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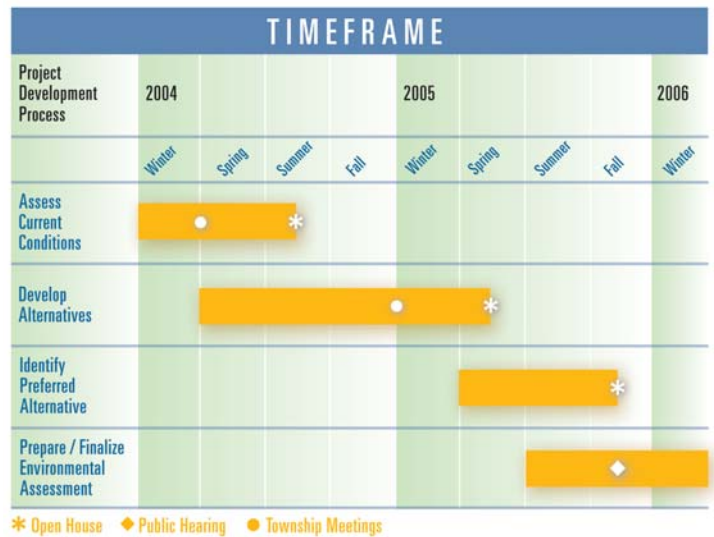
## BUILDING BRIDGES, BUILDING CONSENSUS:

### Project Team Meets with Townships, Agencies, and Stakeholders

In January and February, the Delaware River Joint Toll Bridge Commission and its consultants updated Ewing and Lower Makefield Township residents and officials on the status of the various design alternatives. Prior to the Open Houses, (see below) the project team will be meeting with agencies and stakeholders in the region. The team will hold a Special Agency Coordination Meeting (SACM) with regulatory and resource agencies to review the alternatives. In addition, the team will meet again with the Interagency Advisory Committee (IAC) that was created to inform planning agencies about the project and to provide advice to the team. Finally, the Commission and its consultants will reach out to environmental groups, transportation organizations and businesses for comment on the alternatives.



Scudder Falls Bridge



## BULLETIN BOARD

NJ OPEN HOUSE

May 10, 2005, 6-9pm  
Villa Victoria Academy  
376 West Upper Ferry Road, Ewing, NJ

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PA OPEN HOUSE

May 11, 2005, 6-9pm  
Pennwood Middle School  
1523 Makefield Road, Yardley, PA

LOOK FOR PROJECT  
INFORMATION SIGNS  
AT THE  
SCUDDER FALLS BRIDGE

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COMPLETE OUR SURVEY AT:  
[www.scudderfallsbridge.com](http://www.scudderfallsbridge.com)  
Public Participation

CALL  
PROJECT HOTLINE  
(800) 879 - 0849



# I-95/SCUDDER FALLS BRIDGE IMPROVEMENT PROJECT

## U p d a t e

## ALTERNATIVES & IMPACTS

The Delaware River Joint Toll Bridge Commission (DRJTBC) and the consultant team continue to develop, refine and assess benefits and impacts of alternatives for the Scudder Falls Bridge and I-95 and various design options for Taylorsville Road and NJ Route 29 interchanges in the project area. To meet the requirements of the National Environmental Policy Act (NEPA), the DRJTBC is conducting an Environmental Assessment (EA) of the I-95/Scudder Falls Bridge Improvement Project to evaluate the impact of these alternatives on the natural and built environment.

Recent studies have helped the team refine the alternatives. A consultant feasibility study that looked at engineering and cost factors recommended that the existing bridge should be replaced rather than rehabilitated. All alternatives that are being advanced for further study assume that the bridge will be replaced. Also, in-depth traffic analyses show that five northbound lanes and four southbound lanes are needed on the bridge to accommodate traffic at Level of Service (LOS) D or better through 2030. To achieve LOS D or better on I-95, four lanes northbound and three lanes southbound are needed in New Jersey, and three lanes in each direction are required in Pennsylvania. The alternatives for the Scudder Falls Bridge and I-95 and the design options for the interchanges may be found on the project website at [www.scudderfallsbridge.com](http://www.scudderfallsbridge.com) under the Current Alternatives page.

### Screening the Alternatives

The project team is conducting the first level screening of the alternatives to determine which alternatives should be carried forward for further

consideration based upon engineering feasibility and traffic operations. The second level of screening will evaluate the remaining alternatives based on additional evaluation criteria. These criteria include the extent to which project purpose and need are met, which are to relieve congestion and improve safety. Importantly, the criteria also include potential impacts to natural and community resources, including private property. Estimated construction costs and engineering feasibility will also be assessed.

Subsequent levels of screening and analysis using the criteria will allow the list of alternatives to be narrowed down until a preferred alternative package that includes the bridge, I-95 and the interchanges is determined. The screening process will occur in a manner that shares with the public the reasoning behind the choices of alternatives and the potential impacts. The preferred alternative will be identified in the EA document.

### Open Houses

Open Houses for the public will be held in May to present the alternatives and design options and their potential impacts (see back). Displays will show which alternatives will be advanced and the extent to which these alternatives meet project purpose and need and how they impact resources. Maps of the remaining alternatives will show the "footprint" of the bridge, I-95 and interchange improvements and their relationship to adjacent properties. Simulations of traffic operations for the alternatives will also be shown. The Commission will explain to the public why these alternatives are being advanced. They will then seek comment and input.

