



DIMENSION	EXISTING BRIDGE: TRUSS	PROPOSED BRIDGE: TIED ARCH
MAIN SPAN LENGTH	682'	684'
TOP OF DECK TO WATER	~150'	~153'
TOP OF DECK TO TOP OF BRIDGE	~111'	~115'
OUT-TO-OUT WIDTH (LANES)	~82' (4 LANES)	~127' (6 LANES)

NOTE: THESE GRAPHICS ARE PRELIMINARY AND FOR PLANNING PURPOSES ONLY.

The PA Turnpike’s and NJTA’s Recommended Preferred Alternative is not a final decision. FHWA, in coordination with the PA Turnpike and NJTA, will identify a Preferred Alternative in the Draft SEIS and the Selected Alternative as part of the Record of Decision. FHWA will consider all relevant information, including public and agency comments, to reach their decision.

Why Were South Alternatives Eliminated?

- Greatest number of residential and business impacts compared to northern options.
- More impacts to publicly owned parkland, cultural and historic resources, federally and state-listed threatened and endangered species.
- Project timing uncertainty for the surrounding community due to electric substation relocation.

Providing Feedback

Thank you for attending the DRB Public Meeting Open House and providing feedback. The displays shared tonight are posted on the website along with an electronic comment form for your convenience and for those who were unable to attend this meeting. Scan the QR code or go to DelawareRiverTurnpikeBridge.com to submit your comments by July 13, 2026.

We Hope to Hear from You
PA Turnpike/I-95 Interchange Project
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 Hilton Drive, Suite 205
 Trevoze, PA 19053
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Please scan the QR code or visit the project website at: www.delawariverturnpikebridge.com

Delaware River Bridge Project

PA Turnpike/I-95 Interchange Project – Stage 3



PUBLIC MEETING OPEN HOUSE

June 2026

Purpose of Meeting

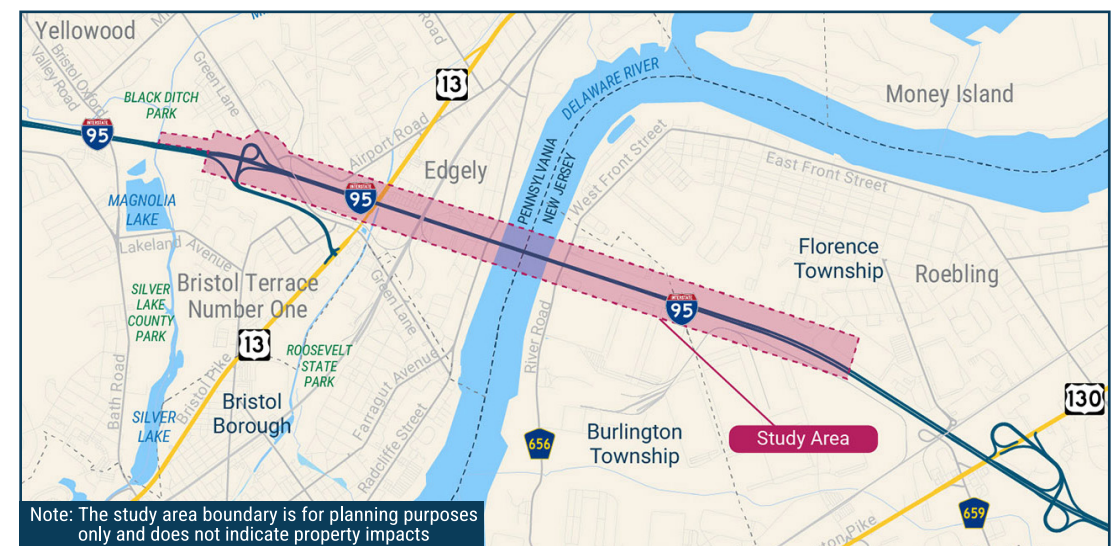
Tonight’s Public Meeting Open House is an opportunity for the Pennsylvania Turnpike Commission (PA Turnpike) and the New Jersey Turnpike Authority (NJTA) to provide an update on the Delaware River Bridge (DRB) Project. The Public Meeting Open House allows you to learn about the project at your own pace and talk one-on-one with our team members regarding the areas that interest you the most. We encourage you to:

1. Tell us about yourself
2. View updated alternatives and bridge type displays
3. View potential bicycle and pedestrian improvements
4. View the environmental resources and potential impacts
5. Learn about future public involvement opportunities
6. Share your comments

About the Project

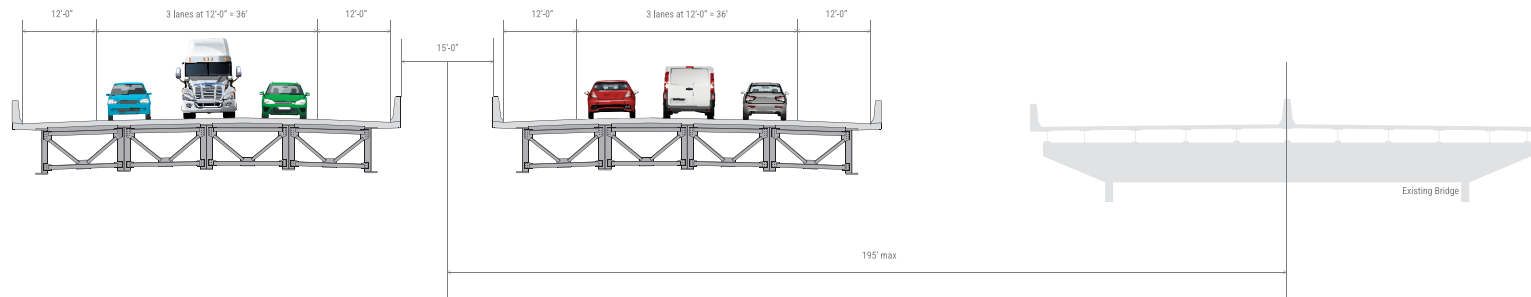
The purpose of this project is to replace the DRB and provide lane continuity along the I-95 corridor in Pennsylvania and New Jersey. Replacement of the bridge is needed to address increased traffic demand along the corridor and address the fracture critical nature of the existing structure. Replacement of the DRB is part of the larger Pennsylvania Turnpike/ Interstate 95 Interchange Project. The purpose of the Pennsylvania Turnpike/Interstate 95 Interchange Project is to provide connectivity of I-95 throughout the Mid-Atlantic region..

- Needs for the Pennsylvania Turnpike/Interstate 95 Interchange Project include:
- Inadequate I-276 and I-95 linkage for system continuity
 - Inadequate capacity for the current I-276 and I-95 connections
 - Inadequate capacity on I-276 and I-95
 - Prolonged study area travel times and delays
 - Lack of service reliability/ redundancy of the existing DRB



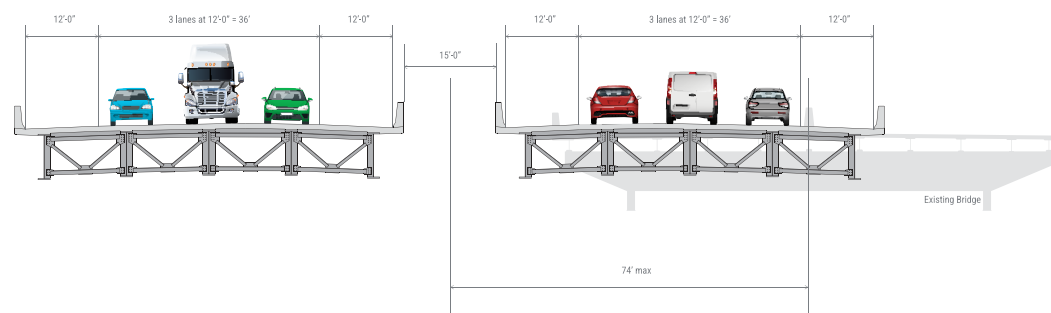
Differences between NPI and NSA

NPI: North Partial Impact



- The entire proposed bridge could be constructed in a single phase without any interference with the existing bridge.
- Traffic would be maintained on the existing bridge during the entirety of construction of the proposed bridge.
- Six lanes of traffic across the proposed bridge would be available within ~3.3 years from the start of construction.
- Overall construction duration would be ~5 years.
- The maximum offset between the centerlines of the existing and proposed bridge, occurring over the river, would be 195-feet.
- One temporary relocation of the Amtrak electrical transmission lines and impacts to catenary lines would be required.

NSA: North Staged Alternate



- The entire proposed bridge must be constructed in two phases as it overlaps with the existing bridge.
- Traffic would be maintained on the existing bridge and on the first half of the proposed bridge during construction.
- Six lanes of traffic across the proposed bridge would be available within ~ 6.5 years from the start of construction.
- Overall construction duration would be ~6.5 years.
- The maximum offset between the centerlines of the existing and proposed bridge, occurring over the river, would be 74-feet.
- Multiple temporary relocations of Amtrak electrical transmission lines and impacts to catenary lines would be required.

What We've Heard

The second round of public meetings was held in October 2025. The top concerns expressed were in alignment with past feedback through the public survey and the first round of public meetings. The key points included:

OVER 200 INDIVIDUALS PARTICIPATED IN THE 2ND ROUND OF PUBLIC MEETINGS

Feedback:	How It's Being Addressed:
Property owners on both sides of the Delaware River were concerned with which northern alternative will be selected and how the ROW process will proceed	A selected alternative will be approved by the Federal Highway Administration (FHWA) as part of the Record of Decision. Once ROW impacts are formalized, ROW agents will begin to contact the impacted property owners. All ROW acquisitions will be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.
Potential noise concerns were expressed in both PA and NJ	Preliminary noise studies will be completed as part of the SEIS process to provide anticipated traffic noise levels for the alternatives under study. Once an alternative is selected, final design noise studies will be conducted to confirm whether noise abatement (for example, noise walls) is warranted and, if so, where it will be located.
Bike and pedestrian access on the structure was requested in both PA and NJ	The SEIS will discuss the results of the evaluation into whether there is a need for bicycle and pedestrian access/accommodations across the Delaware River and if that need could be addressed by this project. The SEIS will also discuss potential improvements to existing trail connectivity.
Potential for increased traffic on local roads	The project team will consider potential construction impacts on local roads in the Project Area as part of the design process. This consideration may involve obtaining traffic counts to determine trends over time, as well as determining if existing traffic conditions will be worsened during construction. The Project Team will coordinate with County and municipal officials during this process. Projected construction activities will conform to state and local requirements for access and noise restrictions.
Construction duration	The duration of construction will depend on several factors, including but not limited to the safety of the contractor and traveling public, the need to maintain traffic across the DRB during construction, river restrictions, and potential disruption to nearby communities. The project team will continue to gather input throughout the environmental and design processes and will explore opportunities to minimize potential impacts to the extent possible. The duration of construction is one of the main differences between the two northern alternatives – NSA and NPI.
Environmental impacts on forested wetlands	Wetland surveys identified less than 1.0 acre of forested wetlands within the project study area, with the majority located south of the existing bridge. Impacts to all wetlands, including forested wetlands will be evaluated. Potential wetland impacts are being presented this evening. Additionally, the project team will continue to refine the alternatives to minimize impacts to the extent possible. Any impacts to wetlands will be mitigated.
Potential impacts to the Hayes Riverview Cemetery in New Jersey	Neither the NSA nor the NPI alternatives would directly impact the Hayes Riverview Cemetery in New Jersey.
Preference between the two proposed alternatives (NSA & NPI)	Based on feedback and input received during the last round of public comments, approximately 2/3 of respondents who answered the question had no preference between Alternative NPI and Alternative NSA.