Delaware River Bridge Project

PA Turnpike/I-95 Interchange Project — Stage 3

NOTICE OF INTENT TO PREPARE A SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT:

ADDITIONAL PROJECT INFORMATION

State Project Number: N/A
Federal Project Number: N/A
Unique Identification Number: EISX-XPA-1775577450

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Pennsylvania Turnpike Commission
New Jersey Turnpike Authority

April 2026

This Notice of Intent (NOI) to Prepare a Supplemental Environmental Impact Statement (SEIS): Additional Project Information Document supplements the NOI published in the Federal Register. This document contains details about the plans for a Supplemental Environmental Impact Statement (SEIS) that will be prepared to evaluate the potential environmental impacts of the PA Turnpike/I-95 Interchange Stage 3 – Delaware River Bridge Project (Project or DRB Project). This Additional Project Information Document and the NOI published in the Federal Register should be read together. The Federal Highway Administration (FHWA), the Pennsylvania Turnpike Commission (PA Turnpike), and the New Jersey Turnpike Authority (NJTA) request and encourage agencies, stakeholders, and the public who may be affected by the proposed project to comment on any information presented herein, including the purpose and need, preliminary range of alternatives, and potential effects. Instructions for submitting comments may be found in the NOI. Comments must be received within 30 days of the date of the NOI publication in the Federal Register.

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1. INTRODUCTION TO THE PROPOSED PROJECT

1.1 PROJECT BACKGROUND

As part of the PA Turnpike/I-95 Interchange Project *2003 Final Environmental Impact Statement (FEIS),* the Federal Highway Administration (FHWA), in coordination with the Pennsylvania Turnpike Commission (PA Turnpike) and the Pennsylvania Department of Transportation (PennDOT), proposed a direct connection between I-276 and I-95 in lower Bucks County, Pennsylvania with I-276 and I-95 interstate improvements extending east into Burlington County, New Jersey.

To better develop and evaluate alternatives for such a large project with multiple components, the Build Alternative was divided into the following three (3) independent elements:

- Toll Plaza in PA
- Interchange
- Bridge (Delaware River Bridge)

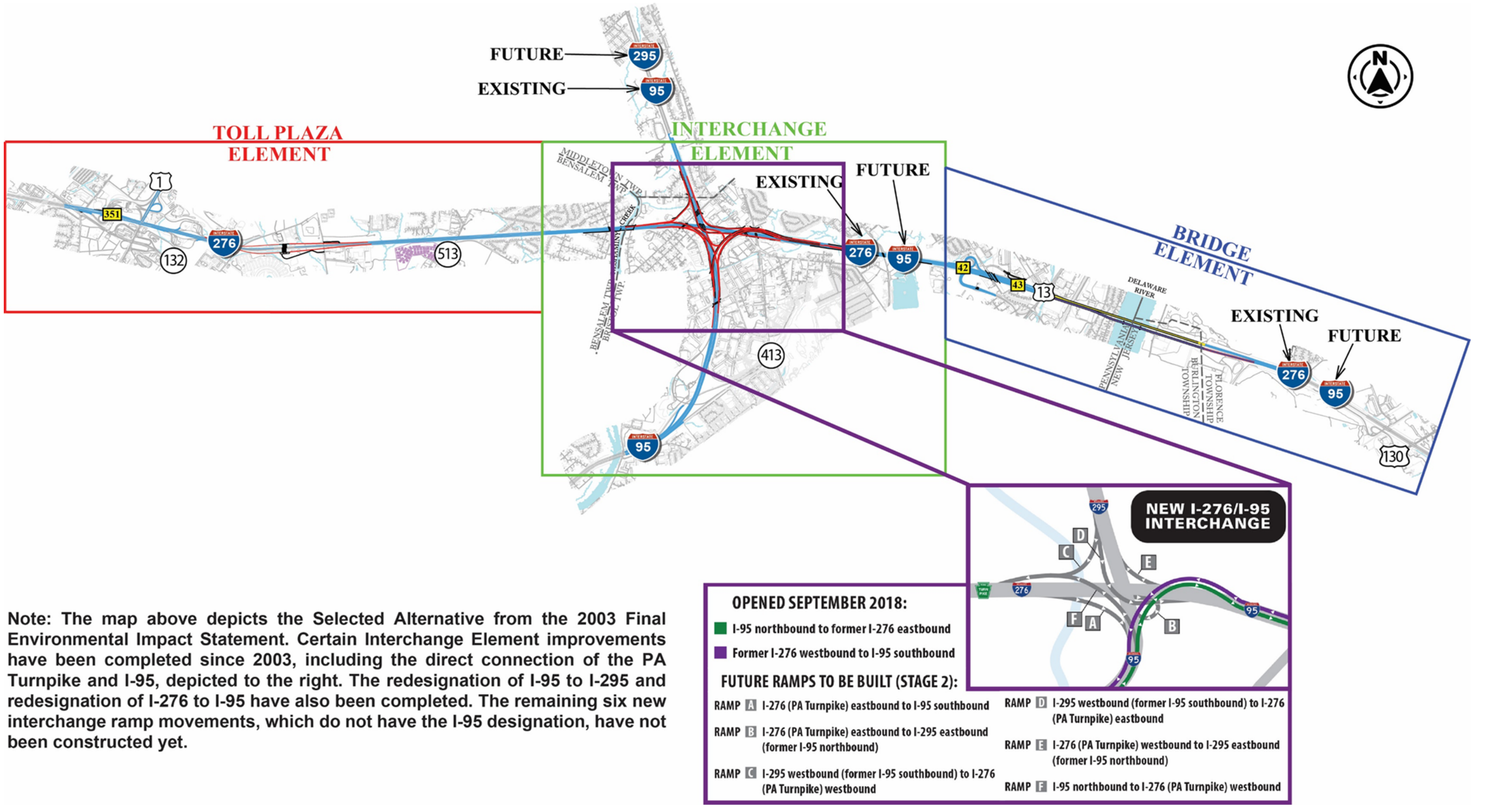
As documented in the December 2003 Record of Decision (ROD) for the PA Turnpike/I-95 Interchange Project, the Selected Alternative was chosen due to its ability to address the Project needs; the consideration of engineering parameters; the assessment of anticipated environmental effects; and public and resource agency input. The Selected Alternative consisted of the combination of:

- **Modified Plaza West:** Included a mainline barrier toll plaza (conventional full width configuration) which would be the new eastern terminus of the Pennsylvania Turnpike Toll System.
- **Single Loop A Interchange:** Included ramps to make a direct, high-speed, fully directional connection between I-95 and I-276.
- **Delaware River Bridge (DRB) South:** Included a second, parallel structure located adjacent to and just south of the existing Delaware River Turnpike Bridge and the rehabilitation of the existing structure to allow the use of both bridges as a one-way pair in the design year.

An overview of the Selected Alternative and its respective elements can be found in **Figure 1**. Additional information can be found in the 2003 FEIS and ROD[1].

After the I-276/I-95 Interchange Project's ROD was published, certain stages of the Project proceeded through design and into construction.

[1] PA Turnpike/I-95 Interchange Project 2003 Final Environmental Impact Statement (FEIS).



Note: The map above depicts the Selected Alternative from the 2003 Final Environmental Impact Statement. Certain Interchange Element improvements have been completed since 2003, including the direct connection of the PA Turnpike and I-95, depicted to the right. The redesignation of I-95 to I-295 and redesignation of I-276 to I-95 have also been completed. The remaining six new interchange ramp movements, which do not have the I-95 designation, have not been constructed yet.

Figure 1: 2003 FEIS/ROD Selected Alternative for the PA Turnpike/I-95 Interchange Project

1.2 PROJECT STATUS

In 2010, due to funding constraints, the PA Turnpike/I-95 Interchange Project was split into three (3) stages as discussed below. Further, **Figure 2** illustrates the project details.

Stage 1 (completed December 2020)

- Construction of environmental mitigation sites
- Advanced and work zone Intelligent Transportation Systems (ITS) deployments
- Replacement of four overhead bridges (Richlieu Road (SR 2035), Galloway Road (SR 2023), Bristol-Oxford Valley Road (SR 2029), over the PA Turnpike; Ford Road (SR 2192) over I-95)
- Construction of a new Neshaminy Falls Toll Plaza in Bensalem and a new DRB Cashless Tolling Point (westbound only E-ZPass or Toll by Plate)
- Flyover ramps connecting I-95 to the PA Turnpike with associated mainline widening of I-95 from the PA 413 Interchange (I-95 Exit #39) to the flyovers and east of the flyovers to Exit #42 (including the Northbound I-95 off-ramp at Exit #42)
- Reconstruction of the Delaware Valley Interchange (I-95 Exit #42) Connector Ramp to US 13 with a new at-grade intersection.

Stage 2 (partially completed)

- Replacement of overhead bridges carrying Bensalem Boulevard (SR 2015), Hulmeville Road (SR 0513), and New Falls Road (SR 2006) over I-276 (completed)
- Replacement of the ramp bridge over the PA Turnpike at the Bensalem Interchange 351 (completed as Section A1)
- Remaining reconstruction at the Bensalem Interchange 351, including associated PA Turnpike widening (Section A)
- Widening along the remaining portions of the PA Turnpike mainline (Section C)
- Remaining interchange movements (six) connecting I-276 to I-95/I-295, including I-295 bridges over the turnpike and New Falls Road (SR 2006) (Section D40)
- Remaining Delaware Valley Interchange (I-95 Exit #42) improvements and PA Turnpike mainline westbound widening west of the DRB (Section E)

Stage 3 Delaware River Bridge (preliminary engineering)

Since the issuance of the 2003 ROD, there had been relatively minor design activities or field investigations in the Stage 3 study area until the PA Turnpike and New Jersey Turnpike Authority (NJTA) initiated an Alternatives Analysis for the DRB Project. As part of the Alternatives Analysis, the Stage 3 study area was re-examined and extends east from the PA Turnpike mainline bridge over Mill Creek through the US 13 (Bristol Pike) Interchange, I-95 Exit #42 in Pennsylvania, to the first mainline NJ Turnpike horizontal curve in New Jersey. The project study area is 1,000 feet wide with a total length of approximately 3.2 miles – approximately 1.7 miles of the Project in Pennsylvania and 1.5 miles of the Project in New Jersey. The Project study area for Stage 3 is depicted in **Figure 3**.

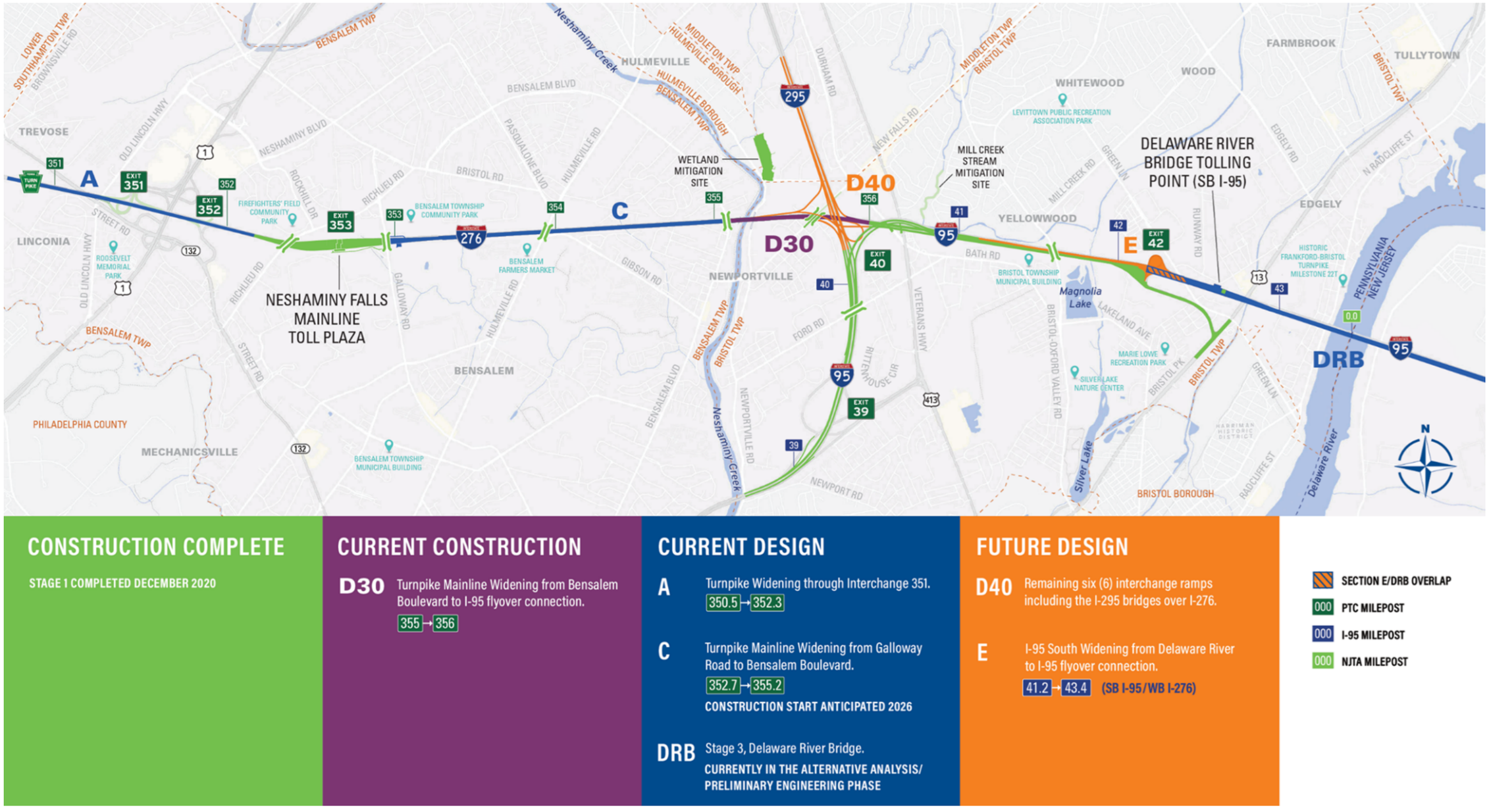


Figure 2: PA Turnpike/I-95 Interchange Project Detail

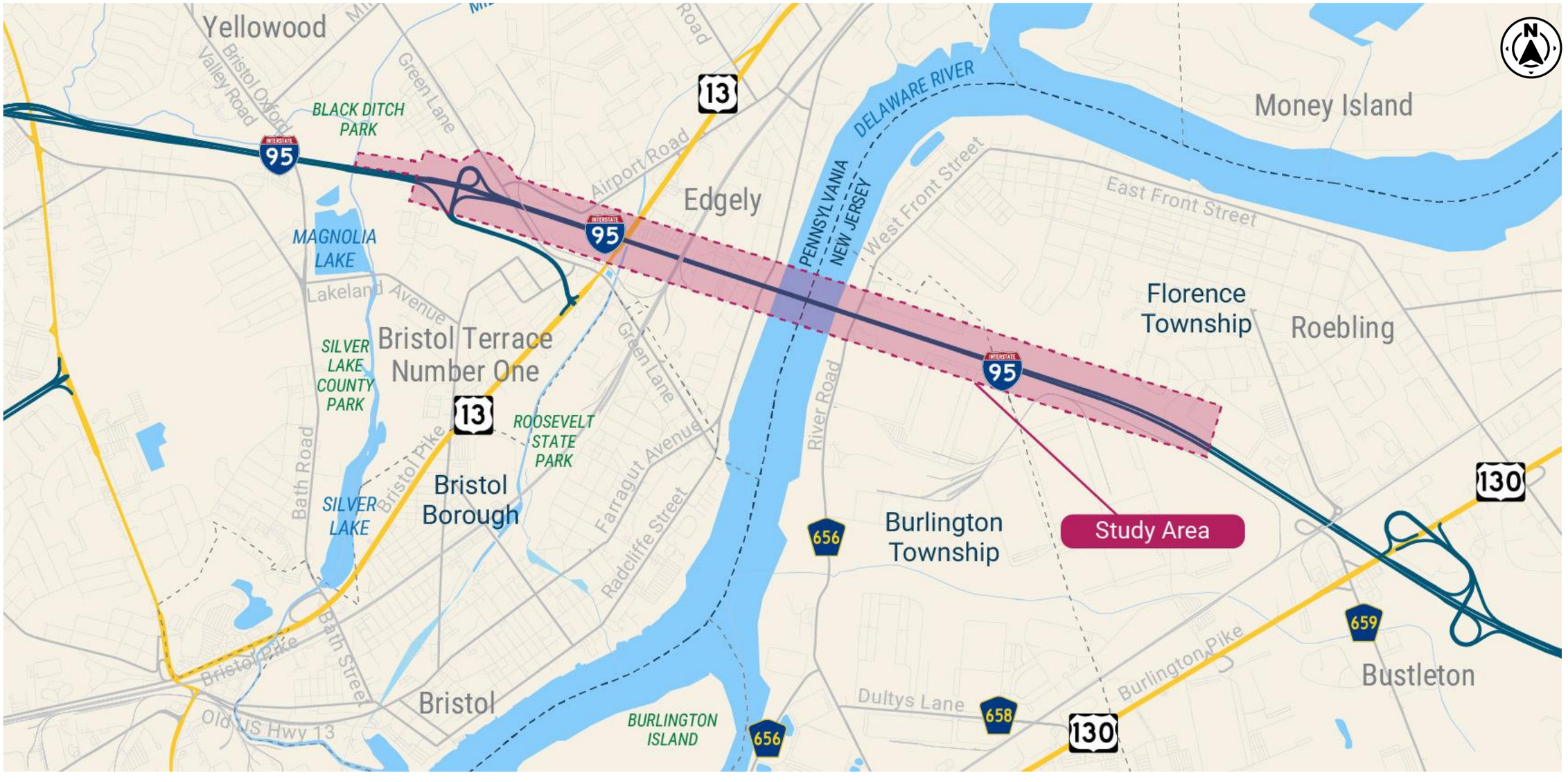


Figure 3: DRB Project Study Area

2. PURPOSE AND NEED FOR PROPOSED AGENCY ACTION

2.1 PROJECT NEEDS

2.1.1 2003 FEIS Project Needs

The 2003 FEIS included the following project needs:

- Inadequate I-276 and I-95 linkage for system continuity due to the lack of a direct connection between I-95 and I-276 which forces motorists using I-95 to exit and use the local road network to access I-276 and vice versa. This can create mobility issues both locally and regionally.
- Lack of I-95 continuity through the Mid-Atlantic Region; however, legislation enacted in 1982 designated both turnpikes as interstates and required I-95 to be rerouted onto them.
- Inadequate capacity for the current I-276 and I-95 connections from consistently high volume of traffic on all facilities in the study area resulting in unacceptable Levels of Service (LOS) on all connecting routes.
- Inadequate capacity on I-276 and I-95 to handle projected traffic volumes.
- Prolonged study area travel times and delays due to the unacceptable LOS on the interstates and local roads.

As a result of the PA Turnpike/I-95 Interchange Project's progress to date, the second project need, *Lack of I-95 continuity through the Mid-Atlantic Region,* has been satisfied with the completion of the flyovers that re-routed I-95 east along the PA Turnpike, across the DRB of the NJ Turnpike Connector and then north along the NJ Turnpike.

2.1.2 Current Project Needs[2]

With the restart of the proposed project, the Project Team revisited the original needs and confirmed that the remaining four needs, as documented in the 2003 FEIS, are still applicable. Further, based on the condition of the DRB, the Project Team identified a new need. Therefore, the current needs of the proposed 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. (*newly established need)*

Traffic data has been updated to reflect current conditions, and the data continues to support the needs of the project. Existing and 2030 and 2050 No Build and Build Average Daily Traffic (ADT) volumes are shown in **Table 1**. These traffic figures confirm the validity of the current needs. Traffic numbers are projected to increase, with traffic volumes resulting in unacceptable LOS. The current bridge does not have sufficient capacity to accommodate projected traffic volumes.

Additionally, there is inconsistency between the number of lanes on the approach roadways and the number of lanes on the bridge. Currently, the DRB has two lanes in each direction, and the NJ approach

[2] FHWA concurred with the updated purpose and needs in October 2024. The Updated Purpose and Need Report is available on the project website at https://www.paturnpike.com/traveling/construction/site/delaware-river-bridge.

roadway has three lanes in each direction. While the PA approach roadway currently has two lanes in each direction, the ultimate condition will be three lanes in each direction.

Overall, the completion of the PA Turnpike/I-95 Interchange Project would result in the redistribution of some traffic volumes based on anticipated change in driver behavior. Further, other regional projects simultaneously being built would affect travel patterns of some motorists based upon origins and destinations. These effects do not result in a meaningful change to future traffic volumes which are projected to steadily increase in all parts of the corridor in both the Build and No Build scenarios.

Due to the fully directional high-speed connection provided at the PA Turnpike/I-95 Interchange, the local road network experiences reduced traffic as users of the PA Turnpike and I-95 are no longer required to exit one highway and travel local roads to access the other highway. In addition to providing this connection, the additional capacity to be provided on the mainline highway segments allows for acceptable LOS in the design year and beyond.

Existing Delaware River Crossing

With the current condition of the DRB, a new project Need was established - *Lack of service reliability/redundancy of the existing DRB* – which is further described below.

Constructed between 1954 and 1956, the DRB links the Pennsylvania Turnpike and the New Jersey Turnpike. The structure is jointly owned and maintained by the Commission and the Authority. In 2005, the PA SHPO determined that DRB (Resource # 1005RE00744) is eligible for listing in the NRHP.

The structure is 6,571 feet long, 80 feet wide, has a main span length of 682 feet, and crosses the 500-foot-wide shipping channel of the Delaware River at a vertical clearance of 135 feet. The bridge also crosses River Road (CR 656) in Burlington Township, NJ. Additionally, it spans US 13, Radcliffe Street, Palmer Avenue, Wood Avenue, North Wilson Avenue, and Amtrak's Northeast Corridor in Bristol Township, PA.

The existing DRB, which includes the main and approach spans, is the single longest structure on either turnpike. The bridge is comprised of three different structural steel span types: girder-floorbeam-stringer, deck truss, and through-truss with a suspended deck (see **Figure 4**).

All three structure types contain steel tension elements that are classified as nonredundant[3] because they only contain two main load carrying components. Typically, (load path) redundancy requires at least three separate main load carrying components. Additionally, many of the truss tension members are single elements (wide flange sections), which do not provide the opportunity for internal redundancy considerations where a single element of the member, such as a flange, can fracture but the fracture does not spread to the rest of the cross-section. Accordingly, the DRB, by definition, contains many Nonredundant Steel Tension Members (NSTMs). **Figures 5**, **6**, and **7** show some of the NSTMs.

[3] Per 23 CFR §650.305, a Nonredundant Steel Tension Member (NSTM) is defined as: *"A primary steel member fully or partially in tension, and without load path redundancy, system redundancy or internal redundancy, whose failure may cause a portion of or the entire bridge to collapse."*

Table 1: Traffic Volumes

I-95/PA Turnpike Interchange Stage 2/3 Traffic Volumes October 2024	2023 EXISTING ADT	2030 NO BUILD ADT	2030 BUILD ADT	2050 NO BUILD ADT	2050 BUILD ADT
PA Turnpike Mainline:					
1. EB - Int #343 to Int #351	47,000	53,600	54,000	63,000	64,000
1. WB - Int #343 to Int #351	46,500	52,000	52,700	62,400	62,900
2a. EB - Int #351 to #352	28,300	31,200	34,500	39,100	40,500
2. EB - Int #352 to Int #353	26,200	28,200	31,800	35,500	37,300
2. WB - Int #351 to Int #353	25,000	28,900	33,000	36,400	37,400
I-95 Mainline:					
3. NB - PA Turnpike (Exit #40) to Exit #42	42,200	45,400	46,600	54,200	54,600
3. SB - PA Turnpike (Exit #40) to Exit #42	39,200	43,300	43,400	52,600	53,200
4. NB - Exit #42 to Exit #43	36,100	39,200	39,700	46,300	47,400
4. SB - Exit #42 to Exit #43	32,800	36,500	36,700	45,000	46,000
PA Turnpike Int #351 Ramps:					
PA Turnpike WB Off Ramp to Int #351	2,500	2,400	2,500	2,000	2,100
PA Turnpike EB Off Ramp to Int #351	21,200	25,000	21,500	26,000	25,700
PA Turnpike EB On Ramp from Int #351	2,500	2,600	2,000	2,100	2,200
PA Turnpike WB On Ramp from Int #351	24,000	25,500	22,200	28,000	27,600
PA Turnpike Int #352 Ramps:					
PA Turnpike EB Off Ramp to Int #352	3,300	4,500	4,300	5,200	4,800
PA Turnpike EB On Ramp from Int #352	1,200	1,500	1,600	1,600	1,600
I-95 Exit #42 Ramps:					
I-95 NB Off Ramp to Exit #42	10,000	10,700	10,700	11,900	11,500
I-95 SB Off Ramp to Exit #42	3,100	3,100	3,100	3,400	3,400
I-95 SB On Ramp from Exit #42	9,500	9,900	9,800	11,000	10,600
I-95 NB On Ramp from Exit #42	3,900	4,500	3,800	4,000	4,300
I-95/I-295/PA Turnpike Ramps:					
I-95 SB (NJ to Phila)	14,200	14,400	14,900	16,200	18,300
I-95 NB (Phila to NJ)	16,000	17,200	17,400	18,700	19,000
I-95 SB to I-295 EB (Ramp E)	--	--	2,800	--	4,000
I-295 WB to PA Turnpike WB (Ramp C)	--	--	3,500	--	3,000
PA Turnpike EB to I-95 SB (Ramp A)	--	--	3,600	--	3,300
PA Turnpike EB to I-295 EB (Ramp B)	--	--	2,300	--	2,000
I-95 NB to PA Turnpike WB (Ramp F)	--	--	3,800	--	3,500
I-295 WB to I-95 NB (Ramp D)	--	--	3,300	--	3,600
I-295 / I-95:					
I-295 WB - NJ to PA Turnpike	26,000	28,500	31,500	33,000	34,800
I-295 EB - PA Turnpike to NJ	26,900	27,000	29,100	31,000	33,500
I-95 NB - Exit #39 to Exit #40	42,900	44,200	45,200	49,700	50,000
I-95 SB - Exit #40 to Exit #39	40,200	42,900	43,200	49,200	49,800
NJ Turnpike (I-95) Int 6A Ramps:					
WB (I-95 SB) Off-Ramp to Int 6A (US 130)	2,500	2,600	2,650	3,500	3,800
WB (I-95 SB) On-Ramp from Int 6A (US 130)	5,300	5,500	5,675	6,500	6,800
EB (I-95 NB) Off-Ramp to Int 6A (US 130)	8,400	8,600	9,000	10,600	10,700
EB (I-95 NB) On-Ramp from Int 6A (US 130)	2,300	2,400	2,500	4,300	4,500
NJ Turnpike PHMTE:					
WB (I-95 SB) - Int 6 to Int 6A	30,000	33,600	33,675	42,000	43,000
EB (I-95 NB) - Int 6A to Int 6	30,000	33,000	33,200	40,000	41,200

Note: Build Years 2030 and 2050 assume the Stage 2 widening and the remaining PA Turnpike/I-95/I-295 Interchange ramp movements are completed in addition to 6 lanes on the DRB to New Jersey.

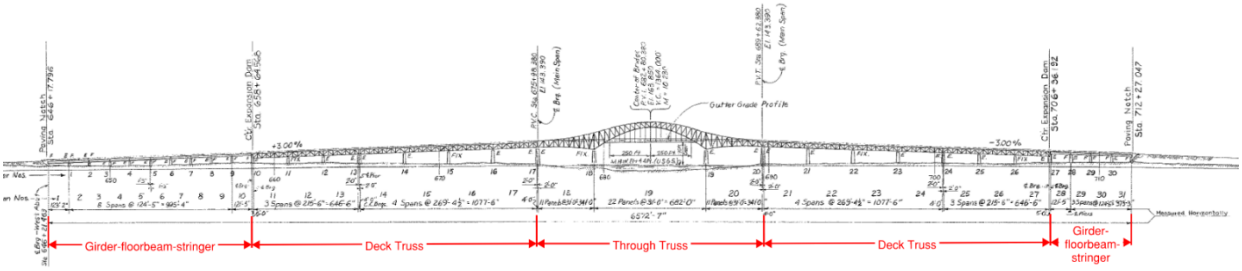


Figure 4: Existing Bridge Elevation

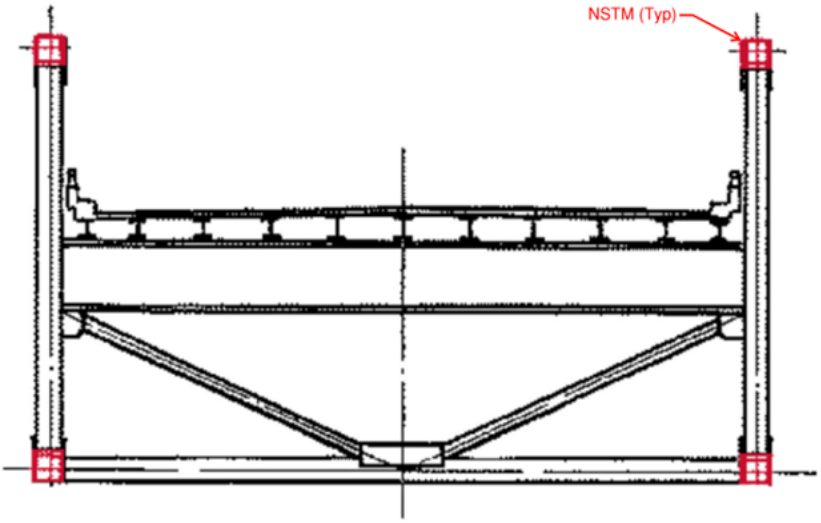


Figure 5: Existing Section at Girder Spans

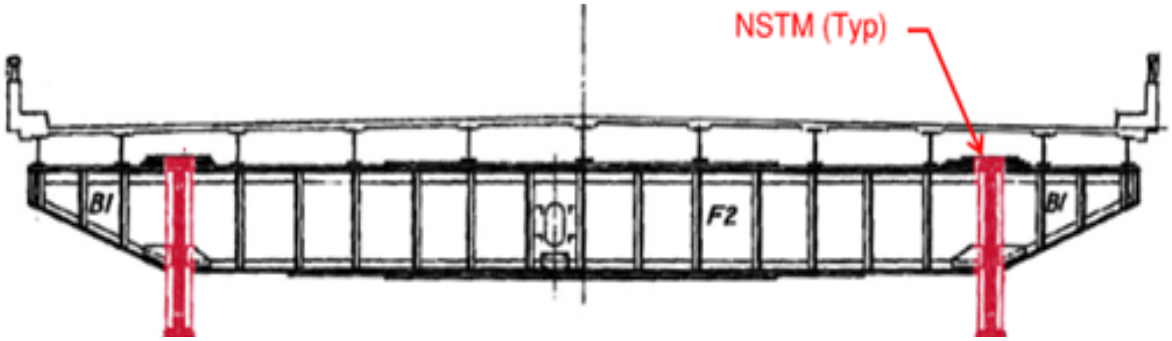


Figure 6: Existing Section at Deck Truss Spans

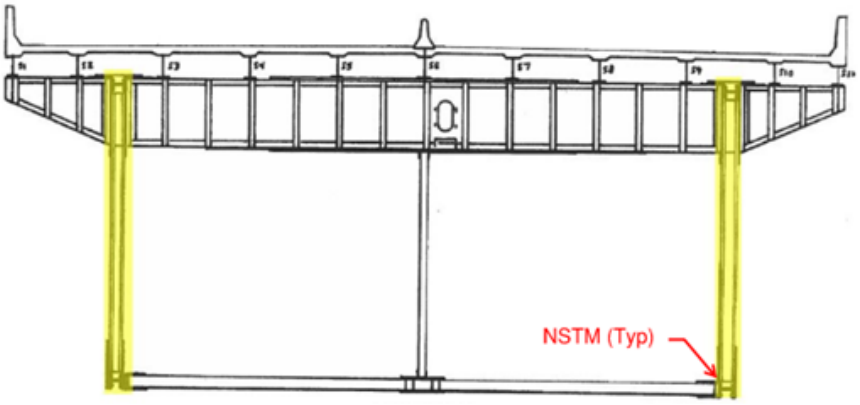


Figure 7: Existing Section at Through Truss Spans

On January 20, 2017, a fracture was identified in a top chord member of one of the deck truss spans (Span 16, located in PA). This member is an NSTM and is the heaviest tension load carrying member on the bridge. The fracture of this NSTM caused significant damage in the surrounding areas of the bridge superstructure causing an immediate bridge closure and approximate 40-mile traffic detour. For 49 days, teams of engineers and contractors, led by a team of PA Turnpike and NJTA engineers, worked 24 hours a day to stabilize the bridge, construct interim and permanent repairs, investigate and determine the cause of the fracture, and take steps necessary to re-open the bridge to traffic at a cost of approximately $20 million.

Through extensive bridge inspection and steel material testing, it was determined that the fracture initiated at an original construction defect that involved the filling of erroneously drilled holes with weld material. This repair procedure caused a weak point in a critical bridge member, which remained present but hidden, until loading caused the truss member to fracture without warning.

To help mitigate the risks associated with non-redundant steel bridges, the *AASHTO Guide Specification for Fracture Critical Non-Redundant Steel Bridge Members* (known as the AASHTO Fracture Control Plan), which dictates specific design, material, fabrication, and inspection requirements for bridges with NSTMs, was established and enforced beginning in 1978. Because the existing DRB was designed and fabricated prior to this date, it did not benefit from these risk-mitigating procedures, except for the on-going increased effort expended during the special detailed bridge inspections focusing on identification and condition assessment of fracture critical members and details.

A post-fracture emergency bridge inspection was performed utilizing advanced non-destructive techniques to determine if any similar defects existed, which if left unaddressed could lead to similar damage, or worse. Suspect areas that were identified had the anomalies removed.

Currently, the bridge is inspected every two (2) years. Bridge safety inspections presented in **Table 2** show the condition of the overall structure worsening between 2014 and 2024. The most recent inspection of the existing DRB (2024) concludes that it is in poor structural condition. The next inspection is planned for March 2026, under the SNBI codes.

Table 2: DRB Structural Condition

YEAR	CONDITION
2014	Fair
2016	Fair
2018	Fair
2020	Poor
2022	Poor
2024	Poor

Off the interstate system, the closest Delaware River crossing to the south is the Burlington Bristol Bridge which is approximately 3 miles away. The Burlington Bristol Bridge requires an 11-mile detour westbound and a 13-mile detour eastbound, using local roads. This bridge was constructed in 1931, has a lift span, is 20 feet wide with a width restriction for vehicles over 102" wide, and carries only one lane in each direction. The Burlington Bristol Bridge also has a weight restriction of 36 Tons and is posted for 35 miles per hour.

While the DRB is currently safe for motorists, the 2017 fracture event, the low load ratings, and the presence of NSTMs throughout the entire bridge, make the bridge vulnerable to future deterioration or damage requiring emergency repairs, traffic disruptions, and bridge closures. Detailed load ratings can be found in the NBIS Biennial Bridge Inspection Report dated March 2025.

In addition, the resulting repairs to the DRB will continue to be disruptive to the residential communities and commercial businesses surrounding the bridge. As the bridge continues to age, more frequent inspections will occur, moving to one-year inspections and then possibly six-month inspections. Depending on the inspection results, extensive repairs could be needed until ultimately the bridge will need to be replaced as repairs become exceedingly more complex and no longer a viable solution.

Service reliability along this segment of I-95 is important to all interstate system users. The economic result of interrupted service reliability is particularly impactful to the abundant warehouses and distribution centers along this corridor which are sensitive to any disruption of freight movement on the interstate system.

2.2 PROJECT PURPOSE

Interstate 95 is a major corridor 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, on average the entire I-95 corridor handles over 72,000 vehicles daily, with a maximum daily traffic reaching as high as over 300,000. The segment of I-95 in Pennsylvania carries approximately 160,000 vehicles per day, making it one of the busiest interstates in the state.[4]

As documented in the 2003 FEIS for the PA Turnpike/I-95 Interchange Project, the purpose of the Project includes:

[4] https://www.fhwa.dot.gov/pressroom/fsi95.cfm

- 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.

Progress made on the project to date has adequately addressed the purpose *improved I-95 continuity through the Mid-Atlantic Region*.[5] The remaining purpose statements from the 2003 FEIS remain applicable to the project.

An additional purpose has been added to the project, which is to:

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

This purpose was added due to the fracture that occurred in 2017, which is described in detail above.

Therefore, the purpose of the remaining sections of the overall PA Turnpike/I-95 Interchange Project is to:

- Improve I-276 and I-95 linkage for system continuity;
- Provide additional capacity for the current I-276 and I-95 connections;
- Provide additional I-276 and I-95 capacity;
- Improve study area travel times and reduce delay; and
- Secure a vital link in the regional and national interstate transportation network across the Delaware River.

3. OVERVIEW OF PRELIMINARY ALTERNATIVES AND ALTERNATIVES RETAINED FOR DETAILED STUDY

The 2003 ROD identified a Selected Alternative that included the construction of a new bridge to the south of the existing bridge and rehabilitation of the existing DRB. However, due to elapsed time and changes within the corridor, FHWA required preparation of a Supplemental Environmental Impact Statement (SEIS). As previously discussed, the restart of the DRB project included revisiting and updating the purpose and need to capture the current conditions. Additionally, an Alternatives Analysis was conducted to develop, evaluate, and compare alternatives based on project area constraints and bridge condition to determine which alternatives should be advanced for detailed study as part of the SEIS, a Historic Bridge Rehabilitation Analysis (HBRA) report was prepared to evaluate if the existing bridge could be rehabilitated to meet the revised purpose and need and meet the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI standards). The HBRA concluded that rehabilitation and/or reuse of the existing bridge does not meet the revised purpose and need associated with the project.

[5] The second project purpose was accomplished with the re-routing of I-95 in Pennsylvania over the new flyovers, east along the PA Turnpike, across the DRB of the NJ Turnpike Connector and then north along the NJ Turnpike. 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).

3.1 OVERVIEW OF PRELIMINARY ALTERNATIVES

3.1.1 Rehabilitation Alternative

The DRB was determined eligible for listing in the National Register of Historic Places in 2005. As a result, a Historic Bridge Rehabilitation Analysis (HBRA) was prepared to determine if the existing DRB can be rehabilitated to address the Project's Purpose and Need and meet the Secretary of Interior's Standards for Rehabilitation. The HBRA concluded that such rehabilitation is not possible.

Three rehabilitation options were evaluated as part of the HBRA:

- Member Repair
- Widespread Structure Strengthening
- Member Strengthening

Based on the analysis, the three rehabilitation options would not address the following Project needs:

- Inadequate [traffic] capacity on I-276 and I-95
- Lack of service reliability/redundancy of the existing Delaware River Bridge

The following summarizes why each of the three rehabilitation options did not meet the Project needs.

Member Repair
Repair to the deteriorated structural members consistent with The Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Rehabilitation (SOI Standards) typically involve either bolting additional steel plates to existing members or in-kind member replacement. Such repairs would not meet the project need for traffic capacity as the existing bridge deck width would remain, nor would the need for redundancy as the Nonredundant Steel Tension Members (NSTM) remain.

Widespread Structure Strengthening
Several techniques were considered for increasing the load capacity of existing members, which include adding supplemental members, providing additional support, and post-tensioning. Adding a third truss/girder line throughout the existing DRB would not be practical, especially for the Warren through truss, where providing an additional truss line would significantly alter load paths, structural behavior, and bridge appearance. Even with the addition of a third truss/girder line, NSTMs would remain throughout the bridge, as load path redundancy cannot be achieved because the significant bridge width and spacing between truss/girder lines could result in collapse of the bridge if either exterior truss/girder line were to fail.

Member Strengthening
Over 40% of the approach deck truss members and majority of the Warren through truss members are NSTM members. To remove NSTM members using PT tendons would require PT forces in the magnitude of millions of pounds, induce extremely high local stresses due to the attachment of PT tendons at truss connections, and truss connections would also need to be strengthened. Post-tensioning of this magnitude would severely alter the appearance of the truss members and the overall bridge elevation; see **Figure 8** for a typical technique for post-tensioning a truss member. **Figure 9** shows the elevation view of the 4-span approach deck truss after post-tensioning. The shapes of over 40% of members would be altered after post-tensioning.

The majority of the members would likely require strengthening to carry the redistribution of force that would occur as a result of the post-tensioning. This would further impact visual aesthetics and change the structural behavior of the bridge. Gusset plate connections joining these members would also be modified; these changes would be clearly visible in both elevation view and view from the underside of the bridge. The change in appearance would be even more evident in the Warren through truss where the majority of the truss members would require post-tensioning.

Member strengthening, if successful, could improve the bridge capacity and load ratings. However, it would not meet project need for traffic capacity as the existing bridge width would remain. It would also not meet the project need for service reliability/redundancy as fatigue sensitive details and some NSTMs would remain. As previously noted, widespread PT of a truss bridge of the magnitude and complexity of the DRB is not known to exist.

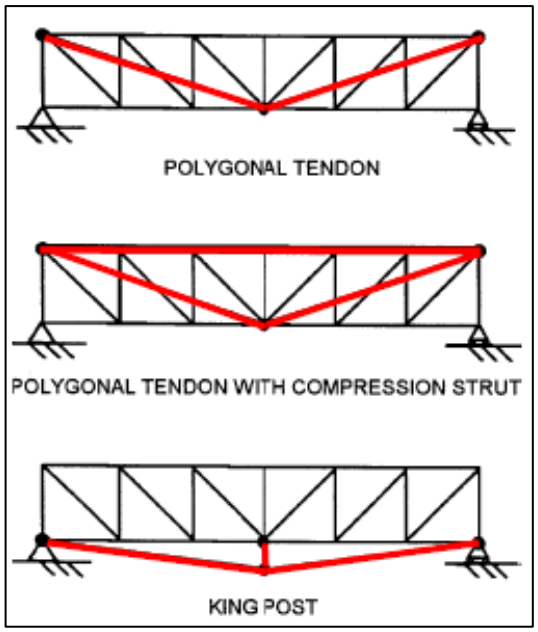


Figure 8: Post-tensioning Options for Truss Structure

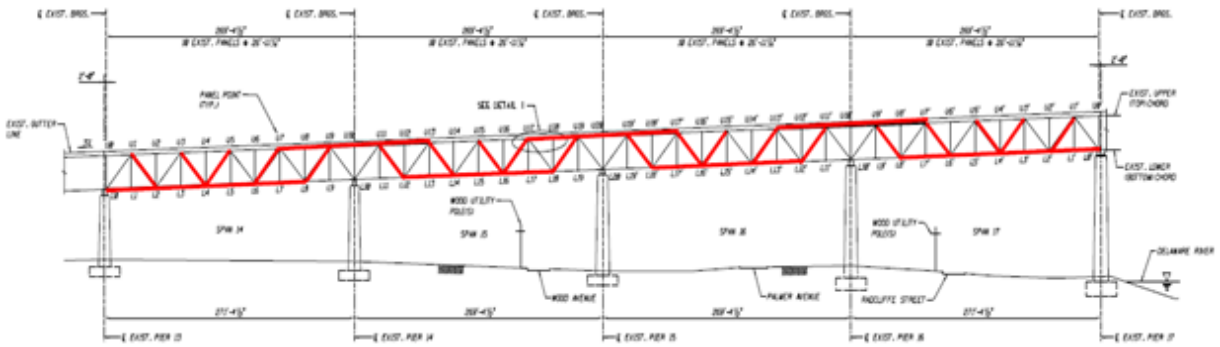


Figure 9: Deck Truss Span with Post-tensioning

The HBRA was reviewed by the PA SHPO and the NJ HPO, and both concurred with the conclusion of the HBRA on April 3, 2025, and December 10, 2025, respectively.

3.1.2 Build Alternatives Considered but Recommended to Not Be Advanced for Further Study in the Supplemental Environmental Impact Statement

With the determination that rehabilitation of the DRB is not reasonable, all preliminary alternatives evaluated in the Alternatives Analysis involve the *replacement* of the existing bridge. Nine (9) preliminary build alternatives and one (1) no build alternative were evaluated.

Preliminary Alternatives were developed based on the following design criteria:

- A design speed of 70 mph for the corridor.
- The horizontal tangent for the main river span was established for each alternative based on the constructability of the proposed river piers and the proximity to the existing river piers.
- A minimum navigational opening of 550-feet horizontal and 135-feet vertical was provided for all alternatives.
- Ability to always maintain two-lanes of traffic in each direction (during construction), while maintaining tolling operations.

Due to the type of existing approach span bridge (two-girder system and deck truss) and main span bridge (truss), half width/staged construction is not feasible. Therefore, replacement of the structure requires a shift in the roadway alignment. This shift was achieved by introducing flat, normal crown horizontal curves at the eastern and western extents of the project. The use of normal crown curves increases the drivability of the roadway as drivers approach this major river crossing.

The proposed vertical geometry for each alternative was developed based on the required navigational clearance for the main river span. Since the main span bridge options have varying depths, a minimum profile and maximum profile were developed for each alternative.

The proposed typical section for the Pennsylvania Approach roadway includes three (3) 12-foot lanes in each direction with 12-foot inside and outside shoulders. The approaches are barrier separated, resulting in a total median width of 26-feet. Similarly, the proposed typical section for the New Jersey Approach

roadway includes three (3) 12-foot lanes in each direction with 12-foot inside and outside shoulders. The eastbound and westbound lanes are barrier-separated with a resultant median width of 26 feet.

The alternatives were individually evaluated and then compared using evaluation matrices developed as part of the Alternatives Analysis. Each matrix was developed to evaluate the proposed options against each other using site-specific categories.

The following categories were used to evaluate the alternatives. The referenced "impacts" are based on preliminary consideration of the general footprint of each alternative and were used for comparison purposes only. Additional evaluation of potential effects will be documented as part of the SEIS.

- Roadway Geometry with three (3) subcategories:
  - Mainline Roadway Geometry,
  - Impacts to the SR 0013 (Bristol Pike) interchange, and
  - Local Road Impacts.
- Bridge Impacts with four (4) subcategories:
  - Main Span,
  - Pennsylvania Approach Spans,
  - New Jersey Approach Spans, and
  - Ancillary Bridges.
- Right-of-Way Impacts with four (4) subcategories:
  - Residential,
  - Commercial,
  - Industrial, and
  - Billboards/Cell Towers.

  Displacements were tabulated for each of the subcategories.
- Environmental Impacts were separated into the following subcategories:
  - Natural Resources such as surface waters, wetlands, floodplains, submerged aquatic vegetation, forested areas, and threatened and endangered species,
  - Cultural Resources including above ground historic properties and archaeological sites,
  - Parks and Recreational Areas,
  - Potential Hazardous, Residual, and Industrial Waste Areas,
  - Socioeconomics, and
  - Communities.

  Impacts on these areas were quantified based on the assumption that the entire resource area within the proposed Right-of-Way would be impacted.
- Constructability
- Railroad Impacts
- Public Utility Impacts
- Traffic Control
- Tolling
- Comparative Cost Analysis

The table below shows a comparison of alternatives evaluated as part of the Alternatives Analysis.[6]

[6] The table is as presented during Round 2 of public meetings.

Table 3: Alignment Alternatives Evaluation Matrix

Preliminary Alternatives Analysis

Legend:

No/Low Impact	Moderate Impact	Medium Impact	
High Impact	Substantial Impact		

	SOUTH ALIGNMENTS		NORTH ALIGNMENTS		SPLIT ALIGNMENTS		STAGED ALIGNMENTS		
	Alternative South No Impact (SNI)	Alternative South Partial Impact (SPI)	Alternative North No Impact (NNI)	Alternative North Partial Impact (NPI)	Alternative Dual No Impact (DNI)	Alternative Dual Partial Impact (DPI)	Alternative North Staged (NS)	Alternative North Staged Alternate (NSA)	Alternative Dual Staged (DS)
ROADWAY - evaluates geometry of the proposed turnpike and impacts to the interchange ramps/roadways below the turnpike.									
GEOMETRY (HORIZONTAL AND VERTICAL)	Reverse Curves Required	Reverse Curves Required	Typical Geometry	Typical Geometry	Reverse Curves Required	Reverse Curves Required	Typical Geometry	Typical Geometry	Typical Geometry
INTERCHANGE IMPACTS - SR 0013 Ramps (SF/LF)	35,960 / 1,010	28,460 / 810	43,645 / 1,180	45,515 / 1,260	28,560 / 815	30,070 / 860	46,040 / 1,275	31,660 / 900	31,405 / 895
LOCAL ROAD IMPACTS (SF/LF)	89,655 / 2,490	83,305 / 2,360	140,725 / 3,440	79,860 / 2,075	102,570 / 2,770	96,340 / 2,655	110,415 / 2,705	56,675 / 1,395	53,080 / 1,275
STRUCTURES - evaluates merits of the proposed Delaware River Bridge, roadway approach bridges, required retaining walls, and sign structures.									
MAIN SPAN	Single Bridge Built in Single Phase	Single Bridge Built in Single Phase	Single Bridge Built in Single Phase	Single Bridge Built in Single Phase	Dual Bridge Built in Single Phase	Dual Bridge Built in Single Phase	Single Bridge Built in Two Phases	Single Bridge Built in Two Phases	Dual Bridge Built in Two Phases
PA APPROACH SPANS	Steel I-Girder	Steel I-Girder	Steel I-Girder	Steel I-Girder	Steel I-Girder	Steel I-Girder	Steel I-Girder	Steel I-Girder	Steel I-Girder
NJ APPROACH SPANS	Steel I-Girder	Steel I-Girder	Steel I-Girder	Steel I-Girder	Steel I-Girder	Steel I-Girder	Steel I-Girder	Steel I-Girder	Steel I-Girder
ANCILLARY STRUCTURES - Bridges, Walls and Signs (#/SF/#)	2 / 22,400 / 5	2 / 21,400 / 5	3 / 22,400 / 8	3 / 31,050 / 5	2 / 51,150 / 5	2 / 40,499 / 5	3 / 27,600 / 5	2 / 22,400 / 5	2 / 39,036 / 5
RIGHT-OF-WAY - Evaluates the impacts on commercial, industrial, and residential properties.									
COMMERCIAL IMPACTS	Medium Impact	Medium Impact	High Impact	Medium Impact	High Impact	High Impact	Medium Impact	Low Impact	Low Impact
INDUSTRIAL IMPACTS	Moderate impact	Moderate impact	Medium Impact	Moderate impact	Medium Impact	Medium Impact	Medium Impact	Moderate impact	Moderate impact
RESIDENTIAL IMPACTS	Moderate impact	Moderate impact	Medium Impact	Medium Impact	Medium Impact	Medium Impact	Medium Impact	Moderate impact	Moderate impact
BILLBOARDS/CELL TOWERS	Low Impact	Low Impact	Low Impact	Low Impact	Moderate impact	Moderate impact	Low Impact	Low Impact	Low Impact

Preliminary Alternatives Analysis

Legend:

No/Low Impact	Moderate Impact	Medium Impact	
High Impact	Substantial Impact		

	SOUTH ALIGNMENTS		NORTH ALIGNMENTS		SPLIT ALIGNMENTS		STAGED ALIGNMENTS		
	Alternative South No Impact (SNI)	Alternative South Partial Impact (SPI)	Alternative North No Impact (NNI)	Alternative North Partial Impact (NPI)	Alternative Dual No Impact (DNI)	Alternative Dual Partial Impact (DPI)	Alternative North Staged (NS)	Alternative North Staged Alternate (NSA)	Alternative Dual Staged (DS)
CONSTRUCTABILITY - Evaluates the complexity associated with the construction of the roadway approaches.									
ROADWAY	Moderately Complex Phasing, Substantial Fill	Moderately Complex Phasing, Center Work Zone, Substantial Fill	Moderately Complex Phasing, Substantial Fill	Moderately Complex Phasing, Center Work Zone, Substantial Fill	Complex Phasing, Substantial Fill	Complex Phasing, Center Work Zone, Substantial Fill	Complex Phasing, Substantial Fill	Complex Phasing, Substantial Fill	Complex Phasing, Substantial Fill
RAILROAD - Evaluates the impacts to the East Penn Railroad crossing below the turnpike and the Amtrak Northeast Corridor facilities.									
East Penn Railroad	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact
Amtrak (NEC)	Substation Relocation Required	Substation Relocation Required	Moderate Impact	Moderate Impact	Substation Relocation Required	Substation Relocation Required	Moderate Impact	Moderate Impact	Moderate Impact
PUBLIC UTILITIES - Evaluates the impacts to the Amtrak power transmission lines above the Delaware River Bridge and other utility facilities below.									
Amtrak Transmission Lines	Transmission Line Relocation Required	Transmission Line Relocation Required	Transmission Line Relocation Required	Transmission Line Relocation Required	Transmission Line Relocation Required	Transmission Line Relocation Required	Transmission Line Relocation Required	Transmission Line Relocation Required	Transmission Line Relocation Required
Minor Facilities Below Bridge	Low Impact to Minor Utilities	Low Impact to Minor Utilities	Low Impact to Minor Utilities	Low Impact to Minor Utilities	Low Impact to Minor Utilities	Low Impact to Minor Utilities	Low Impact to Minor Utilities	Low Impact to Minor Utilities	Low Impact to Minor Utilities
TRAFFIC CONTROL - Evaluates the complexity associated with maintaining traffic on the turnpike during construction.									
	4 Phases	4 Phases	3 Phases	3 Phases with Temporary Widening	4 Phases	4 Phases with Temporary Widening	3 Phases with Temporary Crossover	3 Phases with Temporary Crossover	4 Phases with Temporary Widening
TOLLING - Evaluates the impacts to the turnpikes tolling facilities during construction.									
	Low Impact to Tolling Facilities	Low Impact to Tolling Facilities	Low Impact to Tolling Facilities	Low Impact to Tolling Facilities	Low Impact to Tolling Facilities	Low Impact to Tolling Facilities	Low Impact to Tolling Facilities	Low Impact to Tolling Facilities	Low Impact to Tolling Facilities
INITIAL COMPARATIVE COSTS - Compares the relative construction cost.									
	Moderate Comparative Cost	Low Comparative Cost	High Comparative Cost	Moderate Comparative Cost	Medium Comparative Cost	Moderate Comparative Cost	Moderate Comparative Cost	Moderate Comparative Cost	High Comparative Cost

Preliminary Alternatives Analysis

Legend:

No/Low Impact	Moderate Impact	Medium Impact	
High Impact	Substantial Impact		

	SOUTH ALIGNMENTS		NORTH ALIGNMENTS		SPLIT ALIGNMENTS		STAGED ALIGNMENTS		
	Alternative South No Impact (SNI)	Alternative South Partial Impact (SPI)	Alternative North No Impact (NNI)	Alternative North Partial Impact (NPI)	Alternative Dual No Impact (DNI)	Alternative Dual Partial Impact (DPI)	Alternative North Staged (NS)	Alternative North Staged Alternate (NSA)	Alternative Dual Staged (DS)
ENVIRONMENTAL - Evaluates the impacts to the various environmental features and wildlife.									
NATURAL RESOURCES									
Surface Waters/ Wetlands (LF/Acres)	1,650 / 0.5	1,650 / 0.5	3,456 / 0.7	3,470 / 0.2	1,696 / 0.5	1,679 / 0.7	3,390 / 0.3	1,543 / 0.2	1,305 / 0.3
Floodplains (Acres)	0.6	0.6	0.6	0.6	0.7	0.7	0.6	0.6	0.7
Submerged Aquatic Vegetation	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact
Forested Areas (Acres)	33	31	27	24	29	28	23	21	21
CULTURAL RESOURCES - Above Ground Historic									
Fleetwing Estates Historic District (Resource No. 2024RE00974)	No Impact	No Impact	Potential Impact	Potential Impact	No Impact	No Impact	Potential Impact	No Impact	No Impact
Pennsylvania Railroad: Main Line (Philadelphia to New York) Historic District (Resource No. 1994RE01403)	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact
Pennsylvania Railroad: Grundy Tower (Resource No. 1999RE00833)	Potential Impact	Potential Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Delaware Division of the Pennsylvania Canal Historic District (Resource No. 1974RE00074)	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact
Delaware River Bridge (Resource No. 2005RE00744)	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted
CULTURAL RESOURCES - Archaeological									
Black Ditch Park Site (36BU0348)	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Court Square Site (36BU0349)	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Site 28BU0703	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Site 28BU0702	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact

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Preliminary Alternatives Analysis

Legend:

No/Low Impact	Moderate Impact	Medium Impact	
High Impact	Substantial Impact		

	SOUTH ALIGNMENTS		NORTH ALIGNMENTS		SPLIT ALIGNMENTS		STAGED ALIGNMENTS		
	Alternative South No Impact (SNI)	Alternative South Partial Impact (SPI)	Alternative North No Impact (NNI)	Alternative North Partial Impact (NPI)	Alternative Dual No Impact (DNI)	Alternative Dual Partial Impact (DPI)	Alternative North Staged (NS)	Alternative North Staged Alternate (NSA)	Alternative Dual Staged (DS)
ENVIRONMENTAL - Evaluates the impacts to the various environmental features and wildlife.									
THREATENED and ENDANGERED SPECIES									
Atlantic Sturgeon	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact
Peregrine falcon [2]	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted
Other Species	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact
PARKS and RECREATIONAL AREAS									
Black Ditch Park Site	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Pacific Park	Potential Impact	Potential Impact	No Impact	No Impact	Potential Impact	Potential Impact	No Impact	No Impact	No Impact
Delaware River Heritage Trail	Temporary Impact	Temporary Impact	Temporary Impact	Temporary Impact	Temporary Impact	Temporary Impact	Temporary Impact	Temporary Impact	Temporary Impact
Green Acres funded property (Veterans Park)	No Impact	No Impact	Potential Impact	Potential Impact	No Impact	No Impact	Potential Impact	Potential Impact	Potential Impact
HAZARDOUS, RESIDUAL, and INDUSTRIAL AREAS (Acres)	Potential Hazardous Waste: 4.3 Potential Area of Concern: 8.7	Potential Hazardous Waste: 4.8 Potential Area of Concern: 6.7	Potential Hazardous Waste: 18.9	Potential Hazardous Waste: 9.0	Potential Hazardous Waste: 7.2 Potential Area of Concern: 5.9	Potential Hazardous Waste: 5.9 Potential Area of Concern: 4.6	Potential Hazardous Waste: 4.9	Potential Hazardous Waste: 2.9	Potential Hazardous Waste: 2.8
SOCIOECONOMIC IMPACTS	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact
Alternatives Matrix Summary	Alternative South No Impact (SNI)	Alternative South Partial Impact (SPI)	Alternative North No Impact (NNI)	Alternative North Partial Impact (NPI)[1]	Alternative Dual No Impact (DNI)	Alternative Dual Partial Impact (DPI)	Alternative North Staged (NS)	Alternative North Staged Alternate (NSA)[1]	Alternative Dual Staged (DS)

The following provides a brief description of each alternative and the reasons behind their dismissal from further study:

3.1.3 Alternative SNI: South No Impact to existing approach spans

Alternative SNI (**Figure 10**) consists of constructing a single bridge to the south of the existing bridge. The proposed structure would be offset from the existing structure to allow for the existing main river bridge and approach roadway to remain in service during construction. A maximum offset of 195 feet between the centerline of the existing and proposed main river span bridges was utilized to develop the horizontal geometry for this alternative. The horizontal offset was established to allow the proposed river piers to be constructed adjacent (in-line) with the existing river piers. This alternative shifts the outside barrier of the proposed structure 230 feet south of the existing barrier and provides a clearance of 70 feet between the northmost proposed barrier and the existing bridge.

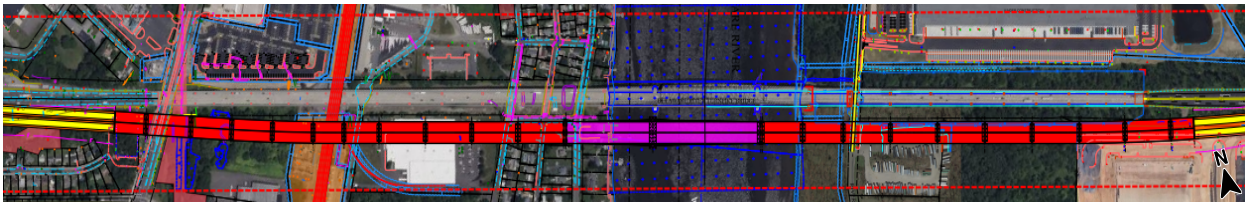

Figure 10: Alternative SNI: South No Impact to existing approach spans

Alternative SNI was dismissed from further study as the alternative would result in:

- Less desirable horizontal roadway geometry,
- Impacts on commercial properties,
- Extensive impacts to Amtrak's NEC facilities including the complete relocation of their electrical substation,
- Four separate phases of traffic control during construction,
- Greater potential for impacts to submerged aquatic vegetation,
- Greater potential impact to the following historic resources: The Pennsylvania Railroad Main Line, The Pennsylvania Railroad Grundy Tower, and the Pennsylvania Canal Historic District, and
- Potential impact (Section 4(f) 'use') to Pacific Park.

3.1.4 Alternative SPI: South Partial Impact to existing approach spans

Alternative SPI (**Figure 11**) consists of constructing a single bridge to the south of the existing bridge. The proposed structure would be offset from the existing structure to allow for the existing main river bridge and approach to remain in service during construction and includes a partial impact to the cantilevered overhang on the existing approach span structure. The partial impact includes the removal of the Pennsylvania approach existing bridge deck that is outside of the limits of the girder. Two lanes of traffic would still be maintained in both directions and the removal only impacts the first span in Pennsylvania. A maximum offset of 195 feet between the centerline of the existing and proposed main river span bridges was utilized to develop the horizontal geometry for this alternative. The horizontal offset was established to allow the proposed river piers to be constructed adjacent (in-line) with the existing river piers. This

alternative shifts the outside barrier of the proposed structure 230 feet south of the existing barrier and provides a clearance of 70 feet between the northmost proposed barrier and the existing bridge.

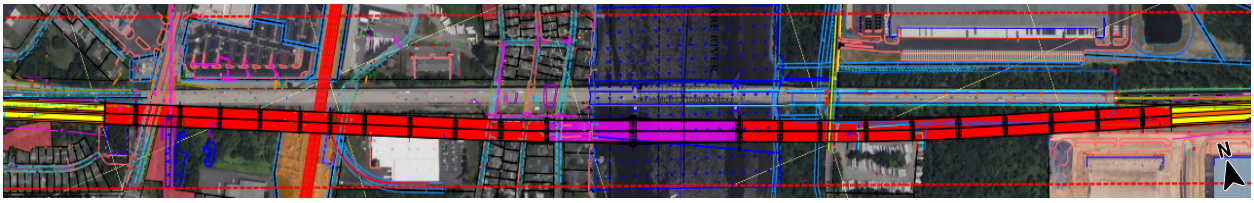

Figure 11: Alternative SPI: South Partial Impact to existing approach spans

Alternative SPI was dismissed from further study as the alternative would result in:

- Less desirable horizontal roadway geometry,
- Impacts on commercial properties,
- Extensive impacts to Amtrak's NEC facilities including the complete relocation of their electrical substation,
- Four separate phases of traffic control during construction,
- Greater potential for impacts to submerged aquatic vegetation,
- Greater potential impact to the following historic resources: The Pennsylvania Railroad Main Line, The Pennsylvania Railroad Grundy Tower, and the Pennsylvania Canal Historic District, and
- Potential impact (Section 4(f) 'use') to Pacific Park.

3.1.5 Alternative NNI: North No Impact to existing approach spans

Alternative NNI (**Figure 12**) consists of constructing a single bridge to the north of the existing bridge. The proposed structure would be offset from the existing structure to allow for the existing main river bridge and approach to remain in service during construction. A maximum offset of 195 feet between the centerline of the existing and proposed main river span bridges was utilized to develop the horizontal geometry for this alternative. The horizontal offset was established to allow the proposed river piers to be constructed adjacent (in-line) with the existing river piers. This alternative shifts the outside barrier of the proposed structure 230 feet north of the existing barrier and provides a clearance of 70 feet between the southernmost proposed barrier and the existing bridge. Approach span structures and the main river span structure are located entirely on horizontal tangents for this alternative.

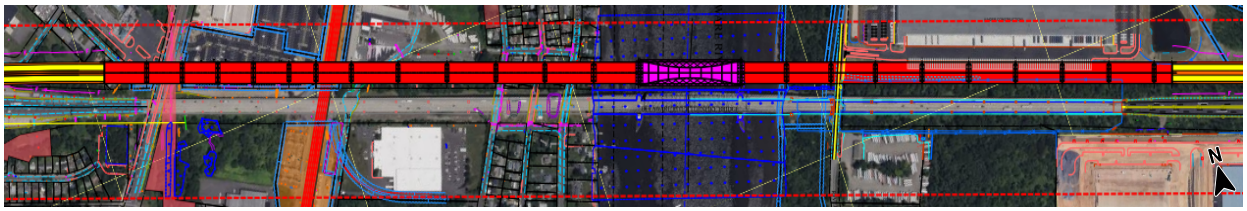

Figure 12: Alternative NNI: North No Impact to existing approach spans

Alternative NNI was dismissed from further study as the alternative would result in:

- Greater impacts to the Turnpike interchange and the local road network,

- Replacement of additional roadway approach bridges,
- Impacts on commercial, industrial, and residential properties,
- Higher construction cost,
- Impacts on surface waters and wetlands,
- Potential impact to the Fleetwing Estates Historic District, and
- Increased potential to impact hazardous waste.

3.1.6 Alternative DPI: Dual Partial Impact to existing approach spans

Alternative DPI (**Figure 13**) consists of dual bridges, one to the north and one south of the existing bridge. The proposed structures would be offset from the existing structure to allow for the existing main river bridge and approach to remain in service during construction. This alignment could include a partial impact to the cantilevered overhang on the existing approach span structure, though ultimately the two structures do not overlap. The two structures remain separated by a small margin (approximately 3 feet) for this alternative. Minor impacts may still be required to the existing approach span bridge for construction activities to build the new bridge. A maximum offset of 149 feet between the centerline of the existing bridge and the baselines of the proposed bridges was utilized to develop the horizontal geometry for this alternative. The horizontal offset was established to allow the proposed river piers to be constructed adjacent (in-line) with the existing river piers. This alternative shifts the outside barrier of the proposed structures 150 feet north and south of the existing barrier and provides a clearance of 70 feet between the proposed barriers and the existing bridge.

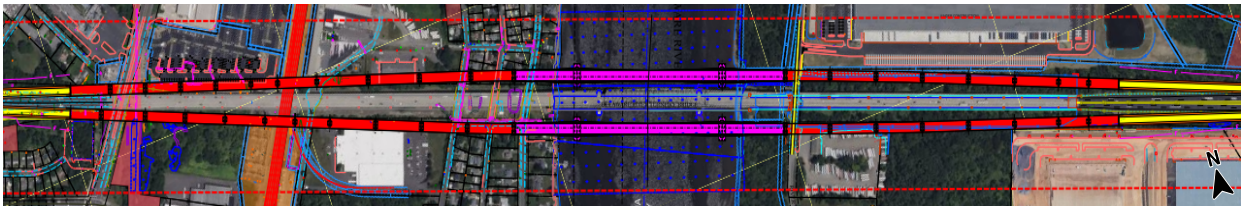

Figure 13: Alternative DPI: Dual Partial Impact to existing approach spans

Alternative DPI was dismissed from further study as the alternative would result in:

- Less desirable roadway horizontal geometry,
- Greater impacts on the local road network,
- Impacts on commercial, industrial, and residential properties, and billboard/cell towers,
- Complex phasing and substantial fill to construct the roadway,
- Extensive impacts to Amtrak's NEC facilities that necessitate a complete relocation of their electrical substation,
- Four separate phases of traffic control during construction,
- Higher construction cost,
- Greater potential for impacts to submerged aquatic vegetation,
- Greater potential impact to the following Historic resources: The Pennsylvania Railroad Main Line and the Pennsylvania Canal Historic District, and
- Potential impact (Section 4(f) 'use') to Pacific Park.

3.1.7 Alternative DNI: Dual No Impact to existing approach spans

Alternative DNI (**Figure 14**) consists of dual bridges, one to the north and one to the south of the existing bridge. The proposed structures would be offset from the existing structure to allow for the existing main river bridge and approach to remain in service during construction. A maximum offset of 149 feet between the centerline of the existing bridge and baselines of the proposed bridges was utilized to develop the horizontal geometry for this alternative. The horizontal offset was established to allow the proposed river piers to be constructed adjacent (in-line) with the existing river piers. This alternative shifts the outside barrier of the proposed structures 150 feet north and south of the existing barrier and provides a clearance of 70 feet between the proposed barriers and the existing bridge.

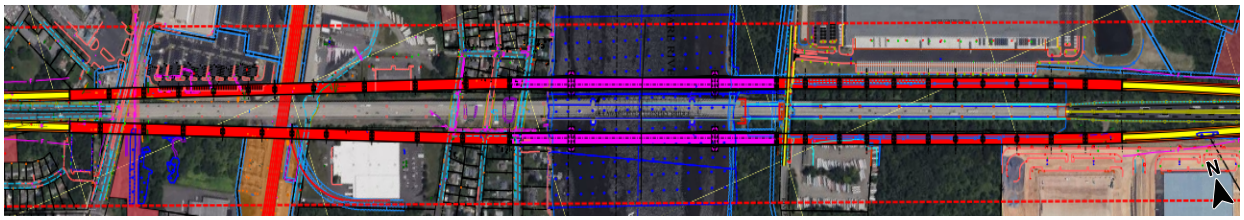

Figure 14: Alternative DNI: Dual No Impact to existing approach spans

Alternative DNI was dismissed from further study as the alternative would result in:

- Less desirable roadway horizontal geometry,
- Greater impacts on the local road network,
- Impacts on commercial, industrial, and residential properties, and billboard/cell towers,
- Complex phasing and substantial fill to construct the roadway,
- Extensive impacts to Amtrak's NEC facilities that necessitate a complete relocation of their electrical substation,
- Four separate phases of traffic control during construction,
- Higher construction cost,
- Greater potential for impacts to submerged aquatic vegetation,
- Greater potential impact to the following Historic resources: The Pennsylvania Railroad Main Line and the Pennsylvania Canal Historic District, and
- Potential impact (Section 4(f) 'use') to Pacific Park.

3.1.8 Alternative NS: North Staged

Alternative NS (**Figure 15**) consists of constructing a single bridge, in stages, to the north of the existing bridge. The proposed structure would be offset from the existing structure to allow for the existing main river bridge and approach to remain in service during the first phase of construction. A maximum offset of 113 feet between the centerline of the existing and proposed bridges was utilized to develop the horizontal geometry for this alternative. The horizontal offset was established to allow the proposed river piers to be constructed adjacent (in-line) with the existing river piers. This alternative shifts the outside barrier of the proposed structure 150 feet north of the existing barrier and provides a clearance of 70 feet between the southernmost proposed Stage 1 barrier and the existing bridge.

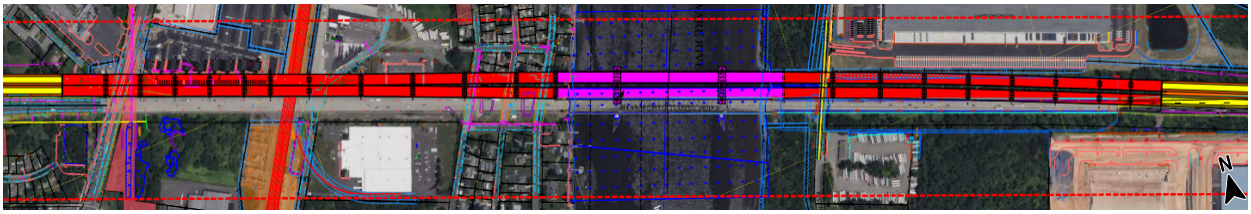

Figure 15: Alternative NS: North Staged

Alternative NS was dismissed from further study as the alternative would result in:

- Greater impacts to the Turnpike interchange and the local road network,
- Phased construction and replacement of additional roadway approach bridges,
- Impacts on commercial, industrial, and residential properties.
- Complex phasing and substantial fill to construct the roadway,
- Impacts on surface waters and wetlands, and
- Potential impact to the Fleetwing Estates Historic District.

3.1.9 Alternative DS: Dual Staged

Alternative DS (**Figure 16**) consists of constructing dual bridges, in stages. The proposed westbound bridge would be constructed north of the existing bridge. The proposed eastbound bridge will be constructed on the existing alignment. The proposed westbound structure would be offset from the existing structure to allow for the existing main river bridge and approach to remain in service during construction. A maximum offset of 106 feet between the centerline of the existing bridge and proposed westbound bridge was utilized to develop the horizontal geometry for this alternative. This alternative shifts the outside barrier of the proposed structure 130 feet north of the existing barrier and provides a clearance of 30 feet between the southernmost proposed Stage 1 barrier and the existing bridge. The horizontal offset requires the proposed river piers to be constructed offset from the existing river piers, resulting in an increased span length. Due to the increased span length, this alternative precludes the use of two (2) of the main river span bridge options, which include the 2-span cable-stayed structure and the extradosed structure.

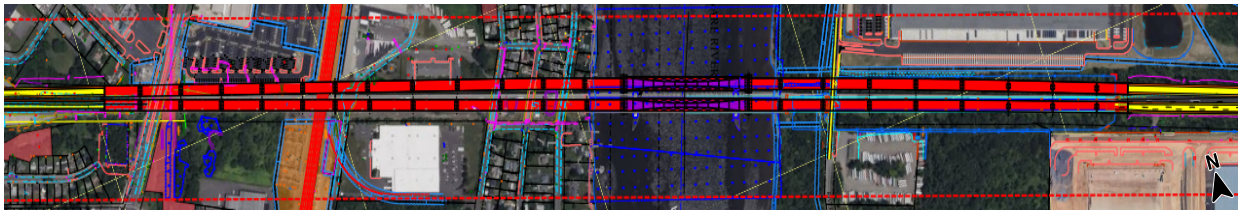

Figure 16: Alternative DS: Dual Staged

Alternative DS was dismissed from further study as the alternative would result in:

- Complex phasing and substantial fill to construct the roadway,
- Four separate phases of traffic control with temporary widening required, and
- Higher construction cost.

3.2 ALTERNATIVES THE SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT WILL CONSIDER

3.2.1 No Build

The No Build Alternative will be retained for detailed study and will serve as a benchmark for comparison with the build alternatives. The No Build Alternative would maintain the bridge in its current configuration and would require continuous maintenance to be performed on the existing structure on a regular basis. Additionally, due to the non-redundant nature of the existing structure, failure of any fracture critical members would require the complete closure of this critical river crossing. Increased traffic demands also necessitate the widening of I-95/I-276 to three (3) lanes in each direction. This alternative would not affect any social, economic, cultural, or natural resources.

3.2.2 Alternative NPI: North Partial Impact to existing approach spans

Alternative NPI (**Figure 17**) consists of constructing a single bridge to the north of the existing bridge. The proposed structure would be offset from the existing structure to allow for the existing main river bridge and approaches to remain in service during construction. This alignment could include a partial impact to the cantilevered overhang on the existing approach span structure, though ultimately the two structures do not overlap. The two structures remain separated by a small margin (approximately 3 feet) for this alternative. Minor impacts may still be required to the existing bridge for construction activities to build the new bridge. A maximum offset of 195-feet between the centerline of the existing and proposed main river span bridges was utilized to develop the horizontal geometry for this alternative. The horizontal offset was established to allow the proposed river piers to be constructed adjacent (in-line) with the existing river piers. This alternative shifts the outside barrier of the proposed structure 230 feet north of the existing barrier and provides a clearance of 70 feet between the southernmost proposed barrier and the existing bridge.

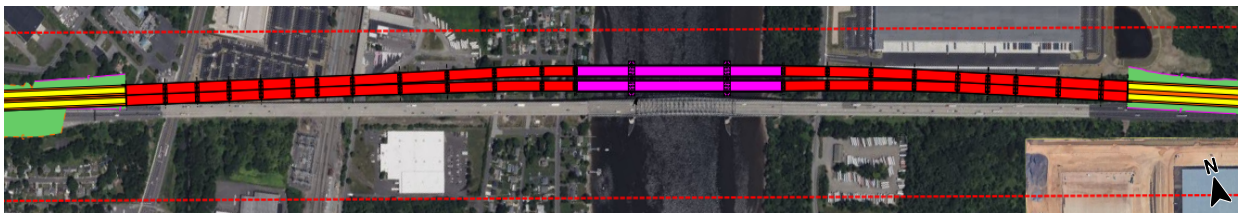

Figure 17: Alternative NPI: North Partial Impact to existing approach spans

It is anticipated that the first span of the EB approach span structure in PA will require staged construction due to the impact to the existing WB travel lanes. The proposed approach span structure can be constructed without impacting the existing approach span structure in New Jersey.

The proposed alignment impacts the existing structures carrying I-95/I-276 over the interchange ramps, Green Lane, and the East Penn Railroad. Additionally, the proposed widening would impact the existing eastbound entrance ramp and both the westbound entrance and exit ramps at the SR 0013 (Bristol Pike) Interchange. The proposed design includes add/drop lanes at the entrance and exit ramps to accommodate the proposed widening, allowing for adequate acceleration and deceleration lane lengths. It is anticipated that the future configuration of the corridor will include three lanes in each direction

through the SR 0013 (Bristol Pike) Interchange with acceleration and deceleration lanes extending through the proposed structures over Green Lane and the East Penn Railroad. The proposed structures have been designed to accommodate the future configuration (three through lanes and an auxiliary lane in each direction). The westbound entrance ramp will also be extended to provide adequate acceleration lane length.

The proposed alignment for Alternative NPI impacts multiple residential, industrial, and commercial properties in Pennsylvania. The alternative does not impact an existing Amtrak substation; however, relocation of the aerial transmission lines would still be required. In addition to the impacts to the aerial transmission lines, existing aerial and underground utilities on the local roadway network would require relocation. Offsite borrow material would be required to construct the Pennsylvania roadway approaches.

Offsite borrow material would also be required to construct the New Jersey roadway approaches. A retaining wall would be proposed after the eastern abutment on the north side of the Turnpike to limit the volume of offsite borrow material that would be required. Installation of the retaining wall would also reduce right-of-way and potential environmental impacts. A recently constructed warehouse would be impacted by this alternative. The approach structure falls within the tractor trailer parking/staging area and an easement (50 feet from the fascia) would encumber the access road around the facility.

This alternative would allow for the New Jersey Approach span structure and main river span structure to be constructed in a single stage. It is anticipated that the Pennsylvania Approach span structure would require staged construction due to the impact to the existing westbound travel lanes.

3.2.3 Alternative NSA: North Staged Alternate

Alternative NSA (**Figure 17**) consists of constructing a single bridge, in stages, to the north of the existing bridge. Due to the increased span length, this alternative precludes the use of two (2) of the main river span bridge options since the maximum span length for the 2-span cable-stayed structure and the extradosed structure is exceeded for this alternative. The proposed structure would be offset from the existing structure to allow for the existing main river bridge and approach to remain in service during the first phase of construction. A maximum offset of 74 feet between the centerline of the existing and proposed bridges was utilized to develop the horizontal geometry for this alternative. The horizontal offset requires the proposed river piers to be constructed offset from the existing river piers, resulting in an increased span length. Alternative NSA shifts the outside barrier of the proposed structure 130 feet north of the existing barrier and provides a clearance of 30 feet between the southernmost proposed Stage 1 barrier and the existing bridge.

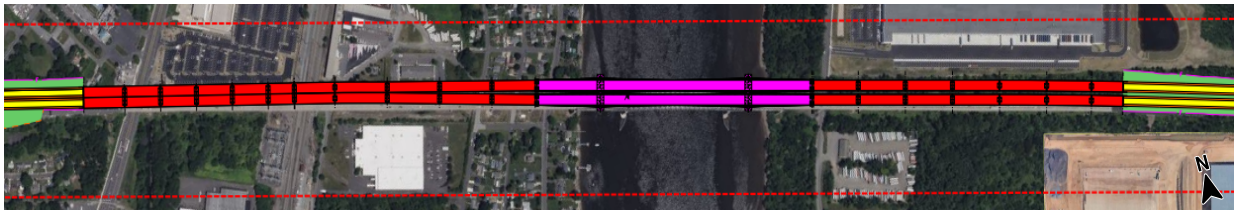

Figure 18: Alternative NSA: North Staged Alternate

Due to the proximity of the proposed eastbound structure to the existing structure, the proposed structure for this alternative would be required to be constructed in stages. The proposed westbound structure and

approach roadways would be constructed in the first stage. The second stage would require all traffic to be shifted to the newly constructed westbound structure and roadway approaches while the existing structure is demolished, and the new eastbound structure is constructed.

The proposed alignment impacts the existing structures carrying I-95/I-276 over Green Lane and the East Penn Railroad. Additionally, the proposed widening would impact the existing eastbound entrance ramp and both the westbound entrance and exit ramps at the SR 0013 (Bristol Pike) Interchange. The proposed design includes add/drop lanes at the entrance and exit ramps to accommodate the proposed widening, allowing for adequate acceleration and deceleration lane lengths. It is anticipated that the future configuration of the corridor would include three lanes in each direction through the interchange with acceleration and deceleration lanes extending through the proposed structures over Green Lane and the East Penn Railroad. The proposed structures have been designed to accommodate the future configuration (three through lanes and an auxiliary lane in each direction).

The proposed alignment for Alternative NSA would impact multiple residential, industrial, and commercial properties in Pennsylvania. The alternative would not impact the Amtrak electrical substation; however, relocation of the aerial transmission lines would still be required. In addition to the impacts to the aerial transmission lines, existing aerial and underground utilities on the local roadway network would require relocation. Minor offsite borrow would be required to construct the Pennsylvania roadway approaches.

Offsite borrow material would also be required to construct the New Jersey roadway approaches. A retaining wall is proposed after the eastern abutment on the north side of the Turnpike to limit the volume of required offsite borrow material. Installation of the retaining wall would also reduce right-of-way and potential environmental impacts. This alternative would reduce impacts to the warehouse facility and would eliminate nearly all right-of-way impacts.

This alternative requires staged construction for the approach span structures and main river span. Temporary pavement would be required to accommodate staged construction. The SR 0013 (Bristol Pike) interchange structure is not impacted by this alternative. Since this structure is not anticipated to be replaced, multiple work zones are anticipated to maintain traffic during construction.

4. BRIEF SUMMARY OF ANTICIPATED EFFECTS

The PA Turnpike and NJTA have conducted scoping activities, such as data refresh, agency coordination, and public outreach, to identify the types of environmental resources present in the Study Area and those likely to be impacted.

The following resources will be evaluated in the SEIS and supporting technical studies:

- Cultural Resources
    - Archaeology
    - Historic Architecture
- Hazardous Materials
- Air Quality
- Noise-sensitive Areas
- Natural Resources
    - Wildlife and Habitat

  - Threatened, Endangered, and Special Status Species
  - Wetlands and Waters of the U.S.
  - Water Quality & Groundwater
  - Floodplains
  - Delaware Estuary Coastal Zone
- Visual Resources
- Section 4(f) Resources
  - Public Parks and Recreational Facilities
  - Historic Properties
- Socioeconomics, Land Use and Right-of-Way
  - Communities and Community Facilities
  - Population and Housing
  - Economic Resources
  - Land Use and Right-of-Way

Additional consideration will be given to other impacts that are more driven by engineering. These factors include:

- Constructability
- Railroad Impacts
- Public Utility Impacts
- Traffic Control
- Tolling Operations
- Cost

5. ANTICIPATED PERMITS AND OTHER AUTHORIZATIONS, AND A SCHEDULE FOR THE DECISION-MAKING PROCESS

Shown below is **Table 4,** which summarizes the SEIS schedule and includes a list of anticipated permits for the study. In addition to NEPA, other permits will be required by federal and state laws and regulations to account for the effects of the construction and operation of the Proposed Action. The permits are expected to be sought following FHWA's NEPA decision, anticipated to be a ROD. Subject to regulatory review, the Project sponsors, the PA Turnpike and NJTA, have committed to obtaining federal permits and authorizations within 90 days of the issuance of the ROD. The agencies with purview over these permits and approvals are participating in the NEPA process for this SEIS and have been provided opportunities to review the proposed schedule prior to issuance of the NOI.

Table 4: SEIS Schedule

Milestone/Permit	Proposed Schedule
Scoping Events	September 24, 2025 and October 14-16, 2025
SEIS Notice of Intent	April 24, 2026
Section 106 of the National Historic Preservation Act (NHPA)	Initiate consultation with the PA State Historic Preservation Office (PA SHPO) July 2024 and with the NJ Historic Preservation Office (NJ HPO) May 2024. Section 106 Consultation concludes with the execution of the Section 106 Programmatic Agreement (PA) – August 2027
Threatened and Endangered Species Coordination with NOAA Fisheries	Receive request for ESA Formal Consultation – September 2026 Formal Consultation Package Complete – November 2026 ESA Coordination Concludes – April 2027
Magnuson-Stevens Act (Essential Fish Habitat) Coordination with NOAA Fisheries	Submit EFH Assessment – September 2026 Complete EHF Assessment Package – November 2026 EFH Coordination Concludes – January 2027
U.S. Coast Guard Permit	Submit Bridge Permit Application – July 2026 Issue Permit – July 2028
Draft SEIS Notice of Availability	October 2026
Draft SEIS Public Hearings	November 2026
Final SEIS/ROD	April 2028
NJ DEP and PA DEP 401 Water Quality Certification (WQC)	Submit Joint Permit Application – November 2026 Issue 401 WQC – November 2027*
Department of the Army Permit (Section 408)	Submit Permission Request – November 2026 Issue Final Permission – May 2027
Department of the Army Permit (Section 404 and/or Section 10 of the Rivers and Harbors Act)	Submit Joint Permit Application – June 2026 Permit Decision Rendered – July 2028
Coastal Zone Consistency Program (CZMP) Consistency Determination for both PA and NJ	November 2027
NJDEP Waterfront Development Individual Permit	November 2027
NJDEP Freshwater Wetlands Individual Permit	November 2027
NJDEP Flood Hazard Area Individual Permit	November 2027

6. SCOPING AND PUBLIC/AGENCY REVIEW

6.1 AGENCY SCOPING

Agency coordination up to this point has been conducted primarily through PennDOT's monthly Agency Coordination Meetings (ACM). All Cooperating and Participating Agencies are invited to attend the agency coordination meetings. Additionally, invitations are sent to the equivalent New Jersey Resource Agency representatives.

Below is a summary of resource agency coordination activities conducted to date.

March 27, 2024:

- Introduction of Project, including Project History
- Discussion of Preliminary Project Purpose and Need
- Notice that Cooperating and Participating Agency letters were sent

May 21, 2024 (NJ HPO Field View):

- Held field view and reviewed resources to be evaluated

July 1, 2024 (PA SHPO Field View):

- Held field view and reviewed resources to be evaluated

October 23, 2024:

- Discussion of Purpose and Needs
- Review of Agency Coordination Plan
- Announcement of upcoming public involvement activities, including Public Meeting No. 1

February 26, 2025:

- Discussion of public comments received from Public Meeting No. 1
- Requested concurrence from Cooperating and Participating agencies on Purpose and Need
- Discussion on gap analysis and resource methodologies

June 12, 2025 (NJ DEP Pre-Application Meeting):

- Pre-Application Meeting with New Jersey Department of Environmental Protection (NJDEP)
- Overview of the Project, including history, study area, and Purpose and Needs
- Discussion of resources present in the study area, proposed resource methodologies, and potential permits

September 24, 2025 (Formal Agency Scoping):

- Discussion of preliminary range of alternatives
- Discussion of resources and potential effects
- Discussion of anticipated permits and approvals
- Discussion of resource methodologies

November 17, 2025

- Tribal Consultation Meeting with tribes and nations having ancestral ties to the project area to provide an overview of and request input on the proposed project.

November 2025

- Concurrence from the six (6) Cooperating Agencies on the preliminary range of alternatives.

January 30, 2026

- Coordination meeting with NOAA Fisheries to provide an update on the proposed project and to discuss consultation under the Endangered Species Act and Magnuson-Stevens Act.

February 19, 2026

- Pre-Application Meeting with the NJDEP to discuss the anticipated permits and associated permitting schedule.

Future ACMs are anticipated in the following timeframes and include the bullet list of information to be provided at that time.

Spring 2026:

- Discussion on the alternatives advanced in the SEIS, the anticipated impacts, and the recommended preferred alternative
- Discussion on proposed mitigation
- Update on permit status

Fall 2026:

- Discussion on materials to be presented at the public hearings including the recommended preferred alternative and anticipated environmental impacts

Spring 2027:

- Review preferred alternatives and environmental impacts
- Discuss proposed mitigation commitments

6.2 PUBLIC REVIEW

Prior to the publication of this NOI, the PA Turnpike and NJTA conducted a public survey and held two rounds of public meetings.

6.2.1 Public Survey

The PA Turnpike and NJTA launched a public survey from November 27, 2024, through January 10, 2025. The survey was conducted to engage the community with the DRB Project.

Multiple communication channels were used to promote the survey to increase awareness and encourage participation. Announcements included:

- Letters to public officials (via direct mail and email)
- Virtual public officials meeting
- Direct mail flyers to public officials and property owners in the study area
- Press release to the Pennsylvania and New Jersey media markets - picked up by the following outlets:
    - Bucks County Courier Times
    - LevittownNow.com
    - Patch.com
    - BucksCo.Today
    - KYW Newsradio
    - Delaware Valley Journal
- Weekly email blast/reminders to stakeholders
- Social media artwork and messaging shared with public officials and stakeholders to assist with promoting through their trusted networks

- Postcards mailed to 15,000 households and businesses within a two-mile catchment area around the bridge

Regarding the postcard distribution, the two-mile catchment area surrounding the bridge included mail routes in the municipalities of Bristol Borough, Bristol Township, Tullytown Borough, Florence Township, and Burlington Township. The direct mail postcards were distributed through Every Door Direct U.S. Mail system to reach all households and businesses within the two-mile catchment area. The postcard included Spanish, Mandarin, and Russian language taglines, based on a review of the census tracts demographics from the US Census Bureau.

Social Pinpoint was used to administer the online survey and offered the public the opportunity to complete the survey through desktop, tablet, or mobile platforms with full multilingual capabilities to ensure there were no barriers to completion.

Social Pinpoint allows filters and data mining to extract useful information and identify whether participants are local, nearby or distant. Printed, hard copy surveys were also available for those with limited internet access and their responses were included in the survey results.

Highlights from the survey included the following:

- Over 1,280 surveys, representing the Project area in Pennsylvania and New Jersey, were completed.
- The largest sample of respondents were local residents and commuters.
- Environmental concerns were split among the options provided. The top three were the Delaware River (48%), Trail/Canal Impacts (43%) and Community Impacts (39%).
- The majority of respondents are crossing the bridge for personal and recreational reasons.
- 50% of survey respondents selected “yes” for having overall challenges/concerns crossing the bridge. Assessing the write-in comments, the top three categories for concerns were traffic/congestion, bridge safety and biking/pedestrian limitations.
- The majority of respondents wanted to provide feedback through surveys and be kept up to date through email, websites and social media.

6.2.2 Public Meeting Round 1

In February and March 2025, the Project team held the first round of public involvement which included a virtual public meeting and in-person public meetings in Pennsylvania and New Jersey. A Virtual Public Officials Meeting was also held prior to the public meetings. More than 300 people attended the first round of meetings to learn about ongoing environmental work, the SEIS process, the Project Purpose and Need, the Alternatives Analysis and Preliminary Engineering processes, future public involvement opportunities, and results from the public survey conducted in late 2024 – early 2025.

A virtual public officials meeting was held on February 27, 2025, and 27 public officials attended. The virtual public meeting was held on March 12, 2025 using the Zoom platform. Approximately 120 members of the public attended the virtual public meeting. The PA public meeting open house was held in-person at the Benjamin Franklin Middle School in Levittown, PA and approximately 100 people attended the meeting. The NJ public meeting open house was held in-person at the Florence Township Municipal Building on March 20, 2025 and approximately 80 people attended the meeting.

Multiple communication channels were used to promote the Public Meetings to increase awareness and encourage participation among the target audiences including:

- Letters to Public Officials (via direct mail and email)
- Virtual Public Officials Meeting – provided resources so they could help promote the Public Meetings
- Direct mail flyers to Public Officials, property owners in the study area, and community service organizations in and around the study area
- Newspaper Ads to Bucks County Courier Times and Burlington County Times
- Press release to the Pennsylvania and New Jersey media markets
    - Bucks County Courier Times
    - Phillyburbs.com
    - MONTCO Today
    - VISTA Today
    - The Star-Ledger
    - South Jersey Times
    - Philly Voice
    - The Express-Times
    - Lehigh Valley Live
    - Levittown Now
    - PennWatch
- Email blast/reminders – weekly to stakeholders (as noted in target audiences)
- Social media post
- Postcards – direct mail to 15,000 households and businesses within a two-mile catchment area around the bridge

Postcard distribution was similar to the format and process used for the Public Survey, including the size of the catchment area and inclusion of language taglines.

Below is a high-level list of what the public shared at the meetings and during the public comment period which was open from March 12, 2025 – April 12, 2025.

Public Feedback on Meeting Format & Locations:

- Most attendees were complimentary of the meeting format and locations and truly appreciated the update and plans for the process moving forward.
- The virtual meeting attendees shared support for continued opportunities for virtual meetings in advance and particularly appreciated the closed captioning feature.

Primary Project Concerns (the top concerns expressed were in alignment with what was heard through the public survey):

- Bike and pedestrian access improvements
    - Shared use across the river on the DRB
    - Below the DRB in PA and NJ
- Property owners on both sides of the river were concerned with which alternative will be selected and how the selection of an alternative will proceed
- Concerns over noise were expressed in both PA and NJ

Additional Comments:

- PA – Nearby projects (not part of DRB)
  - US 13 - Green Lane intersection backups and flow
  - Radcliffe Street Traffic
  - Randall Avenue (township bridge with Green Lane connection)
- NJ – Nearby projects (not part of DRB)
  - Concerns with Exit 6A - Route 130 Interchange and resulting development
  - New Jersey Turnpike Interchange 1 to 4 Capacity Enhancement Program
  - Truck traffic due to warehousing
- Environmental
  - Wildlife concerns and threatened and endangered species
  - Air quality
  - Solar power
- Project cost and funding
  - Potential for toll increases to fund projects
  - Federal funding
- Construction inquiries
  - Start date and timeline
  - Consultants interested in procurement
- Follow-ups from 2017 fracture

6.2.3 Public Meeting Round 2 (Formal Public Scoping Meeting)

Prior to publication of this NOI, in October 2025, the PA Turnpike and NJTA requested public input on the Purpose and Need, range of alternatives, potential environmental impacts and additional opportunities for public input. The PA Turnpike and NJTA held a virtual public officials meeting on September 24, 2025, a virtual public meeting on October 14, 2025, and two in-person public open house meetings on October 15, 2025 (PA) and October 16, 2025 (NJ). The public comment period ran for 30 days from October 14, 2025, through November 14, 2025.

Notifications about the public meetings were distributed using the same process as the public survey and first round of public meetings. Materials, including a brochure, comment form and displays, were available at the public meetings and on the Project website. The PA Turnpike and NJTA accepted public comments at the in-person meetings, through an online survey and by email, mail, and phone. During the 30-day comment period, more than 130 comments were received.

Primary Project Comments and Questions:

Bicycle and pedestrian access improvements, including:

- A shared use path across the river
- Improvements below the DRB in both PA and NJ

Questions regarding the selection of an alternative and concerns about how the proposed project may impact properties

Concerns about increased noise and questions about how noise impacts will be evaluated in both PA and NJ

Concerns over increased traffic during construction of the proposed project

Additionally, the comment form and survey asked individuals which of the two alternatives they prefer. Of the 74 who answered the question, 51 had no preference between the two, 11 prefer Alternative NPI, 9 prefer Alternative NSA, and 3 responded 'neither'.

6.2.4 Public Comment Associated with this NOI

A 30-day comment period is being held in association with this NOI. Agencies, tribes and nations, and the public are invited to comment on the Environmental Analysis Methodologies, Purpose and Need, and Range of Alternatives for the proposed action. Comments may be submitted according to the instructions in the ADDRESSES section of this Notice. Interested individuals can sign up to receive email announcements, notifications, and newsletters on the above Project website. The scoping process for this SEIS will conclude at the end of the 30-day comment period after the publication of the NOI. The public will also be able to submit comments by completing an online survey, email, telephone, and mail. The PA Turnpike and NJTA will post public materials, including a brochure, on the Project website in addition to contacting local property owners within the 2-mile catchment area by mail.

Public hearings will be held during development of the SEIS, as described below. Generally, the locations, dates, and times for each public hearing will be publicized following the same process used for the survey and the first and second rounds of public meetings. Materials will continue to be available at the meetings in English, with the ability to translate materials, if needed.

6.2.5 Public Meeting Round 3

The PA Turnpike and the NJTA will hold a third round of public meetings in late spring 2026. The public meeting will follow the same format as the previous two meetings, including a virtual meeting and an in-person meeting in each state. The PA Turnpike and NJTA will provide information related to the alternatives being studied as part of the SEIS (Alternative NSA and NPI), potential socioeconomic, cultural, and natural resource impacts, and the SEIS schedule. Additionally, the PTC and NJTA may identify the recommended preferred alternative. Following the public meetings there will be a 30-day comment period, during which the public will have an opportunity to comment on the material presented.

Notifications about the public meeting will be distributed through the same process as the two previous meetings in the series. Meeting materials, including a brochure, comment form, and displays, will be available at the public meetings and on the Project website. The PA Turnpike and the NJTA will also accept public comments at the in-person meetings through a comment form, online, and by email, mail, and phone. All public comments will be documented in the meeting summary.

6.2.6 Joint Public Hearing on the Draft SEIS

Notice of availability of the Draft SEIS for public and agency review will be published in the *Federal Register* and through other methods which will identify where interested parties can go to review a copy of the Draft SEIS. The joint public hearing will be conducted by the PA Turnpike and NJTA in cooperation with FHWA and USACE and announced a minimum of 30 days in advance. The PA Turnpike and NJTA will provide information for the public hearing, including the location, date, and time for the meeting through a variety of means including the SEIS website https://www.paturnpike.com/traveling/construction/site/delaware-river-bridge and by newspaper advertisement and postcard distribution.

7. REQUEST FOR IDENTIFICATION OF POTENTIAL ALTERNATIVES, INFORMATION AND ANALYSES

Through the publication of the NOI, FHWA is solicitating relevant comments, information, and analyses as early in the process as possible, to enable the agency to make maximum use of this information in decision-making. Interested parties are invited to submit comments by any of the following methods:

Website: For access to the documents, go to the Federal eRulemaking Portal located at http://www.regulations.gov or the project website located at https://www.paturnpike.com/traveling/construction/site/delaware-river-bridge.

Follow the online instructions for submitting comments.

Mailing address or for hand delivery or courier: Federal Highway Administration, 30 North 3rd Street, Suite 700, Harrisburg, PA 17101 or Federal Highway Administration New Jersey Division, 840 Bear Tavern Road, Suite 202, West Trenton, New Jersey, 08628.

Email: Michelle Goddard, FHWA Pennsylvania Division at Michelle.Goddard@dot.gov or Sutapa Bandyopadhyay, FHWA New Jersey Division at Sutapa.Bandyopadhyay@dot.gov.

All submissions should include the agency name and the docket number that appears in the heading of this Notice. All comments received will be posted without change to http://www.regulations.gov or the Project website at https://www.paturnpike.com/traveling/construction/site/delaware-river-bridge, including any personal information provided. A summary of the comments received will be included in the Draft SEIS and all comments received will be included in an appendix to the Final SEIS.

8. CONTACT INFORMATION

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