PA ROUTE 179

SHT.
9



N.T.S.



APPROX. LENGTH	2,112 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	2 FT
SPEED LIMIT	35 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	316/263
PM PEAK VOLUME (EB/WB OR NB/SB)	403/357
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/D
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.23/0.18
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.26/0.24
TRUCK %	2.1 %
ADT/AADT 2015	6,229/6,385



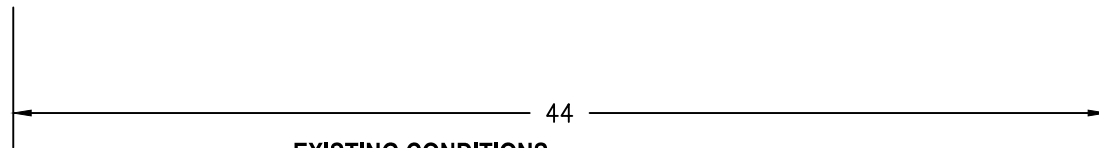
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
YARDLEY LANGHORNE ROAD
FROM I-95 TO EDGEWOOD ROAD

SHT.
10



N.T.S.



APPROX. LENGTH	8448 FT
% NO PASSING	94 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	12 FT
SPEED LIMIT	45 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	189/167
PM PEAK VOLUME (EB/WB OR NB/SB)	189/213
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/B
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.13/0.12
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.14/0.15
TRUCK %	2.1 %
ADT/AADT 2015	3,520/3,608



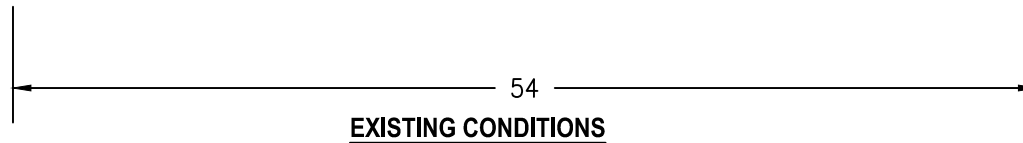
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
YARDLEY LANGHORNE ROAD
FROM EDGEWOOD ROAD TO YARDLEY NEWTOWN ROAD

SHT.
11



N.T.S.



APPROX. LENGTH	10,560 FT
% NO PASSING	100 %
# LANES/WIDTH	2/10 FT
EFFECTIVE SHOULDER WIDTH	8 FT
SPEED LIMIT	35 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	410/189
PM PEAK VOLUME (EB/WB OR NB/SB)	290/307
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/D
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.32/0.17
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.18/0.2
TRUCK %	2.7 %
ADT/AADT 2015	5,747/5,891



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

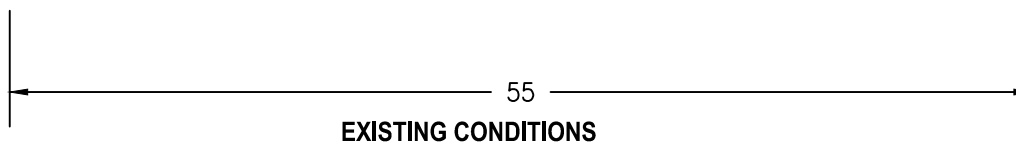
BIG OAK ROAD

FROM STONY HILL ROAD TO PINE GROVE ROAD

SHT.
12



N.T.S.



APPROX. LENGTH	4,752 FT
% NO PASSING	100 %
# LANES/WIDTH	2/10 FT
EFFECTIVE SHOULDER WIDTH	2 FT
SPEED LIMIT	45 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	281/1002
PM PEAK VOLUME (EB/WB OR NB/SB)	416/987
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/D
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/D
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.21/0.63
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.29/0.60
TRUCK %	4.4 %
ADT/AADT 2015	7,398/7,583



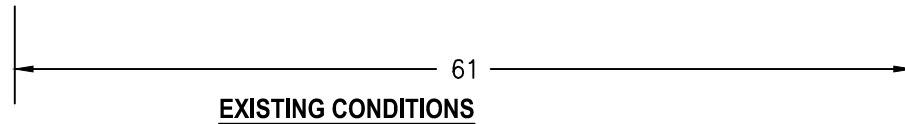
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
STONY HILL ROAD
FROM BIG OAK ROAD TO ROUTE 1

SHT.
13



N.T.S.



APPROX. LENGTH	2,112 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	4 FT
SPEED LIMIT	45 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	550/556
PM PEAK VOLUME (EB/WB OR NB/SB)	836/430
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.36/0.35
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.52/0.27
TRUCK %	2.2 %
ADT/AADT 2015	10,663/10,930



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
YARDLEY NEWTOWN ROAD
FROM I-95 TO MIRROR LAKE ROAD

SHT.
14



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	5,808 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	15 FT
SPEED LIMIT	40 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	319/601
PM PEAK VOLUME (EB/WB OR NB/SB)	374/304
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/D
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.21/0.38
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.25/0.19
TRUCK %	2.8 %
ADT/AADT 2015	6,964/7,138



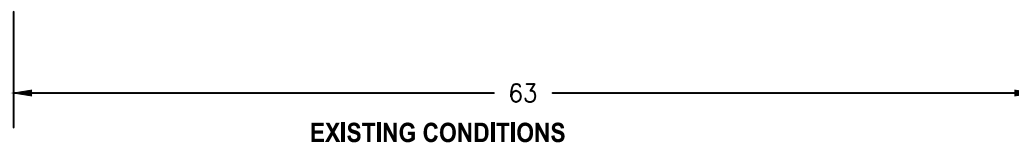
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
YARDLEY NEWTOWN ROAD
FROM MIRROR LAKE ROAD TO AFTON AVENUE

SHT.
15



N.T.S.



APPROX. LENGTH	4,224 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	10 FT
SPEED LIMIT	40 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	433/362
PM PEAK VOLUME (EB/WB OR NB/SB)	389/380
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.30/0.25
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.24/0.26
TRUCK %	2.8 %
ADT/AADT 2015	7,723/7,916



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

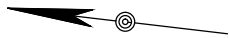
ROADWAY SEGMENT SUMMARY

AFTON AVENUE

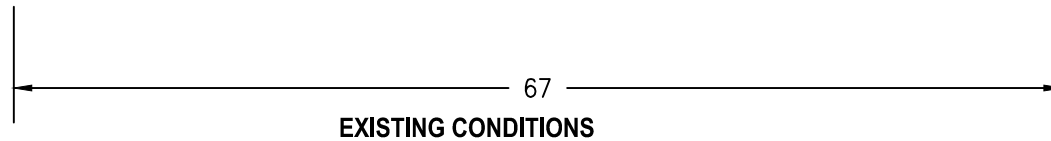
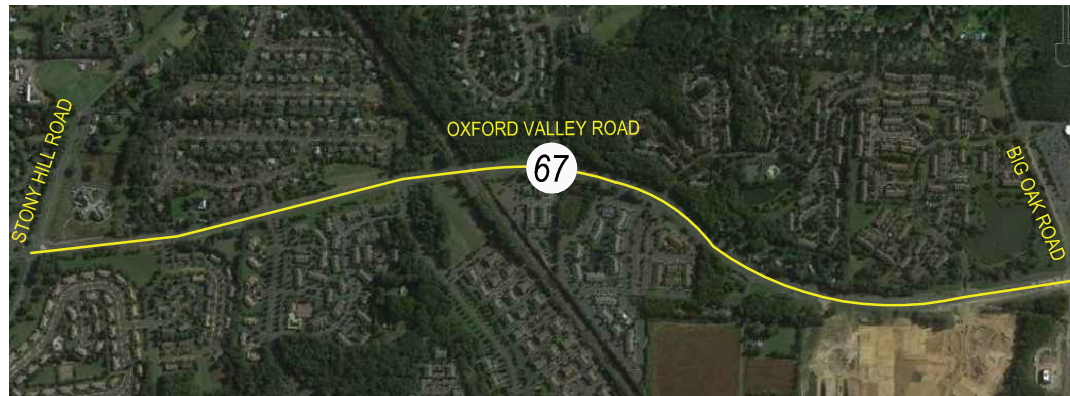
FROM YARDLEY NEWTOWN ROAD TO MAIN STREET

SHT.

16



N.T.S.



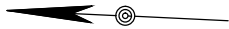
APPROX. LENGTH	7,920 FT
% NO PASSING	100 %
# LANES/WIDTH	2/13 FT
EFFECTIVE SHOULDER WIDTH	9 FT
SPEED LIMIT	40 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	463/457
PM PEAK VOLUME (EB/WB OR NB/SB)	577/551
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/D
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/D
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.33/0.30
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.39/0.38
TRUCK %	2.8 %
ADT/AADT 2015	11,404/11,689



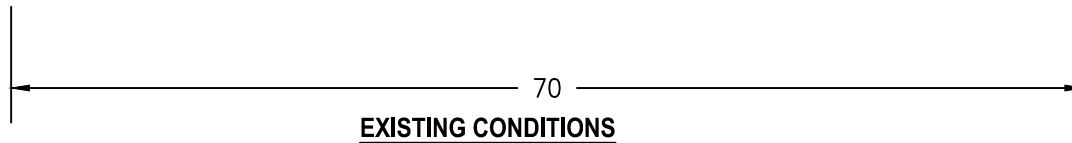
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
OXFORD VALLEY ROAD
FROM STONY HILL ROAD TO BIG OAK ROAD

SHT.
17



N.T.S.



APPROX. LENGTH	8976 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	10 FT
SPEED LIMIT	40 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	532/523
PM PEAK VOLUME (EB/WB OR NB/SB)	576/661
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/D
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.36/0.35
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.37/0.41
TRUCK %	2.0 %
ADT/AADT 2015	12,798/13,118



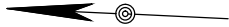
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

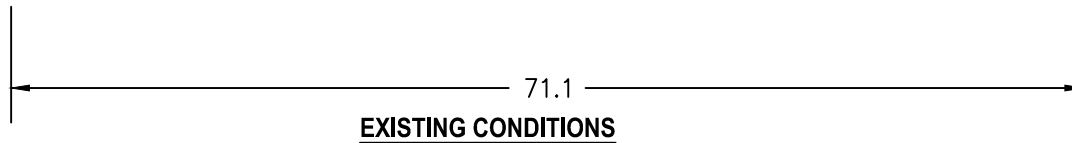
BRISTOL OXFORD VALLEY ROAD

SOUTH OF WOODBOURNE ROAD

SHT.
18



N.T.S.



APPROX. LENGTH	12,144 FT
% NO PASSING	100 %
# LANES/WIDTH	2/10-16 FT
EFFECTIVE SHOULDER WIDTH	8 FT
SPEED LIMIT	25 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	132/235
PM PEAK VOLUME (EB/WB OR NB/SB)	241/166
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.10/0.16
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.15/0.11
TRUCK %	6.9 %
ADT/AADT 2015	2,758/2,730



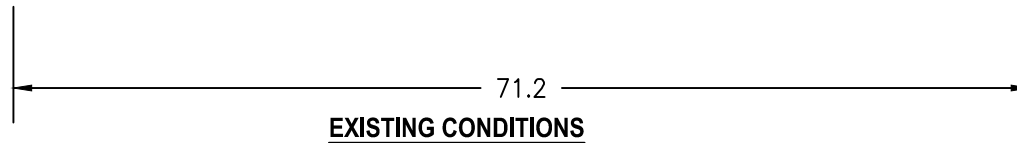
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
REED ROAD/LOWER FERRY ROAD
FROM NJ ROUTE 546 TO UPPER FERRY ROAD

SHT.
19



N.T.S.



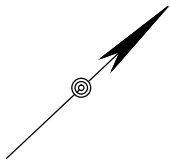
APPROX. LENGTH	2,640 FT
% NO PASSING	30 %
# LANES/WIDTH	2/15 FT
EFFECTIVE SHOULDER WIDTH	0 FT
SPEED LIMIT	25 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	54/149
PM PEAK VOLUME (EB/WB OR NB/SB)	81/79
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	A/A
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	A/A
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.04/0.10
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.07/0.05
TRUCK %	3.2 %
ADT/AADT 2015	1,287/1,274



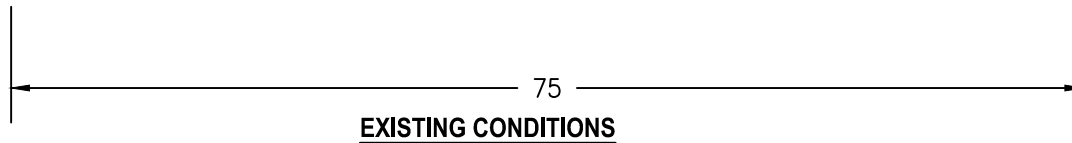
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY
INGLESIDE AVENUE
FROM NJ ROUTE 546 TO NJ ROUTE 31

SHT.
20



N.T.S.



APPROX. LENGTH	6,864 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	6 FT
SPEED LIMIT	45 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	273/620
PM PEAK VOLUME (EB/WB OR NB/SB)	686/269
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.18/0.38
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.44/0.18
TRUCK %	1.8 %
ADT/AADT 2015	7,084/7,027



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

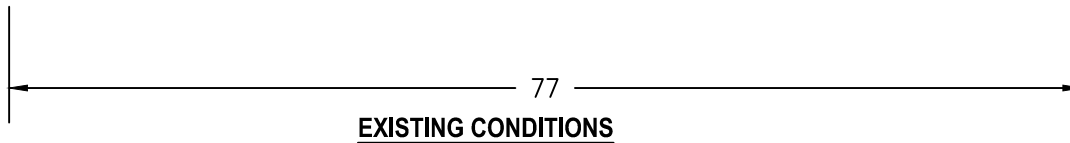
NJ ROUTE 546

FROM NJ ROUTE 29 TO BEAR TAVERN ROAD

SHT.
21



N.T.S.



APPROX. LENGTH	6,336 FT
% NO PASSING	74 %
# LANES/WIDTH	2/13 FT
EFFECTIVE SHOULDER WIDTH	8 FT
SPEED LIMIT	45 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	805/275
PM PEAK VOLUME (EB/WB OR NB/SB)	317/836
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/D
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.54/0.22
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.24/0.52
TRUCK %	3.4 %
ADT/AADT 2015	8,117/8,036



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

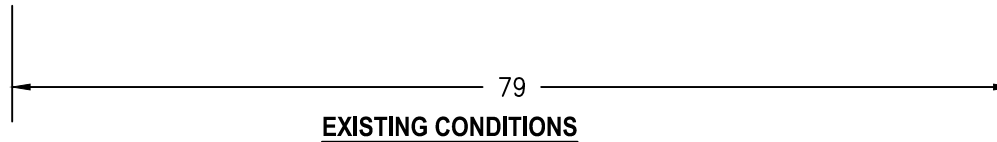
NJ ROUTE 546

FROM BEAR TAVERN ROAD TO JACOBS CREEK ROAD

SHT.
22



N.T.S.



APPROX. LENGTH	3,696 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	8 FT
SPEED LIMIT	45 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	871/309
PM PEAK VOLUME (EB/WB OR NB/SB)	369/949
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/B
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/D
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.55/0.19
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.25/0.64
TRUCK %	2.7 %
ADT/AADT 2015	9,333/9,240



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

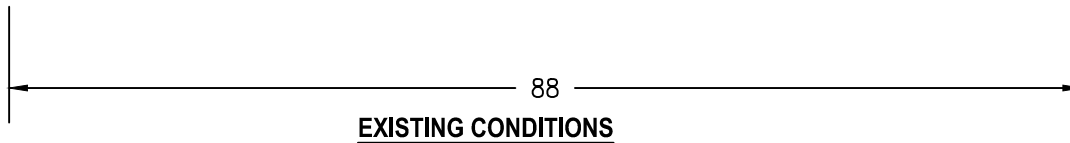
NJ ROUTE 546

FROM JACOBS CREEK ROAD TO SCOTCH ROAD

SHT.
23



N.T.S.



APPROX. LENGTH	6,864 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	4 FT
SPEED LIMIT	45 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	665/1,036
PM PEAK VOLUME (EB/WB OR NB/SB)	981/696
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/D
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.44/0.66
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.70/0.45
TRUCK %	5.6 %
ADT/AADT 2015	12,910/12,652



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

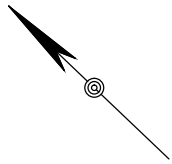
ROADWAY SEGMENT SUMMARY

NJ ROUTE 29

FROM I-95 TO JACOBS CREEK ROAD

SHT.

24



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	7,920 FT
% NO PASSING	100 %
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	4 FT
SPEED LIMIT	45 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	665/1001
PM PEAK VOLUME (EB/WB OR NB/SB)	924/693
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/D
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/D
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.43/0.63
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.60/0.43
TRUCK %	6.1 %
ADT/AADT 2015	13,859/13,582



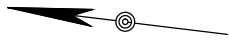
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

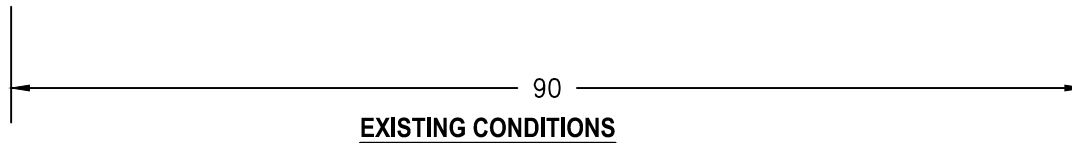
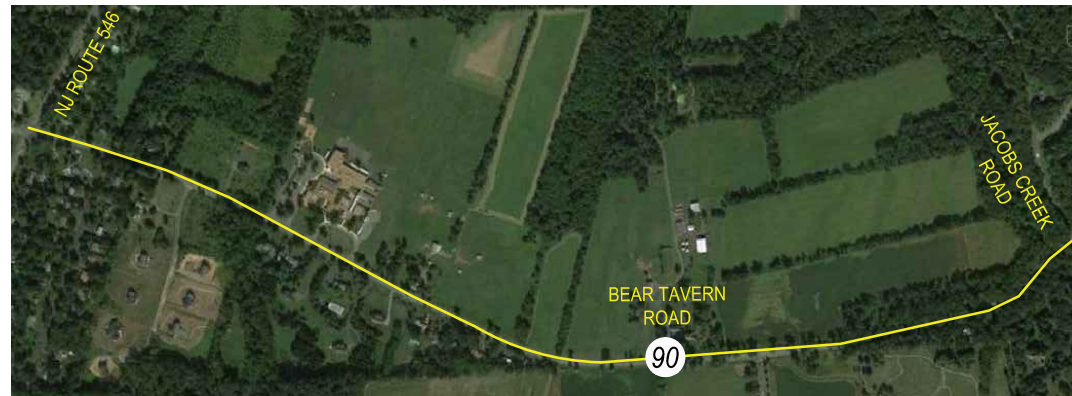
NJ ROUTE 29

FROM JACOBS CREEK ROAD TO NJ ROUTE 546

SHT.
25



N.T.S.



APPROX. LENGTH	7,392 FT
% NO PASSING	100 %
# LANES/WIDTH	2/14 FT
EFFECTIVE SHOULDER WIDTH	6 FT
SPEED LIMIT	50 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	220/599
PM PEAK VOLUME (EB/WB OR NB/SB)	520/299
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.19/0.42
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.35/0.24
TRUCK %	2.5 %
ADT/AADT 2015	5,851/5,636



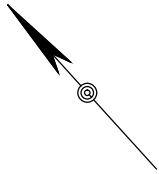
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

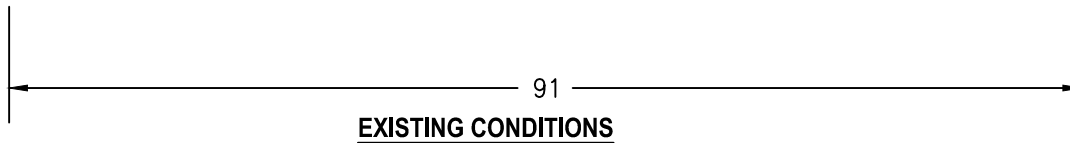
BEAR TAVERN ROAD

FROM JACOBS CREEK ROAD TO NJ ROUTE 546

SHT.
26



N.T.S.



APPROX. LENGTH	5,808 FT
% NO PASSING	100 %
# LANES/WIDTH	2/14 FT
EFFECTIVE SHOULDER WIDTH	6 FT
SPEED LIMIT	40 MPH
AM PEAK VOLUME (EB/WB OR NB/SB)	585/613
PM PEAK VOLUME (EB/WB OR NB/SB)	571/698
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/D
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
AM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.39/0.4
PM VOLUME/CAPACITY RATIO (EB/WB OR NB/SB)	0.35/0.49
TRUCK %	5.9 %
ADT/AADT 2015	10,609/10,226



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

BEAR TAVERN ROAD

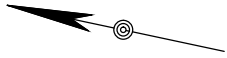
FROM JACOBS CREEK ROAD TO I-95

SHT.

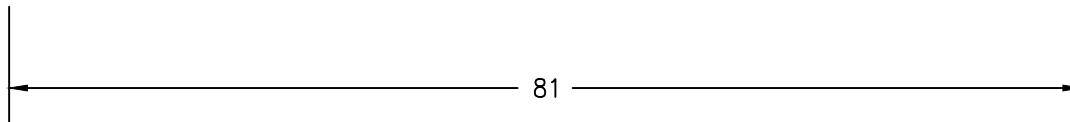
27

Multi-Lane Segments





N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	6,336 FT
# LANES/WIDTH	3/12 FT
EFFECTIVE SHOULDER WIDTH	12 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	3,126/2385
PM PEAK VOLUME (EB/WB OR NB/SB)	1,483/2,514
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/B
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	A/B
AM V/C RATIO (EB/WB OR NB/SB)	0.57/0.42
PM V/C RATIO (EB/WB OR NB/SB)	0.27/0.44
ADT/AADT 2015	43,638/42,765



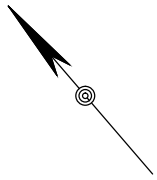
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

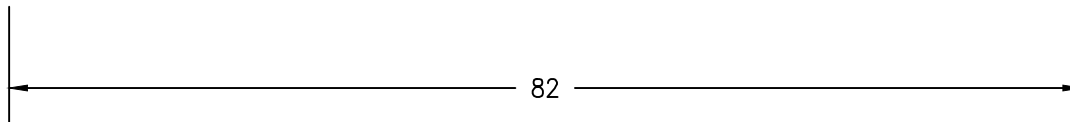
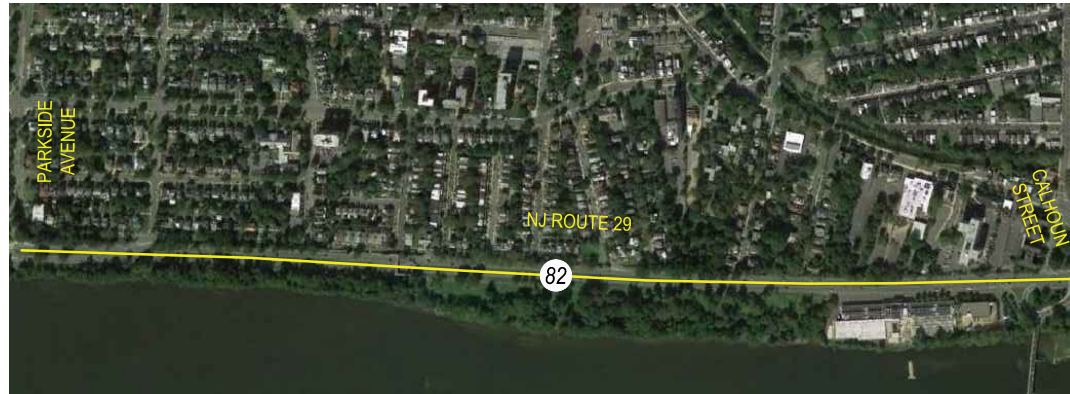
NJ ROUTE 29

FROM WARREN STREET TO CALHOUN STREET

SHT.
1



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	5,808 FT
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	11 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	2,910/2,385
PM PEAK VOLUME (EB/WB OR NB/SB)	2,183/2,543
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	D/D
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
AM V/C RATIO (EB/WB OR NB/SB)	0.81/0.68
PM V/C RATIO (EB/WB OR NB/SB)	0.59/0.65
ADT/AADT 2015	44,031/43,150



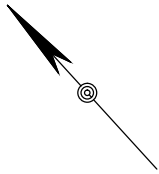
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

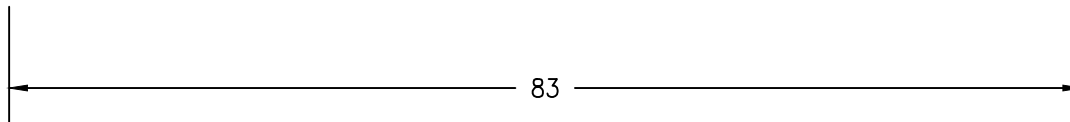
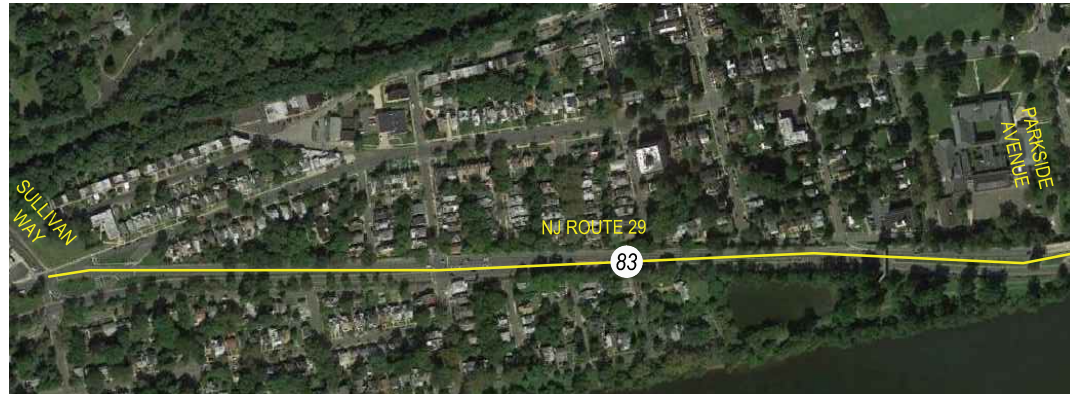
NJ ROUTE 29

FROM CALHOUN STREET TO PARKSIDE AVENUE

SHT.
2



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	3,696 FT
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	10 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	1,968/876
PM PEAK VOLUME (EB/WB OR NB/SB)	1,480/1,611
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	C/C
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/B
AM V/C RATIO (EB/WB OR NB/SB)	0.51/0.47
PM V/C RATIO (EB/WB OR NB/SB)	0.38/0.43
ADT/AADT 2015	28,596/27,996



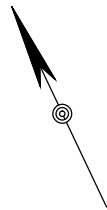
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

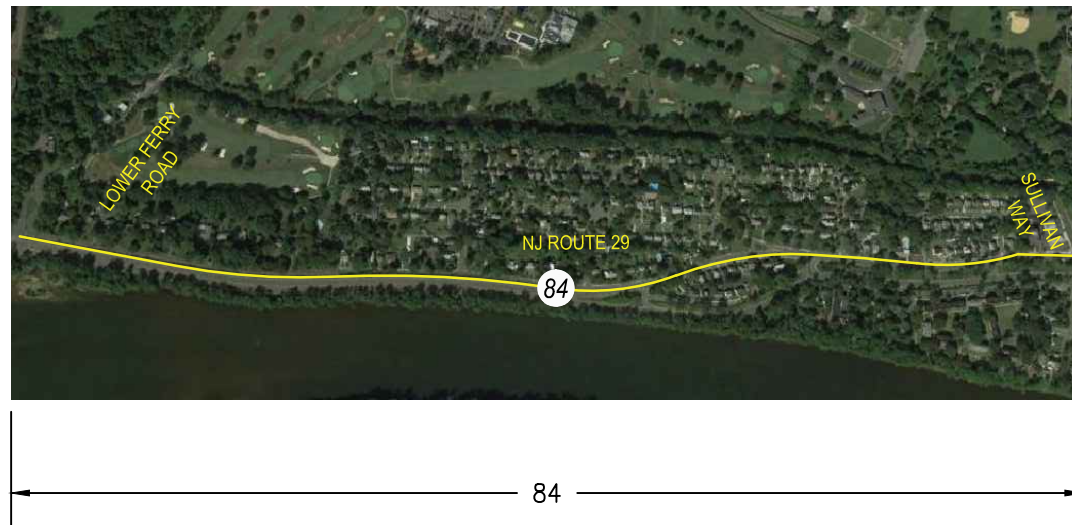
NJ ROUTE 29

FROM PARKSIDE AVENUE TO SULLIVAN WAY

SHT.
3



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	5,808 FT
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	10 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	857/1,232
PM PEAK VOLUME (EB/WB OR NB/SB)	1,067/969
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	A/B
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/B
AM V/C RATIO (EB/WB OR NB/SB)	0.24/0.40
PM V/C RATIO (EB/WB OR NB/SB)	0.29/0.33
ADT/AADT 2015	17,592/17,205



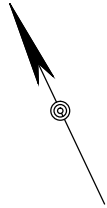
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

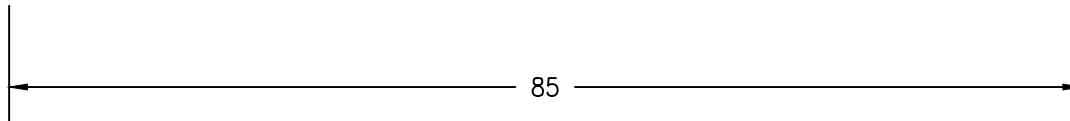
NJ ROUTE 29

FROM SULLIVAN WAY TO LOWER FERRY ROAD

SHT.
4



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	4,224 FT
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	10 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	859/1,357
PM PEAK VOLUME (EB/WB OR NB/SB)	1,201/703
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	A/B
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	A/A
AM V/C RATIO (EB/WB OR NB/SB)	0.21/0.35
PM V/C RATIO (EB/WB OR NB/SB)	0.29/0.20
ADT/AADT 2015	17,528/17,160



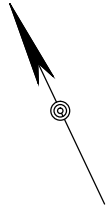
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

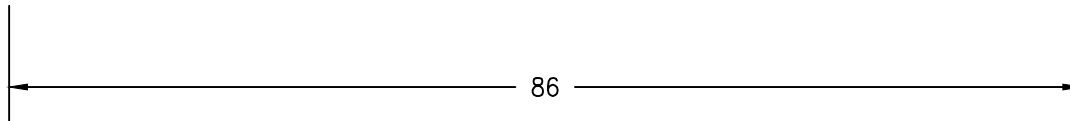
NJ ROUTE 29

FROM LOWER FERRY ROAD TO WILBURTHA ROAD

SHT.
5



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	2,112 FT
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	10 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	883/1,382
PM PEAK VOLUME (EB/WB OR NB/SB)	1,206/713
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	A/B
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/A
AM V/C RATIO (EB/WB OR NB/SB)	0.24/0.36
PM V/C RATIO (EB/WB OR NB/SB)	0.30/0.18
ADT/AADT 2015	18,139/17,758



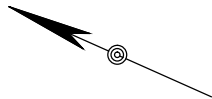
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

NJ ROUTE 29

FROM WILBURTHA ROAD TO UPPER FERRY ROAD

SHT.
6



N.T.S.



EXISTING CONDITIONS

APPROX. LENGTH	3,168 FT
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	10 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	765/1,437
PM PEAK VOLUME (EB/WB OR NB/SB)	1,199/693
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	A/B
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	B/A
AM V/C RATIO (EB/WB OR NB/SB)	0.22/0.38
PM V/C RATIO (EB/WB OR NB/SB)	0.30/0.21
ADT/AADT 2015	17,618/17,230



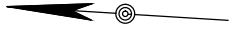
DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

NJ ROUTE 29

FROM UPPER FERRY ROAD TO I-95

SHT.
7



N.T.S.



92

EXISTING CONDITIONS

APPROX. LENGTH	7,392 FT
# LANES/WIDTH	2/12 FT
EFFECTIVE SHOULDER WIDTH	8 FT
AM PEAK VOLUME (EB/WB OR NB/SB)	391/725
PM PEAK VOLUME (EB/WB OR NB/SB)	765/393
AM LEVEL OF SERVICE (EB/WB OR NB/SB)	A/A
PM LEVEL OF SERVICE (EB/WB OR NB/SB)	A/A
AM V/C RATIO (EB/WB OR NB/SB)	0.10/0.20
PM V/C RATIO (EB/WB OR NB/SB)	0.18/0.11
ADT/AADT 2015	6,217/6,155



DRJTBC PRE-CONSTRUCTION
TRAFFIC STUDY FOR SCUDDER FALLS BRIDGE

ROADWAY SEGMENT SUMMARY

SCOTCH ROAD

FROM NJ ROUTE 546 TO I-95

SHT.
8