

What We've Heard



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

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

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

October 2025