

Delaware River Bridge (DRB) Virtual Public Meeting Q&A – June 9, 2026

Question	Answer
Topic: Property Impacts	
Will the NPI alternative impact any houses on Radcliffe Street, south of the existing bridge?	We do not anticipate any residential acquisitions to the south of the existing bridge on Radcliffe Street.
So, we are currently leaning toward putting the new bridge on the north side of the old one. Will properties be taken on the north and south side?	The Pennsylvania Turnpike Commission (PA Turnpike)/New Jersey Turnpike Authority (NJTA) recommended preferred alternative that we presented is the NPI Alternative, which would be built completely north of the existing bridge. Currently, there are no anticipated acquisitions south of the existing bridge. There will be acquisitions on the north side of the existing bridge.
How will homeowners find out if they are directly impacted?	While we won't know final impacts until later in the design process, open communication and early coordination with property owners is a critical part of our process when we acquire property for construction projects. The PA Turnpike will be reaching out and providing ample time to start the acquisition process when more details are known.
What date will be expected for homeowners to find out the Turnpike is buying properties?	We will be reaching out to property owners as details become more defined through the National Environmental Policy Act (NEPA) Process. An exact timeframe cannot be provided as the process is ongoing. The PA Turnpike will be reaching out and providing ample time to start the acquisition process.
What is going to happen with the houses on the north side of the bridge on Wood Avenue?	As of June 2026, there are 13 residential impacts anticipated with the NPI alternative, and 12 residential impacts anticipated with the NSA alternative based on the current status of the design and the on-going studies. Once the design is further refined, the PA Turnpike will be reaching out to affected property owners. If a property is affected, the PA Turnpike will work with property owners during the acquisition process.
How do you know if your home will be entirely taken or partially taken?	A partial acquisition typically applies to a large property where just a piece of the property may be impacted by the construction. If a house is impacted, it would be a complete acquisition of the home, and the entire property would be acquired.
How many homes will be impacted to the north with the proposed northern construction?	As of June 2026, there are 13 residential impacts anticipated with the NPI alternative, and 12 residential impacts anticipated with the NSA alternative at this time based on the current status of the design and the on-going studies.
Do the 13 properties that are being taken on the north side of the bridge include the properties the PA Turnpike Commission already purchased, or are these 13 properties in addition to the ones that were already purchased?	The PA Turnpike does own properties immediately north and south of the existing bridge. The property impacts that were presented in the presentation are in addition to those properties that the PA Turnpike already acquired.
I have a property on the north side of the bridge that contains tenants. How will that be addressed?	The process is the same as with property ownership. The PA Turnpike will negotiate with property owners, and then property owners will have to handle discussions with tenants. View the PA Turnpike's Property Owners' & Tenants' Guide for more details.
Someone shared that they're a homeowner on the north side of the bridge and might be selling within a year. Should they reach out and put the house up for sale as if the new bridge is not happening?	The PA Turnpike/ NJTA cannot dictate what property owners may do with their property at this time. We will provide homeowners with a project status update at the time that they're looking to sell. In addition, the property owner should receive advice from their real estate professional regarding disclosures.
What disclosures must be made?	This is a question for a real estate professional. View the PA Turnpike's Property Owners' & Tenants' Guide for details.

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What happens if my utilities or drainage areas are impacted by acquisition of a property? Is the turnpike responsible for addressing/resolving this or just handling this with a monetary compensation?	If there's a need to move a utility line that services the home, that would be handled through a utility order and performed by the utility company either prior to or during construction while minimizing interruption of service. Drainage systems are handled similarly by providing temporary and/or permanent improvements depending on the specific situation.
What is weighted more in determining the bridge location - property acquisition impacts or environmental impacts?	We're evaluating alternatives to determine potential environmental impacts and their significance, whether it be natural, cultural/ historic, or socioeconomic. Ultimately, the Federal Highway Administration (FHWA) will consider, in part, our evaluation of impacts to make their decision regarding the selected alternative. While the PA Turnpike and NJTA are committed to the consideration of property acquisitions, certain laws and regulations do include more stringent requirements than others, such as, resources protected under Section 4(f) of the United States Department of Transportation Act of 1966 – also known as Section 4(f) resources. If there is a publicly owned park, recreational facility, or publicly/private owned historic resource, the project action agency (PA Turnpike and NJTA), as well as FHWA, must take all necessary steps to avoid impacting that property. Other resources that have been considered include both federal and state-listed threatened and endangered species. The project team is consulting with federal and state resource agencies regarding those species. We take all of this into account, and it will ultimately inform the decision-making process. FHWA will also consider any input received by agencies and the public when making the final decision.
Can you identify the 16 homes by address that you say would be impacted by a southern alternative?	We cannot. Since we're evaluating two northern alternatives – Alternatives NPI and NSA - as part of the Supplemental Environmental Impact Statement (SEIS), providing detailed property information for other alignments outside of these two alignments could potentially compromise the NEPA process. The NEPA process is meant to be unbiased and, for the purpose of project decision making, we cannot provide information that would potentially compromise the process.
What does a partial industrial acquisition mean?	Some of the properties in the area are quite large and cover many acres. Sometimes the impact may be limited to the edge of the property or just a portion of it. An impact that does not affect the entire property is deemed a partial impact on that particular property.
There is a commercial property at 805 N. Wilson Avenue. Why are property improvements being made at this location?	The PA Turnpike/NJTA is not associated with this construction.
Topic: Shared Use Path	
What are the regulatory restrictions that prevent adding pedestrian and bike access on the structure?	Currently they are PA code 601.10, which states that the PA Turnpike prohibits pedestrian travel and entry upon the right-of-way of the Turnpike System. Then there is 601.15 which states that non-motorized vehicles are not permitted to be operated on the PA Turnpike System. The NJTA has similar codified restrictions.
Will the active transportation demand analysis account for future growth in demand as planned Circuit Trails are completed?	As part of the analysis, we are reviewing existing and planned trails within the shared use path study area to determine how the trail network may support transportation access to essential services – now and in the future. However, the level of analysis is constrained by numerous factors that could influence future demand.
Will the active transportation demand analysis go beyond looking at the bare minimum of whether it's possible to access essential services without a car and instead fully consider the additional access that the shared use path could create for community members with no car and even those with cars who still want to walk and bike?	Yes, the analysis began identifying access to essential services but will continue to be expanded to identify recreational destinations within the project area. The PA Turnpike and NJTA understand that there is a desire to consider different types of destinations or uses in the study. Additionally, we're looking into the various alternative modes of transportation in the area, exploring opportunities to improve or expand some of the transit in the area, and trying to bring partners together to improve connectivity on both sides of the river.

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If the study finds strong transportation demand for a shared use path, will you view the physical constraints being discussed as engineering challenges to be addressed or as potential fatal flaws that would prevent the path from being implemented or considered?	As part of the process, if there is a demand for a shared use path, we would have to determine whether or not there are additional engineering constraints. We have not completed the evaluation of the transportation demand for a shared use path. The benefits will be weighed against whether those constraints restrict the ability to incorporate a shared use path.
If Scudder Falls built a pedestrian path, why can't this bridge have one?	Adding a shared use path on the DRB would involve incorporating a new bicycle and pedestrian facility onto a limited access, tolled highway that serves motorized vehicles, including large trucks, traveling at high speeds with minimal separation. In the Shared Use Path Analysis, we are not only looking at recreational demand, but a transportation one as well. We are utilizing census data to identify households without a vehicle, employment centers, hospitals, businesses, and transportation options available in the area to see if there is a transportation demand for a shared use path on the bridge. In addition, we are looking to coordinate with local townships and trail organizations to identify potential opportunities to improve trail connections within or near the project study area. The primary differences between the DRB and Scudder Falls Bridge (SFB) include: 1. Significant difference in height between the two bridges, which increases costs, risk of safety issues, etc. 2. Significant difference in length between the two bridges 3. Well established and heavily used paths on either side of SFB 4. Area surrounding SFB is not heavily developed. This makes it easier to accommodate the addition of a shared use path on the SFB. Addition of a shared use path on DRB will have significant increase of environmental, ROW, and other negative impacts.
Topic: Construction & Traffic	
With the risk of induced demand, what will be done to ensure that the bridge expansion does not result in more traffic in the long run?	The project overall has been sized to accommodate traffic that will utilize the interchange in PA between I-95/I-295 and the PA Turnpike (partially completed, additional ramps to be designed/constructed pending funding availability). The bridge itself serves more regional and longer-distance travel. Therefore, completing the bridge alone without making more connections to the highway does not induce traffic. That transfer of traffic from the local roadways to the highway has already occurred. Those who don't have a ramp available to them at the new interchange in PA are making their way to both Turnpikes via the 130 Interchange in NJ and the Route 13 Interchange in PA.
Can you clarify whether the traffic analysis is based primarily on existing and historical traffic patterns or whether you've also modeled how traffic demand and travel patterns may change?	The traffic projections associated with any regional transportation project use future population and employment forecasts, which are done through the individual counties in that region and the Metropolitan Planning Organization (MPO). These forecasts are built into the model in terms of the demand that would come based on the origins and destinations and the trips that are generated by such development or changes in use of land in the area. An increase in traffic on the turnpike and bridge was observed following the opening of the I-95 flyovers 2018. The DRB Project Traffic Projections incorporate traffic volumes anticipated when the remainder of the interchange with I-95/I-295 in PA is completed.
How would the old bridge be torn down? Any traffic impacts in regard to that?	The PA Turnpike or NJTA don't typically dictate the actual methods to remove the existing bridge, but there will be requirements in place to guide the contractor on what's allowable and not allowable. The contract documents will include PA Turnpike and NJTA standards for maintenance and protection of traffic, which will minimize traffic impacts.

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With the decision to replace the Newark Bay Bridge without expanding lanes to reduce budget, environmental impact, and limited induced usage increase, is this study considering limiting the expansion?	Each project rests on its own merit. The Newark Bay Bridge project is being permitted by the US Coast Guard under a different Coast Guard district; a different Environmental Protection Agency (EPA) district; and under a different funding arrangement. This project is a joint agreement between the NJTA and the PA Turnpike, as the lead agency. It has the oversight of FHWA. Discussion of the Newark Bay Bridge isn't necessarily applicable to this project. The two alignments under review are going to be further evaluated in the SEIS and through the NEPA process.
What is the expected design service life of the new bridge?	The bridge is being designed for a 100-year service life in accordance with the most recent requirements set forth by the different codes that we use to design bridges.
How are neighboring properties going to be protected from construction activities and what is a timely basis for notification of neighboring properties that will be impacted?	The contractor will not be allowed to go on to the properties along the corridor that will not be impacted by construction. There will be proper protections implemented for sediment control and erosion issues, noise, and vibration controls. The contract documents will have all the typical PA Turnpike and/or NJTA requirements for limiting property impacts during construction.
If homes near the project zone sustain damage or docks are negatively impacted by the construction, what will the process be for remediation?	The PA Turnpike and NJTA will provide the necessary areas and properties for a contractor to have access for construction, and they will not be allowed to go outside of those areas. Therefore, we would not anticipate property impacts outside of the designated areas. If the contractor damages private property, that's usually resolved directly between the contractor and the property owner, just like any other instance of property damage. Pre-construction surveys are done and include an inspection that's documented in writing, video, and photography. The conditions that exist before construction are identified, so if there is any damage that occurs as a result of construction, there would be documentation ahead of time. In addition, the contractor will be required through the contract documents to have various types of protective systems, whether it's shielding, noise abatement, or vibration control incorporated into the construction plans to mitigate impacts to private property.
If the new bridge is going to be built on the north side of the existing bridge, what is the expanded construction area? Meaning how much more area to the north of the new bridge will be affected?	It's still early in the process and we are still evaluating and determining areas that may be needed by the contractor for access and construction. We consider many construction techniques when evaluating access and construction areas. We will continue assessing impacts associated with construction with the goal of minimizing property impacts.
Why can the Amtrak substation not be moved to go on the southbound side?	The substation has been evaluated for a potential relocation and coordinated through meetings with Amtrak. Relocating the substation is very impactful to their operation, and there are significant risks associated with relocation including cost, scheduling, and feasibility. The Amtrak substation is just one of the numerous reasons, and not necessarily the most compelling reason, that the northern alignments have been advanced for evaluation in the SEIS.
Who specifically in the Delaware River Bridge Project is making the final decision on the bridge location? It seems to date local municipalities have had little involvement and knowledge of the project.	Although the PA Turnpike and NJTA identified their recommended preferred alternative, the project team is still required to equally consider NSA and NPI alternatives in the SEIS. The summaries of all the public meetings will be available in the Draft SEIS, which the PA Turnpike and NJTA will present to FHWA, who will issue a Record of Decision (ROD) which identifies the Selected Alternative. We anticipate that this will occur in April 2028. FHWA's ROD relies heavily on the work that the PA Turnpike, NJTA and the Design Team does to advance the project through the NEPA process and in compliance with federal, state, and local requirements. The local officials have been and will continue to be involved in the steps of the project.
Can you clarify the price difference between the NSA and NPI?	Alternative NSA is estimated to cost about \$50 million to \$150 million more than Alternative NPI.
How will the construction of the bridge be contracted?	Procurement and contracting terms for construction of the bridge are still being evaluated; no contract method has been selected yet.

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Topic: Sound Abatement	
What are the criteria for reasonable costs for sound abatement?	Each state develops criteria (or thresholds) for ‘reasonable’ sound abatement. We estimate what the cost associated with providing abatement would be once we determine that sound abatement is required based on the analysis. We then compare the estimated cost with the number of noise receptors (or noise-sensitive locations) that would benefit from the particular sound abatement. Each location is evaluated based on its own merits and benefits.
Topic: Air Quality	
Will the provision of federal funding require the project to comply with the federal air quality conformity process? Was this the case without federal funds?	Air conformity for the region is handled by the Delaware Valley Regional Planning Commission through the Long-Range Plan, which includes the DRB Project, as part of the analysis. In addition to conformity analysis, the SEIS will include an air quality analysis focusing on vehicular and construction-related air toxins. Air quality impact mitigation during construction would be addressed through the methods and the specifications that would be developed as part of the construction package.
Topic: Upcoming Public Meetings & Materials	
What members will be at the in-person meetings?	Most of the project team attended the in-person public meetings. Right-of-way representatives also attended the PA meeting.
Where will the slides be available?	All the materials are currently published on the project website under the Engagement section. The project website can be found here – DelawareRiverTurnpikeBridge.com .