

Frequently Asked Questions – Updated March 2025

Why has there been a change to the original alternative that was selected in 2003?

The design in the approved 2003 Environmental Impact Statement (EIS)/Record of Decision (ROD) was a newly constructed parallel bridge to the south of the existing bridge to accommodate eastbound traffic destined for New Jersey and rehabilitation of the existing bridge to accommodate westbound traffic into Pennsylvania. After the 2017 fracture repair and comprehensive inspection and considering the age of the 2003 environmental documentation and the listing of the bridge on the National Register of Historic Places, a new Alternatives Analysis that explores a full range of alternatives was required. In addition, FHWA has requested a Supplemental EIS be completed which is currently underway.

Is the Delaware River Bridge safe?

Yes. The bridge undergoes a comprehensive safety inspection every two years. The inspections performed follow National Bridge Inspection Standards to maintain safe bridge operations. The U.S. Department of Transportation sets the standards and works through FHWA to implement them.

The bridge owners use the information from the inspections to maintain and repair the bridge as necessary.

What happens during the Preliminary Engineering (PE) phase?

During the PE phase, a variety of engineering activities, concurrent with the environmental activities referenced above, occur to assess alternatives. Fieldwork and investigations will occur through 2026. The majority of residential properties requiring survey will most likely be surveyed from the street side and will require minimal access to the actual property. If property access is required, the property owner will be notified in advance.

When will the new alternative be selected?

To select an alternative, preliminary engineering and environmental clearance must be completed and public input must be considered. The target date for that decision is late 2027.

Will the public be included in the identification of a preferred alternative?

Yes. Opportunities to provide feedback and get updates on the results of the Alternative Analysis, Preliminary Engineering, and SEIS will be provided through public meetings, stakeholder meetings, public surveys, project updates and public hearings. Each public meeting/hearing will be held in both New Jersey and Pennsylvania. Please join the mailing list today or go to the website.

What are the field crews in my neighborhood working on?

The Team is currently re-evaluating all existing conditions in the study area. This work includes a multitude of tasks such as surveys, environmental studies, geotechnical investigations and more. If property access is required, the property owner will be notified in advance.

When will property impacts be identified?

Potential property impacts will be identified when the project advances to the point of having a preferred alternative which occurs at the end of the Preliminary Engineering and SEIS phases. This is currently targeted for late 2027.

Will tolls increase because of this project?

No. The owners do not raise tolls to fund individual projects.

Are there opportunities for biking and pedestrian improvements?

The project team is investigating potential improvements to existing trail facilities in both PA and NJ as a part of the DRB Project. The improvements will consider connections in and around the bridge. Regarding the potential for a multi-use facility on the structure itself, please note that the DRB carries I-95, a limited-access highway that is part of the Interstate Highway System. Pedestrians and bicyclists are not permitted to operate on I-95 in either state. Further, cyclists and pedestrians are prohibited from operating on the PA Turnpike and NJ Turnpike.