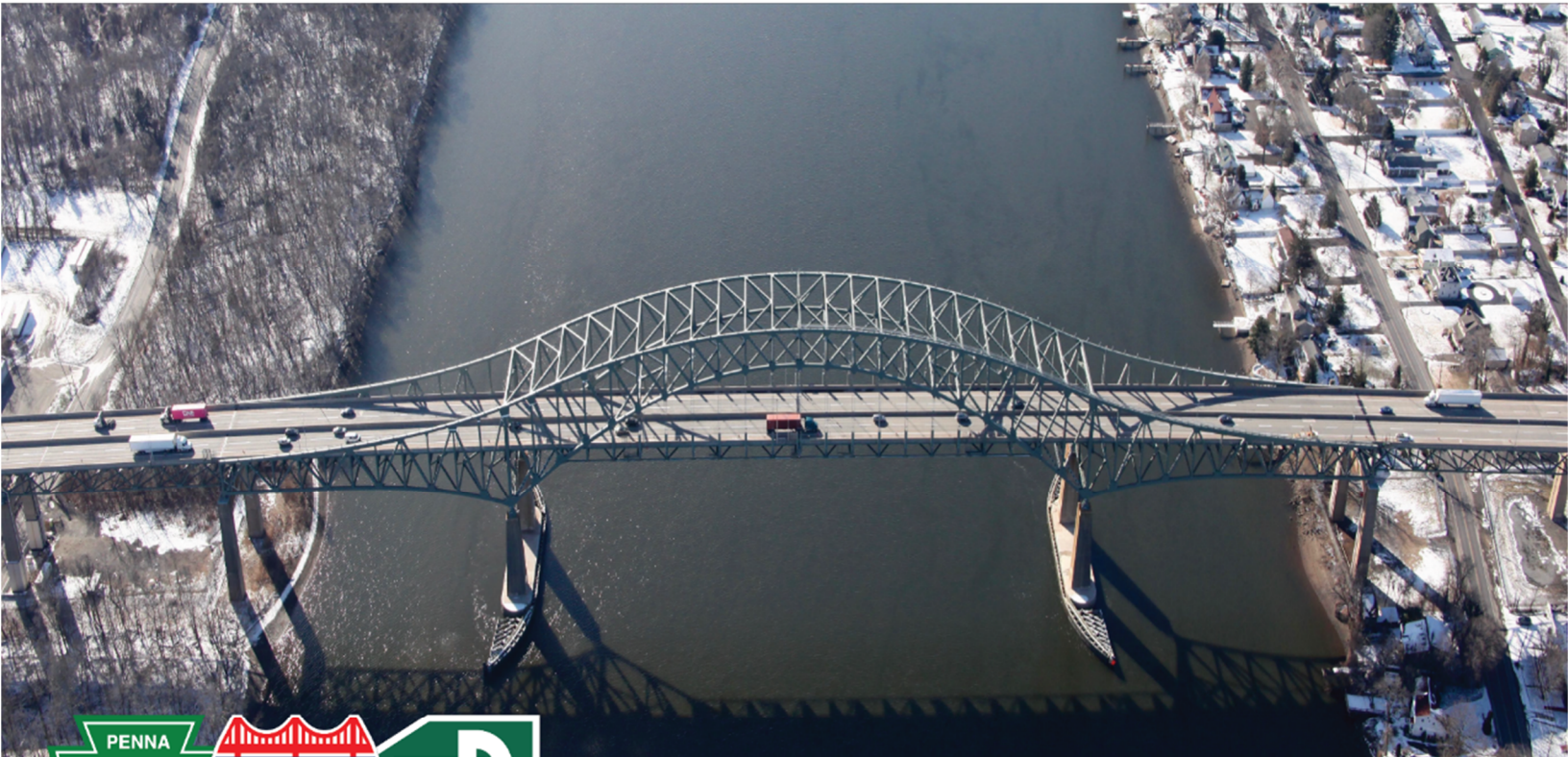




PA TURNPIKE/I-95 INTERCHANGE PROJECT – STAGE 3 DELAWARE RIVER BRIDGE

Agency Coordination Plan



December 2025

TABLE OF CONTENTS

1. INTRODUCTION	1
1.1 Purpose of AGENCY Coordination Plan.....	1
1.2 Project Description.....	1
1.3 Purpose	2
1.4 Need.....	2
1.5 Project History.....	3
1.6 Project Outreach History.....	7
2. LEAD, COOPERATING & PARTICIPATING AGENCIES.....	8
2.1 Agency Roles & Responsibilities.....	8
2.2 Agency Contact Information	11
3. AGENCY COORDINATION.....	15
3.1 Agency Coordination.....	15
3.2 Section 106 Coordination.....	18
3.3 Tribal Consultation	19
3.4 Section 4(f) Resources.....	19
3.5 Threatened and Endangered Species	20
3.6 Endangered Species Act Section 7 Consultation.....	22
3.7 Section 404 of the Clean Water Act	22
3.8 Navigable Waters of the United States	23
3.9 Coastal Zones	23
4. NOTICE TO PREPARE A SUPPLEMENTAL EIS	23

LIST OF FIGURES

Figure 1: 2003 FEIS Selected Alternative & Subsequent Interchange Improvements 4
Figure 2: Figure 2: Project Stages and Status 5
Figure 3: Stage 3: Delaware River Bridge Project Study Area 6

LIST OF TABLES

Table 1: Agencies Invited to Agency Coordination Meetings 7
Table 2: Agencies Invited to be Cooperating Agencies 9
Table 3: Agencies and Tribes and Nations Invited to be Participating Agencies 10
Table 4: PA Turnpike/I-95 Interchange Project Cooperating Agency Contacts 11
Table 5: PA Turnpike/I-95 Interchange Project Participating Agency Contacts 12
Table 6: PA Turnpike/I-95 Interchange Project Tribal Nation Contact 13
Table 7: Agency Coordination Points 16
Table 8: Potential Threatened, Endangered, or Special Concern Species 21

1. INTRODUCTION

1.1 PURPOSE OF AGENCY COORDINATION PLAN

The PA Turnpike / I-95 Interchange Project Agency Coordination Plan (Coordination Plan) outlines the process by which the project will address the agency coordination requirements in the environmental review process, including the National Environmental Policy Act (NEPA) and related laws and regulations. The purpose of the coordination plan is to facilitate and document structured and meaningful interaction with federal, state, and regional resource agencies and Tribes and Nations. It also informs the agencies how coordination will be accomplished and how feedback will be received.

The Infrastructure Investment and Jobs Act (IIJA) requires that not later than 90 days after the date of publication of a Notice of Intent to prepare an Environmental Impact Statement (EIS), and for the DRB project a Supplemental EIS (SEIS), the lead agency shall "establish a plan for coordinating public and agency participation in and comment on the environmental review process for a project." For the PA Turnpike/I-95 Interchange Project, the Federal Highway Administration (FHWA) is serving as the lead federal agency.

1.2 PROJECT DESCRIPTION

The overall PA Turnpike/I-95 Interchange Project is a multi-staged interstate project that will fully connect I-95, I-295, and I-276 (PA Turnpike) in Pennsylvania and complete remaining planned sections of the PA Turnpike widening and reconstruction. The project also involves the rehabilitation/replacement of the Delaware River Bridge (DRB) due to the age of the structure and the need to provide lane continuity between the Pennsylvania Turnpike Commission (PA Turnpike) and the New Jersey Turnpike Authority (NJTA) facilities. A Final Environmental Impact Statement (FEIS) was completed, and a Record of Decision (ROD) was issued for the project in 2003. Subsequent design and construction activities have been led by the PA Turnpike, in cooperation with the Pennsylvania Department of Transportation (PennDOT) under FHWA oversight.

Stage 1 of this project was completed, opened to traffic, and now provides a revised routing of I-95 in PA and NJ, thereby making I-95 continuous along the east coast from Florida to Maine.

Stage 2 includes construction of the remaining six proposed interchange ramp movements, the completion of mainline reconstruction and widening from two lanes in each direction to three lanes in each direction in PA, and associated reconstruction work on I-295.

Stage 3 proposes to rehabilitate/replace the DRB and includes mainline improvements on the bridge approaches in PA and NJ within the project limits. Stage 3 is progressing with an Alternatives Analysis to evaluate various bridge rehabilitation/replacement options and approach roadway alignments including, but not limited to, maintaining the existing alignment, going partially off-alignment, or using a new adjacent alignment. The corridor associated with Stage 3 is generally the same corridor evaluated as part of the 2003 FEIS. The completed project will achieve design year capacity requirements on the bridge and address project needs including lane continuity from the six-lane PA Turnpike mainline just west of Exit 43 with the six lanes of the New Jersey Turnpike's Pearl Harbor Extension at MP P0.3.

1.3 PURPOSE

The 2003 project purpose as documented in the FEIS included the following:

- Improved I-276 and I-95 linkage for system continuity;
- *Improved I-95 continuity through the Mid-Atlantic Region;*
- Additional capacity for the current I-276 and I-95 connections;
- Additional I-276 and I-95 capacity;
- Improved study area travel times and delay reduction.

The second, italicized project purpose was accomplished with the re-routing of I-95 in Pennsylvania over the new flyovers, east along the PA Turnpike, across the Delaware River Bridge of the NJ Turnpike Connector to New Jersey, east along the connector to NJ Turnpike Exit 6 and then north along the NJ Turnpike. See Figure 1. The previous section of I-95 north of the new interchange continues to serve interstate traffic and be maintained to Interstate standards but required a new route designation (I-295).

All the other 2003 project purpose statements are still applicable to the remaining sections (Stage 2 and Stage 3) of the overall I-95 Interchange Project.

- Improved I-276 and I-95 linkage for system continuity
- Additional capacity for the current I-276 and I-95 connections;
- Additional I-276 and I-95 capacity;
- Improved study area travel times and delay reduction.

Upon re-evaluation of the project purpose, the following purpose is now part of the project:

- Secure a vital link in the regional and national interstate transportation network across the Delaware River.

Given the fracture that occurred in 2017, and the need to close the bridge, thereby detouring traffic for several weeks, this purpose has been added to the overall project's purpose and need. Interstate I-95 is a major interstate along the East Coast, extending from Maine to Miami, Florida. Its overall length is 1,924 miles and traverses through sixteen states. According to the I-95 Corridor Coalition, I-95 serves 110 million people and facilitates 40 percent of the country's gross domestic product. According to FHWA, the entire I-95 corridor sees over 72,000 vehicles daily, with a maximum daily traffic reaching as high as over 300,000¹. The segment of I-95 in Pennsylvania carries roughly 160,000 vehicles per day, making it one of the busiest interstates in the state².

1.4 NEED

The 2003 project needs as documented in the FEIS included the following:

- Inadequate I-276 and I-95 linkage for system continuity;
- *Lack of I-95 continuity through the Mid-Atlantic Region;*
- Inadequate capacity for the current I-275 and I-95 connections;
- Inadequate capacity I-276 and I-95;
- Prolonged study area travel times and delays.

Similar to the project purpose, Improved I-95 continuity through the Mid-Atlantic Region, the second project need, Lack of I-95 continuity through the Mid-Atlantic Region, has been satisfied with the

¹ www.fhwa.dot.gov/pressroom/fsi95.cfm

² www.pbs.org/newshour/nation/drivers-begin-long-commutes-following-i-95-roadway-collapse

completion of the flyovers that re-routed I-95 east along the PA Turnpike, across the Delaware River Bridge of the NJ Turnpike Connector to New Jersey, east along the connector to NJ Turnpike Exit 6 and then north along the NJ Turnpike.

The remaining four needs are still considered to be applicable and traffic information has been updated, which still supports these needs. Additional supporting information is contained within Chapter 1 (Purpose and Need) of the 2003 FEIS. The supporting information is still relevant and applicable.

Further evaluation of the project’s purpose and need document led the Project Team to consider the 2017 fracture of the existing Delaware River Bridge structure and the potential impact to traffic throughout the corridor. The Project Team has identified the following additional need:

- **Additional Need:** Lack of service reliability/redundancy of the existing Delaware River Bridge.

See the Updated PA Turnpike/I-95 Interchange Project Purpose and Need Report (October 2024) for full details.

1.5 PROJECT HISTORY

The existing bridge opened to traffic in May 1956 and is jointly owned by the PA Turnpike and the NJTA. In 1992, the PA Turnpike initiated environmental studies and preliminary engineering within a nine-mile corridor for a proposed connection of I-95 and I-276. In 2003, the FHWA finalized the FEIS and issued a Record of Decision (ROD). The FEIS identified three elements of the project: the Toll Plaza Element, Interchange Element, and Bridge Element. The ROD identified a selected alternative, inclusive of the three elements, as shown in **Figure 1**. This alternative included dualization via construction of a new bridge to the south of the existing DRB at Milepost H-43.4 (NJTA Str. No. P0.00, NJDOT SI&A No. P000000) and rehabilitation of the existing bridge to enhance capacity.

The existing bridge has an overall length of 6,571 feet and a main span of 682 feet over the river channel and carries two travel lanes in each direction.

As shown in **Figure 2**, construction of the PA Turnpike / I-95 Interchange Project has occurred in stages. In 2018 the PA Turnpike and NJTA, in cooperation with PennDOT, New Jersey Department of Transportation (NJDOT,) FHWA, the Delaware River Joint Toll Bridge Commission (DRJTBC), and the Delaware Valley Regional Planning Commission (DVRPC), redesignated portions of I-276 in Bucks County, PA and Burlington County, NJ as I-95. The redesignation included portions of I-276 Eastbound having a new designation of I-95 Northbound, and portions of I-276 Westbound having a new designation of I-95 Southbound.

Currently, due to the amount of time that has elapsed since the issuance of the ROD, concerns over the condition of the existing DRB after the 2017 fracture, and decisions by the PA Turnpike and NJTA to revisit potential alternatives, a new design approach for the DRB is being undertaken. This new design approach includes the identification and review of potential alternatives through a formal Alternatives Analysis which will reconsider DRB alternatives from the 2003 FEIS and evaluate new alternatives that meet the updated project purpose and need. From the Alternatives Analysis, the project team will recommend alternatives that should move forward for further analysis as part of the SEIS. The current limits of the Stage 3, DRB portion of the PA Turnpike / I-95 Interchange Project are depicted in **Figure 3**.

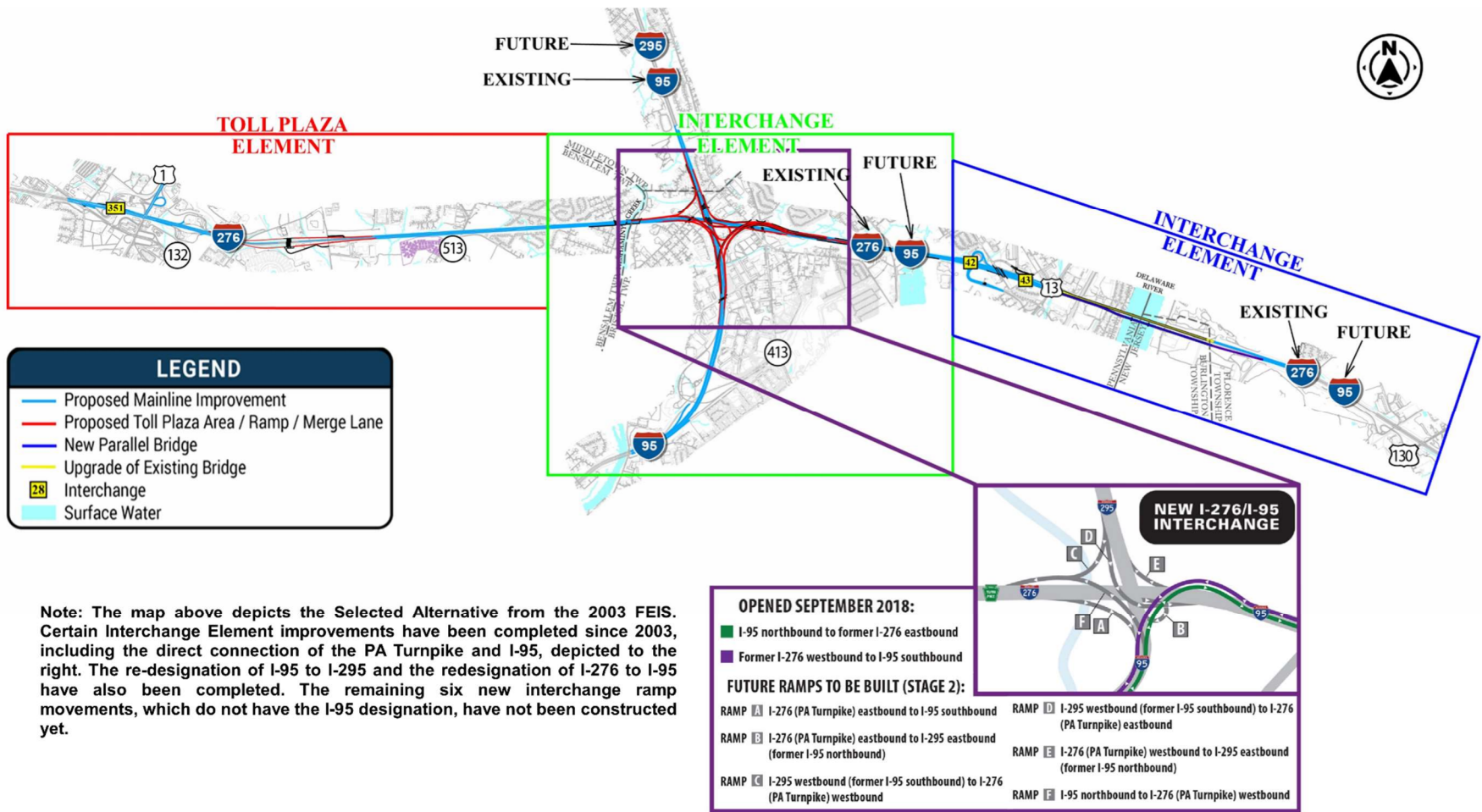


Figure 1: 2003 FEIS Selected Alternative & Subsequent Interchange Improvements

PA Turnpike / I-95 Interchange Project – Delaware River Bridge — Agency Coordination Plan

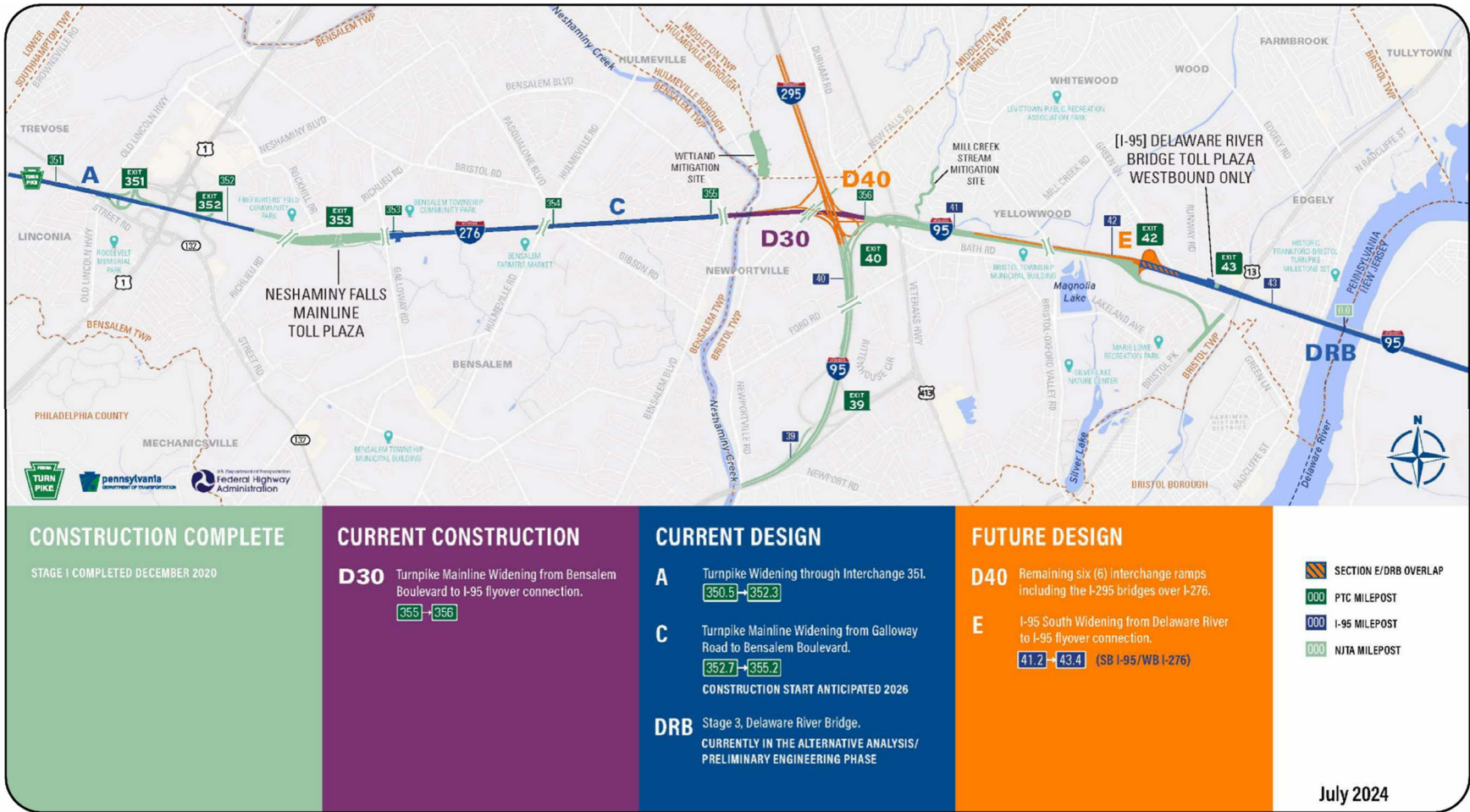


Figure 2: Project Stages and Status

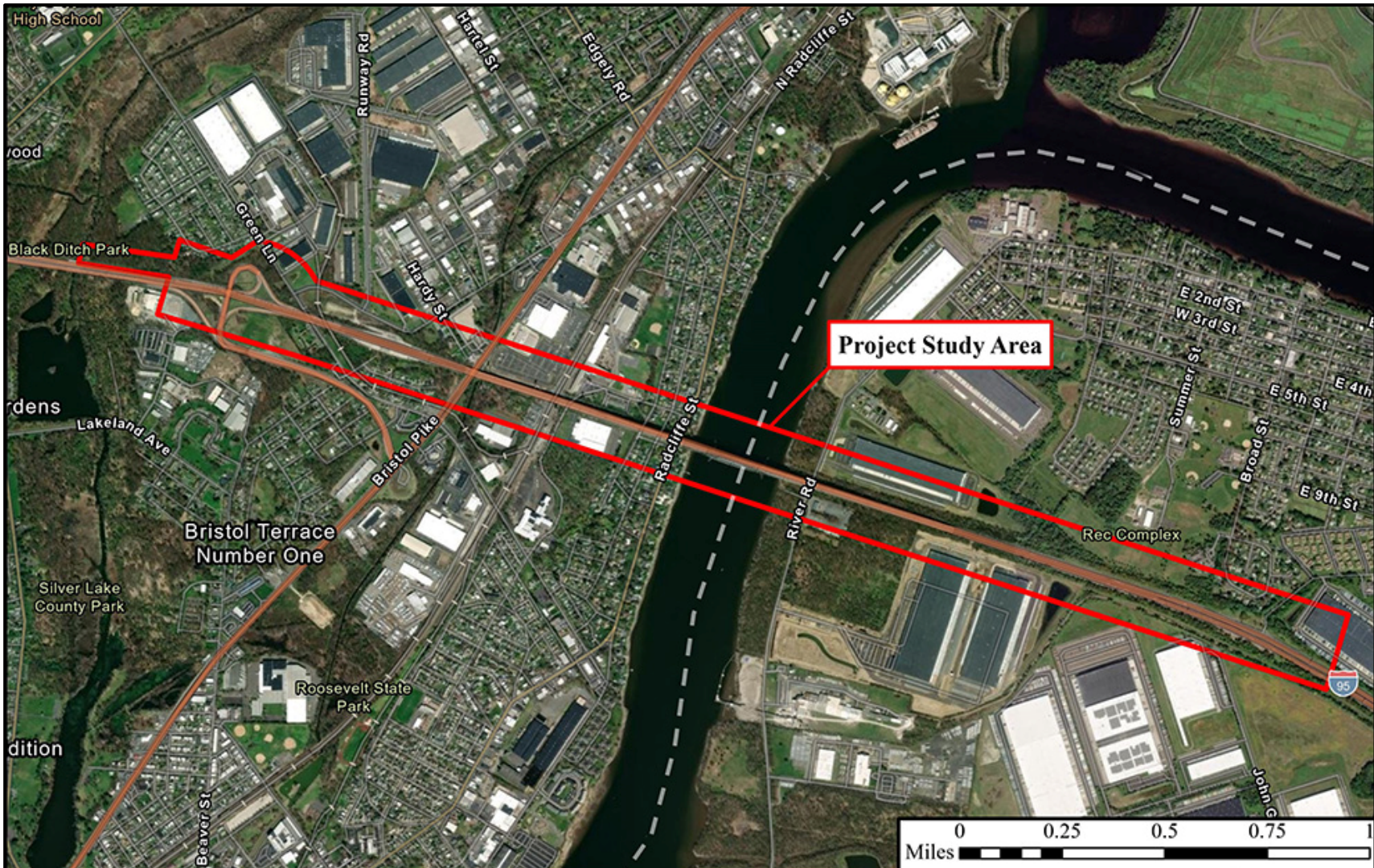


Figure 3: Stage 3 - Delaware River Bridge Project Study Area

1.6 PROJECT OUTREACH HISTORY

Coordination with state and federal resource and regulatory agencies began in the early phases of the PA Turnpike/I-95 Interchange Project, specifically during project planning and development in 1993. The PA Turnpike used Agency Coordination Meetings (ACMs), which are hosted by PennDOT, to regularly inform agencies of the project status and seek input on decisions. **Section 4.1** of this Plan describes ACM protocol in greater detail. Agencies included:

Table 1: Agencies Invited to Agency Coordination Meetings

Agency	Acronym	Agency	Acronym
PA Department of Environmental Protection	PA DEP	National Oceanic and Atmospheric Administration – Fisheries	NOAA Fisheries
PA Department of Agriculture	PA DA	National Park Service	NPS
PA Department of Conservation & Natural Resources	PA DCNR	US Army Corps of Engineers	USACE
PA Game Commission	PGC	US Geological Survey	USGC
PA State Historic Preservation Office	PA SHPO	US Environmental Protection Agency	US EPA
PA Fish and Boat Commission	PFBC	US Coast Guard	USCG
NJ Department of Environmental Protection	NJ DEP	US Fish and Wildlife Service	US FWS
NJ State Historic Preservation Office	NJ HPO		

Between 1993 and 2003, thirteen (13) ACMs were held to inform the agencies of the project, discuss potential resource impacts and mitigation, and provide status updates as it proceeded through the project development process and concluded with the issuance of the ROD.

2. LEAD, COOPERATING & PARTICIPATING AGENCIES

2.1 AGENCY ROLES & RESPONSIBILITIES

2.1.1 Lead Agency

The role of the lead federal agency in the NEPA process depends on the expertise and relationship of an agency to the proposed action. The agency carrying out the federal action is responsible for facilitating the review process and complying with the requirements of NEPA. For the PA Turnpike/I-95 Interchange Project, FHWA is the lead federal agency providing oversight of the preparation of the environmental analysis. PA Turnpike is the lead state agency responsible for completing the environmental analysis in partnership with NJTA.

2.1.2 Cooperating Agencies

Cooperating agencies are those governmental agencies and/or Tribes and Nations specifically requested by the lead agency to participate during the environmental evaluation process for the project. FHWA's NEPA regulations (23 CFR 771.111(d)) require that those agencies with jurisdiction by law with permitting authority be invited to be cooperating agencies for an EIS. These cooperating agencies are also invited to be participating agencies.

Cooperating agencies for the PA Turnpike/I-95 Interchange Project are responsible for:

1. Participating in the NEPA process at the earliest practicable time.
2. Participating in the scoping process.
3. On request of the lead agency, assuming responsibility for developing information and preparing environmental analyses, including portions of the environmental impact statement for which the cooperating agency has special expertise.
4. On request of the lead agency, making support staff available to enhance the lead agency's interdisciplinary capability.
5. Using their own funds to perform their work to the extent available funds permit, the lead agency shall fund those major activities or analyses it requests from cooperating agencies. Potential lead agencies shall include such funding requirements in their budget requests.
6. Consulting with the lead agency in developing the schedule, meeting the schedule, and elevating, as soon as practicable, to the senior agency official of the lead agency any issues relating to purpose and need, alternatives, or other issues that may affect any agencies' ability to meet the schedule.
7. Meeting the lead agency's schedule for providing comments and limiting its comments to those matters for which it has jurisdiction by law or special expertise concerning any environmental issue.
8. Issuing joint environmental documents with the lead agency, to the maximum extent practicable

The FHWA PA Division invited the following agencies to be cooperating agencies for this project:

Table 2: Agencies Invited to be Cooperating Agencies

Agency/Nation	Accepted?	Agency/Nation	Accepted?
US Environmental Protection Agency – Region 2 (NJ) & 3 (PA)	NJ-Yes: support Region 3 PA-Yes	PA Fish & Boat Commission	Declined to be Cooperating- Agreed to be Participating
US Army Corps of Engineers, Philadelphia District	Yes	PA Game Commission	Yes
NOAA Fisheries, <i>Habitat & Ecosystem Services</i> (Magnusen-Stevens Act) <i>Protected Resources</i> (Endangered Species Act)	Yes	PA SHPO	Yes
US Fish & Wildlife Service – PA & NJ Field Offices	PA-No NJ-No	NJ Department of Environmental Protection: <ul style="list-style-type: none"> Division of Land Resource Protection, Office of Permitting and Project Navigation NJ HPO Division of Fish & Wildlife Office of Transactions and Public Land Administration 	No
US Coast Guard	Yes	PA Department of Environmental Protection	No. MOU in place

2.1.3 Participating Agencies

Participating agencies include any federal, state, or local agencies or Tribes and Nations that could have an interest in the proposed project. Each cooperating agency is a participating agency, but not all participating agencies are cooperating agencies.

Participating agencies for the PA Turnpike/I-95 Interchange Project are expected to:

1. Identify, as early as practicable, any issues of concern regarding potential impacts on the natural, cultural, or human environment.
2. Provide meaningful and early input on relevant issues such as the study purpose and needs, the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.

3. Participate in coordination meetings and field reviews with other environmental resource agencies, as appropriate.
4. Adhere to timeframes for reviewing and commenting on administrative copies of environmental documentation, including the draft and final EIS.

The FHWA invited the following agencies and Tribes and Nations to be Participating Agencies for this project:

Table 3: Agencies and Tribes and Nations Invited to be Participating Agencies

Agency	Accepted?	Agency	Accepted?
US Geological Survey	No Response	Bucks County Conservation District	No
National Park Service	Yes	Burlington County Soil Conservation District	Yes
US Department of Agriculture – PA Service Center	No Response	Absentee-Shawnee Tribe of Indians of Oklahoma	No Response
US Department of Agriculture – NJ Service Center	No	Delaware Nation, Oklahoma	Yes
PA Department of Agriculture	No Response	Delaware Tribe of Indians, Oklahoma	Yes
PA Department of Conservation and Natural Resources	Yes	Eastern Shawnee Tribe of Oklahoma	No Response
PA Fish and Boat Commission, Natural Diversity Section	Yes	Shawnee Tribe	Response*
NJ Commission on American Indian Affairs	No Response	Stockbridge-Munsee Community, Wisconsin	Yes
NJ Department of Agriculture	No	Saint Regis Mohawk Tribe	No Response

*Declined to become Participating Agency but requested to be notified if archaeological resources are identified.

2.2 AGENCY CONTACT INFORMATION

2.2.1 Cooperating Agency Contacts

Table 4: PA Turnpike/I-95 Interchange Project Cooperating Agency Contacts

Name	Title	Agency	Address	Phone Number	Email address
Dave Kluesner	Director	US Environmental Protection Agency, Region II	Environmental Review Section 290 Broadway New York, NY 10007-1866	212-637-3653	kluesner.dave@epa.gov
Timothy Witman	NEPA and Technical Assistance Branch Manager	US Environmental Protection Agency, Region III	Office of Communities, Tribes & Environmental Assessment U.S. EPA Region 3 Four Penn Center 1600 JFK Blvd. Philadelphia, PA 19103-2029	215-814-2775	witman.timothy@epa.gov
Nik Tranchik	Regulatory Project Manager	US Army Corps of Engineers, Philadelphia District	1650 Arch St. Philadelphia, PA 19103	215-656-5859	nikolas.p.tranchik@usace.army.mil
William Barnhill	Fish Biologist	NOAA Fisheries, Greater Atlantic Regional Fisheries Office	55 Great Republic Dr. Gloucester, MA 01930	978-282-8460	William.barnhill@noaa.gov
Rob Bourdon	Marine Habitat Resource Specialist	NOAA Fisheries, Greater Atlantic Regional Fisheries Office	200 Harry S. Truman Pkwy Suite 460, Annapolis, MD 21401	410-205-6055	robert.bourdon@noaa.gov
Meagan Riley	Section 7 Biologist	NOAA Fisheries, Greater Atlantic Regional	55 Great Republic Dr. Gloucester, MA 01930	978-281-9339	meagan.riley@noaa.gov



Name	Title	Agency	Address	Phone Number	Email address
		Fisheries Office			
Derek Burrill	Bridge Management Specialist	US Coast Guard, Fifth District	Federal Building, 431 Crawford St., Portsmouth, VA 23704-5004	571-607-8298	Derek.j.burrill@uscg.mil
Susan Guers	Wildlife Biologist	PA Game Commission	2001 Elmerton Ave. Harrisburg, PA 17110-9797	717-787-4250 x73412	suguers@pa.gov
Barbara Frederick	Division Manager, Environmental Review	PA Historic Preservation Office	400 North St., 2nd Floor Harrisburg, PA 17120	717-772-0921	bafrederic@pa.gov

2.2.2 Participating Agency Contacts

Table 5: PA Turnpike/I-95 Interchange Project Participating Agency Contacts

Name	Title	Agency	Address	Phone Number	Email address
FEDERAL					
Mark Eberle	External Review Coordinator	National Park Service	Interior Region 1, North Atlantic - Appalachian 1234 Market St., 20th Floor, Philadelphia, PA 19107	215-597-1258	Mark_Eberle@nps.gov
PENNSYLVANIA					
Hope Brooks	Ecological Information Specialist	PA Department of Conservation & Natural Resources	6th Floor, Rachel Carson State Office Building P.O. Box 8552 Harrisburg, PA 17105-8552	717-705-2819	c-hobrooks@pa.gov



PA Turnpike / I-95 Interchange Project - Delaware River Bridge - Agency Coordination Plan

Name	Title	Agency	Address	Phone Number	Email address
Josh Wisor	Fisheries Biologist	PA Fish and Boat Commission, Watershed Analysis Section	595 East Rolling Ridge Drive Bellefonte, PA 16823	814-359-5135	jowisor@pa.gov
NEW JERSEY					
Robert Reitmeyer	District Manager	Burlington County Soil Conservation District	1971 Jacksonville-Jobstown Road Columbus, NJ 08022	609-267-7410	rreitmeyer@bscd.org

Table 6: PA Turnpike/I-95 Interchange Project Tribes and Nations Contact

Name	Title	Agency	Address	Phone Number	Email address
Deborah Dotson	Tribal President	Delaware Nation, Oklahoma	31064 State Highway 281, Building 100 Anadarko, OK 73005	405-247-2448	ec@delawarenation.com
Katelyn Lucas	Tribal Historic Preservation Officer			405-544-8115	klucas@delawarenation-nsn.gov
Erin Paden	Tribal Historic Preservation Specialist	Shawnee Tribe*	29 South Highway 69a Miami, OK 74354	918-542-2441 ext. 140	epaden@shawnee-tribe.com
Martina Thomas	Director of Historic Preservation	Delaware Tribe of Indians, Oklahoma	5100 Tuxedo Boulevard Bartlesville, OK 74006	918-337-6590	mthomas@delawaretribe.org
Joanna Maurer	GIS Specialist & Archaeologist			ext 111	jmaurer@delawaretribe.org



PA Turnpike / I-95 Interchange Project - Delaware River Bridge - Agency Coordination Plan

Jeff Bendremer Ph.D., RPA	Tribal Historic Preservation Officer	Stockbridge-Munsee Community	Tribal Historic Preservation Extension Office 86 Spring St. Williamstown, MA 01267	413-884-6029 (o) 715-881-2254 (c)	thpo@mohican-nsn.gov
------------------------------	--	---------------------------------	---	--------------------------------------	----------------------

*Requested to be notified if archaeological resources are identified.



3. AGENCY COORDINATION

3.1 AGENCY COORDINATION

The PA Turnpike uses ACMs to regularly inform agencies of the project status and seek input on decisions related to the location and design of the project alternatives. Throughout the project's history, previous stages have been presented at ACMs, as applicable. When the PA Turnpike/I-95 Interchange Project started, the project was presented at the ACM on January 6, 1993. The January 22, 2003 ACM provided an update on the status of the FEIS and the associated engineering and environmental resource activities, and a request for the agencies to concur with the Preferred Alternative.

Three ACMs have been held since project development for Stage 3 – DRB began. An overview of each can be found in **Table 7**. Further agency coordination will take place in-person and/or virtually.

The PA Turnpike will continue to seek input and reach a consensus from both PA and NJ agencies about project design issues. Formal concurrence was requested and received from the Cooperating Agencies on Purpose and Need. Concurrence was requested and received for the Range of Alternatives. The project team provided the Resource Methodology to PA and NJ agencies as part of the September 24, 2025 Agency Scoping Meeting along with a request for review and comment. The project team will also provide Cooperating Agencies with the proposed milestone dates for the Federal Permitting Dashboard. This process was shared with the agencies at the September 24, 2025 Agency Scoping Meeting.

When certain milestones are reached and relevant documents are available for consideration, any relevant materials will be sent to the agency representatives two weeks in advance of a scheduled ACM. The project team will provide updates on the project, discuss key topics, and facilitate open dialogue about any concerns or issues at the time.

Agencies will have an additional two weeks after the ACM to provide comments. If the materials are not sent to the agency representatives within two weeks prior to a scheduled ACM, the agencies will have 30 days after the ACM to provide comments. The project team will work directly to address comments directly with the commenting agency and seek to provide, if necessary, any available information that would address their concerns.

The agency coordination points and associated details are shown on **Table 7**.

Table 7: Agency Coordination Points

Coordination Point	Dates of Coordination	Information Included for Coordination	Agencies/Stakeholders Involved	Input/Consensus Requested
Section 106 Meeting	3/18/2024 to 12/18/2024	Project overview	PA SHPO and NJ HPO	
Agency Coordination Meeting	03/27/2024	Project overview, overview of Purpose and Need, Resource agency participation	All ACM Participants (PA and NJ Agencies)	
Agency Coordination Meeting	10/23/2024	Expanded study area, Purpose and Need, Agency Coordination Plan, Upcoming Public Involvement	All ACM Participants (PA and NJ Agencies)	
Agency Coordination Meeting	02/26/2025	Project overview, agency coordination plan, Purpose and Need, alternatives analysis, technical methodologies, and project schedule, HBRA	All ACM Participants (PA and NJ Agencies)	Concurrence on Purpose and Need
NJ DEP Pre-Application Meeting	06/12/2025	Project overview, resource identification, ongoing coordination	NJ DEP	
Agency Scoping Meeting	9/24/2025	Results of alternatives analysis, next steps	All ACM Participants (PA and NJ Agencies)	Milestone Dates - Permitting Dashboard; Methodology; Range of Alts
Tribal Consultation Meeting	11/17/2025	Project overview, resource identification, ongoing coordination, Results of alternatives analysis, next steps	Delaware Nation – OK, Delaware Tribe of Indians, Stockbridge-Munsee Community Shawnee Tribe (post-meeting)	Resources; Range of Alternatives

PA Turnpike / I-95 Interchange Project – Delaware River Bridge - Agency Coordination Plan

Agency Coordination Meeting	Q2 2026	Detailed alternatives analysis, preliminary impacts, environmentally preferred alternative, conceptual mitigation	All ACM Participants (PA and NJ Agencies)	Recommended Preferred Alternative
Tribal Consultation Meeting	Q2 2026	Detailed alternatives analysis, preliminary impacts, environmentally preferred alternative, conceptual mitigation	Tribes and Nations with Ancestral Ties	Recommended Preferred Alternative
Draft SEIS/Public Hearing	Q4 2026	Comments received at Public Hearing and proposed mitigation	All ACM Participants (PA and NJ Agencies)	Preferred Alternative
Tribal Consultation Meeting	Q4 2026	Draft SEIS, Preferred Alternative, Impacts, Mitigation	Tribes and Nations with Ancestral Ties	Preferred Alternative
Mitigation	Q3 2027	Proposed mitigation commitments	All ACM Participants (PA and NJ Agencies)	



3.2 SECTION 106 COORDINATION

Section 106 of the National Historic Preservation Act of 1966 requires that agencies that use federal funds consider their projects' effects on historic properties. The National Park Service defines historic properties as "any prehistoric or historic districts, sites, buildings, structures, or objects that are eligible for or already listed in the National Register of Historic Places. Also included are any artifacts, records, and remains (surface or subsurface) that are related to and located within historic properties and any properties of traditional religious and cultural importance to tribes or native Hawaiian organizations."

Historic resources identified to date within the vicinity of the DRB include the following:

- Fleetwing Estates – National Register (NR) Eligible
- Delaware Division of the Pennsylvania Canal – National Historic Landmark
- Pennsylvania Railroad: Main Line (Philadelphia to New York) – NR Eligible
- Pennsylvania Railroad: Grundy Tower – NR Eligible
- Pennsylvania Turnpike Delaware River Bridge – NR Eligible

Studies will be conducted to identify additional historic resources.

Studies will be conducted to determine if additional NR eligible resources are present within the project study area.

The PA Turnpike must determine if a proposed action is an undertaking with the potential to affect historic properties and, if so, plan to involve the public and identify consulting parties. Participants in the Section 106 process may include the PA SHPO and the NJ HPO, local governments, Tribes and Nations, interested parties, and the public. PennDOT, on behalf of the PA Turnpike and NJTA, must invite parties to participate in consultation and provide basic information about the undertaking to all parties.

For the PA Turnpike/I-95 Interchange Project, a Programmatic Agreement was executed in 2012 among the FHWA, the Advisory Council on Historic Preservation (ACHP), PA SHPO, and NJ HPO. Concurring parties included the PA Turnpike; PennDOT; Delaware Nation, Oklahoma; Delaware Tribe of Indians, Oklahoma; Pennsylvania Department of Conservation and Natural Resources – Bureau of State Parks (PA DCNR/BSP), and Delaware and Lehigh National Heritage Corridor (DLNHC). The 2012 Programmatic Agreement outlines how the Section 106 compliance responsibilities will be carried out as the project progresses and can be found at the following webpage: <https://path.penndot.pa.gov/ProjectDetails.aspx?ProjectID=233>.

The PA Turnpike will utilize the PennDOT Cultural Resource Professionals (CRPs) to lead the Section 106 process, with PA Turnpike input (as per a separate 2022 Statewide Programmatic Agreement among the FHWA, USACE, ACHP, PA SHPO, and PennDOT which allows the PennDOT CRPs to carry out Section 106 requirements and Tribal Consultation). PennDOT uses the Pennsylvania Transportation and Heritage (PATH) website to post all documents produced pursuant to Section 106 and the Pennsylvania State History Code. All relevant documents will be posted by the PennDOT District 6-0 CRPs and made available to the PA SHPO and NJ HPO, as well as any additional organization that signed up to become a consulting party. During a DRB Section 106 meeting held on March 18, 2024, it was agreed that PennDOT District 6-0 CRPs can coordinate directly with the NJ HPO, and that the PA SHPO and the NJ HPO will coordinate with each other as the project moves forward. Additionally, the NJ HPO will receive project notifications from PATH.

3.3 TRIBAL CONSULTATION

The project team will consult with Tribes and Nations having ancestral ties to the region to ensure they have opportunities to review relevant project information, as well as provide valuable feedback on the project area and potential effects to areas and/or resources important to them. Tribes and Nations will have opportunities to review information under:

- NEPA, including the range of alternatives, associated impacts and proposed mitigation, and the Draft SEIS.
- Section 106, including Draft Phase 1A Archaeological Sensitivity Assessments, proposed archaeological field surveys, and the Section 106 Programmatic Agreement.

Note that Tribes and Nations who have accepted the invitation to be Participating Agencies will be asked to concur on certain steps of the NEPA process, such as the Range of Alternatives.

Based on feedback received during the November 17, 2025 consultation meeting, future meetings will be scheduled at similar timeframes as established for ACMs (see **Table 7**). Additionally, the project team will provide the Tribes and Nations with the proposed project design and LOD, archaeological survey data, and other relevant information, as requested.

Considering the various means by which the Tribes and Nations receive project materials – electronic and/or hardcopy – the project team will confirm the preference of each Tribe and Nation and will submit the information accordingly. Given the government-to-government relationship between the FHWA and the Tribes and Nations, the project team will rely on the expertise of PennDOT’s Tribal Liaison to provide guidance on the consultation process. The FHWA has delegated certain consultation responsibilities to PennDOT’s Tribal Liaison.

3.4 SECTION 4(f) RESOURCES

Section 4(f) of the US Department of Transportation Act of 1966 (codified in 23 CFR 774) stipulates the US Secretary of Transportation may approve a transportation project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge, or land from a historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, recreation area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The project includes all possible planning to minimize harm to the public park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use; or
- The use, including any measures to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures), will have a *de minimis* impact on the property.

For parks, recreational areas, and wildlife and waterfowl refuges, the official(s) with jurisdiction is the official(s) of the agency owning or administering the land. For historic properties, the official with jurisdiction is the SHPO.

Coordination with officials with jurisdiction may be ongoing throughout the Section 4(f) process and/or occur during the Section 4(f) documentation and approval process. Section 4(f) documentation requirements are dictated by the type(s) of Section 4(f) use. Officials with jurisdiction should be contacted, as appropriate, to:

- Identify Section 4(f) resources (parks, historic sites, wildlife refuges)
- Confirm ‘publicly-owned’ status, if a recreational resource, and Section 4(f) use of a property
- Identify current and planned use of a Section 4(f) resource

- Determine which portion of the Section 4(f) resource is significant
- Concur with the applicability of Section 4(f) to a resource, as needed
- Concur with a *de minimis* finding by FHWA after notification
- Concur with the use of a Section 4(f) resource (e.g., actual use, constructive use, temporary occupancy)

There are no known wildlife or waterfowl refuges located within the project area. However, the following recreational properties could require Section 4(f) evaluations should there be a 'use':

- Pacific Park (PA)
- Delaware Canal State Park (PA)
- Delaware River Heritage Trail (PA)
- Tidal Delaware River Water Trail (PA)
- Florence Township Recreation Complex (NJ)

Historic resources within the project area that could require Section 4(f) evaluations include:

- Fleetwing Estates – NR Eligible
- Delaware Division of the Pennsylvania Canal – National Historic Landmark
- Pennsylvania Railroad: Main Line (Philadelphia to New York) – NR Eligible
- Pennsylvania Railroad: Grundy Tower – NR Eligible

Additional properties within the project area may be reviewed for their NR eligibility. If a property is determined to be eligible, it will need to be considered under Section 4(f).

The project team will attempt to avoid the use of and/or limit impacts to these resources, and any other potential Section 4(f) resources to the greatest extent possible. Section 4(f) coordination will be ongoing during the preparation of the SEIS.

3.5 THREATENED AND ENDANGERED SPECIES

For purposes of this document, "species of special concern" include any plant, mammal, fish, reptile, amphibian, or bird that has received a federal, PA, or NJ threatened, endangered, proposed, and candidate status. Coordination with federal and state agencies, including NOAA Fisheries, PGC, PFBC, PA DCNR, and NJ DEP, took place during the 2003 FEIS NEPA process, and habitat studies and presence/absence were conducted for various species at the request of PFBC, PA DCNR, and NJ DEP.

Recent federal and state coordination identified the potential presence of multiple threatened, endangered, or special concern species near the DRB, as shown in **Table 8**. This includes a Pennsylvania Natural Diversity Inventory (PNDI) query (PNDI-706122) conducted in March and December 2020, a PNDI query (PNDI-786441) conducted on June 2, 2023, and June 13, 2024, and subsequent correspondence with PFBC, PGC, and PA DCNR. **Table 8** also includes the results of the NJ DEP Office of Natural Lands Management, Natural Heritage Database search (Project: 23-4007417-27718), from May 23, 2023.

While certain bird species may no longer be listed as 'threatened' or 'endangered' under the Endangered Species Act, certain other federal and/or state laws, such as the Migratory Bird Treaty Act, may apply. The project team will coordinate with the respective agencies from both PA and NJ to confirm which, if any, bird species are protected and what steps must be taken to ensure the species is/are protected to the extent practicable.

The project team will complete any studies needed to identify the presence of these species, determine potential impacts, and establish mitigation, in partnership with state and federal agencies with jurisdiction over the species of concern.

Table 8: Potential Threatened, Endangered, or Special Concern Species

Common Name	Species Name	PA Status (Jurisdictional Agency)	NJ Status (Jurisdictional Agency)	Federal Status (Jurisdictional Agency)
Peregrine falcon	<i>Falco peregrinus</i>	Special Concern (PGC)	Endangered (NJ DEP)	Not listed
Atlantic sturgeon	<i>Acipenser oxyrinchus oxyrinchus</i>	Endangered (PFBC)	Endangered (NJ DEP)	Endangered (NOAA Fisheries)
Shortnose sturgeon	<i>Acipenser brevirostrum</i>	Endangered (PFBC)	Endangered (NJ DEP)	Endangered (NOAA Fisheries)
New Jersey chorus frog	<i>Pseudacris kalmi</i>	Endangered (PFBC)	Species of Interest ¹ (NJ DEP)	Not listed
Eastern cricket frog	<i>Acris crepitans</i>	Endangered (PFBC)	Species of Interest ¹	Not listed
Coastal Plains leopard frog complex	<i>Lithobates sphenoccephalus/k auffeldi</i>	Endangered (PFBC)	Not listed	Not listed
Northern red- bellied cooter	<i>Pseudemys rubriventris</i>	Threatened (PFBC)	Not listed	Not listed
Smartweed dodder	<i>Cuscuta polygonorum</i>	Special Concern (PA DCNR) ²	Not listed	Not listed
Velvety panic-grass	<i>Dichanthelium scoparium</i>	Endangered (PA DCNR) ²	Not listed	Not listed
Sweet bay magnolia	<i>Magnolia virginiana</i>	Threatened (PA DCNR) ²	Not listed	Not listed
Southern red oak	<i>Quercus falcata</i>	Endangered (PA DCNR) ²	Not listed	Not listed
Willow oak	<i>Quercus phellos</i>	Endangered (PA DCNR) ^{2,3}	Not listed	Not listed
Bald eagle	<i>Haliaeetus Foraging</i>	Special Concern (PGC)	Endangered (NJ DEP)	Not listed
Great blue heron	<i>Ardea herodias</i>	Not listed	Special Concern (NJ DEP)	Not listed

Common Name	Species Name	PA Status (Jurisdictional Agency)	NJ Status (Jurisdictional Agency)	Federal Status (Jurisdictional Agency)
Osprey	<i>Pandion haliaetus</i>	Not listed	Threatened (NJ DEP)	Not listed
Eastern pondmussel	<i>Ligumia nasuta</i>	Not listed	Threatened (NJ DEP)	Not listed
Tidewater mucket	Leptodea ochracea	Not listed	Threatened	Tidewater mucket
(NJ DEP)	Not listed			(NJ DEP)

- Species of Interest in NJ are those with possible conservation concern based on data available in NJ and/or their status in surrounding states and/or species for which more information is needed in NJ.
- According to PA DCNR letter to KCI Technologies, Inc. dated July 6, 2023.
- A mitigation and monitoring plan for willow oak was developed between the PA Turnpike and PA DCNR for the entire PA Turnpike / I-95 Interchange Project corridor and has been implemented.

3.6 ENDANGERED SPECIES ACT SECTION 7 CONSULTATION

The purpose of the Endangered Species Act (ESA) is to provide a means to conserve the ecosystems upon which endangered and threatened species depend and provide a program for the conservation of such species. The ESA directs all federal agencies to participate in conserving these species. Specifically, Section 7(a)(1) of the ESA charges federal agencies to aid in the conservation of listed species, and Section 7(a)(2) requires the agencies to ensure their activities are not likely to jeopardize the continued existence of federally listed species or destroy or adversely modify designated critical habitat.

Section 7(a)(2) requires federal agencies to consult with USFWS or NOAA Fisheries to ensure that actions they fund, authorize, permit, or otherwise carry out will not jeopardize the continued existence of any listed species or adversely modify designated critical habitats. At the time of the FEIS, coordination with NOAA Fisheries concluded that, depending on the type of activities to be performed in the Delaware River, seasonal restrictions would be recommended for in-water work on the Delaware River to minimize impacts to the shortnose and Atlantic sturgeons and other anadromous fishes. Impacts that would impede fish migrations include increased turbidity, decreased water quality and high decibel levels. Efforts will be made to ensure any disturbances of the unprotected streambed will be conducted from November to March.

The PA Turnpike and FHWA will consult with the NOAA Fisheries regarding the shortnose sturgeon, as well as the Atlantic sturgeon, which was federally listed as endangered in 2014.

3.7 SECTION 404 OF THE CLEAN WATER ACT

Section 404 of the Clean Water Act establishes a national program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Section 404 requires a permit before dredged or fill material may be discharged into waters of the United States. Proposed activities are regulated under a permit review process through the USACE. The USACE evaluates permit applications for the environmental criteria set forth in the Clean Water Act Section 404(b)(1) Guidelines, which includes consideration of significant adverse effects of the discharge on human health and wildlife, as well as a public interest review. Additionally, PA and NJ have state regulations governing waterway and wetland

encroachments and alterations, including Title 25 Chapter 105 in PA and Title 7 Chapter 7 in NJ, that require project review by state environmental agencies.

A joint Section 404/PA Chapter 105 permit for wetland and waterway impacts in PA and a joint Section 404/NJ Chapter 7 permit for wetland and waterway impacts in NJ will be completed. PA Turnpike, NJTA, and FHWA will consult with the USACE, PA DEP, and NJ DEP during project planning to ensure the project meets applicable regulatory requirements and enable a timely permit review process.

3.8 NAVIGABLE WATERS OF THE UNITED STATES

Section 9 of the Rivers and Harbors Act of 1899 and the General Bridge Act of 1946 give USCG the authority to preserve the public right of navigation along navigable waters of the United States and to prevent interference with interstate and foreign commerce. The Delaware River is a navigable water of the United States. Therefore, a USCG Bridge Permit will be necessary for construction alternatives associated with the DRB. As part of the process, the project team, through FHWA, has submitted a Navigation Impact Report (NIR) to the USCG which has deemed it ‘complete’. The USCG published a preliminary public notice on July 14, 2025, soliciting navigational information and any comments on the proposed project.

3.9 COASTAL ZONES

The DRB extends through the Delaware Estuary Coastal Zone within both PA and NJ. The Federal Coastal Zone Management Act requires federal agency activities be consistent with approved state coastal zone management programs to the maximum extent possible.

In PA, a project is determined to be consistent with PA DEP’s Coastal Zone Management program after all necessary state permits regarding stream encroachment, water quality, and wetlands are obtained. PA DEP will make a consistency determination during final design, upon receipt of the ROD and mitigation associated with the SEIS.

In NJ, the Coastal Zone Management Program recommends a pre-application review for major development projects. Pre-application meetings were held with NJ DEP in March 1992, February 1994, and February 2000 leading up to the issuance of the ROD in 2003. A pre-application meeting with the NJ DEP was held on June 12, 2025 to discuss the proposed project, resources within the project study area, and future coordination. Additional pre-application meetings will be held to discuss NJ DEP permit requirements during and after preparation of the SEIS.

4. NOTICE TO PREPARE A SUPPLEMENTAL EIS

The SEIS process begins with the publication of a Notice of Intent (NOI) to prepare a SEIS for a proposed action. The NOI is published in the Federal Register by the lead federal agency – FHWA in the case of the DRB project – and provides background and status of the project and an overview of the proposed action. The NOI emphasizes the importance of public and agency engagement and establishes that public and agency involvement will occur throughout the process.

To the extent possible, the NOI will include hyperlinks to relevant project information, such as Purpose and Need, Alternatives Analysis, technical reports, etc., that are available on the project website. The NOI will also contain an agency point of contact who can answer questions about the proposed action and the NEPA process.

Prior to publishing the NOI in the Federal Register, the following will have been completed or nearing completion:

- An update to the Project Purpose and Need,
- A completed Historic Bridge Rehabilitation Analysis Report approved by the PA SHPO and NJ HPO, and
- Most of the technical studies completed, including cultural, natural and socioeconomic.

Additionally, public and agency coordination plans need to be prepared and submitted with the NOI.

The PA Turnpike and NJTA will complete a legal review prior to the NOI being published in the *Federal Register*. It's anticipated that the NOI to prepare a SEIS will be published in March 2026.