

# I-95/SCUDDER FALLS

# BRIDGE

## IMPROVEMENT PROJECT

# U p d a t e

## PROJECT TEAM TAKES INVENTORY

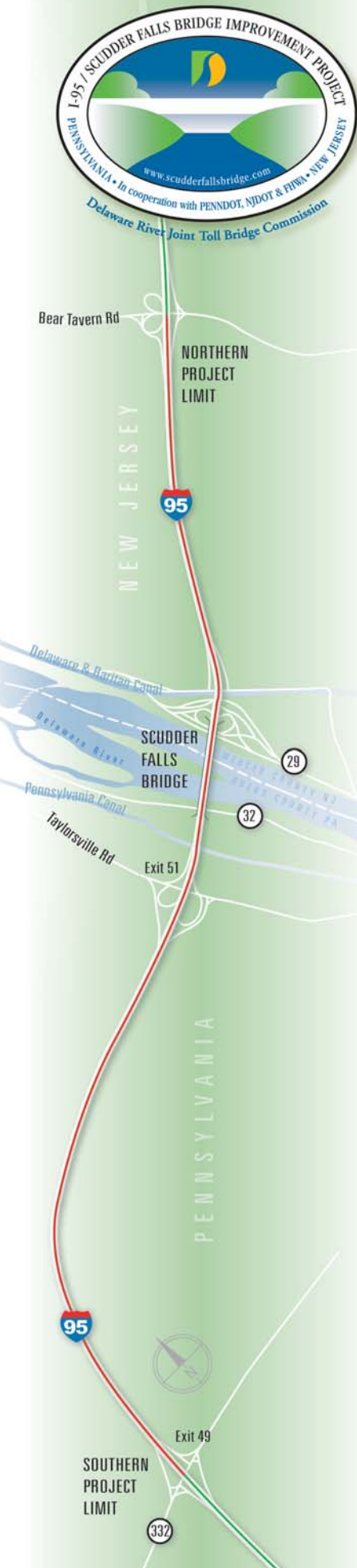
The Delaware River Joint Toll Bridge Commission is currently developing a series of alternatives to improve safety and relieve congestion on the Scudder Falls Bridge and adjacent sections of I-95. As part of this effort, the Commission and its consultants will conduct a series of environmental studies through an Environmental Assessment (EA) process, identify a Preferred Alternative, and prepare preliminary engineering documents.

To improve safety, engineers are identifying structural and geometric deficiencies based on field surveys and a review of technical documents. Some of the conditions that will be evaluated include existing acceleration/deceleration lanes, turning radii and sight distances, and the adequacy of adjacent interchanges. Engineers will use the deficiency analysis to create solutions that meet current highway safety standards.

To develop feasible alternatives, the project team will determine the potential traffic volumes in the year 2030. The Commission has retained the Delaware Valley Regional Planning Commission (DVRPC) to develop traffic volume projections for the year 2030. DVRPC is the region's metropolitan planning organization (MPO), and often provides traffic projections to area transportation agencies. To develop projections, DVRPC is using population and

employment statistics from the 2000 Census and information about planned land development projects from the Bucks and Mercer County Planning Commissions. The team has collected data on current traffic volumes and conducted a license plate survey to determine the travel patterns of vehicles using the Scudder Falls Bridge. This data will also be used by DVRPC to help establish 2030 traffic volume projections.

The project team needs to identify solutions that minimize impacts to natural, cultural, and human resources. Environmental specialists are conducting field studies on private and public property and collecting information from local, county, state, and federal agencies. In terms of natural resources, specialists are documenting wetlands; floodplains; streams, surface waters and watersheds; groundwater; terrestrial habitats; threatened and endangered species; and, hazardous waste. Noise monitoring and air quality analyses are also being conducted. To collect cultural information, specialists are identifying historic properties and archaeological resources. The Commission is committed to upgrading the Scudder Falls Bridge and adjacent sections of I-95 to improve safety and relieve congestion in a manner that minimizes impacts to these resources.



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## BUILDING BRIDGES, BUILDING CONSENSUS

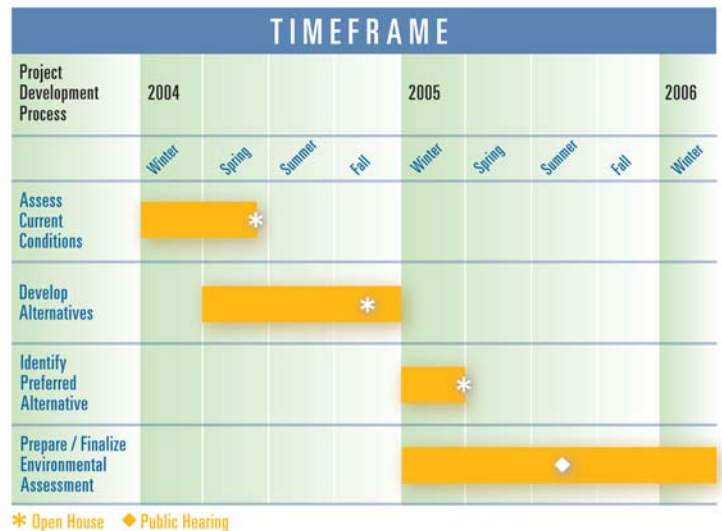
### Project Team Meets with Agencies and Interest Groups

As part of its commitment to an open, inclusive, and responsive planning process, the Delaware River Joint Toll Bridge Commission and its consultants met with over 100 representatives of various governmental agencies and interest groups. In November, the project team held a Special Agency Coordination Meeting with regulatory and resource agencies that will review the project's environmental documentation. In December, the project team met with local government, transportation, and environmental representatives through the project's Interagency Advisory Committee (IAC). The IAC was created to inform agencies about the project and to provide advice to the team. The team also met with environmental, transportation, and business organizations, and state offices for Smart Growth. Finally, a presentation about the project was provided to Lower Makefield Township on February 2nd and one is planned for Ewing Township on March 22nd.

During these meetings, the project team presented an overview of the project's history and explained the Environmental Assessment (EA) process. Afterwards, meeting attendees asked questions and shared concerns or recommendations about the project, such as:

- Coordinate with other regional transportation projects
- Minimize impacts to water quality and species of the Delaware River
- Minimize stormwater and construction impacts on the canals
- Investigate bike/pedestrian connections across the Delaware River
- Use the project to leverage support for transit projects
- Encourage increased usage of park-and-ride facilities

As part of the EA process, the project team is working to address the concerns and recommendations of interested citizens and community groups. The team will continue to meet with various governmental agencies and interest groups to obtain feedback on the project. Through the EA process, the project team intends to identify a Preferred Alternative that will alleviate traffic congestion and improve safety, while minimizing impacts to adjacent resources.



## BULLETIN BOARD



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